



RapidRide



RapidRide J Line (previously RapidRide Roosevelt)

Briefing for Mercer Corridor Stakeholder Committee

June 3, 2021



Seattle
Neighborhoods



Seattle Office of
Economic Development



King County
METRO



Seattle
Department of
Transportation



Why RapidRide J Line?



Provide transit service to support housing and employment growth



Improve transit travel time and reliability throughout the corridor



Reduce overcrowding of existing bus capacity



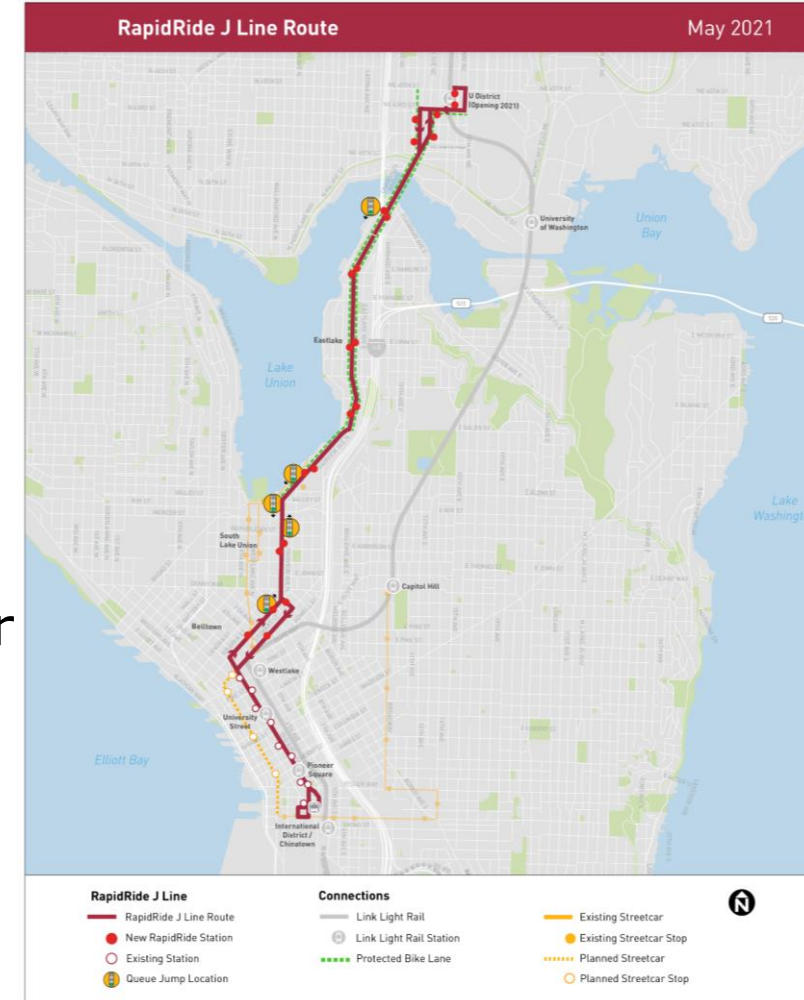
Provide neighborhood connections to future Link light rail stations, RapidRide Lines, and the Seattle Streetcar



Improve pedestrian and bicycle safety and connections to transit with protected bike lanes



Reduce greenhouse gas emissions



King County Metro RapidRide Key Features

Convenient and easy to use

- Service starts early and runs late, every day
- Buses come at least every 10 minutes during busiest hours
- All-door boarding is available on all coaches
- Riders with mobility aids can secure themselves easily

Safe and smart

- Stations have real-time arrival signs
- Transit signal priority synchronizes traffic lights with buses
- Shelters are well lit, and all buses have security cameras

Move more, stop less

- Stop optimization helps speed up your ride
- Street and traffic improvements make it easier to get to/from the bus



Buses come so often, you don't need a schedule



Service that starts early and runs late, every day

Connecting Neighborhoods, Transit, and Bicycle Facilities

- Quick and direct transfers to **Link light rail** at the U-District and downtown light rail stations
- Improved connection to the **Seattle Streetcar** on Fairview Ave E
- Connections to:
 - Multi-use bicycle and pedestrian paths on Burke-Gilman Trail and Westlake Cycle Track
 - Bicycle lanes on Roosevelt Way NE and 9th Ave

