



Route 40



**ROUTE 40 TRANSIT-PLUS
MULTIMODAL CORRIDOR PROJECT
SUMMER 2023 OUTREACH SUMMARY
REFINED DESIGN CONCEPTS (60% DESIGNS)**



OVERVIEW

Since the last design milestone was reached in spring 2022, the Route 40 Transit-Plus Multimodal Corridor (TPMC) project team worked with community members, business and property owners, advisory boards, and project partners to update the 30% designs for the Route 40 corridor. Based on that feedback, the designs were updated to include:

- A new Freight-and-Bus only lane on Westlake Ave
- A new loading zone on Westlake Ave
- New street striping and layout on Westlake Ave and Leary Way NW
- A new northbound protected bike lane on Fremont Ave N
- New northbound bus stops for routes 31, 32, 40, and 62 on Fremont Ave N
- New intersection design, signal, and crosswalks at Leary Way NW and 20th Ave NW
- Changes to the street layout on Holman Rd NW

A summary of how community feedback helped inform the refined (60%) designs can be found in the "[What We Heard and What We're Doing: Spring 2023](#)" document.

In addition to the previous feedback that was received, the outreach team continued gathering data on the existing conditions along the project corridor to help advance the designs to the next milestone. In April 2023, a survey was sent to transit users in Fremont to better understand how they use the existing routes in Fremont. This information was used to help inform the design and location for the new bus stops for routes 31, 32, 40, and 62 in Fremont.

In May 2022, the project team drafted the refined designs for the project corridor. Community members were invited to share their feedback on the refined designs using an online open house and survey. In general, the common themes shared included:

- Overall support for all the design changes along the Route 40 corridor
- Concerns about potential impacts to businesses, including security concerns and loss of some on-street parking
- Desire to increase traffic calming measures throughout the Route 40 corridor
- Desire to include additional improvements for people walking or rolling

A full summary for each of the survey questions and the business outreach can be found below.

**ROUTE 40 TPMC
 SPRING 2023 OUTREACH SUMMARY
 REFINED DESIGN PHASE (60% DESIGN)**



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OUTREACH TOOLS & ACTIVITIES

Below is a summary of the different outreach tools and activities that were used between spring 2022 and spring 2023 as part of the refined design outreach phase.

Activity	Description	Dates	Audience(s)
Transit user survey	The survey asked bus riders which bus routes they currently take, when and how often they take transit, and if they transfer to another route. The survey was shared through rider alerts and bus stop signage and yielded 494 responses. <i>A summary of this survey can be found in Appendix B.</i>	The transit user transfer survey was open from April 25, 2023 – May 8, 2023	Riders on routes 31, 32, 40, and 62
Briefings	Members of the project team met with stakeholders to discuss the proposed designs and collect feedback.	<ul style="list-style-type: none"> - Oct. 17, 2022 - Dec. 2, 2022 - May 19, 2023 - June 8, 2023 - June 8, 2023 	Business owners, property owners, advisory groups, other departments, and agencies
Email updates	Email updates were sent to subscribers of the Route 40 TPMC project at project milestones.	<ul style="list-style-type: none"> - May 16, 2023: Thanked the community for all prior feedback and previewed next design milestone - May 22, 2023: Announced the online open house is live - May 31, 2023: Online open house reminder - June 13, 2023: Online open house reminder and updates to 	Email subscriber list



**ROUTE 40 TPMC
 SPRING 2023 OUTREACH SUMMARY
 REFINED DESIGN PHASE (60% DESIGN)**



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		Ballard design graphic - June 20, 2023: Thanked the community for feedback and open house closure notice	
Targeted emails	The outreach team sent emails to interest groups including the Ballard-Fremont Greenways, Cascade Bicycle Club, Seattle Bicycle Advisory Board, Pedestrian Advisory Board, Fremont Chamber, Ballard Alliance, Sustainable Ballard, Mercer Stakeholder Committee, and Crown Hill Village Association.	- May 16, 2023: Invited groups to visit the online engagement hub and share feedback	Neighborhood associations, advocacy groups, and advisory groups
Bus stop signage	Signage was placed at bus stops along the Route 40 corridor providing area specific information including a project overview, design graphics, and an overview of proposed design changes. The signs provided a QR code for the online engagement hub and contact information.		Route 40 riders
SDOT blog post	The online open house was announced on the SDOT blog, sharing the work that has been completed since 2022 and how to share feedback.	The blog was posted on May 23, 2023.	SDOT blog readers



**ROUTE 40 TPMC
SPRING 2023 OUTREACH SUMMARY
REFINED DESIGN PHASE (60% DESIGN)**



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Online open house survey	The online open house hosted survey questions. It was shared through emails, in person outreach, and signage. In total, 431 survey respondents provided 2,921 unique data points.	The online open house survey was launched on May 22, 2023 and closed on June 19, 2023.	All
Flyering	The outreach team shared flyers with businesses along areas that had new design additions.	<ul style="list-style-type: none"> - June 6, 2023: Flyering on N 36th St, N 35th St, and Fremont Ave N - June 6, 2023: Flyering on Leary Way NW 	Fremont, Ballard, and North Seattle neighborhoods
In-person "Street Team" outreach	<p>Members of the project team performed in person tabling, or "street teams" outreach, using a project A-frame and flyers showing proposed designs.</p> <p><i>A summary of this outreach can be found in Appendix C.</i></p>	<ul style="list-style-type: none"> - May, 23, 2023: Westlake Ave N and Halladay St - May 26, 2023: Fremont Ave N and N 34th St - June 2, 2023: Leary Ave NW and 20th Ave NW - June 4, 2023: NW Market St near 22nd Ave NW - June 11, 2023: Fremont Ave N and N 34th St - June 13, 2023: Crowne Hill Park 	Westlake, Fremont, Ballard, and North Seattle Neighborhoods
Community emails and phone calls	The project team responded to community questions and requests via the project inbox and phone line as requested.		As requested

**ROUTE 40 TPMC
SPRING 2023 OUTREACH SUMMARY
REFINED DESIGN PHASE (60% DESIGN)**



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ONLINE OPEN HOUSE SUMMARY

On May 22, 2023 the online open house for the project was launched. On the online open house, visitors were able to:

- Learn about the project and goals
- Learn why Transit-Plus Multimodal Corridor projects are designed
- Share feedback for the designs in the Westlake, Fremont, Ballard, and North Seattle neighborhoods, including:
 - Rating each of the individual design concepts
 - Providing general comments on the neighborhood designs
 - Identifying priorities for bus stop amenities and businesses and freight loading
- Learn about the project timeline

Visitors were able to provide their feedback until June 19, 2023.

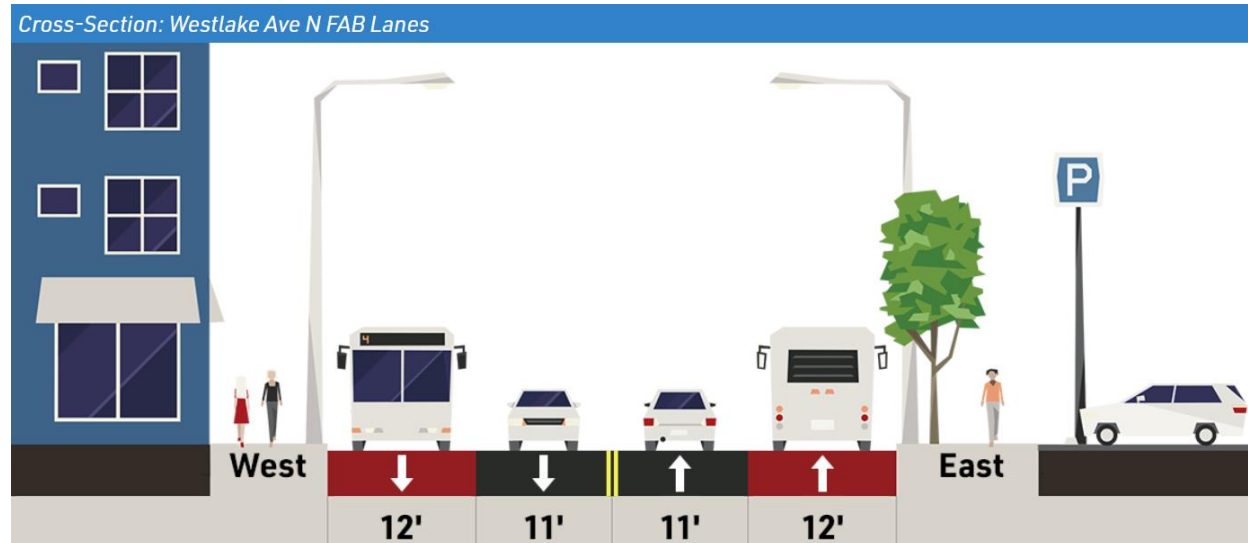
The online open house was advertised through posters at bus stops along the Route 40 corridor, the project webpage, in-person tabling and street teams outreach, social media, Metro Rider Alerts, and emails to the Route 40 email subscriber list.

In total, 431 survey respondents provided 2,921 unique data points. The following pages detail our survey feedback in full, divided by design concept.

Some property and business owner groups provided their feedback via the project inbox. Their feedback has been summarized in Appendix A.

WESTLAKE NEIGHBORHOOD DESIGNS

Westlake Ave N Freight-and-Bus Only Lanes



In spring 2022, the project team heard concerns about bus only lanes on Westlake Ave N from the freight community. To keep freight moving along Westlake Ave N, a major truck street, new “Freight-and-Bus only lanes” (FAB lanes) are being piloted in updated designs. People driving freight vehicles over 26,000 pounds (about the size of a garbage truck, large box truck, or semi-truck) can use them. The team also heard concerns about bus only lanes increasing congestion. Because a traffic analysis showed that traffic conditions would not deteriorate significantly, bus lanes remain in updated designs. To learn more, view the [“What we heard and What We’re Doing”](#) summary, linked on the project page.

The FAB lanes will be piloted for one year. After the trial period ends, data will be reviewed and input from freight drivers will be considered to determine if they should be installed permanently along Westlake Ave N and should be added to our toolbox for other Seattle streets.

Overview of design updates

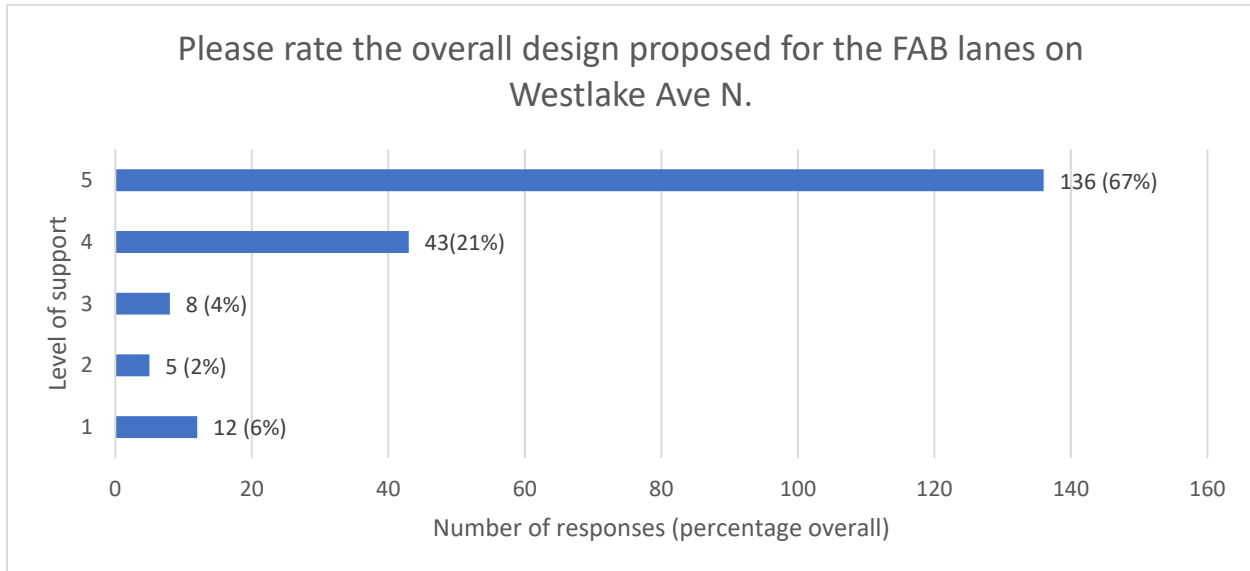
- Convert one northbound travel lane on Westlake Ave N to a FAB lane between Aloha St and where the Aurora Bridge crosses over Westlake Ave N
- Convert one southbound travel lane on Westlake Ave N to a FAB lane between Blaine St and Aloha St
- Travel lanes on the Fremont Bridge remain the same as today

Survey Results: Westlake Ave N Freight-and-Bus Only Lanes

**ROUTE 40 TPMC
SPRING 2023 OUTREACH SUMMARY
REFINED DESIGN PHASE (60% DESIGN)**



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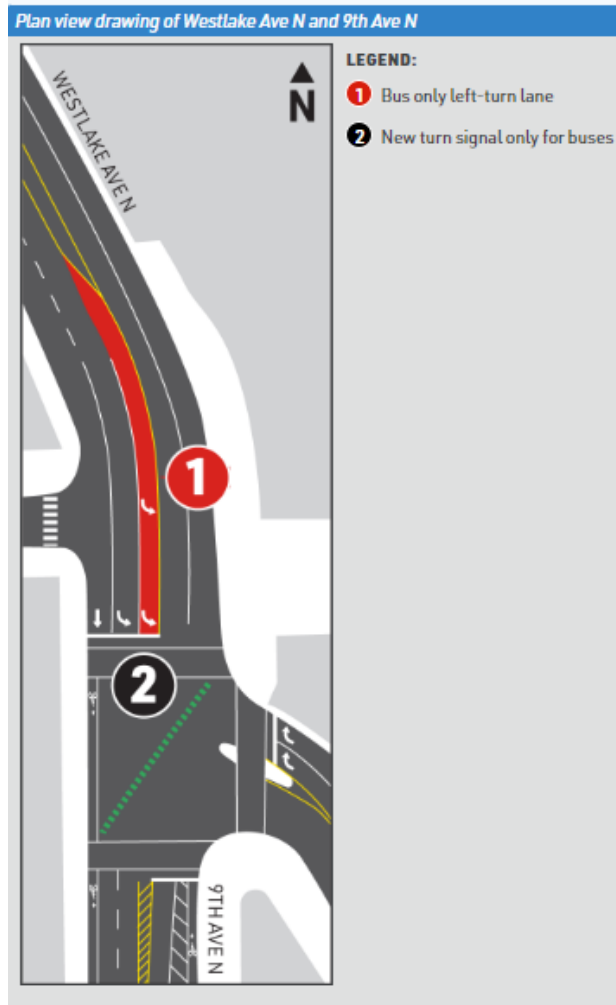
In total, we received 204 survey responses for Freight and Bus Lanes on Westlake Ave N. For the overall design concept, 88% of respondents rated the design at 4 or 5 stars. 8% of respondents rated the design at 1 or 2 stars.

