



**ROUTE 40 TRANSIT-PLUS
MULTIMODAL CORRIDOR PROJECT
APRIL 2021 OUTREACH SUMMARY**

OUTREACH OVERVIEW

The Route 40 Transit-Plus Multimodal Corridor (TPMC) Project is at the end of its planning phase. We are heading into the early design phase of the project and are in the process of working with the community to narrow down our concept plans.

We are continuing to review corridor needs, identify community priorities, and determine what improvements are most beneficial and feasible. After this process is completed, an identified set of designs will move forward to final design and construction. We anticipate reaching final design in mid-2023 and starting construction shortly after.

Our outreach strategy strategically utilized available online communications tools to create accessible and transparent lines of communications with the public. In light of the COVID-19 pandemic, outreach was limited to virtual spaces. Outreach included online presentations and videos, an online survey, and presentations upon request.

When	What	Details
March 22, 2021	Project update video	Recorded presentation highlighting the proposed design concepts was posted onto YouTube and the project webpage. This video has been viewed over 625 times at the time of this writing
April 7 & 8, 2021	Virtual drop-in sessions	Two Zoom drop-in sessions attended by 8 people to ask questions to the project team
March/April 2021	Listserv updates and stakeholder emails	4 listserv updates and 2 rounds of stakeholder emails sent out to let folks know about upcoming engagement opportunities
March/April 2021	Online survey	Online survey in English, Spanish, and Arabic to gather community feedback on proposed design concepts
Spring 2021	Presentations	Presentations planned and given to various community organizations and councils upon request, including the Ballard Alliance, Fremont Chamber, North Seattle



		Industrial Association, and Fremont Neighborhood Council
Spring 2021	Advisory boards	Shared materials with all advisory boards and briefed the Transit and Freight Advisory Boards

WHAT WE HEARD

The following comments represent the most vocalized and common themes gathered during all phases of outreach.

Overall, Route 40 ridership has decreased during the COVID-19 pandemic, but remains a highly utilized transit route, and the corridor is shared with other modes such as vehicle drivers, freight, bikers, and pedestrians.

There is desire for bus reliability improvements. Many community members noted heavy congestion and bus unreliability in the project corridor, particularly during peak travel times. Many welcomed proposals that would speed up bus travel times, and also noted the desire for pedestrian safety improvements.

Our proposed changes received high amounts of support, with all the design concepts in the outreach survey receiving a majority of “very supportive” or “somewhat supportive” votes. In general, there were high amounts of:

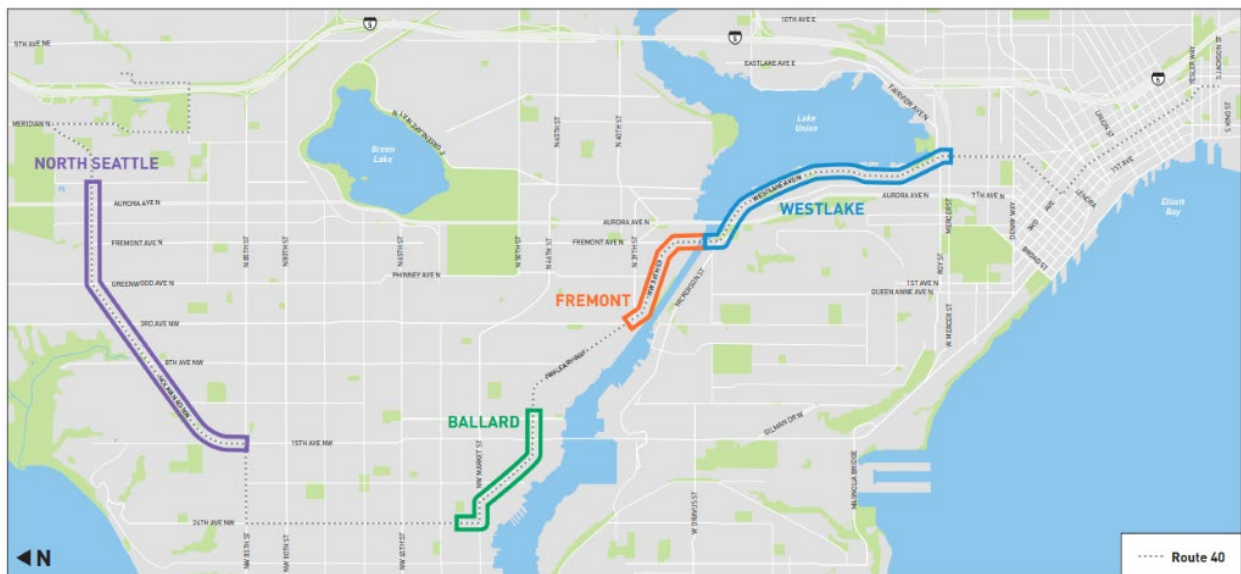
- Support for proposed measures prioritizing transit, such as bus lanes
- Support for and desire for more pedestrian safety improvements, particularly at intersections
- Desire for protected bike lanes and other bicycle safety measures to be included in this project
- Suggestion for parking removal to support additional bus lanes, wider sidewalks, and/or protected bike lanes
 - Note – we did not ask for feedback on parking removal directly as it is not a significant component of current design proposals

