



Route 40



ROUTE 40 TRANSIT-PLUS MULTIMODAL CORRIDOR PROJECT SPRING 2022 OUTREACH SUMMARY

ROUTE 40 TPMC SPRING 2022 OUTREACH SUMMARY 30% DESIGN



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OUTREACH OVERVIEW

In Spring 2022, the Route 40 Transit-Plus Multimodal Corridor (TPMC) project team completed their 30% design milestone outreach by presenting refined design concepts to the community and key stakeholders. Though 30% designs were originally shared with the community in 2021, the project team refined several areas of the project corridor based on community feedback and additional technical analyses. The areas that were refined were located on Westlake Ave N, Fremont Ave N, and Leary Way NW (“focus areas”). Focus areas included:

- Westlake Ave N and 9th Ave N
- Westlake Ave N and 8th Ave N
- Westlake Ave N and Halladay St
- Fremont Ave N at N 34th St, N 35th St, and Fremont Pl N
- Leary Way NW and 15th Ave NW

Due to the limited scope of the changes, the outreach team conducted targeted outreach to residents, businesses, and travelers near the focus areas.

OUTREACH TOOLS & ACTIVITIES

Activity	Audience(s)
Email updates	All
Targeted emails	Neighborhood associations, advocacy groups, and advisory groups
In-person surveying	Frontline businesses in Fremont, Westlake, and Ballard
Bus stop signage	Route 40 riders
Online open house survey	All
Community briefings and phone calls	As requested

WHAT WE HEARD

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

- There is support from the general public for the bus speed and reliability improvements along Westlake Ave N. However, there are concerns from the business and freight communities about impacts to general traffic and ease of traveling through Westlake.
- There is support from both the general public and the business community for the addition of the new crosswalk at Halladay St
- There is support for the addition of a new bike connection along Fremont Ave N

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- There is general support for the relocated bus stops in favor of the new bike connection on Fremont Ave N. However, there are concerns about ease of transfers between routes and there is uncertainty surrounding the trade-offs.
- There are concerns from the business community regarding impacts to parking and loading in Fremont
- There is general support for the addition of bus bulbs at Leary Way NW and 15th Ave NW, though there is a desire for further design changes to help improve speeds for general traffic and transit

A full summary for each of the survey questions and the business outreach can be found below.

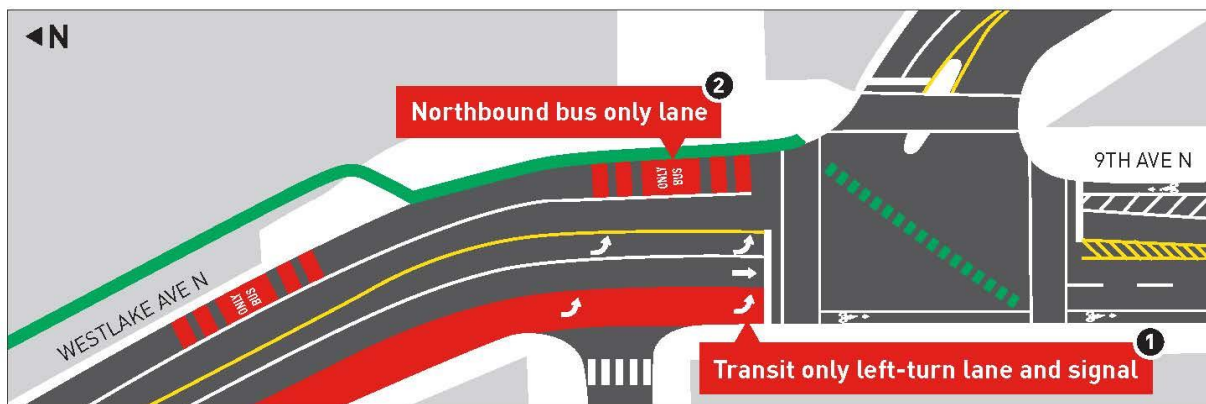
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SURVEY OVERVIEW

Our survey asked respondents to give feedback on proposed design changes in Westlake, Fremont, and Ballard. The survey was contained within our Online Open House and remained open for 3 weeks. During this time, it was advertised through posters at bus stops along the Route 40 corridor, the project webpage, in-person business outreach, and targeted emails to businesses and community organizations. In total, we received 274 responses. The following pages detail our survey feedback in full divided by design concept.

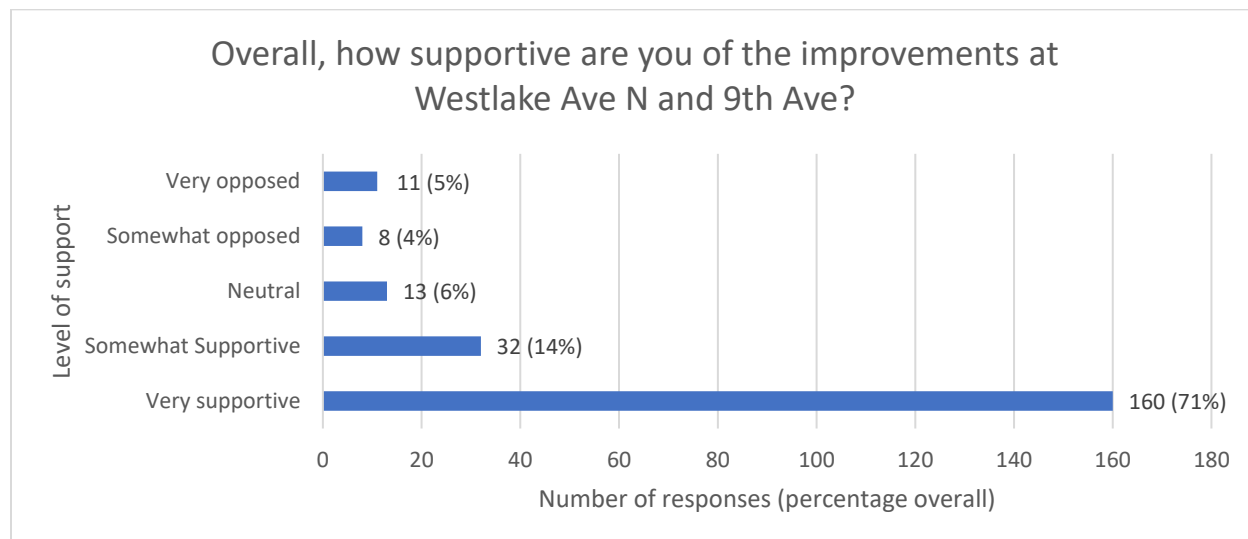
WESTLAKE

Westlake Ave N and 9th Ave



As part of this project, we'll make improvements along Westlake Ave N between 9th Ave and the Fremont Bridge, including installing a new bus-only lane in each direction and reinforced concrete in the street at existing and new bus stops. We also chose to make improvements to the intersection of Westlake Ave N and 9th Ave N to help increase bus stop at this intersection.

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For the overall design concept, 85% of respondents were very supportive or somewhat supportive of the proposed design. 9% of respondents were very opposed or somewhat opposed.

General themes (61 comments were submitted out of 225 responses to this question):

- Support for transit only left-turn lane
- General support for improvements to speed up bus travel
- Concerns about driver confusion with bus only turn lane location

Several responses included elements that were outside of the scope for this outreach and feedback phase in this focus area, including:

