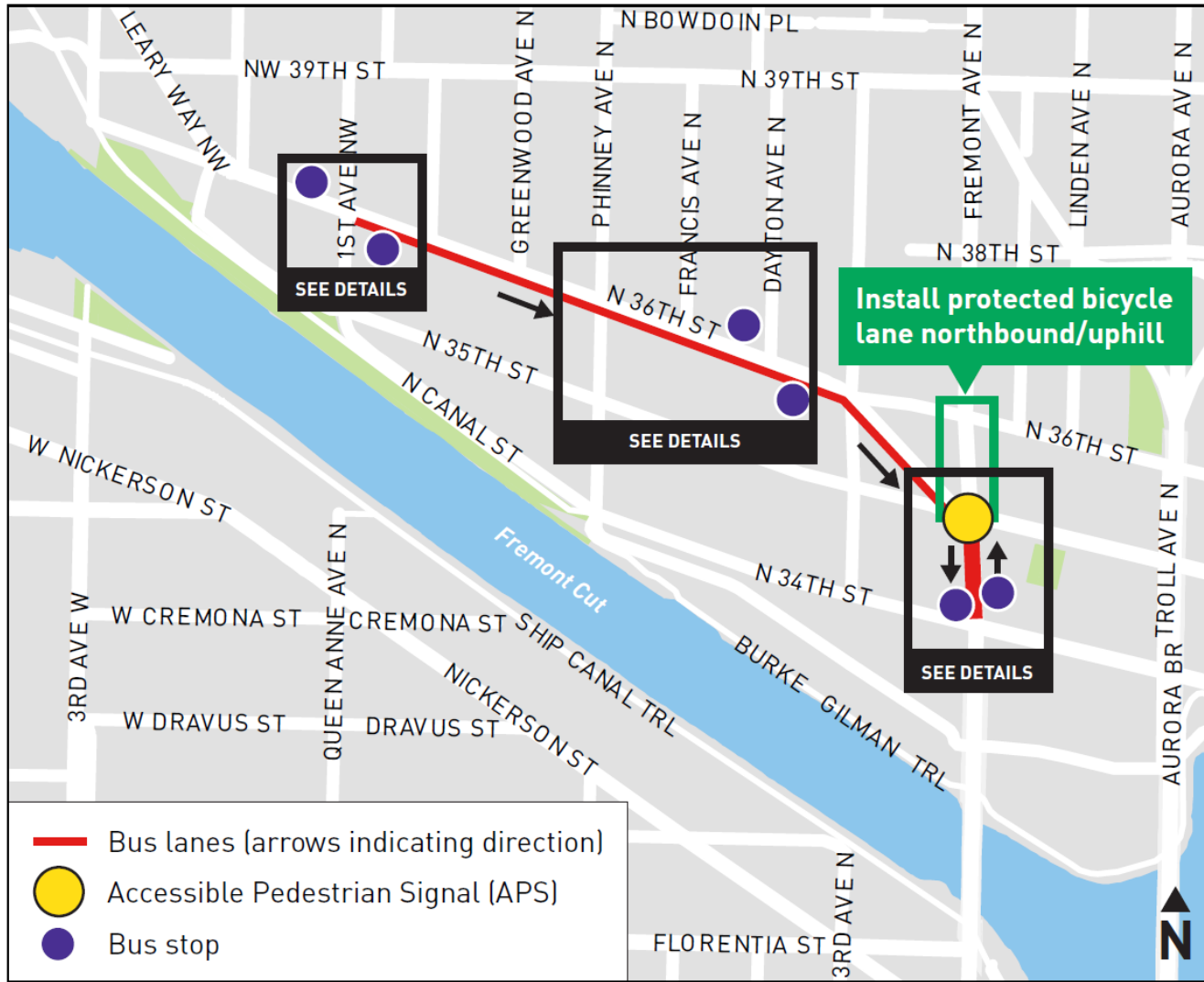


# Fremont Area Design Concepts



Route 40



- Bus lanes (arrows indicating direction)
- Accessible Pedestrian Signal (APS)
- Bus stop

# Fremont Ave N Bus Lane

*between N 34th St and N 35th St*



Route 40

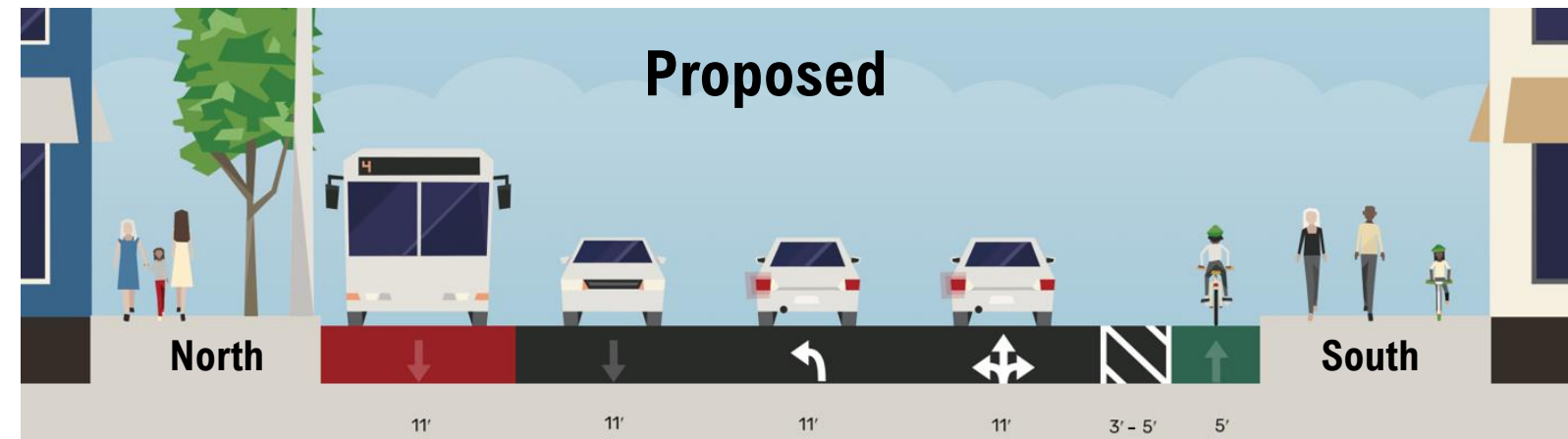
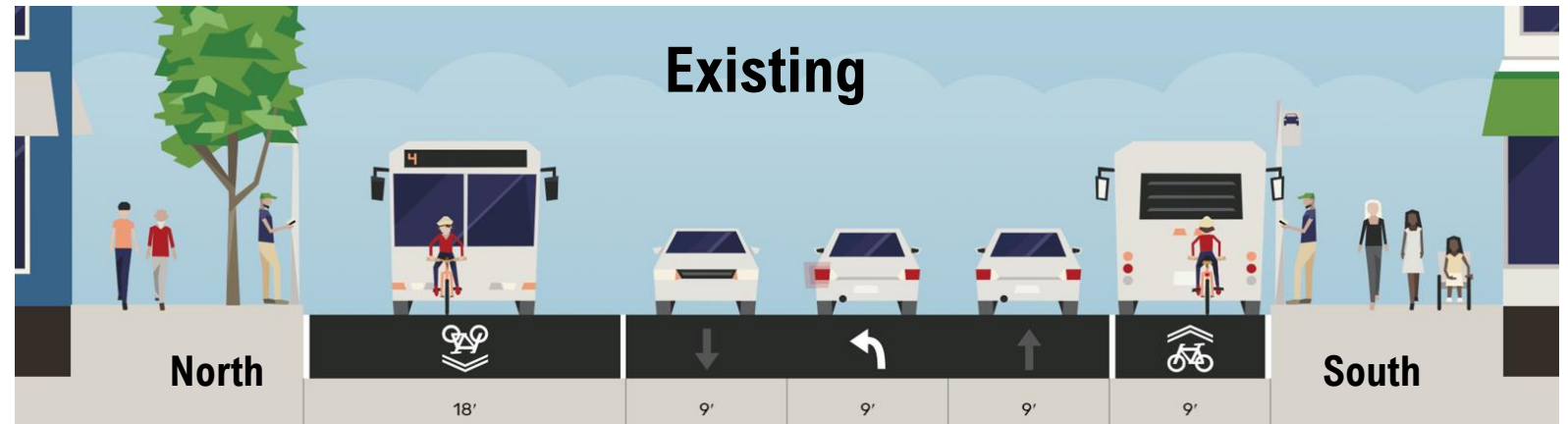


