



**Route 44**



# Welcome to the Route 44 Transit-Plus Multimodal Corridor

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**The Route 44 – Transit-Plus Multimodal Corridor runs from the Ballard Locks to the University of Washington Station.**

Partnering with King County Metro, we've launched the Route 44 Transit-Plus Multimodal Corridor project.

This project is meant to achieve the goals of the Seattle Department of Transportation's (SDOT's) Transit-Plus Multimodal Corridor program:

- Make bus trips run 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

**We look forward to working with you and your neighbors throughout the process!**



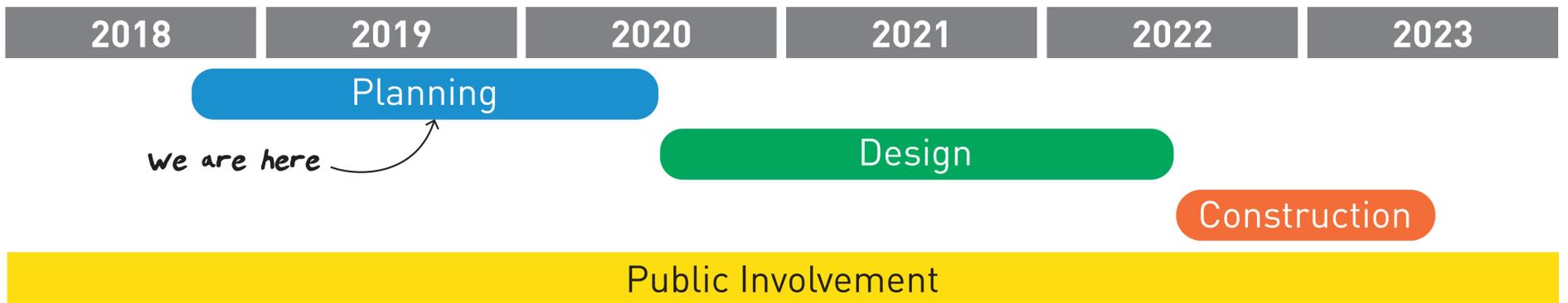
## Route 44



# Project Timeline and Funding

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## The three stages of our project



### 1. Planning

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

### 2. Design

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

### 3. Construction

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

## Funding

This project is being funded through the 9-year Levy to Move Seattle and State grant funds.



## Route 44

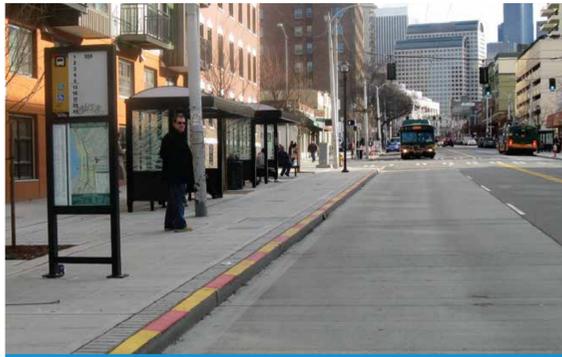


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## Route 44 Project Overview



Bus lanes



In-lane stops



Transit islands



Transit Signal Priority (TSP)



Queue jump



Turn restrictions

- 10.7 mile trolley route
- Serves more than 9,300 riders daily
- Metro's 8th highest-ridership route
- Frequent service with scheduled buses every 10 minutes or better
- Connects to regional transit systems and large regional centers

### Improvements may include:

- **Dedicated bus lanes and queue jumps:** Bus-only lanes and signals that give buses a head start to separate buses from traffic and increase speed and reliability
- **Signal upgrades or optimization:** Transit signal priority extends or activates green lights to reduce waiting times for buses at signals
- **Channelization changes or turn restrictions:** Changes to roadway channelization and limiting certain turns can allow buses to move faster, avoid conflicts, and improve safety
- **Safety improvements:** Improvements to crossings and transit connections to help people get to bus stops more easily