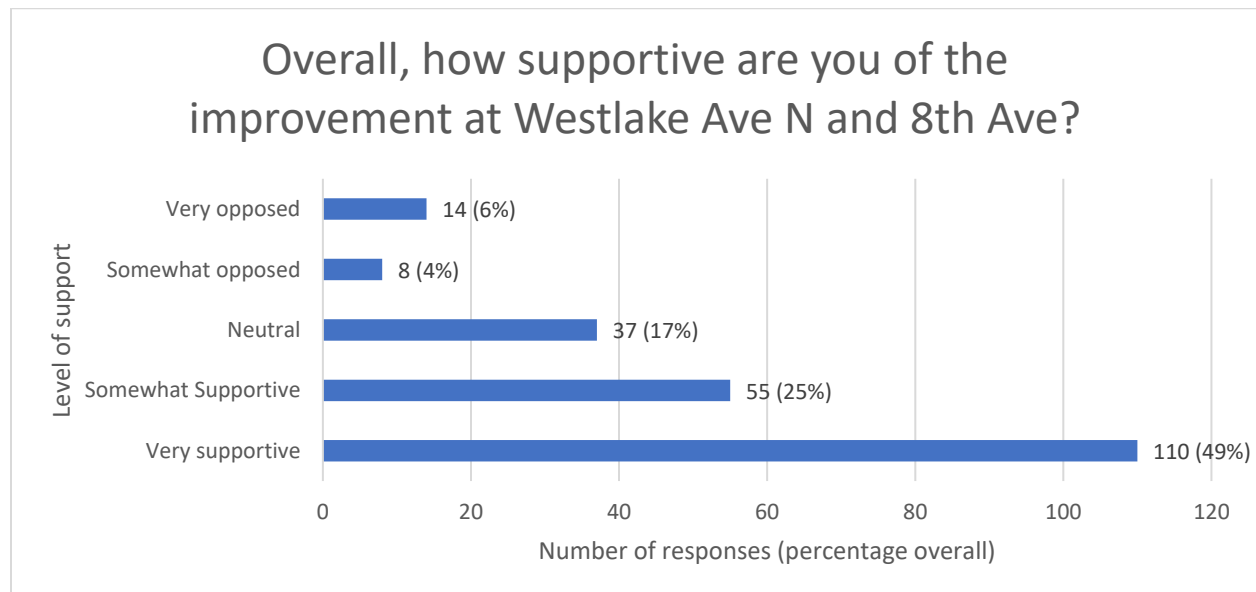
- Desire for protected bike lane
 - Adding bike connections along or near Westlake Ave N is outside of the scope of this project
- Concerns about restricted freight mobility and increased general traffic due to bus only lanes
 - The scope of this outreach phase did not include soliciting feedback on the bus only lanes. The outreach team focused on gathering feedback on the specific changes to the corridor since the last design update was shared with the community in 2021. The project team will continue to evaluate freight and general traffic mobility along the entire Route 40 corridor.

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Westlake Ave N and 8th Ave



King County Metro is considering removing both the northbound and southbound bus stops near Westlake Ave N and 8th Ave N. Removing these bus stops will help improve spacing between the stops on Westlake Ave N. This potential closure will be considered in coordination with the new proposed signalized pedestrian crossing and bus stops at Westlake Ave N and Halladay St. The map below shows the locations of the bus stops.



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For the overall design concept, 74% of respondents were very supportive or somewhat supportive of the proposed design. 10% of respondents were very opposed or somewhat opposed.

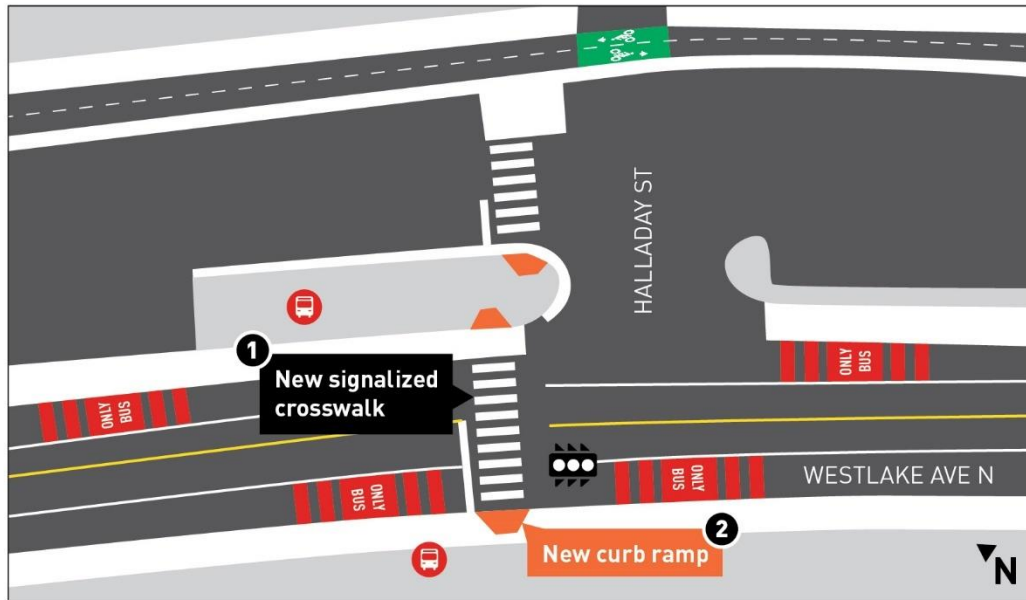
General comment themes (48 comments were submitted out of 224 responses to this question):

- Support for bus stop removal to increase bus speed
- Suggestions that the bus stop sees low use, and therefore does not slow the route down
 - Desire to retain stop for this reason
- Concerns about reducing access to the area for businesses, people with restricted mobility, and people traveling to the nearby medical building (Seattle Reproductive Medicine, 1505 Westlake Ave N #400, Seattle, WA)

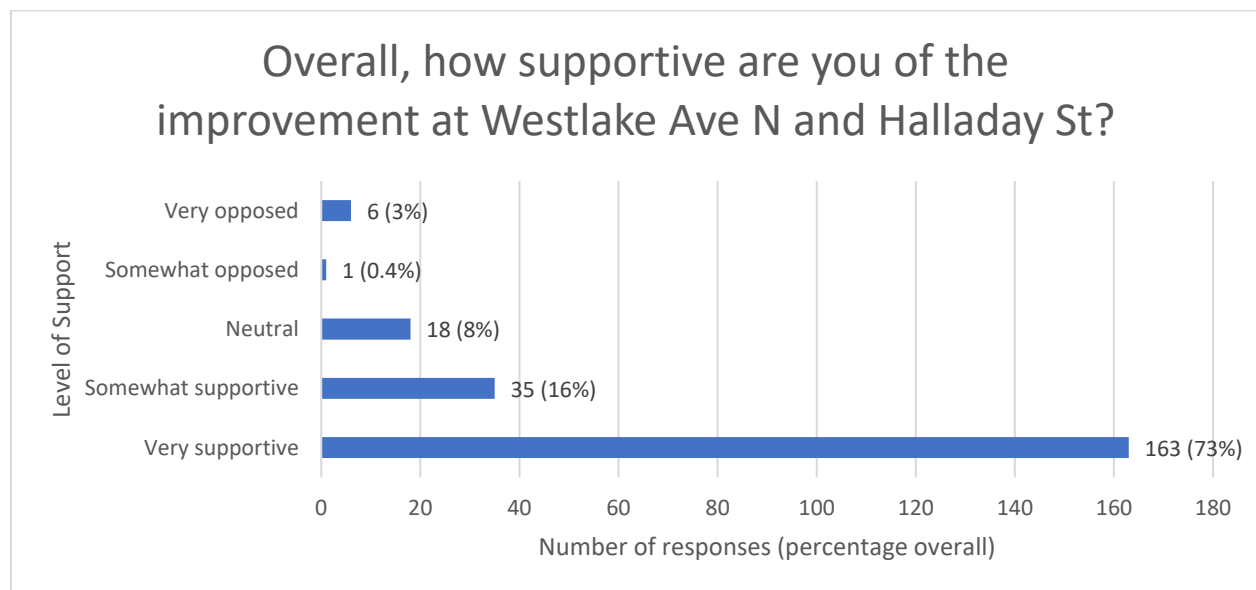
Some written comments expressed concerns that were outside the scope of this survey question. Those comments included concerns about increased traffic due to bus only lanes on Westlake Ave N.

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Westlake Ave N and Halladay St



In response to requests from the community, the 30% refined design concept included a new signalized pedestrian crossing at Westlake Ave N and Halladay St. This proposed signal would help people walking and biking access the Route 40 bus stop and help us meet our project goal of increasing safety and bus access.



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For the overall design concept, 89% of respondents were very supportive or somewhat supportive of the proposed design. 3% of respondents were very opposed or somewhat opposed.

General comment themes (47 comments were submitted out of 223 responses to this question):