## Proposed Changes

- Southbound bus lane
- Narrow two-way center turn lane
- Wider travel lanes

## Expected Benefits

- Reduced transit travel times and improved reliability southbound
- Lane widths closer to standards for all users
- Designated space for left turns



# Fremont Ave N

between N 34<sup>th</sup> St and N 35<sup>th</sup> St



Route 40

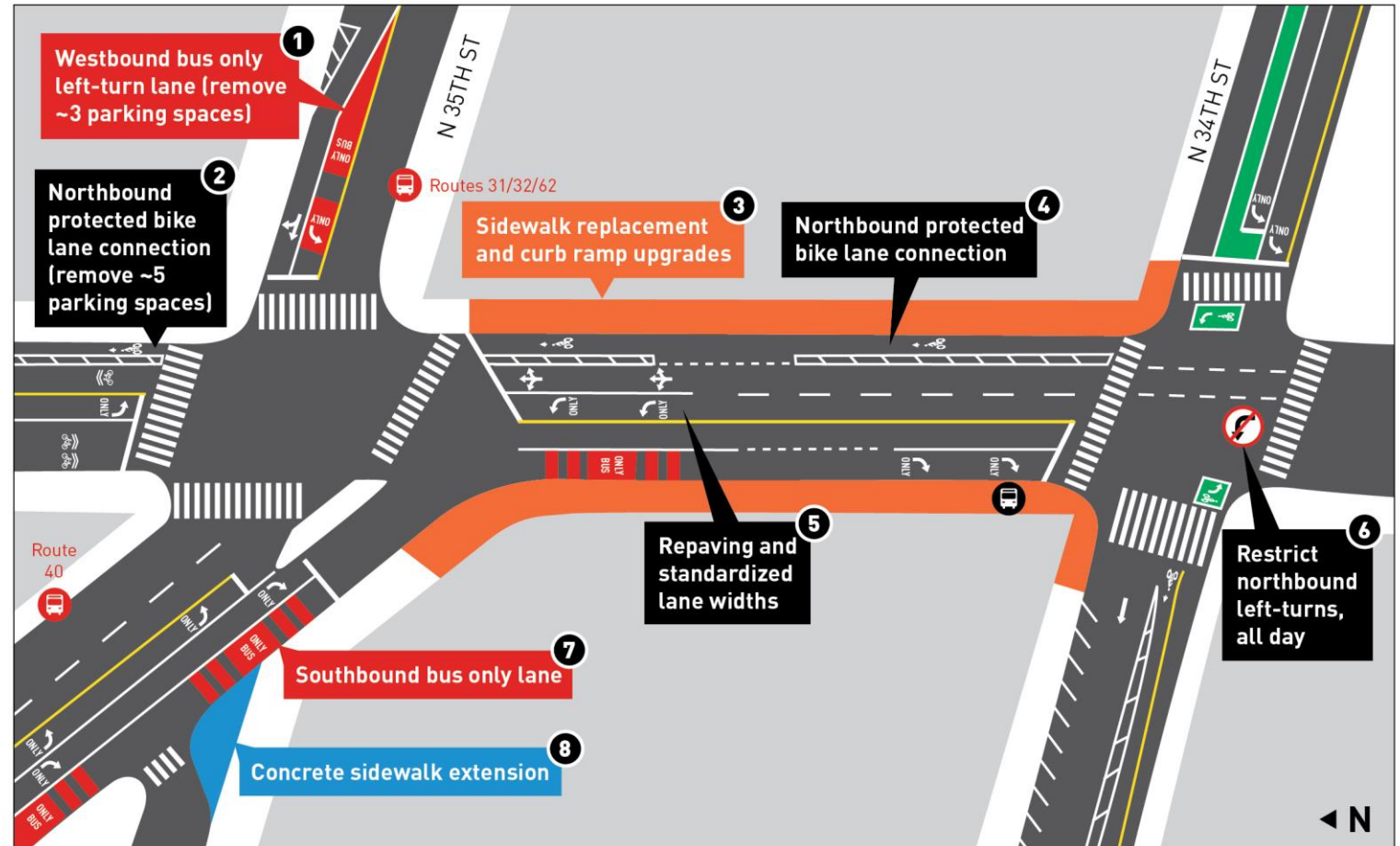


## Proposed Changes

- Install new dedicated Route 40 bus stop on Fremont PI N
- Install new bus stop for routes 31/32 and 62 on N 35th St
- Remove existing northbound bus stop between N 34th St and N 35th St
- Relocate existing load zones
- Install a new northbound protected bike lane beginning at N 34th St continuing past N 35th St

## Expected Benefits

- Reduced transit travel times for multiple bus routes
- Improved access and safety for people walking and biking



