



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



Route 40



SDOT Vision, Mission, and Core Values



Route 40



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 Dumpys
SDOT
Outreach Lead



Virginie Nadimi
King County Metro
Transportation Planner



Josh Shippy
SDOT
Project Manager

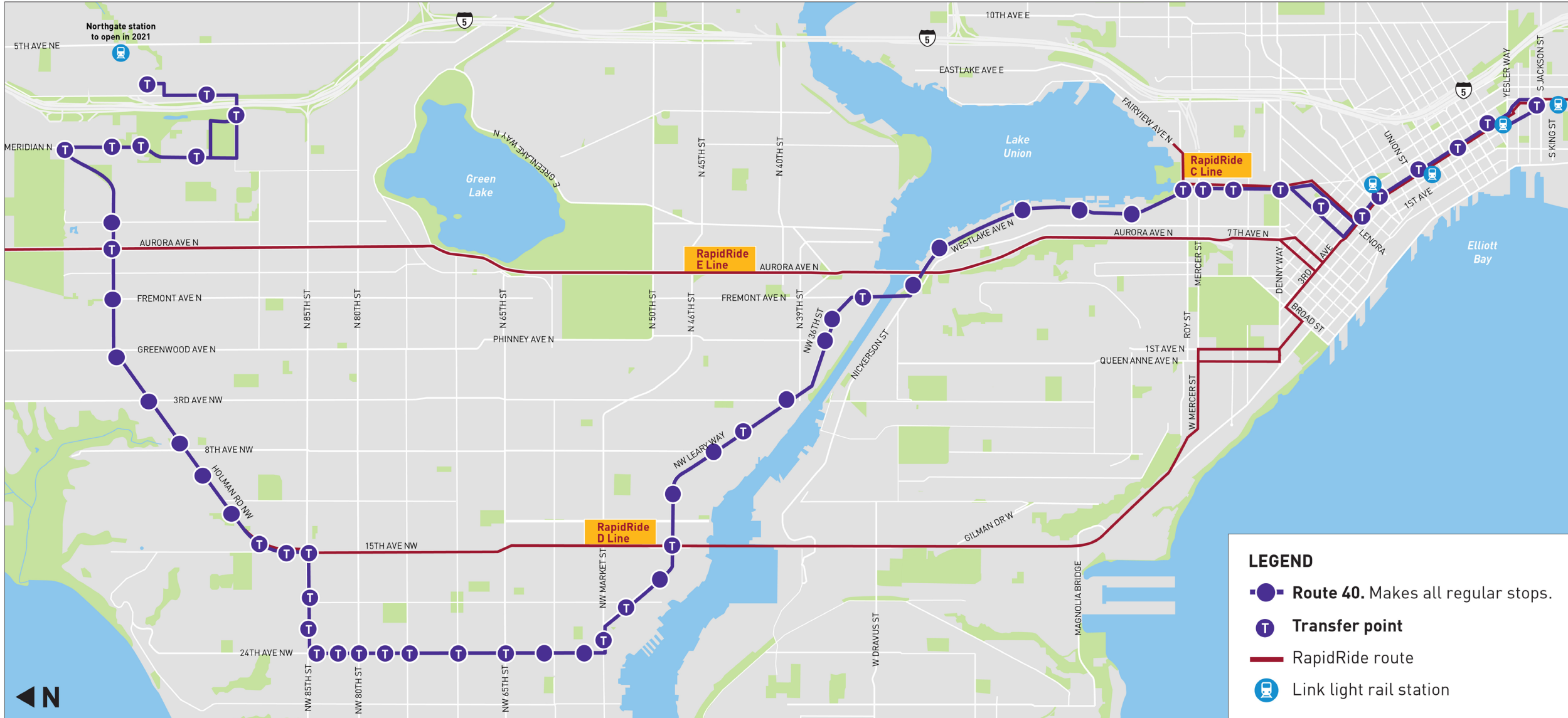


Elisabeth Wooton
SDOT
Project Developer

Corridor Overview



Route 40



LEGEND

- Route 40.** Makes all regular stops.
- Transfer point**
- RapidRide route
- Link light rail station



Ridership



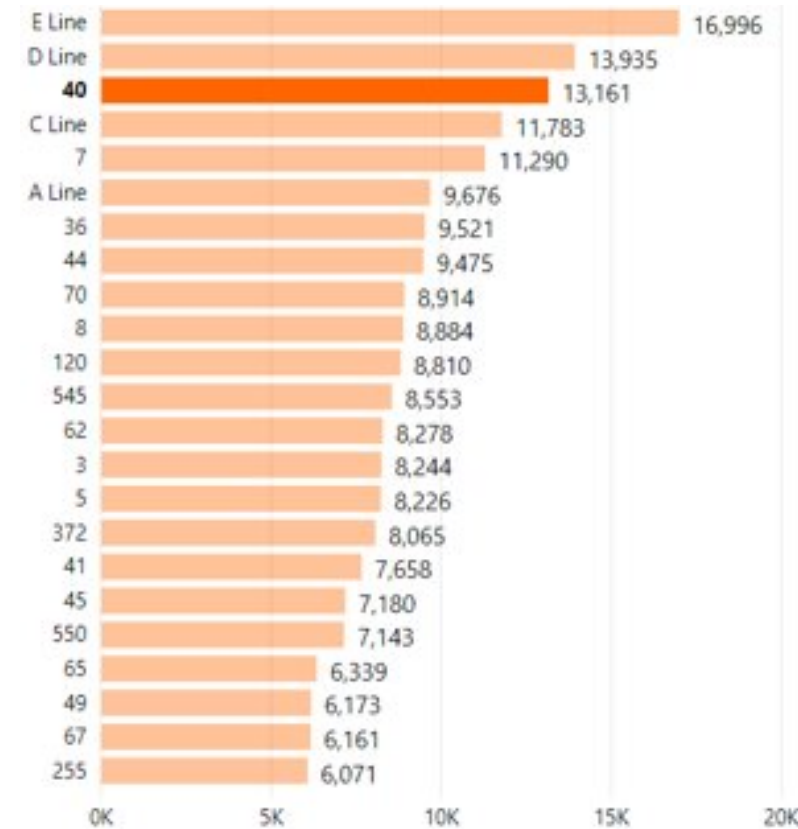
Route 40



- 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)



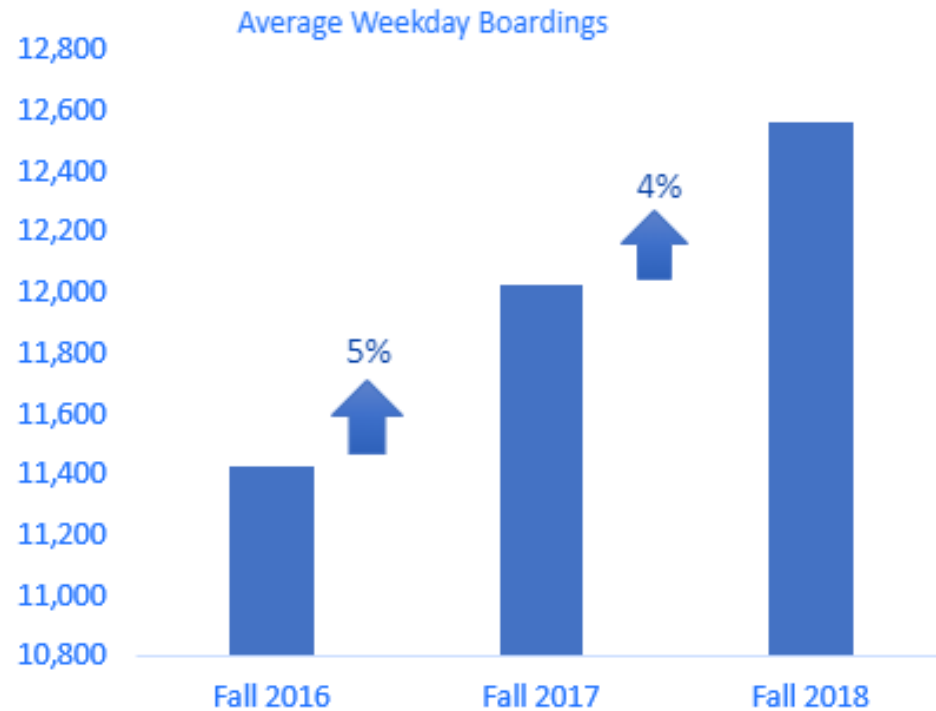
Ridership Trends



Route 40



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



On-Time Performance

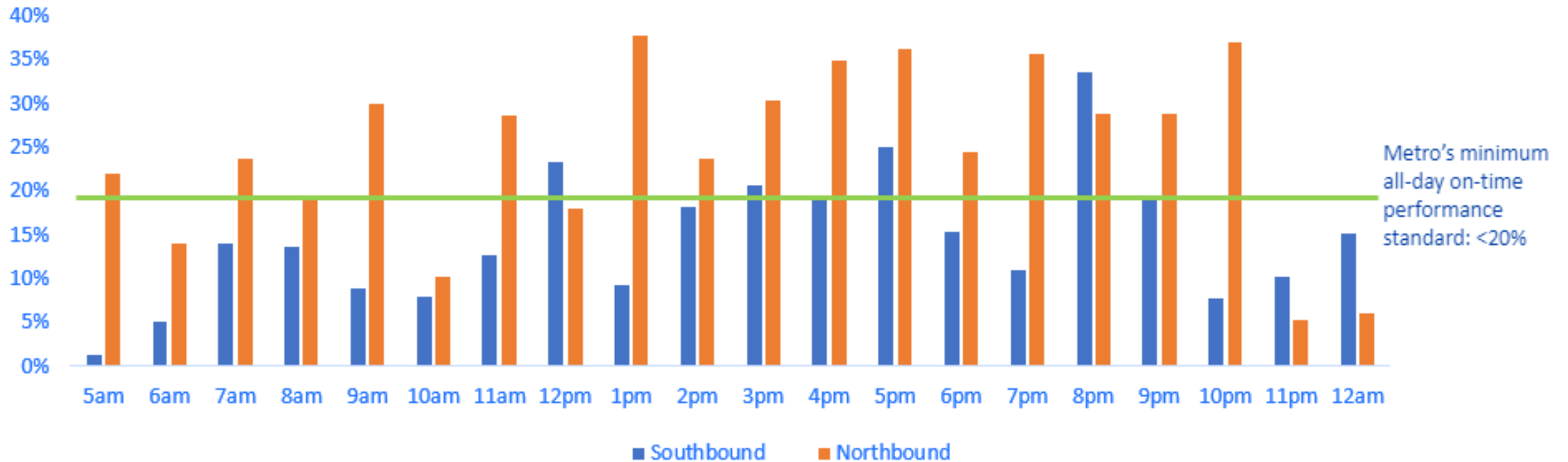


Route 40



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

Average % of Late Trips (Weekdays, April 2019)



