Roosevelt Line

Project Update

Project Overview
The RapidRide Roosevelt project will provide high-quality transit service connecting Downtown Seattle with the neighborhoods of South Lake Union, Eastlake, University District, and Roosevelt.

Seattle Department of Transportation (SDOT) is partnering with King County Metro (KCM) to enhance transit connections and upgrade existing bus routes to Metro RapidRide service.

Project Benefits (see map on reverse)
- Improved transit stations and connections to regional transit service like new Link light rail stations, additional RapidRide Lines, and the Seattle Streetcar
- Improved and faster transit rider experience, with upgraded bus stops that feature improved lighting, real-time arrival information, and all-door boarding
- Enhanced safety and predictability for everyone, with protected bicycle lanes on Fairview Ave E, Eastlake Ave E, and 11th/12th Ave NE
- Provide ADA upgrades for improved pedestrian mobility
- Lowered carbon emissions by adding new electric trolley wire and providing better options to driving alone

Project Schedule

Late 2019/Early 2020: Publish Draft Environmental Assessment for public comment

Project Budget And Funding
The total budget for the Transit-Plus Multimodal Corridor Project (TPMC) for RapidRide Roosevelt is $85.7M. The project will also construct paving of 11th and 12th Avenues NE ($6.8M) and Eastlake Ave E ($29.8M), with funding included in the Arterial Asphalt and Concrete (AAC) program and grant funding in addition to the TPMC budget.

The project will be baselined at the 30% design milestone this fall and the breakdown of costs will be updated at that time.

Want to Stay Informed?
Check out the latest project information and signup for email updates: www.seattle.gov/Transportation/RapidRide/JLine

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Project Area and Highlights

Corridor Treatment
- General Purpose Lane
- Business Access & Transit Lane
- Transit Only Lane
- Service Alignment
- No Project Improvements

Station Treatment
- Existing Station
- New RapidRide Station
- Existing Bus Layover
- Bus Layover Option

Paving Improvements
- Concrete Paving
- Mill and Overlay Asphalt Paving

Other Transit Improvements
- New Overhead Contact System (OCS)/Trolley Infrastructure
- Queue Jump

Project Highlights
- 7.5 Minute Peak Service (or Better)
- 10 Minute Midday Service (or Better)
- 24 Hour Service Everyday (Headways between 7.5 minutes or better to 60 minutes)
- 6 Miles Project Corridor Length
- 26 New RapidRide Stations
- Intersections with Upgraded Traffic Signals Including Transit Signal Priority or Transit Queue Jumps
- 2.3 Miles of New Transit Lanes
- 3.4-3.8 Miles of Overhead Contact System (OCS)/Trolley Wire (Length depends on the bus layover option)
- 3.1 Miles of Paving Improvements
- 5 Miles of New Protected Bicycle Lanes
- 200+ ADA-Compliant Curb Ramps and Other Pedestrian Improvements
- 0 New Fleet Purchase Required (Rebranding 79 existing fleet)

Other Transit Facilities
- Existing Link Light Rail
- Planned Link Light Rail
- Link Light Rail Station
- Existing Streetcar
- Planned Streetcar

Bicycle Facilities
- Existing Protected Bike Lane (PBL)
- Funded or In-Progress PBL
- New PBL proposed as part of Project

Miles of New Protected Bicycle Lanes
- 5

Miles of New Transit Lanes
- 26

Miles Project Corridor Length
- 6

Minute Peak Service (or Better)
- 7.5

Minute Midday Service (or Better)
- 10

Hour Service Everyday (Headways between 7.5 minutes or better to 60 minutes)
- 24

Miles of Overhead Contact System (OCS)/Trolley Wire (Length depends on the bus layover option)
- 3.4-3.8

Miles of Paving Improvements
- 3.1

Miles of New Protected Bicycle Lanes
- 5