



J Line



# RapidRide J Line

Eastlake Community Council

March 20, 2024



# Why RapidRide J Line?



Provide transit service to support housing and employment growth



Improve transit travel time and reliability throughout the corridor



Reduce overcrowding of existing bus capacity



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



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



Reduce greenhouse gas emissions



# RapidRide Key Features

## Convenient and easy to use

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

## Safe and smart

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

## Move more, stop less

- Bus station spacing helps speed up your ride
- Street and traffic improvements make it easier to get to/from the bus



# RapidRide J Line: By the Numbers



2 miles of new bus-only lanes



190 new trees planted



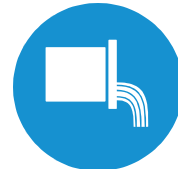
2 miles of road paving



15,130 feet of upgraded sidewalk:  
131 upgraded curb ramps  
177 new or upgraded crosswalks



3.7 miles of protected bike lanes



8,900 feet of new water mains



33 new or updated traffic signals



66 new streetlights



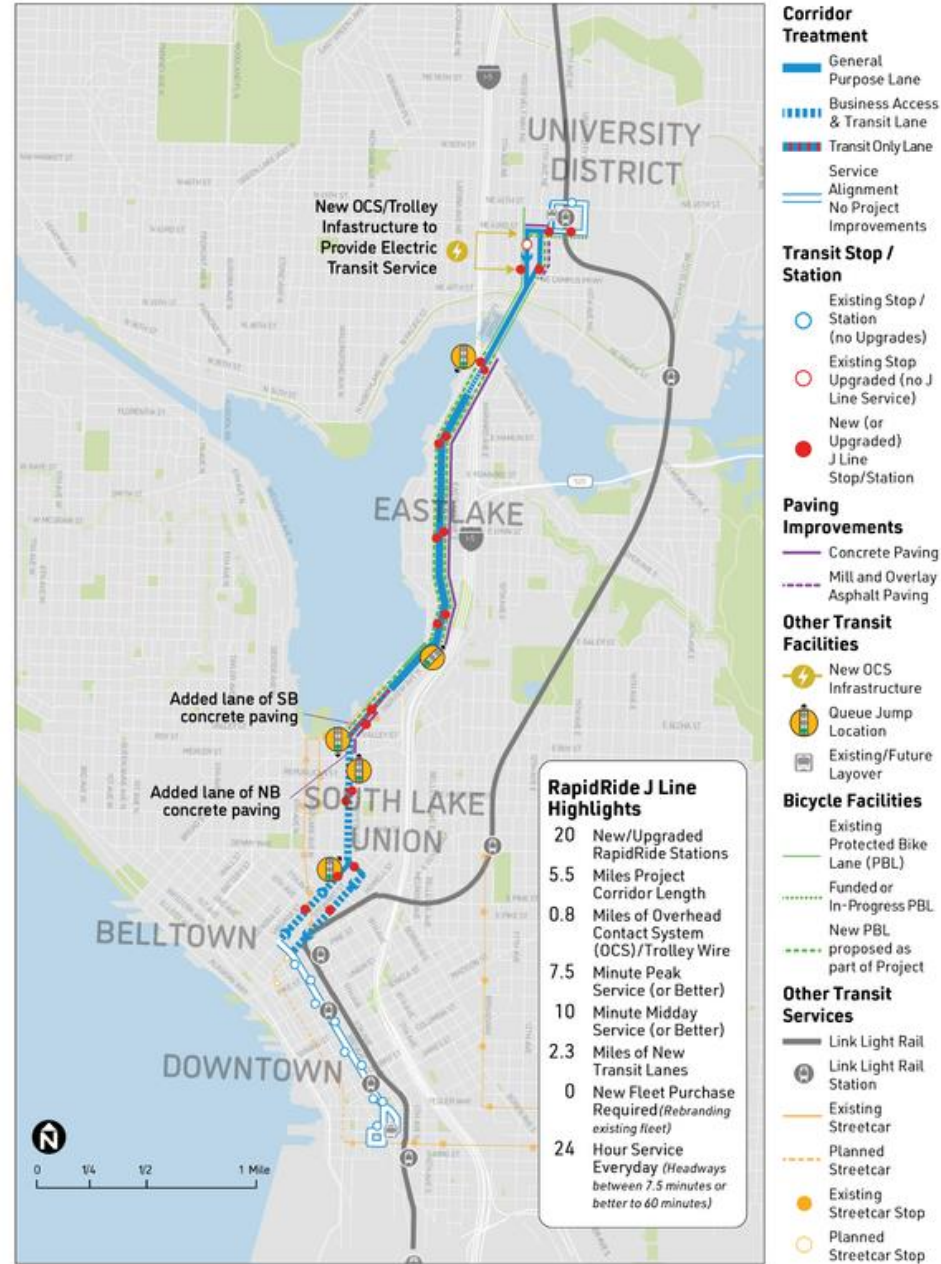
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# Project Design Update



