Corridor Treatment

- **GP Lane**: Grey Line
- **BRT Lane**: Red Line
- **Transit Only Line**: Blue Line
- **Existing Shop**: Orange Line
- **Uplifted RT Station**: Green Line

**Proposed alignment**

- **Existing RapidRide corridor**: Black Line
- **Proposed RapidRide corridor**: Blue Line

**Potential future Northgate service extensions**

- Corridor improvements include stop consolidation, transit signal priority and transit queue jumps.

**Bike Improvements**

- **Existing Protected Bike Lane**: Orange Line
- **Protected Bike Lane proposed as part of Project**: Blue Line

**Other Transit Facilities**

- **Existing Link**: Grey Line
- **Planned Link**: Blue Line
- **Existing Seattle Streetcar**: Orange Line
- **Planned Seattle Streetcar**: Red Line
- **Existing RapidRide corridor**: Grey Line
- **Proposed RapidRide corridor**: Blue Line

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**Corridor Map**

- **Northbound**
  - **20% Faster**: Green Line
  - **Existing RapidRide corridor**: Red Line

- **Southbound**
  - **20% Faster**: Blue Line
  - **Existing RapidRide corridor**: Green Line

**Proposed alignment**

- **Service will operate in existing BAT Lanes on Stewart**

**Existing Link**

- **Existing Link**: Grey Line
- **Planned Link**: Blue Line

**Existing Seattle Streetcar**

- **Existing Seattle Streetcar**: Orange Line
- **Planned Seattle Streetcar**: Red Line

**Existing RapidRide corridor**

- **Existing RapidRide corridor**: Grey Line
- **Proposed RapidRide corridor**: Blue Line

**For more information, please visit the following websites:**

- [SEPTA website](https://www.septa.org)
- [BART website](https://www.bart.gov)
- [RTD website](https://www.rtd.gov)
- [Caltrain website](https://www.caltrain.com)
- [Sound Transit website](https://www.soundtransit.org)
- [Metro Transit website](https://www.metrotmn.gov)
- [TriMet website](https://www.trimet.org)
- [Tucson Area Regional Transportation Authority website](https://www.tartaa.com)
- [OC Transpo website](https://www.metrorail.com)
- [SmartWay website](https://www.smartway.org)
- [New Jersey Transit website](https://www.njtransit.com)
- [NJ Turnpike Authority website](https://www.turnpike.state.nj.us)
ROOSEVELT RAPIDRIDE CORRIDOR
DOWNTOWN TO ROOSEVELT VIA EASTLAKE
DRAFT LOCALLY PREFERRED ALTERNATIVE

OPERATING PLAN
The Roosevelt RapidRide line will provide high-frequency, all-day service between Downtown Seattle and the Roosevelt Link Light Rail station in Northeast Seattle, as shown on the accompanying map. Major destinations served include:
- Roosevelt
- The University District
- Eastlake
- South Lake Union
- Downtown
- The International District

PROJECT NEED
- Transit travel time in the corridor is up to 50% longer than driving, with buses traveling at 7.0 mph during peak hours
- Over 30% of transit trips in the corridor run late during morning and evening peak periods
- Overcrowding occurs on 32% of trips throughout the day and 63% of trips during the morning peak period
- The corridor includes a high concentration of residential and employment density and is experiencing rapid growth

SERVICE CHARACTERISTICS
DAILY SPAN OF SERVICE
- 24 hours per day, seven days per week
FREQUENCY
- 10 min: 6 am to 7 pm weekdays
- 15 to 30 min: early morning, evenings and weekends
- Hourly: overnight - 1 am to 5 am

PERFORMANCE CHARACTERISTICS
- Transit travel time from 65th Street to 3rd Avenue to decrease up to 20%
- Improved reliability
- Up to 50% increase in ridership

FUNDING PLAN
The Levy to Move Seattle includes $13.7 million in funding for capital investments in the Downtown Seattle to Roosevelt transit corridor. SDOT is seeking federal grant funds, as well as state and regional partnerships, to cover the remainder of the project’s total estimated $70 million cost.

CAPITAL ELEMENTS

RUNNING WAY
RapidRide service will keep buses moving with:
- Dedicated transit lanes along Virginia Street in Downtown Seattle and along Fairview Avenue in South Lake Union
- Transit signal priority at most intersections from South Lake Union to Roosevelt

STATIONS
RapidRide stations will feature:
- Real-time transit arrival information
- Off-board payment
- Enhanced shelters

MULTIMODAL OPPORTUNITIES
There are opportunities to make improvements for people walking and biking in the Roosevelt corridor:
- Several intersections have above-average rates of bicycle and pedestrian collisions
- The corridor serves as the primary bicycle route between Northeast Seattle and Downtown, but lacks adequate facilities
The Roosevelt RapidRide corridor project will provide the following multimodal improvements:
- Protected bicycle lanes along 11th/12th Avenue, Eastlake Avenue, and Fairview Avenue, connecting to existing bike facilities in South Lake Union
- Streetscape improvements
- ADA-compliant curb ramps
- Intersection improvements to improve comfort and safety for people walking

TRANSIT SIGNAL
Longer green lights. Does so by giving buses to bypass congestion. TSP priority (TSP) allow buses including transit signal awareness by Intersection improvements

DEDICATED RUNNING WAYS

BRT BRANDING
Unique designs make transit from traffic, and may be painted red or another transit color to increase visibility. Buses and stations more visible, raising awareness by

COLLECTION SYSTEMS

ENHANCED STATIONS
Enhanced shelters
Real-time transit arrival information
Off-board payment

ENHANCED FARE

STREETScape improvements
Protected bicycle lanes along 11th/12th Avenue, Eastlake Avenue, and Fairview Avenue, connecting to existing bike facilities in South Lake Union

Dedicated transit lanes along Virginia Street in Downtown Seattle and along Fairview Avenue in South Lake Union

ADA-compliant curb ramps
Intersection improvements to improve comfort and safety for people walking

MULTIMODAL OPPORTUNITIES

SEATTLE RAPIDRIDE EXPANSION PROGRAM

C6E257413

RapidRide Network

New RapidRide Corridors