



Funding

The Levy to Move Seattle provides partial funding for the Transit-Plus program. We're pursuing grant funding and working with Metro to partner on RapidRide and METRO CONNECTS investments. The Transit-Plus program also coordinates with other levy-funded programs to deliver investments, such as paving.

Get involved

We'll work with communities during the planning, design, and construction phases of each Transit-Plus Multimodal corridor. We'll share data, ask for your feedback, and show how public input is incorporated into the design.

To learn more, please visit: <http://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/transit-plus-multimodal-corridor-program>

Transit-Plus Program Schedule

2022	2024	2026
<p>RapidRide H Line Downtown Seattle to Delridge to Burien</p> <p>Route 7 (Rainier) Downtown Seattle to Mt. Baker to Rainier Beach</p> <p>Route 44 (Market) Ballard to Wallingford to U-District</p>	<p>RapidRide G Line Downtown Seattle to First Hill to Madison Valley</p> <p>Route 40 (Fremont) Downtown Seattle to Fremont/Ballard to Northgate</p> <p>Route 48 (23rd) Mt. Baker to Central Area to U-District</p>	<p>RapidRide J Line Downtown Seattle to Eastlake to U-District</p>

Opening dates are pending available funding.

Contact

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Transit-Plus



March 2021

Transit-Plus Multimodal Corridor Program

Seattle is one of the nation's fastest-growing cities with ever-increasing demands on our transportation system. That's why the Seattle Department of Transportation (SDOT) and King County Metro Transit (Metro) are working together to improve speed and reliability along seven high-priority transit corridors that connect people with the places where they live, work, play, and access services.

The Transit-Plus Multimodal Corridor program (Transit-Plus program) improves speed and reliability by making a variety of transit and multimodal improvements. The Seattle Transit Master Plan identified the corridors to improve mobility throughout Seattle now and into the future.

Each Transit-Plus project is designed to meet the unique needs and considerations of individual communities and contributes to further completing citywide networks of high-quality transit, bicycle, and pedestrian connections.

RapidRide and Transit-Plus corridors

Three of the seven corridors (listed on the right) are planned to be RapidRide. On these projects, multimodal improvements like repaving roads, more pedestrian access, safety enhancements, bicycle facilities, signal improvements, and other street or utility upgrades will be included.

We are also prioritizing investments to improve the speed and reliability of four other Transit-Plus corridors. Investments may include bus lanes, transit signal priority, or other changes to the street to help keep buses moving.

RapidRide corridors:

- RapidRide G Line – Downtown Seattle to First Hill to Madison Valley
- RapidRide H Line – Downtown Seattle to Delridge to Burien
- RapidRide J Line – Downtown Seattle to Eastlake to U-District

Transit-Plus corridors:

- Route 7 (Rainier) — Downtown Seattle to Mt. Baker to Rainier Beach
- Route 44 (Market) — Ballard to Wallingford to U-District
- Route 40 (Fremont) — Downtown Seattle to Fremont/Ballard to Northgate
- Route 48 (23rd Ave) — Mt. Baker to Central Area to U-District



Transit-Plus program goals

We're designing each of the Transit-Plus projects to meet the following overarching goals:

Make bus trips faster and more reliable, now and in the future

- Reduce bus travel times, especially during peak periods, by minimizing congestion-related delays.
- Keep buses moving reliably, especially during peak periods and when major disruptions occur.
- Implement improvements that protect buses from increased levels of congestion and support planned RapidRide upgrades.