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Westlake Ave N and 9th Ave N



In Spring 2022, the project team heard concerns about driver confusion due to a transit only left-turn lane on the curbside rather than easternmost lane. The project team updated the design to reflect a new southbound bus only left turn lane as the easternmost lane and a bus only signal. To learn more about feedback that influenced this design change, view the ["What we heard and What We're Doing"](#) summary, linked on the project page.

Overview of design updates

- Convert the existing left turn lane into a bus-only left turn lane
- Convert the middle through lane into a general purpose left turn lane



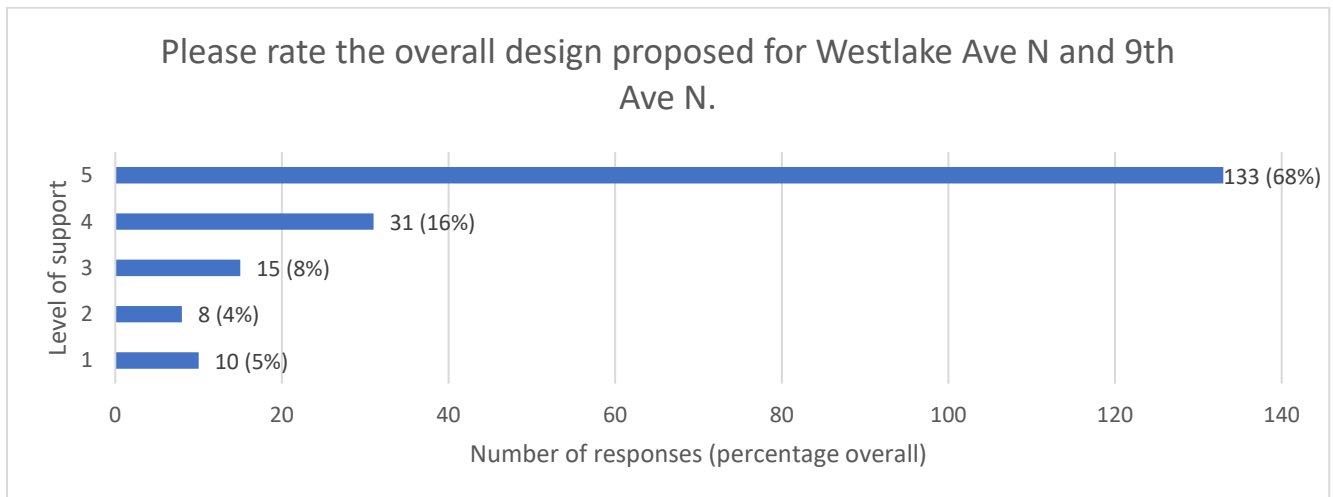
ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY REFINED DESIGN PHASE (60% DESIGN)



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- Maintain the westernmost traffic lane (by the curb) as a through lane
- Add a designated bus only turn signal for Route 40 buses to continue onto Westlake Ave N towards Mercer St

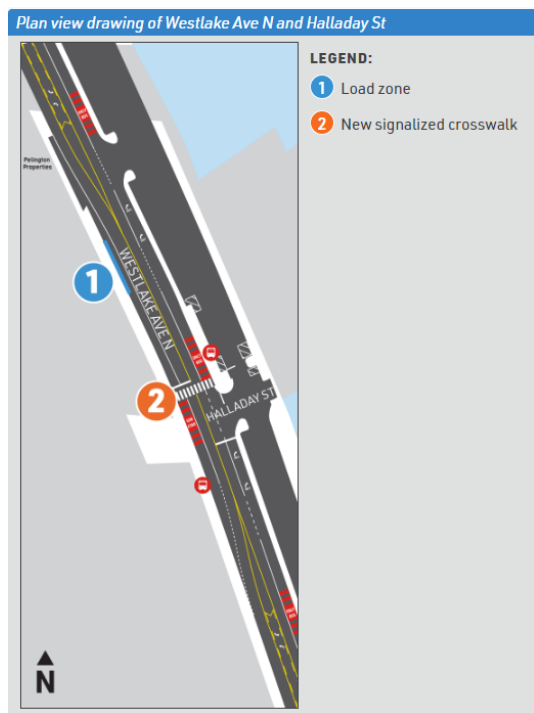
Survey Results: Westlake Ave N and 9th Ave N



In total, we received 197 survey responses for Westlake Ave N and 9th Ave N. For the overall design concept, 84% of respondents rated the design at 4 or 5 stars. 9% of respondents rated the design at 1 or 2 stars.

ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY REFINED DESIGN PHASE (60% DESIGN)

Westlake Ave N and Halladay St



Based on community feedback, designs for a new signaled pedestrian crossing and new curb ramps are being added at Westlake Ave N and N Halladay St. A new Route 40 bus stop will also be added in both the northbound and southbound directions. The new northbound bus stop will replace the northbound bus stop 26840 currently located between Halladay St and the Fremont Bridge.

A new center turn lane will be installed along Westlake Ave N between the Aurora Bridge and Blaine St. A commercial loading zone has also been installed near N Halladay St.

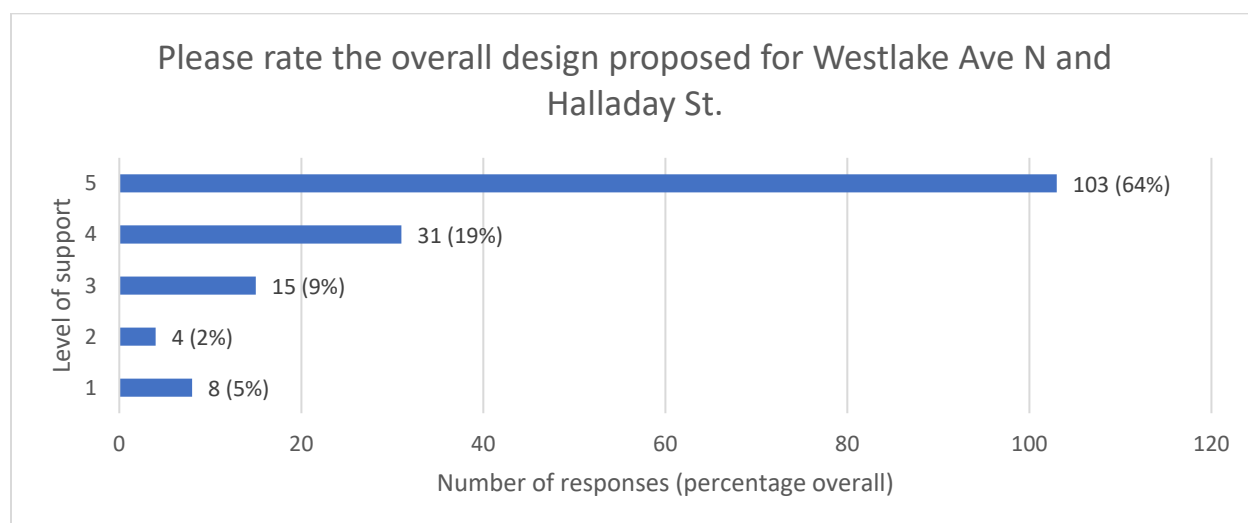
In Spring 2022, the project team heard a desire for short pedestrian waiting periods from the community. Timing for the new signaled pedestrian crossing will be evaluated to ensure that all travelers are moving efficiently and safely. We also heard a desire to move the proposed crosswalk to the south side of Halladay St. Due to space constraints, the crosswalk cannot be relocated. To learn more about feedback we received in Spring 2022, view the ["What we heard and What We're Doing"](#) summary, linked on the project page.

Overview of design updates

- New signaled crosswalk just north of N Halladay St

- New curb ramps
- Push-activated pedestrian crossing signal
- New northbound bus stop platform for Route 40 with lighting and a bus shelter
- New southbound bus stop
- New two-way center turn lane between the Aurora Bridge and Blaine St
- New commercial loading zone near N Halladay St
- New parallel parking behind the northbound bus stop

Survey Results: Westlake Ave N and Halladay St



In total, we received 161 survey responses for Westlake Ave N and N Halladay St. For the overall design concept, 83% of respondents rated the design at 4 or 5 stars. 7% of respondents rated the design at 1 or 2 stars.

Westlake Neighborhood Feedback Themes

104 comments were received in response to the Westlake neighborhood designs. The themes below summarize the feedback that was shared in the survey and are listed in order of how frequently the theme appeared in the feedback.

- **A majority of respondents were in favor of the addition of FAB lanes on Westlake Ave N**
 - A number of comments noted they supported the FAB lane, though they recognized that it could potentially result in vehicle traffic delays because the general-purpose travel lanes are decreased to one lane in each direction
 - A few comments questioned how the FAB lanes will be installed and enforced

ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY REFINED DESIGN PHASE (60% DESIGN)



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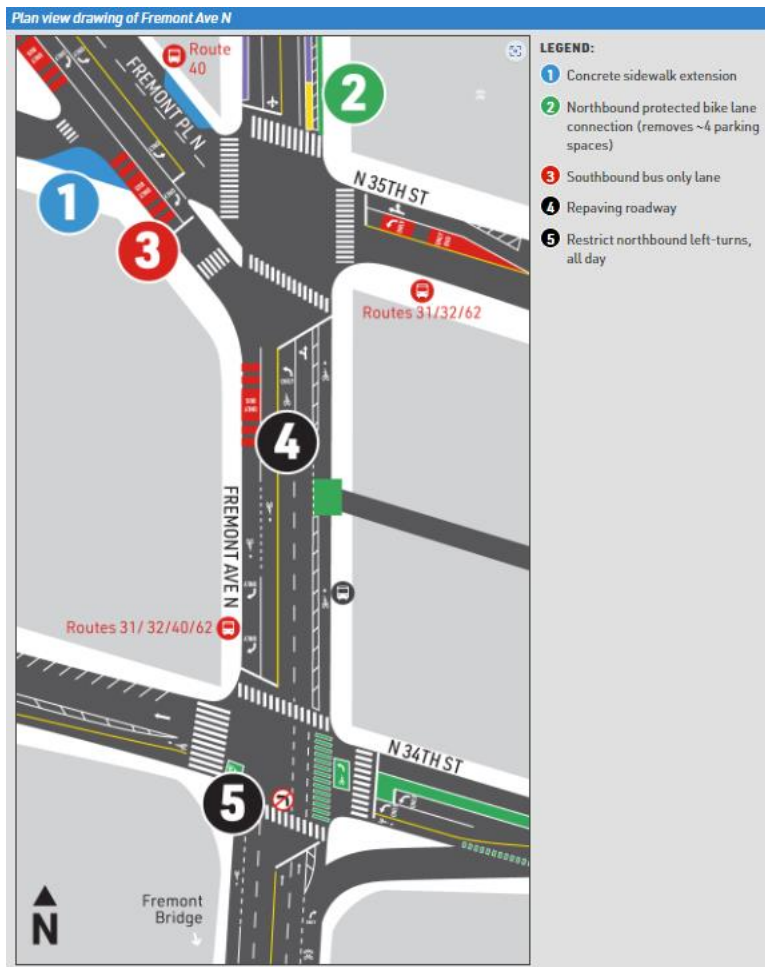
- Some comments suggested changing the paint from “Bus Only Lane” to “Freight and Bus Only Lane” and continuing to mark it with red paint
- A smaller number of comments expressed concerns about the FAB lanes on Westlake Ave, which included:
 - Impacts to traffic and congestion for general purpose vehicles while the Fremont Bridge is raised
 - Concerns about freight and recreational access to businesses along the Lake Union waterfront due to the FAB lanes
 - Access to the businesses along Lake Union will be maintained. Turns will not be restricted anywhere along Westlake Ave N.
- Several comments had doubts on the effectiveness of the inside left turn bus lane at Westlake Ave N and 9th Ave N
- Several comments noted that in order to reduce bus travel times, the Route 40 design team needs to research signal timing of the whole South Lake Union area, especially traffic on Mercer St and Denny Way
- A few comments on the bus stop locations on Westlake Ave
 - A comment requested that the bus stop to be kept at Westlake and Galer St to accommodate the needs of the aging population. This bus stop is not proposed to be removed as part of this project.
 - A comment noted the need for a bus stop north of Halladay St and south of the Fremont bridge because there is a long distance without a bus stop
- Some comments requested additional speed reduction and traffic safety measures on Westlake Ave N, such as reducing the width of travel lanes and creating more crosswalks

ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY REFINED DESIGN PHASE (60% DESIGN)



FREMONT NEIGHBORHOOD DESIGNS

Fremont Ave N between N 34th St and N 35th St



Fremont Ave N between N 34th St and N 35th St is a major business hub for the Fremont neighborhood. This area is connected to Seattle by a wide variety of transportation options, including protected bike lanes on N 34th St, the multimodal Burke-Gilman Trail, and several Metro routes. Currently, the area is served by Routes 40, 31, 32, and 62. Our updated design has reconfigured the travel lanes and bus stops to better meet our goals of improving reliability and travel times for Route 40 in this area, as well as increasing safety for all travelers.

