



Route 40



Route 40 Transit-Plus Multimodal Corridor Project

Seattle Transit Advisory Board
April 28, 2021



Agenda

1. Introductions & Overview
2. Project Objectives, Schedule, & Funding
3. Concept Updates
4. Next Steps



Route 40



Presenters



Virginie Nadimi
King County Metro
Transportation Planner



Josh Shippy
SDOT
Project Manager

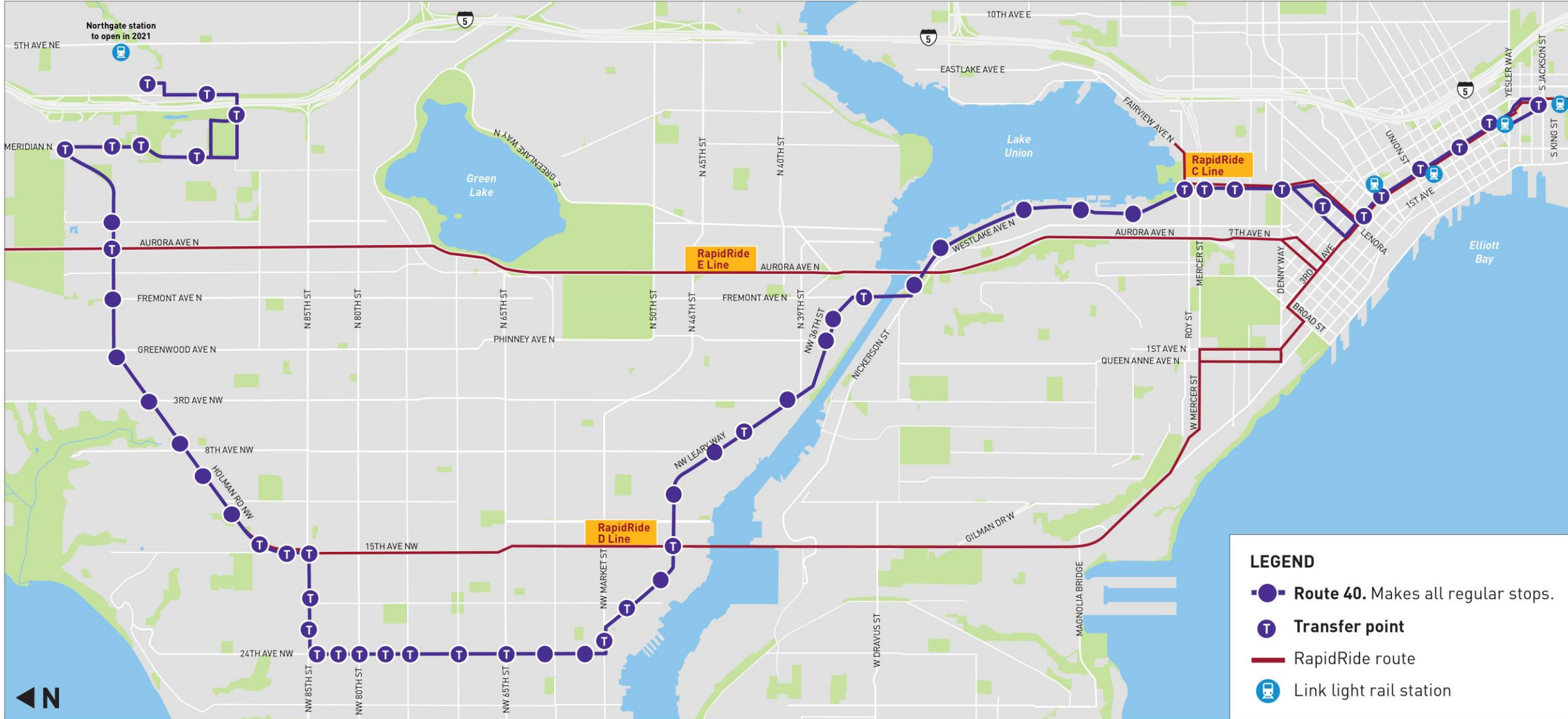


Elisabeth Wooton
SDOT
Project Developer

Corridor Overview



Route 40



Ridership



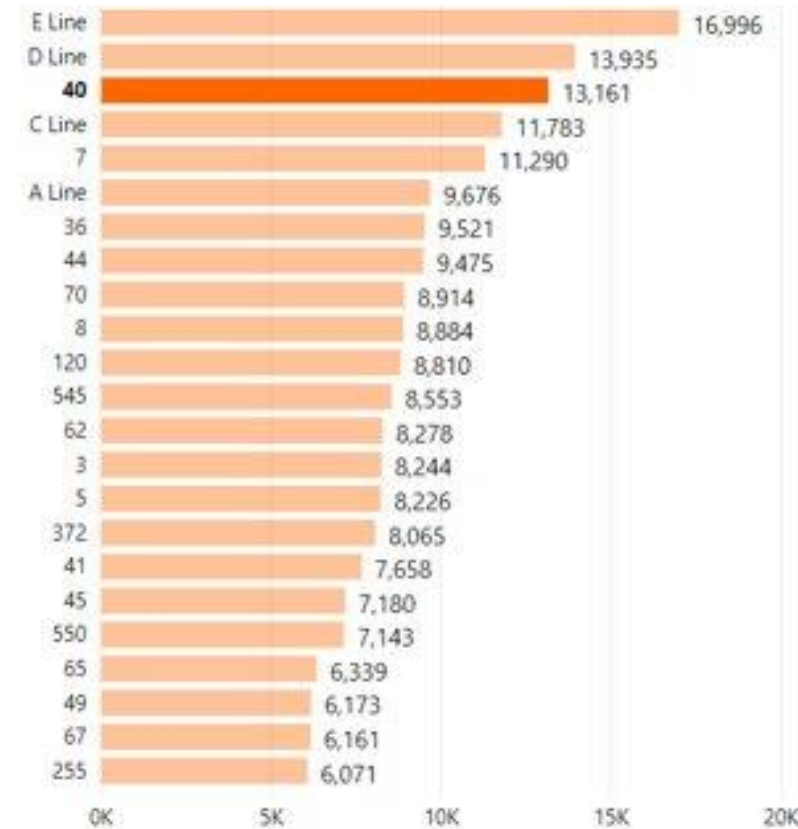
Route 40



- Pre-COVID, Route 40 was one of Metro's highest ridership routes
- During the COVID pandemic, the Route 40 remains one of Metro's top highest ridership routes - serving 3,800 weekday customers



Routes by Average Weekday Ridership (April 2019)



On-Time Performance

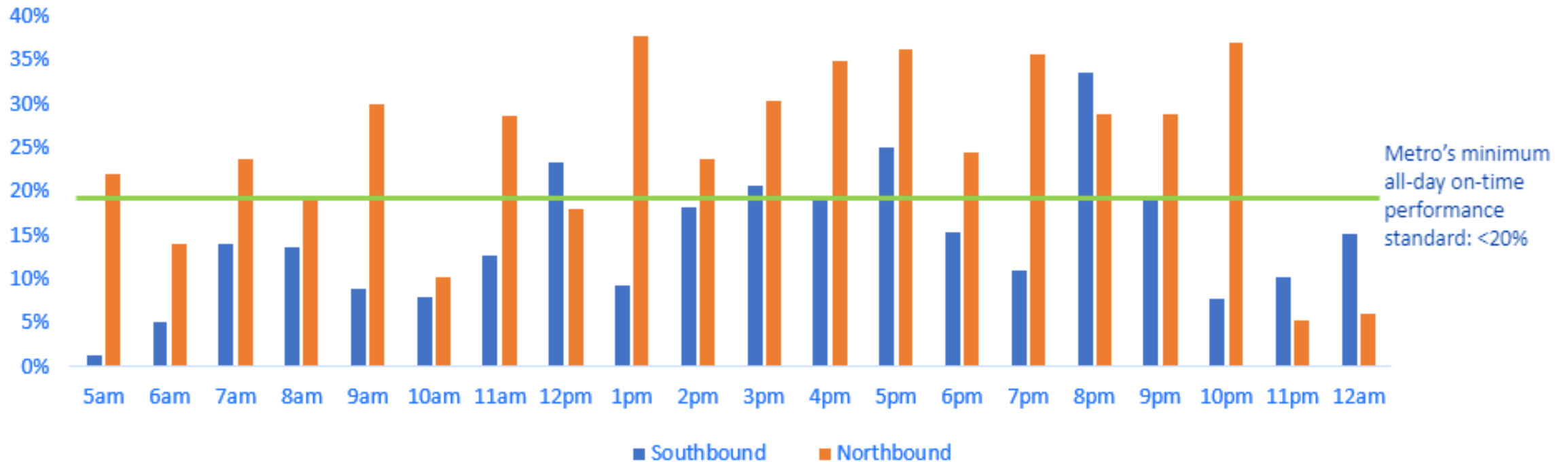


Route 40



- Route 40 buses are not meeting Metro's on-time performance standards for many hours of the day, especially northbound

