

RapidRide J Line Alignment Public Engagement Summary

Background

The RapidRide J Line (formerly RapidRide Roosevelt) Project will provide high-quality rapid transit service connecting downtown Seattle with the neighborhoods of South Lake Union, Eastlake, and the U District. It will increase transit speed, reliability, and capacity, serving high levels of existing ridership and future population and employment growth.

From 2014 to 2016, the Seattle Department of Transportation (SDOT) and King County Metro explored options for high-capacity transit along the Roosevelt Corridor (which includes the area from downtown Seattle to the Roosevelt neighborhood). After looking at multiple high-capacity transit options, including rail and bus, SDOT planned to move forward with the RapidRide J Line Project. RapidRide J Line is bus service that will operate in its own lane or in mixed traffic and provide faster, more reliable service for more people through a series of targeted investments along the corridor. Service is proposed to begin in 2026.

The initial corridor investment consists of the 5-mile corridor connecting the U District with downtown Seattle via South Lake Union. Important destinations along the corridor include the U District Link light rail station, the Eastlake neighborhood, major employers in the South Lake Union neighborhood, the Central Business District, and the International District.

This memo summarizes outreach conducted by SDOT in coordination with King County Metro to inform adoption of the project's Locally Preferred Alternative by the Seattle City Council in 2017 and the subsequent U District Option developed in 2020. The RapidRide J Line Project initially began as the Roosevelt High Capacity Transit Study. The project has been developed in coordination with the King County Metro long-range plan, METRO CONNECTS, adopted in 2017.

The Roosevelt High Capacity Transit corridor, identified for priority implementation in the City of Seattle's 2016 Transit Master Plan, is partially funded by the 2015 Levy to Move Seattle, and is one of 7 key corridors being developed through the Transit-Plus Multimodal Corridor Program by SDOT and King County Metro. The purpose of the RapidRide J Line Project is to improve transit travel times, reliability, and capacity to increase high-frequency, all-day transit service and enhance transit connections between downtown Seattle and 4 neighborhoods (Belltown, South Lake Union, Eastlake, and U District). The project would also improve pedestrian and bicycle connections and access to RapidRide stations and would improve safety for both nonmotorized and motorized travelers along the corridor.

Long Range Vision for the RapidRide J Line (Formerly Roosevelt) Project City of Seattle Department of Transportation Transit Master Plan (TMP)

Adopted by the City of Seattle in 2012, the Seattle TMP¹ recommends strategies, projects, and policies that will make Seattle a more affordable, cleaner, vital, equitable, and enjoyable place to live and do business. The development of the TMP included an in-depth process to study travel for successful high-and medium-capacity transit service. The evaluation used measures grouped under Community, Economy, Environment and Human Health, Social Equity, and Efficiency. These measures were used to identify corridor capital investment priorities where SDOT will prioritize speed and reliability improvements.

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The TMP is consistent with King County Metro's <u>Strategic Plan for Public Transportation 2011-2021</u>, which calls for the agency to invest resources in corridors that have the highest potential to generate ridership, as well as to serve regional equity and environmental goals. The TMP also builds on King County Metro's RapidRide program, recommending 7 new bus rapid transit corridors for development under the RapidRide brand in Seattle.

The Roosevelt to Downtown Corridor was identified as one of 4 high-capacity transit corridors in the **2012 Seattle Transit Master Plan (TMP)** as well as the **2016 TMP update**. The corridor was also included as one of 7 transit and multimodal corridors in the Levy to Move Seattle, a 9-year transportation improvement program approved by Seattle voters in 2015.

Additional studies of the corridor completed to date include the Roosevelt High Capacity Transit Study, Existing Conditions Report, and Mode Analysis Report, all of which have informed the design of the RapidRide J Line Project.

METRO CONNECTS

METRO CONNECTS², adopted by King County Council in 2017, is a vision for bringing more and better transit service to King County over the next 25 years. People across King County helped shape this vision. In 2015 and 2016, Metro invited transit customers, bus drivers, King County cities, Sound Transit and other transportation agencies, businesses, community groups and individuals to join them in imagining the future public transportation system. Thousands of participants shared their needs, hopes, and ideas for getting around better. The RapidRide J Line (Formerly Roosevelt) Project was included in this plan as part of the RapidRide network envisioned by METRO CONNECTS.

Additional Transportation Planning Documents

Seattle, King County, and the Puget Sound Regional Council have developed a series of transportation planning documents. They informed this RapidRide project and include the following:

- VISION 2040 Puget Sound Regional Council Regional Growth Strategy
- Transportation 2040 Puget Sound Regional Council Regional Transportation Plan
- Seattle Comprehensive Plan
- Move Seattle 10-year Strategic Vision for Transportation
- Seattle Jobs Plan
- Climate Action Plan
- Bicycle Master Plan
- Pedestrian Master Plan
- Seattle Race and Social Justice Initiative (RSJI)
- Freight Master Plan

¹ http://metro.kingcounty.gov/planning/pdf/2011-21/2015/metro-strategic-plan-042816.pdf

² https://issuu.com/metro-transit/docs/metro-connects-jan2017/1?e=2675565/43536973

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RapidRide J Line (Formerly Roosevelt) Project

RapidRide J Line Project is a partnership between the City of Seattle and King County Metro. King County Metro will own, operate, and maintain the transit service on the corridor under its successful and nationally recognized RapidRide brand. This project began development in 2014. When this effort is complete, SDOT will have delivered one of the nation's premier urban bus transit corridors.

Locally Preferred Alternative

The Roosevelt High Capacity Transit (HCT) Study was a local planning process that defined the capital project and operations for the corridor. A management decision-making body was utilized within SDOT to advance key project decisions within the agency. SDOT deputy directors and division directors of Policy and Planning, Transportation Operations, Transit and Mobility, Project Development, and Capital Projects and Roadway Structures approved key decisions and endorsed the Locally Preferred Alternative (LPA) recommendation. In addition, key SDOT technical staff provided input and consultation throughout the planning process. The Roosevelt HCT Study also involved SDOT's partner King County Metro throughout the planning phase.

Approval of the LPA by the Seattle City Council was required to advance the project through the Federal Transit Administration's Small Starts funding process. **The council approved the LPA in July 2017**. Please see the LPA Summary Report (Appendix A) for additional details.

The recommended LPA included initial operations from downtown to the future Roosevelt Link light rail station. The corridor provides connections to local and regional transit service and major intermodal facilities, including:

- A southern terminal at the International District Transportation Hub located on S Main St. between 3rd and 4th Ave, with access to Link light rail, Sounder commuter train, First Hill Streetcar, and Amtrak service at the historic King Street Station
- RapidRide lines and regional and local bus service
- Regional rail, bus and Monorail service at the Westlake Transportation Hub
- Seattle Streetcar network, including the South Lake Union Streetcar line at Aloha and Fairview, the First Hill Streetcar at International District/Chinatown Transportation Hub, and the planned Center City Connector at Westlake Transportation Hub
- A northern terminus at NE 65th Street and Roosevelt to provide access to Link service at the Roosevelt station and stops near NE 45th Street to provide access to the University District station

Service Plan

The proposed RapidRide J Line operating plan will provide service at least every 7.5 minutes during morning and evening peak periods. Buses would also run at 10-minute headways during midday and until 10 PM on weekdays. Weekend headways would range from 10 to 15 minutes. Nighttime hourly service would be provided 7 days per week from 1 AM to 5 AM. Current service in the corridor operates using an electric trolleybus (ETB) fleet every 10-15 minutes all day long and every 15-20 minutes during evenings and weekends. The project will continue to operate an ETB service and will repurpose vehicles from the existing King County Metro Transit trolleybus fleet. It has further been assumed that all vehicles could be accommodated at an existing King County Metro base used for storage and maintenance of ETB vehicles.

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U District Option

In 2020, the RapidRide J Line project was shortened to end near the future U District Link light rail station, instead of as previously planned near the Roosevelt Link light rail station. Shortening the route helped King County Metro address budget shortfalls brought on by economic impacts of the COVID-19 pandemic while leveraging transit alternatives in the North Link restructure. This shorter route, the minimum operable segment, will continue to improve transit speed, reliability, safety, and connections between the Belltown, South Lake Union, Eastlake, and University District neighborhoods, as well as improve multimodal connections.

As the <u>New Starts Congressional Handbook June 2009</u> states, "The purpose of selecting the minimum operable segment is to identify a segment of the Locally Preferred Alternative that provides the most cost-effective solution with the greatest benefits for the project. The minimum operable segment must be able to function as a stand-alone project and not be dependent on any future segments to be constructed."

Transit Priority

SDOT has recommended that the RapidRide J Line Project provide new dedicated transit lanes along Virginia Street in Belltown and along Fairview Ave N in South Lake Union north of Valley St. Business Access and Transit (BAT) lanes would be located on Fairview Ave N between Denny Way and Valley St. The project will utilize the existing BAT lanes on Stewart St between 9th Ave and 3rd Ave.

The project would upgrade 24 signalized intersections (including transit signal priority and/or adaptive signals) with 5 transit queue jumps. The enhanced signal system would provide priority to transit and respond to corridor traffic congestion.

Transit travel times and reliability along the corridor would improve with new traffic signals and queue jumps, station upgrades, transit lanes, and riders no longer needing to transfer to other less-direct routes. As a result, transit travel times during the PM peak would decrease approximately 30%.

As a result, daily ridership is expected to nearly double by 2040 compared to the no-build condition.

Stations

The project includes 21 new RapidRide stations (9 northbound and 12 southbound) from 3rd Ave to NE 45th St with service south to 9 existing stations along 3rd Ave in downtown Seattle to the International District.

The RapidRide J Line route will extend from 3rd Ave in downtown Seattle with southbound (inbound) service starting on NE 45th St at University Way NE and northbound (outbound) service terminating on NE 43rd St at 12th Ave NE. Project improvements would only be provided north of 3rd Ave along Virginia and Stewart streets to the northern end of the route. Bus service will be provided along 3rd Ave south of Virginia and Stewart streets using existing RapidRide stations. The project would use the existing transit lanes on Stewart St between 9th and 3rd avenues. Buses would travel along portions of S Main St, 2nd Ave S, and S Jackson St to transition from southbound to northbound service.

³ http://www.reconnectingamerica.org/assets/Uploads/2009newstartshandbookpdf.pdf

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Planned changes to bus stop locations for optimization (which may include consolidation of stops) would occur with the project and have been developed consistent with Metro standards⁴ for RapidRide stop and station spacing. These standards state that the desired transit stop spacing is 1/3 to 1/2 mile in higher-density (built-up) areas and that the minimum spacing between each transit stop pair should be 1/4 mile. Following these standards, 11 existing bus stops along the corridor currently used by the Route 70 would be removed/consolidated with other stops, with the changes for the project occurring along 11th Ave NE, Eastlake Ave E, and Fairview Ave N to optimize stop spacing and transit operations. This consolidation would reduce transit travel time and improve reliability, but would require passengers currently using stops that would be eliminated to walk farther to reach transit service. The average stop spacing along the corridor would increase from the existing spacing of about 1/4 mile to slightly more than 1/3 mile. There are 4 bus stops in the project corridor that are not RapidRide that would remain and provide service for other routes.

The project stations are planned to be designed using the revised RapidRide kit of parts. Stations would be identifiable as part of the RapidRide system and include real-time arrival information and all-door boarding.

Southbound/Inbound Proposed Bus Stop Revisions¹

IN VICINITY OF CROSS STREET	ON STREET	METRO STOP ID	RAPIDRIDE UPGRADE	PROPOSED CHANGES TO CURRENT ROUTE 70 STOP
University Way NE	NE 45th St	10911	Yes	Stop upgraded to RapidRide station
Brooklyn Ave NE	NE 43rd St	9587	Yes	Stop upgraded to RapidRide station (opens Fall 2021)
NE 42nd St	Roosevelt Way NE	9610	Yes	Stop upgraded to RapidRide station
NE 41st St	Roosevelt Way NE	NEW	Yes	New RapidRide station
Harvard Ave E	Eastlake Ave E	9141	Yes	Stop upgraded to RapidRide station
E Allison St	Eastlake Ave E	9150	No	Consolidates stop to the vicinity of Harvard Ave E
E Hamlin St	Eastlake Ave E	9170	Yes	Stop upgraded to RapidRide station
E Louisa St	Eastlake Ave E	9190	No	Consolidates stop to the vicinity of E Lynn St
E Lynn St	Eastlake Ave E	9200	Yes	Stop upgraded to RapidRide station
E Newton St	Eastlake Ave E	9220	No	Consolidates stop to the vicinity of E Garfield St
E Garfield St	Eastlake Ave E	9240	Yes	Stop upgraded to RapidRide station
E Nelson Pl	Fairview Ave N	10170	No	Consolidates stop to the vicinity of Yale Ave N

⁴ King County Metro. 2018b. *RapidRide Expansion Program Standards and Implementation Guidance*. November



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Yale Ave N	Fairview Ave N	10180	Yes	Stop upgraded to RapidRide station
Aloha St	Fairview Ave N	10190	No	Consolidates stop to the vicinity of Yale Ave N
Mercer St	Fairview Ave N	10210	No	Consolidates stop to the vicinity of Harrison St
Harrison St	Fairview Ave N	10225	Yes	Stop upgraded to RapidRide station
Virginia St	Boren Ave	10240	Yes	Stop upgraded to RapidRide station
9th Ave	Stewart St	940	No	Stop remains for other routes
7th Ave	Stewart St	950	Yes	Stop upgraded to RapidRide station
4th Ave	Stewart St	970	No	Stop remains for other routes

^{1 –} Bus stops and RapidRide Stations along 3rd Avenue would remain unchanged with the project.

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Northbound/Outbound Proposed Bus Stop Revisions¹

IN VICINITY OF CROSS STREET	ON STREET	METRO STOP ID	RAPIDRIDE UPGRADE	PROPOSED CHANGES TO CURRENT ROUTE 70 STOP
6th Ave	Virginia St	00880	Yes	Stop upgraded to RapidRide station
9th Ave	Virginia St	00900	Yes	Stop upgraded to RapidRide station
Denny Way	Fairview Ave N	10280	No	Consolidates stop to the vicinity of Harrison St
Harrison St	Fairview Ave N	10305	Yes	Stop upgraded to RapidRide station
Valley St	Fairview Ave N	10325	No	Stop remains for other routes
Yale Ave N	Fairview Ave N	10340	Yes	Stop upgraded to RapidRide station
E Nelson Pl	Fairview Ave N	10350	No	Consolidates stop to the vicinity of Yale Ave N
E Garfield St	Eastlake Ave E	9460	Yes	Stop upgraded to RapidRide station
E Howe St	Eastlake Ave E	9480	No	Consolidates stop to the vicinity of E Garfield St
E Lynn St	Eastlake Ave E	9500	Yes	Stop upgraded to RapidRide station
E Louisa St	Eastlake Ave E	9510	No	Consolidates stop to the vicinity of E Lynn St
E Hamlin St	Eastlake Ave E	9530	Yes	Stop upgraded to RapidRide station
E Allison St	Eastlake Ave E	9550	No	Consolidates stop to the vicinity of Harvard Ave E
Harvard Ave E	Eastlake Ave E	9560	Yes	Stop upgraded to RapidRide station
NE 41st St	Eastlake Ave NE	NEW	Yes	New RapidRide station
NE 42nd St	11th Ave NE	9630	No	Stop remains for other routes
12th Ave NE	NE 43rd St	NEW	No	New stop, alighting only

^{1 –} Bus stops and RapidRide Stations along 3rd Avenue would remain unchanged with the project.

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Public Involvement

The goal of public outreach was to educate community members along the corridor about the project, goals, and timeline, and to gather feedback to be incorporated into the final corridor concept. Public outreach efforts were held during four phases:

- 1. Mode Analysis and Existing Conditions
- 2. Characteristics of Bus Rapid Transit (BRT) and Multi-Modal Components
- 3. Recommended Corridor Concept
- 4. Environmental Assessment and U District Option

The original approach to this project included a standard alternatives process, identifying multiple options, screening options to a few alternatives, and detailed analysis of the final alternatives, culminating in a locally preferred alternative. However, the direction of the project evolved as the context of the project (one of 7 RapidRide expansion corridors) changed and additional outreach was needed to provide the public with an opportunity to provide feedback on the U District option.

The **initial mode analysis and existing conditions phase** was conducted as planned and resulted in the selection of BRT for the mode instead of rapid streetcar as proposed in the Transit Master Plan. Given the timing of the 2015 Levy to Move Seattle, the project directive to plan to its budget based on planning level budgets identified in Move Seattle, the City's 10-year strategic vision for transportation, and the newly identified RapidRide expansion network, a targeted investment approach to BRT was developed, as opposed to several corridor length alternatives.

At the **second set of public open houses**, characteristics of BRT at three levels of service were profiled. These included full BRT, targeted investments and RapidRide. Full BRT would be difficult to implement in the corridor given anticipated funding and constrained right-of-way. Targeted investments were based on the existing conditions analysis as well as issues identified during early public outreach and were focused on maximizing the benefits of limited funding resources. RapidRide was based on King County's existing RapidRide service without all the multimodal and speed and reliability investments. The public was asked to identify modal priorities and preferences on station locations while providing input on the set of targeted investments.

In the third round of outreach, a **draft recommended corridor concept** was presented. It was the targeted investment approach, updated based on modeling and analysis efforts as well as input gathered during the second round of outreach.

The fourth phase of outreach following the Locally Preferred Alternative continues to engage community members in refining the project design and environmental assessment. In 2020, the RapidRide J Line project was shortened to end near the future U District Link light rail station, instead of as previously planned near the Roosevelt Link light rail station. Shortening the route helped King County Metro address budget shortfalls brought on by economic impacts of the COVID-19 pandemic while leveraging transit alternatives in the North Link restructure. The team solicited community feedback on the U District Option, with a particular emphasis on engaging community members in the U District and Roosevelt neighborhoods.

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Race and Social Justice Initiative

The project outreach was consistent with SDOT policies and practices that were outlined in the Seattle Race and Social Justice (RSJ) initiative. The vision of the Seattle RSJ Initiative is to eliminate racial inequity in the community. To do this requires ending individual racism, institutional racism and structural racism. The project established racial equity goals and analyzed demographics in the along the corridor (see Appendix D). The project also continues to update a Racial Equity Toolkit (see Appendix P).

Locally Preferred Alternative (LPA) Engagement Phase 1: Mode Analysis & Existing Conditions (November 2014 - June 2015) Stakeholder Interviews

The team started by conducting one-on-one outreach with corridor stakeholders, including community leaders, large businesses, and community organizations as a means of assessing issues and opportunities. A total of 14 stakeholders participated in the interviews between March and April 2015.

Key topics covered during the interviews included:

- Current use of the Roosevelt to Downtown transportation corridor
- Stakeholder experience along the corridor
- Opportunities for improving current use
- Stakeholders' preferred HCT mode for future improvements

In addition to informing the project design, the information provided by stakeholders was used to develop an effective stakeholder engagement program. A complete summary of the stakeholder interviews appears in Appendix E. General issues noted during stakeholder interviews included:

- Traffic congestion
- Overcrowded buses
- Bus rapid transit (BRT) or rapid streetcar as a transit mode
- Trade-offs between on-street parking and improved transit and bicycle facilities

Open Houses

Following the stakeholder interviews, two public open houses were held May 2015 at the Y @ Cascade People's Center in South Lake Union and the UW Tower in the U District on consecutive evenings. Project goals, timeline, preliminary existing conditions, and transit modes were presented. Open houses were staffed with project team members from SDOT and their consultant. The open house format allowed attendees to talk directly to project staff. A total of 95 people signed in at the two open houses. A summary of the comments gathered at the open houses and afterward is in Appendix F.

Comments were on a variety of topics, but some key themes included the following:

- Bike facilities on the corridor or on adjacent streets
- Transit frequency, reliability, and stop location
- BRT or rapid streetcar
- Trade-offs between parking, transit lanes, and protected bike lanes
- Exclusive transit lanes

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Phase 2: Characteristics of BRT and Multi-Modal Components (June 2015-March 2016)

The second outreach phase focused on incorporating BRT design and operational elements in the Roosevelt to Downtown Corridor.

The following three levels of potential corridor investments were shared during this phase:

- RapidRide Station and Service Upgrades
- RapidRide Station and Service Upgrades + Targeted BRT Investments
- Full BRT Improvements

Given community feedback on priorities and an evaluation of funding options, the targeted BRT investments approach was chosen for the RapidRide J Line Project. This approach to corridor design includes all existing Metro RapidRide design elements as a starting point and incorporates Full BRT design elements at select locations to improve speed and reliability, as well as the incorporation of multimodal elements such as bike facilities.

Forum Group

Prior to the public open houses an informal forum was assembled. It included representatives from local businesses, community councils, bicycle and pedestrian advocacy groups, and concerned citizens and drew heavily from the individuals that participated in the stakeholder interviews held during Phase 1. This group previewed the content and materials to be presented at the public open houses. A meeting of the forum group took place in September 2015 to review the recommended mode choice (BRT) and discuss right-of-way allocation along the corridor. Participants were engaged in interactive breakout groups focusing on segments of the corridor. A second meeting of the forum group was held in November 2015 to look at characteristics of BRT and multimodal components and to preview some refined open house materials.

Open Houses

Phase 2 open houses were held on December 9, 2015 at TOPS Elementary in Eastlake and December 10, 2015 at UW Tower in the U District. A total of 116 people signed in at the open houses. Attendees listened to a brief presentation with an update on the results of the mode analysis, levels of BRT, and next steps for the project. They were then invited to visit tables dedicated to specific corridor segments where they could review roll maps showing targeted transit speed and reliability improvements, ask questions of project staff, and provide comments. Additional displays included information on the corridor within the context of the SDOT RapidRide expansion program and visualizations of different station types. A summary of the feedback gathered at the open houses and afterward can be found in Appendix G.

Key topics associated with December 2015 public open house comments included:

- Center turn lanes on Eastlake Avenue
- Trade-offs between parking, transit lanes, and protected bike lanes
- Parking issues
- Full BRT with exclusive lanes
- Protected bike lanes

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Online Open House

Shortly after the public open houses, an online open house was launched to ensure that people who were not able to attend the open houses would have an opportunity to comment. The online open house was available from January 13 to February 7, 2016. It included an online survey form for public input. The online open house walked people through a variety of specific questions about the corridor, modal priorities, and station locations. The online open house was consistent with materials presented at the public open houses. A summary of the feedback gathered through the online open house can be found in Appendix H. A total of 307 online surveys were completed.

General themes from the Online Open House included:

- Trade-offs between on-street parking and improved transit and bicycle facilities
- Improved access to transit and east/west routes
- Operating on 5th St or Roosevelt Way north of 75th St
- Proposed stop locations and spacing

The results of the online open house indicate a preference by respondents for allocation of right-of-way to transit and bicycle infrastructure in this corridor. This is evidenced by the majority choosing transit and bicycle facilities when asked about roadway allocation across all segments of the corridor as well as noting that the tradeoff of losing parking is worth the improvements in transit and protected bicycle facilities.

Business Access Survey

A business access survey was also completed in March 2016 along Eastlake Ave E and 11th Ave NE/12th Ave NE in the Roosevelt corridor. Data from this survey, as well as existing conditions data collected for the project were used to address loading needs.

Phase 3: Recommended Corridor Concept (May – July 2016)

This phase focused outreach on the draft recommended corridor concept, which included a mix of targeted BRT improvements, protected bike lanes, and some signal and roadway improvements.

Forum Group

A third meeting of the forum group was held in May 2016 to gather input on the draft recommended concept and prepare for the third set of open houses.

Open Houses

The third set of open houses took place June 2016. The meetings were held June 15, 2016 at TOPS K-8 School in Eastlake and June 16, 2016 at UW Tower in the U District. A total of 92 people signed in at the open houses. The meetings featured a brief presentation on the recommended corridor concept. Tables were set up around the room to allow people to view the proposed changes by segment of the corridor on roll maps. Another display included transit station visualizations for community context conversations. Information was also presented on the RapidRide expansion network, relative to the Roosevelt to Downtown corridor. Comments were gathered at all stations and in a general comment box. A summary of the comments received can be found in Appendix I.

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Key issues noted in the comments associated with June 2016 public open houses included:

- Protected bike lanes
- Parking removal
- Transit only lanes
- Traffic congestion

At the time of the final round of outreach, the north terminus of the corridor was still undetermined. At the final outreach the public was told that there were three possible north termini. These were at NE 45th St in the area of the future U District Link station, NE 65th St in the area of the Roosevelt Link station or the least likely option of the Northgate Transit Center.

Decision Points

Following development of project alternatives and the public outreach process described above, an evaluation of the following major decision points was completed as part of LPA development.

South Lake Union Alignment

The initial route alignment was based on the primary routing identified in the Transit Master Plan, which indicated the route would travel along Westlake Avenue N in South Lake Union. A potential alignment alternative was also identified in the Transit Master Plan along Fairview Avenue N. The South Lake Union route alignments were assessed based on existing transit planning projects that would impact service, access and connections. Two alignment options were considered for the southern segment of the corridor, between the Westlake Hub and the current South Lake Union streetcar terminus, including:

- Westlake Ave N: Westlake Ave N and Valley St
- Fairview Ave N: Fairview Ave N and Boren Ave

Given that three high frequency routes already use Westlake Ave N and there is limited capacity to accommodate an additional high frequency/high-capacity route, the Fairview Ave N alignment was selected as the preferred route.

Northgate Extension Alignment

As part of the planning study, an extension of the corridor to the Northgate Transit Center was evaluated. The 2012 TMP identified 65th and Roosevelt as the northern terminus, but recommended study of terminus options at Brooklyn Station or Northgate Transit Center on the basis of projected future population and job growth and a planned Link light rail station. The Northgate extension would travel along Roosevelt/12th Ave NE to NE 75th St to Banner Way NE to 5th Ave NE. Along 5th Ave NE the route would use NE 100th St and NE 103rd St to connect to the Northgate Transit Center. Through further evaluation of cost, performance, funding opportunities, review of adopted plans, and consideration of community input, the Locally Preferred Alternative located the northern terminus at NE 67th St, adjacent to the Roosevelt Link light rail station for the following reasons:

- Best meets the purpose and need of the project by:
 - Providing frequent, reliable, high-capacity transit from north Seattle neighborhoodsto future Link light rail stations and South Lake Union and Downtown
 - Improving pedestrian and bicycle access along the corridor, specially by investing in protected bike lanes from Valley St, through Eastlake, and along 11th and 12th avenues to the Roosevelt Link Station

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- Extending the overhead trolley network to expand zero-emissions transit to support
 Greenhouse Gas emission reduction targets
- Aligns with community input received throughout the planning process, including an interest in improving north-south transit connections to South Lake Union and creating a multimodal corridor
- Advances Levy to Move Seattle commitments, including integrating transit investments with non-motorized improvements, including protected bike lanes and safety improvements at intersections along the corridor
- Balances capital investment with potential for increased ridership and transit benefit to maximize grant funding opportunities
- Consistent with the 2016 Seattle Transit Master Plan Update and King County's Metro Connects Long Range Plan

U District Option Outreach

Phase 4: Environmental Assessment and U District Option (December 2017 – Present)

Outreach since the LPA, and with the introduction of the U District Option, has included open houses, briefings, and workshops in addition to mailers, email updates, and notifications to more than 40,000 neighborhood residents and businesses. This included:

- Environmental Scoping (December 2017 March 2019)
- Design Outreach (December 2018 December 2019)
- Environmental Assessment Comment Period (January 2020 February 2020)
- U District Option Outreach (August 2020 present)

Comments were on a variety of topics, but some key themes included:

- Ease of access to the University of Washington campus
- On-street parking loss on Eastlake Ave E
- Protected bike lanes and transitions at key intersections
- Stop optimization and locations

Public Scoping Meeting

The project and Federal Transit Administration (FTA) held a public scoping meeting for the project on December 11, 2017. Approximately 43,000 mailers were sent to residents and businesses within 0.25 mile of the corridor. The mailers provided the meeting time and location, background information, and how to provide comments and be involved. The mailer also included information in Spanish, Chinese, and Arabic on how to receive translated meeting materials. The public scoping meeting provided the opportunity for the public to review and comment on the project purpose and need, the alternatives to be analyzed, and the range of issues to be addressed in the Environmental Assessment (EA). Approximately 37 people attended the meeting. For those unable to attend, the project provided links to materials posted on the project website, email addresses, and a mailing address where written comments could be provided. The project received 141 comments (from 25 businesses and 116 individuals). The primary comments received were about loss of parking, the need for protected bicycle lanes, the range of alternatives and design elements, and support or opposition for the project. Appendix A, RapidRide Roosevelt Project Scoping Report⁵, provides further information.

⁵http://www.seattle.gov/Documents/Departments/SDOT/TransitProgram/RapidRide/Roosevelt/App%20A%20RapidRide%20Roosevelt%20Scoping%20Report.pdf

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Eastlake Neighborhood Project Briefing

The project held a briefing with a question and answer session on October 23, 2018 to share information on the proposed bicycle facility for the neighborhood and discuss the strategies to address the loss of on-street parking. The project sent a mailer to residents and businesses in the Eastlake neighborhood and included text in Spanish, Chinese, and Arabic on how to receive translated materials. The meeting was held in an ADA-compliant facility at TOPS K-8 School in the Eastlake neighborhood and approximately 100 community members attended. Outcomes of the meeting included the project's commitment to (1) continue to engage Eastlake residents and business owners in a parking workshop on strategies to address the loss of on-street parking, (2) conduct business surveys along Eastlake Ave E, and (3) continue coordination with residents and businesses throughout design and construction. A summary of the comments received can be found in Appendix K.

Eastlake Neighborhood Parking Workshop

The project held a parking workshop with the Eastlake neighborhood on January 24, 2019 to provide information on potential parking strategies. The goals of the meeting were to better understand the community concerns and solicit feedback and other ideas from community members on how to address on-street parking removal in the Eastlake neighborhood. Information was sent to businesses and community members who requested to participate. The meeting was held at the Center for Wooden Boats in South Lake Union. Approximately 40 community members provided input on the proposed parking strategies and suggested new ones. The meeting began by introducing strategies to address the loss of parking, followed by small group discussions and then input to the full group on those strategies. The restricted parking zone (RPZ) and relocation of loading zones received the most input from community members. New strategies suggested by the community members included incentives to use transit or bikeshare, using the area under I-5 for parking, changing code requirements for parking in new buildings, and revising the project design to maintain some parking. A summary of the comments received can be found in Appendix L.

Eastlake Business Parking Workshop and Survey

The project conducted door-to-door outreach to about 150 business in the Eastlake neighborhood in spring 2019. The goal of the outreach was to inform business owners about the project and the removal of on-street parking on Eastlake Ave E, gather information related to business needs (i.e. delivery location, access needs, etc.), answer general questions, and determine if businesses would be interested in participating in a forum discussing potential parking strategies. On July 31, 2019, two forums (one in the daytime and one in the evening) were conducted for business owners to discuss project impacts on parking in the neighborhood. A summary of the comments received can be found in Appendix M.

Design Update Open Houses and Outreach

The project facilitated design update outreach in October 2019 by hosting two open houses, sending mailers and emails, and sharing an online interactive map for the public to provide feedback about project features, including station locations and ADA/accessibility needs. The goal of the outreach was to provide the public an opportunity to review the project's history and current plans, and to see how community feedback has been incorporated into those plans. Open houses were held for the University District and Roosevelt neighborhoods on October 17 at the University Heights Center and for the Eastlake, South Lake Union, and downtown neighborhoods on October 28 at the TOPS K-8 School gymnasium. A summary of the comments received can be found in Appendix N.

RapidRide J Line Alignment Public Engagement Summary

Environmental Assessment Comment Period

The project and Federal Transit Administration (FTA) released the RapidRide Roosevelt Environmental Assessment (EA) on January 8, 2020 for public review and comment. The project posted a notice of availability in the paper of record and at the Seattle public libraries. In addition to emailing the project listsery, the project sent approximately 43,000 mailers to residents and businesses within 0.25 mile of the corridor. The notifications included text in Spanish, Chinese, Korean and Arabic on how to receive translated materials. Drop-in sessions were also held throughout the corridor on:

- January 28 at REI: 222 Yale Ave N, Seattle, WA 98109
- January 29 at Starbucks: 2344 Eastlake Ave E, Seattle, WA 98102
- January 30 at Starbucks: 6417 Roosevelt Way NE, Seattle, WA 98115
- February 1 at University Family YMCA: 5003 12th Ave NE, Seattle, WA 98105

More than 100 people stopped by the drop-in sessions and the project received around 400 comments on the Environmental Assessment. Common comment themes focused on:

- On-street parking loss on Eastlake Ave E
- Installing protected bicycle lanes on Eastlake Ave E
- · RapidRide J Line including fewer bus stops than existing service
- Location of northern bus turn-around/layover area

The project is required to submit a Supplemental Environmental Assessment to the Federal Transit Administration as part of the National Environmental Policy Act process to evaluate potential impacts associated with the U District Option. Previously submitted comments on the January 2020 Environmental Assessment for the project, along with those collected through the Supplemental Environmental Assessment comment period, will be available when the Federal Transit Administration makes an environmental determination on whether the project has sufficiently analyzed and mitigated environmental impacts.

U District Option Public Meeting

The project solicited community input on the U District Option starting in December 2020 by hosting a virtual <u>public webinar</u>, sending several emails, posting on social media, calling key organizations, and distributing notices through partner publications including a Route 70 rider alert. The project also briefed the City of Seattle's Levy Oversight Committee. Approximately 40 members from the public attended the virtual public webinar. Themes of community feedback included a desire for ease of access to the University of Washington campus. A summary of the comments received can be found in Appendix O.

Ongoing Outreach

The project team continued to engage community members in refining the project design and U District Option. The project emailed 27 community-based organizations in the U District and Roosevelt neighborhoods to share an update and offer a virtual briefing. To date, the project has briefed two of these organizations. In addition, the project has attended and provided updates at several standing community meetings including the North Link Connections Mobility Board, Roosevelt Neighborhood Association, and Wallingford Community Council.

See Appendix J for a complete list of community activities hosted by the project team since the LPA.

Appendices

LPA Engagement

- Appendix A: LPA Outreach Stakeholder List
- Appendix B: LPA Outreach Activities Log & Inclusive Outreach and Public Engagement (IOPE)
- Appendix C: LPA Outreach Demographic Information
- Appendix D: LPA Outreach Stakeholder Interview Summary
- Appendix E: LPA Outreach May 2015 Open House Summary
- Appendix F: LPA Outreach December 2015 Open House Summary
- Appendix G: LPA Outreach Online Open House Summary
- Appendix H: LPA Outreach June 2016 Open House Summary
- Appendix I: Roosevelt RapidRide Project LPA Report

U District Option Engagement

- Appendix J: RapidRide J Line Post-LPA Outreach
- Appendix K: Eastlake Neighborhood Project Briefing Comments
- Appendix L: Eastlake Parking Workshop Summary
- Appendix M: Eastlake Business Workshop Summary
- Appendix N: RapidRide J Line Fall Outreach Summary
- Appendix O: U District Option Public Meeting Summary

Racial Equity Toolkit

• Appendix P: Racial Equity Toolkit



Appendix A: LPA Outreach Stakeholder List



Roosevelt RapidRide Project

LPA REPORT

JUNE 2017





SEATTLE DEPARTMENT OF TRANSPORTATION 700 5th Avenue, Suite 3800 PO Box 34996 Seattle, WA 98124-4996 (206) 684-ROAD (7623) www.seattle.gov/transportation

CONTRIBUTING FIRMS
Nelson\Nygaard Consulting Associates





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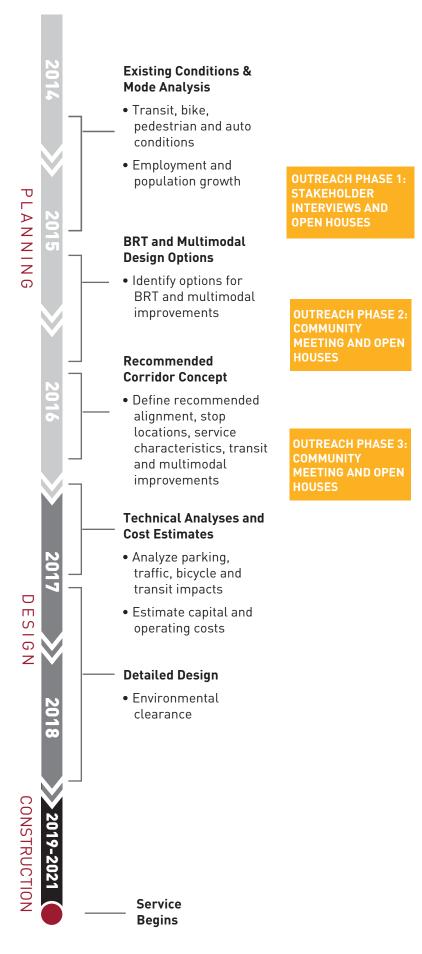
INTRODUCTION



The Roosevelt RapidRide Project will provide a high-quality rapid transit service connecting Downtown Seattle with the neighborhoods of South Lake Union, Eastlake, University District, and Roosevelt.

It will increase transit speed, reliability, and passenger carrying capacity, serving high levels of existing ridership and future population and employment growth. This report describes a recommended Locally Preferred Alternative (LPA) for the Roosevelt RapidRide Project.

The purpose of the LPA is to define the transit option that best meets the project's purpose and need, and that will be carried forward to seek federal funding. This LPA was developed through a 2-year planning process that included public and stakeholder outreach efforts. The LPA will be advanced over the next year through design and additional opportunities for community and stakeholder engagement.



CORRIDOR OVERVIEW

From 2014 to 2016, the Seattle Department of Transportation (SDOT) and King County Metro explored options for high capacity transit along the Roosevelt Corridor. After looking at multiple high capacity transit options, including rail and bus, SDOT is moving forward with the Roosevelt RapidRide Project. RapidRide will operate in its own lane or in mixed traffic and provide faster, more reliable service for more people through a series of targeted investments along the corridor. Service is proposed to begin in 2021, in coordination with the opening of the University District and Roosevelt Link light rail stations.

The initial corridor investment consists of the 6-mile corridor. connecting the Roosevelt neighborhood with Downtown Seattle via South Lake Union. Important destinations along the corridor include the Roosevelt neighborhood and Link light rail station, the University District, the Eastlake neighborhood, major employers in the South Lake Union neighborhood, the Central Business District, and the International District. In the future, there is the possibility of an extension from the Roosevelt Link station to the Northgate Transit Center.

The alignment of the recommended corridor concept for the Roosevelt RapidRide Corridor is illustrated on the following page.

FIGURE 1-2. ROOSEVELT CORRIDOR ALIGNMENT



PROJECT PURPOSE AND NEED



PROJECT PURPOSE

The Roosevelt High Capacity Transit corridor is identified for priority implementation in the City of Seattle's 2016 Transit Master Plan, is partially funded by the Levy to Move Seattle, and is one of seven key corridors being developed through the Seattle RapidRide Expansion Program by SDOT and King County Metro. The purpose of the Roosevelt RapidRide Project is to improve transit capacity, travel time, reliability, connectivity, comfort, visibility, and legibility in the corridor, while also improving pedestrian and bicycle access to and along the corridor and to RapidRide stations. In doing so, the project will improve overall mobility in a dense and rapidly developing corridor that serves several major destinations.

PROJECT NEED

The Roosevelt RapidRide Project addresses the following transportation and community needs:

- Housing and employment growth. The corridor connects the dense, rapidly growing urban centers of South Lake Union and Downtown with the Eastlake neighborhood, the University District, and the Roosevelt neighborhood. This corridor is forecast to grow by over 16,000 residents and 84,000 employees by 2035. Seattle's Urban Village Strategy calls for this growth to incorporate mixed land uses and create a pedestrianfriendly, transit-oriented environment.
- **Network Connectivity.** Critical connections to existing and future Link stations, existing and future RapidRide lines, and regional and local bus routes are provided more frequently and reliably by the Roosevelt RapidRide Project.
- **Travel time improvements.** Transit travel time in the corridor during peak periods is up to 20-30% slower than offpeak hours. Transit travel times with the Project are expected to improve by up to 20% during the peak period.

- Reliability. Over 30% of transit trips in the corridor run late during morning and evening peak periods. RapidRide's enhanced bus stops, off-board fare collection, transit signal priority, and other features will deliver increased reliability.
 - **Overcrowding.** Overcrowding occurs on many trips throughout the day and during the morning peak period. Passenger loads exceed seated capacity along this route on 32% of the daily trips and 63% during the morning hours. Increased service frequency delivered by the Project will also increase passenger carrying capacity in the corridor.
 - Development support. The Roosevelt corridor connects a number of Seattle's most dense residential and employment centers, which are also areas of high growth. High-capacity transit solutions, such as RapidRide, are essential to supporting dense development.
 - Greenhouse Gas (GhG) emission reductions. Seattle's Climate Action Plan relies on high-capacity transit in major corridors, including Roosevelt, to meet targets.
 - Pedestrian and bicycle improvements. Several intersections in the Roosevelt corridor have above-average rates of bicycle and pedestrian collisions. Improvements to pedestrian and bicycle facilities are planned over much of the corridor.

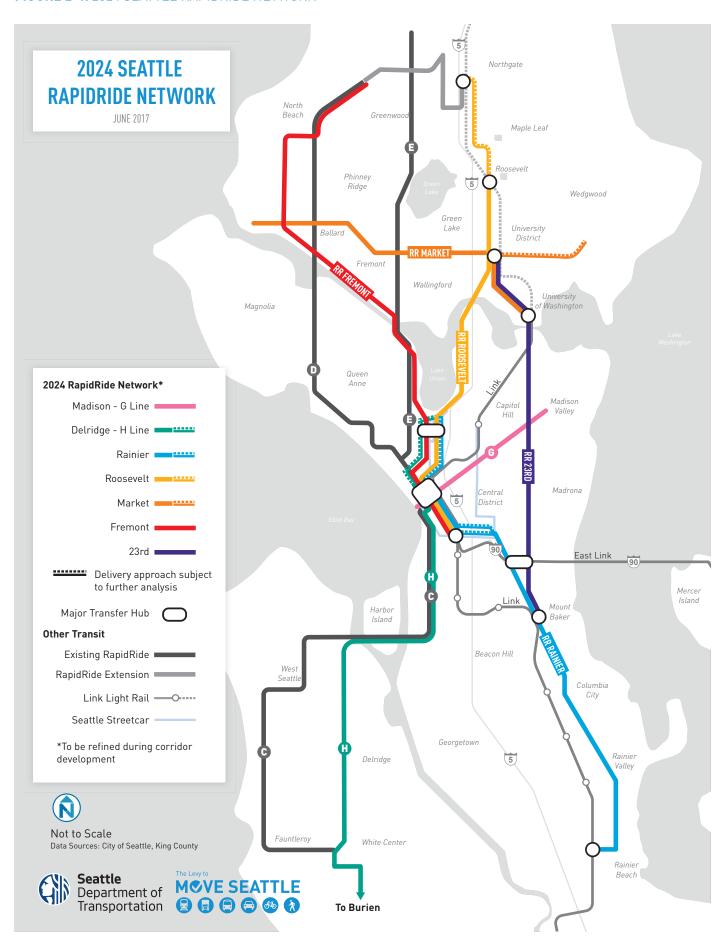
BACKGROUND

RapidRide Expansion Program

SDOT is currently advancing the Seattle RapidRide Expansion Program in partnership with King County Metro to define and develop a comprehensive network of seven new RapidRide Bus Rapid Transit (BRT) corridors in Seattle. Work to date has included a network refinement report that specifies corridor extents, timelines, and performance measures for the seven new RapidRide lines. Through a combination of transit service improvements, capital investment, and design treatments, these corridors will build on the success of existing RapidRide service and help meet local and regional transportation goals.

Delivering an expanded RapidRide network is a key component to creating a safe, interconnected, vibrant, affordable, and innovative city for all. Over the past 20 years, Seattle gained 100,000 new residents and approximately 50,000 jobs and over the next 20 years, an additional 120,000 residents and 115,000 jobs are anticipated. The RapidRide network will help deliver an easy-to-use, interconnected, reliable system that connects people, places, and products by increasing the number of people that can be moved within the existing street network. With such convenient, comprehensive service, over 50,000 additional daily trips are expected on the RapidRide corridors by 2035.

FIGURE 2-1. 2024 SEATTLE RAPIDRIDE NETWORK



Past Studies

The Roosevelt to Downtown Corridor (Roosevelt Corridor) was identified as one of four high capacity transit corridors in the 2012 Seattle Transit Master Plan (TMP) as well as the 2016 TMP update. The corridor was also included as one of seven transit and multimodal corridors in the Levy to Move Seattle, a 9-year transportation improvement program approved by Seattle voters in 2015.

Additional studies of the corridor completed to date include: Roosevelt High Capacity Transit Study, Existing Conditions Report and Mode Analysis Report, all of which have informed the design of the Roosevelt RapidRide Project.

Policy Framework

High-capacity transit service in Seattle's busiest corridors will help Seattle maintain a high quality of life for residents, workers and visitors, and achieve its ambitious goals for ecological sustainability, social equity, and public health.

Seattle, King County, and the Puget Sound Regional Council have developed a series of transportation planning documents in support of these aims. They informed this RapidRide project and include the following:

- VISION 2040 Puget Sound Regional Council Regional Growth Strategy
- Transportation 2040 Puget Sound Regional Council Regional Transportation Plan
- Metro Connects Long-Range Transit Plan (2017)
- Seattle Comprehensive Plan
- Seattle Transit Master Plan (2012) and Transit Master Plan Update (2016)
- Move Seattle 10-year Strategic Vision for Transportation
- Seattle Jobs Plan
- Climate Action Plan
- Bicycle Master Plan
- Pedestrian Master Plan
- Seattle Race and Social Justice Initiative (RSJI)
- Freight Master Plan

LOCALLY PREFERRED ALTERNATIVE



The Locally Preferred Alternative describes the Roosevelt RapidRide Project. This section summarizes the roadway and transit capital improvements and operating characteristics of the recommended LPA.

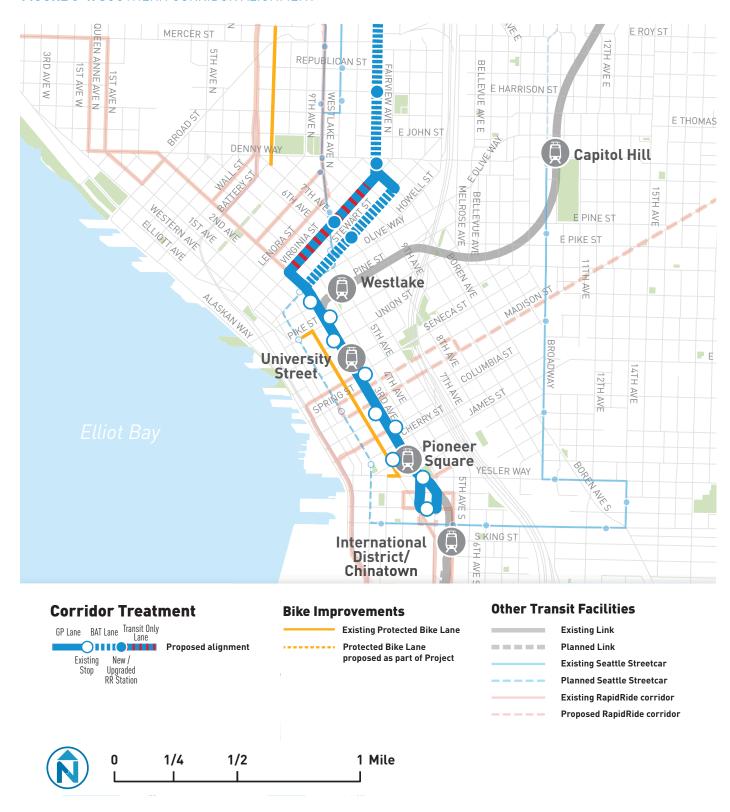
Overview

The recommended LPA includes initial operations from downtown to the future Roosevelt Link light rail station. The corridor provides connections to local and regional transit service and major intermodal facilities, including:

- A southern terminal at the International District Transportation Hub located on S. Main St. between 3rd and 4th Ave, with access to Link light rail, Sounder commuter train, First Hill Streetcar, and Amtrak service at the historic King Street Station
- RapidRide lines and regional and local bus service
- · Regional rail, bus and Monorail service at the Westlake Transportation Hub
- Seattle Streetcar network, including the South Lake Union Streetcar line at Aloha and Fairview, the First Hill Streetcar at International District/Chinatown Transportation Hub, and the planned Center City Connector at Westlake Transportation Hub
- A northern terminus at NE 65th Street and Roosevelt to provide access to Link service at the Roosevelt station and stops near NE 45th Street to provide access to the University District station (when Link Northgate extension opens in 2021)

Alignment details can be found on the following pages.

FIGURE 3-1. SOUTHERN CORRIDOR ALIGNMENT



The southern terminus of the corridor is adjacent to the International District Transportation Hub. From a RapidRide station on S. Main Street between 3rd and 4th Avenues, the alignment follows the 3rd Avenue transit spine north through downtown Seattle to Belltown where northbound buses will use Virginia Street and southbound buses will run on Stewart Street. From the Virginia/Stewart couplet, the route travels on Fairview Ave N through South Lake Union.

FIGURE 3-2. CENTRAL CORRIDOR ALIGNMENT



The alignment continues on Fairview Avenue N to Eastlake Avenue E and then crosses the University Bridge (Eastlake Avenue E).

FIGURE 3-3. NORTHERN CORRIDOR ALIGNMENT



North of the University Bridge, the alignment travels through the University District and Roosevelt neighborhoods along 11th Avenue NE to 12th Avenue NE for northbound buses, and Roosevelt Way NE for southbound buses. The northern terminus is on Roosevelt Way at NE 65th St at the future Roosevelt Link light rail station. Buses will layover on NE 67th St while transitioning from northbound to southbound service.

Stations

The project will include construction of 24 RapidRide stations – 12 stations per direction of travel. Roosevelt RapidRide service will also serve eleven existing stations along the corridor, for a total of 35 stations (enhanced and existing). RapidRide stations will include real-time arrival information, off-board payment. weather protection, and lighting.

Transit Priority

SDOT has recommended that the Roosevelt RapidRide Project provide dedicated transit lanes along Virginia Street in Downtown Seattle and along Fairview Avenue N in South Lake Union north of Valley Street, as well as Business Access and Transit (BAT) lanes on Fairview Avenue N between Denny Way and Valley Street. The project will utilize the existing BAT lanes on Stewart Street

Transit signal priority will also be provided at most intersections between South Lake Union and the Roosevelt terminus. Transit signal priority holds green lights for approaching RapidRide vehicles and shortens red light times for RapidRide vehicles stopped at intersections.

Transit priority is a key component of improving transit travel time and reliability in the corridor. Transit travel time is projected to improve by up to 20% and schedule reliability will exceed the 85% threshold for on-time performance. These performance enhancements will significantly increase ridership. The Roosevelt RapidRide Project is projected to carry approximately 13,400 average weekday riders in the year of opening--7,100 more than travel the corridor today (estimated based on current ridership, population and employment growth, and frequency and travel time improvements).

ENHANCED BUS STOPS

RapidRide stations include realtime arrival information, larger shelters, lighting, and other amenities.



SMART SIGNALS

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



DEDICATED BUS LANES

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





Service Plan and Fleet

The proposed Roosevelt RapidRide operating plan will provide service every 10 minutes all day and every 15-20 minutes during evenings and weekends. Current service in the corridor operates using an electric trolleybus fleet (ETB) every 10-15 minutes all day long and every 15-20 minutes during evenings and weekends. The RapidRide Project will continue to operate an allelectric service and will repurpose vehicles from the existing King County Metro Transit trolleybus fleet, which was replaced in full over the last year. This will significantly reduce fleet purchase requirements and capital costs to implement the Project. It has further been assumed that all vehicles could be accommodated at an existing King County Metro base used for storage and maintenance of ETB vehicles.

Fare Collection

Roosevelt RapidRide service will employ a fare policy consistent with existing RapidRide policy and priorities, based on off-board fare payment and all-door boarding. This will serve to greatly reduce dwell times throughout the corridor.

Pedestrian and Bicycle **Improvements**

The Project will include a number of improvements for pedestrians and bicyclists, including:

- Protected bicycle lanes along 11th/12th Avenue, Eastlake Avenue, and Fairview Avenue, connecting to existing bike facilities in South Lake Union and Roosevelt Way, as defined in the Bicycle Master Plan (2014)
- Streetscape improvements
- ADA-compliant curb ramps
- Other intersection improvements to improve comfort and safety for people walking

SPECIALIZED BUSES

All-electric RapidRide buses offer more capacity.



OFF-BOARD FARE COLLECTION

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



BIKE AND PEDESTRIAN CONNECTIONS TO TRANSIT

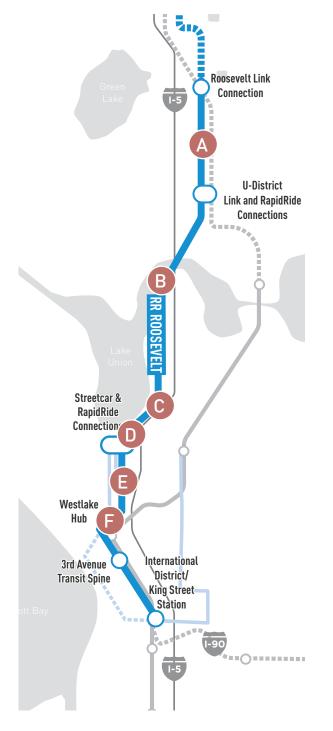
Improvements to crossings, neighborhood greenways, and bike lanes will help people access new RapidRide lines and improve safety along the corridor.



Cross-Sections

Cross-sections will vary depending on right-of-way constraints as well as project design (e.g. transit only lanes). Lane widths will also vary, but generalpurpose travel lanes will be ten to eleven feet throughout most of the corridor, while transit-only and BAT lanes will be twelve feet wide.

Six-foot wide bike lanes with a two to four-foot buffer are existing or proposed along much of the corridor from South Lake Union to Roosevelt.

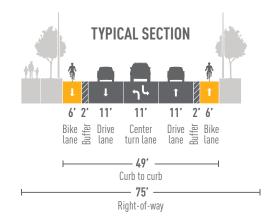


11th Ave NE between NE 65th St and NE 40th St facing north

TYPICAL SECTION



Eastlake Ave E between Fuhrman Ave E and Fairview Ave N facing north

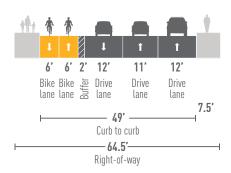


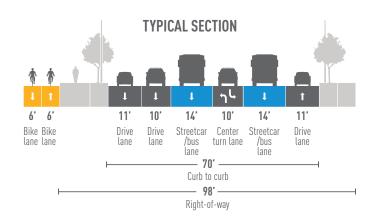


Fairview Ave N between Eastlake Ave E and Yale Ave N facing northeast

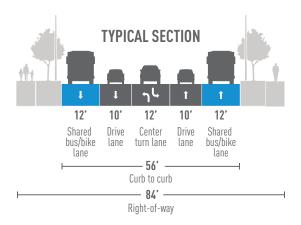
Fairview Ave N between Yale Ave N and Valley St facing northeast





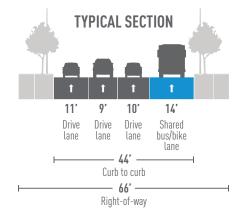


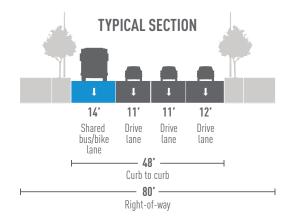
Fairview Ave N between Valley St and Denny Way facing north



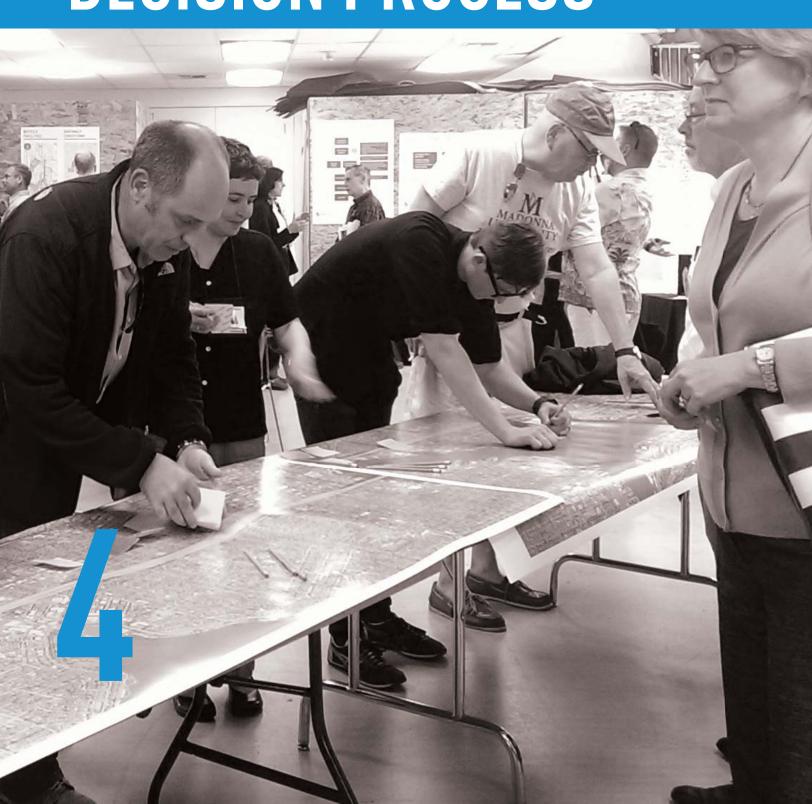
Virginia St between Boren Ave and 3rd Ave facing north

Stewart St between Boren Ave and 3rd Ave facing north





DECISION PROCESS



The Roosevelt High Capacity Transit (HCT) Study was a local planning process that defined the capital project and operations

for the corridor. A management decision-making body was utilized within SDOT to advance key project decisions within the agency. SDOT deputy directors and division directors of Policy and Planning, Transportation Operations, Transit and Mobility, Project Development, and Capital Projects and Roadway Structures approved key decisions and endorsed the Locally Preferred Alternative (LPA) recommendation. In addition, key SDOT technical staff provided input and consultation throughout the planning process. The Roosevelt HCT Study also involved SDOT's partner King County Metro throughout the planning phase.

Approval of the LPA by the Seattle City Council is required to advance the Project through the Federal Transit Administration's Small Starts funding process. Review by the City Council Sustainability and Transportation Committee is anticipated in Summer 2017.

PUBLIC OUTREACH

Public and stakeholder involvement has been integral to decision-making at each stage of the Roosevelt RapidRide Project and will continue to shape the project moving forward. Outreach strategies to date have included three rounds of public open houses, an online survey, stakeholder interviews, and a series of forums with community partners.

Phase 1: Mode Analysis and Existing Conditions (November 2014 - June 2015)

The first phase of outreach began with stakeholder interviews focused on current use of and experience along the corridor, as well as opportunities for improvement. Following the stakeholder interviews, the first round of public open houses was held in May of 2015. The public was presented with project goals, timeline, existing conditions, and transit modes being considered. Nearly 100 people attended two open houses.

Phase 2: Characteristics of BRT and Multimodal Components (June 2015 - March 2016)

The second outreach phase focused on incorporating BRT design and operational elements in the Roosevelt to Downtown Corridor. Forums of key stakeholders and community partners provided early input. A second round of public open houses was held in December of 2015. Nearly 120 people attended the two open houses and another 300 people participated in an online open house and survey to provide input on priority investments for the corridor.

The following three levels of potential corridor investments were shared during this phase:

- RapidRide Station and Service Upgrades
- RapidRide Station and Service Upgrades
 - + Targeted BRT Investments
- Full BRT Improvements

Given community feedback on priorities and an evaluation of funding options, the targeted BRT investments approach was chosen for the Roosevelt RapidRide Project. This approach to corridor design includes all existing Metro RapidRide design elements as a starting point and incorporates Full BRT design elements at select locations to improve speed and reliability, as well as the incorporation of multimodal elements such as bike facilities.

A business access survey was also completed in March of 2016 along Eastlake Avenue E and 11th Avenue NE/12th Avenue NE in the Roosevelt corridor. Data from this survey, as well as existing conditions data collected for the project were used to address loading needs.

Phase 3: Recommended Corridor Concept (May -July 2016)

The third outreach phase of the project solicited feedback on the corridor concept, which included a mix of targeted transit improvements, protected bicycle lanes, and signal and roadway operational changes.

DECISION POINTS

Following development of project alternatives and the public outreach process described above, an evaluation of the following major decision points was completed as part of LPA development.

South Lake Union Alignment: Fairview Avenue N or Westlake Avenue N

The initial route alignment was based on the primary routing identified in the Transit Master Plan, which indicated the route would travel along Westlake Avenue N in South Lake Union, A potential alignment alternative was also identified in the Transit Master Plan along Fairview Avenue N.

The South Lake Union route alignments were assessed based on existing transit planning projects that would impact service, access and connections. Two alignment options were considered for the southern segment of the corridor, between the Westlake Hub and the current South Lake Union streetcar terminus, including:

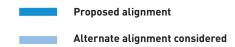
- Westlake Avenue N: Westlake Avenue N and Valley Street
- Fairview Avenue N: Fairview Avenue N and Boren Avenue

Given that three high frequency routes already use Westlake Avenue N and there is limited capacity to accommodate an additional high frequency/high capacity route, the Fairview Avenue N alignment was selected as the preferred route.

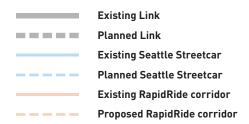
FIGURE 4-1 SOUTH LAKE UNION OPTIONS



Roosevelt Corridor



Other Transit Facilities



Northgate Extension Alignment

As part of the planning study, an extension of the corridor to the Northgate Transit Center was evaluated. The 2012 TMP identified 65th and Roosevelt as the terminus, but recommended study of terminus options at Brooklyn Station or Northgate Transit Center on the basis of projected future population and job growth and a planned Link light rail station. The Northgate extension would travel along Roosevelt/12th Avenue NE to NE 75th Street to Banner Way NE to 5th Avenue NE. Along 5th Avenue NE the route would use NE 100th Street and NE 103rd Street to connect to the Northgate Transit Center.

Through further evaluation of cost, performance, funding opportunities, review of adopted plans, and consideration of community input, the Locally Preferred Alternative locates the northern terminus at NE 67th Street, adjacent to the Roosevelt Link light rail station for the following reasons:

- Best meets the purpose and need of the Project by:
 - Providing frequent, reliable, high capacity transit from north Seattle neighborhoods to future Link light rail stations and South Lake Union and Downtown
 - Improving pedestrian and bicycle access along the corridor, specially by investing in protected bike lanes from Valley Street, through Eastlake, and along 11th and 12th Avenue to the Roosevelt Link Station
 - Extending the overhead trolley network to expand zero-emissions transit to support Greenhouse Gas emission reduction targets
- Aligns with community input received throughout the planning process, including an interest in improving north-south transit connections to South Lake Union and creating a multimodal corridor
- Advances Levy to Move Seattle commitments, including integrating transit investments with non-motorized improvements, including protected bike lanes and safety improvements at intersections along the corridor
- Balances capital investment with potential for increased ridership and transit benefit to maximize grant funding opportunities
- Consistent with the 2016 Seattle Transit Master Plan Update and King County's Metro Connects Long Range Plan

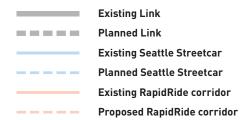
FIGURE 4-2 NORTHGATE EXTENSION



Roosevelt Corridor

Proposed alignment Alternate alignment considered

Other Transit Facilities



CAPITAL COSTS

The estimated capital cost for the draft LPA is \$70 million. This is a year-of-estimate (2017) cost. This estimate includes:

- Bus Stations (including amenities) \$12.9 M
- Pedestrian, Safety, and Bike Facilities \$1.4 M
- Roadway and Operations Investments \$17.2 M
- Transit Signal Priority and ITS (TSP vehicle costs not included) - \$20.6 M
- Trolley Infrastructure \$17.9 M

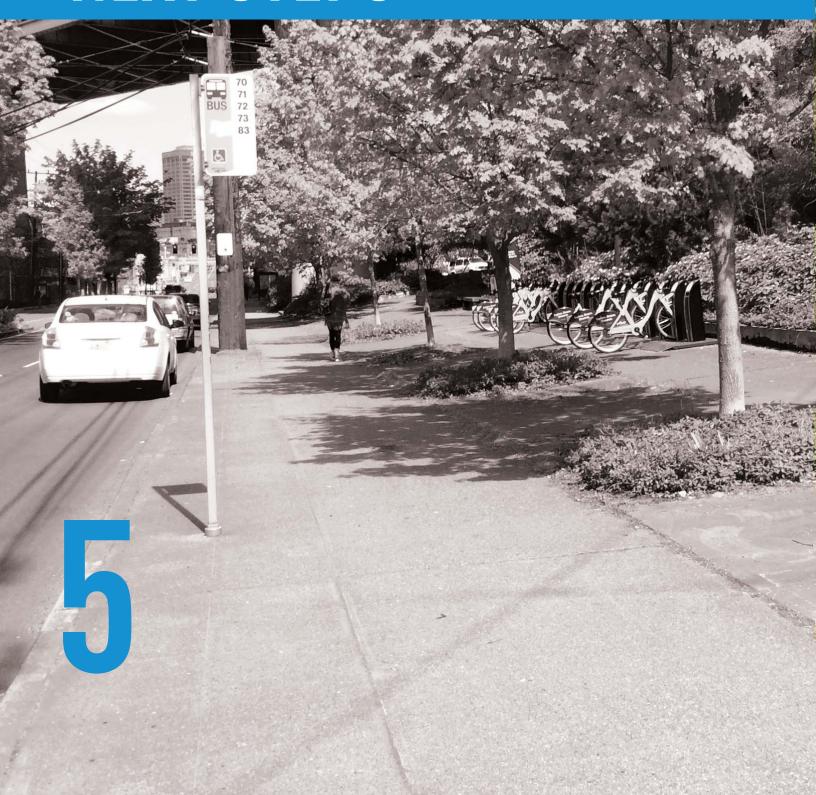
FUNDING PLAN

SDOT has developed a funding plan to advance the Roosevelt RapidRide project. SDOT will seek a combination of local, regional, and federal sources, as outlined in the table below.

Funding Source	Amount	
Levy to Move Seattle (secured)	\$13.7 M	
Regional Partnerships and Grants	\$21.3 M	
FTA Small Starts Grant	\$35 M	
TOTAL	\$70 M	



NEXT STEPS



The adoption by the Seattle City Council of a Locally Preferred Alternative is a critical step for the Roosevelt RapidRide Project and represents completion of an important local planning phase.

Adoption of the LPA demostrates City Council support to pursue federal funding and regional grants and partnerships. The FTA's approval to enter Project Development will enable the City to commence preliminary engineering and required environmental analyses as part of the FTA Small Starts program.

The following are key next steps in advancement of the Roosevelt RapidRide Project.

- Entry into FTA Project Development (Spring 2017) -SDOT submits a letter to the FTA requesting entry into Small Starts Project Development. Once FTA approves the City's request to advance into Project Development, the project sponsor has two years to complete the National Environmental Policy Act (NEPA) process and submit sufficient information on the cost, financial commitments, and project rating to qualify for a Project Construction Grant Agreement (PCGA).
- City Council Adoption of the LPA (Summer **2017) -** The Seattle City Council considers adoption of the LPA in Summer 2017.
- Submit the project for FTA Small Starts funding (September 2017) - The FTA Section 5309 Grant Program provides funding for transit capital projects on a competitive basis. The Roosevelt RapidRide Project fits into the Small Starts category under this program. Fifty percent of the FTA Small Starts Project rating is based on the strength of the City's capacity to finance and deliver the Project, while the remaining 50 percent is based on an assessment against the following six criteria (each valued

- equally): land use, cost-effectiveness, mobility improvements, congestion relief, environmental benefits, and economic development.
- Commence Preliminary Engineering and Final Design (2017-2019) - The City of Seattle has an experienced project team that has successfully completed local transit project design, construction, and operational startup. King County Metro is a delivery partner, providing staffing and technical resources from their service, capital development, technology, and finance groups. Involved King County Metro staff have direct experience implementing six existing RapidRide corridors throughout King County.
- Project Construction (late 2019-2021) Project construction would begin in 2020 and conclude in 2021. A plan for construction phasing and mitigation of impacts would be developed during the Preliminary Engineering and NEPA process.
- Project Opening (2021) Roosevelt RapidRide Project opens for service concurrent with opening of the Northgate Link light rail extension.