In Spring 2022, the project team heard a desire for sidewalk and curb ramp improvements, a permanent protected bike lane, as well as concerns about transferring between routes from the



ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY REFINED DESIGN PHASE (60% DESIGN)



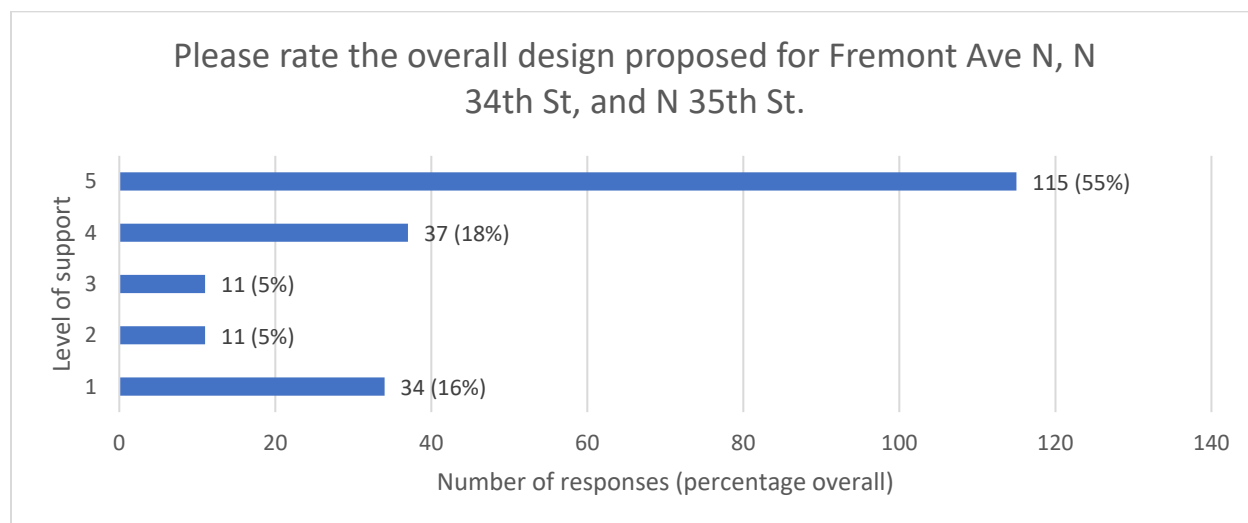
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community. We also heard business concerns about impacts to parking, loading, safety, and security. The project team updated the design to best accommodate all modal and stakeholder needs in the area. To learn more about feedback we received in Spring 2022, view the ["What we heard and What We're Doing"](#) summary, linked on the project page. To learn more about the feedback we received from business stakeholders, view Business Feedback in Appendix A.

Overview of design updates

- Relocate the existing northbound bus stop for Route 31, 32, 40, and 62
 - Build a new Route 40 bus stop on Fremont Pl N
 - Build a new bus stop for Routes 31, 32, and 62 on N 35th St
- Relocate existing load zones to maintain loading for deliveries
- Add a new southbound bus only lane between on N 36th St between 1st Ave N and Fremont Ave N, and for a section of Fremont Ave N between Fremont Pl N and N 34th St
- Add a new northbound protected bike lane with a concrete curb beginning at N 34th St continuing past N 35th St
- Restrict northbound left-turns from Fremont Ave N towards N 34th St at all times of day
- Install concrete sidewalk extensions at N 35th St

Survey Results: Fremont Ave N between N 34th St and N 35th St



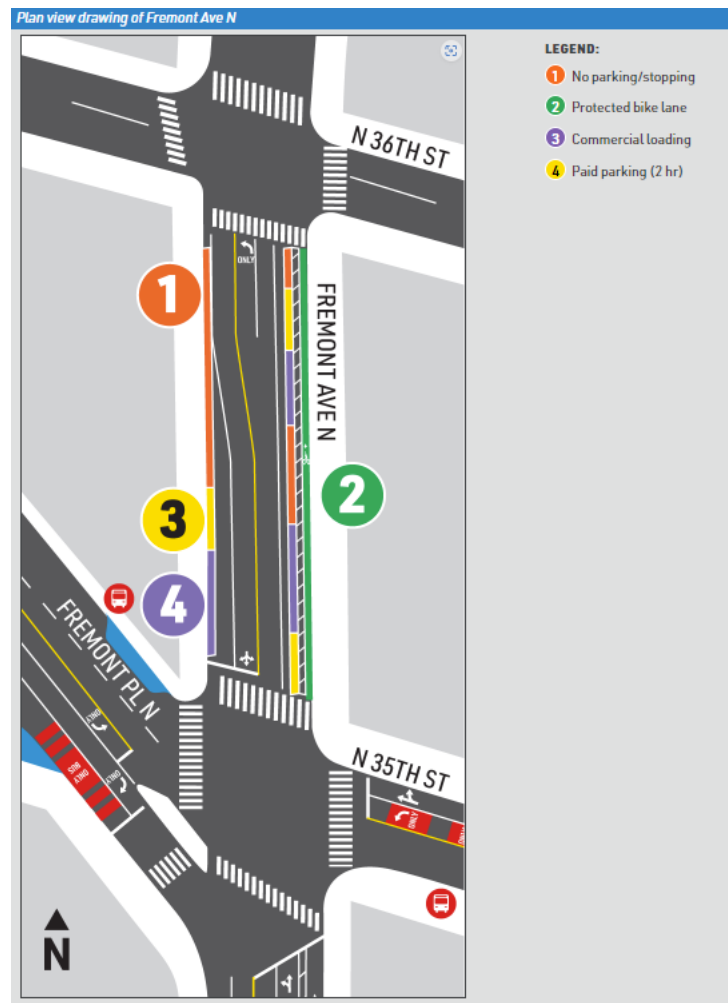
In total, we received 208 survey responses for Fremont Ave N between N 34th St and N 35th St. For the overall design concept, 73% of respondents rated the design at 4 or 5 stars. 21% of respondents rated the design at 1 or 2 stars.

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Fremont Ave N between N 35th St and N 36th St



Fremont Ave N between N 35th St and N 36th St will be reconfigured to maintain parking and loading, as well as add a new protected bike lane.

Overview of design updates

- Maintain parking and loading on the east side of the street
- Add a new northbound protected bike lane with plastic flexible delineators (plastic bollards)
- Remove some paid parking on the west side of the street
- Relocate one commercial loading zone on the west side of the street



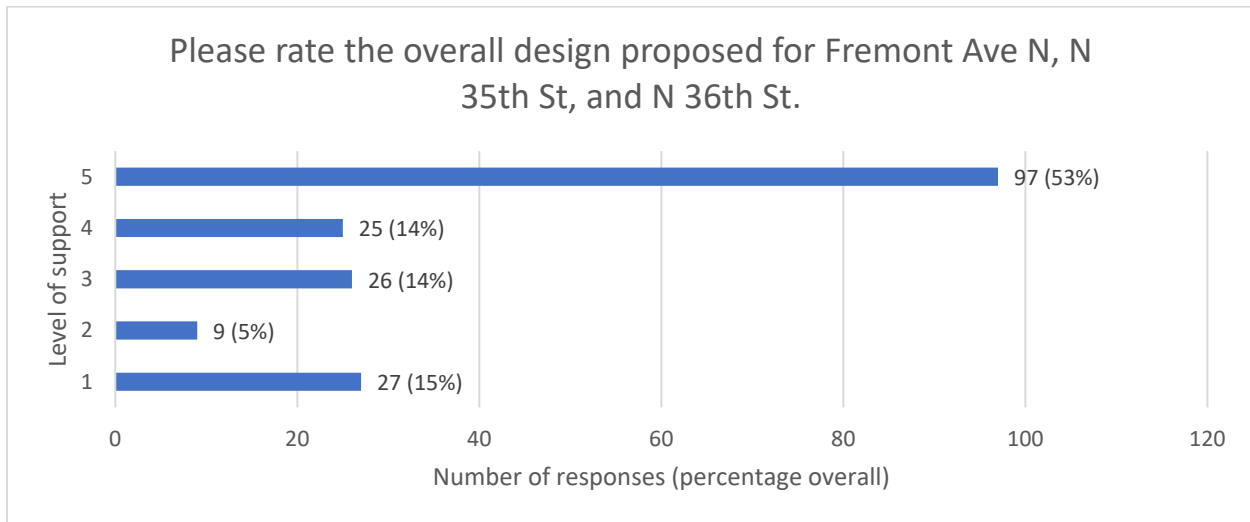
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- Remove the southbound left turn pocket to turn east onto N 35th St (towards the Fremont Branch Library)
 - Southbound travel, left turns, and right turns will be allowed from the single southbound travel lane
- Remove the 7–9 AM parking restrictions on the west side of the street

Survey Results: Fremont Ave N between N 35th St and N 36th St



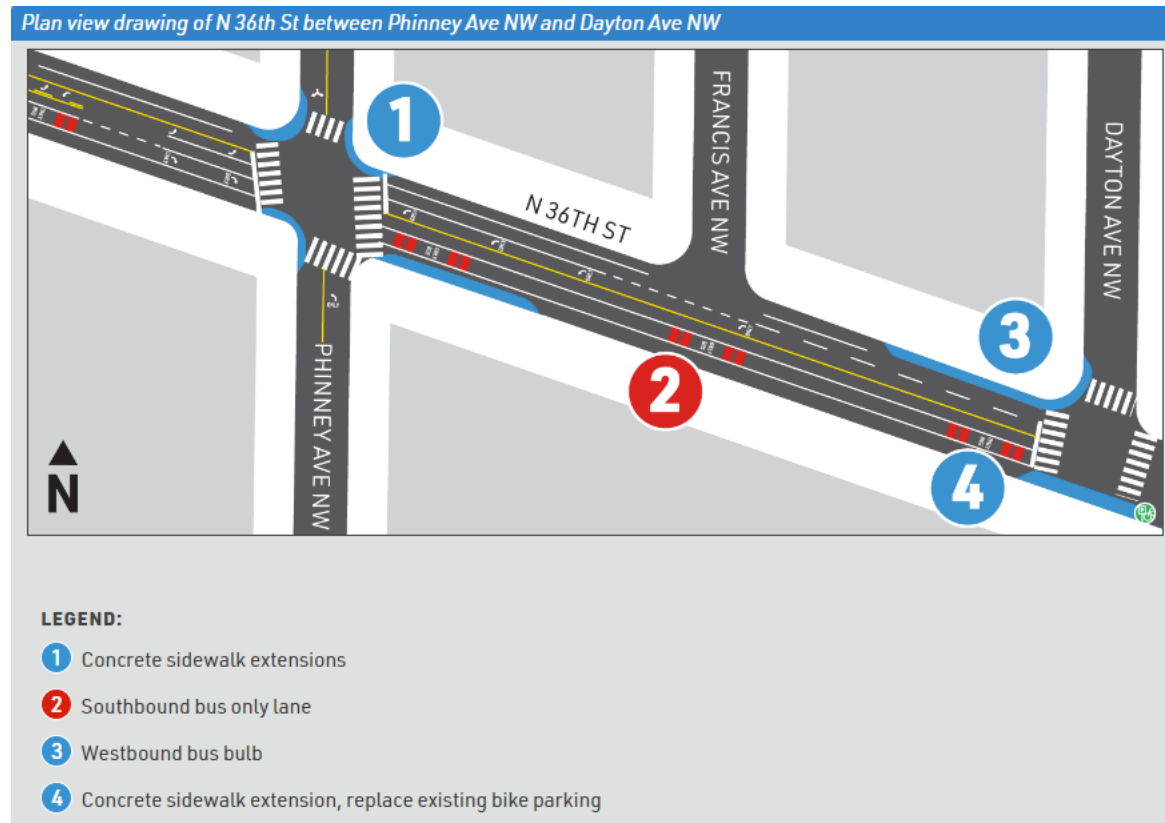
In total, we received 184 survey responses for Fremont Ave N between N 35th St and N 36th St. For the overall design concept, 67% of respondents rated the design at 4 or 5 stars. 20% of respondents rated the design at 1 or 2 stars.

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N 36th St between Phinney Ave NW and Dayton Ave NW



To improve transit travel times, a new southbound bus only lane is being installed on N 36th St. The street will also include a new center turn lane beginning at Phinney Ave NW.