Average % of Late Trips (Weekdays, April 2019)



Project Objectives

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



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Project Funding



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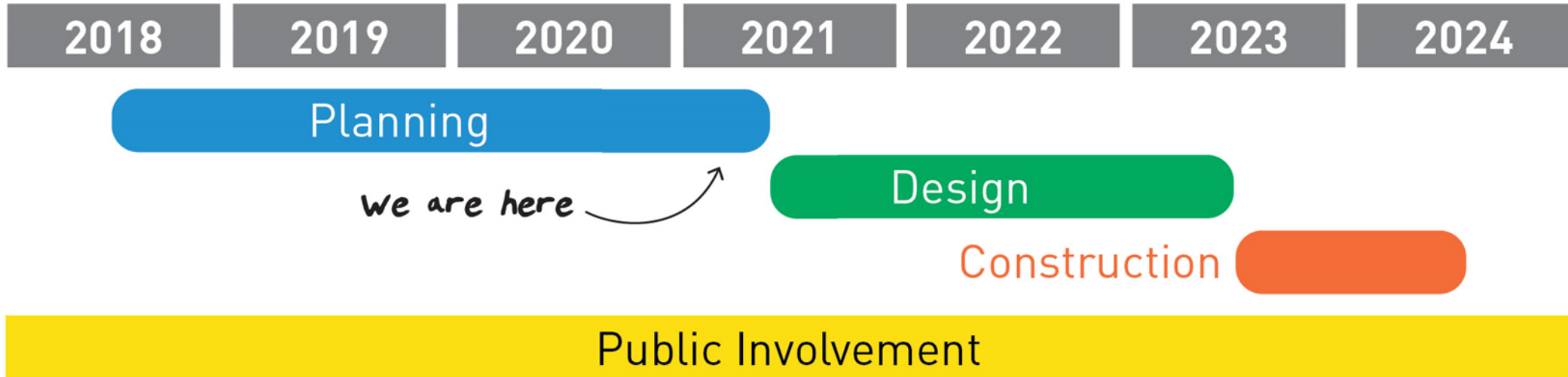
Funding Source	Funding Amount
Move Seattle Levy	\$7.7M
Local Sources	\$0.1M
Connecting Washington	\$3.4M
Federal Grants	\$4.0M
King County Metro Partnership	\$2.5M
Seattle Transit Benefit District (STBD) Vehicle Licensing Fee (VLF)	\$3.0M
Total Budget	\$20.7M

As of March 2021

Project Schedule



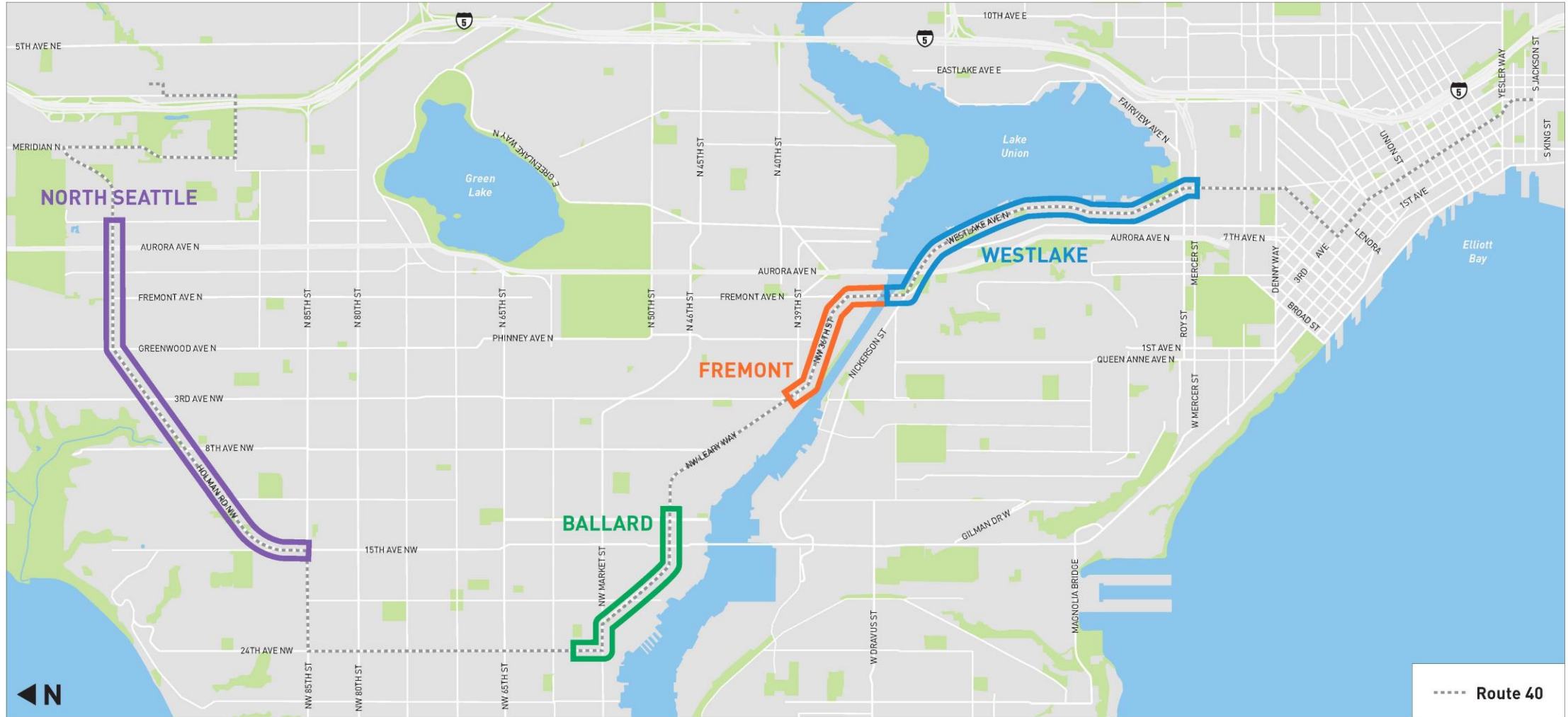
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Key Improvement Areas



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Westlake Area Design Concepts



