

2024 Transit Spot Improvement Program Report



Contents

3	Introduction and Background
6	2024 Transit Spot Improvement Program Accomplishments
13	2025 Look Ahead

Introduction and Background

The Transit Spot Improvement Program is led by the Seattle Department of Transportation (SDOT), Transit and Mobility Division, with support from several teams within SDOT, including Project Development, Capital Projects, Transportation Operations, Maintenance Operations and Communications. The Transit Spot Improvement Program is part of the Levy to Move Seattle. Approved by voters in November 2015, the 9-year, \$930 million Levy to Move Seattle provides funding to improve safety for all travelers, maintain our streets and bridges, and invest in reliable, affordable travel options for a growing city. This annual report describes 2024 Transit Spot Improvement Program accomplishments.

PURPOSE

The purpose of the Transit Spot Improvement Program is to build smaller-scale transit capital investments that improve the operating environment for transit, making trips faster, safer, and more reliable for transit riders. The goals for the Transit Spot Improvement Program include:

1. Reduce delays in travel time and increase reliability for bus operations.
2. Improve safety for transit riders, bicyclists, pedestrians, and drivers.
3. Improve passenger experience by making passenger facilities more accessible and comfortable.

PARTNERSHIPS AND FUNDING

The Transit Spot Improvement Program is funded by a variety of funding sources, including voter approved and partnership funds. These sources include the Levy to Move Seattle, Vehicle License Fees (VLF), including a \$20 VLF implemented in 2010 and the 2020 Seattle Transit Measure; and partnerships with King County Metro and Sound Transit.

To maximize the use of available local resources with SDOT, the Transit Spot Improvement Program successfully partners with other SDOT programs to plan, design, and implement projects. Partner programs include Sidewalk Repair; Americans with Disability Act (ADA); Bike, Pedestrian, and Pavement programs; Vision Zero; and Safe Routes to Schools. The Transit Spot Improvement Program also delivers projects on behalf of the Seattle Transit Measure.

The Transit Spot Improvement Program partners with King County and Sound Transit, to identify projects that are needed to support their bus operations and safety needs. By supporting these agencies with roadway infrastructure, Seattle transit riders benefit from these improvements.

ADVANCING EQUITY

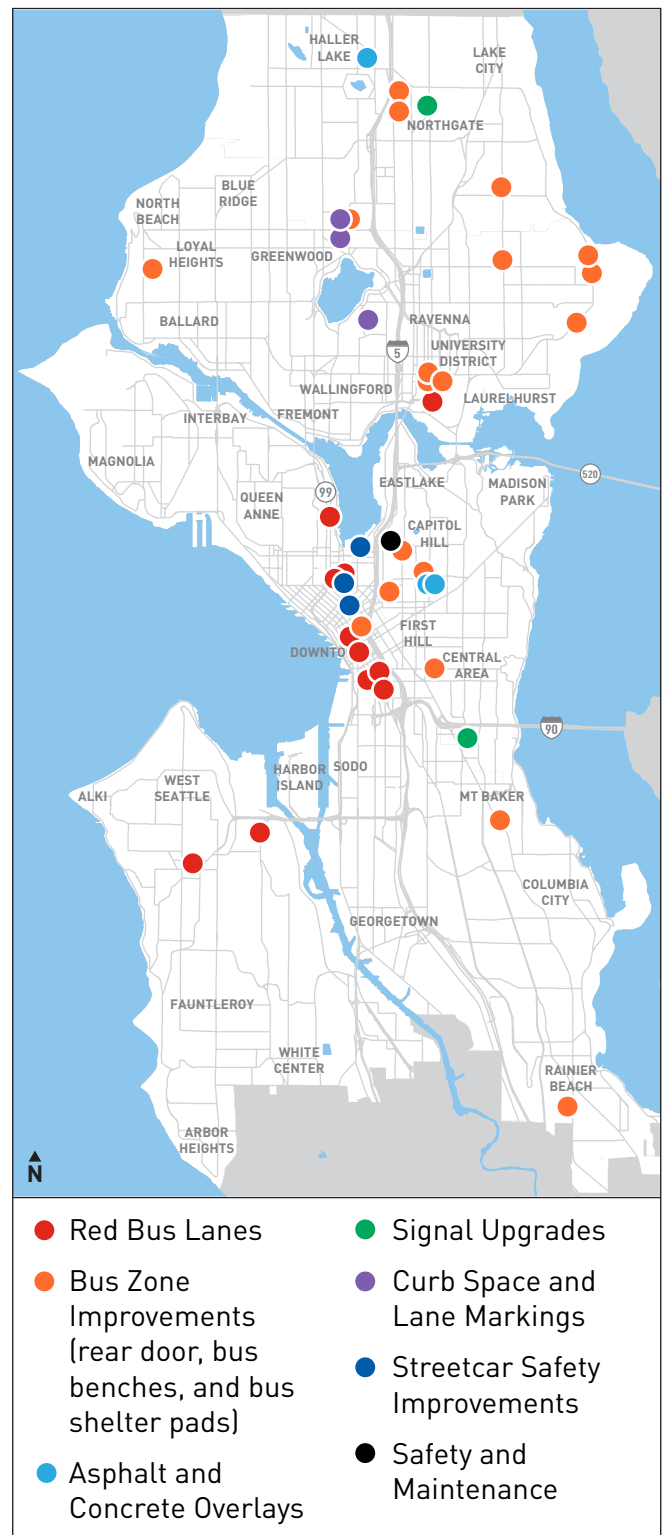
SDOT recognizes equity as a core value and believes transportation must meet the needs of communities of color and those of all incomes, ages, and abilities. SDOT's goal is to partner with communities to build a racially equitable and socially just transportation system.