There were also concerns about proposed designs. Specific concerns are detailed below under each area of focus, but overarching concerns about the Route 40 TPMC Project include:

- Changes such as bus lanes and turn restrictions may increase vehicle congestion
- Vehicle drivers may be confused by or not follow new channelization or turn restrictions
- Wider travel lanes may encourage speeding
- Some of the proposals may have few benefits compared to costs

SURVEY SUMMARY

Our survey asked respondents to give feedback on the proposed changes along the project corridor in Westlake, Fremont, Ballard, and North Seattle. The survey was available in English, Spanish, and Arabic. This survey was advertised through posters along the Route 40 corridor, our webpage, our listserv, and targeted stakeholder emails to businesses and community organizations. In total, we received 449 responses. The following pages detail our survey feedback in full.

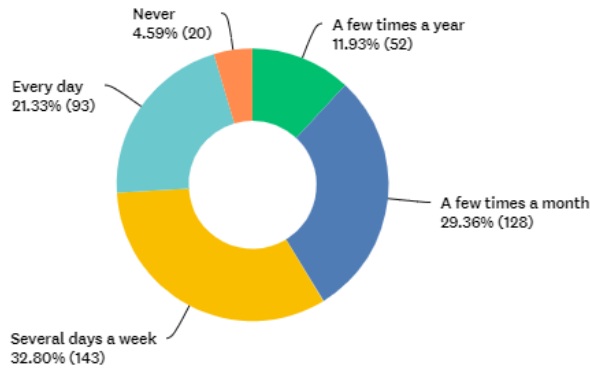


Respondents were asked to give feedback on four key areas in the project corridor: Westlake, Fremont, Ballard, and North Seattle.

SURVEY RESULTS – RIDERSHIP

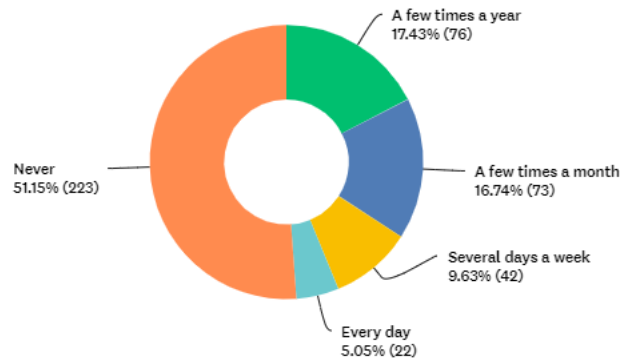
We realize that the COVID-19 pandemic has impacted travel patterns for many people. Before the pandemic, how frequently did you typically ride the Route 40 bus?