# N 36<sup>th</sup> St Bus Lane

between 1<sup>st</sup> Ave N to Fremont Ave N



Route 40

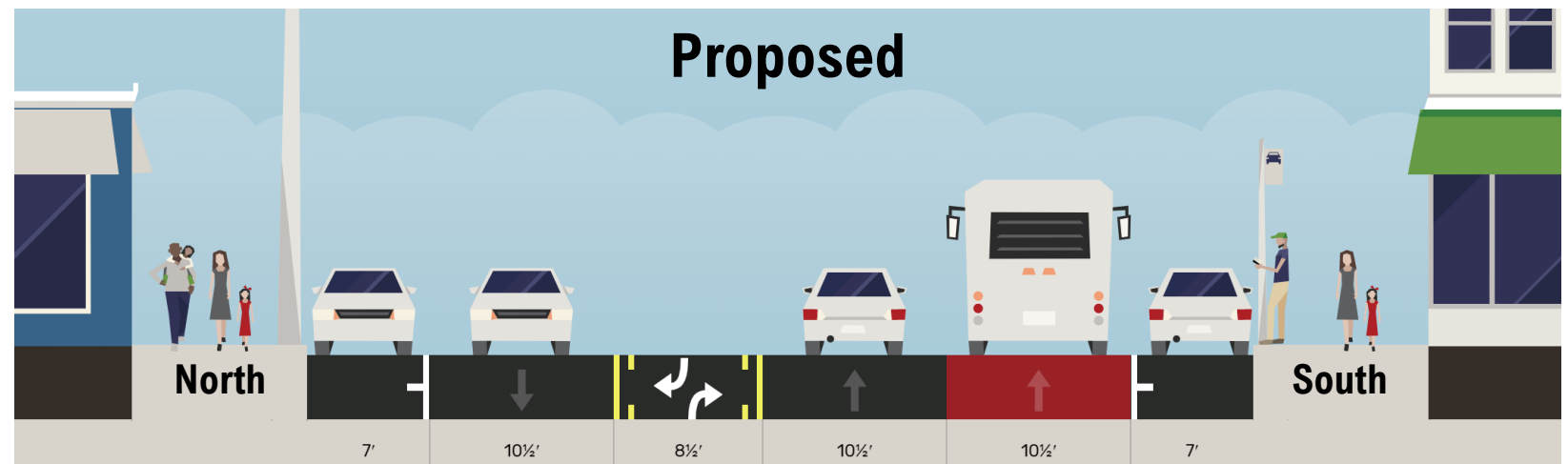
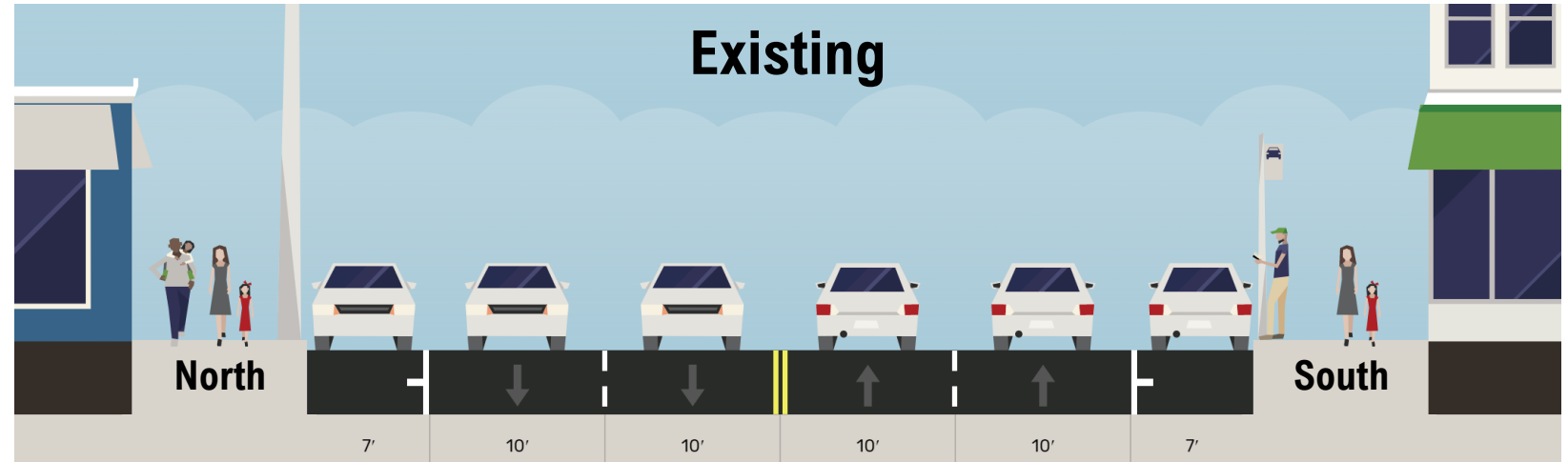


## Proposed Changes

- Southbound bus lane
- Narrow two-way center turn lane
- Wider travel lanes

## Expected Benefits

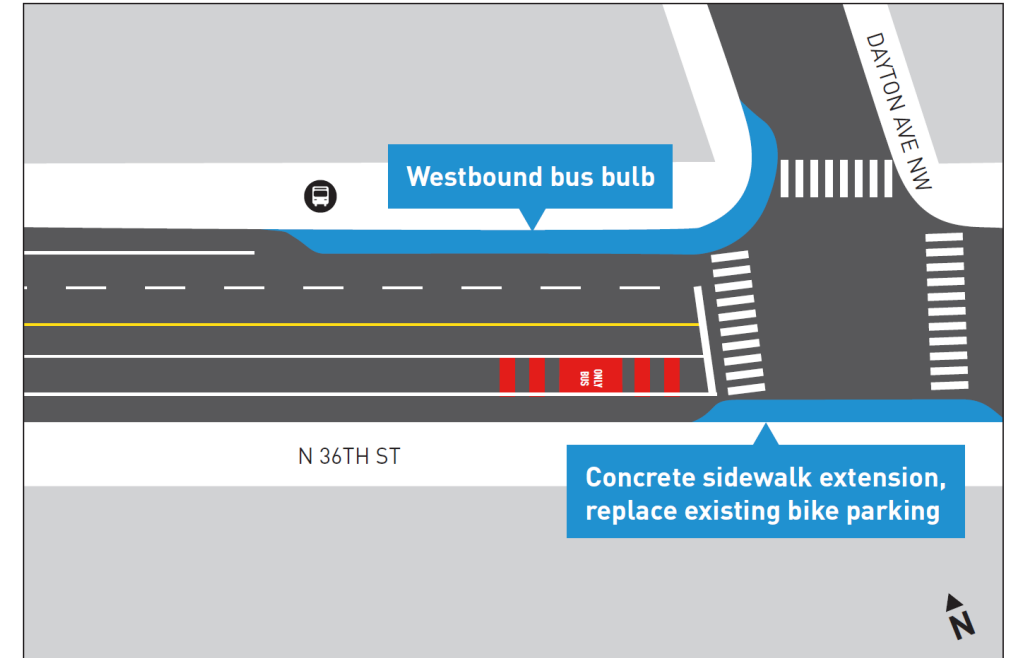
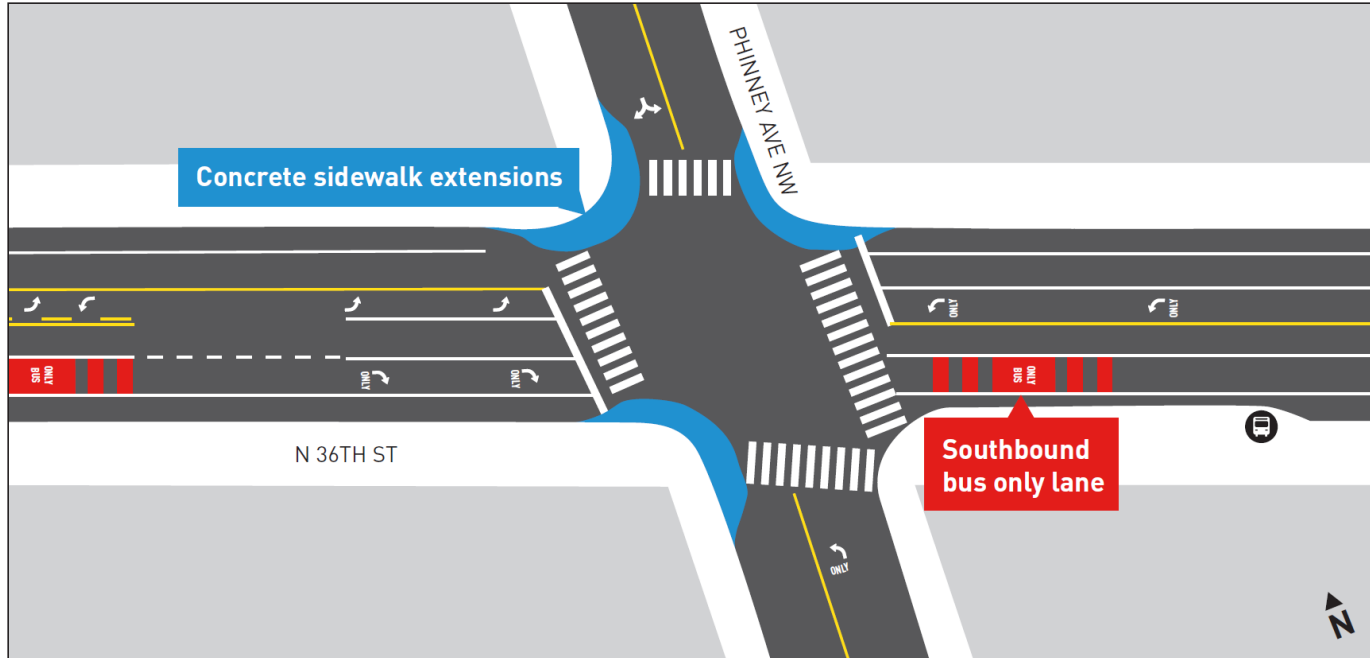
- Reduced transit travel times and improved reliability southbound
- Lane widths closer to standards for all users
- Designated space for left turns



