



Route 40 Transit-Plus Multimodal Corridor Project

Seattle Transit Advisory Board Meeting
August 26, 2020



Presenters & Moderator



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Transportation Planner



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CDM Smith
Transportation
Planner

Agenda

1. Route 40 Background
2. Project Objective & Scope
3. What we heard to date
4. Concepts Ideas, Request for Board Input
5. Current Schedule & Funding
6. Next Steps



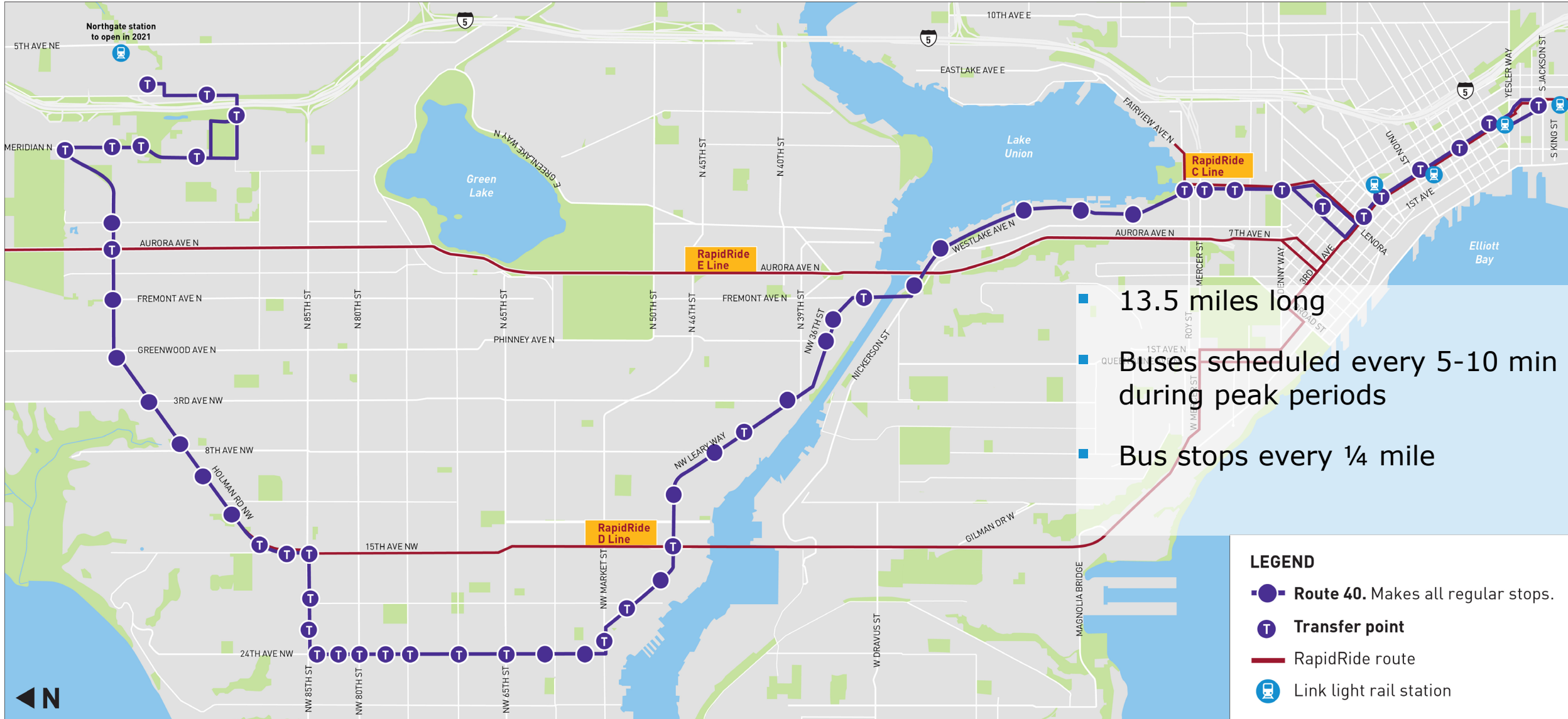
Route 40



Route 40 Introduction



Route 40



Ridership

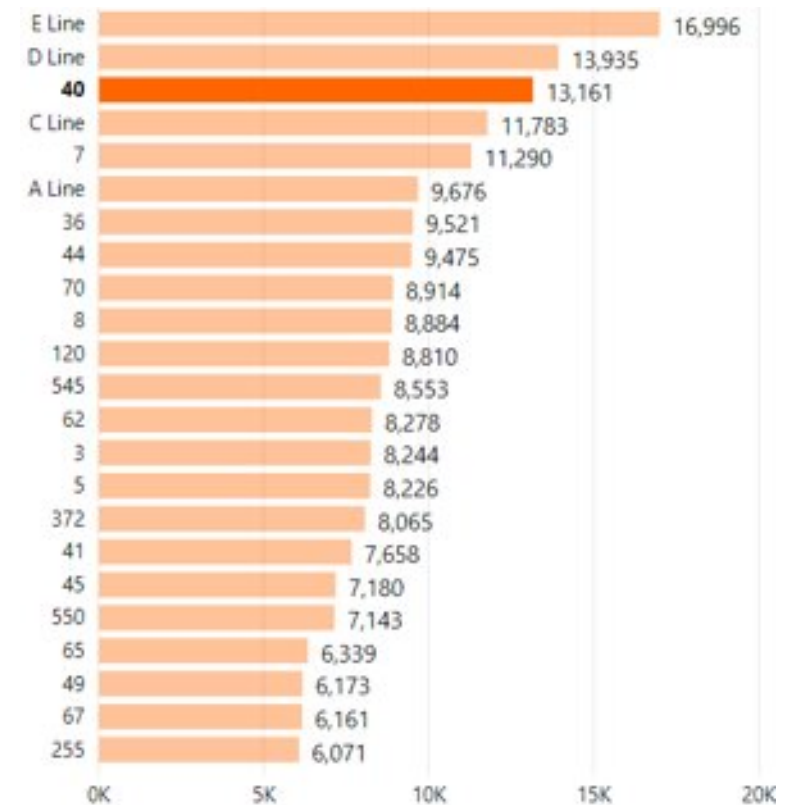


Route 40



- 3 million annual rides
- Route 40 accounts for 3% of all Metro ridership (2019)
- Even during COVID19, Route 40 is still one of Metro's highest ridership routes at about 3,900 average weekday riders (as of June 15, 2020)

