

# Route 44 Transit-Plus Multimodal Corridor

Seattle Pedestrian Advisory Board

# Presentation Contents

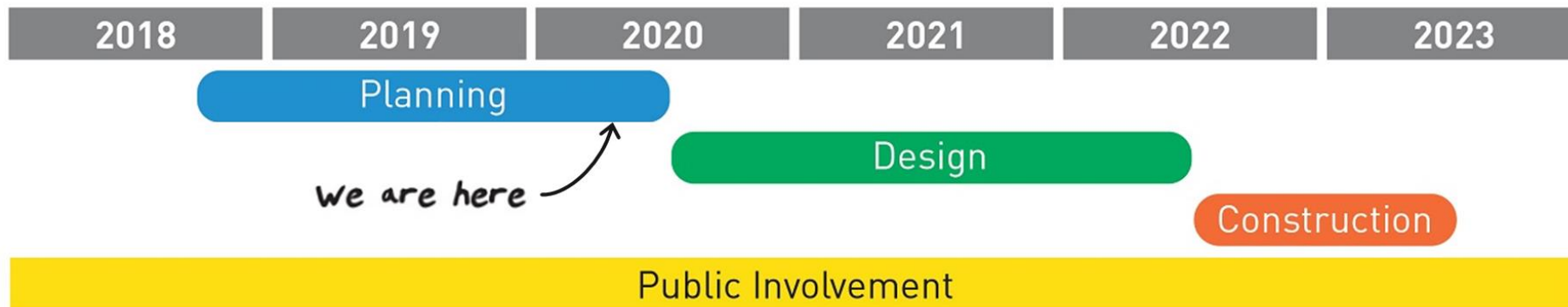
- Project Overview
- Recommended Improvements
- Complete Streets Assessment
- Questions



