Priority Bus Corridor Fact Sheet

SDOT has identified major transit corridors as Priority Bus Corridors with improvements planned to keep Metro moving. Improved speed and reliability is essential to making transit an easier choice for more people and attracting new riders.

Average bus travel time is projected to drop by 10-20% throughout the day in project areas. As a result service will become significantly more efficient and cost will be reduced, helping address Metro's budget challenges.

***$22.5 million** in **Bridging the Gap** funds is budgeted to build the projects and leverage non-City funding. Additional funding must be obtained to fully fund the improvements that are needed.*

High Ridership Transit Network

Transit Priority Corridors are part of the high ridership transit network. This network 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 Corridors

- Aurora to Downtown
- Ballard to Downtown
- Ballard to U-District
- 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, while providing a quicker, more comfortable ride for passengers. A range of planned projects make transit more competitive with the private automobile. Most transit-related roadway enhancements fall into three categories:

1) Create in-lane stops so that buses do not need to pull into and out of the curb lane. Examples:
   - Bus bulbs/curb extensions provide 24/7 in-lane stops while preserving parking and providing more passenger waiting space.
   - Bus lanes provide variable spans of in-lane stops and eliminate parking during some or all time periods.
   - Rechannelization and construction of curb/gutter/sidewalk can eliminate formal or informal pull-out configurations at bus stops, where buses tend to get stuck waiting in traffic.

2) Reduce delay for buses at signals. 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, except where unique conditions or less mobile populations require additional stops.

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