

Appendix C
Comments on the Supplemental EA
and Responses

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Comment Type #	Name of Commenter	Comment on Supplemental EA	Response based on Supplemental EA
COMMENTS FROM GENERAL PUBLIC			
P-1	Blake Trask		
P-1.1	Blake Trask	I support the U District Option's improved bicycle conditions by adding one block (approximately 250 feet) of new PBLs along both sides of NE 43rd St between Roosevelt Way NE and 11th Ave NE in addition to the section of the PBL on 11th Ave NE, as identified in the January 2020 EA, from the University Bridge to NE 43rd St.	Thank you for taking the time to provide your comment and support for the Project.
P-1.2	Blake Trask	I urge SDOT to add additional physical protection to the unprotected segment of bike lanes immediately south of the University Bridge.	Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. To accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new bike protected lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14). The current design along this segment includes bike lane updates, such as green markings on the roadway, that bring attention to the conflict points between vehicles and bicycles. During final design, we will continue to evaluate options to provide separation between the bike lane and the vehicle travel lanes along this segment while accommodating all users.
P-1.3	Blake Trask	I support SDOT's continued work in the Eastlake Neighborhood to identify and implement ways to manage street parking during construction and post-construction for commercial deliveries, passenger pick-up and drop-off, and visitor and customer access; prepare a shared-use parking plan for the neighborhood looking	Thank you for taking the time to provide your comment and support for the Project.
P-1.4	Blake Trask	Finally, I want to voice my unwavering support for a continuous corridor of protected bike lanes between Sound Transit's University District Station via Eastlake and terminating in Downtown Seattle. This improvement is essential to foster a multimodal transportation future that Seattle needs to improve safety and confront the climate crisis.	Thank you for taking the time to provide your comment and support for the Project.
P-2	Pablo Stanfield		
P-2.1	Pablo Stanfield	I am very disappointed in both the original J Line and the revised, shortened line. I am a frequent user of the 67 route, not only from 47th NE to Northgate, but many of the stops between, which are not served by the Light Rail or the J line. It's become ever more difficult for those of us with mobility limits to get to stops close to our destination. If you continue to put barriers in the way of our transport, will you pay for our taxis instead? I want stops only two blocks apart; and service rather fast as the J line, not truncated at 40th St. I want not to cut any service in order to initiate the new services. Fix this!	Route 67 is planned to remain in operation serving up to Northgate with the opening of the Project. In the January 2020 EA, Route 67 was included in the ridership comparison due to the overlapping service with the Project, but with the U District Option there is not a substantial overlap of transit service with Route 67, and therefore it is not included in the comparison analysis. For more information on bus stop spacing on the Project, see Common Comment Response #3 (CR-3) on the January 2020 EA in Appendix B of the FONSI.
P-3	No name provided		
P-3.1	No name provided	Replace buses with autonomous EVs.	Thank you for taking the time to provide your comment. SDOT and KCM have no plans at this time for future use of autonomous electric vehicles. The use of emerging vehicle technologies is studied within SDOT's New Mobility Program and KCM's Innovative Mobility Program.
P-4	Sam Schmidt		
P-4.1	Sam Schmidt	The RapidRide J line will be an excellent addition to Seattle transit. However, it must be extended all the way to Roosevelt. To terminate this line at U District stations is a huge loss of opportunity. We should connect these stations south of the bridge all the way to our neighbors in Roosevelt.	As described in the Supplemental EA, to accommodate the loss of anticipated capital and operating funds for the Project due to the economic impacts from the COVID-19 pandemic, SDOT in partnership with KCM, identified this shortened design option, the U District Option. The U District Option provides a design option that continues to meet the Purpose and Need of the Project within the limits of available capital and operating funding. The neighborhoods of Roosevelt and University District are now connected by Link light rail with connections to Eastlake and South Lake Union available with the U District Option. The U District Option is forward compatible with the alignment should capital and operating funding become available to implement the Project to Roosevelt as reflected in the January 2020 EA.

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P-5	Jack Whisner		
P-5.1	Jack Whisner	<p>Executive Summary</p> <p>First paragraph. The southern terminal has issues. The SDOT bike program has installed a two-way PBL on the south side of South Main Street east of 3rd Avenue South; the Route 70 stop no longer has passenger boardings and alightings. The SDOT First Hill Streetcar runs on South Jackson Street west to Occidental Avenue South; the streetcar shares an inside lane with left turning traffic. In the p.m. peak and on event days, the arterial and the streetcar are jammed with congestion. This makes the Route 70 turnaround loop slower and less reliable.</p>	As described in the January 2020 EA, SDOT would only construct improvements to the Project north of 3rd Ave. This is also described in Section 1.3.2.2 and shown in Figure 1-2 of the Supplemental EA. Any improvements along 3rd Ave or with the southern terminus would be done by KCM separate from this project.
P-5.2	Jack Whisner	<p>ES 2</p> <p>Page ii</p> <p>First bullet. The SDOT alignment degrades several transit connections relative to the no build option of the Route 70 pathway. Both would encircle the U District Link station clockwise. The SDOT alignment uses the Roosevelt couplet and NE 43rd Street. The Route 70 pathway uses NE Campus Parkway and 15th Avenue NE. The Route 70 pathway provides better connectivity and shorter transfer walks with Route 255 on NE Campus Parkway, routes 44, 48, 271, 542, and 556 on 15th Avenue NE, and routes 45, 73, and 79 on University Way NE. The Route 70 pathway also provides better connectivity with the University of Washington campus and the University District business district. The SDOT alignment has its last northbound stop on NE 43rd Street nearside 12th Avenue NE, imposing a one-block walk to the Link station. The no build Route 70 alignment would not impose this walk. All these transfer walks are more difficult for those with less mobility or with limited sight.</p>	This project is a partnership between SDOT and KCM. Both the SDOT and KCM have published planning documents that included this project in their future transit system. Some of these, including SDOT's Transit Master Plan, are described in Section 1.3 of the January 2020 EA. Furthermore, this project is included in KCM's Metro CONNECTS plan, KCM long-range vision of the transit system, and was recently adopted by King County Council. Information on the Project's transit ridership forecasts and travel time improvements with the Project are described in Section 2.2.1.2 of the Supplemental EA. The forecasts and travel time analysis incorporated the transit connections along the Project alignment as well as the transfer and walk times to the Sound Transit U District Station. See Section 2.2.4 of the Supplemental EA for information on the visual assessment and project renderings along NE 43rd St. For more information on bus stop spacing on the Project, see Common Comment Response #3 (CR-3) on the January 2020 EA in Appendix B of the FONSI.
P-5.3	Jack Whisner	<p>ES 2</p> <p>Page ii</p> <p>Fourth bullet. The ADA connectivity between the northbound J Line and Link and routes 44, 48, 255, 271, 542, and 556 would be shorter and easier than with the SDOT alignment.</p>	The Project is constructing ADA improvements along the route between Downtown Seattle and the University District. These improvements are described in both the Supplemental EA and January 2020 EA. Some of these ADA improvements are described on page 2-6 in the Supplemental EA and on page 2-8 in the January 2020 EA. Specific to the connection with the U District Link Station, the Project provides an overall similar transfer experience compared to the No Build condition as the Project provides a more direct southbound connection at the U District Link Station compared to the nearest Route 70 stop at NE 45th St and University Way NE. This is described on page 3-5 of Appendix B, Transportation Technical Report, in the Supplemental EA.
P-5.4	Jack Whisner	<p>ES 2</p> <p>Page iii</p> <p>Map legend: the 0.8 miles of new electric trolleybus overhead is not needed for the Route 70 or no build option. The no build includes new westbound overhead on NE 43rd Street and northbound overhead and layover on 12th Avenue NE. So, the construction and capital cost is not necessary, but for the SDOT alignment.</p>	Comment noted.
P-5.5	Jack Whisner	<p>ES 2</p> <p>Page iii</p> <p>The ES-2 map does not show the bus network but does show the Center City Connector as a dashed line, though it remains unfunded. This seems consistent with SDOT not valuing the no build transfer bus connections very highly.</p>	Comment noted.
P-5.6	Jack Whisner	<p>Page v</p> <p>Table ES 1</p>	Please see the response to comment #P-5.2.