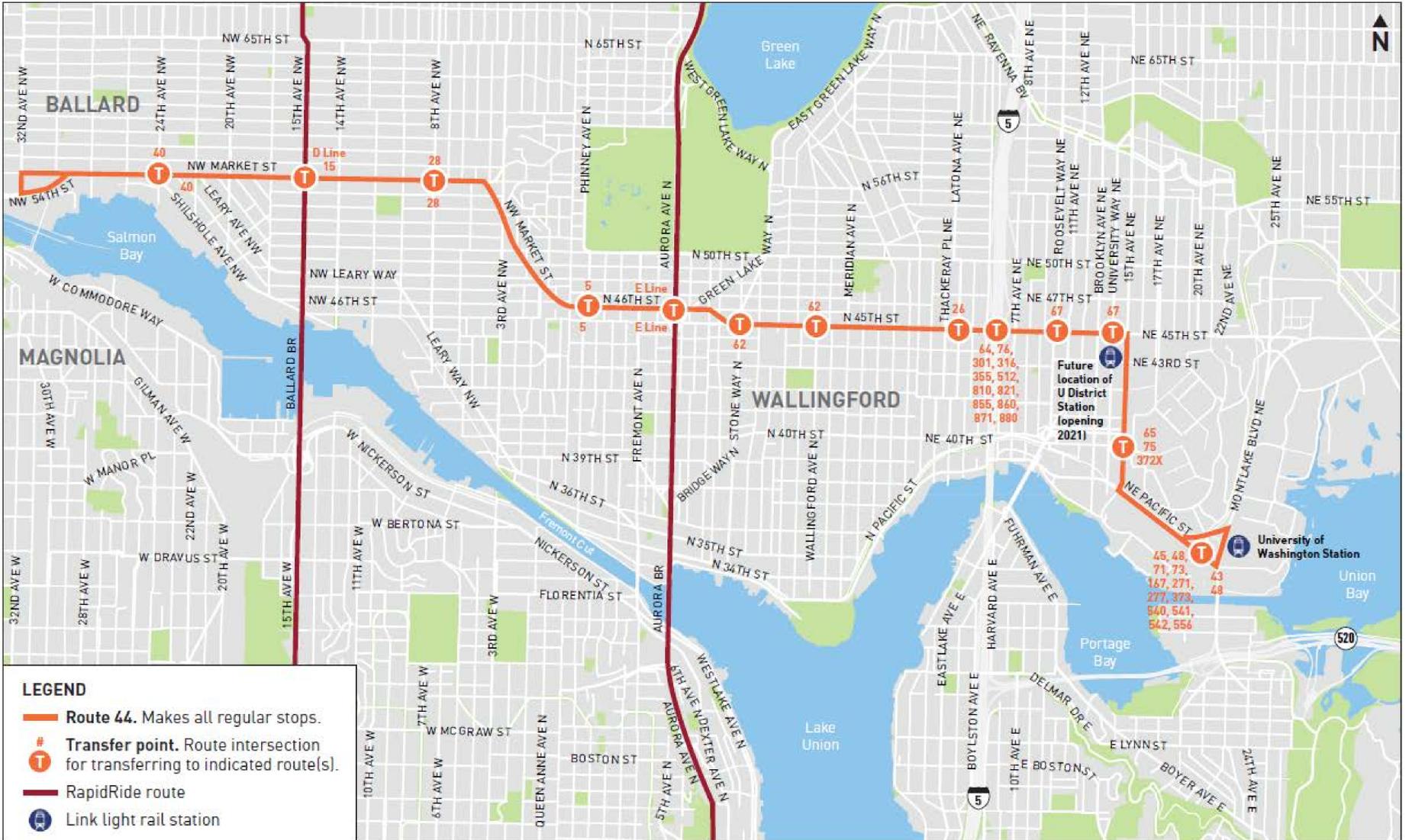


# Route 44



# Project Map

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## Key Transit Connections



Two RapidRide routes:

- The E Line at Aurora Ave and N 46th St
- The D Line at 15th Ave NW and NW Market St.

These 2 RapidRide routes are the top 2 King County Metro routes by ridership.



- Current Sound Transit University of Washington Link Station.
- With the Northgate Link Light Rail Extension, Route 44 will also connect with the future U District Station.



## Route 44



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## What We've Heard So Far

We conducted an online survey that resulted in more than 800 responses in October 2019.

More than 70% of those who responded lived near, or used, the Route 44 bus service.

What is most important to you in terms of improvements we make to Route 44?

-  93% - bus speed and reliability
-  40% - pedestrian accessibility and new crossings
-  25% - keeping cars and freight moving
-  14% - reducing the speed of traffic for safety considerations
-  4% - keeping parking along the route

We also heard through our survey the need to keep children in mind when making improvements as the route is highly utilized by high school students. Other suggestions included improved lighting at stops and more clearly marked crosswalks.