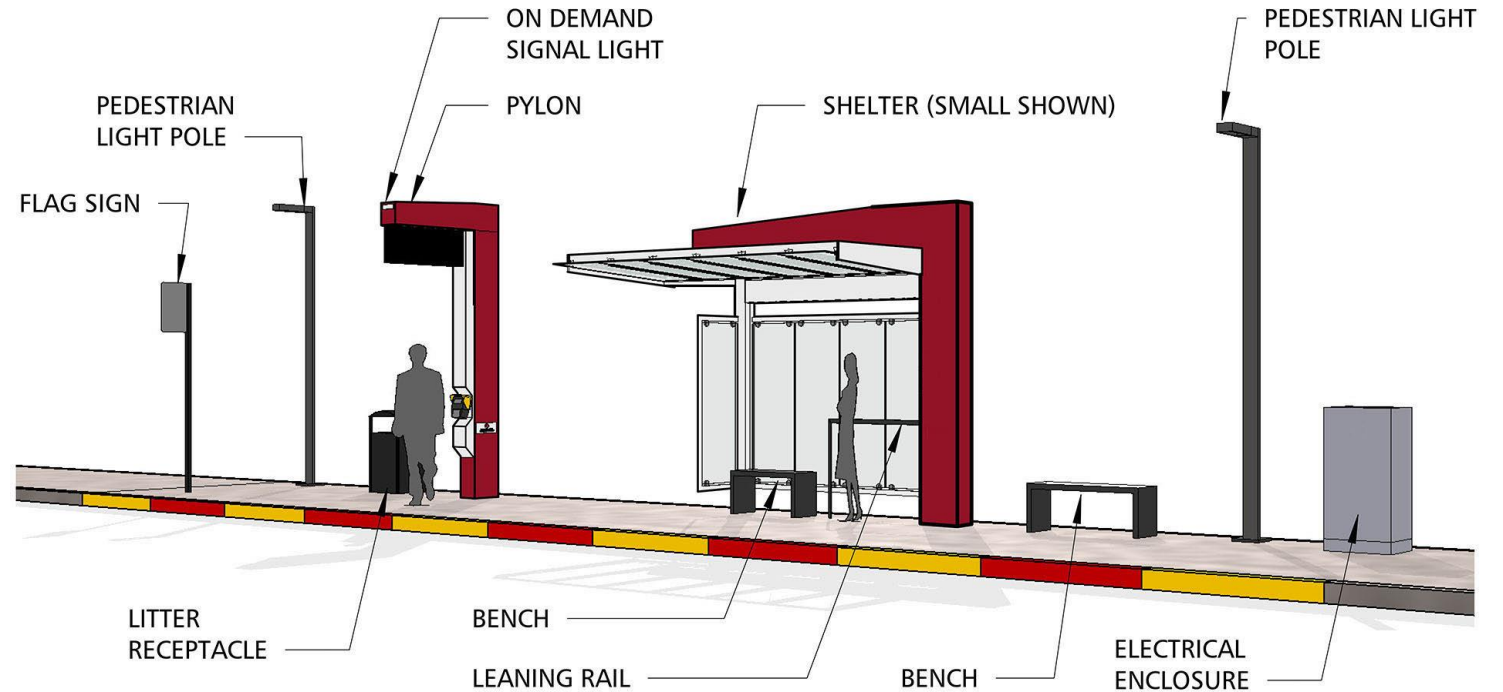
# Project Highlights Map



# Station Details

## Station Amenities

- Real-time arrival information
- All-door boarding
- Benches
- Pedestrian-level lighting
- 12-ft shelter canopy
- Signature signposts and route information maps



# Station Details

## Side Station

- 10 New or Upgraded



## Island Station

- 11 New or Upgraded



## Median Station (not pictured)

- Fairview Ave at Ward St



# Protected Bike Lanes

- **3.7 miles** of new bike lanes (in both directions)