Make it safer and easier to get to and on the bus

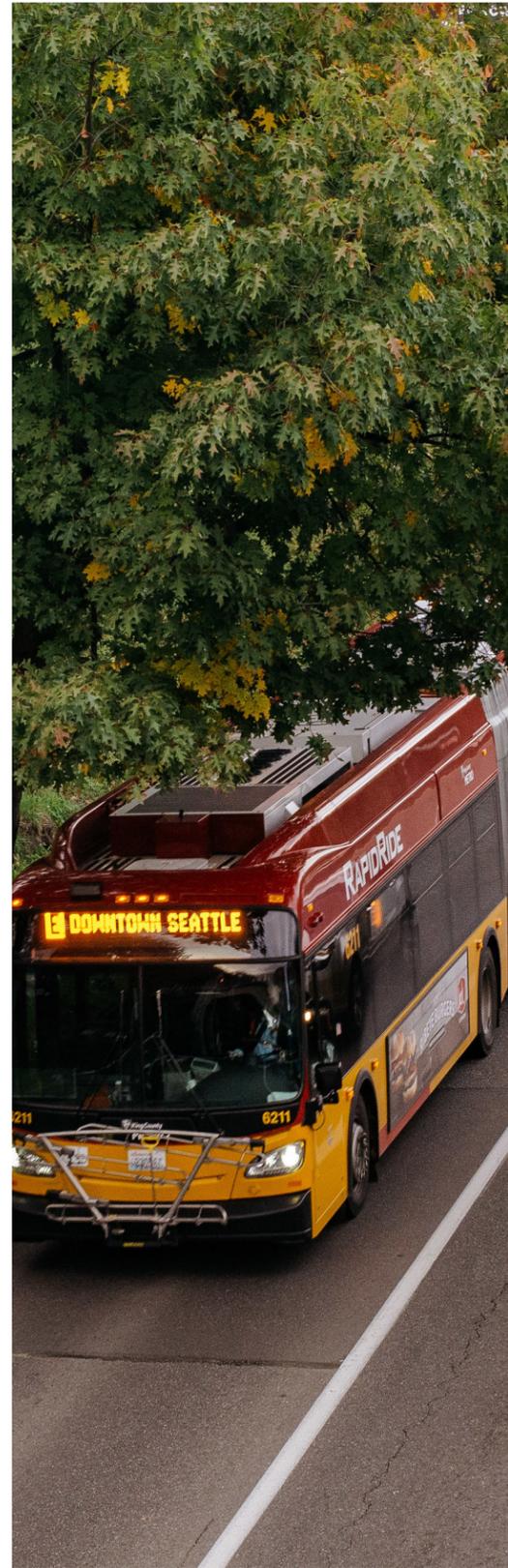
- Implement safety improvements for people walking and biking to the bus.
- Improve ease of access for all transit riders, regardless of age or ability.
- Maintain and repair streets, sidewalks, and bus stops to support reliable and efficient access.

Advance program objectives in a way that responds to community needs and priorities

- Work with the community and stakeholders to evaluate investments that align with the program objectives.
- Use the City's Race and Social Justice Initiative framework to evaluate and advance equitable outcomes.

Fulfill Levy to Move Seattle commitments

- Deliver upon the 2018 Levy Assessment commitments.
- Coordinate with King County Metro and other SDOT programs to ensure efficient delivery of projects while managing risks.



Tools in the multimodal toolkit:

-  Dedicated bus lanes: Bus-only lanes separate buses from traffic, increasing speed and reliability.
-  Smart signals: Transit signal priority extends or activates green lights to reduce waiting time for buses.
-  Bus bulbs: Aligning the curb line with the parking lane allows buses to board riders without leaving the travel lane.
-  Enhanced bus stops: New RapidRide stations include real-time arrival information, larger shelters, lighting, and enhanced accessibility elements.
-  Off-board fare collection: Off-board fare collection helps buses move faster as riders can pay fares without waiting in line.
-  Specialized buses: RapidRide buses offer more capacity and all-door boarding for easier loading and unloading.
-  Bicycle and pedestrian connections to transit: Improvements to crossings, neighborhood greenways, and bike lanes will help people get to buses.