PROJECT INFORMATION AND CONTACT

For project updates and community engagement opportunities, please see the project page at http://www.seattle.gov/ transportation/RooseveltHCT.htm

For questions or more information please contact Garth Merrill, Project Manager, RooseveltToDowntown@Seattle.gov or (206) 684-5184

THE SEATTLE DEPARTMENT OF TRANSPORTATION 700 5th Avenue, Suite 3800 PO Box 34996 Seattle, WA 98124-4996 [206] 684-ROAD [7623] www.seattle.gov/transportation

CONTRIBUTING FIRMS
Nelson\Nygaard Consulting Associates





RapidRide J Line Alignment Public Engagement Summary

Appendix B: LPA Outreach Activities Log & Inclusive Outreach and Public Engagement (IOPE)

APPENDIX B: STAKEHOLDER LIST

STAKEHOLDER CHECKLIST

Incorporated? (Y or N)	Audiences to Consider	Groups included in project outreach efforts
Y	Adjacent property owners and tenants, including businesses and residents	Eastlake Community Council, Hines/Amazon, Maple Leaf Community Council, Eastlake Social Club, PATH, South Lake Union Chamber of Commerce, University Volkswagen/Audi Seattle, Roosevelt Neighborhood Association Transportation Committee, University Business Improvement Association
Y	Typical users of projectarea	Bike Board and Transit Advisory Board. Cascade Bicycle Club, University Greenways, Seattle Greenways, Lake Union Greenways, FeetFirst
Υ	District Councils	Northeast District Council through individual community councils
Y	Community groups and neighborhood organizations	Roosevelt Neighborhood Association, Maple Leaf Community Council, Eastlake Community Council, University District Partnership
N	Cultural and religious organizations	
Y	Chambers of commerce and local business organizations	South Lake Union Chamber of Commerce
Y	City of Seattle Departments	SDOT, SPU, City Light, , Department of Neighborhoods, Department of Planning and Development
Y	Other agencies	Washington Department of Transportation (WSDOT), Metro Transit, Sound Transit
Y	Other transportation/utility companies	UW Shuttles, UW TransportationServices
Υ	Universities and institutions	University of Washington
N	Public facilities	
N	Schools and childcare facilities	
Y	Hospitals and Medical facilities	Seattle Children's Hospital, Fred Hutchison, University of Washington Medical Center,
Y	Social service organizations and facilities (including those serving people with disabilities)	Lighthouse for the Blind
Y	Bicycle and pedestrian advocacy groups	Cascade Bicycle Club, Feet First,
Υ	City of Seattle Advisory Boards	Bike Board, Transit Advisory Board
N	Railroads	
Y	Major developers/property owners	Vulcan, Alexandria Real Estate
Y	Major employers	Amazon, , University of Washington , Fred Hutchinson Cancer Research Center, Seattle Cancer Care Alliance
N	Event Centers	
Υ	Freight	Freight Master Plan Team
N	Media Outlets	
N	Populations that may need targeted outreach to due to cultural barriers, language differences, etc.	





Appendix C: LPA Outreach Demographic Information

APPENDIX C: ACTIVITIES LOG & INCLUSIVE OUTREACH AND PUBLIC ENGAGEMENT (IOPE)

ACTIVITIES LOG

The table below details the outreach activities completed to date. Future planned activities can be found in the Public Involvement Plan.

When	What	Who	Details
November 2014	Fact Sheet	Community members, businesses	Initial fact sheet on the Roosevelt to Downtown High- Capacity Transit Project.
February 2015	Attend Eastlake District Council Meeting	Eastlake residents, business owners, employees	Attend Eastlake District Council meeting to give update on the project.
March-April 2015	Initial Stakeholder Outreach	Key Stakeholder groups	Initial phone calls and outreach to neighborhood district council contacts to develop the stakeholder list.
May 2015	Mode analysis and Existing Conditions Open Houses	Community members, residents, businesses, employees	Two public meetings were held: • May 18, 2015, Y @ Cascades People's Center, South Lake Union • May 19, 2016, UW Tower, U District Both meetings featured presentations by the project team Display boards assisted the public in talking with project staff.
July 2015	Walking Audit	Cascade Bicycle Club	Project staff participated in a walking audit of Eastlake Avenue organized by Cascade Bicycle Club
August 2015	South Lake Union Chamber of Commerce	Business and institution representatives	Project staff gave a brief update on the project and answered question.
September 2015	Forum Meeting	Community members, community councils, business representatives	A forum meeting was held on September 10, 2015 at the Discovery Center South Lake Union with stakeholders from the corridor to discuss the project in-depth and gather their thoughts on the best HCT solutions.
October 2015	Eastlake Community Council Meeting	Eastlake residents, business owners, employees	Project staff gave a brief update on the project and answered questions.

APPENDIX C: ACTIVITIES LOG & INCLUSIVE OUTREACH AND PUBLIC ENGAGEMENT (IOPE)

When	What	Who	Details
November 2015	Forum Meeting	Community members, community councils, business representatives	A second meeting of the forum group was held at the Discovery Center South Lake Union to look at characteristics of BRT and multi-modal components and to gather input prior to the next round of Open Houses.
November 2015	Roosevelt Neighborhood Association	Roosevelt residents, business owners, employees	Project staff gave a brief update on the project and answered question.
December 2015	Characteristics of BRT & Multi-Modal Components Open Houses	Community members, residents, businesses, employees	Two public meetings were held: • December 9, 2015, TOPS Elementary, Eastlake • December 10, 2015, UW Tower, U-District The meetings featured a brief presentation updating the group on the project. Tables were set up around the room to allow people to view information about characteristics of BRT and suggested multi-modal components by section of the corridor and provide comments.
January 2016	Maple Leaf Community Council Meeting	Maple Leaf residents, business owners, employees	Project staff gave a presentation on the project, BRT and multimodal components for Maple Leaf.
January 2016	University Transportation Committee Meeting	University District residents, business owners, employees	Project staff gave a presentation on the project, BRT and multi-modal components for the University District.
January 2016	Eastlake Community Council meeting	Eastlake residents, business owners, employees	Project staff gave a presentation on the project, BRT and multimodal components for Eastlake.

APPENDIX C: ACTIVITIES LOG & INCLUSIVE OUTREACH AND PUBLIC ENGAGEMENT (IOPE)

When	What	Who	Details
March 2016	U District Partnership	U District stakeholders	Project staff gave a brief update on the project and answered questions.
March 2016	Business Access Survey	Business owners and managers along Eastlake Avenue	Project staff walked down Eastlake Avenue to hand out parking and loading surveys.
May 2016	Forum Meeting	Community members, community councils, business representatives	A forum meeting was held to discuss the recommended corridor concept and gather feedback prior to open houses.
June 2016	Transit Board Briefings	Transit Board members	Project staff gave a brief update on the project and answered questions.
June 2016	Meeting with Fred Hutch	Fred Hutch employees	A meeting was held with Fred Hutch staff to discuss the recommended corridor concept.
June 2016	Recommended Corridor Concept Open Houses	Community members, residents, businesses, employees	Two public meetings were held: • June 15, 2016, TOPS Elementary, Eastlake • June 16, 2016, UW Tower, U- District The meetings featured a brief presentation on the recommended corridor concept. Tables were set up around the room to allow people to view the proposed changes to each section of the corridor on large plotted maps. Comments were gathered at all stations and in a general comment box.
July 2016	Meeting with Vulcan	Vulcan staff	A meeting was held with Vulcan representatives to discuss the recommended corridor concept and Vulcan development projects in the corridor.
September 2016	Bike Advisory Board	Bike Advisory Board members	Project staff gave a brief update on the project and answered questions.

APPENDIX C: ACTIVITIES LOG & INCLUSIVE OUTREACH AND PUBLIC ENGAGEMENT (IOPE)

INCLUSIVE OUTREACH AND PUBLIC ENGAGMENT ELEMENTS

In addition to the outreach activities listed on the cover sheet, the project team ensured that the project's public participation opportunities were inclusive of the affected stakeholders. These suggestions were brainstormed by the project team to ensure inclusivity for the project, but were not required:

Mailings

• Postcards mailed to residents included contact information for special accommodations and interpretation needs on project materials.

Racial Equity Toolkit

Project manager completed a Racial Equity Toolkit for this project.



RapidRide J Line Alignment Public Engagement Summary

Appendix D: LPA Outreach Stakeholder Interview Summary

APPENDIX D: DEMOGRAPHIC INFORMATION

GUIDING QUESTIONS

1. What are the goals of the project?

The goal of the Roosevelt to Downtown High-Capacity Transit public involvement project is to gatherfeedback from residents, businesses and key community groups along the Roosevelt to Downtown Corridor to guide the development of a Recommended Corridor Concept that meets the project goals and is accepted by the community.

2. What racial or social inequities currently exist in the project area?

Approximately 26 percent of the population in the project area is minority. A minority is an individual who defines himself or herself as Black, (a person having origins in any of the black racial groups of Africa); Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race); Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); American Indian/Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition); or some other race. Approximately 20 percent of residents in the project area had household incomes at or below the federal poverty level according to the 2013 American Community Survey.

Approximately 20 percent of residents in the project area speak a language other than English at home. Approximately 6 percent are limited-English proficient, which means they are not able to speak English or speak English "very well".

According to City of Seattle Translation and Interpretation Policy, language translation should be provided if more than 5% of the population consists of a specific language group, based on current census data. The languages spoken in by more than 1,000 persons in the project area include Chinese, Spanish, and Korean:

- **Chinese**: An estimated 3,787 residents in the project area speak Chinese at home. Of these, 1,683 (2 percent of the total population in the project area) are limited-English proficient.
- **Spanish**: An estimated 3,581 residents in the project area speak Spanish at home. Of these, 820 (1 percent of the total population in the project area) are limited-English proficient.
- **Korean**: An estimated 1,225 residents in the project area speak Korean at home. Of these, 373 (0.4 percent of the total population in the project area) are limited-English proficient.

The populations of Chinese, Spanish, and Korean are less than 5% of the study area population so translated materials were not provided. Additional demographic area for the study area is provided in the following page, the table presents the total population, minority, poverty levels, and English proficiency for the City of Seattle and the study area.

APPENDIX D: DEMOGRAPHIC INFORMATION

	Study Corridor			
	(within 1/2 Mile)		City of Seattle	
	Number	Percent	Number	Percent
Population	95,276		624,618	
Households	50,949		289,153	
Race (B03002) Total	95,276	100.00%	652,429	100.00%
White alone (Not Hispanic)	67,260	70.59%	437,127	67.00%
Black or African American alone (Not Hispanic)	3,186	3.34%	45,047	6.90%
American Indian and Alaska Native (Not Hispanic)	752	0.79%	1,519	0.23%
Asian (Not Hispanic)	13,880	14.57%	87,018	13.34%
Native Hawaiian and Other Pacific Islander (Not Hispanic)	213	0.22%	2,904	0.45%
Some other race (Not Hispanic)	209	0.22%	1,877	0.29%
Two or more races (Not Hispanic)	4,403	4.62%	34,947	5.36%
Hispanic or Latino	5,374	5.64%	41,990	6.44%
Poverty Levels, Total	90,473	100.00%	605,931	100.00%
Under 1	18,214	20.13%	82,513	13.62%
1.00 to 1.24	2,987	3.30%	18,029	2.98%
1.25 to 1.49	3,159	3.49%	20,570	3.39%
1.50 to 1.84	3,534	3.91%	25,042	4.13%
1.85 to 1.99	1,832	2.02%	12,112	2.00%
2.00 and over	60,747	67.14%	447,665	73.88%
			_	
LEP Proficiency, Total	92,308	100.00%		
Speak only English	73,861	80.02%		
English Very Well	13,117	14.21%		
English Less Than Very well	5,331	5.77%		
Spanish Less Than Very well	820	0.89%		
Chinese Less Than Very well	1,683	1.82%		

3. How do the project goals address or consider the existing racial or social inequities? How will the project increase or decrease racial or social equity?

The project outreach efforts were adjusted as needed to insure that residents and businesses along the study corridor were presented with opportunities to review the proposed concepts and share concerns or provide feedback. The study goal to improve mobility and safety for each mode of transportation in the corridor benefits low income groups, people with limited-English proficiency, and people with disabilities. All concepts and preferred alternatives will be designed to have no disproportionate impacts on minority and low-income populations.

APPENDIX D: DEMOGRAPHIC INFORMATION

- 4. How will you address the project's impacts (including unintended consequences) on racial or social equity? Impacts on racial or social equity were addressed through outreach activities, including website updates, direct mail, and one-on-one outreach with community members. All efforts were made to ensure that residents, businesses, and other key stakeholders had the opportunity to be involved in every step of the process.
- 5. How will you evaluate the project's impacts on racial and social inequities? How will you be accountable to reducing negative impacts and promoting racial and social equality?

The project was evaluated through an analysis of comments from stakeholders through community meetings, one-on-one interviews, and online comment forms. All meeting minutes and comments were available for the public both during and after the conclusion of the project. The project analysis including mode selection and alternatives also considered the impacts of the project on race and social equality and provided appropriate documentation.

LANGUAGE NEEDS

Approximately 26 percent of the population in the project area is minority. A minority is an individual who defines himself or herself as Black, (a person having origins in any of the black racial groups of Africa); Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race); Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); American Indian/Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition); or some other race. Approximately 20 percent of residents in the project area had household incomes at or below the federal poverty level according to the 2013 American Community Survey.

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US Census Language Map
US Census Language Map
Spanish
Korean
Chinese

APPENDIX D: DEMOGRAPHIC INFORMATION

TRANSLATIONS THRESHOLD

Study areas with a language representing more than 5 percent of the population require that all outreach materials be translated. The populations of Chinese, Spanish, and Korean are less than 5% of the study area population so translated materials were not provided. Additional demographic area for the study area is provided in the following page, the table presents the total population, minority, poverty levels, and English proficiency for the City of Seattle and the study area.





Appendix E: LPA Outreach May 2015 Open House Summary

Seattle Department of Transportation: Roosevelt to Downtown High Capacity Transit Study

Stakeholder Interviews Summary

April 22, 2015

Introduction

On behalf of the Seattle Department of Transportation (SDOT), PRR conducted stakeholder interviews to gather input on the Roosevelt to Downtown High Capacity Transit Study from local businesses, institutions and residents who reside along the corridor. The information provided by stakeholders was used to develop an effective stakeholder engagement program. The interviews provided input on how to best provide high quality transit services along the Roosevelt to Downtown corridor.

The stakeholder interviews had three objectives:

- Introduce key stakeholders to the Roosevelt to Downtown High Capacity Transit (HCT) Project. Gather their input on the process of the study and to identify any potential data gaps in the mode analysis.
- Learn how stakeholders use the corridor, what issues/opportunities they see in the corridor, and how they see the corridor fitting in to the City's transportation network.
- Gather opinions from key stakeholders about mode choices/preferences for the Roosevelt to Downtown corridor.

This report summarizes the key themes from the stakeholder's responses to interview questions and prompts. PRR conducted a total of 10 stakeholder interviews between March 30 and April 14, 2015.

Interview Participants

The following individuals participated in stakeholders interviews:

- Chelsie Rader & Joanne Canfield, Seattle BioMed
- Scott Cooper & Shane Binder, Roosevelt Neighborhood Association Transportation Committee
- Tom Rietkerk, University of Washington Medical Transportation Committee
- Brock Howell, Cascade Bicycle Club
- Christine Rendack, Whole Foods
- Scott Soules, University Business Improvement Association
- Danika Kubota, Kristie Logan and Shelley DaRonche, Seattle Cancer Care Alliance/Fred Hutchinson Cancer Research Center
- Catherine Hennings, Zach Williams and Gordon Padelford, Lake Union Greenways
- Forrest Baum, University Greenways
- Elizabeth McCourey, U District Partnership

Summary of Responses

Several key themes emerged during the interviews: current use of the Roosevelt to Downtown transportation corridor, transportation issues stakeholders experienced along the corridor, opportunities for improving current use, and stakeholders' preferred HCT mode to improvement transit service.

General use of the Roosevelt to Downtown corridor

Car and bus remain the most common ways to travel the Roosevelt to Downtown corridor. Afew stakeholders also indicated that they bike to work or use the shuttles between UW and the research facilities in South Lake Union. However, all users are dissatisfied with the traffic congestion they experience using these modes of transportation.

Many noted that it's faster to travel the corridor on bike, but many bicyclists feel physically unsafe to ride alongside cars and through intersections on Eastlake Avenue E. Several people mentioned that they feel that if designated bike lanes were added to the corridor, more people would bike. Eastlake Avenue is generally a flat route and could be accessible for bikes if safety was improved. Safety is also a top concern for pedestrians.

Express bus service is heavily used along the corridor, but during peak commute times many buses are already full and only stop a few times along Eastlake Avenue. Bus service along the corridor is generally for getting through the area not for servicing residents and businesses within the corridor, particularly along Eastlake Avenue.

"SCCA and Fred Hutch have two shuttles an hour that go through that corridor from 7AM-7PM. The shuttles transport patients, caregivers and staff."

"The buses are standing room only and don't stop because they are full."

Top transportation issues along the Roosevelt to Downtown corridor

As previously mentioned, safety is a top concern for bicyclists and pedestrians. The Lake Union Greenways group noted that 23 people walking and riding bikes have been hit by cars over the past seven years. Protected crossings and bike lanes may help to solve the problem, but using space for these improvements will directly impact parking for businesses along the corridor.

"From Cascade Bicycle Club's perspective we want to make sure that the ride is safe for bicycles, all ages and abilities."

The increasing development and density along the corridor has presented challenges with right of way use. Bicyclists wantsafer bike paths, transit users want more service and stops, and car users want more spaces to park. Any added improvement will directly impact another aspect of transit because of the limited

space along Roosevelt Way NE, Eastlake Avenue E, and Fairview Avenue N.

Opportunities to improve transportation along the corridor

The most common response to improving transportation in the corridor was to move people downtown faster with priority bus lanes with limited stops. Protected bike lanes were also a top suggestion. Pedestrians also need better signals, and repaved, raised sidewalks.

In order to provide these improvements with the constrained space, stakeholders suggested removing the center green space and incorporating reversible express bus lanes. While the majority of stakeholders

noted that this improvements will require removing street parking, a few stakeholders were very opposed to this idea.

One person supported the idea of a trolley from Fred Hutchinson Cancer Research Center to NE 65th Street. While a couple stakeholders thought a streetcar would be cool, the investment would not be any more efficient than a BRT (although it may be safer for bicyclists).

6 /10 respondents mentioned that they would like to see bike improvements and/or dedicated bike lanes.

6/10 respondents like the idea of adding a BRT but are concerned about taking a lane of traffic away.

Current mode preferences for the corridor

The majority of the stakeholders preferred dedicated bikelanes

and pedestrian improvements along the corridor. While there was strong support for a streetcar, Bus Rapid Transit was the most popular improvement option, as long as the buses don't further congest traffic or post safety risks to bicyclists. Some concerns were expressed with Bus Rapid Transit only focusing on getting commuters from Point A to Point B, which is a disadvantage to businesses and residents who live along the corridor.

Project Involvement preferences

"Public meetings, and to get updates on the program through the website & online engagement tool."

"Q&A regular based outreach so we're getting reached out to"

"Updates in University Greenway's newsletter."

The stakeholders suggested that SDOT host public workshops to gather input from the community and incorporate into the design. Other stakeholder-generated ideas were lunch meetings for staff, briefings for businesses, and meet and greets. Most stakeholders interviewed stressed the importance of keeping everyone informed of the project, especially businesses, so they are involved every step of the way. When that doesn't happen (ex. SDOT's Roosevelt repave), the public will develop mistrust toward future SDOT projects.

Other groups and stakeholders to coordinate with the corridor

- University of Washington
- University Chamber of Commerce
- Cascade Neighborhood Business Group
- UW Audi dealers
- Bruce and Greg Blume (own Sundance Theater and Trader Joes)
- Greenways groups
- South Lake Union Business owners group
- Ravenna Bryant community
- Roosevelt Neighborhood Alliance
- Fred Hutchinson Cancer Research Center
- Institute for Systems Biology
- PATH

Communication channel preferences

Email was the most commonly preferred method of communication. Other communication channels include: direct contact, notifications on project website, presentations, and online surveys.

Any other thoughts or input you would like to share

- There are concerns regarding Eastlake Public engagement.
 Stakeholders would like to see a system that works for Eastlake, and not just as a thoroughfare.
- Many stakeholders are sharing that businesses are unhappy with the idea of implementing protected bike lanes in Roosevelt.
 Businesses along the corridor fear that this method will hinder the already limited parking options for their customers.
- Few stakeholders are advocating for complete streets that will accommodate all modes of transportation.
- "The parking on Roosevelt is very important to their (Whole Foods) customers. On weekends staff have to park in the neighborhood as well as losing parking is a concern."
- The public would like to receive updates during each step of the project. Many of these stakeholders have had negative experiences with lack of public involvement that occurred during previous projects in these neighborhoods.
- Furthermore, stakeholders would like to be given a timeline for the project.





Appendix F: LPA Outreach December 2015 Open House Summary

Comment from comment forms collected.

From South Lake Union Open House - at Y at Cascade's People Center - 5/18/15

"Really hoping for a PBL through Eastlake. I live in the Eastlake n[eighbor]hood; talking to people who bike there, it does not feel safe or comfortable."

"Office of Economic Development needs to help w economic impact of all these projects. * Each transit agency needs small business liaisons."

"Safety is #1 priority. Need protected bike lane and intersections through entire corridor."

"The Eastlake Neighborhood is misrepresented by the ECC. A large number of neighbors prefer the streetcar."

"Besides 66, on the proposed routes, there are only 67 and 73 that will pass through Maple Leaf. However, these two bus routes don't go to downtown, but just stop at U-dist. SO if I live in Maple Leaf I have to transfer at U- District, If I want to go to downtown. The existing 72, 73,66 will serve my purpose, so I will be sad to see 73 being shorten, 72 being removed, and 66x being rerouted onto highway (which won't stop at Maple Leaf on peak hour)."

"Eastlake Ave is not currently safe for cyclists in particular. I see people on bikes avoiding Eastlake Aveespecially families. Also- in looking at your bicycle facilities ----no green in Eastlake- totally a missing link for bicycle infrastructure. And, Eastlake as a neighborhood is getting more and more dense- new apt and micro housing all the time- something will have to change- how will all these folks move safely? I hope you all will be able to find great solution for all- drivers, pedestrians, cyclists! It's a tall order for sure. Thanks!"

"Take bikes off of Eastlake. Let them use the narrower side streets so restricted parking lanes can actually be used for cars and buses instead of bikes that just slow cars down and prevent cars using them to their full capacity during the morning and evening commutes."

"This would have be a more valuable and productive session with one larger Q&A session- I don't personally know what to ask, and would have benefitted from listening to a larger info session dialogue."

"How does the project address safety emergency concerns?"

"Eastlake feels very ignored and as if our needs are insignificant. UW capacity affects us greatly and we need to have space for people to board busses at our stops. We need improved access in and out of Eastlake, not pass through."

"We need city council recommended study for improving existing service as an equal alternative to rapid ride or high capacity buses. We have exceedingly limited parking already, folks use our parking also and get on bus to go downtown-using up our parking and our bus seats."

"We need better communication and clarification from SDOT and Metro- talk to each other and talk to us! Do it before making decisions so we can avoid the negative consequences from decisions made without adequate input from those of us affected by your decisions."

"Eastlake from University Bridge to corner of Eastlake and Fairview Ave has no side streets that accept diverted traffic from Eastlake. High capacity in Eastlake that bypasses local stops is not acceptable. We need busses like the 70 more frequently. We need to keep 66 even with its limited stops as it uses Eastlake all the way to REI and avoids delays of trolley on Fairview, Mercer backups, and increased Fairview traffic further south with the increased new construction."

Comment from comment forms collected.

From Roosevelt Open House - at UW Tower - 5/19/15

"Very poor meeting. The consultant did not want to take questions. Tim Sorenson made brief and very rushed presentation. Poor, Poor, poor. He was very dismissive!"

"Not enough information on # of stops, bike accommodations, etc. Currently bus is too slow through Eastlake, needs dedicated lanes. Obviously this is a major bike corridor and needs to be maintained as such. I am concerned about streetcar tracks interfering with bicycles but otherwise prefer rail (which already exists in SLU)."

"Leave Roosevelt way alone. Quit promoting incorrect "Facts" such as 52% of workers downtown when the real number should be used-way more car trip. Quit killing Seattle."

"Please get rid of parking for a bike or transit lane."

"BRT option should stay on Fairview in South Lake Union. BRT on Banner Way instead of 80th?"

"Make Eastlake Avenue and 11th12th Ave safe for people biking by building protected bike lanes."

"Transit system thru Eastlake should not be fixed rail. Too much fluctuation in population using the route. Carrying capacity should be flexible to changing ridership#'s."

"August 2007-2014 65 collisions seriously injuring or killing people walking or biking."

"Strava Heat Map of people biking through corridor. 90+% of people biking ride Eastlake Avenue, not Fairview or other streets through corridor."

"I'm glad it goes to Northgate: that will complement link across North Seattle. I'm glad there's no streetcar bias: BRT came out ahead in 75% of the measures. Seattle's streetcar routes are too slow and in the wrong corridors, and their cost makes it worse. Even though I favor trains generally." Need better coordination with Metro: the city is pursuing its priority transit corridors in isolation, which conflicts with and detracts from Metro's planning.

Examples: the SLU streetcar, Broadway, extension, city center connector, Madison BRT, and this Roosevelt corridor are all different from Metro's corridor goals. Madison BRT conflicts with the greater value of a Madison-Pine corridor (bus 11). The Broadway Extension puts it on a Broadway-Jackson route, which misses opportunities south to Rainier and Beacon and north to the U-district-So metro has to keep running overlapping bus routes. The cost of the streetcar precludes other investments. Start with a travel time goal and as much exclusive lanes as possible. Don't let it get watered down with too many stations as Rapid Ride and the SLU streetcar were. People use transitto get somewhere, so travel time and frequency are paramount. Make a nice pedestrian path to the UW Link station. The current environment is too much concrete and asphalt. Consider extending it further north on Roosevelt rather than moving to 5th at 80th. I think people have said there's more apartments on Roosevelt and its closer to Maple Leaf."

"Dedicated BRTLRT lanes will be crucial. Think beyond the immediate route ROW- How will riders get to the stops? Pedestrian Bike improvements within the walk shed will be important for safety and ridership. Bridges across 1-5 near the LRT route need improvements to allow people to walk safely to and from their stops."

"I live in Eastlake: would like more buses that stop in Eastlake. Would like changes that do not narrow usable lanes of Eastlake- e.g. Broadway has become worse with the changes to it- many trafficjams. Stopped slow moving. Traffic= more air pollution."

"Great work for bike safety. Thank you for extending protected bike lanes on Roosevelt and 11th all the way to 65th and beyond. Please keep up the safety standards at the intersections by eliminating mixing zones which are not OK for people who are uncomfortable biking with traffic. Check out the new protected intersection designs which make for safety in all modes. This would be a great place to incorporate them into the design. Great work, keep it up."

"Roosevelt and 11th Ave. needs a road diet to slow down cars and make it safe to cross. Please consider implementing BRT with a separated, dedicated lane. Roosevelt & 11th can easily be 1 general travel lane, especially at 15,000 vehicles per day. Also, figure out Roosevelt transit lane side (left side?) before 2016 repaying project installs right-side bus bulbs."

"This corridor has also been identified as a key corridor for protected bike lanes. The Bicycle Master Plan identified Eastlake as having the highest demand for protected bike lanes in the city. This transit plan MUST include plans for accommodating bicycles on this corridor. Right now, Eastlake (in particular) is very unsafe for bikes and I have had several scary incidents where I was cut off and almost hit by a Metro bus while I was biking to work on Eastlake. I know the Eastlake businesses think preserving parking is more important than building better facilities for transit and bikes, but research shows otherwise. More people riding transit, biking, parking, and walking = more business. Parking on Eastlake must be eliminated to make room for safe travel by all modes. And the median planting son Eastlake

"Great work for bike safety. Thank you for extending protected bike lanes on Roosevelt and 11th all the way to 65th and beyond. Please keep up the safety standards at the intersections by eliminating mixing zones which are not OK for people who are uncomfortable biking with traffic. Check out the new protected intersection designs which make for safety in all modes. This would be a great place to incorporate them into the design. Great work, keep it up."

"Roosevelt and 11th Ave. needs a road diet to slow down cars and make it safe to cross. Please consider implementing BRT with a separated, dedicated lane. Roosevelt & 11th can easily be 1 general travel lane, especially at 15,000 vehicles per day. Also, figure out Roosevelt transit lane side (left side?) before 2016 repaying project installs right-side bus bulbs."

"This corridor has also been identified as a key corridor for protected bike lanes. The Bicycle Master Plan identified Eastlake as having the highest demand for protected bike lanes in the city. This transit plan MUST include plans for accommodating bicycles on this corridor. Right now, Eastlake (in particular) is very unsafe for bikes and I have had several scary incidents where I was cut off and almost hit by a Metro bus while I was biking to work on Eastlake. I know the Eastlake businesses think preserving parking is more important than building better facilities for transit and bikes, but research shows otherwise. More people riding transit, biking, parking, and walking = more business. Parking on Eastlake must be eliminated to make room for safe travel by all modes. And the median planting son Eastlake should go as well. They already narrow the roadway so much that there isn't room for a bike and a car to both travel safely between parked cars and the median. I am especially concerned about putting busies on this corridor that travel at faster speeds unless bicycles are safely separated in protected lanes."

"The project consultant, Tim Sorenson, would not allow everyone to ask question- he took a few questions then said that he would only take one more question. He then directed the ... To the demo boards ... I thinkthe meeting was poorly conducted in this way. I think everyone's questions should have been cons

Prefer BRT over Rail for bike safety an flexibility. BRT must have exclusive use of lane and run frequently (5 min headways) to be useful enough for people to hop on/hop off when patronizing local businesses. BRT should continue into town so it doesn't get bogged down and discourage ridership.

Protected bike lanes on Eastlake and Roosevelt are imperative to encouraging bike ridership. Continuous protected bike lanes from Northgate to Downtown. Outreach to businesses should include studies about business increase where bike lanes are present. Building wider sidewalks to encourage pedestrian activity and environment. Operate BRT nights and weekends to encourage patronage of restaurants/businesses. Please improve University Bridge connections for bike riders suitable for all ages and abilities. Family use the corridor. Add protected bike lane from U-bridge to Northgate on 11th Roosevelt."

I live in Eastlake, work @ UW. I bike and ride transit. I do not currently recommend those modes especially biking which is unsafe for inexperienced riders. Transit moves much too slowly given how short the distance is between UW & Downtown. The problem in both cases is cars.

Parking reduces efficiency of the public right of way. It also forces bikes and cars to share a single lane of travel in each direction, which is unsafe.

I prefer BRT to Rapid Street Car. I care that my current bus access (via 70) from E. Hamlin St. Eastlake Ave E to the U district & to downtown and thereabouts will be maintained. I would like BRT to have stops in Eastlake. I am concerned that parking along Eastlake will disappear because of BRT and bike lanes. If the 70 (local, frequent stopping) bus continues, that would help me, but not people who come from adjoining neighborhoods.

The community associations have opposed a streetcar on Roosevelt Way or the 'ave for years. Council member Nick Licata pointed out that it is very expensive to build, and expensive to operate. It lacks flexibility. Any blockage stops the streetcar, it can't get around. Streetcars also kill children, who don't realize that their stopping distance is long--much longer than a bus. Licata's analysis also pointed out that the sound transit subway will be quicker and powerful competition. The subway will be very costly per passenger and drain money from transit lanes."

Comment from Project Area Station

From South Lake Union Open House - at Y at Cascade's People Center - 5/18/15

"Parking is already a huge issue in Eastlake-please ensure this project either positively addresses that or creates a solution. (Street parking, to be specific).

Many people already park in the neighborhood form elsewhere just to catch the bus to downtown-this has been observed daily for $^{\sim}$ 6 years, personally"

"Increase livability for people living in the corridor. Improve landscaping along the corridor. Make this part of making a more walkable city."

"Provide frequent, reliable transit, bike and pedestrian environment to alleviate the need for cars and parking"

"Protect bike lanes from moving traffic w/physical barrier."

"Improve walking desirability safety convenience. Consider 4 way crossing options."

"Many Eastlake residents are in favor of streetcar but have no objective representatives that communicate with the city. A census about choices would reveal real opinions."

"Better SDOT/Metro communication needed w each other and community. Consequences of poor communication leave negative consequences that effect out quality of life."

Comments from Project Area Station

From Roosevelt Open House - at UW Tower - 5/19/15

"Need support to get in and out of SLU"

"Show feedback sessions once early designs are ready"

"Would like focus on the n'hood safety in addition to addressing the problem of moving people. Safe str

Comments from Current Bus Options, Ridership/Traffic & Travel Times Station

From South Lake Union Open House - at Y at Cascade's People Center -5/18/15

"If when construction happens, ensure local small businesses are minimal affected especially small service providers, disabled/health providers need parking and loading zones."

"More frequent headways is preferred"

"Buses RSC should not be stuck in traffic need a dedicated lane!"

"Proposed 6667 route (on handout) don't go to downtown. Need a route that goes to SLU, DT, Roosevelt & Northgate"

"Use Eastlake, not Fairview N, to get to downtown route (Like current #66)"

"Can you address the expected impact of inlane bus stops on vehicle traveltime?"

"I get onto 6670 to go downtown in the morning. Often bus is full at Lynn Eastlake). At night I take trolley, from Westlake to Hutch. Predictable, safe and fun. Unfortunately I have to walk on either side of the trolley commute. I prefer streetcar as I live in Eastlake."

From Roosevelt Open House - at UW Tower - 5/19/15

"Don't put streetcar track next to cycle track"

"Don't waste money on transit without exclusive right on way. Also, major separation between transit row and bikes general lanes"

"Your mission includes increased north-south transit. Why is metro pursuing east-west transit? Areyou sharing the same surveys?"

"Eastlake sees a lot of buses but they don't stop need local services"

"The old route 25 provided better service"

"Eastlake & Roosevelt are important corridors for bikes too. Increased, faster bus service on this corridor makes protected bike lanes even more critical!"

"Rush hour between u dist.-slu in evenings, southbound needs to be addressed with parking restrictions (currently only for A.M.)"

Comments from Mode Definitions & Mode Share Station

From Roosevelt Open House - at UW Tower - 5/19/15

"There seems to be a lack of coordination with Sound Transit. Its trains are a subway scarcely five short blocks away. Priority for BRT RSC should go to areas without Sound transit subways."

"Avoid the SLU streetcar route if BRT mode is selected"

"How can your plan include auto parking and exclusive mass transit in the same corridor? Where is the funding coming from (i.e. cartabs)?

"SLU streetcar extension to UW would be an important connector of intellectual capital jobs, econ. dev."

"Please increase your estimate of additional jobs in the U District above the 4800 projected in the U district EIS. Look at the number & size of buildings just the UW will likely build and it become evident the EIS estimate is very low."

"South of Campus Pkwy for the Med Ctr. Etc."

"Would like to see as much ROW dedicated to the BRTLRT as possible along this route."

"This [limited stops] means a longer walk to stops, exposure to elements, and a longer haul for carrying packages."

"The ratios will change when sound transit operates efficiently."

"The SLUT is more comfortable than Metro, community transit, and pierce county buses."

"Two exclusive use lanes (bus streetcar and bicycle) will strangle north-south traffic. There is a chokepoint now at the bridges across the canal. Stop-and-go slow movement also kills abutting businesses."

"Figures don't include proposed changes in metro routes. Are you communicating with Metro?"

"Please prioritize buses and bikes and walking on Eastlake. "

"Consider alternative to a 'corridor' mentality: Northgate – downtown via I-5 HOV lanes. U District – downtown via I-5 HOV lanes. Loop bus circulates btwn downtown & SLU."

"U. Dist. Stakeholders seek to have regular street grid restored at Univ. Bridge and Campus parkway interchange area. This should be a factor in the study."

"2 way Roosevelt operations should be studied as a part of this process (i.e. Westlake)."

"730 MPH btwn 50th & Ravenna Blvd looks good for efficiency, but it's terrible for those who live here and need to cross the streets. Noisy too."

"Why isn't more bus services connecting Eastlake to Cap. Hill Link or Univ. Link (avoid downtown)"

"Possible Missing Lane-Cross Section D, Eastlake."

"Keep enough parking esp. on Roosevelt so businesses can stay open!"

Comments from Mode Definitions & Mode Share Station

From South Lake Union Open House - at Y at Cascade's People Center - 5/18/15

"I would like to know source of Mode Share data. Seems misleading: this is a busy corridor and workers commuting is only one piece, especially give all the students in the U District."

"This 8 mile corridor experiences significantly varying mode splits from one mile to the next. Let's see focused data on the Eastlake section!"

"What has the existing new modes (light rail & redlines) shown where they are in operations?"

"Rail Transit between Newton & Roanoke would be a disaster from the neighborhood."

Comments from Bike/Pedestrian Access Station

From South Lake Union Open House - at Y at Cascade's People Center -5/18/15

"Eastlake Ave is where destinations are, people want to walk/bike on this street."

"Riding a bike on Eastlake Ave does not feel safe at all (betw. Fairview and U. bridge, specifically)"

"Sidewalks on 11th Ave NE impassable; narrow, blocked by garbage cans/trash, phone polls in the middle of walk, overgrown vegetation. What if you are disabled? Blind? Stroller?"

"Need to acknowledge that light rail is the future but people still have cars to park. SDOTDPD keep taking away parking with no plan. This is a safety issue.

People need to park close to their home (esp. women)."

"Awkward interchange @ Fairview heading N from SLU when biking on N side sidewalk. Possible link to 2 way Eastlake PBL?"

"Feel unsafe biking thru Eastlake, would like physical separation from cars."

"The sharrow route on Roosevelt N. of 75th does not feel safe. Bikes need more north-south routes through the U- district, Ravenna, Maple Leaf & Wedgewood."

"Thank you for including the protected bike lane to 65th from the bridge. Putting a streetcar track on the same street with a cycle track is dangerous to cyclists."

"We support more protected bike lanes and greenways."

"Make Eastlake Ave safe for people biking. Add protected bike lanes."

Comments from Bike/Pedestrian Access Station

From Roosevelt Open House - at UW Tower - 5/19/15

"I support removing parking & building protected bike lanes along these routes. Sharrows are not protective bike lanes along these routes." Sharrows are not 'protective' on busy streets, so bikes must be separated."

"We need more greenways through these neighborhoods. Connect the 12th Ave greenway (for on both sides)!"

"I like the idea of timing lights to accommodate a 20 mph speed!"

"Bike-bus interactions on Eastlake are already very scary. If buses are going to be more frequent and traveling at higher speeds -need protected bike lanes! More important than on-street parking, median planting, etc."

"All-way crossing at 65th & Roosevelt High school- safe routes & crossing clear sidewalks for blind (connectivity between shelter &crosswalk)."

Comments from Project Map

From Roosevelt Open House - at UW Tower -5/19/15

General

- o More trees on Roosevelt, Eastlake corridor. This corridor needs to be pleasant to get more investment to leverage transportation investments.
- Minimize volume of single occupant vehicles on this corridor by getting those living east and west out of their cars think feeders to lightrail.
- o Remove car storage from Eastlake so the road can be used for transportation.
- Please measure and mitigate corridor traffic feeding through neighborhood on non-arterials.
 Our children's safety is a priority too. Thankyou.
- o Fairview: Recreational casual, bikeped route, Eastlake: cycle-commuter corridor- we need both
- Note that people don't necessarily travel Northgate to downtown. Many take shorter routes. Northgate to UW. UW to SLU. SLU to Downtown. Consider optimizing the short haul please.
- o Consider a bus loop btwn downtown & SLU. Get people downtown and then the SLU problem is solved.

- o Denny Park, Bobby Morris (Cal Anderson), Seattle Center Gadola!!!?
- Would like Eastlake to be quieter and safer for people biking and walking and driving
- o If bus faster than car more people will take it.

Roosevelt

- o Consider 2-way Roosevelt instead of couplet: +Access, +Safety, +Economic development
- O Go ahead & improve the transit for the Roosevelt Corridor. Plan a different corridor for bikes Don't mix the two. 15th Ave NE may be an alternative for bikes over Roosevelt.
- o Make Roosevelt a prime location for small business to locate. This corridor needs to thrive not just survive.

NE 42nd St & I-5

o Please consider reinstating the 6X route traveling 42nd St ramp to downtown. Much more efficient than 16MPH BRT through East Lake.

NE 45th St & I-5

- o THINK BIG. Lid I-5 45th-50th. Build an elementary school on top. Solve the East West conundrum plus!
- People from Wallingford will need to cross I-5 @ 45th ped bike improvements should be a priority here.

Eastlake Ave NE & NE Campus Pkwy

- o Need special attention to merging traffic. Add bikes here.
 - This area is confusing and dangerous to pedestrians. Sidewalks abruptly end sending peds into traffic.

NE 41st St & Eastlake Ave NE

o Bike Shortcut NB 11th to EB 41st frequently blocked by illegal parked cars.

NE 47th St & I-5 (over I-5)

o Need pedbike bridge here to connect overneighborhoods

11th Ave NE & [NE 45th St – NE 47th St]

o Need mid-block walkway from new station east to the Ave

NE 45th St & 11th Ave NE

Signal timing at E-W crossing is way too short for crosswalk (starts counting down at 5s).

NE 45th St & Roosevelt – 11th Ave NE

Need transit light and lane to bypass frequent 45I-5 backup

11th Ave NE & NE 52nd St

o Include protected bike lane on 11th to Northgate

NE 56th St and 15th Ave NE

o Need better and more safe pedestrian crossings around bus stop on 15th

Ravenna and 12th Ave NE

- o Can 12th Ave green way be extended or ended gracefully here?
- o Drainage Issue. Frequent Fall ponding 12th and Ravenna NW quadrant

Ravenna and Roosevelt

o Need protected intersection to keep bikes safe at intersection. No mixing zones.

NE 65th St and 17th Ave NE

o Ravenna residents need bus transit east-west on 65th especially older residents.

Roosevelt and NE 41st

Need bike access to NE 41st

Eastlake Ave NE & NE Campus Pl.

o Dangerous area for bikes. Bike lane ended and then continues but the transition is scary.

Eastlake PL NE & NE Pacific St.

o Improve bike access to bridge from Burke Gillman

NE Northlake Pl. & 8th Ave. NE

o For people on bikes, lots of sad, scary places that need a lot of TLC

I-5

- o I wish there was a NB express lanes off ramp to Ravenna 65th
- o Need to look at turning upper deck of I-5 into park w bike/pedestrian path from U. Dist. To Downtown. Lower desk remains for auto traffic. This avoids need for bike path down Roosevelt, which will always be subpar due to the # of traffic lights. See Copenhagen for how to create uninterrupted bike paths0 they got far more use. This would also solve our lackof park space compared to other great cities.

Fuhrman Ave E and Harvard Ave

 Need to accommodate bike left turned onto Fuhrman and Harvard. Merge w traffic is dangerous as it stands.

E Edgar & Fairview Ave N

o Connect Edgar street end and Fairview via parking lot for easier bike/ped route

E Roanoke St & Fairview Ave. E

o I really wish you'd buy property so people could bike a flat route along the lake @ Fairview.

Eastlake E & Yale Pl E

Take out these Planters! Not safe.

Fairview & E Galer St.

o SB Shoulder SW. Stairs down to boardwalk not well marked. Biketrap?

Valley St & Fairview Ave N.

Very slow bus movements at Valley Street. Especially in PMpeak!

Ninth Ave N

- Protected bike facility needs to connect Eastlake all the way to Ninth Ave. and into downtown.
- Take buses off ninth to make it safer for bike lanes.
- o 9th is perfect connector for bikes
- o People on bikes need a way to downtown safely

Fairview Ave N & Valley Street

- o Illegal vehicle queuing blocks SLUT
- Left hand turns in PM to freeway blocking southbound Fairview. Adding BRT option with existing SLUT will be problematic

Thomas St & Boren Ave N

o Boren & Thomas need to be calmed and used for SLUgreenways

Westlake Ave.

Westlake Trolley tracks destroyed this street for biking

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Westlake Ave.

Westlake Trolley tracks destroyed this street for biking

Denny Way & Virginia St

o Needs right shoulder bike lane. I-5 on ramp traffic often backs up Denny & Virginia

8th Ave & Stewart St.

o Dangerous bus sharrow

Virginia St. & Denny Way

Close one or more street at this triangle (or 1 way couplets)

Fairview Ave N

o Keep BRT option on Fairview route, not Westlake.

Melrose Ave E & E Republican St

o A pedestrian crossing @ Republican would make this usable by more people on W. Cap Hill

Fairview Ave N

o Widen these sidewalks so that we can have separated walk/bike paths

E Galer St. & Eastlake Ave E

 Save \$40 million + don't replace Fairview Bridge. Make it ped/bike only and route buses up Eastlake here

Eastlake Ave E & E Boston St.

- o Leave trees, planting and bios wales! Imperative to filter polluted run-off.
- o Remove planting in the street to allow more room for all modes
- o Street trees on sidewalks are preferable to landscaped medians, shade for people etc.

I-5 & Harvard Ave E

o Suspend bike path under I-5 to connect UW to Capitol Hill.

Eastlake Ave E

- o Route transit service frequency needs to take into account of increasing population density along Eastlake ave.
- Need more frequency bus service along Eastlake- more stops for locals

Eastlake Ave & E Edgar St.

o Bad pavement surface for bikes. Edgar heavily cratered.

NE 45th & Denny Way

o Put a protected bike lane on i-5 from NE 45th to Denny on either dock.

Boylston Ave

- o Connect a Boylston bike way to Lakeview (takes you straight to downtown- no real hills.
- Make Boylston a protected bike way with gradual hill climb under i-5 and neighborhood streets to bridge.

1st Ave NE & NE 100th St.

o This is where the Northgate ped-bridge goes

N 92nd St & Meridian Ave N

 N 92nd St will be a greenway connector- please add existing or soon to be added bike facilities

1st Ave NE & Northgate Way

o Greenway

5th Ave NE & Roosevelt way

Why 5th... businesses park on Roosevelt (FOR BUSBIKE) Much better for bus waiting.

NE 71st St & 6th Ave

o Potholes rough road on 6th and NE 71st makes biking dangerous

5th Ave NE & N 90th St.

 A protected bike lane is needed going south. Cars are moving too fast downhill for it to be safe. Share arrow for bridges

5th Ave NE & Northgate Way

 Need to keep speeds of cars and buses on 5th ave NE at 20 mph – people are going too fast feel unsafe on a bike.

4th Ave & NE Elk Pl.

o Greenway on 4th

NE 82nd & Roosevelt Way

 Please consider serving Maple leaf res. Park. Possible with northbound buses only, then west on 95th (off Roosevelt). – Maple Leaf Reservoir Park

5th Ave NE & NE 80th St.

o Would it be faster to avoid a turn and to keep it straight shot on Roosevelt?

5th Ave N

o BRT

NE 82nd St & Roosevelt Way NE

• This sharrow route does not feel safe. How about removing parking- (send people to park on side streets) and implementing more protected bike lanes or bike Blvd.

Banner Way & NE 80th

o Where's our Banner Way road diet?

75th St. & Banner Way

- o Run the BRT on Banner Way. Add a protected bike way on 75th St. & Banner Way
- Evening rush hour traffic backs up in South bound lane on almost all days between 75th and
 80th
- o BRT & PBT

75th & Roosevelt

- o This is a scary interchange for bikes
- o Agree, this is a commonly dangerous intersection for walking and biking
- Extend 75th St. road diet W to Banner Way. Simplify intersections between Roosevelt, 75th, 15th, and Lake City.

75th & 15th

It is very difficult to cross 75th as a pedestrian between 15th and 20th, it would need to have a crossing island.

Roosevelt and NE 66th St.

o Needs fewer cars

65th & 12 Ave NE

o Remove parking north of Bartell's driveway. Dangerous merge.

12th Ave NE & NE 65th

o Need turn out for buses on NE 65th St. to drop off passengers at sound transit station

20th Ave NE & NE 63rd St

o Potholes and rough patches on 20th and 63rd make bike traveluncomfortable.

Eastlake & Lynn

o 71x, 72x 73x Busses should at least stop once in Eastlake here

Fairview & Mercer

 N Bound (Fairview). Trolley turning left onto Broad (should be turning onto (Mercer) blocks traffic

Comments from Project Map

From South Lake Union Open House - at Y at Cascade's People Center - 5/18/15

General

- o Streetcar = sexy
- o Trolley is safe reliable & more attractive for riders
- o Streetcar is going to be the better long-term infrastructure investment.
- o Where is City Council requested study for improving existing bus services as equal alternative to rapid-ride buses or streetcar?
- o Safety is #1 priority
- o People visit businesses via bus, bike and walking especially if the bus is frequent and reliable
- o Office of Economic development must provide funds to impacted businesses
- o Lake Union ferry
- o Need for Eastlake: business loading zones, parking plan for neighborhood, protected bike lanes and intersections.
- o Create more bus routes to downtown along Boylston and Harvard, Lakeview
- o Reduce through routes along residentialstreets.

5th Ave NE and NE 82ndSt

o Lower travel time to south lake union under 25 minplease.

Roosevelt and NE 80th St

o Need good transitions at ends of corridor for walkers and cyclists

NE 75th St and 12th Ave NE

o It seems 75^{th} and 70^{th} are also part of the heavy traffic stops. But based on the proposed routes there are very few bus stops there, and no direct bus reroute to SLU downtown (the existing 66X 7273 will do the job but seems they are revised or removed in the proposed route).

NE 73rd St and Roosevelt

o West side: Businesses, sidewalk, cyclist conflict. Eastside: only 1 curb cut available parkinglane 7300 block Roosevelt

Ravenna and E. Green lake Dr.

o Tried cycling to Green lake once. Couldn't figure out where to go from left bike lane on Ravenna to E. Green lake Dr. which side of Green lake Dr. should bikers go?

11th Ave Ne and NE 55thSt

o Signal @ 11th and 55th needed

NE 63rd St and Roosevelt

o Healthcare providers need handicap spots & parking for patients w chronic pain

Eastlake and Furman Ave E

- o My wife and I almost got right-hooked by a truck while biking south off U-bridge @ Eastlake & Fuhrman.
- o Someone died while biking @ Eastlake + Fuhrman a couple yearsago.

o Are there ways to change route road or change signal timing to alleviate bottleneck and U-Bridge? Some traffic flow comes from feeder streets not "in" corridor – why the U bridge traffic # is 27800 and 1 block away on Eastlake is 74000

Eastlake and E Martin St

o I saw a guy on a bike almost get run over here 2 days ago. He was passing a parked car and a car approached him – knocked him off balance.

Eastlake and Allison

o Bikes race through here dangerously and frequently run this light

Allison and Fuhrman

o People use Allison as a cut-through to Fuhrman520 driving 40 mph on a 15 mph street [participant drew a diagram of a solution using one-ways]

Eastlake and E Edgar St

o We nearly missed a passing bicycle when turning right (more buffer between bikes and cars).

Fairview between Edgar and Roanoke

o Build this link 1 block

Eastlake and Roanoke

o Bike routes identified off Eastlake and through safer neighborhoodstreets

Eastlake between Louisa and Lynn

- o Unsafe bike conditions & poor transit @ night = people still depend on cars
- o Would like Eastlake to be quieter and safer for people biking and walking and driving
- o People park in front of fire hydrants, 30 ft. in front stop signs, and in the alley, less parking mean more law breakers which is less safe.

Eastlake and Lynn

o 71x, 72x 73x Buses should at least stop once in Eastlake here

Fairview and Mercer

o N Bound (Fairview). Trolley turning left onto Broad (should be turning onto Mercer) blocks traffic

Eastlake Ave. & between NE Lincoln Way & NE Campus PKWY

o Nightmare to cross street through here. A student is going to get hit. Also not well marked.

53rd & 8th Ave NE

o Loading zone @ 53rd to sign. No paint

50th St and I-5

o East to west connections

NE 55th St. 11th Ave

o This is a very dangerous intersection. Cars, peds., bikes, skateboards; drivers going wrong way. Mostly speeding. I sit on my porch and watch accidents.

I-5

o Why can't the trolley go down the express lanes?

NE 60th St. & 8th Ave NE

o Unintended consequences for condensed times for projects

Fairview Ave N & Mercer St.

o Do not allow northbound left-hand turn to Mercer.

Mercer St. & Minor Ave

o Need functional pedestrian cyclist crossings of MercerSt.

Fairview NR Ave N & Fairview Ave N.

- o Trolley chocked 15 min delay
- o Current street car stop only connects Westlake to Hutch. It should connect to UW.

Fairview Ave & Denny Way

o Bus stops easier to access for senior citizens and impaired persons

Fairview Ave E & Eastlake Ave E

o Awkward intersection for people biking north on Fairview- most use sidewalk on W side of street. Dumps you into wrong way traffic after bridge.

Eastlake Ave. & E Garfield St.

o Cars are fast thru here. Don't feel safe crossing the street currently.

Fairview Ave N

o Impossible to get an N bound bus here at afternoon peak (they are full and don't stop)

Roosevelt

o Economic impacts 2 small businesses – construction serious consequences.

Eastlake & Boston St.

- o Current code: Eastlake does not mandate parking or loading zones for apartments. This means trucks will park in the street, Need house zoning changes?
- o People park in front of fire hydrants, 30 ft. in front stop signs, and in the alley, less parking mean more law breakers which is less safe.





Appendix G: LPA Outreach Online Open House Summary

Feedback given to project team at the Open House

From Eastlake Open House - at TOPS School - 12/9/15

- Traffic signal at Fairview & Denny is too short for pedestrians, especially people with difficulty walking (residents at Mirabella)
- There is too much emphasis on bicycles in the Eastlake corridor. Could they use a parallel route?
- o One Eastlake resident said that when bike commuting he avoided the Eastlake business district by taking Edgar Street to Minor, then rejoining Eastlake on Newton Street
- The existing conditions on Eastlake provide a workable, flexible solution. Don't build fixed structures in the ROW that eliminate flexibility.
- At the bus stop at Lynn & Eastlake SB can the canopy at Voxx Café be used for weather protection instead of adding a shelter? That is what happens now.

From U District Open House - at UW Tower - 12/10/15

- Concern was expressed about pedestrian safety on Roosevelt Way between 75th and 80th. (two people)
- Concern expressed about pedestrian safety at 5th Ave NE & 100th Street. This is a difficult intersection for pedestrians. The traffic signal times 8 seconds for pedestrian crossing. Not possible for some people in adjacent retirement residence to cross in that time.
- Another person expressed concern 4th Ave NE and 100th Street. There are curb ramps here but no marked cross walk.
- Another person expressed concern about pedestrian safety at 3rd Ave NE and 100th. Buses parked here create blind spots for pedestrians. (maggiekizer@gmail.com). Suggested that a walking audit was needed here.
- Comment that this study should include identification of connections to other transit routes (both bus and rail).
- Comment that bicycles are getting too much priority in City's current planning.

Is the trade-off of losing some or most of the parking worth the improvements in transit service and bicycle facilities?

From Eastlake Open House - at TOPS School - 12/9/15

How about 1. No loss of parking 2. Have the current center turn lane a reversible BRT lane- S in the morning and N in the afternoon

If you have full BRT with no parking, that will ruin the idea of Eastlake as a "village" (as promised in the comprehensive plan). Cars will be parking in the residential areas, where already difficult.

Absolutely with sacrificing parking to improve through put(?) and make transit reliable. loading zones need to be thoughtfully relocated or kept if there is absolutely needed.

Yes

Yes. As a family, we have given up our car to promote bicycle transit. While it is important to maintain some parking for locals. I believe that our local businesses would be better served by BRT and improved, safe (protected)bike lanes. I live in Eastlake and I care about this community. No one benefits from Eastlake being a corridor.

Yes-bikes.

Yes. People from outside the area currently take up parking in this corridor as though it were along Metro park and ride. Cyclists need a separated lane and there is no other way to make room for cyclists. Moving cyclists off Eastlake Ave is not a good option. Currently, rush-hour drivers try running me off the road no matter which route I try.

The business district cannot afford to lose all parking. There isn't enough capacity in other parts of the neighborhood to absorb business customer parking. So maintain existing parking/peak traffic scheme and trade left turn lane for bicycle lanes is most viable change in this corridor.

Yes. Look at the math, individual vehicles are low density people movement. In our growing density we will want to serve a lot of people (transit) and provide flexibility (bike, walking, crossing).

No! This will kill local merchants.

(referring to statement above) Or perhaps bring in more customers! I support safety first. No store will enjoy a bloody road in front of their space...

Yes: Safety should be #1. If you build safe bike facilities, many more people will use them. If there is fast, regular transit, many more people will use it. If these things happen, demand for parking will diminish significantly.

Yes of course the trade-off is worth it. But a trade-off should mean the neighborhood gets something in exchange for parking. Better crosswalk signage, more express service that actually stops in Eastlake, restrict cut-through traffic on side streets, increased speed patrol.

Yes: in order of priority. I would put: bikes as #1, transit #2, a car lane #3, parking #4 (lowest priority). But some parking mitigation should be offered for businesses along Eastlake.

Yes, UW students and U-District downtown bike commuters deserve a direct safe route to and from downtown to U-District. Eastlake in current form very unsafe. More bike business customers will visit Eastlake merchants if they can safely get there.

Absolutely! Safety is priority number 1!

No. This will turn Eastlake into Aurora. It is bad for the neighborhood.

Losing on-street parking to make Eastlake safe and comfortable for people to walk and bicycle is definitely worth it. To provide parking for businesses, city should create LID to fund building off-street parking.

Hell yeah. Of course.

Currently biking on Eastlake is not safe particularly during peak hours. Giving up parking is ok, but a dedicated faster bus is also not good for the neighborhood.

I noticed businesses far more often when walking or on a bike than when driving a car. Maybe bus/bike/pedestrian improvements will increase business!

I live in an Eastlake frontage apartment and do a lot of my shopping in Roosevelt. Northgate, I'd be fine to reduce parking on Eastlake to allow for a faster trip to Roosevelt/ Northgate but I understand the business concerns about the loss of parking.

Having lived many years in japan. I know how it's managed there, but I can't support trying to implement those methods here. Personally though since I'm car free, I am ok to reduce Eastlake parking significantly.

No parking on Eastlake will shift the burden to the side streets which are already congested. Is there a plan to address this?

Yes. As a driver, cyclist, and pedestrian, this will make all of my trips safer. From walking my daughter to her bus stop to riding to Pazzo's for dinner, I love our neighborhood and know this will make our neighborhood better for families and small biz!

I am an Eastlake resident and frequently bicycle on Eastlake Ave I would love to see protected bike lanes on this major bike thorough fare.

People need access to all the places they need to go- they should be able to do that safely, no mater the mode!

Yes. With time, users shifting to bike/bus/walking can reduce demand for parking. But keeping parking will near increase usage of bike/bus/walking. We can't prioritize parking overtransit.

I would at least like to be able to bike from University District, down Eastlake to downtown. Currently, I ride to work from (Burke Gilman trail, Fremont Bridge, Dexter). I think a mixed flow (bus/car) might work if transit was rapid ride and all motor vehicles/buses could move quickly but actually I have no idea (not enough information) where are the statistics?

I live in Eastlake and most often walk to business in Eastlake- it doesn't really seem to me that there is that much parking in Eastlake Ave to me since it converts during rush hours. So perhaps that loss of parking isn't that bad? I think the reality is the neighborhood is only getting more and more densely populated (rapidly!). I don't know that parking will be sustainable.

I stopped commuting via Eastlake because biking downtown and bussing to Lake City way is faster. Had planned to Pronto/bus with errands at wine shop, flower shop, Mammoth, soup shop, now run those errands elsewhere. Coworkers never went to Eastlake to lunch either, we used to have epic lunches in Fremont and NOLA before our move. Go to lunch trucks in SLU instead.

From U District Open House - at UW Tower -12/10/15

*Yes!

*Yes!

*Yes!

*Yes

*Absolutely

*Yes! Let's prioritize moving people and providing safe access!

*Yes! More people riding bicycles and transit, will reduce the need for parking spaces.

*Of what value is safety and health?

*Yes, the density of commercial space along Eastlake is not so great the storefront parking would be necessary.

*Absolutely. I currently will not bike on Eastlake. It feels way too dangerous squeezed between traffic and the parked cars, right in the door zone. This is a no-duh route for biking. Please make itsafer.

*I'd be happy if we lost all parking.

*Yes! It's time to get serious with non-car investments in our growing city. Moving people is more important than parking cars.

*Of course- it supports trends that shift people away from driving.

*Yes the loss of parking is such a small trade-off for improved transit reliability. I'm tired of mybus rides taking forever. Thanks.

*Yes safety is more important than parking and let's more people travel there.

*Yes! Transit and bikes should come first.

*Yes. This corridor desperately needs better transit and better bike infrastructure. Businesses may need some parking, as may some residences, but we should be looking at inefficient parking options in garages and other facilities off the arterial.

*Yes! We need good BRT with transit lanes, not the watered-down sub-BRT we've always gotten. We voted for Move Seattle to see a significant improvement in transit. Maybe the bike lanes can go on Fairview.

*Lose it. All in for bus and bikes.

- *Eliminate parking in favor of dedicated bike and bus lanes. Public space should be used to serve the grateful number of people.
- *It might be worth the tradeoff, but keep in mind that our street parking provides a nice buffer between pedestrians and traffic.
- *Yes. Lives over parking.
- *Yes! De-prioritize parking in favor of bike lanes and dedicated transit lanes! Too much of our energy goes towards pleasing drivers.
- *Yes! Losing parking is worth the improvement!
- *Absolutely so! The full BRT option bus. Knocks the others out of the water. It would be enormous improvement for the general public. Yes!
- *Transit must take priority over on-street parking.
- *Yes, also important for climate change. Health and safety as well as benefits for all should trump drive-alone commuters in one of the biggest cities on the west coast.
- *Yes, we need to let past bending to the parallel parking interests. Bus/transit only lanes are one of the easiest ways to ensure transit service speed and reliability. Whether it is taking away a row of parking or taking a general purpose lane, we need to get a network of these lanes, continuous all-day bus lanes, implemented for all the RapidRide and routes.

Comment from comment forms collected.

From Eastlake Open House - at TOPS School - 12/9/15

Eastlake needs the turn lane. If designed out then design plan on an alternative. All drop offs in alley. Give shop owners a time table to convert the alley to a receiving station for the shop. Tell them it's coming and soon.

The RapidRide should not go up in Eastlake unless Metro manages to move Sound Transit off Eastlake. Currently it serves as their parking lot.

Fairview should be RapidRide street. Westlake has trolley.

Put bikes on 9th.

The easels should show the east/west bus connections e.g. on NE 65th.Where will the Metro buses let passengers off so they can catch the Roosevelt Way Rapid Transit? What about pick-ups from the Roosevelt/12th Avenue buses? Will this end parking on NE 65th St.?

The easels show bus riders will have to stand in or cross the bike lanes to get on and off buses. This is

I'm much less worried about the watering down of the BRT than I was. I still want true BRT long-term goal. But a targeted-investment network makes a lot of sense for political conditions. Thank you SDOT and be bold!

RPZ all of Eastlake. More parking enforcement- I have called many times. There are so many cars on Eastlake it is not a nice place to walk anymore.

It seems like dedicated transit lanes downtown would provide tremendous value for this and other routes.

Completion of the lake side bike path with a floating bridge should be part of this project if Eastlake will not be made safe for bicyclists of all skills and abilities.

I would like to see a full BRT option without complete street rebuild (utilizing paint as much as continuous bus lanes, off board payment, and signal priority. Rigorous signal priority is even more essential when there isn't row for dedicated lanes. Chokepoints need to be even more prioritized for dedicated lanes- such as Fairview/Mercer and the University Bridget itself. The highly congested roads around Northgate also need to be remembered.

*If there is one thing we need to invest political and actual capital on, it is the chokepoints. Get a peak direction bus-only lane(s) on the University Bridge to relieve the reliability issues at the location. The bridges are where we most need the priority because they are the spots that jam the entire corridor. This goes for Ballard, Aurora, Fremont, and Montlake as well. Make a southbound lane bus only from 5-10AM and a northbound lane bus only from 3-8PM. We need queue jumps at the bridges! On the bridges! Bus lanes in front of businesses will be opposed, but there aren't typically businesses along the watersides of bridges.

- 1. Travel from Denny North on Fairview N. to Mercer St. try to cross Mercer now! And you want to add transit and bus stop zones? No way.
- 2. Travel south on Fairview N to Valley/Mercer. This traffic does not move and you want to add transit.
- 3. How do you and S.L.U.T use the same road?
- 4. You will remove the curbing and trees, installed at great tax-payer expense, on Eastlake between Newton and Boston.

I am concerned that the loss of parking along Eastlake would have a negative effect on the businesses in the neighborhood. I am a home décor/furniture store between Lynn & Louisa (Marinus Home, 2345 Eastlake Ave E), so the loss of parking and loading areas would be devastating for my business. I would not even be able to bring my inventory into the store. The median is also important for trucks and delivery vehicles to complete shipments in the area. The median between Lynn & Louisa is heavily used by most businesses- offices, restaurants, cafe, etc. on a daily basis to receive various products.

I live in Eastlake and I am always aware of people coming in to the neighborhood to park and get on a bus. They take the limited street parking throughout Eastlake and get on a bus going downtown-all day! They use us as a free park and ride! Why not limit this by allowing the parking for those of us who live here? I also know that business owners are very concerned that they don't have enough parking for customers. This is "no bus rider" parking zone idea could help the use of Eastlake parking for the BRT needs and make Eastlake folks happy too.

*I love the idea of using the public parking lots around the lake for 2 way bike lanes. I understand this is part of the plan on Eastlake and Westlake. Why not have this as part of the sell for bike trails off Eastlake for more room for both parking and BRT. A bike ring around Lake Union would allow the bikers more personalized options as to how and where they go. This would also allows walkers and bikers to move easily.

From U District Open House - at UW Tower - 12/10/15

- *Full BRT
- *Prioritize bikes, peds & transit
- *No parking!
- *Less parking
- *More bus only lanes
- *More protected bike lanes
- *More transit- signal priority
- *Shorter, more responsive signal phases for peds
- *More continuous exclusive lanes

We need to push for full BRT on all the RapidRide and corridors. We need to swallow the political cost

of removing parking and prioritize the thousands of new transit riders who would elect to ride with possible).

SB Roosevelt through the U District faces daily gridlock. It will need more dedicated transit lane space or it wont be reliable.

Connecting bicycle and pedestrian routes is very important. It is very dangerous for a cyclist when a bike lane ends abruptly. And, as a pedestrian I have been frustrated by obstacles to foot passage-fences, walls or the lack of safe passages ways through auto traffic- that force a walker to backtrack, adding time and distance to one's travels. Eastlake's topography offers an excellent route for bikers and walkers. But if it is unsafe, it will be wasted and will not be used to its full capacity.

- *Move bike lane from Eastlake to Fairview between Allison & Fairview bridge
- *what about the cancer patients who take the 66 to SCCA? The 63 drops them off blocks and a hill away from SCCA
- *Sidewalk cleanup on Roosevelt between Ravenna and 50th/47th- overgrown, garbage cans blocking walkway, rates,
- * I still can't believe Metro is getting rid of the 66. For shame.
- *Eastlake- Need bike lanes, separate on each side of the road. If bus-only lane significantly speeds the bus, it's okay to sacrifice the bike lane buffer and 2' of sidewalk -buffer is more important.
- *Definitely need designated space for bikes on each side of the street.

We need bike and transit lanes along the full corridor to give everyone a safe, reliable way to get from NE Seattle to Downtown.

Please implement full BRT with protected bike lanes along the entire corridor!

Buses have considerately less capacity than a streetcar or trains. Consider using double articulating buses to increase capacity.

I am missing the planning part that shows how rapid line connects to light rail, regular Metro buses and streetcars.

This should all be part of an overall transportation concept.

Push as hard as possible for the fullest BRT full bus lanes south of Denny to Third. All bus lanes should be 24/7.

Negotiate longer car priority time on the University Bridge.

- *Please ensure that buses have a dedicated lane and aren't stuck in traffic.
- *Prioritize separated bike lanes-could use parked cars as buffer.
- *Center island transit!

Please consider ways to make the Roosevelt bike lane connect on the north side of the university bridge. One weak link can spoil the whole thing. Keep up the good work.

Please prioritize bus only lanes protected bike lanes with bus islands so buses never cross parking outside if at all, so cars don't cross to park and protected intersections! If we can't have all that, I'd rather RapidRide than lose the bike protections, but its only feasible if there's an option to avoid the worst traffic.

I would like to see a comparison between a system of buses with doors on both sides (or left side only) vs a conventional system with doors on the right in the station areas the road must be widened for a boarding island one way or another, but the island location is different for the two systems. Regular buses (with more frequent stops) must be able to use the same roadway and stations as the RapidRide.

I live in the U-District and walking and transit are how I get around. I also bike but not as often. I'm very interested in improving transit, especially connections with other neighborhoods. The buses are often late or really slow and so many people rely on them. Making transit faster and more reliable is worth giving up a travel lane or parking on transit corridors. Safer bike routes are also very important, I would bike if there were more Pronto! stations and safer bike routes. Eastlake is too dangerous for me to feel comfortable biking on it with the pronto bikes as they aren't very fast. Thanks for all the work that you do, I hope you prioritize people instead of cars!