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Westlake Ave Bus Lanes

between 9th Ave N and Fremont Bridge



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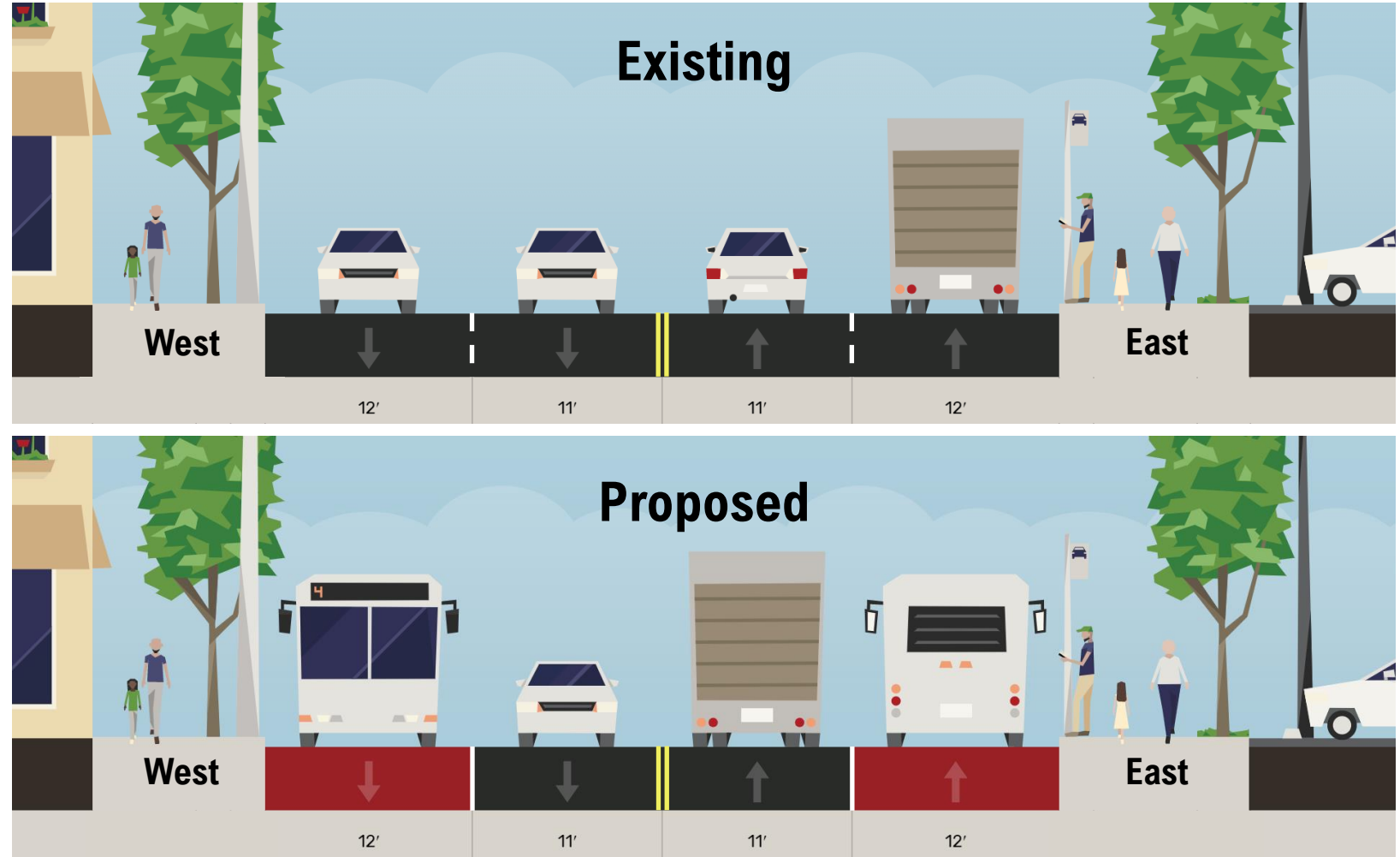


Proposed Changes

- Bus lane in both directions
- Lane widths remain as existing

Expected Benefits

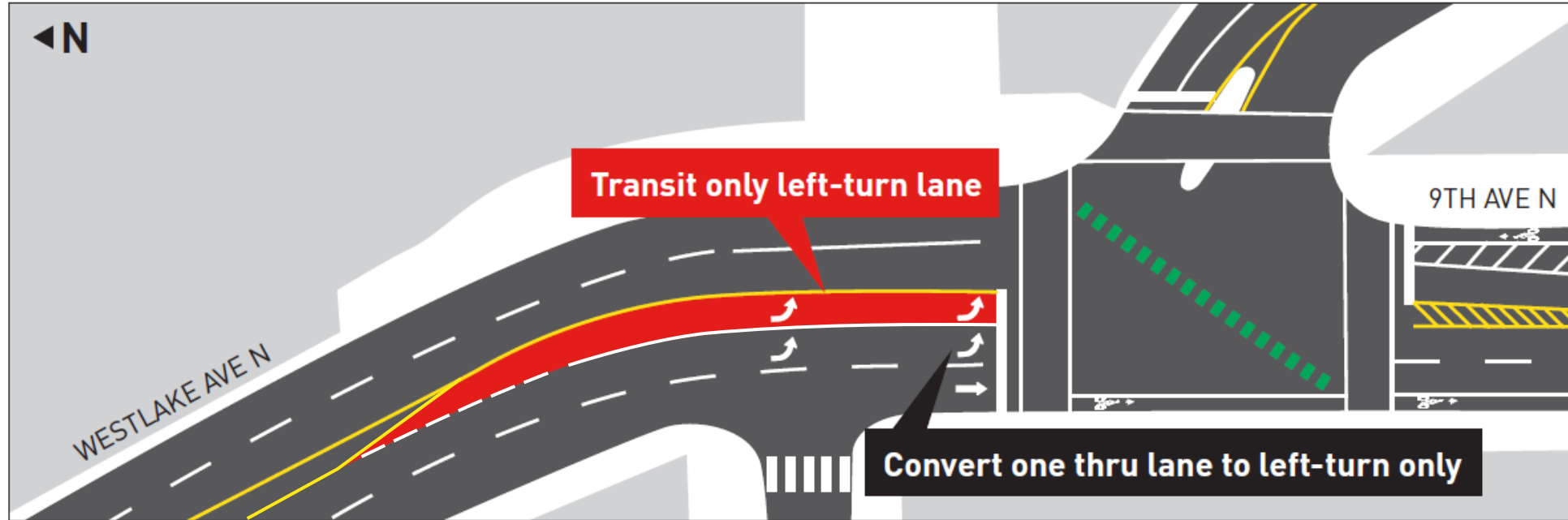
- Reduced transit travel times and improved reliability in both directions



Westlake Ave and 9th Ave



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Proposed Changes

- Install southbound transit only left-turn lane
- Convert thru lane into general purpose left-turn lane
- Queue jump at Highland Dr to facilitate southbound transit movements