Routes by Average Weekday Ridership (April 2019)



Population and Passenger Types



Route 40



- Over 95,000 people live within 1/2 mile of the Route 40 corridor

Passenger Types	Percent of Route 40 ORCA rides
Adult	81%
Low Income	6%
Disabled	5%
Senior	4%
Youth	4%



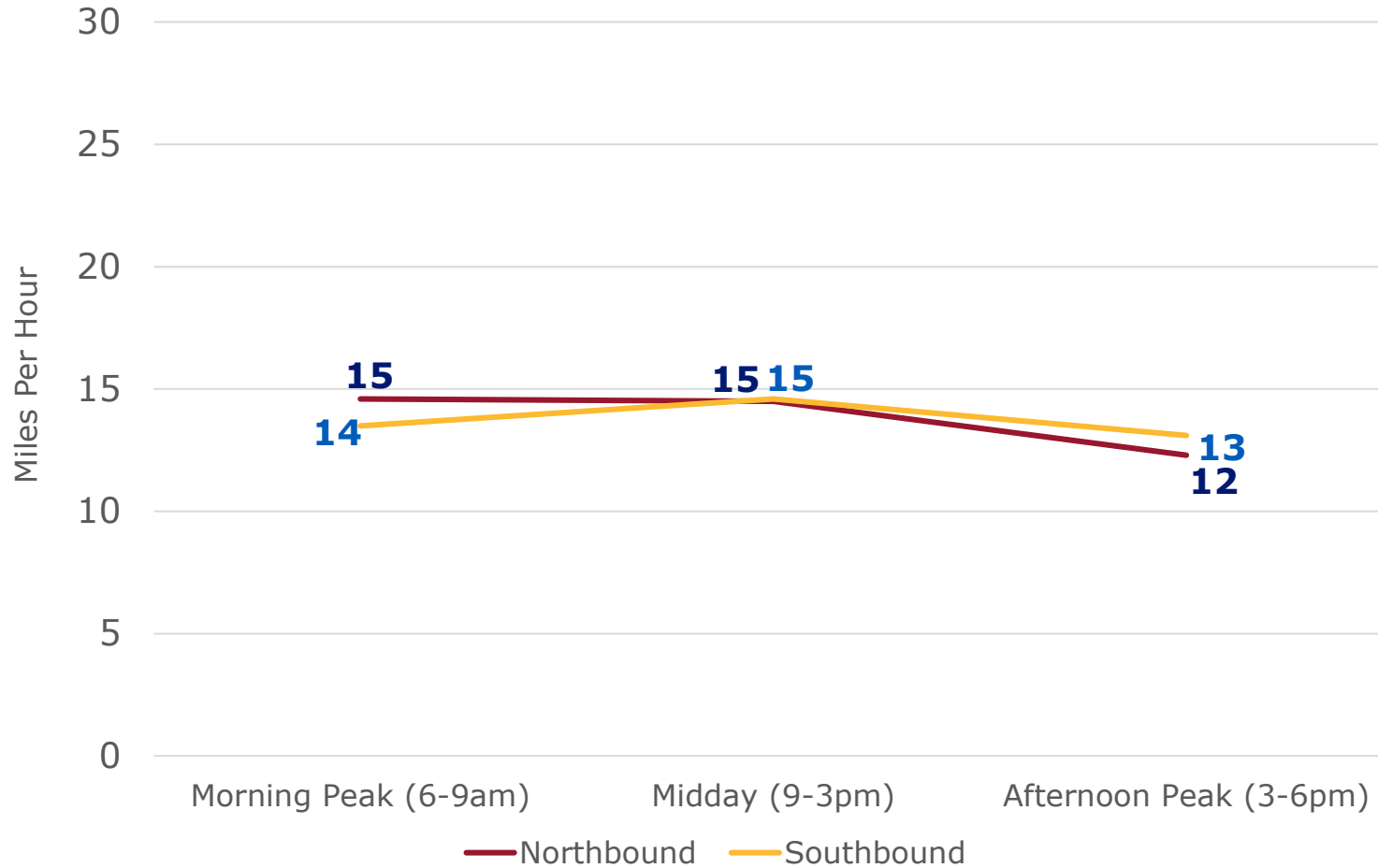
Transit Speed



Route 40



Average Route 40 Weekday Bus Speeds - April 2019



On-Time Performance

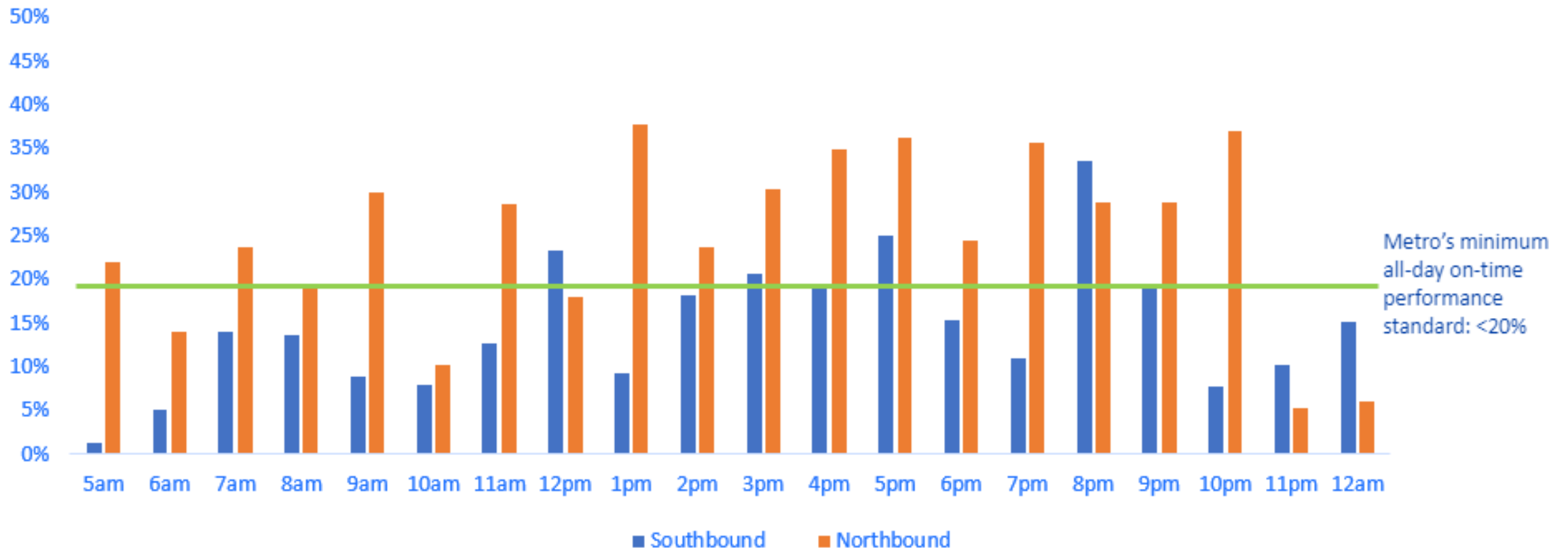


Route 40



Transit travel time reliability is the degree to which transit travel time along the corridor is uniform and predictable.

Average % of Late Trips (Weekdays, April 2019)



