



**J Line**



## RapidRide J Line

April 25, 2023

Eastlake Community Council



**Seattle** Office of  
Economic Development



**King County**  
**METRO**



**Seattle**  
Department of  
Transportation

The Levy for



# 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





J Line



# Project design update

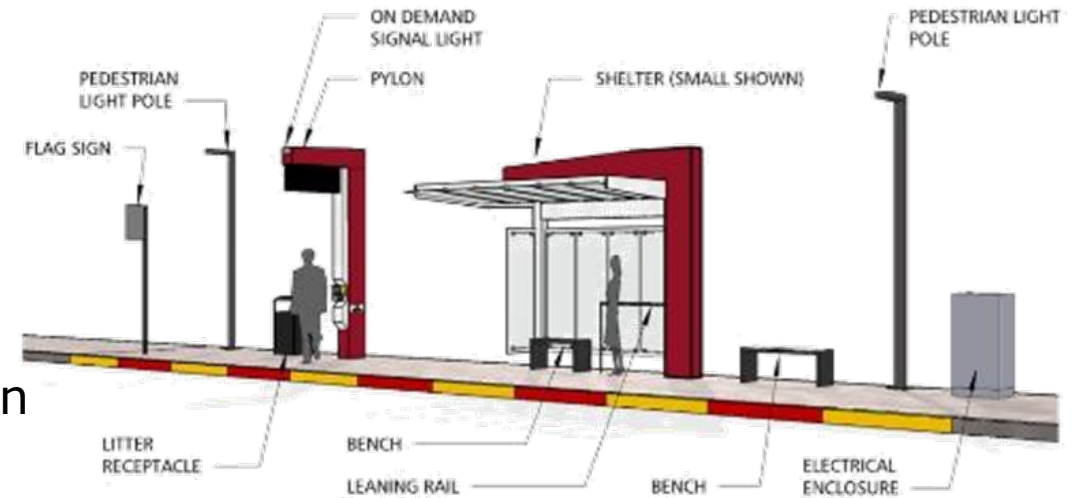
# Project Highlights Map



# 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 Lane Buffer Types

Base design for J Line: Paint and Post

Public Outreach:

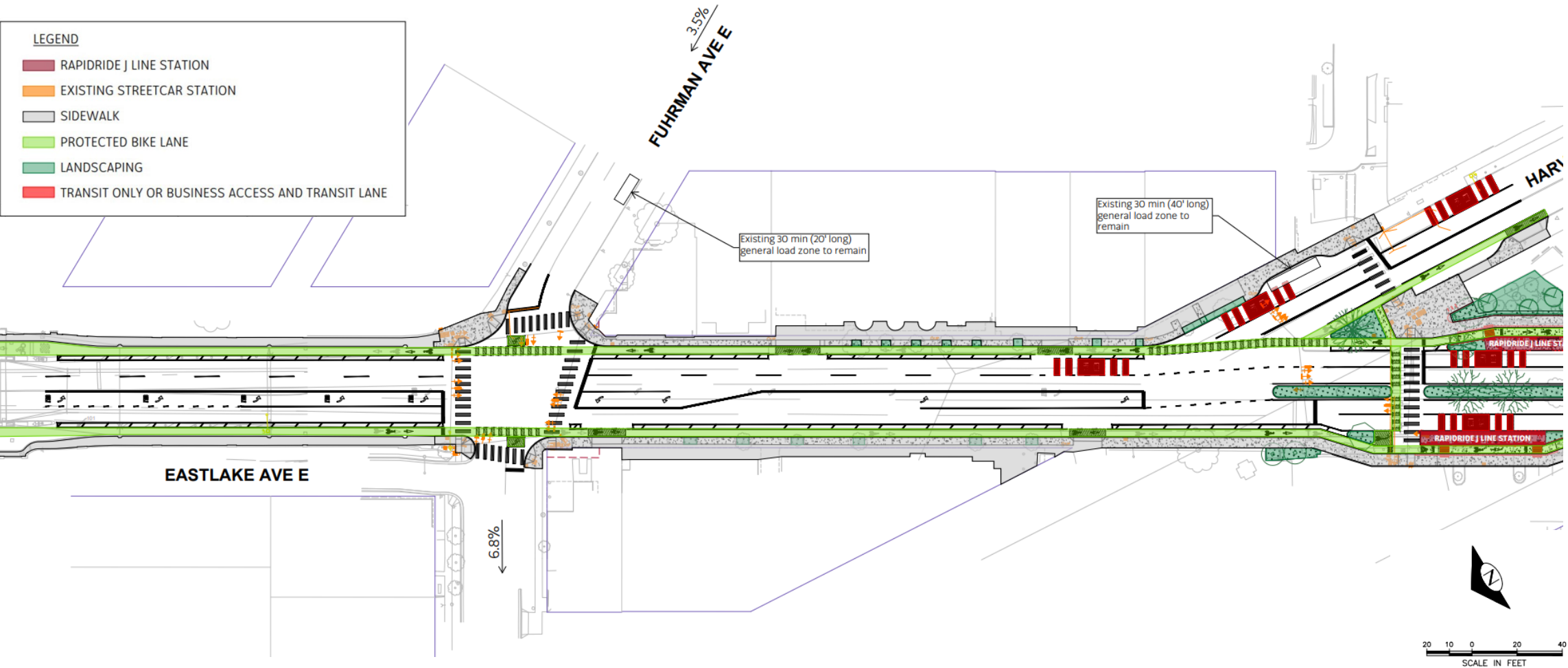
- 90% of respondents preferred some type of physical barrier