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		<p>Transportation</p> <p>The in-vehicle bus trip may be a few minutes faster, but the overall trips of most Eastlake riders will take more time when walking is included. Those oriented to Link will walk one additional block. Those oriented to the bus routes on 15th Avenue NE will be on the J Line several minutes longer and have a three-block walk. Those oriented to the UW campus will have a four-block longer walk. The average walk speed may be three mph; that is about 264 feet per minute.</p>	
P-5.7	Jack Whisner	<p>Page v</p> <p>Table ES 1</p> <p>Transportation</p> <p>There will be additional construction on NE 43rd Street in the form of two-way electric trolleybus overhead between Roosevelt Way and 12th Avenue NE; poles will have to be mounted and overhead hung.</p>	Comment noted. This is described in Section 1.3 of the Supplemental EA.
P-5.8	Jack Whisner	<p>Page 1-3</p> <p>The no-build Route 70 encircles the Link station in the same way. The no build or Route 70 pathway northbound trips would provide a much shorter transfer walks than the SDOT alignment.</p>	Please see the response to comment #P-5.2.
P-5.9	Jack Whisner	<p>Page 1-3</p> <p>First bullet. The SDOT J Line alignment would serve a bus island on Roosevelt Way NE nearside NE 42nd Street. As of fall 2021, it is served by routes 31, 32, and 67-65, as well as the UW Health Science Express. The current bus island is only long enough for one bus at a time. In the peak hour, routes 31, 32, and 67-65 provide about 12 trips per hour. The addition of J Line trips may lead to buses delaying one another.</p>	Thank you for your comment. We will consider your comment in final design.
P-5.10	Jack Whisner	<p>Page 1-3</p> <p>Third bullet. But for the SDOT alignment, the new traffic signal would not be required. Cyclists may use the existing signals at NE 42nd Street. SDOT need not place PBL on transit arterials. Brooklyn Avenue NE could be a bicycle priority street; NE 42nd Street could have been used to connect with the Roosevelt couplet bike facilities.</p>	Comment noted. The Project's proposed protected bicycle lane along NE 43rd St will connect with the recently built protected bicycle lane east on NE 43rd St providing a bicycle connection to the University District area and the University of Washington.
P-5.11	Jack Whisner	<p>Page 2-3</p> <p>First bullet.</p> <p>Under the no-build Route 70 pathway, the new traffic signal would not be needed.</p>	Comment noted.
P-5.12	Jack Whisner	<p>Page 2-4</p> <p>The additional blocks traveled by the Route 70 pathway serve places that Eastlake riders want to reach.</p>	Please see the response to comment #P-5.2.
P-5.13	Jack Whisner	<p>Page 2-5</p> <p>Table 2-2</p> <p>The table does not provide the signup of the ridership data. There may be an error. Route 70 attracted more than 8,700 weekday riders in fall 2018. So, it does not make sense that the no build ridership would be so low. Is SDOT showing Covid period ridership from 2020? Is that appropriate?</p>	The ridership results are based on the transit network (bus and rail) assumptions for the future conditions. These assumptions are included in Attachment 1 of Appendix B, Transportation Technical Report, in the Supplemental EA. Future ridership forecasts incorporate the opening of light rail service to Lynnwood as well as other Sound Transit Link light rail extension projects. Transit ridership data, prior to the COVID-19 pandemic, was used for the ridership forecasts.
P-5.14	Jack Whisner	<p>Page 2-5</p> <p>Footnote 2.</p>	Comment noted.

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		Yes, it was odd for SDOT to include Route 67. If the J Line were to extend to Roosevelt, SDOT and Metro would likely restructure Route 67. This muddled the ridership forecast.	
P-5.15	Jack Whisner	Page 2-6 Pedestrian and bicycle connections. The no build includes the facilities east of 12th Avenue NE. There may be a pocket hazard with westbound cyclists to the right of the buses on several routes turning right to 12th Avenue NE from NE 43rd Street.	Thank you for your comment. We will consider your comment in final design.
P-5.16	Jack Whisner	Page 2-11 Note the bus-bike hump. Eastbound cyclists will have to yield to boarding and alighting J Line riders. If the PBL were on NE 42nd Street or if the Route 70 no build pathway was used, the friction and potential hazard would not exist.	The proposed bus stop on NE 43rd St shown on Page 2-11 of the Supplemental EA is only an alighting stop as it is the last stop on the northbound/outbound service. The Project's proposed protected bicycle lane along NE 43rd St will connect with the recently built protected bicycle lane east on NE 43rd St providing a bicycle connection to the University District area and the University of Washington. SDOT has constructed similar protected bicycle lane 's through bus zone areas such as Roosevelt Way NE and could make design refinements in final design.
P-5.17	Jack Whisner	Page 2-11 The SDOT alignment seems to be aimed to allow the future extension north to Roosevelt. In several ways, the extension was not an efficient network choice. For one, the transfer walks between stops on the Roosevelt couplet and the U District Link station were too long. Second, a couplet electric trolleybus route requires more overhead support poles, poles on two arterials rather than one. Third, the SDOT alignment discounted the power of Link to transform the transit network. Link connectivity is a critical part of network success.	Please see the response to comment #P-5.2 and Section 1.2 of the Supplemental EA for the process that KCM and SDOT used to identify the U District Option, as well as Section 1.2 of the January 2020 EA for the Project's Purpose and Need.
P-5.18	Jack Whisner	Page 2-11 The SDOT alignment has higher capital cost due to new electric trolleybus overhead, pavement, and a traffic signal. The main impacts are to increase the transfer seams of walking between the J Line and Link, other bus routes, and the major attractions. Roosevelt Way NE has traffic congestion. It may worsen. The Route 70 pathway is more insulated from traffic congestion on NE Campus Parkway and 15th Avenue NE with its in-lane stops and BAT lanes.	Please see the response to comment #P-5.2.
P-6	No name provided		
P-6.1	No name provided	I don't agree with shortening the project. It is called RapidRide Roosevelt, and it won't go to Roosevelt.	As described in the Supplemental EA, to accommodate the loss of anticipated capital and operating funds for the Project due to the economic impacts from the COVID-19 pandemic, SDOT and KCM identified this shortened design option, the U District Option. The U District Option provides a design option that continues to meet the Purpose and Need of the Project within the limits of available capital and operating funding. The neighborhoods of Roosevelt and University District are now connected by Link light rail with connections to Eastlake and South Lake Union available with the U District Option. The U District Option is forward compatible with the alignment should capital and operating funding become available to implement the Project to Roosevelt as reflected in the January 2020 EA.
P-6.2	No name provided	We also need Protected Bike Lanes on 11th Ave NE at least to NE 65th St in order to match the Roosevelt Way NE Protected Bike Lanes. These have been in the bike master plan for a long time and should have been built by now. It is unclear to me what changes are being made to the planned Protected Bike Lanes on 11th Ave NE.	As described in the Supplemental EA, the U District Option would not include any construction elements on 11th Ave NE or Roosevelt Way NE north of NE 43rd St; however, SDOT may choose to separately proceed with certain elements of the Project (such as paving and channelization revisions) north of NE 43rd St, depending on funding availability. For more information on the proposed protected bicycle lanes on 11th Ave NE, see Appendix A, U District Option Conceptual Design Drawings, in the Supplemental EA.
P-6.3	No name provided	The last northbound stop requires 3 street crossings to transfer to the light rail station. This is unacceptable.	As described in the Supplemental EA, the last outbound stop at 12th Ave NE and NE 43rd St would only serve alighting passengers. A walk would be required for a rider transferring between the last northbound (outbound) RapidRide stop and Sound Transit's U District Station. This walk would take approximately 1.5 minutes at a typical 3 mile-per-hour walking pace. All three street crossings are at stop-controlled intersections which minimizes delay.