Route 40 Transit Plus-Multimodal Corridor Project Objectives



Route 40



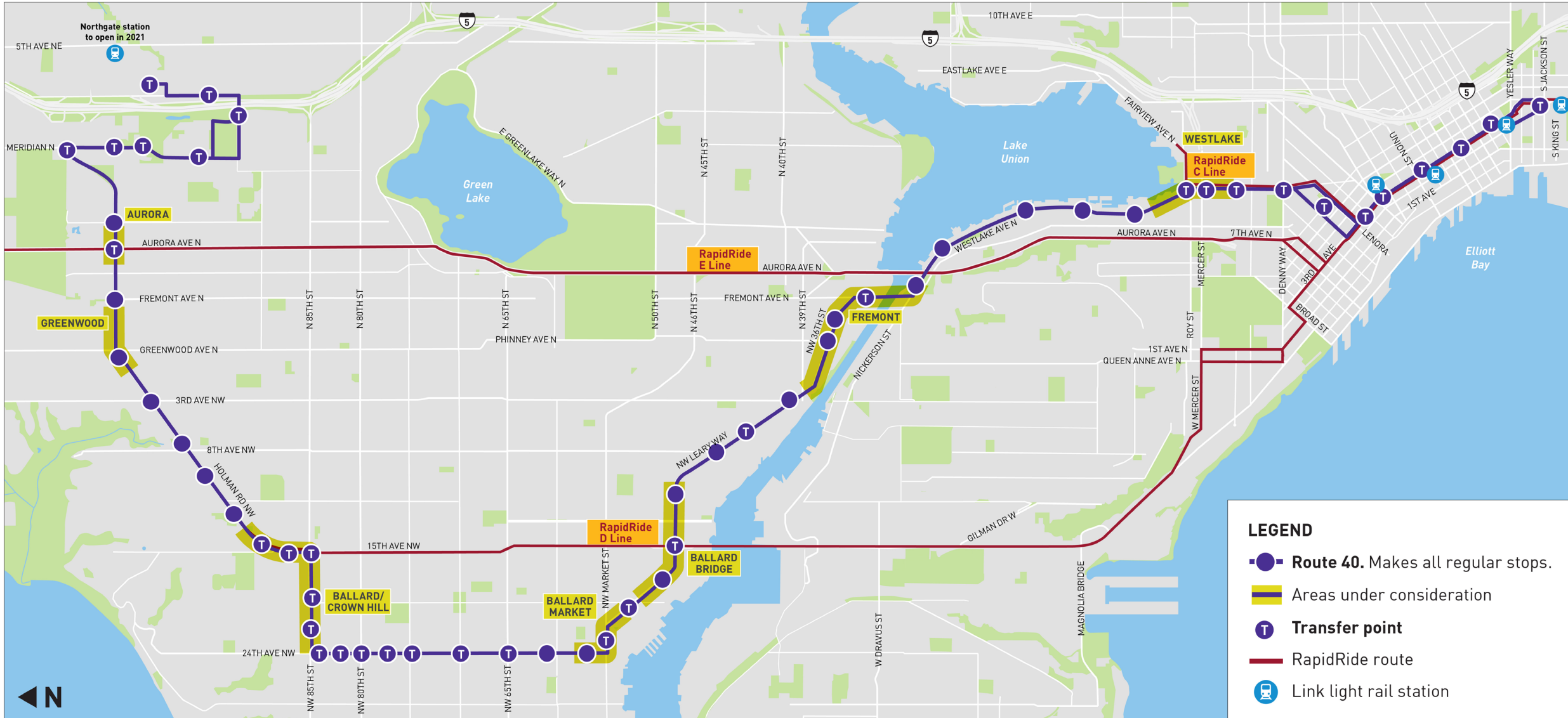
- Make bus trips faster and more reliable, now and in the future
- Make it safer and easier to get to and on the bus
- Respond to community needs and priorities
- Fulfill Levy to Move Seattle commitments



Route 40 TPMC Target Study Segments

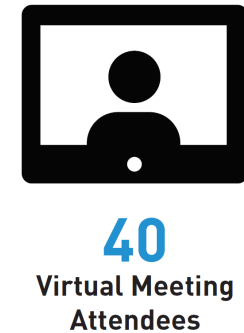


Route 40



Who We Heard From

- Online survey opened 2/24/2020 to 4/3/2020, received 1060 responses
- King County operator ride along and survey
- 40 attendees of 6/30/2020 virtual meeting
- SPAB & SBAB meetings