Raised concrete buffer ~3-foot wide is now typical, SDOT is moving away from paint and post



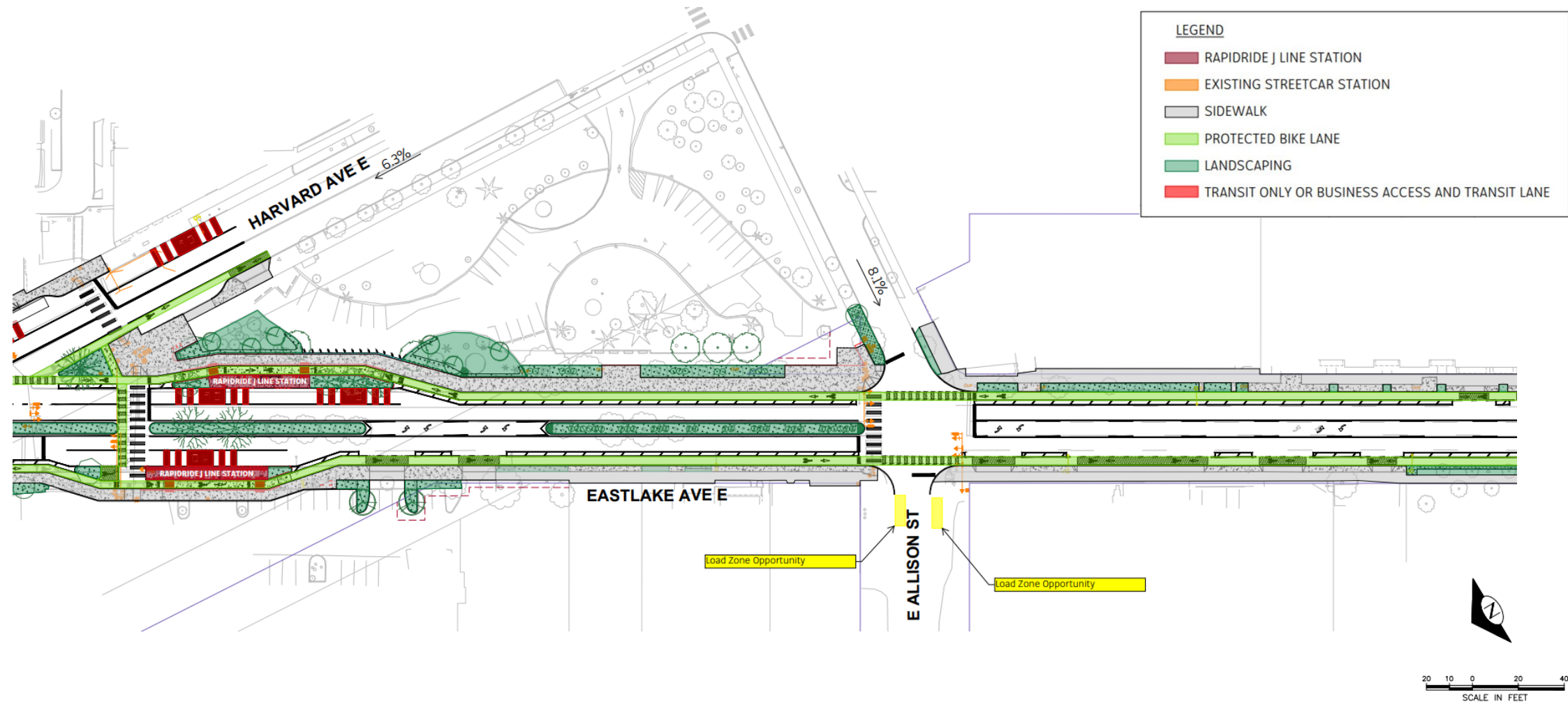
*Example of what the upgraded bike lane will look like once completed.*