To help achieve this goal, SDOT created the [Transportation Equity Program](#) which provides department-wide policy and strategic advisement on equitable, safe, environmentally sustainable, accessible, and affordable transportation systems that support Black, Indigenous and People of Color (BIPOC) communities, low-income populations, people living with disabilities, and other communities historically and currently underinvested in by government. The Transit Spot Improvement Program contributes to the goals of the Transportation Equity Program by seeking to make transit safe, attractive, and reliable. Staff participated in the development of the Transportation Equity Framework in 2021, which is ongoing. The Transit Spot Improvement Program also continued to prioritize investments in historically underserved or currently disinvested areas.

In 2024, the Transit Spot Improvement Program focused on supporting strategies that have been identified in the Transportation Equity Framework, including the following:

Identify opportunities to repurpose some travel lanes for transit, biking, and smaller, lighter-weight vehicles and devices to create more travel options with the Seattle Transportation Plan.

2024 TRANSIT SPOT IMPROVEMENT PROGRAM ACCOMPLISHMENTS



Summary of 2024 Transit Spot Improvement Program Accomplishments

The Transit Spot Improvement Program had a very successful year, managing multiple priorities for its resources and delivering 45 projects throughout the City of Seattle. These projects include refreshing red paint on bus-only lane,

adding/repairing bus stop amenities, creating ADA access, and improving Streetcar safety. The Program works closely with both internal partners, such as Safe Routes to School and Vision Zero, as well King County Metro and Sound Transit to plan these vital improvements in an efficient and equitable manner.

Type of Transit Spot Improvement	Total Completed	Crew Delivered	Contractor Delivered
Bus-Only Lanes	11	11	0
Bus Stop and Rider Amenities (Rear Door Pads and Benches)	22	12	10
Traffic Signal Upgrades	2	2	0
Roadway Improvements (Asphalt Overlays, Curb Space and Channelization Updates)	6	6	0
Streetcar Safety Improvements	3	3	0
Safety and Maintenance	1	1	0
Total	45	35	10



2024 Transit Spot Improvement Program Accomplishments

1. RED BUS LANES

SDOT maintains the red paint of existing bus-only lanes to improve transit travel time and reliability in congested areas.

Accomplishments include:

Locations of 2024 Red Bus Lane Maintenance

Northbound Westlake Ave (between 6th Ave and Mercer St)
3rd Ave (between Yesler Way and Pine St)
Southbound 2nd Ave Ext S (between Main St and Jackson St)
Southbound 15th Ave NE (between N 43rd St and N 40th St)
Northbound Delridge Way and Andover St
Southbound Aurora Ave and Galer St
Eastbound SW Alaska St and 40th Ave SW
Northbound 7th Ave N (between Denny Way and John St)
Eastbound Columbia St between 2nd Avenue and 3rd Ave
Northbound 4th Ave S (between Weller St and Jackson St)
Northbound Prefontaine Place (between 3rd Ave and 4th Ave)

H I G H L I G H T

15th Ave NE and NE 41st St Bus Only Lanes

The Transit Spot Improvement Program refreshed the paint on bus lanes on 15th Ave NE and NE 41st St. Red bus lanes are essential for helping to improve bus reliability by making the bus lanes visible to drivers.