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P-7	No name provided		
P-7.1	No name provided	I support the shortening of the proposed Rapid Ride J alignment as the original extension to Roosevelt seemed redundant with the light rail service that is now operating between the Roosevelt area and U-District.	Thank you for taking the time to provide your comment and support for the Project.
P-8	No name provided		
P-8.1	No name provided	Just a comment to say that I'm looking forward to the improved bus service and safer cycling along Eastlake. Thanks!	Thank you for taking the time to provide your comment and support for the Project.
P-9	Gene Morris		
P-9.1	Gene Morris	1: The "Rapid ride" portion of this proposal is already accomplished by the #70 route, which: A: provides very convenient access to the south entrance to the University district station, and with a simple west turn on 45th (Northbound) using existing wires and then north on 11th and back to 45th on 12th, would also serve the north entrance to the station. This would incur NO INFRASTRUCTURE COSTS. B: Rapid Ride eliminates several passenger stops in Eastlake with the ensuing extra walking for seniors and mothers with children. The #70 maintains the convenience of those eliminated stops. C: Rapid Ride bypasses the U of Washington Campus and the length of University Way, inconveniencing all. D: The primary changes proposed through south Lake Union to increase speed of travel would benefit the existing #70 as much as the Rapid ride busses. So that's a draw.	This project is a partnership between SDOT and KCM. Both the SDOT and KCM have published planning documents that included this project in their future transit system. Some of these, including SDOT's Transit Master Plan, are described in Section 1.3 of the January 2020 EA. Furthermore, this project is included in KCM's Metro CONNECTS plan, KCM long-range vision of the transit system, and was recently adopted by King County Council. Information on the Project's transit ridership forecasts and travel time improvements with the Project are described in Section 2.2.1.2 of the Supplemental EA. The forecasts and travel time analysis incorporated the transit connections along the Project alignment as well as the transfer and walk times to the Sound Transit U District Station. See Section 2.2.4 of the Supplemental EA for information on the visual assessment and project renderings along NE 43rd St. For more information on bus stop spacing on the Project, see Common Comment Response #3 (CR-3) on the January 2020 EA in Appendix B of the FONSI. The U District Option would have its northern terminus in the University District (it would encircle Sound Transit Link Light Rail's U District Station), thereby providing RapidRide users fast, direct, and convenient access to the University of Washington campus.
P-9.2	Gene Morris	2: Eastlake Avenue East currently serves as an overflow route for I-5 congestion. This Rapid Ride proposal effectively eliminates the relief that two Eastlake lanes provide for morning rush and evening rush. This will make the I-5 bottleneck much worse in two ways. A: This proposal eliminates the possibility of rush hour use of curb lanes by eliminating the curb lanes. B: This proposal cripples the remaining lanes by parking busses in them as they load and unload. So you go from two rush hour lanes to a 3/4 lane usage.	Comment noted. For more information on the Build and No Build traffic analysis please see the January 2020 EA Section 2.1.2.1 and Appendix C, Transportation Technical Report, Section 5.3.
P-9.3	Gene Morris	3: Bicycle lanes on the arterial are not necessary because of the available parallel streets, including Minor Avenue east, which has parking on only one side and few driveways. A: Residents of Eastlake nearly always ride the parallel streets because they know the advantages. B: Signage is all that is needed to direct the unfamiliar to a safe "Bicycle Route". C: The City's count of bicycles crossing the University bridge (They did count once) does not represent the number of bicycles riding through Eastlake Avenue. I personally counted at Eastlake and Roanoke during several rush hours and also noted the bicycles using parallel streets at the same time. I have the records of the counts if you are interested. They do not represent enough non-redirectable traffic to justify destroying many small businesses.	For more information on protected bicycle lanes on Eastlake Ave E please see the January 2020 EA Section 1.3.1.5 and Appendix E, Eastlake Bicycle Facility Evaluation Memorandum, of the Transportation Technical Report (which is EA Appendix C). This is also addressed in Common Comment Response #2 (CR-2) in Appendix B of the FONSI.
P-9.4	Gene Morris	4: This proposal was not generated by "NEED". No scientific argument was made and then satisfied by this "solution". A simple increase in bus frequency was a fair solution to perceived crowding. This proposal was produced by two former councilmen with compatible goals to satisfy certain supporters. SDOT was then given the un-enviable task of trying to justify their wishes. These councilmen are now gone but SDOT continues the battle. The councilmen are gone, rewarded in one case by developers. Their unscientific goals linger on and are a threat to the viability of the Eastlake community, its people and its business district.	Comment noted. Please see Section 1.2 of the Supplemental EA and Section 1.2 of the January 2020 EA for the Project's Purpose and Need.
P-10	Matthew Saunders		
P-10.1	Matthew Saunders	The environmental impact does not include the vulnerable populations that will be hurt by pairing this project down. People who bike for transportation, who are often unhomed and low-income people, will be negatively affected by this new proposal and yet there is not any environmental justice notice. In fact, every person who	The Project is not eliminating existing protected bicycle lanes. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. To accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides

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		will ride their bike along the missing section of the protected bike lane (PBL) that are eliminated will be negatively impacted and their health and safety will be compromised. PBLs also better protect people who are walking along the side of the road that PBLs are constructed, but again, I do not see that highlighted here. You should address the safety and health that is comprised here due to eliminating protected bike lanes in this new proposal.	of the street in this section but do not include the 3-foot buffer that is included along the majority of the new bike protected lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14). The current design along this segment includes bike lane updates, such as green markings on the roadway, that bring attention to the potential conflict points between vehicles and bicycles. During final design, we will continue to evaluate options to provide separation between the bike lane and the vehicle travel lanes along this segment while accommodating all users. For more information about the proposed pedestrian and bicycle improvements see the January 2020 EA Appendix I, Conceptual Design Drawings. For more information on Environmental Justice see the January 2020 EA Section 3 and Appendix H, Environmental Justice Technical Report.
P-11	Art Segal		
P-11.1	Art Segal	Why do we need this at all? Light Rail is very fast and very frequent - two (2) minutes between U District station and Roos. Station. You know that. I would cancel this project and focus on getting homeless tents/camps out of the parks and sidewalks. You have to solve this problem, where should 50,000 homeless people live, and how? Not in public parks and on sidewalks, am I right?	Comment noted. The neighborhoods of Roosevelt and University District are now connected by Link light rail with connections to Eastlake and South Lake Union available with the U District Option.
P-12	David Williams		
P-12.1	David Williams	Hello, I am writing to comment that I would like to ensure the bike lanes between I5 and University Bridge are fully protected. That area has a high incidence of drivers blocking the current unprotected bike lines and is dangerous in winter evenings as a result. Thank you!	Thank you for taking the time to provide your comment regarding the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. To accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new bike protected lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14). The current design along this segment includes bike lane updates, such as green markings on the roadway, that bring attention to the potential conflict points between vehicles and bicycles. During final design, we will continue to evaluate options to provide separation between the bike lane and the vehicle travel lanes along this segment while accommodating all users.
P-13	Everett Spring		
P-13.1	Everett Spring	<p>Dear Mr.</p> <p>Thank you for the opportunity to comment on the Supplemental Environmental Assessment for the RapidRide J-Line. I am writing to request that protected bike lanes extend along the full length of Eastlake Ave E, including between Harvard Ave E and Fuhrman Ave E.</p> <p>This project and its accompanying multi-modal improvements serve an important role in connecting major hubs of our city, and I want to ensure its implementation improves safety and mobility for all people biking, walking, rolling, and taking transit in this area.</p> <p>The protected bike lanes along Eastlake Avenue fill an essential missing connection for people traveling between the University District, Eastlake, and downtown and to the homes and businesses along the way. I commute downtown by bicycle and currently avoid Eastlake south of Harvard because of lack of dedicated space for cycling. I would welcome the protected bike lanes on Eastlake.</p> <p>However, I am concerned to see that the proposed lane protection ends at Harvard Avenue. This means that for the last block of Eastlake, people on bikes are required to ride on a striped bike lane, with no physical protection from vehicles. This is the current condition, and I consider it the one of the most hazardous of my commute due to the traffic speeds and congestion, the turns among three arterials, and the narrow bike lane juxtaposed with</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p> <p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making the bike lanes feel more comfortable.</p> <p>As we work towards final design, we will continue to evaluate options to provide separation between the bike lane and the motorized vehicle travel lanes along this section of roadway while considering all roadway users. We will reach out to the community for an opportunity to participate in these conversations.</p>