# Eastlake Ave E – Fuhrman Ave E to Harvard Ave E

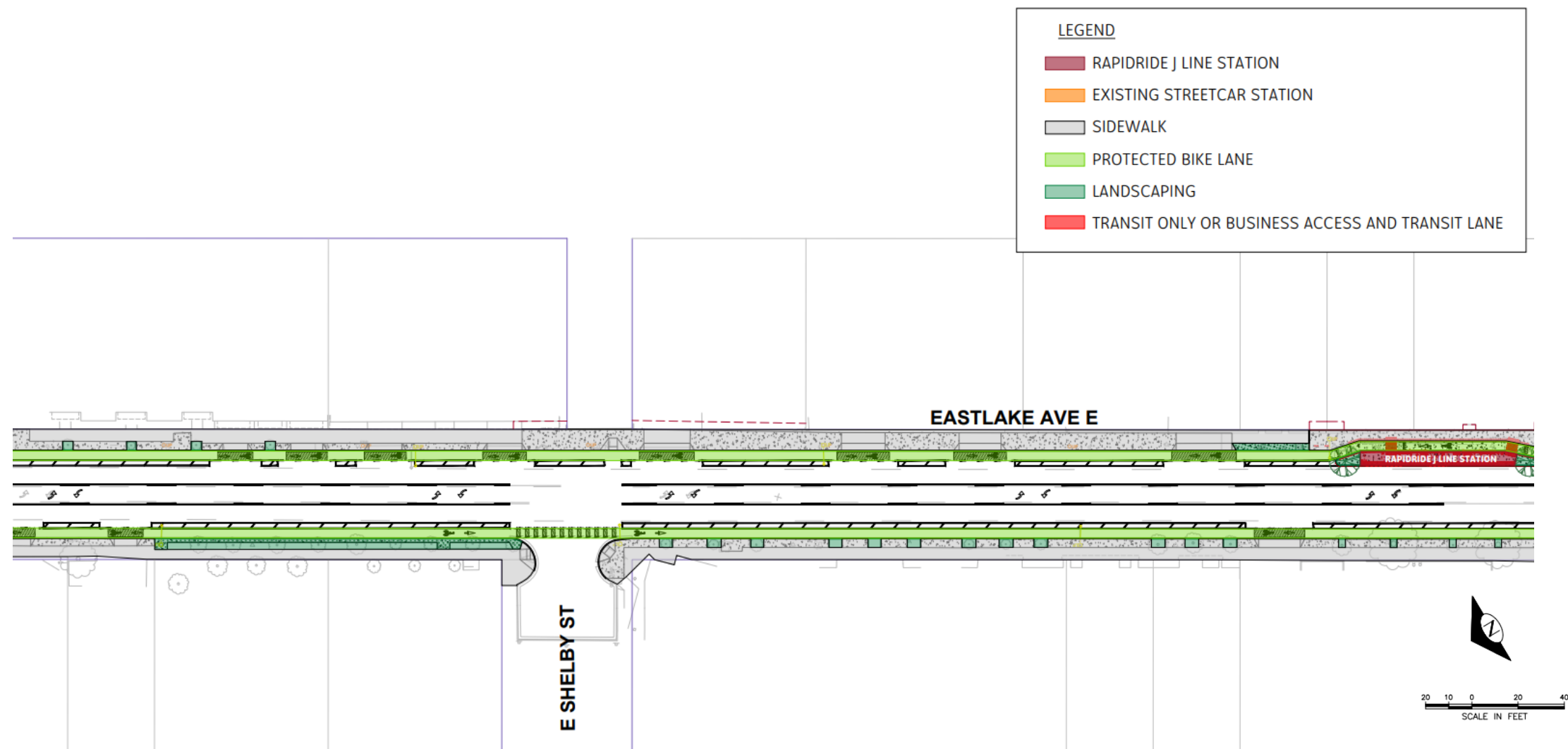




