

Route 44 Transit-Plus Multimodal Corridor Project Briefing

Seattle Freight Advisory Board

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City of Seattle

Presentation Contents

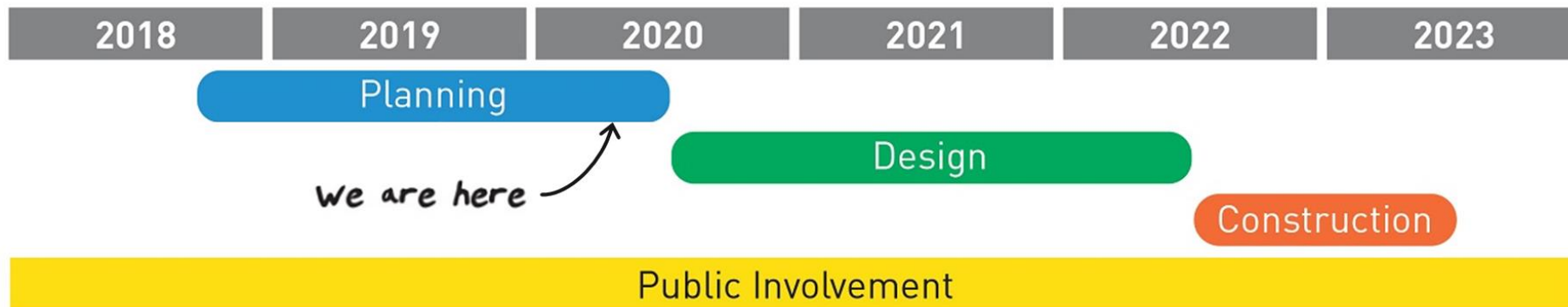
- Project Overview
- Recommended Improvements with Freight Relevance



