



Route 40



Route 40 Transit-Plus Multimodal Corridor Project

Fremont Neighborhood Council Project Update

January 22, 2024

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Jules Posadas, Public Engagement Lead



Briefing Agenda



1. Introduction
2. Background
3. Fremont-specific Designs
4. Traffic Analysis and Rider Safety
5. Engaging the Community
6. Preparing for Construction and Next Steps

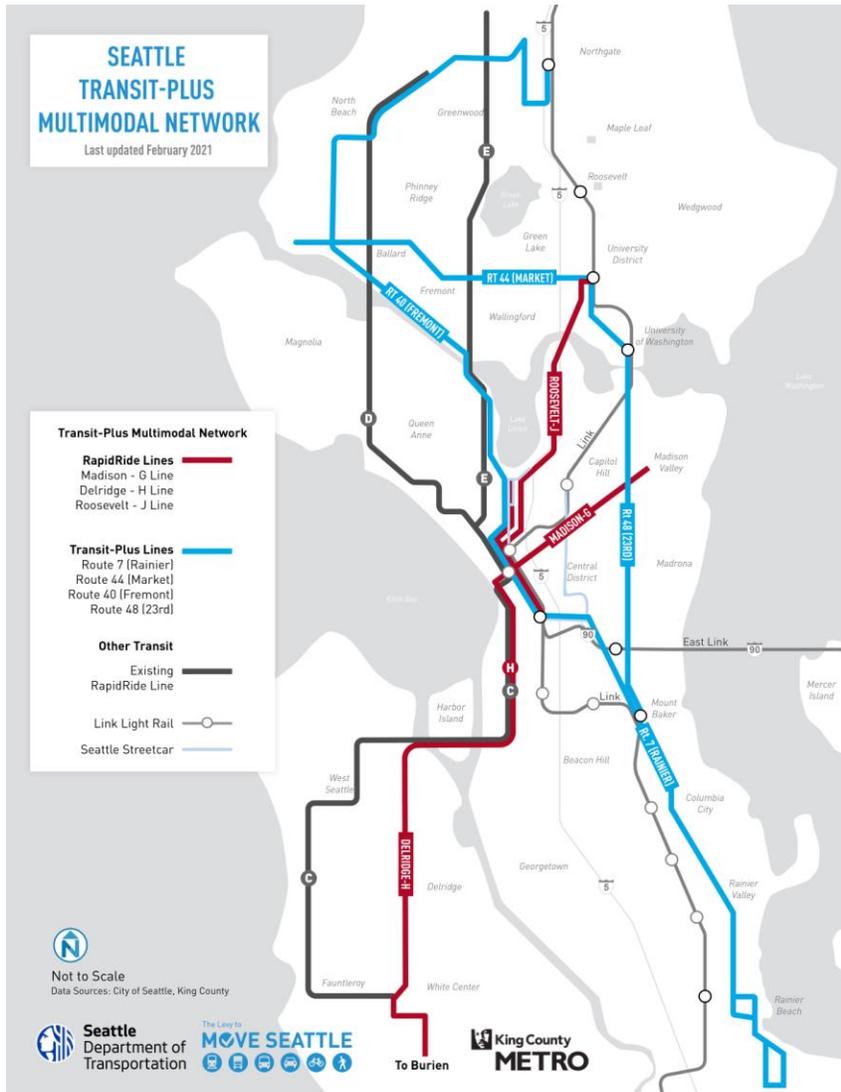
Community Agreements

- Honor the agenda and time limits
- Tackle problems, not people
- Disagree without being disagreeable
- Seek first to understand, not to be understood
- Agree to disagree
- Avoid repeating comments already shared



Additions?

Delivering on Transit



The Route 40 Transit Plus Multimodal Corridor Project contributes to the bus network Seattle needs now and in the future.

Background Project Goals



- Make it safer and easier to get to and on the bus
- Improve service reliability to:
 - Make timing between buses more consistent
 - Ensure trips during peak and off-peak hours have similar travel times
- Implement Levy to Move Seattle commitments and Metro Connects recommendations



Southbound Route 40 on January 24, 2023

Background Route 40



Route 40



- 13.5 miles long, connecting Northgate, Crown Hill, Loyal Heights, Ballard, Fremont, South Lake Union, Downtown Seattle, and Pioneer Square.
- One of Metro's highest ridership routes, serving:
 - An average 13,500 weekday customers pre-pandemic
 - Over 7,600 weekday customers in 2023
 - Ridership steadily recovering year over year