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# Project Process and Next Steps

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## What we have done so far:

- 65 initial concepts were developed by the project team
- An online survey to gather feedback about corridor needs and concerns
- Reviewed existing conditions, including transit delays, transit speed, and ridership trends along the corridor
- Initial concepts were evaluated at a high level and scored based on 5 categories:
  - Transit Speed and Reliability
  - Safety
  - Access
  - Community and Equity
  - Project Implementation Feasibility
- 31 concepts will be advanced to the next screening phase, in which technical analysis will be performed

The concepts shared today have undergone a high-level evaluation to determine if they meet the project goals.

They will undergo a more extensive, technical analysis to determine their feasibility.

## 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

All designs shown here today are early draft concepts and are not final.





**Route 44**



# Welcome to the Route 44 Transit-Plus Multimodal Corridor

The Route 44 Transit-Plus Multimodal Corridor is in a very early planning phase. Therefore, the concepts shown in the following slides are preliminary drafts created to examine a selection of ideas through the community engagement process.

These concepts will undergo further internal review and should be considered as a conversation starter rather than final designs.

We look forward to working with you and your neighbors throughout the process!



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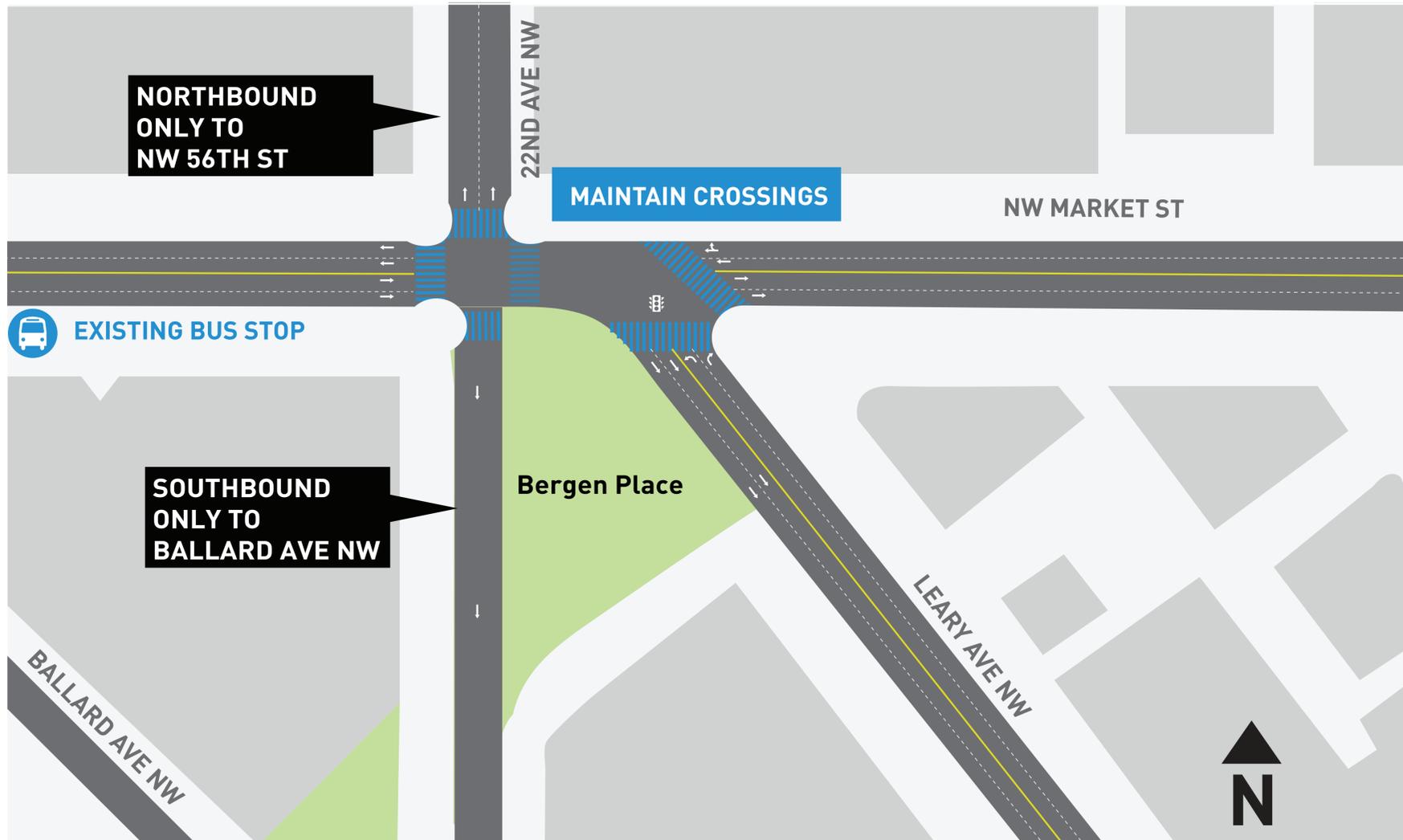