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		<p>large vehicles. Extending the protected bike lane the final block before the University Bridge is essential.</p> <p>Bike routes are only as comfortable as their scariest section. Inadequate protection in the most dangerous intersection will deter even experienced riders and will not encourage new riders. It also presents a real safety risk for vulnerable road users, at a time when the number of people losing their lives while walking and biking in our city is going up, not down. Fully protected bike lanes are critical for maintaining safety throughout the entire corridor, creating better bike network connections, and ultimately increasing ridership. I ride through that section because I have to and am relieved when I make it to Harvard (southbound) or the bridge (northbound).</p>	
P-14	Ariah Kidder		
P-14.1	Ariah Kidder	<p>I noticed the map shows a missing section of protected bike Lanes. I'm writing to ask that the bike Lanes be protected the entire length of the project. I bike daily on Eastlake with small children on the back of my bike and this is important to our safety.</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p> <p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making the bike lanes feel more comfortable.</p> <p>As we work towards final design, we will continue to evaluate options to provide separation between the bike lane and the motorized vehicle travel lanes along this section of roadway while considering all roadway users. We will reach out to the community for an opportunity to participate in these conversations.</p>
P-15	Rachel Hedlof		
P-15.1	Rachel Hedlof	<p>Dear Communications Lead Darrell Bulmer,</p> <p>Thank you for the opportunity to comment on the Supplemental Environmental Assessment for the RapidRide J-Line. I am writing to request that protected bike lanes extend along the full length of Eastlake Ave E, including between Harvard Ave E and Fuhrman Ave E.</p> <p>This project and its accompanying multi-modal improvements serve an important role in connecting major hubs of our city, and we want to ensure its implementation improves safety and mobility for all people biking, walking, rolling, and taking transit in this area.</p> <p>The protected bike lanes along Eastlake Avenue fill an essential missing connection for people traveling between the University District, Eastlake, and downtown and to the homes and businesses along the way.</p> <p>However, I am concerned to see that the lane protection currently ends prematurely at Harvard Avenue. This means that for the last block of Eastlake, people on bikes are required to ride on a striped bike lane, with no physical protection from vehicles. Dropping the protected bike lane in this area is especially concerning due to the volume of vehicle traffic that travels at high speeds in connection with the I-5 highway on-ramp.</p> <p>Bike routes are only as comfortable as their scariest section, and dropping the protection for people riding bikes</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p> <p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making the bike lanes feel more comfortable.</p> <p>As we work towards final design, we will continue to evaluate options to provide separation between the bike lane and the motorized vehicle travel lanes along this section of roadway while considering all roadway users. We will reach out to the community for an opportunity to participate in these conversations.</p>

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		<p>in the most dangerous intersection will deter even experienced riders and will not encourage new riders. It also presents a real safety risk for vulnerable road users, at a time when the number of people losing their lives while walking and biking in our city is going up, not down. Fully protected bike lanes are critical for maintaining safety throughout the entire corridor, creating better bike network connections, and ultimately increasing ridership.</p> <p>Every effort should be made to increase the utility, safety, connectivity, and attractiveness of the city's bike network to make bicycling a viable option for more people, and more trips. We appreciate the work that has been done to this point to plan for a designated bike route along the Eastlake corridor: there is much to like about the designs to date. With a small fix to this one block section, Seattle will have another world-class bikeway that prioritizes safety.</p> <p>Thank you for prioritizing the safety of vulnerable road users in this project.</p>	
P-16	Jennifer Mayton		
P-16.1	Jennifer Mayton	<p>Dear Communications Lead Darrell Bulmer,</p> <p>Thank you for the opportunity to comment on the Supplemental Environmental Assessment for the RapidRide J-Line. I am writing to request that protected bike lanes extend along the full length of Eastlake Ave E, including between Harvard Ave E and Fuhrman Ave E.</p> <p>This project and its accompanying multi-modal improvements serve an important role in connecting major hubs of our city, and we want to ensure its implementation improves safety and mobility for all people biking, walking, rolling, and taking transit in this area.</p> <p>The protected bike lanes along Eastlake Avenue fill an essential missing connection for people traveling between the University District, Eastlake, and downtown and to the homes and businesses along the way.</p> <p>However, I am concerned to see that the lane protection currently ends prematurely at Harvard Avenue. This means that for the last block of Eastlake, people on bikes are required to ride on a striped bike lane, with no physical protection from vehicles. Dropping the protected bike lane in this area is especially concerning due to the volume of vehicle traffic that travels at high speeds in connection with the I-5 highway on-ramp.</p> <p>Bike routes are only as comfortable as their scariest section, and dropping the protection for people riding bikes in the most dangerous intersection will deter even experienced riders and will not encourage new riders. It also presents a real safety risk for vulnerable road users, at a time when the number of people losing their lives while walking and biking in our city is going up, not down. Fully protected bike lanes are critical for maintaining safety throughout the entire corridor, creating better bike network connections, and ultimately increasing ridership.</p> <p>Every effort should be made to increase the utility, safety, connectivity, and attractiveness of the city's bike network to make bicycling a viable option for more people, and more trips. We appreciate the work that has been done to this point to plan for a designated bike route along the Eastlake corridor: there is much to like about the designs to date. With a small fix to this one block section, Seattle will have another world-class bikeway that prioritizes safety.</p> <p>Thank you for prioritizing the safety of vulnerable road users in this project.</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p> <p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making the bike lanes feel more comfortable.</p> <p>As we work towards final design, we will continue to evaluate options to provide separation between the bike lane and the motorized vehicle travel lanes along this section of roadway while considering all roadway users. We will reach out to the community for an opportunity to participate in these conversations.</p>

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P-17	Jeremy Keeton		
P-17.1	Jeremy Keeton	<p>Dear Communications Lead Darrell Bulmer,</p> <p>Thank you for the opportunity to comment on the Supplemental Environmental Assessment for the RapidRide J-Line. I am writing to request that protected bike lanes extend along the full length of Eastlake Ave E, including between Harvard Ave E and Fuhrman Ave E.</p> <p>This project and its accompanying multi-modal improvements serve an important role in connecting major hubs of our city, and we want to ensure its implementation improves safety and mobility for all people biking, walking, rolling, and taking transit in this area.</p> <p>The protected bike lanes along Eastlake Avenue fill an essential missing connection for people traveling between the University District, Eastlake, and downtown and to the homes and businesses along the way.</p> <p>However, I am concerned to see that the lane protection currently ends prematurely at Harvard Avenue. This means that for the last block of Eastlake, people on bikes are required to ride on a striped bike lane, with no physical protection from vehicles. Dropping the protected bike lane in this area is especially concerning due to the volume of vehicle traffic that travels at high speeds in connection with the I-5 highway on-ramp.</p> <p>Bike routes are only as comfortable as their scariest section, and dropping the protection for people riding bikes in the most dangerous intersection will deter even experienced riders and will not encourage new riders. It also presents a real safety risk for vulnerable road users, at a time when the number of people losing their lives while walking and biking in our city is going up, not down. Fully protected bike lanes are critical for maintaining safety throughout the entire corridor, creating better bike network connections, and ultimately increasing ridership.</p> <p>Every effort should be made to increase the utility, safety, connectivity, and attractiveness of the city's bike network to make bicycling a viable option for more people, and more trips. We appreciate the work that has been done to this point to plan for a designated bike route along the Eastlake corridor: there is much to like about the designs to date. With a small fix to this one block section, Seattle will have another world-class bikeway that prioritizes safety.</p> <p>Thank you for prioritizing the safety of vulnerable road users in this project.</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p> <p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making the bike lanes feel more comfortable.</p> <p>As we work towards final design, we will continue to evaluate options to provide separation between the bike lane and the motorized vehicle travel lanes along this section of roadway while considering all roadway users. We will reach out to the community for an opportunity to participate in these conversations.</p>
P-18	Leiv Lea		
P-18.1	Leiv Lea	<p>Dear Communications Lead Darrell Bulmer,</p> <p>Thank you for the opportunity to comment on the Supplemental Environmental Assessment for the RapidRide J-Line. I am writing to request that protected bike lanes extend along the full length of Eastlake Ave E, including between Harvard Ave E and Fuhrman Ave E.</p> <p>This project and its accompanying multi-modal improvements serve an important role in connecting major hubs of our city, and we want to ensure its implementation improves safety and mobility for all people biking, walking, rolling, and taking transit in this area.</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p> <p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making</p>