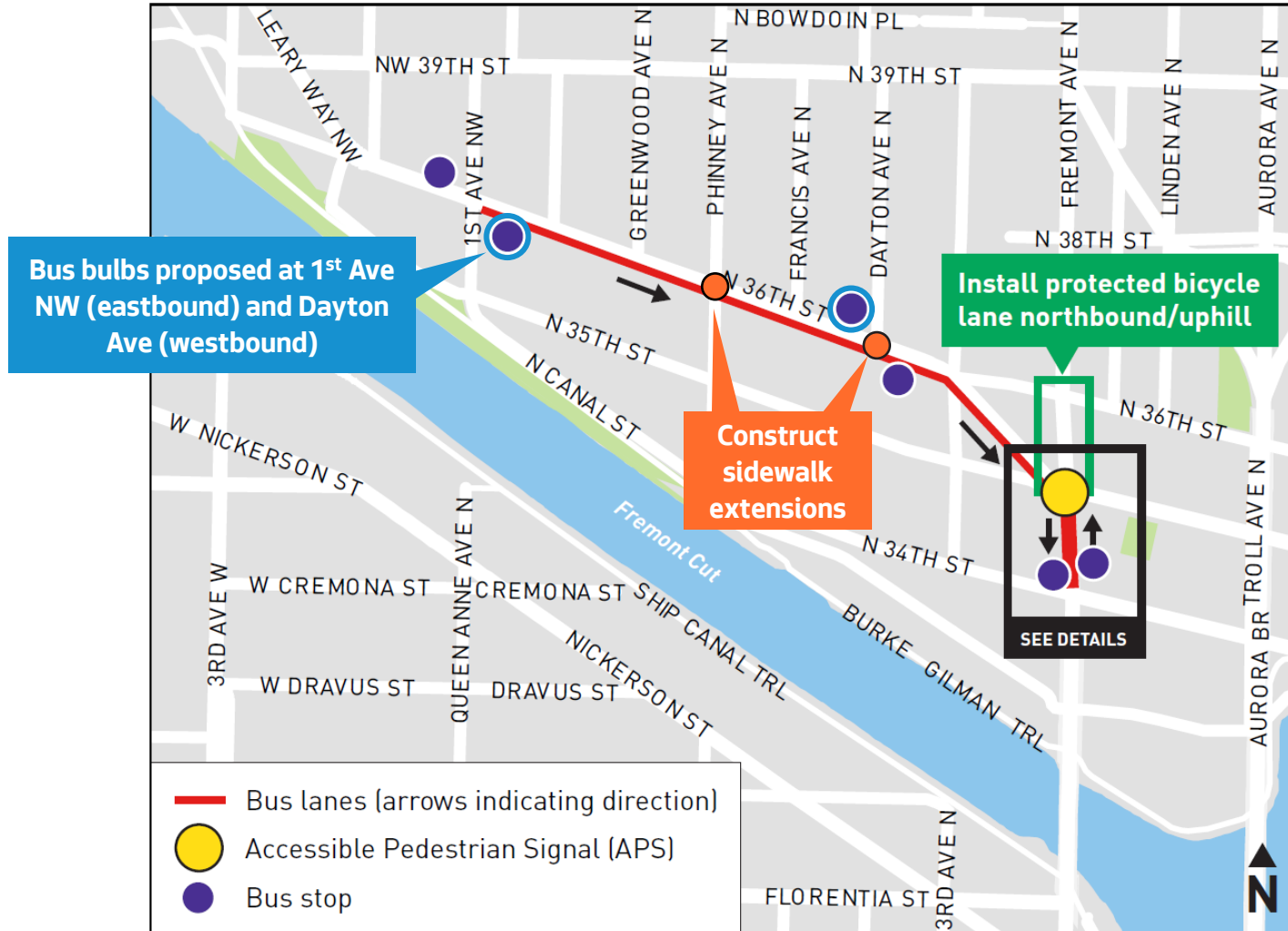
Expected Benefits

- Reduced transit travel times and improved reliability

Fremont Area Design Concepts



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Fremont Ave N

between N 34th St and N 35th St



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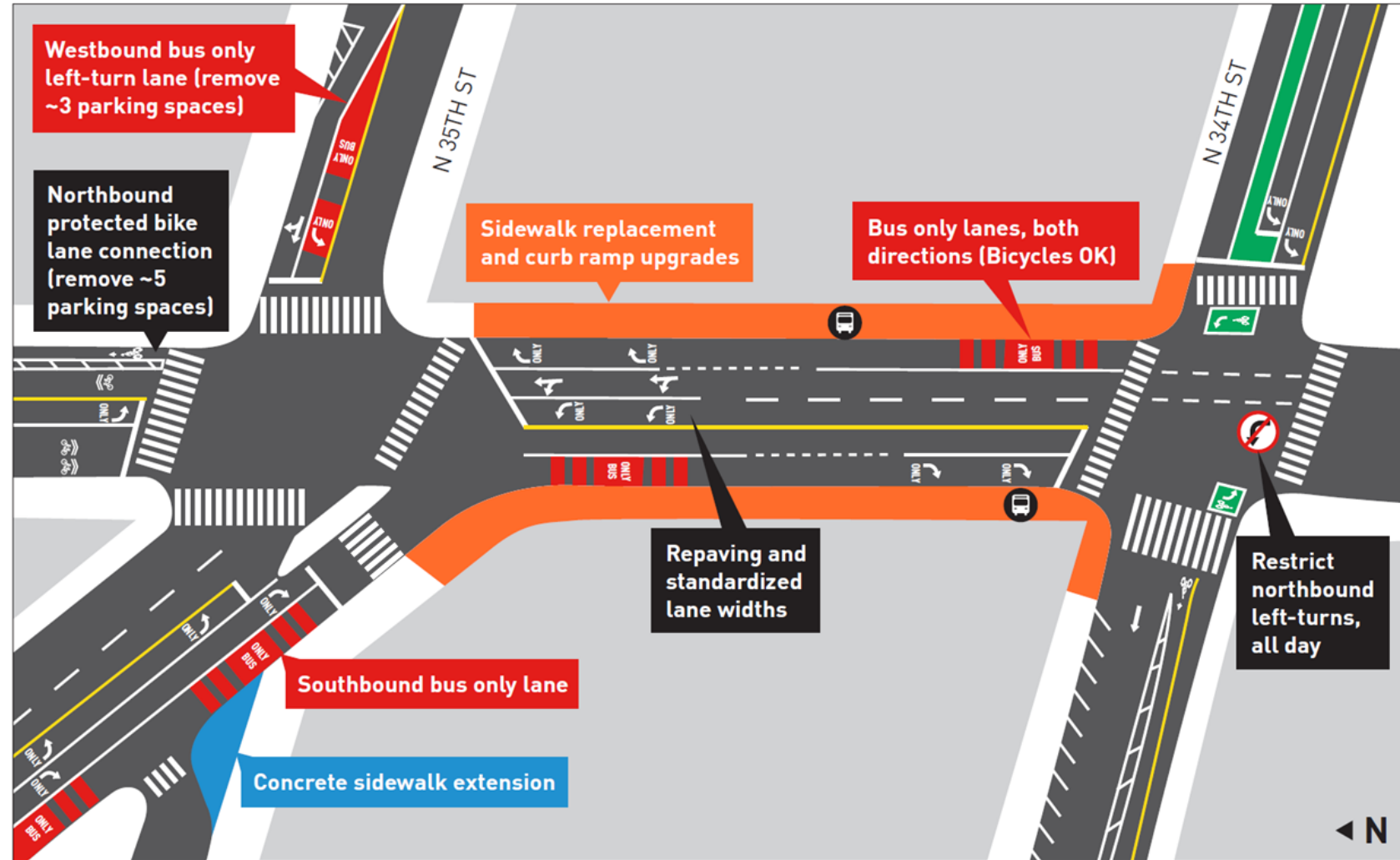


Proposed Changes

- Bus lanes in both directions and standardize lane widths
- Repaving and sidewalk reconstruction
- Westbound left-turn pocket on N 35th St for transit only
- Restrict northbound left-turns from Fremont Ave N to N 34th St all times of day

Expected Benefits

- Reduced transit travel times for multiple bus routes
- Improved access and safety for people walking and biking