# NW Market St & 22nd Ave NW

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## Intersection Reconfiguration

### DRAFT CONCEPT



### Benefits:

- Improves east-west transit and traffic flows
- Establishes one-way access to 22nd Ave NW from NW Market St
- Reduces interactions between people crossing the street and turning vehicles
- Maintains parking on 22nd Ave NW

### Trade-offs:

- Restricts access for people driving on 22nd Ave NW



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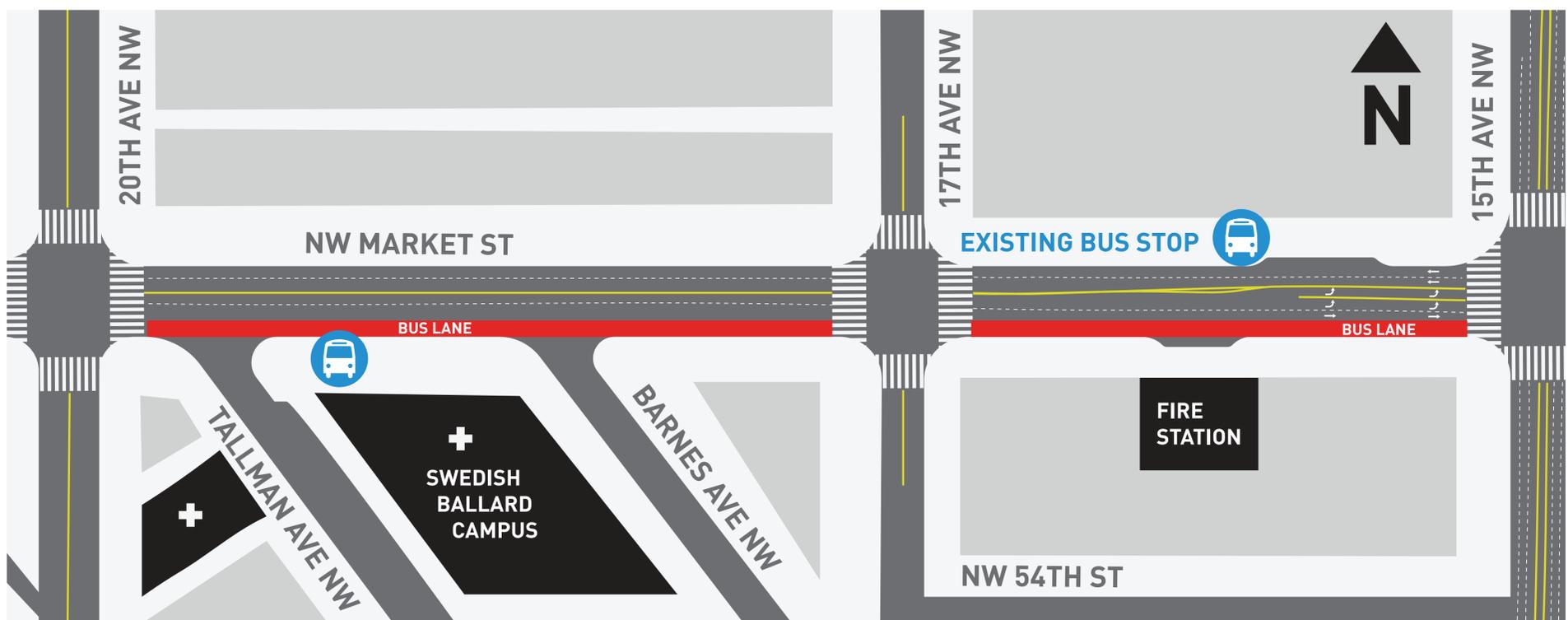


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# NW Market St from Tallman Ave to 15th Ave NW

## Eastbound Bus Only Lane

DRAFT CONCEPT



### Benefits:

- Improves eastbound transit speed and reliability through this congested area on NW Market St

