

Transit Priority Corridor Fact Sheet

SDOT has identified seven major transit corridors as Transit Priority Corridors and are planned for improvements to keep Metro moving. Improved speed and reliability is essential to making transit a realistic option for more people and attracting new riders.

Average bus travel time is projected to drop by 10-20% throughout the day as a result of this project. As a result service delivery will become significantly more efficient and transit service hour requirements will be reduced, freeing up hours for use elsewhere in the Seattle subarea.

\$22.5 million in Bridging the Gap funds is budgeted to help fulfill the Transit element of Bridging the Gap and leverage non-City funding. Additional funding must be obtained to fully fund improvements.



Urban Village Transit Network

The seven Transit Priority Corridors are part of the Urban Village Transit Network (UVTN). The UVTN is described in City of Seattle plans as a comprehensive network of two-way, all-day routes that connect activity centers throughout Seattle. The goal is for these routes to run every 15 minutes or better, 18 hours per day, 7 days per week and meet minimum reliability and capacity thresholds. The City and Metro cooperate to monitor route performance.

The Corridors

- Aurora to Downtown
- Ballard to Downtown
- Ballard to U-District Corridor
- Greenwood to Downtown
- Rainier Beach to Downtown
- University District to 23rd Ave
- West Seattle to Downtown

Roadway Improvements

Roadway improvements are essential to move Metro faster and more reliably and provide a smoother ride for passengers. Plans include a range of improvements to make transit more competitive with the private automobile. Most transit-related roadway improvements fall into the following three categories:

- 1.) Create in-lane stops so that buses do not need to pull into and out of the parking lane. Examples:
 - Bus bulbs/curb extensions provide 24/7 in-lane stops while preserving parking and providing passenger waiting space.
 - Bus lanes provide variable spans of in-lane stops and eliminate parking during some or all time periods.
 - Rechannalization and construction of curb/gutter/sidewalk can eliminate formal or informal pull-out bus stops
- 2:) Reduce delay for buses at signal: Examples:
 - Create queue jumps giving buses the green before other traffic
 - Add signal priority technology to signals to extend the green or delay the red
- 3:) Consolidate bus stops to a standard of four per mile rather than six to eight.