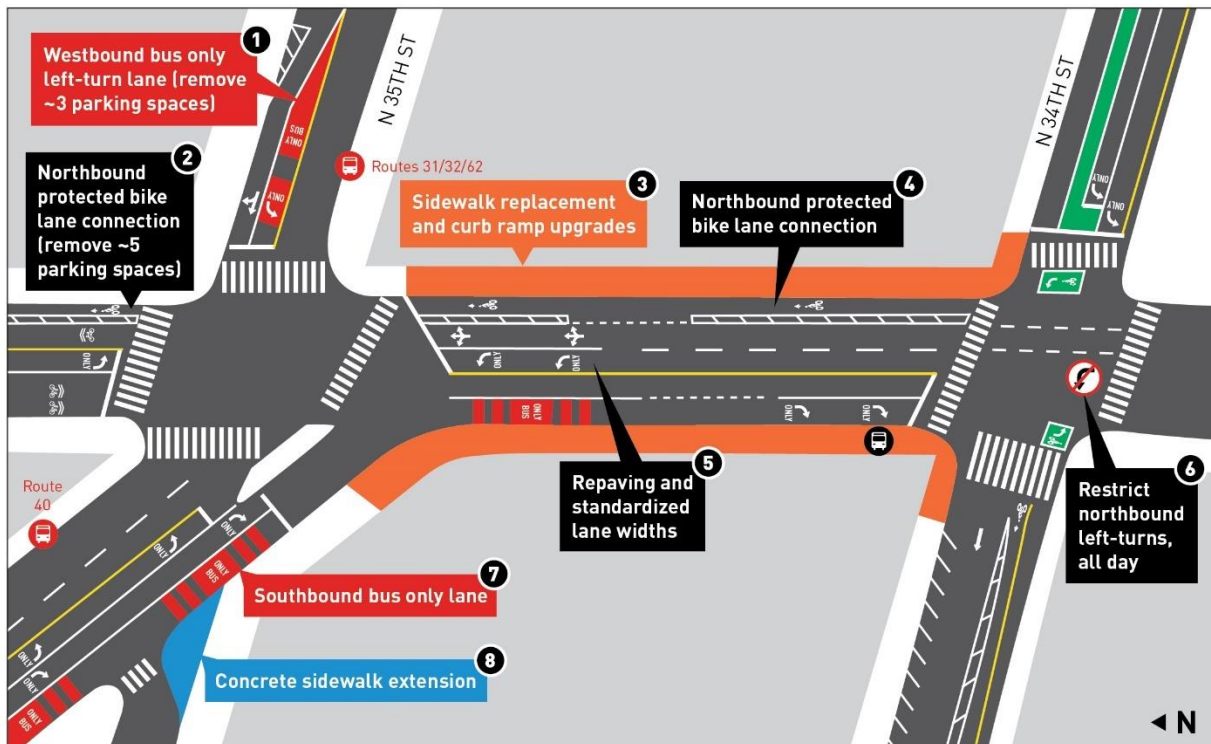
- Support for the signalized crosswalk to help increase pedestrian safety and reduce travel speeds along Westlake Ave N
- Suggestions to move crosswalk to the south side of Halladay St
- Desire for short pedestrian waiting periods

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FREMONT

Fremont Ave N between N 34th St and N 35th St is a major hub for the Fremont neighborhood. This area was identified as a priority in our transit, freight, bicycle, and pedestrian master plans. This one block segment is a Major Truck Street, a designated Pedestrian Zone, a part of the Frequent Transit Network, and is included in the Recommended Bike Network. Currently, the area is served by routes 40, 31, 32, and 62. As part of this project, we are planning to rebuild the street which presents a rare opportunity to make more robust changes to the street layout. Our updated design has reconfigured the travel lanes and bus stops to better balance the overlapping modal priorities in this segment, as well as provide a bike connection via the new northbound protected bike lane on Fremont Ave N.

With the addition of a new bike connection on Fremont Ave N, we recognize that this may cause longer transfers for transit users, create the need for loading zone relocations, and have some parking impacts on Fremont Pl N and N 35th St. This proposed design aims to balance the needs of all users in this area.



In Fremont, survey respondents were asked to provide feedback on:

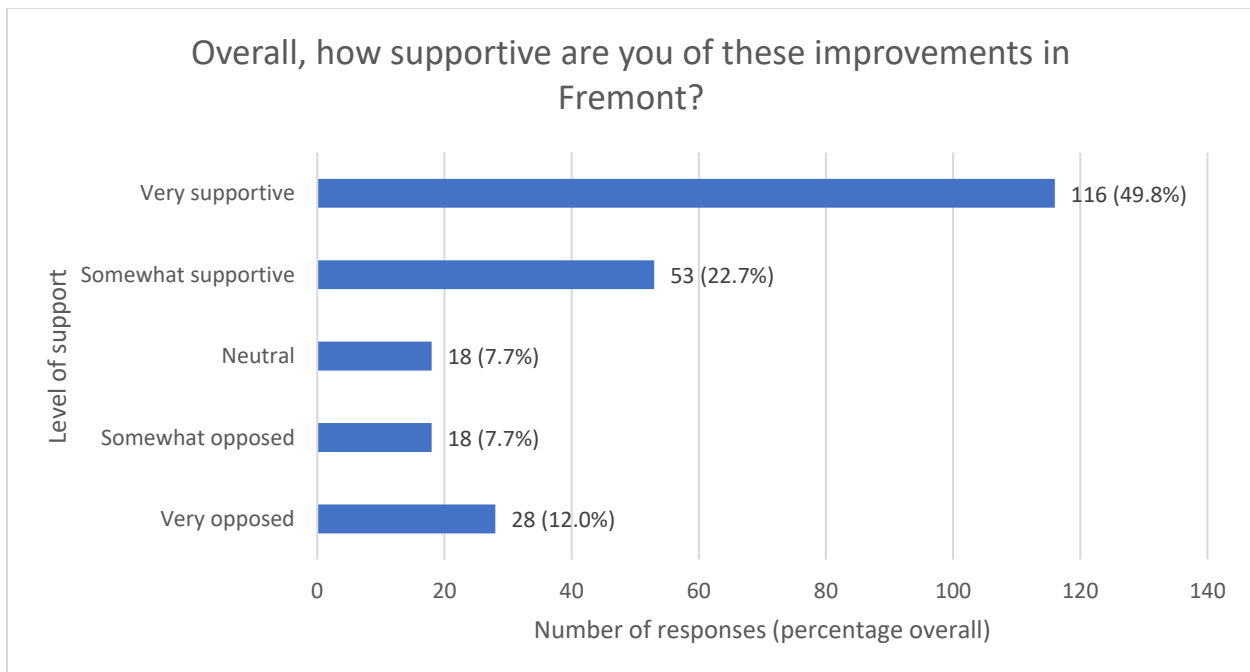
- The overall updated design concept
- The relocated bus stops for Route 40 and routes 31, 32, and 62

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- Impacts to bus transfers due to the split and relocated bus stops
- The addition of a new bike connection between N 34th St and N 35th St on Fremont Ave N

For the overall design concept, 72% of respondents were very supportive or somewhat supportive of the proposed design. Approximately 20% of respondents were very or somewhat opposed.



General comment themes (122 comments were submitted out of 229 responses to this question):

- Support for restricted northbound left-turns onto N 34th St from Fremont Ave N
- Support for westbound/southbound bus only left-turn lane from N 35th St to Fremont Ave N
- Support for the southbound bus-only lane on Fremont Pl N and Fremont Ave N
- Desire for more improvements for people walking or rolling, such as upgraded curb ramps near the proposed bus stops or raised sidewalks for wheelchair users getting onto buses
- Support for sidewalk improvements and widening
- Concerns about traffic backups when the Fremont Bridge is up

Comments about each of the specific design elements (bus stop locations, ease of bus transfers, and the protected bike lane) are summarized below.

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Evaluating specific elements

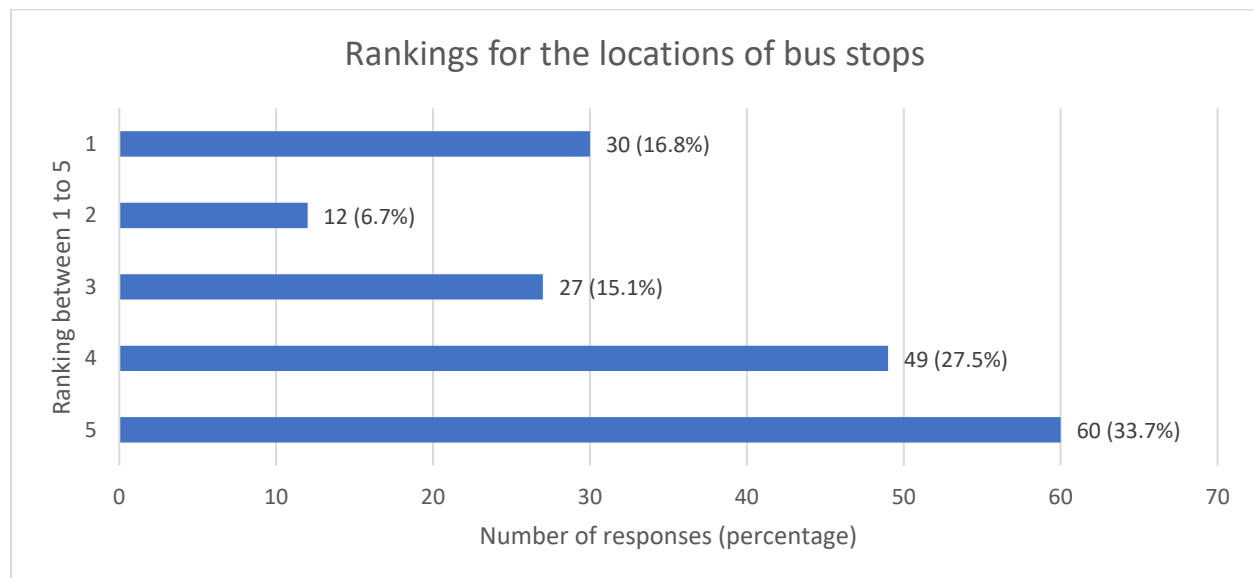
In addition to the overall design concept, survey respondents were able to rank specific components of the design. Those components included the locations of the relocated bus stops, the ease at which transit users could transfer routes, and the addition of the new bike connection between N 34th St and N 35th St.