What We Heard So Far



Route 40



ROUTE 40 RIDER PRIORITIES



1. Bus speed and reliability improvements



2. Walking and bicycle accessibility improvements and new crossings



3. Keeping cars and freight moving



4. Reducing traffic speeds for safety reasons








5. Keeping parking along the route

What We Heard So Far



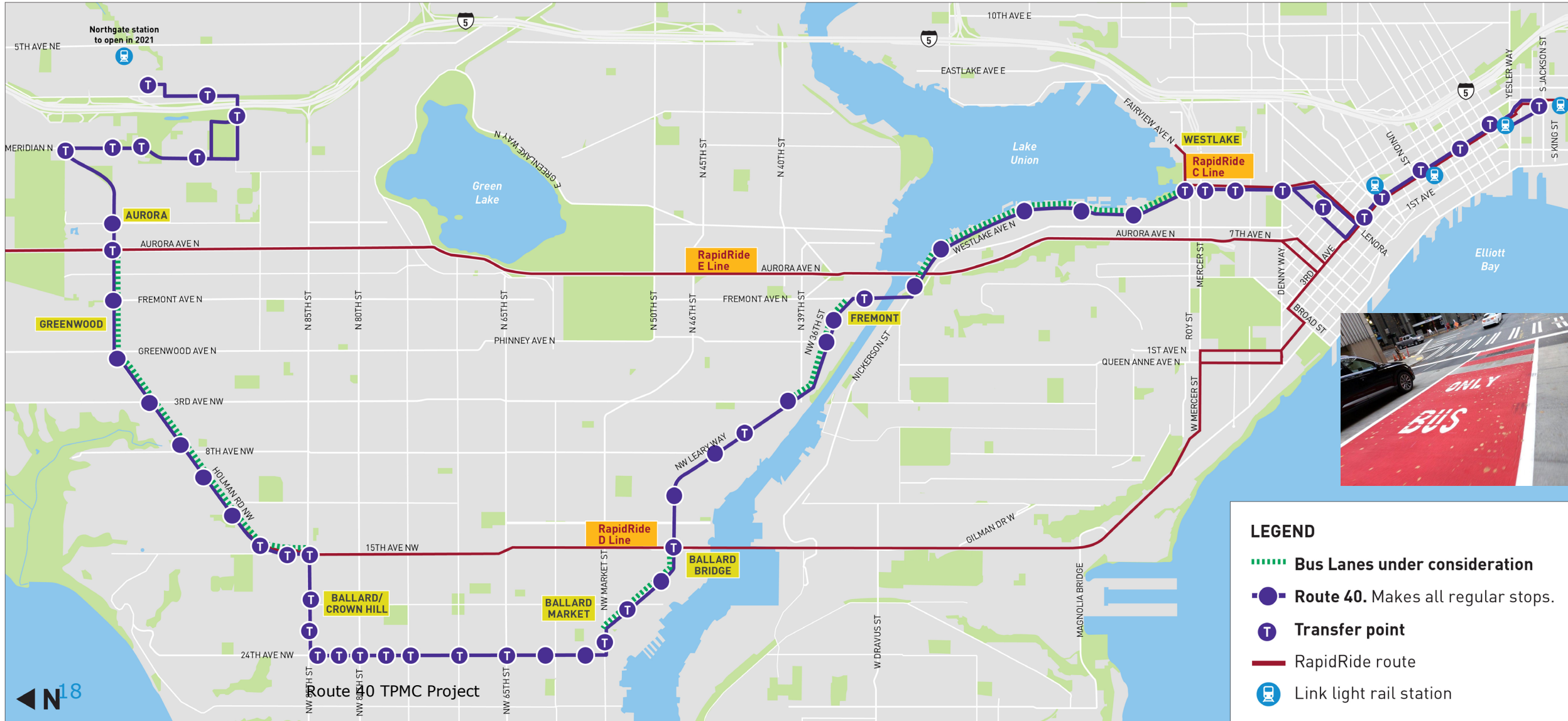
SPEED AND RELIABILITY PROJECT IDEA RANKINGS

-  1. Designated bus-only lanes
-  2. Queue jumps
-  3. Transit signal priority timing improvements
-  4. Stop relocation or stop consolidation
-  5. Bus bulb-outs

Route 40 Concept Ideas - Bus Lane Options



Route 40



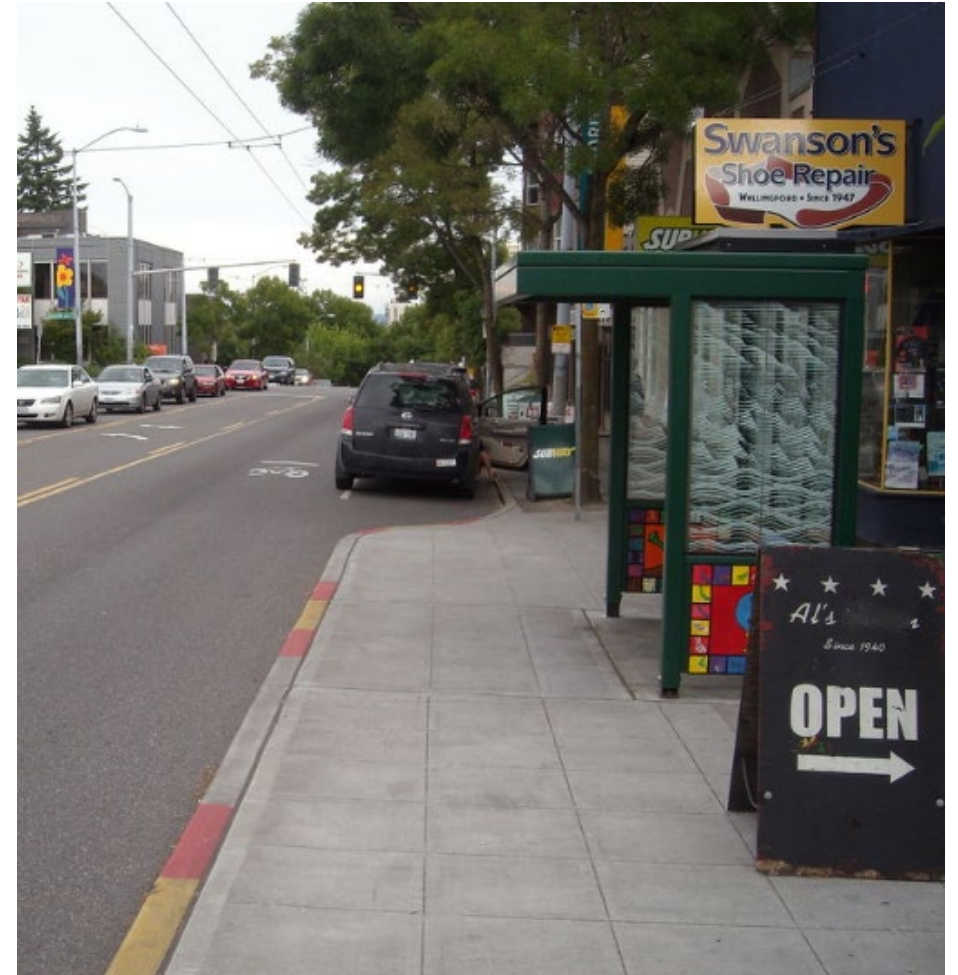
Route 40 Concept Ideas - Transit Stops



Route 40



- Transit stops
 - Bus bulb outs
 - Stop relocation/consolidation
 - Extended bus zone
- Bus Lanes
- Roadway
 - Queue jumps
 - Turn restrictions
 - Channelization
 - Curb bulbs



