



RapidRide



RapidRide J Line Community Design Survey Summary Report

Summary

RapidRide J Line, formerly RapidRide Roosevelt, will connect Downtown Seattle with the neighborhoods of Belltown, South Lake Union, Eastlake, and the University District. These upgrades to the route will enhance bus speed, increase reliability between stations, and pave and install protected bike lanes, improving accessibility and safety.

As part of the RapidRide J Line Project, the Seattle Department of Transportation (SDOT) developed a community design online survey to share information about design progress and to gather community input. The online survey was open from September 7, 2022, to September 23, 2022.

When visiting the online survey participants were encouraged to:

- Learn more about the project and view updated designs.
- Share feedback about bicycle and pedestrian access, urban design, and other key design features of the project.
- Share their ZIP code to determine how heavily trafficked the corridor is by different communities.

Promotions

SDOT used multiple methods to reach survey participants. Information about the community design survey was posted on the project webpage and sent to 1,662 email subscribers. It was also promoted during both community design virtual meetings.

Methods

The survey included 12 questions related to the project design and one question asking respondents for their ZIP code. The survey questions were both open-ended and close-ended. All questions were optional and not all respondents answered each question.

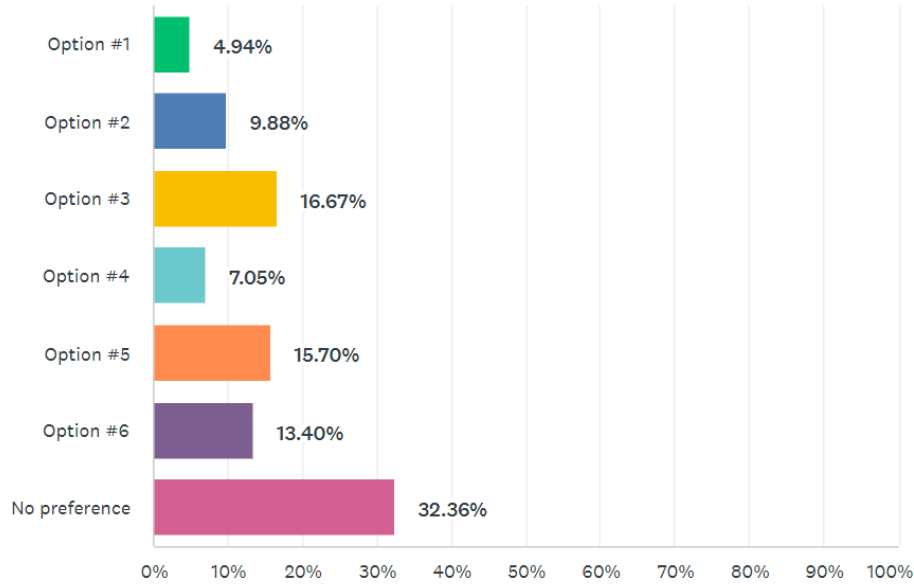
The following summary captures both quantitative and qualitative data from the online survey.

Summary of Results

A total of 1,183 people took the online survey. The following summary captures both quantitative and qualitative data from that survey.

Question 1 | The above images represent potential options to provide pedestrian lighting at RapidRide stations. Among these, which pedestrian-scale lighting option do you prefer? (Select one)

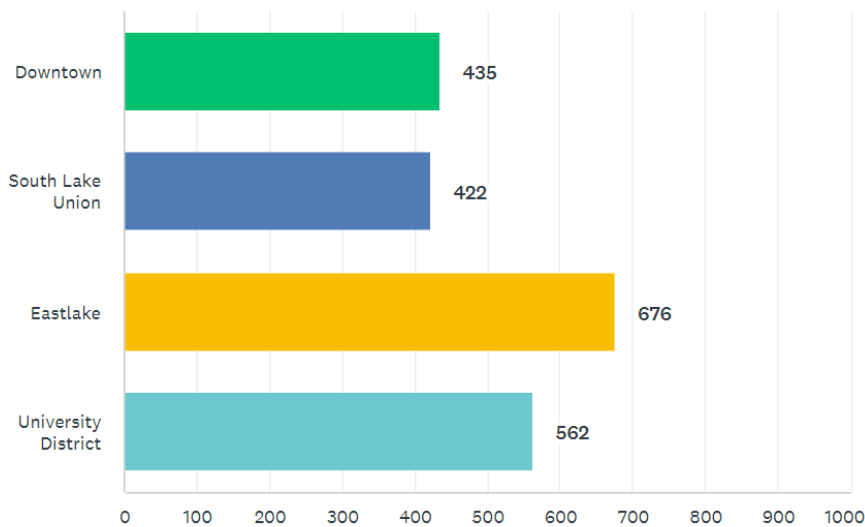
Answered: 1,134 Skipped: 49



Question 2 | Lighting options may vary throughout the RapidRide J Line project area. Which area of the corridor most represents your interests? (Select all that apply)