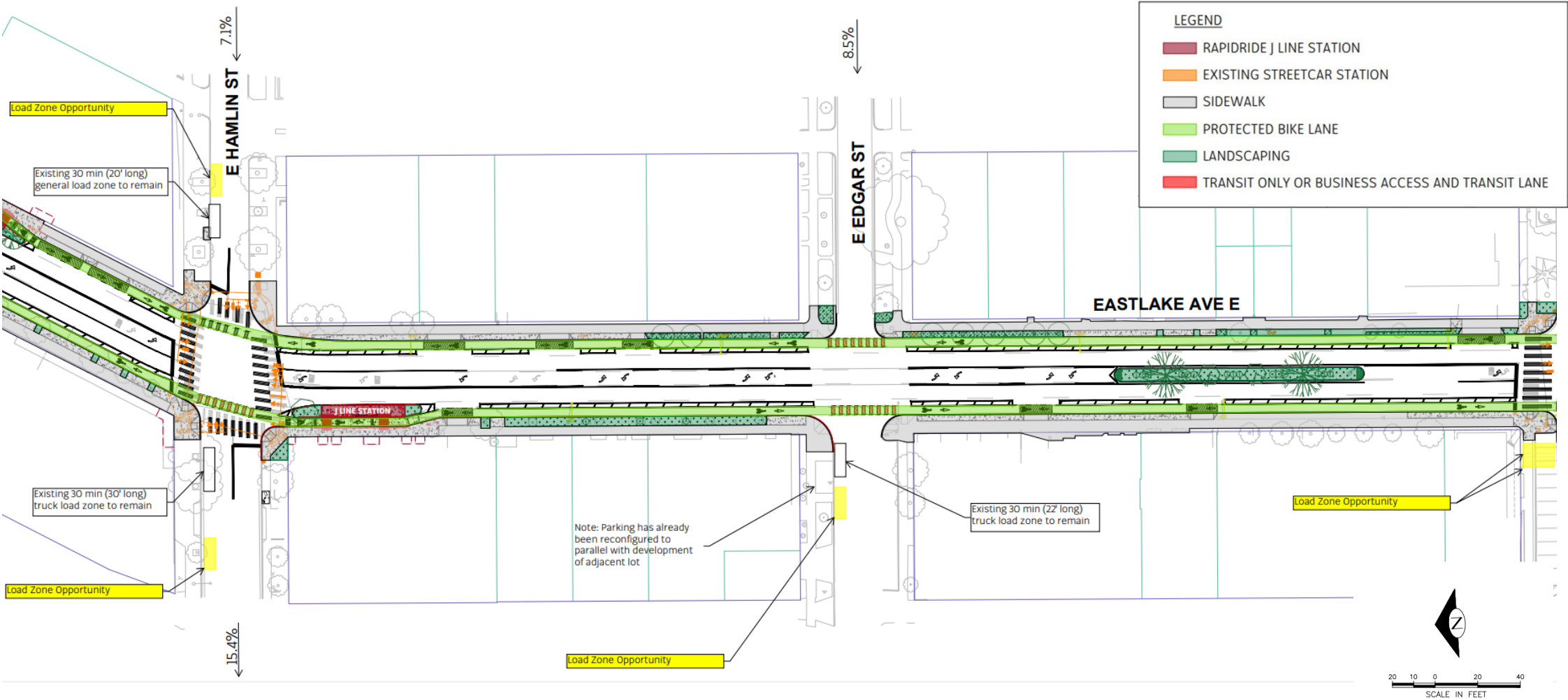
# Eastlake Ave E – Harvard Ave E to Allison St