Route 40 Concept Ideas - Roadway



- Reduced speed limits
- Transit signal priority
- Queue jumps
- Turn restrictions
- Channelization
- Curb bulbs







Route 40 Concept Ideas - Walking & Biking



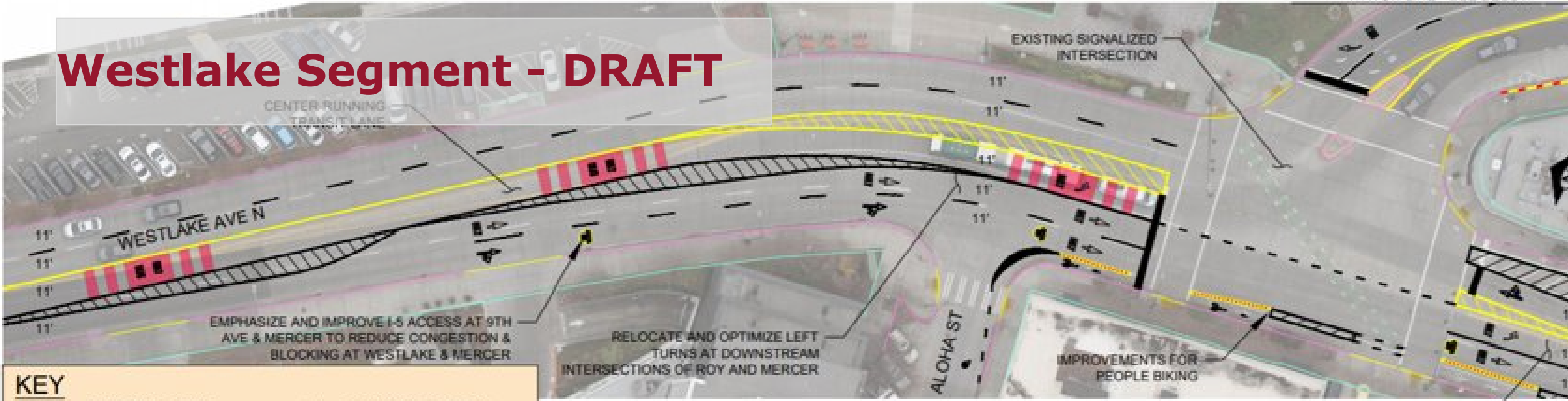
Route 40



WALKING AND BIKING PROJECT IDEA RANKINGS

-  1. Improved sidewalks and crosswalks
-  2. Accessible ramps and curbs at intersections
-  3. Improved bike paths and crossings
-  4. Improved bike connections

