



Route 44



Ballard Segment, Market at 26th Ave NW to 24th Ave NW

Concept benefits:

This concept will provide more storage for eastbound left and right turning vehicles which will free up the travel lane for buses and through traffic.

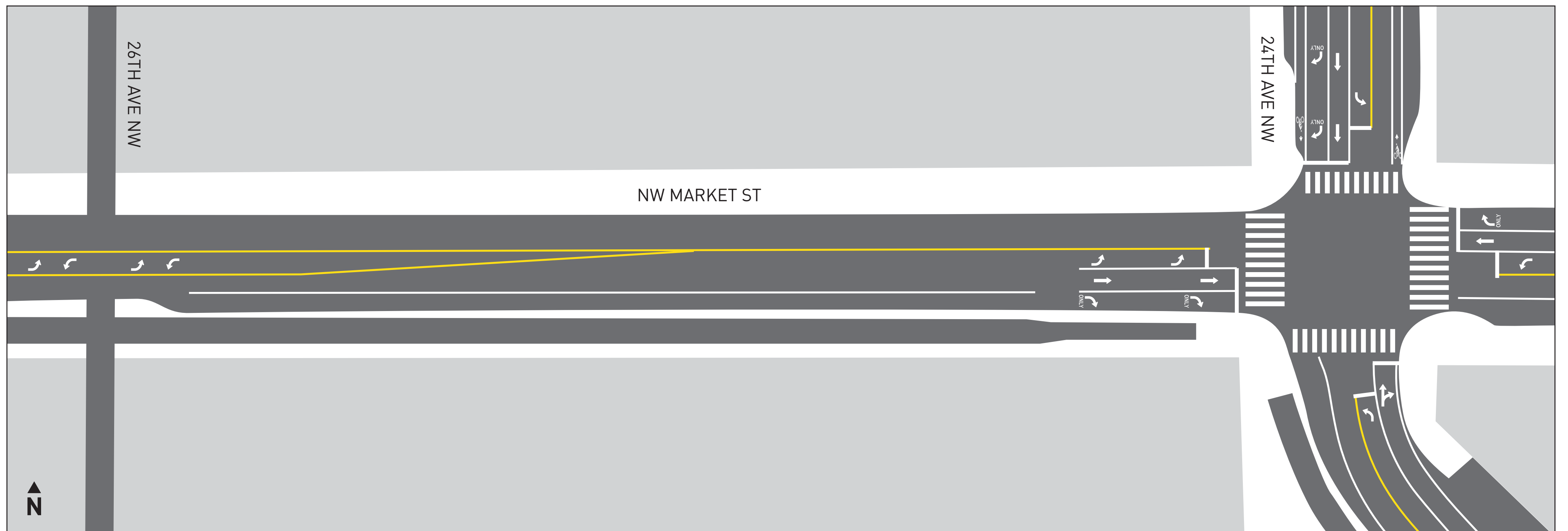
This concept will:

- Extend eastbound right-turn pocket
- Extend eastbound left-turn lane

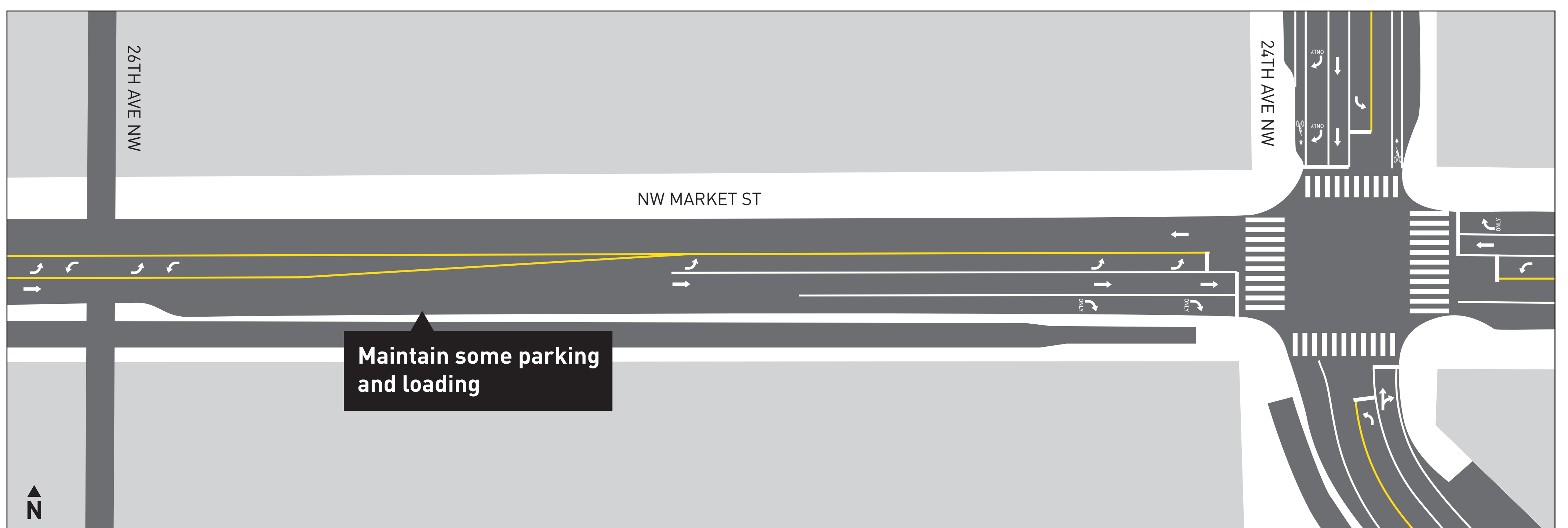
Concept update:

- Length of right-turn pocket updated to maintain some parking and loading zones needed by adjacent businesses.
- Traffic modeling was used to determine the length of the right turn pocket.

Before



After



Seattle
Department of
Transportation



King County
METRO



Route 44



Ballard Segment, NW Market St at 15th Ave NW

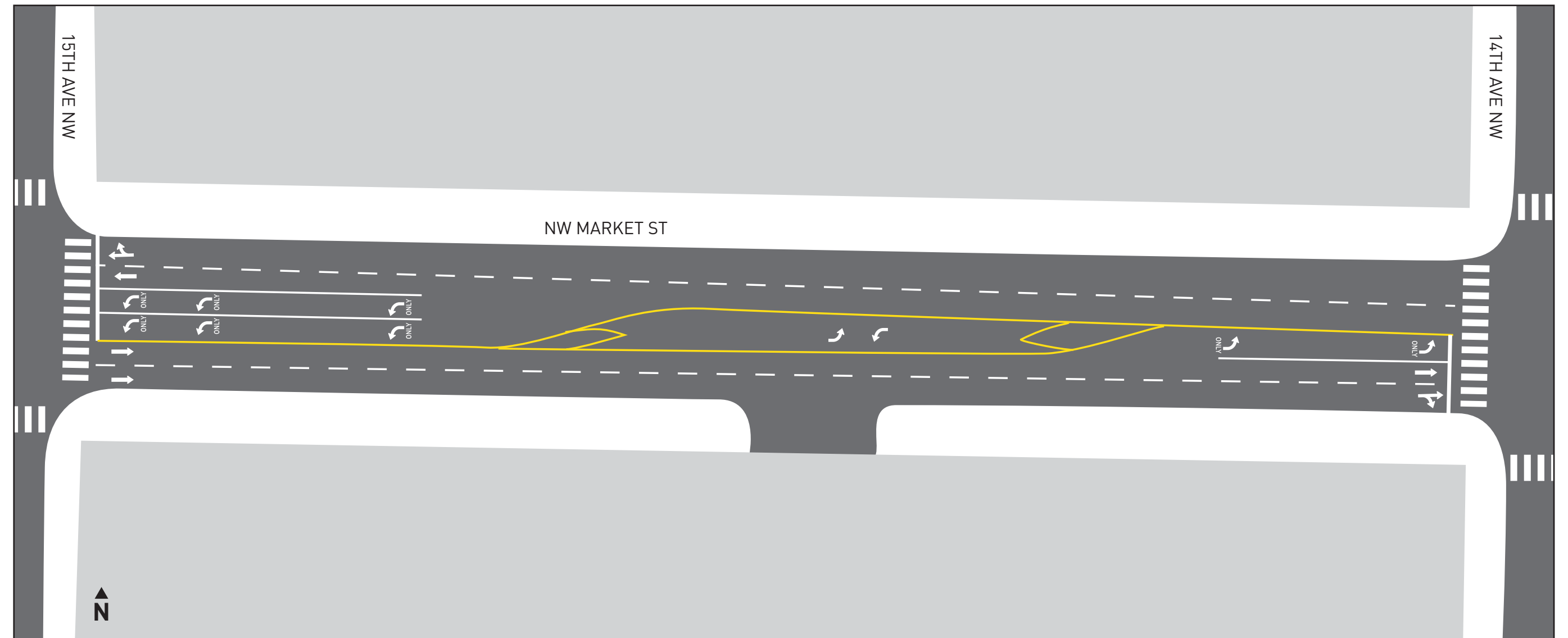
Concept benefits:

This concept will provide more storage for westbound left-turning vehicles and will eliminate cross-traffic turning conflicts which will allow the westbound through lanes to operate more efficiently for buses and through traffic.