# N 36<sup>th</sup> St at Phinney Ave & Dayton Ave



Route 40



## Proposed Changes

- Curb bulbs at Phinney Ave and Dayton Ave
- Bus boarding bulb for westbound stop at Dayton Ave

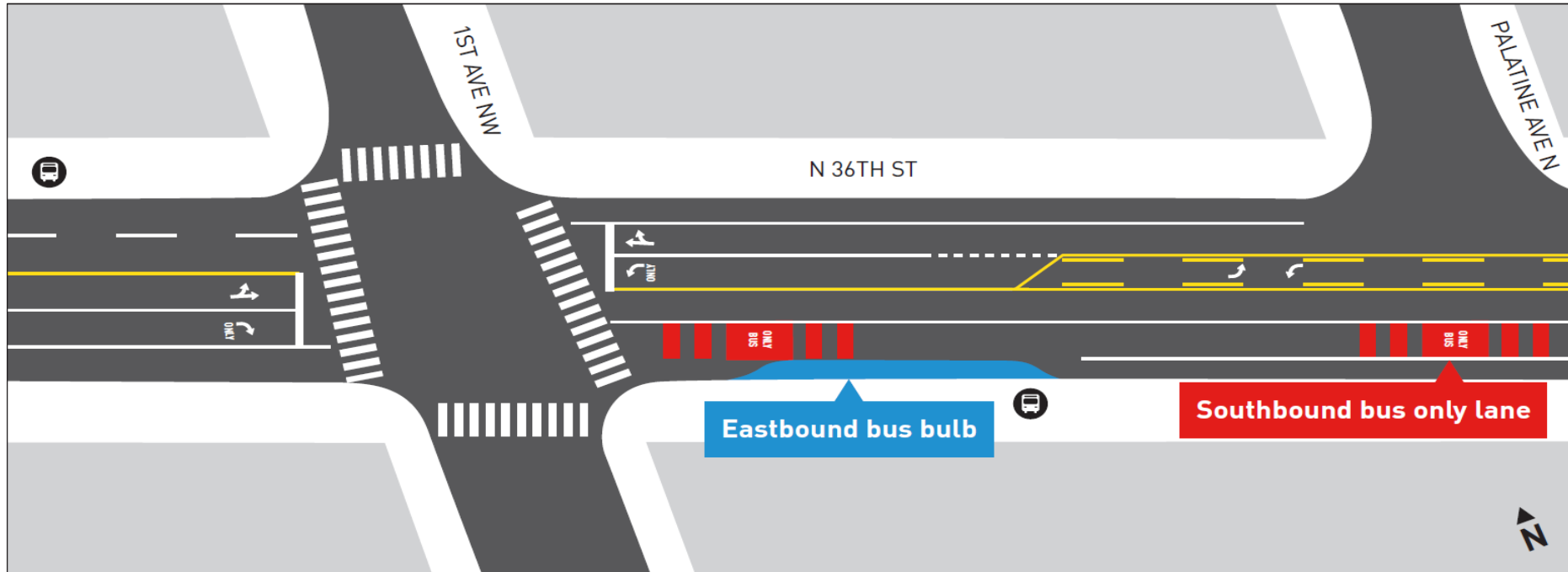
## Expected Benefits

- Reduced transit travel times
- Improved boarding and alighting operations
- Shorter pedestrian crossing distances