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



Route 40



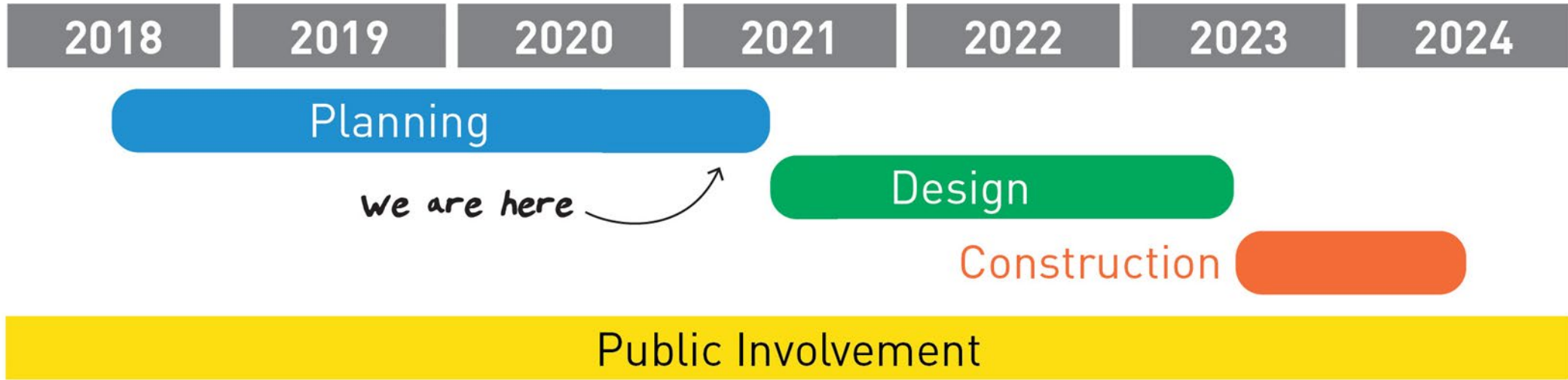
Funding Source	Funding Amount
Move Seattle Levy	\$7.7M
Local Sources	\$0.1M
Connecting Washington	\$3.4M
Federal Grants	\$4.0M
King County Metro Partnership	\$2.5M
Seattle Transit Benefit District (STBD) Vehicle Licensing Fee (VLF)	\$3.0M
Total Budget	\$20.7M