Please accelerate this and other transit projects. We're stuck in traffic every day and it's only getting worse.

So far the project looks very promising. A blend of RapidRide and full BRT seems like the best way to move forward. More transit only lanes around 45th would help. I-5 backs up quite heavily onto all streets around 45th. Queue jumps may not be enough. Also this area us very dense and transit-dependent with less car ownership than the rest of the city.

Better quality stations would be appreciated. The current RapidRide stops allow lots of wind through then and have very uncomfy seats. They also look like sleds or shipping containers. A station style between community transits swift and RapidRide could be a good idea, keep costs down by making all the stations the same.

We need fast buses. Go full BRT. Don't water it down; we voted for Move Seattle for a substantial improvement in bus service. 10 minute frequency is better than 15-30 minutes but it would be even better if it's not caught in traffic (including cars illegally using BAT lanes). Center-running seems to be the only way to keep it from being watered down. 100% transit lanes would be best but transit lanes south of 75th would be second best. Eastlake Ave especially needs it: the 71/72/73x bog down significantly peak hours. Three stations on Eastlake looks right. 10 block spacing in Maple Leaf looks right.

With frequent buses and more housing, there will be more walk-in customers for businesses in Roosevelt, so less need for street parking. Put the parking off-street if it's necessary.

If there's not enough room for both transit lanes and bike lanes on Eastlake, consider moving the bike lanes on Eastlake, consider moving the bike lanes to Fairview. But if so, trey mitigate the hill between the University Bridge and Fairview.

After looking at the potential station locations for South Lake Union, are there any locations that you would like to see stops added? Anywhere you would like to see stops removed?

From Eastlake Open House - at TOPS School - 12/9/15

Share lanes/platform with streetcar? (Fairview and Valley by Minor)

Harrison? Can be tough to cross Mercer to access Harrison or Republican

(referring to statement above) Without exclusive bus lanes this will be a mess! (Fairview between Republican & Roy)

More southbound Fairview bus lanes

I think we need capacity more than stops here- Amazonians fill up the buses at peak hours so that they don't even stop in Eastlake until Lynn sometimes!

Modeling of stops of Fairview should account for changing usage from Fred Hutch and SCCA employees- with 66 changing routes in March 2016. It may after usage and high demand on 70.

Given the density of employment in SLU, I worry there are not enough stops NB on Fairview. Many Amazon employees would have to walk 5-10 block to reach a very busy stop, plus crossing Mercer to reach a stop would be slow. If you have dedicated lane, adding a stop is less burdensome.

From U District Open House - at UW Tower - 12/10/15

- *Can they be made nicer and more resistant to weather? Swift-style stations?
- *Virginia bus lanes (3rd -9th)
- *Perfect amount of stops! Fairview Ave diagram looks the best.
- *Locate bike lanes outside/outer edge of roadway and bus stops inbound (like on Dexter)

How would you allocate the roadway in Eastlake to best serve the needs of people driving, walking, biking, taking transit and delivering goods?

From Eastlake Open House - at TOPS School - 12/9/15

- *About Eastlake: I cycle both ways on Eastlake almost daily. I sometimes drive it. By far the more challenging experience is cycling it. Regardless of how other space is allocated, we need a separated bike lane with a buffer from the cars. Alternative routes off Eastlake to get downtown don't work.
- *Sidewalk, PBL, HCT, Car, Reversible car, HCT, PBL, and Sidewalk
- *Eastlake is still a major through route.
- *Consider 520/I-5 will feed traffic back to Roanoke and Broadway
- * Consider stop spacing for the elderly-may need closer spacing
- *Walking to transit on Eastlake is difficult at night- need more lighting
- *Loss of route 25 will make access more difficult for some to walk down the steep slope to Eastlake
- *No RapidRide station on Eastlake should at Eastlake and Allison not at Fuhrman- that would be dangerous plus involve bridge opening back-ups. What are you thinking!
- *Allocate the roadway in Eastlake: Protected bike lane, parking, car/bus traffic (one lane each way ok) Parking,

protected bike lane.

Bike lanes that are protected from traffic with barriers

- *RRT
- *Mitigate parking loss with RPL reform, off-street lots and reduced demand from other mode improvements.
- *Eastlake is not a corridor- get the rapid transit that does not stop here to use the highway and put local buses back in our neighborhood. 2 hour rush hour 4 lane traffic is OK, but do not get rid of parking at all . I live and work on Eastlake Ave E. I need parking. Put bike lanes on side streets parallel to Eastlake and out of traffic.
- *One allocation method might be to shorten the time during the day when parking is allowed on Eastlake.
- *Shift bicycle to Franklin and eliminate parking on one side of the street.
- *Exclusive bike and bus please!
- 1. Walking
- 2. Biking
- 3. Transit
- 4. Goods
- 5. Drivers
- 6. Parking
- *Safety first

- *Unsafe for bikes as is ped safety needs to be improved as well. Something similar to Dexter?
- *Full BRT is really only sensible solution to move the most people by bus and bike quickly through the corridor.
- *Eliminate parking
- *Given the budget difference I'd either do park, bike, bus/car, bus/car, bike or bike, bus/car, southbound bus, bus/car, and bike.
- *Bike lane, parking/bus bulb, mixed flow, mixed flow, parking/bus bulb, and bike lane
- *Very pleased to see cross section on Eastlake with buffered bike lanes. Prefer one-way bike lanes next to dedicated bus lanes an cars in center. Remove parking on Eastlake!
- *Need closer spacing for seniors
- *Need better lighting for safety inside streets
- *Not everyone can go up/down steep hills to take bus on Eastlake

- *2927 Franklin & north the greenspace and sidewalk is being destroyed by motor vehicle traffic on the sidewalk
- *The right, rush hour lanes on Eastlake are not used much, currently, as bikes take it over, or loading vehicles are parked, so one car lane could work.
- *I don't believe a protected bike lane is absolutely necessary for Eastlake, but parking absolutely needs to be removed. During rush hour the right lanes are de facto bike lanes as it currently is, bur people frequently park there anyway, forcing bikes to merge into traffic. Parking should be banned completely. I certainly wouldn't be opposed to a protected bike lane, but removing the parked cars to give adequate space for cyclists would vastly improve the corridor. The Fairview bike route is an unqualified failure. It should be improved, but creating a viable bicycle corridor on Eastlake should be priority.
- *Parallel parking on busy streets restricts traffic flow for everyone. Remove them.
- *Make sure there is space for protected bike lanes (one-way, each side)
- *Remove parking lanes! Emphasize biking lanes and lanes dedicated to bus transit. What about a shared bus and bike lane along Fairview/Eastlake, and only 1 car lane?
- *Make use of commute direction parking spaces for transit.
- *Eliminate parking in favor of dedicated bus lanes and bike lanes.
- *Separate bike lanes like you have on Broadway would be amazing. I want to be able to ride around the city with my mom.
- *Need safe bike option (N&S) between U bridge and downtown. I currently opt to go over Capitol Hill where it would be closer for me to cycle up/down E.Lake. Also need to improve the E.Lake Fairview transition (N&S). This is a dangerous cycle intersection! Thanks
- *I would advocate an unbuffered bike lane along Eastlake for use by community cyclists. This should allow room for at least one BRT lane, if not two. This plan would need to be accompanied by improvements to al ages/abilities bike/ped facilities on a parallel St. (i.e. Fairview). Safe bicycle infrastructure for community cyclists is paramount. BRT and bicycles should be prioritized over parking. Peak flow direction BRT?
- *Deprioritize parking; prioritize people, walking, biking and taking transit.
- *The best way to make Eastlake better for everyone is removing parking and adding bus only lanes.
- *Get rid of parking in Eastlake, on the major roadway. I think parking is a hazard for many reasons and can increase slow-downs. Deliveries at night!
- *Bus only lanes- all day- full route. Protected bike lanes. Less parking on arterials. Shorter/more responsive signal phases for peds. Full BRT!

- *A protected bike lane on Eastlake is necessary to allow everyone to feel comfortable riding on this corridor. I currently am a confident person who bikes and do not feel comfortable biking on Eastlake. I choose Fairview, but the Hamlin uphill and Yale ally is certainly not something people without very good fitness/with children, cargo, etc. can ride. Plus, I can't access businesses and destinations along Eastlake. Remove parking to build the PBL.
- *We need a fully protected bike lane on Eastlake. One direction each way for safety and predictability.
- *1. Prioritize people walking (slow vehicles, make it easy to cross the street), 2. Next, people biking (safe, protected bike lanes and intersections) 3. Next, transit (efficiently move large groups of people) 4. Next, deliveries. 5. Finally, people driving can move slowly through the corridor.
- *Applicable to Eastlake Ave and busing. Currently, express buses (72x etc.) run on Eastlake with limited stops. Many, of course, naturally get stopped at Harvard Ave (traffic signal). There's a bus stop there (70,66x buses too!) Any bus stuck at a stop light should be able to pick riders up at that stop. It's right there (the bus stop)! So that should be a valid pickup/drop-off, period.

Are there modes that should be shifted from Eastlake Avenue to adjacent streets?

From Eastlake Open House - at TOPS School - 12/9/15

- *Take the buses that don't stop on Eastlake off Eastlake. Bikes need to stay on Eastlake, side streets are either too hilly or have a missing link
- *RPZ and limited time parking to side streets, limit RPZ stickers to 1 per house, 20% of MF units, open private lots at night.
- 1. Walking
- 2. Transit
- 3. Cycling
- 4. Delivery
- 5. Driving
- *The need to have bike lanes south of EDGM and North of Newton is questionable: parking could've spared if bikes were rerouted via Clearview.
- *Hills and lack of access to businesses are why people bike in traffic on Eastlake instead of Fairview.
- *My coworkers that bike on Eastlake won't move, for commuting. If bike lane width isn't ideal, Yale Ave, Minor Ave, or possibly an improved Franklin Ave might work for all-ages and cargo bikes. Hills are a problem in sports. This skips business errands though.
- *Express buses that don't stop in Eastlake could go on I-5?
- *No- we should be able to find a way to accommodate all modes. I know some want to shift bikes to an adjacent street. I don't think that will work. Bikes want to go the most direct route and that's Eastlake.
- *Put bike lanes on adjacent street? Might work.
- *Bicycle on Franklin
- *Put express buses on I-5 from U district to downtown.
- *Absolutely not. I live and work on Eastlake.
- *Put bikes on side streets (and yes, I ride a bike).
- *Any express bus that does not stop in Eastlake should not go down Eastlake.
- *City must improve neighborhood lighting to increase safety concerns to in order to increase bus ridership.
- *Need to do study on the potential impact on "Boylston Ave" with changes on Eastlake and 520 expansion.

- *Eastlake impact issues: *Eastlake is an alternative to i-5 for cars. When car lanes are taken away side streets and Boylston Ave will be impacted.
- *520 off ramp to I-5 will use Roanoke as an alternative when back-up. This will also import Boylston traffic.
- *Yes- the public streets should be utilized by bikes and transit. Not as storage for private, single occupant vehicles.
- *People will bike on the flattest most direct route. Everyone should be safe on every street, no matter the mode they use. (Look at Westlake-hoping people will use a less direct route didn't work people still fall and get hurt there.

- *What is the status of the catalyst project per Bike Master Plan to create a sec-level continuous Cheshiahud loop? Concern is the big hill on Cheshiahud bike loop.
- *No, there should be a bike lane on Eastlake. The alternative (Fairview) is not accessible to all abilities and has dangerous spots, especially at night.
- *We need a fully protected bike lane on Eastlake.
- *Fairview is a decent bike route currently expect for the Hamlin/Yale Terrance section, which makes this very much not all ages and abilities. A PBL on Eastlake is necessary for accessing Eastlake is necessary for accessing Eastlake destinations. All that is to say go ahead and also make improvements to Fairview (purchase the lane in front of condos to build a bike paths) it's not a substitute for Eastlake.
- *Drop bike travel from Eastlake southbound @ Allison St to Fairview. Much less traffic on Fairview by the water. More level surface. Opens up right lane for cares during peak hours.
- *Fairview to the N of the section could be used for slower (non-commute) bike traffic (good views too)!
- *None, unless you consider parking a mode.
- *When the Eastlake/Fuhrman intersection is reconfigured, please make it easier for bicyclists moving south off U bridge to get to the left turn lane to go up Harvard.
- *Move parking and single-occ vehicles to other streets to encourage the behavior you want (public transit and bikes/peds). Keep bikes and transit on Eastlake.

How would you allocate the roadway on Roosevelt Avenue NE to best serve the needs of people driving, walking, taking transit and delivering goods?

From Eastlake Open House - at TOPS School - 12/9/15

- *Sidewalk
- *PBLs
- *BRT
- *Make room for dedicated cycle lanes and bus lanes please
- 1. Walking
- 2. Transit
- 3. Cycles
- 4.Delivery
- 5.Driving
- *Roosevelt between 50th and 41st is dangerous on a bicycle right now. I avoid the new bike lanes and take a mixed flow lane to increase my visibility and decrease chances of being right hooked by turning vehicles.

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From Eastlake Open House - at TOPS School -12/9/15

- *Sidewalk
- *PBLs
- *BRT

*Make room for dedicated cycle lanes and bus lanes please

- 1. Walking
- 2. Transit
- 3. Cycles
- 4.Delivery
- 5.Driving

*Roosevelt between 50th and 41st is dangerous on a bicycle right now. I avoid the new bike lanes and take a mixed flow lane to increase my visibility and decrease chances of being right hooked by turning vehicles.

- 1.Walking
- 2.Transit
- 3.Cycling
- 4.Delievery
- 5.Driving
- *Good sidewalks
- *PBLs
- *BRT
- *Full BRT. This looks great more of this!
- *About Roosevelt: I drive, bus and cycle this route. Cycling is the worst right now and must be given more priority. The bike lane jogs toward and away from the curb too much. Pedestrians need a light signal at each crosswalk to have more protection and be more visible. The bus stopped at UW Medical Center takes part of the bike lane, forcing bikes into traffic. Bikes, buses and cars have to switch places too often. Buffer for cyclists is crucial.
- *About 11th: I drive and cycle this route too. More priority must be given to cyclists. The current paintonly bike lane is risky because if the parked cars next to it and heavy traffic on the other side. The parallel neighborhood greenway has been a huge improvement as an alternate route though. It just needs more marking to help drivers see that it is a greenway.

- *Full BRT does not equal mixed flow
- *Biking, walking, transit
- *Pedestrian safety top priority, bicycle next, transit users next, reduce vehicle traffic, 5th and Roosevelt should not be I-5 overflow
- *A "walking audit" of intersections all around the Northgate Mall would be helpful (especially on 100th by the bus depot. Thanks!)
- A woman died last week. Let's prevent that from happening again.
- *Prioritize walking and biking
- *Please restore the curb bulbs along Roosevelt/11th NE that were originally part of the repaving project but were removed due to budget limitations.
- *Put in curb bulb on Roosevelt on 11th to make walking across streets safer; add bumps/ramps to slow speeds on avenues
- *This seems a little silly to run a BRT parallel to link light rail when there are so many other parts of the city that need rapid transit. Example: Ballard to UW, connections to link to south Seattle etc.
- *Sync many of those "old school" traffic signals where at intersections, peds are required to "arrive on time" to press the signal button to cross. If cars have "their" green in direction, so should peds! Worst one comes to mind: 15th Ave NE & NE 65th St.
- I get that nonsynced lights keep cars moving faster in key places/times, (Mercer area) but some are very unfair to peds.
- *Vision zero needs diversity! See blog by: urbanadonia.com Hispanic woman bike activist, L.A. based.
- *Protected bike lanes dedicated bus lane = need for single occupancy vehicles to reduce need for parking

Would you prefer to see bus rapid transit routed along 5th Avenue or Roosevelt Avenue? If using Roosevelt, what cross street would work best to get the buses over to Northgate?

From Eastlake Open House - at TOPS School - 12/9/15

*Roosevelt & 103rd St

- *Please take action now to improve pedestrian safety on 100th Ave NE between 1st and 5th Ave, particularly at the bus depot stoplight which at minimum needs new paint on the crosswalk and "stop lines." Also 3rd needs crosswalks.
- *Roosevelt- it's wider and less residential along the length. I see the challenges in getting to the transit center, though. Northgate would be the best way to crossover. I think with the wider streets, though, it would be easier to make light adjustments. There are no left turn lanes off of 5th and could cause big backups.
- *Not Northgate Way. It's a congestion sink. 5th Ave and 100th/103rd streets is OK. 5th doesn't have congestion in my experience. But how will you keep it that way as the area grows?
- *The route should be on Roosevelt, not 5th (although I live on 5th) Way more people. The route should use Northgate way NE to get to the link station.
- *Roosevelt has the advantage of going through the Maple Leaf business district. Not sure of the best cross street.
- *5th Avenue please!
- *I prefer 5th. If route remains on Roosevelt, has to go to Northgate Way, then back down...delay without serving many additional residential and commercial destinations.
- *No matter what you need to plan for pedestrian/biker safety now. 1 week ago Jaqueline Morrison was killed by a bus while crossing NE 100th St @ Northgate Transit Center. We need a walking audit of NE 100th St from 1st to 5th to: repaint current road paint, add flashing lights to crosswalks, and add crosswalk @3rd Ave.
- *5th Avenue! Roosevelt is already too congested and the bus would have to backtrack to Northgate Way to get over Roosevelt
- *Pay attention to ped safety on NE 100th St between 1st and 3rd: 1. Tons of peds/vehicles moving between transit center, park & ride, mall, retirement community, movie theater, PIMA, walking path, offices, restaurants, N. Seattle College. 2. Under construction one block away; hotel, light rail station, parking garage
- *Not Northgate. Maybe 92nd? Otherwise 85th or 80th?
- *Roosevelt! It Goes through Maple Leaf businesses more than 5th Ave cut over on 95th St NE.
- *It runs along Roosevelt, seems like more people will have access to it. More multi-family neighborhoods there. Along 5th, single family homes.
- *Our concern Aljoya Thornton Place is the increased traffic and safety at the intersection of 5th and 100th. There is a need for left turns signals. Also, 100th needs crosswalks at the intersections of 4th and 100th and 3rd and 100th.

Comments from project website

Received May 1 2015 - June 15, 2016

A safe place for cyclists on Eastlake between the University Bridge and Fairview St. We can do better than leaving just the space between parked cars and cars moving in the travel lane for those on bikes in this major transportation corridor. I appreciate the work to add interim protected bike lanes on Roosevelt just north of the University Bridge. I've been knocked off my bike in this section. Anything that can slow down auto traffic on this downhill stretch will greatly improve safety for all users. Maybe in-lane bus stops would be appropriate. Finally, a better solution for directing southbound cyclists onto the University Bridge is still highly needed, especially because drivers entering the roadway from the ramps on the right have a hard time seeing cyclists or just aren't looking for them.y needed, especially because drivers entering the roadway from the ramps on the right have a hard time seeing cyclists or just aren't looking for them.

My biggest priority is transit. I would love for there to be dedicated bus-only lanes throughout as much of the corridor as is feasible with the existing right of way. I bike on this corridor regularly, and protected bike lanes from the university bridge, through Eastlake Ave and to downtown would be priority 1B for me.

Separated bike lanes, or bike/ped greenway on a side street

protected bike lanes are needed... car doors are opened without regard to bicyclists and the traffic is moving at 35+ mph - which leads to greater chance of death if hit... MUST HAVE PROTECTED BIKE LANES from 75th to Campus Parkway.

High quality bike infrastructure. I am an experienced urban cyclist (20+ years) and both Roosevelt and Eastlake are too scary to bike frequently. And I never would bike them with my son. I understand Roosevelt will eventually get separated bike lanes, they should continue on Eastlake south of the university bridge and provide a high quality through route to SLU and downtown.

Safer ways to bike. Currently a scary place for biking- lots of distracted driving/unsafe speeds

The addition of fast, frequent bus service (along with the light rail which is coming) would greatly increase my use of this corridor.

getting rid of on street parking to allow us to use the road to move people. I use the entire corridor as a transit link. Having ok and then great sections does me no good. I also plan to link to 520 trail once built. I fully support the \Full BRT\" option as described in the documentation. That would a be huge improvement for the region (similar to Link light rail only costing billions less). I don\'t believe it is necessary to go all the way to Northgate even though I personally would benefit from that. I think it should be kept shorter and more effective and end at Roosevelt."

Better bicycling options at off-peak hours and for cyclists traveling in the opposite direction to the peak hour traffic flow.

More dependable transit (more than speed or frequency: predictability of journey times would be very helpful)A reasonable bike route, because there really isn\'t one at the moment. Eastlake in its current condition scares me enough that I take Fairview, but the detour around the gated community at Roanoke/Edgar is a nastily steep hill.

1) Safe bike routes for all ages and abilities2) Dedicated transit lanes

Protected bike lanes, protected bike lanes, protected bike lanes to insure safe bicycling on this route. And best possible pedestrian pathways. Make Active Transportation of walking and bicycling a safe transportation option for all ages and abilities. Address the needs for safe intersections with walk lights and no right on red and bike traffic lights to provide safety for people on bikes and walking from being hit by motorized vehicles. And lower the speed limit to 25mph with enforcement by cameras and SPD.

Safer bike routes/lanes would be the number one way to improve this corridor. Number two would be increased reliable public transport. Overall, I would love to see this corridor have a dedicated, multi-use road or trail for pedestrians, bicyclists, runners, rollerbladers, etc that is protected from vehicle traffic. Ideally this trail would run all the way from Northgate down to Eastlake and would link up with other pedestrian-multi-use trails, like the Burk Gilman.

I think it is a poor use of this funding to build a BRT line parallel to a future Link Light Rail line. I completely understand the need for something that runs through the Eastlake Corridor, but not any further north of 45th street. I know that it was called out in the MSL as an area that needs transit, but there are other parts of the city that need better transit access that do NOT have Link LR approaching anytime soon if ever at all. We should build BRT from 45th, maybe even 55th down to SLU, but absolutely not build the parallel link from Northgate to the 45th/Roosevelt area. We can then used the saved money to make it a FULL BRT line.

Safe and direct space in which to bicycle. Ability to bicycle to neighborhood destinations. Transit options that do not get stuck in traffic.

Better safer biking along Eastlake & one or more additional Pronto bike-share stations along Eastlake (e.g. near Lynn St.).

Protected bike lane and dedicated transit lanes.

Safe bike lanes on Eastlake and Fairview connecting from the University Bridge to the planned Westlake bike path. It would be important to integrate this with transit along Eastlake as the current situation between busses and bikes is dangerous. It would also be good to improve access for bikes going eastbound along the Burke-Gilman from Fremont to the University Bridge. The 5-way stop indicated on the map is an awkward intersection and the traffic merge along NE 40th St to the U Bridge is dangerous. Improving these issues will make a continuous loop around Lake Union that will serve as a major commuting rout as well as one that will be popular for leisure and tourism.

I commute by bike through the corridor each evening, from the Burke Gilman through Eastlake. On some weekends, my partner and I take the bus through the corridor on our way to University Village. We prioritize not having a car and get around the city by bike and bus only. These two modes should have priority in our city.

Safer bike lanes. This street is the most direct fastest bike route but I\'m scared to ride it.

I would like safer bike lanes and more efficient transit.

We need a fully protected bike lane on eastlake ave e in addition to full BRT with exclusive lanes through the entire corridor.

Currently I only bike on Eastlake if I am in a hurry on my way to a meeting Downtown. I find it a stressful street to bike on and this is coming from someone who primarily commutes by bike and is comfortable navigating the city center. The existing conditions along Eastlake squeeze people biking in to many uncomfortable spots between parked vehicles and swifty moving traffic and a center median. Nevertheless this corridor provides a relatively flat and direct connection to Downtown and hundreds of people commute by bicycle daily. We know there are areas that are particularly dangerous. As we work towards Vision Zero it is essential we use that lens when evaluate if a project is successful. Protected bike lanes along Eastlake would not only serve the people who currently bike in and through the neighborhood, it would also attract many of the people biking who go miles out of their way to take Dexter into the city center.

Protected bike lanes (more protection than plastic posts!) dedicated transit lanes.

Buses get delayed regularly because of congestion with cars. They need to have a dedicated lane. If Eastlake really is the problem, then move the bikes to Fairview and fix the missing link (Hamlin-Roanoke) with a floating bike/walk path. This would also provide a key conclusion to the Cheshiahud trail around Lake Union. Turn one or two side streets between Eastlake and Fairview into parking and cut off thru traffic. This was done in Amsterdam successfully, why not here.

Construction should NOT block any protected bike lane, especially before an already dangerous merge. This is a huge problem area and extremely unsafe.

Bicycle lanes

We need a protected bike lane on the entire corridor. In the ten months I have lived in Seattle, I have nearly been hit by three different cars while riding in lanes marked with sharrows. Sharrows are too dangerous for Seattle. Streets are for people - not machines!

Increased frequency of service would be my hope for this. My home is in Maple Leaf and the limited options to get home after 9pm makes getting home a daily struggle.

Safe biking facilities would be great - the current bike lanes are dangerous as they are in the door zone. Having a dedicated transit lane when possible (maybe taking away parking) would also speed up the busses. Stops can probably be consolidated too.

Stop taking pavement from all modes, stop putting in bike lanes that benefit the very, very few in this population. Favor transport that carries the most (busses) and not the least (bikes).

Fast reliable bus travel in this corridor should be the absolute priority. Continuous dedicated lanes, no gaps.Remove Roosevelt/11th Ave couplet, make streets two-way.

Turn 2 lanes for SOV into 1 lane. Exclusive BRT and protected bike lanes throughout, especially down Eastlake.

Safe biking facilities would make travel by bike a viable option for my family. This road way is currently a death trap. I would like to see bicycle trips given just as much value as car trips (meaning: don\'t study some wonky detour that adds a half mile to my trip up the back of steep hills the way you did with 23rd.)

Please get rid of the street parking along Fairview and Eastlake. The public is giving away, or charging next to nothing, for a scare public resource, just to provide a place for a few hundred private cars to park. This resource needs to be reallocated to moving people via dedicated bus and bike lanes. The entire HCT needs to have dedicated bus lanes, or what\'s the point of doing this in the first place?

Dedicated bike lanes

I drive on Roosevelt Way NE daily between NE Ravenna Blvd and NE Campus Pkwy. There are two things I\'d like SDOT to consider when reconfiguring this stretch of road.(1) The parking lane on the left (east) side of the street is very narrow. From NE 50th St to NE Campus Pkwy, there are often delivery trucks on other wide vehicles parked there sticking out into the left travel lane. This causes congestion as vehicles need to slow down to get around parked vehicles. I\'d like this parking lane to be either widened or eliminated.(2) There are a couple of pedestrian crosswalks between NE 45th St and NE Campus Pkwy which are marked only by white pavement stripes. It\'s easy for cars to miss the fact that pedestrians may be crossing, which is both a safety hazard and a source of congestion when cars need to stop suddenly. I\'d suggest these crosswalks be better marked, and perhaps have signals added.

Bike lanes along Eastlake would make the ride less scary!

Dedicated all-day permanent bus-only lanes the entire length from downtown to Roosevelt. No BAT lanes and no bus lanes with the parking lane on one side and general purpose traffic on the other side.

Bus lanes in Eastlake.

Bus-specific lanes (from Eastlake to Fairview), bike lanes along Eastlake (or a bike trail nearby)

I would like to see as many miles of protected bike lanes as possible along this corridor (with physical barriers separating them from traffic if possible) as well as transit running in exclusive lanes. I do not care about losing parking on this corridor, as I would prefer to have reliable and frequent transit and safe bike routes.

When I take the bus through either Roosevelt or 11th Ave NE, bus stops are located every 2 or 3 blocks. This makes for a longer ride. People are getting more accustomed to walking, so spacing stops every 5 blocks would make more sense in efficiency and speed for buses.

Re=routing the bike lanes to 5th Ave. (Northgate to Ravenna Blvd.), then 8th Ave. (Ravenna Blvd. to 43rd), then across the U. bridge would make driving safer as it would remove all the distractions and competition for space. As a car driver, especially now with all the construction going on and pedestrian\'s crossing the street, there are too many things to be aware of and it makes driving unsafe. Also, there needs to be clearly marked right turn/through lanes at 80th & Roosevelt, and 75th & Roosevelt. Traffic backs up along Roosevelt since cars get stuck behind left turners at both intersections. People don\'t realize they can go around a left turner at both intersections, and they think those lanes are exclusively bike lanes. They 4-way stop at 75th & Roosevelt should have 2 clear lanes marked heading south. White lines need to be placed to clearly indicate there are 2 lanes to use at both of these intersections.

Any improvements to increase bus reliability and timeliness. I ride the 70 and 66 Express to and from work 5 days a week from the University Bridge area. In the mornings, there are often delays for both of these routes and while I usually manage to find a seat on the 70, it becomes packed and sardine like standing room only very quickly after my stop which creates further delays in trying to load/unload passengers. In the afternoon there is a lot of difficulty for these routes getting through the downtown/SLU segment of this corridor, greatly increasing transit times and decreasing reliability/dependability.

Dedicated bike lanes on Eastlake Ave E towards downtown. During commute hours, you see a whole row of bikes on the street. Eastlake is also the main connection between downtown and U District for Pronto, and it would make Pronto much friendlier and easier to use if there was a dedicated bike lane.

The bike squeeze on Eastlake between Harvard and Allison (under I5) is the worst part of my

daily bike commute. Particularly when going south and many folks in cars are using the right lane to leapfrog a couple of cars ahead before merging. Extending the bike lane to Allison or eliminating the center islands would make that transition feel and be a lot safer.

Safe protected bike lane from 75th through downtown. Fast transit all day.

Better transit with exclusive lanes and fewer stops.

PRI

Exclusive bus lanes and protected bike lanes. Wider sidewalks.

More bike lanes, but following the Dexter model rather than the 2nd Ave. one. 2nd Ave. Should be an embarrassment to SDOT.

More frequent buses, dedicated bus lanes, dedicated bike lanes, grade separation for trolleys.

Bike lanes not immediately adjacent to car doors

Bike lanes! Great one on roosevelt and over the bridge but it ends on Eastlake.

In general, I find it moves pretty well for transit. Obviously if you have transit only lanes, it would be faster, but to reduce the # of traffic lanes to 1 northbound and southbound would invite gridlock. I think the system works now and I think that light rail will alleviate the stress on these corridors more than a glorified 66 bus.

Protected bike lanes. I feel very scared biking through there. I would spend a lot more time in that area if there was better bike infrastructure.

Adding bike Lanes for the whole trip would be an improvement and make it safer. Also, bus only lanes would be an improvement too.

Reducing time going south on Roosevelt/Eastlake during prime driving times. Would love to see a streetcar or BRT with dedicated lane, with possible removal of parking lane to keep vehicle congestion from worsening.

Make it safer for pedestrians and bikers.

I would like more express options later in the day. Before 7:30 pm, my commute from 65th to downtown is 20-30 minutes, but later, it jumps to 45m-1h.

Narrower streets, slower speeds, more pedestrian and bike facilities

I would like to see EXCLUSIVE bus and bike lanes through the entire corridor.

Dedicated right of way for transit and bicycles for the entire corridor.

Vastly improved transit reliability. Would prefer not to drive the route, but busses are too often stuck moving slowly.

Needs to be streetcar connected to SLU streetcar line

I ride routes 66, 70, 71, 72, 73 and 74 frequently. My main destinations are the University of Washington, the Seattle Municipal Tower, and Eastlake Ave E & E Lynn St. The main issues are in South Lake Union on near Republican Street, where there is often gridlock northbound - heading into the Mercer mess. On Lenora, Virginia, and Olive in downtown, buses move at an excruciatingly slow rate during rush hour. This must be addressed through better street treatments and stringent enforcement. As a resident of Eastlake, I understand the parking woes. Though I strongly believe in a new-urbanist future for our city, Eastlake\'s residential density and geographical limitations make

parking difficult, hinders the flow of traffic, and serves as a public safety issue. Parking must be addressed in more innovative ways than in the past.

Fewer bike lanes

Safe and fully-connected bike lanes along the entire corridor. Specific focus on the south end of the U Bridge is vital.

Most important would be a bike route designed for bicycle riders of all ages and abilities to connect NE Seattle http://sockshare.net/watch/wvnmbBdQ-certain-women.html to downtown and points in between.

This corridor is part of my daily/primary commute from the Ravenna neighborhood to downtown Seattle. In general, I would like to see improved bus and bicycle priority for the entire route, included protected lanes for both. During the morning/evening rush hour, bicyclists generally utilize the right-hand lane (in terms of direction of travel) as there is no parking allowed there during that time; cars travel in the left-hand lane. Recognizing that it\'s a narrow street in some place, it seems like expanding the street slightly to create a protected bike lane to the right (in terms of direction of travel), then utilizing one lane of traffic for bus priority, and one lane for car priority, is a workable solution.

Improving and expanding bike lanes between Roosevelt and Westlake would make a route that I travel weekly much safer and more enjoyable. Eastlake has huge potential as a bike thoroughfare to the north east portion of the city due to its lack of steep hills and its direct route from downtown to the university. This should be capitalized on to reduce rush hour congestion on surface streets as well as I-5.

Better and safer pedestrian infrastructure (better timed lights and crosswalks, wider sidewalks, slower speed limits, etc.). Protected bike lanes. Road diets, especially regarding speed limits and number of car lanes. More bus-only lanes. Stricter enforcement of laws (speed limits, bus lanes, etc.-- a large number of people ignore these laws). Pedestrian overpasses where crosswalks are far apart.

electronic bus arrival board corner of 65th and Roosevelt. (busses come from 2 directions, plus over on 15th)

Exclusive bus and bike lanes for the whole corridor.

There needs to be safe, high-quality, and direct separated bike lanes along the entirety of the corridor. Shoving bicycle facilities off on circuitous side streets does not satisfy this need at all, they need to be direct routes that serve actual destinations. Transit priority should also be very high on the list of requirements. On-street parking should be the absolute lowest priority and the first to go in any configuration. Pedestrian convenience and safety should be the utmost priority, followed by bicycle convenience and safety, followed by transit priority, followed by GP vehicles, followed by parking. Any compromises should keep that hierarchy strongly in mind.

continuous protected bike lanes, safer pedestrian crossings

A bicycle facility, ideally separated from traffic, but a bike lane would definitely improve safety on Eastlake. Additionally, The Roosevelt protected bike lane should be extended as planned (particularly a complete connection to the University Bridge).

Roosevelt Way and 11th Ave should both only be 1 general travel lane. I get honked at by drivers when trying to cross the street in unmarked crosswalks, and there\'s a lot of aggressive behavior. It needs to be calmed and made pedestrian-friendly. For people walking, those two arterials are huge barriers.

I\'d like to see protected bike lanes for increased safety. This is an extremely popular and

hazardous bike route, with no good alternative. The bikes are travelling quite fast, and need room to pass each other. Please prioritize bikes over parking.

The majority of the corridor feels very unsafe for biking. For my downtown commute I bike down Roosevelt and over the U-Bridge, but since Eastlake has no bike facilities and can be hectic with cars, buses, and pedestrians I avoid it by going up on Boylston/Lakeview. I would love it if there were proper protected bike lanes along Eastlake to make a seamless, safe connection from NE Seattle all the way to SLU/downtown. Likewise, northbound on 11th Ave NE is in desperate need of a protected bike lane, especially between ~45th and 65th.

Exclusive bus and bike lanes, would be a huge, huge help - it\'s the only reasonably flat route from NE Seattle to downtown, and so one I find myself frequently riding. But I would ride it more, and much more happily, if there were exclusive bike lanes. Although my using the route by bus will reduce substantially when Link opens, it is nonetheless a corridor with huge density and demand, and I fully support BRT efforts here. But please, let\'s get exclusive lanes! I know it will be hard to do, but it is necessary, and will move more people than car lanes can. I\'m especially concerned about having exclusive lanes through SLU and the exit from SLU, through the u-district, and in the approaches to the University bridge, and of course the bridge itself. In other words, where delays from traffic are a major problem, and likely to grow worse.

This section should have reliable bus service, a cycle track and a much better pedestrian experience. there is way too much capacity reserved for cars, which is underutilized. Parking should be the last priority. Specifically, the bike experience is pretty dangerous around the north end of the bridge. The cycle track should better connect to the bridge.

We need a protected bike lane on Eastlake Ave. I work in south lake union and do not own a car so I need a protected bike lane on that street so I do not get hit by any cars.

Need Safe walking and biking routes

Exclusive bike lanes and exclusive bus lanes needed to increase safety of bikes and reliability of transit.

I want improved sidewalks, curb bulbs, and protected bike lanes for the length of the corridor.

Make it safer to walk and bike along and across the whole length. Make the bus faster and slow intersections. Remove some of the parking so that cars can move freely along the corridor.

Please be sure to include safe bike lanes connecting South Lake Union with the University District along Eastlake. This is an important route for users of personal bikes as well as to make the bike share network a more useful transportation option. Include bike share stations and parking for personal bicycles at major stops along this transit route.

I would like to see more protection of the bike lane along here from vehicles that make stops the block the bike lane and put bike riders in danger.

I use this corridor biking mostly and need it to be as safe as possible. There are currently three construction projects that mess up the route and I\'m sure more to follow so all the safety features possible need to be in place just to try and compensate for this. Also the east lake road is very bad and should have markings etc. to connect to downtown streets.

Biking through this corridor is extremely dangerous. One of my best friends broke both of his legs after a car hit him while he was biking northbound through the intersection at Fuhrman and Eastlake Ave near the University Bridge. Going northbound (uphill) from SLU to the U district it\'s terrifying to have to navigate parked cars, doors, moving cars approaching from behind, buses, delivery vehicles, peds, and other bikes safely. Bikers are going slowly uphill and it\'s tough on cars behind them. It\'s a mess. Dedicated bike lanes are needed. Buses need to be predictable and to be able to get out of

traffic to stop. Cars should be reduced to one lane only in each direction to make room for all the other uses. Delivery vehicles should have a place to pull over that\'s not the center of the street. Eliminate parking on Eastlake as needed because you can find parking elsewhere or take transit or bikeshare.

continuous bike lanes, improved pedestrian crossings

Protected bike lanes would give me the courage to drive less and bike this area more.

Bikes in a separated lane. Busses operating in dedicated center lane. Left turn pockets at Roanoke and Lynn for freeway access.

Sidewalk bulb-outs to shorten crossing distance and make me more visible when crossing the street. Bus islands like on Dexter - this keeps SOV cars from blocking the buses pulling out and protects bikers

A protected bike lane down Roosevelt way including the connections onto Roosevelt. The junction on to University bridge is still very dangerous and Eastlake is especially scary.

In general, I want to be able to bike safely, predictably and comfortably with my wife and our friends between NE 75th St and South Lake Union. Given that I-5 serves as the primary car and truck mover, Roosevelt has the opportunity to provide this function for people who bike and walk between north Seattle and the jobs in downtown. The crossings of major streets are particularly scary interactions today and could really use protected intersection treatments. I feel that continuous, high quality protected bike lanes are vital for making this corridor safe and comfortable for all.

Wide sidewalks, protected bike lanes, and dedicated transit corridors along Roosevelt. Portions of this street would be an ideal place to pilot a car-free corridor with walk, bike, bus and early morning freight. I\m also highlighting the entry for people on bikes, particularly family bikes, that is dangerous.

better sidewalks. Protected bike lanes the length of the corridor. More crosswalks.

Safe, separate bicycle lanes. I use Roosevelt several times a week to get to and from Roosevelt Clinic to Harborview. It is very congested as Roosevelt joins University Bridge--bikes are forced into traffic and then must also be alert for traffic merging from the right. I agree that more transit is also a good idea. What should give? Automobile traffic and parking. We will not be able to permit more and more cars on this close-in arterial leading to one of the few bridges over the Ship Canal.

Protected bike lanes and improved sidewalks and crossings are needed for the length of the corridor. At the specific location marked below (right next to the peace statue) there is a terrible merge for people biking southbound. They use the sidewalk and curb ramp and attempt to get onto the bridge, but it forces a sharp merge with speeding vehicles. Simply moving this merge location south by 20-30\' would put people biking directly into the bike lane and remove this conflict point.

As a bike commuter I want more protected bike lanes all along the corridor.. It is not safe currently. It also needs more curb bulbs, cross walks and wider sidewalks in denser areas.

The entire corridor must feel and be safe for bicyclists. The current cycle track is great and allows me to bike down Roosevelt without feeling like I am taking my life in my hands. And since Roosevelt is the only way for cyclists to get across Portage Bay, it must remain bike-friendly. However, the safety ends at the Eastlake end of the bridge. Where the very short bike lane exists on Eastlake, it is way too narrow and completely unprotected from vehicles speeding by. One option is to leave Eastlake immediately after crossing the bridge onto Fuhrman Avenue to the right, which takes you down to Fairview, but that route is hilly and the hills come at you quite abruptly such that I often miscalculate my gears and end up walking

changes to the 66X. There will be even more riders for the 70 and I do not see how merely increasing the number of buses will alleviate the problem. We must address the traffic congestion around Mercer to facilitate movement of public transit through the cars waiting to get on I-5. I would be in full support of a direct bus route from Roosevelt Way NE and NE Ravenna Blvd to Downtown via Eastlake or Fairview that is on time and has enough capacity for the number of riders using it. Additionally, improved bike lanes down the entirety of Fairview Ave. would improve bike commuting options. (To note, I do not own a car and use my feet, buses, and bike to navigate myself around Seattle.)

Currently many cyclist use both Roosevelt & 12th Ave NE to commute. Protected bike lanes would encourage many, many more cyclist to bike as an alternative to using a car.

Protected bike lanes for the length of the corridor, large sidewalks, narrow crossings. I\'ve bike on the protected bike lane south of 45th and I have to say that protected intersections would help everyone a lot!

This is a great place for bus rapid transit. Existing transit can be frustratingly slow. However, I most often bike this corridor. The best improvement would be dedicated bicycle lanes from the University bridge to Edgar Street. From Edgar Street southward create good connections to a well-signed neighborhood greenway that uses Yale and Fairview. Whatever you do please don\'t create another 2-way cycle track! It would be much too dangerous in this corridor.

more reliable transit--myself (and many others) commute between SLU and Roosevelt. Currently the buses, especially between 5 and 7 pm, are incredibly unreliable. I often have to wait 30-45 minutes to catch a bus (even though I am using one bus away to track bus times) which makes the bus not usable for me in the evenings when I need to be home by a certain time. Unfortunately, there are relatively few bus routes that service SLU. It takes about 20 minutes for me to walk to Convention Place station, which also makes the bus method impossible.

Bus lanes (and enforcement of them), off-board fare payment (and enforcement on-board to catch fare dodgers), transit signal priority to reduce the number of red lights hit, electric vehicles (trolleybus preferred), high frequencies

Faster and more reliable transit along Eastlake Ave to downtown seattle.

Exclusive lanes as far as possible. Electric buses all the way to Northgate please! Also, coordinate with the new metro reroute of RT 67 as much as possible. If we can, we should double the use of the corridor to increase bus mobility even in bad traffic.

I would love to see more mass transit option with dedicated lanes. Seattle needs more tram or light rail service. Studies have shown multiple times that people are more likely to use light rail service instead of bus service. However this service needs dedicated lanes with priority. We cannot have transit options that get stuck in traffic. We need to improve service and the speed of service and get people moving. the only way to do this is to build a street car with 100% rightaway/dedicated lanes.

I currently use the 66X to commute from Ravenna to Eastlake (Fred Hutch) and use the 71, 72, 73 to get quickly downtown, and I am very concerned about the proposed route changes to these lines that will take effect in early 2016. These changes will force to me transfer from bus-to-bus or bus-to-link to get from my home to my place of work or for trips downtown. I have found that transfers introduce much uncertainty into my transit travel, as the connecting transit is often late and/or very crowded (esp. during peak hours). My other option is route 70, which I use occasionally. However, a constant problem is the >10 min delays and over-full buses on the 70 route during peak hours. This must be addressed, especially in light of the

up one of those short steep hills. Eastlake should be a protected bike route. Nearly every cyclist coming from the U District has to negotiate it, and after around 7:30 AM, it is just too scary for me.

Better high frequency service through maple leaf. Extend hours of service to maple leaf from downtown. Currently it\'s 30 minute head ways which is a problem taking transit from the airport or downtown on weekend evenings. Also could really use better connections to eastbound buses on 520 for the daily commute to the east side. Currently there is the 242, but it\'s being cut in 2016. The 542 is slower as it goes local through the u district and doesn\'t serve maple leaf.

It should be easier to get from U District -> Greenlake -> Northgate. E.g. instead of the Orange line on the map, at 65th street go West to Ravenna, serve a stop in front of Gleenlake park, then up NE Maple Leaf PI or NE 72th St to 5th Ave NE and then continue up 5th AVE NE to Northgate. Th Roosevelt neighborhood is still well-served by a stop on 65th and Roosevelt (where the future light-rail station will be).

Specific location: southbound car travel, bicycle, and car merge lane all combine in a short space on a curve to feed the bridge, making this an extremely dangerous area. Eastlake Ave E would benefit with a protected bicycle lane.

The 70 coming North in the evening takes forever coming through Mercer. Deleting the 25 removes an imperative East-West connection of North Capital Hill to Eastlake and SLU. Nothing is set to replace that. A huge oversight.

The sidewalk conditions are often poor with garbage cans and utility poles blocking access. There aren\'t enough shade trees to make walking a pleasant experience in many sections, particularly during the heat wave. (11th Ave and 55th)The drivers often go very quickly, which makes biking too dangerous for me to want to bike in the bike lanes. They need to be physically protected before I would consider taking my son on them. (Roosevelt and 11th)The transit lines aren\'t very close, which means that for short trips where I would like to be able to choose between a number of buses, I have to either be on Roosevelt, or on University Way or on 15th. It doesn\'t make sense to have so many transit lines on so many streets. They should pick one. The buses are excruciatingly loud, which makes them unpleasant to be around or to ride. The diesel engines are giving riders hearing damage, the pneumatic doors scare infants and the incessant beeping of the lowered floors should be reduced whenever possible.

I would like to see bicycle safety improved in this corridor. More specifically, there is a bike lane on Fairview and Valley that indicates a left turn onto Fairview, but most cyclists avoid using that lane and turing left there, because doing so puts them into the \slot\" that is the trestle in front of the old steam plant. Automobiles typically speed through this stretch of Fairview Ave N and it is safer to use the sidewalk on the West side of the street. Fairview Ave N should have a north bound cycle lane and a \"road diet\" to reduce speeding. In addition

Biking on Eastlake isn\'t safe. But I have to, so as often as not I drop down (steep!) to Fairview instead. The break in the trail between Hamlin and Roanoke on Yale Terrace E. is poorly marked (trees grown over signs, signs pointing in odd directions), steep and not particularly safe (I\'ve had issues with garbage and delivery trucks, pedestrians and cars in what\'s basically an alley. With the Pronto bike share, I\'m looking into doing a bike/bus commute that skips this corridor (i.e. busing to Cap hill and biking down to work), or biking downtown and using the express buses. I tend to run errands at transfer points, and I like the businesses on Eastlake, but there are similar options in the other neighborhoods. I\'m also looking forward to HCT. The current 66 express is nice, but I find the 70 to be more reliable at the times I commute even with more walking and transfers. I\'d like better bike/transit access from NE Seattle to this route. I either need to transfer at Lake City to NorthGate or take the 65 all the way through every stop in the University (and then walk) to get to the current 66. It\'s a shame when 80th and Roosevelt feels like it\'s just a short drive (or unsafe bike) away. Better cycle lanes on 35 and 65 would be a good bike connection to the Roosevelt/65 stop. And then ondemand bike lockers at least at that station but even elsewhere along the route would be nice (like the ones at Northgate). Pronto expansion would also be an option that would make me bike to/from this route from my house (near Meadowbrook Pond). I don\'t want to lock my personal bike outside anywhere along this route (for commuting) except in a locker. The biggest thing I like about this corridor is that it doesn\'t wander through UW, while it still goes close enough if I want to run errands. The neighborhoods along this route are pretty great. But the frequency (66) and my means to access it easily (other than by driving) from my neighborhood make me use it much less than I would like to. I\'m also looking forward to the Link station at 65/Roosevelt and hoping that will attract more transit (and safe bike routes) from my area to serve that station (even if I transfer to HCT instead of Link). At the Northgate end, the uphills (for biking) and safety concerns are an issue. I can\'t see the park and ride ever holding enough cars for the amount of transit going through Northgate, so better bus transfers to the NE (looking forward to higher 65/75 bus frequencies) and more greenways would be nice. The proposed greenway at 107/108th street and also 8th Ave in particular are very helpful. That said, if I could more easily pick up the route around 80th/85th, I\'d just as soon take the option to skip Northgate.

Keep the on-street parking on Eastlake Avenue. Do not add a bike lane. But do require all busses on Eastlake Avenue to stop at Eastlake Avenue bus stops. Do not treat this neighborhood as a transit corridor at the expense of the urban high density/ high non-SOV neighbors we are.

remove onstreet parking from eastlake ave, dedicate these new lanes to buses. Find a more efficient way to cross mercer in SLU. Make mercer st more ped friendly. perhaps divert all express buses down i5 instead of directly through eastlake ave as its not a high volume road. Any rail options n/s on this corridor should be considered on for underground, attached to the freeway/bridge, or additions/expansions of the already in place south lake street car.

love the idea of extending the streetcar to the university bridge, but very concerned about the impact on parking especially with regard to businesses on Eastlake nany transit option should make sufficient stops in the neighborhood so that eastlake does not become just a \'drive-thru\'.a separate bike bike lane, ultimately connecting to the burke-gillman and south lake union would be awesome. right now bikers are sometimes taking their lives in their hands (and automobile drivers are driven to distraction) navigating eastake ave. e

Exclusive lanes on Eastlake. Transit signal priority throughout south lake union

My use of transit in the Roosevelt corridor is commuting to work at UW. (I live near 55th and

Roosevelt, and I take a 67 to 3917 Univ Way NE.) My one way trip used to take 7 minutes. After Roosevelt was essentially narrowed by a one lane (when pay parking became allowed in 6 - 9 AM rush hour), my commute became 17 minutes or longer. Roosevelt used to flow quite well, as during rush hour there were 3 lanes for cars/buses. The West lane did not involve busses having to merge right to the curb and then wait forever to merge left back into traffic after picking up passengers. Now, with the BIKE lane taking up the West lane, and paid parking during 6 - 9 AM, busses have a terrible time getting to the curb and back into traffic. It was literally an overnight tripling of my commute time.

Good work, although I\'m concerned that an all-Madison route will not serve residents as well as a Madison-Pine route (the current 11). If you go ahead with an all-Madison route, that corridor will need some service too.

I live in Maple Leaf, right off of 5th Ave NE. Suggestion #1: You are basically outlining the current Metro Bus route 66, which is going to be discontinued according to Metro. I think a starting point would be to keep the bus route 66 intact! I\'m very upset that Metro is removing the 66/67 bus routes off of 5th Ave NE.Suggestion #2: Another concern that I\'ve been asking SDOT about for years is putting a stop light at the intersection of 5th Ave NE and Banner Way NE because that is currently a four way stop that worked OK in the 1980\'s but doesn\'t serve the amount of traffic that goes thru that intersection today. That intersection gets so backed up, especially if there is any bad traffic on I-5 and also every morning and evening. It's very dangerous for bikers and pedestrians. I am afraid to walk across that intersection and I saw a biker almost get hit last night because people are frustrated by craziness of the intersection, it\'s VERY DIFFICULT to see bikers and pedestrians since there is no cross walk there, and there\'s a lot to look out for. It would be really helpful if you returned 5th Ave NE southbound to a two lane street too, that would alleviate congestion considerably. Suggestion #3: Put a bike lane down 1st Ave NE from the Northgate Transit center to where it can cut over to 5th at NE 81st Street. It\'s a much more pleasant street to bike on (not to mention safer) and Sound Transit is putting a bike track from the Northgate transit center south to NE 92nd Street along 1st Ave NE when they complete the light rail.

Protected bike lanes is a must. Also, tie in the bike lanes to an East-West protected lane along Mercer street. If there was a Streetcar option (connected with the rest of the rail network) I would use that rather than drive. Not a fan of having street parking along the corridor. I think street parking impedes the traffic flow along any major corridor when people attempt to park, parallel park, wait for parking, drive very slow searching for parking, etc.

More frequent and faster service. Currently the 70 spends so much time stuck in traffic that service is unreliable. Connections to present and future light rail would also be very useful. Additionally a fully electrified route of either streetcar or trolley would be preferred as we already deal with enough vehicle noise from large engines along this corridor.

Widen the roadway to allow for a continuous bike lane in both directions along the corridor especially on the north side of the University Bridge.

I think any improvements on the eastlake side of the corridor would be welcome, but I don\'t think the area past 75th needs any improvements. The only reason people ride the bus there is to get to Northgate, once Link is built out, people won\'t use that area very much. Focus on eastlake, and a little like Roosevelt.

I would like to rescind my previous suggestion for running this to the Link station. After further consideration, I realize that getting over to the University Bridge from Brooklyn Avenue would be too problematic. Getting quickly from Campus Parkway to the bridge would require a new ramp, which

would be way too expensive. Using a different street (like 43rd) would be too time consuming (too many traffic lights). Please accept my apologies for the extra

Bike lanes that actually connect the north (across the U bridge) and south (to 2nd).

The intermingling of buses and bikes on Roosevelt between 65th and the Eastlake bridge is cumbersome (it seems like) for buses. So some sort of designated bus lane, with no bike lane interference seems preferable for all users.

Make it easier and safer to cross the street.

Transit running in exclusive lanes, and protected bike lanes

This corridor doesn\'t need HCT treatment. Running the 66 at higher frequencies would likely do the trick since this is highly duplicative of the upcoming LINK route.

Better bicycle connections, particularly on Eastlake.

Desperately needs improved bike facilities particularly through the Eastlake/Fairview area. Would prefer a high quality cycle track or new dedicated route next to the waterfront paralleling Eastlake Ave E.

Frequent transit connection to downtown.

I think a BRT route should cut over to the new Link station (at 45th and Brooklyn) then head north on University Way (the Ave) before cutting back to 11th/Roosevelt. This adds to the distance, but I believe it is worth it, as I explain here: http://seattletransitblog.com/2015/05/25/roosevelt-hct-is-underway/#comment-622477

Coordinate this investment with Metro\'s route 70 and proposed route 67 for the U-Link restructure. We should leverage transit dollars as effectively as possible.

More frequent service between Downtown and Northgate.

Better biking and walking connections. We need continuous protected bike lanes - with protected intersections - from the Downtown core to Northgate. We also need better bike lanes. The current design of the PBL between 45th and the University Bridge is more dangerous than riding in a general travel lane due to the driveways, 42nd St intersection and horrible 3-way merge before the bridge. 7-minute bus frequency is also needed.

Biking through that corridor is dangerous and unpleasant. And yet lots of people do it and more would like to. I\'d bike 5 days per week if it were safe enough for all ages and abilities. As it is, I bike three days a week on the day I don\'t have my son in tow. There are several intersections that need improvement. I also take the bus on that corridor. The bus would work much better if it had a dedicated travel lane. There is no reason for there to be so much valuable space devoted to free or highly subsidized parking. I don\'t drive to any location on that corridor other than Trader Joe\'s. I would go more often if it were quick, pleasant, and safe to get there by bike and bus.

A frequent transit line with complete, exclusive dedicated lanes from Northgate to the Westlake Center/Center City Connector vicinity would improve my use of the corridor. Transit would become a viable option and the reduction in traffic speeds along the corridor, due to a repurposed lane would improve conditions for pedestrians and bikes.

My use of the corridor is disjointed because he transit options are disjointed. I prefer the streetcar option as it is easy off and on, good capacity, well lit, and takes me to Westlake. But is is over a mile

from my home. So I often walk to it because waiting for a bus to go a mile is inconvenient. I also often walk or bike, but if going north - drive - because transit options are more confusing and less convenient. I would take a streetcar up to the U and would love it if it would connect with the new airport line as well.

paperwork my previous comment might have caused and feel free to email me to confirm that both of these comments came from me.

protected bicycle lane for my bike commute

Focus transit service per Metro\'s current proposal and make Roosevelt and 11th Ave NE a car and bicycle corridor only south of Ravenna. Do not make the streets try to do too many things. If we try to make a road do too many things, it won\'t do any of them well.

Roadway surface improvements for bikes on east lake. Too many potholes.

Please acknowledge that Eastlake is a community and not a high speed/high volume corridor for northend commuters. I am outraged at the proposed destruction of our neighborhood!!! Traffic speeds should be reduced and calming devices installed, more neighborhood parking for residents and shoppers, NOT commuters. I voted for Sound Transit rail so that our neighborhood would be less impacted by commuters. Why the change?

Repaving of Eastlake Ave to make cycling safer, along with formalization of neighborhood greenway routes on Minor Ave E.

1. Improvements at choke points, notably the University Bridge. a.) At last night\'s open house, a display board showed that traffic on the bridge to be 27,800 while just a few blocks away on Eastlake (I believe at the intersection with Hamlin), the traffic count was 14,000. This means that nearly double the amount of traffic from the corridor itself is also pouring onto the bridge. Northbound, this is likely coming from the intersection at Harvard (and I imagine somewhat at Fuhrman). Going Southbound, it seems this likely comes form Pacific/40th (just north of the bridge). Though these are not technically part of the corridor being studied, I feel that this study must account for those inflows to the bridge when planning and analyzing traffic flow. The bridge is a chokepoint that can slow even the best intentioned transit plan. I would ask that the study consider options for facilitating better traffic flow (for cars and buses) in the blocks around the bridge and over the bridge itself -- perhaps with changed signal timing or other approaches. b.) This traffic at the bridge also poses major risks to bicyclists as they try to avoid stuck cars (going between) or have to deal with motorists aggressively making turns. c.) The amount of red-light running at the intersection of Furhman and Eastlake just south of the bridge is crazy. Mainly it is SB traffic making a left turn onto Furhman. This light is run constantly, slowing NB traffic when the light turns green and posing serious risks to pedestrians and bicyclists. I generally hate red light cameras, but one here might be needed. d.) For SB traffic, the backup from the left turn lane is a major problem. Cars waiting to turn left block the second of the lanes flowing south across Fuhrman, leading to traffic backups all the way onto the bridge and further north. e.) Relatedly, the bridge going up can cause havoc at such a chokepoint. I would propose that the city consider expanding the timeframe in which the bridge does not go up. I hope that you can look at the data to see when traffic volumes really fall off, but I do not think 6 PM is late enough. Limiting bridge openings until 6:30 or 7 PM would help to stabilize traffic flow including for transit. I love Seattle\'s boating culture, but it's hard to understand why a boat with 2 people on it gets right of way, slowing traffic through a corridor when literally thousands of people are trying to get across. 2. Large vehiclesa.) Please consider the role of delivery vehicles through the corridor, especially along Eastlake avenue. It is not at all uncommon for them to park in the middle lane/turn lane. This can be

dangerous (for visibility reasons), plus it is hard to see how that is sustainable with growing transit and biking on these streets. b.) There are several vehicles, most notably a Pineapple Shuttle, that temporarily park on SB Roosevelt around 43rd street. This vehicle is oversize and goes into the lane on the east side of the street. This forces traffic to slow down to pass it safely and risks accidents as cars do so. Now that the bike lanes are on the street (which I support), it seems that the amount of space for this vehicle is even less. In general, oversize vehicles (delivery trucks or the shuttle like this one) need to be better regulated in terms of where they can stop, park, and idle. 3. Changes to Westlake:I read recently that the city is planning changes to how Westlake Ave will be used in the South Lake Union area (dedicated street car lane, extension of existing Rapid Ride from West Seattle). Please make sure that as this project moves into the alternatives analysis that those changes are accounted for. 4. Dedicated Lanes: I read in the Seattle Times in March (http://www.seattletimes.com/seattle-news/transportation/transit-plan-for-south-lake-union-drop-2-car-lanes/) that the city has acknowledged that street car lines mixed with traffic are not an efficient way to move people. Please make sure that this is taken into account when evaluating the RSC -- in order to be rapid, it has to be separated from traffic! My gut instinct is that if we are going to do dedicated lanes, we should do it for BRT, but I look forward to your analysis of the benefits and

order to be rapid, it has to be separated from traffic! My gut instinct is that if we are going to do dedicated lanes, we should do it for BRT, but I look forward to your analysis of the benefits and downsides of each. 5. Improving Existing Bus Service: I live in Eastlake, and I know that many members of my neighborhood believe that this study should look at improving existing bus service. Their tone in meetings on this issue concerns me, and I believe I understand your point in arguing that BRT is an example of \improving existing bus service.\" But I think this must be communicated more clearly Pedestrian overpass at UWMC.

More frequency on the #70, run buses down Brooklyn where Link will be.

My main issue with the corridor is the lack of low-stress segregated bicycle facilities. This is one of the primary bicycle corridors in this part of the city, but you\'re forced to either ride in the traffic lane or on a skinny bike line squeezed between parked cars and traffic. My wife wants to bike in this area but refuses due to safety issues. That needs to be fixed.

The most important need for this corridor is to get rid of the out-dated and auto centric 11th and Roosevelt one-way couplet. The one-ways are too vehicle focused, destroy the character of the neighborhood, are difficult for bikes, peds and transit, and lead to general illegibility in the system. Please make 11th and Roosevelt 2-way multi use streets. (same for maddening split transit routes in the corridor - Terry/Westlake, Westlake/9th etc.) The northern end of the university bridge, where eastlake merges with roosevelt is particularly troublesome. Please consider making this a real intersection (such as the south end of the bridge or the north side of the Fremont bridge) and not a series of overpasses - it feels and operates like a highway interchange - not at all appropriate for the community.

Biking on Eastlake is very dangerous and unpleasant right now, but trying to use a small side street like Fairview is dangerous because of potholes, poor lane markings, and poor visibility.

On the map above I frequently use this intersection to go eastbound on Fuhrman after crossing the bridge southbound. To use the turn lane I have to merge across two lanes of traffic. Or make a Copenhagen left. It should have a bike box with a dedicated bike light or a protected intersection. I have seen a map of collisions on this corridor and its a bad intersection for people walking and biking.

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Real protected bike lanes

I fully support the \Full BRT\" option as described in the documentation. That would a be huge improvement for the region (similar to Link light rail

Seattle bike blog had a good ideas. I really like making this a neighborhood streets. To me transit is less important, as I would take link at the u. We got i5 that people should be using , if they want to cut through

Please, no two-way cycle track on Eastlake. That is a dangerous option!

Some specifics: I think Seattle Bike Blog is on the right track for Fairview Ave E. North of University Bridge seems easier to get right (and better in its current condition than Eastlake is), except that going South onto the bridge there is an ABSOLUTELY TERRIFYING jersey barrier where the ramp from 40th joins, that is almost invisible in the dark, and has almost taken me out several times.

Would like safe access from roosevelt to campus Parkway, Burke Gilman, and crossing bridge to Eastlake. I honestly can't elaborate, I've been too scared to try it with the current traffic mixing approaching the bridge so always get off Roosevelt prior to that. My husband commuted for years by bike down Eastlake (then took bus to Bellevue) but has dramatically shortened bike portion of his commute. He now only rides from Bryant to Montlake, and takes bus the rest of way. Hence, the corridor as is doesn't even meet safety standards of the low hanging fruit of bicycle commuters - mid- 30\'s male with years of riding experience. When I ride downtown with my children I take Westlake; would be negligent to redesign this corridor without a safe protected option for those biking through Eastlake.

During any and all construction work on Roosevelt, provide safe alternatives for pedestrians and bicyclists, including giving bicyclist a street lane rather than asking people on bikes to merge with vehicles. Vehicles should see signs that say Yield to Bikes rather than signs telling bike to merge with traffic. Any detours should have notification/signage well ahead of pinch points and not have a bike lane just abruptly end with no alternative for people on bikes to move except into traffic. Prioritization of right of way to public transit, people walking and people riding bikes because...then we will have a calmer, cleaner city with people moving about in care for one another.

Thanks!

I think it is a poor use of this funding to build a BRT line parallel to a future Link Light Rail line. I completely understand the need for something that runs through the Eastlake Corridor, but not any further north of 45th street. I know that it was called out in the MSL as an area that needs transit, but there are other parts of the city that need better transit access that do NOT have Link LR approaching anytime soon if ever at all. We should build BRT from 45th, maybe even 55th down to SLU, but absolutely not build the parallel link from Northgate to the 45th/Roosevelt area. We can then used the saved money to make it a FULL BRT line.

I would like to see full BRT and thoughtful separated bike lanes on Eastlake itself. I have lived in Seattle for two years and have not once visited an Eastlake business because it is so difficult and unwelcoming for me to traverse the area on a bike. Eastlake is close to where I work and would be an easy place for me to go and spend money, but I am just not able to with the modes of transportation I use during the day (bike and transit). I also agree with those who point out that a comfortable loop route around Lake Union for walking and cycling would be a huge draw and signature civic feature of the central city, and I hope a comfortable, completed connection on Fairview can be part of such an amenity in the future.

The current preferred bike route along the lake doesn\'t work and this should be a major bike corridor with appropriate facilities. The limited parking along Eastlake is not worth saving. Local businesses increasingly get their business from customers who are parking on other streets or off-street, or are arriving by transit, Uber, bike or by foot. It doesn\'t make sense to prevent sensible transit, car, bike infrastructure along Eastlake just to preserve a small number of parking spots.

Transit deserves it\'s own lane through the corridor.

Please make Eastlake safe for cyclists and more efficient for transit riders. Cars to many years have had priority in this corridor, hopefully we can equalize corridor priorities.

We also need full protected intersections for people using bicycles too.

Thank you for your work on this project.

Please do this project well the first time. Order of priority should be: pedestrians access, protected bike lanes, dedicated/fast transit, vehicle lanes, parking.

Please keep me on your mailing list for this project. Thank you!

Please install a protected bike lane along the entire route. It\'s the only safe option for all ages and abilities of people.

Need later, more frequent service to this neighborhood.

Do not ask about more parking/vehicle access. We know those options are toxic for the comunity, so why is the option even available?

Reduced congestion

Bus stops spaced out more, perhaps every 5 blocks instead of every 2-3.

Less frequent sidewalk closures for construction on alternating sides of the street (cross here, now cross again, now cross again)

I would like to see EXCLUSIVE bus and bike lanes through the ***entire*** corridor.

Protected bike lanes

I think some left turn prohibitions/access management would improve safety and traffic flow on Eastlake.

Transit only lanes at all times of the day

Separating bike and bus traffic so you don\'t end up leapfrogging eachother.

PBL

Less parking please

Better bicycle access from Yale and Eastlake along Eastlake to University Bridge and the Burke Gilman Trail. This is a huge missing link in the bike/bikeshare network

Street surface very deteriorated and in need of repair

Getting to and from the bike lane on the University Bridge is rife with dangerous interactions that represents some great opportunities to make biking better.

An extension (and conversion to a cycle track) of the Eastlake bike lane.

It is imperative to have a non car way to get quickly downtown. I\'d vote for fewer stops and faster with service into the nights which is also important to use restaurants, etc downtown. Also important to keep discouraging cars.

Bus exclusive lanes, bus electrification

number of people who can get through rather than giving away public space for free to have a vehicle just sit there. Until we reduce the availability of and increase the price of public parking, the number of cars in this city will not decrease, and that will lead to public/mass transit stagnating. This will cause huge problems in the near future as the Puget Sound region continues to grow. We need to fix this now rather than waiting until the problem is too bad to fix efficiently and effectively. (See: Japanese transit, German transit, English transit, Dutch transit, Chinese transit, any other country that actually cares about having decent infrastructure.)

Longer service hours on weekends

don\'t put in separated bike lanes

on-demand bike lockers and/or pronto stations, esp. between 65th and 85th

Decrease load zones when we have center turn lanes.

Get rid of the four way stop in that intersection and put in stop lights with left turn signals.

Please extend the streetcar instead of giving us more busses.

Parking is the least important item. The priority must be transit in this corridor. Place bikes on Fairview through Eastlake area to provide more space for transit on Eastlake

Please do not make auto concessions in this corridor, we need to be proactive about moving away from auto dependence.

I think you should be able to regularly travel to Amsterdam to keep the vision of how it could work strong. I think that would be a good use of our money, actually.

My understanding is that enhanced bus service is almost always more flexible and cost-effective than streetcars, so I\'d prefer that option unless a good study demonstrates otherwise. Very much looking forward to HCT being added here!

Pedestrian access would be helped significantly if construction sites were required to provide a pedestrian path next to the site.

Parking for vehicles should be moved off of the corridor anywhere opening doors or vehicle movements impact transit reliability.

Please have SDOT, Metro & Sound Transit all on the same page and having the same goal when integrating bus service with light rail.

