



Route 40



Route 40 Transit-Plus Multimodal Corridor Project

MS Live Virtual Outreach Event – Questions and Responses

June 30, 2020

Thank you for participating in the June 30, 2020 MS Live Virtual Outreach Event for the Route 40 TPMC Project. Please refer to the project website for the presentation and the recording of the presentation: <http://www.seattle.gov/transportation/route40>.

Starting on the next page is the list of questions received from the virtual outreach event. These questions or comments were captured directly from Microsoft Teams (with no edits), and the responses below are provided by SDOT and King County Metro.

Translation to the presentation and the questions and responses are available upon request.

If you have any questions or comments, please contact Christa Dumpys, SDOT Communications & Outreach Lead, at (206) 775-8731 or Route40@seattle.gov.

Thank you.



June 30, 2020 MS Live Virtual Outreach Event – Questions and Responses

- Q1. Will Route 40 be converted into a RapidRide line? I believe that giving that corridor RapidRide status would allow it to run much more smoothly and be much more reliable when it comes to headways.
- *The Route 40 corridor is identified in the 2016 Seattle Transit Master Plan Update and in King County Metro's METRO CONNECTS as a future RapidRide corridor. At this time, SDOT and King County Metro are focusing planning and implementing transit speed and reliability and multimodal upgrades along this corridor in 2024, prior to upgrading the Route 40 to a RapidRide corridor. SDOT and King County Metro will define funding, timeline, and phasing for future delivery of the RapidRide Program in Seattle.*
- Q2. Have you considered having the 40 continue as the C Line once it gets to South Lake Union? It would definitely take some reconfiguring, but it could connect Westwood Village to another part of North Seattle in the same way that the 5 and 21 do.
- *As part of the Route 40 TPMC project, King County Metro is not currently considering changes to the Route 40's pathway.*
- Q3. Why are you using this app instead of Zoom? It took me 25 minutes to log in, and I still can't use my actual account.
- *Thank you for your feedback. We appreciate your patience and will take into consideration using other digital platforms for outreach events in the future. Unfortunately, the City of Seattle cannot use Zoom due to cyber security concerns.*
- Q4. How is everyone coping today?
- *Coping well; thank you for your comment.*



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- Q5. Do your proposals include the changes KC Metro is planning to use Northgate Way rather than 1st Ave NE and College/Meridian?
<https://kingcounty.gov/~media/depts/metro/programs-projects/link-connections/north-link/route-info/en/route040.pdf>
- *Yes. The Route 40 TPMC project limits end at NE 105th St and Aurora Ave N, since we understand that the current pathway Route 40 uses to reach Northgate Transit Center may change once the new light rail station opens.*
- Q6. Route 40 may need to become a Rapid Ride within 2030 since lot of riders, friends and me catch this route for work, school, appointments... Will route 40 become Rapid Ride by 2030???
- *The Route 40 TPMC project is using current and future travel projections, including passenger ons/offers data, ridership, frequency, and travel time to plan and implement transit speed and reliability and multimodal upgrades along this corridor in 2024, prior to upgrading the Route 40 to a RapidRide corridor. SDOT and King County Metro are defining funding, timeline, and phasing for future delivery of the RapidRide Program in Seattle. At this time, we do not have a potential timeframe to share for when the Route 40 could be converted into a RapidRide.*
- Q7. Also you need to partner with King County Metro and even Washington State and whole United States to build more buses and more people to the buses, instead of driving, since gasoline pollutes our world and our community...
- *Thank you for your comment. Route 40 TPMC project is a partnership project with SDOT and King County Metro, with potential grant support from the Washington State Department of Transportation and the Federal Transit Administration.*
- Q8. More cars just pollute more the Earth... I dont drive and that is best, more jobs that do not require car, nor driving historial, nor driver license. And specially around Seattle and the county and around route 40... We need to take more transit and stop cars that are useless and non essential.



- *Thank you for your comment. One of the project goals is to make Route 40 more reliable and improve travel time, such that it is competitive to single-occupancy vehicle usage.*

Q9. I notice the 2 stops in Fremont are close to each other, and used to not be. After construction, will the eastern stop be moved back to its original location? (caveat - I use the entire line, as does my son up near Northgate)

- *Thank you for your comment. Can you please email the project inbox Route40@seattle.gov on your specific observation with location? The Route 40 TPMC project team is reviewing stop locations along the corridor and will consider bus stop optimization as part of this project.*

Q10. (agree re impacts on SLU and how long one waits at those stops)

- *Thank you for your comment.*

Q11. What consideration is being given to enforcing "box-blocking" through SLU, which can contribute to northbound delays?

- *(See Q12 below)*

Q12. To clarify, SDOT may need to work with SPD for enforcement, but are any project design or technology considerations trying to address this? (Unverified) asked "What consideration is being given to enforcing "box-blocking" through SLU, which can contribute to northbound delays?")