### Tradeoffs:

- Removes parking along the southside of NW Market St
- Removes an eastbound travel lane

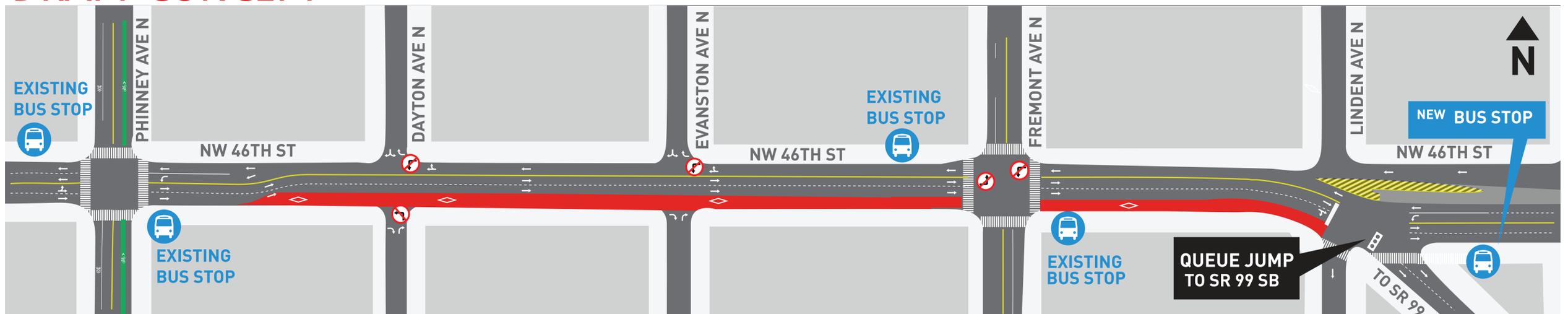


## Route 44



# N 46th St between Phinney Ave N and SR 99 Provide Eastbound Bus Only Lane

DRAFT CONCEPT



### Benefits:

- Improves transit travel time and reliability by avoiding congestion between Phinney Ave N and SR 99
- Simplifies traffic operations at NW 46th Street and SR 99 ramps
- Improves traffic operations by restricting some left turns along NW 46th St

### Tradeoffs:

- Removes one westbound travel lane on NW 46th St between Linden Ave N to Phinney Ave N



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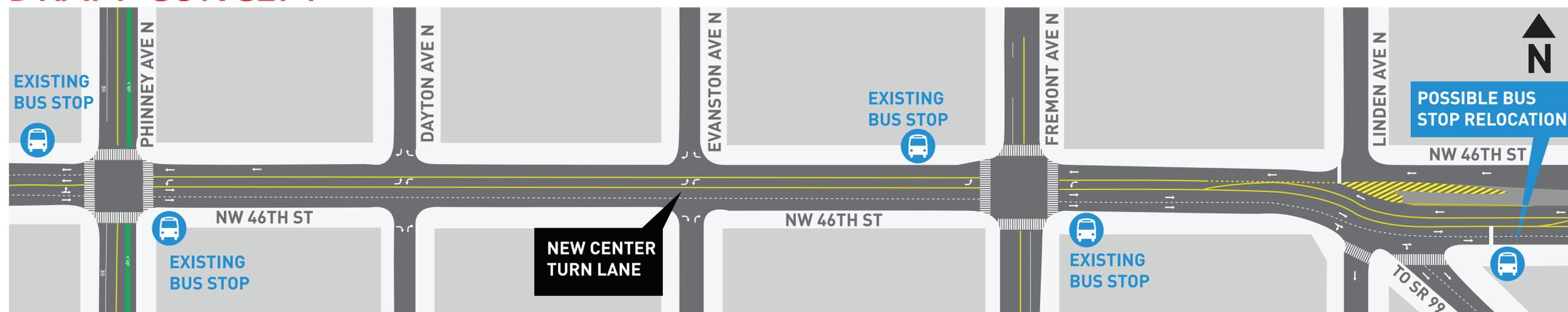


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# N 46th St between Phinney Ave N and SR 99

## Provide Two-Way Left Turn Lane

DRAFT CONCEPT



### Benefits:

- Dedicated left-turn lanes could improve traffic operations

### Trade-offs:

- Would have some transit benefit, but likely less than other options considered in area, such as eastbound bus only lane (see Board 9)
- Removes one westbound travel lane between Linden Ave N and Phinney Ave N