# N 36<sup>th</sup> St & 1<sup>st</sup> Ave



Route 40



## Proposed Changes

- Bus boarding bulb for eastbound stop at 1<sup>st</sup> Ave

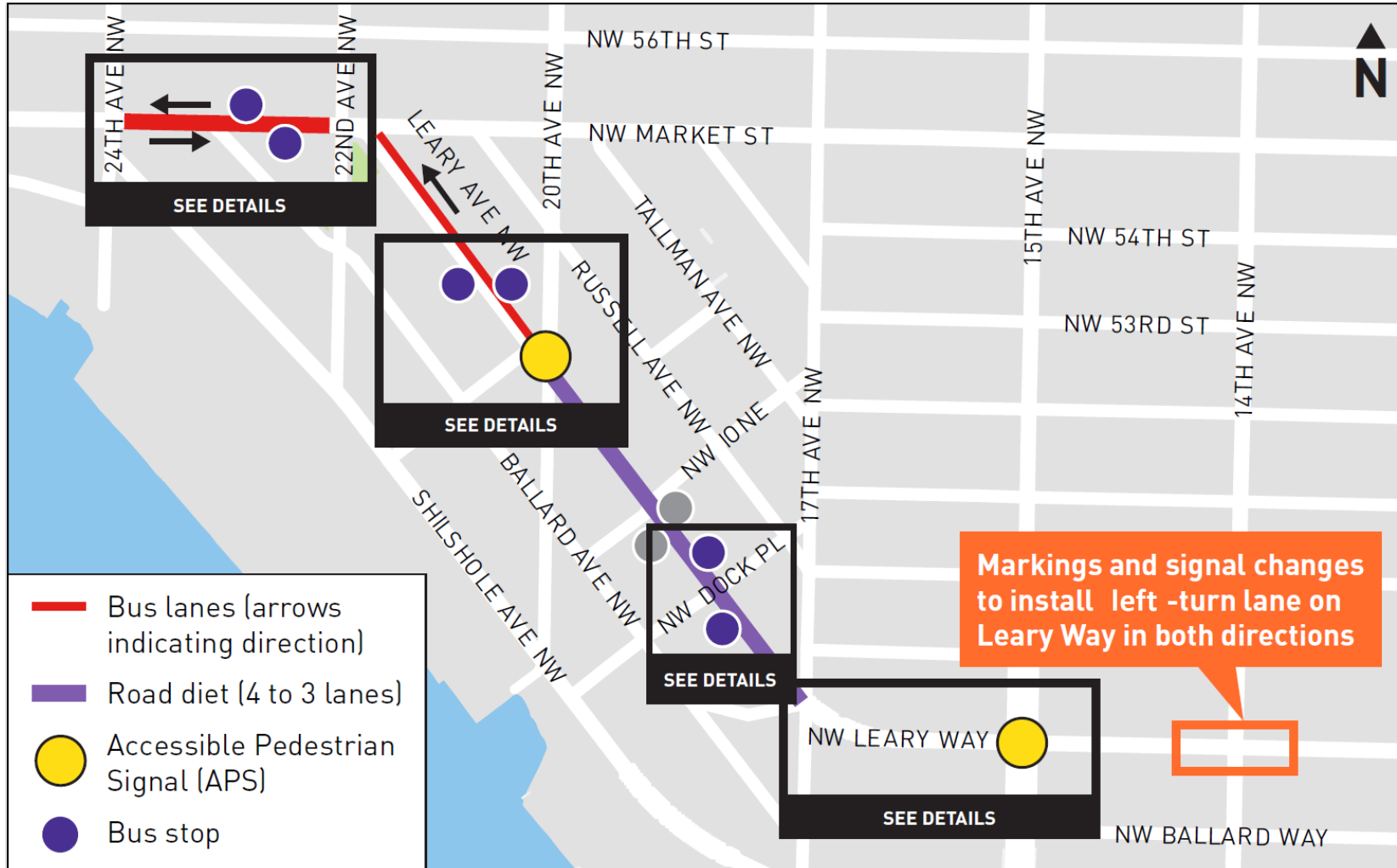
## Expected Benefits

- Reduced transit travel times
- Improved boarding and alighting operations

# Ballard Area Design Concepts



Route 40

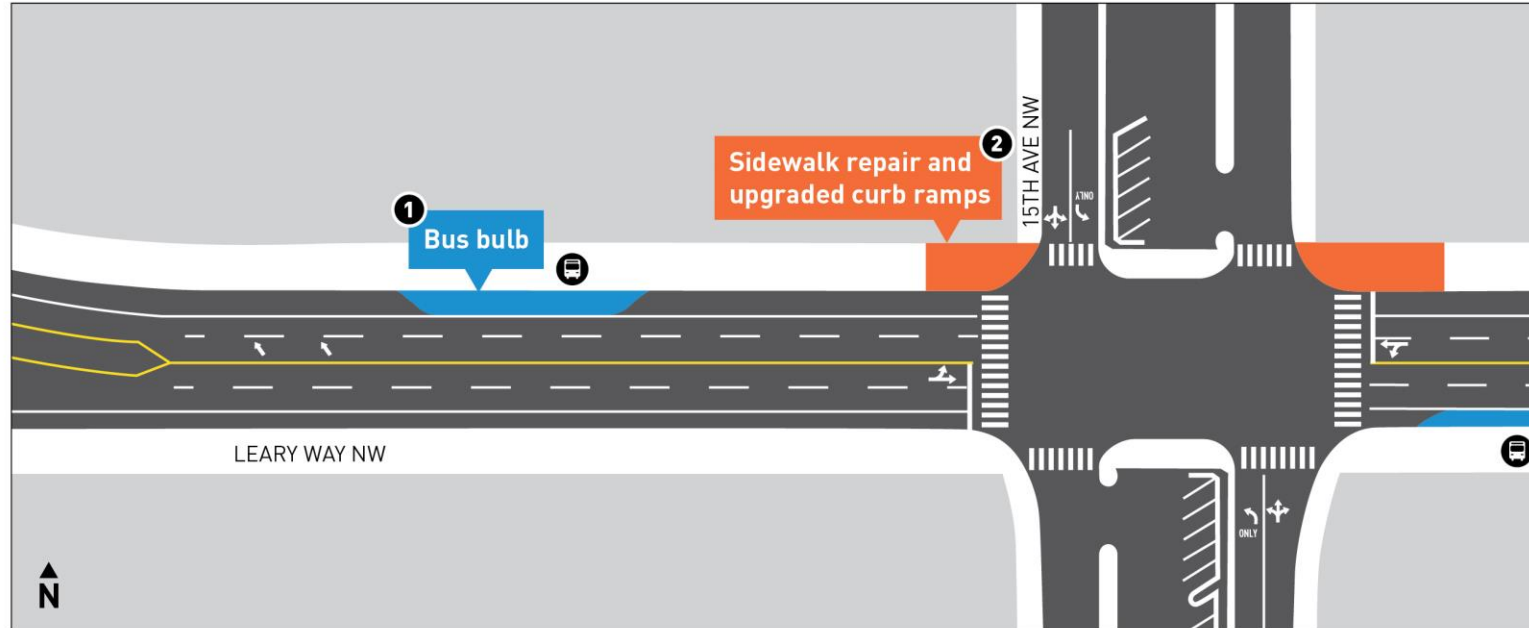


- Bus lanes (arrows indicating direction)
- Road diet (4 to 3 lanes)
- Accessible Pedestrian Signal (APS)
- Bus stop

# 15th Ave NW and Leary Way NW



Route 40



## Proposed Changes

- Maintain the existing street layout on Leary Way NW near 15th Ave NW to better serve large freight vehicles
- Install new bus bulbs at this intersection

## Expected Benefits

- Reduced transit travel times by reducing the need for Route 40 to pull in and out of traffic
- Improved access to transit for pedestrians



# Leary Ave Road Diet

between 20<sup>th</sup> Ave NW and 15<sup>th</sup> Ave NW



Route 40

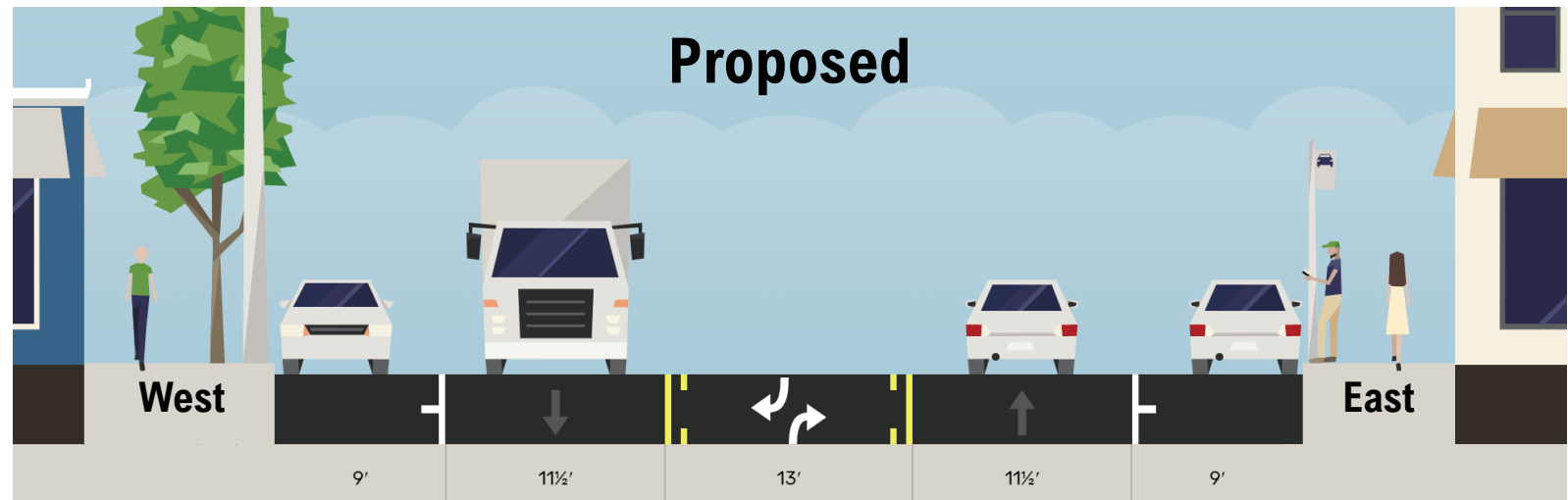
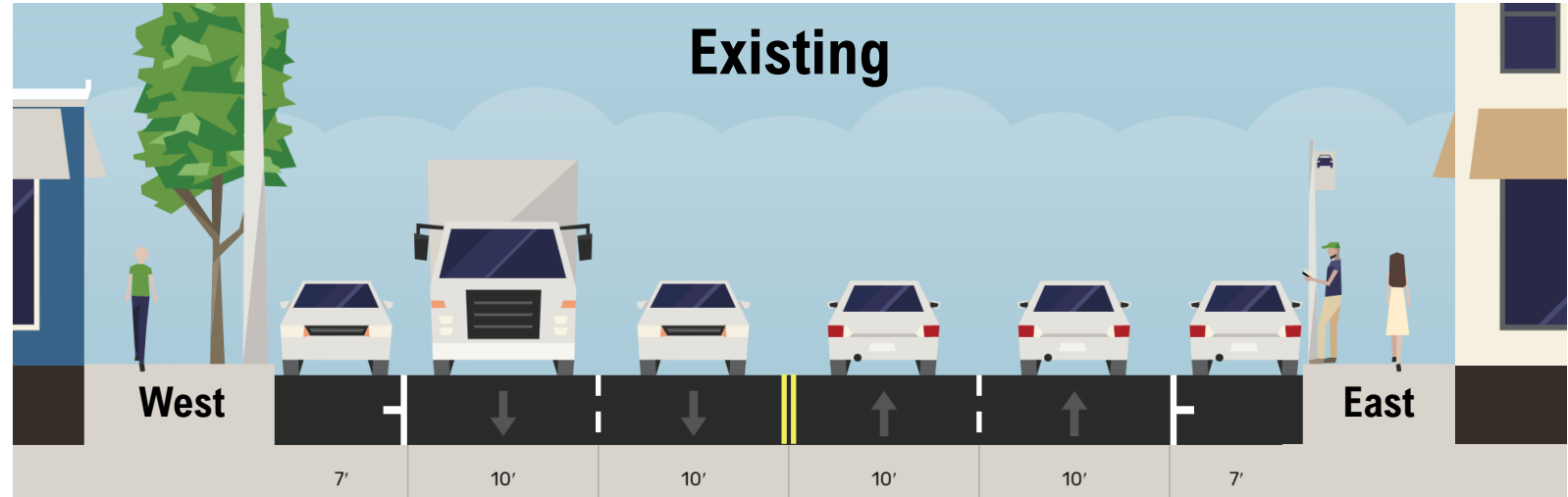