# Project Background

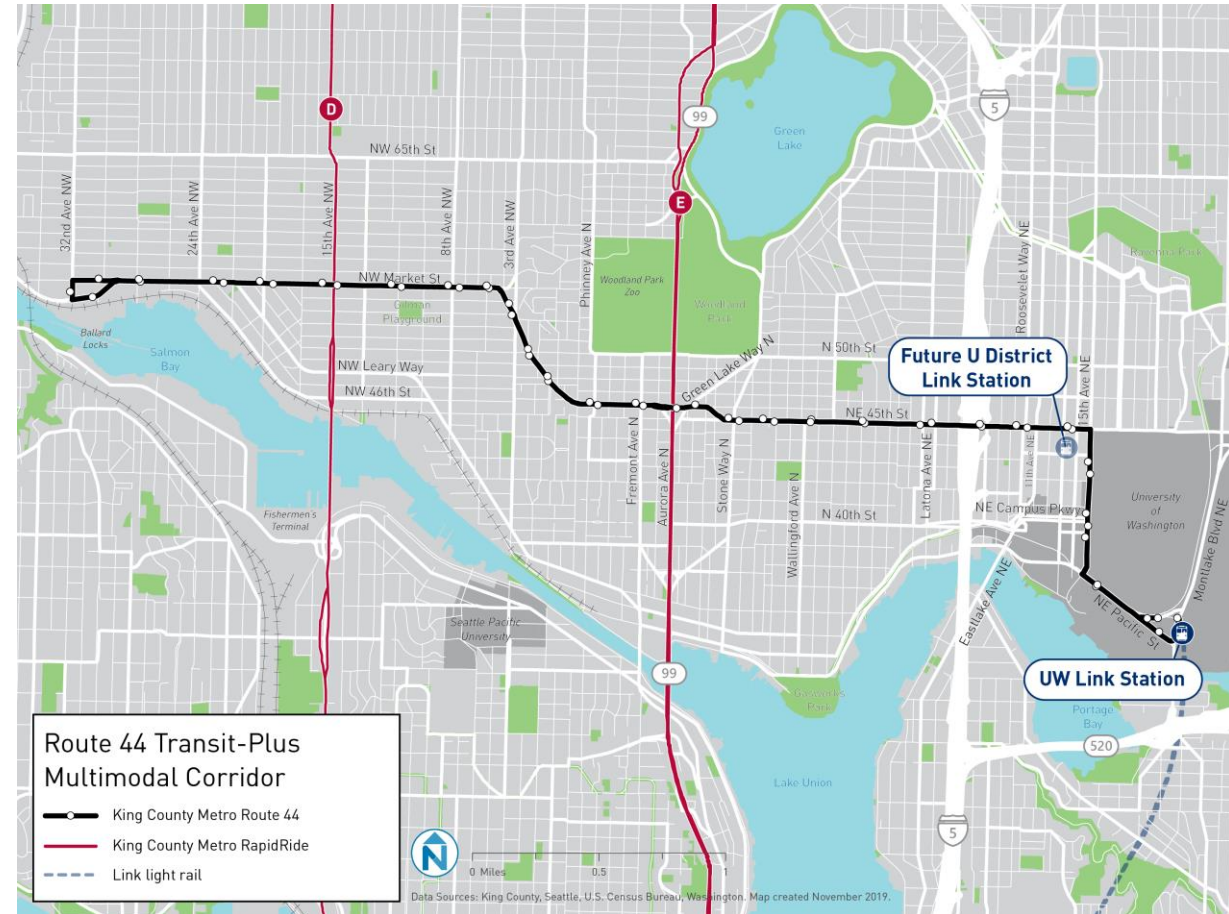
## Objectives

- Make bus trips faster and more reliable, now and in the future
- Make it safer and easier to get to and onto the bus
- Respond to community needs and priorities
- Fulfill Levy to Move Seattle commitments



# Project Area & Limits

- Route 44 serves Ballard, Wallingford, and the U District
- 10.7-mile east-west trolley route serving over 9,300 daily weekday riders
- Intersects with RapidRide routes D Line, E Line, and J Line (planned)
- Provides connections to LINK stations, UW and U District (2021)