To account for response bias, the outreach team further analyzed the results to see if there were differences in the rankings between people who approved of the overall design and people who disapproved of the overall design in Fremont. For example, a respondent may feel strongly about disliking one specific element of the project design, and thus rated the overall design poorly regardless of how they felt about the other specific elements of the design. This analysis can be found in Appendix A of this document.

The rankings below show the breakdown of how respondents ranked each of the elements.

Locations of bus stops

Since the 30% refined design concept proposes that the existing consolidated bus stop for Routes 31, 32, 40, and 62 be split and relocated, the project team asked respondents to rank the new locations of these bus stops.



The average ranking for the locations of the bus stops amongst all respondents was 3.5 out of 5.

General themes included:

- There was a strong opposition to proposed bus stop location for routes 31, 32, and 62 due to it being too far from the Route 40 stop

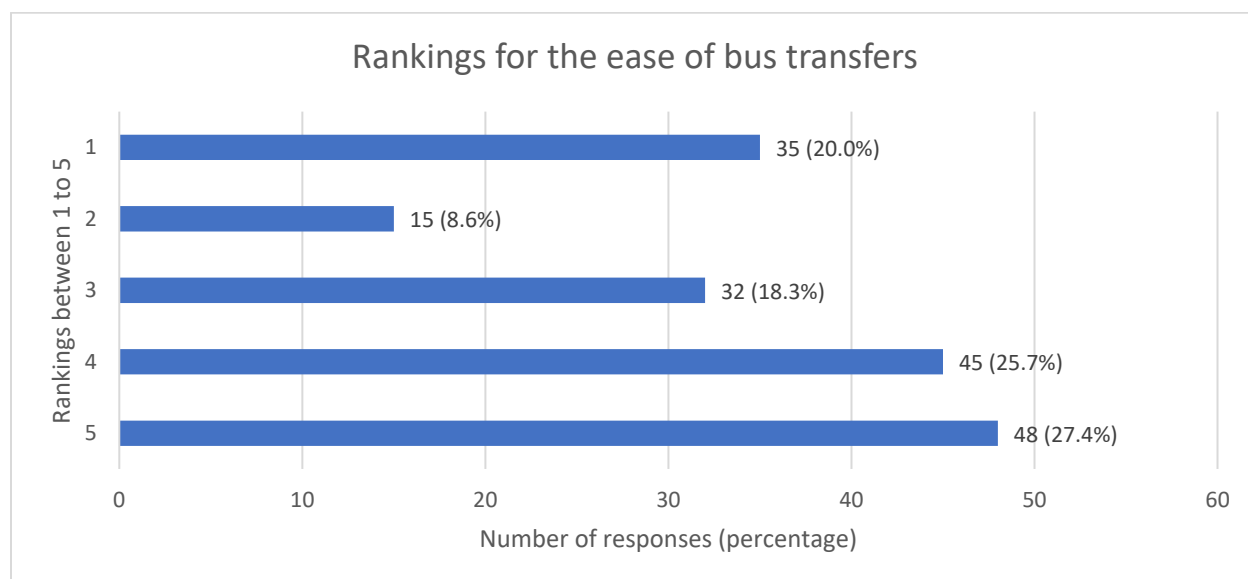
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- Concerns about people driving stopping in the bus zones to load/unload
- Concerns about proposed dedicated Route 40 stop on Fremont Pl N causing backups due to the proximity to the intersection
 - If this design were to be implemented, there is a desire for sidewalk and signal timing improvements at the intersection of N 35th St and Fremont Ave N
- Some concerns about parking loss along Fremont Pl N and N 35th St

Ease of bus transfers

The split and relocation of the bus stops has impacts to riders that are wishing to transfer from Route 40 to routes 31, 32, or 62. Respondents were asked to rank how they felt the transfer experience would be if the proposed design were to be implemented.



The average ranking for the ease of transfers between buses amongst all respondents was 3.3 out of 5.

General themes included:

- Concerns about confusion, difficulty, and speed of transfers between Route 40 and routes 31, 32, and 62
 - There is a desire to keep the bus stops consolidated if possible
 - We received several comments from people with mobility concerns expressing a desire to keep the bus stops consolidated
 - Several commenters shared that transferring buses now requires crossing at least two streets, which can be difficult in this congested area

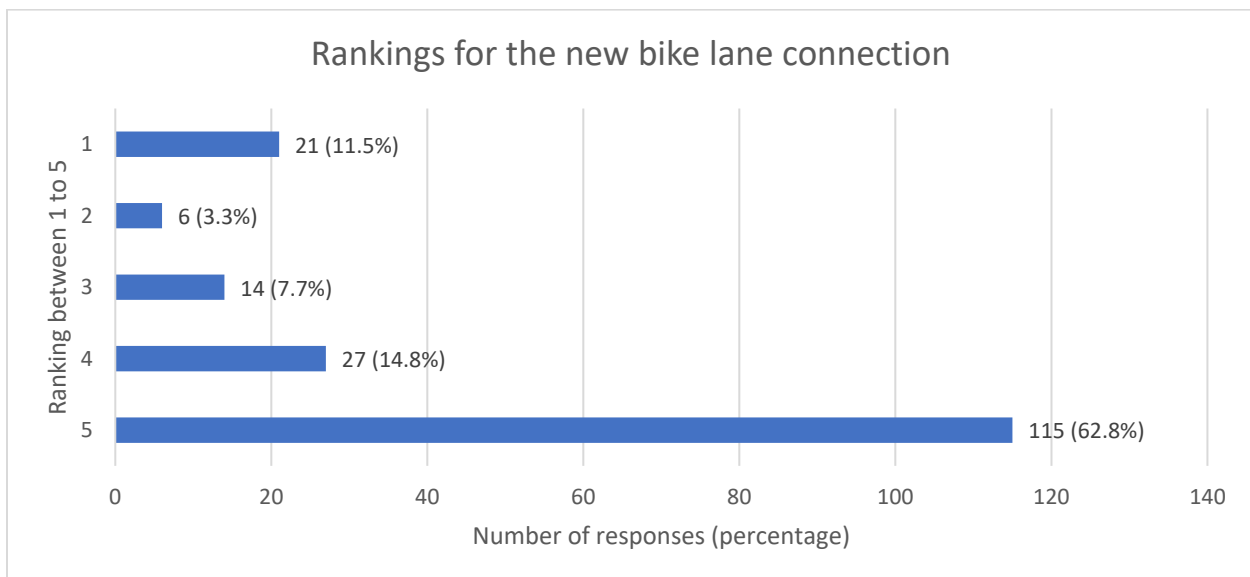
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- Uncertainty surrounding the trade-off of splitting the bus stops and increasing transfer times in favor of the protected bike lane
 - Several comments asked if there was a way to keep the existing bus stop in the same location in addition to the protected bike lane

New bike lane connection

A new northbound protected bike lane connection is proposed to be installed between N 34th St and N 35th St on Fremont Ave N. The design for this bike lane has not yet been determined. The project team wanted to gather feedback on how the community felt about the potential addition of a bike lane in this area.



The average ranking for the protected bike lane on Fremont Ave N amongst all respondents was 4.1 out of 5.