As of March 2021

Project Schedule



Route 40



Outreach Summary



Route 40



MARCH 2020
Online Survey



FALL 2020
Advisory Board
Presentations

MARCH - APRIL 2021
Online Survey &
Virtual Drop-in Sessions

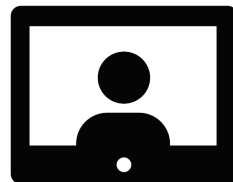
2020

2021

FEBRUARY 2020
Operator Ride-along



JUNE 2020
Virtual Open House



40
Virtual Meeting
Attendees

SPRING 2020
Advisory Board
Follow-ups

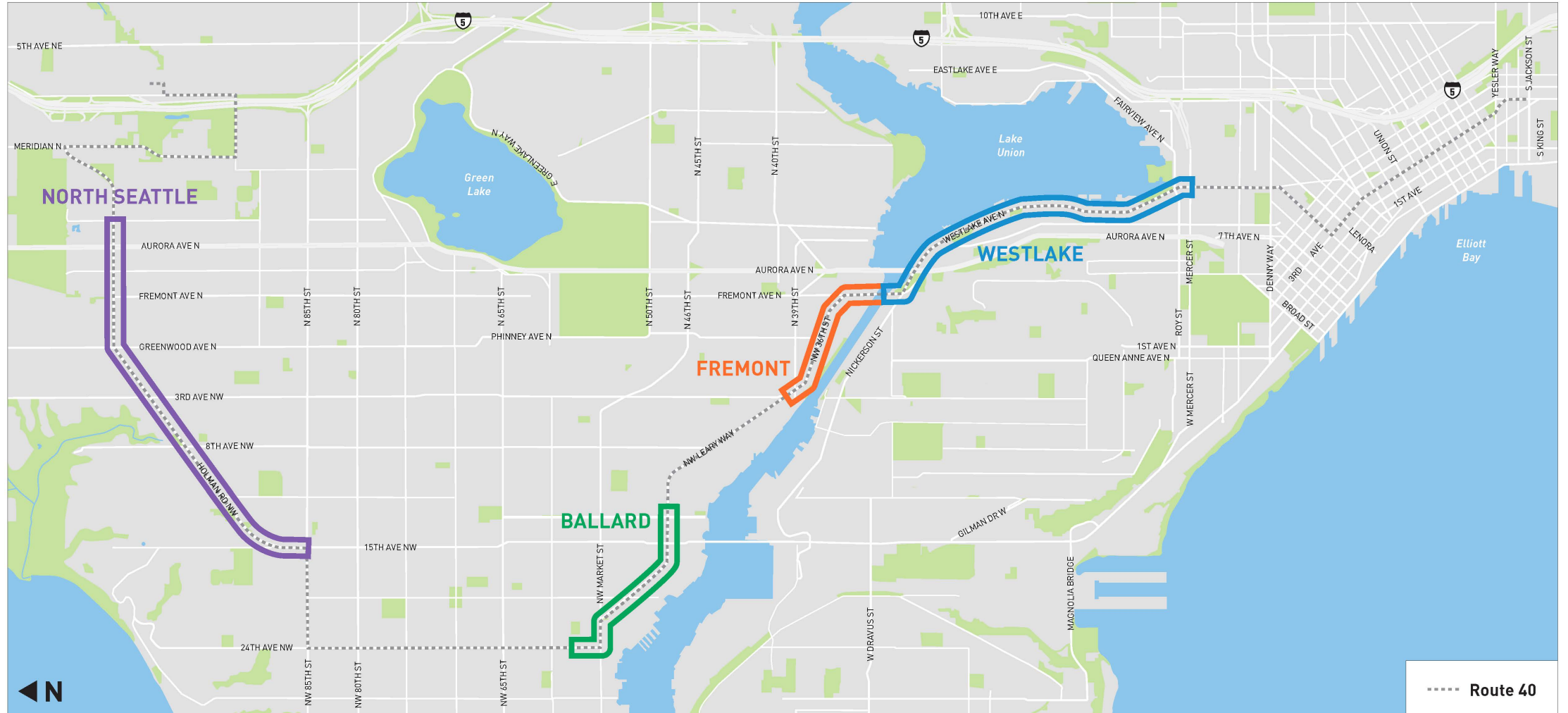
JUNE 2020
Complete 30%
Design

Outreach will continue
throughout design and
construction phases

Key Improvement Areas



Route 40



Westlake Area Design Concepts



Route 40



Westlake Ave Bus Lanes

between 9th Ave N and Fremont Bridge



Route 40

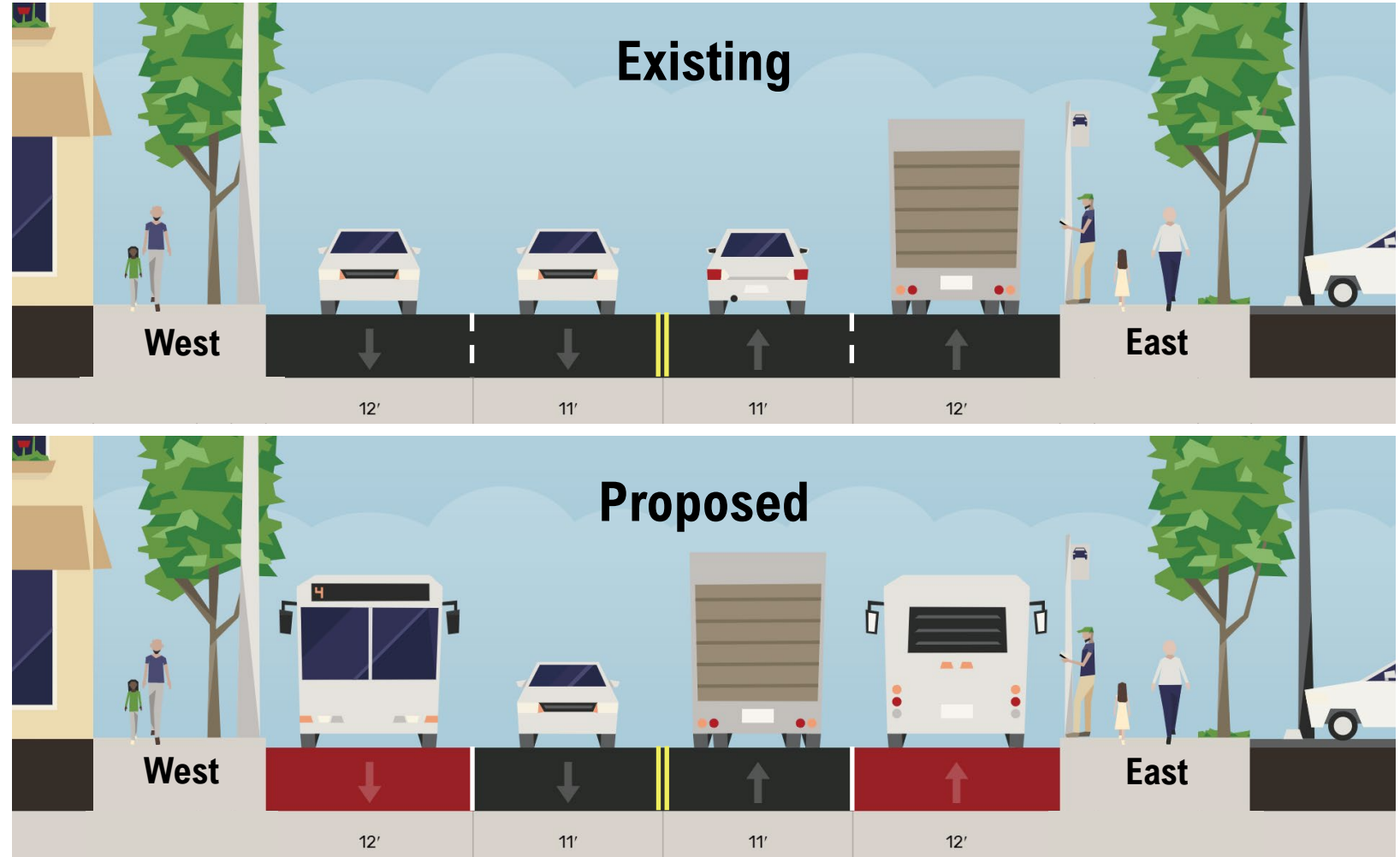


Proposed Changes

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

Expected Benefits

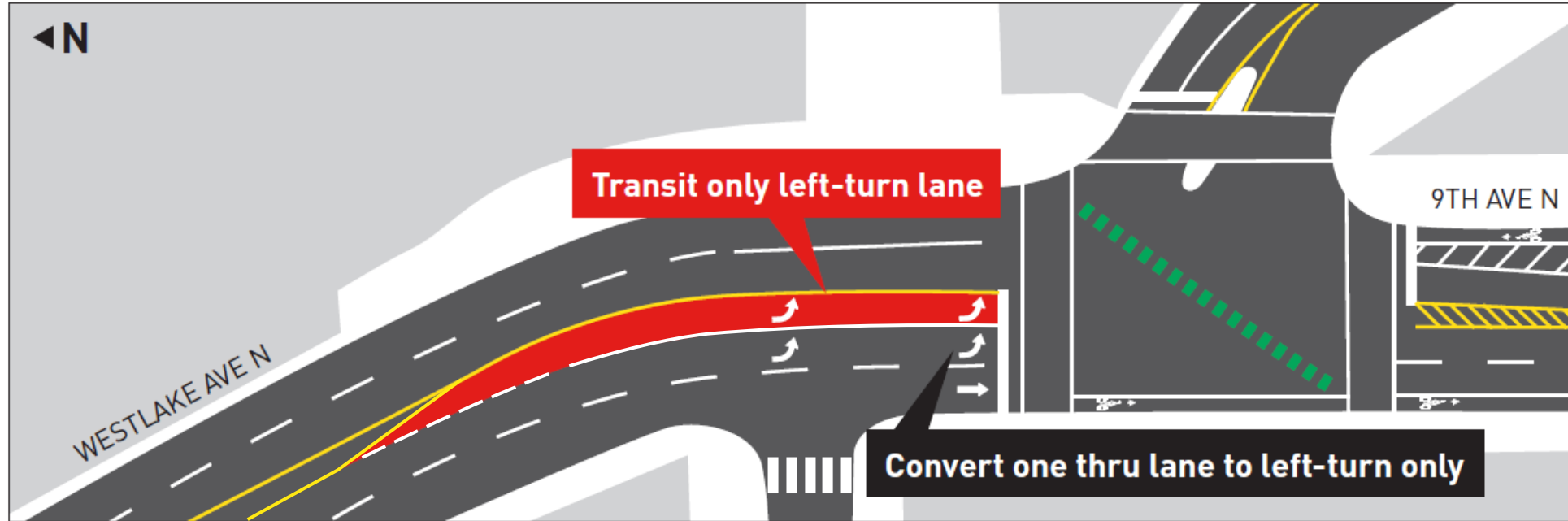
- Reduced transit travel times and improved reliability in both directions