Answered: 436 Skipped: 13



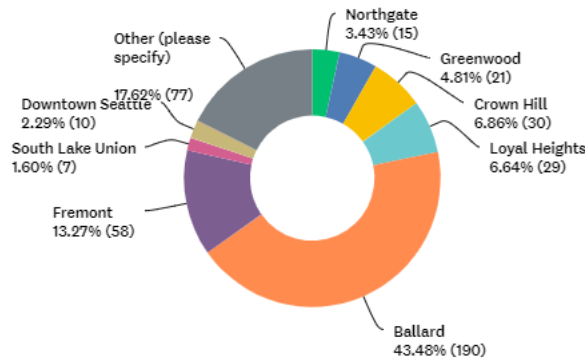
How often do you typically ride the Route 40 bus now?

Answered: 436 Skipped: 13



Which neighborhood do you live in?

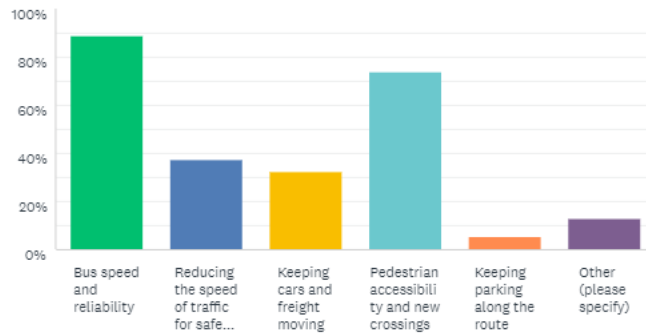
Answered: 437 Skipped: 12



SURVEY RESULTS – ROUTE IMPROVEMENT PREFERENCES

What is most important to you in terms of any improvements we make to Route 40? (Select your top 3)

Answered: 318 Skipped: 131



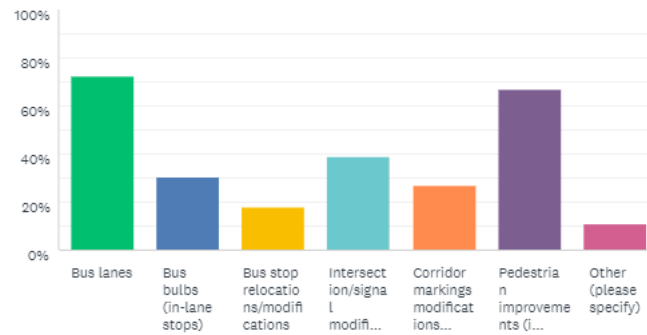
Respondents prioritized the following improvements along the Route 40 corridor as most important to them:

- Bus speed and reliability (89%)
- Pedestrian accessibility and new crossings (74%)
- Reducing the speed for traffic for safety considerations (37%)
- Keeping cars and freight moving (33%)

In comparison, our April 2020 Route 40 survey showed that respondents prioritized bus speed and reliability, walking and bicycle accessibility improvements and new crossings, keeping cars and freight moving, and keeping parking along the route in that order.

Which type of project ideas are you most in favor of? (Select your top 3)

Answered: 311 Skipped: 138



Respondents were most supportive of the following types of project ideas:

- Bus lanes (73%)
- Pedestrian improvements, i.e. curb ramps, curb bulbs, etc. (67%)
- Intersection/signal modifications (39%)