2. BUS STOP AND RIDER AMENITIES

To make riding transit more attractive and comfortable, SDOT makes improvements to existing bus zones by installing bus benches, bus shelter footings, rear door landing pads, and bus bulbs. Rear door landing pads allow passengers to board and alight from the rear of the bus, while bus bulbs provide more waiting areas for transit riders. In some cases, the Transit Spot Improvement Program partners with other SDOT programs such as the Americans with Disabilities Act (ADA) program to provide enhancements such as curb ramps. The Transit Spot Improvement Program also partners with King County Metro to install bus shelters which provide riders with weather protection and a seating area.

Accomplishments include:

Location	Improvement
Eastbound 7th Ave and Pike St	Bus Bench
Southbound Broadway and E Roy	Bus Bench
Westbound Yesler Way and 17th Ave E	Bus Bench
Eastbound NE 45th St and University Ave	Bus Bench
Westbound NE 43rd St and Brooklyn Ave	Bus Bench
Southbound Bellevue Ave E and E Olive Way	Bus Bench
Southbound NE 105th St and 35th Ave NE	Bus Bench
Southbound NE 75th St and 35th Ave NE	Bus Bench
Westbound NE 75th St and 35th Ave NE	Bus Bench
Eastbound NE 75th St and 35th Ave NE	Bus Bench
Eastbound NE 45th St and Brooklyn Ave	Bus Bench
Northbound Sand Point Way and NE 74th St	Bus Bench
Southbound 5th Ave NE and NE 120th St	Bus Zone
Southbound 5th Ave NE and NE 123rd St	Bus Zone
Southbound 32nd Ave NW and NW 75th St	Bus Zone
Southbound Rainier Ave and Letitia St	Bus Zone
Northbound Sand Point Way and N 77th St	Bus Zone
Northbound Sand Point Way and N 61st St	Bus Zone
Southbound 51st Ave S and S Gazelle St	Bus Zone
Eastbound John St and 12th Ave E	Bus Zone
Westbound John St and 12th Ave E	Bus Zone
Wallingford Ave N and N 90th St	Bus Zone



W McGraw St and Queen Anne Ave
(Before)



W McGraw St and Queen Anne Ave
(After)

HIGHLIGHT

West McGraw St and Queen Anne Ave

At West McGraw St & Queen Anne Ave N, SDOT repaired the bus pads and adjacent sidewalks of a bus stop restoring transit access to seniors and people with disabilities.

3. TRAFFIC SIGNALS

SDOT installs transit signal improvements at busy intersections which provide safer environments for transit riders to cross the street and increase safety for transit vehicles as they make left turns. SDOT partners with King County Metro to identify signal locations to improve bus operations that meet the requirements for King County Metro, Community Transit, and Sound Transit buses.

Accomplishments include:

Location	Project	Delivery Method
23rd Ave S and S Massachusetts St	Left turn signal and stop bar relocation	Crew
NE 117th St and Pinehurst Ave	Signal Upgrades	Crew



4. ASPHALT AND CONCRETE OVERLAY IMPROVEMENTS

The Transit Spot Improvement Program works with the Pavement Spot program to improve repair concrete road panels and install asphalt overlays where buses travel. These improvements help to maintain roads where buses travel and thus helps to reduce bus delay.

Accomplishments include:

Location	Project	Delivery Method
Eastbound John St between 12th Ave E and 13th Ave E	Concrete road panel replacement	Crew
Westbound John St and 12th Ave E	Concrete road panel replacement	Crew
NE 130th St (between Meridian Ave N and 1st Ave N)	Asphalt overlay	Crew

H I G H L I G H T

NE 130th St Overlay and Curb Ramps

This project installed a new layer of asphalt on 130th St from Meridian Ave to 1st Ave and added eight new curb ramps. Benefits include increased bus reliability, ADA accessibility, and driver experience within the corridor.



5. CURB SPACE AND LANE MARKINGS

The Transit Spot Improvement Program maintains and makes changes to existing right-of-way, curb space (restricting or adjusting parking and loading) and adjusts travel lanes (shifting traffic stop bars) to improve bus operations on

roadways. These changes make it easier for buses to operate in the urban environment and reduce the potential for collisions with other modes of transportation. Benefits to transit riders include reductions in travel time and a safer travel experience.