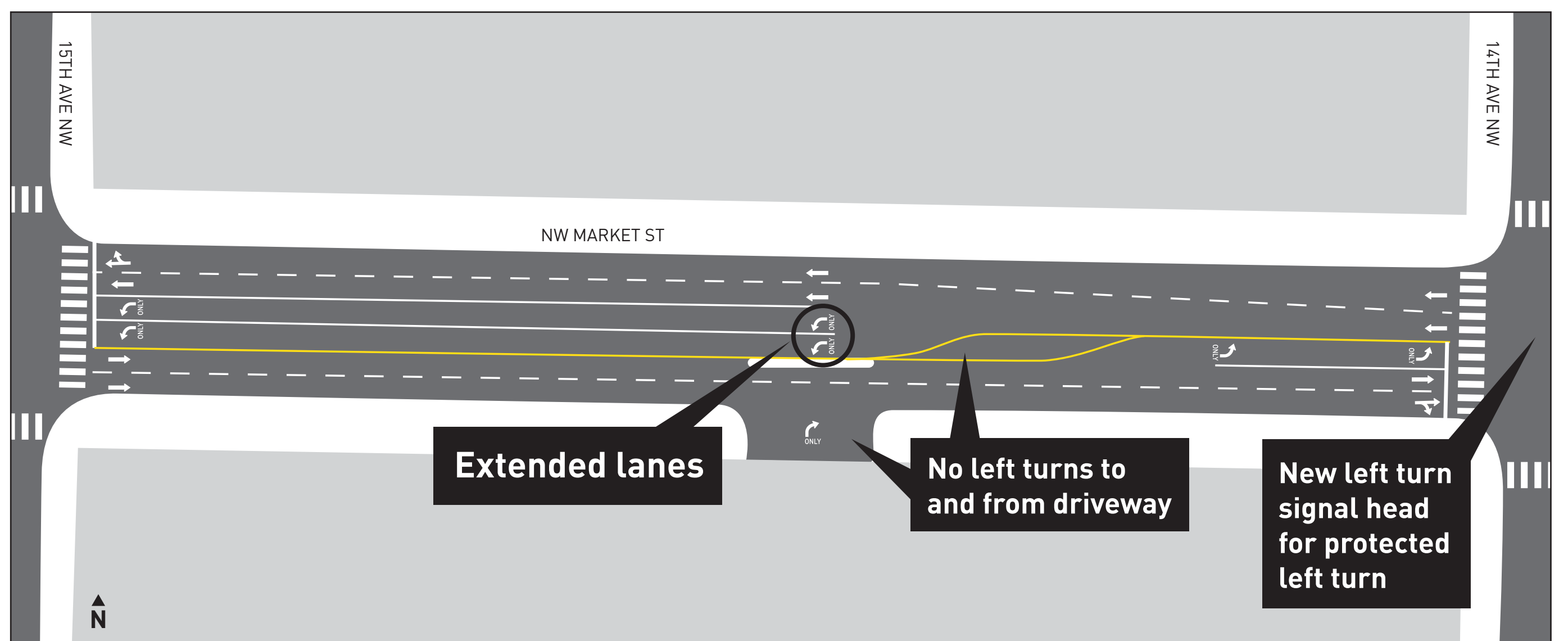
This concept will:

- Extend westbound double left-turn lane
- Restrict westbound left turn from grocery store driveway
- Add left-turn signal heads for eastbound and westbound traffic on NW Market St at 14th Ave NW

Before

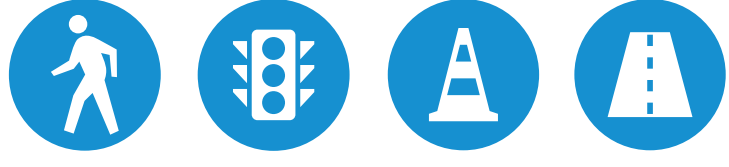


After





Route 44



Ballard Segment, NW Market St and 11th Ave NW

Concept benefits:

This concept will provide safer access to transit for people walking and biking across NW Market St on 11th Ave NW.

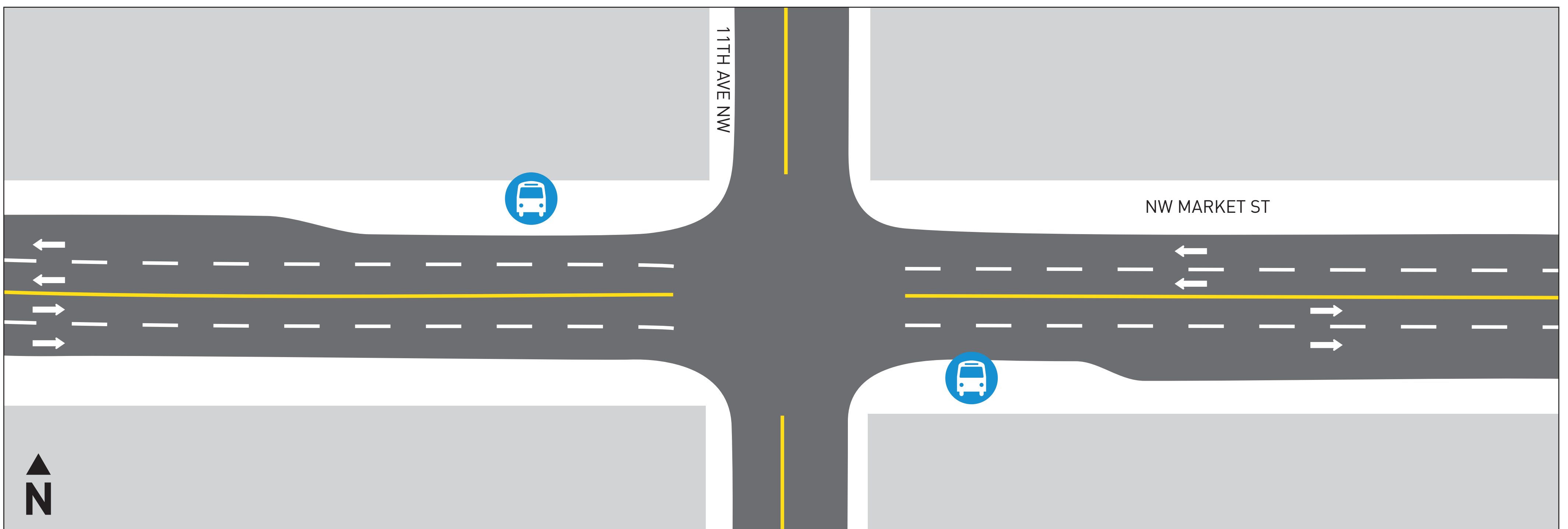
This concept will:

- Add pedestrian crosswalks on NW Market St
- Add traffic signals on NW Market St

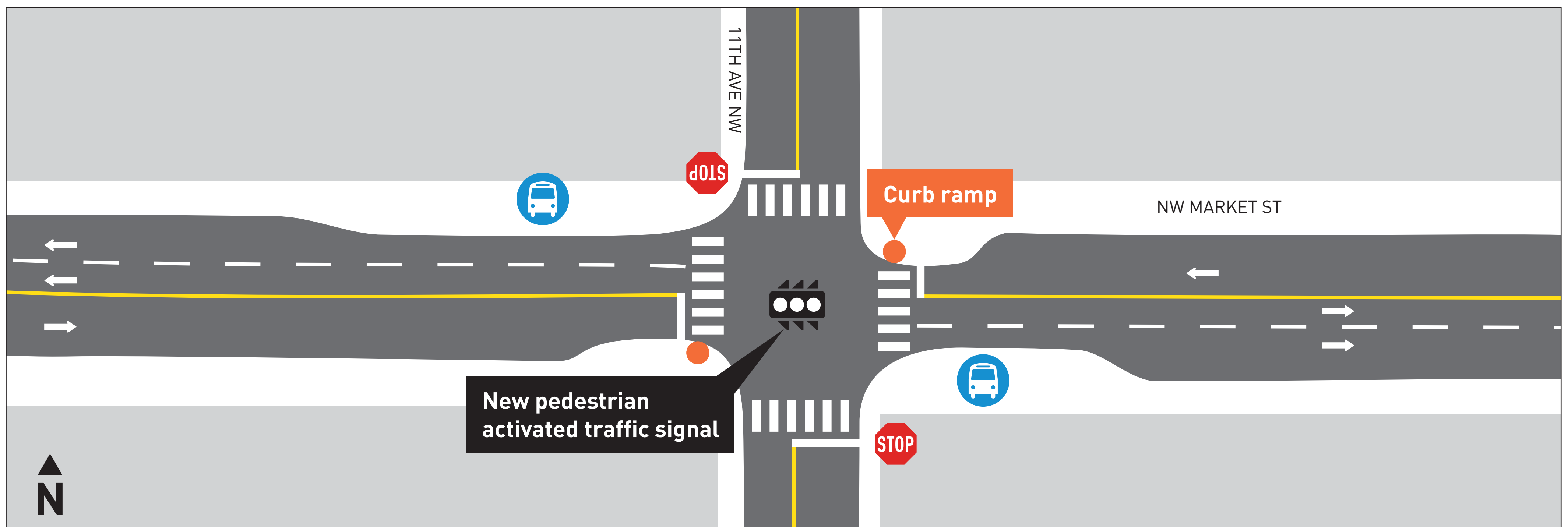
Concept update:

- We will improve pedestrian safety by shortening the crossing distance and improving visibility
- This update will provide more space for the placement of traffic signal infrastructure

Before

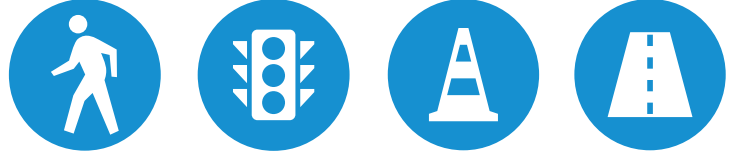


After





Route 44



Phinney Segment, N 46th St at Greenwood Ave N to Fremont Ave N

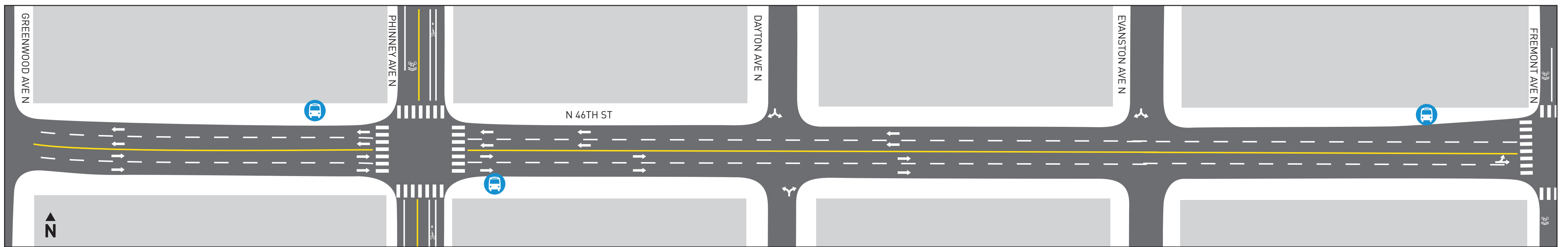
Concept benefits:

This concept will adjust the channelization on N 46th St and modify allowable turns to streamline the travel of buses and through traffic.

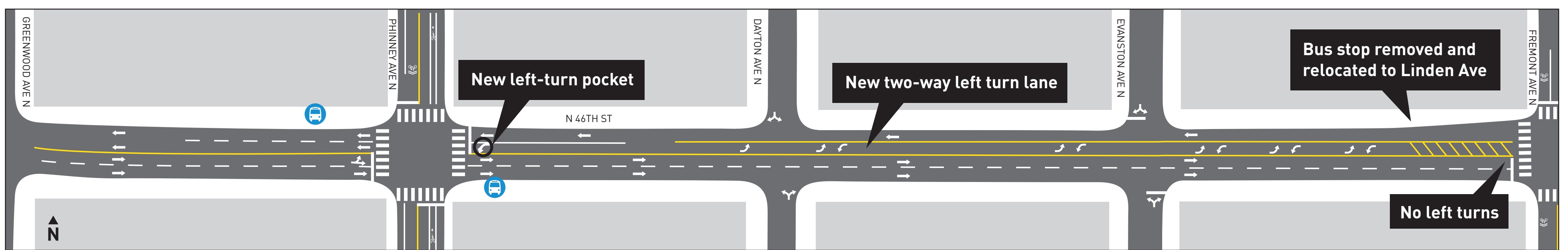
This concept will:

- Remove a westbound travel lane
- Add a westbound left-turn pocket at Phinney Ave N
- Add a two-way left-turn lane between Phinney Ave N and Fremont Ave N
- Remove eastbound left turns at Fremont Ave N
- Relocate westbound bus stop at Fremont Ave N to Linden Ave N

Before

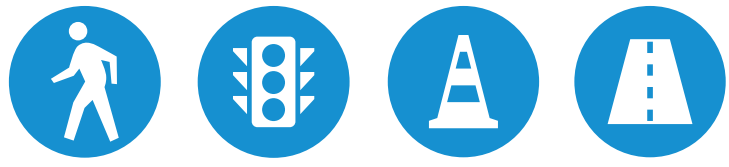


After





Route 44



Phinney Segment, N 46th St at Aurora Ave N

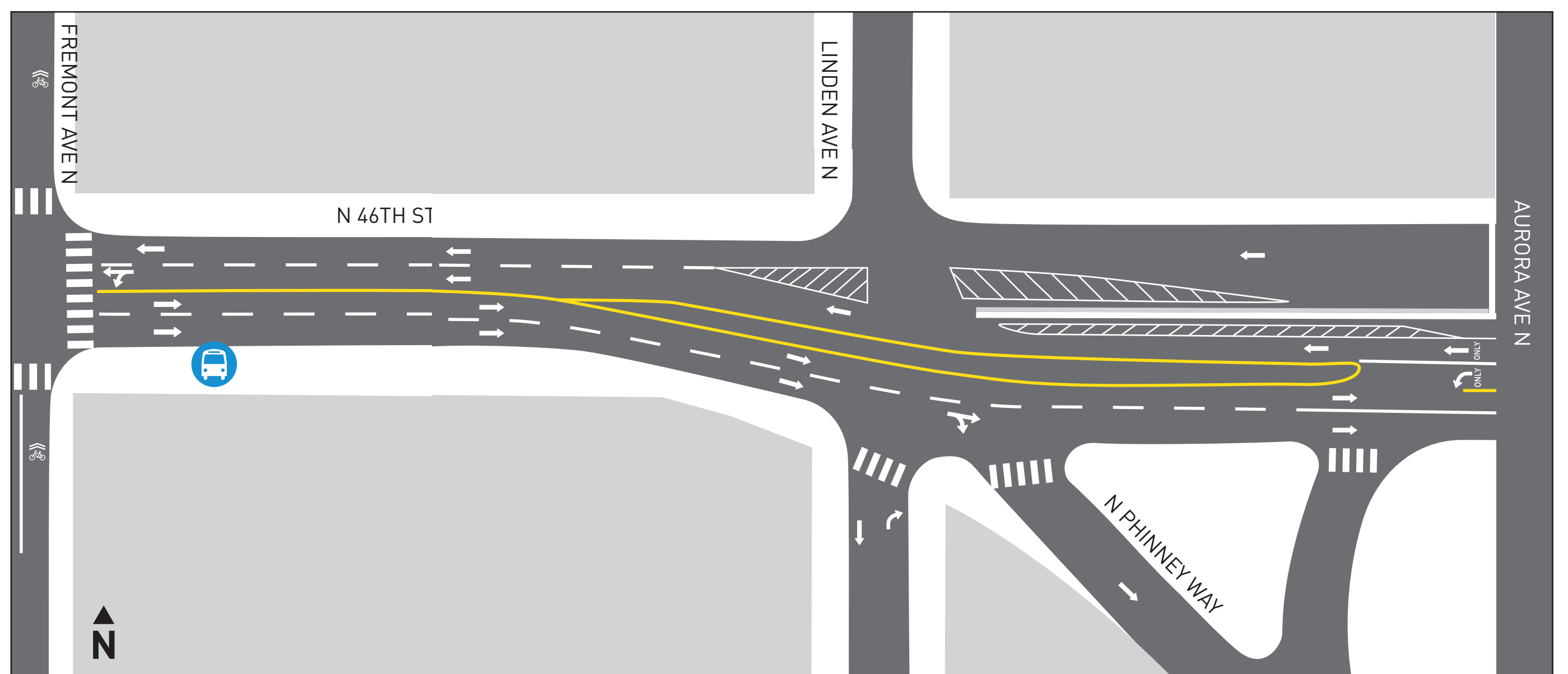
Concept benefits:

This concept will adjust the channelization on N 46th St, modify allowable turns, improve the access to Aurora Ave N, relocate a bus stop, and restrict access to Linden Ave N. These changes will improve safety, increase pedestrian access, and streamline travel for buses and through traffic.