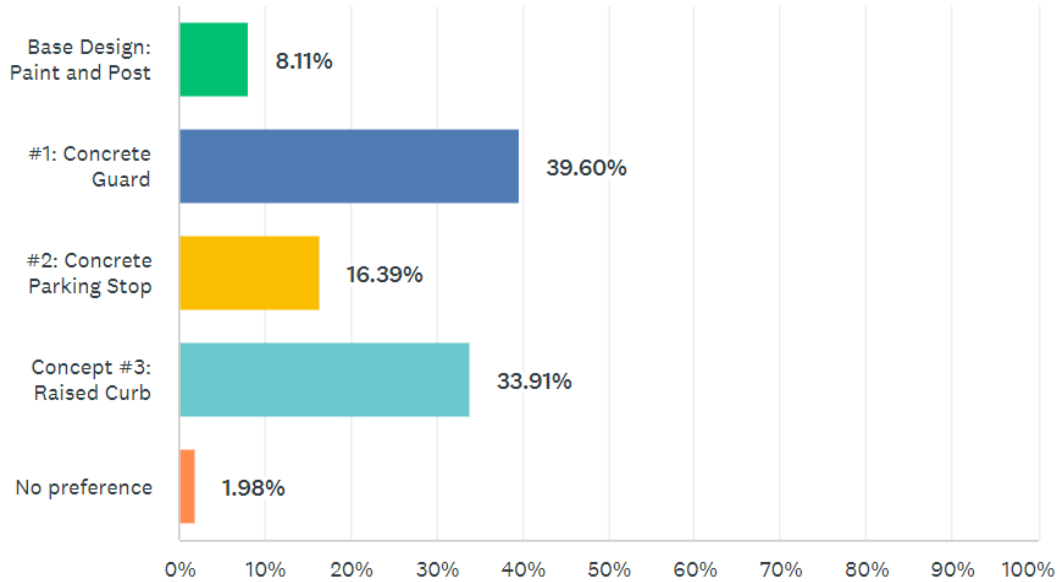
Reporting Note: This question allowed respondents to select more than one answer. To convey the results most accurately, the graph shows the number of responses for each area of the corridor.

Answered: 1,050 Skipped: 133



Question 3 | Which of these protected bike lane buffers do you prefer? (Select one)

Answered: 1,159 Skipped: 24



Question 4 | We may have an opportunity to add additional bike racks throughout the J Line project area. The above graphic shows the general guidance on how bike racks can be sited. Where in the corridor would you recommend SDOT install additional bike racks? Think about listing intersections, key businesses, key points of interest, etc.

Write-in comments were reviewed and categorized by type and specific location. The lists below include the number of comments assigned to each category.