SURVEY RESULTS – WESTLAKE

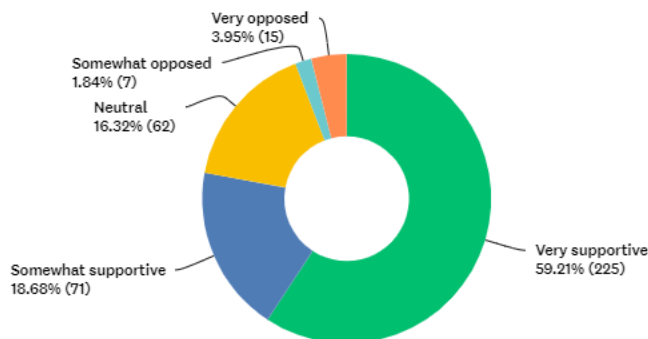
Westlake Ave N and 9th Ave N

Our proposal will:

- Install a southbound transit only left-turn lane
- Convert the thru lane into general purpose left-turn lane
- Implement a queue jump at Highland Dr to facilitate southbound transit movements

Overall, how supportive are you of these improvements on Westlake Ave N and 9th Ave N?

Answered: 380 Skipped: 69



Additional comment themes:

- Concerns about bus and vehicle collisions
- Concerns about bottleneck and potential increase in vehicle traffic delays
- Support for improvements to speed up bus travel
- Confusion over placement of transit lane

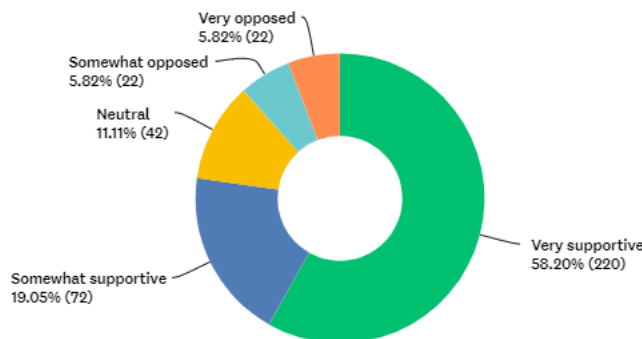
Westlake Ave N Bus Lanes between 9th Ave N and the Fremont Bridge

Our proposal will:

- Add bus lanes in both directions
- Construct concrete bus pads at the four southbound bus zones
- Keep lane widths as existing

Overall, how supportive are you of these bus lanes along Westlake Ave N between 9th Ave N and the Fremont Bridge?

Answered: 378 Skipped: 71



Additional comment themes:

- Support for improvements to speed up bus travel
- Support for more bus-only lanes
- Lanes could be bus-only during peak travel times, and revert to general travel lanes at other times

SURVEY RESULTS – FREMONT

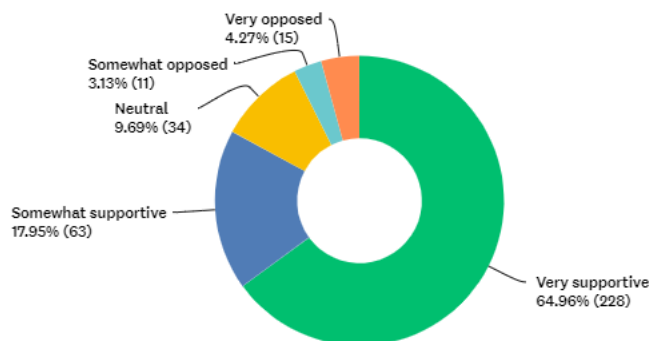
Fremont Ave N between N 34th St and N 35th St

Our proposal will:

- Add bus lanes in both directions and standardize lane widths
- Repave and reconstruct the sidewalk between N 34th St and N 35th St
- Add a westbound left-turn pocket on N 35th St for transit only, serving Routes 31, 32, and 62
- Restrict northbound left-turns from Fremont Ave N to N 34th St at all times of day, extending the existing PM peak hour restriction
- Construct a concrete sidewalk extension at Fremont Pl N and N 35th St
- Install a northbound, or uphill, protected bicycle lane on Fremont Ave N between N 35th St and N 36th St

Overall, how supportive are you of these improvements at Fremont Ave N between N 34th St and N 35th St?