I thought that the Link Light Rail was being built to serve this corridor already. It seems that will now serve no purpose what-so-ever and in typical Seattle fashion, was ill planned. I don\'t think any of these transit options will truly solve our traffic problems. Until we decide to invest in a subway system to provide mass transit (like New York), leaving the surface roads for cars, bikes, and pedestrians, all of these options for surface mass transit will only clog up the roads more. We also need to address I-5 and the commuter traffic there, which spills onto the side streets. Until we have mass transit along the I-5 corridor - again perhaps elevated rail like Chicago - we will continue to have traffic congestion from those commuting as far as Mill Creek, Everett, Auburn, Renton, etc. I believe SDOT is putting bandaides on gaping wounds that need complicated surgery, and no one is addressing commuter traffic congestion on I-5. We need a centralized (I-5 corridor) mass transit solution, with

multiple stations along the way, and large parking structures at those stations. Traffic coming from the East or West can park at those stations, take transit to downtown, or Sea Tac, or Boeing north or south. Also, until I can take a bus ride in the same time as it takes me to drive my car, I will drive my car. A bus trip takes about 3 times the amount of time as it does to drive my car. I have to stand out in the rain, walk from location to location, and transfer multiple times. It\'s not worth it. Specifically, I\'m talking about getting from South Park (where lots of people live because it\'s the only affordable place to live) to work in Seattle. 1-1/2 hour bus trip, 20 minutes in my car where I\'m warm and dry. SDOT needs to come up with a TRULY comprehensive transportation system. How about adding ferries from Ballard to S. Lake Union and from West Seattle to Seattle, and from Kirkland to Magnuson Park, and Mercer Island to the UW? How about adding electric bicycles to the bike share program for those of us less physically capable? Just imagine hopping a passenger ferry from Kirkland to Magnuson Park where electric bicycles were waiting that you could ride the Burke Gilman on to downtown? Why aren\'t more people commuting on Sound Transit? Why does Sound Transit shut down at 7pm leaving people trying to get to an evening Seahawks game without a mass transit option? And why aren\'t we just increasing bus service along the Roosevelt corridor, instead of installing some new, crazy whatever you call this.... HCT? Rubber tires are rubber tires after all.

Eastlake is already a great neighborhood. Improved pedestrian lighting and bike lanes will make it much friendlier to walk/bike to local businesses. With the 520 bike trail terminating a block away from Eastlake, there should also be quality, safe facilities that connect these two corridors.

I\'m excited to see more transit in the corridor. I\'m also really really hoping that cycling facilities don\'t get (pardon) thrown under the bus as an Eastlake bike lane would be a great compliment to the forthcoming Westlake cycle track.

Parking on roosevelt in the u-district chokes throughput for all modes.

I would love to see high capacity transit with fewer stops and exclusive lanes along the length of the whole corridor.

I think this money should be spent elsewhere in the city..... More east west routes are needed. More light rail!

This corridor needs protected bike lanes and dedicated transit ROW.

I would like to see EXCLUSIVE bus and bike lanes through the ***entire*** corridor. The E N T I R E corridor. Exclusive. Bike and bus lanes. Through the ENTIRE CORRIDOR.

Please prioritize uses of the corridor that are people friendly (human scale) over uses that are not (cars). This corridor needs to move a lot of people and we don\'t have the capacity to focus on moving them through in cars. We have to do it in more efficient ways that take up less space for each person such as bus, bike, and walk.

Dedicated transit lanes and dedicated bike lanes throughout the corridor.

Thanks for all your hard work!

I strongly urge the city to consider bike lockers along this corridor, perhaps at the University of Washington (where bike theft is at an all-time high) and near MOHAI in South Lake Union. These lockers could allow for cyclists to stow their bicycles safely and securely while they conduct their business in the crowded and transit heavy downtown area or on campus. This would encourage those without the ability to store their bicycles in their workplace to not risk losing property (removing an obstacle many cite for their reluctance to bike) and help remove the congestion that bikes contribute to downtown.

life in danger. This includes my wife, a couple neighbors, and various coworkers. And I would love to be able to bike with my son in a trailer to his daycare, but I refuse to bike him along Eastlake. It is simply too dangerous. It is too dangerous for me too, but I do it anyway because there are no alternatives and because it is one of the few ways I get exercise. But I don\'t do it as much as I could, because on some days I decide the dangers are too great. For specifics, the inadequate bike lane between Harvard and Fuhrman is too narrow, has grooves that can swallow a bike tire, and floods during rains and when the florist waters her goods (every summer day). The travel lane is so rutted and in such bad shape that the only safe place to bike in the travel lane is in the very middle, which puts people on bikes in danger of being hit from behind or sideswiped by angry car drivers. And on and on. I am ashamed that Seattle lets this bike corridor continue in its state. Any new redesign must have a fully protected bike lane. Given the existing usage and potential demand between UW and South Lake Union and downtown, it is conceivable that the city would choose a lesser, more dangerous alternative for Eastlake. Some like the idea of putting a bike trail down along the lake, but that road is in terrible shape, is frustratingly slow, and is too steep of an exit back up the hill to Eastlake on its northern end. Plus, you end up on Eastlake from there to the University Bridge anyway.

Look at the Dutch and German systems. We don't need to come up with our own plan--they already have done it right. We aren't special, we don't need special treatment. Use what we already know works.Don't prioritize parking. In any other developed country--especially in larger cities--premium parking spots will cost hundreds of dollars a month. If people aren't going to be paying a large amount of money to clean, repair, and use those spots (\$2-5/hour is hardly covering those expenses), then that space should be utilized to maximize the

More exclusive bike and bus lanes for the whole corridor please!

Always keep in mind the hierarchy:1. People walking2. People biking3. Transit4. Freight5. GP vehicles6. Car parkingItems lower on the hierarchy should not be prioritized until the needs of the higher items are satisfied.

That picture is what Eastlake could look like with in-lane stops for transit. The in-lane stops would calm traffic, giving Eastlake more of a feel like The Ave. The parklet can be replaced with metered parking/loading zones in various locations. The middle bike lanes and buffers serve as a pedestrian island for crossing, making it even easier than The Ave for people to access businesses along Eastlake. Left turns across the bike lanes would be restricted in numerous places (possibly with signals?), which makes it not only safer for people walking/biking/driving, but also makes up for the loss of a center turn lane in terms of congestion. If Eastlake looked like that, it would be a place that I actually frequented (like The Ave) rather than avoided (as I currently do with Eastlake).

I am in favor of removing parking and general purpose lanes in favor of full time transit with protected bike lanes on each side of the street. This is especially important in the east lake neighborhood.

BRT in the corridor would be a huge improvement for mobility in the city.

we not only need physically separated bike lanes we also need protected intersections like they just built in Salt Lake City, Davis CA, and Boston.

If possible, share exclusive lane infrastructure with the new metro route 67 and existing route 70 to boost reliability for all three bus corridors. Protected bike lanes or a cycle track is needed through the Eastlake area.

I want improved sidewalks, curb bulbs, and protected bike lanes for the length of the corridor.

Please provide safe biking infrastructure along Eastlake between the intersection with Fairview and the University Bridge. This is a heavily used corridor and it is unsafe. I have been biking it regularly for 10 years and it still scares me. The road needs a protected bike lane and the pavement needs to be redone. As it stands now, cars whizz by, there is often not enough room for a bike between parked cars and moving cars, the pavement is in dangerous shape, cars pull out in front of you from side streets and driveways, cars cut you off, cars buzz you closely, etc. I am an avid bike commuter along this route and a bike advocate. However, when I am encouraging people to bike and I hear their regular route would include Eastlake, I stop encouraging them. I don\'t want to be associated with putting someone else\'s

Please make the bike lane high quality and protected for the entire route! Dexter has the best bike lanes in the city, but even just buffer zones help. Drivers can divert to under-used 15th Ave NW, or completely empty Brooklyn Ave.

Going south on Roosevelt has improved considerably but everyone needs to do the return trip as well and that is still dangerous, with the near absence of bike facilities. Thanks!

Eastlake needs protected bike lanes. Thank you.

Although initial investment is expensive, creating separate and protected routes for multimodal transportation is the most effective and safe for everyone considerably reducing risk of injuries and fatalities.

There is a lot of evidence that protected bike lanes, even at the expense of parking, are good for business along the corridor as people are more likely to spend time and money in a pleasant area that feels safe and welcoming to pedestrians and cyclists. Please improve this corridor!

Exclusive lanes and electrification all the way to Northgate please! :-)

Parking for business should not be an issue. New buildings in Eastlake provide public parking and people can utilize mass transit to access business.

BRT needs signal priority and dedicated lanes so that it\'s faster than cars, not slower. Once BRT comes every 3 minutes and is overcrowded, then we can consider a streetcar, but it\'s important to have actual BRT so that it\'s fast and frequent before considering a higher spend for streetcars. Rapidity and frequency are the keys. Please request quiet buses that are electric/battery driven. Riders and lung users will thank you.

the separated bike lanes are dangerous - the merge before the University Bridge is downright suicidal

There isn\'t a safe transition for cyclists turning left from Valley Street onto Fairview N. The bike lane indicates a left here, but that turn puts cyclists into a \high speed corridor\" with few crosswalks and most cyclists (certainly including myself) would rather not be northbound with the traffic here

Better pedestrian access, Additional and improved bike facilities

I do think a rapid streetcar would be pretty cool (maybe branch off to Lake City?), but honestly good BRT will probably get much more ridership for less cost over a long route. The 70, 66 and 41 do pretty well and could stand to move up to the next level of service. East Lake folks need to calm down about their parking and car access. I can\'t see this area ever getting less congested and transit/walk/bike is a better way to move more people through it.

Do not take parking off Eastlake Avenue. Add more. Bikes can ride on Minor or Yale or Franklin or Boylston. And the notion of a dedicated bus lane on Eastlake is paragraphs full of stupid. And don\'t get me started on Streetcars --- that is so 19th Century.

Open BRT is better than closed BRT. The future is unpredictable and we shouldn\'t close off our options. In the future we may want the 2 on Madison, the 49 on Madison, a Madison-Pine route (the current 11), the 43 on Madison, or the current 12. They should all be able to use the busway and the same stops; it would be ridiculous to have them stuck in traffic while the BRT speeds by. Why is SDOT leaning toward closed BRT?

At the open house it was assumed that Metro would run line, but who will pay the operating costs? Will the city give Metro money annually or will Metro have to take it out of its base funds? To the extent that this costs more than a regular route, it will have the effect of decreasing Metro\'s other service. We\'ve already seen that with the SLU streetcar and we can\'t have it go further. In the Madison neighborhood some people feel that if this plan goes through, we\'ll still need a Madison-Pine route (like the current 11). That\'s a typical thing that would be jepordized if Metro has to operate this line out of its base funds.

Don\'t let Metro remove the bus route 66 as it\'s currently configured from Northgate Transit Center, down 5th Ave NE to Roosevelt and down Eastlake. This is exactly the transit corridor that you are talking about and I think removing that bus route is really a step backwards. I don\'t get it at all...

I would personally prefer the streetcar alternative. It would provide assurances that the current bus service does not. We have recently learned in Eastlake that we are probably losing the 66, 71, 72, and 73 next year when University link opens yet we have no reliable way to use Link. Construction of a streetcar would give us some assurances that the route will stick around for a while instead of a bus route that can be changed on a whim when someone decides it would be faster to route over I-5 and leave Eastlake with another missing route. Eastlake Ave E and Fairview Ave are particularly bad for cyclists. It would be nice if we could eliminate parking on Eastlake 24 hours a day and create bike lanes. The problem on Fairview is worse with many cyclists preferring to use the sidewalk at high speed which creates problems for pedestrians.

Metro\'s Link Connections proposal moves service off of Roosevelt and 11th. Why would the city add capacity to this part of the corridor? The first thing that should happen in this study is that it should be undertaken *jointly* by the city and Metro, rather than have separate and contradictory proposals.

Pay attention to existing metro routes. The existing metro network (routes like the 70, 67) cut over to the UW area, rather than going strait through.

I find it very alarming that this corridor currently has two high capacity transit plans. I suspect that once Link is serving the U-dist (and Brooklyn soon after), there just won\'t be the ridership to justify sustained HCT on Eastlake. Is there a study that shows once that once the 10,000s of daily trips use Link there\'s enough left to justify this? Two years ago materials from Seattle and Sound Transit each used the same numbers to justify capacity. I think the City is willfully double counting to get a streetcar on Eastlake. Focus on bike/ped and wait to see how transformative Link is before committing to more capital improvements here when other parts of the city have no functioning HCT and desperately need it.

It seems once this opens, and light rail opens in the corridor, the number of repetitive buses running north-south between the U-District and NE 65th should be terminated. The number of buses that run up the Ave/15th seems borderline ludicrous now... so once a good \spine\" is built via HCT on the roadway and light rail underground

The current road configuration works well for cars. Even when backed up during rush hour car traffic still flows smoothly, albeit slowly. As a bus passenger is seems that bus travel is slowed down by waiting to pull back into the car traffic after stops. As a pedestrian much of this corridor is difficult to cross, cars travel quickly and do not stop to allow people on foot to cross, even at marked pedestrian crossings. Frequent and faster bus service along this route would be a huge benefit for these neighborhoods.

Take the money for this and spend it on Metro 8 (Denny to Capitol Hill) which is highly congested and busy, something through South lake Union or Lake City Way. This corridor doesn\'t need the \Rapid Ride\" or BRT treatment. A bump in frequency would do it. Between this and Madison these poor choices are not encouraging me to vote for the mayor\'s new initiative. And I am a daily transit rider and would gladly increase my property taxes for better transit. "

SDOT should work with the Eastlake Neighborhood to explore innovative parking options. We should not subsidize private parking at the expense of public safety and increased mobility options for everyone in our city.

I\'m completely in favor of BRT / RSC along this corridor, but it needs to come with significant enhancements to Bike Facilities. When not biking this corridor, I will mostly be using Link at Husky Stadium and later Roosevelt Station, but may occasionally take BRT/RSC from Ravenna (98115) to Eastlake or SLU.

Transit is essential for this corridor, connecting Link to intermediate stops.

I also believe bike improvements on Eastlake should also be a very high priority. North of the ship canal, I think this is less important (since the existing greenway on 12th is very good).

Please don\'t waste this opportunity to create a really high frequency, easy to use route that supports current and future growth. Please coordinate more with metro on this!

This should be a rail-based service. Not bus.

Please ensure that the Roosevelt to Downtown Study is integrated with Metro\'s plan to reorganize Northeast Seattle service post-U-link launch. Currently, your proposal conflicts with Metro\'s plan to consolidate Maple Leaf service on Roosevelt and to move service off of Roosevelt in the Udistrict. The latter suggestion, I do not agree with.

Please remove parking along this corridor in order to make efficient and useful bus service and to make space for a safe bike lane.

If we\'re going to make an investment in this corridor, it needs to have dedicated lanes first and foremost. Next in importance is complete signal priority, like the kind that emergency vehicles use - only outranked by said emergency vehicles, electric vehicle propulsion for air pollution, rider experience, and transportation noise impact reasons, and then a scalable technology to cover the needs of the corridor as Downtown Seattle and its two satellite Urban Centers grow into mini downtowns, full of demand. Though less important than dedicated lanes, streetcars to use the dedicated lanes are the superior technology to BRT. BRT looks pretty good for existing demand, but with the streetcar option, you can link numerous cars to serve increasing demand. Rapid Streetcar is

scalable to MLK/MAX-stlye light rail. Additionally, the main chokepoint of the corridor, the University Bridge, needs to have uncompromising transit priority, delaying openings until the transit vehicles have passed over it. Without the dedicated lanes, any investment in this corridor will result in an insufficient marginal improvement over the status quo for the investment made. The Center City Connector and its dedicated lane alternative was a groundbreaking decision. Madison BRT, if its BRT elements survive the evaluation process, can be another. It\'s time to continue this trend of courageous decisions and advance a fully exclusive, dedicated lane alternative. I believe the City of Seattle is capable of doing so and its citizens fully deserving of the benefits such an advancement would bring.

I think business owners in the Eastlake neighborhood are being short-sighted by thinking reduced parking will reduce business. Connecting downtown and the growing a Amazon campus with convenient and safe transit will be a win in the long run.

Signal preemption for buses. Better bike riding surface (esp east lake). Bus lanes separated from sov lanes through SLU. Pavement Texturing and marking to keep mercer on ramp bound cars off the slut tracks. Replace storm grates in bike lanes to a more bike tire friendly model

Improving Fairview for cyclists would help provide an important alternate route on this corridor. An easement to connect Fairview to private drive near the corner of East Roanoke & Fairview would allow a less interrupted path to/from downtown. Even a \vehicular cyclist\" like myself who is very comfortable in traffic would opt for that route because it would be far more pleasant and safer than Eastlake. Even a connection to (the west) end of East Edgar Street would be an improvement because cyclists could access Yale Ave East (not Yale Terrace East). That is a far less desirable alternative

SDOT planners and City Council members are destroying the quality of life in Seattle. It is so irrational driving...moving people and goods/services is impossible w/new and proposed traffic corridors...creating congestion deliberately. Is the intent to force people to move to the suburbs? Are only bicyclists and pedestrians to be accommodated in some concrete parklike city?

more accessible

Stop pandering to cars! Long term we need mass rapid transit, bikes and walking.

Please truly prioritize people walking, biking, and taking transit. There will be plenty of people screaming about parking, but prioritizing parking is completely unsustainable and tends to come at the cost of more scalable and efficient solutions.

Please integrate this effort with Metros work on Link connections. We do NOT need yet another system (BTR, streetcar, trolley bus etc) what we need is one system that is effective. The current trolley bus system is the most cost effective and established. Its expansion makes much more sense than developing new systems BRT and streetcar etc. Please work on giving existing bus system off-board payment, realtime arrival, internet, electric power etc. as opposed to developing additional and duplicative, capital expensive projects.

Unfortunately I was unable to respond to the Roosevelt HCT online survey before the deadline. However, I emphatically support the Eastlake Community Council's carefully documented position on proposed changes to Eastlake Avenue.

As a longtime resident, I am increasingly struck by City departments' lack of regard for the knowledge amassed by Eastlake residents regarding streets, transportation, development -- all part of community well-being. Eastlake is an actual residential community bisected by an important transportation corridor. It is NOT just a pass-through from South Lake Union to points north! And attention to moving cars & buses through this neighborhood must take into consideration the lived experience of those who know Eastlake best.

ECC's January 7, 2016, letter to Alison Townsend carefully analyzed the situation, but in response SDOT was dismissive. The introduction some years ago of planted medians and turn lanes made big improvements in Eastlake traffic safety, traffic flow and pedestrian crossing safety, as well as adding greenery. Disregarding neighborhood input so completely is unsatisfactory as a City response.

Please give more thorough consideration to the important data provided by the Eastlake community through the ECC. Thank you.

To whom it may concern:

I want to express my concern and dissatisfaction with all of the options proposed. SDOT's Jan. 13 "online open house" is flawed in that all of the alternatives would eliminate the planted medians and center turn lanes, which are needed to enable safe left turns from Eastlake Avenue onto side streets and vice versa; as refuge for pedestrians crossing; and as loading zones.

Thank you

Would you please be so kind to explain to me how public transportation is supposed to transport the public, if the public cannot get to any stops.

We live near Eastlake Ave. and Hamlin Street E. Under your plan the nearest stop would be almost half a mile from our apartment. My husband and I are elderly and not getting any younger, surprise! In fact there are a lot of retired people living in Eastlake. I dont understand how you can just cut us out and tell us to walk or take our car. I thought one of the purposes of public transportation is to get cars off the roads.

If as one of your speakers at one of Eastlake's public meetings explained the so-called trolleys are actually electric buses why do you have to set aside separate lanes for theses buses. They function very well right now in the general traffic. Old fashioned trolleys on rails would be nice, but I hardly think that nostalgia is worth designating two lanes for them while slowing traffic for everyone else. The City of Seattle government is pushing density hard. The administration and the City Council are favoring large apartment buildings in our neighborhood without any parking spaces how are these people supposed to get around. I have lived in many cities in the world but I have never seen a place where planners plan public transportation without access to it.

I demand an explanation.

1Thank you for sending these materials. It's hard to decifer how this BRT differs from the Roosevelt Repaving Project which has already gone through all of these reviews, meetings, and analysis. They are already constructing "bus bulbs" in the RR project. Will the BRT use these same stops or will we have to construct new ones for the BRT with different criteria? Will the BRT use different stops than they are building into the RR project (in lane stops with pedestrian waiting bulbs projecting into the bike lane)? If there will be different, and separate, stops for the regular buses and the BRT, how is this doubling up of our investment warranted?

And are you taking away the parking on the East side of Roosevelt too?

Firefox 43.0.4 is the browser I'm using

My name is... I am the owner of the... The proposal of eliminating our parking to bicycles will be devastating to all small businesses. My customers drive to the Cafe. I would put a key and walk if I cannot provide street parking to my customers. The taxes that we pay, bicycles donot. Let's find something more equitable for the business owner. I donot see bicycles on Eastlake now.

There are many difficulties involved in squeezing many humans into narrow corridors and I applaud all efforts to incorporate better public transportation as every large city must do.

BUT there is way too much allowance in Seattle plans for cars in the same corridors as public transportation vehicles. In the case of this proposed improvement with Rapid Ride Buses - I am simply aghast that they will not have dedicated lines, although sharing with the Street Car is fine in my book, along Fairview Avenue North. This section is the worst of all the headaches out of Eastlake and to lose the Route 66 that avoids this mess, and not disallow two lanes of car traffic in this funnel, at least during the busy morning and late afternoon into evening is ridiculous.

No one can get downtown, bus or car passengers. My husband and I ride our bikes as that way is feasible but not all can manage this. No one can get to our city cultural center, over there on the other side of 99 with only Mercer as access.

It is all so bloody stupid - just bite the bullet and put up with the car driver fussing - allow someone to get somewhere anywhere near on time and without stress.

Please.

Hi there,

I work at 1616 Eastlake Ave E. and I live in the Maple Leaf neighborhood, less than a block off of Roosevelt.

The safety of those who live and travel in this area is by far the most important priority.

I would like to bike more frequently but I do not do so because of safety concerns. I own a car and see the value of driving for certain trips; however, it's only a few miles to my work from my home, which are both located in the corridor. During the warmer months I quite frequently bike to and from work and for recreation, so I have experience commuting in this corridor.

The area from 45th Street to the University Bridge on Roosevelt is extremely dangerous. Heading

south on Roosevelt in that stretch, I have seen vehicle-bike collisions, and I have witnessed many more close-calls. I've also noticed how sometimes I will pass an accident that has just occurred between a bicyclist and motorist and in many cases, if I ask those involved, it turns out the police are not being called. As a result, it seems that the data may be under-reported as sometimes both cyclist and motorist are hesitant to report.

The area is very confusing for drivers, bikers and pedestrians. There is often heavy traffic and the bike lanes themselves are confusing, especially with the many interruptions of drive-ways and even crosswalks. Cars are frequently exiting and entering the UW medical complex or other buildings, which means these cars are constantly coming in and out of the bike lanes, sometimes blocking the bike lanes. The bikers then either need to brake abruptly, or move into traffic, both of which can be dangerous. Braking too fast can lead to an accident, such as propelling over the handlebars or having another biker who has not sufficiently slowed down, running into you. Weaving into traffic can potentially lead to a collision with a car, if the car changes lanes abruptly or simply doesn't expect the biker to be coming into the regular traffic lanes.

The same situation can happen when motorists slow down or stop for a pedestrian to cross at a cross walk, but the cross walk is not at a red light. The biker is gaining speed going down-hill in its dedicated bike lane, and then all of a sudden, a pedestrian who is much harder and smaller to see than a moving car, is crossing that bike lane—the biker again may need to make split-second decisions about braking or weaving into traffic.

Another hot spot for safety concerns is the area just north of the University bridge and the turning lanes when heading north, when exiting the bridge to 40th Street. Quite often (nearly a daily-basis) there are near-misses with cars and bicyclists at that turning area, despite the green-painted pavement.

Also, the areas where there has been construction (ex: the construction just north of Trader Joe's) where bikes have to abruptly merge with vehicles, spots like that pose safety challenges to the most careful drivers and bicyclists and should minimized as much as possible. I consider myself a very considerate driver because I often bike and tend to be looking for bikers in my side and rear-view mirror, but even with my keen focus to be careful, I have nearly clipped bicyclists as they were going downhill with speed or turned onto the street, and the next thing I knew the biker was almost squeezed into an orange barrier next to my vehicle. It's scary enough to be in a car when this is happening but I cannot even touch on how scary and dangerous it is to be a biker in that same situation, especially when the vehicle is a bus or truck with less visibility and literally simply did not see you as a biker, and you nearly got slammed into a barrier or another car. One on occasion, when I was traveling by bike in that construction area, I almost ended up underneath a metro bus by way of stopping suddenly and skidding—luckily I did not, but again, it's hard to describe the spit-second decisions that are made when in traffic on a bike in compromised-lane situations. Bicyclists in this corridor brush with life or death situations on a near-daily basis and that is simply something that must stop.

In one sense construction is "temporary" and situations where a temporary barrier or lane closure is happening seems to be a momentary construction situation that can exacerbate traffic yet is to be expected. But we all know that the growth and new construction projects continue to be a daily aspect of travel in Seattle, so it's really important to keep this in mind for future planning. Those abrupt merging with vehicles, particularly in tight spaces, where there is barrier, leaves bicyclists (and

sometime motorists) with literally nowhere to go.

The same can be said for delivery vehicles that may also temporarily block bike lanes, creating dangerous situations. In this planning, I hope that SDOT gives consideration to how both of these impediments to bike lanes can be eliminated or reduced in the future.

I understand that many people have been working on making this area safer. As a commuter and community member, I am thankful for all of their efforts. I understand that more cross-walks and protected bike lanes on Roosevelt by the 43rd Street UW medical complex, are meant to make it safer for all the pedestrian and bike traffic, as well as cars. The truth is this area remains very dangerous right now but I am hopeful that continued planning and subsequent changes could lead to more safety. I have read about and applaud the Vision Zero initiative for our city. As a part of eliminating death and serious injury in this area, I believe that something must be done to help alleviate the congestion in this area of Roosevelt, particularly to address the safety of bicyclists.

I hope that SDOT will consider more safety options. If Roosevelt has so many businesses and complexes (such as the UW 43rd complex), that it would make it impossible to have bike lanes that don't interact with lots of cars, an idea could be to direct bicyclists to a lesser-traffic motorist road (with clear bike lanes), such as re-routing a bicyclist route on Brooklyn or 12th Ave NE.

Alternatively, I wonder if there is any way to route motor traffic that is not thru-traffic on Roosevelt (headed to the bridge), but traffic that needs to park or pull into a business, to be routed to an alley behind Roosevelt. That alley or alternative drive would be only for vehicles entering/exiting businesses on Roosevelt, thus the slower / turning car traffic would be there and remove so many vehicles on Roosevelt making turns into a main bike-thoroughfare.

I am really grateful to be able to share my feedback about these areas that I travel in and care about the safety for myself, and all my fellow commuters.

March 7, 2016

Dear Ms. Townsend,

Alison Townsend, Transit Strategic Advisor Seattle Department of Transportation 700 5th Avenue, Suite 3800 P.O. Box 34996 Seattle, WA 98124-4996

and frequent transit to get people where they need to go.

Thank you for the opportunity to comment on SDOT's proposed Roosevelt to Downtown High Capacity Transit (HCT) project. Transportation Choices is a statewide organization working to bring reliable, affordable and sustainable transportation choices for all Washingtonians. We strongly believe that the full Bus Rapid Transit (BRT) alternative is the best option to improve transit reliability and provide a safer and more comfortable experience for the thousands of riders in the Roosevelt to Downtown corridor. We want to offer our full support for this project. The Roosevelt to Downtown corridor connects some of Seattle's most populous neighborhoods: Roosevelt, UW, Eastlake, South Lake Union and Downtown and several residential, employment and activity centers in Seattle. With more than 83,000 residents and more than 167,000 jobs, and up to 21,000 new households and 36,000 new jobs are expected in the next 15-20 years,1 it is important for the city to invest in reliable

Existing transit service along this corridor has several issues, including unreliability, crowding, low speeds and a lack of amenities. Therefore, we believe that the center-running service, transit signal priority, dedicated transit lanes, enhanced stations with shelters, off-board fare collection, real time arrival information, level boarding, and corridor-wide pedestrian and bicycle facility improvements that comprise the full BRT alternative (as described in the December Open House presentation) are the best options to meet current and projected demand for transit in this corridor.

Due to the importance of this corridor, benefits from transit improvements here will likely be felt all across Seattle. Therefore, we urge the City to continue to improve transit access and service by implementing the full BRT alternative for the Roosevelt to Downtown HCT corridor.

Sincerely,

Shefali Ranganathan

Executive Director

Transportation Choices

Don Wood POB 675 Seattle, WA 98111

18 May, 2015

Re: Roosevelt To Downtown High-Capacity Transit Study

Dear Alison Townsend,

I appreciate the mailer informing me of the proposal. On the face, it appeared deceitful, when it was called the Roosevelt to Downtown. It appears that it is going to stop short of any part of Downtown. It will not even reach the Westlake Station Tunnel, let along serve any part of the Downtown Core.

Second, it will not serve the University District, but instead be nearly 1/2 mile away.

Third, I am concerned what it will do to my existing Route 66.

In addition, it appears to merely duplicate the service that will be provided by the Light Rail.

How does this serve the Maple Leaf District? Would it be wiser to route it along Roosevelt instead of 5th Ave?

Personally, I will greatly miss the service along Eastlake between Fairview and Stewart.

Bus service would be greatly improved if enforcement would prevent delivery vehicles from using the existing bus zones.

Granted my concers will be in the minority, as I am both Movility Impaired, and Blind. (I am aware of two typing errors, but hope you can make out the thoughts I have tried to express.)

Thank you for your time,

on Wood

Donald Wood

Lake Union Mail-

117 East Louisa Street • Seattle, WA 98102-3203 • (206) 329-1468 Jules James, Owner

ALISON

Questions for the Roosevelt-to-Downtown High-Capacity Transit Study of 2019 Monday May 18, 2015

What is the roadway width of Eastlake Avenue? $OK = 50^{\circ}$

What are the current transit times between the NE 45th Avenue and Westlake Station for the bus service?

What is the desired transit time between the NE 45th Avenue and Westlake Station via this HCT?

What is the expected transit time between the NE 45th Avenue and Westlake Station via Sound Transit?

Assuming a parallel parking space on an arterial is 20 feet in length, how many parallel parking spaces now exist on Eastlake between the University Bridge and the Steam Plant? This information would be most helpful if counted by northbound, southbound, between Furhman and Hamlin, between Hamlin and Newton, and between Newton and Galer.

How many parking spaces will remain if an HCT is run down Eastlake Avenue?

How many transit riders currently use this corridor prior to this HCT?

How many riders are expected via Sound Transit between NE 45th and Westlake Station?

How does SDOT expect to replace the floating sidewalk over the Submerged Parcel in front of the Fairview Trestle?



117 E. Louisa St. #1 Seattle, WA 98102-3278

January 7, 2016

Alison Townsend, Strategic Advisor Seattle Department of Transportation P.O. Box 34996 Seattle, WA 98124-4996

Dear Ms. Townsend:

The Eastlake Community Council (ECC) appreciates very much that the Roosevelt-to-Downtown High-Capacity Transit (RDHCT) study team will be in Eastlake on January 12 for our public meeting about this project. In preparation for this meeting, the ECC board of directors has been reviewing the Existing Conditions Report as well as the display materials from the December open houses. Based on this review, we have a number of questions and concerns about the proposed Targeted Investment options for Eastlake Avenue E, some of which are addressed below, along with ECC's request that SDOT and its consultants devote more study to an option that retains the current center turn lane.

Value of the Center Turn Lane

Both of SDOT's options for Targeted Investment involve the removal of the center turn lane and median planters on Eastlake. SDOT instituted this center turn lane because of serious problems from its absence. The center turn lane provides a number of important functions, as follows:

1. Improves traffic flow

- a. The center turn lane removes left-turning vehicles from the traffic lanes. Vehicles turning left would otherwise block thru-traffic, especially when needing to wait for a break in oncoming traffic, oncoming cyclists, or pedestrians crossing either Eastlake Avenue or the side street.
- b. In segments where it is not needed for turns, the center turn lane is used extensively as a loading zone for delivery vehicles and less frequently for emergency parking. It is unclear from the information presented thus far how the proposed Targeted Investment options would accommodate loading zones and emergency parking. Vehicles that are loading or are there for emergencies are more likely to block traffic lanes without the center turn lane.

c. The center turn lanes allow motor vehicles and bicycles, especially those turning left onto Eastlake Avenue from side streets, to choose when to merge into the oncoming traffic, thus allowing the Eastlake Avenue traffic to move more freely and averting slowdowns. Without the center turn lane, traffic already on Eastlake Avenue must immediately slow down to accommodate them.

2. Improves safety for motorists, cyclists, and pedestrians

- a. Lanes of traffic moving in opposite directions that have no appreciable buffer between them pose a well-known risk of head-on collision. It was in part to reduce this danger that SDOT introduced the center turn lane on Eastlake Avenue, providing a lane-wide buffer and in some places also a median island.
- b. The center turn lane also reduces the risk of back-end collisions that occur when a vehicle or bicycle slows in the traffic lane to turn left. Vehicles and bicycles that leave the traffic lane for the turn lane are less likely to be hit from behind.
- c. The center turn lane provides a refuge for pedestrians (especially seniors, the disabled, or others who cross slowly) and bicyclists halfway across the street; this refuge is doubly safe where the lane is occupied by a median island. Note that the proposed cycle track does nothing to ensure the safety of bicyclists as they cross Eastlake Avenue. Removing the center turn lane creates as dangerous a situation for bicyclists as it does for pedestrians.
- d. As mentioned above, the center turn lanes enhance traffic flow by accommodating motor vehicles and bicycles that are turning left onto Eastlake Avenue from side streets. This is also a major safety advantage, reducing the chances of side collisions and back-end collisions. Without the center turn lane, there is increased risk of traffic collisions from cars entering Eastlake Ave.

3. Increases neighborhood access and quality of life

- a. By facilitating left turns off of Eastlake, the center turn lane provides an important means of access to Eastlake residences and businesses.
- b. Removing the landscaped median islands would reduce greenery and tree canopy in the neighborhood. This may also be a costly element of re-engineering the street.
- c. The center turn lane provides loading vehicles a space (explained above) that can be important for businesses and residences alike.

4. Reflects significant prior neighborhood and SDOT planning

- a. Both the Eastlake Neighborhood Plan (1998) and the Eastlake Transportation Plan and Related Design Issues (1994) identify the importance of the center turn lane and call for landscaped median islands. Both of these plans were achieved with significant neighborhood outreach and collaboration with SDOT. Neither is listed among the previous planning studies reviewed in Appendix A of the Existing Conditions Report.
- b. SDOT has long advocated center turn lanes and introduced them on Eastlake Avenue for many of the above reasons. We did not find any reference to these SDOT

and consultant studies that led to this decision referenced in Appendix A of the Existing Conditions Report.

5. Significant left-turning traffic is identified in the Existing Conditions report's Appendix E.

- a. During one hour in the AM Peak period, 82 identified left-turns were made by vehicles traveling northbound, and 249 left-turns were made by vehicles traveling southbound. The total: 331 left-turns per peak hour (Appendix E, Table 4) whose safety and flow for themselves as well as other vehicles, bicycles, and pedestrians are greatly facilitated by the center turn lane.
- b. During one hour in the PM Peak period, 106 identified left-turns were made by vehicles traveling northbound, and 349 left-turns were made by vehicles traveling southbound. The total: 455 total left-turns per peak hour (Appendix E, Table 5) whose safety and flow for themselves as well as other vehicles, bicycles, and pedestrians are greatly facilitated by the center turn lane.
- c. This analysis includes intersections at Garfield, Boston, Lynn, Louisa, Roanoke, and Hamlin streets. Thus it does not include the positive contributions of the center turn lane at Allison, Edgar, Blaine, Howe, Shelby, and Newton streets. The analysis also does not include traffic making left turns into private parking lots, of which there are many on both sides of Eastlake Avenue that currently benefit from the center turn lane.

Request: In view of the above considerations, ECC requests that SDOT and its consultants analyze as a full public alternative an option that retains the current center turn lane and median islands. We are confident that there has been some discussion of such an option within your team, but given its many strengths, we think it important for this option be addressed publicly. Figures 1 and 2 below provide one potential cross-section.

Figure 1: Potential cross-section at intersections with a bus stop



[Note: this cross-section envisions a long and narrow bus island and a bike lane that narrows at the intersection to slow bike traffic as it approaches interactions with other modes.]

Figure 2: Potential cross-section for areas outside of intersections/bus stops



[Note: bike lanes are slightly widened to account for more traffic and differential speeds on the hill. Also, in places where a median island exists instead of the center turn lane, the median island would be kept.

We look forward to the RDHCT study team presentation and the discussion on Jan. 12, and would deeply appreciate whatever background you can develop by then on the center turn lane option as outlined above

Sincerely,

Eric Suni, Vice President eric.a.suni@gmail.com

Chris Leman, President cleman@u.oo.net



117 E. Louisa St. #1 Seattle, WA 98102-3278

January 11, 2016

Alison Townsend, Strategic Advisor Seattle Department of Transportation P.O. Box 34996 Seattle, WA 98124-4996

Dear Ms. Townsend:

The Eastlake Community Council (ECC) appreciates very much that the Roosevelt-to-Downtown High-Capacity Transit (RDHCT) study team will be in Eastlake on January 12 for our public meeting about this project. In preparation for this meeting, the ECC board of directors has been reviewing the Existing Conditions Report as well as the display materials from the December open houses. This letter serves as a follow-up to our letter from January 7 and submits additional questions and concerns about the street design for Eastlake Ave.

Turning Traffic

Our previous letter focused largely on the center turn lane and traffic turning left off of and onto Eastlake Avenue. Attention must also be paid to right-turning traffic. Right-turns off of Eastlake Avenue provide neighborhood and business access. However, right-turns also pose challenges as turning cars will, as they do now, cross the path of bicyclists. In the proposed Targeted Investment options, cars making right-turns would cross the path of a protected bicycle lane. As is also the case at present, right-turns will require a car to slow down, increasing rear-end collision risk and slowing overall traffic flow. As turning cars must wait for bicycles and pedestrians to exit the intersection, delays in turning would, as they do now, slow thru-traffic, including transit buses.

In light of these issues, ECC would like to know if the current proposed Targeted Investment cross-sections, or the center turn lane option that ECC has asked SDOT to study publicly, would include any provisions restricting right turns.

- a. If not, how does the project team anticipate that any negative impacts of right turns in terms of both safety and traffic flow would be avoided?
- b. If yes, what are those provisions?
 - 1. How would those provisions be enforced?

2. How would those provisions affect access to neighborhood residences and businesses?

Expanding Curb-to-Curb Width of Eastlake

Targeted Investment Option 1 for Eastlake Ave assumes a 54' curb-to-curb width. Because the current street includes only 50' curb-to-curb, widening it by four feet would apparently require removing planting spaces between the roadway and the sidewalk and/or reducing sidewalk width.

ECC has very strong concerns about any removal of the planting spaces or reduction of sidewalk width. To do so would seem to reduce walkability and pedestrian safety by eliminating an important barrier between pedestrians and the roadway. Because the project reduces transit stop spacing in Eastlake (requiring commuters to walk further to reach bus stops), it would seem vital to keep existing sidewalk space.

The 1998 Eastlake Neighborhood Plan designates Eastlake Avenue as our neighborhood's "main street." Its 1999 approval and adoption and matrix (under which the Mayor and City Council unanimously adopted the Eastlake Neighborhood Plan) states (p. 13): "This strategy accepts Eastlake Avenue's arterial status, but works to make it safer and more pleasant for pedestrians, bicyclists, transit riders, and local traffic." On this same page, the integrated executive response to the Eastlake Neighborhood Plan states: "Eastlake Avenue is the main street for the neighborhood. It defines the character of the neighborhood. This strategy is consistent with the Comprehensive Plan. It is designed to improve the quality of the environment for pedestrians and the local business district and to guide future development to more clearly delineate residential and commercial areas."

ECC will try to remain open-minded about proposals to reduce the width of planting areas and/or sidewalks on Eastlake Avenue. However, without more information on the design and financial investment contemplated, it is difficult for us to believe that the widened roadway in Option 1 will not detract from the convenience and safety of pedestrians and the vitality of the business district. We request that you please provide specific details about any conceived change to existing street infrastructure envisioned by either Targeted Investment option.

Peak Traffic/Parking Lane

Targeted Investment Option 2 includes the maintenance of one Peak Traffic/Parking lane. It is unclear from the diagram alone exactly how this lane would function, and we have some questions and points of clarification:

1. Would the Parking/Peak Traffic lane maintain the current hours of existing Parking/Peak Traffic lanes?

- 2. Would the lane be on the northbound or southbound side?
- 3. Could one of the lanes be reversible in the direction of peak flow?
- 4. Do SDOT's models indicate whether traffic flows in the alternate direction would be different enough to support such a format?

Safe Bus Loading

Both of the Targeted Investment options involve potential risks to safe bus loading, especially in that a bicycle lane would be in place between the sidewalk and the bus/traffic lane on at least one side of the street. We have several questions about this design:

- 1. How would the bus safely cross the bicycle lane(s) in order to load passengers?
- 2. If the bus leaves the general purpose traffic lane to load passengers, what would be the impact on bus travel time?
- 3. If a bus island or other loading site is used, what steps would be taken to help ensure that bus riders can safely cross the bike lane?
- 4. How would a bus island or loading site fit within the 50' curb-to-curb space?

Protected Bicycle Lanes

A primary difference between the two options SDOT has presented is whether the northbound and southbound bike lanes are adjacent (two-way) or separate (one-way).

On its page regarding protected bicycle lanes, SDOT refers to design guidance from National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide. NACTO's Guide indicates that both one-way and two-way cycle tracks can offer numerous benefits; however, they also indicate that two-way cycle tracks are typically applied "on streets with few conflicts such as driveways or cross-streets on one side of the street" and "on streets where more destinations are on one side thereby reducing the need to cross the street." (http://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/two-way-cycle-tracks/). The ECC is concerned that Eastlake Avenue does not meet this description. There are numerous street intersections and driveways on both sides of Eastlake Avenue that could pose significant safety challenges with a two-way cycle track on either side of the street. While driveways and intersections are also a potential hazard for one-way cycle tracks, when bicycle lanes flow in the same direction as vehicle traffic, cyclists are generally more visible and their presence is more predictable.

In addition, ECC worries that a two-way cycle track could pose risk to cyclists and probably to pedestrians as well because of the immediate proximity (within arm's length) of riders traveling in opposite directions. This concern is magnified on a street like Eastlake Avenue with sloped portions in which the bike lanes that operate in opposite directions are likely to have very different speeds.

We are also puzzled about the chosen amount of space allocated to the bike lanes in the two Targeted Investment options. In Option 1, a total of 14' of right-of-way is dedicated to the one-way bike lanes (two 5' lanes plus two 2' buffers). In Option 2, a total of 16' of right-of-way is dedicated to the two-way bike lanes (two 6' lanes plus one 4' buffer).

In light of these issues, we have several questions:

- 1. Our understanding is that a primary benefit of the two-way bike lanes is reduced use of right-of-way. If this is the case, why does the two-way bike lane option take up 2 additional feet of ROW in comparison to the option with one-way cycle tracks?
- 2. Does SDOT agree that in general separated bicycle lanes are preferable from a safety perspective on a street with the large number of intersections and driveways such as Eastlake? If not, why not?
- 3. If a two-way cycle track were to be implemented, what steps would be taken to increase safety at intersections and driveways?
- 4. Would these measures to increase safety at intersections and driveways also be used with a one-way cycle track?
- 5. How does the project team envision that the proposed bicycle lanes would connect with the Fairview Ave N bridge (which will be reconstructed in 2017-2018)?
- 6. How does the project team envision that the proposed bicycle lanes would connect with bicycle lanes on the University Bridge?
- 7. Should the preferred width of the bicycle lane be larger when it is on sloped parts of Eastlake Avenue? It would appear that whether going uphill or downhill, there would be a wider range of speeds among cyclists on these sloped parts than on the flatter parts of Eastlake Avenue.

Project Budget

At the December open houses, it was stated that the proposed budget for this project is approximately \$30 million. By contrast, the Madison BRT project has been allocated approximately \$120 million. We have two questions and a concern with regard to this budgeting:

- 1. Is there any specific policy document or guideline outlining these funding proposals and why they are so divergent?
- 2. What are the provisions for reallocation of funds among HCT projects if it can be documented that investments in one corridor would have a larger proportional benefit in terms of achieving SDOT's goal of achieving a rapid transit network?
- 3. Given that the BRT plans are part of creating a city-wide network of rapid, high-capacity transit, we are concerned about this imbalance in funding. The levels of transit and bicycle usage and the difficulty of squeezing in a workable multi-modal cross-section seem at least as great for Eastlake Avenue (and for much of the rest of the Roosevelt-to-Downtown corridor) as for Madison Avenue. We request that the two projects receive more comparable funding levels than the current funding proposals suggest.

We look forward to the RDHCT study team presentation and the discussion on Jan. 12, and would deeply appreciate whatever background you can develop by then on the issues outline above.

Sincerely,

Eric Suni, Vice President eric.a.suni@gmail.com

Chris Leman, President cleman@u.oo.net

Olin Leman



117 E. Louisa St. #1 Seattle, WA 98102-3278

January 29, 2016

Alison Townsend, Strategic Advisor Seattle Department of Transportation P.O. Box 34996 Seattle, WA 98124-4996

Dear Ms. Townsend:

The Eastlake Community Council (ECC) appreciates very much that the Roosevelt-to-Downtown High-Capacity Transit (RDHCT) study team took part in our public meeting on January 12. As a result of that meeting and continuing discussions among the ECC board of directors, this letter serves as additional follow-up to our prior two letters and submits additional questions and concerns about the street design for Eastlake Ave.

Parking

Many community members expressed concern during our January 12 public meeting about the potential loss of on-street parking as a result of this project's implementation. Onstreet parking is important to the Eastlake community for a number of reasons.

- Business access: Many businesses rely on customers arriving by car. This includes businesses of all types including restaurants and retail stores. Many businesses, especially small businesses, have limited access to off-street parking of any kind and would be adversely affected if customers choose not to visit because of an inability to park.
- 2. Access for people with limited mobility: While ECC supports efforts to enhance walking, bicycling, and mass transit, it must be recognized that some individuals are either permanently or temporarily unable to utilize these transportation modes. There are various reasons why a person may be of limited mobility, and many of these individuals rely on the ability to park near their residences and/or near businesses.
- 3. Quality of life: Parking also affects quality of life for many residents. For those who drive either out of necessity or preference finding a parking space close to their home is extremely valuable. Regular activities such as grocery shopping become considerably more difficult if the closest available space is many blocks from someone's home. The inability to find parking may also limit the ability for guests to visit. In general, a lack of available parking can make a neighborhood less desirable both to live in and to visit.

The existing lack of parking in Eastlake is identified both in public comments and in the Existing Conditions Report.

- 1. Many residents have complained about a lack of available on-street parking in response to projects and policies of SDOT and other City agencies over the past several years.
- 2. Demands for parking have also risen along with an increase in neighborhood density. As Eastlake is an Urban Village along a bus route, new developments here are currently exempt from off-street parking requirements. While not every resident in these new developments owns a car, many (including in microhousing projects) do and have no option for parking besides on streets, which are already near capacity.
- 3. Parking is further strained by "hide and ride" commuters who take advantage of Eastlake's proximity to large employment centers and its areas of unrestricted parking. These individuals may work in downtown, South Lake Union, or at the University of Washington (or are students there) where off-street parking is expensive. Rather than pay to park at their office, they drive and park in Eastlake and then use Metro to reach their final destination. As off-street garages can cost \$100-200 per month, this "hide and ride" approach is worth well over a thousand dollars annually to these individuals. Improved bus service to downtown and UW through BRT that comes without further parking restrictions would only encourage this type of activity.
- 4. Unrestricted on-street parking encourages car commuting. Especially in the southern part of Eastlake where there are a number of large employers and office buildings (e.g., the Alexandria properties, Zymo Genetics, Fred Hutch, etc.), unrestricted parking or parking with long permitted time windows provides de facto free parking to those driving to Eastlake for work. The City should not be incentivizing employees to drive by providing what is in effect a subsidy.
- 5. Section 4 ("Findings) of Appendix B of the Existing Conditions Report states on page 7, "Along Eastlake Avenue NE [sic], in the Eastlake neighborhood, there are no paid parking spaces. Approximately 22% of the spaces are time-limited and 26% of the time-limited are within an RPZ. The remaining spaces are unrestricted. A high parking utilization was observed." [emphasis ours]
- 6. While the Existing Conditions Report focused on parking along Eastlake Avenue, it did not, despite ECC's requests, address parking on side streets. Numerous comments from residents of Eastlake have noted that on-street parking on the neighborhood's side streets is extremely limited.

Appendix B of the Existing Conditions report identifies 327 on-street parking spaces along Eastlake Avenue between Galer Street and the University Bridge. 18 of these are 30-minute load zones or 3-minute passenger load zones, 57 are time-limited, 15 are RPZ, and 237 are unrestricted parking spaces. Many of the proposals for a new Eastlake street design would involve the loss of some or all of these parking spaces, and the ECC has considerable concerns about the ability of Eastlake's side streets to meet the neighborhood's parking needs should parking along Eastlake Avenue be reduced.

ECC repeats its request that SDOT conduct a parking study for the Eastlake neighborhood that evaluates the availability of parking, both on- and off-street, throughout the neighborhood, not just on Eastlake Avenue. While the Existing Conditions Report provides useful information about Eastlake Avenue, it is woefully inadequate for understanding the full existing conditions for parking in Eastlake. More data would allow for a more thorough evaluation of alternatives for HCT in this corridor and would also help to identify the most effective mitigation strategies if the final design includes the loss of existing parking.

If any parking is removed from Eastlake Avenue as part of the implementation of HCT in this corridor, ECC believes that measures must be taken to reduce the impact of this parking loss on the Eastlake neighborhood. High-use bicycle facilities and mass public transportation may create new clientele for local businesses as they make it easier than before for some people to get to and from Eastlake. However, it is still reasonable to expect a period of disruption as new business is fostered. In addition, certain businesses are less likely to benefit from potential new customers arriving by bus and more likely to be hurt by the loss of nearby on-street parking. There are a number of ways in which the project team could help to address these concerns:

- 1. SDOT could conduct intercept studies in which customers at local businesses would be asked about the transportation mode that they used to arrive at that business. This data would provide more information about the risk of parking loss to business and could help to identify businesses most at-risk from the loss of parking. ECC would be open to collaborating with SDOT to develop a proper methodology and to conduct this type of study in order to produce the most relevant data.
- 2. SDOT and other City departments should consider programs to provide support to small businesses to help them manage a transition to a new Eastlake Avenue format. These programs could include initiatives such as marketing assistance (to reach potential customers who commute by walking, biking, or riding the bus), tax relief, or other supportive measures.
- In order for bicycle commuters to stop and patronize local businesses, they need a
 place to safely lock-up their bike. As part of its corridor analysis, SDOT should identify
 viable options for bike parking, especially near the business district and other areas of
 higher economic activity.

The parking situation in the Eastlake neighborhood could potentially be improved through changes in the restricted parking zone (RPZ) program. Another branch of SDOT is beginning a review of the RPZ program, and ECC will be participating in that review. While some possibilities (such as to increase the price of RPZ permits and limit the number available per household) will be very controversial in Eastlake, there will be little controversy to expanding the RPZ to more of the blocks that are eligible.

To aid in our review, ECC requests more data from SDOT about the RPZ permit program. In particular, we would like to receive data about

a. The number of eligible RPZ households in Eastlake

- b. The number of active RPZ permits
- c. The number of households with more than one RPZ permit
- d. The concentration of RPZ permits by block.
- e. A comparison of the number of RPZ permits in buildings with on-site parking vs. in buildings without on-site parking
- f. A comparison of the number of RPZ permits in microhousing projects vs. non-microhousing projects

ECC would like to work with SDOT to investigate programs that would help to more effectively utilize the available off-street parking in Eastlake. Many off-street parking lots or garages have very high occupancy only during certain times of day and can be virtually empty of parked cars at other times when the owner could be making some additional revenue by charging for this use. Such programs may best be facilitated as a type of public-private partnership coordinated by SDOT.

Cut-through Traffic

Traffic congestion on Eastlake Avenue already motivates some drivers to use side streets as a way to try to avoid traffic. As drivers taking these routes are focused on reducing their commute time, they often travel at high speeds (relative to posted limits) and with less regard for people walking or biking in the area. ECC is concerned that the reduction of general purpose traffic lanes could increase the amount of cut-through traffic in Eastlake. Some locations of particular concern with regard to cut-through traffic include

- 1. E. Boston Street between Boylston Ave. E. and Eastlake Avenue (because it provides a means of reaching the on-ramp for I-5 South while avoiding E Lynn Street, this is a common site of cut-through traffic).
- 2. E. Hamlin Street and E. Edgar Street between Boylston Avenue East and Eastlake Avenue (this provides a means of accessing I-5 North without using E Lynn Street).
- 3. Fairview Avenue East between Fuhrman Avenue East and E. Hamlin St.; and between Roanoke Street and Fairview Avenue North.
- 4. Minor Avenue E. between E. Roanoke St. and E Newton Street
- 5. Yale Avenue East between E. Edgar St. and Eastlake Avenue
- 6. Many residents also report that various alleys (such as the alley between Franklin Ave. E and Eastlake Ave. and the alley between Eastlake Ave and Yale Avenue E.) are commonly-used for cut-through traffic.

In light of these concerns, ECC has a number of questions for the RDHCT project team:

- 1. Has SDOT done any origin and destination studies that would help to identify the current extent of cut-through traffic and model the possible increases in the future? If not, we request that SDOT conduct such studies soon.
- 2. Does the modeling for the different RDHCT street design alternatives include any accounting for cut-through traffic, and if so, how?

3. What steps would SDOT recommend to reduce the amount of cut-through traffic in existing hotspots?

Walking Time Methodology

The proposed Roosevelt-to-Downtown BRT line is intended to be a part of the City's BRT network. The goal of this network, as outlined in SDOT presentations, is by 2025 to have 72% of City residents with 10-minute or better all-day transit service within a 10-minute walk from their home. ECC requests more information about the methodology for calculating a 10-minute walk for the purposes of this metric. If this is calculated simply based on distance, it may give an inaccurate description of actual walk-times as some Seattle neighborhoods (certainly Eastlake) have significant hills adjoining transit routes that will slow walking speed to and from the bus. This issue takes on added importance because the BRT proposal includes the elimination of several bus stops in Eastlake, so that RDHCT could conceivably increase rather than reduce the walking time for many Eastlake residents to and from the bus.

ECC looks forward to the project team's response to our concerns and to continuing dialogue about the key issues involved in this corridor study.

Sincerely,

Eric Suni, Vice President eric.a.suni@gmail.com

Chris Leman, President cleman@u.oo.net

Olin Louis

Lake Union Mail

117 East Louisa Street • Seattle, WA 98102-3203 • (206) 329-1468 Jules James, Owner

RDHCT Business Access Survey c/o PRR 1501 Fourth Avenue, Suite 550 Seattle, WA 98101

March 29, 2016

Dear Folks:

Your survey did not ask questions regarding the potential positives and/or negatives if arterial parking was removed from Eastlake Avenue for the High Capacity Transit corridor. The survey never asked what percentages of customers arrived via car, bike, bus or walked. So I felt it better to write than to allow my opinion manipulated by a survey's design.

Dedicated bus lanes are not needed on most of Eastlake Avenue. Bottlenecks to the north and south impede the traffic. Through Eastlake itself, non-Rush Hour buses roll just fine in the general purpose lanes. So the "HTC" through Eastlake really comes down to installing dedicated bike lanes – the lowest capacity transit of all!

I hire locally so that my employees can walk or bus to work. My storefront is intensely provincial – my customer base is 90% within a half-mile. But probably 80% drive to my shop, 15% walk/bus and barely 5% bike. Some are with kids; others are too old to walk blocks in the rain; many are on their way to or from work.

Arterial parking on Eastlake Avenue is an essential asset for my neighborhood-oriented small business. Essential when employees must drive to work, for me on errand-running days, for the parcel delivery drivers in and out of my shop all day long, and for the parent-volunteers at the school that come fundraising to us.

Cars parked along Eastlake Avenue also create a pedestrian safety buffer. (SDOT traffic counts show twice as many pedestrians as bicyclists along Eastlake. And it is logical to assume the economic value of a pedestrian to a neighborhood commercial area exceeds that of a bicyclist many times over.) I believe kids deserve the freedom to explore. Prudent parenting needs to be arm's reach close to a kid under 8 years old when moving bicycles, busses or cars are only a stumble away. City Hall is about to turn Eastlake Avenue into parent-pedestrian unfriendly.

I realize that bicycles reign politically supreme in Seattle at the expense of children, the elderly, employees, customers and storefront economics. I realize this survey is written only to rubberstamp the plan to trade 239 arterial parking spaces along Eastlake Avenue for dedicated bike lanes.

Next time, please at least ask in your survey: "What daily dollar value for your business would you assign to nearby arterial parking spaces?" But next time around, I won't be.

Jules James

The Corner of Eastlake and Louisa





June 23, 2016

City of Seattle, Department of Transportation Attn: Alison Townsend PO Box 34996 Seattle, WA 98124-4996

Email: Alison.townsend@seattle.gov

Subject: SDOT's Roosevelt-to-Downtown High-Capacity-Transit (HCT) Study

Comments and Concerns Regarding Current Proposal

Dear Ms. Townsend:

Fred Hutchinson Cancer Research Center ("Fred Hutch") and Seattle Cancer Care Alliance ("SCCA") appreciate the time SDOT staff and the project team spent on June 14, 2016 presenting information about plans and upcoming analysis for the Roosevelt HCT. Fred Hutch and SCCA also appreciate the opportunity to comment on issues and concerns with the current proposal. As you know, the Fred Hutch campus, which houses both Fred Hutch and SCCA, is located on Aloha Street between Fairview Avenue N and Eastlake Avenue E. Fred Hutch brings together interdisciplinary teams of world-renowned scientists and humanitarians to prevent, diagnose and treat cancer, HIV/AIDS and other diseases. SCCA is the outpatient cancer clinic serving the National Cancer Institute-designated Comprehensive Cancer Center made up of SCCA, University of Washington Medical Center, Seattle Children's, and Fred Hutch. US News & World Reports recently ranked SCCA the 5th best cancer center in the USA. SCCA is an epicenter of clinical research and treatment, with more than 200 clinical trials currently open for patients. Both institutions on campus take their primary access from Fairview Avenue N at Aloha Street and Fairview Avenue N at Campus Drive, just north of the Mercer Street corridor.

Fred Hutch and SCCA support the implementation of additional high-capacity transit options for the South Lake Union neighborhood of Seattle and believe some components of the proposal, including the relocation of the South Lake Union Streetcar and pedestrian/bicycle facilities outside of the existing roadway, would benefit the area.

However, Fred Hutch and SCCA are deeply concerned about the potential loss of roadway capacity, particularly along Fairview Avenue N between Yale Avenue N and Valley Street. This segment currently experiences substantial congestion and queuing that makes it difficult for patients and employees of these institutions to access and egress the area. The potential loss of 50% of the southbound capacity approaching Mercer Street is likely to significantly increase queues and delays throughout this corridor and may also cause delay impacts to the very transit service the project is working to provide. In addition, we are concerned about the proposed location of a near-side northbound bus stop on the southeast corner of the Fairview Avenue N/Aloha Street intersection. This stop and associated transit

SDOT's Roosevelt-to-Downtown High-Capacity-Transit (HCT) Study Comments and Concerns Regarding Current Proposal June 23, 2016 Page 2

activity from two RapidRide routes (potentially with buses stopping every 3 minutes) is likely to interfere with and cause confusion for patients (many of whom are unfamiliar with the area) arriving at the Fred Hutch and SCCA and turning right from Fairview Avenue N onto Aloha Street.

We request that SDOT and its team develop options that will maintain the existing capacity of Fairview Avenue N and find an alternative location for the northbound bus stop south of Aloha Street. We also request that SDOT and its team provide the analysis, modeling, and simulation results for review and comment as soon as they are available.

Without modifications, we fear the project will have significant adverse impacts on the health and well-being of the hundreds of patients who come to our campus daily, as well as the our staff, physicians and scientists. With appropriate modifications, the Roosevelt HCT project has the potential to improve the access and well-being of our patients, staff, physicians and scientists. Fred Hutch and SCCA look forward to continuing a cooperative approach with SDOT staff and its team through the design, SEPA environmental review, and permitting efforts as they proceed.

Thank you again for the opportunity to comment.

Sincerely,

Fred Hutchinson Cancer Research Center

VP, Facilities & Operations

Sincerely,

Seattle Cancer Care Alliance

Director of Facilities & Patient Access

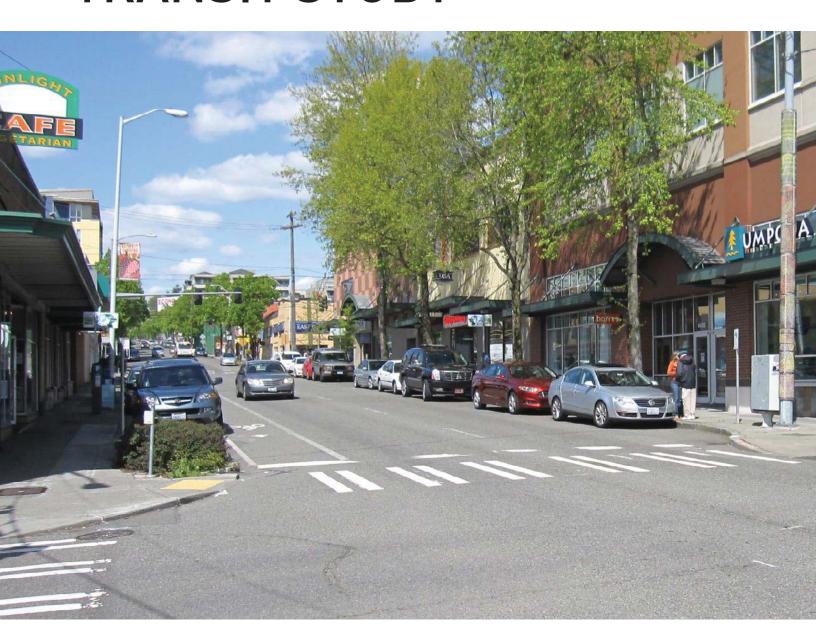




Appendix H: LPA Outreach June 2016 Open House Summary

Seattle Department of Transportation

ROOSEVELT TO DOWNTOWN HIGH-CAPACITY TRANSIT STUDY



Online Open House Summary



Maple Leaf th Ave NE & NE 95th North College Park Greenwood 3 NE 80TH ST Green Lake Roosevelt Phinney Ridge Wallingford Fremont 2 North Queen Anne East Queen Anne Westlake Roosevelt to Downtown Corridor Existing Link Under Construction

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INTRODUCTION

METHODOLOGY

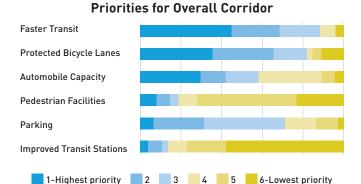
An online open house for the Roosevelt to Downtown High Capacity Transit (HCT) Study was held as a follow up to public open houses held in Eastlake on December 9, 2015 and the University District on December 10, 2015. The online open house was conducted in the form of an online survey from January 13 to February 7, 2016. The purpose of the online open house was to gather input from those who were unable to attend the December open houses.

The online Open House was divided into five sections or pages: Overall Corridor, South Lake Union, Eastlake, Roosevelt, and Northgate & Maple Leaf. Respondents could provide input and answer questions for all sections or just the one of interest to them. In the Overall Corridor section respondents were given the opportunity to rank their modal priorities. In the other four sections of the online open house, questions were asked that were specific to that segment of the corridor and included allocation of the right-of-way among modes, preference on station locations, and input on the tradeoff between on-street parking and improved transit and bicycle facilities. A total of 307 responses were collected over the five sections on the online open house.

SUMMARY OF RESPONSES

Overall Corridor

The Overall Corridor page, which allowed people to provide general comments, received a total of 73 responses.



Respondents were asked to rank infrastructure improvements by mode with 1 being most important and 6 being least important. The survey found that nearly half of the respondents prioritized faster transit, with 34 respondents ranking this as their top priority. In second place were protected bike lanes with 26 high priority votes, followed by automobile capacity with six high priority votes, pedestrian facilities with five, parking with three and improved transit stations with only one high priority vote.

South Lake Union

The next page of the online open house asked people specific questions about the South Lake Union section of the corridor.



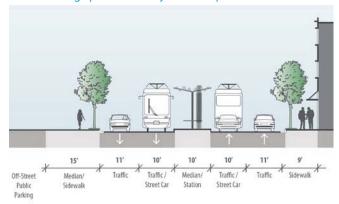
The first question asked people to respond to the proposed station locations for this part of the corridor. Stations were proposed at the following locations:

- Fairview and Yale
- Fairview and Mercer
- Fairview and Denny
- Stewart and 7th
- Virginia and 7th
- Stewart and 3rd

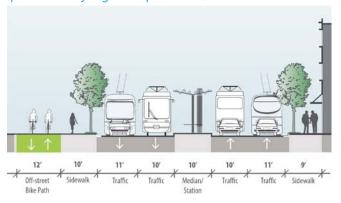
Thirty-one respondents liked the proposed station locations as shown, with only nine respondents asking to add a station and three respondents asking to remove a station. Two respondents suggested a stop at Mercer.

The next question in the South Lake Union section of the online survey asked respondents their preference for road design at Fairview Avenue near Aloha Street. Of all the respondents, 33 preferred full BRT in the center lane (A3), eight responded in favor of targeted investment with bike lanes (A2), and two preferred the existing roadway allocation (A1).

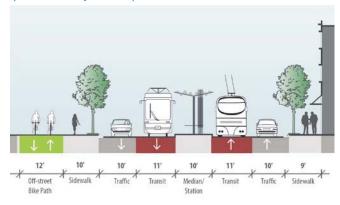
A1: Existing (preferred by two respondents)



A2: Targeted investment w/ bike lanes (preferred by eight respondents)



A3: Full BRT (Center) (preferred by 33 respondents)

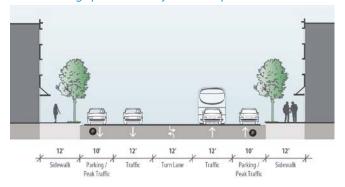


SUMMARY OF RESPONSES

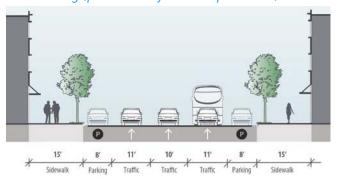
Regarding the preferred design on **Fairview Avenue between Denny Way and Valley Street**, respondents preferred a full BRT in the center lane (B2) as opposed to the existing roadway (B1). There were 38 respondents in favor of a full BRT in the center lane, and four choosing the existing roadway allocation.

On **Virginia Street** between 3rd Avenue and Boren Avenue, respondents overwhelmingly preferred the roadway design for full BRT with 38 in favor of the full BRT- right side (C2). Four respondents preferred the existing design (C1).

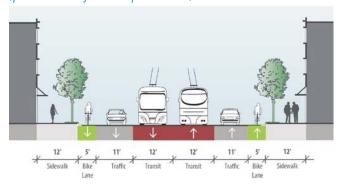
B1: Existing (preferred by four respondents)



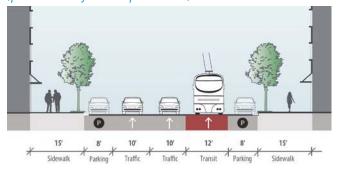
C1: Existing (preferred by four respondents)



B2: Full BRT (Center) (preferred by 38 respondents)

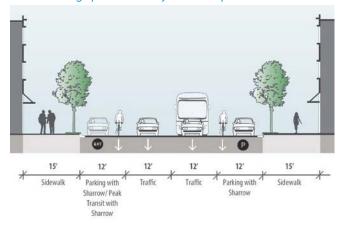


C2: Full BRT (Center) (preferred by 38 respondents)

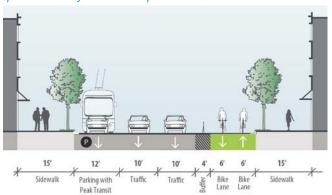


On **Stewart Street** between 3rd Avenue and Boren Avenue, 31 respondents preferred full BRT on the right side design (D3), while four preferred the existing design (D1), and seven responded positively to targeted investments with bike lanes (D2).