Answered: 333

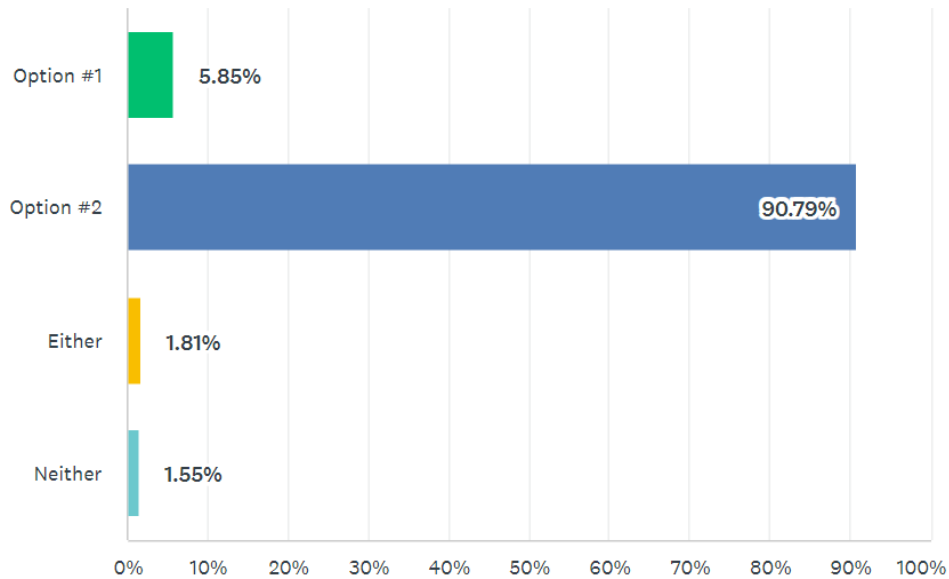
Skipped: 850

- Specific Businesses: 131
 - Otter Bar: 2
 - 14 Carrot Café: 1
 - Grand Central Bakery: 3
 - Eastlake Café and Coffee: 2
 - District Market (Alder): 1
 - Husky Grind: 1
 - Sebi’s Bistro: 1
 - Johnny Mo’s Pizza: 1
 - Eastlake Market: 1
 - Eastlake Bar and Grill: 1
 - Eastlake Zoo: 3
 - 20oz. Tea: 1

- Eastlake Fitness: 1
 - Eastlake Vet: 1
- Schools: 5
 - Tops K-8: 3
 - Not specified: 2
- Specific Streets/Intersections: 59
 - NE 43rd St W of Brooklyn Ave NE: 1
 - Eastlake Ave E & E Louisa St: 3
 - Eastlake Ave E & E Allison St: 1
 - Eastlake Ave E & E Hamlin St: 5
 - Eastlake Ave E & E Lynn St: 25
 - Eastlake Ave E & Harvard Ave E: 4
 - Roosevelt Way: 1
 - Eastlake Ave E & E Roanoke St: 2
 - Eastlake Ave E & Fuhrman Ave E: 8
 - Eastlake Ave E & E Blaine St: 2
 - Eastlake Ave E near University Bridge and Fairview Ave SW of bridge: 1
 - E Galer St: 1
 - E Newton St: 1
 - Between 50th Ave NE and NE 42nd St: 1
 - NE 45th St: 1
 - 50th Ave NE: 1
 - NE 42nd St: 1
 - Fairview Ave: 1
- General Areas/Neighborhoods: 51
 - U-District: 7
 - South Lake Union: 6
 - Roosevelt: 1
 - Eastlake: 10
 - Bus-Stops: 16
 - Downtown: 3
 - City Hall: 3
 - Parks: 4
 - King County: 1
- Throughout the entire corridor: 53
- Do not install more bike racks: 15
- No Preference: 19

Question 5 | We have considered two designs for Eastlake Ave E at the Harvard and Fuhrman intersection. Option 1 maintains two southbound travel lanes for vehicles but does not provide a protective barrier for the bicycle lane. Option 2 removes a southbound travel lane but provides space for a buffer and protected bicycle lane. Which option do you prefer? (Select one)

Answered: 1,162 Skipped: 21



Question 6 | What other comments do you have about this segment of the Eastlake neighborhood?

Write-in comments were reviewed and categorized into themes. The list below includes the number of comments assigned to each theme.