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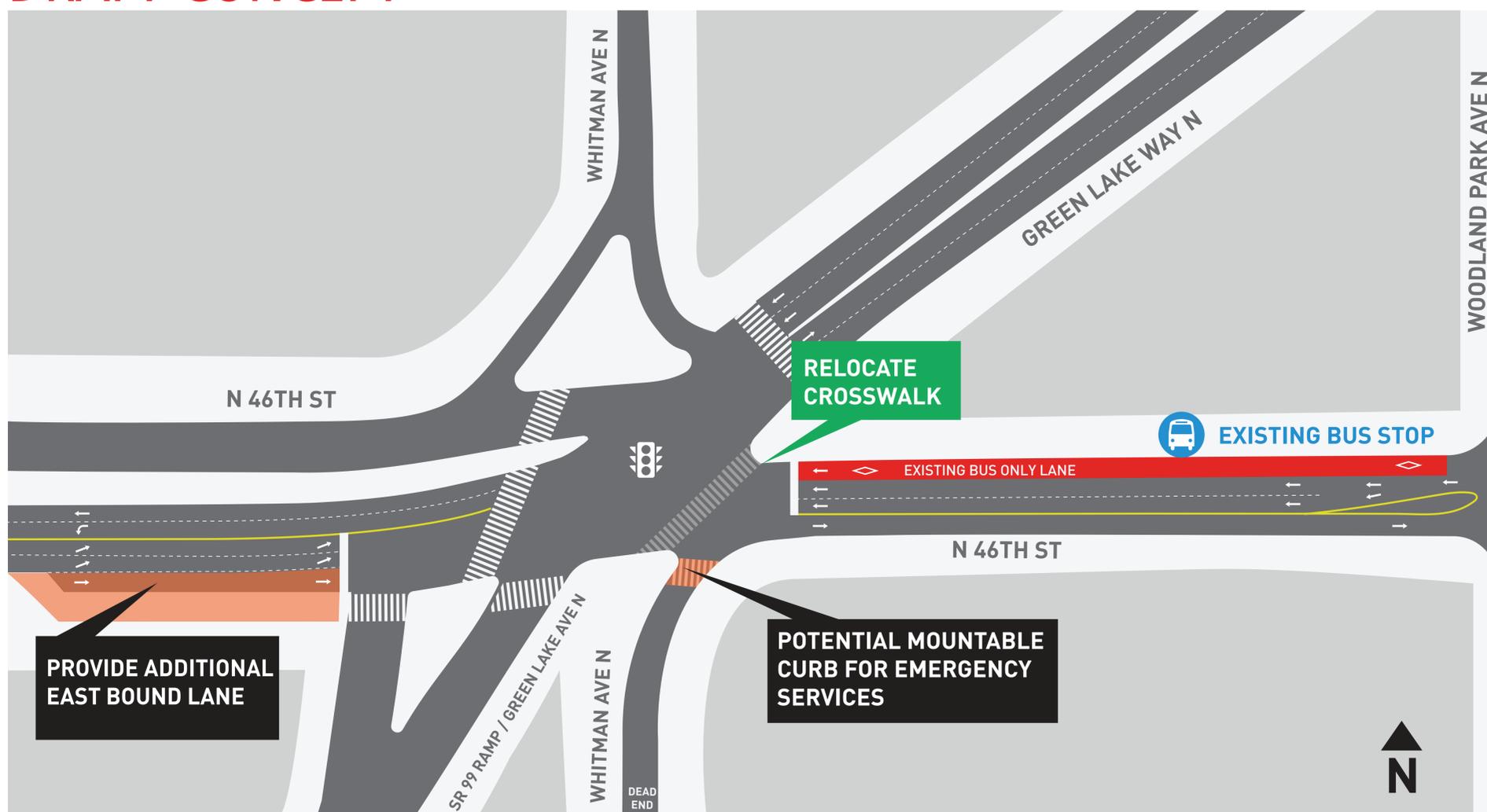


# N 46th St and Green Lake Way N

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## Modify Intersection and Restrict Whitman Ave Access

**DRAFT CONCEPT**



### Benefits:

- Provides additional eastbound lane for buses and vehicles traveling to N 46th St
- Reduces crosswalk length by restricting Whitman Ave N access
- Reduces the number of pedestrian crossings by restricting Whitman Ave N access

### Trade-offs:

- May need to restrict right turns from SR 99 to N 46th Street



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# Wallingford Ave and N 45th St