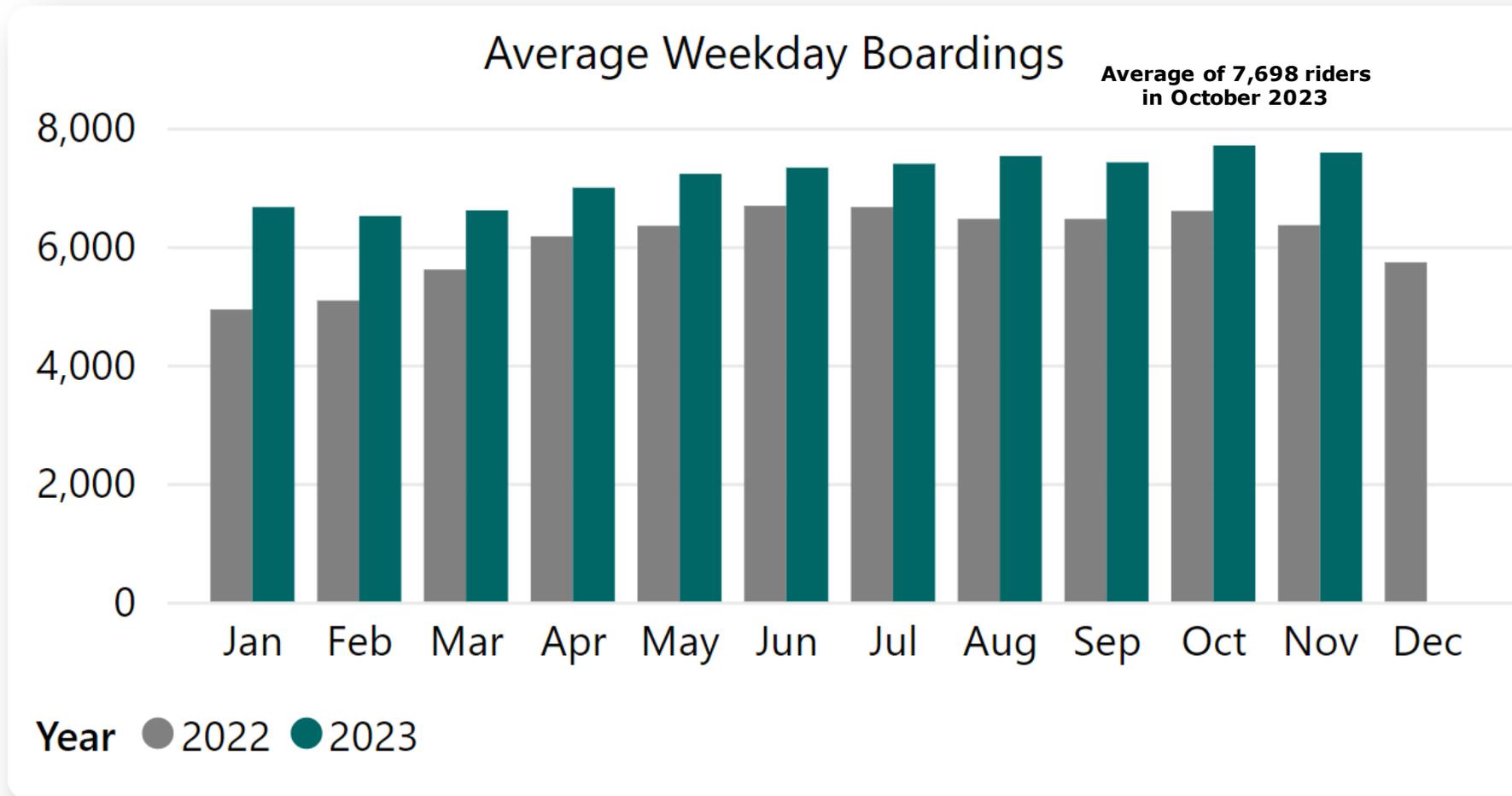


Northbound Route 40 on August 30, 2023

Ridership on Route 40



Route 40

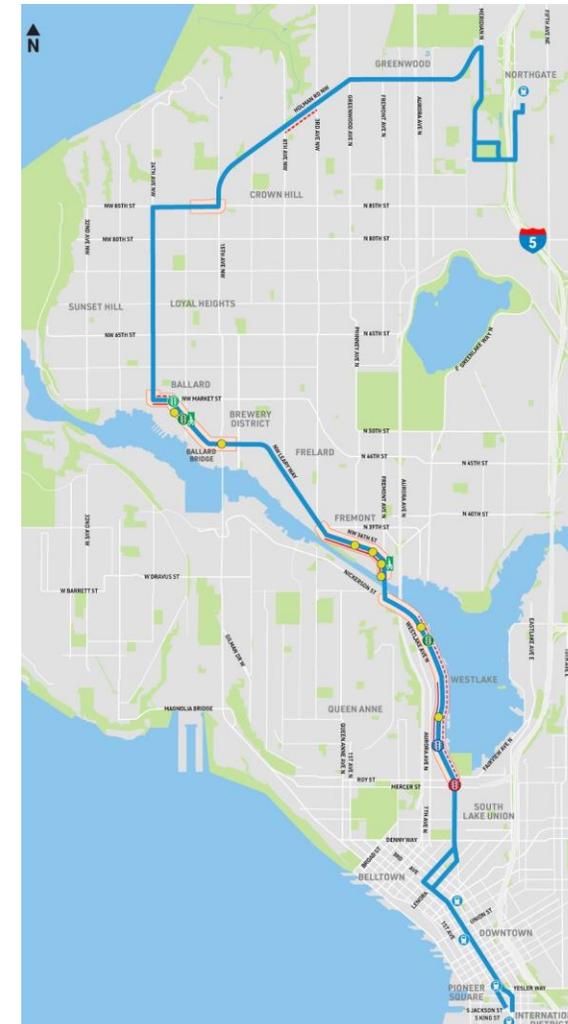


Background | Project Improvements

- 3 miles of business and transit lanes or freight and bus lanes upgrades
- 5–10% bus travel time reductions
- 47 upgraded curb ramps
- 8 new bus bulbs
- 6,000+ feet of upgraded sidewalks
- 3 new or upgraded crosswalks
- New waterline on Fremont Ave N
- Adding protected bike lane on Fremont Ave



Route 40



- Route 40 Improvements
- 3 total miles of BAT or FAB lanes
 - 5–10% transit travel time reductions
 - 47 upgraded curb ramps
 - 8 new bus bulbs
 - 6,000+ feet of upgraded sidewalks
 - 3 new or upgraded crosswalks

- LEGEND
- Route 40. Makes all regular stops.
 - Northbound Freight-and-Bus (FAB) Only Lanes
 - Southbound Freight-and-Bus Only Lanes
 - Northbound Business Access and Transit (BAT) Lanes
 - Southbound Business Access and Transit Lanes
 - Street improvements (striping and some street repairs)
 - Existing bus priority signal
 - New bus priority signal
 - Curb ramp upgrades
 - New signalized crosswalk
 - Upgraded signalized crosswalk
 - New bike connections