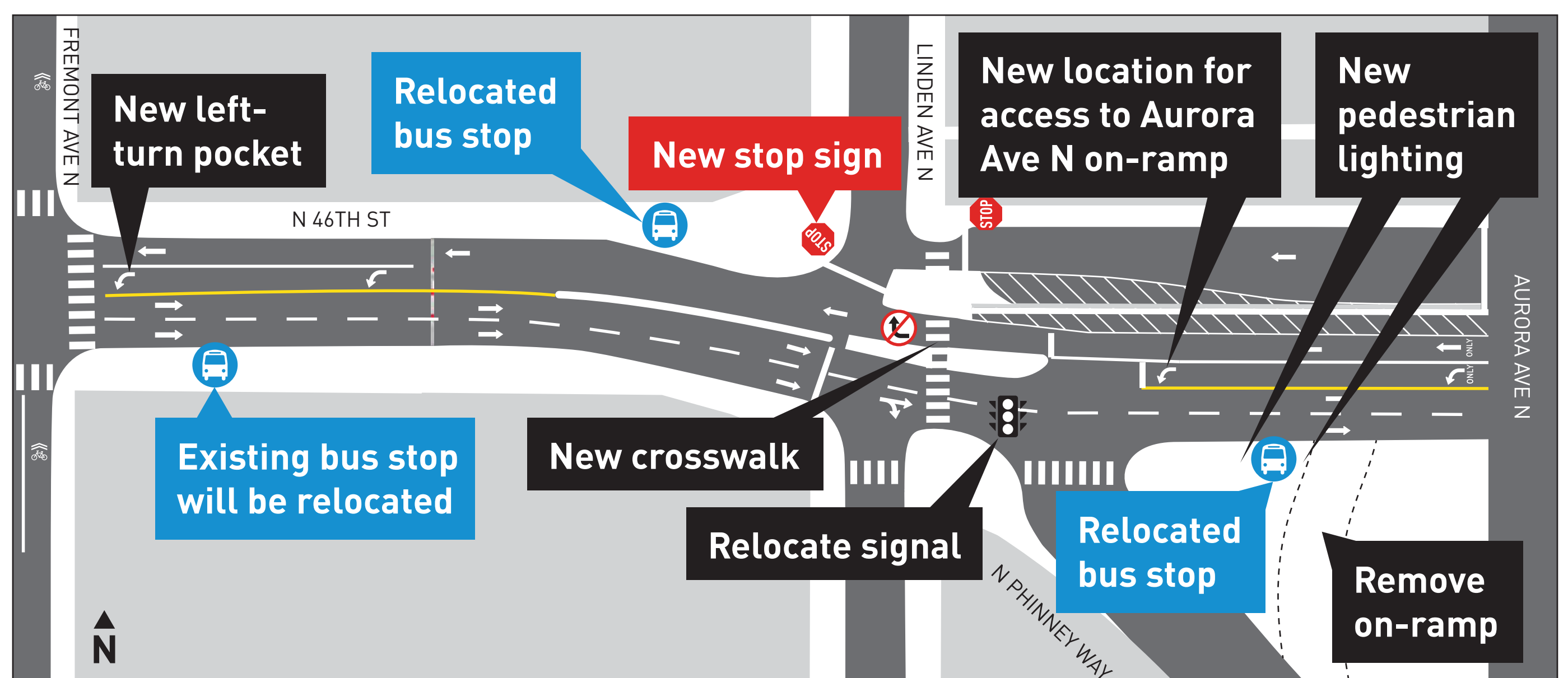
This concept will:

- Add westbound left-turn pocket at Fremont Ave N
- Relocate eastbound bus stop near Green Lake Way N to just before Aurora Ave N
- Remove westbound right-turn access to Linden Ave N
- Add a stop sign westbound on N 46th St near Linden Ave N
- Install a new signalized north-south pedestrian crossing at Linden Ave N
- Construct median island and sidewalk extensions
- Relocate Traffic Signal
- Change westbound access to Aurora Ave N onramp before N Phinney Way
- Relocate eastbound bus stop at Fremont Ave N
- Add new pedestrian lighting
- Require trolley overhead wire modifications
- New bus stop at Linden Ave N, relocated from Fremont Ave NE

Before



After



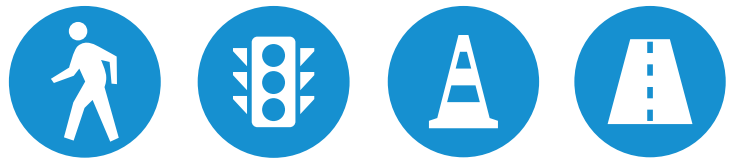
Concept update:

We have made changes at Linden Ave N and N 46th St to square up the intersection and improve sight line for vehicles entering N 46th St from the southbound Aurora offramp and Linden Ave N.





Route 44



Phinney Segment, N 46th St at Green Lake Way/Whitman Ave N

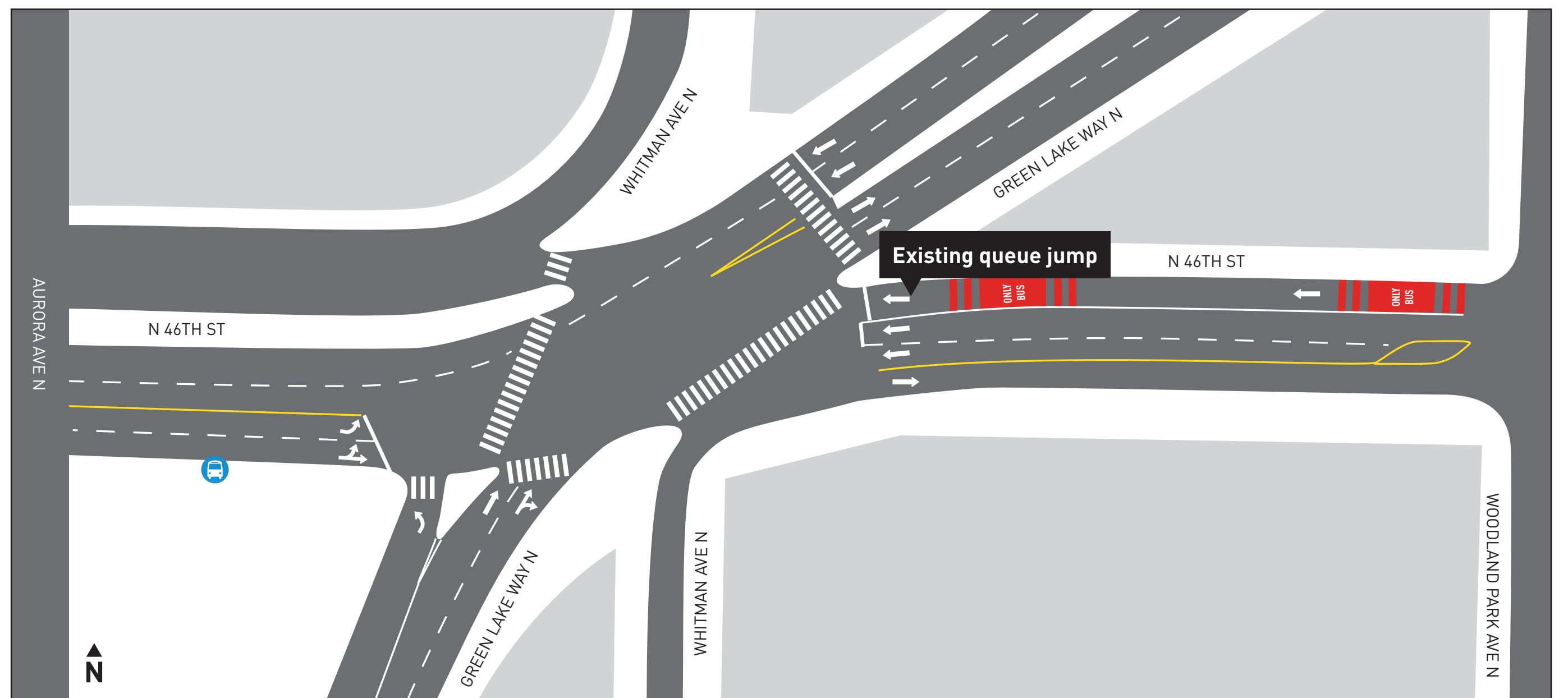
Concept benefits:

This concept will add an extra lane east of Aurora Ave to enable more vehicles to pass through the intersection. Whitman Ave N will dead end at N 46th St to decrease the number of vehicle turning conflicts. Additional pedestrian improvements will also be constructed.