SEATTLE TRANSIT-PLUS MULTIMODAL NETWORK

Last updated February 2021

Transit-Plus Multimodal Network

RapidRide Lines
Madison - G Line
Delridge - H Line
Roosevelt - J Line

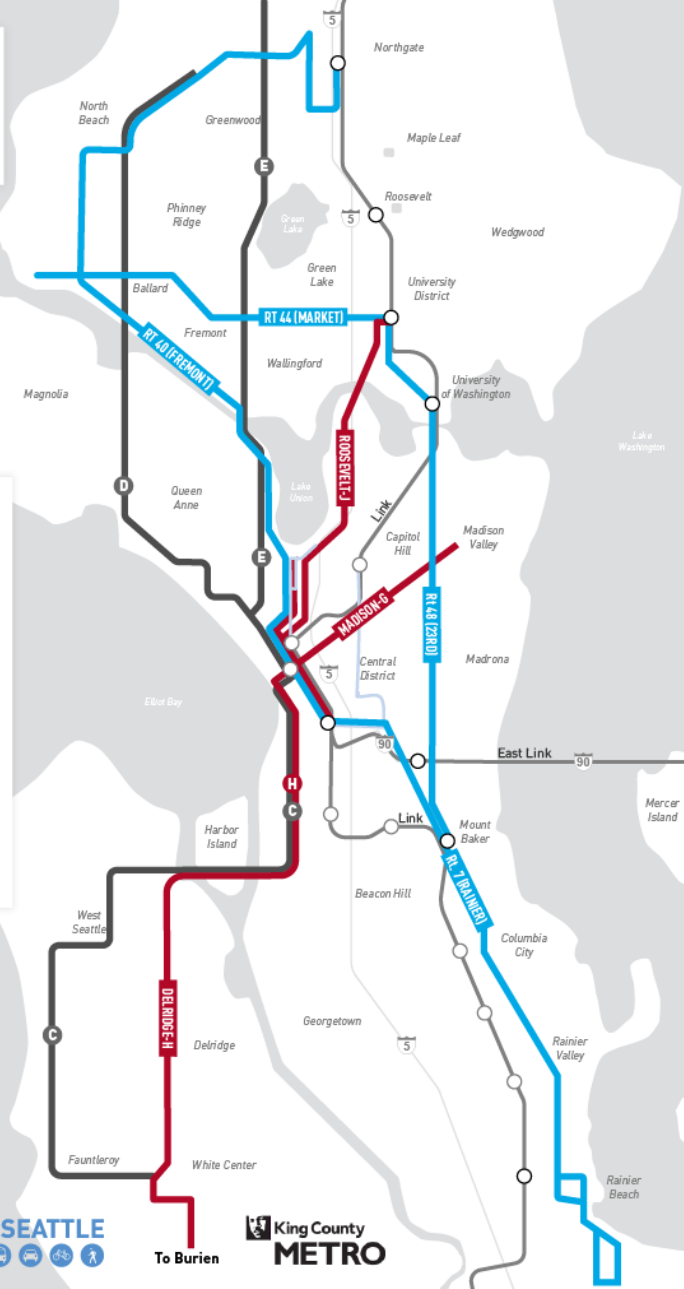
Transit-Plus Lines
Route 7 (Rainier)
Route 44 (Market)
Route 40 (Fremont)
Route 48 (23rd)

