

To allow faster, more efficient transit service and make the bus a better option for more people, the Seattle Department of Transportation (SDOT) is proposing the following traffic signal and road improvements:



- Implement Transit Signal Priority (TSP) to keep lights green longer or to change red lights to green faster for buses



- Add a travel lane on the approach to a signalized intersection to allow buses a head start when the light turns green



- Build sidewalk extensions (bus bulbs) so that buses save time by not needing to pull in and out of the parking lane to pick up passengers and to provide added waiting space for passengers



The Ballard/Uptown to Downtown Corridor is one of seven major transit corridors that are identified by the Seattle Department of Transportation as Transit Priority Corridors. Transit Priority Corridors are planned to receive improvements to increase the speed and reliability of buses. By improving speed and reliability of transit, transit will become more attractive as a travel option for people and attract new riders.

SDOT is proposing transit improvements along 15th Avenue W/NW, Elliott Avenue W, Mercer Street, Queen Anne Avenue N and 1st Avenue N to enhance the speed and reliability of Metro Routes 15 and 18 between Ballard, Uptown/Lower Queen Anne, and Downtown. The improvements will improve travel time for buses and create a better waiting environment at many bus stops.

Metro Route 15 currently is one of the most popular routes in King County, carrying over 7,000 riders per day. It runs frequently during the day with buses arriving every 10-20 minutes Monday through Friday, every 20 minutes on Saturdays and 30 minutes nights and Sundays.

Metro Route 18 is also a popular route, carrying well over 5,000 riders per day and running almost as frequently as Route 15.

Metro Routes 1, 2, 8, 13, 19, 24, 30, and 33 also carry thousands of riders each day and may benefit from these improvements. Bus travel times can be long and unreliable. The proposed improvements will help Metro operate faster and more reliably. Waiting areas for bus passengers will also be improved, through the widening of sidewalks to create "bus bulbs" at some bus stops.

Average bus travel time is projected to drop by 10 to 20% throughout the day. As a result, transit services will be more efficient, freeing up transit dollars for use throughout the city.

Transit Improvements are Coming to Ballard and Uptown



BRIDGINGtheGAP

The City of Seattle and King County Metro are working together to develop transit improvements for Ballard. These transit improvements are made possible through the City's Bridging the Gap and Metro's "Transit Now" voter-approved funding measures. The transit improvements are designed to connect communities and keep people moving quickly throughout the day in this heavily used transit corridor.

More information on Bridging the Gap Transit Improvements can be found at:
<http://www.seattle.gov/transportation/bridgingthegap.htm>

Timeline for Ballard/Uptown Transit Improvements

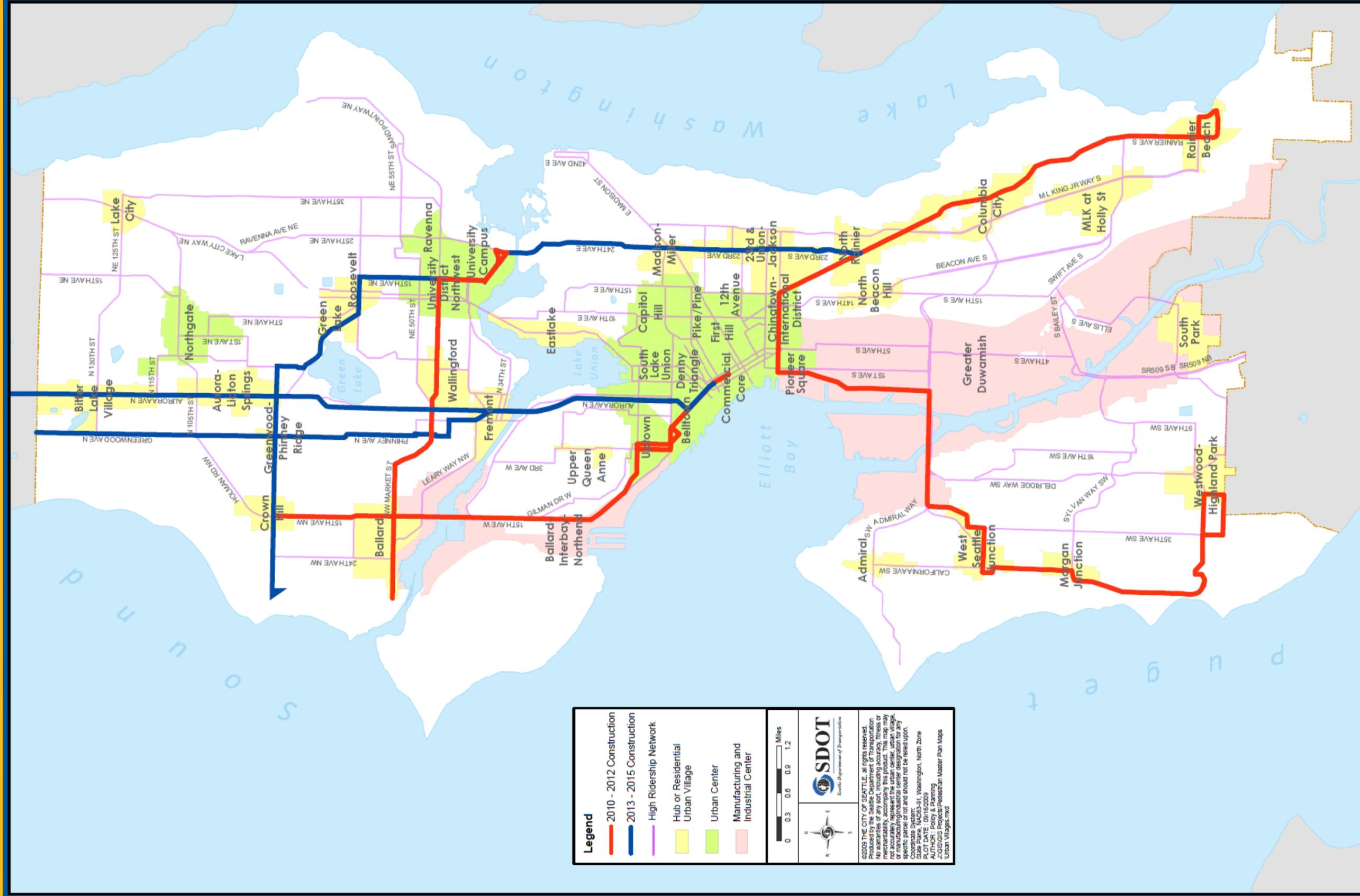
2010 - 2012	Design, Permitting and Construction
2012	Design

Questions?

For questions about street improvements to benefit transit, please contact:

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Legend

- 2010 - 2012 Construction
- 2013 - 2015 Construction
- High Ridership Network
- Hub or Residential Urban Village
- Urban Center
- Manufacturing and Industrial Center

0 0.3 0.6 0.9 1.2 Miles

SDOT
Seattle Department of Transportation

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 State Parks, WA003-91, Washington, North Zone
 PLOT DATE: 09/16/2009
 AUTHOR: Policy & Planning
 JIGIDIGD Projects/Pedestrian Master Plan Maps
 Urban Villages.mxd

Transit Priority Corridors, Urban Villages, High Ridership Network