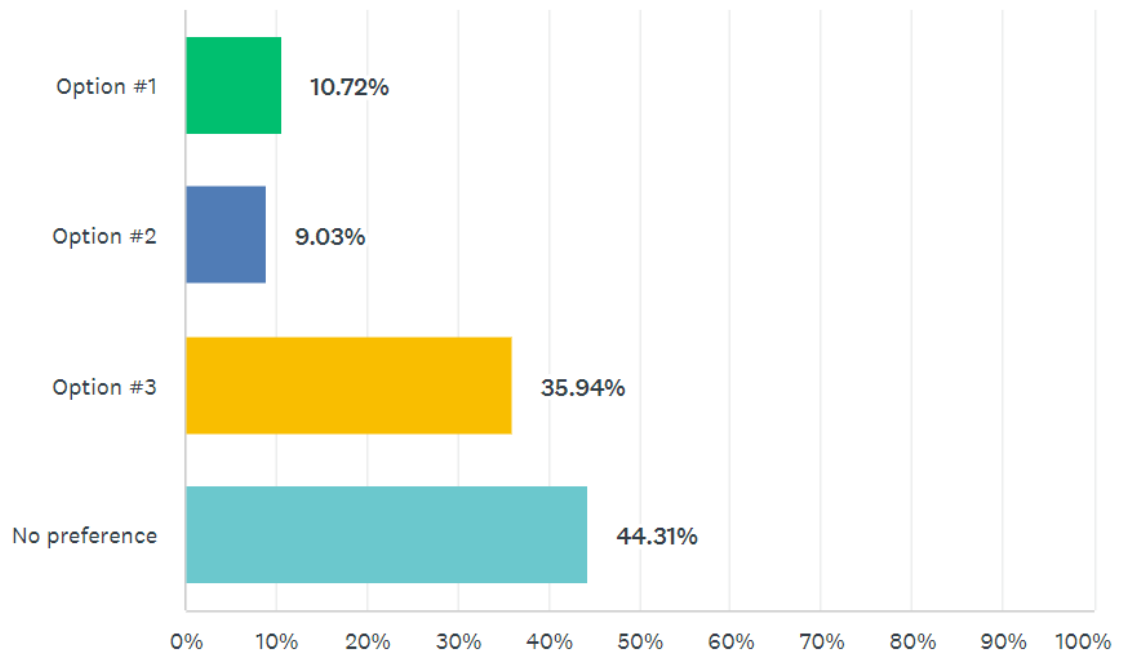
Answered: 410

Skipped: 773

- Add protected bike lane/concrete barrier installation: 210
- Repair/update infrastructure: 22
- Crosswalks/bridges/pedestrian friendly infrastructure: 17
- Do not remove parking: 16
- Concerns about bicyclist safety: 43
- Reducing traffic lanes will improve safety bicyclists: 10
- Improve transit: 5
- Reduce speed of cars: 7
- Concerns about traffic: 23
- Concerns about business impact: 14
- Concerns about traffic congestion: 3
- Fix/implement changes to left-hand turn at Fuhrman Avenue E or Harvard Avenue E: 28
- Prevent parking in bike lanes: 11
- Completely remove cars: 1

Question 7 | The current project design provides two southbound RapidRide bus stations along Roosevelt Way NE, one at NE Campus Parkway and one at NE 42nd St. This is Option 1 in the above map. We've considered two other options: Option 2, which would be a single station at the northwest corner of NE 42nd St, and Option 3, which would be a single station at the southwest corner of NE 42nd St. Which RapidRide station location option do you prefer? (Select one)

Answered: 1,063 Skipped: 120



Question 8 | What other comments do you have about these locations?

Write-in comments were reviewed and categorized into themes. The list below includes the number of comments assigned to each theme.