Answered: 351 Skipped: 98



Additional comment themes:

- Support for pedestrian safety improvements
- Desire for protected bike lane
- Intersection can be heavily trafficked during peak hours
- Support for bus reliability improvements

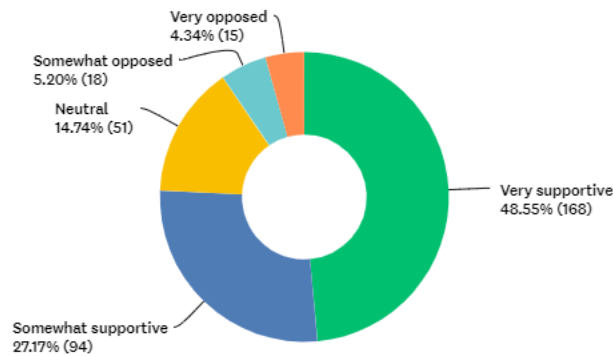
N 36th St Bus Lane between 1st Ave N to Fremont Ave N

Our proposal will:

- Add a southbound bus lane
- Introduce a narrow two-way center turn lane
- Create wider travel lanes

Overall, how supportive are you of these improvements at the N 36th St Bus Lane between 1st Ave N to Fremont Ave N?

Answered: 346 Skipped: 103



Additional comment themes:

- Desire for a protected bike lane
- Concerns over safety of center two-way lane
- Desire for an additional north-bound bus lane by eliminating parking
- Concern that vehicles will speed or drive in bus-only lane during peak travel times

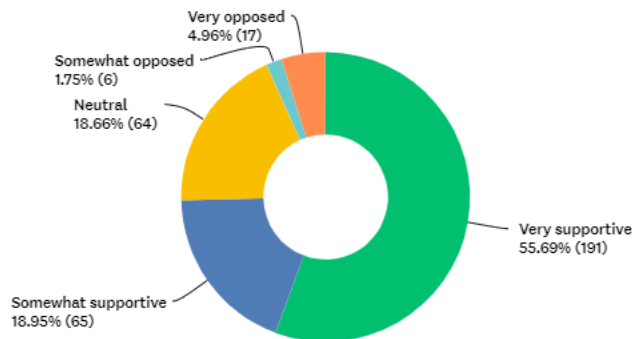
36th St between Dayton Ave and Phinney Ave

Our proposal will:

- Add three curb bulbs at Phinney Ave
- Add a continuous curb bulb along the south curb at Dayton Ave
- Add a bus boarding bulb for the westbound stop at Dayton Ave

Overall, how supportive are you of these improvements at 36th St between Dayton Ave and Phinney Ave?

Answered: 343 Skipped: 106



Additional comment themes:

- Desire to keep bike parking
- Desire for more pedestrian safety improvements, like wider sidewalks and better signaling to traffic making turns
- Vehicle left turn to Phinney Ave N can be dangerous for pedestrians

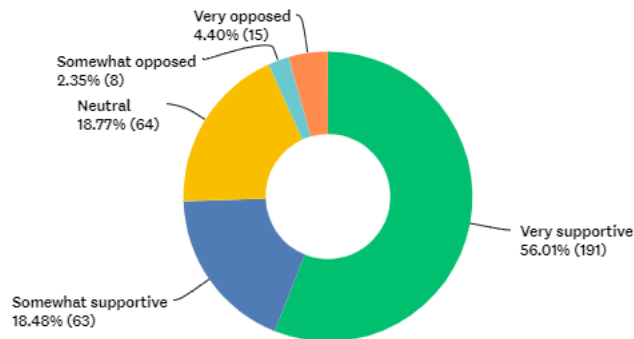
N 36th St and 1st Ave N

Our proposal will:

- Add a bus boarding bulb for the eastbound stop at 1st Ave N

Overall, how supportive are you of these improvements at N 36th St and 1st Ave N?