Project Background

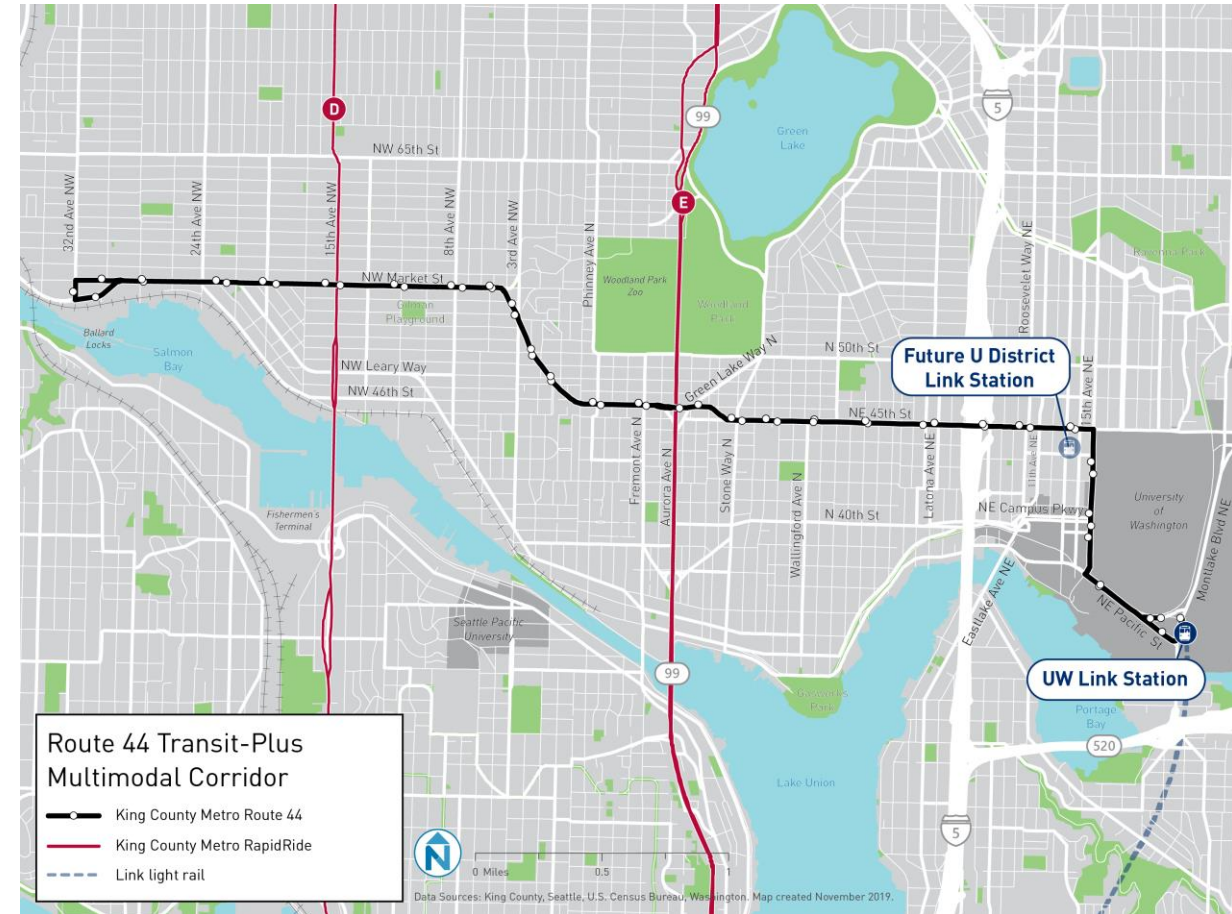
Objectives

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

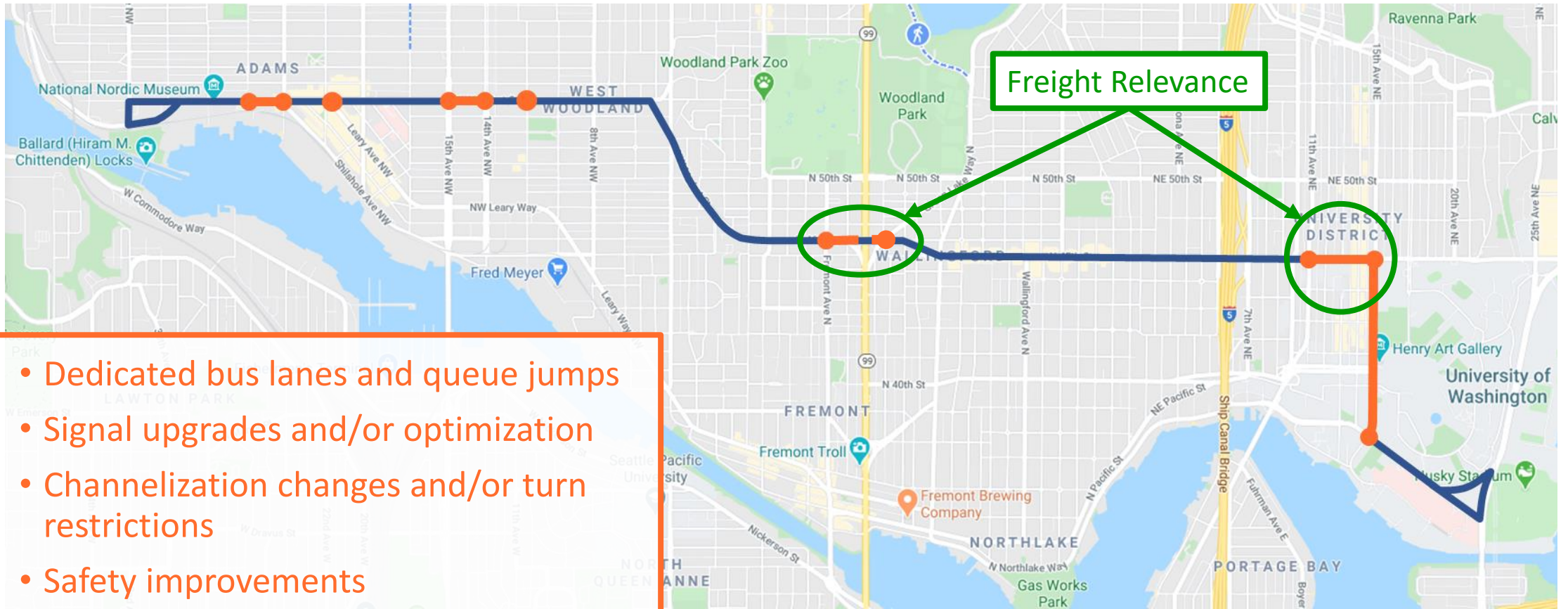


Project Area & Limits

- Route 44 serves Ballard, Wallingford, and the U District
- 10.7-mile east-west trolley route serving over 9,300 daily weekday riders
- Intersects with RapidRide routes D Line, E Line, and J Line (planned)
- Provides connections to LINK stations, UW and U District (2021)