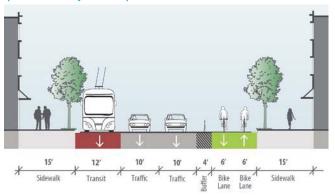
D1: Existing (preferred by four respondents)



D2: Targeted investment w/ bike lanes (preferred by seven respondents)



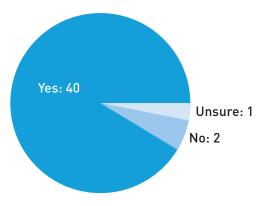
D3: Full BRT (Center) (preferred by 31 respondents)



SUMMARY OF RESPONSES

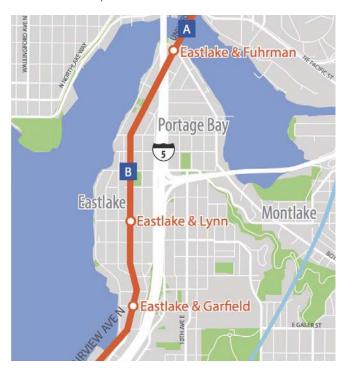
People generally agreed that the trade-off of losing parking is worth the improvements in transit service and protected bike facilities. Forty people favored giving up parking for improved transit and bike facilities, two respondents preferred to keep parking, and one respondent was unsure.

Is the trade-off of losing parking worth the improvements in transit and protected bicycle facilities?



Eastlake

The next section of the online open house looked at the Eastlake corridor. For the Eastlake page, a total of 89 responses were received.



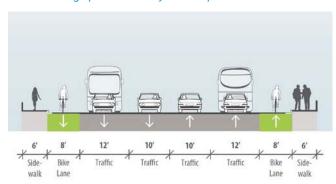
When looking at the map of proposed station locations, most respondents were satisfied with the suggested stations. The following station locations were proposed:

- Eastlake and Fuhrman
- Eastlake and Lynn
- Eastlake and Garfield

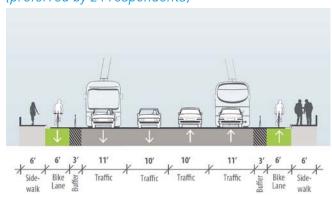
Fifty people responded favorably, 26 wanted to add stations, and 6 wanted to remove a station. The most commonly requested additional station was at Eastlake and Hamlin.

Respondents were asked their preferred roadway allocation of the **University Bridge**. Forty-six people would prefer to keep the existing roadway design (A1). Twenty-four people voted for target investments with bike lanes (A2), and 14 people want to see a full BRT running in the center lane (A3).

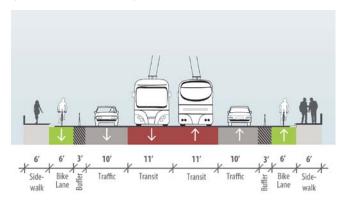
A1: Existing (preferred by 46 respondents)



A2: Targeted investment w/ bike lanes (preferred by 24 respondents)



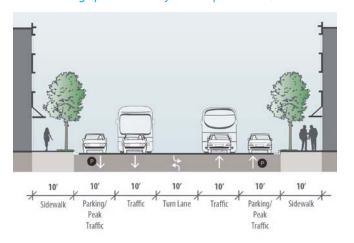
A3: Full BRT (Center) (preferred by 14 respondents)



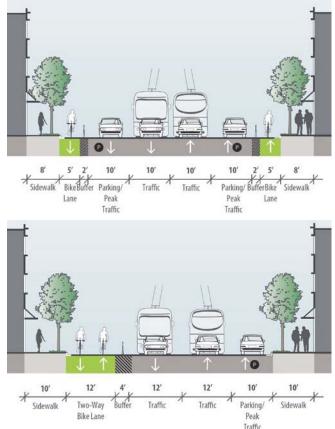
SUMMARY OF RESPONSES

There was a tie between which preferred design respondents want to see on **Eastlake Avenue**N with 32 votes each for both Full BRT (B3) and target investments with bike lanes (B2). Nearly twice as many respondents preferred the option with a single direction bike lane on each side of Eastlake Avenue as opposed to a two-way facility on only one side. Meanwhile, 18 respondents preferred the existing design.

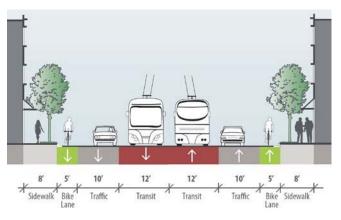
B1: Existing (preferred by 18 respondents)



B2: Targeted investment w/ bike lanes (two options) (preferred by 32 respondents)

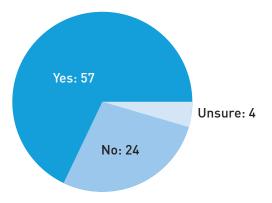


B3: Full BRT (Center) (preferred by 32 respondents)



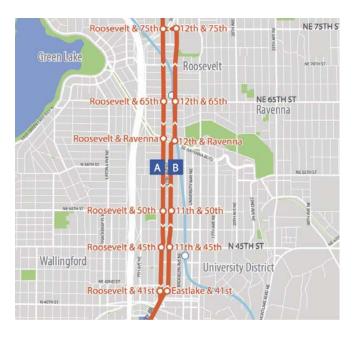
When asked if losing parking is worth the improvement in transit service and protected bike facilities, 57 people said yes, 24 people said no and four weren't sure, showing that most people agree that the gains in transit and bike facilities outweigh the loss of parking.

Is the trade-off of losing parking worth the improvements in transit and protected bicycle facilities?



Roosevelt

The next section of the online open house dealt with the Roosevelt section of the corridor.



Forty-eight respondents liked the proposed stations, with only 8 respondents asking to add a station. Stations were shown at the following locations:

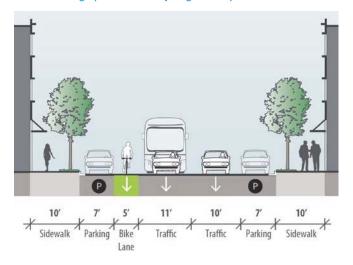
- Roosevelt/Eastlake and 41st
- Roosevelt/11th and 45th
- Roosevelt/11th and 50th
- Roosevelt/12th and Ravenna
- Roosevelt/12th and 65th
- Roosevelt/12th and 75th

Commonly noted locations to add stations were 55th Street and 70th Street.

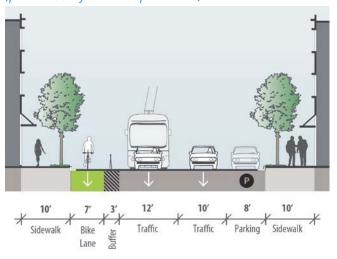
SUMMARY OF RESPONSES

Regarding the allocation of right-of-way on Roosevelt Way, respondents highly favored a Full BRT configuration (A3) over the existing configuration (A1) or a targeted investment approach with bike lanes (A2). The preference was 43 favoring Full BRT, eight selecting the existing design and nine for targeted investment with bike lanes.

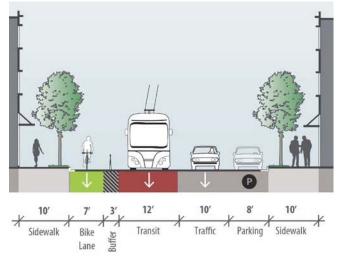
A1: Existing (preferred by eight respondents)



A2: Targeted investment w/ bike lanes (preferred by nine respondents)

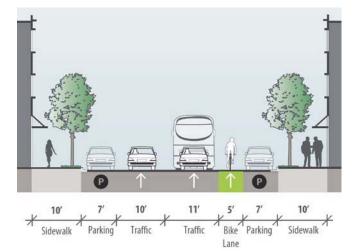


A3: Full BRT (Center) (preferred by 43 respondents)

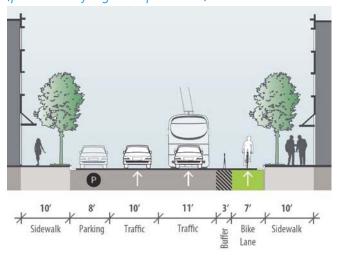


For the preferred design on 11/12th Avenue North, respondents again overwhelmingly chose Full BRT with 44 responding in favor of full BRT (B3) and the existing design (B1) receiving 9 votes and 8 people responding favorably for targeted investment with bike lanes (B2).

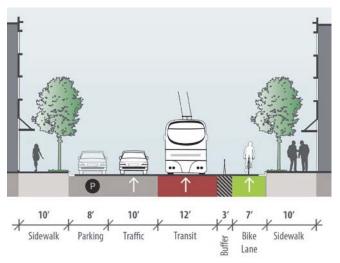
B1: Existing (preferred by nine respondents)



B2: Targeted investment w/ bike lanes (preferred by eight respondents)



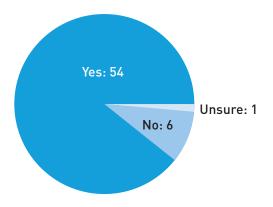
B3: Full BRT (Center) (preferred by 44 respondents)



SUMMARY OF RESPONSES

Respondents felt that losing parking was worth the tradeoff of improving transit service and providing protected bike facilities. 54 selected yes, 6 selected no, and 1 person was unsure.

Is the trade-off of losing parking worth the improvements in transit and protected bicycle facilities?



Northgate & Maple Leaf

The next section of the online open house addressed the Northgate and Maple Leaf section of the corridor.



The following station locations were proposed for the Maple Leaf and Northgate area:

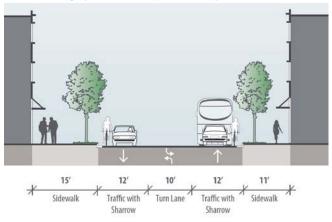
- 5th Avenue and NE 85th
- 5th Avenue and NF 95th
- Northgate Transit Center

When looking at the map of station locations, most respondents were satisfied with the stops. Thirty people responded favorably, 11 wanted to add a stop, and four wanted to remove a stop. Common stops to add were 5th Ave and NE 80th Street and 5th Avenue and NE 90th Street.

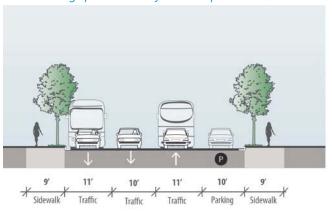
At **103rd Street NE**, most respondents preferred targeted investments with bike lanes (A2) instead of the existing design (A1), with 35 to nine in favor of the change.

At 100th Street NE, 39 respondents preferred targeting investments with bike lanes (B2), while 5 preferred the existing design (B1).

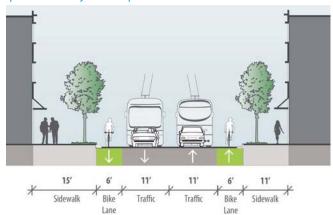
A1: Existing (preferred by nine respondents)



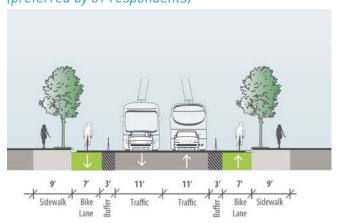
B1: Existing (preferred by five respondents)



A2: Targeted investment w/ bike lanes (preferred by 35 respondents)



B2: Targeted investment w/ bike lanes (preferred by 39 respondents)

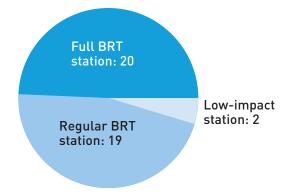


SUMMARY OF RESPONSES

The majority of respondents, 25, shared that they would prefer to see BRT routed on Roosevelt Avenue, and 13 respondents voted for 5th Avenue. Routing on Roosevelt requires identifying an appropriate east/west street to access the Northgate Transit Center. Common suggestions were Northgate Way or 80th, 85th and 92nd Streets.

Unfortunately each of these options faces major challenges in space available, grades, and/ or travel time reliability. Northgate Way is too congested and would add too much time to the route, 80th is already the identified east/west street and 85th and 92nd would require removal of all on-street parking on these residential streets.

Of the 46 total comments received on the Northgate/Maple Leaf page, there was a close vote between the regular BRT station and the full BRT station. 20 people preferred the full BRT station and 19 people favored the regular BRT station. Two respondents voted for the lowimpact station.



Low-impact Station (preferred by 2 respondents)



Regular BRT station (preferred by 19 respondents)



Full BRT station (preferred by 20 respondents)



CONCLUSION

The results of the online open house indicate a preference by respondents for allocation of right-of-way to transit and bicycle infrastructure in this corridor. This is evidenced by the majority choosing transit and bicycle facilities when asked about roadway allocation across all segments of the corridor as well as noting that the tradeoff of losing parking is worth the improvements in transit and protected bicycle facilities. The information collected through the online open house as well as the public open houses held on December 9th and 10th, 2015 will be used to refine a corridor concept design moving forward. This process will include adding or moving station locations as proposed by online respondents and public open house participants.

Seattle Department of Transportation 700 5th Avenue, Suite 3800 PO Box 34996 Seattle, WA 98124-4996 (206) 684-ROAD (7623) www.seattle.gov/transportation





RapidRide J Line Alignment Public Engagement Summary

Appendix I: LPA Outreach June 2016 Open House Summary

Comments from comment forms collected.

From Eastlake Open House - at TOPS School -6/15/16

Please have protected bike lanes (one each way going with the flow of traffic) and don't feel bad about taking away parking and prioritizing mass transit. You are doing the right thing for us, the planet and our ability and quality of transportation. Please continue to de-prioritize cars! They aren't sustainable no matter how much these NIMBYs complain.

Consider ending phase 1 at 75th vs 65th. Looks great, hurry up and build it. Parking loss is not a large concern of mine as a cyclist and transit user. Keep off-board payment no matter what.

Use streets for moving people, not private storage of cars.

We need more bus lanes in this transit project once again transit comes last in a "multi-modal" transit Project. Bus lanes are missing at Mercer where they are most needed as well as on Virginia in Denny Triangle.

More bus lanes on Eastlake and Fairview. Longer and more continuous. Too much on Eastlake, place bike lanes/bike boulevard/greenway one block over on Fairview and fill missing gap on Fairview for bikes.

Dedicated bus-only lanes between Downtown and Univ. District

Bus lanes in both directions especially northbound needed around Mercer St. – this is the biggest bottleneck on the corridor.

Please stop accommodating the single occupant vehicles that clog up the streets and are the source of congestion

Please look at a routing north of Roosevelt that hits Green Lake – run on Weedin Pl NE and 66th

Transit needs to be the priority" parking, loading, and bike lanes cannot ruin this transit project like Broadway on First Hill.

What options for a person who cannot ride a bike to get between Eastlake and Lynn St. and the U.W Hospital, U.W. Husky Stadium. Transit Center, Cap Hill Transit Center, SeaTac, Harborview. Someone on foot with a bag or baggage to carry, efficient use of time, limited mobility (to climb up to Broadway, for example). Availability of parking near hubs? If you remove all on-street parking along Eastlake will provide parking facilities?

The traffic and parking situation in Eastlake has become dramatically worse in the past year or so due to increasing overflow from the Amazonia/ SLU growth. Parking on Fairview East, for example, is now at near-capacity both day and night. It seems many people drive to this neighborhood and then walk, bike, or bus to SLU.

Narrowing Eastlake will exacerbate this problem and adversely affect local residents and businesses, whether or not they are using public transport.

Alternative access routes or widening streets – has this been considered?

Basically 2 ways to get to transit: walk – needs to be close with a dense network or drive to hub – need to have adequate nearby parking.

I really appreciate SDOT living up to its vision zero goals by prioritizing peoples' safety and mobility of people not cars. I would like to see them fulfill this even more by creating solid, physical banners rather than just buffered lanes/flexible bollards. It's also a shame SDOT can't find more room for buses to escape traffic, when they are the ones helping to alleviate congestion. Finally, please make sure all intersections and driveways are thoughtfully designed to ensure infrastructure is used appropriately (i.e. cars don't block bike lanes when pulling out).

There should be PBL's the entire length of the corridor. There should be more consideration of bike accommodation through the intersections. In the scenarios shown, the intersections are the weak link. Example: northbound on 11th at 45th, the PBL drops 100 feet south of the intersection.

Eastlake -

Eliminate parking –Yay!

5 ft bike – not an all ages and abilities facility

Eastlake and Fuhrman section is not adequate.

Intersections and transitions need much more consideration throughout the entire corridor. Intent for PBL transitions from 1-way to 2-way are unclear.

All bike facilities should meet the goal of the BMP.

The plans as proposed do not reflect the reality of Eastlake neighborhood as a residential area where people live and a business district which draws customers from other areas. Buses are fine, many people will use them for work commutes. But for other transportation – for activities in other parts of Seattle, entertainment, Dr. apts. Etc. many residents will still have cars! And for 50+ age, a car is often the only realistic transportation to stay active in volunteer work, family involvement etc. Please do not advance a plan that handicaps Eastlake residents and could seriously hurt our business owners.

Find me some regular patrons who ride the bus to Serafina Restaurant?!

I am aware that you have decided to go with Bus Rapid Transit in the Roos[evelt]to Downtown HCT corridor. I am, however, also aware that the Eastlake corridor will receive an influx of residents by 2021. And I'm aware that Amazon, Google, etc... are all in the process of building new offices in South Lake Union and adding new job there. I would like to point out that the SLU streetcar already has ROW in the Downtown to South Lake Union corridor. It also has the potential to have ROW along Eastlake Ave E, all the way to Allison St. (along medians, central turning lanes, etc...) this would create a high-capacity transit module that, not only commutes many people, but it does it quickly, and on time. It narrows the road, which decreases speed for cars and increases safety for cyclists. And, finally, it provides a system independent of the congestion downtown. If you so please, you may even connect a functioning BRT system with the streetcars terminus at the University Bridge in the short term, and then look at connecting Roosevelt, Northgate, as well as Wallingford, Fremont, U-Village, Magnusson with functioning streetcar network later on.

A network is vital. If you build a functioning, large network that services many areas, many neighborhoods, many people, then people will use it! But not if it's clogged downtown. Not if the system doesn't have ROW. Not if it doesn't work. It is far cheaper to build a working, expensive, good system first rather than doing it on the cheap, wasting money, and then having to do the expensive thing anyway, only 15 years and many, many broken hearts later.

Overall this seems very reasonable. Some minor improvements could be made.

- 1. Align protected bike lanes to not cross rail tracks whenever possible. This is very dangerous and a cyclist was recently killed on First Hill when they biked onto tracks. If this is not possible use treatments to prevent cycle tires from sliding into tracks.
- 2. Use permeant objects /bollards to create separated bike lanes. Otherwise, motorists will not respect them and use them as parking.
- 3. Careful design to minimize conflict between cyclists and pedestrians at transit (streetcar stops and BRT stops). What do you expect to happen when a full bus or streetcar lets out next to the bike lane?
- 4. As far as transit goes not having dedicated ROW for transit through the Mercer mess is complete insanity. There's really no point unless transit is prioritized.
- 5. There needs to be some bicycle facility on Fairview Ave between Republican and Mercer, what is a cyclist supposed to do in that stretch? Merge across the right turn lanes to proceed northbound? No!!!!

I do see a lot of parking open when I bike through at 10 am-ish

Glad to see bike lanes on Eastlake in the plan – thanks!

Please consider a protected intersection for bikes at Fairview and Valley

I've already switched from driving to bus/bike as parking got expensive

Looking forward to frequenting Eastlake businesses more when this is done

Terminating at 65th would be much more useful than U District

Excited to see the improvements since December in terms of connecting bike infrastructure, dedicated transit lines through SLU and downtown and a willingness to actually prioritize safe movement of people and goods over parking. Questions to consider:

Transit lane approaching Mercer disappears

Can we lose a SBGP lane under I-5 to buffer bike lanes?

What is happening on the SB approach to University Bridge? No bikelane?

Alison Townsend, Project Manager:

Eastlake benefits little from a Northlake-Southlake HCB. Eliminating 2 HCB stops (Garfield and Allison) will improve transit times for everyone else. If exclusive-use bike lanes are not part of this project, Eastlake's portion of this project drops from 1.5 miles of curb, gutter and sidewalk improvements-perhaps \$1.5 million saved.

As a live-work local, my preferred alternatives are:

- 1. The 70 Bus through Eastlake at 10-minute intervals during peaks, 15-minutes intervals non-peak. Eastlakians can reach 3rd and Union in 20 minutes. Rapid Ride will terminate short of downtown and our Southlake commuters are within reasonable walking/biking distance. Eastlake needs bus service to and from downtown, not Southlake. Improve the 70.
- 2. Rapid Ride bus transit through Eastlake with one stop. Within 5 years, we can expect transferring from Metro 70 to Lite Rail in the University District as the most efficient public transit access to Northgate. A Rapid Ride stop at Lynn and Eastlake might make sense for local ridership.
- 3. Recreational bike traffic encouraged to the Cheshiahud Lake Union Trail by the purchase of 100 East Edgar. Although this is a "high capacity" transit study and bicycles are low capacity, bike interests want exclusive-use bike lanes through Eastlake. They accurately consider Eastlake Avenue to bean unpleasant portion of the ride. But one block west is a heritage trail. As a recreational bicyclist, a leisurely ride along water is better than sucking noise and fumes from Eastlake. Complete the Cheshiahud Trail through Edgar.
- 4. Bike commuter traffic encouraged to residential streets. For commuting bicyclists passing through Eastlake: improve signage to access Franklin Avenue at Allison and Garfield, Minor Avenue and the Fairview Trestle. Commuter bicycle traffic at peak hour at Eastlake and Lynn is 65. Vehicles peak hours at Eastlake and Lynn are 1,200-1,600, many of which are high capacity busses, shuttles and carpools. If this study, intends to recommend cutting vehicle capacity on Eastlake Avenue by 20% for the exclusive use of bicycle commuters, please first remove "high capacity" from the project's name.
- 5. Economic Impact Statement for arterial parking included within this study. I have seen no examination of the economic consequences for the loss of arterial parking spaces. Before 327 arterial parking spaces used at 80-95% occupancy rates —expect for when they serve as peak hour traffic lanes are given over to exclusive use by a 5% population, I'd like to know what value is being taken from the other 95% the customers, clients, patrons, patients, employees, students and teachers that live and work in the neighborhood rather than just ride through it.

I am excited for Eastlake to be safer to bike on and to become a more efficient corridor formoving people to their destinations. The street being safe for people, especially pedestrians, will improve the Eastlake neighborhood. Please include protected bike lanes. I know so many friends who have been hit riding on Eastlake, and our lack of bicycle infrastructure is to blame. Protected bike lanesgoing both directions is the right thing to do. Thank you!

SLU/DNTN Concept:

Cross Section A – At Fairview & Aloha if you narrow car lanes to one and Valley and Yale each way the traffic, which is already often backed up for several blocks, has no alternative routes. Cannot getto other streets easily because of Fred Hutch Campus. Coming around through Stewart is also very congested already. What alternative routes will you provide? For automobiles?

We need a fast solution to continuous/consistent late buses. Taking away 66 and other routes such as the 71, 72, 73 have made my life on Eastlake hell. It takes over 60 minutes to get home from Elliott Ave to E. Edgar. Buses are always late getting me to work and I've been warned at my job. It is more reliable to walk and less frustrating. It's too uncomfortable to ride it when it does show up because 40 people hopped on one stop. We need a solution fast, not 2021!

You really need to work on better meeting management. People shouldn't feel like they're able to derail a presentation to complain about parking. Anyway, Thank you for working on this corridor-it needs so much help. We need a protected bike lane along Eastlake Avenue that is safe and connected to light rail, SLU, UW, and the BGT. It needs to be same direction of traffic on both sides of the street. Thank you!

Bike lanes on Eastlake look great this a long overdue improvement.

Interim improvements on Eastlake for bikes. Consideration for Mercer/Valley/Fairview area. Back up on Valley is dangerous to bikers now. SDOT w/ SPD needs to enforce not blocking bike lanes. More lanes w/o enforcement (parking, stopping, etc.) is an issue.

Thrilled to see bike lanes coming to Eastlake. Very daunting/dangerous now and sacrifice of some parking well worth it.

- 1. 2-way cycle track on Fairview doesn't work considering # of driveways on the west side. Bike lanes from Valley turn to right lane on NB Fairview. The bike facility from SLU needs to be connected better with Eastlake Bike Lanes and the Cheshiahud Trail.
- 2. Parking = hard to find parking lived on Boylston/Lynn

Love the plan for new bike lanes on Eastlake! Great because of the disconnect and steep hill between Eastlake corridor and the lake front.

I support dedicated bike lanes along Eastlake Ave.

Great looking concept, I wish it included extension of the streetcar to 45th.

This is a much needed project to get people moving safely. We need to get buses out of traffic and protect people walking and biking. This is going to be a though transition for some in the neighborhoods. But a life changer for others. Please implement!

Please don't let folks who complain about losing parking sway you. We shouldn't make it too easy for cars to dominate our neighborhoods. Help us develop a way to do carsharing.

You are killing Eastlake. You are sacrificing businesses and culture. You are making a big disaster. Developers, Microsoft, Amazon, Google are dictating life in Eastlake and Seattle.

Thank you for showing PBLs on Eastlake Ave & Roosevelt and 11th and 12th couplet. Please keep the bus going to Northgate, and extend the bikeways to the south on Fairview to Boren and northvia Banner, 4th Ave and 1st Ave to Northgate.

Protected bike lanes are important – but can they move to Yale rather than Eastlake. Parking and businesses concerns are paramount. We could lose our community vitality if parking is lost. We are also seeing many "apodments" and there is little evidence. They ride the bus vs. driving their cars. Again parking is an issue. How can you limit travel on one of the few north/south corridors in the city? Rapid bus will be a joke. Stops do not seem to reflect where large groups of people live.

From Roosevelt Open House - at UW Tower -6/16/16

TSP at every intersection is great! (Hopefully that remains)

Queue jumps are more important than electrification

Queue jumps at Fairview & Mercer (NB), University Bridge (SB), 45th (NB), 50th (SB) should be studied

Stop calling it BRT! The term is becoming meaningless!

Please build a continuous protected bike lane corridor along the Roosevelt to Downtown HCT corridor. We need protected bike lanes particularly from the U-District thru Eastlake to Downtown. Thank you!

Also, I am concerned about the concept evaluation summary as it appears to miss several key criteria, including walking and biking mobility and walking and biking safety.

I think you need to stop making more congestion by making bicycle lanes for 4% of commuters. These even slow down your buses.

Living on Roosevelt currently. The noise and exhaust/soot from the (former) 66 and now 67 can be intrusive (especially in the mornings). Bus drivers also have difficulties intersecting bike lanes as well. I'm strongly in favor of using electric trolleys on this route to both (a) minimize KCM's reliance on diesel, and (b) significantly reduce the noise for residents along the route. It would also be very helpful if the buses ran past last call at bars. Link does not currently run late enough, so people are often relying on Uber/Lyft for safe rides home – but I think the city can do a better job at this. Ridesharing services are not environmentally-friendly and there are increased ethical questions about them.

Excited to see bike lanes and transit infrastructure coming to Eastlake!

There are a few areas for improvement:

Maintain protected bike lanes throughout corridor

More landscaping is needed, potential GSI

Confusing address- put some cross streets next time. We are at the UW Tower. More directions on postcard. Got lost because address says 43rd.

I love the project on 50th and Roosevelt. Please teach more civics to the voters. Thank you.

I strongly support these bike and transit improvements in the Eastlake corridor. Thank you!

I live near 50th and Roosevelt and bus service on Roosevelt was severely reduced with R[ou]te 66 elimination. I am very excited to have that service restored, to have bus service between light rail stations, and to have a new and needed-connection to SLU. Thanks. I love this project!

Interim improvements on Eastlake for bikers. Consideration for Mercer/Valley/Fairview area. Back up on Valley is dangerous to bikers now. SDPT with SPD need to enforce not blocking bike lanes. More lanes without enforcement (parking, stopping, etc) is an issue.

You really need to work on better meeting management. People shouldn't feel like they're able to derail a presentation to complain about parking.

Anyway, thank you for working on this corridor – it needs so much help. We need a protected bike lane along Eastlake Avenue that is safe and connected to light rail, SLU, UW, the BGT. It need to be same direction of traffic on both side of the street. Thank you!

At E Lynn St/ Eastlake Ave E and areas similar:

Is traffic light timing included in the revamp plan? It seems when a bus stops at a station taking up the only travel-thru lane, cars behind might switch lanes quick to swerve around bus to beat the light.

How can we solve this...install sensors at light to correspond with bus approach?

At South Lake Union:

Traffic impact of taking away one lane of freeway entry on Fairview/Mercer. Schedule "Transit only" bus lane – non/commute hours only?

How involved are the tech companies in South Lake Union in the traffic impact report?

65th is better than 45th to serve the entire dense mixed-use corridor. Terminating it at 45th splits it in the middle and prevent it from reaching its potential.

More transit lanes and/or BAT lanes. To save money, consider deferring electrification and truncating the streetcar just after Lake Union Park Station. Move Seattle was supposed to bring significantly higher speed bus service, not just a few queue jumps here and there. Consider transitioning to 5th Ave NE earlier at Weedin Place rather than NE 8 75 street. That would serve the emerging higherdensity development around 5th and Green Lake. IT would still be only a few blocks from Ballard High School.

It doesn't make sure that the percentage of new boardings for downtown – 65th is so much lowerthan for downtown – 45th (6% vs 29%; 500 new boardings vs. 1500). Extending it to 65th makes more trip combinations feasible that are a poor transfer now, so the number of new riders should be greater than a line that ends at 45th. So something seems to be wrong in the calculations.

Thank you for taking the time to listen to my concerns and I hope SDOT takes the opportunity to study these suggestions and (hopefully) incorporate them in to the final design of the Roosevelt HCT corridor.

Yes to dedicated bike lanes and smootherroads!

Hi, Tim:

Good to meet you at the TOPS school open house last Wednesday evening. You may recall that we spoke a bit after the presentation about parking demand and how a number of buildings in Eastlake are being built with zero parking requirements.

Here's a comment, below, that I submitted to the project down the street from where I live. It includes the URLs for the recent King County "Right Size Parking" study that I mentioned during our chat. The study found that the ratio of parking spaces to building units in Eastlake should be about 0.5 and I believe this ratio actually governed parking requirements in Eastlake for a few years. But in 2015 the Director of the Seattle Department of Construction and Inspections issued Director's Rule 6- 2015 (attached), which exempts many new building from any parking requirements at all.

Workshops are good for fine-tuning designs and making the transportation system more effective. But the more effective it is, the more easily can Seattle officials justify higher density. The higher density eventually spawns additional transportation problems. Workshops are then held to help develop improved transportation systems, which make it possible to again justify even higher density ... etc.

This cycle is due to strong economic and cultural forces — urban areas are where the jobs are, and nice urban areas are interesting and fun places to live. So I guess the process we're involved in is a natural one, albeit frustrating and stressful for current residents that, naturally, feel squeezed and put upon.

Rob, Mike, Alison.

I wasn't able to make either of the recent open houses presenting the preferred concept for the on the Roosevelt high capacity corridor plan, but as a lifelong resident of Ravenna/Bryant who works at 8th an Stewart I'm well acquainted with the deficiencies of bike and transit infrastructure along this route. I was very excited by the BRT concepts presented at the initial open houses that could have made this an excellent project. The scaling back of the BRT concept in favor of parking preservation and general purpose lanes is disappointing, especially between Westlake center and the university bridge. Virginia to aloha needs to have a Northbound dedicated bus lane. The recent metro restructure of the 64 to this northbound routing is unbearably slow. General traffic turning to Boren, Denny, Mercer and I-5 backs up all lanes and make this dozen blocks regularly take 20 minutes.

North of Aloha, I agree that separated bike lanes on the east side of Fairview are the best configuration, but the bike route should stay on Fairview all the way to the university bridge. Build a regional bike trail on Fairview! Then buses on Eastlake could have dedicated lanes or bat lanes as needed without conflicting with bikes.

University bridge to downtown is a critical corridor for bike commuting, but is hilly, has lots of stop lights, bad pavement, and the right of way is narrow. (I'll usually ride Boylston / Lakeview to avoid it). This bike corridor is deserving of more than shoulder lanes. Please, please direct staff to look into completing the missing link on Fairview between Roanoke and Hamlin, either by constructing a bridge/pier in the Fairview ROW or by acquiring the private shoreline for a boardwalk. This would immediately make Fairview a major asset to the city's bike network, not just for commuting, but also leisure -far more than Eastlake bike lanes ever can be. If the costs of a bridge, pier, or boardwalk are prohibitive, perhaps the funds could come from a reduction in streetcar service. I would guess that the northernmost streetcar stop is the lowest performing, and will be better served by the new bus service anyway. Truncating the streetcar in a tail track at south lake Union park would eliminate much of the track relocation cost. And with the Eastlake corridor becoming a trolley bus corridor, there is no realistic future in its northward extension anyway. Better to trim it back a stop, keep it out of mixed traffic on Fairview, and possibly set it up for an extension to Fremont via Westlake.

Thank you for considering my comments.

Hello

If you don't do something to expand the capacity of the buses heading downtown, this plan will utterly fail as people will never give up their cars. Lately, on many occasions during rush hour, you have to wait for 3-4 buses to pass you by before they have enough capacity to let others on.

I can't rely on a public transit system that fails to transit the public. You must increase the routes and number of buses.

If not, I am adamantly against more bike lanes as it will not solve the problem and just force more of us to use our cars.

No bus fix/no support for bike lanes. The two must go hand inhand.

Comments collected from Project Phasing Station

From Eastlake Open House - at TOPS School -6/15/16

I like the motor vehicle diverter with the bus island on Roosevelt at NE 45th

From Roosevelt Open House - at UW Tower -6/16/16

This plan brings a bus route closer to my house. I want that.

Comments collected from Downtown/South Lake Union Station From Eastlake Open House - at TOPS School -6/15/16

More bus lanes than proposed

More bus lanes than proposed especially through choke points such as Fairview at Mercer

Stewart St & Boren Ave

- · Bike lanes must be continuous otherwise they are of little use (+2---- 2 other people marked agreement with this statement)
- · Partner with other projects to ensure this bike lane is not an island and connects to other bike facilities

Virginia St & 8th Ave

· Look at contraflow bus lane on Virginia west of 8th Ave in order to have two-way operations.

Denny Wy & Fairview Ave

• Why no stop at Denny? Denny is the transfer point for Metro 8, a very high ridership route. (+1---1 other person marked agreement with this statement)

6th Ave & Stewart St

- · Check bike lane compatibility with C3 on Stewart St. C3 tracks to run on south side of Stewart.
- How does this fit with the Center City Street Connector Project?

9th Ave & Stewart St

Your corridor bus travel time models show lot of red co-10 MPH bus streets in this stretch where are the bus lanes?

8th Ave & Stewart St

· Where are the bus lanes on Virginia?

Minor Ave & Stewart St

· Continue Steward PBL from Boren to Eastlake

7th Ave & Stewart St

· Must upgrade rails on Westlake if PBL is (0000) it. Very dangerous for cyclists.

From Roosevelt Open House - at UW Tower -6/16/16

Boren Ave & Fairview Ave

Why are there no lanes on Boren? Need lanes.

Stewart St & Terry Ave

What happens to this 5 block section of a 2-way protected bike facility? What does it connect to?

Stewart St & Minor Ave

• PBL/ AAA Bike infrastructure is badly needed between Stewart/ Boren through Eastlake {and} Fairview

5th Ave & Stewart St

· Why stop bus lane at Westlake? Need to continue bus lane past Westlake to 3rd. City Center Connector need to be well integrated.

2nd Ave & Olive Wy

· Southern Terminus should be at King Street Station.

Need to add bus lane on Virginia. It is desperately needed.

Stewart St & 6th Ave

Continue bike lanes to the route on 2nd Avenue

Comments collected from Eastlake Station

From Eastlake Open House - at TOPS School - 6/15/16

General Comments

You are killing the neighborhood. Businesses will go away- why sacrifice businesses and [the] neighborhood? Why call it "...village" in the Comprehensive Plan?

[It's a]Corridor, not [a] "village" or "neighborhood"

How are we supposed to be unconcerned with 3rd Ave[nue] when most of our delays come from there?

When buses inevitably become clogged through downtown and unzoned Eastlake, how much will it cost to pay for [a] "grade separated" subway or "right of way" streetcars? Are we simply banking on technology (busses)? That doesn't work in urban areas.

Bike lanes will be separated by curbs...right?

Thanks for saving lives and making it easier to catch the bus.

If you have to remove the planted median north of Allison, put in a new one south of Allison.

Concerned about eliminating parking on Eastlake along with increased density with microhousing that have no parking – we need parking solutions other than RPZ such as parking structures – we need more parking solutions

Recommend adding turn-only lights on intersection of Lynn and Eastlake to avoid accidents since the bus stop is relocating to that spot

Eastlake street parking currently uses an entire lane and forces bikes closer to traffic, creating a pinch point. Strongly suggest adding bike lane on far side of any parked vehicles, to protect bikes from traffic (1+ -- other person agreed with this statement)

Not convinced microhousing will flood neighborhood with ranking demand. Mass-transit should reduce their need for parking.

Sorry, most will still own cars and need to park somewhere

Please include protected bike lanes. So many cyclists get hit on Eastlake. Safety and comfort for people who ride bikes and walk will improve our neighborhood for everyone

Please study the cost of losing arterial parking

Do a parking utilization study for on-street parking on all the side-streets in Eastlake

Could Eastlake have help from SDOT or other regarding its unique parking dilemma due to geographic location? Please!

Make the buses useful instead of all the billons going the Light Rail! Quit killing heavily used routes!

Valley St & Fairview Ave N

- Ensure the connection through SLU park is intuitive for people biking
- · Bicycle cross-over fill with cars on Valley St
- · How will EB bicycle turn north to cycle track?
- · Bike lanes need to be continuous this seems to dead-end here leaving cyclists stranded plus how do they access northbound?
- S bound lane leading to left turn onto I-5 will back up to rush hour thru lane of traffic. No one will get thru.

Aloha St & Minor Ave N

• Please be sure to design this so that vehicles exiting driveway don't block bike lanes tracks. (Is there a stop light?)

Mercer St & Minor Ave N

Bus lanes missing northbound to Mercer St Bottleneck congestion

Fairview Ave N and Aloha St

Have two traffic lanes in each direction! Not one lane southbound and two lanes northbound! (Fairview Bridge)

- · Westbound cars and trolley constantly block crosswalk on Fairview
- We need:
- -Additional right turn lane from Valley onto Fairview south due to traffic back-up with traffic wanting to get on to I-5. One idea is to remove existing parking lane/trees that run along Valley so there are 2 right turn lanes.

-Same area: green bike lanes that run from Valley towards Fairview south are dangerous due to poor visibility of cyclists due to heavy traffic that backs up (due to I-5) and the cars that are turning North onto Fairview.

- Find a design solution for ped (and cyclists) safety. Reduce stress for motorist too
- Free right turning care rarely stop for pedestrians (eastbound on Fairview run west of Aloha)
- Better/clear signing or marking to prevent cyclists from riding down trolley route. Unclear to neophyte cyclists.
- Access from W. bound Valley St to future Google campus on south side of for bikes.

Valley St & Fairview Ave

- Another dangerous crossing of rails for cyclists!!
- Continue 2 way cycle track to MOHAI.
- · Please look to utilize more right of way width here.
- Add bus lane.

Fairview Ave N & Yale Ave N

- · I cannot wait for this. When riding my bicycle here, my current options are: 1. Feel unsafe and wait in line of cars 2. Feel uncomfortable biking on sidewalk
- · I don't love the design of a 2-way lane on Fairview because of the danger of exiting the Fred Hutch driveways. Wondering how this will be done?

Fairview Ave & Eastlake Ave

- Ensure the transition is safe from 2 way PBL to one way bike lanes.
- Love this but worried about right-on red turns endangering people walking or biking
- · Restrict right-on-red?

Boston St & Eastlake Ave

- No arterial parking doesn't work for me
- Safe bike lanes and reliable transit reduce the need for parking in residential building. Millennials don't want to drive! (+3---- 3 other people marked agreement with this statement)
- \cdot 3 apodments buildings are planned for Yale Ave & Eastlake with no additional parking. 100 units within ½ block radius. How do you the city plan on dealing with this issue?
- · More and more pleasant pedestrian access around residential density.

Eastlake Ave & E Lynn St

- · Can traffic be relieved at Eastlake and Lynn by diverting westbound cars on Lynn? Send down Roanoke or other?
- · Add turn lights on Lynn & Eastlake
- Lynn and Eastlake intersection move bus stop north ½ block. Light priority for biker- right turn hazard.
- People should be able to park in office lots after business hours if we won't have parking on Eastlake
- · All speed limit should be set at 30 MPH and enforced. Cars speed when they can which is bad for bikers.
- Bike lanes look great! (+1---- 1 other person marked agreement with this statement)

From Roosevelt Open House - at UW Tower - 6/16/16

General Comments

· These are much needed improvements for a heavily-used bike and transit corridor.

- · Indeed, this will be a second Burke Gilman in terms of bike/ped[estrian] mobility.
- · Bike route parallel to Eastlake Ave E at 1-2 blocks away has merit. Provide safe through route away from buses and traffic for bicycles.
- · Broadly happy! But: Prioritize bus [then] bike, [then] S.O.V, [then] parking. Make bus lanes!!! Don't wire the corridor, use the money for more bike/ ped[estrian] facilities. Upgrade to battery buses later!
- · Need to investigate Minor & Yale as alternative bike lanes- Making them one-way (one going south & one going north) would solve the problem of 2 cars not having enough room to cross each other, and also make it safe for bikes to move with traffic. (As little as there is). A lot of bikes already use that route. It is no longer nor slower than Eastlake there is a block of up
- · Please note that a lot of bike riders are seasonal (6 months of the year out of rain season) why alter Eastlake when side streets can safely accommodate bikes all year.

Mercer St & Fairview Ave N

- · A lot going on at Mercer & Fairview is an argument for bus only lanes/signal phase
- · Need to either bus lane or make sure queue jump gives green lights at both Republican and Mercer
- · Trade off of less storage space for cars (RT Lane) vs bus-only. This is worth it (Fairview and Mercer)
- · This block is of paramount importance for bus lanes
- · Peak direction
- · Bus only between Mercer & Republican

Valley St & Fairview Ave N

- · Connect the Fairview bike lanes to the Mercer sidewalk (cycle track to the west is a nice connection)
- · Add NB bus lane on Fairview between Mercer and Valley. Use space on unused wonky sidewalk.
- · Better bikeways needed to connect from Fairview to SLU. Protected bike lanes, please!
- · Keep bike lanes on north side of tracks, connecting to Westlake. Avoid track crossing(+1---- 1 other person marked agreement with this statement)
- · Light cycle enforcement
- · Transit lane/but enforcement can make or break any proposed improvements
- · Alt. bike lane
- · Need better bike connections here

Yale Ave N & Fairview Ave N

· Please extend this transit lane for this beck

Fairview Ave E & E Galer St

- · Need traffic analysis for bike at this intersection. This will result in significant bike delays as facility transitions between district protected bike facilities. This is a problem
- · Need room for waiting bikes. N.bound looks OK

Comments collected from Roosevelt Station

From Eastlake Open House - at TOPS School - 6/15/16

Look at route via Weedin PI NE & 65th/66th to serve Green Lake Village esp. PCC

Would this also provide closer access to the library? Community Center? Bus #45, #16, and #22?

Bus lanes needed at this bottleneck in U-District

NE 45th St & Roosevelt WY NE

Right turning traffic cross across bus and bike seems problematic – back on bike/bus lane. Any consideration for change to this?

Protected intersection?

Do not skimp on this intersection.

Get rid of turn lane & have separate right hand turn phase (+5---- 5 other people marked agreement with this statement)

NE 43rd St & Roosevelt WY NE

Why is bike lane moving here?

11 Ave NE & NE 45th St

What's up with the bike lane here?

NE 42nd St & Roosevelt WY NE

Bus queue jumps at signals

Traffic calming and crosswalk here

Drop off for UW Clinic

42nd and Roosevelt has clinics with non-ambulating patients who must be dropped off in cars/vans the current signage is confusing and leads to drivers parking in the bike lane some "drop-off/parking" signs would go a long way.

University Bridge

Need to improve safety for people biking access and on either side of bridge!

Eastlake Ave NE & 41st

Put a crosswalk here please!

Eastlake Ave NE & NE Campus Pkwy

Widen triangle curb here, so bike lane continues currently bike here to temporarily merge with traffic. Sketchy! (+1---- 1 other person marked agreement with this statement)

This is really a challenging intersection as a bike, coming from both Campus Parkway and 40th.

Roundabout here??

Your modeling show lot of bus delays northbound here – bus lanes!

Get rid of the cloverleaf. (+1---- 1 other person marked agreement with this statement)

NE 67th St & Roosevelt WY NE

Extend trolley wire to Roosevelt in phase 1 (if not futher)

12th Ave NE & NE 64th St

Route 62 is awful

NE 66th St & Roosevelt WY NE

Look at route between Roosevelt and Northgate via Green Lake

Weedin PL NE

Hits PCC market

NE 50th St & Roosevelt WY NE

Protected Intersection?

NE 73nd St & Roosevelt WY NE

End Phase 1 at 75th instead of 65th

12th Ave NE & NE 75th St

Left for onto 75th? From 12th. 2 step left is not realistic commuters!

Lake City WY NE & NE 75th St

Need infrastructure for eastbound bike traffic.

9th Ave NE & NE 75th St

Need PBLs on Banner.

And along NE 75th cannot Roosevelt PBL with intersecting. (+1---- 1 other person marked agreement with this statement)

From Roosevelt Open House - at UW Tower - 6/16/16

Transit lanes. This is a transit project.

The North/South routes are coming along nicely. Now we need East/West routes to get to the new corridors. This may be a Metro responsibility, but you need to tie in the feeder lines at these presentations so we have the complete picture. Thank you for your hard work.

We should be penalizing autos/SOVs (single occupancy vehicles) in an attempt to get them to use transit getting rid of parking wouldn't be the end of the world since those businesses would be served by frequent transit. Get rid of parking in favor or bus lanes speeding up the service will encourage more usage of transit instead of SOV.

Battery powered busses, not OH (overhead) wire

Eastlake Ave NE & NE Campus Pkwy

- Yes! Very dangerous. Use your imagination to do something
- Redo the bridge connection much more carefully!
- · The bike lane ends and for led dangerously into traffic.

Burke-Gilman Trail & Eastlake

· Needs to be safer for people who bike!

Roosevelt Way NE & NE 45th St

Lack of pedestrian facilities: power poles in ped way. Poor sidewalk conditions, trippy hazards, tree pits, uneven surfaces, intersection: diagonal ramps pointing into intersection, left turning cars toward pedestrians? Ramps need to point toward crosswalk. See Seattle greenway FeetFirst corridor walking audit. 65th down to W Bridge and W Bridge to Mercer

NE 45th St & 11th Ave NE

Should be a queue jump here!

Roosevelt Way NE & NE 55th St

· Add a rapid ride station at 55th

NE 55th St & 11th Ave NE

- Fix bad sidewalks
- · Add a RapidRide stop here

11th Ave NE & NE 56th St

· Fix bad sidewalks here

Roosevelt Way NE & NE 65th St

- · Extend Bus Island to cross walk
- · Island needs to be at bus level w/o needing to kneel

8th Ave NE & NE 53rd St

· Consider transitioning to 5th Avenue NE earlier at Weedin Place, to serve the emerging higher density on 5th.

Comments collected from Northgate Station

From Eastlake Open House - at TOPS School - 6/15/16

5th Ave NE & Weedin Pl NE

Look at routing from Roosevelt on 5th Ave NE and Weedin Pl NE- hits Green Lake

5th Ave NE & Banner Way NE

Support BRT on Banner. Need new traffic light at 5th Ave and Banner

Or something. Crazy intersection

Banner Way NE

Build a greenway on 1st and 4th to connect Northgate to Banner Way

Extend a trail to Banner Way direct to 1st NE

Roosevelt Wy NE & NE 75th St

Need PBLs on Roosevelt

1st Ave NE

Provide separated cyclists and motor vehicles along 1st NE

Northgate Transit Center

There's way too much parking here

Make a world-class transit center. Extend daylighting of Thornton Creek to the college

From Roosevelt Open House - at UW Tower - 6/16/16

NE 75th St & NE 12th

Location of current bus stop on 75 this very dangerous. Support moving function west as shown on Plan

NE 12th Ave & NE 75th St

Suggest NB bike box for NB 12th Ave left to WB NE 75th St

NE 11th & Roosevelt Wy NE

Traffic SB from Roosevelt to Safeway (also from 75th) cross traffic and creates a dangerous conflict

NE 75th St & 9th Ave NE

Traffic too heavy for stop signs. Need signals

NE 75th St & Lake City Way NE

Remove bike lane on NE 75th and move it to NE 70th all the way from Magnuson Park to Green Lake

NE 100th St & 5th Ave NE

Staircase needed here with channel for bikes

Where do the bike lanes connect to? There is a greenway on 100th? Need to ride continuous routes, not token bike lanes

Connect this to the Northgate ped/bike bridge!

Northgate Transit Center

Clearer, protected elevated pedestrian wallways from Northgate TC to Thornton Creek

5th Ave & NE 105th St

Bus lanes needed on 5th. This street gets a bus every 5 mins or so

Add transit only lanes here that antbuap to Park and Ride/Link opening

Comments from project website

During the final project period (June 17 - July 31 2016)

I live in East Wallingford and work downtown. I bike Eastlake several times a week. It\'s a mess, especially during the hours when parking is allowed along the curb lane. You\'re forced to ride in a \door zone.\" Also

Andrew Squirrel apparently requested. Remove 100% of parking along Eastlake from University Bridge to SLU Prioritize bus travel as #1, Cycling #2 & turn lanes if they can fit! NO cycletracks or protected bike lanes please. Normal Bike lanes with a little hashed buffer would be perfect and much easier to keep clean. Please mirror the wonderful Dexter Bike lanes as much as possible. I just want to say that I totally disagree with the request to avoid cycletracks. Protected bike lanes are important for many riders and something is needed to stop cars and delivery trucks borrowing the bike lane for short term parking

I\'ve lived in Eastlake for more than a decade and recent purchased a duplex in the neighborhood, so skin in the game and all that. I bike commute daily on Eastlake Ave E because I don\'t have any better options, the crazy-big hills on the Cheshiahud loop make it an unusable alternative. Eastlake currently sucks for cycling and decent (protected?) bike lanes could hugely change that. I\'ve had conversations with three neighbors recently where each one, after hearing I bike commute on Eastlake, vowed that they could never do such a thing because the tiny space between parked cars and fast moving traffic was terrifying. Let\'s get these folks on bikes and make the neighborhood more livable. Obviously this is all from the perspective of someone who lives in Eastlake. Such connections are going to be even bigger boons for folks in U-dist, Ravenna, Roosevelt etc who

are trying to commute to SLU or downtown. I\'ve got friends in those areas who I\'d love to see freed from the mercer mess.

Protected bike lanes along Eastlake and Fairview would be tremendous. As the neighborhood grows and becomes busier, the limited parking along Eastlake is no longer an effective use of street space and would be much better dedicated to biking and transit purposes. And a couple additional pronto bike share stations as part of any new infrastructure would connect the network in UW with the SLU stations, really increasing opportunities for casual bike travel in that neighborhood.

Yes to dedicated bike lanes and smoother roads!

Please provide safe, barrier-protected bike lanes on Eastlake. We need a safe, family-friendly connection between South Lake Union and northeast Seattle.

As a bike commuter, NE Seattle resident, and employee of a company moving to South Lake Union in the next few years (Google), I am *very* excited about the plan to add bike lanes on Eastlake Ave. There is currently no good cycling route between the U District and SLU. Filling this gap will increase the number of cycling commuters to SLU, reducing congestion. Ideally, bike lanes on Eastlake should:1. Be physically separated from traffic, similar to the hashed line separators adjacent to the very pleasant Dexter bike lanes2. Have a physical or visual barrier to discourage cars and delivery trucks from temporarily using the bike lanes for parking

Yay protected bike lanes! Yay bus priority infrastructure! Those will both boost the numbers of people able to move through and to stop and enjoy the businesses along the way. A few vocal people will mourn loss of on street parking, but the rest will quickly forget it was there and happily enjoy the new sense of calm, the new sense of being somewhere rather than being on a raceway that you want to flee. On street parking for used cars is not the highest and best use of public land. Our roadways should be used to get people (in various modes) where they are going, safely.

Please add protected bike lanes to Eastlake! There is no safe way on a bike from NE Seattle to downtown, and there needs to be. A good bike land on Eastlake would be a big help. The city\'s population is growing so fast there is simply no way to just keep making room for more cars - we ran out of the room awhile ago. We need good biking and walking options, and good mass transit options.

Normally my errands to the U District take me from the CD neighborhood over the University bridge and up 12th Ave. The scariest part of this is the connections to the University Bridge and Eastlake. The Roosevelt bike lane is a big improvement over no bike lane, but the awful merge just before the bridge is very dicey. After the bridge there is no clear and safe way to merge left to the bike lane up to Roanoke. These connections need a redesign and safety overhaul. Last week a downtown errand changed my usual route to Eastlake. As a teenager in the 1980s Eastlake was my bicycle commute route from the U District to Downtown. Back then you had to watch for cars but it was fairly straightforward riding. Fast forward to today and the car traffic is quite heavy on Eastlake, and the bike traffic has increased as well. There was much more of a sense of impeding cars as a cyclist on Eastlake and there was some very close passing going on at pretty high speeds. Eastlake is the only direct link for cyclists between the U District and Downtown, and it is surprising that there is so little accommodation for cyclists along it. Eastlake would serve its neighborhood and the city better if it were less of a cut through for cars avoiding I-5, and more of a neighborhood connector with better sidewalks, bike lanes, and transit.

The Roosevelt to Downtown route should have protected bike lanes, due to the high volume of bicycle and motor vehicle traffic, and the elevated occurrences of bicycle/motor vehicle crashes.

Please proceed with something like this. I generally avoid Eastlake on my bike because I don\'t feel it\'s very safe.

Eastlake homeowner and Eastlake landlord here. You have my strong support for protected bike lanes on Eastlake. I commute daily via bicycle or walking from Eastlake to UW. Eastlake businesses would benefit from increased bicycle traffic, and people riding bikes and people walking would benefit from the increased safety. Protected bike lanes on Eastlake would be a good step towards Seattle\'s Vision Zero!

High-quality, protected bike lanes on Eastlake are a huge opportunity to improve Seattle transit at low cost. I am one of many, many people who take buses across 520 to the University district in order to bike to Seattle. As my Google office is currently in Fremont, I\'m able to use the terrific Burke-Gilman trail across north Lake

Union, but as Google moves to south Lake Union, this mode will be significantly improved by a similar bike trail down Eastlake.

I am eager to see a safe, separated bike lane on Eastlake Ave that would be available to riders of all abilities. Eastlake Ave should be prioritized given it\'s potential to become the go-to flat, scenic route between Northeast Seattle and Downtown. Currently it is far too dangerous and disjointed to feel like a viable option for most riders. Here are the additions I would love to see:-Protected bike lanes on 11th/12th Ave NE-Protected bike lanes on Fairview Ave N (connecting South Lake Union to Eastlake)-Protected bike lanes on Fairview Ave N between Stewart and Valley Please, prioritize bike lanes, bike parking, and transit on this high-potential transit corridor!

+1 for bike capacity. I live it NE seattle and commute via the Burke Gilman. My employer (Google) is moving to south lake union in a few years and currently there is no good bike route there from the U-district. You have to go all the way around lake union

I recommend including protected bike lanes on Eastlake. It\'s a major bike corridor, and it should include protected lanes. Thank you.

I live at 65th Street and 17th Ave NE, about an 8-minute walk from Roosevelt. I also routinely commute to work via bicycle, and really appreciate the improvements just made on Roosevelt to provide a protected bike lane to Eastlake. However, the commute to Roosevelt along 65th Street is incredibly dangerous, whether as a bicyclist, pedestrian or a driver. Why? It\'s a high-traffic road with space for two lanes in each direction, but no lane markings. Traffic is encouraged to treat it as two lanes westbound in the morning (with no parking on the north side of the street) and two lanes eastbound during the afternoon commute (with no parking on the south side of the street). Drivers routinely use the innermost lane to turn north or south on 15th Ave NE, and thus many drivers try to cut around turning traffic by dashing over to the outermost lane to make it through the light (otherwise 65th Street would back up for many blocks). Other drivers get upset at people \cutting\" the line

Hi, I just wanted to express my desire for bicycle lanes that connect the University District to Downtown Seattle via Eastlake. I think it is very important to carve out bicycle lanes from University Bridge down to South Lake Union, a critical flat corridor. I am opposed to so called \protected bike lanes\" and \"Cycle-tracks\" since they require too much investment with very little returns and safety improvements. I vastly prefer wide bicycle lanes to the right of main traffic lanes. I would be in favor of replicating what is already done on Dexter Avenue but feel strongly that parking should be removed from this primary transportation corridor since parking can be offset with underground parking garages and side street shoulders. I think Bus lanes should be given first priority with cycling infrastructure taken into account second and vehicle parking should be removed. Thank You!"

I love to ride this Eastlake because it gets directly downtown. However, the many cars and close travel lanes with parked cars makes it a bit scary. add some rain and wet streets and it is really scary. I wish this was much safer to ride my bike.

Eastlake IS an important commuter route for bicycles and it is also essential to keep the buses moving when traffic is congested (which will continue to increase, of course). 2 dedicated bus lanes, 2 dedicated car lanes with minimal chance to turn left (ala Denny), and protected bike lanes will get my vote. If shopkeepers are too worried about loss of parking we can close down a side street and enhance spaces there.

I am strongly in support of safe bike lanes between the udistrict and downtown. This is a major transit corridor, but cycling in this area is currently scary as the bikes are squeezed between parked cars and a narrow lane of fast moving cars. Adding the bike lanes will help not only for cyclists, but also for drivers who want to pass cyclist safely and respectfully. Thanks!

I\'d be super happy to see an eastlake bike path. I didn't expect it to actually happen so this is great news to me!

Please make sure to include protected bike lanes Fairview. There are a lot of bikers on Fairview and it would improve the biking experience a lot to have protected bike lanes all the way down to Valley.

The thought of having protected lanes of bicycling travel on these routes is fantastic! I\'ve sat in my car on

these routes many a day, and thought \if it were only safer

The \current conditions\" study is already outdated since it does not show the currently planned improvements on Roosevelt Way. For example

Please include protected bike lanes in this project! There is a huge need for safe bike infrastructure, especially in Eastlake. I bike this route every day to commute to work.

As a household living in Eastlake, and a small business owner on a shop with eastlake. I am very concerned about the loss of parking on eastlake, especially due to the protected bike lane component. Due to the abandonment of parking considerations the residential area around Eastlake has become a parking nightmare. Over 200 new units are planned with may be 6 new parking units. The residential streets on either side of Eastlake cannot absorb the loss of retail parking due to the protected bike lane model. At the neighborhood public forum on the plan, bike advocates (non-residents) showed up in force. There was no opportunity for public comment from residents and businesses.

Bus Route #66 was well used and very missed.

Merely a smiling visitor here to share the love, btw outstanding style. Audacity, a lot more audacity and always audacity.

Now that Metro has effectively cut the NE neighborhoods off from downtown by eliminating several major and long established bus routes, this Roosevelt to Downtown HCT project is essential. Is it progressing? I encourage it to be implemented as soon as possible. Thank you.

HCT to downtown is a critical need with the opening of University Link today, pending proposals to creatively improve bus speed, and the projected growth of ridership to/ from downtown.unityeng.com

Bring back Metro bus route 66 until the Roosevelt HCT is up and running!

I drive the Roosevelt corridor up to 6 times daily for work, business and personal. All of my major vendors are along this route or this route carries me to the next arterial of my destination. My banks, stores groceries, gyms, library, doctors including a majority of business suppliers are on this route. As a service provider I use my vehicle for business, and work from my home office. The construction creating a density of affordable housing has ruined the surface streets and created a level of traffic that costs me money. Not only for a service provider such as myself, but also for every individual shop owner and small business along the Roosevelt corridor.

It raises the costs of doing business and reduces profits by: income not billable caused traffic delays, increased cost of parking due construction vehicles taking the spaces, for vendors with store fronts reduces customer traffic since there is no parking is created. It moves the traffic onto residential streets and parked vehicles during business hours into private streets

It has increased the audible level of traffic noise to unbearable levels with multi axel trucks and semi-trucks with multiple trailers on all the streets and artilleries, and running through the weekends, not just M-F business hours. The tragedy is that there is no end date in sight. SDOT continues to push out completion dates: The Sound Transit Light Rail tunnel is attempting to do ground freezes at tunnel exit points and will not offer any time frames with definite dates. One such tunnel has blocked off access to residents at 62nd and 12th NE and another is infant of my home.

I also note a significant increase in illegal encampments, trash litter and graffiti. Regardless if this is a result of the dense construction and traffic congestion, it needs to be addressed simultaneously as it is a plague spreading through our once beautiful neighborhood. These issues create an unsafe, uninspired environment in which to raise children.

It is unfortunate that the city failed to provide a grade-separated option for residents to comment on. Numerous choke points along the HCT route make any meaningful improvement to wither capacity or trip duration questionable at best, and all the proposals serve to eliminate hundreds of parking spaces from an area already critically short on parking for residents.

Any commuter who has travelled across the University drawbridge at rush hour, or along Fairview Avenue at Mercer can tell you that no grade integrated transit solution is going to provide meaningful benefit. All the plans submitted suffer from the same problems.

This entire process needs to be taken back to square one and reconsidered with "capacity" as the absolute baseline criteria for measuring the viability and ultimate success of this project. With a need to increase transit capacity along this corridor by 3-400% over the coming 24 years, all these proposals are essentially dead on arrival.

It seems that targeted investment doesn't provide enough of a speed up along the corridor to justify the Rapidride brand.

Also, I don't think extending HCT to Northgate makes sense. Link is likely to be faster from Northgate to Downtoen and SLU than a bus and Metro will run shadow service to Rosevelt and the U-District with frequent local buses.

I am in full support of maximizing our shared public right-of-ways for multi-modal transportation that is forward-thinking: bikes, transit, walking, and less about cars. Therefore, improving the reliability and speed of transit through BRT is a great idea. It will require educating citizens about the different modes, etiquette, and how each share our common roads.

Also, I don't think extending HCT to Northgate makes sense. Link is likely to be faster from Northgate to Downtoen and SLU than a bus and Metro will run shadow service to Rosevelt and the U-District with frequent local buses.

This project needs to have protected bike lanes for the entire length. As you design roads, ask yourself if you would let your children ride on your design. If the answer is no

Hi, As a South Lake Union resident, I urge you to reconsider your plan for the Roosevelt HCTCorridor. Simply put, do more & do it better. As the current plan stands, the Roosevelt to Downtown HCT plan is inadequate for our current needs and would not provide suitable service in the future as traffic worsens. I encourage Hello, I\'m very disappointed that portions of this plan prioritize on-street parking over transit reliability. There should really be no question as to whether or not transit speed and reliability should be handicapped for the preservation of on-street parking. There are also sections, such as at Eastlake and Fuhrman, where four GP Protected bike lanes on Eastlake would add safety and encourage bike use along this critical corridor. Currently a massive stress driving or biking with the incredibly varied street design along the route. Fewer ER visits from crashes, healthier population with exercise AND breathing less crap from cars will benefit us all. Hello, I have lived in the Eastlake neighborhood for 28 years. I attended the Open House on June 15, 2016. I am concerned that the HCT project will not benefit the people who live and work in Eastlake. It will benefit commuters who will get a fast ride through the area. Parking: The project will take away street parking on Eastlake. Parking has been at a premium for some time, and those of us who live here can attest to that. Parking is continually being eliminated in the neighborhood due to new housing projects approved without parking. Businesses in Eastlake need short-term parking for customers. People will not patronize businesses if there is no parking. Bike lanes: Apparently the city decided to prioritize bike riders over others. Bikes already take up one lane of traffic during commute times. High capacity transit concept: Faster rides, fewer stops. What about people who can't walkfar? People with walkers/wheelchairs? Guess public transit is not for them. Eastlake has only 1 bus line serving it now. Buses are overcrowded and don\'t stop at many stops. Express buses were eliminated and now Eastlake residents have no alternative. We are not near light rail. The streetcar is not a viable option for most of us, and it is so slow it is not worth taking. Width of the roadway: I watch theactivities on Eastlake on a daily basis, and I wonder what you have done to accommodate all of the delivery trucks, moving vans, and construction vehicles here on a daily basis. Eastlake Avenue does not seem wide enough to me to accommodate all the lanes you propose. Further, while construction project drawings show street trees, in reality these new projects (2701 Eastlake, for example) are built right up to the sidewalk so there will be no room for trees or shrubs - and the sidewalk is narrow to begin with. Quality of Life: How will this project maintain or improve the quality of life for

move over two lanes while traffic headed northbound has to wait. A few seconds before this happens, the northbound traffic lights for Fairview at both Mercer and Valley should turn green. That will allow those cars to move through, opening up space for the bus (thus avoiding gridlock).2A) Make the left lane between Republican and Mercer a BAT lane. Cars headed straight or taking a left can use it. This makes it an unusual BAT lane, but this will prevent people from changing lanes at the last second (between Republican and Mercer). With proper signs and striping, it is pretty easy to understand. This would simply be making something that is implied more official (left lane is for cars going straight or turning left, right two lanes are for those going onto the freeway).2B) An alternative to this would be to change the second to the right lane between Republican and Mercer into a bus lane. An added benefit to this change is that it would allow commuter buses (such as the 63, 64 and 309) to get onto the freeway more easily. I realize the city is reluctant to reduce the number of lanes entering the freeway, I but I don't see this as being a big loss. If traffic is light, then it doesn't matter (one lane is fine). If traffic is heavy, then I-5 traffic is usually heavy, and you really haven't gained anything. Gone are the days when heavy traffic flowed out of Seattle, onto a free flowing freeway.3) Southbound Fairview between Mercer and Republican â€" This has not received as much attention, but I think it deserves special scrutiny. At the next intersection, two general purpose lanes will squeeze into one. That will cause congestion and greatly reduce the value of the BAT lanes farther south. If you remove a general purpose lane, then you would probably change the off ramp. This should be easy. Right now the exit lane for Mercer widens to include a couple left turn lanes (it goes from three to five). Simply have it widen to include one left turn lane (from three to four). There would be no significant change, as the lane isn't long enough to hold a significant number of cars anyway.4) Roosevelt and 11th/12th â€" North of the ship canal, change general purpose lanes to BAT lanes, and parking lanes to general purpose lanes. The right lane (heading both directions) would be BAT lanes next to the bike lane. This is the current plan for the bus stops right now, so it is cheap to make this change (just add paint). The parking lane (on the left side of the street) would be available for parking, but not during rush hour. This would enable the same amount of traffic flow during rush hour, while allowing people to park during off hours. For much of the day, this means 11th/12th as well as Roosevelt is one lane for general traffic. This would have the added benefit of making the street more pedestrian friendly while allowing merchants to load/unload as well as provide adequate parking. The only parking removed would be at rush hour (which is the only time this needs as many general purpose lanes).5) Convert a general purpose lane southbound across the ship canal to a bus lane. This is by far the most disruptive suggestion. With this project, SDOT has tried very hard not to screw up general traffic. But in this case, the penalty for drivers is minimal. Southbound on Roosevelt, there are no exits from Campus Parkway until Harvard. After Harvard, the two lanes converge into one. You might as well move that convergence north. I would add a BAT lane on the left left side of the street, just south of 42nd. Those turning left onto Campus Parkway (or 41st) would be able to use the lane. South of Campus Parkway, it would be a bus lane. Drivers heading straight would merge into the right lane. This would have an added safety benefit. By having one lane on the more dangerous (if not most dangerous) section of this road (the 40th on-ramp to Roosevelt â€" https://goo.gl/maps/6CjRRMPb1Us) you improve safety significantly. I can easily see how a driver headed southbound on Roosevelt, in the left lane, might change to the right lane at the last second to avoid a slow car. Someone riding a bike (entering the roadway headed south) sees a gap in the nearby lane and decides to pull out. Next thing you know, we have another ghost bike. Having one lane through there won't prevent accidents, but it should reduce them (as it has throughout the city). The only negative I see with that proposal is that folks trying to get from southbound Roosevelt to westbound Campus Parkway would encounter more congestion. Traffic could back up that far. However, I don\'t see that as being a terrible thing. There are alternatives, including taking a right on 42nd, which appears safer. But if backing up traffic that far south is unacceptable, then the merge

could be moved closer to the bridge. The bus lane would likely end at Fuhrman. A Queue jump would probably be a good idea there. Adding a lane here would greatly improve the performance of the bus, while not altering general purpose congestion significantly (only changing where it occurs). 6) Save money by simply truncating the streetcar line. The plan is to spend seven million dollars to move the track for one single stop. It isn't worth it. People who transfer will have to walk a very short distance on flat ground. We shouldn't spend that kind of money for so little. Thank you for your time.

I want full BHT please!

I am an Eastlake resident who believes HCT through Eastlake should be on a dedicated lane. The ECC's focus on retaining parking and a LTL are not good for the neighborhood or city as a whole. ECC\'s views do not reflect the silent majority of Eastlake residents, who are transit-dependent, young, renters. ECC is headed by a small, loud minority of home-owners and business owners. Please do not take their regressive views as anything but self-interest.