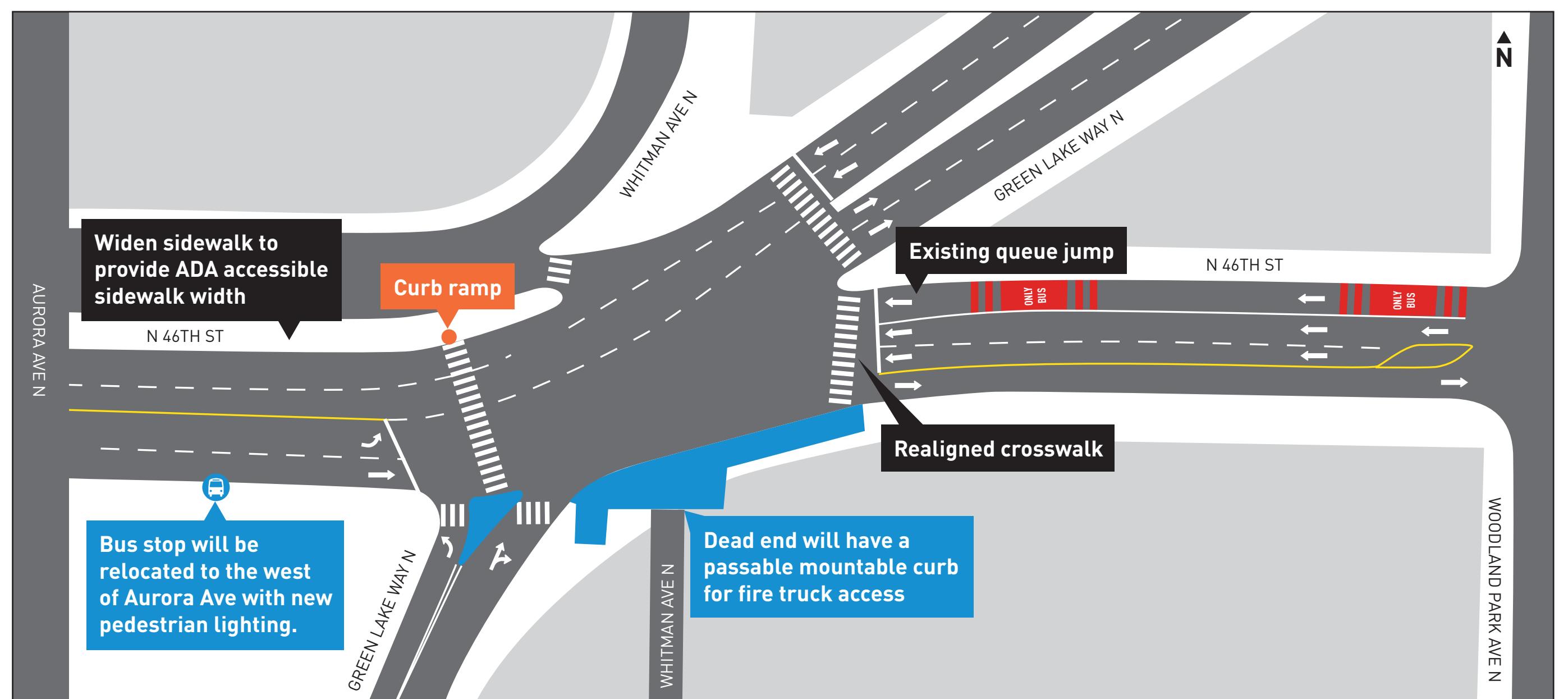
This concept will:

- Realign crosswalk
- Dead end Whitman Ave N
- Relocate existing eastbound bus stop to west of Aurora Ave N
- Add new pedestrian lighting
- Require overhead wire modifications

Before



After



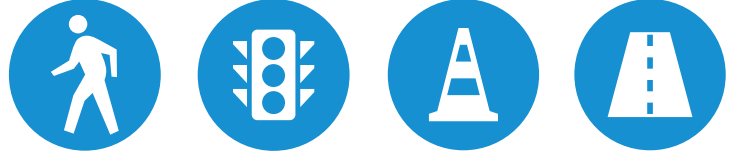
Concept update:

After a more in-depth analysis of this concept it was determined that widening N 46th St just east of the Aurora overpass on N 46th St will not provide significant transit benefits. Similar benefits, at a lower cost, are possible with channelization and signalization changes.





Route 44



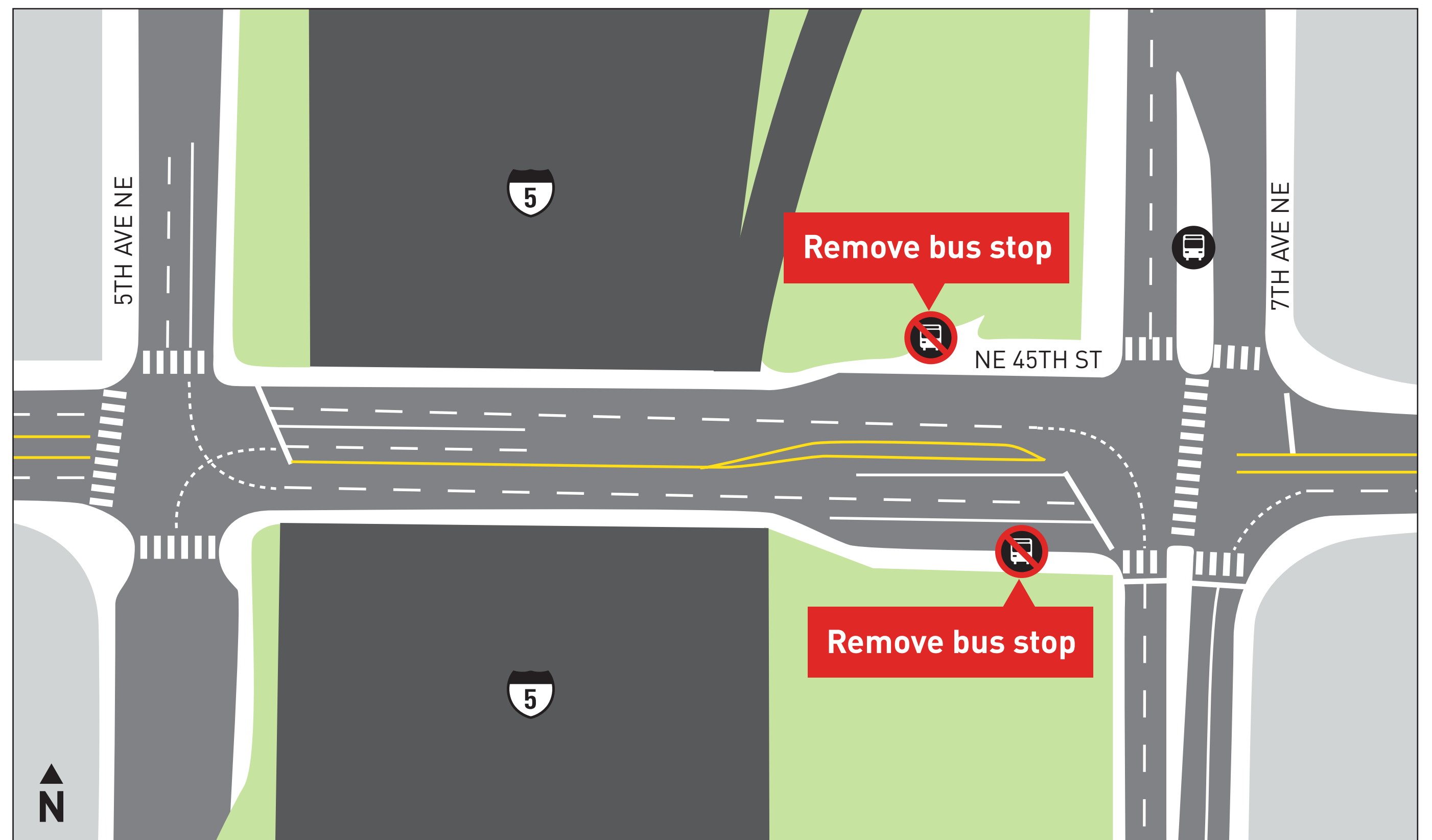
NE 45th St and I-5 Interchange

Concept benefits:

This concept will improve traffic flow through this congested area for buses and through traffic. It will improve bus speeds and stop spacing along the corridor.

This concept will:

In fall 2021, Metro plans to remove the westbound and eastbound bus stops on NE 45th St just west of 7th Ave NE. The removal of these stops is consistent with Metro, Sound Transit, and Community Transit's service restructures planned for fall 2021 when Sound Transit's North Link light rail extension opens. The restructure of Metro, Sound Transit, and Community Transit's service will result in fewer opportunities for people to transfer between I-5 bus routes that use the I-5 on-ramp.