- *Thank you for your comment. We will review this suggestion as part of the Route 40 TPMC planning process.*

Q13. I like the bus lane considerations for Fremont and Ballard (West), but maybe BAT is better for transit/bike/commercial



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- *Thank you for your comment. We are reviewing proposed transit lanes (such as transit-only, peak business access and transit [BAT] lanes, or BAT lanes) as they impact transit and general purpose traffic travel time, freight, bicycle pathways, and commercial business access.*

Q14. Like transit signal priority for clear lanes, especially in places with congestion or bridge

- *Thank you for your comment, and agreed.*

Q15. Like the Westlake changes

- *Thank you for your comment on the [concept ideas](#) for the Westlake segment.*

Q16. Like Fremont 12 15 17 changes

- *Thank you for your comment on the [concept ideas](#) for the Fremont segment.*

Q17. Ballard 20 22 good changes

- *Thank you for your comment on the [concept ideas](#) for the Ballard segment.*

Q18. Can we slow 40 near Fremont Bridge if bridge is up?

- *If the Fremont Bridge is up, then the Route 40, along with other traffic around the Fremont Bridge, will be slowed. The Route 40 TPMC project accounts for typical operations of the Fremont Bridge when analyzing transit travel times.*

Q19. Has a bus lane across the Fremont Bridge been considered? Would connect the N 36th St and Westlake Ave N bus lanes mentioned and could also benefit bicyclists.



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- *The average weekday traffic volume at the Fremont Bridge before the COVID19 pandemic was approximately 30,000 vehicles and 3,800 bicyclists. Our traffic model tells us if we repurpose an existing travel lane across the Fremont Bridge and convert it to a bus lane shared by bicyclists, general purpose vehicles wanting to turn right (northbound Fremont Bridge to eastbound N 34th St, and southbound Fremont Bridge to westbound Florentia St) would be queuing in the bus lane, which would limit the benefit of reducing transit travel time in this area. At this time, given the limited budget for the Route 40 TPMC project, no modifications or additional lanes are proposed for the Fremont Bridge. Our current plan is to install a transit queue jump at the intersections approaching the Fremont Bridge (northbound and southbound) to allow for buses to jump ahead of the general purpose vehicles to cross the Fremont Bridge.*

Q20. Do you have any ideas for if this project can help with connecting to route 5? Going to and from 5 is difficult with the layouts of the stops and number of crossings that have to be made.

- *Thank you for your comment. We acknowledge the challenging transfers between Route 40 and Route 5 due to the current bus stop positions at the Holman Rd NW/ Greenwood Ave N/ N 105th St intersection. SDOT and King County Metro will review the concepts for relocating bus stops in order to make transfers easier and reduce the number of crossings.*

Q21. You haven't said anything about off-board fare collection. Is there any planned?

- *While the Route 40 TPMC project is being reviewed for forward compatibility for RapidRide improvements, including off-board fare collection, the proposed concepts for the Route 40 TPMC project currently do not include full implementation and operations for an off-board fare collection.*

Q22. 40 goes to stadium area, C line stops

- *The Route 40 TPMC project's southern limits is the Westlake area, and no improvement to Route 40 is currently planned within the Central Business District and Pioneer Square neighborhoods.*



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Q23. Which of the proposed projects are the highest priority for y'all now? (i.e. Bus/BAT lanes - which sections?, bus stop improvements)

- *The Route 40 TPMC project is using an evaluation framework that addresses the project objectives and includes criteria to measure transit travel time and reliability, safety and access, and passenger experience. The framework also includes deliverability, risk, community support, and equity criteria that are tailored to the project. Potential concepts for the corridor will be evaluated and ranked within each category and then prioritized.*

The concepts presented at this event are the highest priority, after the SDOT and King County Metro team have screened out a series of individual concept ideas that did not rank high enough. We plan to refine the concepts presented today, and using the evaluation framework, further rank and prioritize the concept ideas to proceed forward into 30% design.

Q24. Will there be more buses to prevent the full bus drive by as you get closer to SLU (southbound route) (reason for asking is this causes 40 to bunch up due to bridge, best to space out bus)

- *Through this project, we plan to implement treatments, such as new bus lanes, along the Route 40 corridor that improve transit service reliability and speed, with the goal of reducing transit travel times by 5-10%. Transit speed and reliability improvements allow Metro's buses to complete their trips in less time, resulting in buses returning into service more quickly and increasing bus frequency along routes. Our past experience has shown transit speed and reliability treatments can improve service reliability and reduce bus bunching.*

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Q25. I-5 is rarely used by locals. (I do walk up from 40 to Pill Hill though)

- *Thank you for your comment.*

Q26. I see BAT for Fremont Westlake Ballard as highest, don't notice negatives for Greenwood

- *Thank you for your comment on the concept ideas for these neighborhoods.*



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Q27. Agree re full bus once in Fremont, sometimes have to skip 2 bus

- *Thank you for your comment.*

Q28. You'd mentioned more consistent times between buses. Like headway management. Can you tell us more about how that will work?

- *Thank you for your comment. Active headway management is not being considered as part of the Route 40 TPMC project. Through this project, we plan to implement treatments, such as new bus lanes, along the Route 40 corridor that improve transit service reliability and reduce the Route 40's existing travel times by up to 10%. Transit speed and reliability improvements allow King County Metro's buses to complete the route faster and more reliably, so bus trips will be on time more often. This results in more consistent travel times in between buses. Our past experience shows that transit speed and reliability treatments can improve speeds service reliability and reduce bus bunching.*

Q29. Great job!

- *Thank you for everyone's participation. Our planning process incorporates feedback received, and we plan to reach back out about the project when we are in the 30% design phase.*