Route 40 Transit-Plus Multimodal Corridor Project

Project Update
March 2021
Agenda

1. Introductions
2. Route 40 Background
3. Project Objectives, Schedule, & Funding
4. Outreach Summary
5. Proposed Improvements
6. Next Steps
SDOT Vision, Mission, and Core Values

**Vision:** Seattle is a thriving, equitable community powered by dependable transportation

**Mission:** to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to 6 core values:
1. Equity
2. Safety
3. Mobility
4. Sustainability
5. Livability
6. Excellence
Presenters

Christa Dumpy
SDOT
Outreach Lead

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King County Metro
Transportation Planner

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SDOT
Project Manager

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SDOT
Project Developer
Corridor Overview
Ridership

- Pre-COVID, Route 40 was one of Metro's highest ridership routes
- During the COVID pandemic, the Route 40 remains one of Metro's top highest ridership routes - serving 3,800 weekday customers

Routes by Average Weekday Ridership (April 2019)
Ridership Trends

- Pre-COVID, ridership on the Route 40 was steadily increasing
On-Time Performance

- Route 40 buses are not meeting Metro’s on-time performance standards for many hours of the day, especially northbound.
Project Objectives

- Make bus trips faster and more reliable, now and in the future
- Make it safer and easier to access transit
- Respond to community needs and priorities
- Fulfill Levy to Move Seattle commitments
## Project Funding

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Funding Amount</th>
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<tbody>
<tr>
<td>Move Seattle Levy</td>
<td>$7.7M</td>
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<tr>
<td>Local Sources</td>
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<td>Connecting Washington</td>
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<td>Federal Grants</td>
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<td>King County Metro Partnership</td>
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<tr>
<td>Vehicle Licensing Fee (STBD)</td>
<td>$3.0M</td>
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<tr>
<td><strong>Total Budget</strong></td>
<td><strong>$20.7M</strong></td>
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*As of March 2021*
Project Schedule

2018  2019  2020  2021  2022  2023  2024

Planning

we are here

Design

Construction

Public Involvement
Outreach Summary

MARCH 2020
Online Survey

FEBRUARY 2020
Operator Ride-along

JUNE 2020
Virtual Open House

Virtual Meeting Attendees

MARCH 2020
1000+ Responses

JUNE 2020
Complete 30%
Design

FALL 2020
Advisory Board Presentations

SOUTH 2020
Advisory Board
Follow-ups

SPRING 2021
Online Survey & Virtual Drop-in Sessions

Outreach will continue throughout design and construction phases.
Key Improvement Areas
Westlake Area Design Concepts

Bus lanes (arrows indicating direction)
Concrete bus pad. Install concrete bus pads in roadway at southbound bus stops to reduce pavement failures.
Accessible Pedestrian Signal (APS)
Bus stop

Bike lane improvements for southbound cyclists
Westlake Ave Bus Lanes
between 9th Ave N and Fremont Bridge

Proposed Changes
- Bus lane in both directions
- Lane widths remain as existing

Expected Benefits
- Reduced transit travel times and improved reliability in both directions
Westlake Ave and 9th Ave

Proposed Changes
- Install southbound transit only left-turn lane
- Convert thru lane into general purpose left-turn lane
- Queue jump at Highland Dr to facilitate southbound transit movements

Expected Benefits
- Reduced transit travel times and improved reliability
Fremont Area Design Concepts

Install protected bicycle lane northbound/uphill

Bus lanes (arrows indicating direction)
- Yellow: Accessible Pedestrian Signal (APS)
- Purple: Bus stop
Fremont Ave N
between N 34th St and N 35th St

Proposed Changes

- Bus lanes in both directions and standardize lane widths
- Repaving and sidewalk reconstruction
- Westbound left-turn pocket on N 35th St for transit only
- Restrict northbound left-turns from Fremont Ave N to N 34th St all times of day

Expected Benefits

- Reduced transit travel times for multiple bus routes
- Improved access and safety for people walking and biking
N 36th St Bus Lane
between 1st Ave N to Fremont Ave N

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 36th St at Phinney Ave & Dayton Ave

**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 36th St & 1st Ave

Proposed Changes
- Bus boarding bulb for eastbound stop at 1st Ave

Expected Benefits
- Reduced transit travel times
- Improved boarding and alighting operations
Ballard Area Design Concepts

Markings and signal changes to install left-turn lane on Leary Way in both directions
Proposed Changes

- Channelization modifications to improve operations on Leary Way
- Sidewalk repair, curb ramp upgrades, and Accessible Pedestrian Signal (APS) at 15th Ave

Expected Benefits

- Reduced transit travel times
- Improved access to transit for pedestrians
Leary Ave Road Diet
between 20th Ave NW and 15th Ave NW

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
Proposed Changes

- Relocate Ione Pl bus stops to signalized crossing at Dock Pl (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 & 20th Ave NW (Existing)

- Existing midblock crossing with overhead flashing beacon
- Multiple driveways near intersection
- South crosswalk offset
- All-way stop control
- Existing painted sidewalk extensions
- Long crossings
Proposed Changes

- Install traffic signal
- Construct concrete curb bulbs
- Relocate south crosswalk
- Restrict northbound 20th 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

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 20th Ave NW*

**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

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**Route 40 TPMC Project**

**EastWest**

**Existing**

**Proposed**
NW Market St Bus Lanes
between 24th Ave NW and 22nd Ave NW

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
North Seattle Area Design Concepts

- Northbound bus lane approaching Greenwood Ave
- Bus Zone Extension to accommodate two coaches
- Minor markings modifications to reduce congestion for eastbound vehicles

Bus lanes (arrows indicating direction)

Bus stop

Route 40 TPMC Project
Holman Rd Bus Lane
between 3rd Ave and 104th St

Proposed Changes

- Northbound bus lane
- Remove two-way center turn lane, maintain two general purpose lanes northbound
- Prohibit left turns from Holman Rd in both directions

Expected Benefits

- Reduced transit travel time for northbound buses
Next Steps

- Complete online survey (open until mid-April)
- Summarize survey results and incorporate feedback
- Follow-up presentations to modal advisory boards
- Continued coordination with SDOT divisions and Metro
- Finalize 30% design and estimate (targeting early June)
Comments/Questions?

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http://www.seattle.gov/transportation/route40