Route 40 Transit-Plus Multimodal Corridor Project

Seattle Transit Advisory Board
April 28, 2021
Agenda

1. Introductions & Overview
2. Project Objectives, Schedule, & Funding
3. Concept Updates
4. Next Steps
Presenters

Virginie Nadimi  
King County Metro  
Transportation Planner

Josh Shippy  
SDOT  
Project Manager

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SDOT  
Project Developer
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.
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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</thead>
<tbody>
<tr>
<td>Move Seattle Levy</td>
<td>$7.7M</td>
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<tr>
<td>Local Sources</td>
<td>$0.1M</td>
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<tr>
<td>Connecting Washington</td>
<td>$3.4M</td>
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<tr>
<td>Federal Grants</td>
<td>$4.0M</td>
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<td>King County Metro Partnership</td>
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<tr>
<td>Seattle Transit Benefit District (STBD) Vehicle Licensing Fee (VLF)</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
Key Improvement Areas
Westlake Area Design Concepts

- Bike lane improvements for southbound cyclists
- 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
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

- Bus bulbs proposed at 1st Ave NW (eastbound) and Dayton Ave (westbound)
- Construct sidewalk extensions
- Install protected bicycle lane northbound/uphill
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
Ballard Area Design Concepts

- Relocate bus stop to signalized greenway crossing at Dock Pl
- Markings and signal changes to install left-turn lane on Leary Way in both directions

Diagram showing bus lanes, road diet (4 to 3 lanes), accessible pedestrian signal (APS), and bus stops.
Leary Way & 15\textsuperscript{th} Ave

**Proposed Changes**

- Channelization modifications to improve operations on Leary Way
- Sidewalk repair, curb ramp upgrades, and Accessible Pedestrian Signal (APS) at 15\textsuperscript{th} 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
Leary Ave NW at 20th Ave NW & Vernon Pl

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
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
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

- Summarize outreach results and incorporate input as appropriate
- 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