N 36th St Bus Lane

between 1st Ave N to Fremont Ave N



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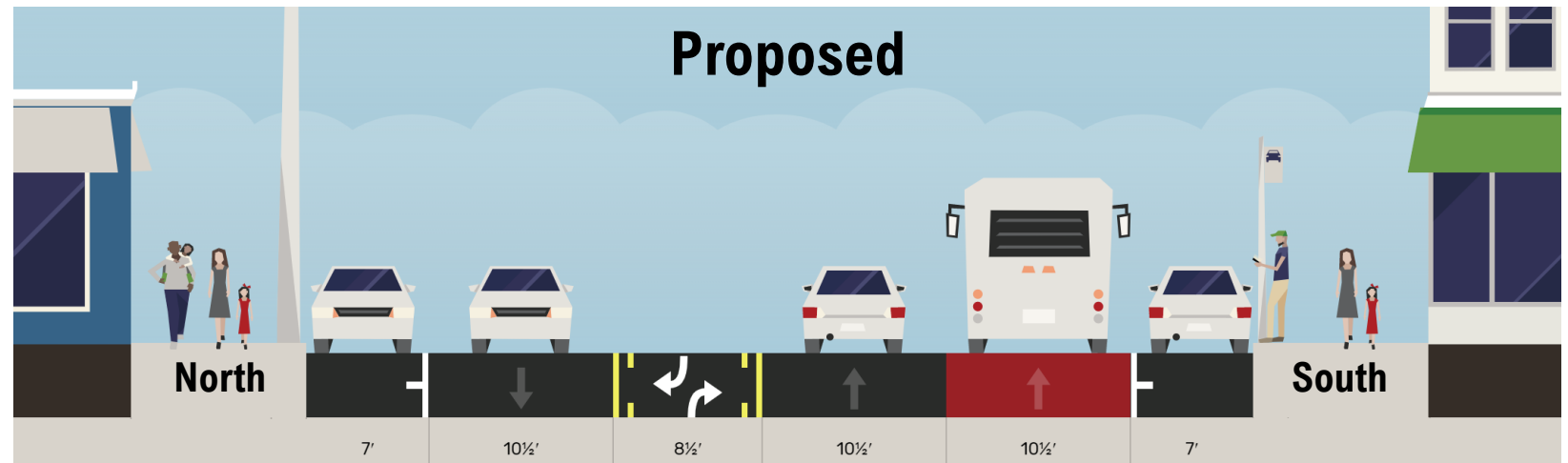
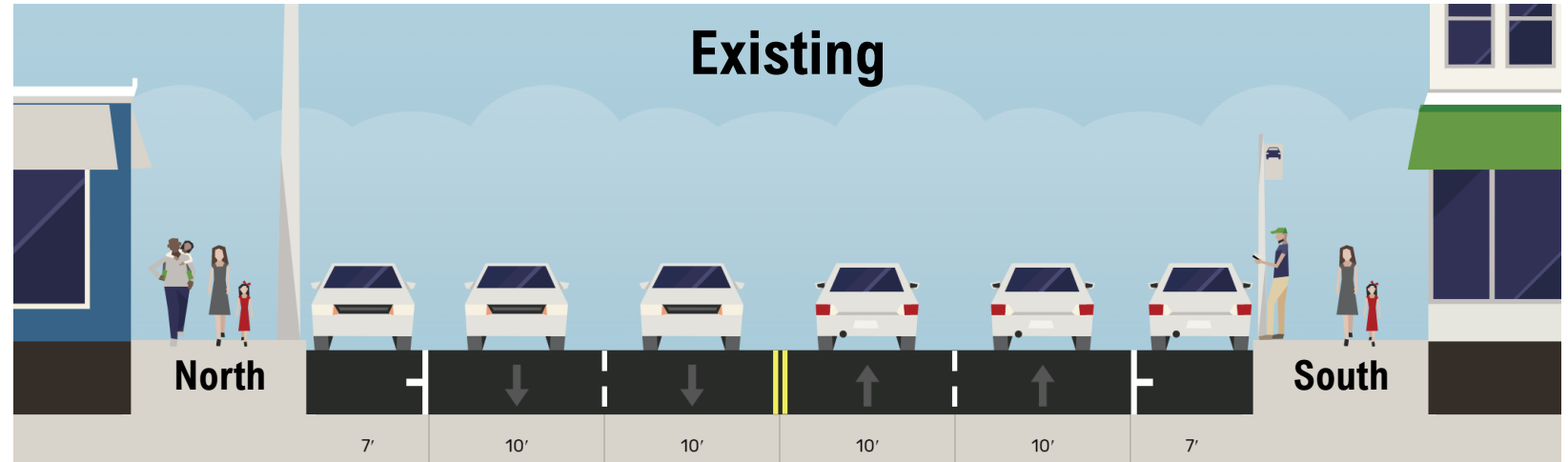


Proposed Changes

- Southbound bus lane
- Narrow two-way center turn lane
- Wider travel lanes

Expected Benefits

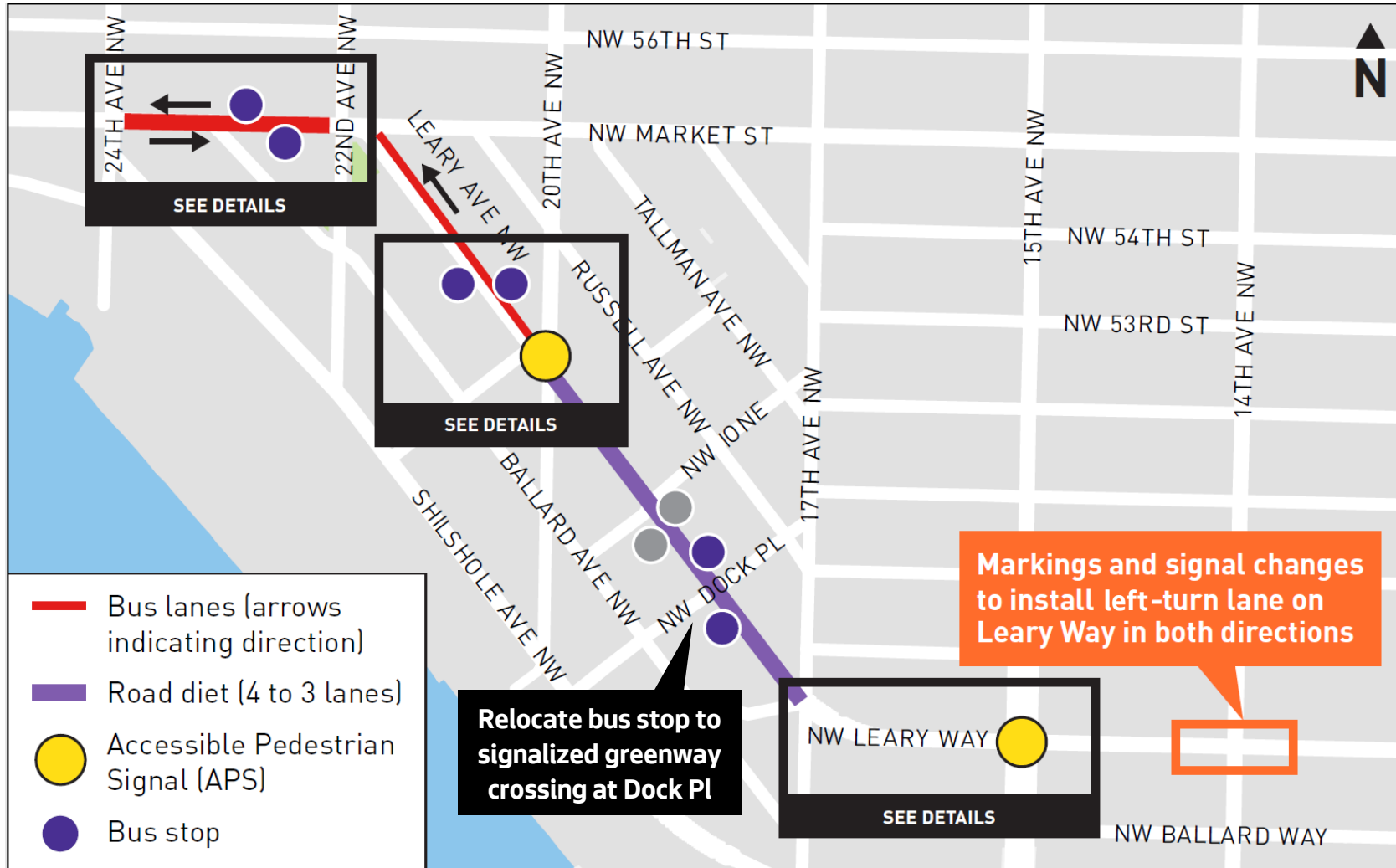
- Reduced transit travel times and improved reliability southbound
- Lane widths closer to standards for all users
- Designated space for left turns