Westlake Ave and 9th Ave



Route 40



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

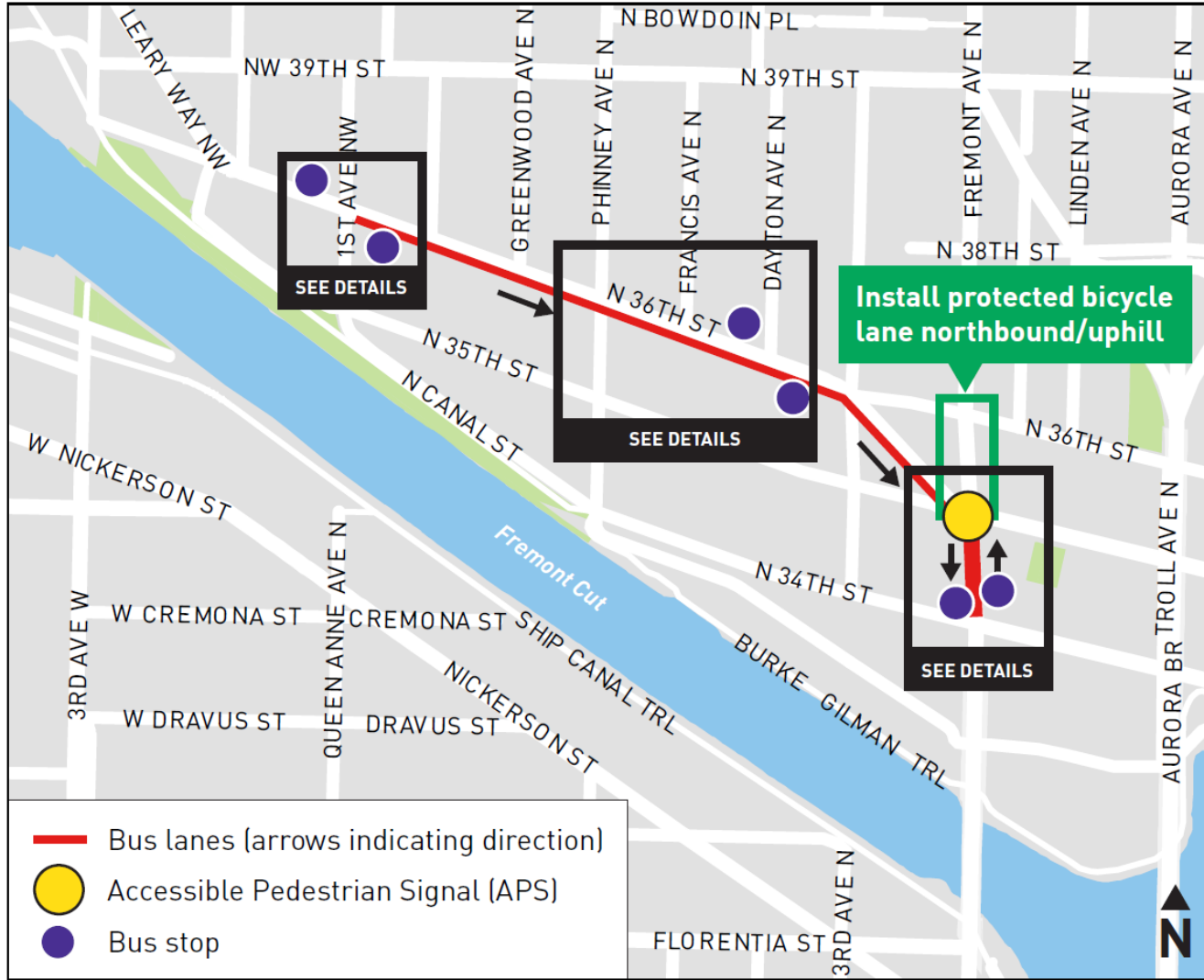
Expected Benefits

- Reduced transit travel times and improved reliability

Fremont Area Design Concepts



Route 40



Fremont Ave N

between N 34th St and N 35th St



Route 40

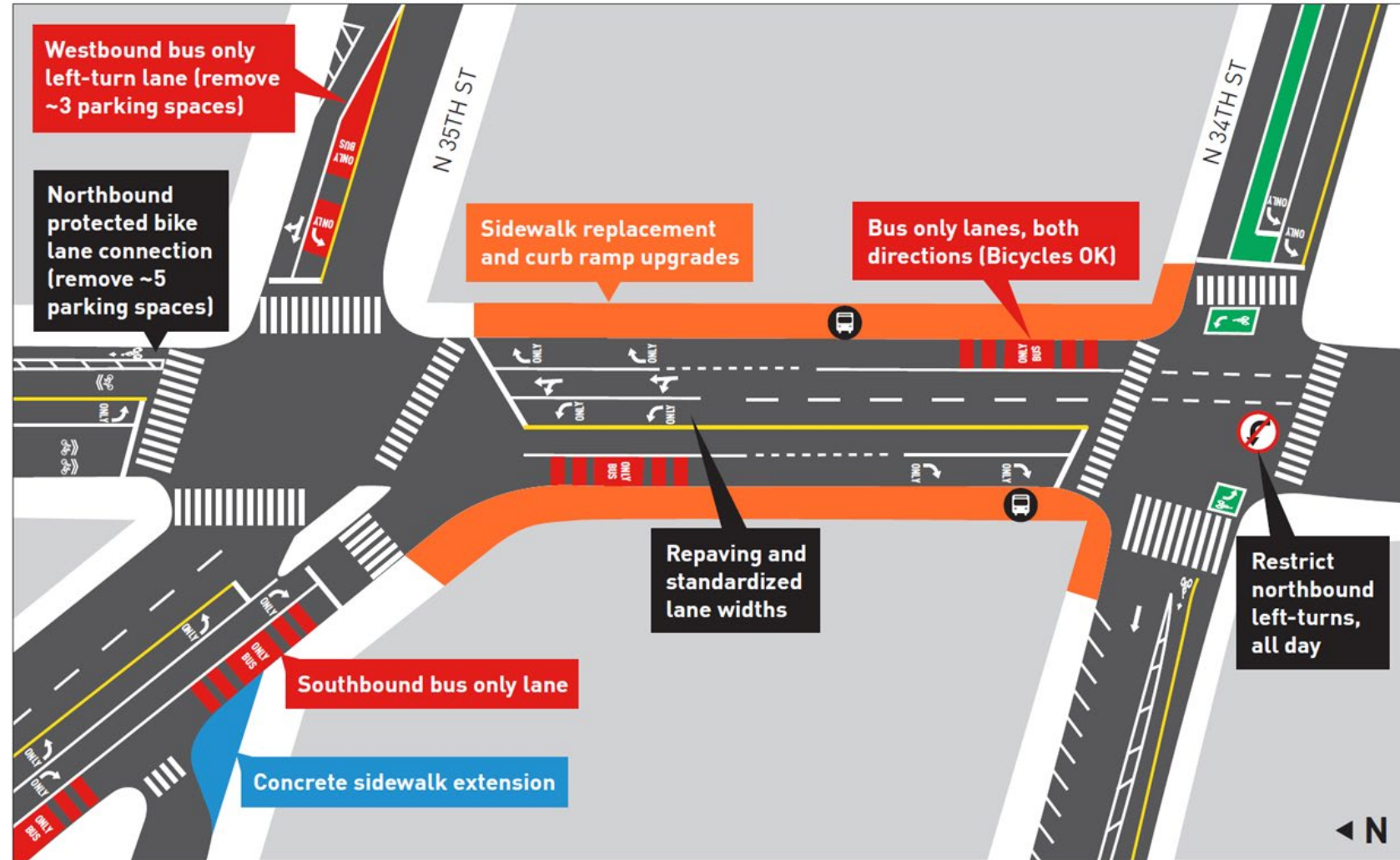


Proposed Changes

- 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