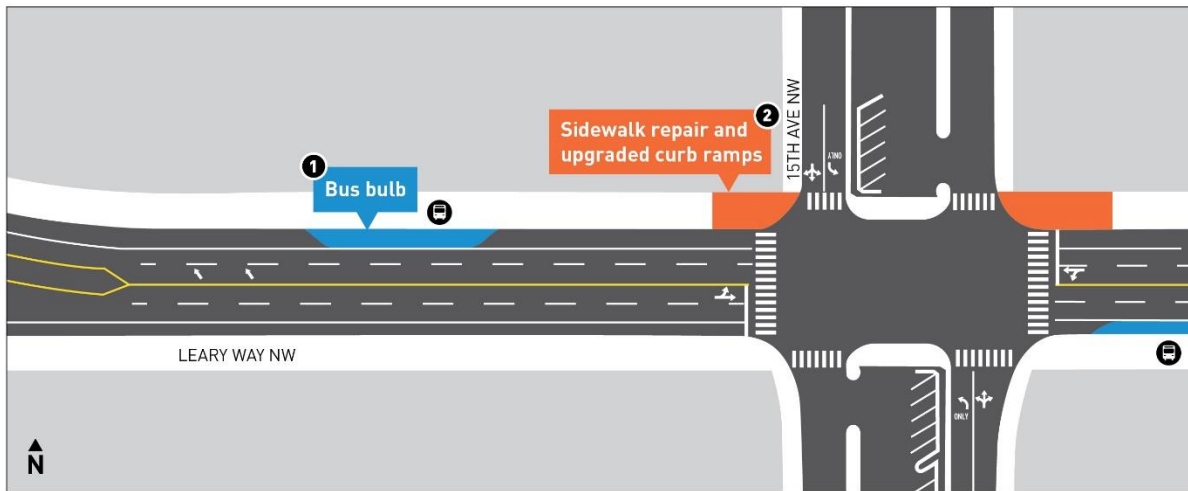
General themes included:

- Overall strong support for the addition of a new bike connection on Fremont Ave N
- A desire for protected bike lane elements that were more permanent, such as planters or cement blocks rather than only installing lane markings or flexible posts
- A desire for an additional southbound protected bike lane
- Questions and concerns about traffic conflicts between people biking northbound on Fremont Ave N and people driving turning right onto N 35th St
- Concerns about people driving temporarily loading/unloading in the bike lane

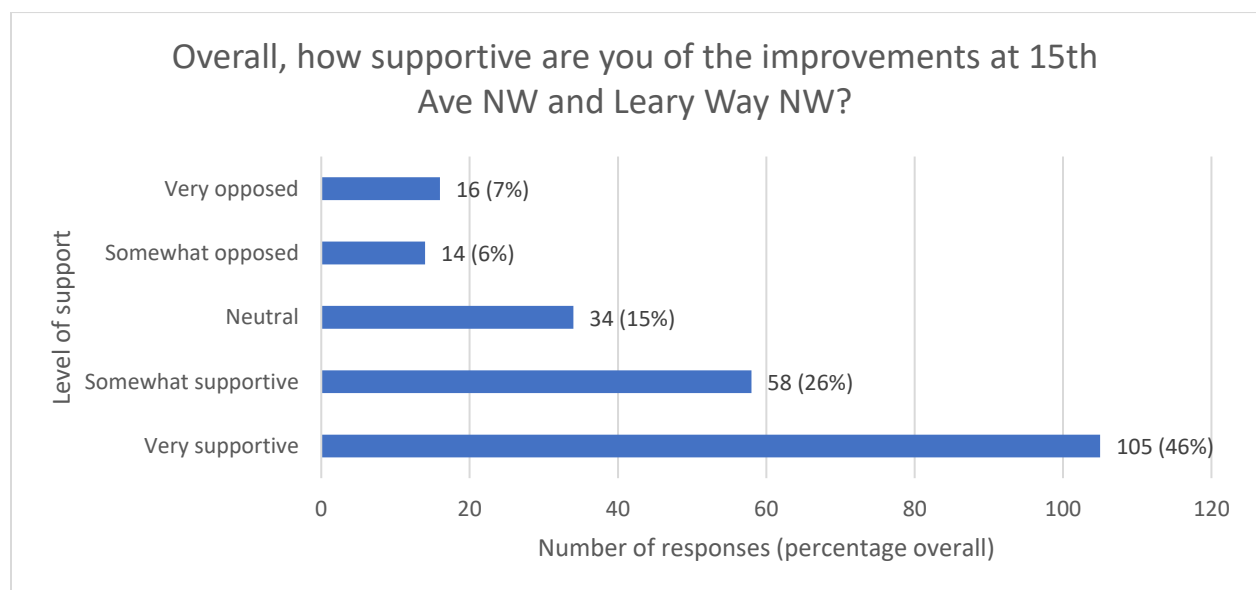
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BALLARD

15th Ave NW and Leary Way NW



At Leary Way NW and 15th Ave NW, the project team proposed changes to the existing street design to help drivers, delivery trucks, and pedestrians get where they need to go. As part of this updated design, the team decided to maintain the existing channelization (street layout) based on an additional traffic analysis that showed that freight vehicles may have difficulty navigating our previously proposed design. To help increase speed and reliability for Route 40 and maintain access for freight vehicles, we have included new bus bulbs at the existing stops on Leary Way NW.



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For the overall design concept, 72% of respondents were very supportive or somewhat supportive of the proposed design. 13% of respondents were very opposed or somewhat opposed.

General comment themes (70 comments were submitted out of 228 responses to this question):

- Strong desire for bike and pedestrian improvements at this intersection
 - Crosswalk signal timing complaints
- Support for improvements that increase bus speed and transfer safety
- Desire for dedicated westbound left turn lane from Leary Way NW to 15th Ave NW
- Strong desire for bus only lanes
- Desire to remove eastbound parking on Leary Way NW

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BUSINESS OUTREACH

Business outreach was conducted both virtually and in person. Virtual outreach consisted of phone calls and targeted emails between business or property owners adjacent to proposed design changes and a member of the project team. In-person outreach consisted of conversations-based surveys between business owners or employees adjacent to proposed design changes and two outreach team members. In person outreach was supported by design graphics, factsheets, and project business cards.

Westlake Ave N Bus Lanes

- Concerns of bus only lane increasing northbound vehicle congestion when the Fremont Bridge is up
- Concerns that bus only lanes will prevent freight from being able to block off a portion of the right lane for business deliveries
- Concerns that bus only lanes will inhibit freight movement
- Suggestions that the current congestion on Westlake Ave N does not slow bus movement
- Suggestions for bus only lanes just during peak hours
- Desire for bus only lanes because of the potential to reduce speeding

Westlake Ave N and N Halladay St

- Overwhelming support of signalized crosswalk

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

- Concerns about losing the loading zone on Fremont Pl N
- Concerns about safety and security of businesses on Fremont Pl N
- Concerns about losing business due to reduced number of parking spots
- Concerns about buses turning from Fremont Ave N onto N 35th St
- Concerns about congestion being worse when the Fremont bridge is up

15th Ave NW and Leary Way NW

- General support for bus bulb location
- Concerns about losing driveway access due to bus stop
- Suggestion to remove bike racks and replace with proposed bus stop

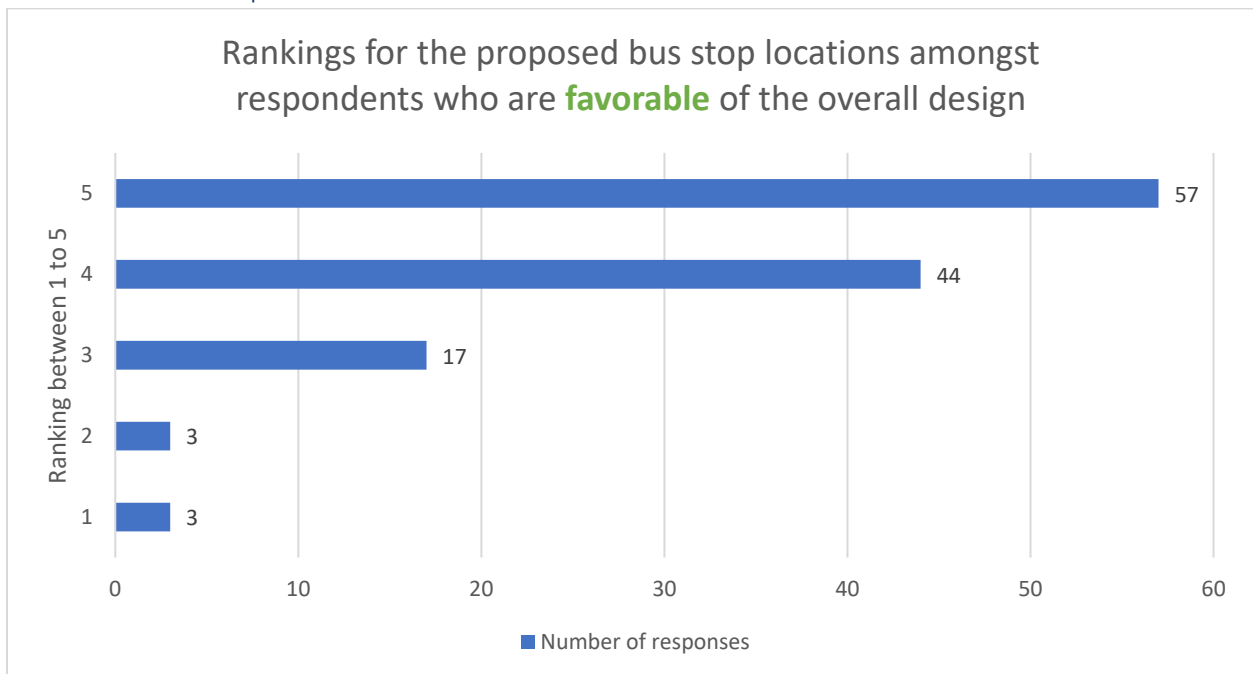
APPENDIX A ADDITIONAL FREMONT ANALYSIS

FURTHER ANALYSIS

Since the project team was soliciting feedback on multiple components of the proposed design concept in Fremont, a further analysis of the rankings was conducted. The following results show how people felt about each individual component of the design based on how generally supportive or generally opposed they were to the overall design.