Answered: 341 Skipped: 108



Additional comment themes:

- Mixed opinion on the efficacy of the proposals

SURVEY RESULTS – BALLARD

Leary Way NW and 15th Ave NW

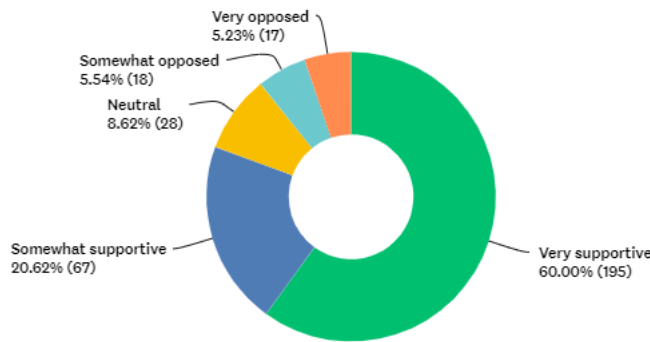
Our proposal will:

- Restrict eastbound left-turns on Leary Way NW at 15th Ave NW and install left-turn lanes on at 14th Ave NW to accommodate the small volume of diverted traffic
- Remove parking on the south curb of Leary Way NW approaching 15th Ave NW, replacing some with new parallel parking at 17th Ave NW in the hatched area
- Create a westbound dedicated left-turn lane with a protected signal phase for the high-volume turn

- Install a “right-turn only, except transit” treatment on the westbound approach
- Introduce sidewalk repair, curb ramp upgrades, and an Accessible Pedestrian Signal (APS) at 15th Ave NW

Overall, how supportive are you of these improvements at Leary Way NW and 15th Ave NW?

Answered: 325 Skipped: 124



Additional comment themes:

- Apprehension about the potential confusion the roadway changes may cause, and uncertainty as to if the changes, particularly the left-turn restriction, will alleviate congestion or contribute to it
- Pedestrian safety is concern at this intersection
- Desire for a protected bike lane over wider travel lanes
- Pedestrian signal timing is insufficient
- Desire to relocate bus zone to the new Ballard Food Bank

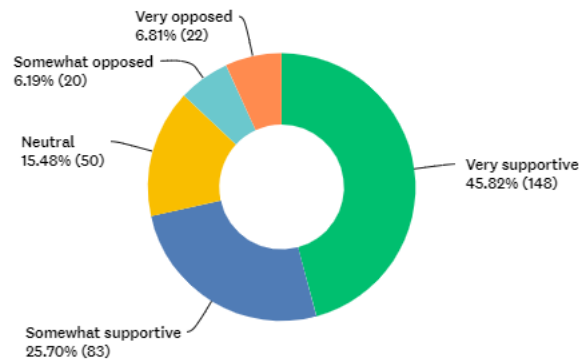
Leary Ave between 20th Ave NW and 15th Ave NW

Our proposal will:

- Reduce total number of travel lanes (from 4 lanes to 3 lanes)
- Introduce a two-way center turn lane
- Create wider travel lanes and parking lanes

Overall, how supportive are you of this road diet at Leary Ave between 20th Ave NW and 15th Ave NW?

Answered: 323 Skipped: 126



Additional comment themes:

- Widening lanes may cause speeding and takes away space that could have been given to bikers and pedestrians
- Parking can be removed for a bike lane, wider sidewalks, or a bus lane
- Mixed opinions on the center turn lane

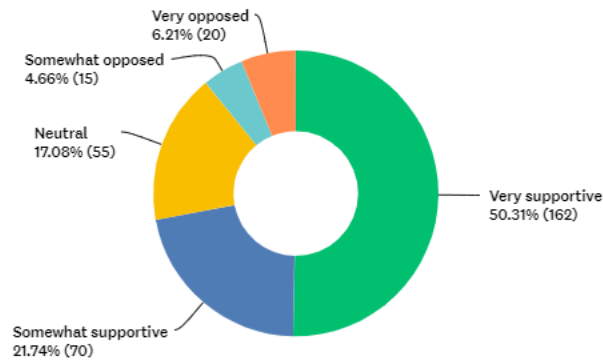
Leary Ave NW at NW Dock Pl

Our proposal will:

- Relocate NW lone Pl bus stops to the existing neighborhood Greenway crossing at NW Dock Pl
- Add bus bulbs in both directions
- Add small median islands to restrict passing behavior around stopped buses

Overall, how supportive are you of these improvements at Leary Ave NW and NW Dock Pl?