Route 40

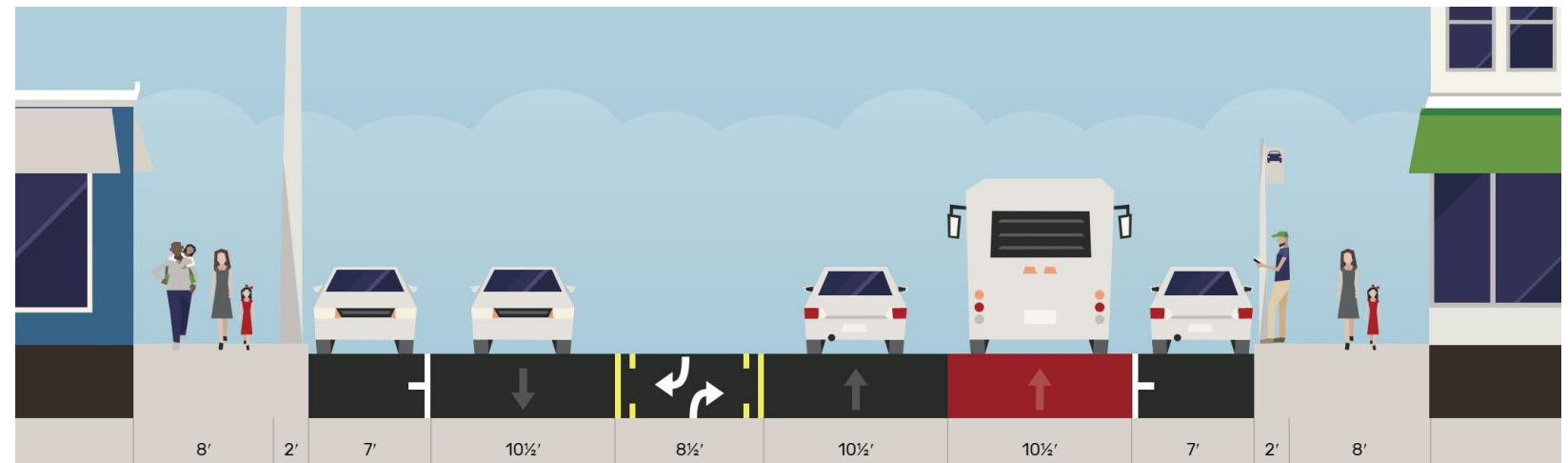
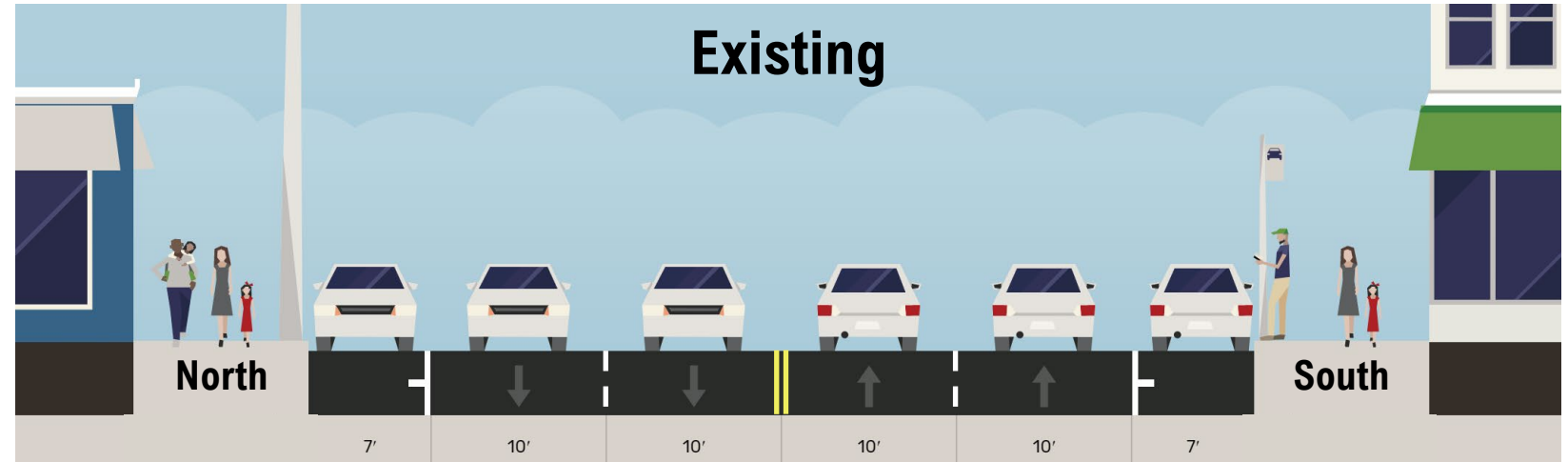


Proposed Changes

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

Expected Benefits

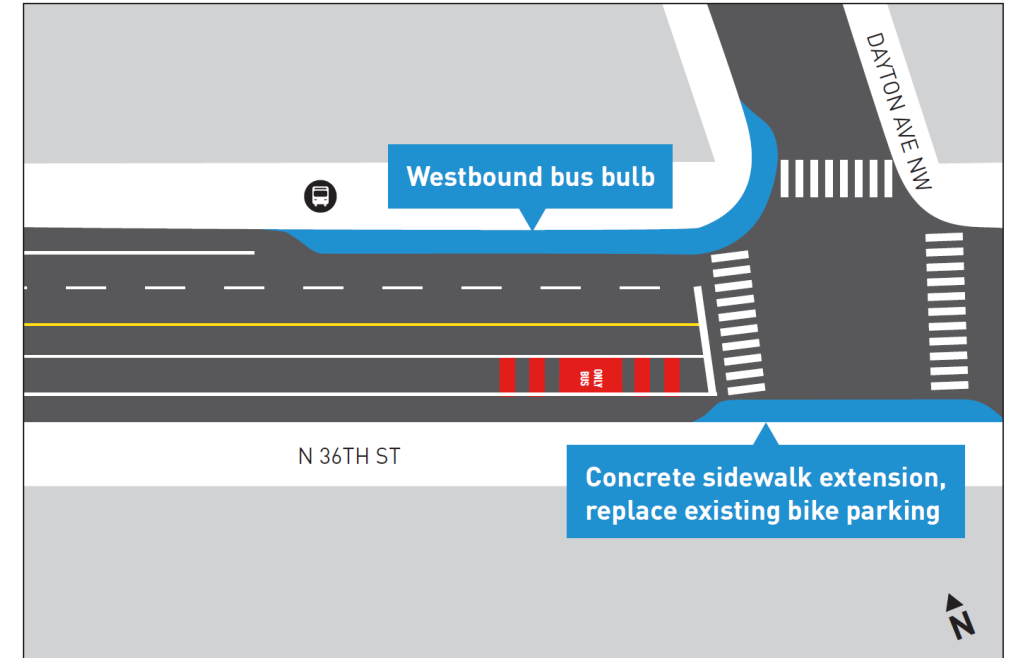
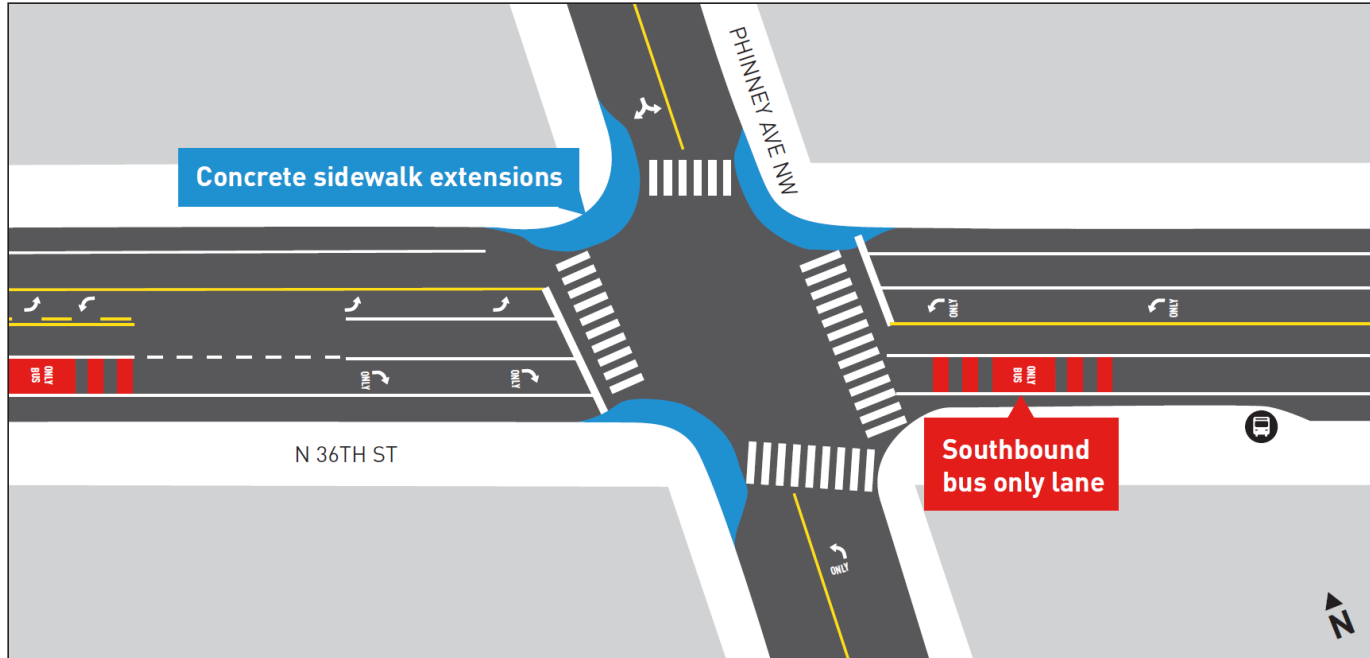
- Reduced transit travel times and improved reliability southbound
- Lane widths closer to standards for all users
- Designated space for left turns