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P-19	Deborah Carstens		
P-19.1	Deborah Carstens	<p>Thank you for the opportunity to comment on the Supplemental Environmental Assessment for the RapidRide J-Line. I am writing to request that protected bike lanes extend along the full length of Eastlake Ave E, including between Harvard Ave E and Fuhrman Ave E.</p> <p>This project and its accompanying multi-modal improvements serve an important role in connecting major hubs of our city, and we want to ensure its implementation improves safety and mobility for all people biking, walking, rolling, and taking transit in this area.</p> <p>The protected bike lanes along Eastlake Avenue fill an essential missing connection for people traveling between the University District, Eastlake, and downtown and to the homes and businesses along the way.</p> <p>However, I am concerned to see that the lane protection currently ends prematurely at Harvard Avenue. This means that for the last block of Eastlake, people on bikes are required to ride on a striped bike lane, with no physical protection from vehicles. Dropping the protected bike lane in this area is especially concerning due to the volume of vehicle traffic that travels at high speeds in connection with the I-5 highway on-ramp.</p> <p>Bike routes are only as comfortable as their scariest section, and dropping the protection for people riding bikes in the most dangerous intersection will deter even experienced riders and will not encourage new riders. It also presents a real safety risk for vulnerable road users, at a time when the number of people losing their lives while walking and biking in our city is going up, not down. Fully protected bike lanes are critical for maintaining safety throughout the entire corridor, creating better bike network connections, and ultimately increasing ridership.</p> <p>Every effort should be made to increase the utility, safety, connectivity, and attractiveness of the city's bike</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p> <p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making the bike lanes feel more comfortable.</p> <p>As we work towards final design, we will continue to evaluate options to provide separation between the bike lane and the motorized vehicle travel lanes along this section of roadway while considering all roadway users. We will reach out to the community for an opportunity to participate in these conversations.</p>

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P-20	Jordan Rickard		
P-20.1	Jordan Rickard	<p>Thank you for the opportunity to comment on the Supplemental Environmental Assessment for the RapidRide J-Line. I am writing to request that protected bike lanes extend along the full length of Eastlake Ave E, including between Harvard Ave E and Fuhrman Ave E.</p> <p>This project and its accompanying multi-modal improvements serve an important role in connecting major hubs of our city, and we want to ensure its implementation improves safety and mobility for all people biking, walking, rolling, and taking transit in this area.</p> <p>The protected bike lanes along Eastlake Avenue fill an essential missing connection for people traveling between the University District, Eastlake, and downtown and to the homes and businesses along the way.</p> <p>However, I am concerned to see that the lane protection currently ends prematurely at Harvard Avenue. This means that for the last block of Eastlake, people on bikes are required to ride on a striped bike lane, with no physical protection from vehicles. Dropping the protected bike lane in this area is especially concerning due to the volume of vehicle traffic that travels at high speeds in connection with the I-5 highway on-ramp.</p> <p>Bike routes are only as comfortable as their scariest section, and dropping the protection for people riding bikes in the most dangerous intersection will deter even experienced riders and will not encourage new riders. It also presents a real safety risk for vulnerable road users, at a time when the number of people losing their lives while walking and biking in our city is going up, not down. Fully protected bike lanes are critical for maintaining safety throughout the entire corridor, creating better bike network connections, and ultimately increasing ridership.</p> <p>Every effort should be made to increase the utility, safety, connectivity, and attractiveness of the city's bike network to make bicycling a viable option for more people, and more trips. We appreciate the work that has been done to this point to plan for a designated bike route along the Eastlake corridor: there is much to like about the designs to date. With a small fix to this one block section, Seattle will have another world-class bikeway that prioritizes safety.</p> <p>Thank you for prioritizing the safety of vulnerable road users in this project.</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p> <p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making the bike lanes feel more comfortable.</p> <p>As we work towards final design, we will continue to evaluate options to provide separation between the bike lane and the motorized vehicle travel lanes along this section of roadway while considering all roadway users. We will reach out to the community for an opportunity to participate in these conversations.</p>
P-21	Kevin Spitzer		
P-21.1	Kevin Spitzer	<p>Thank you for the opportunity to comment on the Supplemental Environmental Assessment for the RapidRide J-Line. I am writing to request that protected bike lanes extend along the full length of Eastlake Ave E, including between Harvard Ave E and Fuhrman Ave E.</p> <p>This project and its accompanying multi-modal improvements serve an important role in connecting major hubs of our city, and we want to ensure its implementation improves safety and mobility for all people biking, walking, rolling, and taking transit in this area.</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p>

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P-22	Rachel Schaeffer		
P-22.1	Rachel Schaeffer	<p>Thank you for the opportunity to comment on the Supplemental Environmental Assessment for the RapidRide J-Line. I am writing to request that protected bike lanes extend along the full length of Eastlake Ave E, including between Harvard Ave E and Fuhrman Ave E.</p> <p>This project and its accompanying multi-modal improvements serve an important role in connecting major hubs of our city, and we want to ensure its implementation improves safety and mobility for all people biking, walking, rolling, and taking transit in this area.</p> <p>The protected bike lanes along Eastlake Avenue fill an essential missing connection for people traveling between the University District, Eastlake, and downtown and to the homes and businesses along the way.</p> <p>However, I am concerned to see that the lane protection currently ends prematurely at Harvard Avenue. This means that for the last block of Eastlake, people on bikes are required to ride on a striped bike lane, with no physical protection from vehicles. Dropping the protected bike lane in this area is especially concerning due to the volume of vehicle traffic that travels at high speeds in connection with the I-5 highway on-ramp.</p> <p>Bike routes are only as comfortable as their scariest section, and dropping the protection for people riding bikes in the most dangerous intersection will deter even experienced riders and will not encourage new riders. It also presents a real safety risk for vulnerable road users, at a time when the number of people losing their lives while walking and biking in our city is going up, not down. Fully protected bike lanes are critical for maintaining safety throughout the entire corridor, creating better bike network connections, and ultimately increasing ridership.</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p> <p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making the bike lanes feel more comfortable.</p> <p>As we work towards final design, we will continue to evaluate options to provide separation between the bike lane and the motorized vehicle travel lanes along this section of roadway while considering all roadway users. We will reach out to the community for an opportunity to participate in these conversations.</p>

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P-23	Matt Smitherman		
P-23.1	Matt Smitherman	<p>Thank you for the opportunity to comment on the Supplemental Environmental Assessment for the RapidRide J-Line. I am writing to request that protected bike lanes extend along the full length of Eastlake Ave E, including between Harvard Ave E and Fuhrman Ave E.</p> <p>This project and its accompanying multi-modal improvements serve an important role in connecting major hubs of our city, and we want to ensure its implementation improves safety and mobility for all people biking, walking, rolling, and taking transit in this area.</p> <p>The protected bike lanes along Eastlake Avenue fill an essential missing connection for people traveling between the University District, Eastlake, and downtown and to the homes and businesses along the way.</p> <p>However, I am concerned to see that the lane protection currently ends prematurely at Harvard Avenue. This means that for the last block of Eastlake, people on bikes are required to ride on a striped bike lane, with no physical protection from vehicles. Dropping the protected bike lane in this area is especially concerning due to the volume of vehicle traffic that travels at high speeds in connection with the I-5 highway on-ramp.</p> <p>Bike routes are only as comfortable as their scariest section, and dropping the protection for people riding bikes in the most dangerous intersection will deter even experienced riders and will not encourage new riders. It also presents a real safety risk for vulnerable road users, at a time when the number of people losing their lives while walking and biking in our city is going up, not down. Fully protected bike lanes are critical for maintaining safety throughout the entire corridor, creating better bike network connections, and ultimately increasing ridership.</p> <p>Every effort should be made to increase the utility, safety, connectivity, and attractiveness of the city's bike network to make bicycling a viable option for more people, and more trips. We appreciate the work that has been done to this point to plan for a designated bike route along the Eastlake corridor: there is much to like about the designs to date. With a small fix to this one block section, Seattle will have another world-class bikeway that prioritizes safety.</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p> <p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making the bike lanes feel more comfortable.</p> <p>As we work towards final design, we will continue to evaluate options to provide separation between the bike lane and the motorized vehicle travel lanes along this section of roadway while considering all roadway users. We will reach out to the community for an opportunity to participate in these conversations.</p>
P-24	Lars Liden		
P-24.1	Lars Liden	<p>Thank you for the opportunity to comment on the Supplemental Environmental Assessment for the RapidRide J-Line. I am writing to request that protected bike lanes extend along the full length of Eastlake Ave E, including between Harvard Ave E and Fuhrman Ave E.</p> <p>This project and its accompanying multi-modal improvements serve an important role in connecting major hubs of our city, and we want to ensure its implementation improves safety and mobility for all people biking, walking, rolling, and taking transit in this area.</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p>