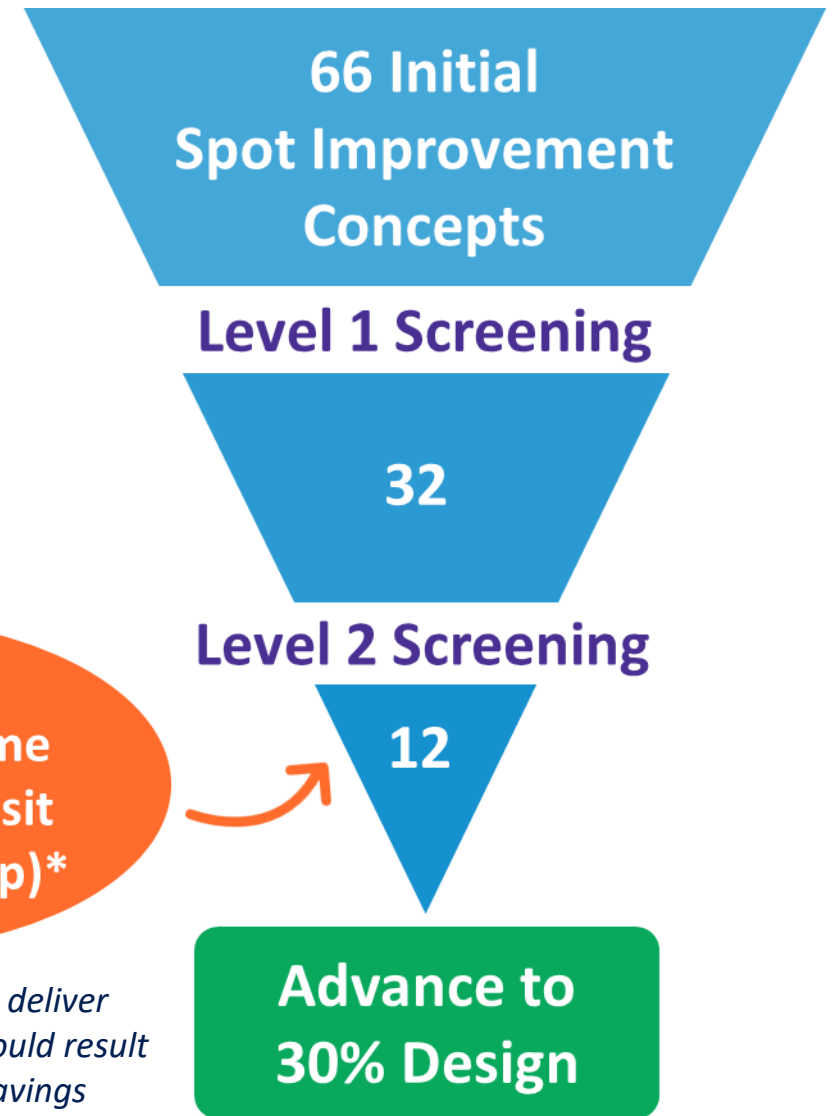
# Project Development Process

## Evaluation Criteria