Overview of design updates

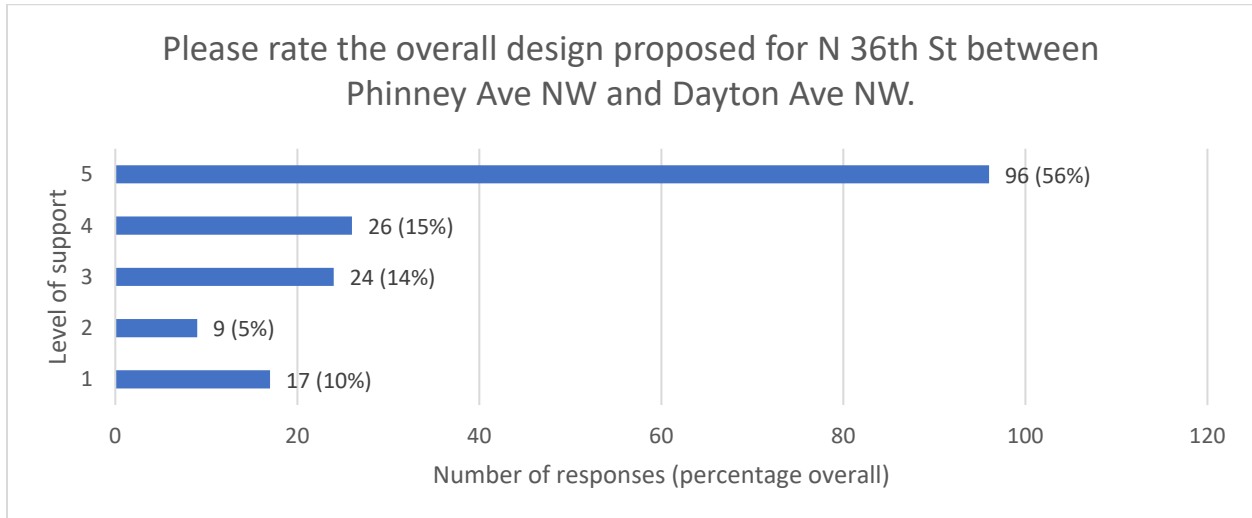
- Install concrete sidewalk extensions at Phinney Ave NW and Dayton Ave NW
- Install a new bus bulb for the westbound Route 40 bus stop at Dayton Ave NW
- Restripe the road to install a southbound bus-only lane between 1st Ave NW and the Fremont Bridge
- Maintain parking on both sides of the street, except where bus bulbs and curb bulb extensions are installed
- Maintain two westbound general purpose travel lanes between Fremont Ave N and west of Phinney Ave NW
 - At this intersection, a new dedicated left-turn lane will be added for westbound traffic.

**ROUTE 40 TPMC
SPRING 2023 OUTREACH SUMMARY
REFINED DESIGN PHASE (60% DESIGN)**



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Survey Results: N 36th St between Phinney Ave NW and Dayton Ave NW



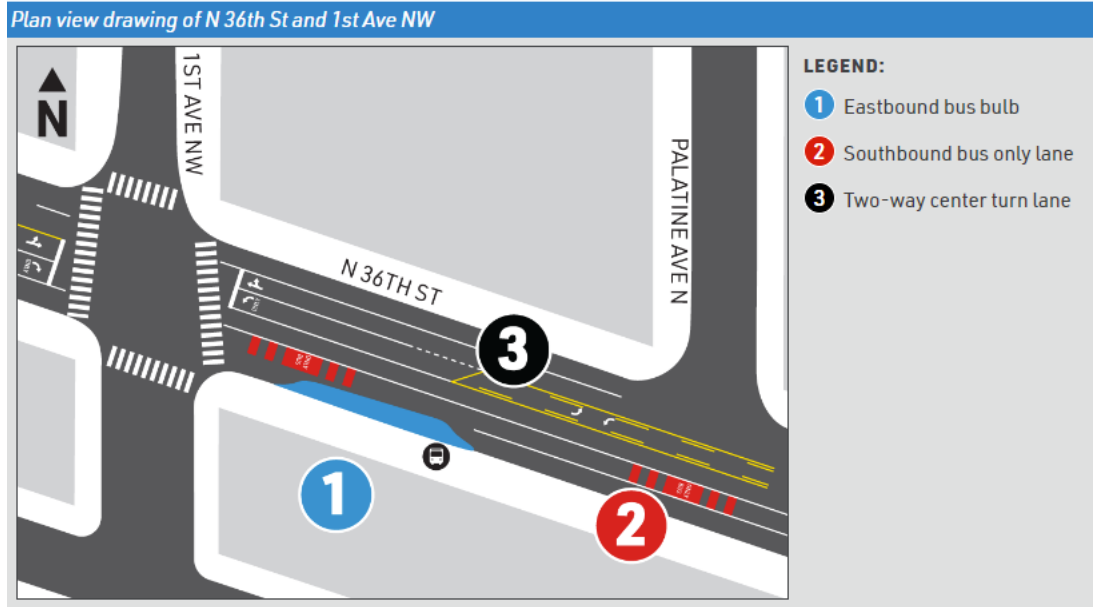
In total, we received 172 survey responses for N 36th St between Phinney Ave NW and Dayton Ave NW. For the overall design concept, 71% of respondents rated the design at 4 or 5 stars. 15% of respondents rated the design at 1 or 2 stars.

ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY REFINED DESIGN PHASE (60% DESIGN)



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N 36th St at 1st Ave NW



A center turn lane between 1st Ave NW and Phinney Ave NW increases safety by shifting people making turns into their own lane until an opening in traffic flow is available.

Overview of design updates

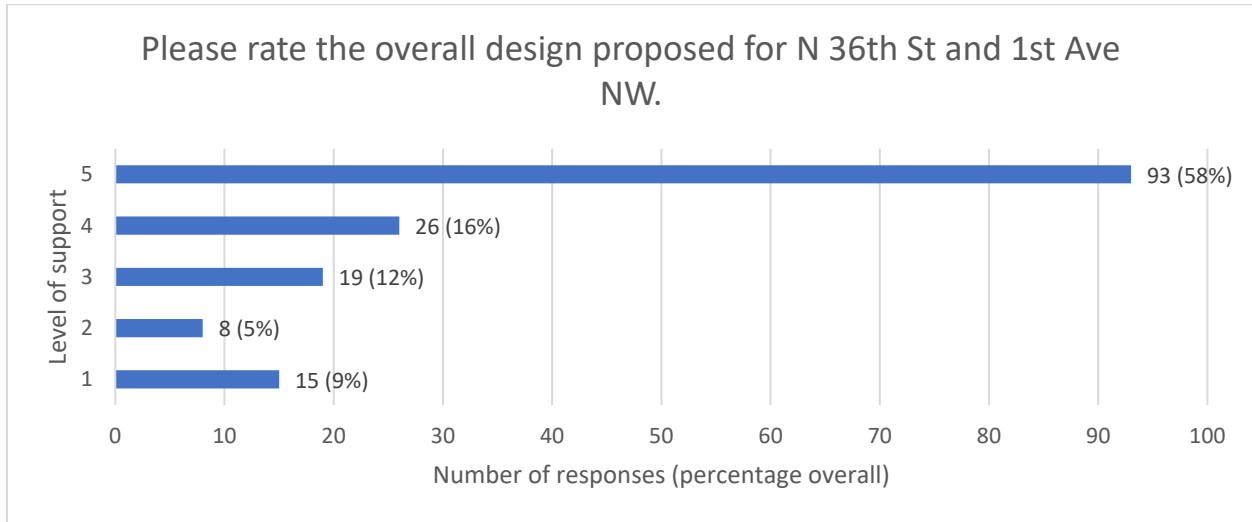
- Install a bus bulb for the eastbound/southbound stop at 1st Ave NW
- Install a 24/7 southbound bus-only lane on N 36th St
- Maintain parking on both sides of the street, except where bus bulbs and curb bulb extensions are installed
- Add a new center turn lane between 1st Ave N and Phinney Ave N
- Maintain one general purpose lane in each direction between 1st Ave N and Phinney Ave N
- Add a new center turn lane between Phinney Ave NW and 1st Ave NW
 - Westbound traffic will be reduced to one general purpose travel lane to accommodate the new center turn lane. After 1st Ave NW, there will be two general purpose lanes for westbound traffic.

ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY REFINED DESIGN PHASE (60% DESIGN)



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Survey Results: N 36th St at 1st Ave NW



In total, we received 161 survey responses for N 36th St at 1st Ave NW. For the overall design concept, 74% of respondents rated the design at 4 or 5 stars. 14% of respondents rated the design at 1 or 2 stars.



Fremont Neighborhood Feedback Themes

We received 142 comments in response to feedback on the Fremont neighborhood designs. The themes below summarize the feedback that was shared in the survey and are listed in order of how frequently the theme appeared in the feedback.

- A majority of the comments were in support of the project and shared the following feedback:
 - Support for the bus-only lanes in the Fremont neighborhood
 - Overall support for southbound bus lane
 - Many of these respondents also requested a northbound/westbound bus-only lane through Fremont
 - Some comments mentioned that traffic going northbound/westbound is worse than traffic going southbound/eastbound, so a northbound/westbound bus-only lane would be more effective
 - A considerable amount of comments in support of the new protected bicycle lanes Fremont Ave N;
 - Some of these respondents would prefer a more robust method of protection for protected bicycle lanes between N 35th St and N 36th St. The current design proposes flexpost bollards to be installed between the parking and loading zones between N 35th St and N 36th St.
 - Many additional respondents requested that a southbound bike connection to be designed on Fremont Ave N
 - A couple of respondents commented in support of splitting the bus stop to accommodate the protected bicycle lane and new street layout on Fremont Ave N
- For those who were not in favor of the design, most of the comments were related to the new Route 40 bus stop on Fremont Pl N.
 - Several comments noted that moving the bus stop closer to Evanston Ave N would be a better location for the Route 40 bus stop
 - A majority of these comments requesting that the new stop be moved to Evanston Ave N noted the placement of the bus stop on Fremont Pl N would present a potential safety risk for business employees and patrons
 - Some comments referenced the Statue of Lenin as a preexisting public attraction that people already visit, and moving the stop to Evanston Ave N would put transit riders closer to it
 - A few comments referenced the Statue of Lenin bus stop location would enable the design to keep the parking on Fremont Pl N
 - Many respondents were worried about increased transfer times for transit users between routes 31, 32, 62 and the new Route 40 stop

ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY REFINED DESIGN PHASE (60% DESIGN)



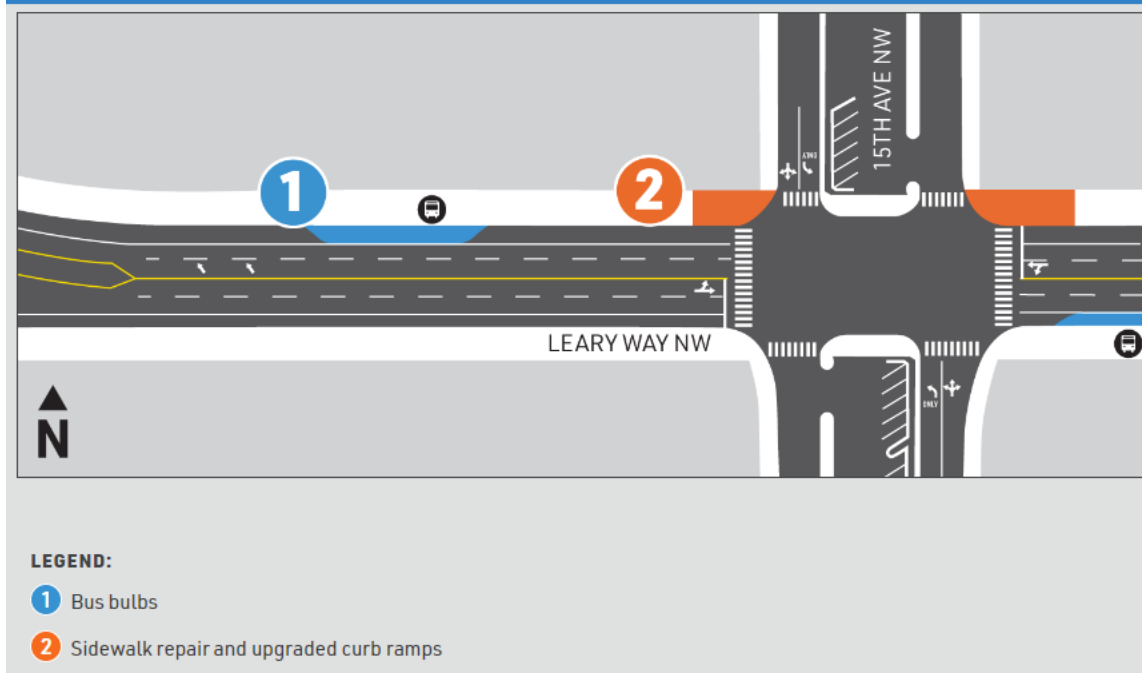
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- A majority of these respondents felt like the existing shared bus stop is ideal because for some riders, transfers occur at the same stop and does not require traveling to different stops
- A number of comments suggested additional traffic signals such as a bus priority signal and a bicycle priority signal to reduce confusion of people cycling, walking, driving, or transferring
- A few comments suggested making Fremont Ave N and N 35th St an all-way-walk to ease the transfer experience
- One comment referenced that transfer experience does not accommodate the needs of individuals who use walkers or canes
- A couple of respondents would prefer a shared bus stop and protected bicycle lane design at the existing bus stop between N 34th St and N 35th St
 - A shared bus stop and bicycle lane design would not work at this specific location due to limited street width for all the proposed improvements, increased delays for all travelers, and a higher level of conflict among all who travel on Fremont Ave N.
- Several comments shared concerns about increase in congestion and travel times for general purpose traffic due to the southbound/eastbound bus-only lane on N 36th St and on Fremont Ave N
- Several comments provided mixed feedback on parking on Fremont Ave N and Fremont Pl N
 - Several comments noted the removing of parking spaces on Fremont Pl N would have a financial impact on the businesses in the Fremont neighborhood
 - A few comments asked the project team to remove all parking on Fremont Ave N and make more safety improvements for people who are walking, biking, or rolling
- Multiple comments requested additional safety improvements for individuals walking, biking, or rolling added in the intersections of the Fremont neighborhood
 - Several comments asked for additional sidewalk improvements such as lighting, curb extensions, and curb bulbs
 - A number of respondents commented on the need to implement the “No Turn on Red” policy in the Fremont neighborhood
 - A few comments preferred additional marked crosswalks and large curb bulbs on N 36th St

BALLARD NEIGHBORHOOD DESIGNS

15th Ave NW and Leary Way NW

Plan view drawing of 15th Ave NW and Leary Way NW



The existing street layout will remain as it currently is at this intersection. The design includes new bus bulbs in the eastbound and westbound directions, as well as sidewalk repairs and upgraded ADA accessible curb ramps at the intersection.