Background | Project Funding



Route 40



- Part of the 2016 voter-approved Levy to Move (LMS) Seattle
- Prioritized for funding by state and federal agencies – along with LMS projects RapidRide J (pre-construction) and RapidRide G (complete in Q3 2024)
- Federal grants obligation deadlines

Funding Source	Funding Amount
Move Seattle Levy	\$7.7M
Local Sources	\$0.1M
Connecting Washington	\$3.8M
Federal Grants	\$4.0M
King County Metro Partnership	\$4.4M
Seattle Transportation Benefit District (STBD) Vehicle Licensing Fee (VLF)	\$0.5M
Regional Mobility Grant (RMG)	\$6.0M
Total Budget	\$26.5M

\$20.5M or 77% is dedicated to contracted construction

Background | Project Schedule

- Public engagement launched winter 2020
- Final design was completed in November 2023
- Contractor bid review and selection in Q1 2024
- Construction breaks ground this year



Fremont Neighborhood Designs



Today's focus

- Fremont Ave N between N 34th St and N 35th St
 - Fremont Pl N between Fremont Ave N and Evanston Ave N
- Fremont Ave N between N 35th St and N 36th St
- N 36th St between Phinney Ave NW and Dayton Ave NW
- N 36th St at 1st Ave NW



Route 40



Relocated bus stops and new Protected Bike Lane (PBL)