## Proposed Changes

- Reduce total number of travel lanes (from 4 to 3)
- Two-way center turn lane
- Wider travel lanes and parking lanes

## Expected Benefits

- Standard lane widths for all vehicles
- Designated space for left turns



# Leary Ave NW at NW Dock PI



Route 40

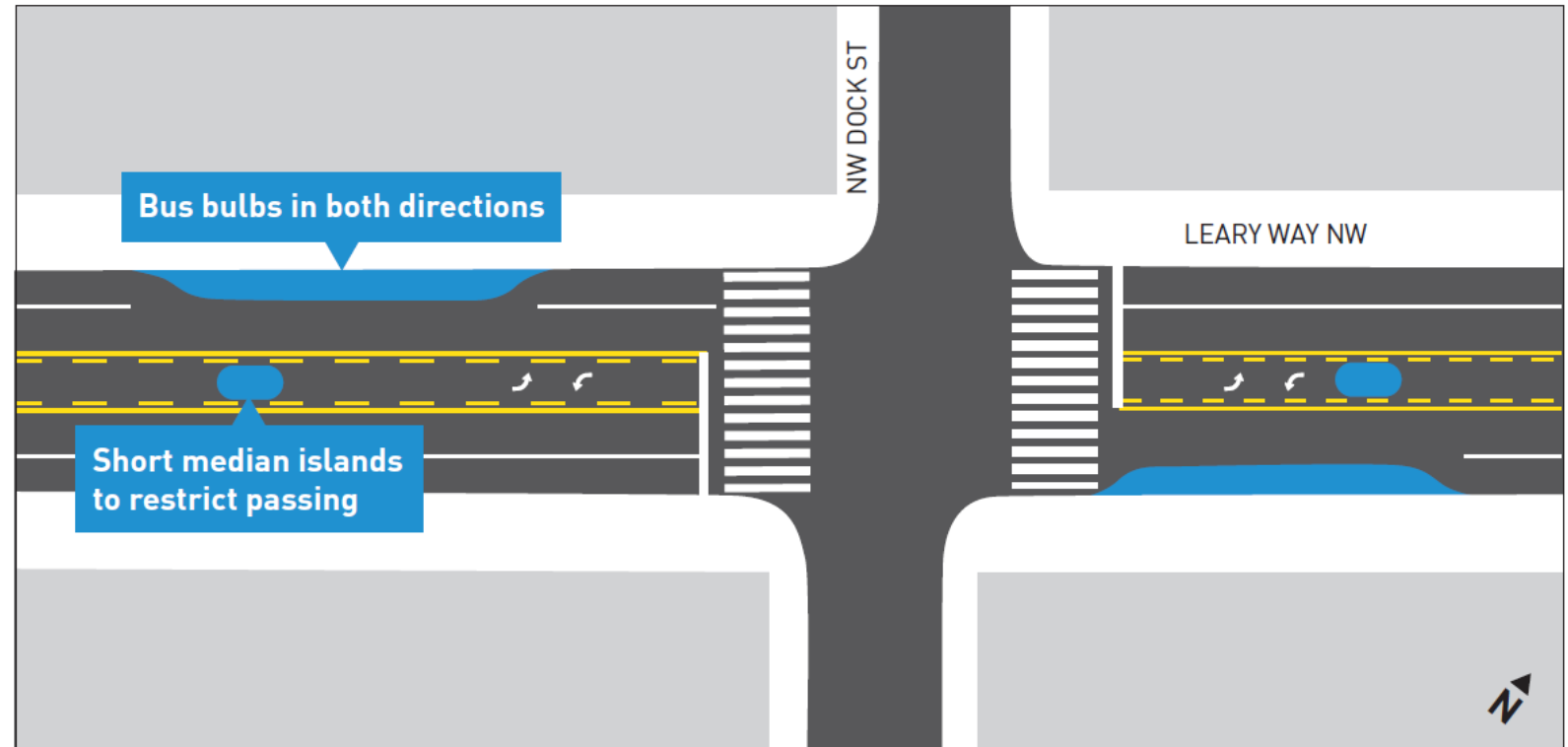


## Proposed Changes

- Relocate Ione PI bus stops to signalized crossing at Dock PI (Neighborhood Greenway)
- Bus bulbs in both directions
- Small median islands to restrict passing behavior

## Expected Benefits

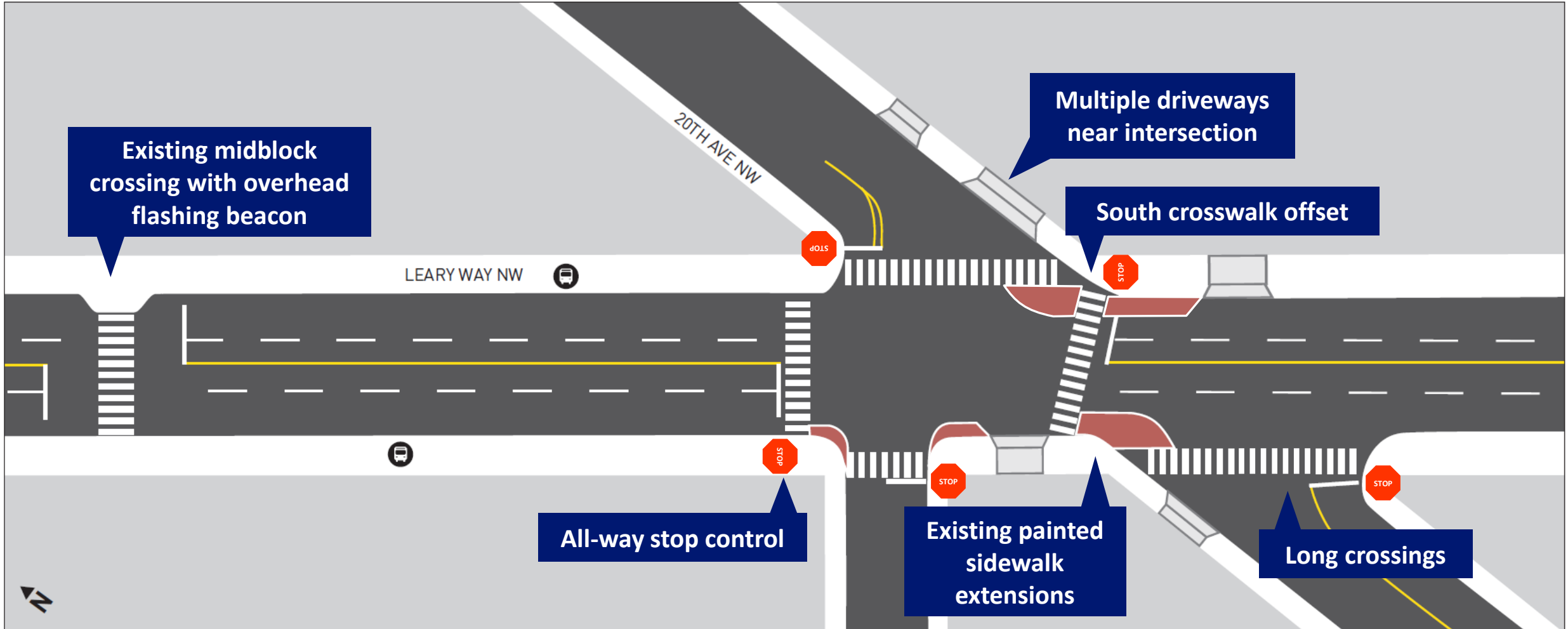
- Reduced transit travel times in both directions
- Improved access and safety for people walking and biking