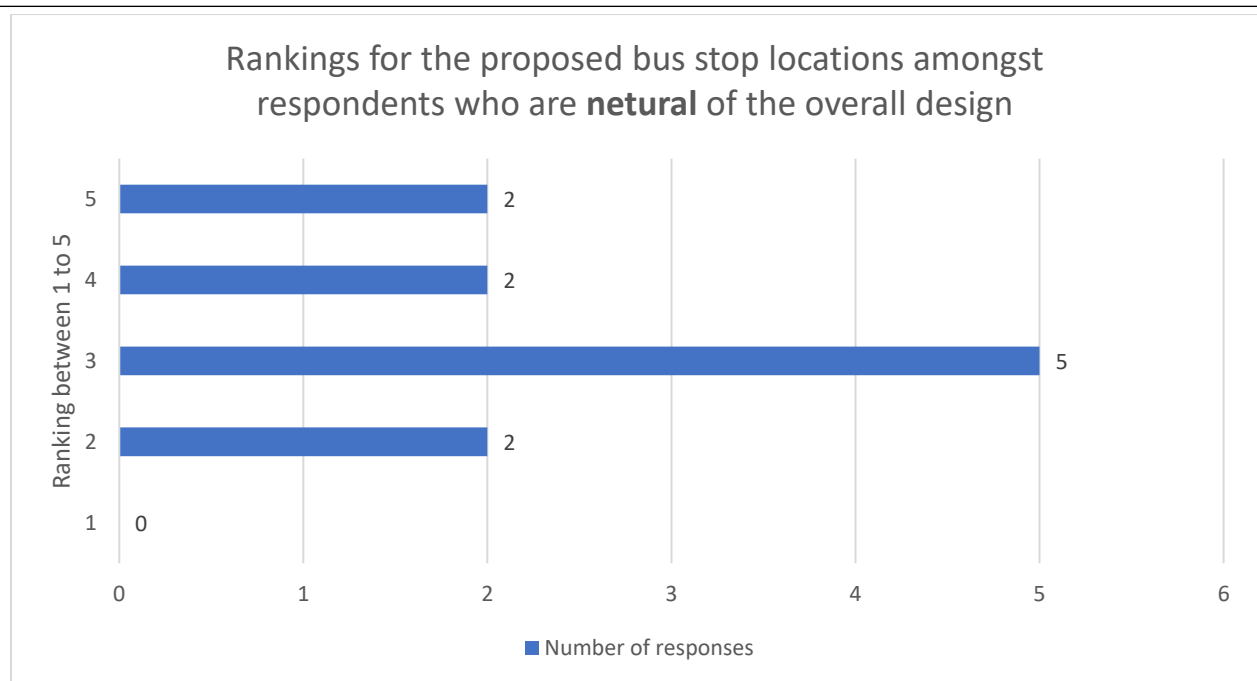
This analysis may help by accounting for response bias and identifying if there are specific components of the design that are drastically more favorable or unfavorable than other components. For example, the survey results may show that respondents who are supportive of the overall design might like components X and Y, but may not favor or care about component Z. The opposite may also be true – the results may show that people who indicated that they disapprove of the overall design responded that way due to overwhelming disapproval of some components but may approve of a different component. This analysis can help determine if the project team needs to reevaluate, reconsider, or redesign specific elements of the current proposed design.

Location of bus stops

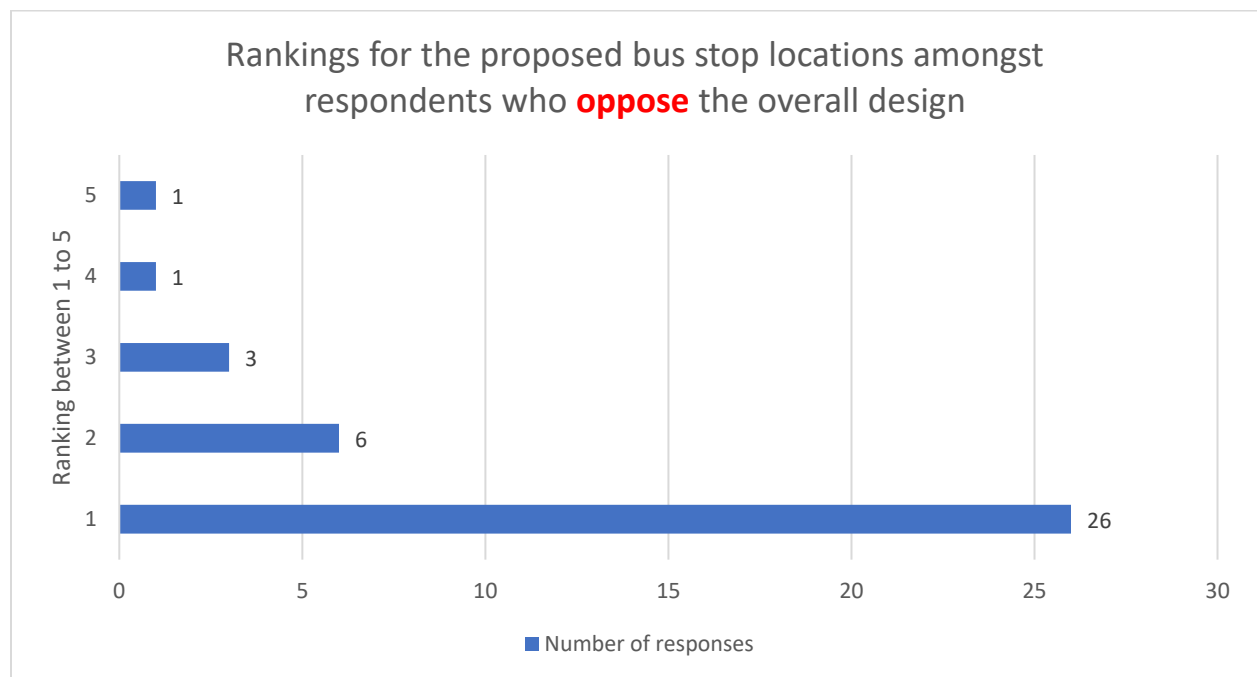


The average ranking for the proposed relocations of the bus stops amongst people who were **very or somewhat supportive** of the overall design was 4.2 out of 5.

APPENDIX A ADDITIONAL FREMONT ANALYSIS



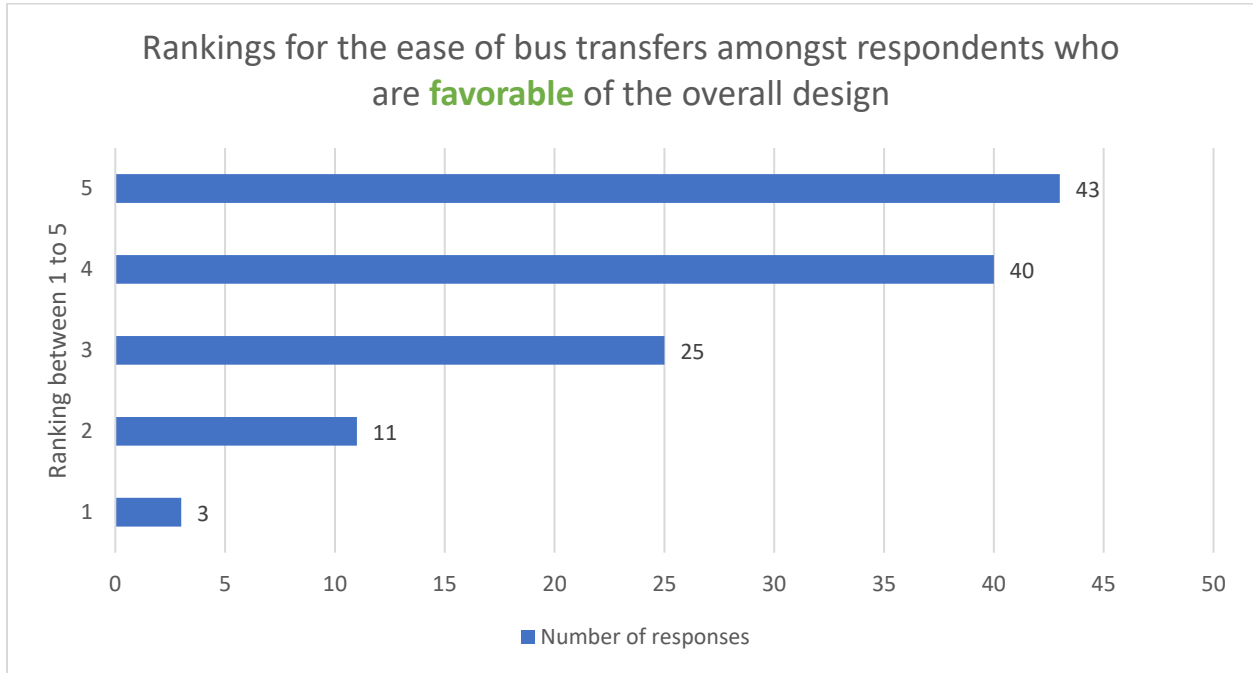
The average ranking for the bus stop location component amongst people who were **neutral** of the overall design was 3.3 out of 5.