Westlake Segment - DRAFT

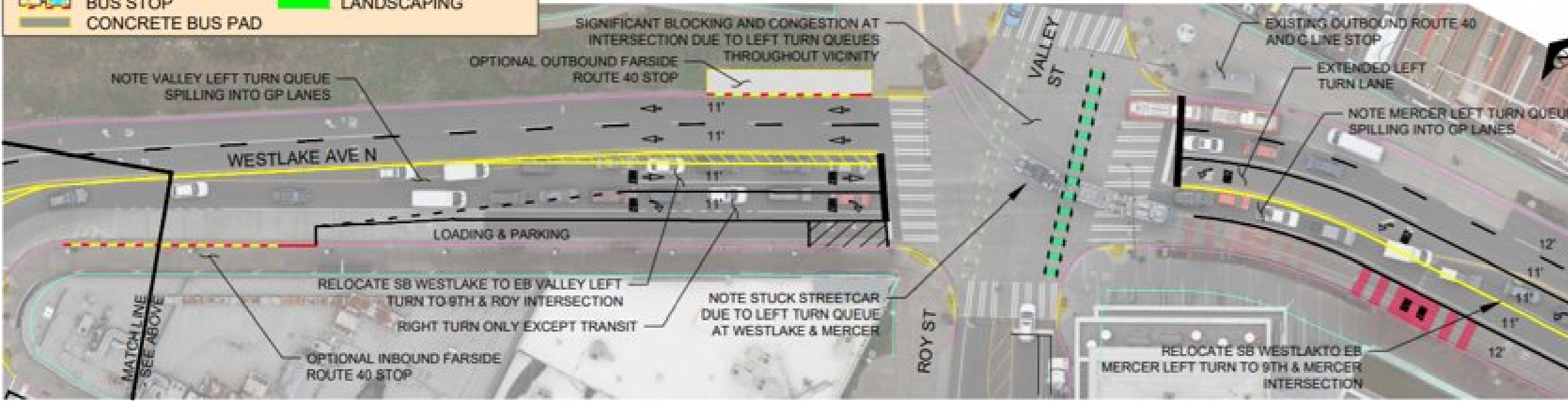


KEY

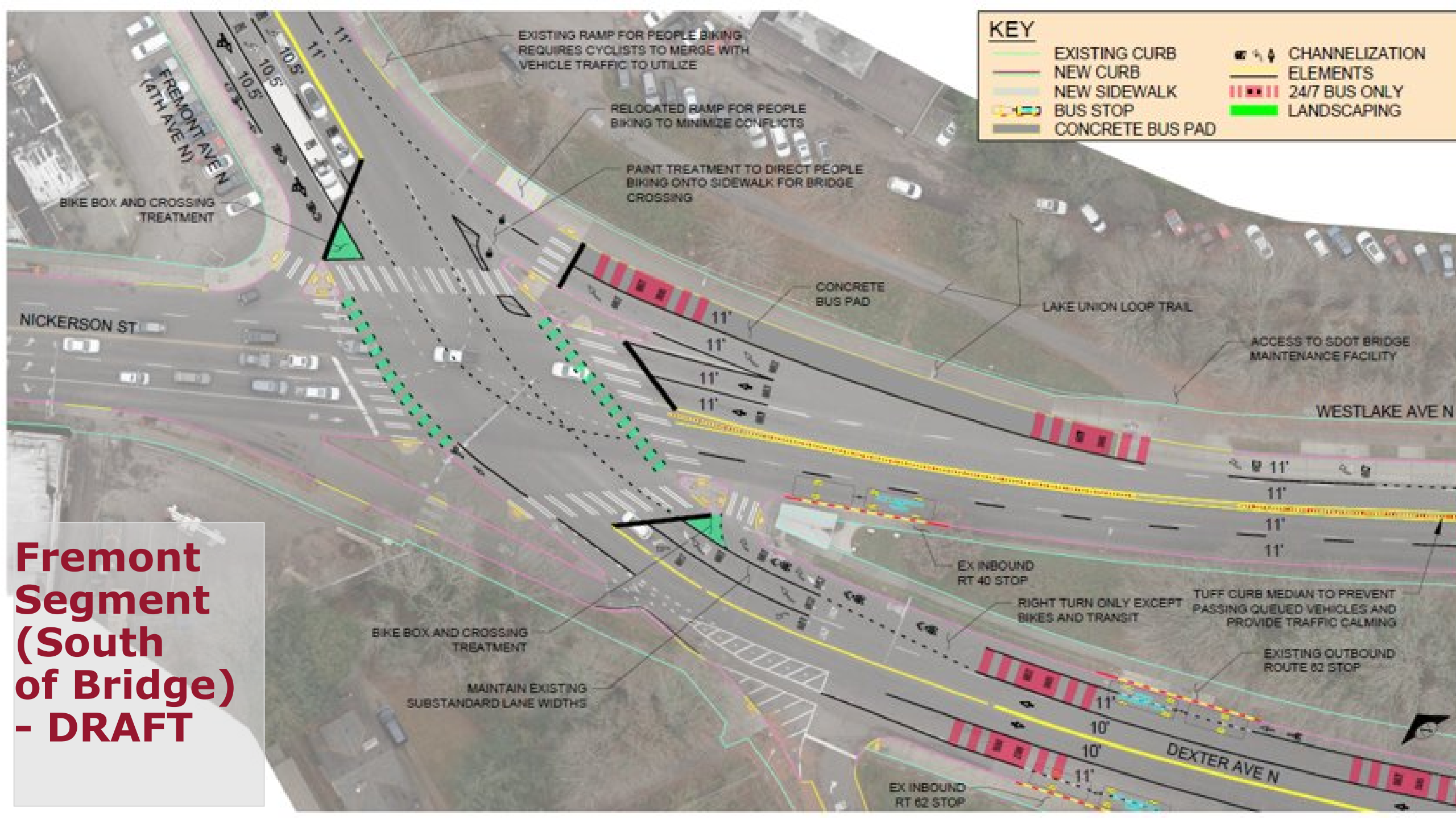
	EXISTING CURB		CHANNELIZATION ELEMENTS
	NEW CURB		24/7 BUS ONLY
	NEW SIDEWALK		LANDSCAPING
	BUS STOP		
	CONCRETE BUS PAD		

NOTE: ADDITIONAL ANALYSIS REQUIRED AT 9TH & ROY AND 9TH & MERCER INTERSECTIONS

EXPANDED LEFT TURN LANE TO MAINTAIN ACCESS NEEDS BETWEEN WESTLAKE, VALLEY, AND EASTLAKE



KEY			
	EXISTING CURB		CHANNELIZATION ELEMENTS
	NEW CURB		24/7 BUS ONLY
	NEW SIDEWALK		LANDSCAPING
	BUS STOP		
	CONCRETE BUS PAD		