# Leary Ave NW & 20<sup>th</sup> Ave NW (Existing)



Route 40



# Leary Ave NW at 20<sup>th</sup> Ave NW & Vernon Pl



Route 40

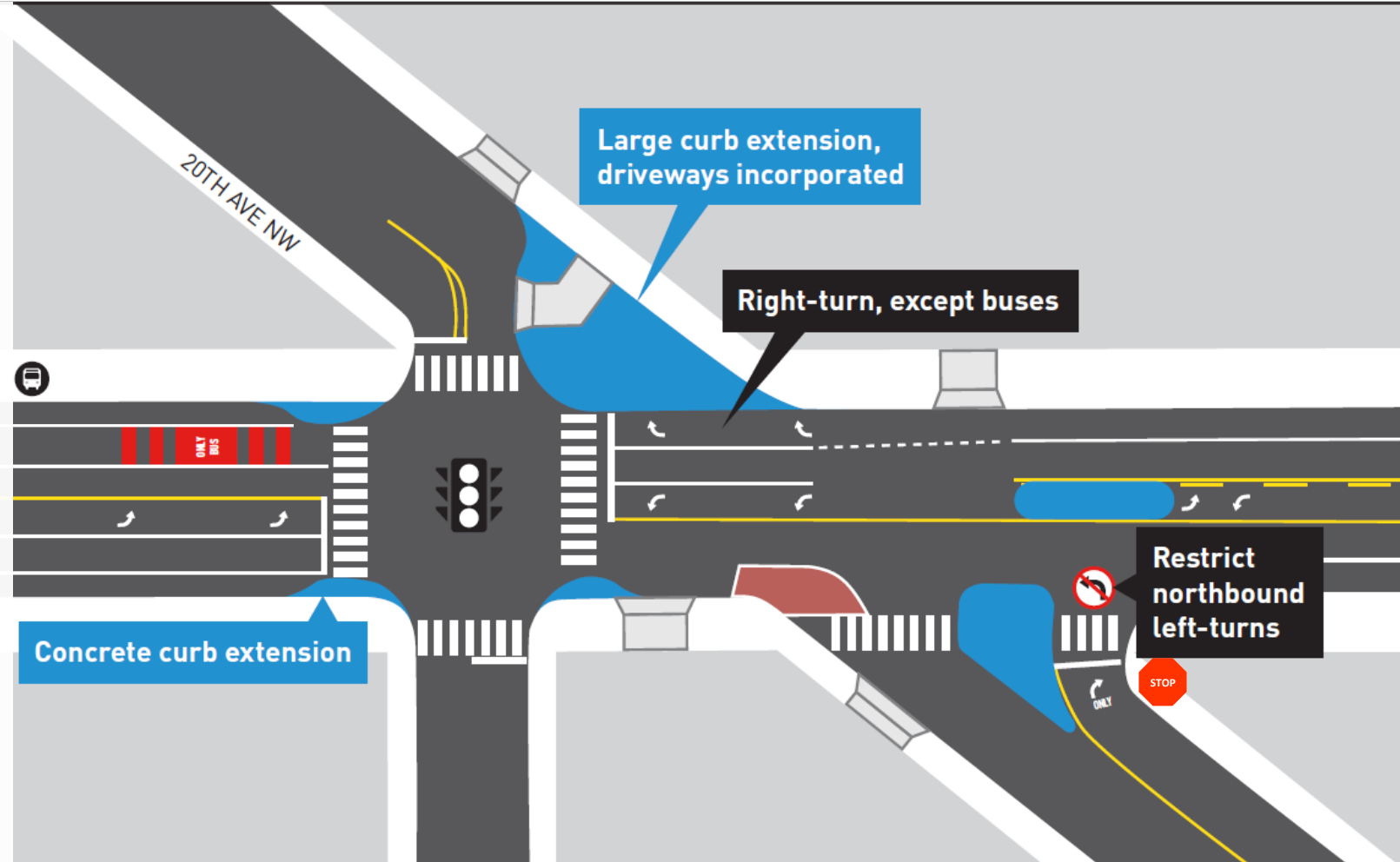


## Proposed Changes

- Install traffic signal
- Construct concrete curb bulbs
- Relocate south crosswalk
- Restrict northbound 20<sup>th</sup> Ave NW to right-out only and construct median islands

## Expected Benefits

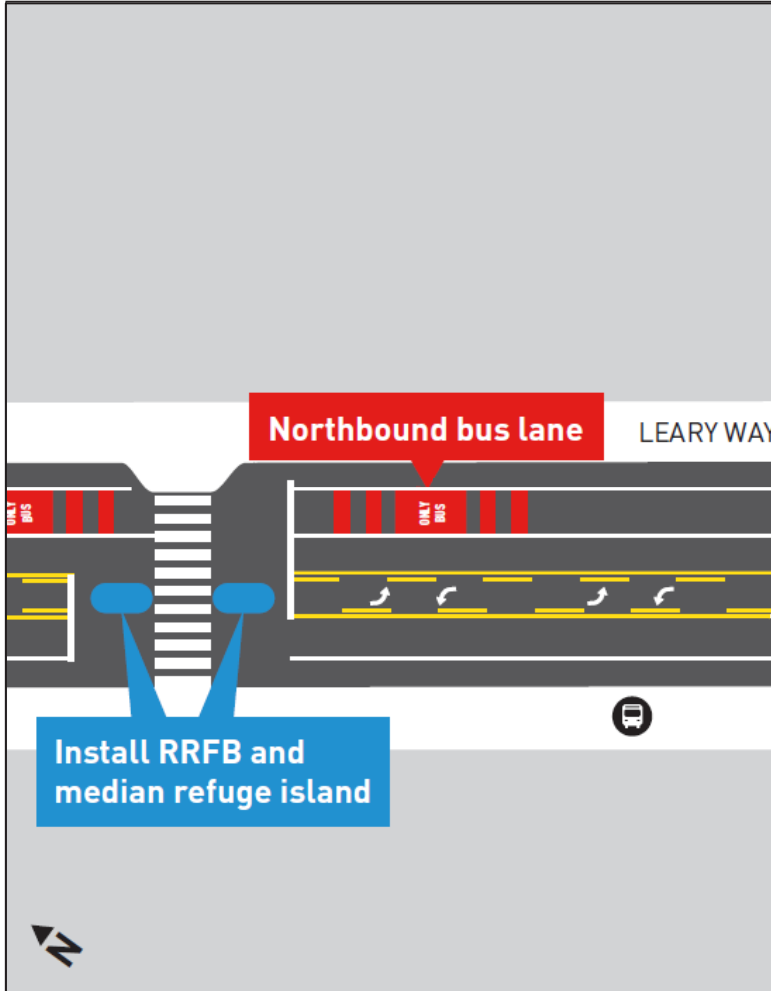
- Reduced travel times on Leary Ave NW
- Clarified vehicle movements and fewer turning conflicts
- Improved pedestrian crossings