In Spring 2022, the project team received feedback that pedestrian safety and signal timing at this intersection is insufficient. In addition to sidewalk and curb ramp upgrades, the signals will be modified to improve the crossing experience. To learn more about feedback we received in Spring 2022, view the ["What we heard and What We're Doing"](#) summary, linked on the project page.

Overview of design updates

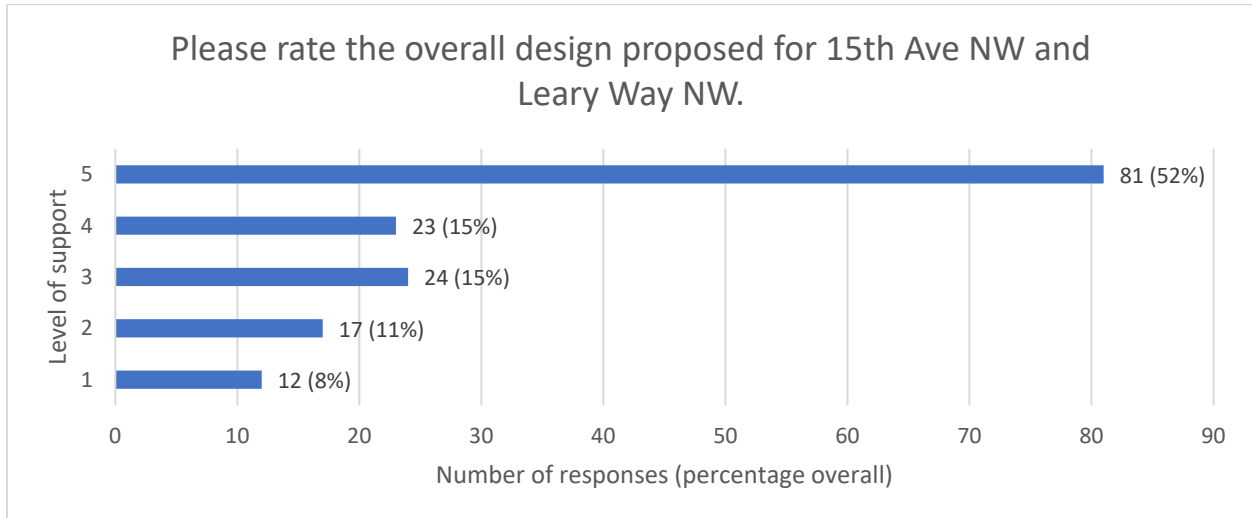
- Maintain the existing street layout on Leary Way NW to maintain mobility for large freight vehicles turning at this intersection
- Install new bus bulbs at the existing Route 40 bus stops to prevent the need for Route 40 to pull in and out of general traffic
- Complete some sidewalk and curb ramp repairs in the area

**ROUTE 40 TPMC
SPRING 2023 OUTREACH SUMMARY
REFINED DESIGN PHASE (60% DESIGN)**



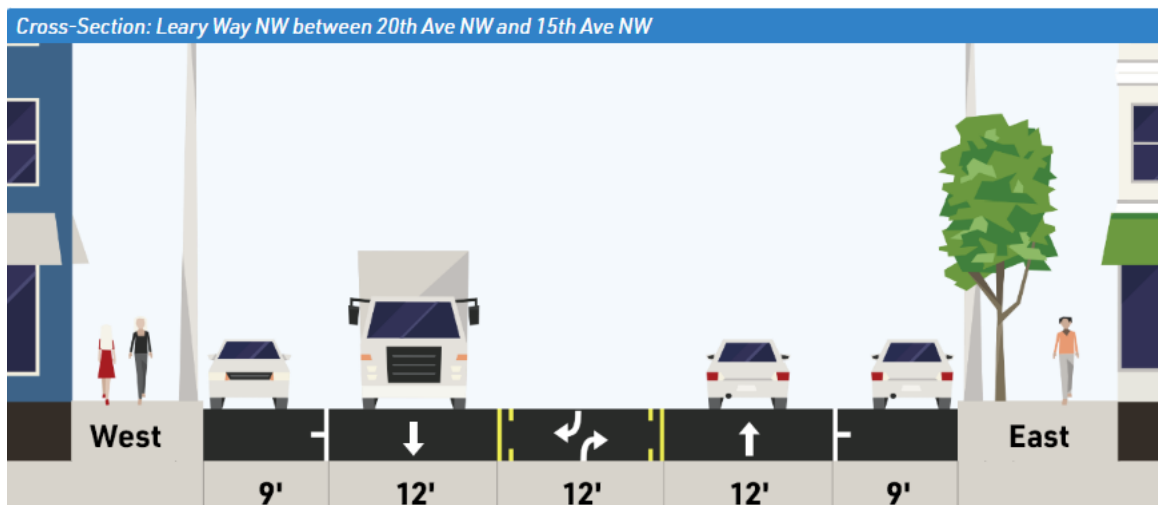
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Survey Results: 15th Ave NW and Leary Way NW



In total, we received 157 survey responses for 15th Ave NW and Leary Way NW. For the overall design concept, 67% of respondents rated the design at 4 or 5 stars. 19% of respondents rated the design at 1 or 2 stars.

Leary Ave NW Safety Improvements

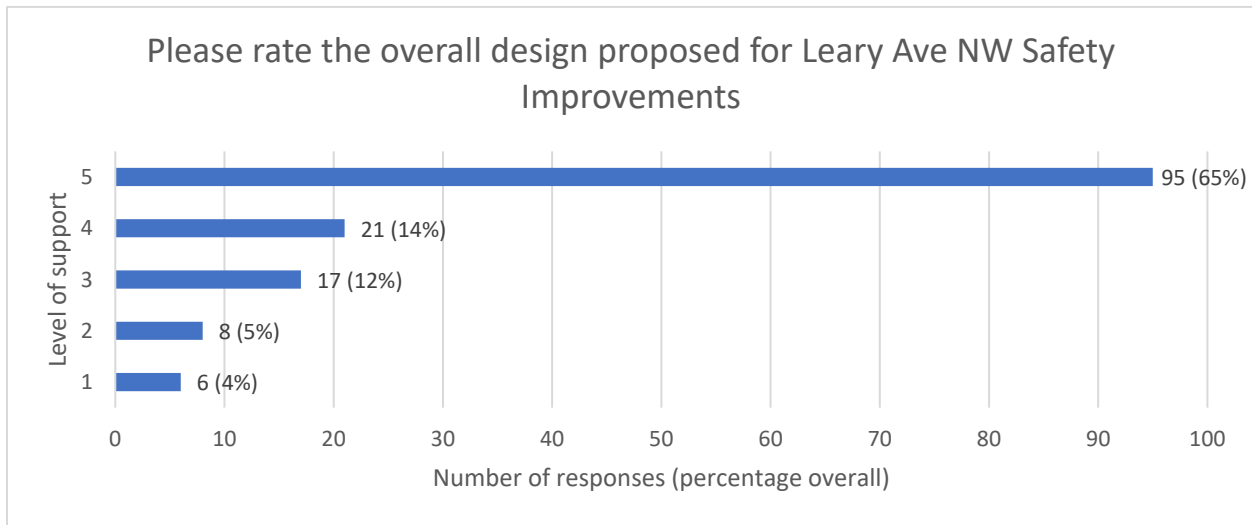


On Leary Way NW between 20th Ave NW and 15th Ave NW, the total number of travel lanes goes from 4 to 3, with a two-way center turn lane. These changes will help improve safety for all travelers along Leary Ave NW.

Going from 4 to 3 lanes on Leary Way NW makes lanes wide enough for buses and freight without needing to widen the street. Increasing the width of the lanes will make it easier for buses and freight to travel through the neighborhood. Reducing the number of travel lanes can also calm traffic and reduce travel speeds.



Survey Results: Leary Ave NW Safety Improvements



In total, we received 147 survey responses for Leary Way NW safety improvements. For the overall design concept, 79% of respondents rated the design at 4 or 5 stars. 9% of respondents rated the design at 1 or 2 stars.

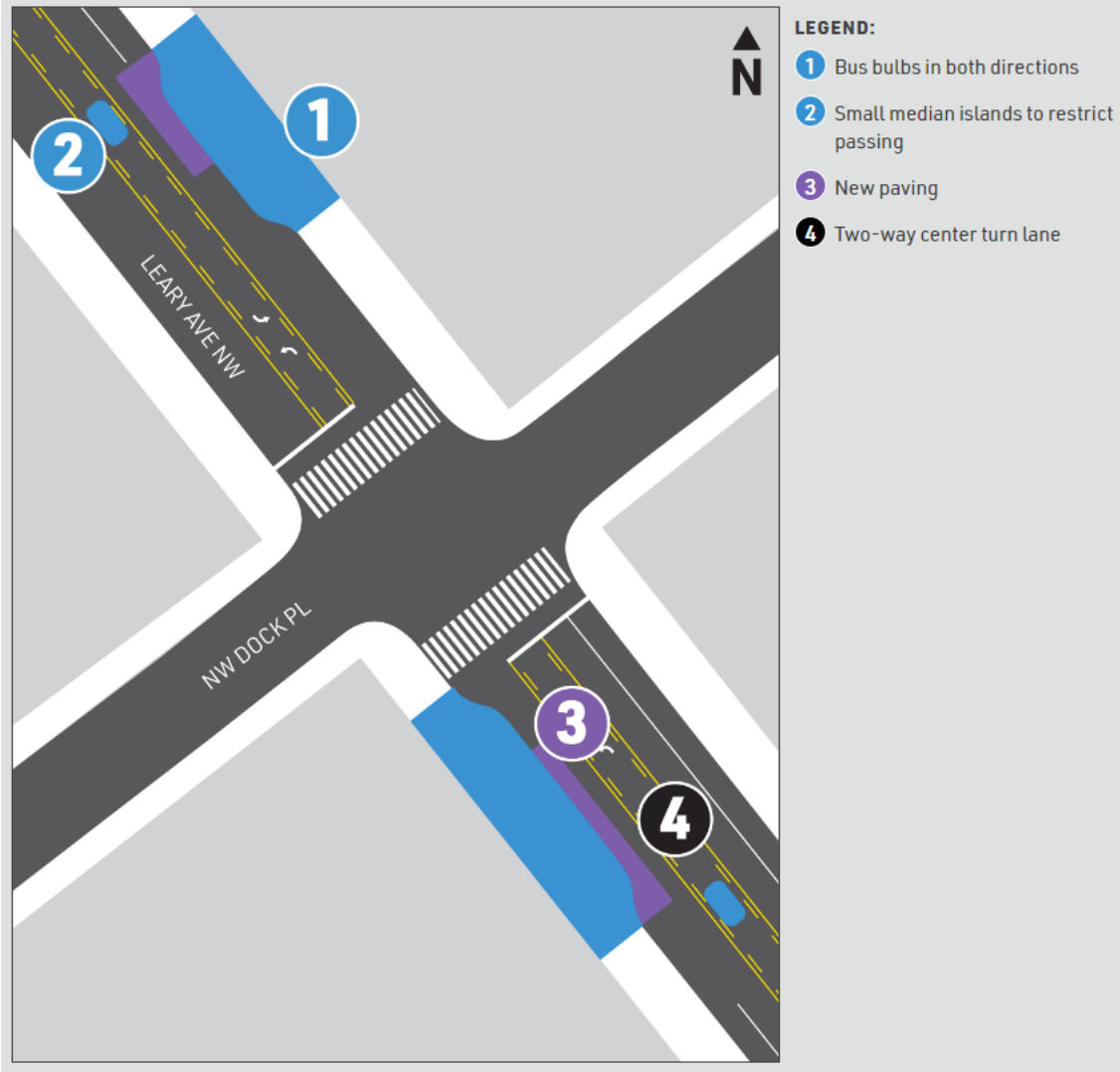
ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY REFINED DESIGN PHASE (60% DESIGN)



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Leary Ave NW at NW Dock Pl

Plan view drawing of Leary Ave NW at NW Dock Pl



At this intersection, new bus bulbs will be installed in both directions, along with new paving near the bus stops, and short median islands on Leary Ave NW. This intersection is within the portion of Leary Ave NW going from 4 to 3 lanes.