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## Reconfigure Intersection

DRAFT CONCEPT



### Concept benefits:

- Improves transit travel time and reduces traffic delays at traffic signal
- Safer pedestrian access across Wallingford Ave
- Potential for new public open space

### Trade-offs:

- Access to Wallingford Ave from N 45th St restricted. Neighborhood access would continue to be provided at Densmore Ave N, Wallingford Ave N, Burke Ave N, and Meridian Ave N



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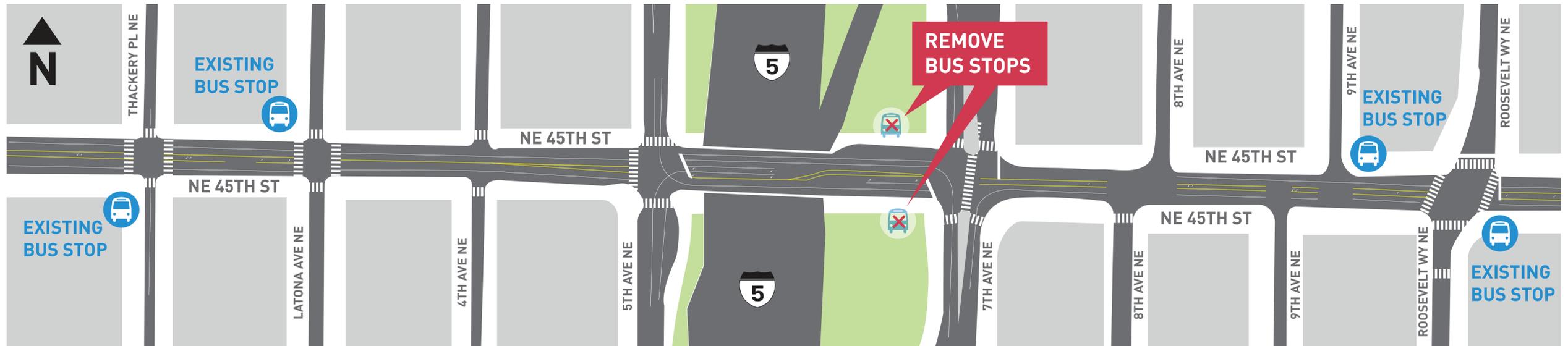


# NE 45th St and Interstate 5 Interchange

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## Eliminate Bus Stops

**DRAFT CONCEPT**



### Benefits:

- Improves bus speed and reliability by optimizing bus stop locations
- Removes need for buses to merge in and out of congested traffic

### Trade-offs:

- Increases distance to nearest bus stop for people walking and biking



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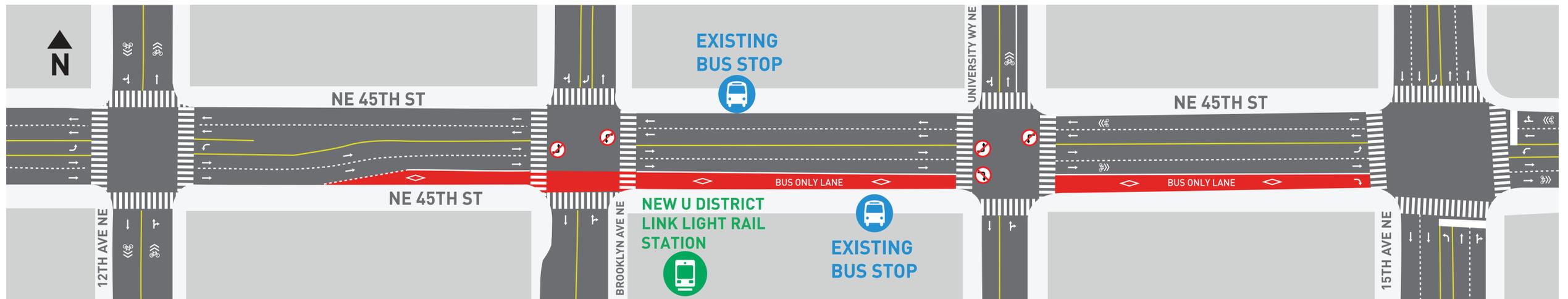


# NE 45th St between 12th and 15th Ave NE

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## Eastbound Bus Only Lane

DRAFT CONCEPT



### Benefits:

- Allows buses to travel faster and more reliably through one of the most congested areas of NE 45th St
- Improves pedestrian safety at University Way NE and NE 45th St intersection by removing conflicts with turning vehicles