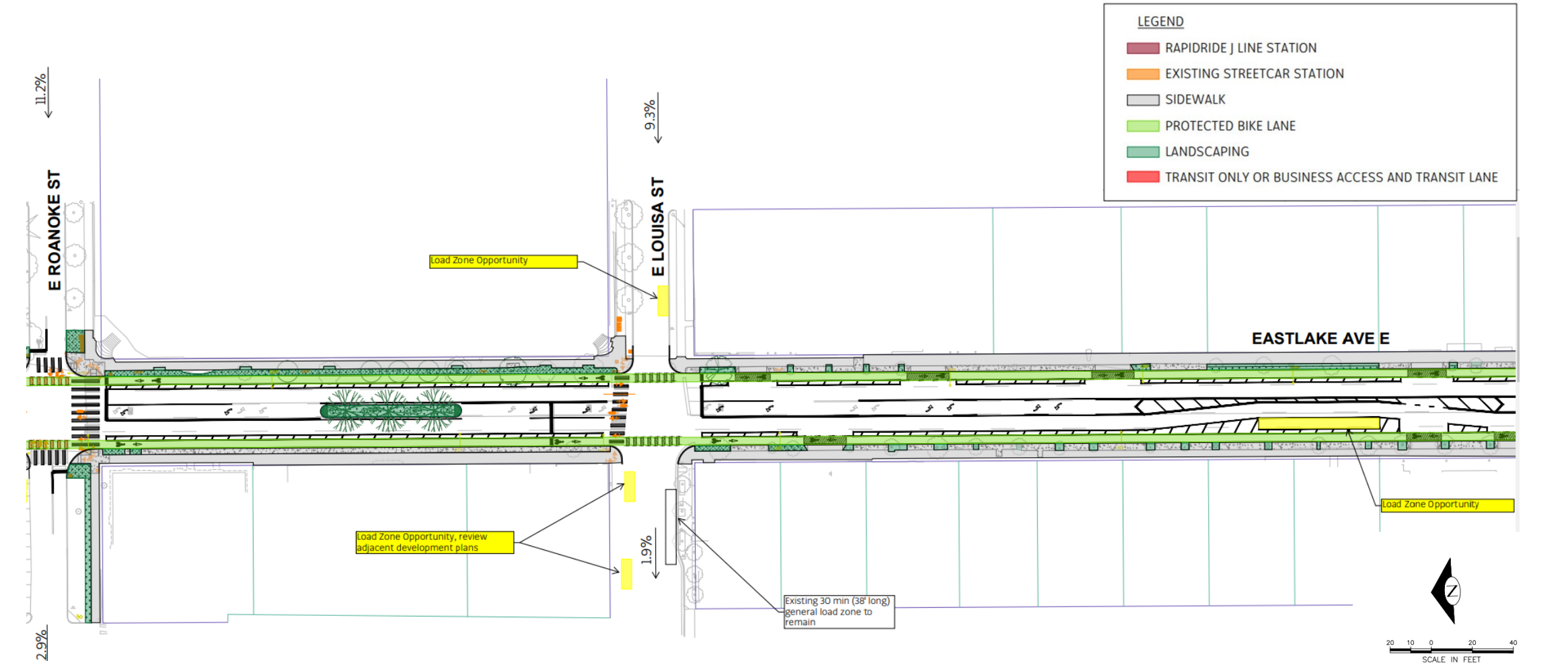
# Eastlake Ave E – at E Shelby St



# Eastlake Ave E – E Hamlin St to E Roanoke St

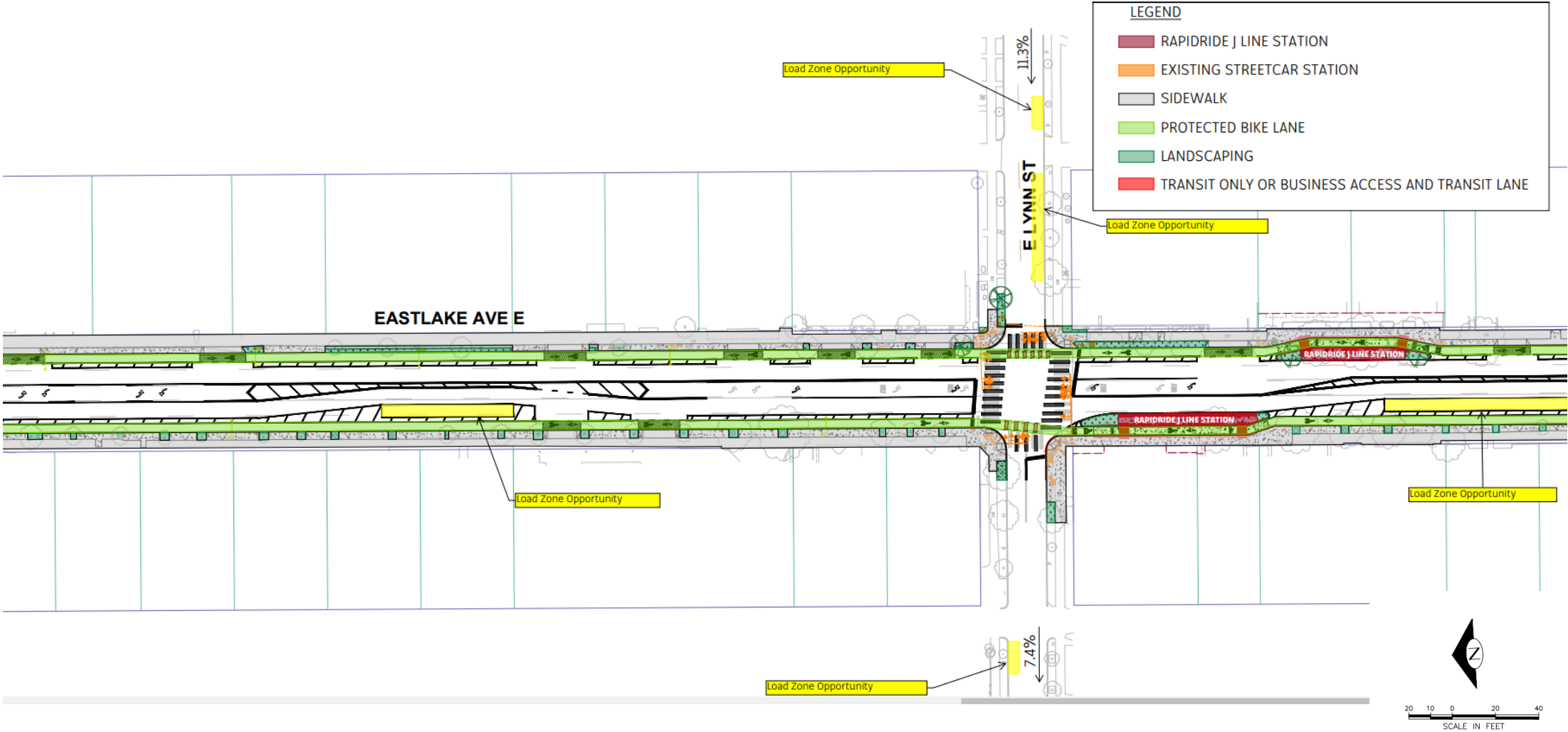


# Eastlake Ave E – E Roanoke St to block between E Louisa St & E Lynn St

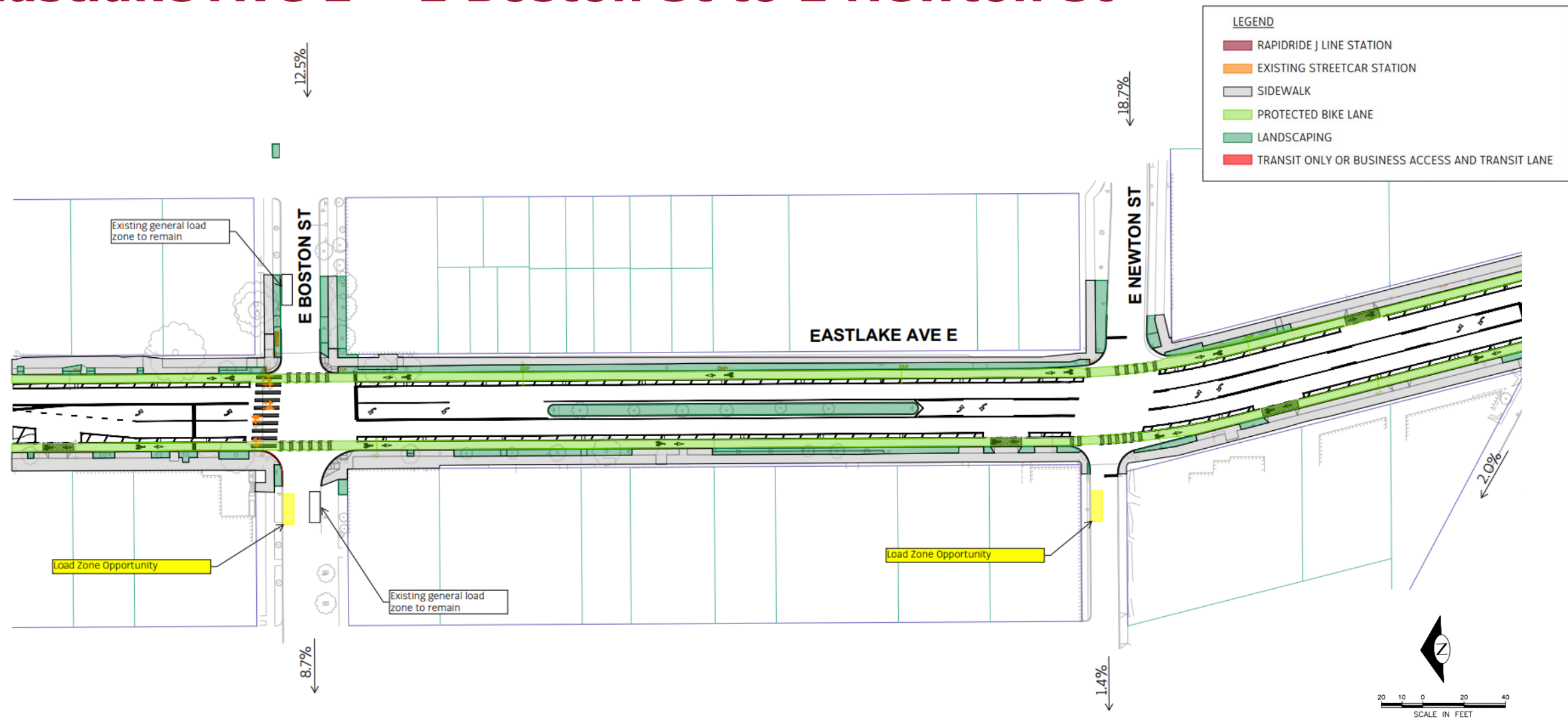




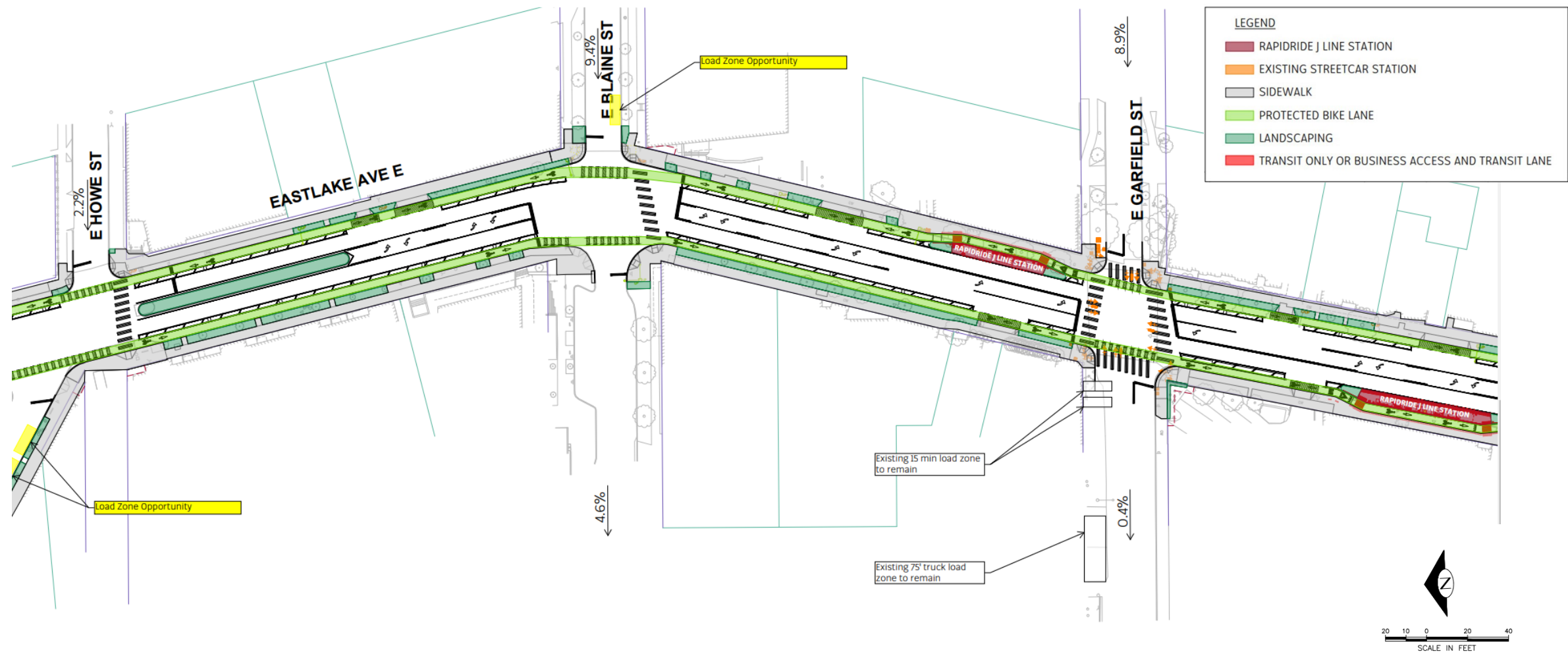
# Eastlake Ave E – at E Lynn St



# Eastlake Ave E – E Boston St to E Newton St



# Eastlake Ave E – from E Howe St to E Garfield St



# Eastlake Ave E – from E Garfield St to E Galer St





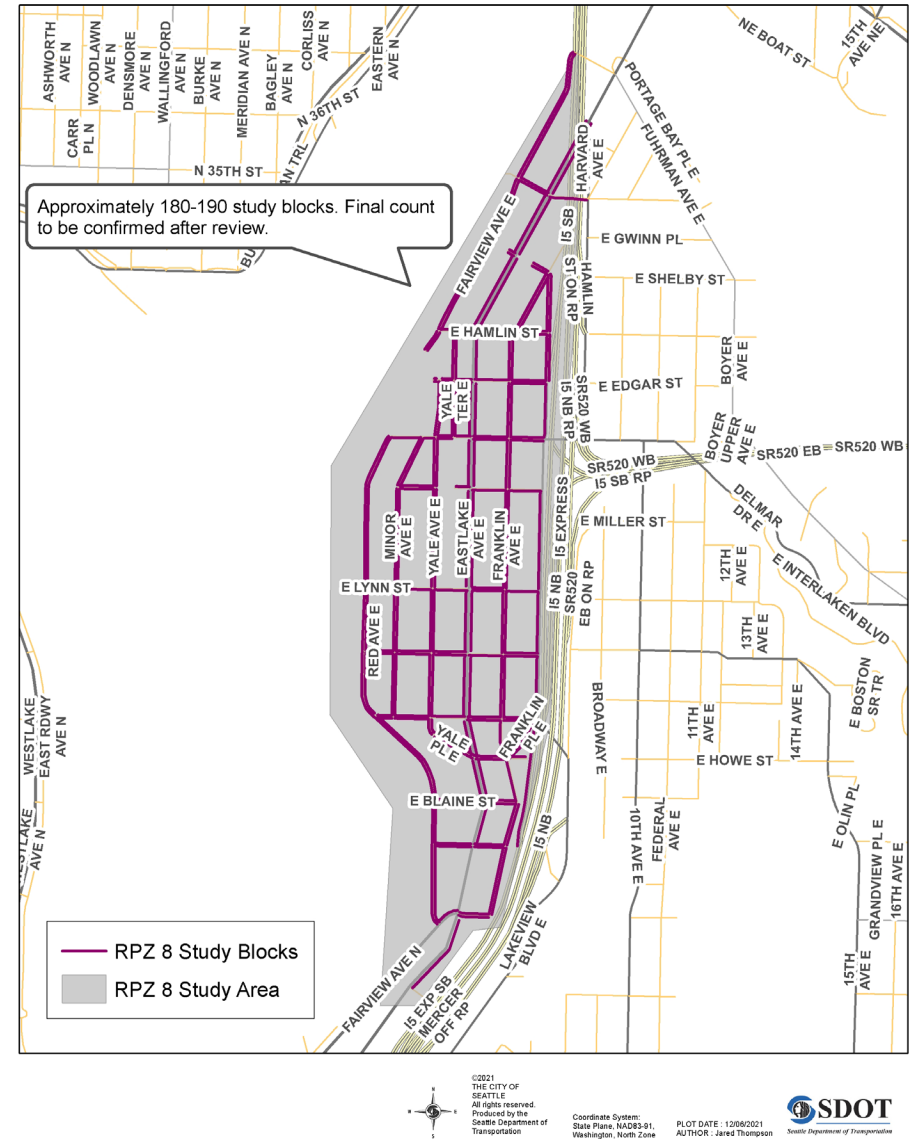
# Restricted Parking Zone (RPZ) Updates

The RPZ Program helps make public, on-street parking easier in some residential areas. **An RPZ reduces all-day commuter parking** to prioritize residential parking and business access.

Updates to the RPZ that includes the Eastlake neighborhood is being evaluated in advance of the RapidRide J Line project.