Fremont Segment (South of Bridge) - DRAFT

Fremont Segment - DRAFT



Route 40



3 7

12

15

7

15

15

7

FREMONT AVE N






FREMONT PL N

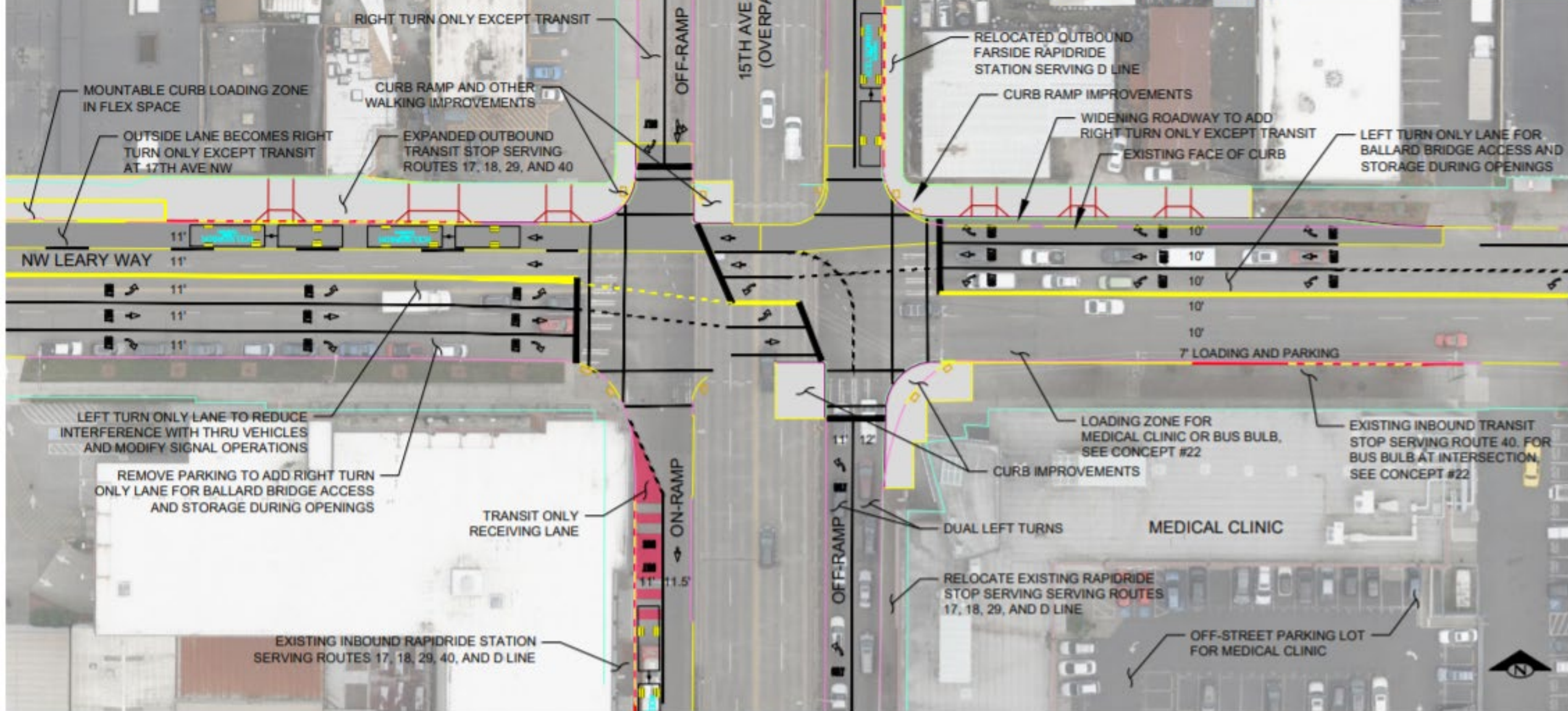
N 34TH ST

- Project 3: Protected Bike lane at N 34th St
- Project 12: Restrict right turns from NB Fremont to EB 35th St
- Project 15: Improve and expand stops at 34th St
- Project 17: Restrict all left turns at intersection of Fremont & N 34th, and move remaining NB Fremont to WB 34th left turn access to Evanston



Ballard Bridge Segment - DRAFT

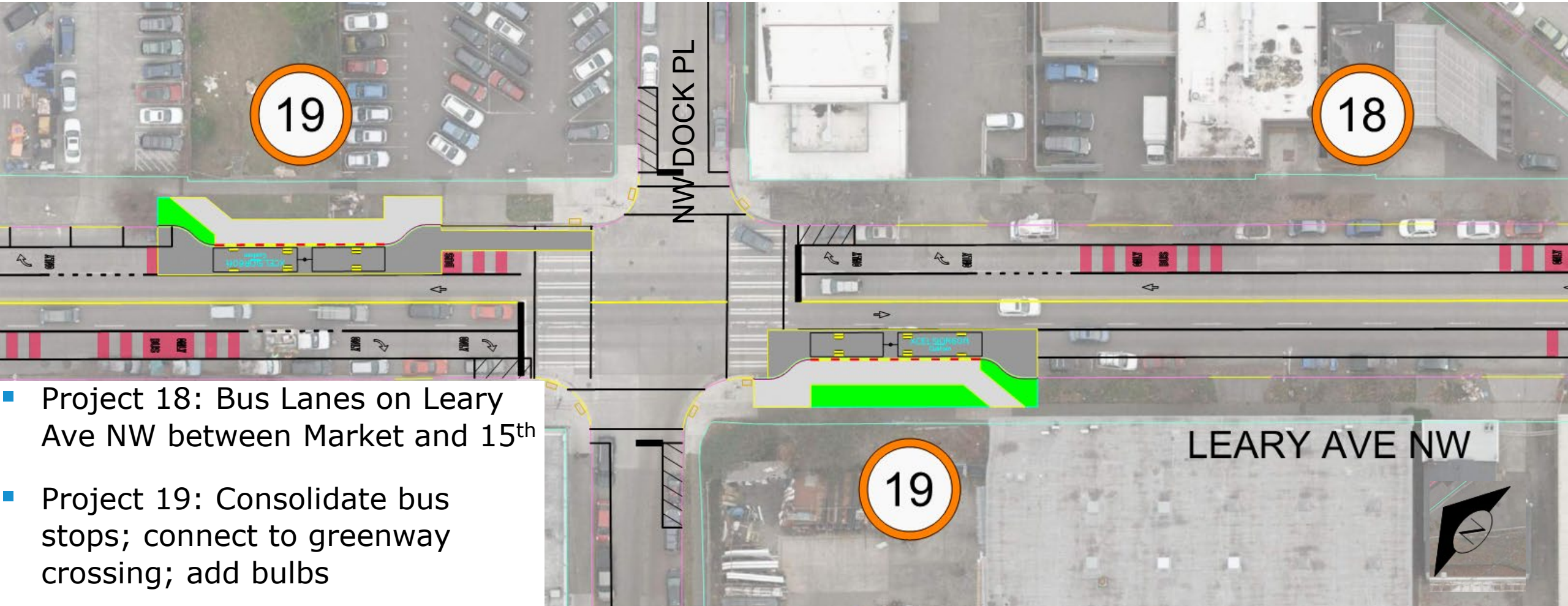
KEY	
	EXISTING CURB
	NEW CURB
	NEW SIDEWALK
	BUS STOP
	CONCRETE BUS PAD
	CHANNELIZATION ELEMENTS
	24/7 BUS ONLY
	LANDSCAPING