Thank you for ensuring that bike lanes will be continuous from South Lake Union to Roosevelt. Even as an experienced cyclist I find this route dangerous but choose to ride it every day during my commute as it is the most direct route. Please continue moving forward on this project quickly as it is a huge need already that will only grow over time. Thanks for addressing the needs of the many people who use this corridor daily, and recognizing that drive-alone transit is not sustainable, especially with the city\'s growth.

I have several comments. First of all, thank you very much for a great open house. I know it is difficult to deal with people that don\'t like what is proposed (whether it is lack of parking or the opposite). I was impressed by the way the planners handled the tough (if not downright rude) questions and enjoyed chatting with several of them. Here are my suggestions:1) Virginia â€" There are no special treatments for Virginia, despite the fact that it is an obvious congestion point. There is parking there that could be taken and used as a bus lane. Please consider doing so.2) Northbound Fairview between Republican and Valley â€" This is the area that has raised the most concern amongst transit advocates (for good reason in my opinion). Proper traffic signal management is essential and an additional bus lane may be necessary. I see a couple possible ways to make this better without great cost:Improve the traffic signal management. This was not called out in the meeting, nor is there any mention of it in the literature. The bus lane is on the right side of the road. North of Republican, the bus lane ends and the two right lanes are for traffic headed right (onto the freeway). This means the bus will have to move over two lanes, while cars do the opposite. You need very good signal management here, especially during rush hour. There should be a queue jump, which allows the bus to enter the intersection (Republican and Fairview) and

I\'m terribly disappointed by the lack of transit priority in this project: it is not the BRT or RapidRide+ we were promised, and it is terribly insufficient for this corridor. The conflict with bicycle infrastructure on Eastlake is a difficult problem, but there is no excuse for having buses stuck in traffic in SLU, the U-district, or Roosevelt. We desperately need ways to get around this city that aren\'t subject to traffic, and yet here and on Madison, SDOT continues to kick the can down the road.

I attended the TOPS school presentation and after reviewing the plans both at the presentation and online I would like to present a significant shift in how SDOT proceeds. Eastlake first and foremost is a neighborhood, where Eastlakers live, grow up, work and go to school. The core of the neighborhood cannot be considered a \transit corridor\" as SDOT presented. Eastlake Ave between E Hamlin and E Newton should be treated in the same manner as Queen Anne Ave between McGraw and W Galer. The proposal to eliminate parking and run more buses through Eastlake will only reduce the livability and opportunity for Eastlake to develop into the urban village that we are designated to be. I also understand the need to move people from the Roosevelt area to downtown and with Light Link now

open at Husky Stadium the Rapid Ride concept should be directed to that station to move commuters faster than a bus trying to drive through a neighborhood that will never be able to move bus traffic with any dependable consistency through it. I hope there is someone listening on the other end of this comments forum! Please don\'t make Eastlake suffer with this very short sighted stop gap proposal there are other and better options. "

I came to your open house on June 16th and I thought everything was well put together and well answered. The best part of the plan is what\'s being done for cyclists. For people who may consider themselves casual cyclists, having protected bike lines for their commute may turn a large number of people into daily bike commuters. The work that\'s begun on Roosevelt near 65th already is taking shape well, and I look forward to the work continuing south. I think the numbers of cyclists will go up, and hopefully bus times improve through some of the techniques being put into place, such as queue jumping. I know this likely isn\'t a part of this project, but it would be great to see more afternoon/evening bus routes originating from South Lake Union that go north. As it currently is, there are few, and they are all routed through downtown. There are large bottlenecks downtown, which causes buses to regularly be 20-30 minutes late. When I\'ve ridden the bus, there are regularly 50 or more people waiting on a single bus for up to half an hour. It is for this exact reason I and others drive single occupancy vehicles. I live within 5 miles of my work so that it does not take me an hour to get home. This is easily the most frustrating thing about Seattle, and has caused me a fair amount of stress. My hope is I continue biking through the winter months, and that the PBLs are complete all the way to SLU by that time, which would help. But making buses be able to get people home after work in a quick manner should be the most important goal of this project. I think the queue jumps will help, but I\'m not familiar enough with them to know fully. The buses will still be in traffic the rest of the time, and especially getting stuck downtown looks like it will still be an issue. Moving from beginning to end is important. Buses arriving on time or no later than 2-3 minutes late is important. Without rail coming to serve this area, building transit solutions that are able to withstand much, much more traffic without being affected is crucial to maintaining quality of life in our city.

I think the BRT will help ease traffic, but more needs to be done. Eliminate or limit parking on Roosevelt during peak commute times (AM and PM), and when creating the BRT, also add a dedicated bike lane, possibly with a barrier separating them from car traffic. Cyclists fly down Roosevelt very fast, as it is downhill. For safety reasons, a separate dedicated line should be implemented.

I was not able to make it to the open open house in the UDist this Wednesday or Thursday. However, I want my voice to be heard in support of having a dedicated protected bikelane for the Eastlake \Roosevelt to Downtown high-capacity Transit Study\". I bicycle daily and

Pros: more bike lanes and faster transit!Cons: too much hardscape / lack of green; the 3\'
buffer is an improvement as a biker but would like a more permanent separation than just paint and the plastic bollards which wear out quickly. Sharrows along Fairview in the bus lane are not safe for bikers, especially less-experienced riders. Remove portions of the center turn lane and provide median plantings.

Riding from downtown to university district via Eastlake is my regular bike route. I admire the aim of providing safer infrastructure for bicycles, but if it\'s anything like the infrastructure added on Roosevelt north of University Bridge, I don\'t want it. That track is unsafe, it puts you right in the path of people coming out of parking and side streets, and any construction project (there are plenty right now on that very stretch) closes the whole block and creates a worse situation than if nothing had been done. And high-capacity transit? You do realize that Metro has effectively killed the 71, 72, 73 express to downtown by bringing everyone to the new light rail station? Is this something that Metro is even asking for?

I think Scott Kubly and SDOT need to get serious about providing BRT to this city, stop overpaying union employees with no skin in the game and give what the taxpayers are clamoring for: a real way to get around this city and stop getting stuck behind cars. FACT: I drive to work several days a weekFACT: I am in the upper middle classFACT: I also commute via bus and bike 1-3 times/week depending on my schedule.FACT: I\'m a registered democrat.It is an absolute disgrace to see \political\" planning for votes vs. taking care of the the very people that are paying high taxes and handing you FREE MONEY FROM MOVE SEATTLE. Come on Scott and underlings working for Scott: DO YOUR JOB AND MAKE BRT HAPPEN ASAP. Stop wasting time

I am sad about the concession of transit / BAT lanes to parking. I preferred your more adventurous plan that had more bus lanes and better planned commercial speeds. Improving transit travel times and reliability will encourage more people to take transit. Taking parking spaces away will be balanced out by the fact that people would have frequent and reliable transit to get to those businesses. Similarly, taking lanes away from general purpose traffic and giving that ROW to buses will allow transit to move more reliably encouraging people to take transit.

We voted and passed Prop 1. SDOT did not have a specific project list, and we trusted SDOT that it would be making real transit improvements in a number of corridors, including Roosevelt. These are hardly improvements; they\'re no better than what we have on the 44 now. If I had to choose between full electrification and guaranteed bus right-of-way for the entire route, I would choose bus right-of-way. There\'s no point doing electrification if the line is so bad that it doesn\'t get more people out of their cars.

Bus is fine, but it must be comfortable roomy seats vs sardine discomfort. Please do keep Bike Cycle Tracks safe, wide, clear of debris and solve for bussing turning right in front of us. The drivers get aggressive as they have to \Claim the Lane\". No rails in the road that jeopardize Bike Safety. Busses should have there own lane to avoid traffic stop and start. Would have preferred light rail

We need to get rid of the parking on Roosevelt & 12th and give the bus its own lane. There\'s plenty of side streets for parking. We shouldn\'t have empty metal boxes clogging up major arterials!

Thank you for hosting the open house yesterday at TOPS. I appreciated the visuals and opportunity to talk with city staff/consultants. I left some sticky notes but will add more comments. I work in SLU (Fred Hutch) and commute on Eastlake Ave via bike for 9 months out of the year:1. Speed limits should be capped at 30 MPH and strictly enforced. When drivers get clear or red lights or traffic, they speed quite a bit running red lights, weaving through traffic and cutting close to bikers.2. The dedicated bike lanes on Eastlake look GREAT! Please make sure they are protected by at least a curb.3. Traffic coming west, down Lynn Ave. and turning South on Eastlake backs up quite a bit. Can this traffic be rerouted to alleviate congestion at this intersection. This intersection is typically the choke point between Fairview and the Univ Bridge.4. Finally, I saw reference to trolleys being too expensive through the entire Northgate to SLU corridor. I think this should be revisited. Busses will always compete with cars on roads slowing them down. With mostly dedicated right-of-way, they will move much faster and carry more commuters than buses. If not feasible, it needs to be clearly communicated why it cannot be done. There was a lot of frustration at meeting at the same old bus, bus, bus ideas.5. Actually, one more thought. There was mention by Allison Townsend that businesses do not make all their parking available to employees or public. I\'d like to know more about. Employers are slapped with a 12% commercial parking tax on employee parking. This is in addition to sales tax. Employers should be exempt from commercial parking tax when parking is provided only to employees. Thanks, and overall, good job. Chris

find navigating Eastlake to be both necessary and dangerous to get to work

I live in East Wallingford and work downtown. I bike Eastlake several times a week. It\'s a mess, especially during the hours when parking is allowed along the curb lane. You\'re forced to ride in a \door zone.\" Also

I am writing because I cannot attend the public meeting or walk tomorrow (6/16). I am a regular bike commuter between Shilshole Marina in Ballard and the Northeast Library in Wedgwood. I go across the 70th street overpass twice a day almost every day and cross Roosevelt and 12th at 70th as well. 70th is the best way to get across--65th is ridiculously busy and drivers are often distracted--but 70th is still dangerous. In fact, because of the construction from earlier in the year on 65th, many people driving are using 70th as a cut through. The short part on the overpass that has a bike lane often has drivers cutting through it on the curves. The pavement is broken up and there is always broken glass and people often double park in the bike lane in front of the condos near the corner of 71st and 5th. There\'s also an errant construction sign that keeps showing up in the bike lane across the street from there. At Roosevelt going east, impatient drivers often cut me off to get to the next block, only to have me pass them again when I get there. They are usually turning left at 12th, but a few follow me onto the residential street beyond and again race to the next traffic calming feature. I\'ve seen a few hit them. You can see the broken curbs.I\'d really like to see some deterrents to people racing through this area, or at least a protected bike lane to help us stay away from them. Thank you for listening. Feel free to contact me if anything I wrote is unclear.

Andrew Squirrel apparently requested.â€" Remove 100% of parking along Eastlake from University Bridge to SLUâ€" Prioritize bus travel as #1, Cycling #2 & turn lanes if they can fit!â€" NO cycletracks or "protected‮ bike lanes please. Normal Bike lanes with a little hashed buffer would be perfect and much easier to keep clean.â€" Please mirror the wonderful Dexter Bike lanes as much as possible.I just want to say that I totally disagree with the request to avoid cycletracks. Protected bike lanes are important for many riders and something is needed to stop cars and delivery trucks borrowing the bike lane for short term parking

I\'ve lived in Eastlake for more than a decade and recent purchased a duplex in the neighborhood, so skin in the game and all that. I bike commute daily on Eastlake Ave E because I don\'t have any better options, the crazy-big hills on the Cheshiahud loop make it an unusable alternative. Eastlake currently sucks for cycling and decent (protected?) bike lanes could hugely change that. I\'ve had conversations with three neighbors recently where each one, after hearing I bike commute on Eastlake, vowed that they could never do such a thing because the tiny space between parked cars and fast moving traffic was terrifying. Let\'s get these folks on bikes and make the neighborhood more livable. Obviously this is all from the perspective of someone who lives in Eastlake. Such connections are going to be even bigger boons for folks in U-dist, Ravenna, Roosevelt etc who are trying to commute to SLU or downtown. I\'ve got friends in those areas who I\'d love to see freed from the mercer mess.

Protected bike lanes along Eastlake and Fairview would be tremendous. As the neighborhood grows and becomes busier, the limited parking along Eastlake is no longer an effective use of street space and would be much better dedicated to biking and transit purposes. And a couple additional pronto bike share stations as part of any new infrastructure would connect the network in UW with the SLU stations, really increasing opportunities for casual bike travel in that neighborhood.

Yes to dedicated bike lanes and smoother roads!

Please provide safe, barrier-protected bike lanes on Eastlake. We need a safe, family-friendly connection between South Lake Union and northeast Seattle.

As a bike commuter, NE Seattle resident, and employee of a company moving to South Lake Union in the next few years (Google), I am *very* excited about the plan to add bike lanes on Eastlake Ave. There is currently no good cycling route between the U District and SLU. Filling this gap will increase the number of cycling commuters to SLU, reducing congestion. Ideally, bike lanes on Eastlake

should:1. Be physically separated from traffic, similar to the hashed line separators adjacent to the very pleasant Dexter bike lanes2. Have a physical or visual barrier to discourage cars and delivery trucks from temporarily using the bike lanes for parking

Yay protected bike lanes! Yay bus priority infrastructure! Those will both boost the numbers of people able to move through and to stop and enjoy the businesses along the way. A few vocal people will mourn loss of on street parking, but the rest will quickly forget it was there and happily enjoy the new sense of calm, the new sense of being somewhere rather than being on a raceway that you want to flee. On street parking for used cars is not the highest and best use of public land. Our roadways should be used to get people (in various modes) where they are going, safely.

Please add protected bike lanes to Eastlake! There is no safe way on a bike from NE Seattle to downtown, and there needs to be. A good bike land on Eastlake would be a big help. The city\'s population is growing so fast there is simply no way to just keep making room for more cars - we ran out of the room awhile ago. We need good biking and walking options, and good mass transit options.

Normally my errands to the U District take me from the CD neighborhood over the University bridge and up 12th Ave. The scariest part of this is the connections to the University Bridge and Eastlake. The Roosevelt bike lane is a big improvement over no bike lane, but the awful merge just before the bridge is very dicey. After the bridge there is no clear and safe way to merge left to the bike lane up to Roanoke. These connections need a redesign and safety overhaul. Last week a downtown errand changed my usual route to Eastlake. As a teenager in the 1980s Eastlake was my bicycle commute route from the U District to Downtown. Back then you had to watch for cars but it was fairly straightforward riding. Fast forward to today and the car traffic is quite heavy on Eastlake, and the bike traffic has increased as well. There was much more of a sense of impeding cars as a cyclist on Eastlake and there was some very close passing going on at pretty high speeds. Eastlake is the only direct link for cyclists between the U District and Downtown, and it is surprising that there is so little accommodation for cyclists along it. Eastlake would serve its neighborhood and the city better if it were less of a cut through for cars avoiding I-5, and more of a neighborhood connector with better sidewalks, bike lanes, and transit.

The Roosevelt to Downtown route should have protected bike lanes, due to the high volume of bicycle and motor vehicle traffic, and the elevated occurrences of bicycle/motor vehicle crashes.

Please proceed with something like this. I generally avoid Eastlake on my bike because I don't feel it's very safe.

Eastlake homeowner and Eastlake landlord here. You have my strong support for protected bike lanes on Eastlake. I commute daily via bicycle or walking from Eastlake to UW. Eastlake businesses would benefit from increased bicycle traffic, and people riding bikes and people walking would benefit from the increased safety. Protected bike lanes on Eastlake would be a good step towards Seattle\'s Vision Zero!

High-quality, protected bike lanes on Eastlake are a huge opportunity to improve Seattle transit at low cost. I am one of many, many people who take buses across 520 to the University district in order to bike to Seattle. As my Google office is currently in Fremont, I\'m able to use the terrific Burke-Gilman trail across north Lake Union, but as Google moves to south Lake Union, this mode will be significantly improved by a similar bike trail down Eastlake.

I am eager to see a safe, separated bike lane on Eastlake Ave that would be available to riders of all abilities. Eastlake Ave should be prioritized given it\'s potential to become the go-to flat, scenic route between Northeast Seattle and Downtown. Currently it is far too dangerous and disjointed to feel like a viable option for most riders. Here are the additions I would love to see:-Protected bike lanes on

11th/12th Ave NE-Protected bike lanes on Fairview Ave N (connecting South Lake Union to Eastlake)-Protected bike lanes on Fairview Ave N between Stewart and ValleyPlease, prioritize bike lanes, bike parking, and transit on this high-potential transit corridor!

+1 for bike capacity. I live it NE seattle and commute via the Burke Gilman. My employer (Google) is moving to south lake union in a few years and currently there is no good bike route there from the U-district. You have to go all the way around lake unio

I recommend including protected bike lanes on Eastlake. It\'s a major bike corridor, and it should include protected lanes. Thank you.

I live at 65th Street and 17th Ave NE, about an 8-minute walk from Roosevelt. I also routinely commute to work via bicycle, and really appreciate the improvements just made on Roosevelt to provide a protected bike lane to Eastlake. However, the commute to Roosevelt along 65th Street is incredibly dangerous, whether as a bicyclist, pedestrian or a driver. Why? It\'s a high-traffic road with space for two lanes in each direction, but no lane markings. Traffic is encouraged to treat it as two lanes westbound in the morning (with no parking on the north side of the street) and two lanes eastbound during the afternoon commute (with no parking on the south side of the street). Drivers routinely use the innermost lane to turn north or south on 15th Ave NE, and thus many drivers try to cut around turning traffic by dashing over to the outermost lane to make it through the light (otherwise 65th Street would back up for many blocks). Other drivers get upset at people \cutting\" the line

Hi, I just wanted to express my desire for bicycle lanes that connect the University District to Downtown Seattle via Eastlake. I think it is very important to carve out bicycle lanes from University Bridge down to South Lake Union, a critical flat corridor. I am opposed to so called \protected bike lanes\" and \"Cycle-tracks\" since they require too much investment with very little returns and safety improvements. I vastly prefer wide bicycle lanes to the right of main traffic lanes. I would be in favor of replicating what is already done on Dexter Avenue but feel strongly that parking should be removed from this primary transportation corridor since parking can be offset with underground parking garages and side street shoulders. I think Bus lanes should be given first priority with cycling infrastructure taken into account second and vehicle parking should be removed. Thank You!"

I love to ride this Eastlake because it gets directly downtown. However, the many cars and close travel lanes with parked cars makes it a bit scary. add some rain and wet streets and it is really scary. I wish this was much safer to ride my bike.

Eastlake IS an important commuter route for bicycles and it is also essential to keep the buses moving when traffic is congested (which will continue to increase, of course). 2 dedicated bus lanes, 2 dedicated car lanes with minimal chance to turn left (ala Denny), and protected bike lanes will get my vote. If shopkeepers are too worried about loss of parking we can close down a side street and enhance spaces there.

I am strongly in support of safe bike lanes between the udistrict and downtown. This is a major transit corridor, but cycling in this area is currently scary as the bikes are squeezed between parked cars and a narrow lane of fast moving cars. Adding the bike lanes will help not only for cyclists, but also for drivers who want to pass cyclist safely and respectfully. Thanks!

I\'d be super happy to see an eastlake bike path. I didn\'t expect it to actually happen so this is great news to me!

Please make sure to include protected bike lanes Fairview. There are a lot of bikers on Fairview and it would improve the biking experience a lot to have protected bike lanes all the way down to Valley.

The thought of having protected lanes of bicycling travel on these routes is fantastic! I\'ve sat in my car on these routes many a day, and thought \if it were only safer

The \current conditions\" study is already outdated since it does not show the currently planned improvements on Roosevelt Way. For example

Please include protected bike lanes in this project! There is a huge need for safe bike infrastructure, especially in Eastlake. I bike this route every day to commute to work.

As a household living in Eastlake, and a small business owner on a shop with eastlake. I am very concerned about the loss of parking on eastlake, especially due to the protected bike lane component. Due to the abandonment of parking considerations the residential area around Eastlake has become a parking nightmare. Over 200 new units are planned with may be 6 new parking units. The residential streets on either side of Eastlake cannot absorb the loss of retail parking due to the protected bike lane model. At the neighborhood public forum on the plan, bike advocates (non-residents) showed up in force. There was no opportunity for public comment from residents and businesses.

Bus Route #66 was well used and very missed.

Merely a smiling visitor here to share the love , btw outstanding style. Audacity, a lot more audacity and always audacity.

Now that Metro has effectively cut the NE neighborhoods off from downtown by eliminating several major and long established bus routes, this Roosevelt to Downtown HCT project is essential. Is it progressing? I encourage it to be implemented as soon as possible. Thank you.

HCT to downtown is a critical need with the opening of University Link today, pending proposals to creatively improve bus speed, and the projected growth of ridership to/ from downtown.

Bring back Metro bus route 66 until the Roosevelt HCT is up and running!

I drive the Roosevelt corridor up to 6 times daily for work, business and personal. All of my major vendors are along this route or this route carries me to the next arterial of my destination. My banks, stores groceries, gyms, library, doctors including a majority of business suppliers are on this route. As a service provider I use my vehicle for business, and work from my home office. The construction creating a density of affordable housing has ruined the surface streets and created a level of traffic that costs me money. Not only for a service provider such as myself, but also for every individual shop owner and small business along the Roosevelt corridor.

It raises the costs of doing business and reduces profits by: income not billable caused traffic delays, increased cost of parking due construction vehicles taking the spaces, for vendors with store fronts reduces customer traffic since there is no parking is created. It moves the traffic onto residential streets and parked vehicles during business hours into private streets

It has increased the audible level of traffic noise to unbearable levels with multi axel trucks and semi-trucks with multiple trailers on all the streets and artilleries, and running through the weekends, not just M-F business hours. The tragedy is that there is no end date in sight. SDOT continues to push out completion dates: The Sound Transit Light Rail tunnel is attempting to do ground freezes at tunnel exit points and will not offer any time frames with definite dates. One such tunnel has blocked off access to residents at 62nd and 12th NE and another is infant of my home.

I also note a significant increase in illegal encampments, trash litter and graffiti. Regardless if this is a result of the dense construction and traffic congestion, it needs to be addressed simultaneously as it is a plague spreading through our once beautiful neighborhood. These issues create an unsafe, uninspired environment in which to raise children.

Also, I don't think extending HCT to Northgate makes sense. Link is likely to be faster from Northgate to Downtoen and SLU than a bus and Metro will run shadow service to Rosevelt and the U-District with frequent local buses.







July 1, 2016

Alison Townsend, Transit Strategic Advisor Seattle Department of Transportation 700 5th Avenue, Suite 3800

P.O. Box 34996 Seattle, WA 98124-4996

Dear Ms. Townsend,

Thank you for the opportunity to comment on the Seattle Department of Transportation's (SDOT) proposed Roosevelt to Downtown High Capacity Transit (HCT) recommended corridor concept. Transportation Choices, Cascade Bicycle Club, and Feet First appreciate Move Seattle's emphasis on developing Multimodal Corridors so that transit, biking and walking are reliable and safe for people using this facility.

In particular, the build out of protected bike lanes along most of the corridor will make it much safer for people to bike and walk. However, while the proposed transit investments are targeted to have the most benefit in challenging areas, we strongly believe that the City should commit to more transit-only lanes where right-of-way is available, especially in the most congested parts of the corridor, such as South Lake Union, Downtown, and the University District. Additionally, priority should be given to transit at specific intersections, including in and around the Mercer corridor. As the city grows, a design that contains significant elements of Bus Rapid Transit (BRT) is the best option to improve and maintain transit reliability and provide a more comfortable experience for the thousands of riders in the Roosevelt to Downtown corridor.

The Roosevelt to Downtown corridor connects some of Seattle's most populous neighborhoods: Roosevelt, the University District, Eastlake, South Lake Union, and Downtown and several other residential, employment and activity centers in Seattle. Along the corridor there is also a higher density of zero-vehicle households, meaning that there is a higher need for reliable transit, bike facilities and a pedestrian-friendly environment. With more than 83,000 residents and more than 167,000 jobs, plus up to 21,000 new households and 36,000 new jobs expected in the next 15-20 years, it is important for the City to invest in infrastructure that can maintain reliable and frequent transit trips even as travel increases. This reliability also increases demand for transit, reducing congestion in general purpose lanes.

When voters approved Move Seattle, the potential of Rapid Ride+ to make bus service more frequent and reliable along high ridership corridors was an important consideration, while concurrently improving safety and mobility for those that bike and walk.

¹ http://www.seattle.gov/transportation/docs/roos/RDHCTPurposeandNeed11-12-2015FINAL.pdf







Existing transit service along this corridor has several issues, including unreliability, crowding, low speeds and a lack of amenities. Therefore we believe that more dedicated transit lanes, in addition to transit signal priority, enhanced stations with shelters, off-board fare collection, real-time arrival information, level boarding, and corridor-wide pedestrian and bicycle facility improvements are the best way to meet current and projected demand for multiple modes in this corridor. Transit-only lanes would be particularly effective north of the University district up to 65th, and south of Eastlake. As the Center City Mobility Plan is developed, we urge SDOT to incorporate transit-only lanes into the Downtown network in place of general purpose lanes, while implementing the Center City Bike Network. In the North end, the couplet configuration provides ample right-of-way to dedicate a lane each way to transit. Where concerns about parking removal are pressing, SDOT should develop and set out steps to implement shared parking programs. Although more investment will be more costly, we believe a more extensive project will also be more competitive for federal funds. While electrification is important, funds currently earmarked for trolley wire could be directed to road improvements, with fleet improvements prioritized later on.

Since this corridor is the sole direct and relatively flat connection between north and northeast Seattle and downtown, safe and protected bicycle lanes along this corridor are imperative. The bicycle facilities along Eastlake must provide a continuous and protected connection from the University Bridge with a seamless connection to Fairview that meet NACTO design standards. As the corridor continues through South Lake Union and into town, it should include protected bike lanes wherever possible that connect to the Center City Bike Network.

As part of SDOT's commitment to Vision Zero, Seattle's plan to end traffic deaths and serious injuries, all parts of this project also need to be constructed to ensure pedestrian safety. This commitment should include an adherence to Universal Design,² to provide safe access for people of all ages and abilities to improved transit in the project area.

Due to the importance of this corridor for transit, biking and walking, benefits from these multimodal improvements will likely be felt all across Seattle. Therefore, we urge the City to continue to improve transit access and service by implementing an alternative that brings us closer to BRT-level standards along the Roosevelt to Downtown HCT corridor, while incorporating protected bike lanes along the corridor.

Sincerely,

Shefali Ranganathan Executive Director Transportation Choices Blake Trask Senior Policy Director Cascade Bicycle Club Lisa Quinn
Executive Director
Feet First

² http://www.feetfirst.org/wpcontent/uploads/2013/02/UniversalDesign1.pdf



July 11, 2016

Scott Kubly
Director, Seattle Department of Transportation
Seattle Municipal Tower
PO Box 34996
Seattle, WA 98124

RE: Support for the Roosevelt to Downtown High Capacity Transit Project

Dear Mr. Kubly,

We write today to lend support to the overall direction of the Roosevelt to Downtown High Capacity Transit (RDHCT) Recommended Corridor Concept. We also offer several suggestions to ensure the project delivers improved transit reliability and safety for all road users.

A Vital Connection for Seattle Children's

The Roosevelt/Eastlake corridor connects our Northeast Seattle sites (such as 4300 Roosevelt Way and our main campus) with our growing downtown Seattle Children's Research Institute anchored at our building on the corner of 9th Avenue and Stewart Street. Seattle Children's strongly encourages our staff to use alternative modes of transportation both for commuting and for travel between worksites. Transit and bicycling on Roosevelt, Eastlake and Fairview play a critical role for people traveling to, from and between these sites.

Current Problems

<u>Unreliable Transit</u> Increasingly, rush hour traffic creates major problems for Metro Route 70. With the impending closure of Convention Place Station and Metro's restructure around Link, there will be strong and growing demand for a great transit connection between the U District, Eastlake, SLU and the northeast corner of downtown which is just beyond the comfortable walkshed of Westlake Station.

<u>Unsafe Route for Bicyclists</u> Between 2010 and 2012 Roosevelt Way *and* Eastlake Avenue both ranked in the top 5 for reported bike crashes. Not only are safety improvements warranted by existing high numbers of riders and accidents, but these streets are also responsible for many Seattleites deciding that biking in the city is simply too dangerous. Every day, bicyclists experience near misses with cars on Eastlake. Near misses discourage all but the most aggressive cyclists from using this route, leading to more cars on the road, overcrowded buses and a negative impact on overall public health. Based on our experience at Seattle Children's, employees who have access to a comfortable route such as the Burke-Gilman are much more likely to bike to work and sustain that behavior over the long term.

Support for Targeted Transit Investments

We respect SDOT's budget conscious focus on targeted investments to alleviate blockages at major choke points as long as the goal is to ensure Stewart, Virginia, Fairview, Eastlake and Roosevelt constitute a reliable transit pathway that will remain reliable even when I-5 is inevitably congested. We also support the decision to create a zero-emission, electric service.

Support for Protected Bike Lanes

We support improvements to the overall cycling network by closing one of the major gaps that exist between downtown and some of our region's best examples of bike infrastructure such as protected bike lanes on Ravenna and the Burke-Gilman Trail. A continuous, protected route from the University District to a network of downtown protected infrastructure is essential for creating a cohesive, useful network. Considering the relative low cost of separated bike lanes and this corridor's potential for bike ridership, Seattle Children's strongly supports this investment.

Suggested Improvements

While the approach of making budget conscious targeted transit improvements is a smart strategy, the current plan's travel time estimates indicate that transit trips will continue to be bogged down in traffic.

How accurate is the traffic model that was used to inform this project's future travel times? If we trust
the travel time estimates, SDOT should look to add more robust transit priority wherever it appears that
buses will be getting stuck.

Under the current draft plan, SDOT would spend \$7 million to move South Lake Union streetcar tracks. This is one of the few sections of the project where there is a wide public ROW.

• If possible, reconfigure the public ROW west of Fairview (which consists of a large median and angled parking) to provide space for a two way bike path and a transit lane without moving the streetcar tracks.

The current plan does not provide transit priority or protected bike lanes immediately south of University Bridge where SDOT retains space for two southbound general traffic lanes (even though these two lanes merge into one lane a block further south).

• Redesign Eastlake immediately south of University Bridge to ensure this does not become a bottleneck for transit and improve bike safety, both for people continuing on Eastlake as well as those riding up to Capitol Hill on Harvard. This is clearly a difficult section to address all competing needs, but the current design seems to favor general traffic capacity at the expense of bicyclist safety and transit reliability. Interstate 5 runs directly above this section of Eastlake, offering eight general traffic lanes plus express lanes, so please focus on safety and transit access over maintaining road capacity.

Right now, SDOT is making improvements to the area immediately north of University Bridge as part of the Roosevelt paving project. However, that project had a limited scope in terms of addressing pedestrian and bicyclist needs so there is a very high likelihood that these improvements will require further iterations and improvements. The Roosevelt HCT project should anticipate this.

Plan to make higher investments immediately north of University Bridge. For example, new traffic
signals might be needed and this could provide an opportunity to add a key transit queue jump. Once
the current paving project improvements are in place and SDOT begins to collect data on how this
section is working, the Roosevelt HCT project should have adequate funding to address whatever gaps in
safety and transit reliability remain.

The current design for Roosevelt Way and 45th Street does not appear to adequately protect bicyclists or buses.

• Ensure that this intersection is safe for all users and buses are not impeded by the high volume of traffic trying to turn onto 45th St. Consider a separate signal phase for bikes as well as eliminating the left turn pocket which does not have high traffic volumes in favor of creating more space for a better configuration of bikes, buses and right turning vehicles.

Lastly, a great deal has changed since the 2011 Seattle Transit Master Plan and we recommend that SDOT reconsider this project's original goal of reaching Northgate. SDOT's own analysis has concluded that ridership gains north of 65th Street would be meager, yet no alternative extensions have been studied at this time.

- Beyond the initial terminus of Roosevelt Way and 45th Street or 65thStreet, a future extension of this line should serve a market that is less duplicative with Link. Before committing to a Northgate extension, please work closely with Metro to consider other potential destinations such as:
 - University Village and Seattle Children's Hospital (which is already slated for new trolley infrastructure in Seattle's Transit Master Plan)
 - Green Lake or Phinney Ridge
 - Lake City
- In addition to serving a higher ridership market, choosing an alternate terminus will allow Metro to preserve Route 67 which provides local service shadowing Link from Northgate to the University District (and provides direct service to University Village and Seattle Children's).

Thank you for the opportunity to provide input on this important project. We look forward to seeing how it develops.

Best regards,

Jamie Cheney

Director of Transportation, Seattle Children's

CC: Alison Townsend Transit Strategic Advisor, SDOT

Ben Smith Senior Transportation Planner, SDOT

Andrew Glass Hastings Director of Transit & Mobility Division, SDOT

Edna Shim Director of Regional Government Affairs, Seattle Children's

Drew Dresman Transportation Planner, Seattle Children's



117 E. Louisa St. #1 Seattle, WA 98102-3278

July 19, 2016

Alison Townsend, Strategic Advisor Seattle Department of Transportation P.O. Box 34996 Seattle, WA 98124-4996

Dear Ms. Townsend:

The Eastlake Community Council offers the following comments on the Roosevelt-to-Downtown High-Capacity Transit study. Whatever its outcome, the RDHCT project will affect Eastlake deeply and we are glad to see that some of our prior comments are reflected in the latest design proposals.

We particularly appreciate retention of the center turn lane, a format which reduces the chance of head-on and rear-end collisions, maintains access for Eastlake's residents and businesses, protects pedestrians who are crossing, and provides a place for trucks to stop for loading.

ECC is supportive in principle of protected one-way bicycle lanes, although below we ask SDOT to study an alternative that could obviate the need for the southbound bicycle lane for a six-block segment of Eastlake Avenue between Edgar and Howe streets.

We look forward to further iterations of the RDHCT proposals and to further public events in Eastlake as the planning and design move forward. Please do everything you can to ensure consideration and, if possible, adoption of the following suggestions.

Public outreach process

For this comment letter, ECC appreciates the extension of time received from you and in your absence, further extended by Benjamin Smith. Still, ECC is concerned that the previously announced July 7 deadline gave too short a period for public comments after the June 15-16 open houses. The open house materials were not posted on-line until shortly after the meetings, and then the time allowed for additional public comment was

less than three weeks, a period that included the July 4 holiday when many would be out of town.

We continue to request that SDOT begin to hold actual public meetings in this process. The June 15 Eastlake event began with an SDOT presentation to all that allowed only limited questions from the public and no real discussion to be heard by all those attending. It quickly adjourned to an open house format surrounding drawings of several different segments of the corridor, each staffed with a consultant. This open house format allowed some valuable in-depth discussion one-on-one. But because of the large attendance and the crowd noise, only one or a few people at a time could hear what the consultants were saying, with the result of waiting, repetition and a lack of cumulative discussion.

The public meeting format is as old as our republic. As symbolized by the classic town meeting, members of the public engage with officials (or their consultants) in a way that they can be heard by all. The open house format's advantage of focusing on different corridor segments may recommend it for parts of a public meeting, but a public meeting's agenda can also effectively address different corridor segments in a way that all who are present can hear. A hybrid format is possible with simultaneous public discussions of different corridors; but special measures (such as amplification or separate rooms) are needed to ensure that group discussion is audible to all within each "break-out group."

SDOT has put considerable resources into gatherings that are not open to the public, such as invitation-only stakeholder focus groups and walking tours. While such activities can be valuable, it is basic for SDOT to organize meetings that are open to all. A publicly advertised walking tour or on-site visit can also be a form of public meeting.

The RDHCT project is not slated for full implementation until 2021. ECC is concerned that SDOT's remaining timetable would limit public input largely to being on-line, with few further public events as opportunities for public dialogue. ECC believes that at this early stage, the City and the RDHCT study need the benefit of multiple opportunities for public and stakeholder concerns to be broached and discussed; and that SDOT owes these opportunities to the public.

Public meetings, and open houses with public meeting features, allow for more in-depth understanding and dialogue than does restricting the public to providing comments online. The roll maps that are posted on-line are extremely difficult to view and understand on the average computer screen. Their file size makes on-line rendering slow and difficult to truly analyze. Being able to review these maps and design features on large printed maps and with members of the project team present is dramatically more productive than just opening and viewing these maps on-line.

Also, public events allow individuals in the communities affected by this project to talk with one another and with members of the project team to help identify problems and

solutions in real time. No on-line forum offers this kind of in-depth iterative and communicative deliberation.

Given that much of what is being proposed in the RDHCT study cannot be in place before 2021, ECC urges SDOT to build into the interim period additional and regular opportunities for public comment. SDOT should commit to an annual review to address whether the proposed design is still preferable or whether any changes have occurred (such as those from the substantial growth in Eastlake and other communities in the corridor) that should alter the optimal design. This process should involve both internal review and opportunities for public comment to reflect on the evolution of existing conditions.

ECC is concerned that the 2021 target for implementing the RDHCT study passes up opportunities for nearer-term improvements. While we understand the longer timetable of some other parts of the bus rapid transit network and of new light rail stations, five years is just too long to wait for some of the discussed improvements. Already, Eastlake's buses are bogged down in mixed traffic without the advantages of queue jumps, signal priority, and other "targeted investments" that could quickly improve bus performance. With a rapidly growing population and job base, Eastlake has an urgent need for improvements in transit speed and reliability. We request that SDOT give high priority to early "quick wins" that improve bus service far in advance of the final implementation date in 2021.

SDOT's failure to prioritize or even to consider near-term improvements does not seem responsive to the conditions under which the Mayor and City Council authorized funding for the RDHCT study in the July 15, 2013 Ordinance 124222. That ordinance's Attachment D "Eastlake Corridor Transit and Street Improvements" requires:

This project will develop and implement a range of transit and street improvements in the Eastlake Avenue corridor connecting the University District, Eastlake and South Lake Union neighborhoods between Downtown and the Roosevelt Link light rail transit station area. ... This project will identify, prioritize, design and construct the highest priority 'speed and reliability' improvements to existing bus service without excluding the potential for longer-term implementation of High Capacity Transit options. The project will also consider an improved right of way profile to best accommodate the corridor's multi-modal demands, along with the recommendations reflected in each of the City's adopted modal transportation plans and the respective neighborhood plans.

Bus speed and reliability

ECC is also concerned about the current and future speed and reliability of bus transit in this corridor. Because no other bus routes or light rail travel through Eastlake, our neighborhood is highly dependent on route 70 Metro buses. The current RDHCT design

concept involves buses traveling in mixed traffic for the vast majority of the corridor, and this heightens the importance of correctly designing and implementing the "targeted investments" in key areas where mixed traffic could bog down a bus.

In particular, we are concerned about northbound buses traveling through South Lake Union and through the area immediately south of the University Bridge. For southbound buses, we are concerned about the area north of the University Bridge up to 45^{th} Street as well as at the intersections of Fairview Avenue N. with Valley Street and Mercer Street. Mixed traffic congestion in any one of these areas will likely create significant bus delays and overall unreliability (as is seen currently with Metro route 70 where a stack of up to four buses is not uncommon). ECC has written separately to Metro and SDOT about the problems with route 70, and that letter is attached (it is also reprinted on page 15 of the summer 2016 *Eastlake News*, available on-line).

We encourage SDOT to bring to the community additional ideas for easing the flow of bus traffic through these areas. Just south of the University Bridge, please examine the implications of extending the "queue jump" or transit-only lane south of Allison Street. Because mixed traffic often backs up south of Allison St. during peak times, it is necessary to provide the bus a means of staying on schedule. In South Lake Union, it is important to ensure that the bus receives priority at the intersection of Fairview Avenue N. and Mercer Street and on the streets approaching that intersection. SDOT should consider allocating a transit-only lane or a longer queue jump so that the bus does not get caught up in the queue trying to get onto I-5.

Additionally, because the bus will move in only one mixed-traffic lane in Eastlake, we are concerned that all traffic will slow considerably in order to account for bus dwell times at each stop. The effect will be to slow down other vehicular traffic, including any buses that are approaching. The location of bus stations could matter in enhancing mixed traffic flow. Where the curb could be moved further from the center line, stations might also be designed to allow the bus to pull in and out of traffic. While we encourage consideration of new bus stop locations and designs, we are counting on SDOT to consult with us and the public about any such changes.

We also continue to be concerned about the effects of turning traffic on the flow of mixed traffic, including the bus. Any traffic turning off of Eastlake Avenue will have to cross both a bike lane and a pedestrian crosswalk, and left-turns will also have to cross a lane of traffic. With increased density in the neighborhood and increased use of bicycle facilities, we expect there to be significantly more bicyclists and pedestrians in the future. While a member of the project team told us that the modeling software takes this trend into account, we wish to learn more about the estimated number of bicyclists and pedestrians and how much and how often they would slow turning traffic.

Issues with the proposed northbound station near Lynn Street

Many in our neighborhood are concerned about the feasibility of the proposed location just south of Lynn Street for a northbound bus station. Lynn Street is a major route eastward toward I-5 and Capitol Hill. Northbound on Eastlake Avenue, a great many drivers turn right ono Lynn St., a movement that would place them directly across the path of a northbound bus leaving the station. This conflict will not be good either for bus service or for traffic flow.

While we realize that locating the bus station just north of Lynn Street is challenging because of business driveways there, we urge that continued efforts be made to mitigate these concerns. Altering the station design so that the bus pulls in and out of traffic might make more feasible the site north of Lynn St. Perhaps one or more of the building owners could even be induced to change the driveway entrance.

Save planted median north of Allison Street by redesigning the gateway triangle

ECC is emphatically opposed to removing the landscaped boulevard strip with seven mature trees that is in the center lane of Eastlake Avenue just north of Allison Street. This planted median was a major achievement of the Eastlake Neighborhood Plan as a part of establishing a north gateway to the neighborhood. Along with it came two smaller planted medians that are at the northern end of the block near Harvard Avenue E. We are counting on these two medians (which together have seven trees) also to remain. SDOT's current concept is to remove the median and trees entirely to make room for a bus lane and station. However, in recent days ECC has found SDOT staff and consultants receptive to exploring with us and with other public agencies a reconfiguration of part this block that would save the median by an eastward move of the east sidewalk, the proposed northbound protected bike lane, and part of the proposed transit station and lane into the "north gateway" triangle of land that is bounded by Eastlake and Harvard avenues and Allison Street.

The north gateway triangle is an estimated 1.5 acres of land owned by WSDOT and managed by SDOT that formerly had homes and businesses that were taken and destroyed for construction of I-5. The 1998 Eastlake Neighborhood Plan established the following vision for this land: "To create an attractive, identifiable entrance or gateway to the adjoining neighborhoods."

The Eastlake Community Council wishes to work with City agencies and WSDOT on a public process to redesign the north gateway triangle, which is currently underused and neglected. It is now occupied by Seattle Fire Department station 22 (temporary as it awaits construction of a new building at its 901 E. Roanoke Street); an SDOT/Pronto bike station; and paving, granite walls, and landscaping that WSDOT installed upon the 1962 opening of I-5.

The proposed redesign of the north gateway triangle would save the planted median by making sufficient room further east for transit improvements, the northbound bicycle lane, and a relocated sidewalk. It would include a better designed park (possibly illuminated with LEDs as is Counterbalance Park in lower Queen Anne) with a multi-use space suitable for open air markets, concerts, and other public events which would actually benefit from being sheltered by I-5 from the rain. This new space would be designed to accommodate motor vehicle parking, and part of it would normally be used for public parking of motor vehicles. This new public parking area would very partially offset the 323 public parking spaces that SDOT proposes to remove from Eastlake Avenue as part of the RDHCT project.

The electric, water, and sewer lines that were recently installed to serve the temporary fire station could be re-used to serve a bicycle shop at the site to provide expert repairs and also some space and tools for self-repairs by members of the public. A café might also be included. A public planning process would explore these and other opportunities for the site, including a signature art piece and which of the current landscape plantings to keep and what new landscaping to do.

A redesign of the north gateway triangle looks to be a win-win project, enabling the RDHCT project to save the much-loved planted median and its trees; and to create some new parking to offset some of the on-street parking that is proposed to be eliminated. The redesign could also energize the north gateway triangle by creating an event space as well as services for those passing through (especially bicyclists) as well as for those who live or work in the neighborhood. ECC looks forward to working with City agencies and WSDOT to make this project happen.

Left turn restrictions

Businesses and residents in Eastlake and the Portage Bay neighborhood are concerned about SDOT's proposal to prohibit left turns at Fuhrman Avenue East both northbound and southbound from Eastlake Avenue. Eliminating the southbound left turn from the University Bridge will bring constant traffic onto the non-arterial Allison Street, splitting the north gateway triangle from its south open space and pathways that extend further south. This traffic will continue onto narrow residential portions of Allison and possibly Gwinn and Shelby streets in the Portage Bay residential area.

Eliminating the northbound left turn onto Fuhrman Ave. E. poses different problems. Those needing to access the residences and businesses on Fairview Avenue East and the west block of Fuhrman Avenue E. will add traffic to Allison and Hamlin street and to the Fairview Avenue E. Green Street, whose fast cut-through traffic is already a problem. Compounding the problem is that, unlike the gradual slope of Fuhrman Avenue E., Allison and Hamlin streets (the only other routes to between Eastlake Ave. and this part

of Fairview Avenue E.) are unusually steep... Denying a northbound left turn onto Fuhrman may be particularly problematic for trucks trying to reach marine businesses on Fairview Avenue E., and could pose a challenge for all residents and businesses during times of snow and ice.

ECC recognizes the complexity of this intersection and the many competing needs for this right of way. However, ECC is concerned that the consequences of eliminating the northbound or southbound left turns may be unacceptable and have not been adequately explored or discussed with the affected residents and businesses. We ask SDOT to conduct and share with us additional engineering efforts to continue the existing left turns and center turn lane. For example, could any potential delay to buses from keeping the center turn lane with a left turn traffic signal cycle be substantially reduced by the buses' use of signal priority? We also encourage SDOT to conduct outreach to the residents and businesses that would be affected by elimination of the northbound and southbound left turns. These efforts would include development of an access plan to address their needs should the left turns be eliminated.

ECC wishes to be assured by SDOT that no other left turn restrictions to and from Eastlake Avenue are contemplated. In response to our previous inquiry, SDOT wrote on January 28, "[t]he project will provide left-turn lanes at all locations where left-turn demand meets thresholds for dedicated turn lanes. The analysis will consider both existing traffic levels and changes in traffic volumes and operations because of the project." Please let us know what numerical threshold you may have in mind, and how it applies to the number of left turns you have recorded and projected at the intersections along Eastlake Avenue. With Eastlake residences and jobs rapidly increasing in number, we believe that left turns to and from Eastlake Avenue are now well above necessary thresholds, and will increase substantially in the future. Please propose no further left turn restrictions.

Pedestrian Improvements

While the design and discussion have focused on transit and bicycle infrastructure, ECC is also concerned about pedestrian improvements. SDOT's January 28 letter stated, "[t]he project is considering design treatments that will improve pedestrian crossings through the introduction of new pedestrian crossing phases and geometric changes at signalized intersections, inclusion of pedestrian median refuges, and extensions of the sidewalk, as possible." We would be grateful for details on the design treatments being considered, and where they would be proposed.

ECC is particularly concerned about improving safety in pedestrian crossings of Eastlake Avenue at East Newton Street. Eastlake Avenue at this point is sloped and curved, increasing downhill speeds and making pedestrians hard to see. ECC has communicated repeatedly with SDOT about this dangerous intersection without any

improvements made. As called for by the Eastlake Neighborhood Plan, ECC recommends a traffic signal and possibly also a raised crosswalk.

Bicycle Infrastructure Planning

Eastlake Avenue has long been an unsafe route for bicyclists. The amount of collisions involving bicycles identified in the Existing Conditions Report should not be tolerated in a city with a stated policy of Vision Zero. Protected bicycle lanes along at least part of Eastlake Avenue seem necessary to meaningfully increase safety for bicyclists.

That said, ECC wishes to be assured that SDOT and the project team have fully examined north-south bicycle routes through the Eastlake neighborhood that would not use Eastlake Avenue. Given the limited right-of-way on Eastlake Ave. itself, the possibility of locating safe and easily usable bicycle routes on other north-south streets could offer tremendous benefits. The 1998 Eastlake Neighborhood Plan called for designation of Minor Avenue East as a bicycle route, but SDOT opposed this step on the grounds that Eastlake and Fairview avenues were already designated routes and that "Signing Minor will not likely be sufficient encouragement to cause bicyclists to switch routes." (p. 40 of the 1999 Approval and Adoption Matrix) SDOT needs to rethink its response.

Eastlake resident Mike Francisco, former member of the Seattle Bicycle Advisory Board, has proposed to SDOT (see also his article on page 15 of the summer 2016 Eastlake News, on-line) that to keep some on-street parking in Eastlake's central business district, the southbound protected bicycle lane on Eastlake Avenue be dispensed with between Edgar and Howe Streets in favor of directing bicyclists onto other north-south streets like Yale Place East, Yale Avenue East, and Minor and Fairview avenues.

We urge that SDOT explore this option fully, along with bicycle routes on other north-south streets besides Eastlake Avenue. Many bicyclists currently prefer these north-south side streets, where they are safer than on Eastlake Avenue.

As ECC mentioned in a prior letter, we encourage SDOT to consider bicycle parking as part of its ongoing planning for this corridor. While SDOT responded in its February 19 letter that "[a]ny citizen, business, or group can request an SDOT provided bike rack," we nonetheless believe that this type of planning is best done in conjunction with the RDHCT study's broader planning for bicycle infrastructure. A participatory process can best determine the optimal locations for bicycle parking, especially given that the pedestrian environment often overlaps with bicycle parking areas. When new bike lanes open for use, it is important to have bicycle parking already in place, and at locations that are carefully planned.

ECC is concerned about the current design plans for bicycles in the area just south of the University Bridge. This is a complicated area, with bicyclists merging between Harvard Ave. and Eastlake Ave., and many motorists turning to the east in front of them. There is a history of bicycle collisions, even fatal ones. Southbound cyclists must have a safe path from the far SW corner of the University Bridge to cross traffic to reach Harvard Avenue. Possible measures include bike boxes, a signed route to a crosswalk, and a dedicated bicycle turn lane. The design presented at the June 15-16 open houses does not adequately address this safety problem. We encourage further planning and dialogue.

Cut-Through Traffic

In a prior letter, ECC called attention to existing cut-through traffic by motorists avoiding Eastlake Avenue, and expressed concern that this problem would worsen as a result of the RDHCT changes to Eastlake Ave. In response, SDOT noted that, "[t]he scope of the Roosevelt to Downtown HCT Study does not extend to solving existing traffic problems, but seeks to provide efficient movement in the future. In terms of preventing diversion to neighborhood streets in the future with the implementation of BRT, there are traffic calming measures that can be used to minimize the use of neighborhood streets by through traffic."

This SDOT response is not sustainable. It is essential for the RDHCT study to consider and solve the ever-worsening cut-through traffic that parallels Eastlake Avenue. Otherwise, an alternative could be chosen with huge unanticipated negative consequences that would become clear only after implementation, when it is too late to build in an effective solution.

We believe that this worst-case scenario may now be happening. Cut-through traffic is already at unacceptable levels, and the RDHCT changes to Eastlake Avenue will clearly worsen it. But SDOT is not modeling these impacts nor developing a comprehensive strategy to address them. SDOT must stop ignoring the cut-through traffic problem and must make its solution a central part of the RDHCT proposals.

And as with the disappointing omission of near-term improvements in existing bus service, the lack of concern for cut-through traffic is contrary to the requirements of Ordinance 124222, whose Attachment D "Eastlake Corridor Transit and Street Improvements" requires SDOT to make use of recommendations in the "respective neighborhood plans." The Eastlake Neighborhood Plan (available on the City and ECC web sites) extensively details the problems of cut-through traffic on Fairview Avenue East. In January 2016, ECC submitted the Fairview Green Street design concept plan (available at http://eastlakeseattle.org/?page=Fairview) to SDOT and OPCD for their review prior to its adoption as a joint director's rule.

Conclusion

We again thank SDOT and the project team for their efforts to improve transportation in and through Eastlake. No neighborhood will be as deeply affected as ours by the Roosevelt to Downtown High Capacity Transit project. We look forward to the further analyses and public processes that are needed to ensure that the project is best for all parties, including our neighborhood's residents and businesses.

Sincerely,

Eric Suni, Vice President eric.a.suni@gmail.com

cc: Mayor, City Council

Chris Leman, President cleman@u.oo.net

Olin Louis

Seattle Department of Transportation 700 5th Avenue, Suite 3800 PO Box 34996 Seattle, WA 98124-4996 (206) 684-ROAD (7623) www.seattle.gov/transportation





Appendix J: RapidRide J Line Post-LPA Outreach



List of activities hosted by the project team since the LPA.

Date	Event	
December 2017	Public scoping open house to inform project Environmental Assessment	
March 2018	Attended Eastlake Community Council meeting	
April 2018	Attended Eastlake Community Council meeting	
August 2018	Project email update	
September 2018	Presentation to Seattle Bicycle Advisory Board	
October 2018	Notifications for Eastlake neighborhood question and answer meeting:	
October 2018	Hosted Eastlake neighborhood question and answer session to review bicycle alternatives analysis and parking analysis	
December 2018	Email invitations sent for Eastlake community parking workshop	
January 2019	Hosted Eastlake community parking workshop to discuss opportunities for RPZ updates, transportation options, shared parking, and load zone relocations	
April 2019	Attended Eastlake Community Council meeting	
April to June 2019	Project outreach staff conducted door-to-door access surveys for Eastlake businesses	
May 2019	Attended WSDOT/SDOT community parking briefing to review parking effects from the SR 520 project	
July 2019	Briefing with Friends of Seattle's Olmsted Parks to review the Ravenna Boulevard park	
July 2019	Briefing with members of Eastlake Community Council and SAFE Eastlake	
July 2019	Notifications for Eastlake business parking workshops: • Mailed notice • Emailed notice • Door-to-door flyers	
July 2019	Hosted Eastlake business parking workshops to discuss opportunities for load zone relocations, transportation options, shared parking, and RPZ updates	



October 2019	Hosted U-District and Roosevelt Open House and Question & Answer Session	
October 2019	Hosted Eastlake, South Lake Union and Downtown Open House and Question & Answer Session	
October 2019	Captured community feedback through online open house	
October 2019	Presentation to Seattle Transit Advisory Board	
October 2019	Briefings with: • Eastlake Coffee • Patrick's Fly Shop	
November 2019	Briefings with: • Seattle Public Library • Scott Brennan and Steve Locke • Seattle Children's Hospital	
January 2020	Notifications for Environmental Assessment and Section 4(f) comment period: • Mailed notice • Emailed notice • Notice at Seattle public libraries • Notice of Availability	
January 2020	Hosted U-District, Roosevelt, Eastlake, and Downtown Drop-in Sessions for Environmental Assessment and Section 4(f) comment period	
January 2020	Briefing with the Eastlake Community Council Board	
February 2020	Briefing with the University of Washington	

Appendix K: Racial Equity Toolkit



Racial Equity Toolkit

to Assess Policies, Initiatives, Programs, and Budget Issues

Our vision is to eliminate racial inequity in the community. To do this requires ending individual racism, institutional racism and structural racism. The Racial Equity Toolkit lays out a process and a set of questions to guide the development, implementation and evaluation of policies, initiatives, programs, and budget issues to address the impacts on racial equity.

When Do I Use This Toolkit?

Early. Apply the toolkit early for alignment with departmental racial equity goals and desired outcomes.

How Do I Use This Toolkit?

With Inclusion. The analysis should be completed by people with different racial perspectives.

Step by step. The Racial Equity Analysis is made up of six steps from beginning to completion:

Step 1. Set Outcomes.

Leadership communicates key community outcomes for racial equity to guide analysis.

Step 2. Involve Stakeholders + Analyze Data.

Gather information from community and staff on how the issue benefits or burdens the community in terms of racial equity.

Step 3. Determine Benefit and/or Burden.

Analyze issue for impacts and alignment with racial equity outcomes.

Step 4. Advance Opportunity or Minimize Harm.

Develop strategies to create greater racial equity or minimize unintended consequences.

Step 5. Evaluate. Raise Racial Awareness. Be Accountable.

Track impacts on communities of color overtime. Continue to communicate with and involve stakeholders. Document unresolved issues.

Step 6. Report Back.

Share information learned from analysis and unresolved issue with Department Leadership and Change Team.









Racial Equity Toolkit Assessment Worksheet

Title of policy, initiative, program, budget issue:	Roosevelt to Downtown High Capacity Transit Study			
Description:				
Union, Eastlake, University District, Roosevelt, Ma	ice in the corridor connection Downtown, South Lake aple Leaf and Northgate Neighborhoods. This study will velopment of project definition phase deliverables.			
Department: Project Development Contact Name: Alison Townsend	Contact Email: alison.townsend@seattle.gov			
Type: Policy Initiative Program Step 1. Set Outcomes.	_ Budget Issue			
1a. What does your department define as the most important racially equitable community outcomes related to the issue? (Response should be completed by department leadership in consultation with RSJI Executive Sponsor, Change Team Leads and Change Team. Resources can be found at: rsji/toolkit/outcome.htm)				
corridor. Outcome 5: Provide a direct and reliable connection from north Seattle to South Lake Union and Doutcome 6: Support more mixed-use developments encouraged by robust multi-modal transportation. Outcome 7: Reduce greenhouse gas emissions	rban Centers as well as access to health, social services, and educational facilities located throughout the owntown while also creating a more complete Seattle transit network for all.			
1b. Which racial equity opportunity area(s) will t Education Community Development Health Environment	the issue primarily impact? Criminal Justice Jobs Housing			
1c. Are there impacts on: Contracting Equity Workforce Equity Please describe:	 ■ Immigrant and Refugee Access to Services ■ Inclusive Outreach and Public Engagement 			
The corridor will connect racially diverse	e neighborhoods and employment centers d educational opportunities throughout the corridor.			

Step 2. Involve stakeholders. Analyze data.

2a. Are there impacts on geograph	nic areas? Yes	□ No	
Check all neighborhoods that apply (see All Seattle neighborhoods Ballard North Central Central Cee Identifying Stakeholder and Data Research	■ Lake Union	East District King County (outs Outside King Cour Please describe: the area or impacted by the issue	nty
The corridor bisects or boarders population. Of the 12 project cer people of color. These census tr Both census tracts in the South L 35% people of color. Those in the percent people of color. In the N For the project area, the 3 most cless than well are Chinese (3%),	nsus tracts, 5 have a acts coincide with th ake Union area of th be Roosevelt/U Distri orthgate area, the re often cited languages	population consisting of greate e designated urban centers in the corridor have a residential cost area have a residential population includes 43% spoken in the home when Eng	r than 33.7% he project area. encentration of lation of 35-40 people of color.
2c. How have you involved commu (See Identifying Stakeholders section for concerns and expertise are part of analy The study will engage the public through 3 rounds of open house even	r questions to ask commonsiss.) ts. Each round consists of 2 events. House	unity/staff at this point in the process to	Notices were sent to residents and
businesses within a 1/2 mile of the corridor. All invitations offer translars as part of the study we conducted 20 plus stakeholder interviews with These stakeholders have also been recently engaged to participate in to explore corridor alternatives and station locations. This group will like	neighborhood representatives, the Universit a session on right-of-way allocation. This gr	of Washington, corridor businesses, social service agencies and bup was convened in September to discuss right of way allocation	bicycle and pedestrian groups.
The project team has also made themselves available to provide project A project website is maintained with additional information and also the stakeholder events.			s available at open houses and
The study will engage the public through 3 rounds of open house even As part of the study we conducted 20 plus stakeholder interviews with These stakeholders have also been recently engaged to participate in The project team has also made themselves available to provide project rogresses. All stakeholders have been asked to provide additional age	neighborhood representatives, the Universit a session on right-of-way allocation. In the ct updates and information at community co	of Washington, corridor businesses, social service agencies and luture, this group will be convened to address other project issues proil and business group meetings. We have also increased our programments of the state of the	prior to open house events.

2d. What does data and your conversations with stakeholders tell you about existing racial inequities that influence people's lives and should be taken into consideration?

(See Data Resources Section. King County Opportunity Maps for information based on geography, race and income.)

Thus far, conversations have yielded no discussion about racial inequities as they relate to this project. The data show higher than the Seattle average persons of color in areas where one might expect that aren't necessarily tied to low incomes or disadvantaged populations. These areas are South Lake Union which is typically considered a residential location for younger tech or other downtown or South Lake Union workers; in the Roosevelt/U District area which is due to a large population of students (many from other countries) and professors; and, Northgate where there is a supply of reasonably priced rental housing with good transit service to downtown and other employment centers. These areas are racially diverse because of the nature of the employment and educational opportunities in them. They are not areas devoid of public or private investment and are prospering because of diversity.

2e. What are the root causes or factors creating these racial inequities? Examples: Bias in process; Lack of access or barriers; Lack of racially inclusive engagement.
No racial inequities observed.
Step 3. Determine Benefit and/or Burden.
Given what you have learned from data and from stakeholder involvement
3. How will the policy, initiative, program, or budget issue increase or decrease racial equity? What are potential unintended consequences? What benefits may result? Are the impacts aligned with your department's community outcomes that were defined in Step I?
By planning for and constructing the infrastructure necessary to operate BRT service in this corridor, it makes it easier for people to access 3 major employment centers and educational opportunities. By increasing transit options and mobility for the entire population, we are increasing these things for the minority population as well. Transit is not targeted at any specific group of people and there are programs and policies that make it accessible to all. By expanding mobility options, those who live without an automobile, by choice or due to economic or other reasons, will have improved access to jobs and educational opportunities available in the corridor.

Step 4. Advance Opportunity or Minimize Harm.

4. How will you address the impacts (including unintended consequences) on racial equity?

What strategies address immediate impacts? What strategies address root causes of inequity listed in Q.2e? How will you partner with stakeholders for long-term positive change? If impacts are not aligned with desired community outcomes, how will you re-align your work?

Program Strategies?

We will continue our public and stakeholder outreach. Any racial inequities observed will be address by working with the group(s) impacted to find a solution to minimize or eliminate inequities.

Other things we could do include:

- -Work with the Transit and Project Development outreach teams to develop ways to engage communities with limited historical participation in planning processes.
- -Work to develop community capacity for participation in corridor studies through stipends, internships, etc.
- Work with bicycle and pedestrian groups (this is already taking place) but there is always room for multimodal improvement.

Policy Strategies?

There are already several policies in place to assure that everyone benefits from the provision of transit service, there are discounted fare programs, travel training, and schedules printed in multiple languages.

Other policy strategies include:

- -Promote more discounted bus fare for seniors, students, and people of disability and low-income
- Require a study of demographics of the project areas and a published report on outreach strategies prior to the start of the outreach process.
- Require a publishable report on the demographics of project outreach participants.
- -Recommend additional budget for RSJI outreach in future budget process

Partnership Strategies?

Partner with other projects, such as the Roosevelt AAC and associated protected bike lane, to coordinate outreach and engagement on design issues.

Seek POEL participation in future design phases.

Utilize KC Metro outreach resources to raise awareness.

Step 5. Evaluate. Raise Racial Awareness. Be Accountable.

5. How will you evaluate and be accountable? How will you evaluate and report impacts on racial equity over time? What is your goal and timeline for eliminating racial inequity? How will you retain stakeholder participation and ensure internal and public accountability? How will you raise awareness about racial inequity related to this issue?

For the project overall, we will be held accountable through traditional transit performance measures related to ridership, productivity and transit speed and reliability. Monitory of bicycle and pedestrian productivity and accessibility will also most likely be done given multimodal improvements.

The following are some of the RSJI specific accountability strategies.

- Collect race data from the population reached through project outreach, keep track of the race ratio in sample vs. population, and ensure that each race are sufficiently represented in the project outreach.
- Closely monitor the implementation of this project and conduct outreach events through different phases of the project, ensure that people of different race, age, and ethnicity can be reached through those outreach efforts.
- Analyze the demographic profiles of the population that has been reached through previous outreach processes, ensure future outreach fills the gap of the population that has been underrepresented.
- Ensure that the results of this study and the future outreach are properly summarized and used to guide implementation.
- Set performance measures or inclusion goals for future outreach during the project implementation process.

5b. What is unresolved? What resources/partnerships do you still need to make changes?

The lack of resources and institutional structure to engage communities of color are ongoing unresolved issues. We need resources in budget processes for outreach teams to engage communities and Department-wide or City-wide programs to support capacity within these communities to participate in planning processes. Perhaps during the transfer of this project to CPRS, a budget line item for RSJI activities should be identified.

Step 6. Report Back.

6. Share analysis and report responses from Step 5 with Department Leadership and Change Team Leads and members involved in Step 1.

Opportunities to increase success in engaging communities of color in planning process require additional resources for outreach and institutional capacity to implement. Assigning the full responsibility to individual project managers for this outreach limits the potential impact of the effort. There are significant opportunities for Department or City-wide efficiencies if there was a dedicated team to helping achieve the outreach objectives, including staff to plan outreach, prepare materials, and execute the inclusive engagement plan.

Creating Effective Community Outcomes

Outcome = the result that you seek to achieve through your actions.

Racially equitable community outcomes = the specific result you are seeking to achieve that advances racial equity in the community.

When creating outcomes think about:

- What are the greatest opportunities for creating change in the next year?
- What strengths does the department have that it can build on?
- What challenges, if met, will help move the department closer to racial equity goals?

Keep in mind that the City is committed to creating racial equity in seven key opportunity areas: **Education**, **Community Development**, **Health**, **Criminal Justice**, **Jobs**, **Housing**, **and the Environment**.

Examples of community outcomes that increase racial equity:

OUTCOME	OPPORTUNITY AREA
Increase transit and pedestrian mobility options in communities of color.	Community Development
Decrease racial disparity in the unemployment rate.	Jobs
Ensure greater access to technology by communities of color.	Community Development, Education, Jobs
Improve access to community center programs for immigrants, refugees and	Health,
communities of color.	Community Development
Communities of color are represented in the City's outreach activities.	Education, Community Development, Health, Jobs, Housing, Criminal Justice, Environment
The racial diversity of the Seattle community is reflected in the City's workforce across positions.	Jobs
Access to City contracts for Minority Business Enterprises is increased.	Jobs
Decrease racial disparity in high school graduation rates	Education

Additional Resources:

- RSJI Departmental Work Plan: http://inweb/rsji/departments.htm
- Department Performance Expectations: http://web1.seattle.gov/DPETS/DPETSWEbHome.aspx
- Mayoral Initiatives: http://www.seattle.gov/mayor/issues

Identifying Stakeholders + Listening to Communities of Color

Identify Stakeholders

Find out who are the **stakeholders** most affected by, concerned with, or have experience relating to the policy, program or initiative? Identify racial demographics of neighborhood or those impacted by issue. (See District Profiles in the Inclusive Outreach and Public Engagement Guide or

refer to U.S. Census information on p.7)

Once you have indentified your stakeholders

Involve them in the issue.

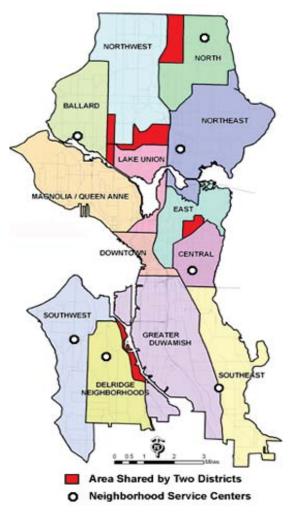
Describe how historically underrepresented community stakeholders can take a leadership role in this policy, program, initiative or budget issue.

Listen to the community. Ask:

- 1. What do we need to know about this issue? How will the policy, program, initiative or budget issue burden or benefit the community? *(concerns, facts, potential impacts)*
- 2. What factors produce or perpetuate racial inequity related to this issue?
- 3. What are ways to minimize any negative impacts (harm to communities of color, increased racial disparities, etc) that may result? What opportunities exist for increasing racial equity?

Tip: Gather Community Input Through...

- Community meetings
- Focus groups
- Consulting with City commissions and advisory boards
- Consulting with Change Team



Examples of what this step looks like in practice:

- A reduction of hours at a community center includes conversations with those who use the community center as well as staff who work there.
- Before implementing a new penalty fee, people from the demographic most represented in those fined are surveyed to learn the best ways to minimize negative impacts.

For resources on how to engage stakeholders in your work see the **Inclusive Outreach and Public**

Engagement Guide: http://inweb1/neighborhoods/outreachguide

Data Resources

City of Seattle Seattle's Population and Demographics at a Glance:

http://www.seattle.gov/dpd/Research/Population Demographics/Overview/default.asp

Website updated by the City Demographer. Includes: Housing Quarterly Permit Report • Employment data • 2010 Census data • 2006-2010 American Community Survey • 2010 Census: Demographic highlights from the 2010 Census; Basic Population and Housing Characteristics Change from 1990, 2000, and 2010 – PDF report of counts of population by race, ethnicity and over/under 18 years of age as well as a total, occupied and vacant housing unit count; Three-page subject report – PDF report of detailed population, household and housing data • American Community Survey: 2010 5-year estimates and 2009 5-year estimates • Census 2000 • Permit Information: Comprehensive Plan Housing Target Growth Report for Urban Centers and Villages; Citywide Residential Permit Report • Employment Information: Comprehensive Plan Employment Target Growth Report for Urban Centers and Villages; Citywide Employment 1995-2010 • The Greater Seattle Datasheet: a report by the Office of Intergovernmental Relations on many aspects of Seattle and its region.