# Leary Ave NW at Midblock Crossing



Route 40



## Proposed Changes

- Install northbound bus only lane
- Upgrade to Rectangular Rapid Flashing Beacon (RRFB)
- Construct median island in proposed center turn lane

## Expected Benefits

- Improved transit travel time
- Reduced number of travel lanes and pedestrian exposure to traffic
- Improved visibility of pedestrians waiting to cross
- Median island allows for two-stage crossing

# Leary Ave Bus Lane

between NW Market St and 20<sup>th</sup> Ave NW



Route 40

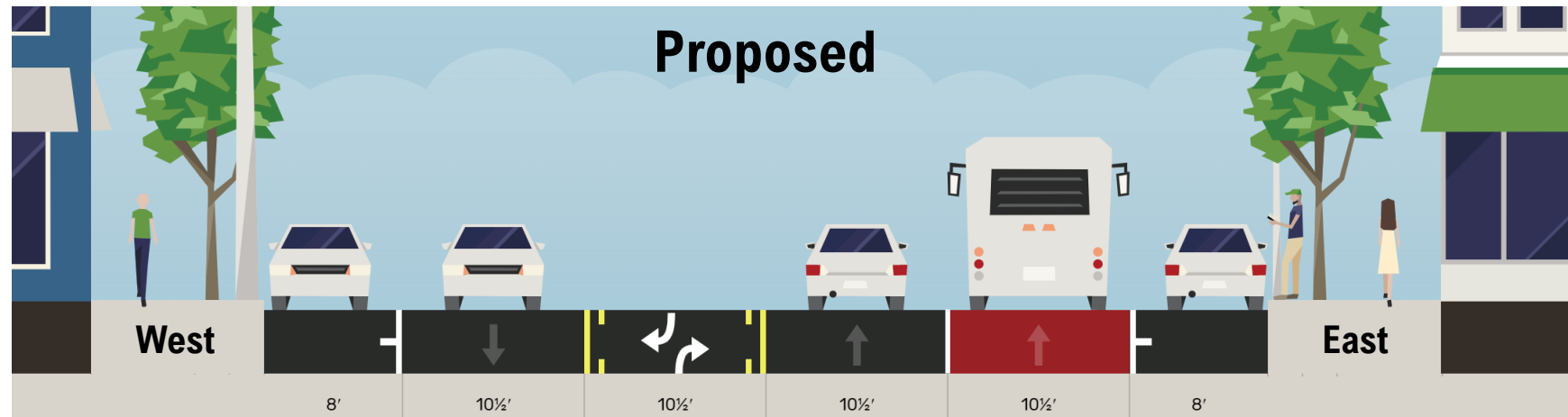
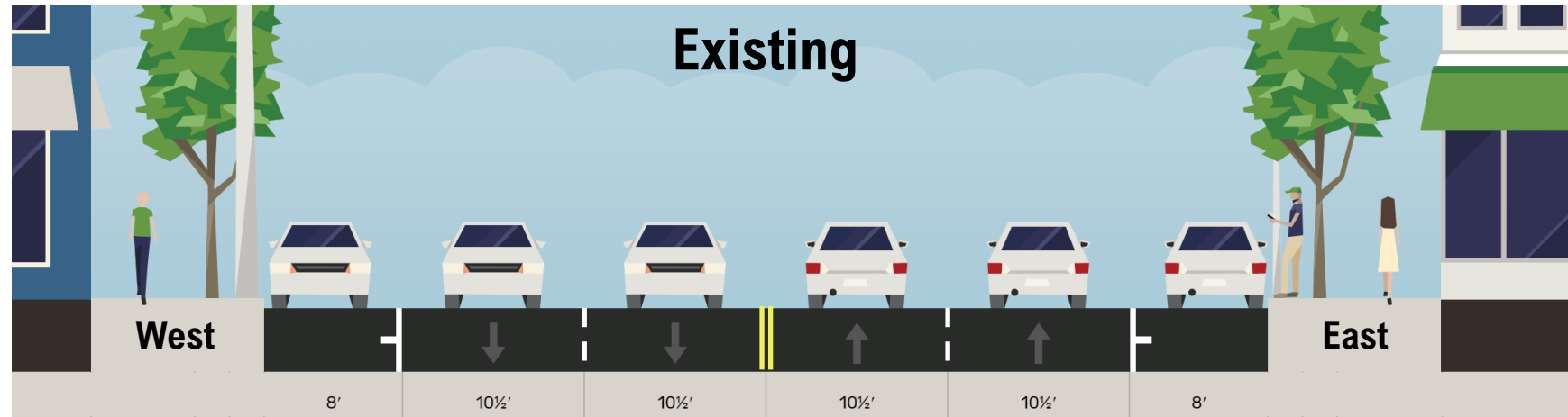


## Proposed Changes

- Northbound bus lane
- Two-way center turn lane

## Expected Benefits

- Reduced transit travel time for northbound buses
- Designated space for left turns
- Supports improvement of existing midblock crossing

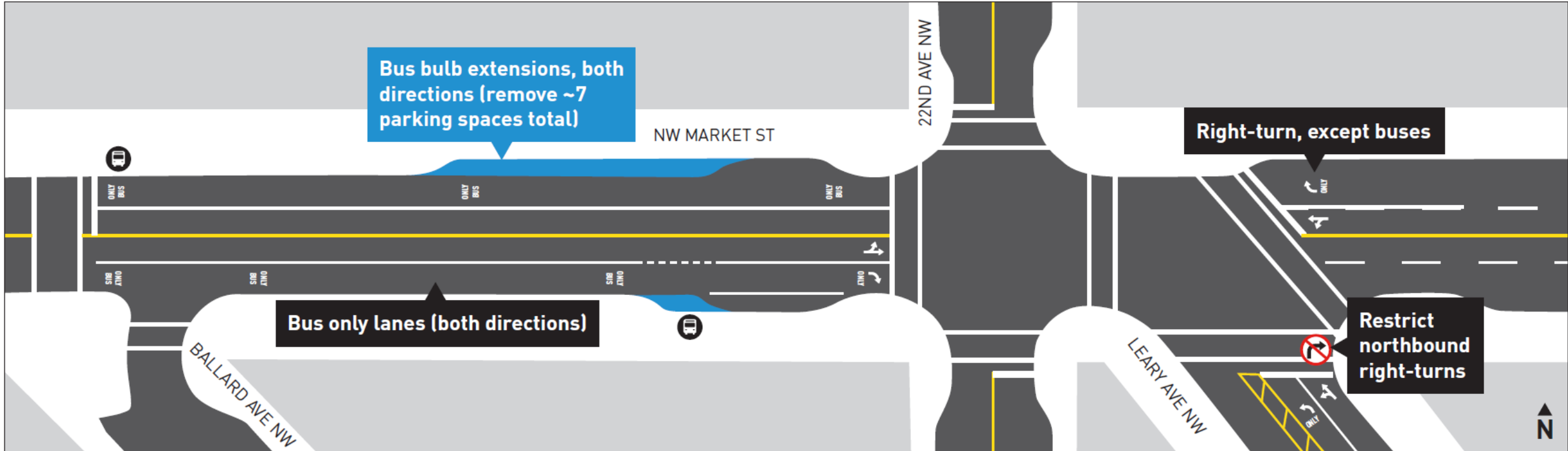


# NW Market St Bus Lanes

between 24<sup>th</sup> Ave NW and 22<sup>nd</sup> Ave NW



Route 40



## Proposed Changes

- Bus lanes in both directions
- Extend bus bulbs to accommodate three buses

## Expected Benefits

- Reduced transit travel times
- Improved boarding and alighting operations