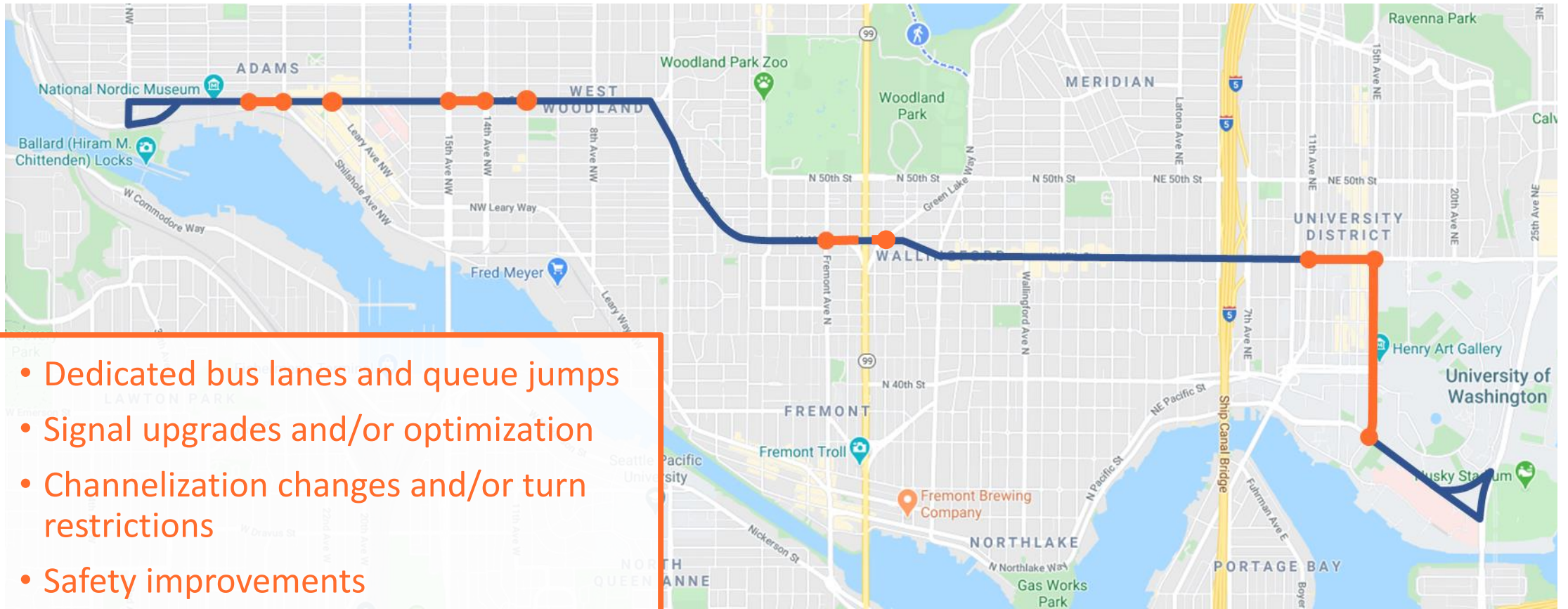
- Transit performance
- Safety
- Access
- Community and equity
- Implementation feasibility