Answered: 114

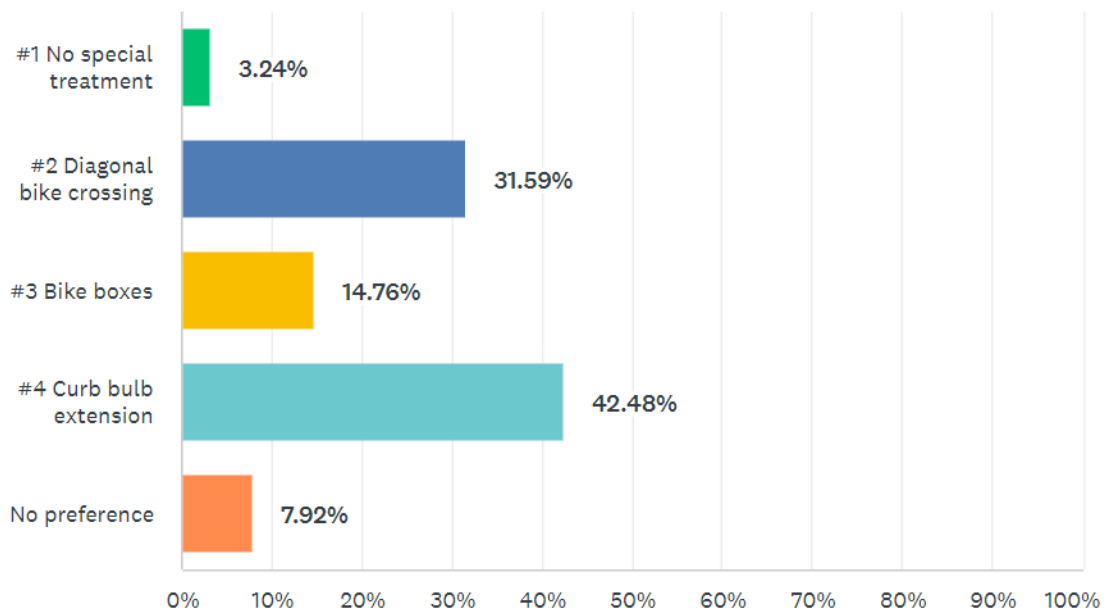
Skipped: 1,069

- Improve transit efficiency in the area: 12
- Improve pedestrian experience: 10
- Do not change anything: 4
- Pick the most cost-effective option: 4
- Address the congestion in this area: 9
- Make access to medical facilities better: 4
- Dislike of all options: 3
- Concerns about turns on 42nd: 5
- Do not have two stops within two blocks: 12
- Concerns about disability community: 7
- Pick whatever option is the safest: 4

- Do not remove curb bulbs: 4
- Improve Burke Gilman connection: 3
- Best option for those going to UW: 2
- Do not install bike lanes: 6
- Put in clear signage throughout the area: 4
- Repeating support for option selected in question 7: 21

Question 9 | The above figures show four options for a protected bicycle lane crossing on 11th Ave NE at NE 43rd St. This intersection is nearby the U-District Link Light Rail station. At this intersection, the protected bicycle lane shifts from the right side of the street to the left side. Option 1 includes bike crossing treatments provided for westbound and eastbound cyclists. Northbound cyclists use crosswalks and pedestrian sidewalk areas at NE corner to continue through the intersection. Option 2 adds a diagonal bike crossing treatment through the intersection to transition northbound cyclists from the right to the left side of the road. Eastbound cyclists are provided a bike box to queue prior to a left turn. Option 3 provides a bike box for northbound cyclists behind the crosswalk on the south leg that allows a transition from the right to the left side of the road. Option 4 provides a protected intersection via a curb bulb at the northeast corner. Which option do you prefer? (Select one)

Answered: 1,111 Skipped: 72



Question 10 | What other comments do you have about this intersection?

Write-in comments were reviewed and categorized into themes. The list below includes the number of comments assigned to each theme.

Answered: 285

Skipped: 898

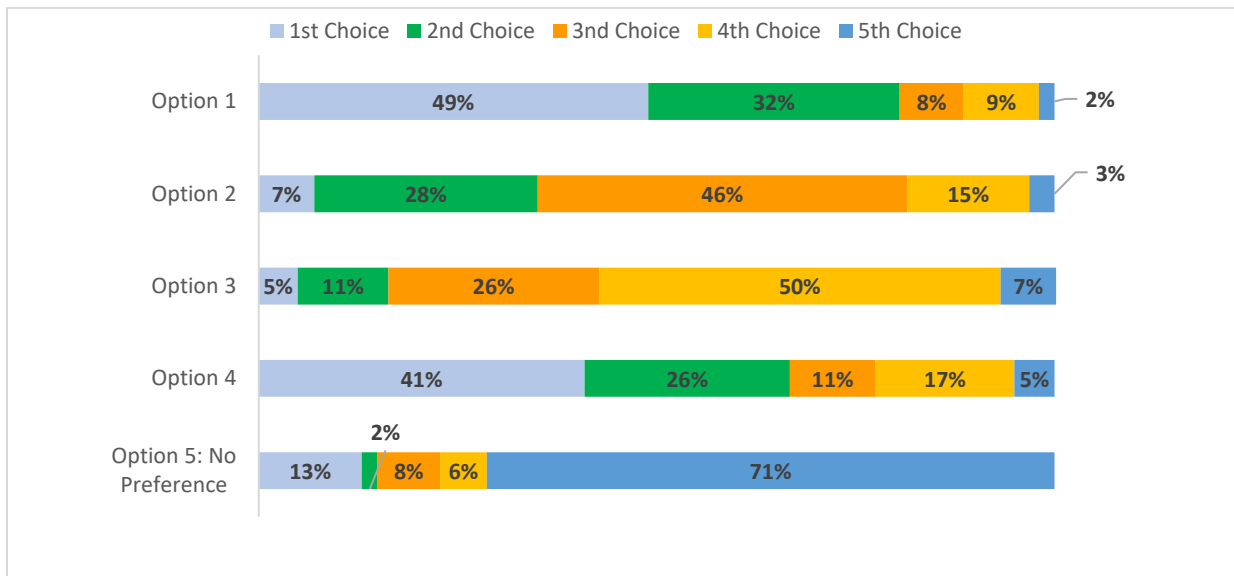
- Do not switch sides: 93
- Least confusing to drivers: 1
- Build protected bike lane: 14
- Concerns about safety while riding bike: 2
- Better visibility: 2
- Install leading light: 22
- Add diagonal crossing: 10
- Directing bikes to 12th St E: 2
- Install a bike box: 1
- Increase signage on the route: 6
- Dislike of all options: 41
- Worrying about people who are blind: 1
- Take bicyclists off sidewalks: 1
- Narrowing the intersection: 1
- All cross intersection: 7
- Whatever option is safest: 4
- Very clear signage: 6
- Want a mix of options 3 and 4: 4
- Install a Dutch-style intersection: 27
- Repeating support for option selected in question 9: 39