N 36th 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

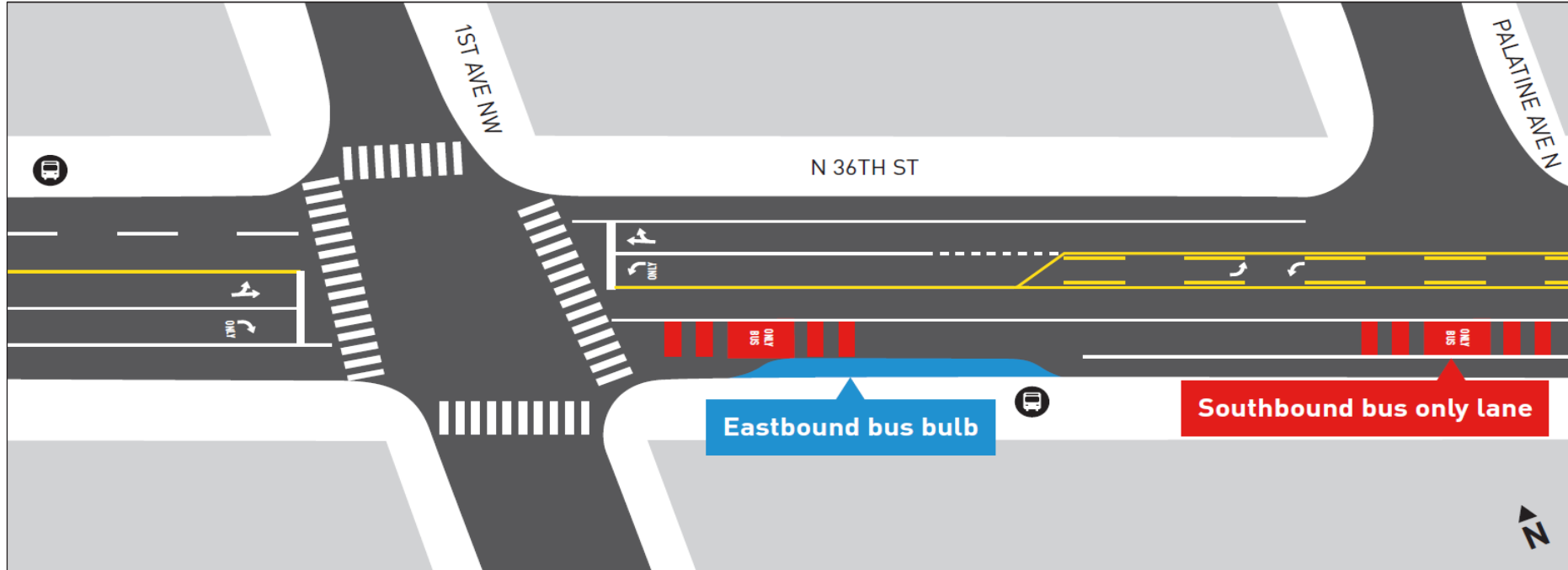
Expected Benefits

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

N 36th St & 1st Ave



Route 40



Proposed Changes

- Bus boarding bulb for eastbound stop at 1st Ave

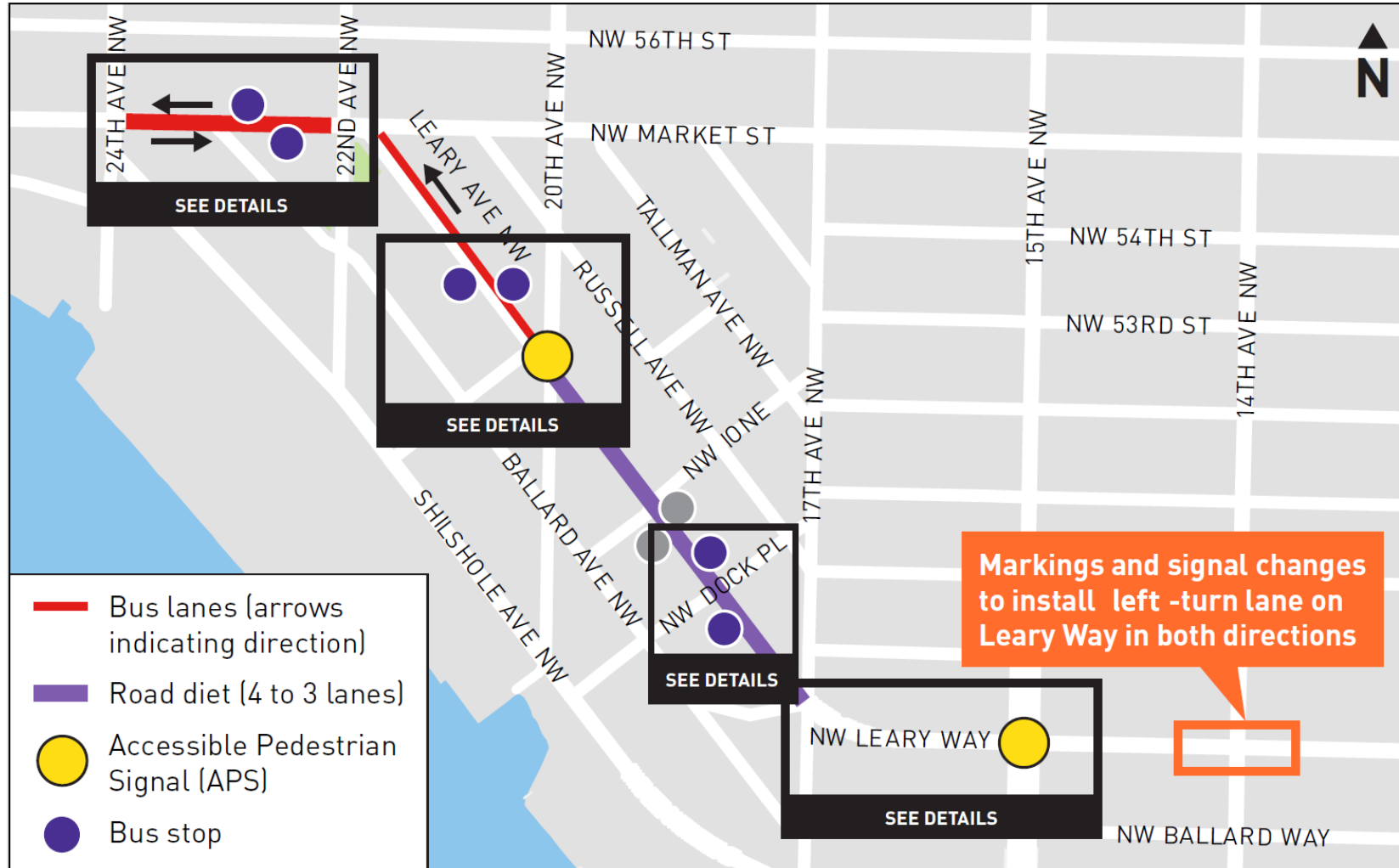
Expected Benefits

- Reduced transit travel times
- Improved boarding and alighting operations

Ballard Area Design Concepts



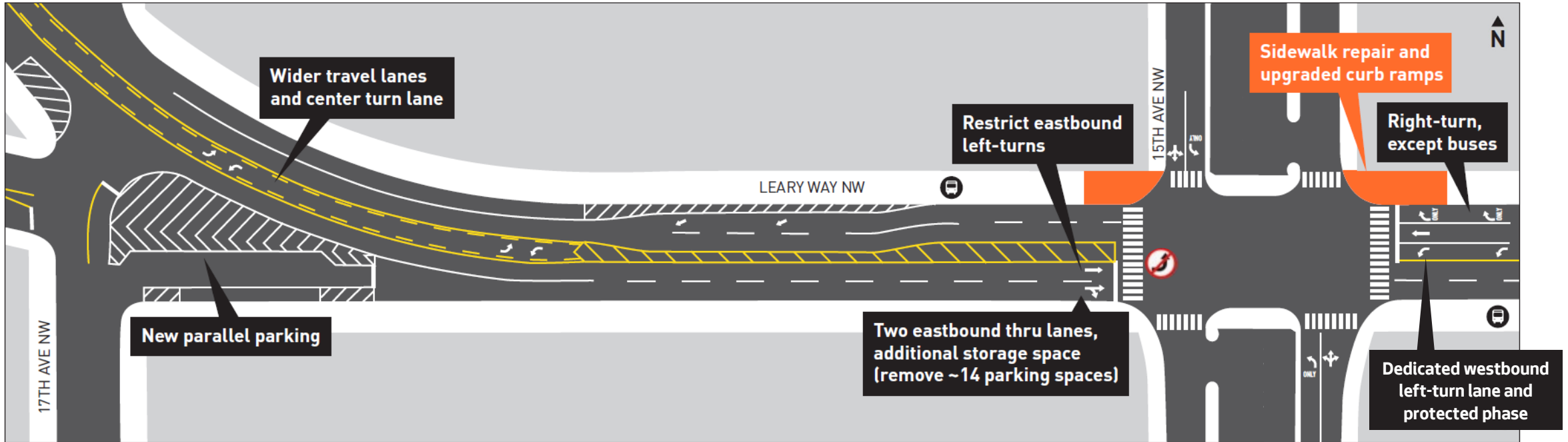
Route 40



Leary Way & 15th Ave



Route 40



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



Route 40

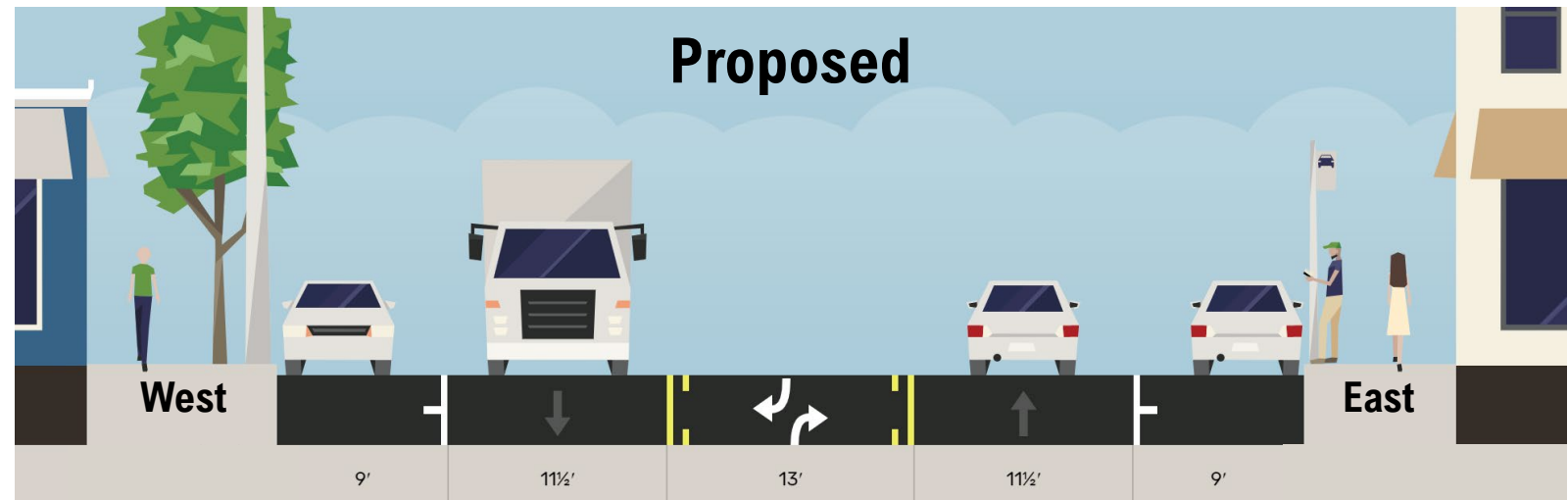
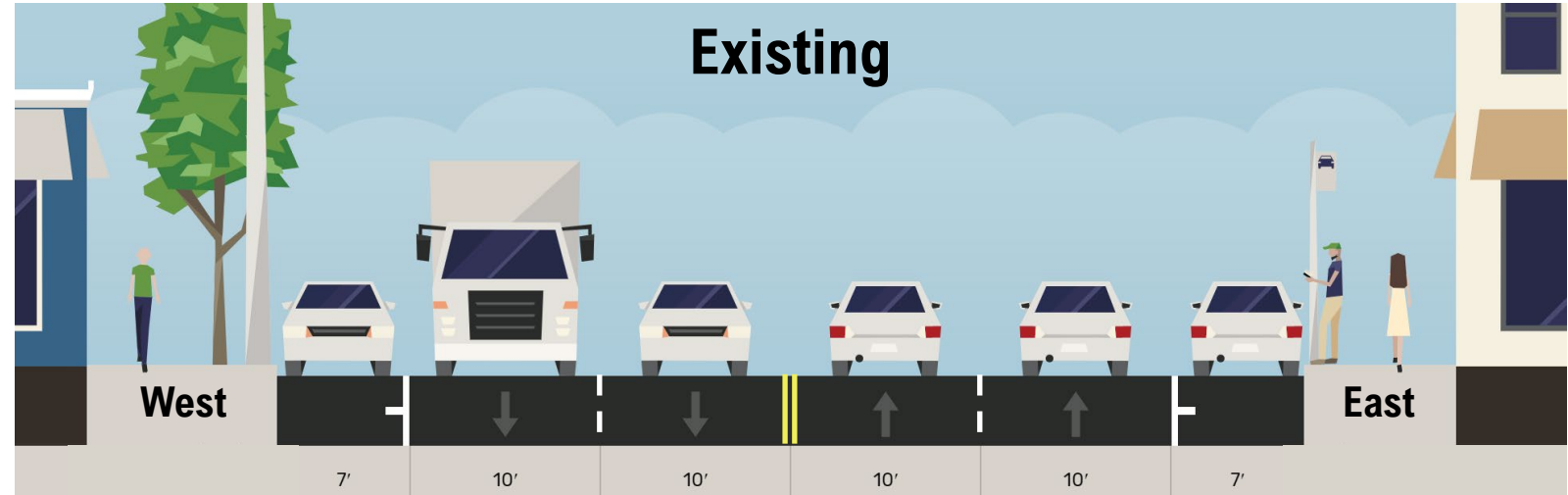


