

## What is the UVTN?

The network of top-quality transit services in the city. All UVTN corridors must have, by 2030:

- Frequencies of 15 minutes or less all day, for at least 18 hours a day.
- Net transit speed no less than 30% of speed limit.
- Standards for reliability and to minimize overloading.

The UVTN will guide City of Seattle, in conjunction with transit operators, re:

- Transit service priorities.
- Land use planning and development.
- Siting of future transit-oriented land uses.
- Transit preferences in street design and signalization.
- Transit passenger facilities.

## What the colors mean:

### UVTN Local & BRT

#### — Definite UVTN (Local)

A local UVTN line is definitely needed based on existing development and/or Urban Village strategy. Local UVTN lines stop about every four blocks. (Some corridors, such as 23 Avenue and 45th/Market Sts, may also support Rapid service.)

#### ..... Alternative Alignments for a definite UVTN local corridor

#### ● Definite UVTN (Rapid)

A Rapid UVTN line is needed. This could be limited-stop bus, Bus Rapid Transit or some other future technology.

#### ● Definite UVTN (Monorail)

A Rapid UVTN line is needed. Monorail is planned.

#### ● Definite UVTN: Light Rail

A Rapid UVTN line is needed. Light rail is planned.

#### — Candidate UVTN

A local UVTN corridor MAY be needed here, depending on the details of redevelopment and/or the market for the link provided. UVTN lines would continue to have a Secondary level of service.

### Rail Transit in UVTN

#### ● Green Line monorail minimal extension for regional connectivity

#### ● Translake Rapid Transit Station (bus or rail)

### Land Use

- Streets
- Urban Center
- Hub Urban Village
- Residential Urban Village

Source: GIS data provided by the City of Seattle, King County Metro, and ESRI.

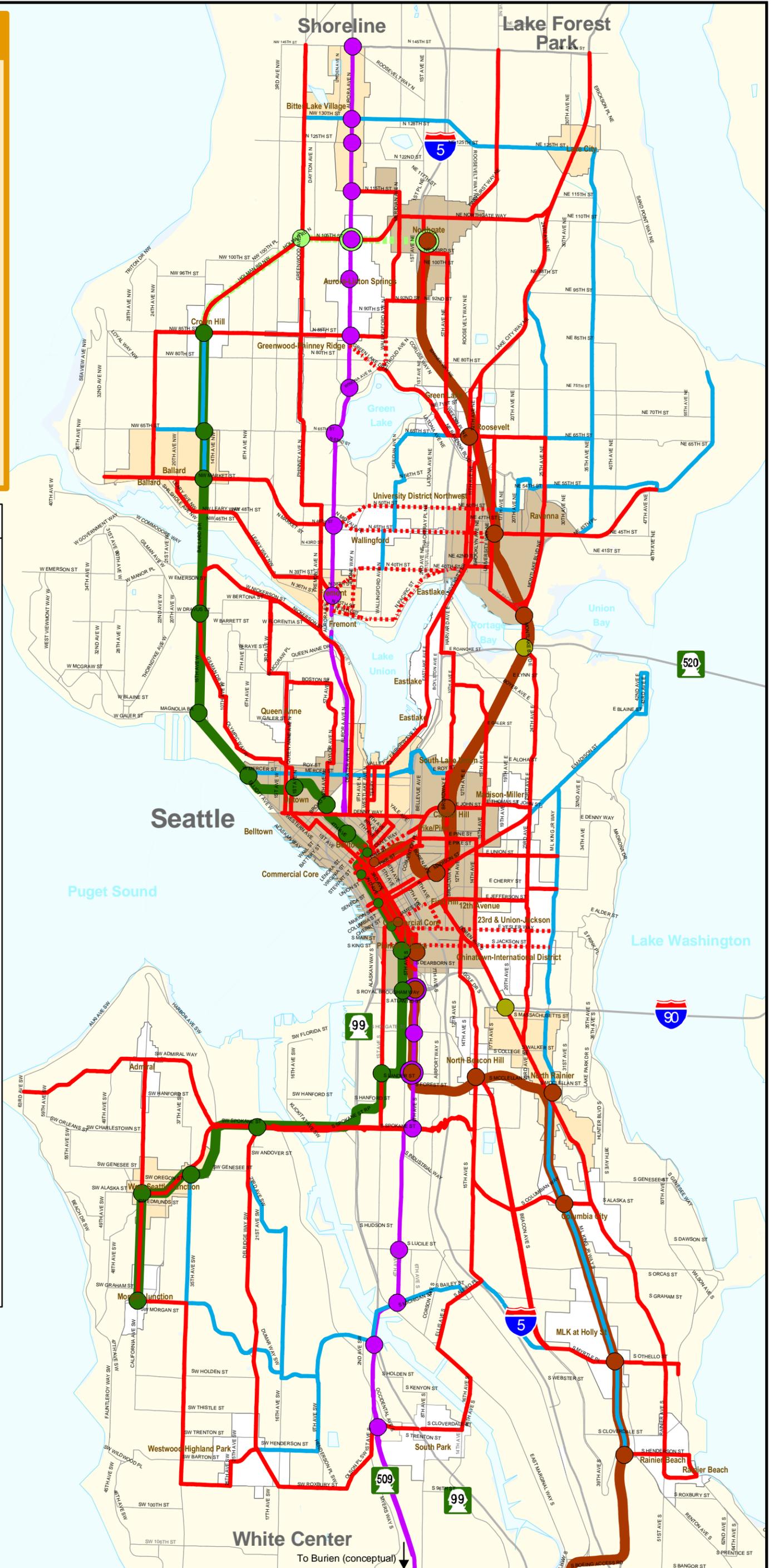
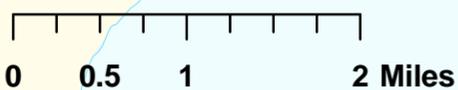


Figure 5.5: Urban Village Transit Network