Overview of design updates

- Install bus bulbs in both directions



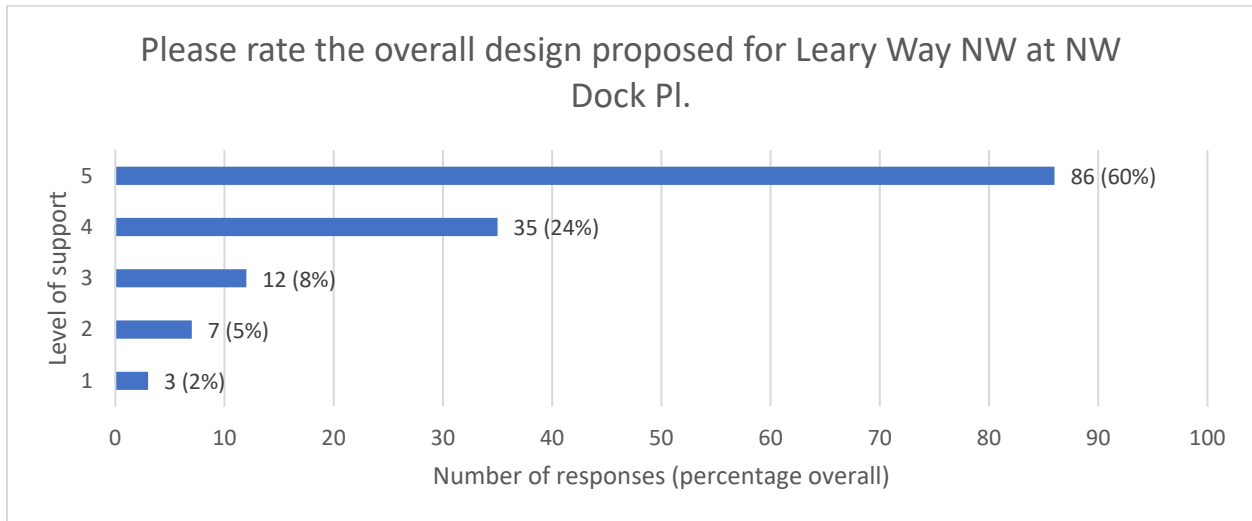
ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY REFINED DESIGN PHASE (60% DESIGN)



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- Small concrete median islands near the Route 40 bus stops
- New paving in select areas of the street

Survey Results: Leary Ave NW at NW Dock Pl



In total, we received 143 survey responses for Leary Way NW at NW Dock Pl. For the overall design concept, 84% of respondents rated the design at 4 or 5 stars. 7% of respondents rated the design at 1 or 2 stars.

ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY REFINED DESIGN PHASE (60% DESIGN)



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Leary Way NW, 20th Ave NW, and NW Vernon Pl

Plan view drawing of Leary Way NW, 20th Ave NW, and NW Vernon Pl



At Leary Way NW and 20th Ave NW, changes are proposed to help buses, people driving, and people walking get where they need to go safely. To help increase reliability for Route 40 all day, seven days a week, a new bus only lane on Leary Way NW will be added starting north of 20th Ave NW.

In Spring 2022, the project team heard a desire for protected bike lanes on Leary Ave NW from the community. Given the objectives of the Route 40 TPMC project and the fact that Leary Ave NW is not part of the Recommended Bicycle Network, a bike lane will not be added as part of this project. To learn more about feedback we received in Spring 2022, view the ["What we heard and What We're Doing"](#) summary, linked on the project page.

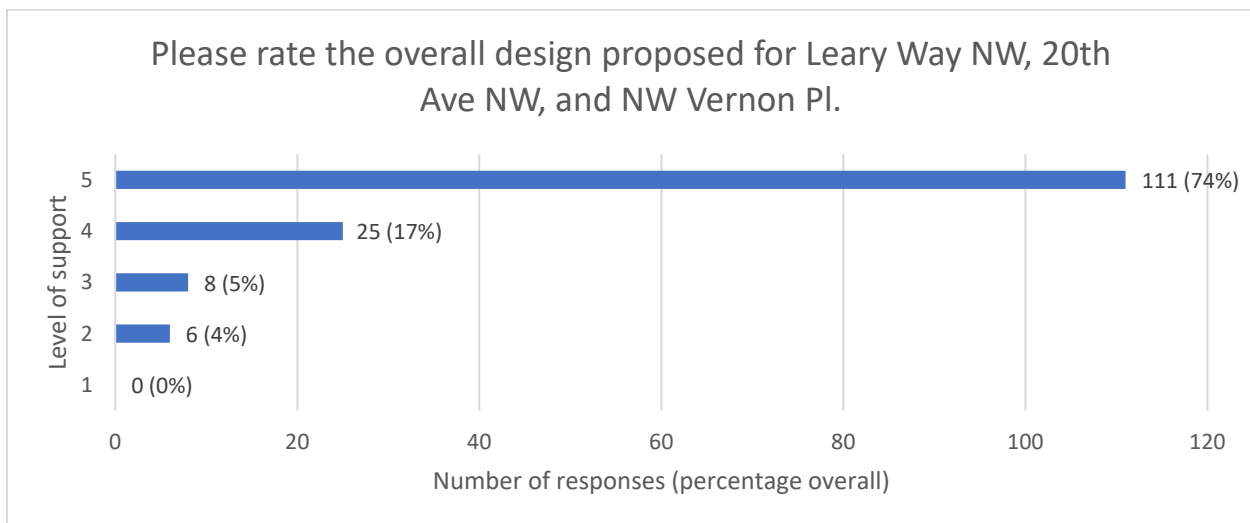




Overview of design updates

- Install a new traffic signal for all directions of traffic
- Construct concrete sidewalk extensions
- Adjust the location of the southern crosswalk
- Restrict northbound 20th Ave NW from Ballard Ave NW to right-turn only and construct median islands
- Install northbound bus only lane
- Install Rectangular Rapid Flashing Beacon (RRFB) and median refuge island at the existing marked crosswalk north of this intersection
- Install a new center turn lane along Leary Way NW
- Install new dedicated left-turn lanes at this intersection
- Extend the 20th Ave NW neighborhood greenway between NW Market St and Ballard Ave NW

Survey Results: Leary Way NW, 20th Ave NW, and NW Vernon Pl



In total, we received 150 survey responses for Leary Way NW and 20th Ave NW. For the overall design concept, 91% of respondents rated the design at 4 or 5 stars. 4% of respondents rated the design at 1 or 2 stars.

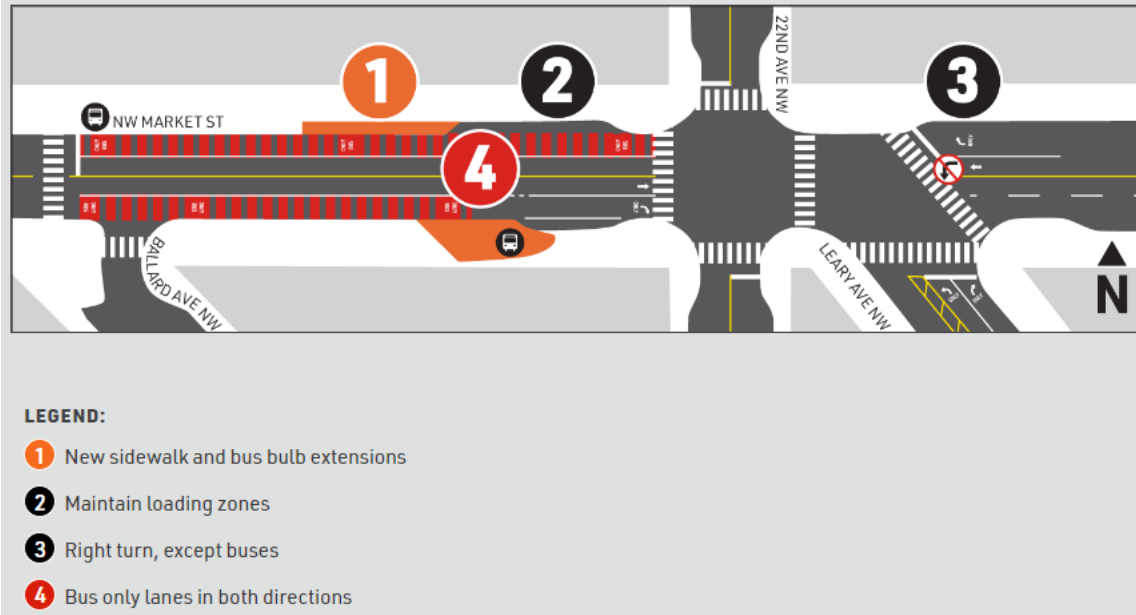
ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY REFINED DESIGN PHASE (60% DESIGN)



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NW Market St Bus-Only Lanes

Plan view drawing of NW Market St between 24th Ave NW and 22nd Ave NW

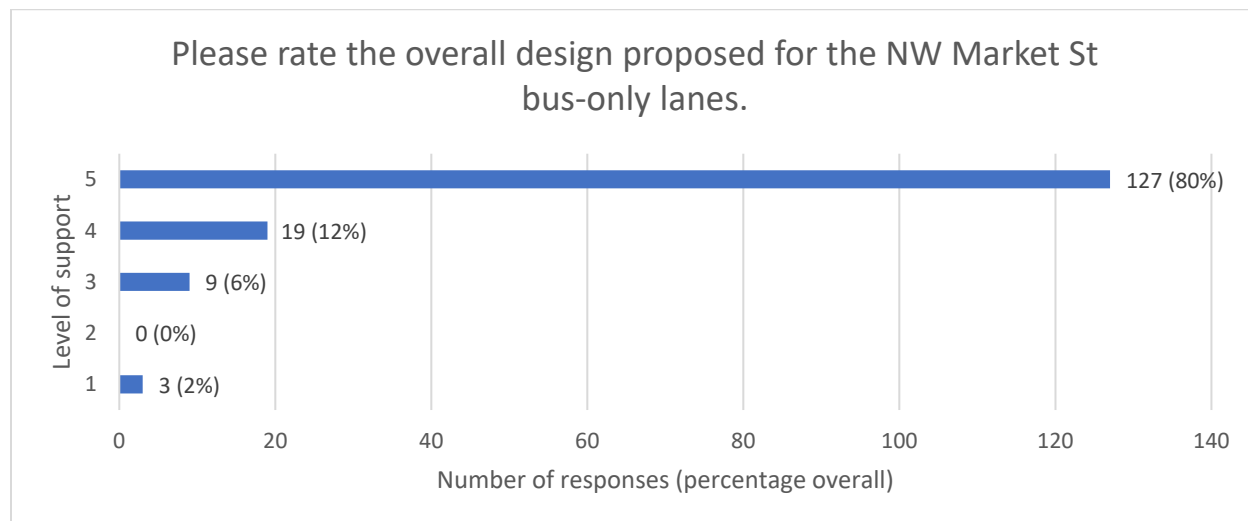


A bus-only lane will be added in each direction on NW Market St between 24th Ave NW and 22nd Ave NW.

Overview of design updates

- Install bus lanes in both directions
- Extend bus bulbs to accommodate three buses at a time
- Convert the curbside lane on Leary Ave NW to a right-turn only lane onto eastbound NW Market St

Survey Results: NW Market St Bus-Only Lanes



In total, we received 158 survey responses for NW Market St bus-only lanes. For the overall design concept, 92% of respondents rated the design at 4 or 5 stars. 2% of respondents rated the design at 1 or 2 stars.

[Ballard Neighborhood Feedback Themes](#)

We received 134 comments in response to feedback on the Ballard neighborhood designs. General themes included:

- Overall strong support for the updated designs, specifically:
 - Bus-only lanes on NW Market St
 - New signal and curb bulbs at Leary Way NW and 20th Ave NW
- General support for the Leary Way NW Safety Improvements
 - A few comments highlighted the need for other traffic speed reducing measures (i.e. such as reducing the width of vehicle travel lanes) in addition to the proposed safety improvements
 - A few comments expressed desire for the removal of parking in this area to add bus-only lanes
- Several comments expressed a desire for additional improvements for people walking, biking, or rolling on Leary Way NW
 - A number of comments noted the need to improve sightlines for people traveling along the Leary Way NW corridor by adding additional curb bulbs and raised crosswalks

ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY REFINED DESIGN PHASE (60% DESIGN)



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- Several comments had a desire for prioritizing the safety of people biking along Leary Way NW instead of maintaining on-street parking
 - These comments desired a protected bicycle lane to be installed on Leary Way NW
- A few comments emphasized the need for additional bus lanes on Leary Way NW
- A few comments requested additional improvements at Leary Way NW and 15th Ave NW, such as:
 - Ensuring adequate review of signal timing to enhance mobility for all travelers, especially for people walking
 - Some comments requested a bus queue jump at this intersection

**ROUTE 40 TPMC
SPRING 2023 OUTREACH SUMMARY
REFINED DESIGN PHASE (60% DESIGN)**



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NORTH SEATTLE AREA NEIGHBORHOOD DESIGNS

Holman Rd NW Bus-Only Lane



A new northbound bus-only lane will be added to Holman Rd NW.

The two-way center turn lane will be maintained to allow left-turns onto side streets

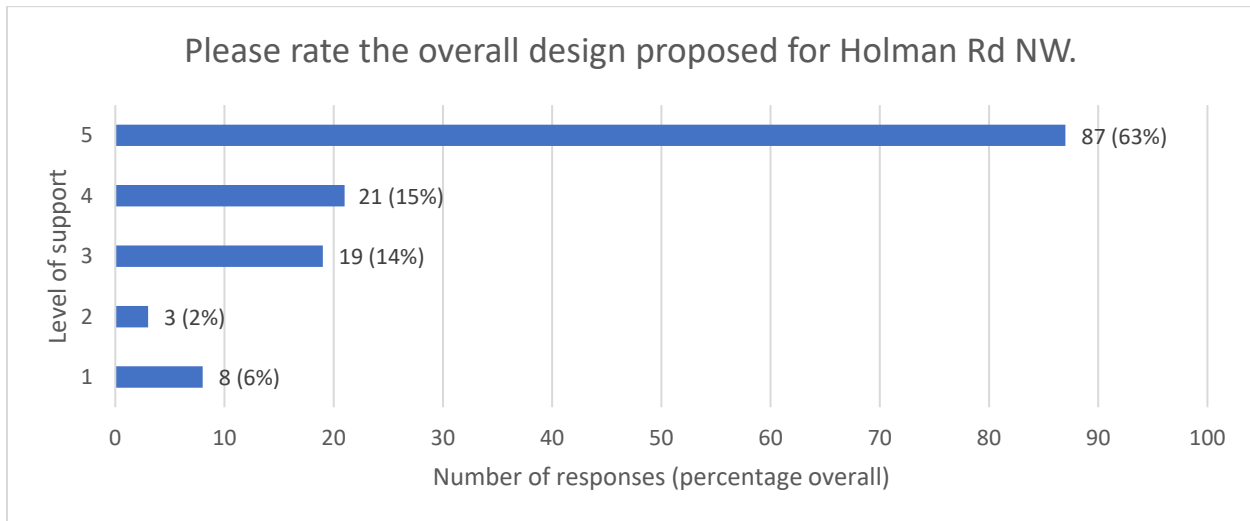
Overview of design updates





- Install a northbound bus-only lane
- Maintain the two-way center turn lane
- Maintain two general purpose lanes southbound

Survey Results: Holman Rd NW Bus-Only Lane



In total, we received 138 survey responses for Holman Rd NW. For the overall design concept, 78% of respondents rated the design at 4 or 5 stars. 8% of respondents rated the design at 1 or 2 stars.