Question 11 | The intersection at Fairview Ave N and Eastlake Ave E is a complex intersection that needs to provide safe access for people on bikes, people walking, people driving, and people riding the bus. Option 1 adds a transit and right-turn only lane on Fairview Ave N, removes a merge lane on Eastlake Ave E, provides a signal for bikes, and adds bicycle buffers on Eastlake Ave E. Option 2 also adds a transit and right-turn only lane on Fairview Ave N, removes cross-bike markings for southbound bicycle movements on Eastlake Ave E, removes a merge lane on Eastlake Ave E, and adds bicycle buffers on Eastlake Ave E. Option 3 removes cross-bike markings for southbound bicycle movements, adds bicycle buffers on Eastlake Ave E, and moves cyclists to use an existing crossing on Fairview Ave N. Option 4 creates a transit-only and right-turn lane from Eastlake Ave E to Fairview Ave N, removes a southbound through movement for cyclists on Eastlake Ave E, creates a new bicycle and pedestrian crossing across Eastlake Ave E, and eliminates an existing crossing on Fairview Ave N. Which option do you prefer? (ranked from 1 most preferred to 5 least preferred)

Reporting note: This question allowed respondents to rank their answers in order of preference, one being the option they most prefer and five being the option they least prefer. Please note that percentages in the graph have been rounded up for readability.

Answered: 978

Skipped: 205



Question 12 | What other comments do you have about this intersection?

Write-in comments were reviewed and categorized into themes. The list below includes the number of comments assigned to each theme.

Answered: 273

Skipped: 910

- Dislike of all options: 37
- Option needs to be convenient for cyclists: 11
- Add bus-lane: 1
- Complaint about bus station: 1
- Echoing support for option picked before: 53
- Concerns about safety: 2
- Do not remove any parking: 1
- Do what will best protect bicyclists: 14
- Do not add slip lanes: 23
- Option 4 but add crosswalks: 62
- Install an all-cross option: 1
- Install protected bike lane: 13
- Make bikes move with traffic: 1
- Diagrams were confusing: 8
- Repair sidewalks: 3
- Do not understand pros and cons of each option: 3
- Put pedestrians and bikers first: 11
- Make cyclists obey the rules: 13
- Unrelated/general complaint: 18

Question 13 | What is your ZIP code?

Answered: 735

Skipped: 448

- 98102: 126
- 98115: 106
- 98125: 22
- 98119: 4
- 98103: 10
- 98126: 8
- 98118: 10
- 98109: 40
- 98122: 53
- 98104: 4
- 98105: 61
- 98101: 18
- 98104: 4
- 98106: 8
- 98107: 38
- 98108: 5
- 98112: 36
- 98114: 1
- 98116: 1
- 98117: 26
- 98119: 11
- 98121: 12
- 98129: 1
- 98133: 12
- 98134: 1
- 98136: 1
- 98144: 22
- 98145: 1
- 98146: 1
- 98155: 3
- 98166: 1
- 98177: 1
- 98199: 12
- 98103: 88
- 98107: 38