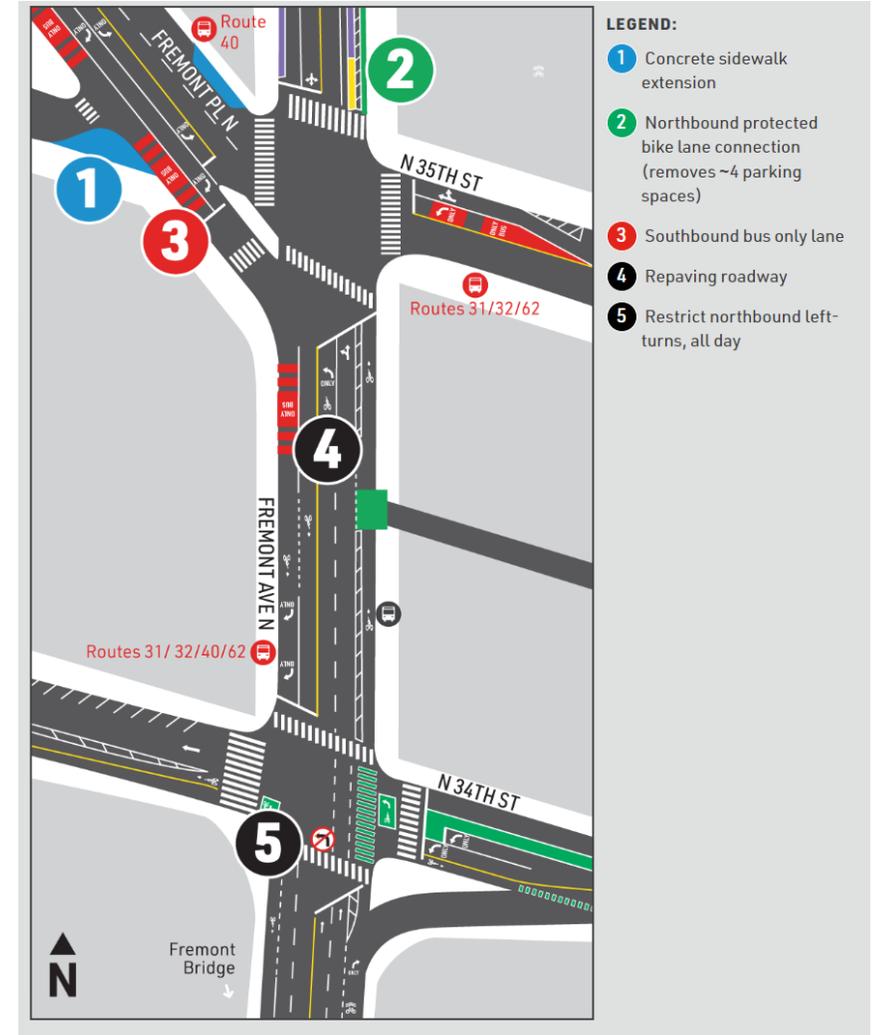


Route 40



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

- 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 (PBL) 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



Fremont Pl N Bus Stop



Representation of proposed bus bulb, not to scale



SITE PLAN
1/16" = 1'-0"



Maintained parking and new Protected Bike Lane(PBL)



Route 40



Source: National Association of City Transportation Officials

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

- Maintain parking and loading on the east side of the street
 - Update the northbound unprotected bike lane to be protected with a concrete curb
 - Provide loading and short-term parking needs
- Remove some paid parking on the west side of the street
- Relocate one commercial loading zone on the west side of the street
- 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

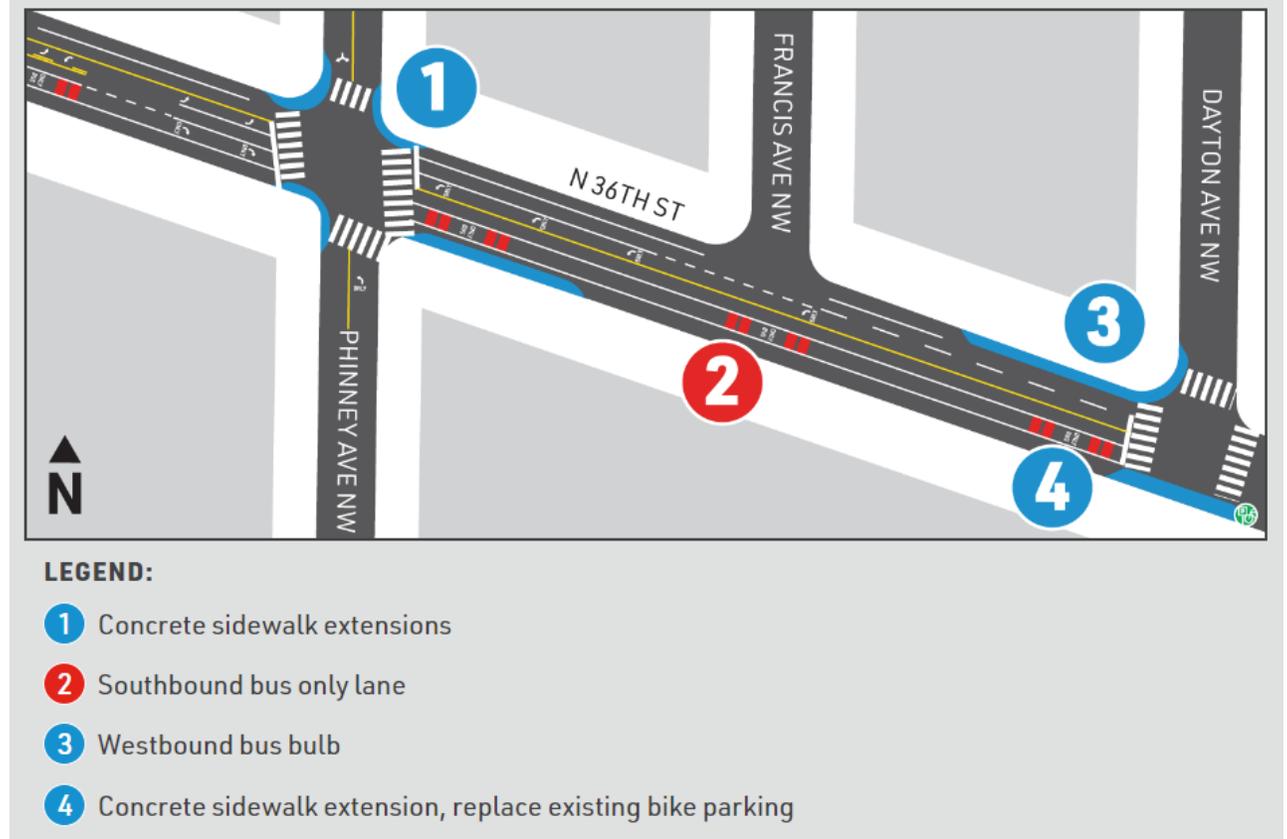
Southbound bus-only lane and new lane markings