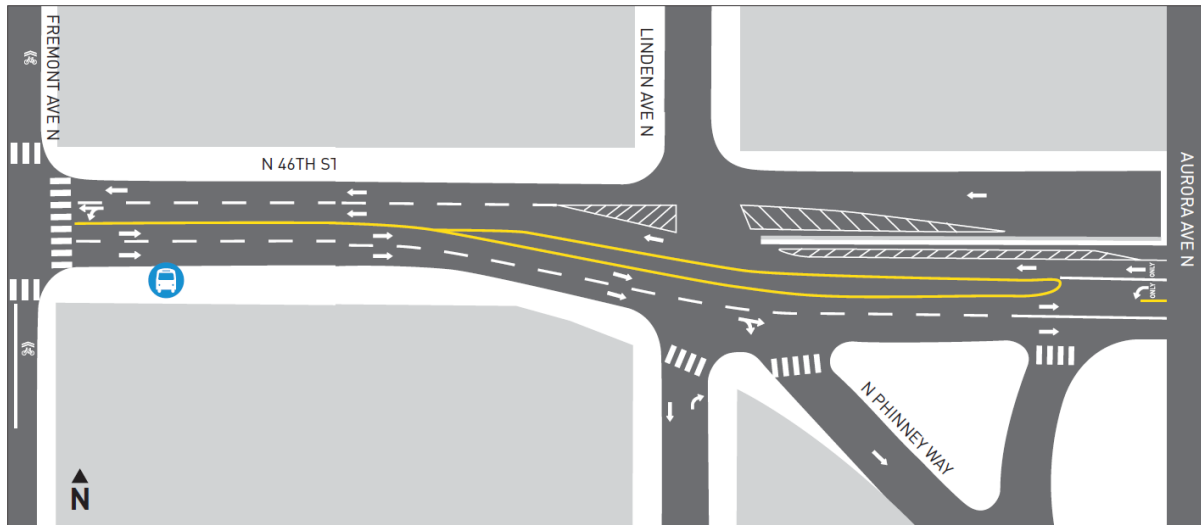
Recommended Transit Spot Improvements



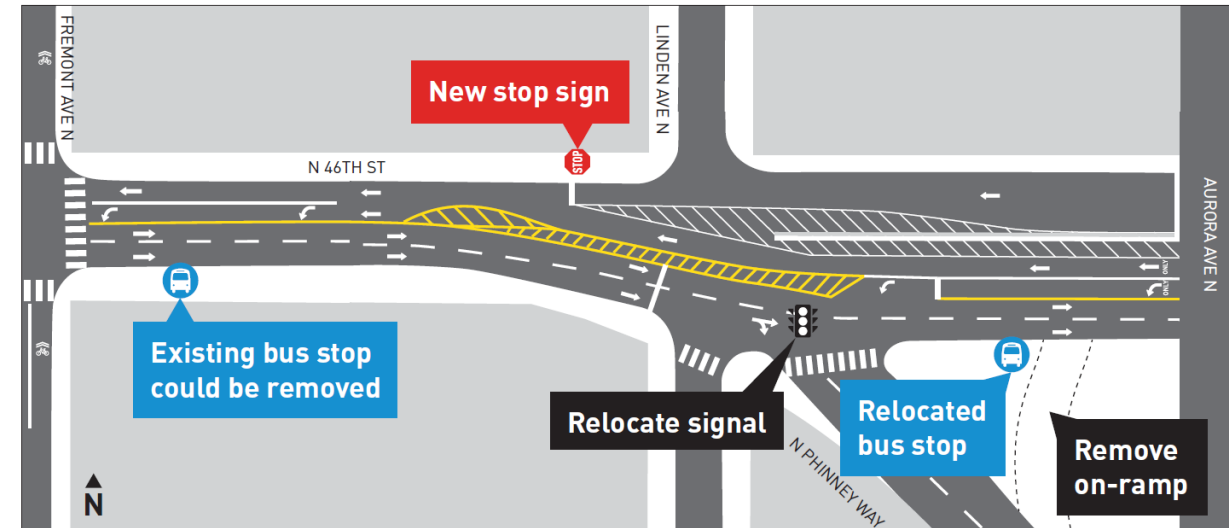
N 46th Street at Linden Ave/Phinney Way