Route 44



U-District Segment, NE 45th St and 8th Ave NE

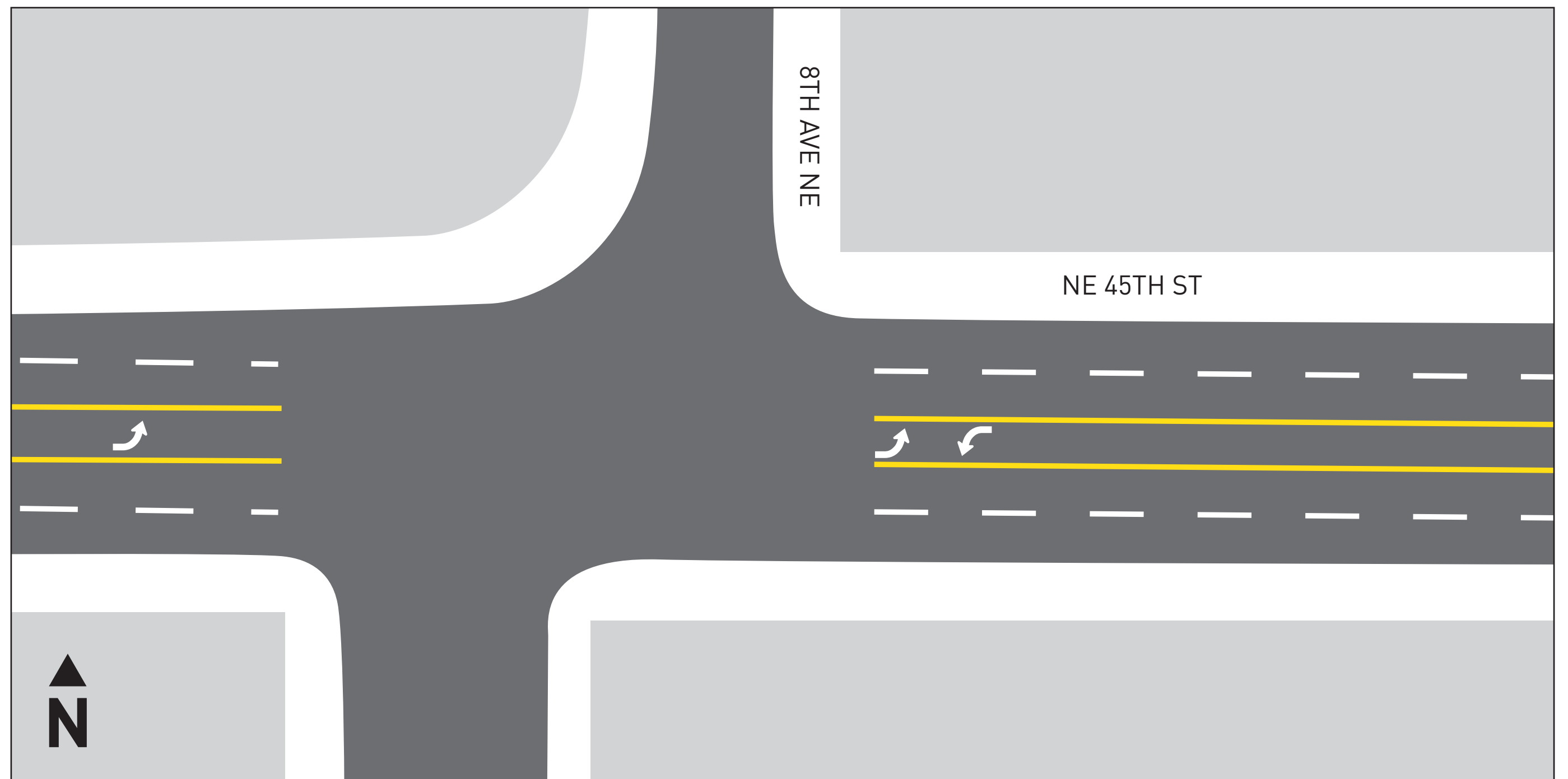
Concept benefits:

This concept will provide safer passage for people walking across NE 45th St.

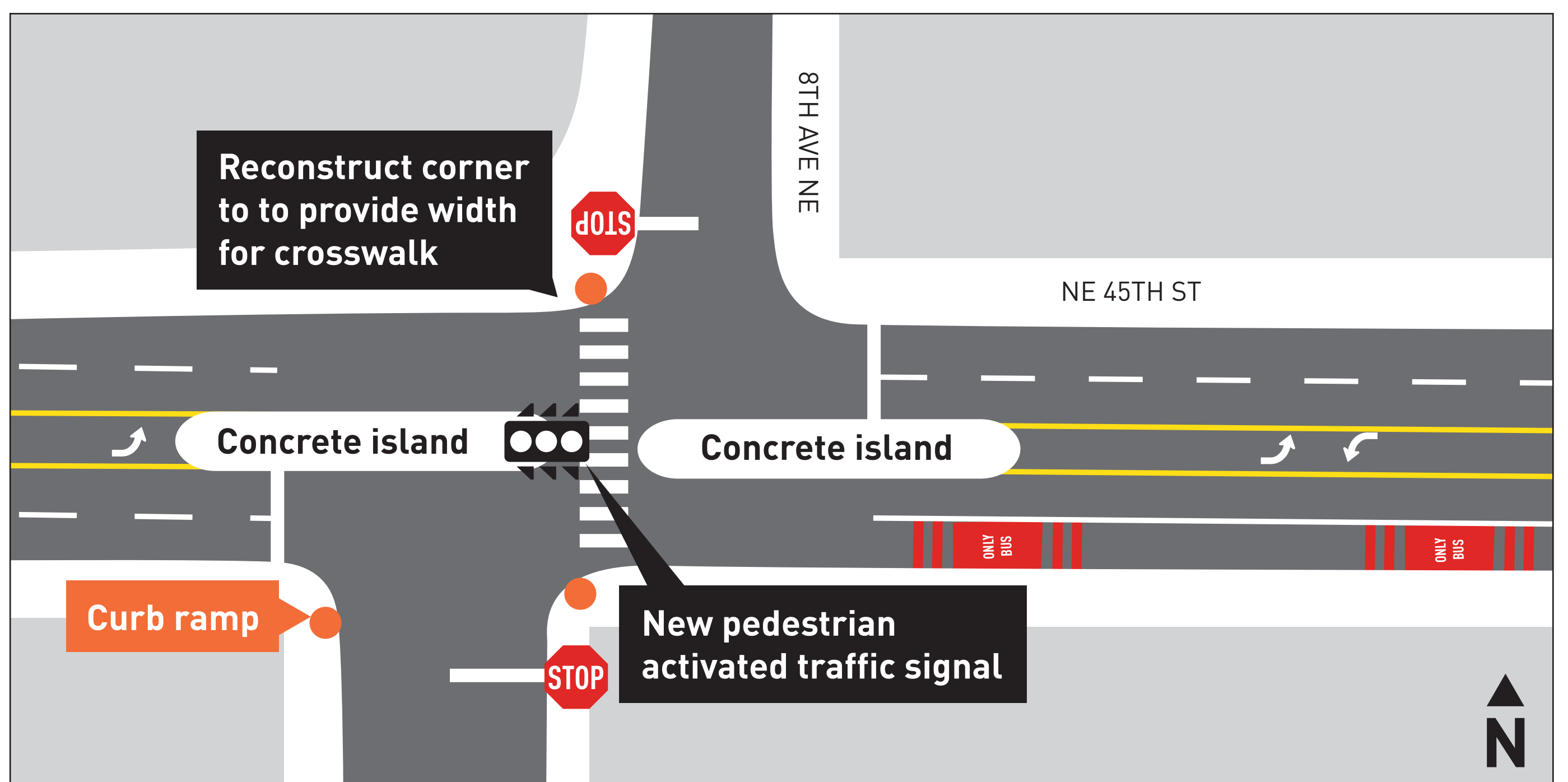
This concept will:

- Add pedestrian crosswalk across NE 45th St
- Add traffic signal on NE 45th St
- Add concrete island on NE 45th St to restrict left turns for all legs of the 8th Ave NE intersection
- Reconstruct the NW corner of NE 45th St/ 8th Ave NE to provide curbspace for the new crosswalk
- Construct new curb ramps

Before



After





Route 44



U-District Segment, NE 45th St at 9th Ave NE to 15th Ave NE

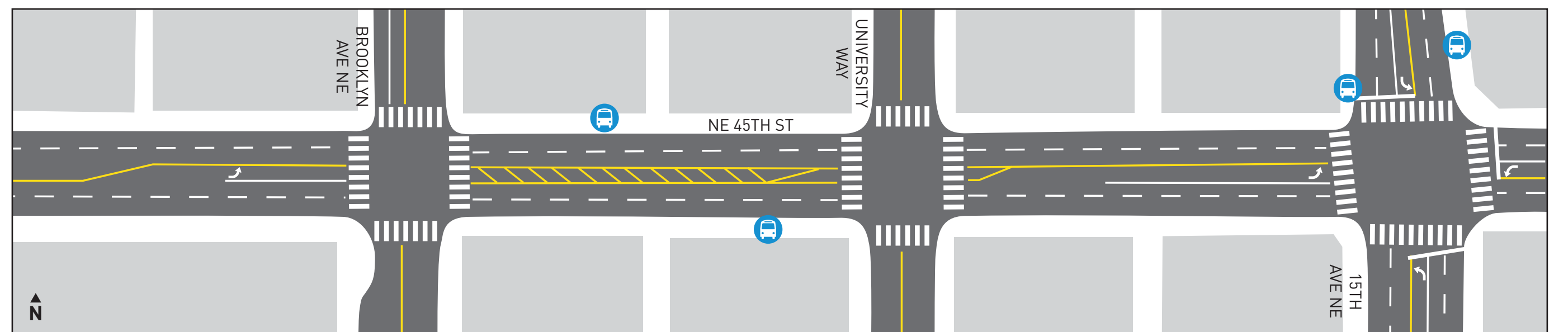
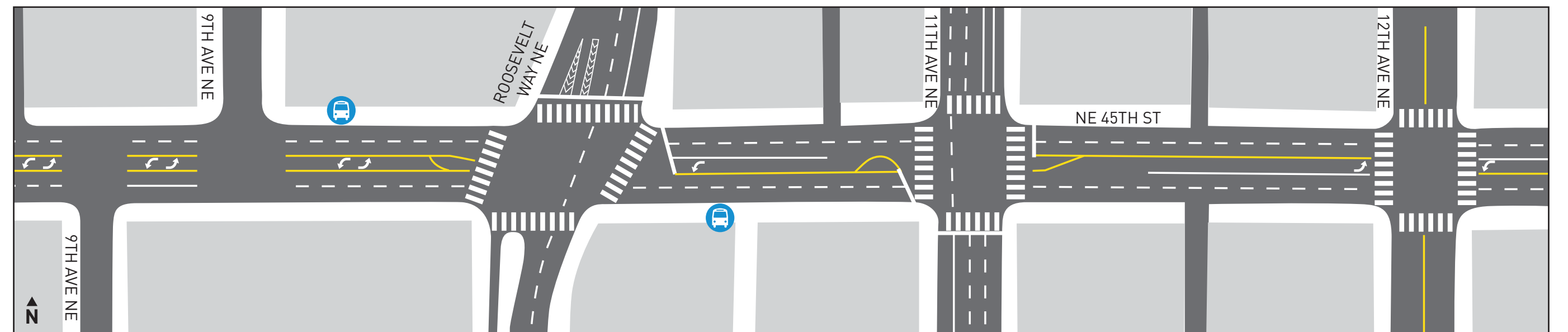
Concept benefits:

Dedicated eastbound bus lane on NE 45th St will allow buses to move more efficiently through this congested area.