Resulting in  
3-10% travel time  
savings for transit  
(1-4 mins per trip)\*

*\*Exploring partnership with KCM to deliver an additional five concepts which could result in up to 20% in transit travel time savings*



# Recommended Transit Spot Improvements

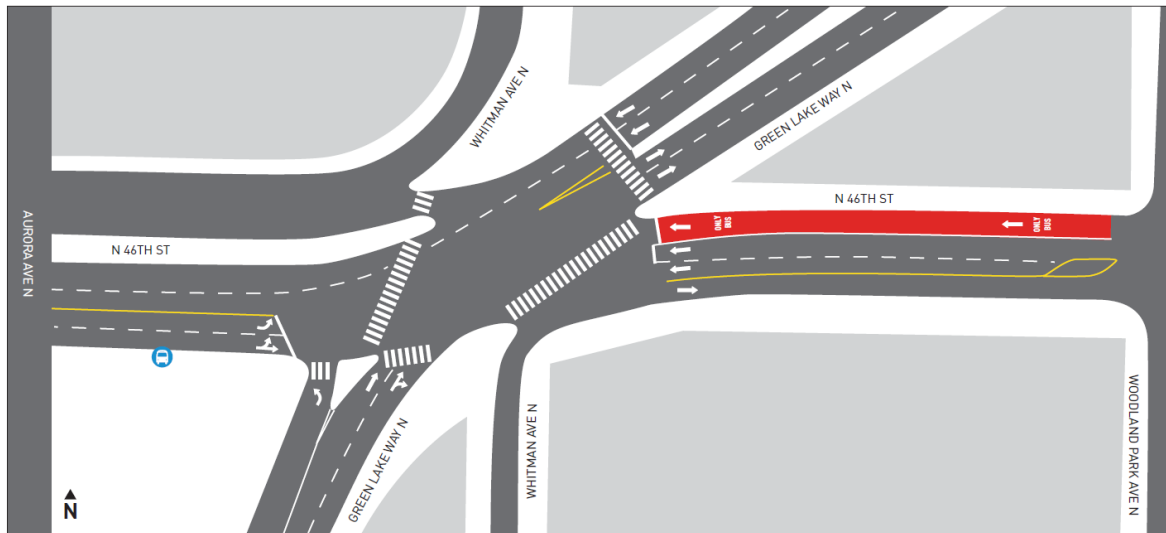


# Recommended Spot Improvements

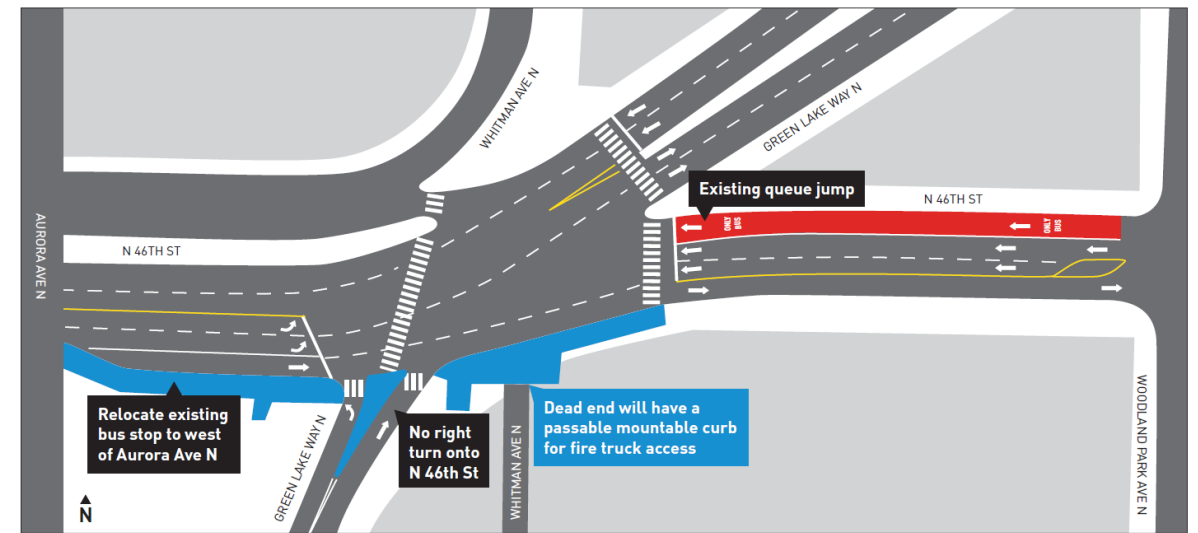
## N 46<sup>th</sup> Street (Green Lake Way/Whitman)

Create new eastbound lane (pocket), dead end Whitman

### Before



### After





# Complete Streets Assessment

| Source   | Recommendation/Need  | Route 44 TPMC Scope   |
|--|--|---|
| Pedestrian Master Plan (PMP)                             | Route 44 corridor is part of the Priority Network Investment   | <ul style="list-style-type: none"><li>▪ Sidewalk spot repairs at high priority locations along route</li><li>▪ Install new pedestrian traffic signal with bike detection at 11<sup>th</sup> Ave NW and NW Market St</li></ul> |
| Curb Ramp Inventory                                      | Address missing curb ramps   | <ul style="list-style-type: none"><li>▪ Construct curb ramps in priority locations</li></ul>  |
| Accessible Pedestrian Signal (APS) Community Request Log | Requests at Green Lake Way N and N 46 <sup>th</sup> St & Wallingford Ave N and N 45 <sup>th</sup> St | <ul style="list-style-type: none"><li>▪ Install/Upgrade APS at requested locations</li></ul>  |
| U District Neighborhood Plans                            | Install wayfinding signs in the U District   | <ul style="list-style-type: none"><li>▪ Install Seamless Seattle Pedestrian Wayfinding signs at up to eight bus stop locations</li></ul>  |