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		<p>The protected bike lanes along Eastlake Avenue fill an essential missing connection for people traveling between the University District, Eastlake, and downtown and to the homes and businesses along the way.</p> <p>However, I am concerned to see that the lane protection currently ends prematurely at Harvard Avenue. This means that for the last block of Eastlake, people on bikes are required to ride on a striped bike lane, with no physical protection from vehicles. Dropping the protected bike lane in this area is especially concerning due to the volume of vehicle traffic that travels at high speeds in connection with the I-5 highway on-ramp.</p> <p>Bike routes are only as comfortable as their scariest section, and dropping the protection for people riding bikes in the most dangerous intersection will deter even experienced riders and will not encourage new riders. It also presents a real safety risk for vulnerable road users, at a time when the number of people losing their lives while walking and biking in our city is going up, not down. Fully protected bike lanes are critical for maintaining safety throughout the entire corridor, creating better bike network connections, and ultimately increasing ridership.</p> <p>Every effort should be made to increase the utility, safety, connectivity, and attractiveness of the city's bike network to make bicycling a viable option for more people, and more trips. We appreciate the work that has been done to this point to plan for a designated bike route along the Eastlake corridor: there is much to like about the designs to date. With a small fix to this one block section, Seattle will have another world-class bikeway that prioritizes safety.</p>	<p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making the bike lanes feel more comfortable.</p> <p>As we work towards final design, we will continue to evaluate options to provide separation between the bike lane and the motorized vehicle travel lanes along this section of roadway while considering all roadway users. We will reach out to the community for an opportunity to participate in these conversations.</p>
P-25	Thomas Feil		
P-25.1	Thomas Feil	<p>Thank you for the opportunity to comment on the Supplemental Environmental Assessment for the RapidRide J-Line. I am writing to request that protected bike lanes extend along the full length of Eastlake Ave E, including between Harvard Ave E and Fuhrman Ave E.</p> <p>This project and its accompanying multi-modal improvements serve an important role in connecting major hubs of our city, and we want to ensure its implementation improves safety and mobility for all people biking, walking, rolling, and taking transit in this area.</p> <p>The protected bike lanes along Eastlake Avenue fill an essential missing connection for people traveling between the University District, Eastlake, and downtown and to the homes and businesses along the way.</p> <p>However, I am concerned to see that the lane protection currently ends prematurely at Harvard Avenue. This means that for the last block of Eastlake, people on bikes are required to ride on a striped bike lane, with no physical protection from vehicles. Dropping the protected bike lane in this area is especially concerning due to the volume of vehicle traffic that travels at high speeds in connection with the I-5 highway on-ramp.</p> <p>Bike routes are only as comfortable as their scariest section, and dropping the protection for people riding bikes in the most dangerous intersection will deter even experienced riders and will not encourage new riders. It also presents a real safety risk for vulnerable road users, at a time when the number of people losing their lives while walking and biking in our city is going up, not down. Fully protected bike lanes are critical for maintaining safety throughout the entire corridor, creating better bike network connections, and ultimately increasing ridership.</p> <p>Every effort should be made to increase the utility, safety, connectivity, and attractiveness of the city's bike network to make bicycling a viable option for more people, and more trips. We appreciate the work that has</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p> <p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making the bike lanes feel more comfortable.</p> <p>As we work towards final design, we will continue to evaluate options to provide separation between the bike lane and the motorized vehicle travel lanes along this section of roadway while considering all roadway users. We will reach out to the community for an opportunity to participate in these conversations.</p>

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		<p>been done to this point to plan for a designated bike route along the Eastlake corridor: there is much to like about the designs to date. With a small fix to this one block section, Seattle will have another world-class bikeway that prioritizes safety.</p>	
P-26	David Rowe		
P-26.1	David Rowe	<p>Thank you for the opportunity to comment on the Supplemental Environmental Assessment for the RapidRide J-Line. I am writing to request that protected bike lanes extend along the full length of Eastlake Ave E, including between Harvard Ave E and Fuhrman Ave E.</p> <p>This project and its accompanying multi-modal improvements serve an important role in connecting major hubs of our city, and we want to ensure its implementation improves safety and mobility for all people biking, walking, rolling, and taking transit in this area.</p> <p>The protected bike lanes along Eastlake Avenue fill an essential missing connection for people traveling between the University District, Eastlake, and downtown and to the homes and businesses along the way.</p> <p>However, I am concerned to see that the lane protection currently ends prematurely at Harvard Avenue. This means that for the last block of Eastlake, people on bikes are required to ride on a striped bike lane, with no physical protection from vehicles. Dropping the protected bike lane in this area is especially concerning due to the volume of vehicle traffic that travels at high speeds in connection with the I-5 highway on-ramp.</p> <p>Bike routes are only as comfortable as their scariest section, and dropping the protection for people riding bikes in the most dangerous intersection will deter even experienced riders and will not encourage new riders. It also presents a real safety risk for vulnerable road users, at a time when the number of people losing their lives while walking and biking in our city is going up, not down. Fully protected bike lanes are critical for maintaining safety throughout the entire corridor, creating better bike network connections, and ultimately increasing ridership.</p> <p>Every effort should be made to increase the utility, safety, connectivity, and attractiveness of the city's bike network to make bicycling a viable option for more people, and more trips. We appreciate the work that has been done to this point to plan for a designated bike route along the Eastlake corridor: there is much to like about the designs to date. With a small fix to this one block section, Seattle will have another world-class bikeway that prioritizes safety.</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority right-of-way of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p> <p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making the bike lanes feel more comfortable.</p> <p>As we work towards final design, we will continue to evaluate options to provide separation between the bike lane and the motorized vehicle travel lanes along this section of roadway while considering all roadway users. We will reach out to the community for an opportunity to participate in these conversations.</p>
P-27	Dan Ly		
P-27.1	Dan Ly	<p>Thank you for the opportunity to comment on the Supplemental Environmental Assessment for the RapidRide J-Line. I am writing to request that protected bike lanes extend along the full length of Eastlake Ave E, including between Harvard Ave E and Fuhrman Ave E.</p> <p>This project and its accompanying multi-modal improvements serve an important role in connecting major hubs of our city, and we want to ensure its implementation improves safety and mobility for all people biking, walking, rolling, and taking transit in this area.</p> <p>The protected bike lanes along Eastlake Avenue fill an essential missing connection for people traveling between the University District, Eastlake, and downtown and to the homes and businesses along the way.</p> <p>However, I am concerned to see that the lane protection currently ends prematurely at Harvard Avenue. This</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p> <p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making the bike lanes feel more comfortable.</p>

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		<p>means that for the last block of Eastlake, people on bikes are required to ride on a striped bike lane, with no physical protection from vehicles. Dropping the protected bike lane in this area is especially concerning due to the volume of vehicle traffic that travels at high speeds in connection with the I-5 highway on-ramp.</p> <p>Bike routes are only as comfortable as their scariest section, and dropping the protection for people riding bikes in the most dangerous intersection will deter even experienced riders and will not encourage new riders. It also presents a real safety risk for vulnerable road users, at a time when the number of people losing their lives while walking and biking in our city is going up, not down. Fully protected bike lanes are critical for maintaining safety throughout the entire corridor, creating better bike network connections, and ultimately increasing ridership.</p> <p>Every effort should be made to increase the utility, safety, connectivity, and attractiveness of the city's bike network to make bicycling a viable option for more people, and more trips. We appreciate the work that has been done to this point to plan for a designated bike route along the Eastlake corridor: there is much to like about the designs to date. With a small fix to this one block section, Seattle will have another world-class bikeway that prioritizes safety.</p>	<p>As we work towards final design, we will continue to evaluate options to provide separation between the bike lane and the motorized vehicle travel lanes along this section of roadway while considering all roadway users. We will reach out to the community for an opportunity to participate in these conversations.</p>
P-28	Form Email Received from approximately 275 Individuals		
P-28.1	Form Email Received from approximately 275 Individuals	<p>Dear Elected Leaders and City Staff,</p> <p>Please ensure a complete, protected bike connection on Eastlake Ave.</p> <p>Seattle's Climate Action Plan calls for an 83% reduction in road transportation emissions to reach our 2030 climate goals. Every effort should be made to increase the utility, safety, connectivity, and attractiveness of the city's bike network to make bicycling a viable option for more people, for more trips.</p> <p>The bike lanes planned on Eastlake Ave as part of the RapidRide J corridor fill an essential missing connection for people in the University District, South Lake Union and Capitol Hill, three of Seattle's neighborhoods with the lowest rates of car ownership. A comfortable, fully protected route along this corridor has the potential to exponentially increase the number of people riding bikes.</p> <p>But the current design includes a gap in the protection for people riding bikes through the most dangerous section of the corridor. This is unacceptable. Bike routes are only as safe and comfortable as their worst parts, and building bike routes that stop and start, dropping the protection for people riding bikes in the most dangerous sections, will not result in the increase in ridership we need.</p> <p>I appreciate the work that has been done to this point to plan for bike lane protection along the Eastlake corridor, and it is why we are pushing so strongly for the final blocks of this project to receive the same attention.</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p> <p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making the bike lanes feel more comfortable.</p> <p>As we work towards final design, we will continue to evaluate options to provide separation between the bike lane and the motorized vehicle travel lanes along this section of roadway while considering all roadway users. We will reach out to the community for an opportunity to participate in these conversations.</p>
P-29	Form Email Received from approximately 150 Individuals		
P-29.1	Form Email Received from approximately 150 Individuals	<p>Dear Communications Lead Darrell Bulmer,</p> <p>Thank you for the opportunity to comment on the Supplemental Environmental Assessment for the RapidRide J-Line. I request that protected bike lanes extend along the full length of Eastlake Ave E, including between</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street</p>