SDOT Census 2010 Demographic Maps (by census blocks): Race, Age (under 18 and over 65) and Median Income http://inweb/sdot/rsji maps.htm

Seattle's Population & Demographics Related Links & Resources (From DPD website:

http://www.seattle.gov/dpd/Research/Population Demographics/Related Links/default.asp)

Federal

- American FactFinder: The U.S. Census Bureau's main site for online access to population, housing, economic, and geographic data.
- Census 2000 Gateway: The U.S. Census Bureau's gateway to Census 2000 information.

State

 Washington Office of Financial Management: OFM is the official state agency that provides estimates, forecasts, and reports on the state's population, demographic characteristics, economy, and state revenues.

Regional

 <u>Puget Sound Regional Council:</u> PSRC is the regional growth management and transportation planning agency for the central Puget Sound region in Washington State.

County

- King County Census Viewer: A web-based application for viewing maps and tables of more than 100 community census data indicators for 77 defined places in King County.
- <u>King County Department of Development and Environmental Services</u>: the growth management planning agency for King County.
- Seattle & King County Public Health Assessment, Policy Development, and Evaluation Unit: Provides health information and technical assistance, based on health assessment data
- King County Opportunity Maps: A Study of the Region's Geography of Opportunity. Opportunity maps illustrate where opportunity rich communities exist, assess who has access to those neighborhoods, and help to understand what needs to be remedied in opportunity poor neighborhoods. Puget Sound Regional Council.

City

The Greater Seattle Datasheet: A Seattle fact sheet courtesy of the City of Seattle's Office of Intergovernmental Relations.

Other

 <u>Seattle Times Census 2000:</u> articles, charts related to Census 2000 and the Seattle/Puget Sound region.

Glossary

Accountable- Responsive to the needs and concerns of those most impacted by the issues you are working on, particularly to communities of color and those historically underrepresented in the civic process.

Community outcomes- The specific result you are seeking to achieve that advances racial equity.

Contracting Equity- Efforts to achieve equitable racial outcomes in the way the City spends resources, including goods and services, consultants and contracting.

Immigrant and Refugee Access to Services- Government services and resources are easily available and understandable to all Seattle residents, including non-native English speakers. Full and active participation of immigrant and refugee communities exists in Seattle's civic, economic and cultural life.

Inclusive Outreach and Public Engagement- Processes inclusive of people of diverse races, cultures, gender identities, sexual orientations and socio-economic status. Access to information, resources and civic processes so community members can effectively engage in the design and delivery of public services.

Individual racism- Pre-judgment, bias, stereotypes about an individual or group based on race. The impacts of racism on individuals including white people internalizing privilege and people of color internalizing oppression.

Institutional racism- Organizational programs, policies or procedures that work to the benefit of white people and to the detriment of people of color, usually unintentionally or inadvertently.

Opportunity areas- One of seven issue areas the City of Seattle is working on in partnership with the community to eliminate racial disparities and create racial equity. They include: Education, Health, Community Development, Criminal Justice, Jobs, Housing and the Environment.

Racial equity- When social, economic and political opportunities are not predicted based upon a person's race.

Racial inequity-When a person's race can predict their social, economic and political opportunities and outcomes.

Stakeholders- Those impacted by proposed policy, program or budget issue who have potential concerns or issue expertise. Examples might include: specific racial/ethnic groups, other institutions like Seattle Housing Authority, schools, community-based organizations, Change Teams, City employees, unions, etc.

Structural racism - The interplay of policies, practices and programs of multiple institutions which leads to adverse outcomes and conditions for communities of color compared to white communities that occurs within the context of racialized historical and cultural conditions.

Workforce Equity- Ensure the City's workforce diversity reflects the diversity of Seattle





Appendix J: RapidRide J Line Post-LPA Outreach

RapidRide J Line Post-LPA Outreach

List of activities hosted by the project team since the LPA and as part of the U District Option outreach.

Date	Event
December 2017	Hosted public scoping open house to inform project Environmental Assessment
March 2018	Attended Eastlake Community Council meeting
April 2018	Attended Eastlake Community Council meeting
August 2018	Emailed update to project listserv
September 2018	Presented to Seattle Bicycle Advisory Board
October 2018	Distributed notifications for Eastlake neighborhood question and answer meeting: • Email update • Mailed notice
October 2018	Hosted Eastlake neighborhood question and answer session to review bicycle alternatives analysis and parking analysis
December 2018	Emailed invitations for Eastlake community parking workshop
January 2019	Hosted Eastlake community parking workshop to discuss opportunities for RPZ updates, transportation options, shared parking, and load zone relocations
April 2019	Attended Eastlake Community Council meeting
April to June 2019	Conducted door-to-door access surveys for Eastlake businesses
May 2019	Attended WSDOT/SDOT community parking briefing to review parking effects from the SR 520 project

July 2019	Briefed Friends of Seattle's Olmsted Parks to review the Ravenna Boulevard park
July 2019	Briefed members of Eastlake Community Council and SAFE Eastlake
July 2019	Distributed notifications for Eastlake business parking workshops:
	Mailed notice
	Emailed notice
	Door-to-door flyers
July 2019	Hosted Eastlake business parking workshops to discuss opportunities for load zone relocations, transportation options, shared parking, and RPZ updates
	Emailed to 13 community-based organizations and major employers to share an update and offer a virtual briefing
October 2019	Hosted U-District and Roosevelt Open House and Question & Answer Session
October 2019	Hosted Eastlake, South Lake Union and Downtown Open House and Question & Answer Session
October 2019	Captured community feedback through online open house
October 2019	Presented to Seattle Transit Advisory Board
October 2019	Briefed:
	Eastlake Coffee
	Patrick's Fly Shop
November 2019	Briefed:
	Seattle Public Library
	Scott Brennan and Steve Locke
	Seattle Children's Hospital
January 2020	Distributed notifications for Environmental Assessment and Section 4(f)
January 2020	comment period:
January 2020	Mailed notice

	Notice at Seattle public librariesNotice of Availability
January 2020	Hosted U District, Roosevelt, Eastlake, and Downtown Drop-in Sessions for Environmental Assessment and Section 4(f) comment period
January 2020	Briefed the Eastlake Community Council Board
February 2020	Briefed the University of Washington
February 2020	Emailed update to project listserv
June 2020	Emailed update to project listserv
September 2020	Emailed update to project listserv announcing U District Option
November 2020	Presented to Solutions Alliance Steering Committee
December 2020	Sent memo and presented to the Levy Oversight Committee
December 2020	Distributed notifications for U District Option:
	 Emailed update to project listserv Distributed notices through partner publications including a Route 70 rider alert
	 Called/emailed key organizations to share an update and offer a virtual briefing Posted on social media
December 2020	Hosted U District Option Public Meeting
December 2020	Briefed the Eastlake Community Council Board
December 2020	Attended North Link Connections Mobility Board meeting
January 2021	Briefing to City of Seattle Council Member Pedersen
March 2021	Attended meeting and provided project update to:
	Roosevelt Neighborhood Association

	Wallingford Community Council
March 2021	Emailed 27 community-based organizations in the U District and Roosevelt neighborhoods to share an update and offer a virtual briefing
March 2021	Briefed:
	U District PartnershipBelltown United



RapidRide J Line Alignment Public Engagement Summary

Appendix K: Eastlake Neighborhood Project Briefing Comments

Please share your questions, comments, and concerns. All information provided on the comment sheet is subject to public disclosure.







Please share your questions, comments, and concerns. All information provided on the comment sheet is subject to public disclosure.

1. Keep the lanes (bile) on East lake
2. Consider adding bike parking on side streets
3. Don't let the NIMBY's stop this.
4. I' like here and would like to bike to a grocery
5. Require loading zones in hearby buildings in design review
to alleviate parking scoffaws.
u Get rid at the left turn northbound from Fairvious to
Velley to allevicte some SLW bus congestion.
7. Provide incentives to private lot owners to convert to public parking lots.

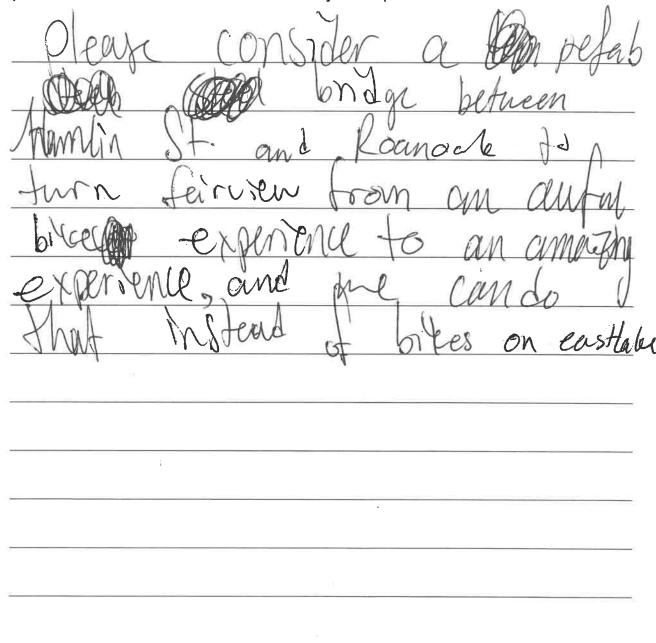
- Philip Weiss







Please share your questions, comments, and concerns. All information provided on the comment sheet is subject to public disclosure.









Please share your questions, comments, and concerns. All information provided on the comment sheet is subject to public disclosure.

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JULES JAMES

117 E LOUISA #551

SEATTLE WA 98102

(206) 329-1885

Seattle Department of Transportation RapidRide Roosevelt

October 23, 2018

RE: Six Questions for the RRR EIS

Q #1: Federal Transit Administration RapidRide dollars require a 10% increase in expected transit capacity. Metro Route 70 service already is within 10% of existing capacity of all the existing minor arterial RapidRide routes in Seattle. Eastlake Avenue currently has 113 public buses serving 7 bus stops each weekday each direction, 8 at most per Peak hour. The RRR proposes 8 at most per Peak hour. What numbers will WDoT use to justify an expected transit capacity increase exceeding the 10% FTA requirement?

Q #2: The loss of neighborhood business causes people who commonly walk for quart of milk or pint of beer to bus or drive. SDoT erred by not measuring the perception of Roosevelt business owners after their two years' experience with the Roosevelt Protected Bike Lane. "How long have you been in business?" "Do you perceive the bike lane an overall good or bad for your business?" "Why?" If exclusive-use arterial bike lanes are harmful to neighborhood businesses, this must be assessed as relevant to the RRR's carbon footprint impact. Has WDoT surveyed Roosevelt Way business owners and landlords since that bike lane was installed?

Q #3: SDoT erred by not routing Option #9 (Franklin Ave) of the October 2018 Eastlake Bicycle Facility Evaluation through Colonnade Bike Park. This would negate SDoT's disqualification of Option #9 because of the 17% grade of Franklin Avenue south of Newton Street would be avoided. SDoT further erred by routing the northern portion of Option #9 on Eastlake until Hamlin. As proposed by neighbors, the bike greenway was routed from Allison to Franklin via the WashDoT right-of-way. If Option #9 is routed via the Colonnade Bike Park can it be advanced for Detailed Assessment?

Q #4: SDoT erred by blindly assuming exclusive-use arterial bike lanes continue to increase bicycle usage and safety. SDoT conducted a pre-bike lane survey in May 2015 on Roosevelt just south of 43rd counting an 8-hour average of 67 bike riders and an AM Peak of 135 riders. Has the Roosevelt exclusive-use arterial bike lane proven itself environmentally, economically and socially sustainable by appreciably increasing bike ridership and reducing bicycle accidents? Or would the RRR's continuation of exclusive use arterial bike lanes through Eastlake be environmental disruption without environmental benefit?

Q #5. If the RapidRide Roosevelt Corridor Curb Space Management Study of October 2018 was able to count how long a certain vehicle parked on Eastlake Avenue, then this study can provide the data to determine Load Zone usage in Study Zone #6 (Roanoke to Newton). The RRR proposes to eliminate all 9 Load Zones on Eastlake Avenue within Study Zone #6. As a measurement of neighborhood-commercial economic damage proposed by the RRR: how many vehicles utilized these nine load zones?

Q #6: Now that the RRR has been shortened to begin at 65th rather than the Northgate Transit Center, have the residential tenants of NE 67th Street between 12th and Roosevelt been informed their blockface will be a 24-hour layover for 100 or so idling buses per day?

> JULES JAMES JULESJAMES1885@GMAIL.COM

Please share your questions, comments, and concerns. All information provided on the comment sheet is subject to public disclosure.

Please continue the good
work!
- Fred Hutch CRC ~3,000 employed
lacks major bus toutes
This would be very helpful!
Please reduce the 40 bacust
collisions caused by cars.







Please share your questions, comments, and concerns. All information provided on the comment sheet is subject to public disclosure.

I choose to live a car-free life a utilize
bus a bike lanes every single day. I truly
appreciate the effort to increase all modes of
transport around the city. It's incredibly
important that the city, SDOT, + King Co
Metro do everything in their power to
move toward Vision Zero (urgently!).
Businesses need to recognize that their customers
arrive by all modes of transport -
bus, personal vehicle, refoot, a bike - and
by opposing this project, they are
Causing their own business harm.









RapidRide J Line Alignment Public Engagement Summary

Appendix L: Eastlake Parking Workshop Summary



RapidRide Roosevelt Project

Eastlake Parking Workshop Summary

Meeting purpose: As part of the RapidRide Roosevelt Project, existing parking spaces and loading zones on Eastlake Ave E will need to be removed or relocated. SDOT hosted a community parking workshop for Eastlake residents and project stakeholders to discuss potential parking strategies SDOT is considering as well as offer their own ideas.

Notifications: At an October 23 RapidRide Roosevelt Q&A session, attendees were invited to sign up for future parking meetings. Those attendees were sent an email invitation for the January 24 parking workshop. In addition, two emails were sent to the full-corridor project listserv requesting RSVPs to attend.

Attendance: Approximately 40 community members attended the workshop.

Meeting details

Thursday, January 24, 6-8 PM Center for Wooden Boats, Sail Loft Room, 1010 Valley St







Meeting format

6:00-6:20 PM Presentation and project overview
Penny Mabie, facilitator, Envirolssues
Garth Merrill, Project Manager, SDOT



6:20-6:30 PM Parking overview

Mary Catherine Snyder, SDOT

6:30-7:45 PM Parking strategy presentations and small group discussions

Mary Catherine Snyder, SDOT Jules James, Eastlake resident

7:45-8:00 PM Small group report-out

Clarifying questions

Questions asked by community members prior to small group breakouts

1. Why did you only study parking inventory and occupation on Eastlake Ave E and one block east and west, but not further out?

A: Reviewing the curbspace conditions along Eastlake Ave E itself and the blocks east and west provided SDOT a clear picture of potential impacts from the project's changes to curbspace on Eastlake Ave E. Adding additional streets would dilute the study findings and lessen our ability to accurately develop tools to manage parking and curbspace along the Eastlake corridor in the future.

2. Do you have a goal of replacing each parking space lost?

A: SDOT will be replacing loading zones affected, as best as technically feasible. Our approach to providing transportation access for visitors, shoppers and employees to the Eastlake area is to review transportation access needs to and from the Eastlake corridor and work with the available resources and city policies to accommodate that access.

- What is the definition of "mid-day" in the parking occupation study?
 A: SDOT counted the mid-day from 12PM to 1PM. This is generally the busiest time of the day in the corridor.
- Will materials be posted online?A: Yes.
- 5. Did you account for privately-owned parking spaces in your inventory study?

 A: As part of the Environmental Assessment, inventory of selected off-street garages with publicly available parking has been included.
- 6. With regard to Seattle's policy on curbspace management, how does eliminating all of existing parking equal sharing access?
 - A: To clarify, SDOT will be relocating all loading zones impacted with the project to nearby locations, as best as is technically feasible. SDOT's curbspace policy, in the Seattle Comprehensive Plan, includes priority to meet mobility needs whether that is vehicle traffic movement, transit priority, or bicycle facility projects. Curbspace allocation works to meet the functions of access to commerce and access for people as close as possible when there are mobility needs on the main transportation corridor. This policy leads SDOT to relocate load zones to nearby side streets. Staff will also look for additional areas to add short-term parking on nearby streets. As part of the Environmental Assessment, SDOT is also developing other



parking management and access strategies for the Eastlake area, including providing transportation demand management resources as well as potential adjustments to the nearby restricted parking zone.

- 7. What does "utilization" mean?
 A: This means the parking space is being used by a vehicle.
- 8. How does the project fit with planned upzones of Eastlake? A: While the traffic analysis does include anticipated growth in the Eastlake neighborhood, the Mandatory Housing Affordability legislation is beyond the scope of the Roosevelt RapidRide Project.
- 9. Will the project Environmental Assessment account for future changes to zoning?A: Mandatory Housing Affordability proposed changes in Eastlake will be addressed under the Indirect and Cumulative Impacts section of the Environmental Assessment.
- 10. The parking inventory was completed in December 2017, before the project scoping period of January 2018. Will the project have an Environmental Impact Statement instead of an Environmental Assessment?
 - A: We are moving forward with an Environmental Assessment Assessment in coordination with and at the direction of the Federal Transit Administration.
- 11. How can I be notified of future environmental documents and engagement opportunities? A: We will send printed and mailed notifications in the future.

Proposed Parking and Access Strategies

Small group discussion feedback from attendees:

Strategy 1: Transportation demand management

- Parking Matching? Does this exist in the city? Like a neighborhood parking pool?
 - o Carpool Apps (Waze carpool, sRide Carpool, Scoop, Ridely, Zify, Ride Ally)
- Jobs Lost? How many businesses will "go under" if all parking spots are removed? How many folks will be unemployed?
- New orca card for lost parking
- Update the 70 to RapidRide sooner
- Make sure bus stop are close to businesses
- Reduce costs for transit
- Need mitigation to replace lost parking!
- Who will pay for bus passes for employees?
- Access to/from other parts of city extremely limited
- What will replace 70 bus? How to get to UW after
- What about employees' parking?
- What about customer parking?
- What impact has Car2Go and ReachNow?
- How many people own cars in Eastlake?
- Do people really not know how to ride the bus? What good would a TDM program bring?



Strategy 2: Shared parking

- Commercial vs. residents, easier to make it a "Diamond Lot"...
- 4-hour Commercial North and South on Eastlake, small lot (reclaim Howe Street, 11 Fairview/Eastlake)
- Diamond spot occupy + pay works, requires attendant
- Websites for carpool/match—"slug line" used in DC
- Liability issues for shared parking owners?
- Designated Uber/Lyft pick-up spots
- App for parking spaces instead of #'s
- Effective park sharing
- Building manager do more expert parking management for big/small businesses like "diamond lots
- Don't want spaces in resident buildings rented out
- Rental parking will be very limited- look at current
- Maybe possible in business lots BUT how many business spots there are?
- Extremely limited public parking in lots, businesses will want cars out early AM
- #1 issue is theft inside a parking garage

Strategy 3: Restricted parking zone 8 updates

- Change rules, 6pm is "after" zoning enforcement leaves area (write some tickets at 6pm)
- "No parking buildings" should not have access to RPZ
- Limit permits to spots on street, enforce RPZ tickets
- Can we add more RPZ streets?
- Can we not allow new construction to purchase RPZ permits?
- Increase RPZs (especially the 2 hour one) So Eastlake cannot be used as a park-n-ride for downtown and South Lake Union workers.
- Provide incentives for customers to go to businesses along Eastlake Avenue.
- Can we get more RPZ enforcement?
 - Can SDOT coordinate w/SPD?
- Can RPZ areas that allow 2/4 hour parking have metering to make enforcement easier? (Only one parking enforcement drive by)
- Can we have a required "transport move in packet" to let new apartment residents know how transit options? (similar to receiving mold/lead information packets).
- Legality of parking in an RPZ zone?
- Extend RPZ throughout Eastlake
- RPZ on industrial land
- Extend Zone 8 to lots (Colonnade) (WSDOT)
 - Using Chinatown parking for example
- Big parking costs w/ employees charged for parking so they park on the street for free
- What's car ownership rate for new apartments
- Can the city provide information/encouragement for not owning a car to new residents instead of just an RPZ pass?
- Should "no parking buildings" residents be allowed to an RPZ?
 - o Are new SEDU residents really giving up their cars?
- RPZ 1 day passes
- Paid parking for non-residents in offices



- RPZ on Fairview E. north of Lynn
- Subsidized off street parking development day passes per service providers (repairman, etc)
- Address construction for employees using parking spots
- Need additional off street parking lots
- Business leaving due to no parking for patrons: need better parking enforcement so spaces open for people coming to use restaurants and other businesses.
- Not okay to give RPZ to people in building allowed to be built without parking as take spaces on street in front of private residences

Strategy 4: Loading zone relocation, other curb space updates

- What are the laws for loading in center lane?
- Change signs on Eastlake west of Louise to 2 hr
- Sign created for center of street
- Alley utilization replace 'no parking' with 30min load/unload (include for cars)
- How are you anticipating impacts of no parking with new/large buildings? And others that are smaller?
- Start figuring out loading zones NOW- not when construction begins
- Make long blocks on Eastlake, around the corner option for loading zones
- Can't ignore loading/unloading from the center turn lane
- UW shuttle space being removed?
- Alley unloads seems unworkable as load zones -narrow
- Use alley
- Add parking to one-sided streets (like Franklin St)
- Review all loading zones
- Enforce middle lanes?
- Better defined strategies for parking on Fairview
- If you move the loading zones around the corner from Eastlake, those loading zones will remove residential parking
- The map section presented re: loading zones should have been "central Eastlake" to include Lynn St/Boston/Newton
- No large articulated or semis on side streets
- Enforce alley no parking so trucks can use
- Move bike lanes to Fairview to reduce disruption to businesses
- Buy/pay (can't tell) 200 Eastlake cars + bus passes
- The map section presented re: loading zones should have been "central Eastlake"- to include Lynn Street, Boston, Newton.
- No on street parking for people with garages
- Increase RPZ price
- Can trucks load on hills
- Won't the hills of Eastlake be difficult for the deliveries?

Strategy 5: What else?

- No bikes use 345 space for parking with new rules, use 70.
- Parking and transit incentives
- Tax free bus pass
- Free bikes



- Bike safety classes, rules and norms
- Bike locker/ bike share promotions (secure bike parking/bike garage)
- Finish the Bike Network
- Better parking design (lines on Fairview)
- Finish/utilize room under freeway parking
- Add parking on both sides of Minor
- Restore off-street parking requirements for new buildings.
- Can we have a required "transport move-in packet" to let new apartment residents know about transit options? (already get mold/lead info packets?)
- Keep Eastlake parking. Please respect the wishes of the residents and business.
- Consider a win-win strategy: this strategy will be safer for bikes and less expensive than creating bike lanes along Eastlake Ave
 - o Keep parking on Eastlake to ensure our businesses stay viable
 - Finish the Cheshiahud Loop as the bike route. Solve problem of alley between Edgar and Hamlin
- Restate land use code's requirement for on-site parking in new residential and commercial buildings.
- Provide additional free parking (to replace spots being removed along Eastlake) so that businesses can continue to survive
- What about the sharrows? Painted bike lanes like on other major streets.
- Restore parking requirements in new buildings
- Create parking at:
 - o Eastlake and Harvard
 - o Under Fwy at Colonnade park
- Park in bikes lanes at night?
- Parking under I-5?
- Enforce Uber/Lyft
- Replace all removed parking spaces- probably under I-5 (N&S).
- Remove center lane of RR and put parking on West side of Eastlake
- Paint sharrow markings for the peak-hour lanes.
- Not OK to give dedicated bike lanes on both sides of Eastlake. South of university bridge as narrower of not OK to remove two traffic lanes—use Fairview/Cheshiahud trail for bikes
- From University Bridge south Eastlake narrower than north section. Not adequate for bikes/bike lanes/cars/loading all of it.
- Need to include Fairview Ave E from Hamlin to Fuhrman in parking survey! Actually- from Edgar to Fuhrman. Alleys not adequate for loading—not standard width.
- Need to understand topography of Eastlake! Hills and dead ends and non-standard width streets
 w/traffic circles impede easy in and out of crowd. Loading zones not OK on every east west
 street off Eastlake!
- Move bike lanes to Fairview to reduce disruption to businesses
- Enforce no alley parking so trucks can use them
- Survey of private parking, parking meters for all remaining parking
- Upzone/MHA/EIS impact on parking
- Revenue- register bikes in Seattle (user fees)
- Require new construction to include parking
- Alternative- bikes, buses, some people can't use them



- Signaled ped-xings on Eastlake Ave
- Alternatives- use Uber/Lyft- subsidize neighbors
- Shuttle vans to ferry people to stops and shops
- Lets go! Is U District like Eastlake? Demographics are very different (elderly vs. young families w/ children)

Misc. comments:

- I prefer the workshop format
- Paint sharrow markings for the peak-hour lanes.
- Where are Eastlakes 3-minute passenger load zones?
- Origin destination survey: People that come to Eastlake. Ask all residents in Eastlake:
 - o Where do you need to go?
 - o How can you get there?
- Need mitigation to replace lost parking.
- Liability issues for shared parking owners?
- Save the 70
- What about trees in the center turn lane
- What about the sharrows? Painted bike lanes like on other major streets.
- Topography of Eastlake makes this project and adaptations unrealistic and unworkable
- Access for people with disabilities is ignored
- Don't do it listen to the neighborhood
- How do I contact the FTA?
- Think of the residents
- Eastlake is not a corridor, it's a community
- No large articulated or semis on side streets

Report-out comments

- SDOT should look into opening parking underneath I-5.
- People already know how to ride the bus; additional education isn't necessary.
- Loading a truck on a hill is difficult.
- SDOT should do a survey of off-street parking facilities to determine capacity.
- The City of Seattle should look into a car buy-back program, potentially in exchange for transit passes.
- Reconsider putting the bicycle lane on Eastlake Ave E in favor of maintaining the parking.
- Restore on-site parking requirements for new buildings.
- Develop an app or service to match drivers and parking spaces.
- Review north- and south-end parking spaces that are currently restricted to four hours.
- Review an existing parking lot at Fairview/Eastlake and Hugh St.
- Provide information about transit options to new Eastlake residents.
- Provide more RPZ enforcement.
- Replace lost parking rather than mitigate.
- Who will pay for bus passes?
- Eastlake topography is difficult.
- Save Route 70.
- Consider a painted instead of a protected bicycle lane.
- Expand the RPZ to include more streets.



- Review existing load zones and make sure they're being used.
- Ensure access to more parking lots.
- Make transit less expensive through a business subsidy.
- Make sure protected bike lanes are safe and complete the network.



Appendix A: Workshop handouts



RapidRide Roosevelt Project Eastlake Parking Workshop

January 24, 2019

Welcome neighbors!

Thank you for coming to the RapidRide Roosevelt Project Eastlake Parking Workshop. The RapidRide Roosevelt Project will connect Downtown Seattle with the neighborhoods of South Lake Union, Eastlake, University District, and Roosevelt.

Tonight's agenda:

6 PM // Sign in and find a seat

6:10 PM // Presentation including project background and parking management overview

6:30 PM // Begin workshop activities

8 PM // Adjourn

Workshop goals:

- 1. Understand community concerns
- 2. Provide an opportunity for two-way conversation
- 3. Seek input on potential parking and transportation demand management strategies
- 4. Hear ideas from you



The RapidRide Roosevelt Project improves mobility and safety in the Eastlake neighborhood by:

- Providing an improved north-south transit corridor to help connect neighborhoods.
- Keeping buses frequent and on-time with in-lane stops.
- Adding new protected bike lanes and crosswalks along Eastlake Ave E and Fairview Ave N.
- Improving transit stations and pedestrian access.







RapidRide Roosevelt Project Purpose

The overall purpose of the Roosevelt RapidRide project is to improve transit travel times, reliability, and capacity to increase high-frequency, all-day transit service and enhance transit connections between downtown Seattle and the Belltown, South Lake Union, Eastlake, University District, and Roosevelt neighborhoods, in order to:

- Address current and future mobility needs for residents, workers, and students
- Address capacity constraints in the transportation network along this north-south corridor
- Provide equitable transportation access to major institutions, employers, and neighborhoods

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

RapidRide Roosevelt Project Need

The Roosevelt corridor has been identified as a high-priority corridor for meeting the following transportation and community needs:

Provide Transit Service to Support Housing and Employment Growth. Significant growth in both housing and employment is underway for the five neighborhoods (Belltown, South Lake Union, Eastlake, University District, and Roosevelt) within the project corridor and Downtown Seattle. Based on population and employment projection data from Puget Sound Regional Council, by 2035, the area within approximately 0.5 mile of the corridor is forecasted to grow by over 22,000 residents (29 percent) and 91,000 employees (50 percent), for a total of over 98,000 residents and 274,000 jobs. There is inadequate capacity on existing bus service to support the planned development.

Provide Neighborhood Connections to Future Link Light Rail Stations. Connectivity and capacity within the corridor are limited due to geographic and existing infrastructure constraints. Currently there is no direct rapid transit connection between the five neighborhoods and downtown Seattle. King County Metro Routes 67 and 70 provide service, but they travel in congested traffic lanes and require a passenger to transfer to another bus line to reach downtown Seattle. These limitations result in long transit times and unreliable schedules, reducing riders' ability to make connections and discouraging ridership. To accommodate the planned growth and increase in density along the corridor, there is a need to provide better connections to existing and future Link light rail stations, existing and future RapidRide lines, and regional and local bus routes.

Improve Transit Travel Time and Reliability Throughout the Corridor. Congestion is causing delays in transit travel time and negatively affecting transit reliability. The existing transit travel time in the corridor during the peak periods is up to 20 to 30 percent slower than off-peak hours. The slower transit travel time during the peak periods negatively affects reliability and result in over 30 percent of transit trips in the corridor running late during morning and evening peak periods. By 2021, without improvements in the corridor, the PM peak delay in transit travel time is expected to increase by almost 14 minutes (17 percent increase) for trips along the entire corridor.

Reduce Overcrowding of Existing Bus Capacity. Over 20 percent of those within approximately 0.5 mile of the corridor already use transit, with even higher transit usage in Downtown Seattle and the University District neighborhood. Passenger loads currently exceed seated capacity along the corridor on 32 percent of daily trips and more than 63 percent of trips during the morning peak period. For the existing routes that provide transit service in the corridor between Downtown and the University District, average weekday ridership is expected to increase by 35 percent (i.e., from 4,770 riders per day in 2015 to 6,450 in 2035).

Improve Pedestrian and Bicycle Safety and Connections to Transit. With significant transit service and dense, walkable neighborhoods, there is a high level of pedestrian and bicycle activity along the corridor, yet several intersections have above-average rates of bicycle and pedestrian collisions with vehicles. From 2010 to 2014, six intersections along the corridor were reported to have three or more pedestrian injury collisions and five intersections with four or more bicycle collisions with injuries. The City of Seattle Bicycle Master Plan recommends protected bicycle lanes as one of the highest priority bicycle network investments, given the geographic constraints and limited bicycle route alternatives to the corridor. Additionally, numerous sidewalks and intersections do not meet current City of Seattle standards and do not comply with the ADA.

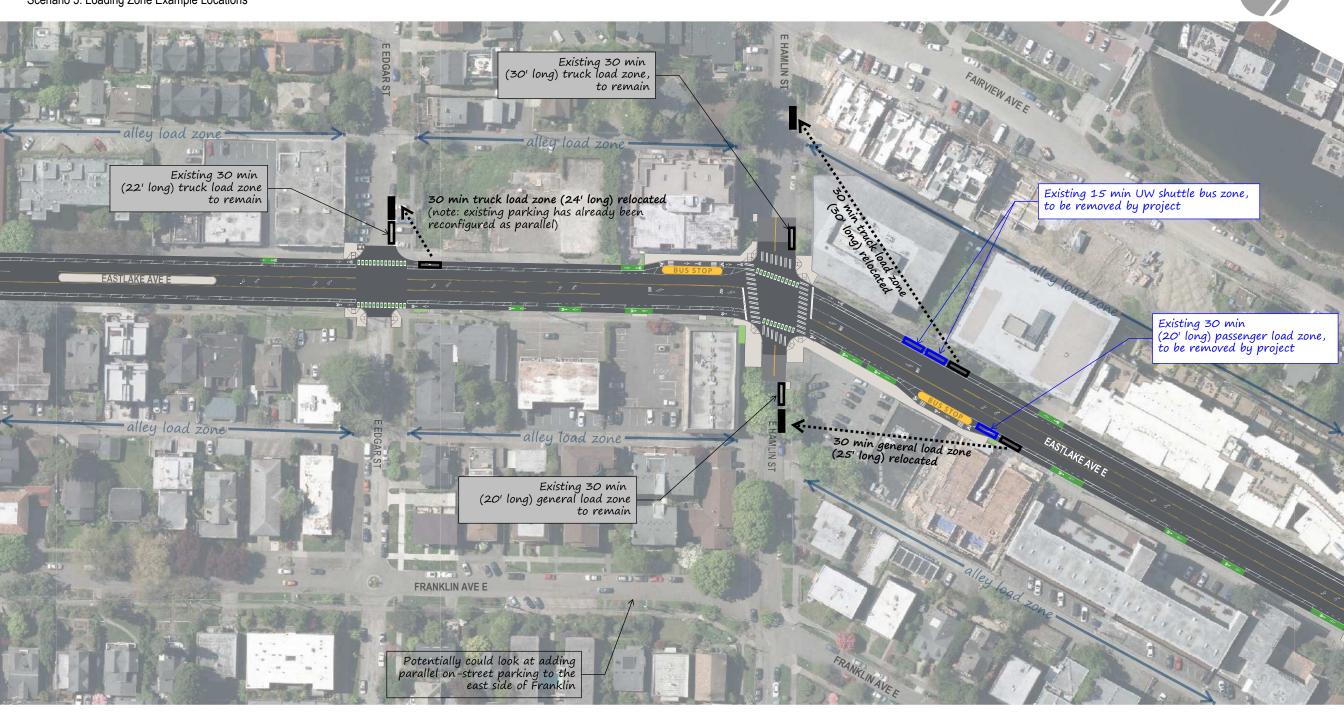
Stay connected

Website www.seattle.gov/transportation/rapidrideroosevelt Email rapidride@seattle.gov
Phone (206) 684-7963





Roosevelt RapidRide Project Scenario 5: Loading Zone Example Locations





Appendix B: Eastlake On-Street Parking Survey counted by Eastlake Neighbors

The following community information is presented without detailed review or endorsement from the Seattle Department of Transportation.

Eastlake On-Street Parking Survey



Counted by Eastlake Neighbors



January 24th 2019

Eastlake On-Street Parking Survey

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Eastlake On-Street Parking Survey of January 2019

In preparation for SDoT's Eastlake On-Street parking workshop, each block face in Eastlake was surveyed by a neighbor-volunteer for on-street parking signage and estimated parking capacity. Eastlake was split into 12 routes and each block face was assigned a unique number. For example: "2-26" is the 2300 block of Boylston, west side.

Parking "capacity" is measured by volunteer estimations based on existing conditions -- including illegally parked vehicles, load zones and without regard to SDoT on-street parking standards. Accordingly, this study's on-street parking results may be significantly higher than government capacity surveys.

Volunteers counted on-street parking spaces for 2,143 vehicles on 183 block faces. Approximately 40% of Eastlake's on-street parking capacity is available to commuters on an equal basis with residents. Parking capacity for 622 vehicles over 50 block faces have no time limits. Another 319 arterial parking spots are available for all day parking when not used as AM or PM Peak hour lanes.

Eastlake's RPZ-Zone 8 covers 995 parking spaces with 2 Hour Daytime (50 spaces), 4 Hour Daytime (364 spaces), 2 Hour Daytime & Evening (255 spaces) and 4 Hour Daytime & Evening (326 spaces) restrictions. It covers 58 of Eastlake's 183 block faces.

On Eastlake Avenue, 428 parking spaces are under threat of removal by SDoT's RapidRide Roosevelt exclusive use bike lane project -- 20% of all on-street parking within the Eastlake neighborhood.

The Eastlake neighbors involved with this survey have given me the duty of tabulating results and the privilege of publicly representing the results as needed.

Jules James 2616 Franklin Avenue East Julesjames1885@gmail.com

##

Survey Routes

Route	Roadway	# of Block Faces	# of Parking Spaces
#1	Franklin Ave East – Central	14	267
#2	Boylston Avenue East		
	East Shelby Street	16	129
#3	East Hamlin Street		
	East Edgar Street		
	East Roanoke Street		
	Yale Terrace East	24	161
#4	Yale Avenue East		
	Minor Avenue East	16	272
#5	Fairview Ave East – North		
	East Allison Street		
	Fuhrman Avenue East	15	164
#6	Franklin Ave East – South		
	Franklin Place East		
	East Galer Street		
	East Garfield Street		
	East Blaine Street		
	East Howe Street	20	197
#7	East Newton Street		
	East Boston Street		
	Yale Place East		
	Eastlake Avenue East	26	273
#8	East Lynn Street		
	East Louisa Street	16	66
#9	Fairview Ave East – Central	8	216
#10	Eastlake Ave East – North	12	212
#11	Eastlake Ave East – Center	8	140
#12	Eastlake-South		
	East Blaine Street		
	East Garfield Street	8	46
	TOTAL	183	2,143

On-Street Parking in Eastlake

	Routes-Loca	tions-To	otals	Р	Non- arking		es	RPZ	Parki	ng Sp	aces	Peak	Lane
#	Route Name	# of Block Faces	# of Pkg Spaces	No Park	No Limit	1 HR Day	2 HR Day	2 HR RPZ Day	4 HR RPZ Day	2 HR RPZ Day RPZ Eve	4 HR RPZ Day RPZ Eve	Parking Spaces AM PM	
1	Franklin	14	267	0	21				110	120	16		
2	Boylston	16	129	0	66						63		
3	Hamlin -Edgar	24	161	0	71					51	39		
4	Yale -Minor	16	272	0	5				59	208			
5	Fairview -North	15	164	0	99			50	15				
6	Franklin - South	20	197	0	179	7	3			8			
7	Newton -Boston	26	273	0	148	4	19			85	17	26	43
8	Lynn - Louisa	16	66	0	26*		7			33			
9	Fairview - Center	8	216	0	116					100			
10	Eastlake -North	12	212	0	212							110	102
11	Eastlake -Center	8	140	0	49	13	57			21		75	65
12	Eastlake - South	8	46	0	30		16						7
	TOTALS	183	2,143	0	1,022	24	102	50	184	626	135	211	217

^{*}Includes NO Pkg 7AM-4PM on Louisa for School Busses on School Days.

On-Street Parking in Eastlake, by Block Face

R	Routes-Loca	tions-To	otals		n-RPZ Block		_	RF	PZ Blo	ck Fa	ces	Pea Lai	
#	Route Name	# of Pkg Spaces	# of Block Faces	No Park	No Limit	1 HR Day	2 HR Day	2 HR 4 HR 2 4 RPZ RPZ HR HR Day Day RPZ RPZ RPZ RPZ Day Day Eve Eve			RPZ Day RPZ	Block Faces	
1	Franklin	267	14	1	2			0	5	5	1		
2	Boylston	129	16	8	4			0	0	0	4		
3	Hamlin -Edgar	161	24	6	9			0	0	5	4		
4	Yale -Minor	272	16	3	1			0	3	9	0		
5	Fairview -North	164	15	3	9			2	1	0	0		
6	Franklin -South	197	20	2	15	1	1	0	0	1	0		
7	Newton -Boston	273	26	2	13	1	2	0	0	7	1	1	3
8	Lynn - Louisa	66	16	5	3*		2	0	0	6	0		
9	Fairview -Center	216	8	1	4			0	0	3	0		
10	Eastlake -North	212	12	2	10		_	0	0	0	0	6	6
11	Eastlake -Center	140	8	0	3	1	3	0	0	1	0	4	4
12	Eastlake - South	46	8	4	3		1	0	0	0	0	2	2
	TOTALS	2,143	183	37	79	2	8	2	9	36	10	13	15

^{*}Includes NO Pkg 7AM-4PM on Louisa for School Busses on School Days.

No Limit Parking

Block Face ID #	Street	Street #	Side of Street	# of Space s
2-17	Boylston	2800	Е	25
2-18	Boylston	2800	W	18
2-19	Boylston	2700	Е	9
2-20	Boylston	2700	W	14
3-32	Hamlin	100	S	3
3-37	Edgar	100	N	3 5
3-39	Edgar	200-W	N	12
3-40	Edgar	200-W	S	10
3-41	Edgar	200-E	N	11
3-42	Edgar	200-E	S	11
3-50	Roanoke	200-E	S	5 7
3-51	Roanoke	100-W	Ν	7
5-71	Fuhrman	100	N	9
5-72	Fuhrman	100	S	6
5-73	Fairview	3200	Е	28
5-74	Fairview	3200	W	2
5-75	Fairview	3100	Ш	10
5-76	Allison	100	Ν	15
5-77	Allison	100	S	15
5-81	Hamlin	100	Ν	9
5-82	Hamlin	100	S	5
6-87	Franklin	1900	W	12
6-89	Franklin	1800	W	14
6-90	Franklin	1600	Е	16
6-91	Franklin	1600	W	23
6-92	Franklin	1500	Е	23

Block Face ID #	Street	Street #	Side of Street	# of Space s
6-93	Franklin	1500	W	20
6-95	Galer	200	S	8
6-97	Garfield	200	S	3
6-98	Blaine	200	Ζ	7
6-99	Blaine	200	S	9
6-100	Howe	200-W	N	6
6-101	Howe	200-W	S	8
6-102	Howe	200 E	N	3
6-104	Franklin Pl	1900	Е	14
6-105	Franklin Pl	1900	W	13
7-106	Newton	200-E	N	3
7-108	Newton	200-W	N	9
7-110	Newton	100	N	9
7-113	Newton	10	S	16
7-115	Yale Pl	1900	S-E	24
7-119	Eastlake	1900	W	5
7-122	Boston	200-E	N	5 7
7-124	Boston	200-W	N	7
7-127	Boston	100	N	11
7-130	Boston	10	N	16
8-141	Louisa	10	S	13
9-151	Fairview	2300	W	33
9-152	Fairview	2200	Е	17
9-154	Fairview	2000	Е	16
12-182	Garfield	100	S	11
12-184	Blaine	100	S	12
TO	TALS	53		622

Two Hour Parking

- ·						
Block	Street	Street	Side of	# of	RPZ	0
Face #	Name	Number	Street	Spaces	Eve?	Comments
1-3	Franklin	2800	E	10	Yes	
1-5	Franklin	2700	E	17	Yes	
1-10	Franklin	2300	W	49	Yes	
1-12	Franklin	2200	W	24	Yes	
1-14	Franklin	2000	W	20	Yes	
3-33	Hamlin	200-W	N	7	Yes	
3-35	Hamlin	200-E	N	9	Yes	
3-36	Hamlin	200-E	S	8	Yes	
3-38	Edgar	100	S	14	Yes	
3-52	Roanoke	100-W	S	13	Yes	
4-56	Yale	2500	W	13	Yes	
4-58	Yale	2300	W	43	Yes	
4-60	Yale	2200	W	20	Yes	
4-61	Yale	2000	E	25	Yes	
4-62	Yale	2000	W	21	Yes	
4-64	Minor	2500	W	16	Yes	
4-66	Minor	2300	W	31	Yes	
4-68	Minor	2200	W	19	Yes	
4-70	Minor	2000	W	20	Yes	
5-79	Fairview	2800	Е	30	No	
5-85	Fairview	2700	P- Lot	20	No	
6-86	Franklin	1900	Е	8	Yes	
6-96	Garfield	200	N	3	No	Not RPZ
7-107	Newton	200-E	S	10	Yes	
7-109	Newton	200-W	S	10	Yes	
7-117	Eastlake	1800	W	15	No	Not RPZ
7-121	Eastlake	2000	W	26	Yes	
7-123	Boston	200-E	S	9	Yes	
7-126	Boston	200-W-E	S	5	Yes	
7-128	Boston	100	S-E	4	No	Not RPZ
7-129	Boston	100	S-W	5	Yes	
7-131	Boston	10	S	20	Yes	
8-133	Lynn	600	S	4	Yes	
8-135	Lynn	200	S	3	Yes	
8-137	Lynn	100	S	5	Yes	
8-139	Lynn	10	S	5	Yes	
8-145	Louisa	200-W	S	8	Yes	
8-147	Louisa	200-E	S	8	Yes	
9-150	Fairview	2300	E	16	Yes	
9-153	Fairview	2200	W	42	Yes	
9-155	Fairview	2000	W	42	Yes	
11-171	Eastlake	2300	E	18	No	Not RPZ
11-172	Eastlake	2300	W	21	No	Not RPZ
11-173	Eastlake	2200	E	13	No	Not RPZ
11-174	Eastlake	2200	W	18	No	Not RPZ
11-176	Eastlake	2000	W	21	Yes	
	TOTALS	46		768		1
	IOIALO	10		7 00		

	Street	Street	Side	2 Hr	4 Hr	2 Hr Day	4 Hr Day
ID#	Name	Number	of St	Day	Day	w/ Eve	w/ Eve
1-3	Franklin	2800	Е			10	
1-4	Franklin	2800	W		23		
1-5	Franklin	2700	Е			17	
1-6	Franklin	2700	W		9		
1-8	Franklin	2600	W				16
1-9	Franklin	2300	Е		35		
1-10	Franklin	2300	W			49	
1-11	Franklin	2200	Е		21		
1-12	Franklin	2200	W			24	
1-13	Franklin	2000	Е		22		
1-14	Franklin	2000	W			20	
2-22	Boylston	2600	W				12
2-26	Boylston	2300	W				21
2-28	Boylston	2200	W				6
2-30	Boylston	2000	W				24
3-33	Hamlin	200-W	N			7	
3-35	Hamlin	200-E	N			9	
3-36	Hamlin	200-E	S			8	
3-38	Edgar	100	S			14	
3-47	Roanoke	200-W	Ν				8
3-48	Roanoke	200-W	S				6
3-49	Roanoke	200-E	Ν				20
3-52	Roanoke	100-W	S			13	
3-53	Roanoke	100-E	Ν				5
4-55	Yale	2500	Е		13		
4-56	Yale	2500	W			13	
4-57	Yale	2300	Е		25		
4-58	Yale	2300	W			43	
4-59	Yale	2200	Е		21		
4-60	Yale	2200	W			20	
4-61	Yale	2000	Ш			25	
4-62	Yale	2000	W			21	
4-64	Minor	2500	W			16	
4-66	Minor	2300	W			31	
4-68	Minor	2200	W			19	
4-70	Minor	2000	W			20	

ID#	Street Name	Street Number	Side of St	2 Hr Day	4 Hr Day	2 Hr Day w/ Eve	4 Hr Day w/ Eve
5-79	Fairview	2800	Е	30			
5-80	Fairview	2800	W		15		
5-85	Fairview	2700	Pk Lot	20			
6-86	Franklin	1900	Е			8	
7-107	Newton	200-E	S		10		
7-109	Newton	200-W	S		10		
7-114	Yale Pl	1900	N-W			17	
7-121	Eastlake	2000	W		26		
7-123	Boston	200-E	S		9		
7-126	Boston	200 W-E	S		5		
7-129	Boston	100	S-W		5		
7-131	Boston	10	S		20		
8-133	Lynn	600	S		4		
8-135	Lynn	200	S		3		
8-137	Lynn	100	S		5		
8-139	Lynn	10	S		5		
8-145	Louisa	200-W	S		8		
8-147	Louisa	200-E	S		8		
9-150	Fairview	2300	Е		16		
9-153	Fairview	2200	W		42		
9-155	Fairview	2000	W		42		
11-176 Eastlake		2000	W		21		
	Sub-Totals	58		50	364	255	326
TOTAL							995

Route #1: Franklin Avenue East

	L	ocation	1		Exis	ting	Prop	osed	
ID	Street	Blk#	Side of St	Estimated Parking Inventory	Daytime Signage 7AM - 6PM	Evening Signage 6 PM - 12	Daytime Signage 7AM - 6PM	Evening Signage 6 PM - 12	Comments
1-1	Franklin	2900	E	12	0	0			
1-2	Franklin	2900	W	9	0	0	4 Hr	Eve	
1-2					0	0	RPZ	RPZ	
1-3	Franklin	2800	E	10	2 hr RPZ	Eve RPZ			
1-4	Franklin	2800	W	23	4 hr RPZ	No Limit			
1-5	Franklin	2700	E	17	2 hr RPZ	Eve RPZ			
1-6	Franklin	2700	W	9	4 hr RPZ	No Limit			
1-7	Franklin	2600	E	0	/	/			
1-8	Franklin	2600	W	16	4 hr RPZ	Eve RPZ			
1-9	Franklin	2300	E	35	4 hr RPZ	No Limit			
1-10	Franklin	2300	W	49	2 hr RPZ	Eve RPZ			
1-11	Franklin	2200	E	21	4 hr RPZ	No Limit			
1-12	Franklin	2200	W	24	2 hr RPZ	Eve RPZ			
1-13	Franklin	2000	E	22	4 hr RPZ	No Limit			
1-14	Franklin	2000	W	20	2 hr RPZ	Eve RPZ			
TO	OTALS	14		267					

Route #2: Boylston & Shelby

	I	ocatio	n		Exis	ting	Prop	osed	Comments
ID	Street	Blk#	Side of St	Estimated Parking Inventory	Daytime Signage 7AM - 6PM	Evening Signage 6 PM - 12	Daytime Signage 7AM - 6PM	Evening Signage 6 PM - 12	
2-15	Shelby	200	N	0	/	/			
2-16	Shelby	200	S	0	/	/			
2-17	Boylston	2800	E	25	No Limit	No Limit			
2-18	Boylston	2800	W	18	No Limit	No Limit	4 Hr RPZ	RPZ Eve	
2-19	Boylston	2700	E	9	No Limit	No Limit			
2-20	Boylston	2700	W	14	No Limit	No Limit	4 Hr RPZ	RPZ Eve	
2-21	Boylston	2600	E	0	/	/			
2-22	Boylston	2600	W	12	4 Hr RPZ	RPZ Eve			
2-23	Boylston	2500	E	0	/	/			
2-24	Boylston	2500	W	0	School Bus	No Limit			
2-25	Boylston	2300	E	0	/	/			
2-26	Boylston	2300	W	21	4 Hr RPZ	RPZ Eve			
2-27	Boylston	2200	E	0	/	/			
2-28	Boylston	2200	W	6	4 Hr RPZ	RPZ Eve			
2-29	Boylston	2000	E	0	/	/			
2-30	Boylston	2000	W	24	4 Hr RPZ	RPZ Eve			
7	Γotals	16		129					

Route #3: Hamlin, Edgar, Roanoke Yale Terrace

		Locat	ion		Exis	sting	Prop	osed	Comments
				Estimated	Daytime	Evening	Daytime	Evening	1 100
ID	Street	Blk#	Side of St	Parking Inventory	Signage 7AM - 6PM	Signage 6 PM – 12	Signage 7AM - 6PM	Signage 6 PM – 12	
3-31		Dik "	OI St	Inventory	No	No	71277 0117	01111 12	
	Hamlin	100	N	7	Limit	Limit			
3-32					No	No			
	Hamlin	100	S	3	Limit	Limit			
3 - 33					2 Hr	RPZ			
	Hamlin	200 -W	N	7	RPZ	Eve			
3-34	Hamlin	200-W	S	0	/	/			
3-35					2 Hr	RPZ			
	Hamlin	200-E	N	9	RPZ	Eve			
3-36					2 Hr	RPZ			
	Hamlin	200-E	S	8	RPZ	Eve			
3-37					No	No			
	Edgar	100	N	5	Limit	Limit			
3-38					2 Hr	RPZ			
	Edgar	100	S	14	RPZ	Eve			
3-39	Edgar	200 -W	N	12	No Limit	No Limit			
3-40	Edgar	200 -W	S	10	No Limit	No Limit			
3-41	Edgar	200-E	N	11	No Limit	No Limit			
3-42	Edgar	200-E	S	11	No Limit	No Limit			
3-43	Yale Terrace	2700	E	0	/	/			
3-44	Yale Terrace	2700	W	0	/	/			
3-45	Yale Terrace	2600	Е	0	/	/			
3-46	Yale Terrace	2600	W	0	/	/			41 6:
3-47	D 1				4 Hr	RPZ			4 hour. Sign obscured by tree,
9.40	Roanoke	200-W	N	8	RPZ	Eve			didn't see pole #.
3-48	D 1		C		4 Hr	RPZ			4 hour except by school, 1 spot for
9.40	Roanoke	200-W	S	6	RPZ	Eve			1 hour
3-49	Roanoke	200-E	N	20	4 Hr	4 Hr			
3-50	Roanoke	200-E	S	5	No Limit	No Limit			
3-51	Roanoke	100-W	N	7	No Limit	No Limit			
5-3Z	D 1		C	10	2 Hr	RPZ			
3-53	Roanoke	100-W	S	13	RPZ	Eve			
3-54	Roanoke	100-E	N	5	4 Hr	4 Hr			
l l	Roanoke	100-E	S	0	/	/			
	Totals	24		161					

Route #4: Yale & Minor

		Locat	ion		Exis	ting	Prop	osed	Comments
ID	Street		Side	Estimated Parking	Daytime Signage	Evening Signage	Daytime Signage	Evening Signage	
4-55	Yale	Blk # 2500	of St E	Inventory 13	7AM - 6PM 4 Hr	6 PM - 12 No	7AM - 6PM	6 PM - 12	
100	raie	2300	E	13	4 FIT RPZ	Limit			
4-56	Yale	2500	W	13	2 Hr	Eve			
					RPZ	RPZ			
4-57	Yale	2300	E	25	4 Hr	No			
4.50					RPZ	Limit			
4-58	Yale	2300	W	43	2 Hr	Eve			
4-59	3 7 1	0000	I.	01	RPZ	RPZ			
103	Yale	2200	E	21	4 Hr RPZ	No Limit			
4-60	Yale	2200	W	20	2 Hr	Eve			
	Tare	2200	''	20	RPZ	RPZ			
4-61	Yale	2000	Е	25	2 Hr	Eve			
					RPZ	RPZ			
4-62	Yale	2000	W	21	2 Hr	Eve			
4-63					RPZ	RPZ			
4-03	Minor	2500	E	0	/	,			
4-64	Minor	2500	W	16	2 Hr	Eve			
	WillOI	2500	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	10	RPZ	RPZ			
4-65	Minor	2300	Е	0					
					/	/			
4-66	Minor	2300	W	31	2 Hr	Eve			
1.07					RPZ	RPZ			
4-67	Minor	2200	E	5	No Limit	No			
4-68	Minor	2200	W	19	Limit 2 Hr	Limit			
	MIHOL	2200	VV	19	2 Fir RPZ	Eve RPZ			
4-69	Minor	2000	E	0	10.23	142			
					/	/			
4-70	Minor	2000	W	20	2 Hr	Eve			
	<u> </u>			22	RPZ	RPZ			
ТО	TALS	16		272					

Route #5: Fairview Avenue East – North

		Locat	ion		Exist	ing	Pro	posed	Comments
ID			Side	Estimated	Daytime	Evening	Daytime	Evening	
	Street	Blk#	of St	Parking Inventory	Signage 7AM - 6PM	Signage 6 PM - 12	Signage 7AM - 6PM	Signage 6 PM - 12	
5-71	Fuhrman	100	N	9	No	No			
0 71					Limit	Limit			
5-72	Fuhrman	100	S	6	No	No			
					Limit	Limit			
5-7 3	Fairview	3200	E	28	No	No			
					Limit	Limit			
5-74	Fairview	3200	W	2	No	No			
					Limit	Limit			
5-75	Fairview	3100	E	10	No	No			
					Limit	Limit			
5-76	Allison	100	N	15	No	No			
					Limit	Limit			
5-77	Allison	100	S	15	No	No			
					Limit	Limit			
5-78	Fairview	2900	W	0					
O					/	/			
5-79	Fairview	2800	E	30	2 Hr	No			
7.00					RPZ	Limit			
5-80	Fairview	2800	W	15	4 Hr	No			
7.01					RPZ	Limit			
5-81	Hamlin	100	N	9	No	No			
5-82	** 1	100	0		Limit	Limit	-		
3-62	Hamlin	100	S	5	No	No			
5-8 3	T	0500	-	0	Limit	Limit			
J - 63	Fairview	2700	E	0	,	,			
5-84	E.i.	0700	XX 7	0	/	/			
5-04	Fairview	2700	W	0	/	,			
5-85			P-		/	/			
0.00	Fairview	2700		20	2 Hr	No			
			Lot		RPZ	Limit			
7	Fotals	15		164					

Route #6: Franklin Avenue East – South

		Loca	tion		Exist	ing	Prope	osed	
ID	Street	Block#	Street Side	Estimated Parking Inventory	Daytime Signage 7AM - 6PM	Evening Signage 6 PM - 12	Daytime Signage 7AM - 6PM	Evening Signage 6 PM - 12	Comments
6-86	Franklin	1900	E	8	2-Hour RPZ	Eve RPZ			
6-87	Franklin	1900	W	12	No Limit	No Limit			
6-88	Franklin	1800	E	0	/	/			Residential
6-89	Franklin	1800	W	14	No Limit	No Limit	4 Hour RPZ		Became Residential
6-90	Franklin	1600	E	16	No Limit	No Limit			Colonnades Park
6-91	Franklin	1600	W	23	No Limit	No Limit	4 Hour RPZ		Became Residential
6-92	Franklin	1500	E	23	No Limit	No Limit			Colonnades Park
6-93	Franklin	1500	W	20	No Limit	No Limit			Shipyard Workers
6-94	Galer	200	N	7	1-Hour Not RPZ	No Limit			Commercial
6-95	Galer	200	S	8	No Limit	No Limit			Commercial
6-96	Garfield	200	N	3	2-Hour NOT RPZ	No Limit			Commercial
6-97	Garfield	200	S	3	No Limit	No Limit			Became Residential
6-98	Blaine	200	N	7	No Limit	No Limit			Commercial
6-99	Blaine	200	S	9	No Limit	No Limit			Commercial
6-100	Howe	200-W	N	6	No Limit	No Limit			Commercial
6-101	Howe	200-W	S	8	No Limit	No Limit			Commercial
6-102	Howe	200 E	N	3	No Limit	No Limit			Became Residential
6-103	Howe	200-E	S	0	/	/			
6-104	Franklin Pl	1900	E	14	No Limit	No Limit			Narrow: RPZ Signs would reduce parking
6-105	Franklin Pl	1900	W	13	No Limit	No Limit			Narrow: RPZ Signs would reduce parking
	Totals	20		197					

Route #7: Newton-Boston - Yale Place

		Loca	tion		Exist	ing	Prop	osed	Comments
ID				Estimated	Daytime	Evening	Daytime	Evening	
	Street	D11 #	Side	Parking	Signage	Signage	Signage	Signage	
7-106		Blk #	of St	Inventory	7AM - 6PM	6 PM - 12	7AM - 6PM	6 PM - 12	
7-100	Newton	200-E	N	3	No Limit	No Limit			
7-107	NT 4		C	10	2 Hr	Eve			
7-108	Newton	200-E	S	10	RPZ	RPZ	-		
	Newton	200-W	N	9	No Limit	No Limit			
7-109	NT		C	1.0	2 Hr	Eve			
7.110	Newton	200-W	S	10	RPZ	RPZ			
7-110	Newton	100	N	9	No Limit	No Limit			
7-111	Newton	100	S	0	/	/			
7-112	Newton	10	N	0	/	/			
7-113	Newton	10	S	16	No Limit	No Limit			
7-114					$4\mathrm{Hr}$	Eve			
	Yale Pl	1900	N-W	17	RPZ	RPZ			
7-115	Yale Pl	1900	S-E	24	No Limit	No Limit			
7-116	Eastlake	1800	E	12	No Limit	No Limit			PM Peak Lane
7-117					2 hr Day	No			
	Eastlake	1800	W	15	Not RPZ	Limit			
7-118	Eastlake	1900	E	7	No Limit	No Limit			PM Peak Lane
7-119	Eastlake	1900	W	5	No Limit	No Limit			
7-120	Eastlake	2000	E	24	No Limit	No Limit			PM Peak Lane
7-121					2 hr	Eve			AM Peak Lane
	Eastlake	2000	W	26	RPZ	RPZ			
7-122	Boston	200-E	N	5	No Limit	No Limit			
7-123					2 Hr	Eve			
	Boston	200-E	S	9	RPZ	RPZ			
7-124	Boston	200-W	N	7	No Limit	No Limit			
7-125					1Hr	No			
	Boston	200 -W-W	S	4	Not RPZ	Limit			
7-126	Boston		~		2 Hr	Eve			
	Boston	200 -W-E	S	5	RPZ	RPZ			
7-127	Boston	100	N	11	No Limit	No Limit			
7-128	235011	200	- 1	**	2 Hr	No			
	Boston	100	S-E	4	Not RPZ	Limit			
7-129	200011	100	9-15	*	2 hr	Eve	 		
	Boston	100	S-W	5	RPZ	RPZ			
7-130	Boston	100	N	16	No Limit	No Limit			
7-131	DOSIOII	10	T.4	10	2 Hr	Eve			
. 101	Boston	10	S	20	RPZ	RPZ			
TC)TALS	26	5	273	M Z	IU Z			
10	/ I / ILO	20		2/0			<u> </u>		

Route #8: Lynn & Louisa

		Loc	ation		Exist	ing	Propo	osed	
		Blk		Estimated	Daytime	Evening	Daytime	Evening	
ID	Street	#	Street	Parking	Signage	Signage	Signage	Signage	Commen
			Side	Inventory	7AM - 6PM	6 PM - 12	7AM - 6PM	6 PM - 12	ts
8-132	Lynn	600	N	0	,	,			
0.100	_	200	-		/	/			
8-133	Lynn	600	S	4	2 Hr	RPZ			
0.104	_			-	RPZ	Eve			
8-134	Lynn	200	N	0	/	/			
8-135	Lynn	200	S	3	2 Hr	RPZ			
	Llynn	200	5	Ü	RPZ	Eve			Also 1 Hr Not RPZ
8-136	Lynn	100	N	0	TG Z	E/C			NOURIZ
	Llyimi	100	11	V	/	/			
8-137	Lynn	100	S	5	2 Hr	RPZ			
	3				RPZ	Eve			
8-138	Lynn	10	N	0					
	3	10			/	/			
8-139	Lynn	10	S	5	2 Hr	RPZ			
	J	10			RPZ	Eve			
8-140	Louisa	10	N	0					
					/	/			
8-141	Louisa	10	S	13	No	No			
					Limit	Limit			
8-142	Louisa	100	N	4	2 Hr	2 Hr			0.11
					Retail	Retail			2 Hr Not RPZ
8-143	Louisa	100	S	3	2 Hr	2 Hr			
					Retail	Retail			2 Hr Not RPZ
8-144	Louisa	200 -W	N	5	School	School			No Pk
		200- V V			Bus	Bus			7AM-4 PM
8-145	Louisa	000 117	S	8	2 Hr	RPZ			
		200 -W			RPZ	Eve			
8-146	Louisa	200-E	N	8	School	School			No Pk 7AM-4
		200 -E			Bus	Bus			PM
8-147	Louisa	200-E	S	8	2 Hr	RPZ			
		200 -E			RPZ	Eve			
	Totals	16		66					
	1 01912	16		66					

Route #9: Fairview -Central

	Lo	catio	า		Exis	ting	Prop	osed	
ID	Street	Blk#	Side of St	Estimated Parking Inventory	Daytime Signage 7AM - 6PM	Evening Signage 6 PM – 12	Daytime Signage 7AM - 6PM	Evening Signage 6 PM – 12	Comments
9-148	Fairview	2500	Е	0	/	/			
9-149	Fairview	2500	W	50	No Limit	No Limit	4 hr Comm		
9-150	Fairview	2300	Е	16	2 hr RPZ	Eve RPZ			
9-151	Fairview	2300	W	33	No Limit	No Limit			No RPZ
9-152	Fairview	2200	Е	17	No Limit	No Limit			No Limits
9-153	Fairview	2200	W	42	2 hr RPZ	Eve RPZ			
9-154	Fairview	2000	Е	16	No Limit	No Limit			No Limits
9-155	Fairview	2000	W	42	2 hr RPZ	Eve RPZ			
To	Totals			216					

Route #10 Eastlake Avenue East - North

		Loca	ion		Exis	ting	Prop	osed	
ID	Street	Blk #	Side of St.	Estimated Parking Inventory	Daytime Signage 7AM - 6PM	Evening Signage 6 PM - 12	Daytime Signage 7AM - 6PM	Evening Signage 6 PM - 12	Comments
10-155	Eastlake	3200	E	0					PM Peak
					/	/			Lane
10-156	Eastlake	3200	W	0					AM Peak
					/	/			Lane
10-157	Eastlake	3100	\mathbf{E}	24	No	No			PM Peak
					Limit	Limit			Lane
10-158	Eastlake	3100	W	11	No	No	4 Hour		AM Peak
10.170					Limit	Limit			Lane
10-159	Eastlake	2900	\mathbf{E}	18	No	No			PM Peak
10.100					Limit	Limit			Lane
10-160	Eastlake	2900	W	24	No	No	4 Hour		AM Peak
10-161					Limit	Limit			Lane
10-161	Eastlake	2800	E	25	No	No			PM Peak
10-162					Limit	Limit	4.77		Lane
10-102	Eastlake	2800	W	28	No	No	4 Hour		AM Peak
10-163		2=00		1.0	Limit	Limit			Lane
10-105	Eastlake	2700	\mathbf{E}	13	No	No			PM Peak
10-164	D .1.1	0700	***	1.4	Limit	Limit	4 Hour		Lane AM Peak
10 101	Eastlake	2700	W	14	No Limit	No Limit	4 Hour		AM Peak Lane
10-165	Eastlake	2600	E	30	No				PM Peak
	Lasuake	2000	L	<i>5</i> 0	No Limit	No Limit			Lane
10-166	Eastlake	2600	W	25	No	No	4 Hour		AM Peak
	Lasuake	2000	VV	20	Limit	Limit			Lane
Т	otals	12		212			102		
Totals		12		212					
10-167	Not used								
10-168	Not used	_							

Route #11: Eastlake Avenue East - Center

		Locati	on		Exist	ing	Propo	sed	
ID	Street	Blk#	Side of St.	Estimated Parking Inventory	Daytime Signage 7AM - 6PM	Evening Signage 6 PM - 12	Daytime Signage 7AM - 6PM	Evening Signage 6 PM - 12	Comments
11-169					No	No			PM Peak
11-109	Eastlake	2500	\mathbf{E}	13	Limit	Limit			Lane
11-170					No	No	$4~\mathrm{hr}$		AM Peak
11-170	Eastlake	2500	W	15	Limit	Limit	Not RPZ		Lane
11-171					2 hr	No			PM Peak
11-1/1	Eastlake	2300	\mathbf{E}	18	Not RPZ	Limit			Lane
11-172					2 hr	No			AM Peak
11-1/2	Eastlake	2300	W	21	Not RPZ	Limit			Lane
11-173					1 hr	No			PM Peak
11-1/3	Eastlake	2200	\mathbf{E}	13	Not RPZ	Limit			Lane
11-174					2 hr	No			AM Peak
11-1/4	Eastlake	2200	W	18	Not RPZ	Limit			Lane
11-175					No	No			PM Peak
11-173	Eastlake	2000	\mathbf{E}	21	Limit	Limit			Lane
11-176					2 hr	Eve			AM Peak
	Eastlake	2000	W	21	RPZ	RPZ			Lane
Γ	otals	8		140			15		

Route #12: Eastlake - South

	Lo	cation			Exis	ting	Prop	osed	
ID	Street	Blk#	Side of St	Estimated Parking Inventory	Daytime Signage 7AM - 6PM	Evening Signage 6 PM - 12	Daytime Signage 7AM - 6PM	Evening Signage 6 PM - 12	Comments
12-177	Eastlake	1600	E	7	No Limit	No Limit			PM Peak Lane
12-178	Eastlake	1600	W	0	/	/			AM Peak Lane
12-179	Eastlake	1500	E	0	/	/			PM Peak Lane
12-180	Eastlake	1500	W	0	/	/			AM Peak Lane
12-181	Garfield	100	N	16	2 hr Comm.	No Limit			
12-182	Garfield	100	S	11	No Limit	No Limit			
12-183	Blaine	100	N	/	p	5			Construction. Pkg Unknown
12-184	Blaine	100	S	12	No Limit	No Limit			
To	Totals			46					

Recommendations

The RPZ of 1993 was designed to share limited roadway resources rather than exclude politically out-of-favor users. Inclusive and efficient on-street parking for all Eastlake Neighborhood-based users remains the appropriate overall design.

