

Transit Spot Improvements

How SDOT and King County Work in Partnership to Improve Transit



Transit Advisory Board
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Seattle
Department of
Transportation

Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For **all**

Presentation overview

- Background
- Program goals and objectives
- Criteria for evaluating spot improvements
- Process for working with King County Metro
- Examples of spot improvements
- Next steps

Background

SDOT and King County work in partnership to design and install transit spot improvements.

“A transit spot improvement is any capital improvement that improves the speed and reliability of transit, improves safety for all modes and improves a bus rider experience.”

Funding source: BTG and Move Seattle

Program goals and objectives

1. Improve transit travel time and reliability for riders
2. Increase safety for all modes
3. Improve passenger waiting areas to create more comfortable spaces and improve experience for riders
4. Complete 20 spot improvement per year under Move Seattle

Spot Improvements: Criteria for Evaluation

- Improves a bus priority bus corridor
- Benefits transit riders
- Reduces transit travel time
- Reduces budget for bus operations
- Reduces collisions and conflicts with other modes of transportation
- Receives support from the community
- Consistent with transit master plan

Process for prioritizing spot improvements

1. Identify issue/problem (based on feedback from community, transit agency, or other department)
2. Evaluate spot improvement based on criteria
3. Evaluate costs/benefits of project and prioritize
4. Develop proposed improvements and determine if further analysis is necessary
5. Conduct public outreach
6. Refine based on community feedback
7. Design and construct improvement
8. Monitor results

Goal #1: Improve speed and reliability for transit riders

- Transit-only lanes
- Bus queue jumps
- Curb extensions
- Transit-signal priority



Example of speed and reliability: Red-painted transit-only lanes

- Metro buses rely on using transit-only lanes to by pass general purpose traffic.
- When a vehicle violates use of transit-only lanes, Metro buses experience delay.
- Improving visibility of transit-only lanes reduces violations



Goal #2: Improve safety

- Reduce conflicts with other vehicles
 - Provide adequate turning space and lane widths for buses
- Provide safe crossings for pedestrians
 - Install crosswalks at busy transit stops
- Eliminate conflicts with other modes
 - Install stop signs and signals at busy intersections



Example of safety improvement: 15th Avenue and Galer Street

Before



After

Goal #3: Improve bus passenger waiting areas

- Bus zone expansions
- Lighting
- Bus shelter pads
- ADA ramps
- Real time information signs



Future spot improvement: Fremont Ave @ North 34th Street

Example: Rainier and Wildwood



Before



After

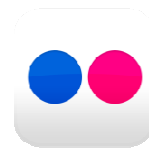
Next steps

Action	Date
Achieve Move Seattle goal of 20 spot improvements in 2016	October 2016
Continue implementation of remaining spot improvements	December 2016
Prepare work plan for 2017	December 2016
Monitor performance of transit-only lanes	On-going
Add Streetcar spot improvements to the Transit Spot Improvement program	December 2016 - beyond

Questions?

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