Proposed Changes

- 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

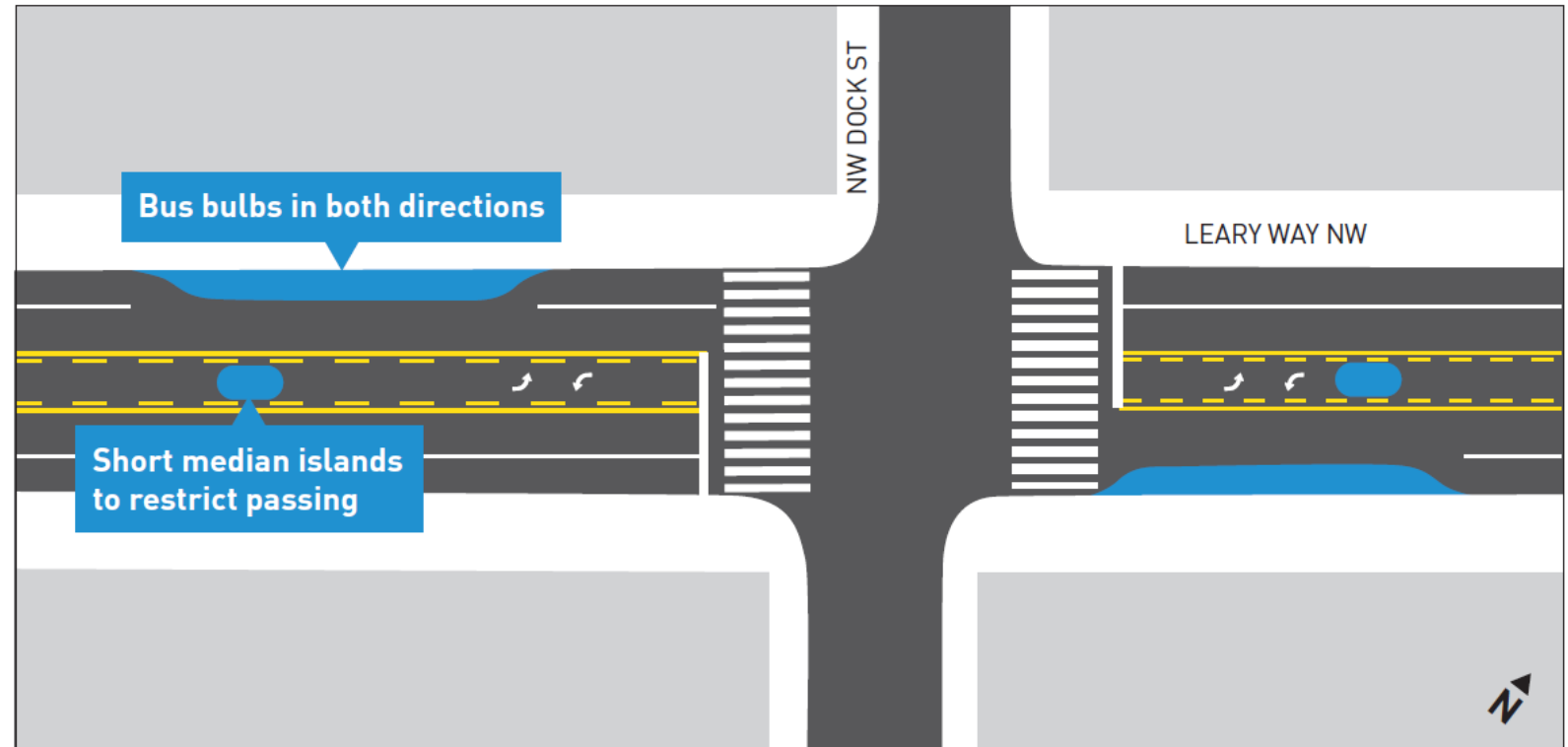


Proposed Changes

- 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

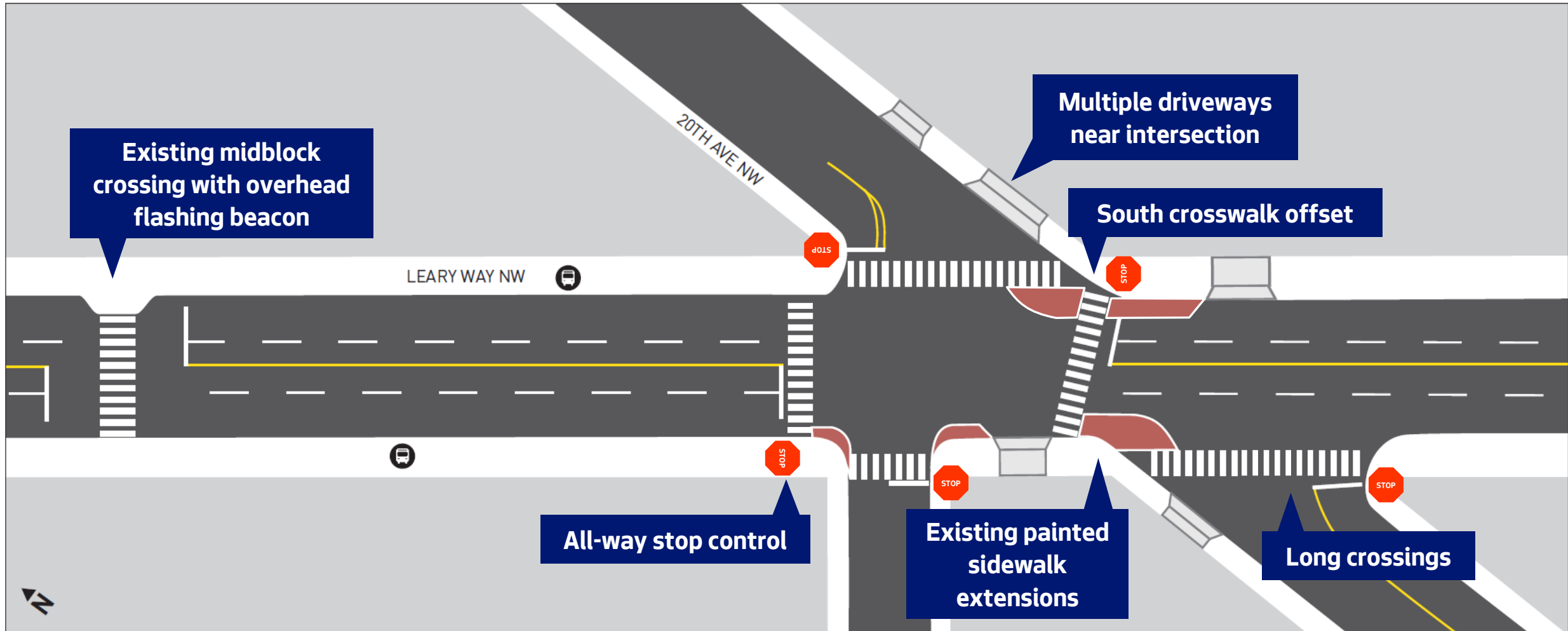
- Reduced transit travel times in both directions
- Improved access and safety for people walking and biking



Leary Ave NW & 20th Ave NW (Existing)



Route 40



Leary Ave NW at 20th Ave NW & Vernon Pl



Route 40

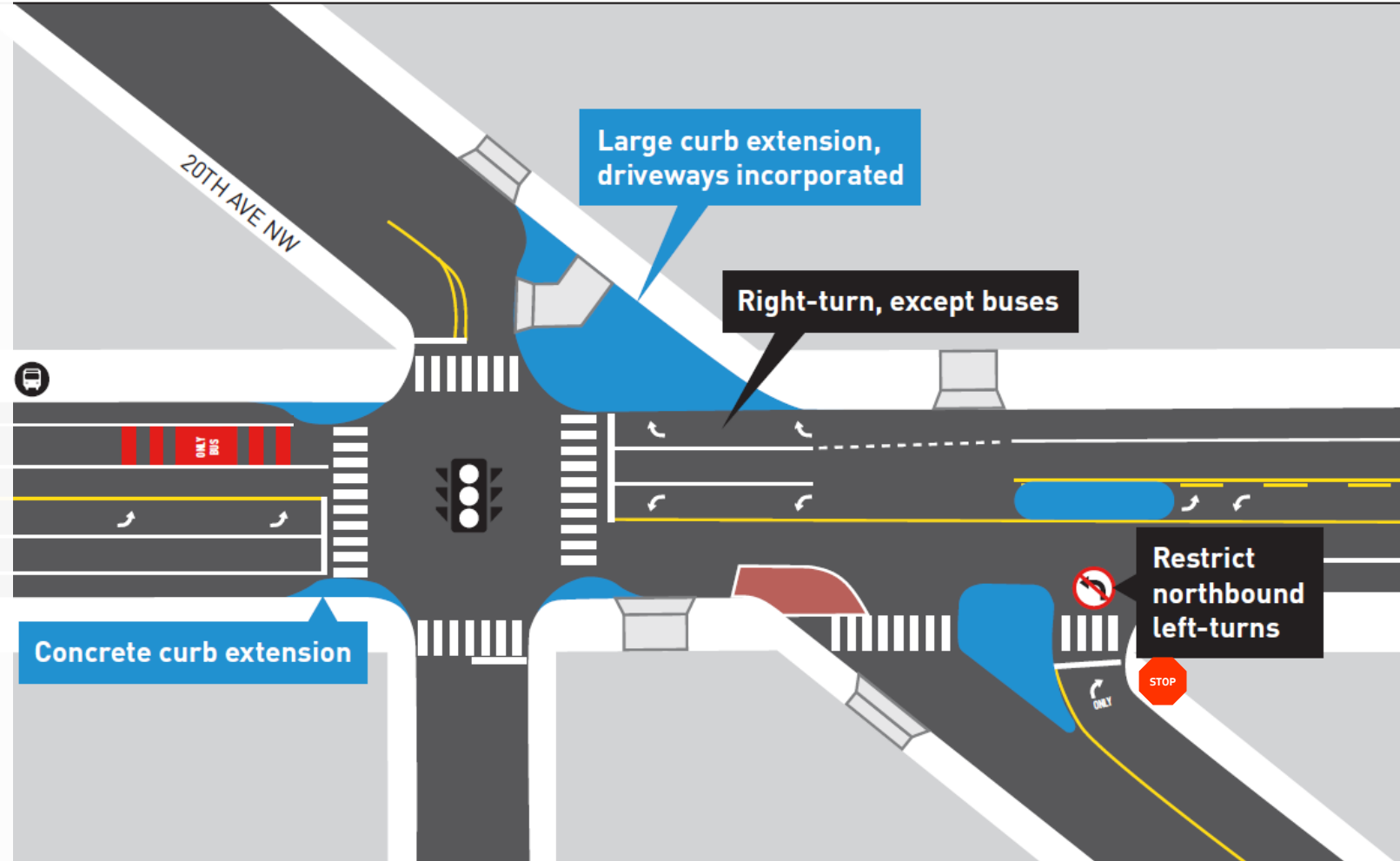


Proposed Changes

- 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

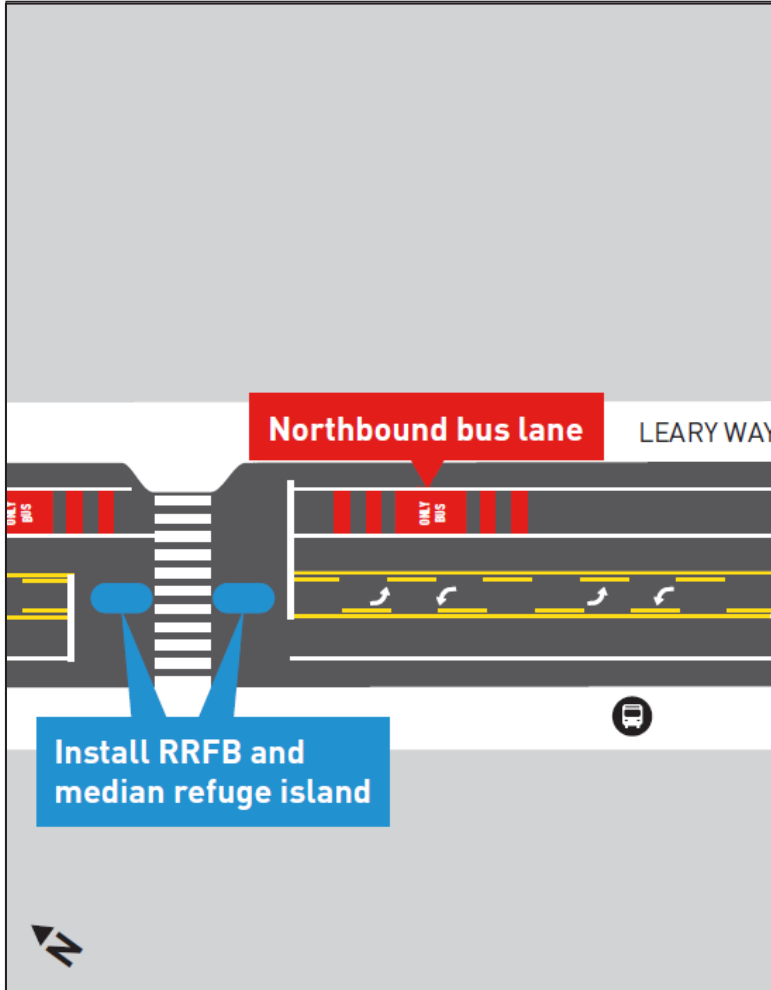
- Reduced travel times on Leary Ave NW
- Clarified vehicle movements and fewer turning conflicts
- Improved pedestrian crossings