North Seattle Neighborhood Feedback Themes:

We received 92 comments in response to feedback on the North Seattle neighborhood designs. General themes included:

- General support for the addition of bus lanes in the North Seattle neighborhood
- Multiple comments emphasized the importance of continuing the bus lane north to Greenwood Ave NW
- Several concerns about the traffic during PM peak hours along Holman Rd NW
- A few comments asked to maintain two general purpose travel lanes in the north direction in addition to the bus lane

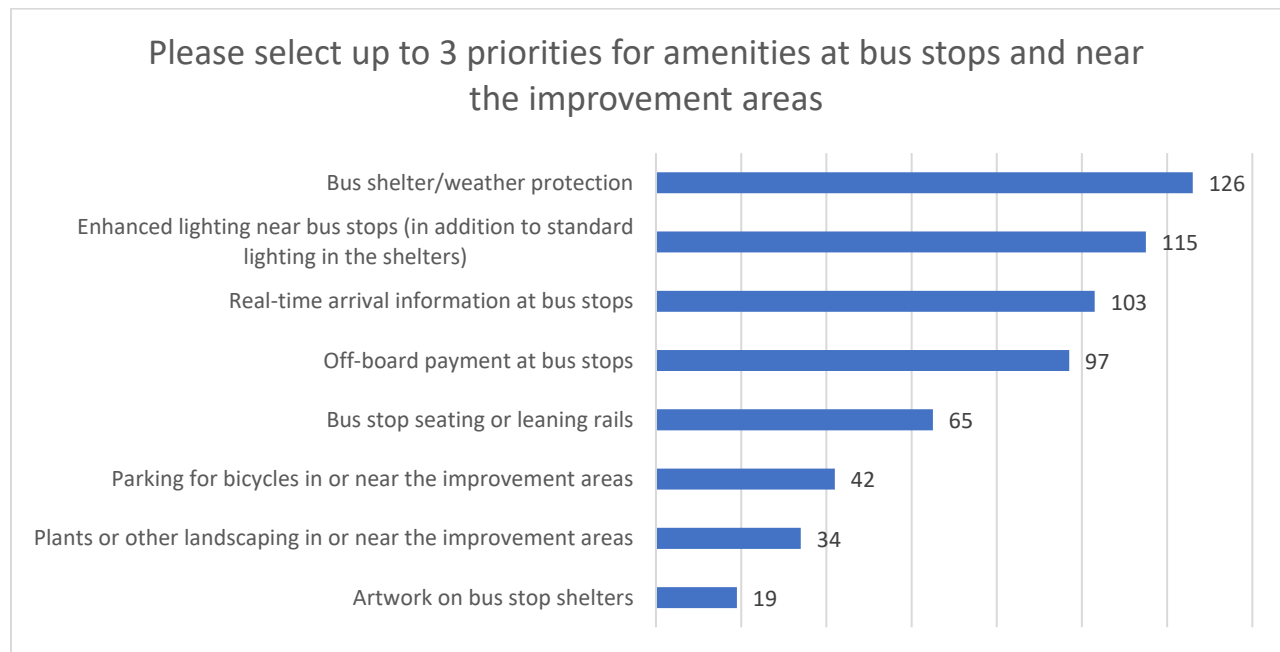


Corridor Amenities

Additional questions were asked to gather feedback on community priorities on bus stop amenities and freight and business loading for the entire Route 40 Corridor.

In total, 601 responses were received on priorities for amenities at bus stops and near the improvement.

Survey Results: Bus stops and near improvement areas amenities

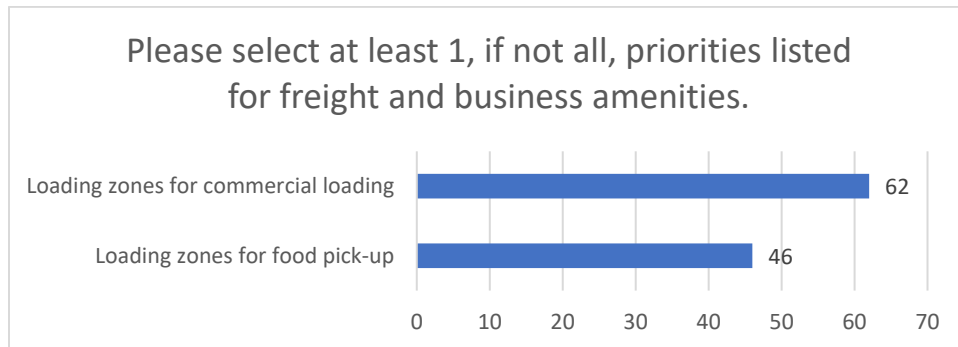


Of the responses, 126 respondents prioritized bus shelter/ weather protection, 115 respondents prioritized enhanced lighting near bus stops, and 103 responses prioritized real time arrival information at bus stops.



Additionally, respondents were asked to comment on their priority for freight and business amenities.

Survey Results: Freight and business amenities



In total, 108 respondents answered this question with 62 respondents indicating that loading zones for commercial loading was a priority, while 46 respondents listed loading zones for food and pick-up as a priority.

**ROUTE 40 TPMC
SPRING 2023 OUTREACH SUMMARY
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NEXT STEPS

The feedback was shared with the project team for consideration in summer 2023. Later in 2023, the project team will reach the advanced design phase (90%), with the design planned to be finalized by the end of 2023. For the next outreach phases, the outreach team will work with nearby residents and businesses to develop designs for some bus stops and amenities, and prepare the community for construction in 2024.



APPENDIX A: BUSINESS OUTREACH

Outreach to businesses along the project corridor was conducted both virtually and in person. Virtual outreach consisted of phone calls, targeted emails, and virtual meetings between business or property owners adjacent to proposed design changes and a member of the project team. In-person outreach consisted of conversations and meetings between business owners or property owners adjacent to proposed design changes and project team members. In-person outreach was supported by design graphics, factsheets, and project business cards.

The feedback received from these businesses and property owners are summarized below. Please note that the themes are organized by neighborhood and may not be representative of each of the individual businesses, property owners, or organizations that shared feedback with the project team.

Westlake Business Feedback Key Themes

- Concerns about “Freight-and-Bus only lanes” (FAB lanes) increasing northbound traffic when the Fremont Bridge is up
 - Concerns about negative environmental impact caused by the potential increase in congestion
- Lack of clarity around the extent of the FAB lanes in the neighborhood
- Concerns about parking removal near Westlake Ave N and N Halladay St
- Uncertainty around the speed and reliability improvements with the proposed designs
- Support for signalized crosswalk

Fremont Business Feedback Key Themes

- Desire for the new northbound Route 40 bus stop to be located at Evanston Ave N instead of Fremont Pl N
- Concerns about loss of parking on Fremont Pl N
- Concerns about safety and security of businesses on Fremont Pl N due to their proximity to the proposed bus stop location
- Concerns about reduced visibility for the businesses on Fremont Pl N due to the Route 40 stopping on front of their businesses
- Concerns about traffic safety on Fremont Pl N
- Concerns about increased congestion from the southbound bus-only lane

Ballard Business Feedback Key Themes

- Concerns about safety for transit riders and operators

**ROUTE 40 TPMC
SPRING 2023 OUTREACH SUMMARY
REFINED DESIGN PHASE (60% DESIGN)**



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- Concerns about the level of investment in project improvements due to ridership numbers
- Questions about speed and reliability improvements with the proposed designs
- Concerns about bus only lanes on NW Market St impacting parking and congestion
- Additional questions about the environmental impacts from idling private vehicles due to the perceived increase in traffic from the proposed bus-only lanes
- Concerns about impacts on small businesses and tourism due to perceived increases in congestion in the neighborhood
- Concerns about increases in traffic on non-arterial roads near the Leary Way NW Safety Improvements area

The outreach team will continue working with businesses along the project corridor to ensure that their feedback is being considered and responded to as the design process progresses.

Additional feedback was shared by the business community after the summer 2023 outreach effort. This feedback will be summarized in the next outreach summary.



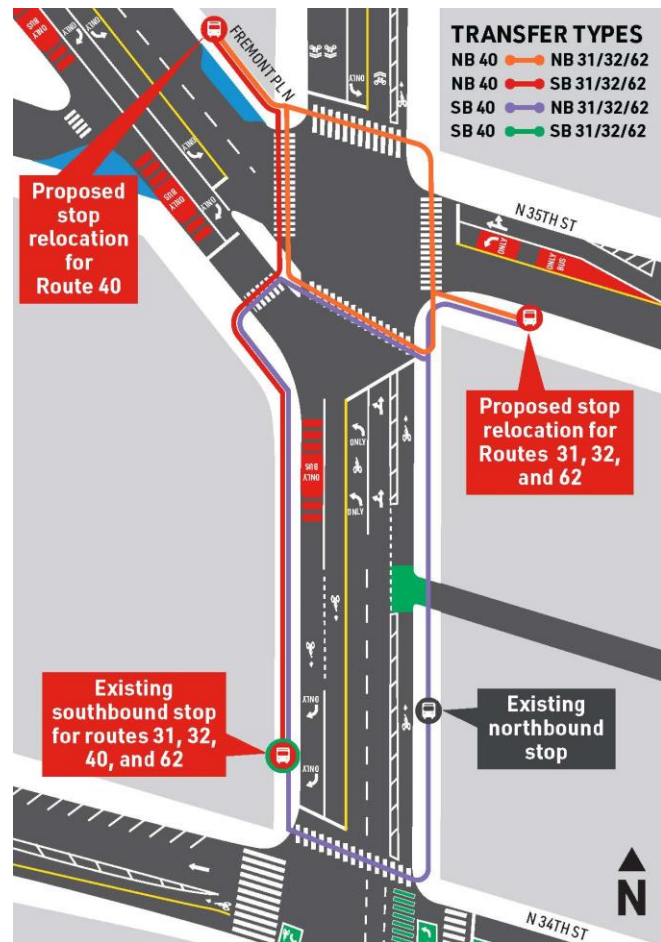
APPENDIX B: FREMONT TRANSIT RIDERS SURVEY

The Fremont transit rider survey asked bus riders which bus routes they currently take, when and how often they take transit, and if they transfer to another route. The survey included a graphic showing the proposed bus stop relocations in Fremont and the changes to transfer distances.

Respondents were then asked if and how the changes would affect them.

The Fremont transit riders survey aimed to understand how many people currently take the route and what types of opportunities or challenges the design team may need to consider with the stop relocation. This data was collected to help inform the decision on the location of the Fremont Pl N bus stop. The survey was open from April 25, 2023, to May 8, 2023 and shared through rider alerts and bus stop signage.

A full summary of survey results can be found below.

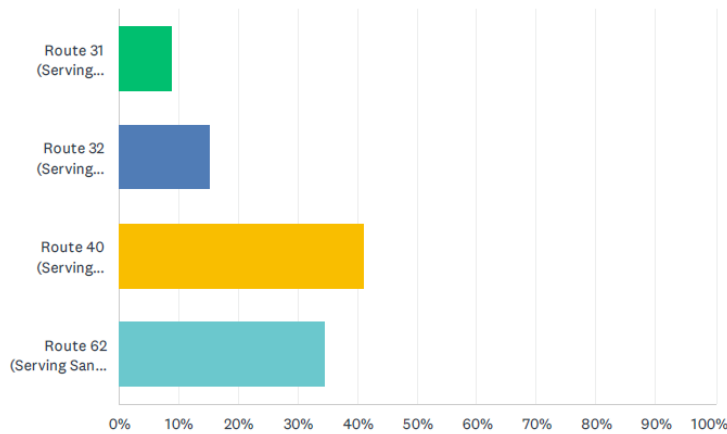


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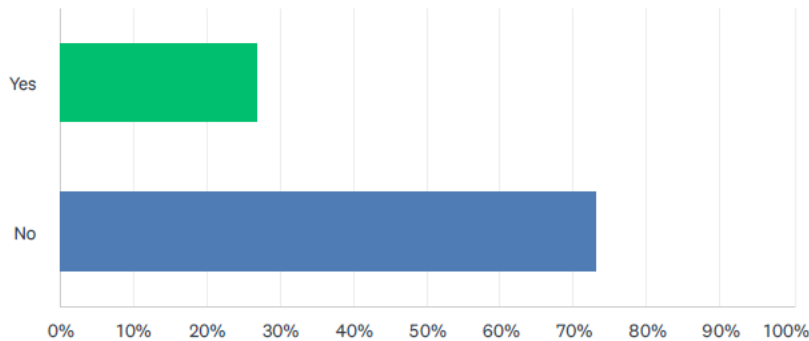
Q1: Amongst these routes, I most frequently ride: (please select one)



ANSWER CHOICES	RESPONSES
Route 31 (Serving Children's Hospital, University District, Wallingford, Fremont, Seattle Pacific University, Magnolia)	8.97% 41
Route 32 (Serving Children's Hospital, University District, Wallingford, Fremont, Seattle Pacific University, Seattle Center)	15.32% 70
Route 40 (Serving Northgate, Crown Hill, Ballard, Fremont, Downtown Seattle)	41.14% 188
Route 62 (Serving Sand Point, Ravenna, Roosevelt, Green Lake, Wallingford, Fremont, Downtown Seattle)	34.57% 158
TOTAL	457

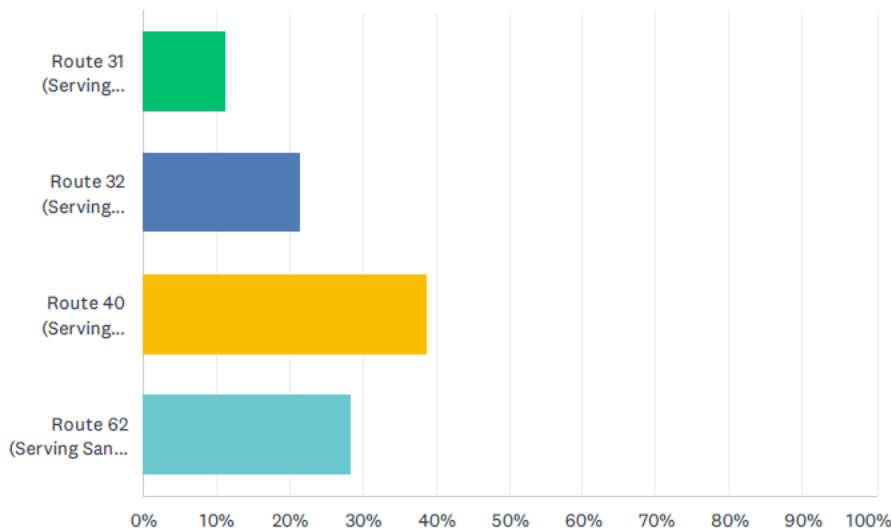
ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY APPENDICES

Q2: Do you currently transfer from your most frequent route to another route in the Fremont neighborhood?



