RapidRide J, Eastlake Segment
Roosevelt Corridor and Future RapidRide Network

- Quick and direct transfers to **Link light rail** at the U-District and Roosevelt Stations
- Improved connection to the **Seattle Streetcar** on Fairview Ave E
- Connections to key downtown destinations and **transit services** like Link and other RapidRide lines
- Connections to:
  - Multi-use bicycle and pedestrian paths like the Burke-Gilman Trail and the Westlake Cycle Track
  - Bicycle lanes like on Roosevelt Way NE, NE 65th St and 9th Ave
Eastlake Segment

- Upgraded RapidRide stations and optimized locations north of Olive Way
- Improved and durable roadway conditions by repaving Eastlake Ave E with concrete
- Protected bike lanes from Fairview Ave N through the University Bridge
Connections to Centers

• Grant-funded improvements connect directly to 2 Regional Growth Centers (RGCs): South Lake Union and University Community

• RapidRide J also provides express service to the Downtown Seattle RGC, the region’s largest job center

• Grant-funded improvements are within the locally designated Eastlake center

• Corridor provides direct access to many of the region’s largest employers: Amazon, Google, Fred Hutchinson and UW medical centers, etc.
Project Scope

• Rechannelization and painted lanes provide queue jumps and dedicated bus lanes where needed

• Transit signal priority help keep buses on schedule

• New stations and platforms with real-time information systems, rider amenities, and all-door boarding

• New protected bike lanes, sidewalk upgrades, and station access improvements for rider comfort and safety
Priority Criterion #1: Air Quality

- Modeling for RapidRide J shows a 23% improvement in transit travel time

- Travel time improvements and rider comfort bring 9,400 new transit trips per day and emissions reductions of 1,957 CO2e per year

- RapidRide J is one of the most effective air quality projects amongst the 26 corridors in Metro’s RapidRide expansion plan
Priority Criterion #2: Sustainable Growth

- Twelve touchpoints with Link light rail and other RapidRide lines extend the project’s benefits to many more regional centers

- Very aggressive growth plans for the area adopted by city, region, and multiple transit agencies

- By 2035, an estimated 372,000 people will live or work along this transit corridor
Additional Criteria

- Safety: Protected bike lanes and in-lane stops reduce crash rates
- Equity: High rates of minority, low-income, and transit-dependent populations
- Readiness: All matching funds secured, Environmental Assessment published, design underway with final design planned to be completed in 2021