Leary Ave NW at Midblock Crossing



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 20th Ave NW



Route 40

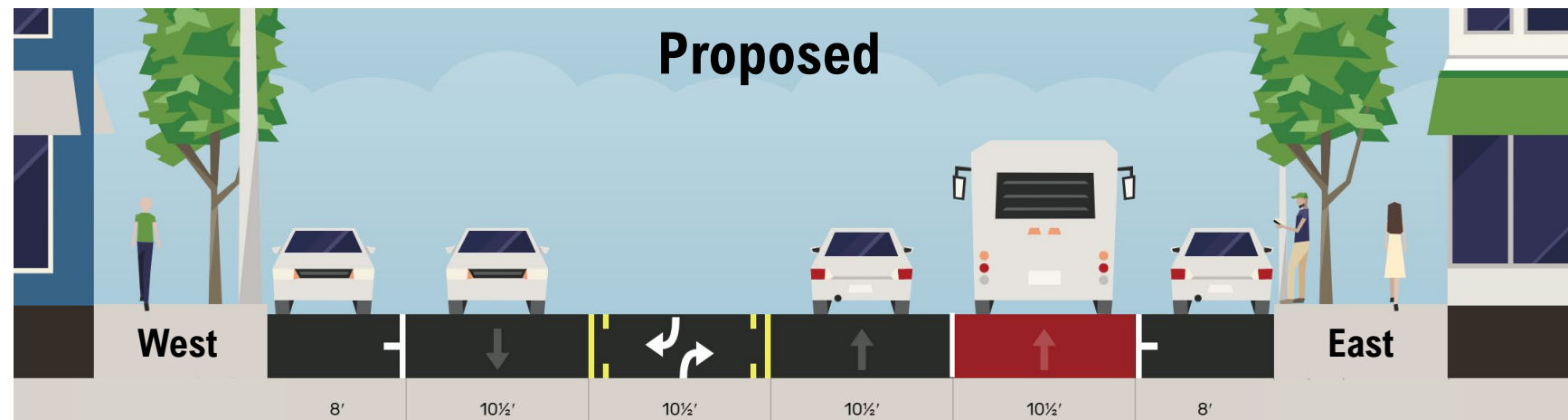
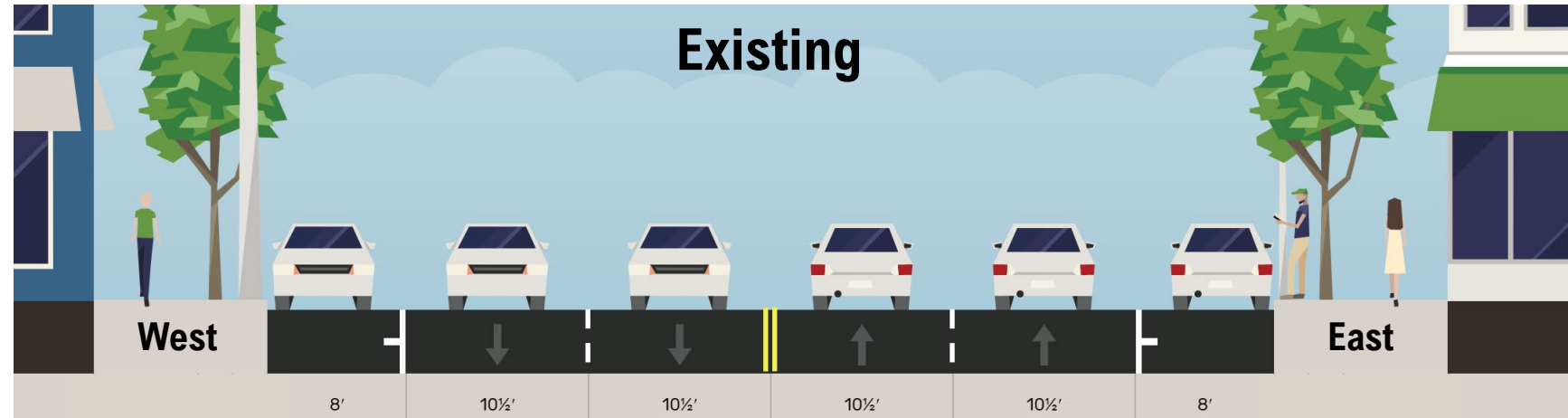


Proposed Changes

- 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

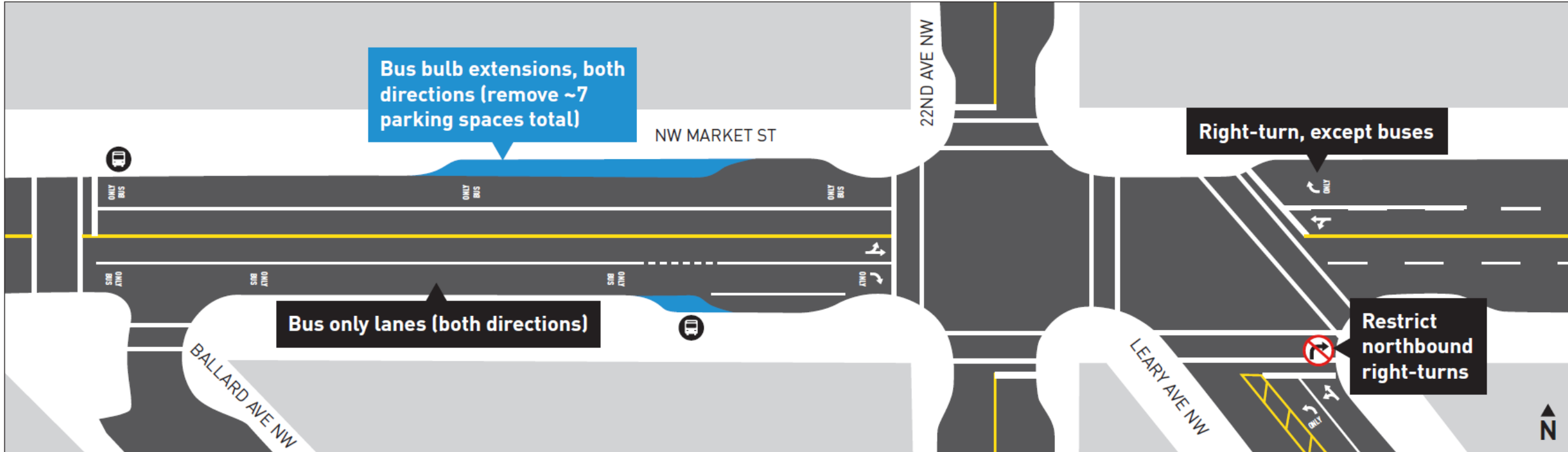


NW Market St Bus Lanes

between 24th Ave NW and 22nd 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

North Seattle Area Design Concepts



Route 40



Holman Rd Bus Lane

between 3rd Ave and 104th St



Route 40

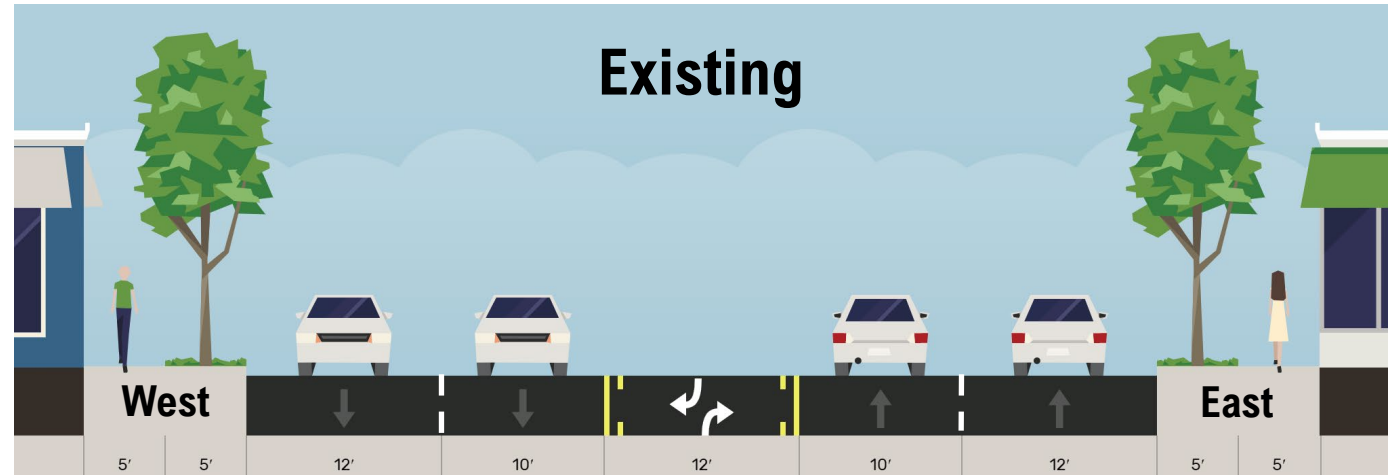


Proposed Changes

- 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)



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Route 40



Comments/Questions?

Route40@seattle.gov

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

