AURORA AVENUE TRANSIT IMPROVEMENTS PROGRESS REPORT

APRIL 2015

In September 2013, the Seattle Department of Transportation installed the following improvements as part of the RapidRide E Line project:

- Peak-period business access and transit lanes on Aurora Avenue between North 145th Street and North 38th Street (between 6–9 AM and 3–7 PM);
- Transit signal priority;
- Traffic signal optimization

Before the improvements were installed, SDOT identified existing travel times for general purpose traffic. In 2013, SDOT reported the following travel times:

2013 OBSERVED TRAVEL TIMES			
PM Peak Travel Time in Minutes			
Direction	**Travel Time Section**	**Average Car/Truck Travel Time**	**Average Bus Travel Time**
Northbound	N 38th Street to N 145th Street	17.2 min	20
Southbound	N 145th Street to Bridge Way	14.7 min	26
AM Peak Travel Time in Minutes			
Direction	**Travel Time Section**	**Average Car/Truck Travel Time**	**Average Bus Travel Time**
Northbound	Bridge Way to N 145th Street	13.7 min	23 min
Southbound	N 145th Street to N 38th Street	13.2 min	27 min

In 2015, SDOT observed car and freight travel times on Aurora Avenue by measuring travel times on 12 separate runs. The following average travel times were observed:

2015 OBSERVED BUS, CAR AND FREIGHT TRAVEL TIMES			
Northbound Travel Time Summary – North 38th Street to North 145th Street			
Time Period	**Travel Mode**	**Average Time**	**% Change from 2013**
PM	Car/Truck	16.8 min	-2.6%
PM	Bus	21	5%
AM	Car/Truck	14 min	2.2%
AM	Bus	18 min	-21%
Southbound Travel Time Summary – North 145th Street to North 38th Street			
Time Period	**Travel Mode**	**Average Time**	**% Change from 2013**
PM	Car/Truck	15 min	2.2%
PM	Bus	20.3	-21%
AM	Car/Truck	15.3 min	15.4%
AM	Bus	17 min	-37%

OBSERVATIONS

Travel times for cars and trucks during the PM peak travel time remained steady with a slight increase in the southbound direction. During the AM peak period, travel time in the southbound direction increased by 15%. However, the increased travel time is partly attributed to construction activity at W Mercer Street which reduced the number of southbound lanes. Employment growth in South Lake Union also contributed to increased growth in traffic. Bus travel time during the AM peak period significantly reduced with the installation of the BAT lanes.

SDOT
Seattle Department of Transportation