Ballard Area Design Concepts



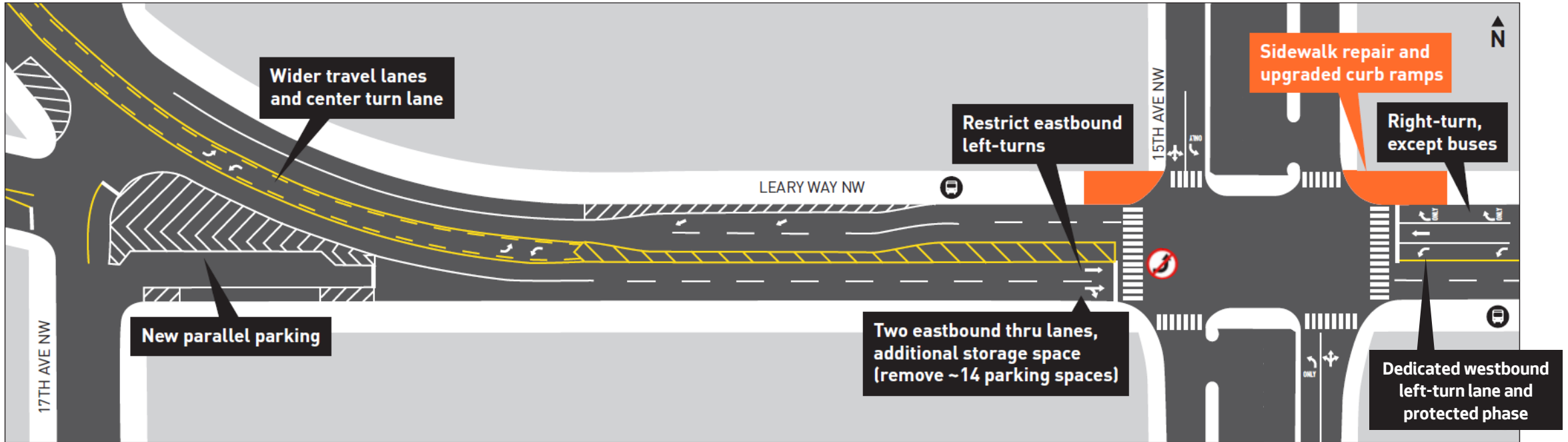
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Leary Way & 15th Ave



Route 40



Proposed Changes

- Channelization modifications to improve operations on Leary Way
- Sidewalk repair, curb ramp upgrades, and Accessible Pedestrian Signal (APS) at 15th Ave

Expected Benefits

- Reduced transit travel times
- Improved access to transit for pedestrians

Leary Ave Road Diet

between 20th Ave NW and 15th Ave NW



Route 40

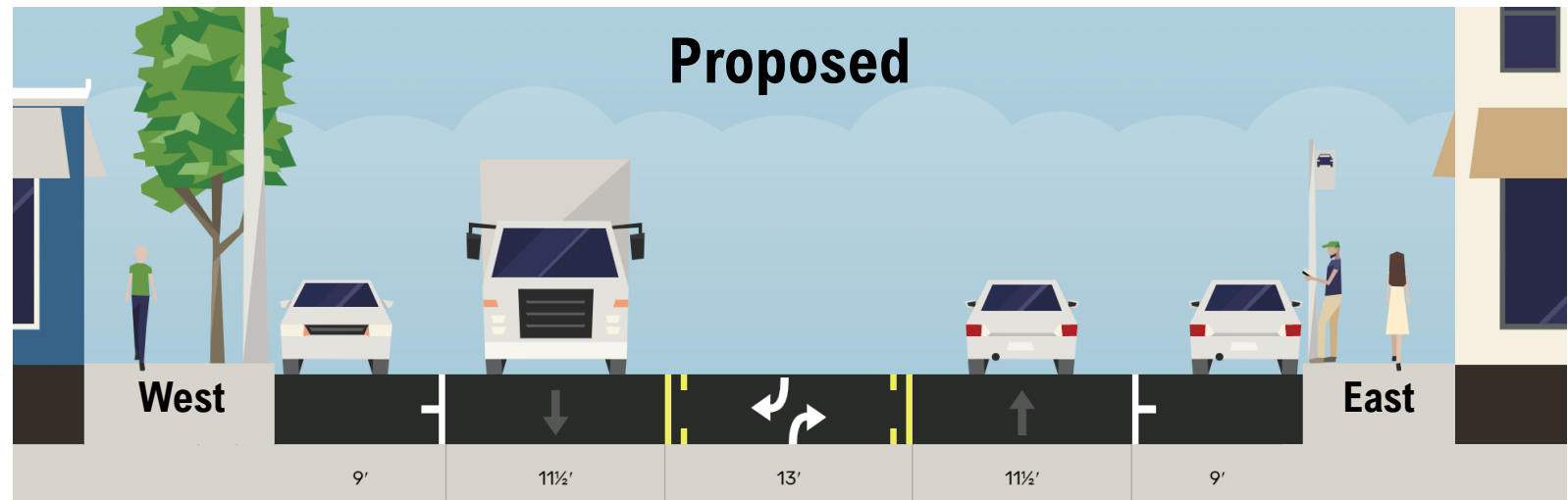
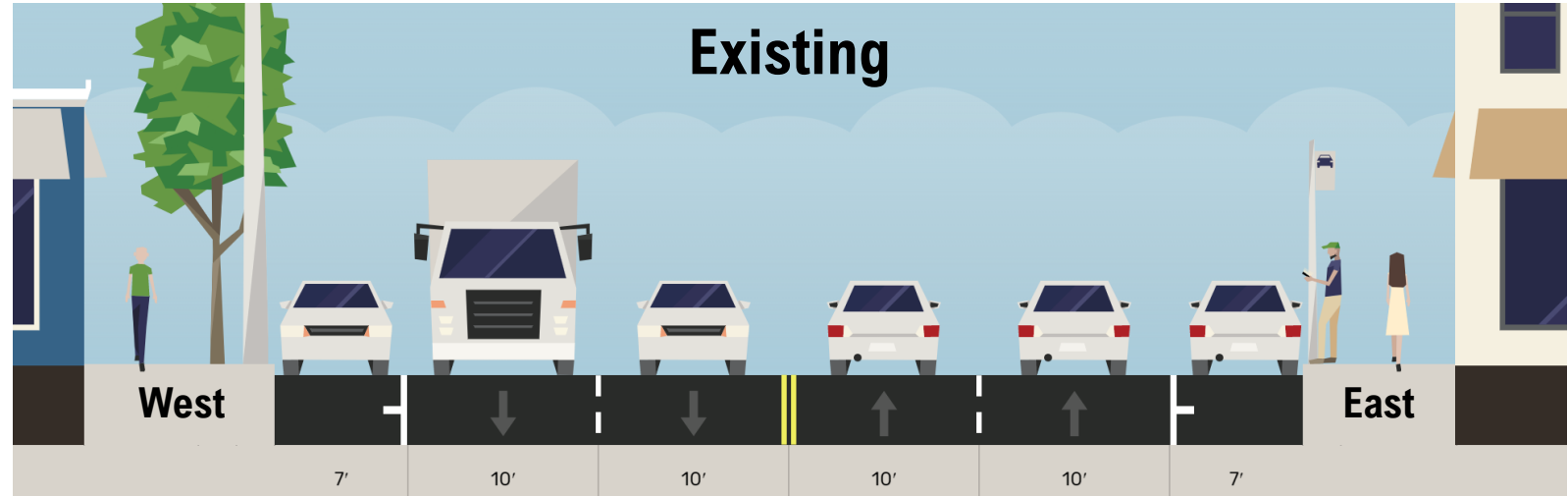


Proposed Changes

- Reduce total number of travel lanes (from 4 to 3)
- Two-way center turn lane
- Wider travel lanes and parking lanes