ANSWER CHOICES	RESPONSES	
Yes	26.85%	120
No	73.15%	327
TOTAL		447

Q3: I CURRENTLY TRANSFER FROM MY MOST FREQUENT ROUTE TO:
(PLEASE SELECT ONE)

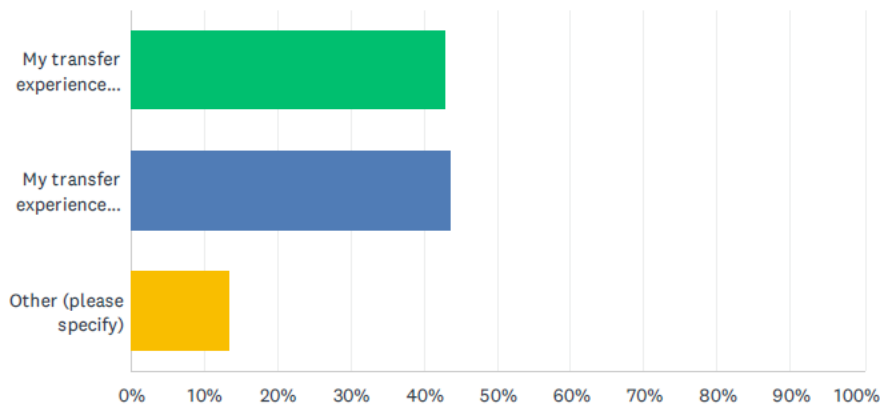


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ANSWER CHOICES	RESPONSES	
Route 31 (Serving Children's Hospital, University District, Wallingford, Fremont, Seattle Pacific University, Magnolia)	11.21%	13
Route 32 (Serving Children's Hospital, University District, Wallingford, Fremont, Seattle Pacific University, Seattle Center)	21.55%	25
Route 40 (Serving Northgate, Crown Hill, Ballard, Fremont, Downtown Seattle)	38.79%	45
Route 62 (Serving Sand Point, Ravenna, Roosevelt, Green Lake, Wallingford, Fremont, Downtown Seattle)	28.45%	33
TOTAL		116

Q4: We want to know how the proposed change to the bus stop locations would affect you. Please choose the following statement that best describes you.

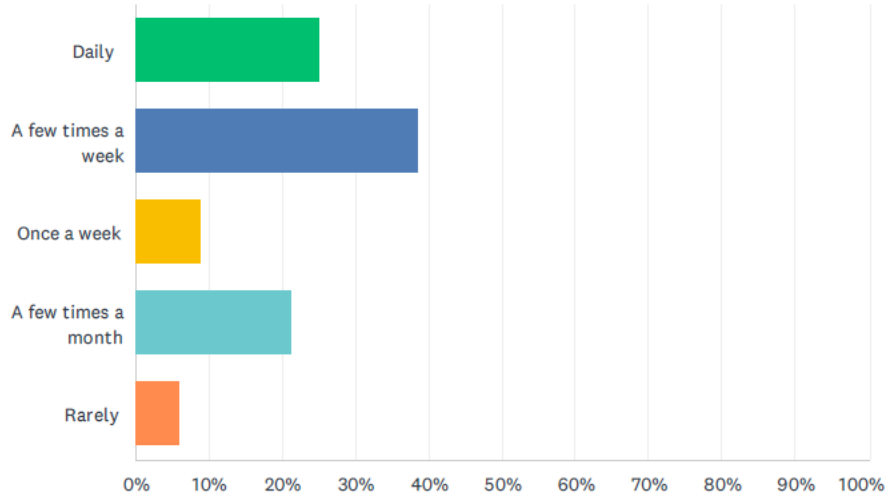


ANSWER CHOICES	RESPONSES	
My transfer experience would not change with the proposed bus stop relocations.	42.86%	45
My transfer experience would be longer with the proposed bus stop relocations.	43.81%	46
Other (please specify)	13.33%	14
TOTAL		105

ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY APPENDICES



Q5: I ride my most frequent route: (Please select one)

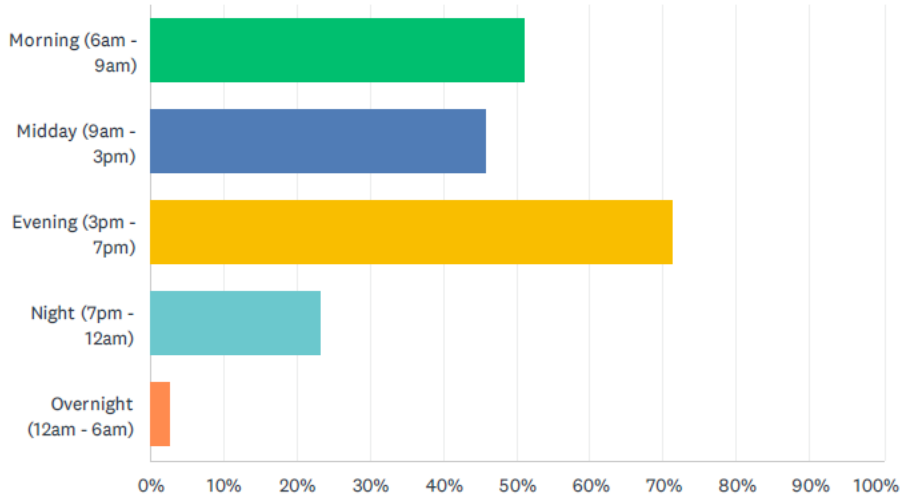


ANSWER CHOICES	RESPONSES
Daily	25.25% 102
A few times a week	38.61% 156
Once a week	8.91% 36
A few times a month	21.29% 86
Rarely	5.94% 24
TOTAL	404

ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY APPENDICES



Q6: Typically, I ride my most frequent route: (Please all that apply)

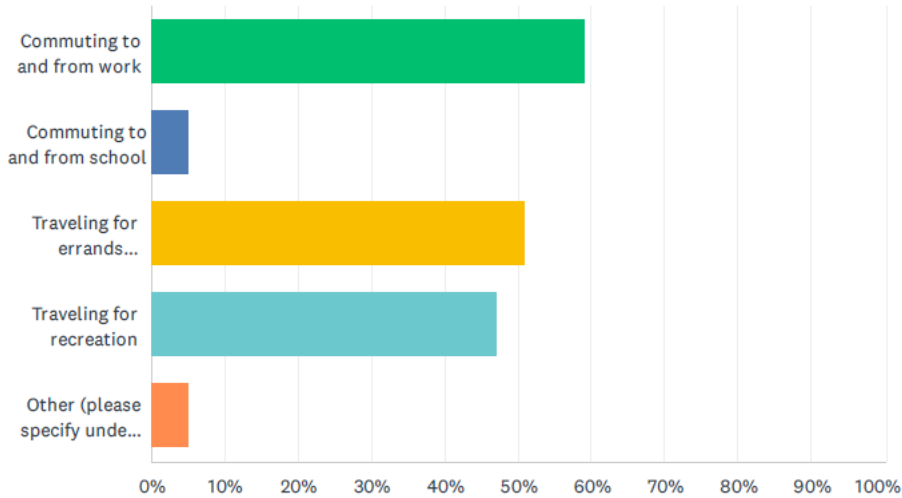


ANSWER CHOICES	RESPONSES
Morning (6am - 9am)	51.11% 207
Midday (9am - 3pm)	45.93% 186
Evening (3pm - 7pm)	71.11% 288
Night (7pm - 12am)	23.21% 94
Overnight (12am - 6am)	2.72% 11
Total Respondents: 405	

ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY APPENDICES



Q7: I use this route most frequently for: (Please select all that apply)



ANSWER CHOICES	RESPONSES	
Commuting to and from work	59.16%	239
Commuting to and from school	5.20%	21
Traveling for errands (grocery shopping, doctor's appointments, etc.)	50.99%	206
Traveling for recreation	47.03%	190
Other (please specify under 100 characters)	5.20%	21
Total Respondents: 404		

ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY APPENDICES



Q8: Open Space: Feel free to provide any comments regarding this project or how transit is important to you.

In total, we received 120 comments. Summarized below are the comments regarding transfer experience or transit use in the Fremont neighborhood.

- 19 respondents shared a desire for more reliable transit in the area.
 - 3 of these respondents mentioned that this would help alleviate an increased transfer distance.
- 7 respondents expressed a desire for sidewalk, signal timing, and/or curb ramp improvements to help those walking or rolling with the increased transfer distance
- 6 respondents mentioned not minding a longer transfer distance
- 5 respondents shared that the proposed bus stop configuration is less convenient, and may cause confusion or frustration for those transferring due to the long distances to transfer
- 4 respondents mentioned that it is difficult for them to walk long distances for a transfer
- 2 respondents mentioned that shared bus stops help them feel safer when transferring after dark

APPENDIX C: IN-PERSON OUTREACH (STREET TEAMS)

Overview

As part of the promotional efforts for the spring 2023 outreach opportunity, the outreach team hosted several “street teams” (in-person tabling stations) throughout the project corridor where staff could share information about the online open house and answer any questions from community members and nearby neighbors about the project. These in-person opportunities allowed outreach staff and subject matter experts from the SDOT and King County Metro teams to show community members what the proposed changes are in specific areas along the project corridor. Additionally, it provided an opportunity to reach nearby neighbors or residents who may not use transit, but may want to be informed of the project.

Outreach Goals

- Inform nearby neighbors and other community members of the project, especially those who live, work, or patron businesses but may not currently use transit
- Ensure community members understand the project’s purpose, scope, and schedule
- Increase participation in the online survey by directing feedback to the online open house
- Ensure attendees understand the proposed designs

Outreach Summary

The outreach team hosted six different in-person street teams along the corridor.

Date	Time	Location:	Estimated visitors
May 23	3 p.m. – 6 p.m.	Westlake (Westlake Ave and 9th Ave)	3
May 26	6:30 a.m. – 9 a.m.	Fremont (SB Fremont Ave N bus stop at N 34th St)	15
June 2	3 p.m. – 6 p.m.	Ballard (Leary Way NW and 20th Ave NW)	35
June 4	11 a.m. – 2 p.m.	Ballard (NW Market St and 22nd Ave NW)	40
6/11	11 a.m. – 2 p.m.	Fremont (SB Fremont Ave N bus stop at N 34th St)	40
6/13	3:00 p.m. – 6 p.m.	North Seattle (Crowne Hill Park, next to bus stop)	20

Feedback summary

Across the six street teams events, the feedback shared by the public was overwhelmingly positive. Feedback included:

- Westlake

ROUTE 40 TPMC SPRING 2023 OUTREACH SUMMARY APPENDICES



- Support for the new crossing at Westlake Ave and N Halladay St
- Questions about the efficacy of the transit-only turn lane at Westlake Ave and 9th Ave
- Fremont
 - Strong support for the southbound bus-only lane
 - Strong support for the restricted left-turns at N 34th St
 - Support for the northbound protected bike lane on Fremont Ave N
 - Some support for the new split bus stops since it would reduce sidewalk crowding
 - Some general concerns about rider and bus operator safety across all King County Metro routes
 - Some questions about parking removal in the neighborhood
 - Some general comments supporting for any improvements to public transit
- Ballard
 - Strong support for the new signal and intersection redesign at Leary Way NW and 20th Ave NW
 - Strong support for the bus-only lanes on NW Market St
 - Strong support for the traffic calming benefits from the Leary Way NW Safety Improvements
 - Some questions about additional protected bike facilities on Leary Way NW
 - Some general comments supporting for any improvements to public transit
 - Some questions about traffic safety at the NW Market St and 22nd Ave NW intersection
 - One comment sharing a desire for more roundabouts throughout the city
- North Seattle
 - Strong support from students who wanted to see improvements to travel times towards Greenwood and Northgate