

**Roosevelt RapidRide**  
**Seattle, Washington**  
**Small Starts Project Development**  
**Information Prepared August 2017**

The Seattle Department of Transportation (SDOT) proposes to implement corridor-based bus rapid transit (BRT) in the 7-mile-long corridor connecting the Roosevelt neighborhood to Downtown Seattle. The corridor includes major destinations including the University of Washington, South Lake Union, Seattle's Central Business District, and the International District. The project is part of Seattle's growing RapidRide BRT system, and will include 13 new stops with 26 new enhanced bus platforms, which will feature real-time arrival information on LED signage, off-board fare collection, 0.6 miles of transit-only lanes, 0.8 miles of transit-priority lanes, and transit signal priority. King County Metro will operate the service using existing repurposed vehicles branded for the RapidRide route. The project will not include the purchase of vehicles. The Roosevelt RapidRide will provide intermodal connections to LINK light rail, monorail, SOUNDER commuter rail, Washington State Ferries, and the Seattle Streetcar. SDOT believes the Project will significantly improve transit service, and will support Seattle's Urban Village Strategy for mixed-use, transit-oriented development in the corridor. SDOT has not yet identified the capital cost of the project or the amount of Small Starts funding it will seek.

The project was included in the fiscally constrained long-range transportation plan in June 2015, and on July 24, 2017, SDOT and the City of Seattle selected a locally preferred alternative. SDOT is awaiting a class of action determination by FTA, and expects to complete the environmental review process in late 2018, receive a Small Starts Grant Agreement in 2019, and start revenue service in 2021.