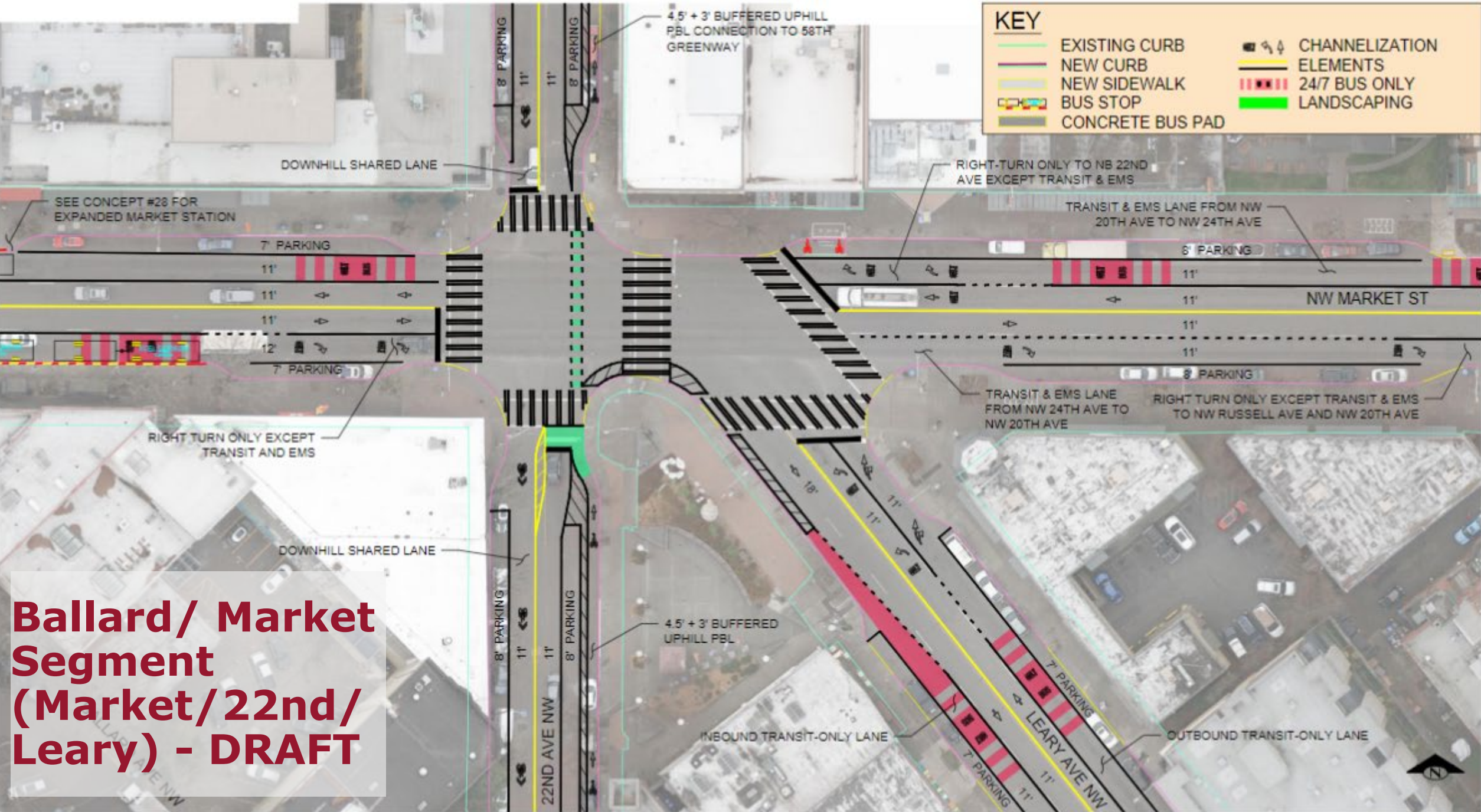
Ballard/ Market Segment - DRAFT



Route 40



- Project 18: Bus Lanes on Leary Ave NW between Market and 15th
- Project 19: Consolidate bus stops; connect to greenway crossing; add bulbs

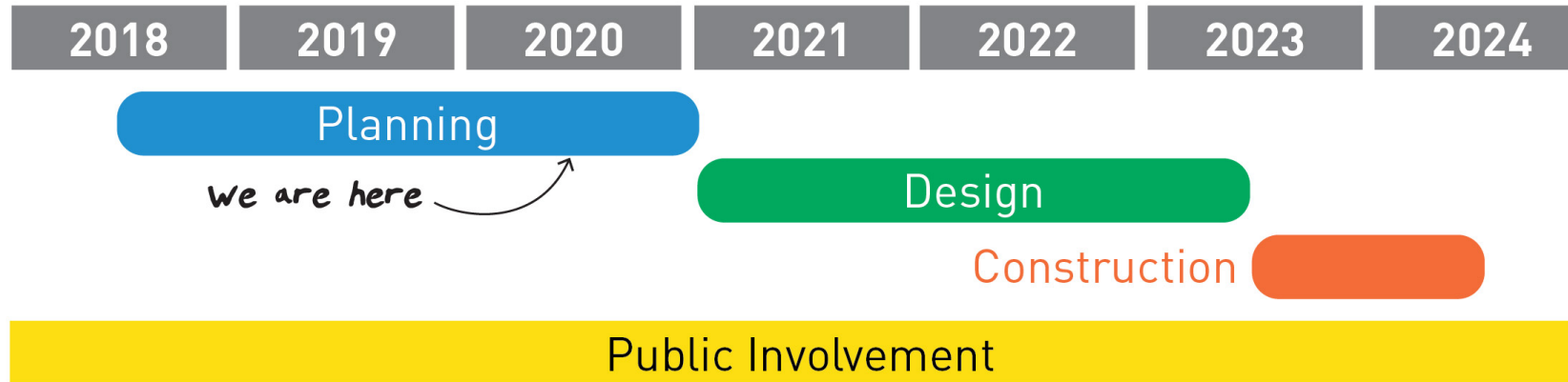


Ballard/ Market Segment (Market/22nd/Leary) - DRAFT

Route 40 TPMC Project Schedule



Route 40



- **Planning**

What we do: Collect traffic and transit data, review previously completed studies, develop concepts and gather community experiences to define options.

- **Design**

What we do: We work with the community and produce a more detailed project design.

- **Construction**

What we do: We construct the project and keep the community informed on the latest construction updates, schedule, and expected impacts.

Route 40 TPMC Project Funding



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Route 40



Funding Source	Funding Amount
Move Seattle Levy	\$9.5M
Local	\$0.1M
Leverage	\$3.4M
Identified Leverage	\$10.0M
Total Budget	\$23.0M

Next Steps



- Use community feedback to shape draft concepts
- Perform technical evaluations of concepts, including operational review, cost estimating, and construction feasibility
- Partner agency and stakeholder coordination on revised concepts
- Advance select concepts to 30% design
- Future opportunities for input



Route 40



Comments/Questions?

Route40@seattle.gov

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

