

TRANSIT PROGRAM OVERVIEW

2012 Planned Improvements



NW Market and 45th Streets Priority Bus Corridor Project. SDOT will begin constructing transit improvements at numerous locations on NW Market Street and 45th Street along Metro Route 44, connecting Ballard, Wallingford and the University District, in April or May 2012. Changes include adding bus bulbs, traffic signal upgrades, and a bus lane and queue jump at Midvale Avenue and N 46th Street.



West Seattle Metro RapidRide C Line Priority Bus Corridor Project. SDOT is working hard to improve the right of way, ensuring fast and reliable bus travel from Downtown through West Seattle, and terminating at Westwood Village. RapidRide is scheduled to begin service in fall 2012. The plan includes designated bus lanes, queue jumps and transit signal priority to support the new service.



Rainier and Jackson intelligent Transit Systems Project. Phase I of the Priority Bus Corridor project is complete. New bus bulbs, crosswalks and queue jumps are in place. In 2012, Phase II will install transit signal priority at six intersections and electronic real-time bus arrival information signs at 13 bus stops.



First Hill Streetcar Construction. SDOT is constructing the First Hill Streetcar through an interlocal agreement with Sound Transit. Design is complete on this streetcar line, which will connect Capitol Hill, First Hill, and in the Chinatown/International District. The project will break ground in 2012 and be complete by 2014.



Third Avenue Improvements. A task force consisting of transportation experts, the Seattle Police Department, local businesses, community members and social service providers is being convened to identify opportunities to improve the urban design, safety and security of Third Avenue. More than \$500,000 is included in Seattle's 2012 budget for street improvements, better lighting, bus shelters and more frequent cleaning.

CONTACT

For more information on the Transit Program visit:
www.seattle.gov/transportation/transit.htm

For more information on Seattle's Transportation Strategic Plan visit:
www.seattle.gov/transportation/tsphome.htm



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PROGRESS REPORT

January 2012



King County Metro and Sound Transit are the primary bus and rail service providers in Seattle. The Seattle Department of Transportation (SDOT) designs and operates city streets to maintain and increase the speed, efficiency, and reliability of buses and makes it easier to ride transit for a variety of trips. SDOT manages several transit focused programs including constructing street, sidewalk, bus stop, and signal improvements; purchasing additional service; and implementing programs that encourage people to try the bus. Funding for these improvements comes from the voter-approved Bridging the Gap levy, state and federal grants, and partnerships with Metro and Sound Transit.

Hundreds of thousands of transit rides are made every day in Seattle, connecting to residences, jobs, shopping, schools and recreation. Although transportation rights of way comprise nearly 27 percent of Seattle's land area, pedestrians, bicycles, buses, cars, and trucks all vie for limited street space. Increased transit ridership is critical to moving more people while building healthy communities, supporting a thriving economy, slowing global warming and ensuring mobility for all.

Seattle's transit decisions flow from the guidance of the 2005 Seattle Transit Plan and the Transportation Strategic Plan (TSP). The TSP is a broad policy document that maps out the objectives and investments needed to transform the transportation system and support walking, bicycling, transit and freight. In 2012, SDOT is finalizing a new Seattle Transit Master Plan. The master plan is a comprehensive 20-year look ahead to the type of transit system that is required to meet Seattle's transit needs through 2030.



Making it easier to Walk, Bike and Ride Transit on Dexter Avenue N

In 2011, SDOT repaved Dexter Avenue N from Roy Street to the Fremont Bridge. SDOT's transit and bicycle programs partnered with the paving project team to design and build a great example of a "complete street" with innovative bike lanes, 10 new in-lane bus islands and rebuilds of other bus stops. The new bus islands improve transit speed and reliability by eliminating the need for buses to weave in and out of traffic to pick up and drop

off passengers. The islands include bike racks, lighting, shelters or benches and provisions for future installation of real-time electronic bus arrival information. The project was completed on schedule and on budget and also included 20 new pedestrian ramps, two new crosswalks, buffered bike lanes on each side of the street and new storm drains making it easier to walk, bike and ride transit.

Did you know...

One bus removes up to 60 cars from the road and one rail car removes up to 200 cars.



2007 - 2011 Accomplishments

On average, The Bridging the Gap Transportation Funding Program includes about \$4 million a year for construction of transit corridor improvements and the purchase of additional bus service. This base funding is also leveraged to obtain state and federal grants. For example, in 2011 SDOT's transit work plan included \$10.8 million in projects and service hours. Here is what's been completed over the past five years:

- Secured and maintained 44,000 hours of Metro bus service per year. This is the equivalent to 10 buses running 12 hours a day, 365 days a year
- Leveraged over \$10 million in state and federal grants
- Drafted the Seattle Transit Master Plan to formalize priorities for transit in Seattle
- Constructed numerous projects to improve bus service, including:
 - Bus stop expansion and upgrades at six locations on Third Avenue in Belltown
 - Bus stop expansion and upgrades at 13 locations on Route 7 along the Rainier Avenue and Jackson Street corridor
 - New bus-only lanes in six locations including Battery Street for Route 358 and 15th Avenue W for several Metro routes
 - Traffic signal queue jumps at six locations to help buses bypass traffic lined up at intersections
 - Large new future RapidRide bus rapid transit stop on Aurora Avenue and N 84th Street
- Reshaped the Westlake Streetcar Plaza/McGraw Square for easier transit use and improved pedestrian movements
- Added new bus facilities on Dexter Avenue N and 15th Avenue NE
- Completed design of the First Hill Streetcar



Wait times for buses serving the northbound stop at Third Avenue and Pine Street are now available to bus riders via a large T.V. screen located in the northwest window of Macy's. Installed by SDOT, the T.V. means passengers no longer need a smart phone to access "OneBusAway" real time bus arrival information. The T.V. display is just one of several planned for Third Avenue, and one of many other improvements coming to the popular Macy's stop where over 2,500 passengers get on or off buses every weekday.



Last year, the 2005 Seattle Transit Plan went through an extensive update. Five open houses were held citywide and over 12,000 people filled out an online survey. The older plan identified key corridors linking urban villages and established performance standards for transit service. The new Transit Master Plan expands on that work and includes evaluation of rail modes, rapid bus services, station design, and capital infrastructure. The master plan is being finalized in 2012.