Relocate signal and consolidate SR 99 southbound ramps

Before



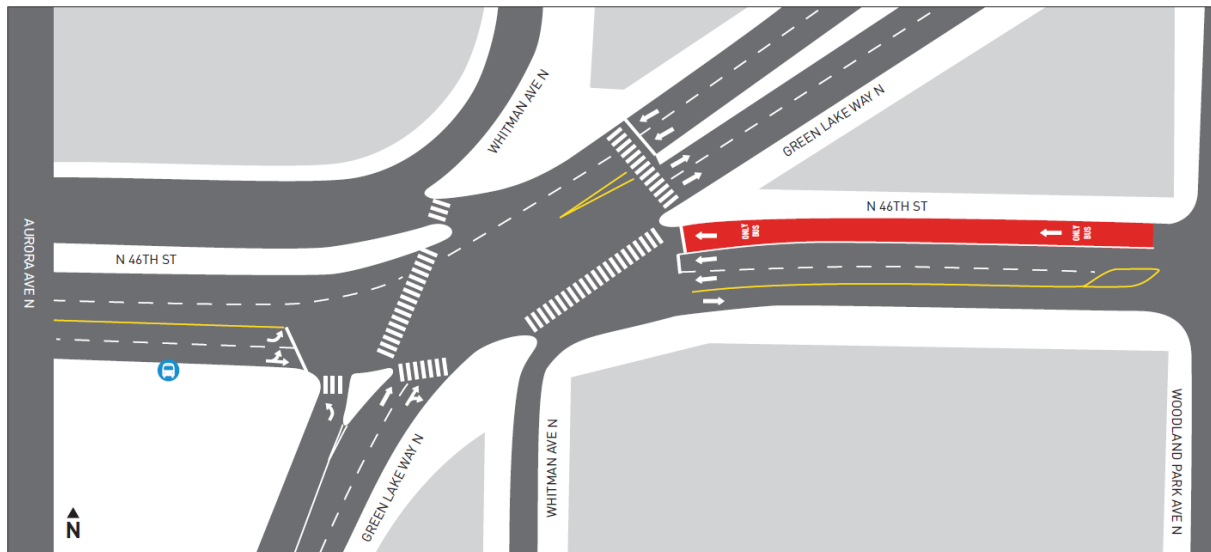
After



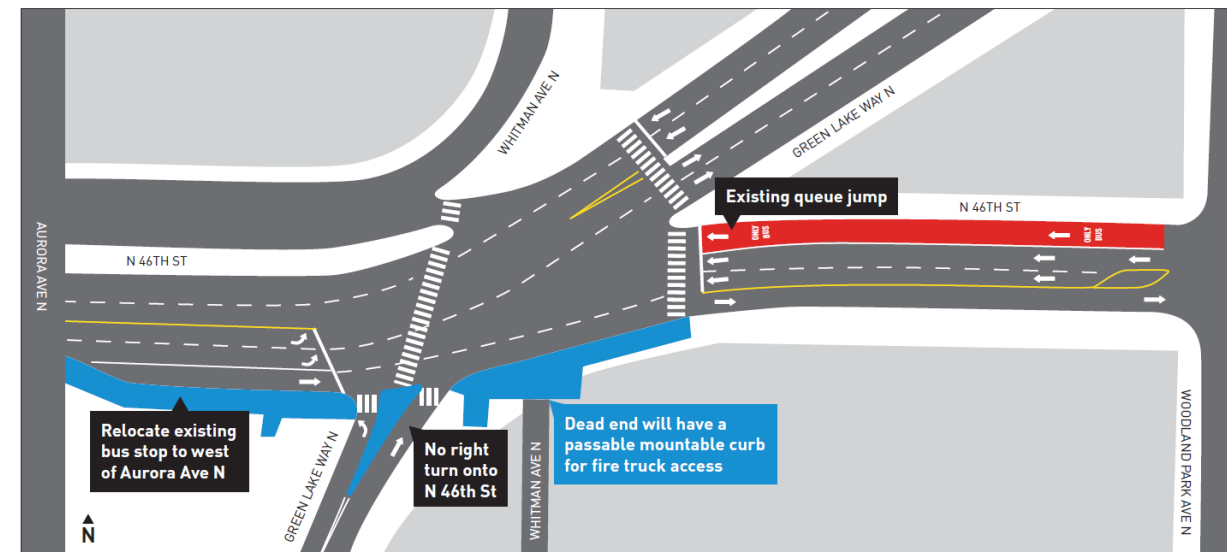
N 46th Street at Green Lake Way/Whitman Ave