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

- 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



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Southbound bus-only lane and new lane markings

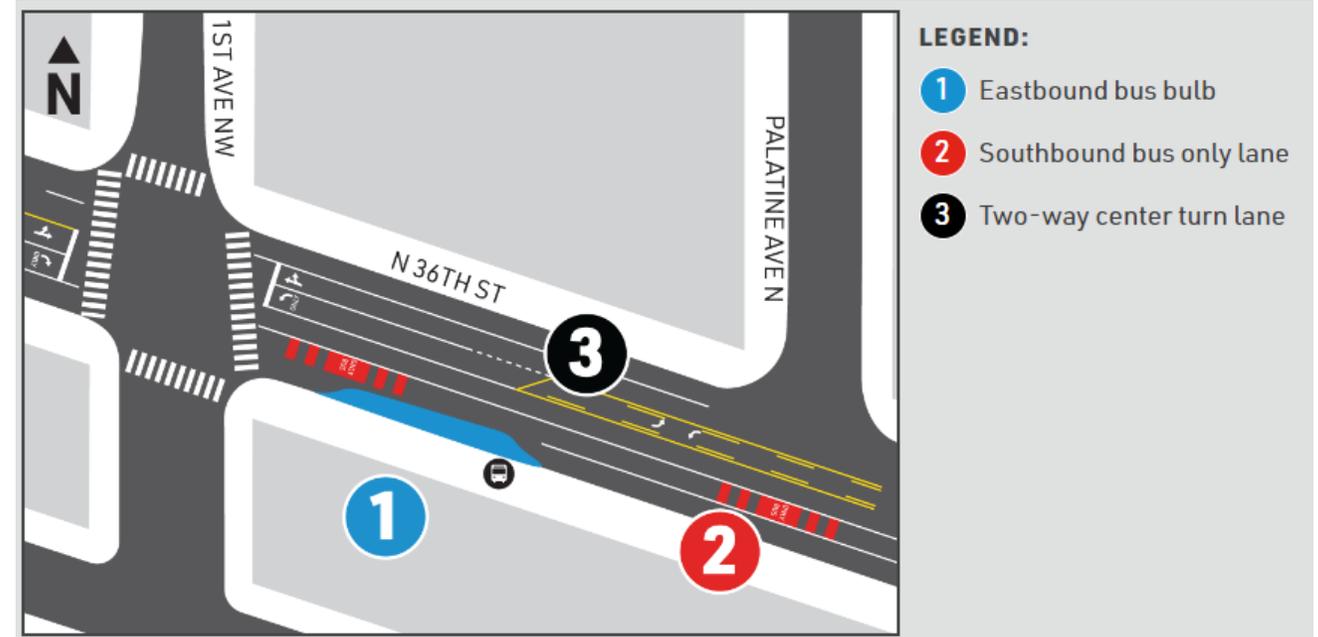


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N 36th St at 1st Ave NW

- 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



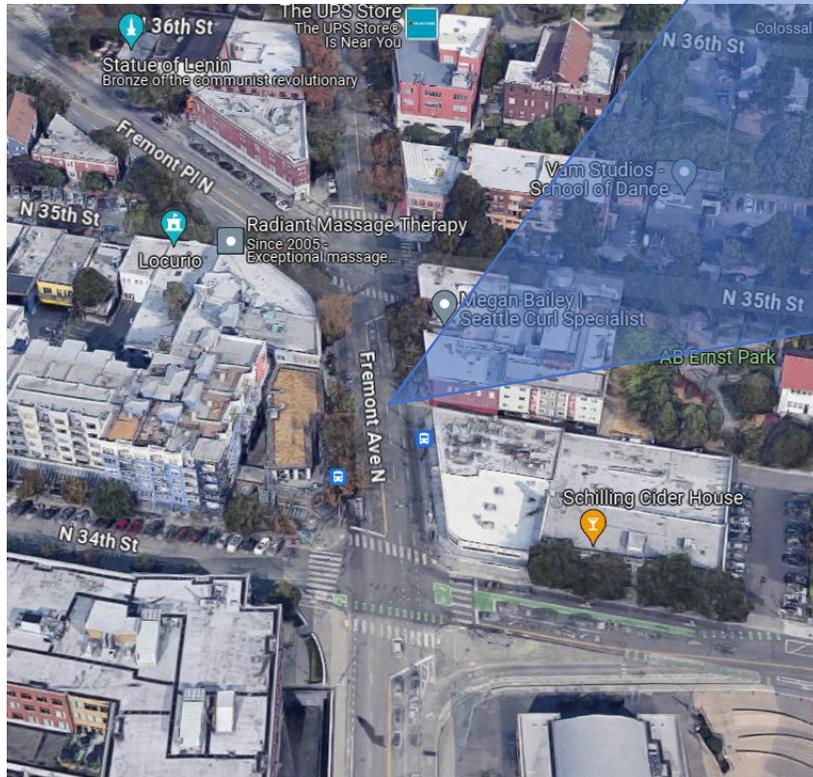
Watermain upgrades on Fremont Ave N



Watermain upgrades on Fremont Ave N



Route 40



Seattle Public Utilities (SPU) is currently planning to replace a 100-year-old waterline under Fremont Ave between N 34th & N 35th St.

The watermain will be upgraded as part of this project to:

- Avoid digging up a newly constructed concrete street in the future
- Reduces impacts to the community by completing major construction activities at the same time
- Reduces travel impacts
- Minimizes construction cost
- Shorten construction timelines

Traffic Analysis Reports & Rider Safety



Watermain upgrades on Fremont Ave N



- What to expect during watermain upgrades:
 - Temporary lane closures and detours
 - Increased noise, dust, and vibration during street demolition and excavation
 - Properties with planned water service interruptions will be notified in advance
 - Watermain construction is anticipated to begin in 2025



Overview: Traffic Analysis



Route 40



- A traffic analysis was submitted as part of the SEPA documentation in Spring 2023
- The analysis covered the horizon year (2040) No Build and Build traffic operations
- Annual projected traffic growth rate ranged between 0.0% and 0.5%
- Traffic analysis models were developed for the AM and PM peak hours for the 20 studied intersections
- Traffic impacts are measured in intersection Level-of-Service (LOS), which is a letter grade category based on number of seconds of delay