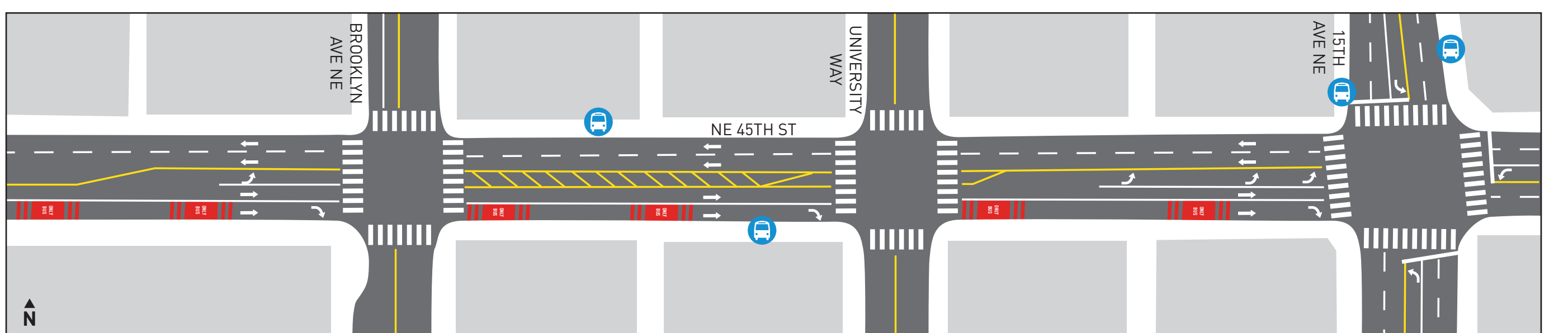
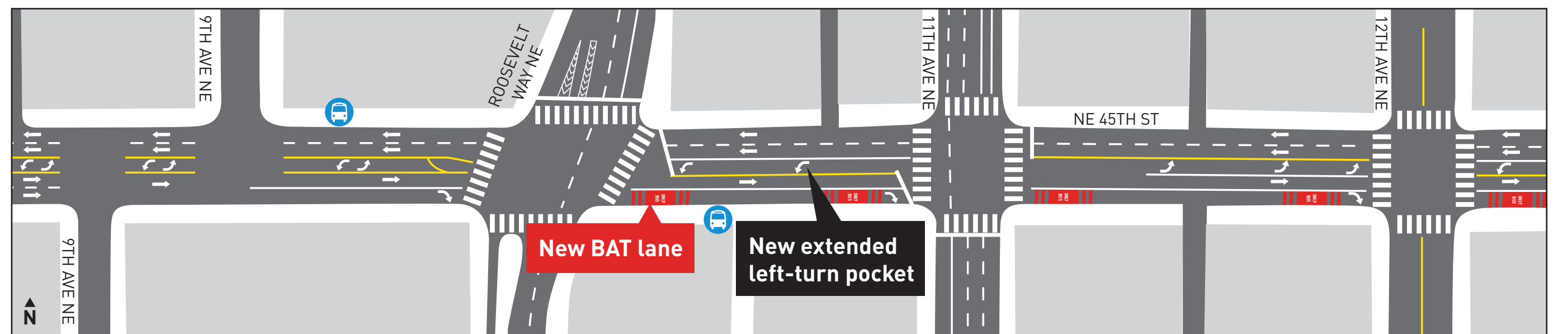
This concept will:

- Create an eastbound bus only lane installed between Roosevelt Way NE and 15th Ave NE
- Remove one eastbound general-purpose lane
- Extend westbound left turn pocket for Roosevelt Way NE farther east

Before



After





Route 44



U-District Segment, 15th Ave NE at N 45th St to NE Pacific St

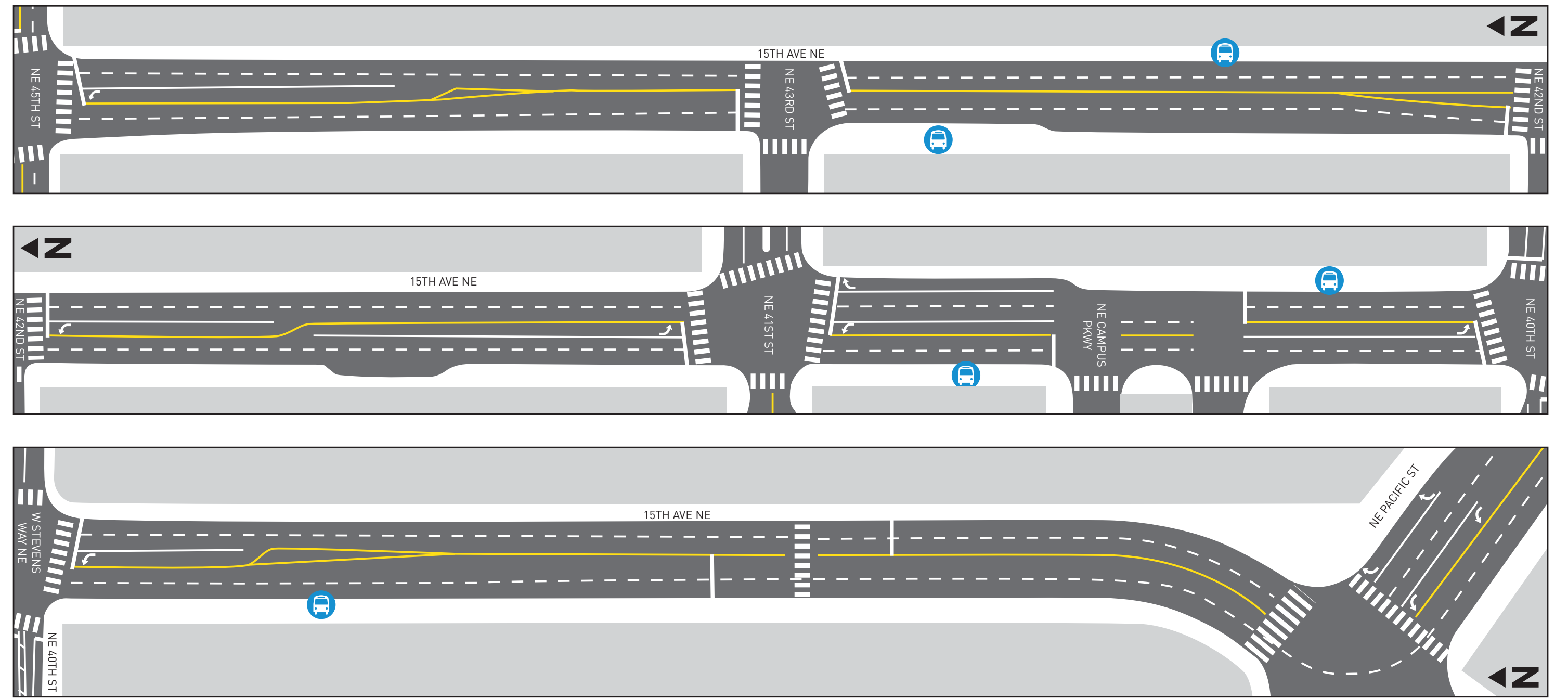
Concept benefits:

Dedicated bus lanes will be added in the northbound and southbound directions between NE 45th St and NE Pacific St.