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		<p>Harvard Ave E and Fuhrman Ave E.</p> <p>This project and its accompanying multi-modal improvements serve an important role in connecting major hubs of our city, and we want to ensure its implementation improves safety and mobility for all people biking, walking, rolling, and taking transit in this area.</p> <p>The protected bike lanes along Eastlake Avenue fill an essential missing connection for people traveling between the University District, Eastlake, and downtown and to the homes and businesses along the way.</p> <p>However, I'm very concerned to see that the lane protection currently ends prematurely at Harvard Avenue. This means that for the last block of Eastlake, people on bikes are required to ride on a striped bike lane, with no physical protection from vehicles. Dropping the protected bike lane in this area is especially concerning due to the volume of vehicle traffic that travels at high speeds in connection with the I-5 highway on-ramp.</p> <p>Bike routes are only as comfortable as their scariest section. Dropping the protection for people riding bikes in the most dangerous intersection will deter even experienced riders and will not encourage new riders. It also presents a real safety risk for vulnerable road users, at a time when the number of people losing their lives while walking and biking in our city is going up, not down. Fully protected bike lanes are critical for maintaining safety throughout the entire corridor, creating better bike network connections, and ultimately increasing ridership.</p> <p>Every effort should be made to increase the utility, safety, connectivity, and attractiveness of the city's bike network to make bicycling a viable option for more people, and more trips. We appreciate the work that has been done to this point to plan for a designated bike route along the Eastlake corridor: there is much to like about the designs to date. With a small fix to this one block section, Seattle will have another world-class bikeway that prioritizes safety.</p>	<p>width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p> <p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making the bike lanes feel more comfortable.</p> <p>As we work towards final design, we will continue to evaluate options to provide separation between the bike lane and the motorized vehicle travel lanes along this section of roadway while considering all roadway users. We will reach out to the community for an opportunity to participate in these conversations.</p>
COMMENTS FROM BUSINESSES			
B-1	Ada Healey, Vulcan		
B-1.1	Ada Healey, Vulcan	<p>As noted in the Supplemental EA Abstract, the RapidRide Roosevelt Project studied in the January 2020 EA covered the Project from Downtown Seattle to the Roosevelt Light Rail Station. The Supplemental EA studies a terminus in the University District, instead of the Roosevelt Light Rail Station. The Project proposes to construct a two-way cycle track along the west side of Fairview Avenue N between Valley Street and Yale Avenue N by modifying the frontage road connection that currently provides access to the Property. The Project studied in the January 2020 EA proposed to relocate the curb cut serving the frontage road to align with Aloha Street on the east side of Fairview Avenue N and signalize it to separate bicycle and pedestrian crossings from vehicular traffic (the "Chandler's Cove Frontage Improvements"). Representatives from the Property ownership team met with SDOT twice in April 2019 and again on 06/20/2021 and 09/08/2021 to discuss these Chandler's Cove Frontage Improvements and explain why the proposed reconfiguration will not work. Specifically, relocating the curb cut from Fairview Ave N to align with Aloha Street would cause it to be misaligned with the existing site access points further west. The Property exists at an elevation nearly 10' lower than the grade of the frontage road and is served by a single, structured ramp that aligns with the existing curb cut to Fairview Ave N. Two elevated structures providing parking and waste pick-up for the site are accessed directly, and only from the frontage road. The proposed alignment and reduced width of the frontage road connection would severely constrain access to Chandler's Cove and would restrict the turning requirements for large trucks. Figures 1 & 2 show diagrams that overlay SDOT's proposed reconfiguration with the Chandler's Cove site plan.</p>	<p>As described in the Table 5-1 and Section 5.3 of the FONSI, the Project design has been revised to keep the existing offset configuration rather than realign Aloha St; see FONSI Appendix E, Conceptual Design Drawings, Updated Sheet 6.</p>

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		<p>This updated Chandler’s Cove Frontage Improvement proposal accomplishes the following:</p> <ul style="list-style-type: none"> •Maintains Property Access from the frontage road connection. •Provides a signalized intersection to protect cyclists on the two-way cycle track by allowing them a dedicated signal phase. •Allows emergency vehicles, utility, service, and solid waste vehicles access to the upper and lower parking and businesses. •Facilitates responsible management of local dollars because it does not require that SDOT move the signal box, the pedestrian signal box, the curb, or the curb cut. •Allows continuation of access to the structured parking deck. •Allows SDOT to restrict some movements from Fairview Place N south of the Property and closer to the Valley Street intersection by providing full access to the Property via the signalized Aloha Street intersection. <p>SDOT acknowledged the Property ownership’s concerns, reviewed the suggested updated Chandler’s Cove Frontage Improvements, and reassured the Property ownership team that adjustments would be made as part of the evolved design drawings and covered by the anticipated Finding of No Significant Impact (“FONSI”). We understand that the Project will be updated to include a design that maintains access to the property and provides safe pedestrian and vehicular circulation, but the updated Chandler’s Cove Frontage Improvements are not accounted for in the environmental analysis for the Project, including the Supplemental EA. We want to be sure the record reflects the updated Chandler’s Cove Frontage Improvements.</p> <p>We also want to be sure that the FONSI covers the updated Project with updated Chandler’s Cove Frontage Improvements. We understand the scope of the Supplemental EA was focused on the terminus, but updated Chandler’s Cove Frontage Improvements are also part of the Project; they are a southern part of the “U District Option” studied in the Supplemental EA. The responsible agencies need to evaluate the updated Chandler’s Cove Frontage Improvements and confirm that any potential impacts were adequately addressed in the existing body of environmental analysis. If not, then additional analysis is needed so the updated Chandler’s Cove Frontage Improvements can be included in the Project going forward.</p>	
B-2	No business name provided		
B-2.1		<p>The Rapid rides are a waste of money because they're slow and make too many stops. How about shortening some downtown routes Have routes travel on both Eastlake Ave and Fairview to Northgate, The make service faster is to combine Rapid Rides with local routes</p>	<p>This Project is a partnership between SDOT and KCM. Both the SDOT and KCM have published planning documents that included this project in their future transit system. Some of these, including SDOT's Transit Master Plan, are described in Section 1.3 of the January 2020 EA. Furthermore, this project is included in KCM's Metro CONNECTS plan, KCM long-range vision of the transit system, and was recently adopted by King County Council. Information on the Project's transit ridership forecasts and travel time improvements with the Project are described in Section 2.2.1.2 of the Supplemental EA.</p>