Answered: 322 Skipped: 127



Additional comment themes:

- Concerns that the changes will cause more congestion
- Mixed responses to the median islands – on one hand they can increase safety and restrict passing, but on the other hand they may do nothing or lead to dangerous driver behavior
- Desire for lengthening of the bus bulbs

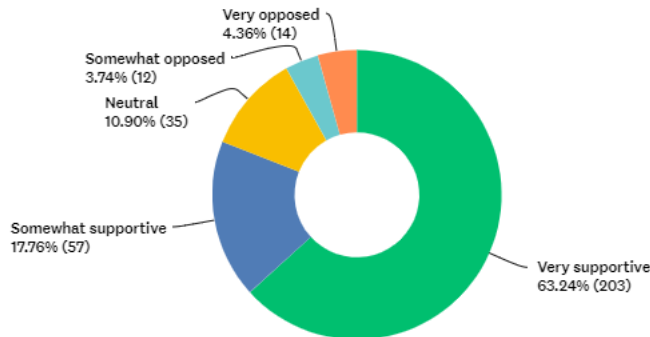
Leary Ave NW at 20th Ave NW and NW Vernon Pl

Our proposal will:

- Install a traffic signal
- Construct concrete sidewalk extensions, replacing existing painted sidewalk extensions
- Construct a large curb bulb on the northeast corner to create shorter, more direct crosswalks
- Convert the northbound 20th Ave NW lane to right-turns only and construct median islands to reinforce the restriction

Overall, how supportive are you of these improvements on Leary Ave NW at 20th Ave NW and Vernon Pl?

Answered: 321 Skipped: 128



Additional comment themes:

- Support for the pedestrian safety improvements; intersection is dangerous and confusing as is
- Mixed response to the proposed traffic light, with some thinking it is unnecessary, and other thinking it will be very helpful
- Desire for more bike facilities

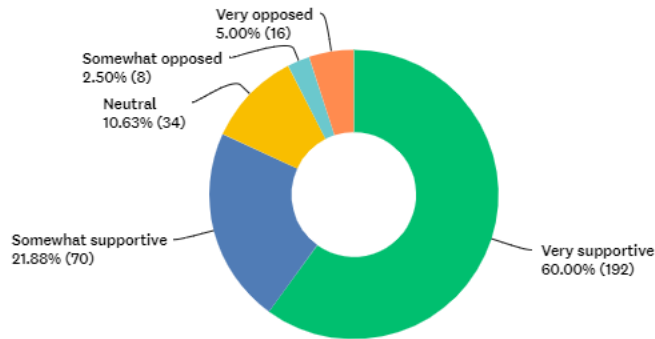
Leary Ave NW Midblock Crossing between 20th Ave NW and NW Market St

Our proposal will:

- Upgrade the overhead beacon to a Rectangular Rapid Flashing Beacon (RRFB) with pedestrian push-buttons
- Construct a pedestrian refuge island in proposed center turn lane

Overall, how supportive are you of these improvements at the Leary Ave NW Midblock Crossing between 20th Ave NW and NW Market St?