The average ranking for the bus stop location component amongst people who were **very or somewhat opposed** to the overall design was 1.5 out of 5.

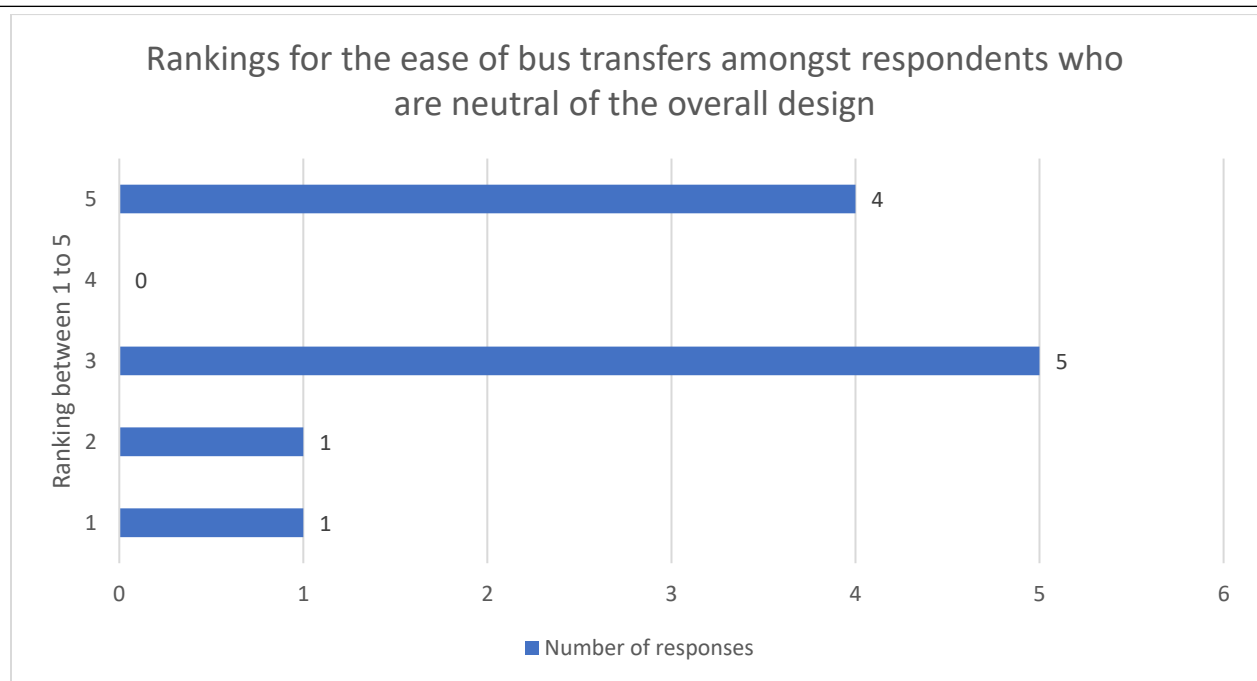
APPENDIX A ADDITIONAL FREMONT ANALYSIS

Ease of transfers

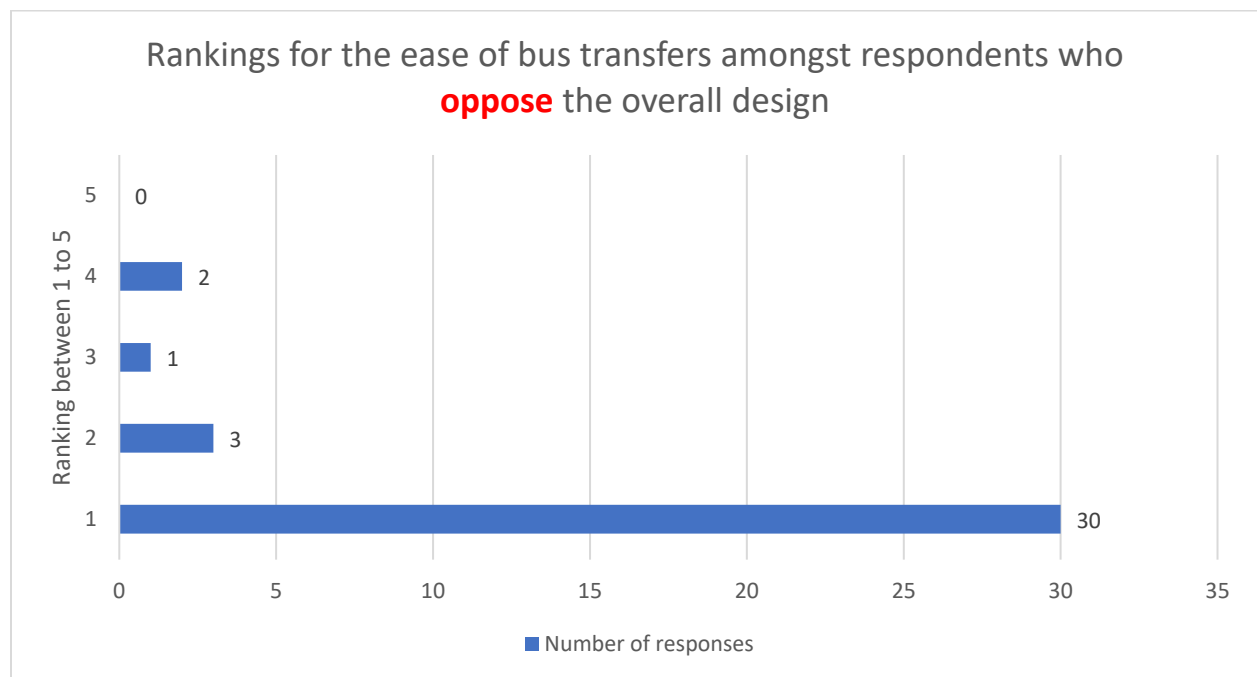


The average ranking for the ease of transfers component amongst people who were **very or somewhat supportive** of the overall design was 3.9 out of 5.

APPENDIX A ADDITIONAL FREMONT ANALYSIS



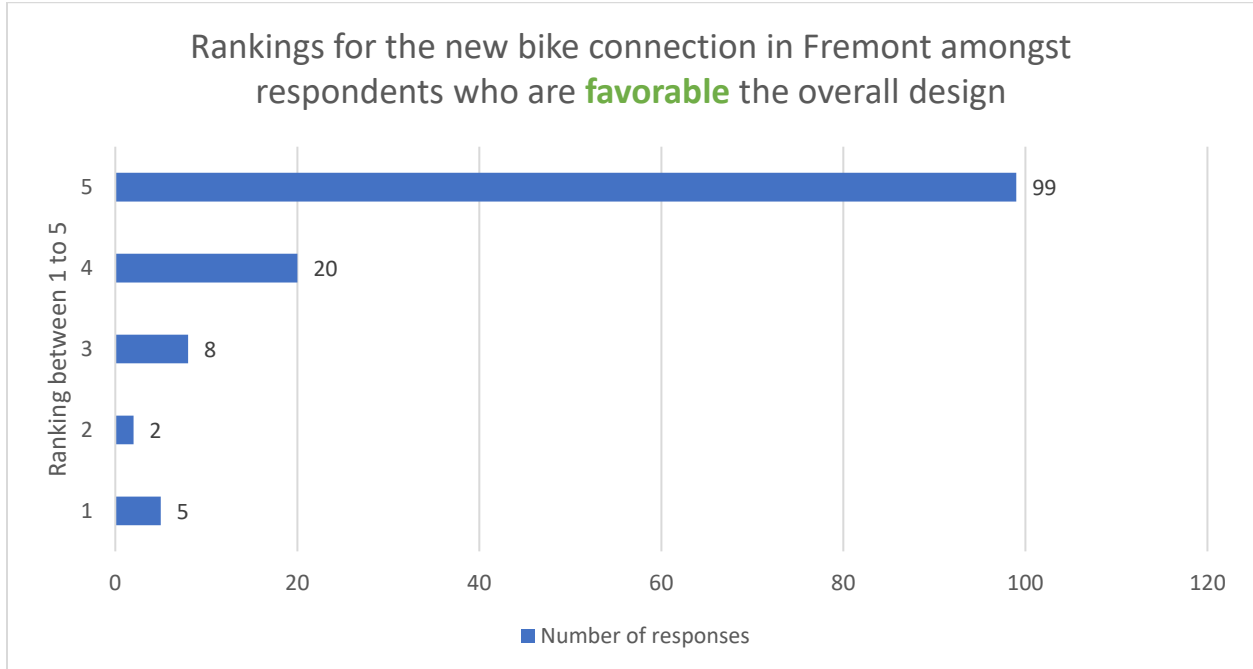
The average ranking for the ease of transfers component amongst people who were **neutral** of the overall design was 3.5 out of 5.