### Trade-offs:

- Restricts eastbound left turns to Brooklyn Ave N and right turns to University Way



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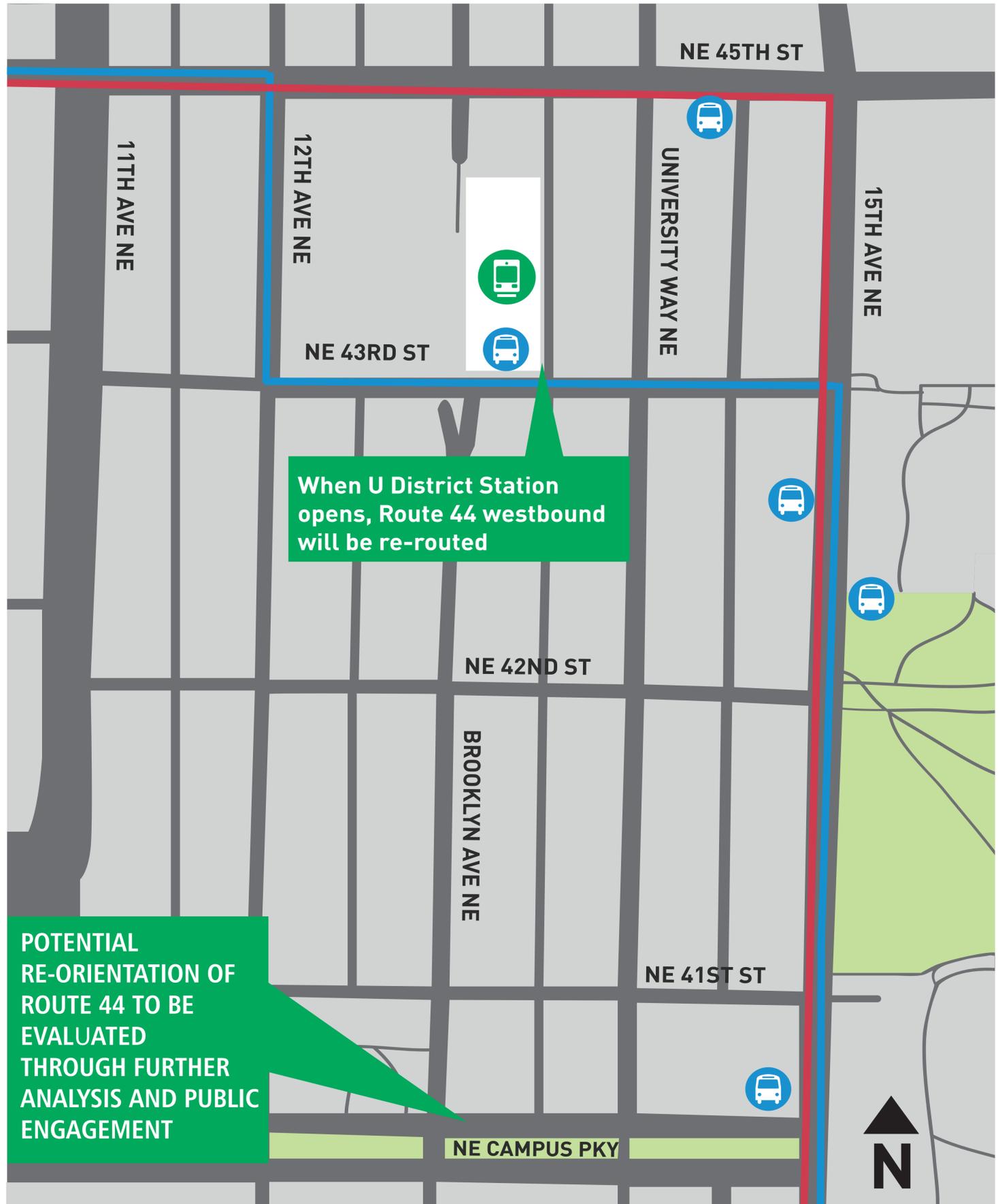


# Route 44 TPMC

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## Bus Operations through U-District/UW DRAFT CONCEPT

- ROUTE 44 EAST-BOUND
- ROUTE 44 WEST-BOUND
- ROUTE 44 BUS STOP
- U District Light Rail Station (2021)





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## What Else Should We Consider?

