

**Aurora Avenue North** is among the most heavily used transportation corridors in King County. It connects neighborhoods and serves as a major thoroughfare for commuters traveling daily to and from work.

As part of King County Metro's RapidRide E Line project, the Seattle Department of Transportation (SDOT) is recommending traffic signal timing improvements for all lanes and the implementation of peak period Business Access and Transit (BAT) lanes between N. 38th Street and N. 115th Street.

## ■ SDOT Recommendations

- Retime traffic signals for all lanes to keep vehicles moving.
- Allow traffic signals to detect approaching transit and extend a green light or end the red light early.
- Implement Peak Period BAT Lanes: AM (6-9 a.m.) and PM (3-7 p.m.)

BAT LANE LOCATION	DIRECTION	TIME
N. 38th St. to N. 115th St.	Northbound	AM/PM PEAK
N. 115th St. to N. 38th St.*	Southbound	AM/PM PEAK

\* Recommendation concerning southbound PM BAT lane between N. 77th St. and N. 72nd St. is pending evaluation of implementation options.

## ■ Aurora Corridor Improvement Benefits

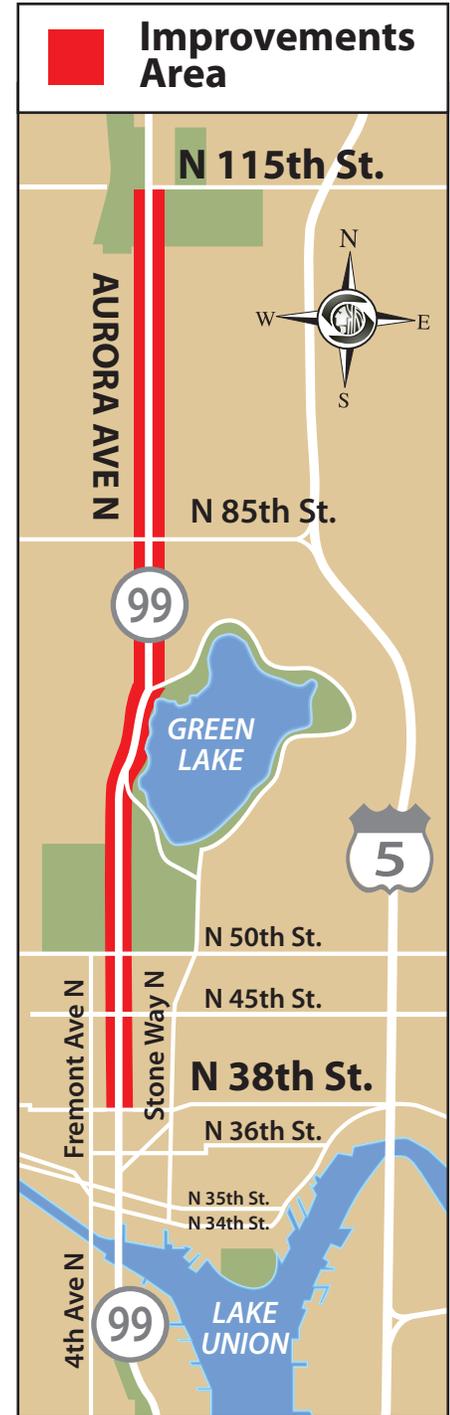
- Reduce travel times for all users
- Manage traffic growth within constrained space
- Keep buses moving, even in heavy traffic

## ■ Recommended Schedule

- **Fall 2013** – Retime traffic signals. Add signage and lane striping to create northbound and southbound AM and PM peak period BAT lanes as described in the above table. Evaluate benefits of southbound PM BAT lane between N. 77th St. and N. 72nd St., where parking options are limited.
- **February 2014** – Start RapidRide E Line service, with possible addition of peak period BAT lane between N. 77th St. and N. 72nd St.

## ■ Cost and Funding

- Cost to implement BAT lanes is estimated at \$600,000, funded by a federal grant.
- Funding for transit service provided by King County Metro through a mix of local and federal funds.