Create new eastbound lane (pocket) and dead-end Whitman Avenue

Before



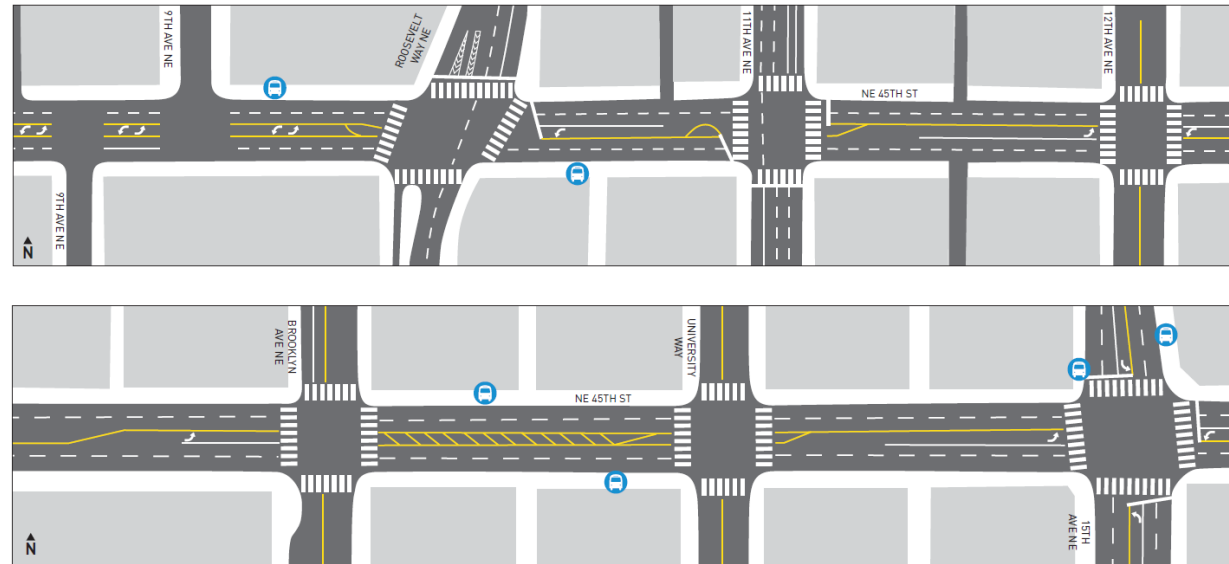
After



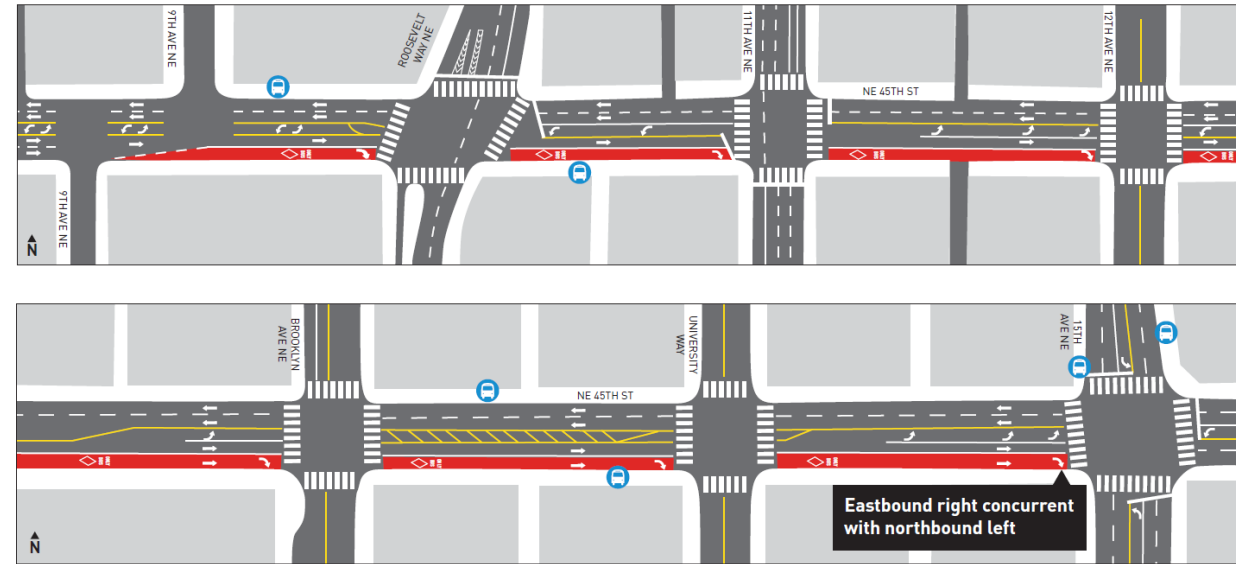
NE 45th Street

Eastbound BAT Lane between 9th Avenue NE and 15th Avenue NE

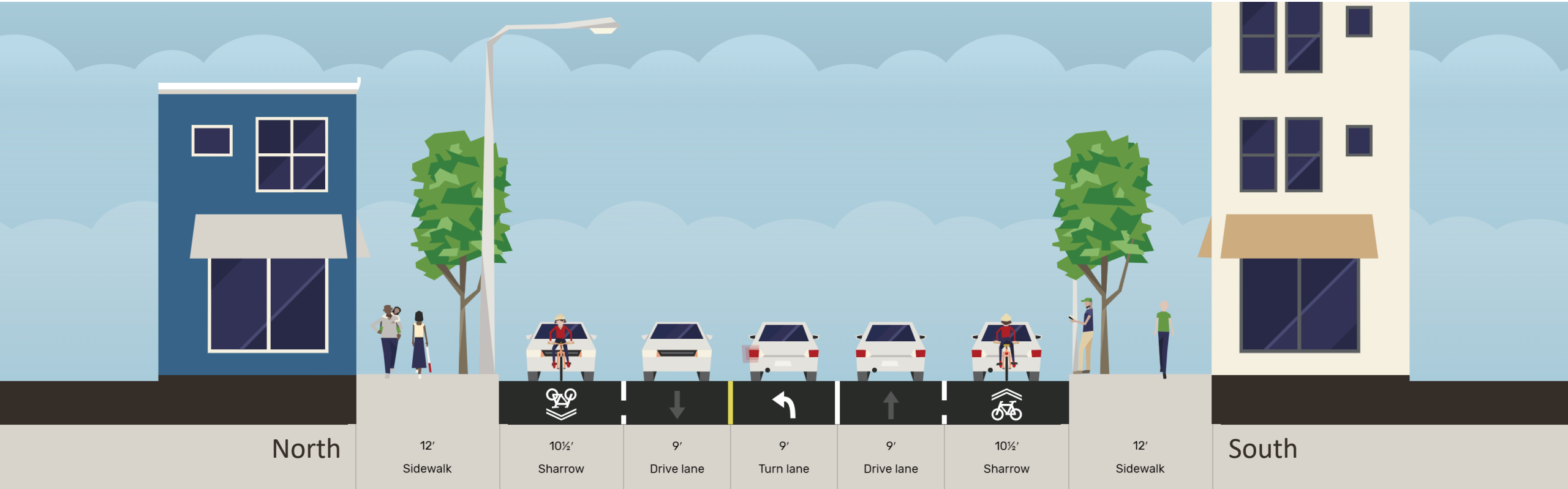
Before



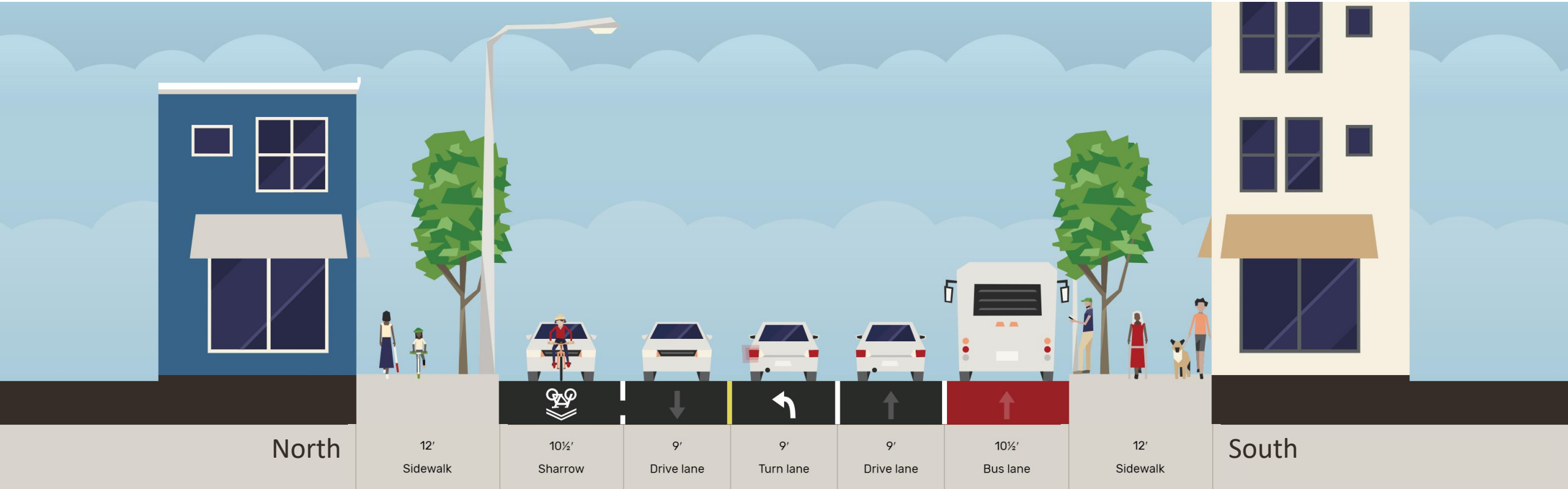
After



NE 45th Street - Existing



NE 45th Street - Proposed



45th Street NE - Freight Recommendation

- Eastbound freight vehicles use the general-purpose lane and straddle center lane as needed
- Final design will determine feasibility of narrowing center turn lane/striped median to increase width of general-purpose lane



Questions?

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<http://www.seattle.gov/transportation/Route44>