Expected Benefits

- Standard lane widths for all vehicles
- Designated space for left turns



Leary Ave NW at 20th Ave NW & Vernon Pl



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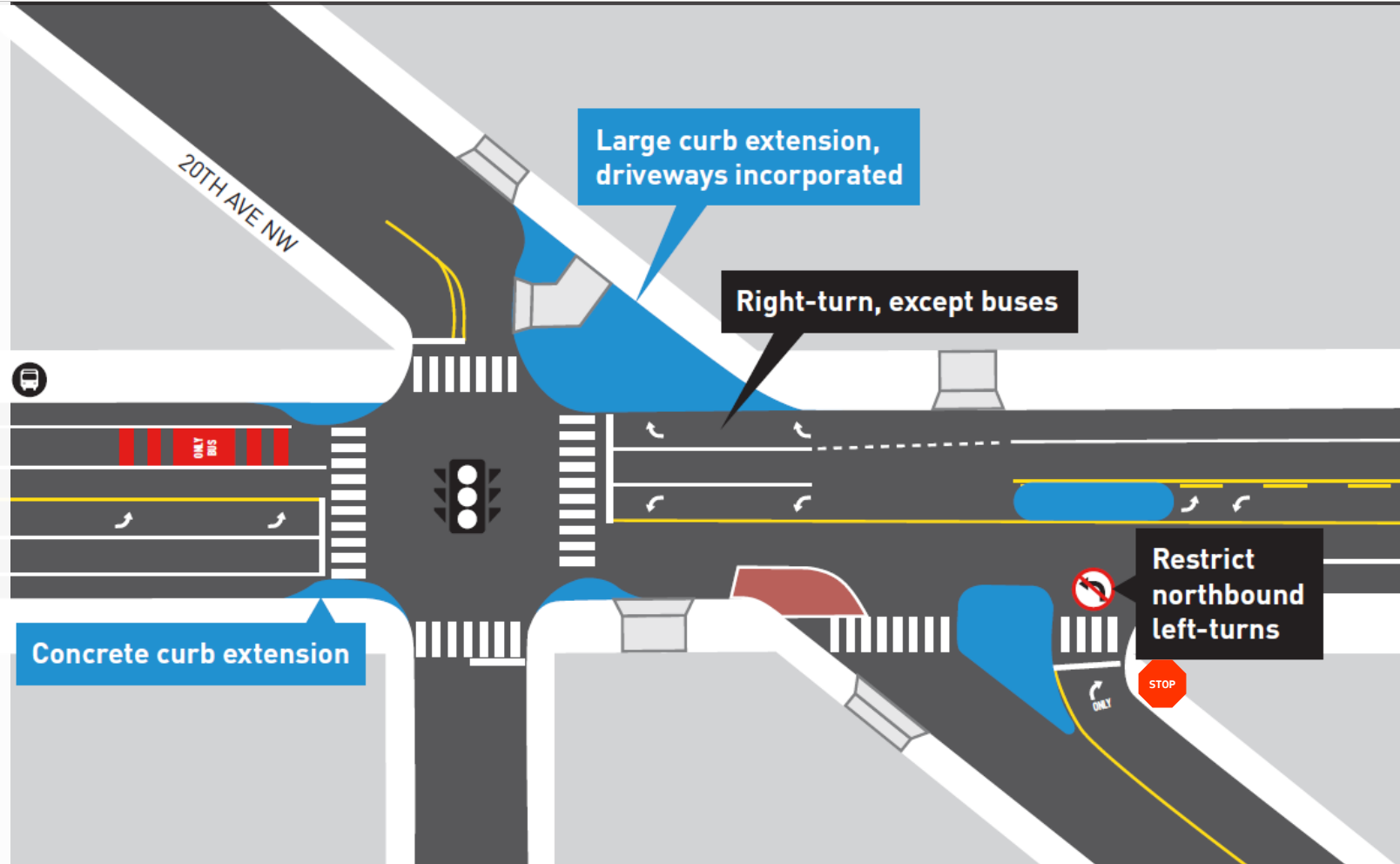


Proposed Changes

- Install traffic signal
- Construct concrete curb bulbs
- Relocate south crosswalk
- Restrict northbound 20th Ave NW to right-out only and construct median islands

Expected Benefits

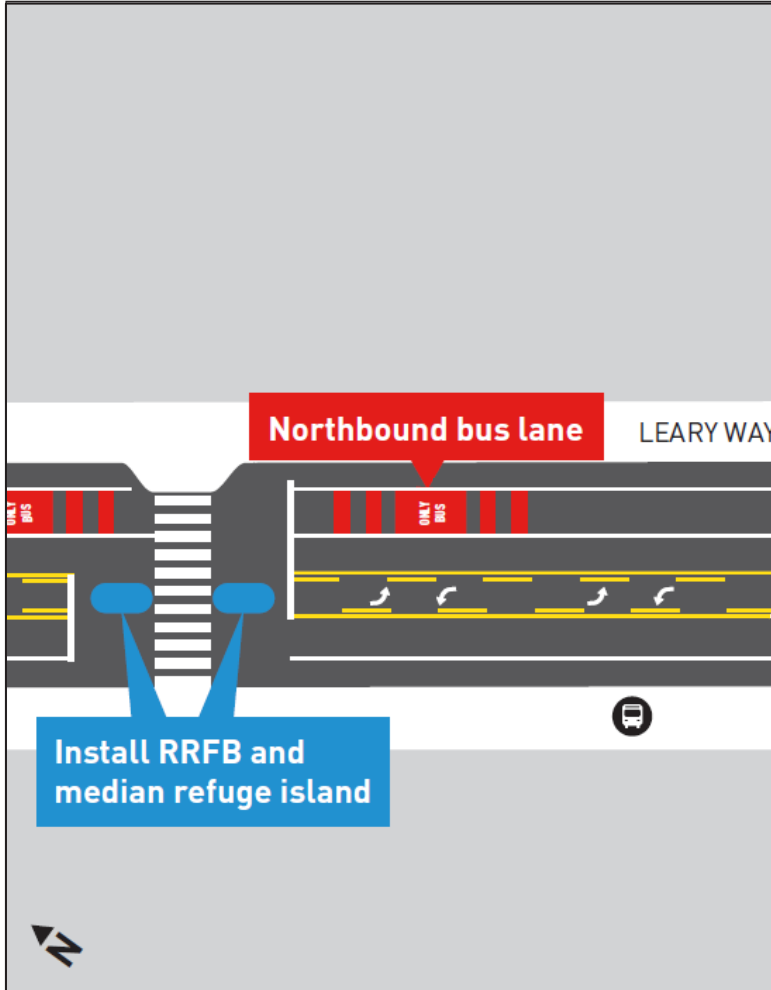
- Reduced travel times on Leary Ave NW
- Clarified vehicle movements and fewer turning conflicts
- Improved pedestrian crossings



Leary Ave NW at Midblock Crossing



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Proposed Changes

- Install northbound bus only lane
- Upgrade to Rectangular Rapid Flashing Beacon (RRFB)
- Construct median island in proposed center turn lane

Expected Benefits

- Improved transit travel time
- Reduced number of travel lanes and pedestrian exposure to traffic
- Improved visibility of pedestrians waiting to cross
- Median island allows for two-stage crossing