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COMMENTS FROM ORGANIZATIONS			
O-1	The Seattle Bicycle Advisory Board		
O-1.1	The Seattle Bicycle Advisory Board	<p>Eastlake is a Critical Connection Through the City</p> <p>Currently, there is not a direct biking route through Eastlake that is protected and suitable for people of all ages and abilities. The closest protected route between the north side of the cut and downtown is the Fremont Bridge using the Westlake Cycle Track – a significant detour for anyone trying to access locations near the University Bridge and in Eastlake.</p> <p>The addition of fully protected bike lanes along the entire Eastlake corridor will fill an essential gap in Seattle’s bike network and allow residents to travel through and to Eastlake via bike to meet their daily needs – whether that is going to work, school, running errands, attending appointments, and more. Eastlake Avenue has been on the Seattle’s Bicycle Master Plan project list for many years; it is listed as “cycle track (protected bicycle lanes)” and as a corridor on the Regional Bicycle Network map (page 50).</p> <p>As a critical connection through a high pressure corridor, SBAB would like to see the highest feasible level of protection possible for the proposed bike facility. Paint and post are not enough and will lead to the bike lanes being used as pick up and drop and for deliveries as we have seen on similar facilities throughout the city. A bike lane that has cars parked in it on a regular basis fails to meet the standard of an all ages and ability facility.</p>	Thank you for taking the time to provide your comment and support for the Project. We will consider your comment in final design.
O-1.2	The Seattle Bicycle Advisory Board	<p>Maintain Protection on the Weakest Block</p> <p>We are happy to see that the sections south of Harvard have stronger protection, including a wider barrier, double white lines, and posts. SBAB calls on the project team to maintain the same level of protection on the 1.5 blocks between Harvard and the bridge that the southern portion of Eastlake receives. If you are unable to create a 3-foot buffer between the traffic lane and bike lane, we urge you to bring in creative solutions to approach this constrained corridor, such as:</p> <ul style="list-style-type: none"> •Raising the pavement to sidewalk height to restrict people driving from veering into the bike lane or driving over flex posts •Painting the entire bike lane green to clearly indicate to people driving that it is designated for people on bikes •Using armadillo bumps to separate the bike lane from the vehicle lane (if raised pavement is not an option) 	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p> <p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making the bike lanes feel more comfortable.</p> <p>As we work towards final design, we will continue to evaluate options to provide separation between the bike lane and the motorized vehicle travel lanes along this section of roadway while considering all roadway users. We will reach out to the community for an opportunity to participate in these conversations.</p>
O-1.3	The Seattle Bicycle Advisory Board	<p>Consider the City’s Climate Action Plan Goals</p> <p>Lastly, while we understand that this section of the corridor is a complex environment, we would like to urge the project team to re-examine the need for two travel lanes in both directions on this 1 block stretch. Seattle is far from reaching its Climate Action Plan goals, which identify that the city needs an 83% reduction in road transportation to reach our 2030 climate goals. Personal vehicles alone account for 51% of all emissions. As this design stands, it is prioritizing people driving single occupancy vehicles when the city needs to be prioritizing alternative modes of transportation to reach our climate goals. The RapidRide J Project will bring more reliable travel times and an improved experience to riders, which has the potential to shift trips away from single occupancy vehicles and onto transit. In addition, the recent opening of 3 new light rail stations will allow more</p>	Thank you for taking the time to provide your comment and support for the Project. We will consider your comment in final design.

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		<p>people to utilize high-capacity transit options instead of personal vehicles. According to a September 2021 update on the Seattle Climate Action Plan, "In addition to generating direct emissions reductions, investments to improve and expand transit will play an outsized role in enabling many other emissions reduction strategies. Most trips diverted away from a car by other strategies are projected to shift to transit." Providing safe biking infrastructure is an effective way to decarbonize people's "last mile" travel to and from mass transit.</p>	
O-2	<p>Cascade Bicycle Club, Seattle Neighborhood Greenways, 350 Seattle</p>		
O-2.1	<p>Cascade Bicycle Club, Seattle Neighborhood Greenways, 350 Seattle</p>	<p>Dear Mr. Bulmer and team,</p> <p>Thank you for the opportunity to comment on the Supplemental Environmental Assessment for the RapidRide J-Line. This project and its accompanying multi-modal improvements serve an important role in connecting major hubs of our city, and we want to ensure its implementation improves safety and mobility for all people biking, walking, rolling, and taking transit in this area.</p> <p>The bike route associated with this project fills an essential missing segment for people traveling from and between the University District and South Lake Union, two of the neighborhoods with the lowest rates of car ownership in the city. This route is already extremely popular: During peak hours, there are over 120 people on bicycles per hour riding along Eastlake Ave.</p> <p>The University Bridge has the second highest volume of people on bicycles in the city. Yet it is an exceptionally dangerous route for people travelling by bike. From 2012-2017, there were 39 reported bicycle collisions along Eastlake Ave -- and those are just those that were reported. A comfortable, fully protected route along this corridor has the potential to increase the number of people riding bikes to where they need to go exponentially.</p> <p>Protected Bike Lanes Along Whole Route Are Critical The gap in the protection for people riding bikes between Fuhrman Ave and Harvard Ave included in the current design is unacceptable. This unprotected area is especially concerning due to the volume of vehicle traffic to and from Harvard Ave that travels at high speeds in connection with the I-5 highway on-ramp. Bike routes are only as comfortable as their scariest section, and dropping the protection for people riding bikes in the most dangerous intersection will deter even experienced riders and will not encourage new riders. Fully protected bike lanes are critical for maintaining safety throughout the entire corridor, creating better bike network connections, and ultimately increasing ridership.</p> <p>Look to Creative Solutions & Evolving Traffic Patterns to Ensure Bike Safety in Final Design If the team does decide to maintain two lanes of vehicular traffic between Harvard and Fuhrman Avenues, we recommend allowing the option for the bike lane in this area to be built at a full or half raised level to the curb adjacent to the sidewalk. This design would allow for more physical separation from vehicles without taking as much space.</p> <p>In 2020, the number of people riding bikes increased 21%-35% against previous years. This increase in bike ridership combined with new transit options in northeast Seattle, including the opening of the Northgate Light Rail extension and the RapidRide J-line, means that removing the second general purpose lane at the Harvard Ave block may be acceptable by the time of construction in 2023.</p> <p>Rapid Ride J Line is a Critical Project; Shortened Alignment Reduces Impact While we understand that the Covid-19 pandemic forced government agencies to make hard decisions, the</p>	<p>Thank you for taking the time to provide your comment regarding the multi-modal improvements and the connections served by the protected bicycle lanes along Eastlake Ave E. Eastlake Ave E between Harvard Ave E and the University Bridge must accommodate all travel modes including people biking, walking, driving, and taking transit. Because of the narrow width of the roadway in this section, and in order to accommodate all modes within the street width, the concept design plans include a 4- to 5-foot bike lane on both sides of the street in this section but do not include the 3-foot buffer that is included along the majority of the new protected bike lanes along Eastlake Ave E (for more information see the January 2020 EA, Appendix I, Sheet 14).</p> <p>However, the current design for this section does include bike facility updates, such as green markings on the roadway, that bring attention to the potential conflict points between motorized vehicles and bicycles. Additionally, with the proposed redesign of the street, we would expect fewer motorized vehicles traveling adjacent to the bike lanes, making the bike lanes feel more comfortable.</p> <p>As we work towards final design, we will continue to evaluate options to provide separation between the bike lane and the motorized vehicle travel lanes along this section of roadway while considering all roadway users. We will reach out to the community for an opportunity to participate in these conversations.</p>

Comment Type #	Name of Commenter	Comment on Supplemental EA	Response based on Supplemental EA
		<p>shortening of this project reduces its overall impact. Terminating the line in the University District instead of Roosevelt decreases opportunities for reliable first- and last-mile connections to the new light rail station and creates a gap in the network by removing the planned protected bike lanes along 11th and 12th avenues. It forces people to make additional transfers on transit, which adds to travel time and creates barriers for people who travel using mobility aids, such as wheelchairs and walkers. Nonetheless, this project is still a welcome improvement providing enhanced transit and biking options for the neighborhoods it serves.</p> <p>Seattle's Climate Action Plan goals identify that the city needs an 83% reduction in road transportation to reach our 2030 climate goals. Every effort should be made to increase the utility, safety, connectivity, and attractiveness of the city's bike network to make bicycling a viable option for more people, for more trips. We appreciate the work that has been done to this point to plan for bike lane protection along the Eastlake corridor, and it is why we are pushing so strongly for the final block of this project to receive the same attention.</p> <p>Thank you again for the opportunity to comment on the RR J-Line project. We are excited to move toward approval of the designs, and construction of this essential update.</p>	