Traffic Analysis: Fremont and Ballard



Route 40



Segment	ZONE 3 (FREMONT)		ZONE 2 (BALLARD)		4
	2	C	3 & 4	D	
Start	Westlake Ave N & Westlake Ave N (26840)	N/A	Leary Way NW & 8th Ave NW (28415)	N/A	N/A
End	Leary Way NW & NW 43rd St (28410)	N/A	24th Ave NW & NW 57th St (19510)	N/A	N/A
BUILD OPTION					
Single Direction Route Length (miles)	1.7	N/A	1.6	N/A	N/A
Current Average Speed (mph)	12.2	N/A	9.6	N/A	N/A
Current Travel Time	8.2	N/A	10.0	N/A	N/A
Time Savings (min)					
Bus Pads	-	-	-	-	-
Intersection Modification	(0.3)	-	0.2	-	-
Bicycle Facility	-	-	-	-	-
Freight and Bus Lanes	-	-	-	-	-
Bus-Only Lanes	1.3	-	0.7	-	-
Paving	-	-	-	-	-
Pedestrian Bulb	-	-	-	-	-
Bus Bulb	0.1	-	0.1	-	-
Bus Zone Modification	0.0	-	0.1	-	-
Sidewalk Repair	-	-	-	-	-
Turn Restriction	-	-	-	-	-
Corridor Markings	-	-	-	-	-
Signal Modification	-	-	-	-	-
Bus Zone Relocation	-	-	-	-	-
TSP Upgrade	0.1	-	0.2	-	-
Crossing Improvement	-	-	-	-	-
Total Savings	1.2	-	1.2	-	-
Total Travel Time (Min)	7.1	N/A	8.8	N/A	N/A
Distance (Miles)	1.7	N/A	1.6	N/A	N/A
Average Speed (mph)	14.3	N/A	10.9	N/A	N/A
% Improvement	-17%		-14%		

- Build Option Projected Transit Travel Time Savings (AM and PM Peak Average)
- Build option results in 14-17% transit travel time savings in the Fremont and Ballard segments
- Bus Only Lanes are the biggest transit time savings throughout the project corridor compared to other improvement types
- Improvements across the project corridor results in an average of 5-10% transit travel time reduction

Traffic Analysis: Fremont



Route 40



- Intersection Level-of-Service (LOS) in 2040 No Build and Build Options in the AM peak hours
- Little change at most intersections
- Some change on Fremont Pl N and NW 36th St Intersections
- LOS is worse if the Fremont Pl N bus stop is moved to Evanston Ave N, as requested by some businesses

AM Peak Hour Intersection LOS Change between No Build and Build Options (2040)