1. Include this survey in the Rapidride Roosevelt permanent on-line Project Materials file.

REASON: If City Hall invites citizens to public meetings, workshops and open houses, then the resulting citizen participation needs to be documented rather than misconstrued as unquestioning support. **(SDoT)**

2. Survey Route 6 – Franklin South, # 6-89 and 6-91 for possible inclusion into the Zone 8 RPZ. Parking spaces affected: 37. (Eastlake Neighbors)

REASON: These block faces became residential after 1993.

3. Survey Routes 1-Franklin and 2-Boylston, #1-2, 2-18 and 2-20 for possible inclusion into Zone 8 RPZ. Parking spaces affected: 41. **(Eastlake Neighbors)**

REASON: The residents of these block faces which opted out in 1993 deserve a chance to reconsider during this review.

4. Sign the west side of Eastlake Avenue north of Louisa for 4-Hour parking. Parking spaces affected: 117. **(SDoT)**

REASON: The RRR Curb Space Study of October 2018 identified #11-170 to have an average parking duration of 4.3 hours. It is assumed the 5 block faces north of #11-170 have similar turnover rates. A 4-hour limit would discourage all-day parkn-ride commuters and increase parking for neighborhood businesses.

5. Move 2-HOUR PARKING sign 10 feet east on #8-143 (100 Louisa, S side). Parking spaces affected: 1. **(SDoT)**

REASON: The existing sign was placed 40 feet from the STOP sign and people naturally park to the sign without measuring.

6. Repair, replace or cut back vegetation on signs reported to be dangling, removed and obscured by vegetation. **(SDoT)**

##



Appendix C: Community RPZ proposal

The following community information is presented without detailed review or endorsement from the Seattle Department of Transportation.

Note: SDOT has no current plans to install new paid parking along Fairview Ave E near E Newton.

Can a new kind of RPZ avert hourly parking charges on Fairview Avenue E. south of Newton St.?

The hundreds of on-street parking places on the four blocks of Fairview Avenue East between East Newton Street and Fairview Avenue North have long been heavily used by local workers and residents. But the Seattle Department of Transportation is considering parking pay stations on this part of Fairview like those downtown, in the University District, and on Eastlake Avenue south of E. Galer Street. That would be a disaster for the businesses and residents that now depend on parking there.

This lose-lose scenario could be averted by a win-win solution if businesses and residents join to convince City government of a new kind of restricted parking zone (RPZ) tailored to the unique business, residential and parking conditions on this part of Fairview Ave. E.

Seattle's Municipal Code currently allows an RPZ to be established only on a block face with residential use, and allows only residents to buy the parking permits. The proposed change in law, which would apply to these four blocks of Fairview only, would allow an RPZ to be established along business frontage, and would allow permit purchase by any Eastlake employee or resident who proves that their workplace or residence provides little or no on-site (off-street) parking.

This proposed new kind of RPZ represents a business-resident symbiosis that is typical of Eastlake, which is unique in having equal numbers of residents and workers. Employees that lack on-site parking at their workplace would use their permits to park on-street during business hours when few residents need to. Residents that lack on-site parking at their homes would use their permits to park on-street at night when few employees need to.

Eastlake's existing RPZ (also known as Zone 8, and established by a 1993 City ordinance achieve through a partnership of the Eastlake Community Council with apartment owners) is already the most business-friendly in Seattle. Those without an RPZ permit are prohibited from parking only on one side of the street and only after 6 p.m. In the daytime anyone without a permit can park for either two or four hours, depending on which side of the street. Many customers and some employees of local businesses (none of whom qualify for a permit) also use these parking spaces for the allowed two or four hours.

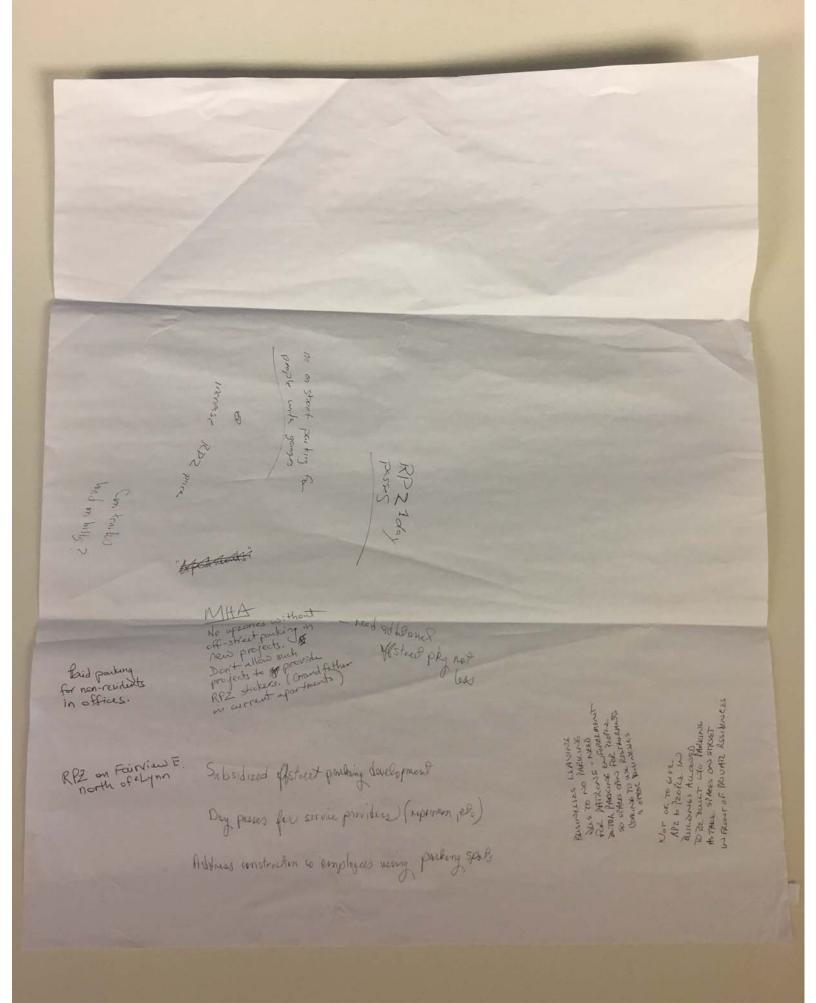
On-street parking on the four nonresidential blocks of Fairview Avenue E. between Fairview Ave. North and E. Newton Street has long been depended on by residents (especially those in the floating homes, which lack onsite parking), by employees of marine industrial businesses (which have little land but are prohibited from parking vehicles over water on their docks). The proposed new kind of RPZ would allow such users to purchase permits (the City's current price for a two-year permit is \$65, with a \$10 low-income rate, and shorter-term prices also offered). Although non-resident customers of Eastlake businesses would not qualify for a permit, they could park in the proposed new RPZ area for up to two hours in the daytime and four hours at night.

The Eastlake Community Council welcomes your thoughts on this proposal, to info@eastlakeseattle.org. Generally on parking issues, see the ECC web page on parking, http://eastlakeseattle.org/?page=parking.



Appendix D: Photographs of community comments

Strats tructs con use ars + 200 More bile laws ceduce district to to bushusses, ption mathete. Easthke St side streets mugable for laye traffic andes refe - Detwen Perket cars Head to washed the the theory of the theory ASSESS TO HIGH OF FARMEN IN PHELICAL FROM SECURITY AS NO FALE AND THERE OF THE AND THERE TO THE OWNER TO ALLEST AND THE OWNER FOR KINGLING AND THE OWNER FOR KINGLING AND STREAMED. SKITCHER MAINTERITY BOILE SOUTH SERTIONS IN THE SECTION SERVICE THE SECTION SE THE STATE OF STATE OF PARTICLES OF PARTICLES OF A SECONDARY OF THE STATE OF THE STA AS WANTED THE CARE BUSINESS OF LATER OF CARES OF CHARLOWER CARES OF CHARLOWER CARES OF CHARLOWER CARES OF LATER OF CHARLOWER CARES OF CHARLO Farrando



Revenue - register bikes in seattle (user fees) Require new construction to include parking "Signalized" ped X-ings on Eastlake the After notives
bikes, buses
Some people
can f use them Shared parking the issue a parking garage Alternatives Alternatives

(1) Subsidice neighbors | Shuttle vans

to ferry people to

stops: shops Let's go!

1s U. district like Eastlake?

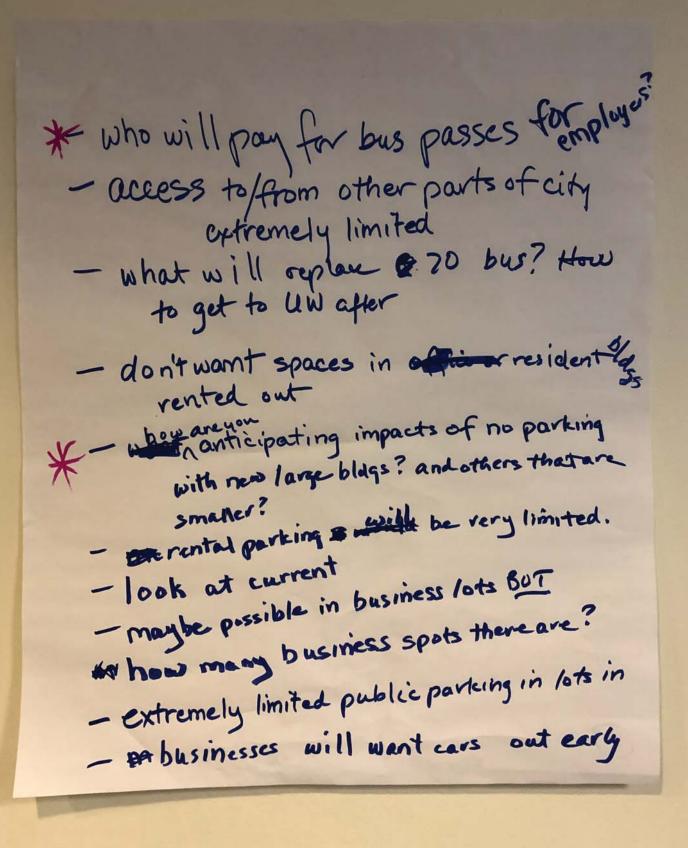
Demographies are very different

— Elderly

— Young families s/children

- Parking Incentives /transit Incentives 55 _ Bike Safety (chasers)

Ations Relent Name - Tax Free Bas Pass - Free Bikes - Bike Laker / Bike Share Promotions (Parking Secure) to Rapid Pide - Mak sure bour Stops are Close to businesses. - Reduced Costs for transit - Finish the Bike Network - Garaged (secure) Bike Parking - Beter Parking Design (Lines on Fairnew)
- Finish (Utilize) room under Freeway
(Parking)



- Lan we get more RPZ enforcement? L can soot coordinate w/ SPD?
- Can RPZ areas that allow 2/4 hr parking have metering to make enforcement easier? (only one parking enforcement drive by)
- Can we add more RPZ streets?

pucket>)

- Can we not allow new construction to purchase RPZ?
- Can we have a required "transport moverin packet to let new parking owners? apartment residents know about transit options? Næd mitigation to replace lost parking! Calcordy get mold/lead into

-RPZ on Industrial Land? - Parking Under 1-5? - Think of Residents. Enforce Uper/ Keep all Zone & Parking Lyfthops. (expand) - Extend zone 8 to lots. (Colinade) (Worth Gate Way. (Chira town Parking Frank) Curb Space Strategy -Use Alley — Better Defined - Add Parking

to One-Sided

Purking Street Strategies for parking On Fairview - Review all Land Zones. - Enforce middle lane?

- CREATE PARKING AT EASTLAKE/LOWISH/ ROANOIRE E-HARVARD ?
- AND UNDER FWY AT COLUMNADE PARK ?
- DO PEOPLE REALLY NOT KNOW

 HOW TO RIDE THE BUS? WHAT
 GOOD WOULD A TOM PROGRAM

 BRING?
- WON'T THE HILLS BE DIFFICULT
 FOR THE DELIVERIES?
- HOW DO I CONTACT THE FTA?
- PARK IN BIKE LANES AT NIGHT?

SAM

A Start figuring out loadzones
NOW - not when construction - long blocks, make around-the-corner of impractible er - Can't ignore loading/unloading from center lane - UW Shuttle space being removed?
- What about trees in center lane? - Alleya unloads seem unworkable for as load zones - Narrow * What about Shangows bikelanes Ilike

Bestore parking reg. in new bldgs. 1-10pography of Eastlake makes
this project + adaptations unrealistic + unworkable. -Access for people w/disabilities

- can people move a car a few feet in an RP2 zone people be legal?
- Eastlake
- * Save the 70"
 - What about employees' parking?
 - Can we have more stops on Eastlake?
 - What about customer parking?
 - What impact has car-2.90?
 Reach 2000?
 - How many people own cars in Eastlake?

* DON'T DO IT!X

- LISTEN TO THE NEIGHBORHOOD

STRATEGY 5

CONSIDER A WIN-WIN STRATE ST.

(D) KEEP PARKING ON GASTLAKE

TO ENSURE OUR BUSINGSSOS

STAY VIABLE

(2) FINISH THE CHESHINHUD LOOP AS THE BIKE LOUTE. SOLVE PROBLEM OF Alley BENNERN ESCAR + HAMLIN.

THIS STRATEGY WILL BE SAFER FOR DIKES L LUSS EXPENSIVE THAN CREATING # BIKE LANES ALONG CASTLAKE.

Restore time Use Code's requirements for on-site porting in new residential and commercial buildings

PROVIDE ADDITIONAL FREE
PARKING (TO REPLACE
SPOTS BEING REMOVED
ALONG EASTLAKE) SO
THAT BUSINESSES CAN
CONTINUE TO SURVINE

DRIGIN- DESTINATION SURVEY

PROPER THAT COME TO EASTLAKE

ALL RESIDENTS IN EASTLAKE

Q: Where do you need to go?

Q: How can you get there?

STRATEGY 3

INCREASE RPZS (GSASCIALLY 2 HOUL)

SO EASTLAKE CANNOT BE

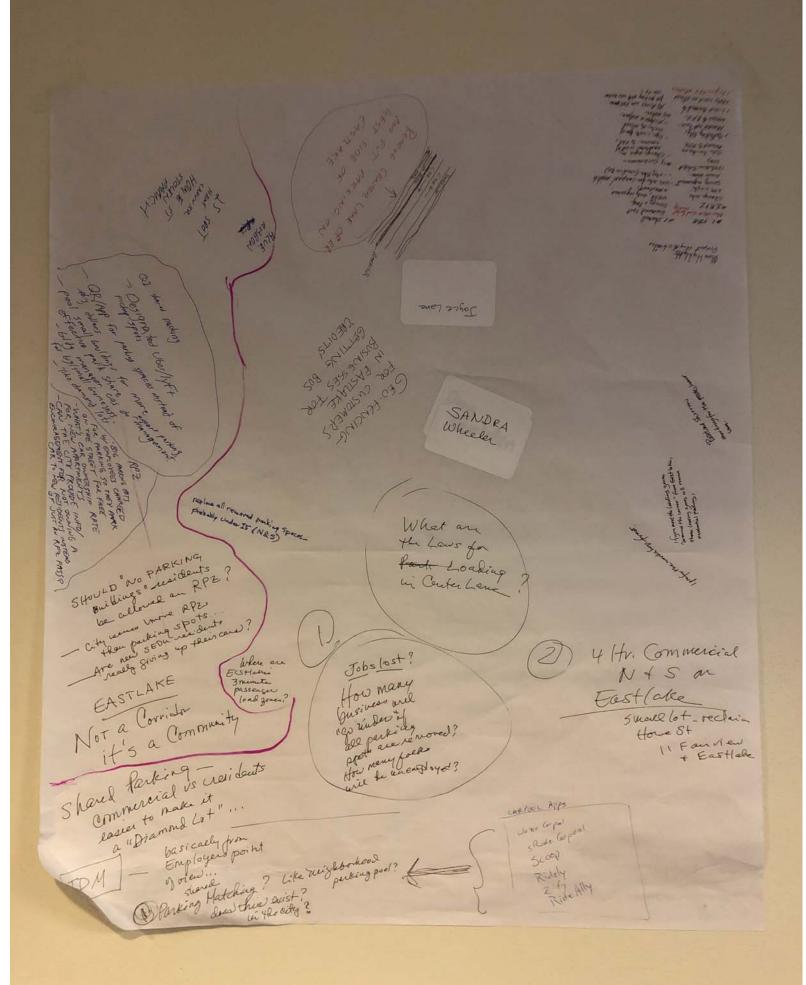
USED AS A "PARK-N-RIDE"

FON DOWNTOWN & SOUTH LAKE

UNION WOLKERS

Ceche how ROZ on commercial+ indutrial zoned
Shared to employee intering day, residents in evenings
PROUIDE
INCENTIVES FOR
CUSTOMERS TO
GO TO BUSINESSES
ALONG EASTLAKE
AVENUE.

STUTELT S KEEP EASTLAKE PARKING. PLEASE RESECT THE WISHES OF THE RESIDENTS + BUSINESSES.



Alley utilization -, Replace 'No Parking' w/ min Load/Unload. (include for cars)

Add parking on both sides of Minor Restoreparking requirements for new boildings.



RapidRide J Line Alignment Public Engagement Summary

Appendix M: Eastlake Business Workshop Summary



RapidRide Roosevelt Project

Eastlake Business Workshop – July 31, 2019 Summary

Meeting Purpose: As part of the RapidRide Roosevelt Project, existing parking spaces and loading zones on Eastlake Ave E will be removed or relocated. To gather community input, the Seattle Department of Transportation (SDOT) hosted a community parking workshop for Eastlake business owners and property managers. At the meeting we provided an overview of the project and discussed loading zone and parking changes that we had considered and asked attendees to offer their own ideas.

Notifications:

- July 16: Eastlake Ave E businesses were emailed an invitation to the workshop
- July 22: A postcard was mailed to businesses about the workshop
- July 24 and 25: SDOT outreach team went door to door inviting businesses to attend the workshop
- July 30: Business were emailed a final reminder

Attendance: Approximately 14 business owners attended the morning workshop and around 8 attended the evening workshop.

Meeting details:

Wednesday, July 31, 2019 Session 1: 11 AM-12:30 PM

Session 2: 6-7:30PM

College Club Seattle 11 E Alison Street Seattle, WA 98102













Meeting Format

Meeting Format		
AM Session 11:00-11:10 AM	Welcome and agenda overview Penny Mabie, facilitator, EnviroIssues	
11:10-11:15 AM	Project overview Garth Merrill, Project Manager, SDOT	
11:15-11:20 AM	Parking and access overview Mary Catherine Snyder, Parking Strategic Advisor, SDOT	
11:20-11:30 AM	Clarifying Questions All	
11:30 AM-12:20 PM	Strategy review and discussion Strategy 1: Loading zone relocation, other curb space updates Mary Catherine Snyder, Parking Strategic Advisor, SDOT Strategy 2: Access to transportation options Ann Sutphin, Strategic Advisor, Transit & Mobility Division, SDOT Strategy 3: Shared parking facilities Mary Catherine Snyder, Parking Strategic Advisor, SDOT Strategy 4: Restricted Parking Zones (RPZ) 8 updates Mary Catherine Snyder, Parking Strategic Advisor, SDOT	
12:20-12:30PM	Wrap up and next steps Penny Mabie, facilitator, EnviroIssues	
PM Session 6:00-6:10 PM	Welcome and agenda overview Penny Mabie, facilitator, EnviroIssues	
6:10-6:15 PM	Project overview Garth Merrill, Project Manager, SDOT	
6:15-6:20 PM	Parking and access overview Mary Catherine Snyder, Parking Strategic Advisor, SDOT	
6:20-6:30 PM	Clarifying Questions All	



Strategy review and discussion





6:30-7:20 PM



Strategy 1: Loading zone relocation, other curb space updates Mary Catherine Snyder, Parking Strategic Advisor, SDOT

Strategy 2: Access to transportation options

Ann Sutphin, Strategic Advisor, Transit & Mobility Division,

Strategy 3: Shared parking facilities

Mary Catherine Snyder, Parking Strategic Advisor, SDOT

Strategy 4: Restricted Parking Zones (RPZ) 8 updates

Mary Catherine Snyder, Parking Strategic Advisor, SDOT

7:20-7:30 PM

Wrap-up and next steps

Penny Mabie, facilitator, EnviroIssues

Clarifying Questions

Questions asked by community members prior to small group breakouts

- 1. How is a delivery truck going to unload to restaurants with the protected bike lane?
 - A. There will no longer be truck load zones on Eastlake Ave E. Instead delivery and passenger pick ups and drop offs will need to unload from side streets and alleys as outlined in the potential load zones.
- 2. How is this project taking into account emergency vehicle access?
 - A. Part of the preliminary design is working to accommodate emergency vehicles, which includes maintaining the two-way left-turn lane for safety and emergency vehicles. We will coordinate with emergency service providers to ensure access.
- 3. Is SDOT aware of and coordinating with the other projects in the area on the loss of parking?
 - A. Yes, we are coordinating with WSDOT.
- 4. Is this project and the removal of parking a done deal?
 - A. We are moving forward with a protected bicycle lane on Eastlake Ave E, which necessitates removal of parking. Based on community feedback, we evaluated alternative bicycle routes on Eastlake Ave E to best meet the project purpose and needs. One big question we considered when evaluating the alternatives is, "What is the parking impact to the corridor?" All of the routes affected parking. The need for this protected bicycle lane is also reflected in the Bicycle Master Plan, and the project design has been approved by City Council in 2017 as the Locally Preferred Alternative. We've identified strategies to









help with the loss of parking. For example, discussing the load zones later in the workshop is an opportunity for you to provide input.

- 5. Where are people going to park? Have you thought about the financial impacts?

 A. We are going to talk about parking strategies later in the workshop.
- 6. What is your proposal for where all of the cars will go?
 - A. We have heard that as a concern. We have four strategies to look at parking changes, and want to give you the opportunity tonight to look at, and provide feedback on, how these strategies could be implemented.
- 7. When the community initially communicated support for the medians, we didn't realize that meant losing all our parking. Can SDOT come back to the community and ask if we would rather have parking or landscaped medians?
 - A. We can discuss the planted medians and the two-way left turn. Although, if we had a configuration without a two-way left turn, the concern becomes access to businesses and emergency vehicle response. With the narrow corridor here, the two-way left-turn maximizes access to both sides of the street.
- 8. What is the definition of curbspace? How is curbspace going to benefit businesses?
 - A. Curbspace is a way to describe how we use the space along the curb. The Eastlake Ave E curbspace is currently designated as parking and loading, and in the future will be used for the protected bicycle lane.
- 9. How are residents and customers with mobility issues going to access the community?
 - A. As part of the workshop activity, we have proposed maps to look at access for customers with mobility needs for your review and comment.
- 10. How can the city do a massive parking study, and completely ignore the parking taken by WSDOT?
 - A. Data for the parking study was collected in 2018. While the data in these studies does not specifically include the more recent impacts to the loss of parking, it still shows there's high parking utilization in the neighborhood.
- 11. Is SDOT taking into account the upzoning of buildings without any additional parking?
 - A. Yes. One of the strategies we'll discuss in the workshop is Restricted Parking Zone (RPZ) 8, and how we can update the zone to better work for everyone.









- 12. How will the project not put Eastlake businesses out of business the way installing a protected bicycle lane on Roosevelt Way NE did?
 - A. The Eastlake community has asked several times for an "after" data study on Roosevelt Way NE so we've connected with that project team and others, but an after study doesn't exist. However, even if a study were conducted, it would be difficult to clearly identify a cause and effect relationship between installing protected bicycle lanes and removing parking leading to businesses shutting down. There are many factors that could cause a turnover of businesses, such as changes to rent, the new Sound Transit station going in near Roosevelt Way NE, and increased development.
- 13. Why is the protected bike lane so large? Is the buffer a physical curb?
 - A. The buffer is sized to ensure safety between the different modes of transportation. We are in the early design phase right now, so what the buffer will physically look like is still being determined, but we anticipate there will be some type of physical barrier. The bicycle lane will be against the curb side and then there will be a 3-foot buffer between the person riding a bike and people driving cars, trucks and buses on Eastlake Ave E.
- 14. Will the bus stop traffic in that lane?
 - A. The bus will make in-lane stops. However, the RapidRide upgrades from this project like all-door boarding and off-board payment will speed up stops, so there will be minimal impact on the flow of traffic.
- 15. Will there be dedicated signals for bicyclists?
 - A. We have not specifically designed the bicycle signals yet but will do so later in the process. It is possible there will be dedicated signals for bicyclists at priority intersections.
- 16. How many bicycles use the corridor?
 - A. We collected data in May 2018, during peak hours there are 120 bicycles/hour which translates to 2 bikes a minute. All of this information can be found in the bicycle evaluation.
- 17. Will Route 49 be impacted by this project?
 - A. No, Route 49, which goes over the University Bridge and southbound on Harvard, will not be impacted by this project.
- 18. You state that the corridor will see a reduction of travel time up to 17 minutes. Can you explain how much of that 17 minutes is within Eastlake?

 A. The original analysis didn't break this down by subsection. However, we expect that much of the savings will be around Fairview because we're widening the street to support a transit only lane that's shared by the buses and streetcar.









19. How many cars per hour travel on Eastlake Ave E?

A. We'll find that information for you.

Proposed Parking and Access Strategies

Small group discussion feedback from attendees:

Note – feedback provided below is lightly edited for clarity, but otherwise shared as provided by meeting attendees. Identifying information has been removed.

Strategy 1: Loading zone relocation, other curb space updates

- A lot of people use the general curbside parking as load zones.
- We have many daily deliveries who mainly park their trucks in front as they unload quickly.
- People carrying packages, customers, and mail carriers need safe alternatives.
- Need to look at the future of Eastlake development and see how to make access viable to businesses.
- We don't want any large articulated or semi-trucks on side streets.
- Deliveries currently load and unload in the alleys and center turn lane. When the alley is congested, garbage trucks use the loading zones.
- All trash pickup is done on Eastlake Ave E; the trash company has keys to roll-up doors.
- Current load zones are often used as parking, particularly for ADA access.

Location Specific Comments:

- The proposed loading zone uphill on Lynn Street does not work for Eastlake Coffee Café. It is not realistic to think that many suppliers for our business and others (Eastlake Market, Zoo Tavern, 14 Carrot, etc.) will all share that one spot and unload uphill. We need some spots on the main street that are more convenient. Most deliveries are done early in the morning. Also, we need parking for customers.
- West of Louisa Street on the south side of the street (UPS, Post Office, Amazon, FedEx).
- Deliveries currently unload to Adaptive Biotechnologies at the loading dock under the building and sometimes on Fairview Ave.
- Serafina currently unloads in the alley between Eastlake Ave and Yale off of E. Boston. The proposed load zones work for this location, they need deliveries 9am-2pm.
- Eastlake/Louisa Building currently uses NW Louisa to load and unload. The
 proposed loading zones will not work because they remove 2 parking spaces to
 be replaced with 2 loading zones. Do not need additional loading zones on
 Louisa.









- Clients need to be able to park for their psychotherapy appointments. It is already stressful for clients to travel to and from their appointments. Need parking for one-hour appointments.
- Move the load zone on E Alison to the west side street and use some of WSDOT's property to widen the road.

Questions:

- What are the laws for loading in the center lane?
- How are you anticipating the impacts of not requiring parking for new buildings?
- How should Serafina access parking after 5 PM? Who has private parking?

Strategy 2: Access to transportation demand management

- Orca cards don't matter for packages.
- Many people drive to work. Most do not take the bus because they drive from out of town.
- Many people from all over the region access the Eastlake community shops.
- People come from too far to use mass transit.
- Convenience (i.e. length of ride, # of transfers) is the primary barrier to using transit.
- Consider access of customers and employees coming from outside of Seattle
- Stipend for using rideshare to get to work (i.e. ~\$120 month).
- Providing locker rooms and space to promote bike use and community.
- Incentivize Orca cards include it in job descriptions for new job postings.
- Valet services after 5 PM.

Strategy 3: Shared parking

- App for parking spaces.
- · Concern about costs.
- Customers won't use.
- Concern about security, garages that are already open are more likely to be interested in this. Vandalism and safety are concerns.
- HOA's may need to approve shared parking.
- Potential locations:
 - Merrill Building; the garage was historically empty because they charged for parking.
 - Open garage on the corner of Lynn and Fairview
- Some parking garages require a key fob, which complicates shared parking.
- A property manager said their residents and businesses have explored shared parking and that they'd be happy to use it but are unwilling to offer their own parking as a shared option.

Questions:









Wasn't there a law recently passed that impacts the taxes on shared parking?
 How does that make shared marking more or less attractive?

Strategy 4: Restricted Parking Zone 8 updates

- If parking is removed on Eastlake, then RPZ needs to allow for customers.
- Five office buildings use ~320 stalls, it is fully utilized during the day. Noise complaints (after 10 PM) with car doors closing in neighborhoods and alleys.
- RPZ should include employees and parking for some retail businesses.
- RPZ works well for hair salons, coffee shops, and post offices for package loading.
- Would like to see more of the area restricted to 2 hours for those without permits to encourage more turnover (e.g. behind Group Health).
 - Prefer 2 hours over 4 hours during the day. Might need longer time frames at night.

Questions:

- Can the city provide information/encouragement for not owning a car to new residents instead of just an RPZ pass?
- Can we ban new construction from purchasing RPZ permits?
- How do we utilize this and other strategies to help alleviate high volume events in the neighborhood from venues like the College Club and Lake Union Café?
- Where are customers going to park? The majority of side streets are all zoned parking so that doesn't work.

Miscellaneous comments:

- In the South end of Eastlake, there is a large volume of people who live north or in Bellevue that are parking in the neighborhood and then catching transit downtown
- Perception is that businesses in Roosevelt shut down because of the change in parking.
- Concerned about the reduction in stops within Eastlake because of accessibility, particularly for elderly community members. Ideally, there'd be no more than 3-4 blocks between stops, which translates to 2-3 of Eastlake's superblocks.
- Reliability is important. Often see three Route 70 buses go by in a row.
 Perception is this is because of delays and infrastructure downtown as opposed to within Eastlake.
- For Eastlake, the proposed improvements in transit time are less because people aren't riding the entire route. The increase is not enough to outweigh the costs.
- Several attendees regularly bike in the neighborhood and acknowledged Eastlake Ave E. is currently a scary road to bike on.
- Support for turn lane at Furman.
- Potential to add parking at the space that was previously a fire station.
- The recent overnight parking study was when a lot of the apartments are empty because of the summer holidays.









- Install bicycle racks as part of the project to encourage people riding bikes to stop at the local businesses.
- Optimize designated bike share parking locations to encourage local business
- Construction workers from WSDOTs project are already straining the limited parking.
- The City should install public parking at TOPS.

Additional Information

Additional project details can be found on the <u>RapidRide Roosevelt website</u> or in the <u>project FAQs</u>.









RapidRide J Line Alignment Public Engagement Summary

Appendix N: RapidRide J Line Fall Outreach Summary



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









- 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

Garth Merrill, Project Manager, SDOT

7:00-8:00 PM Moderated guestion and answer session

Garth Merrill, Project Manager, SDOT Penny Mabie, Facilitator, EnviroIssues

8:05 PM Adjourn

All

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 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? Secondarily 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









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.









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 <u>project FAQs</u>
- The <u>display boards</u> and <u>PowerPoint</u> shared at the U-District and Roosevelt Open House and Question & Answer Session
- The <u>display boards</u> and <u>PowerPoint</u> 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:
 - o 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.









- 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	Longtitude
ADA/Accessibility	Many of the curbs along 12th Ave in Roosevelt lack ramps.	47.67368	-122.31561
	need curb extensions N/S on both East and west sides of		
	Boulevard median at BOTH 12th/11th AND at Roosevelt		
ADA/Accessibility	Way	47.67204	-122.31598
	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,		
ADA/Accessibility	etc.	47.65984	-122.31644
	Can sidewalks on 12th be widened to compensate for trolley		
	wire poles that will crowd an already narrow walk in many	47.66044	100 01 601
ADA/Accessibility	places.	47.66311	-122.31631
	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		
ADA/Accessibility	not work for them. What do you propose?	47.64885	-122.32335
7 (2) (7) (6) (6)	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		
Bike Racks	parking for Roosevelt HS.	47.67641	-122.31583
	Despite all the businesses on 45th and the fact that it's a		
Bike Racks	major way to connect between neighborhoods, there's little bike parking.	47.66121	-122.31688
DIKE VACKS	For those of us who are fine biking through Eastlake, but in	77.00121	-122.31000
	no way want to bike through the rest of the craziness that is		
Bike Racks	downtown and would get on the rapid ride here.	47.62866	-122.33154
	On street parking would be best to keep the sidewalks		
Bike Racks	clear.	47.63976	-122.32575









	Having more bike parking in the Roosevelt neighborhood is		
	key with all the excellent bike infrastructure. It's often hard		
D:1 D 1	to find a place to park my bike. It will be especially	47.67505	100 04 560
Bike Racks	important with the new light rail station coming.	47.67585	-122.31562
	Having more bike parking in the Roosevelt neighborhood is		
	key with all the excellent bike infrastructure. It's often hard		
D:1 D 1	to find a place to park my bike. It will be especially	47.67410	122 21 572
Bike Racks	important with the new light rail station coming.	47.67418	-122.31573
	Having more bike parking in the Roosevelt neighborhood is		
	key with all the excellent bike infrastructure. It's often hard		
Diles De eles	to find a place to park my bike. It will be especially	47.67420	122 21726
Bike Racks	important with the new light rail station coming.	47.67420	-122.31726
Diles Danks	bike racks in the commercial center of Eastlake would be	47 62072	122 22502
Bike Racks	very well used	47.63972	-122.32583
	All stops for "pickup" rather than "drop off" should have at		
Diles De eles	least one bike rack installed, to facilitate users from further	47.65070	100 01770
Bike Racks	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
	Armistice Coffee is a big biking destination it would be great		
Bike Racks	to have significant bike parking near here.	47.63833	-122.32605
	Zoo tavern / Eastlake Market is a big biking destination. It		
Bike Racks	would be great to have significant bike parking here.	47.63986	-122.32603
	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		
Landscaping	medians.	47.64400	-122.32587
	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		
Landscaping	12threplace with rain garden	47.67207	-122.31529
	A final stop at Greenlake and then a turn-around there		
	would make bus routing easier and provide a transfer-less		
RapidRide	ride to a major city destination, Greenlake Park, for tens of		
Stations	thousands of Seattleites.	47.68000	-122.32485
	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		
RapidRide	street. Also, It will make it so much easier to paint the left		1000:
Stations	lane red in the future. Thank you.	47.67611	-122.31723









	As a capsor sumiyor I wanted to syntage that designing the	I	
	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		
RapidRide	general. Easy lay-out of the stations and traffic lights that		
Stations	help you cross are essential.	47.62874	-122.33092
Stations	The revision of bus stops looks great, and I say this as	17102071	122133032
	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		
RapidRide	reliably, people will get accustomed to walking a few extra		
Stations	blocks!	47.63696	-122.32588
	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		
D = =: d D: d =	extension is a multi-billion-dollar investment, the least we		
RapidRide	can do is prioritize transit immediately around the station. If	47.67600	122 21727
Stations	SOV drivers can't turn or park, that's ok. I would move the Eastlake/Yale stations south. The current	47.07600	-122.31737
	location really doesn't serve that much, whereas a station		
	further south would give better access to MOHAI and Lake		
RapidRide	Union Park, transfers to the C or 40, etc., while still serving		
Stations	Fred Hutch	47.62683	-122.33354
	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		
RapidRide	things down and would require a bike turn box so as not to		
Stations	impede other cyclists.	47.65397	-122.31884
	I think that you could eliminate a few more stations to		
RapidRide	speed up the bus. Maybe one station pair from downtown		
Stations	and one from the two by UW?	47.61717	-122.33568
RapidRide	Please do everything possible to make the bus <-> link	47.6600-	100.01650
Stations	transfer quality at the Brooklyn Station.	47.66037	-122.31653









	T= 11 m	I	
	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		
RapidRide	an ADA access ramp/path on that side is critical to ensure		
Stations	everyone's safety.	47.67047	-122.31544
	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		
RapidRide	the new Google Cloud campus so that pedestrians don't		
Stations	have to cross the treacherous Mercer St.	47.62609	-122.33442
	Please use the existing 55th St stop at least southbound.		
	That half mile stop spacing between Ravenna and 50th is		
RapidRide	not appropriate for a dense residential neighborhood with		
Stations	local connections to the north and south.	47.66833	-122.31781
5 55 57 57 5	Please maintain two Southbound stops between Denny and		
	Mercer. The passenger volume, the steep grade, and the		
RapidRide	difficulty in pedestrian crossing both Denny and Mercer all		
Stations	combine to make two stops useful and necessary.	47.61957	-122.33442
RapidRide	You NEED to put stations near campus on 15th. So many	17101307	122:00 : :2
Stations	people use the bus here.	47.65688	-122.31095
0.00.0.0.0	E Lynn St is the perfect place for a rapid ride stop. This is		
RapidRide	already the location of a very popular and well used bus		
Stations	stop. I support stops at E Lynn St.	47.63949	-122.32590
310.0.0	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.		
	the is a straight shot from the stadiann		
	If not, SDOT should build a pedestrian path from the		
RapidRide	stadium(s) to the first northbound RapidRide stop. Wide		
Stations	sidewalks. Signage. Lighting. Perhaps even sidewalk paint.	47.59999	-122.33110
Stations	I'm a resident of Wallingford/U District and am looking	17133333	122,33110
	forward to the new J route. It will give me high-speed		
	access to downtown. I would suggest a stop at NE Pacific in		
RapidRide	the U district would serve Wallingford riders well, and not		
Stations	inconvenience UW riders.	47.65437	-122.31901
Stations	I'm not sure how much demand for this there will be but	17.105757	122.31301
RapidRide	perhaps it would be nice to have a stop closer to Lake Union		
Stations	Park?	47.62605	-122.33655
Stations	TUIN:	17.02003	122.33033









	I'm excited for this line and the bus lanes. This is a positive		
RapidRide	step in the right direction. We need to get more single rider	47.64720	122 22500
Stations	cars off the road! Comments on behalf of Vida Apartments owners (1205 NE 66th St)	47.64729	-122.32588
	We are concerned about proposed placement of the 12 Ave NE Rapid Ride Station in front of Vida Apartments for the following reasons –		
	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.		
	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.		
	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.		
	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		
RapidRide Stations	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.	47.67636	-122.3155









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.

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.

Following are my specific comments:

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. 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 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

RapidRide Stations

47.63931 | -122.32582









would allow the retention of the two lanes.

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

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.

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.

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.

SPEEDING TRAFFIC ON EASTLAKE AVE E REQUIRES SAFETY MEASURES FOR PEDESTRIANS, CYCLISTS AND SCHOOL CHILDREN: Cars currently drive too fast on Eastlake Ave E.









	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. 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.		
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
	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.		-
Shared Parking	Please find a solution to parking on Eastlake, a parking garage with zone passes could be an option.	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 is 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.









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.









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









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.









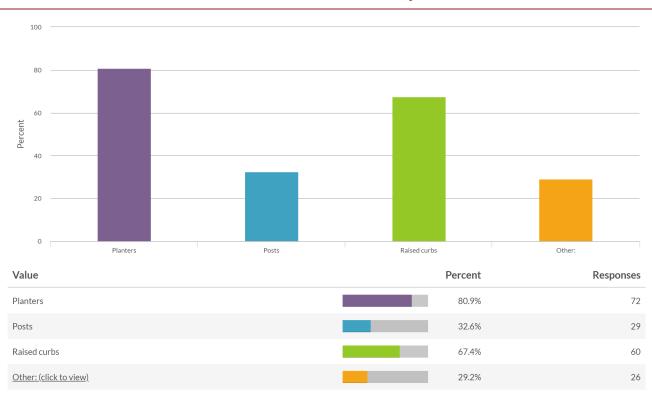
Why not put the 11th Ave bike lane on the same side of the street as the lane going over the university bridge so that people don't need to switch sides at 43rd? Will there be a safe way to do this? Can there be more substantial protection on the Roosevelt Way PBL as well? Flex posts are a joke, and 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?



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, RESIDETNS, 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.









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!









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









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 lines 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.









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!









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.









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.)









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 offstreet 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 ro be built no matter what. They are only considered "proposed" but we need to committee 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...









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.



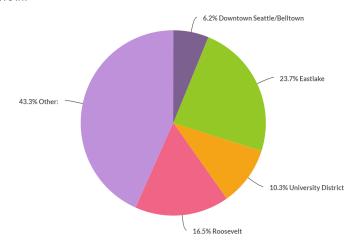






DEMOGRAPHIC DATA FOR SURVEY (OPTIONAL)

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

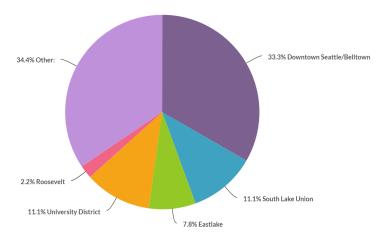








10. What neighborhood do you work in?



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

Totals: 90

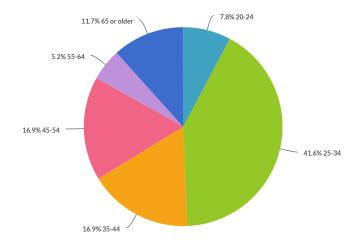








13. What is your age?



Value	Perce	nt Responses
20-24	7.8	3% 6
25-34	41.0	32
35-44	16.5	2% 13
45-54	16.5	2% 13
55-64	5.2	2% 4
65 or older	11.7	9

Totals: 77

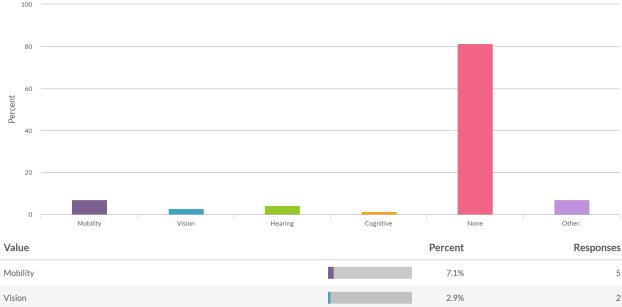


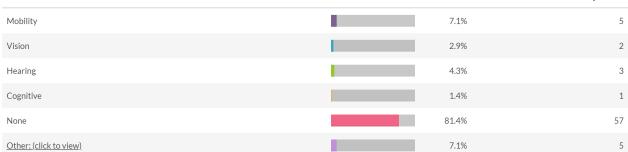






14. Do you have any disabilities? (Check all that may apply)



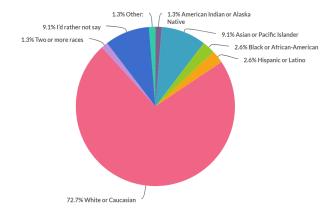








$15. \,What \, race/ethnicity \, best \, describes \, you?$



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



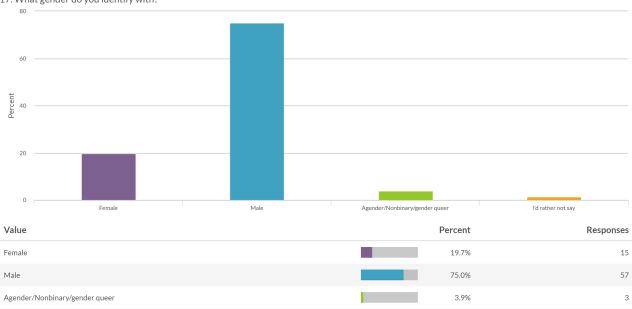






17. What gender do you identify with?

I'd rather not say







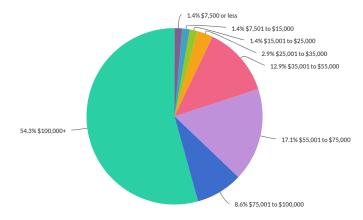
1.3%



1



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











Appendix O: U District Option Public Meeting Summary



RapidRide J Line Project

RapidRide J Line U District Option Public Meeting Summary

On Wednesday, December 9, 2020, SDOT and King County Metro hosted a community meeting, via <u>public webinar</u>, to share updates on the shortened alignment for the RapidRide J Line route. The webinar was part of community outreach effort in advance of submitting a Supplemental Environmental Assessment to the Federal Transit Administration, which will include a formal public comment period in 2021. As a follow up to the webinar, SDOT has developed a <u>FAQ sheet</u>.

Notifications

- Three project email updates (Sep. 22 and Dec. 2 and 9)
- Email notices through partner publications including a Route 70 rider alert
- Calls/emails to key organizations to share an update and offer a virtual briefing
- Social media posts

Attendance: Approximately 40 members from the public attended the public webinar, virtually.

Meeting details:

Wednesday, December 9, 2020 4:00-6:00PM Zoom webinar

Meeting Format

4:00 – 4:05 PM Self-guided project overview

Craig Grandstrom, Design Consultant, Jacobs

Stephanie Forman, Design Consultant, Forman Consulting

Services

4:00 – 4:05 PM Welcome, introductions, and agenda overview

Darrell Bulmer, Communications Lead, SDOT

4:05-4:30 PM Project update

Garth Merrill, Project Manager, SDOT









4:30-6:00 PM Moderated guestion and answer session

Garth Merrill, Project Manager, SDOT

Darrell Bulmer, Communications Lead, SDOT Marielle Larson, Facilitator, EnviroIssues

6:05 PM Adjourn

ΑII

Clarifying Questions

Questions asked by community members during Question and Answer:

- 1. When is the RR J Line coming, is it still coming in 2024?
- 2. Has the location of the RapidRide station between Boston and Lynn St on the northbound side of Eastlake been relocated closer to the intersection of Boston and Eastlake versus in the midpoint as it was in the last version? There is an existing (non-used) bus stop at the Boston intersection that would not require much in the way of modifications or be located in front of a business.
- 3. Hello, how much additional parking loss will this project result in in the U District?
- 4. Did you ever consider routing the J Line to terminate at Husky Stadium to provide better connections to the UW Hospital?
- 5. Will this project require additional construction on the streets around the U District light rail station?
- 6. Will this project impact any planned protected bike lanes in the U District?
- 7. What is the timeline for the construction along 43rd?
- 8. What upgrades does SDOT propose on NE 43rd Street: paving, bus bulb nearside 12th Avenue NE, and a traffic signal at Roosevelt Way NE? You mentioned a PBL; would there be friction and safety issues between buses and cyclists?
- 9. How many buses per hour will be stopping along 43rd and at the U District Station?
- 10. Will you be updating any of the bus stops in the U District?
- 11. Why won't the bus service going north go all the way to the light rail station?
- 12. Why not use the existing pathway of Route 70 to reach the University District Link station via NE Campus Parkway, 15th Avenue NE, and NE 43rd Street (under construction today)? It would have less capital cost. It would better connect Eastlake riders with the UW campus and U District









- business district. NE Campus Parkway exists as a great transfer point and has the dorms.
- 13. Will the name be changed from Roosevelt Line to something else?
- 14. Will the budget shortfalls affect the planned protected bike lanes on Eastlake?
- 15. When will you build the protected bike lane on Eastlake Ave E? Just to confirm, is the PBL is still part of this project?
- 16. Will Eastlake be repayed in advance of the project and if so, when?
- 17. How will SDOT address the conflict at the Eastlake Avenue East bus stations between cyclists and intending J line passengers? The design will be similar to those on NE 65th Street but will have more passengers, more cyclists, and faster cyclists, especially downhill.
- 18. Will the southbound bus island on Roosevelt Way NE at NE 42nd Street be lengthened? It is now only long enough for one bus.
- 19. Why isn't the last stop across the street from the station for disabled people?
- 20. Why can't the RR stop closer to the western edge of the UW campus? It doesn't feel safe to walk that far in the dark.
- 21. Why not shift the eastbound stop on NE 45th Street to the west closer to the Link station?
- 22. Will operation of this line come with increased fare enforcement along the route compared to Route 70?
- 23. 11th Avenue NE PBL: will it be on the left side or right side?
- 24. Would the PBL reduce the width of the sidewalks?
- 25. Significant parallel parking will be lost on Eastlake Avenue East. Will SDOT mitigate this, add a garage, or add parking near I-5 at East Allison Street?
- 26. Shouldn't the westbound stop shift to the west already be under consideration by the Route 44 project and the other 2021 routes? It is not really a J line issue.
- 27. Does RR have priority on crossing the University Bridge, or will boat traffic still be able to demand bridge opening (and thus throwing the RR off schedule)?
- 28. The SDOT cycle track on South Main Street impacted the south terminal of Route 70; the turnaround loop now has to use South Jackson Street. Will this impact Route 70 northbound reliability?
- 29. What was the attendance?











Appendix P: Racial Equity Toolkit

The Seattle Race and Social Justice Initiative seeks to eliminate racial inequity in our community. Part of this work includes the use of a Racial Equity Toolkit (RET). The RET helps to ensure racial equity within major construction projects, such as the RapidRide J Line. It does this by guiding the development, implementation and evaluation of policies, initiatives, programs, and budgets.

There are six steps in the RET process:

- Setting outcomes
- Involving stakeholders and analyzing data
- Determining benefits and/or burdens
- Advancing opportunities or minimizing harm
- Evaluating, raising racial awareness, and being accountable
- Reporting back. (For this RET we are also including the impacts of the COVID-19 global pandemic.)

The RET is developed as the project begins and remains a living document throughout the entire life of that project. Because the RET is a living document there may be unanswered questions or information that has yet to be collected in this document.

The RET is a guide and not a checklist of tasks. The one attached will help the RapidRide J Line team to eliminate racial inequity by providing considerations and questions to ask during each phase of the project.

PROGRAM: RapidRide Roosevelt J Line

DESCRIPTION: Provide high-quality transit service along one of the corridors with the City's highest potential ridership, serving Downtown, South Lake Union, Eastlake, University District,

and Roosevelt.

DEPARTMENT: SDOT

CONTACTS:

Project Manager: Garth Merrill, garth.merrill@seattle.gov

Communications Lead: Darrell Bulmer,

RET Author: Nicole Willis, <u>nicole.willis@seattle.gov</u>

LAST UPDATED: December 17, 2020

STEP 1: GOALS & DESIRED OUTCOMES

1a. What does your department define as the most important racially equitable community outcomes related to the issue?

To provide reliable, high-capacity, high-frequency transit service connecting a fast-growing and diverse range of neighborhoods from Downtown north to Roosevelt.

- Provide a direct and reliable connection from Downtown to North Seattle while also creating a more complete Seattle transit network for all.
- Provide affordable and steady access to employment opportunities, educational services, and healthcare and social services located throughout the corridor.
- Increase mobility for students, residents, employees, and shoppers.
- Improve pedestrian and bicycle safety while reducing greenhouse gas emissions.
- Improve access to neighborhood centers and small businesses along the corridor.
- Support mixed-use developments encouraged by a robust multi-modal transportation network.
- Cultivate long-lasting relationships that can aid in future projects and hold the department and city accountable on project outcomes in the future.

1B: MAIN IMPACTED RACIAL EQUITY OPPORTUNITY AREAS

Which racial equity opportunity area(s) will the issue primarily impact: Education, Community Development, Health, Environment, Criminal Justice, Jobs, and/or Housing?

- Environment
- Housing
- Jobs
- Community Development
- Health
- Education

1C: SPECIAL IMPACTS

Are there impacts on: Contracting Equity, Workforce Equity, Immigrant and Refugee Access to Services, and/or Inclusive Outreach and Public Engagement?

- CONTRACTING EQUITY: Consultants will be used for design and outreach. The design
 and outreach contracts were advertised through separate procurements allowing
 maximum opportunities for including small and minority owned business participation.
 The design consultant contract includes provisions for encouraging Disadvantaged
 Business Enterprise (DBE) subconsultants and includes requirements for reporting
 utilization with their monthly invoicing. Federal funding is planned for this project which
 will require following DBE requirements for construction contracting.
- WORKFORCE EQUITY: The line will connect a variety of employment hubs offering an array of different types of jobs, in addition to connecting demographically diverse neighborhoods.
- IMMIGRANT AND REFUGEE ACCESS TO SERVICES: The line would increase opportunities for access to inclusive places of employment as well as healthcare and educational services.
- INCLUSIVE OUTREACH AND PUBLIC ENGAGEMENT: This project provides a unique opportunity to engage with smaller neighborhood centers and local/small/minorityowned businesses that may normally be overshadowed by the larger employers and institutions along the corridor.

STEP 2: STAKEHOLDER DATA & COLLABORATION

2A: AFFECTED GEOGRAPHIC AREAS

Are there impacts on geographic areas?

- Downtown
- Lake Union
- North
- Northeast

2B: RACIAL DEMOGRAPHICS

What are the racial demographics of those living in the area or impacted by the issue?

The corridor connects the neighborhoods of Downtown Seattle, Belltown, South Lake Union, Eastlake, University District, and Roosevelt. The neighborhoods are all urban in nature, with a mixture of residential, retail, and office uses. The highest densities are found in Downtown Seattle. The lowest densities are in Roosevelt because of the adjacent single-family residential

neighborhood.

The study area for socioeconomics is 0.25 mile around the corridor, where most of the impacts and benefits would occur. Community facilities in the study area include religious institutions, libraries, schools, and social service organizations. The Seattle Police and Fire Departments respond to calls and there are hospitals within the study area. Government offices are located mainly in Downtown Seattle. As noted in the Environmental Assessment of January 2020, Purpose and Need, population, and employment are forecasted to increase by 29% and 50%, respectively, by 2035.

Based on U.S. Census data, there are 50,544 residents within the study area, 5% under age 18 and 12% 65 and over (U.S. Census, 2018). The population 65 and over is similar to Seattle as a whole (11.9%), but the population under 18 is much lower (4.8%) when compared to Seattle (15.3%). This might be a result of the proximity to the UW and the number of college students living in the University District and not families with children. The percentage of households with no vehicle (transit-dependent) in the study area is much higher than Seattle (38.2% compared to 16.8%).

Most of the businesses adjacent to the corridor in neighborhoods outside of Downtown Seattle tend to provide goods and services to those living and working in the immediate area and include restaurants, coffee shops, and services such as cleaners and dentists. Major employers in the study area include Amazon, the City of Seattle, King County, the UW, and the regional medical centers. Additionally, Westlake Center in Downtown Seattle is a major employment hub. The unemployment rate in Seattle was 3.8% in December 2018 (Bureau of Labor and Statistics, 2019).

Demographic data on minority and low-income populations was collected using American Community Survey 5-year (2013-2018) estimate data (U.S. Census, 2018). Minority populations in the study area (40.2%) are higher than Seattle (34.7%), with higher concentrations in the University District (54.3%) and Belltown (43.8%) neighborhoods. The low-income population in the study area (23.9%) is almost double that of Seattle (12.5%), with higher concentrations found in the University District (50.3%) and Downtown Seattle (23.6%) neighborhoods. Because of the higher minority and low-income populations in the University District and the potential for students to be living in the study area attending school and not working or working part-time, demographic data from the University of Washington (UW) were collected and reviewed. Based on the most current data for undergraduate students (UW, 2018), the minority population attendance was over 60% (including students who reside outside of the study area). Approximately 27% of undergraduate students are eligible to receive grants and would be considered low-income (UW, 2018). UW housing developments within the study area indicate a higher presence of students. There are several social service organizations in the study area, such as shelters and food banks, with most located in Downtown Seattle.

Additional demographic information of note:

A number of social service organizations are located in the study area that could serve minority and low-income populations, including the University District Urban Rest Stop and University

District Food Bank in the University District neighborhood, Immanuel Community Services in South Lake Union, and Downtown Emergency Service Center shelters located in South Lake Union and Downtown Seattle. The social service organizations include 24 affordable housing complexes in the study area, with the majority located in the southern portion of the study area.

Households with no vehicle can be considered transit-dependent, which can be an indicator of low-income populations. However, it can also be associated with households and students attending the UW that have decided not to use a personal vehicle and instead use transit, bicycle, walk, or ride share programs. In the study area, almost 38% of households do not own an automobile which is over double that of Seattle. All of the neighborhoods in the study area, except Eastlake, have higher percentages of transit-dependent populations than Seattle as a whole, with the highest percentages in the University District (47.1%) and Downtown Seattle (52.4%) areas. In the Eastlake neighborhood, 9.5% of the population is considered transit dependent.

Limited English proficiency (LEP) can be an indicator of minority populations and can provide additional information on potential language barriers in the study area that helps make targeted outreach to minority populations more effective. Within the study area, the LEP population is similar to Seattle (8.1%), but within the University District and Downtown Seattle, the LEP population is 13.5% and 9.2% respectively.

2C: STAKEHOLDER ENGAGEMENT

How have you involved community members and stakeholders?

Public outreach for the Project has included targeted stakeholder interviews and open houses. The City of Seattle also maintains a Project website that provides information, links to allow people to sign up for updates, and contact information. Outreach activities for the Project that began in November 2014 distributed a fact sheet to community members and businesses along the proposed Project corridor. SDOT has attended district council meetings and conducted stakeholder meetings.

Specific outreach events to date have included:

• Open Houses: SDOT has held three open houses for the Project to date (May 2015, December 2015, and June 2016). In addition, an online open house was held from January 7 to February 7, 2016 to collect input from those unable to attend the December open house. The purpose of these open houses was to provide information on the Project and provide opportunities to ask questions and provide comments. Information for these open houses was posted on the Project website and notices were distributed to several organizations, agencies, and the public. Open houses were held on consecutive days at locations spread through the corridor to minimize travel distances for those who wanted to attend. The notifications for the open houses included direct mailers, the Project website, community calendars, and social media. Based on demographics in the Project corridor, information for the meetings included text in Spanish, Chinese, and Arabic languages on how to request translated information and/or translators at meetings. No alternative language materials or

translators have been requested. Each of the public open houses was held near the Project corridor at ADA-accessible facilities and near transit. The public was invited to provide feedback using comment cards, website links to electronically provide input, or through one onone conversations during the meetings. A total of 303 people signed into the open houses. Key comments heard during the open houses included improving safety along the corridor, improving transit frequency and reliability, and trade-offs between maintaining and removing on-street parking.

- Neighborhood Associations/Community Councils: SDOT provided information on the Project and answered questions from associations and councils in the study area including the Roosevelt Neighborhood Association, University Business Improvement Association, Eastlake Community Council, South Lake Union Community Council, and Downtown Seattle Association.
- Business Access Survey: SDOT staff walked Eastlake Ave E to distribute parking and loading surveys to businesses and meet with adjacent business operators. The survey focused on Eastlake businesses because of concerns heard regarding parking loss along the corridor from businesses and the Eastlake Community Council.
- Scoping Meeting: SDOT held a public scoping meeting for the RapidRide Roosevelt Project in December 2017 in the Eastlake neighborhood. Approximately 43,000 mailers were sent to residents and businesses within 0.25 mile of the Project corridor. The mailers provided information on the time and location, background on the Project, and how to provide comments and be involved in the Project. The mailer included information in Spanish, Chinese, and Arabic on how to receive translated meeting materials (no requests were received). The public scoping meeting provided the opportunity for the public to review and comment on the Project purpose and need, the alternatives, and the range of issues to be addressed in the Draft Environmental Assessment. A total of 37 people signed into the scoping meeting. The main comments received during the scoping process were regarding loss of parking (including one comment from a minority business owner), the need for protected bicycle lanes, the range of alternatives and design elements, and support or opposition for the Project.
- Eastlake Project Briefing: SDOT held a Project briefing meeting with the Eastlake neighborhood in October 2018 to share information on the proposed bicycle facility for the neighborhood and share strategies to address the loss of on-street parking. SDOT sent a mailer to residents and businesses in the Eastlake neighborhood and included information in Spanish, Chinese, and Arabic on how to receive translated materials (no requests were received). The meeting was held in the neighborhood at the TOPS K-8 school.
- Eastlake Neighborhood Parking Workshop: SDOT held a parking workshop with the Eastlake neighborhood in January 2019 to provide information on potential parking and transportation demand management strategies. The goals of the meeting were to better understand the community concerns and to solicit feedback and other ideas from community members on how to address parking. Information on the meeting was sent to businesses and community members who requested to be part of the workshop. The

meeting was held at the Center for Wooden Boats in South Lake Union. No requests were received on the need to translate materials or have a translator at the meeting.

- Native American Tribes: FTA has government-to-government responsibility for coordinating with federally recognized Native American tribes. There are no tribal lands located in the study area, but tribes are consulted about their interests related to natural and cultural resources. FTA initiated consultation with the Muckleshoot Indian Tribe, Snoqualmie Tribe, Stillaguamish Tribe, the Tulalip Tribes of Washington, Snoqualmie Tribe, and the Confederated Tribes and Bands of the Yakama Nation. FTA contacted the tribes by letter and tribes were invited to the agency scoping meeting. As part of scoping, the Muckleshoot Tribe commented on bridge crossings and fish issues as a result of electrical discharge. During the consultation with tribes required by Section 106 of the National Historic Preservation Act, the Stillaguamish Tribe commented on the need to provide archaeological monitoring during construction.
- Shortened RapidRide J Route: In fall 2020, the project identified the need to shorten the route to help King County Metro address budget shortfalls brought on by economic impacts of the COVID-19 pandemic while leveraging transit alternatives in the North Link restructure. An online presentation took placein December 2020 to provide an update to the impacted communities. The online forum format provided an equal opportunity for all participants to ask questions through chat without some of the limitations we have seen at in-person events (We have had participants of color voice concerns with speaking up in large crowds where a white majority offer different opinions.).

2D: EXISTING RACIAL INEQUITIES & CAUSES

What does data and your conversations with stakeholders tell you about existing racial inequities that influence people's lives and should be taken into consideration?

Early conversations yielded no discussions of racial inequities as related to the project. The higher than average POC populations in the project area aren't necessarily tied to low-income or disadvantaged populations, but are largely because of tech workers and students, and then reasonably priced new development further north. These areas are racially diverse because of the nature of the employment and educational opportunities available there.

2E: HISTORICAL INEQUALITIES

Eastlake has the lowest percentage of minority and low-income populations within the study area, likely due to its history as a single-family neighborhood and space for vehicle storage. Density is increasing with more multiple-family units, townhomes, and up-zoned buildings in development, and the need for transit has grown as parking requirements for new developments become less strict.

STEP 3: BENEFIT VS. BURDEN

3a. How will the policy, initiative, program, or budget issue increase or decrease racial equity?

The removal of on-street parking, installation of protected bike lanes, and bus stop optimization would increase racial equity by allowing more frequent and reliable transit for increasingly dense and diverse neighborhoods.

3b. What benefits to the impacted community/demographic may result?

The Project would result in several benefits, including improved transit speed and reliability, expanding connections to neighborhoods and transit, and bicycle safety. These benefits would apply to a greater degree to low-income populations and others who depend on transit. The transit, bicycle, and pedestrian improvements would help to maintain movement in the corridor neighborhoods, which are identified for high growth and expected to become more congested. Based upon the analysis conducted, the Project would not result in disproportionately high and adverse effects on minority and low-income populations.

3c. What are potential unintended consequences (both negative and positive potential impact)?

SDOT reviewed the assessments performed for the other environmental elements, including transportation and noise and vibration, to evaluate the impacts during operation and construction, and the proposed mitigation and measures to reduce or avoid impacts. The analysis determined whether the Project would result in impacts for each of the environmental elements, considering proposed mitigation measures. Impacts that would be effectively mitigated would not result in adverse impacts on minority or low-income populations and no further analysis was required. For those elements where impacts would remain after mitigation, the analysis determined whether the impacts would be adverse and if the impacts could result in disproportionately high and adverse effects on minority or low-income populations. Project benefits were also considered when determining disproportionately high and adverse impacts.

3d. Are the impacts aligned with your department's community outcomes that were defined in Step I?

Yes.

Benefit: By providing RapidRide transit to this corridor, it increases mobility and reliable, low-cost access to three major employment centers as well as educational and social services for all residents and those who work in these neighborhoods.

Burden: There is a potential for some parking or ADA accessibility displacement that may occur due to the changing transit line and associated bike and pedestrian improvements that could disproportionately some small and minority-owned businesses. DOT is committed to conducting further outreach and collaboration to mitigate for these concerns, most of which arrive from the least diverse neighborhood along the route, Eastlake. In general, any impacts are expected to be offset or even improved based on the improved transit and bicycle network.

STEP 4: MINIMIZE RISK

4a. How will you re-align your work if the impacts of your work DO NOT align with desired community outcomes? Identify your re-alignment plans in the following three areas:

STRATEGIES:

- PROGRAM: Continue stakeholder outreach and modify methods and considerations to reflect the changing social and political landscape of the city.
- POLICY: Promote discounted fares, invest in advertising highlights of the corridor, develop methods to ensure that any WMBE access that is negatively affected is mitigated.
- PARTNERSHIPS: Partner with Department of Neighborhoods (DON) and Office of Economic Development (OED), seek POEL participation in future design, and utilize KCM outreach resources. KCM will assist with and attend all engagement activities and share, via all Metro channels, opportunities to engage on the project. Metro will lead on service-related questions and work with the community to address any critical gaps.

STEP 5: DEVELOP RELATIONSHIPS WITH ACCOUNTABILITY IN MIND

INTERNAL EVALUATION & ACCOUNTABILITY

5a: How will you evaluate and be accountable?

Traditional transit performance measures:

- Ridership
- Productivity
- Transit speed/reliability

RSJI specific strategies:

- Keep track of race data with regards to stakeholder participation vs. population, ensure and if necessary, <u>pursue</u> participation.
- Continue outreach efforts throughout different phases of the project and adjust for current social and political climates.
- Ensure that stakeholder participation and associated demographics are readily available to the public in a straightforward yet comprehensive document.

5B: UNRESOLVED ISSUES

How will you evaluate and report impacts on racial equity over time?

RESOURCES: Create pathways and budget line items for the necessary targeted outreach associated with this project, particularly for the study of new COVID-19 related impacts.

RELATIONSHIPS: Ensure thorough relationship building and tapping into existing City staff and Departments that identified community leaders are in fact representative and not simply the loudest and/or usual voices.

5c. What is your goal and timeline for eliminating racial inequity?

In recognition that the elimination of racial equity is a much larger goal than any single project, SDOT strives to use transit to further a mobility system that is equally accessible to all residents in every area of the City.

5d. How will you retain stakeholder participation and ensure internal and public accountability?

SDOT is committed to continuing to conduct meaningful public engagement, particularly as the path toward COVID recovery becomes clearer and the project scope is solidified.

5e. How will you raise awareness about racial inequity related to this issue?

Through public engagement and strategic communications, SDOT will take the opportunity to educate the public about the benefit of increased housing availability, transit and safe bicycle and pedestrian options on Seattle's diverse communities.

5f. What is unresolved?

SDOT will continue to strategically engage with affected communities and continue targeted outreach in situations or neighborhoods where affected residents may not feel comfortable in traditional open house settings.

STEP 6: How has the pandemic affected the adjacent communities? ADDRESSING IMPACTS OF COVID-19 CORONAVIRUS

6a: AFFECTS OF COVID-19 ON IMPACTED COMMUNITIES

Moving forward, SDOT should address the changes in ridership along the proposed route due to extended work from home orders, and the effects on low-wage essential workers that work along the J Line.

Capacity limits and a reduced operating schedule has had an impact on riders who rely on Metro services to get to/from essential needs. In the immediate term Metro has responded to COVID-level crowding with additional service on high ridership routes to mitigate pass ups.

6b: AFFECTS OF PROGRAM ON COVID-19 RECOVERY

The project should have positive impacts on future COVID recovery programs as it will facilitate high capacity mobility back into the Downtown core in furtherance of revitalizing businesses in urban areas. This would specifically benefit communities who rely more on transit and don't have access to vehicles, a significant portion of the resident population along the project corridor.

6c: ADDITIONAL OUTREACH REQUIRED DUE TO THE PANDEMIC

How will SDOT and our partners assess the workforce changes and new ridership needs due to the changing business landscape?

STEP 7: FEEDBACK & LESSONS LEARNED.

Create a pathway to allow for a comprehensive team and department wide approach to adapt outreach and engagement procedures, allowing for cohesive evolution of our RSJI efforts and resources.

7a: How have proposed changes to the project scope affected issues of race and equity?

In August 2020, it was proposed that the scope of the project be reduced from Downtown-Roosevelt to Downtown- UW, reducing the scope of the project by 20 blocks. While reducing the overall footprint serviced by the J line, the portion that was removed is the least densely populated along the corridor and represents one of the least diverse neighborhoods along the route (aside from Eastlake).

7b: Specific examples of lessons learned that might help inform other projects:

 Neighborhood meetings can sometimes draw crowds that aren't necessarily representative of the population, and others may feel excluded from certain spaces or crowds of familiar faces. SDOT should create a pathway for holding more targeted and inclusive events.