## Buffer Types

- Base design for J Line: Paint and Post

## Public Outreach:

- 90% of respondents preferred some type of physical barrier
- Raised concrete buffer ~3-foot wide is now typical, SDOT is moving away from paint and post



*Example of what the upgraded bike lane will look like once completed.*

# Outreach to date

- From 2015 – March 2024, the project has engaged the public with 120 community meetings and briefings
- More than 1,685 community members engaged
- Emails and mailers to more than 40,000 neighborhood residents and businesses
- Since January 2016, the project team has held 10 presentations and briefings with Eastlake Community Council, most recently in August 2023
- The project team has also met with several business owners in the community to listen to and discuss their concerns with the project

# What we heard from the community

- The need to preserve the planted medians on Eastlake Ave E
- The need to ensure load zones are maintained for business access
- The loss of on-street parking and potential impacts to businesses
- The potential loss of tree canopy throughout the project area
- The need to extend bike lane protection heading northbound towards the University Bridge

# How we responded to community input
















- Preserved and increased the number of planted medians on Eastlake Ave E, adding more trees to these wherever possible
- Identified loading zones for businesses, both on Eastlake Ave E nearest to businesses and on adjacent streets
- Worked with the community through various parking mitigation measures, including an RPZ study
- Updated plans to plant 190 trees to mitigate the loss of trees removed to widen sidewalks. There will be a net gain of 98 trees upon project completion
- Added additional bike lane protection south of the University Bridge

# Eastlake – University Bridge to Harvard Ave E



## RAPIDRIDE J LINE CORRIDOR

### LEGEND
















- |   |                          |   |                        |   |   |
|---|--------------------------|---|------------------------|---|---|
|  | NEW FULL DEPTH PAVEMENT  |  | BIKE LANE              |  | CURB RAMP UPGRADES                      |
|  | NEW PAVEMENT OVERLAY     |  | BUS STATIONS           |  | TRAFFIC SIGNAL THAT PRIORITIZES TRANSIT |
|  | NEW SIDEWALK OR PLATFORM |  | CURB BULB UPGRADES     |  | EXISTING TREE (RETAINED)                |
|  | NEW LANDSCAPING          |  | NEW WATER MAIN         |  | EXISTING TREE (REMOVED)                 |
|  | BUS LANE                 |  | POTENTIAL LOADING ZONE |  | PROPOSED TREE                           |

# Eastlake – E Allison St to E Hamlin St



## RAPIDRIDE J LINE CORRIDOR

### LEGEND

- |   |                          |   |                        |   |   |
|---|--------------------------|---|------------------------|---|---|
|  | NEW FULL DEPTH PAVEMENT  |  | BIKE LANE              |  | CURB RAMP UPGRADES                      |
|  | NEW PAVEMENT OVERLAY     |  | BUS STATIONS           |  | TRAFFIC SIGNAL THAT PRIORITIZES TRANSIT |
|  | NEW SIDEWALK OR PLATFORM |  | CURB BULB UPGRADES     |  | EXISTING TREE (RETAINED)                |
|  | NEW LANDSCAPING          |  | NEW WATER MAIN         |  | EXISTING TREE (REMOVED)                 |
|  | BUS LANE                 |  | POTENTIAL LOADING ZONE |  | PROPOSED TREE                           |



# Eastlake – E Hamlin St to E Louisa St



## RAPIDRIDE J LINE CORRIDOR

### LEGEND

- |                          |                        |   |
|--------------------------|------------------------|---|
| NEW FULL DEPTH PAVEMENT  | BIKE LANE              | CURB RAMP UPGRADES                      |
| NEW PAVEMENT OVERLAY     | BUS STATIONS           | TRAFFIC SIGNAL THAT PRIORITIZES TRANSIT |
| NEW SIDEWALK OR PLATFORM | CURB BULB UPGRADES     | EXISTING TREE (RETAINED)                |
| NEW LANDSCAPING          | NEW WATER MAIN         | EXISTING TREE (REMOVED)                 |
| BUS LANE                 | POTENTIAL LOADING ZONE | PROPOSED TREE                           |

















