



**Seattle**  
Department of  
Transportation

**City of Seattle**  
**Seattle Transit Advisory Board**

**TAB Members:**

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*The Seattle Transit Advisory Board shall **advise** the City Council, the Mayor, and all departments and offices of the City **on matters related to transit** and the possible and actual impact of actions by the City upon all forms of public transportation.*

*The Board shall be provided the opportunity to comment and make recommendations on City policies, plans, and projects as they may relate to **transit capital improvements, transit mobility, and transit operations** throughout the City...*

*The Board shall help facilitate City policies, plans, and projects that support local and region-wide transit mobility efforts, to help **ensure a functioning and coordinated transit system** throughout the City and region.*

*The Board shall function as the **public oversight committee of revenues collected under Seattle Transportation Benefit District (STBD) Proposition 1**, as described in Resolution 12 of the STBD...*

*The Board shall make an annual report to the City Council on the status of its work program and the achievement of its goals.*

**City Council Resolution**  
**31572**

Date: November 21, 2019

To: Garth Merrill

Subject: RapidRide J Line Project

Dear RapidRide J Line Team,

Thank you for the recent briefing on RapidRide J Line and the opportunity to provide feedback.

The Seattle Transit Advisory Board wholeheartedly supports the implementation of RapidRide J Line. In particular, we recognize the need to accommodate the rapid residential and business growth along this corridor. We understand and appreciate that this route will connect transit users to light rail and reduce overcrowding on existing bus service. Improved speed and reliability will make this route more attractive to future transit users, and we thank you for that.

We are also supportive of the improvements to bicycle infrastructure along this corridor. Over the last decade, bicycle and pedestrian use along this alignment have increased by more than 60%. Providing safe connections to transit for bicyclists and pedestrians is an important goal. We also support the reassignment in the public right-of-way (ROW) from parking to bicycle and transit use to accommodate these goals. The ADA upgrades are needed, and guarantee physical accessibility to people with disabilities, parents with strollers, and our aging population.

In closing, the Seattle Transit Advisory Board supports this project and hopes that it is able to move forward as planned despite the recent passage of I-976.

Sincerely,

Seattle Transit Advisory Board