## We Want to Hear from You!

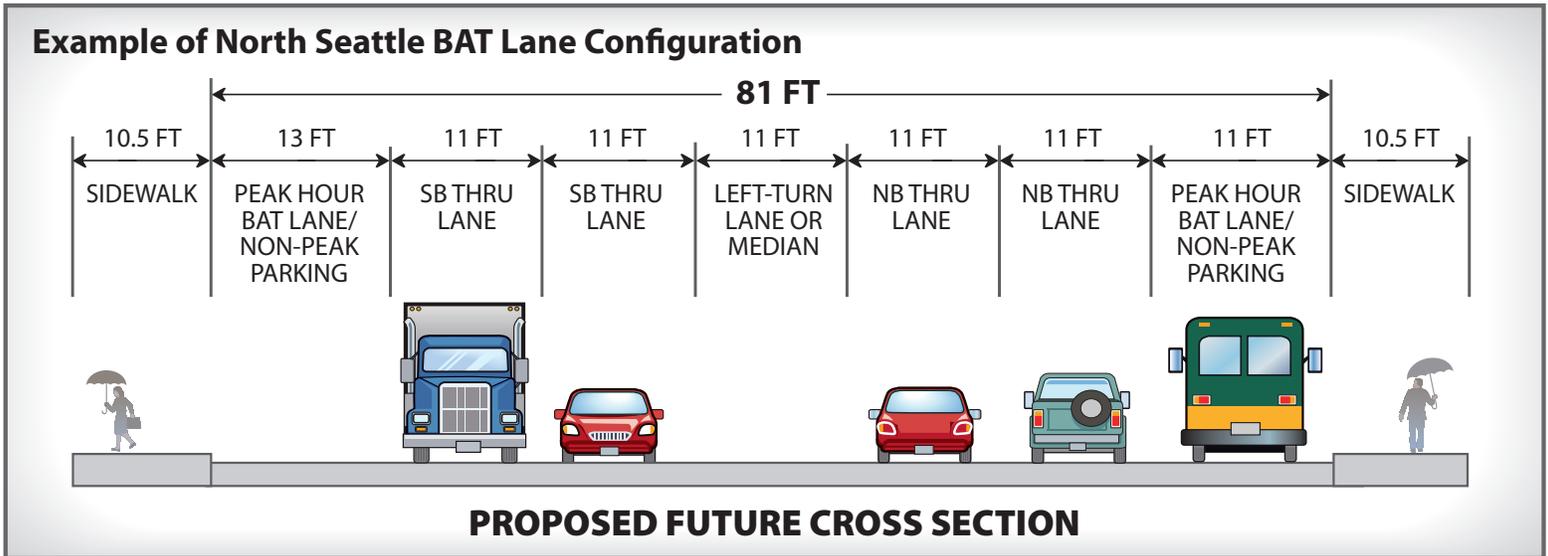
Please visit the project website at [www.seattle.gov/transportation/aurora.htm](http://www.seattle.gov/transportation/aurora.htm) to complete a survey.



## What is a Business Access and Transit (BAT) lane?

Aurora BAT lanes are well established in Shoreline, where the outside lanes are reserved for buses and right-turning vehicles only. They improve access to businesses and residences and save time for transit riders. BAT lanes also enhance the capacity of the remaining travel lanes by removing buses from general traffic.

## How will BAT lanes look?



## How will travel times (bus, car and freight) be improved on Aurora?

**Northbound Travel Time Summary - N 38th/Bridge Way to N 145th**

All times rounded to the nearest minute

Time	Existing Travel Time	Estimated Recommendation Travel Time	Travel Time Improvement (Percentage)
BUS AM	23 min	21 min	10%
BUS PM	23 min	20 min	11%
CAR/TRUCK AM	14 min	13 min	7%
CAR/TRUCK PM	17 min	13 min	24%

**Southbound Travel Time Summary - N 38th/Bridge Way to N 145th**

All times rounded to the nearest minute

Time	Existing Travel Time	Estimated Recommendation Travel Time	Travel Time Improvement (Percentage)
BUS AM	27 min	23 min	16%
BUS PM	26 min	22 min	17%
CAR/TRUCK AM	13 min	13 min	0%
CAR/TRUCK PM	15 min	13 min	9%