REF #	INTERSECTION	TRAFFIC CONTROL	DELAY (sec/veh)		LEVEL OF SERVICE					
			NO BUILD	BUILD	A	B	C	D	E	F
6	Fremont Ave N/N 34th St	Signal	28	30			●			
7	Fremont Ave N/N 35th St	Signal	20	22			●			
8	Fremont Pl N/N 36th St/Evanston Ave N	Signal	15	43		→				
9	N 36th St/Dayton Ave N	Signal	2	5	●					
10	N 36th St/Phinney Ave N	Signal	7	8	●					
11	NW 36th St/1st Ave NW	Signal	5	11	→					

Traffic Analysis: Fremont



Route 40



- PM Peak Changes
- Little change at most intersections
- Increase in delay at Phinney Ave N and 1st Ave NW intersections due to adding left turn pockets

PM Peak Hour Intersection LOS Change between No Build and Build Options (2040)

REF #	INTERSECTION	TRAFFIC CONTROL	DELAY (sec/veh)		LEVEL OF SERVICE						
			NO BUILD	BUILD	A	B	C	D	E	F	
6	Fremont Ave N/N 34th St	Signal	78	73						●	
7	Fremont Ave N/N 35th St	Signal	30	38			●				
8	Fremont PI N/N 36th St/Evanston Ave N	Signal	22	24			●				
9	N 36th St/Dayton Ave N	Signal	3	4	●						
10	N 36th St/Phinney Ave N	Signal	10	29		→					
11	NW 36th St/1st Ave NW	Signal	9	15	→						
12	Leary Way NW/NW 39th St	Signal	41	41					●		

TRANSIT IMPROVEMENT & PERFORMANCE



- Speed and reliability improvements such as bus lanes make buses more efficient, reducing Metro's operating costs
 - After bus lanes were installed on 1st Ave N in 2021, the Route 8's scheduled runtimes **were reduced by 1 min, saving 400 services hours, and \$61,200 in operating costs annually**
 - After bus lanes were installed on 15th Ave NE, the Route 271 scheduled runtimes were **reduced by 1 min, saving 300 service hours, and \$45,900 in operating costs annually**



Photo Credit: Seattle Transit Blog

Working with the King County Metro



Route 40



Rider Safety

- Ensuring that our transportation network is safe and getting transit riders home safely is a key priority for both SDOT and King County Metro
- In January 2021, Metro began their agency-wide Safety, Security, and Fare Enforcement (SaFE) Reform initiative to achieve the long-term vision of safe, accessible, and equitable transit to support community well-being
- The two goals of SaFE Reform are to create a new vision for Metro's safety and security functions, and to eliminate disproportionately negative outcomes of related policies and practices on customers and employees, especially for Black, Indigenous, and other People of Color (BIPOC)

Working with the King County Metro



Route 40



Near-term Safety Actions

- Expanded transit security officer services geographically to cover a broader range of routes and transit hubs, and their service hours to provide 24/7 coverage
- Metro has doubled its transit security officers to 140 from 70 in early 2022 to deliver faster responses. In combination with the Metro Transit Police, there are 200 security staff across the system maintaining a safety presence.
- Rider feedback helps King County Metro continue to update the best places, routes and times to deploy officers. Please reach out via kingcounty.gov/metro/ride or telephone (206-553-3000, free interpreters are available). If it's an emergency, however, please call or text 9-1-1.

Engaging the Community



Engaging the Community



Route 40



40+ Briefings

with community groups, property and business owners, and advisory boards



20+ Email Updates

to community members



2 Online Open Houses



7 Door-to-Door Outreach

activities with business owners and neighbors



7 Tabling Events

along the project corridor



6 Surveys

with riders and community members

Working with the Community



Route 40



- Over the two years of planning and design, the project team has continued to receive feedback questions on the early designs and refined designs
- Feedback has been received from many stakeholder groups, including:
 - Westlake neighborhood property and business owners
 - Fremont neighborhood property and business owners
 - Fremont Chamber of Commerce
 - Ballard Alliance
 - Ballard neighborhood business owners
 - Ballard-Fremont Greenways
 - North Seattle Industrial Association