# Eastlake – E Lynn St to E Blaine St



## RAPIDRIDE J LINE CORRIDOR

### LEGEND

- |  |  |   |
|--|--|---|
|  NEW FULL DEPTH PAVEMENT  |  BIKE LANE              |  CURB RAMP UPGRADES                      |
|  NEW PAVEMENT OVERLAY     |  BUS STATIONS           |  TRAFFIC SIGNAL THAT PRIORITIZES TRANSIT |
|  NEW SIDEWALK OR PLATFORM |  CURB BULB UPGRADES     |  EXISTING TREE (REMOVED)                 |
|  NEW LANDSCAPING          |  NEW WATER MAIN         |  PROPOSED TREE                           |
|  BUS LANE                 |  POTENTIAL LOADING ZONE |   |










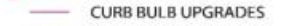









# Eastlake – E Blaine St to E Galer St



## RAPIDRIDE J LINE CORRIDOR

### LEGEND

- |  |  |  |
|--|--|--|
|  NEW FULL DEPTH PAVEMENT  |  BIKE LANE              |  CURB RAMP UPGRADES                      |
|  NEW PAVEMENT OVERLAY     |  BUS STATIONS           |  TRAFFIC SIGNAL THAT PRIORITIZES TRANSIT |
|  NEW SIDEWALK OR PLATFORM |  CURB BULB UPGRADES     |  EXISTING TREE (RETAINED)                |
|  NEW LANDSCAPING          |  NEW WATER MAIN         |  EXISTING TREE (REMOVED)                 |
|  BUS LANE                 |  POTENTIAL LOADING ZONE |  PROPOSED TREE                           |





J Line



# Schedule

# Project Timeline



*we are here* →

## Planning

**2014-2017**

We collected traffic data, reviewed plans, and gathered community experiences to define options.

## Design

**2017-2023**

The RapidRide J Line project reached final design. During the design phase, we collaborated with the community, and worked to secure regulatory approval (e.g., Environmental Assessment).

## Construction

**Summer 2024**

We will construct the project and keep the community informed on the latest construction updates, schedule, and expected impacts.

**Service launch (planned for 2027)**

# Future Communications and Coordination

- Construction outreach
- Support for businesses and key stakeholders





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# Restricted Parking Zone (RPZ) Changes

# Expand RPZ 8

- New RPZ blocks will help increase the available parking supply for residents, while new time-limited and paid parking blocks will help increase turnover for businesses and improve short-term access for customers
- This proposal represents a balance among many competing needs at the curb
- Standardizing restrictions across the area will help make parking enforcement more efficient and effective, as well as make restrictions clear for customers and visitors to the area
- <https://www.seattle.gov/transportation/permits-and-services/permits/parking-permits/rpz-current-and-past-changes#eastlake>



# What we heard from the community

SDOT used public comments received via email and at the August 15, 2023, public hearing to develop a final plan. Changes from the proposal include:

- Removal of some proposed time limit and paid parking areas near E Garfield St and E Blaine St to better match local conditions and use
- Additional RPZ areas and RPZ eligibility areas based on specific requests



**RPZ 8 NOTICE OF DECISION**

**Curbspace changes in Eastlake**

# Final Plan

- New RPZ Blocks
- New 2hr TL Blocks
- New Paid Parking
- Time Limited 1 hr to 2 hr
- RPZ 4 hr to 2 hr



New RPZ 8 restrictions (2 hours except by permit, 7AM – 6PM Monday-Saturday) on currently unrestricted blocks around residential parcels

New 2-hour time limits for parking around businesses and commercial parcels

New paid parking blocks on the southern end around dense commercial office and business parcels

Standardize RPZ restrictions to 2 hours except by permit (7 AM – 6 PM Monday-Saturday) throughout the area

Standardize general time limits on non-RPZ blocks to 2 hours where signed throughout the area

Remove the “No Parking, except by Zone 8” evening restrictions



# Schedule

February - March 2024	Standardize general time limits on non-RPZ blocks to 2 hours.
February - March 2024	Standardize RPZ restrictions to 2 hours except by permit, 7AM to 6PM, Monday through Saturday.
February - March 2024	Add new 2-hour time limits for parking around business and commercial areas.
April - end of project	Install or relocate load zones as project progresses.
June 2024	Add new 4-hour paid parking (Monday - Saturday 8AM to 6PM) on the southern end near offices and businesses.
June 2024	Add new RPZ 8 restrictions (2 hours except by permit, 7AM to 6PM, Monday through Saturday) on some currently unrestricted blocks adjacent to residential addresses.