SEATTLE TRANSIT-PLUS MULTIMODAL NETWORK

Last updated February 2021

Transit-Plus Multimodal Network

RapidRide Lines

- Madison - G Line
- Delridge - H Line
- Roosevelt - J Line

Transit-Plus Lines

- Route 7 (Rainier)
- Route 44 (Market)
- Route 40 (Fremont)
- Route 48 (23rd)

Other Transit

- Existing RapidRide Line
- Link Light Rail
- Seattle Streetcar



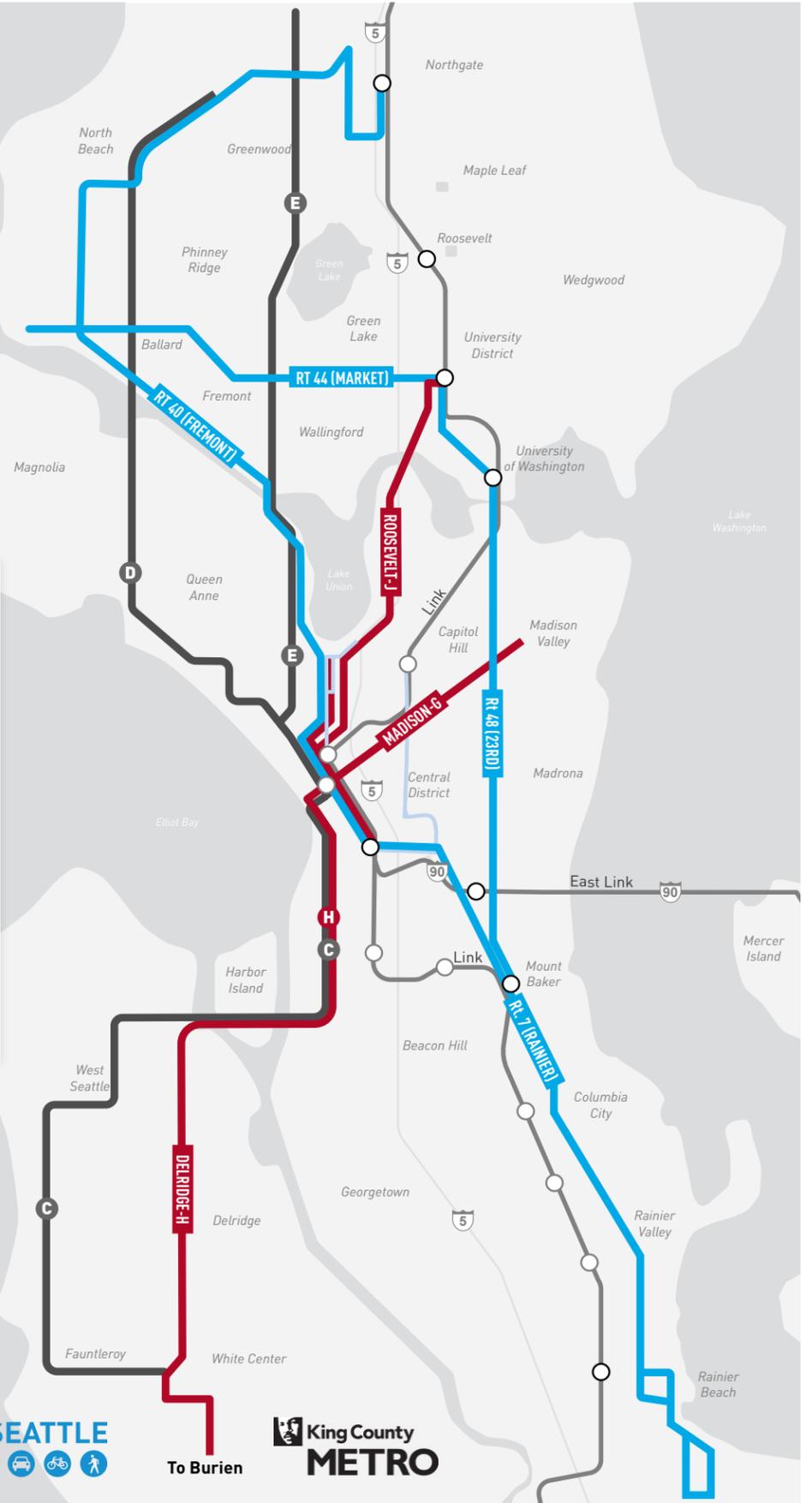
Not to Scale

Data Sources: City of Seattle, King County

Seattle Department of Transportation

The Levy to MOVE SEATTLE

King County METRO



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