# New Crossing

## NW Market Street (11<sup>th</sup> Avenue NW)

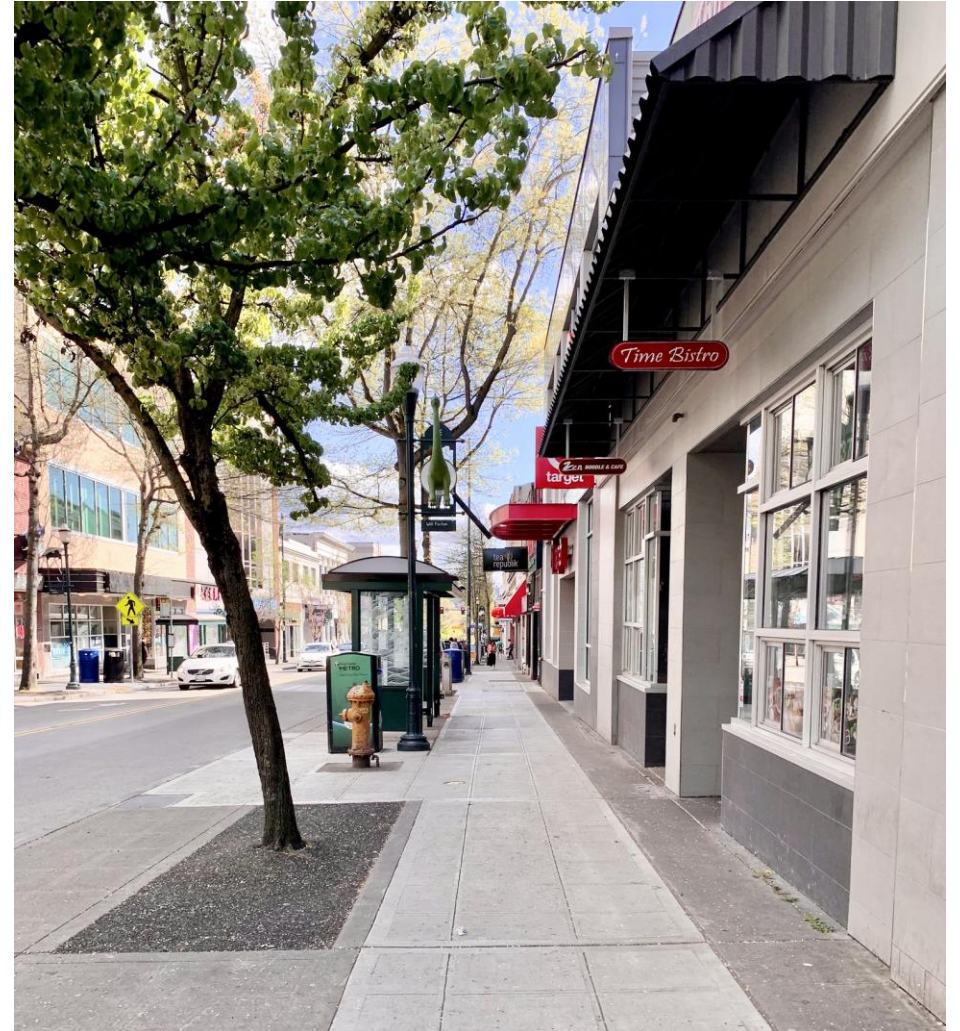
New signalized crossing with detection for pedestrians and cyclists at an existing bus stop pair and recommended neighborhood greenway crossing



*Example of proposed signal treatment with bike detection at 22<sup>nd</sup> Ave and Union Street*

# Sidewalk Repair

Repair over 4,500-linear feet of sidewalk along the corridor, focusing on locations within one block of a bus stop

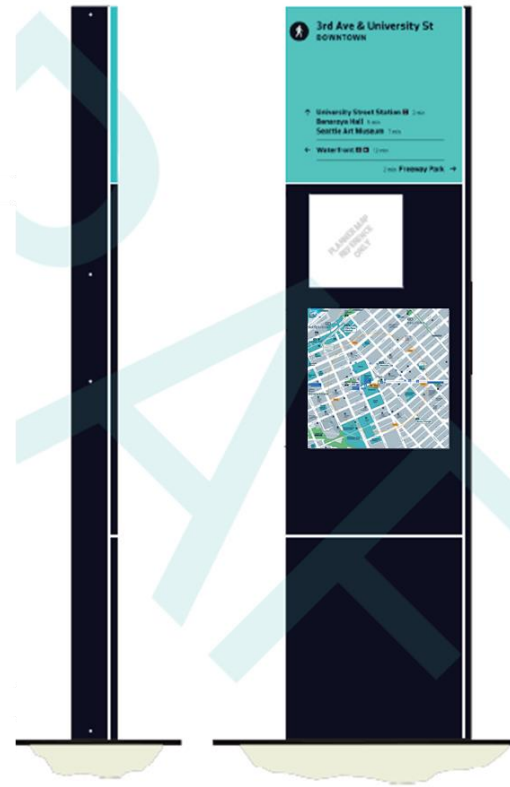


*Example of sidewalk repair on University Way NE*



# Seamless Seattle Pedestrian Wayfinding Program

Install area signs in the University District at up to eight locations near bus stops



Route 44 Bus Stops – U District  
As proposed by KCM North Link Connections Mobility Project





# Questions?

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[www.seattle.gov/transportation/Route44](http://www.seattle.gov/transportation/Route44)