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# Tree Mitigation



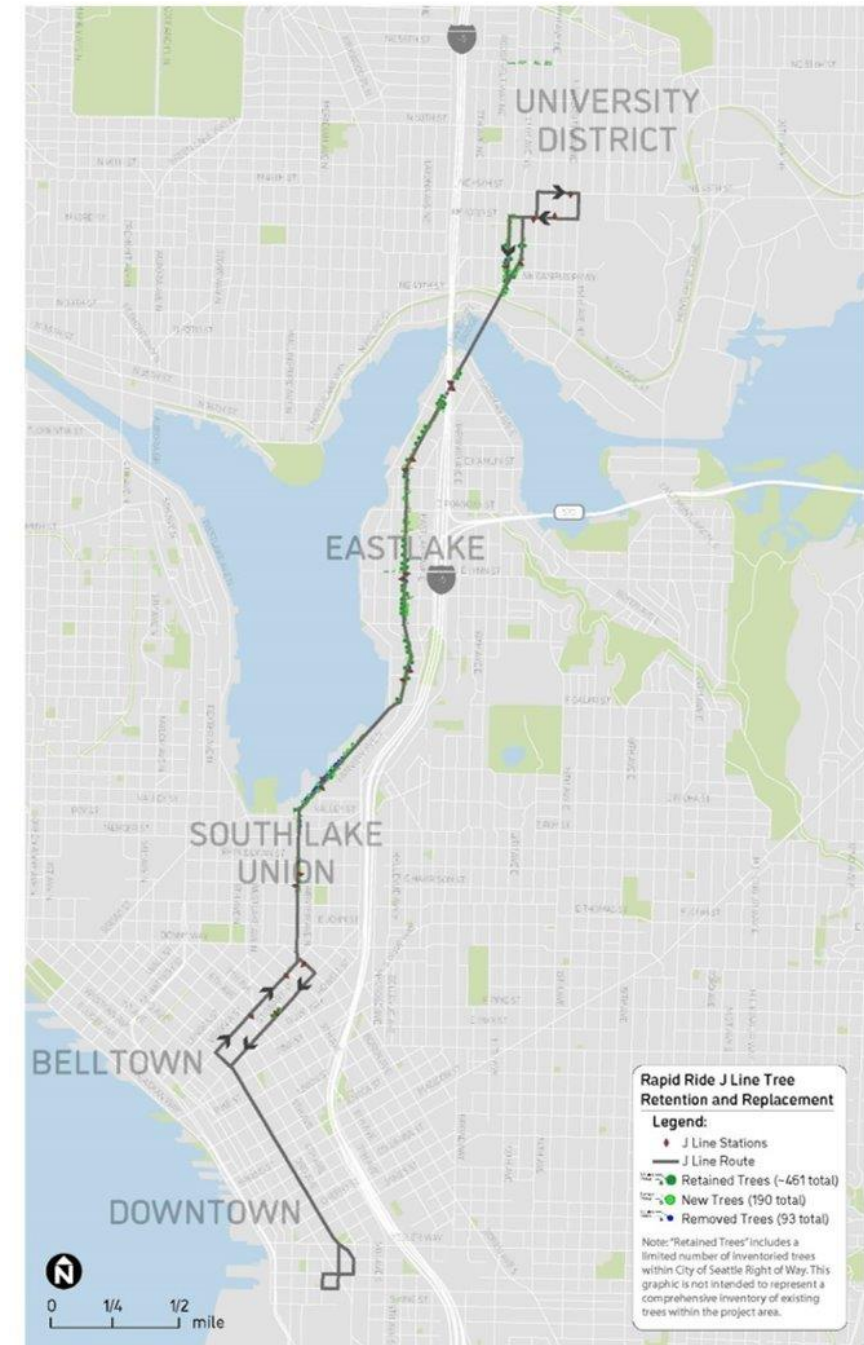
# Tree Mitigation Plan

Eastlake neighborhood:

- Remove approximately 28 trees
- Add approximately 89 trees
  - 55 new trees are planned along Eastlake Ave E
- Maintain existing trees in median and add more based upon community input
- Net gain of 61 trees

Entire project:

- Retain more than 250 trees
- Remove approximately 92 trees
- Add approximately 190 trees





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Contact the RapidRide J Line project team



**RapidRide@Seattle.Gov**



**(206) 257-2202**

<http://www.seattle.gov/Transportation/RapidRideJLine>