Accomplishments include:

Location	Project	Delivery Method
Wallingford Ave (between N 85th St and N 80th St)	Repaint lane markings and install curb space restrictions to create 11-foot travel lane for buses	Crew
Kirkwood Pl N and Meridan Ave N (between N 56th St and Woodlawn Ave N)	Repaint lane markings and install curb space restrictions to create 11-foot travel lane for buses	Crew
Wallingford Ave and NE 85th St	Stop bar relocation	Crew



6. STREETCAR SAFETY

SDOT owns and maintains the South Lake Union and First Hill Streetcars. As the owner of the Streetcar, SDOT complies with federal safety regulations and prioritizes safety in investment decisions. The Transit Spot Improvement Program works in partnership with Streetcar Chief Safety Officer and the Vision Zero program to identify safety needs and implement projects to improve safety.

Safety improvements include separating bicycle facilities from the streetcar tracks, installing bicycle signals and installing barriers to prevent automobiles from parking in or too close to streetcar tracks.

Accomplishments include:

Location	Project Description	Delivery Method
Valley St and Fairview Ave	"Look Legends" to alert pedestrians	Crew
Westlake Ave and Blanchard St	"No Right Turn on Red" sign	Crew
Westlake Ave and Stewart St	Restrict left turns coming out of hotel and install safety posts	Crew

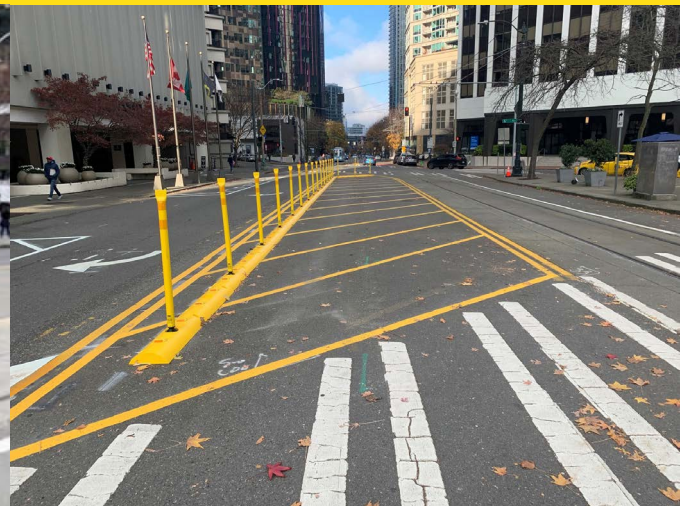
H I G H L I G H T

Westlake Ave and Stewart St

This project added hatching and 'candlesticks' to a multi-modal intersection in Downtown Seattle, near Westlake Station. This treatment helped to reduce conflicts between drivers coming out of the nearby parking garage and the Streetcar.



Westlake Ave and Stewart St (Before)



Westlake Ave and Stewart St (After)

7. SAFETY AND MAINTENANCE

The Transit Spot Improvement Program works with other program owners to maintain the right of way and improve transit operations. In 2024, the program worked with the Urban Forestry team to trim vegetation at Bellevue Ave E and E Summit St to improve the visibility of other vehicles as they make right turns.

Accomplishments include:

Location	Project Description	Delivery Method
Bellevue Ave E and E Summit St	Tree trimming	Crew



2025 Look Ahead

The Transit Spot Improvement Program had a very successful year, managing multiple priorities for its resources and delivering 45 projects throughout the City of Seattle. To produce this high volume of projects, the Transit Spot Improvement Program partnered with other programs, such as the Safe Routes to School, Bicycle, and the Sidewalk Repair program to deliver projects. With the Move Seattle Levy program nearing its completion in 2024, the Transit Spot Improvement Program has successfully completed its commitments. This success has been attributed to working closely with other divisions, including Project Development and Delivery and Capital Projects which deliver most of the Transit Spot Improvement Program projects.

As the Transit Spot Improvement Program heads into 2025, the Transit Spot Improvement Program will continue to manage a high volume of requests and support the following SDOT priorities:

- Seattle Transportation Levy funded projects
- King County Metro partnered spot improvements
- Streetcar and transit safety projects.
- Seattle Transit Measure capital investments
- Transportation Equity Framework advancement

Seattle Department of Transportation
700 5th Ave, Suite 3800
PO Box 34996
Seattle, WA 98124-4996
(206) 684-ROAD (7623)
seattle.gov/transportation



Seattle
Department of
Transportation

8.2025