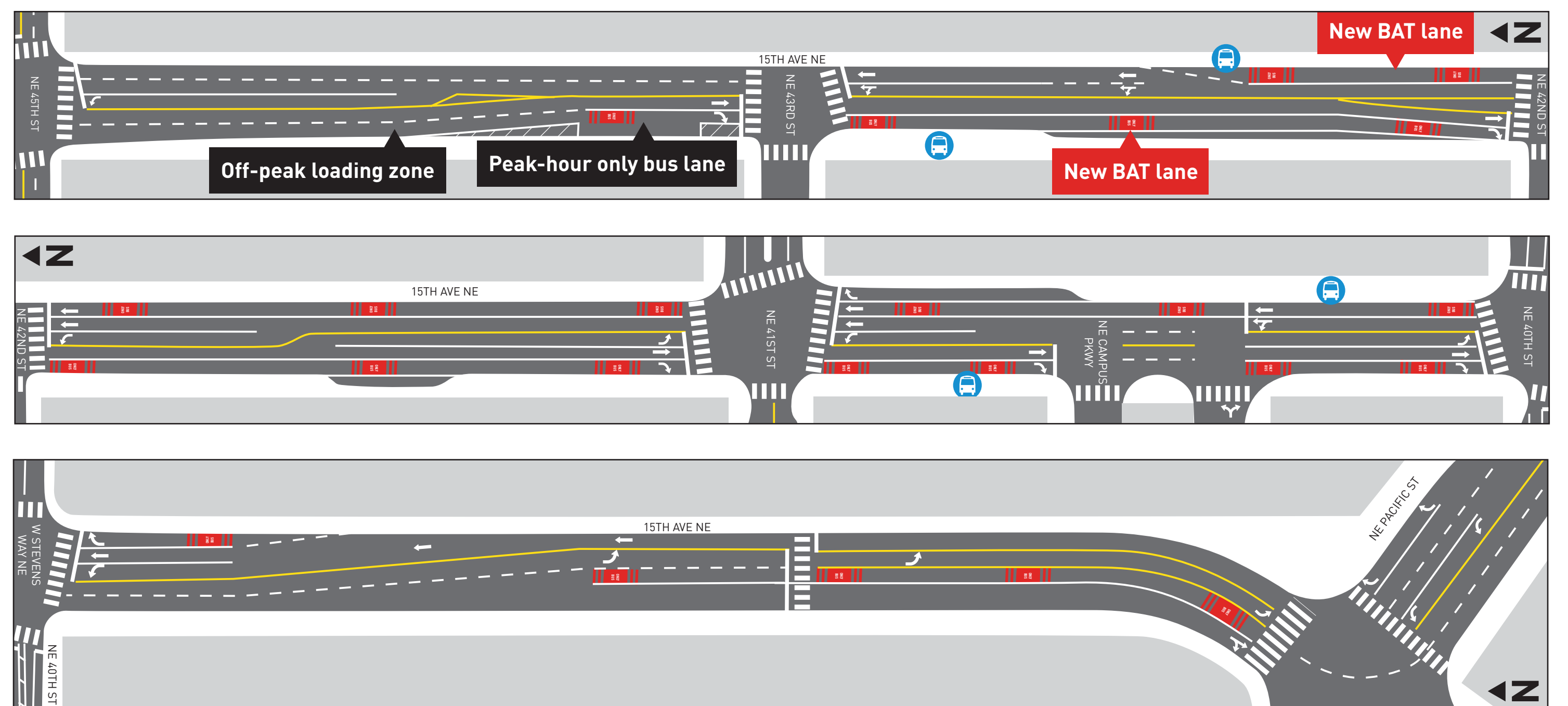
This concept will:

- Create a southbound bus only lane from NE 45th St to NE Pacific St
- Create a northbound bus only lane from NE Pacific St to just south of NE 43rd St
- Require trolley overhead wire modifications

Before



After

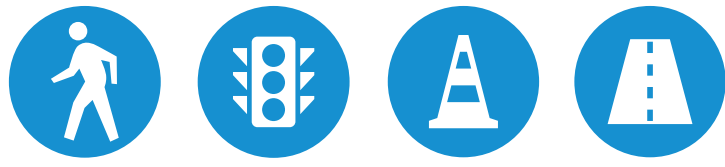


Concept update:

The BAT lane between NE 43rd St and NE 45th St will be peak hour only rather than 24/7 to maintain the load zone just south of NE 45th St. From outreach it was determined that the load zone was needed at its current location.



Route 44



U-District Segment, 15th Ave NE at NE Pacific St

Concept benefits:

This concept will provide a dedicated lane for southbound buses to turn left onto NE Pacific St, improving their efficiency traveling through the intersection.

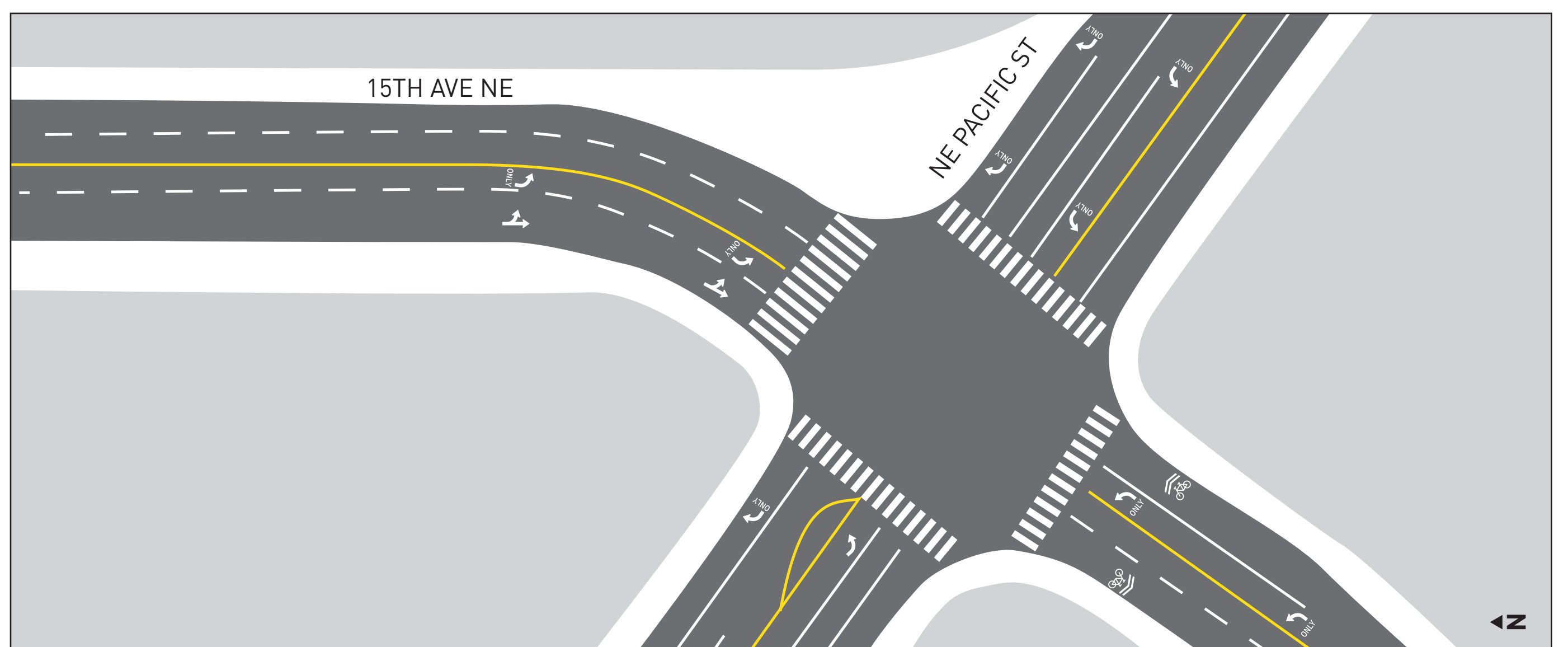
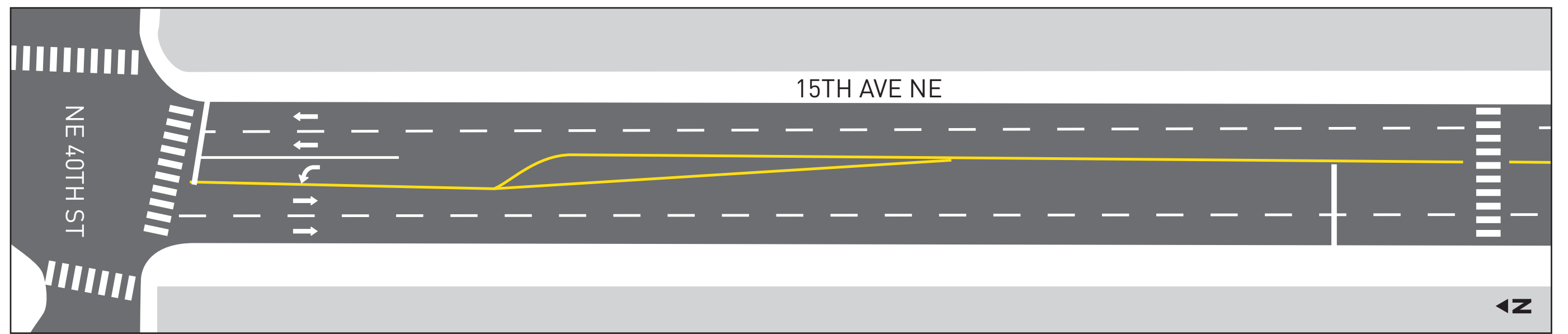
This concept will:

- Add a bus only lane southbound through intersection at NE Pacific St
- Reduce 15th Ave NE northbound from 2 lanes to 1 lane north of NE Pacific St
- Require trolley overhead wire modifications

Concept update:

In September 2021, King County Metro will add a bus stop on 15th Ave NE just south of the NE Pacific St intersection. The bus lane will be used by buses turning left onto Pacific St. Buses traveling south on 15th Ave past Pacific St will travel in the curb lane on 15th Ave as they approach Pacific St.

Before



After