Other Transit
Existing RapidRide Line

Link Light Rail
Seattle Streetcar



Not to Scale
Data Sources: City of Seattle, King County

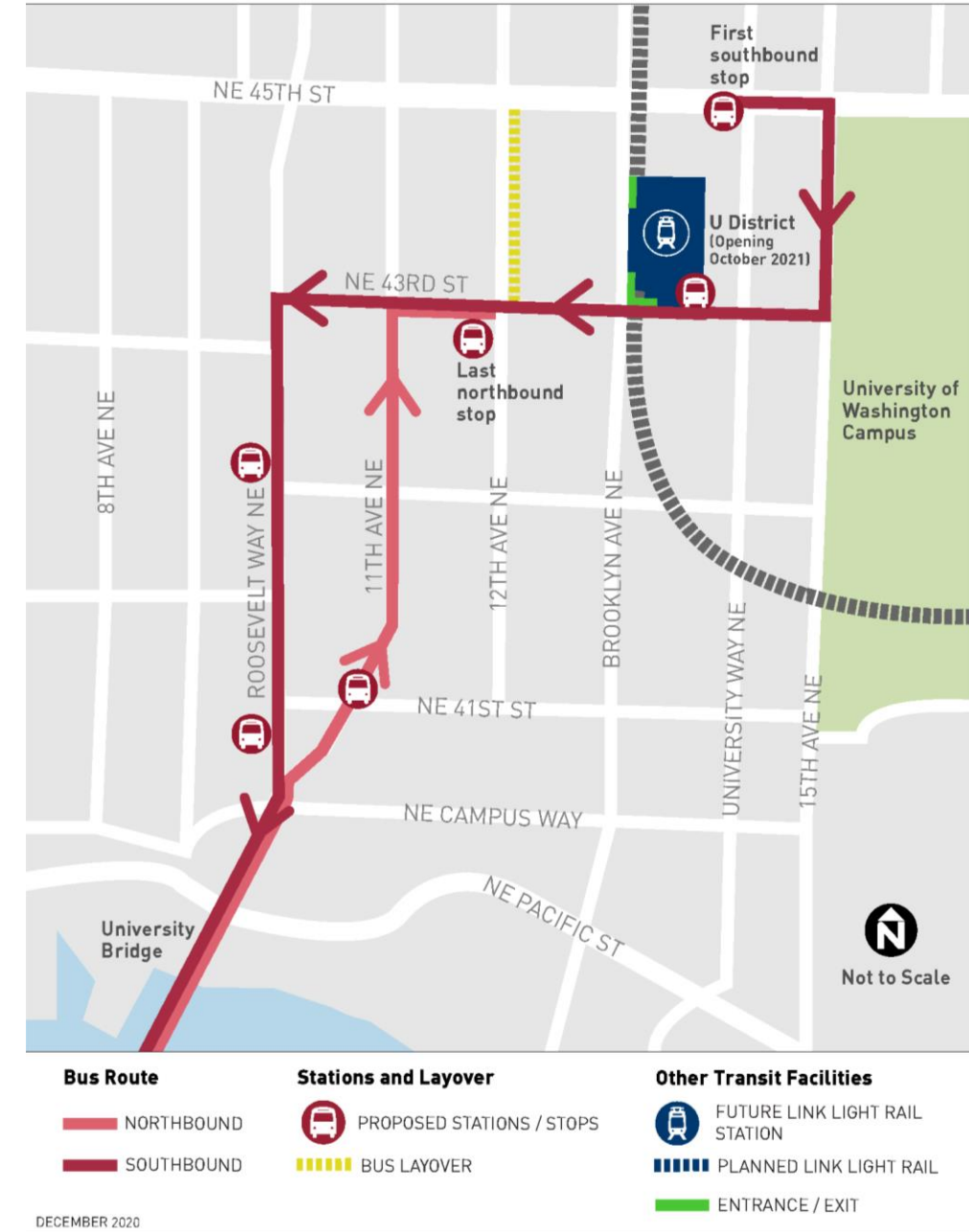


Shortened Route to U District

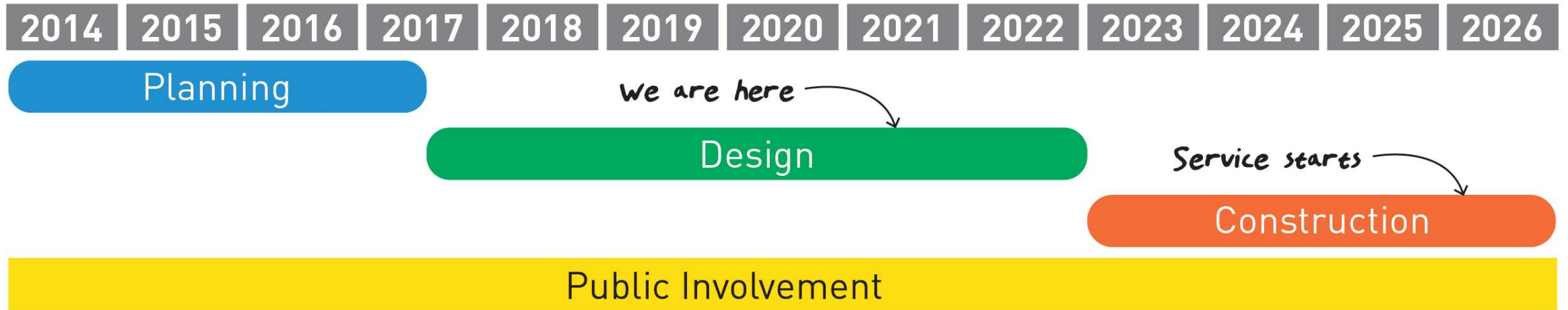
- Helps address budget shortfalls brought on by the economic impacts of the COVID-19 pandemic
- Leverages transit connections between Roosevelt and U District with the North Link restructure this fall
- Only changes the route north of the University Bridge

This shortened alignment:

- Meets the project's purpose and need
- Consistent with community expectations and input
- Maintains eligibility for grant funding for the project
- Forward compatible to extending to Roosevelt



Project timeline



- Supplemental Environmental Assessment: this year
- Design: 2017 – 2023
- Construction: as soon as 2023
- Service starts: as soon as 2026

Next Steps

- **Collaborate with community members and businesses** to analyze any new impacts from the shortened route, north of the University Bridge.
- **Submit the supplemental Environmental Assessment** to the Federal Transit Administration for review and 30-day public comment period in 2021.
- **Receive an environmental determination** from the Federal Transit Administration based on the project's original and supplemental Environmental Assessment
 - Respond to public comments from the original Environmental Assessment.
- **Secure grant funding for the project** in collaboration with the Federal Transit Administration.



Keep in Touch

Have Questions or Ideas?

- Email RapidRide@seattle.gov
- Request a separate 1-on-1 meeting

Want to Stay Informed?

- Check out the latest project information
- Sign up for email updates

www.seattle.gov/Transportation/RapidRideJLine

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