The average ranking for the ease of transfers component amongst people who were **very or somewhat opposed** to the overall design was 1.3 out of 5.

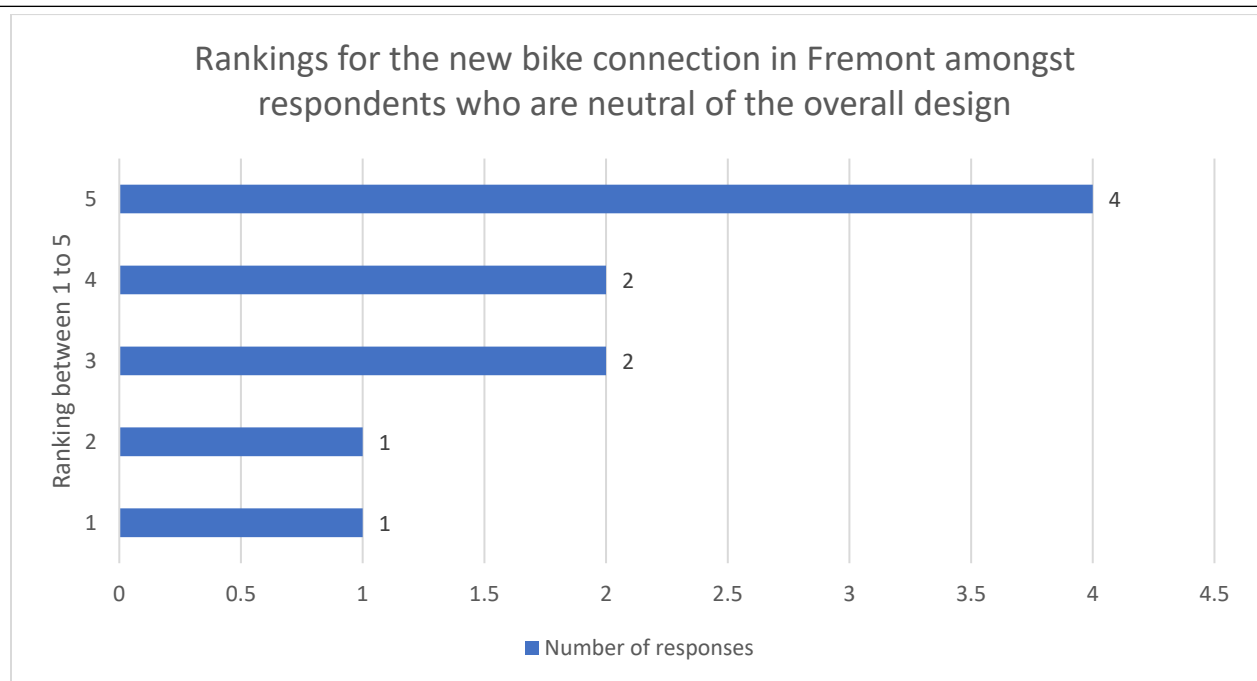
APPENDIX A ADDITIONAL FREMONT ANALYSIS

New bike lane connection

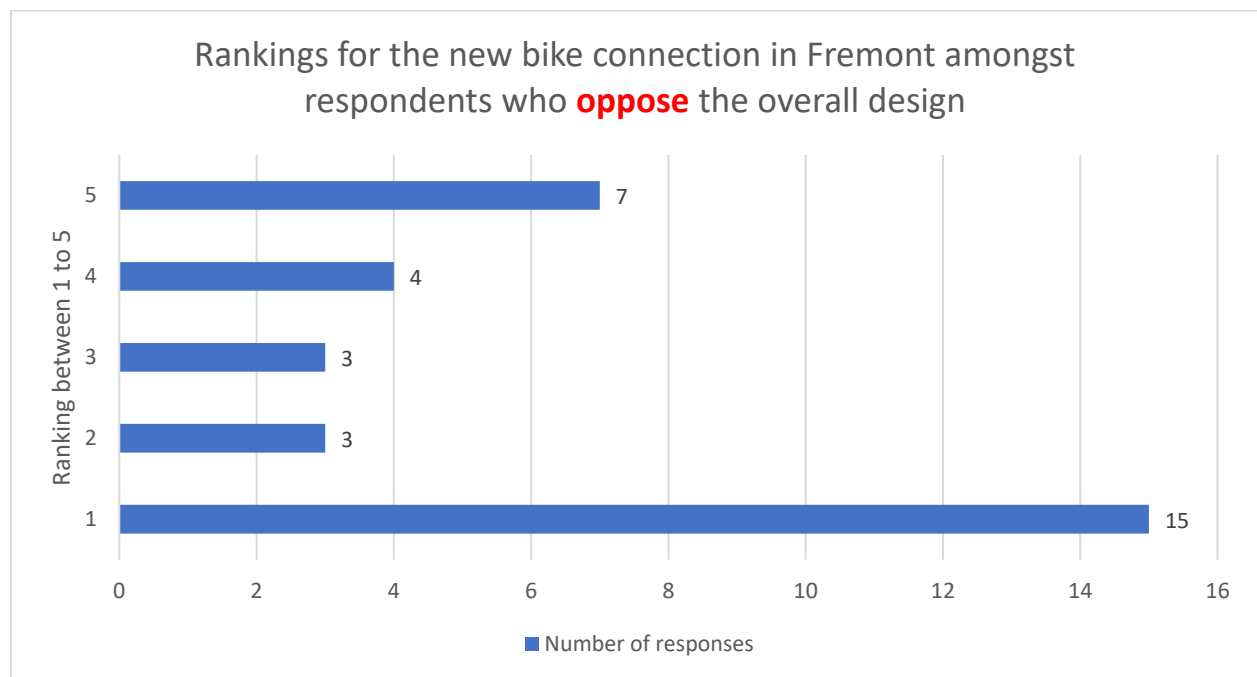


The average ranking for the new bike lane connection component amongst people who were **very or somewhat supportive** of the overall design was 4.5 out of 5.

APPENDIX A ADDITIONAL FREMONT ANALYSIS



The average ranking for the new bike lane connection component amongst people who were **neutral** of the overall design was 3.7 out of 5.



The average ranking for the new bike lane connection component amongst people who were **very or somewhat opposed** to the overall design was 2.5 out of 5.

APPENDIX A ADDITIONAL FREMONT ANALYSIS

For all the groups analyzed above, it appears that most of them rated each component similar to how they rated the overall design. People who were more supportive of the overall design generally ranked each component highly, whereas people who were disapproving of the overall design generally ranked each component poorly.

General support of the overall design	
Specific design component	Ranking
Bus stop locations	4.2 out of 5
Ease of transfers	3.9 out of 5
New bike connection	4.5 out of 5

Respondents that were generally supportive of the overall design ranked the bus stop locations and new bike connection components favorably. However, the ease of transfers was ranked slightly lower at 3.9 out of 5. Based on this quantitative analysis, it is possible that the ease of transfers with the proposed design is a slight concern, even for people who may approve of the design. This is supported by the qualitative analysis which discusses support for a new bike connection, but uncertainty surrounding the trade-off for transit riders wishing to transfer buses.

General disapproval of the overall design	
Specific design component	Ranking
Bus stop locations	1.5 out of 5
Ease of transfers	1.3 out of 5
New bike connection	2.5 out of 5

Respondents that were generally opposed to the overall design ranked the bus stop locations and ease of transfer components poorly. The ranking for the new bike connection was mixed at an average ranking of 2.5 out of 5. These results could indicate that people who are disapproving of the overall design ranked the design poorly due to strong opposition to the bus stop locations and ease of transfers, rather than the addition of a new bike connection.

In summary, the ease of transfers continues to rank worse than the other two design components across all groups. The table below summarizes the average ranking amongst groups that approve the overall design, disapprove of the overall design, and all responses (including those who voted "neutral").

Comparing average ranking across all groups			
	Average ranking (approval group)	Average ranking (disapproval group)	Average ranking (all responses)
Specific design component			
Bus stop locations	4.2	1.5	3.5
Ease of transfers	3.9	1.3	3.3
New bike connection	4.5	2.5	4.1