Leary Ave Bus Lane

between NW Market St and 20th Ave NW



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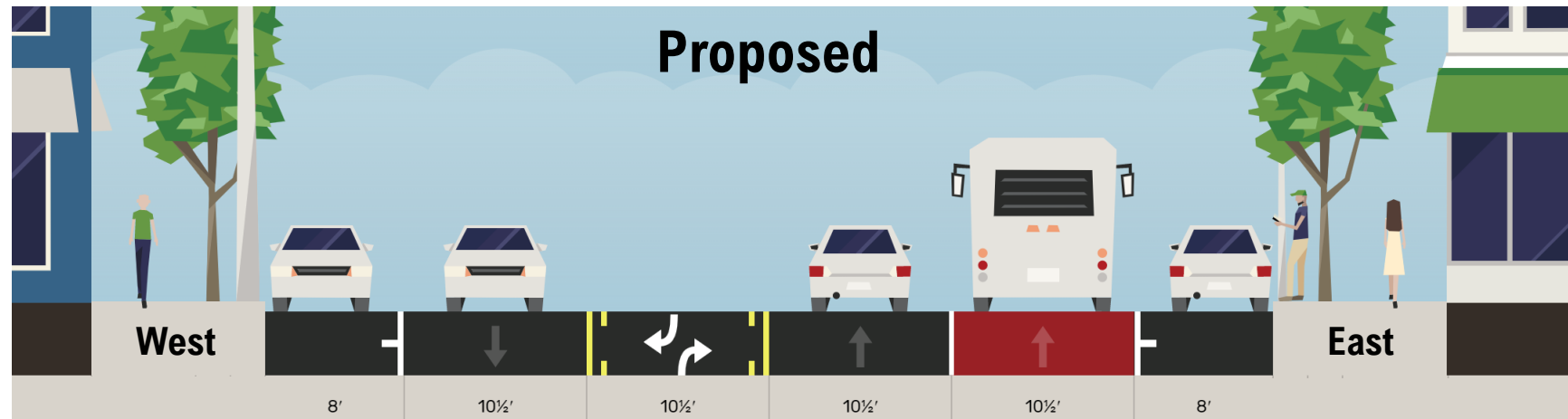
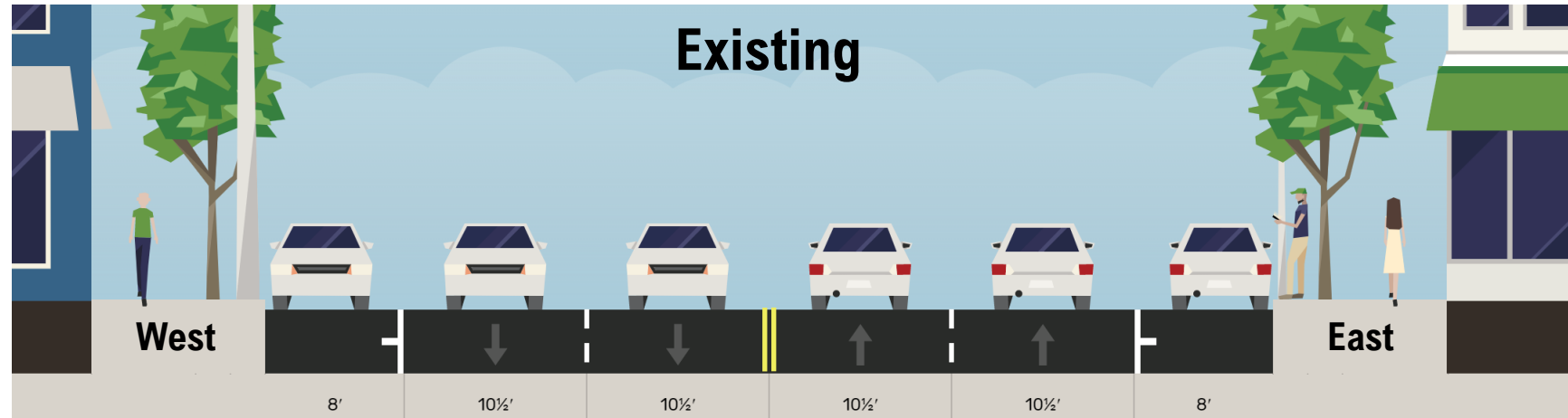


Proposed Changes

- Northbound bus lane
- Two-way center turn lane

Expected Benefits

- Reduced transit travel time for northbound buses
- Designated space for left turns
- Supports improvement of existing midblock crossing

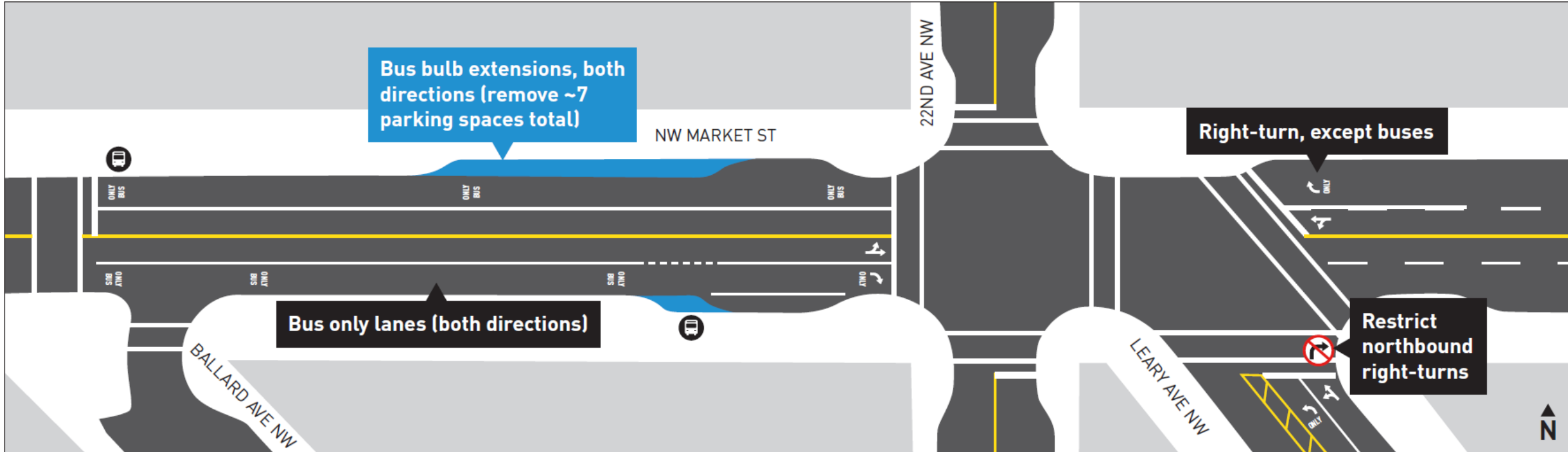


NW Market St Bus Lanes

between 24th Ave NW and 22nd Ave NW



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Proposed Changes

- Bus lanes in both directions
- Extend bus bulbs to accommodate three buses

Expected Benefits

- Reduced transit travel times
- Improved boarding and alighting operations

Holman Rd Bus Lane

between 3rd Ave and 104th St



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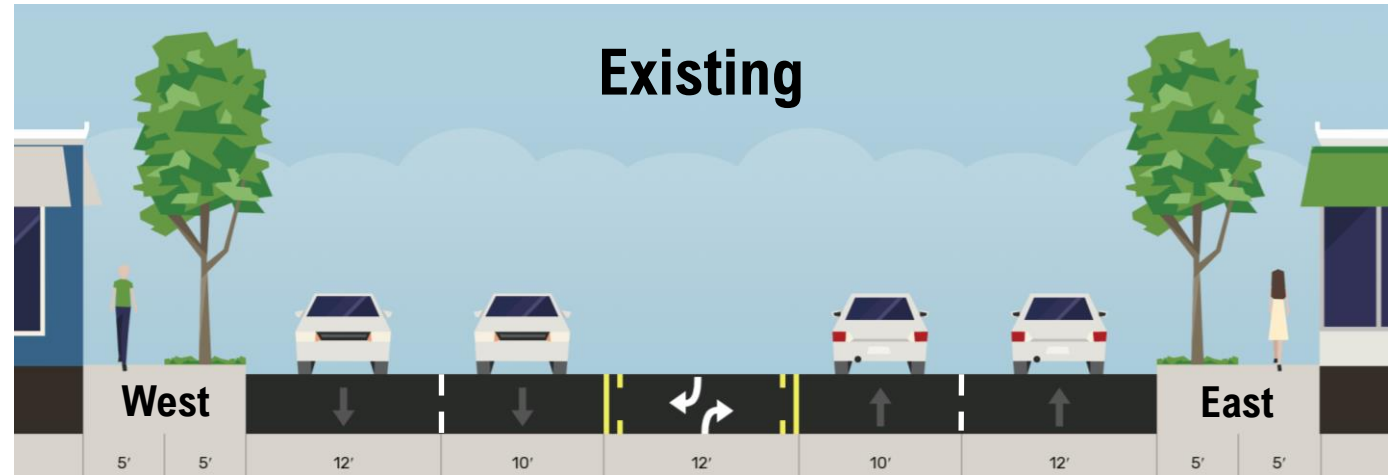


Proposed Changes

- Northbound bus lane
- Remove two-way center turn lane, maintain two general purpose lanes northbound
- Prohibit left turns from Holman Rd in both directions

Expected Benefits

- Reduced transit travel time for northbound buses



Next Steps



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- Summarize outreach results and incorporate input as appropriate
- Continued coordination with SDOT divisions and Metro
- Finalize 30% design and estimate (targeting early June)



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Comments/Questions?

Route40@seattle.gov

<http://www.seattle.gov/transportation/route40>