- Study conducted in October of 2022 on all blocks with parking from the north end of Eastlake Ave E down to around Galer/Eastlake Ave E area.
- The study counted vehicles on each block within the study area at 4am, 10am, 2pm, and 8pm. Vehicles present at 4am are assumed to belong to “residents or residential guests” and are used to determine resident/non-resident percentages throughout the day.

## RPZ 8 Study Area



# RPZ Updates

- Occupancies on existing RPZ-designated blocks were generally around or under 75% occupied throughout the day, and non-resident percentages were around 20-25% throughout the day.

Occupancy Summary RPZ Blocks Weekday		
Time of Day	Overall Occupancy	Non-Residents
4:00 AM	80%	0%
10:00 AM	70%	20.8%
2:00 PM	70%	24.1%
8:00 PM	80%	19%

# RPZ Updates

- Occupancies on non-RPZ blocks were significantly lower throughout the day, in general between 55-75%.

Occupancy Summary non RPZ Blocks Weekday		
Time of Day	Overall Occupancy	Non-Residents
4:00 AM	58%	0%
10:00 AM	74%	44.8%
2:00 PM	63%	51.5%
8:00 PM	55%	34%

# RPZ Updates

- The study results show that parking is available within a block or two of any specific location at any given time.
- In the core of the Eastlake neighborhood, we are proposing adding new RPZ and time-limited blocks to help manage parking and address spillover that may occur from the loss of curb-space on Eastlake and to facilitate turnover for businesses.
- We are proposing to standardize curbspace restrictions across the RPZ, such as maximum durations. This will make parking enforcement more effective and efficient, and make the hours clear for residents, customers, and visitors.
- We are evaluating a small area of new time limits and paid parking in the southern end of the neighborhood around dense commercial/office parcels where occupancy is consistently high through the day where curbspace is currently unrestricted.



## RPZ Next Steps

- The RapidRide J Line project will meet with nearby properties to determine best uses of on-street Load Zone opportunities.
- The RPZ team is developing a proposal with visuals
- We will schedule a public hearing and you can expect a mailer to entire neighborhood a minimum of 21 days in advance of meeting
- Meeting will be virtual to facilitate the accurate collection of all comments
- The RPZ team will review feedback and assemble final plan
- Mailers will be sent a few months in advance of implementing changes to explain changes and offer guidance for obtaining a permit
- Timeframe – we expect to implement changes ahead of RapidRide J Line construction



J Line



# Schedule

# Project timeline



- **Design:** 2017 – 2023
- **Construction starts:** 2024
- **Service launch:** Planned for 2027

# Future Communications and Coordination

- Construction outreach
- Support for businesses







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**Thank you!**