Business Community Feedback



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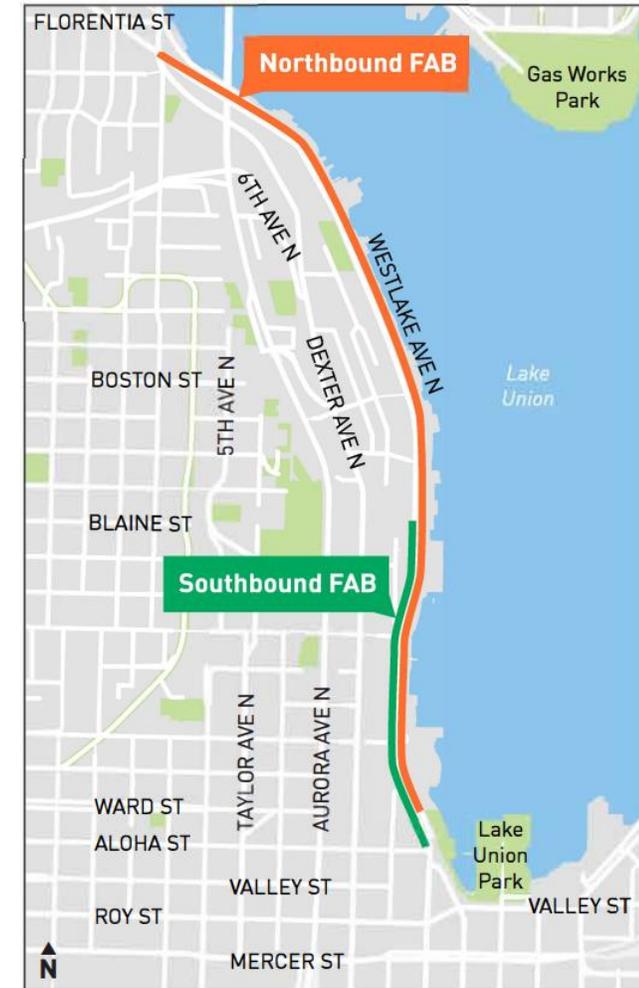


ISSUE:

Industrial businesses will be negatively impacted due to restrictions on freight mobility

SDOT AND METRO RESPONSE:

- A Freight & Bus (FAB) only lane will be included with the Route 40 Transit-Plus Multimodal Corridor (TPMC) project
- This pilot will allow freight trucks over 26,000 lbs (13 tons) to use bus lanes. No stopping or loading will be permitted
- Metro operates approximately six buses per hour in each direction on Westlake Ave
- The lane will be in effect 24/7



Business Community Feedback



Route 40



ISSUE:

Queue lengths in Westlake and Fremont will increase with bus-only and FAB lanes, resulting in congestion and environmental impacts

SDOT AND METRO RESPONSE:

- Traffic signals will be optimized to allow for better travel for all modes of transportation
- Signals will be extended and synchronized, causing “green waves” of traffic when traveling at the posted speed limit
- While queue lengths at intersections may be increased, more travelers will be able to clear an intersection due to better signal timing
- LOS at intersections remains relatively the same when comparing build and no build options

Business Community Feedback



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ISSUE:

Leary Way
NW/Leary Ave
NW road diet will
increase traffic
and congestion

SDOT AND METRO RESPONSE:

- The purpose of the road diet is to increase safety and reduce conflicts for travelers
- Intersection LOS remains relatively the same, with the exception of Leary Ave NW/NW Dock Pl
- Comparable examples
 - Leary Ave/Way: Average Weekday Daily Traffic (AWDT) = 10,000 to 13,000
 - W Nickerson Street: AWDT = 19,000 to 23,000



Business Community Feedback



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ISSUE:

Small businesses will be impacted by parking removal and changes to loading zones

SDOT AND METRO RESPONSE:

- Curbside team is committed to managing load zones and short-term paid parking as best as possible in Fremont and Ballard business districts
- Load zones will remain in place or re-located as close as possible, as we work with businesses on their delivery, pick-up, and solid waste needs
- As short-term paid parking is removed on commercial streets, we will look to convert unpaid parking to paid parking to increase turnover and better support businesses

Preparing for Construction and Next Steps



Street restoration between 34th and 35th



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Example from RapidRide H Line construction in West Seattle

Street restoration between 34th and 35th



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- Restoration typically requires that at least 2 lanes are closed at a time
- Street demo and restoration will begin after the 15th Ave W/NW project is complete



Example from RapidRide H Line construction in West Seattle

Curb bulb and ramp upgrades in Fremont



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- Curb bulbs extend the sidewalk into the street, reducing the time and distance it takes a pedestrian to cross
- Along N 36th St, we will upgrade curb bulbs at select intersections
- Neighbors can expect some noise during demolition and lane shifts around work zones
- Curbs and bulb will be demolished, formed, poured, and cured



Project Coordination: 15th Ave NW Paving Project



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- Paving 15th Ave W/NW between W Emerson St to NW 57th St, and earthquake safety strengthening Leary Way Bridge
- Coordination with the project team, including construction timelines
- Anticipated detour routes to Fremont Bridge
- Anticipated timeline: Starting Spring 2024. Approximately a year of construction
- We'll send out regular email updates about construction to our project listserv. Sign-up for email updates!



Next Steps



- Pre-Construction outreach in early 2024
 - We will be talking with neighbors, businesses, coordinating with schools, emergency services,
- Construction begins in 2024
- Continue to reach out to the community, respond to their concerns, provide them updates
- Publicly committed to observing traffic patterns after the project is completed and keeping the community informed and engaged by sharing our findings.
- We'll send out regular email updates about construction to our project listserv. Sign-up for email updates!



Route 40



Comments/Questions?

Route40@seattle.gov

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