Answered: 320 Skipped: 129



Additional comment themes:

- Pedestrian safety measures are strongly supported
- Improvements seem relatively unimportant and unnecessary compared to others in the project

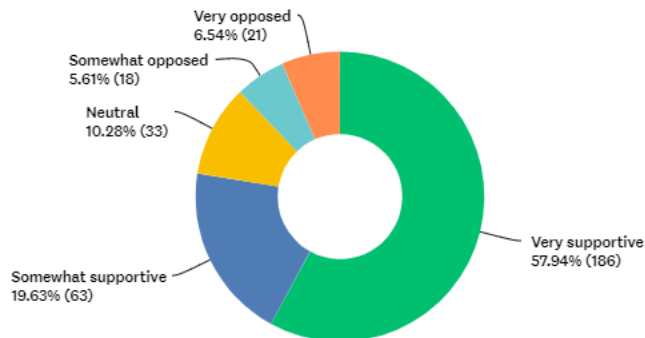
Leary Ave NW Bus Lane between NW Market St and 20th Ave NW

Our proposal will:

- Install a northbound bus lane
- Create a two-way center turn lane

Overall, how supportive are you of the Leary Ave NW Bus Lane between NW Market St and 20th Ave NW?

Answered: 321 Skipped: 128



Additional comment themes:

- More improvements are needed than proposed
- Mixed view on bus lanes, with some support for bus lanes in both directions and some concerns that bus lanes will cause further congestion for vehicle traffic
- Desire for protected bike lanes

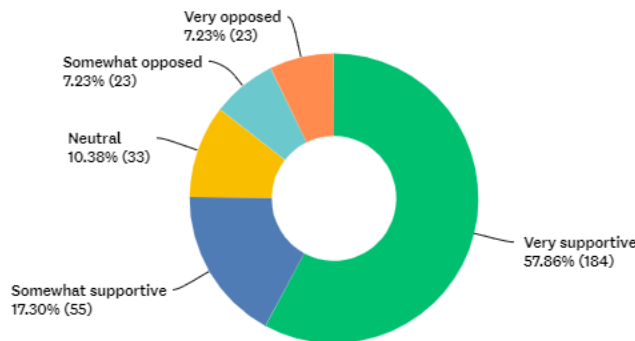
NW Market St Bus Lanes between 24th Ave NW and 22nd Ave NW

Our proposal will:

- Install bus only lane symbols and signage in both directions (red paint on hold until repaving project complete)
- Extend bus bulbs to accommodate three buses

Overall, how supportive are you of the NW Market St Bus Lanes between 24th Ave NW and 22nd Ave NW?

Answered: 318 Skipped: 131



Additional comment themes:

- Concerns that bus lanes and turn restrictions would worsen congestion
- Parking spaces are considered vital for businesses
- Support for pedestrian safety improvements, especially at the crosswalk
- Interest in a left-turn restriction

SURVEY RESULTS – NORTH SEATTLE

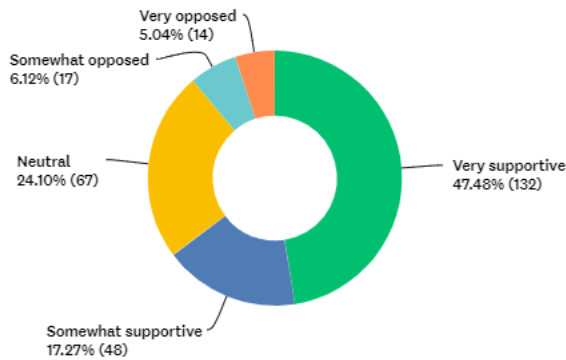
Holman Rd NW Bus Lane between 3rd Ave NW and NW 104th St

Our proposal will:

- Introduce a northbound bus lane
- Remove two-way center turn lane, and maintain the two general purpose northbound lanes
- Prohibit left turns from Holman Rd NW in both directions

Overall, how supportive are you of the bus lanes along Holman Rd NW between 3rd Ave NW and NW 104th St?

Answered: 278 Skipped: 171



Additional comment themes:

- Concerns that proposed changes would be confusing or disruptive for drivers making left turns