



# Route 40



# Route 40 Transit Plus Multimodal Corridor

*Making bus trips faster, more reliable, and improving safety*

## Question or Comment

## Answer

Great to see this project making good progress. I really look forward to the many improvements for transit, walking, and rolling - especially around Fremont

Comment

I had a question about a specific, small stretch of Westlake where I live. [address] What specific construction activities will happen there? I saw it may be potentially limited to removing the bus station. How long will construction continue in that specific intersection?

Near your area, we will be adding a new bus only left-turn and a new bus-only turn signal along Westlake Avenue N and 9th Street. You may also experience impacts from the construction along Westlake Avenue N along Galer and Halladay streets.  
Here are the construction activities that you may expect in your area:  
Asphalt work: Pouring and compacting asphalt, which is weather-dependent, followed by line painting.  
Street upgrades: Demolishing the current street, installing a new base layer, compacting crushed rock, and pouring concrete. This may involve temporary lane closures, parking restrictions, and detours for vehicles, transit, and pedestrians.  
Trenching: Installing utilities such as electrical conduit, stormwater pipes, or water lines, which requires cutting into the street or sidewalk.  
Bus zone construction: This can involve demolishing and trenching to upgrade utilities, forming and pouring concrete, and installing reinforced street panels to withstand heavy bus traffic.  
The construction close to your address is likely to begin next week. However, please be advised that construction schedules are always subject to change. We recommend staying up to date by signing up to our newsletter.

comment, not a question. note slide three picture. it shows Route 40 at current northbound stop. SDOT proposes to shift Route 40 northbound stop northwest to Fremont Place North near the statue. It will force all riders transferring to/from Route 40 to walk east and cross two legs of the busy intersection. this walk will increase overall trip times; the crossings will add risk.

Comment

I may have to drop before the end of the meeting for an appointment, would someone from the project management team be able to reach out with the answer? Thank you

Please see comment #2

see slide five and BAT lanes. note Council proviso from adopted budget. it asks SDOT

Comment



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to evaluate effectiveness of transit lanes. Please interpret this to evaluate BOTH BAT lanes and bus lanes. BAT lanes are needed from Leary Avenue NW and North 36th Street.

Love all the upgrades! Any chance you can keep the brick on Leary? Helps keep down the car speeds

Thank you for your feedback and support! Maintaining the original brick on Leary Way would not hold up to modern day traffic needs, leading to road safety issues. However, we have shared your suggestion regarding brick roads on Leary with our team and logged this for potential future upgrades.

What does it mean to have a new "bike connection"?

"Bike Connections" refers to the network of bicycle paths, lanes, and shared roadways that enable seamless and safe travel for cyclists within a community. New bike connections connects existing bicycle infrastructure with new ones creating a larger network of safe and accessible bike paths and providing more transportation options to people.

Metro ridership bar graph. It began with 2019. it would be good to use 2018 as the base. ridership declined significantly between 2018 and 2019. Covid is not all that happened. several agencies contributed to CBD changes in 2019 that made transit slower and less reliable; ridership declined.

Comment

picture 2 is from North 45th Street and Route 44. it shows a bus bulb, allowing buses to stop in lane; it also shows a ped island, helping with ped crossing and preventing motorists from making risky passing of buses.

Comment

Love the new crosswalks and curbramps

Comment

my stretch would be the one right next to crockett based on this slide

Comment

Thank you for the work you're doing. I worked overlooking Fremont Ave N in the project area and saw a lot of close calls between bikes and cars. Is it possible to get more robust safety features for bikes on this main corridor?

Thank you for your support! As a Transit-Plus Multimodal Corridor, the Route 40 project aims to maintain and modernize our infrastructure and enhance safety for all commuters, including people biking. We will be adding protected bike lanes along Fremont Ave N, specifically from N 34th ST to N 36th ST.

slide 11. cool.

Comment



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Will bicycles be allowed in the bus lanes?

People biking can use bus-only lanes. However, we recommend using designated bike lanes when possible. This project aims to enhance safety for all commuters, including people biking. We will be adding protected bike lanes along Fremont Ave N, specifically from N 34th ST to N 36th ST.

I appreciate the improvements the city is making, but I do want to understand the impact on my sleep/ quality of life. Would appreciate an email follow up, thanks so much!

Comment

Fremont: will the Phinney Avenue North stop pair be retained?

There are no planned changes to bus stops at Phinney Ave N. The street will include a new center turn lane beginning at Phinney Ave NW, and a new two-way center turn lane will be installed on the portion of N 36th St between Phinney Ave NW and 1st Ave NW.

referring to westlake in question above, but also generally

Comment

What is the detour plan for water main improvements on Fremont Ave? What is the expected timeline - start and end dates?

Construction activities and detours for the water main replacement will be coordinated with other Route 40 projects to ensure smooth progress. Our goal is to maintain traffic flow through the area during the construction period.

Work along Fremont is expected to begin as early as Spring 2025 and will likely continue throughout the year. However, the timeline may be affected by factors such as adverse weather, material shortages, or crew availability.

so, the Fremont Avenue North picture is in error? The northbound PBL is not shown?

We have corrected the slides from the presentation. You can find the most up to date slides and graphics will be posted on the project website.

Will transit be prioritized during construction? (especially thru Fremont, but generally)

We will ensure transit through Fremont and other neighborhoods continues running, even during construction.

How long is water being turned off?

Water shutoffs are typically planned for 8 hours and at night to reduce impacts. Commonly the water is back on in less than 8 hours.

It is so exciting to see all of these improvements coming in to our community! This project is such a great investment in our growing neighborhoods and will go a long way to supporting our climate and safety goals in these vibrant community centers! One question, during the construction period, how will SDOT be encouraging folks to take more efficient transportation modes such as walking,

We will continue to encourage travelers to take alternative modes of Transportation to save money, reduce congestion, and support healthier travel for all.

For people traveling in the area:

The City of Seattle’s Flip Your Trip is your resource for how to get around the city without driving alone. Trip planning resources, information about how to use our different bike and transit networks, and more are at your fingertips with Flip Your Trip.

Learn more at: [flipyourtrip.org](http://flipyourtrip.org)



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biking, and public transit?

Thank you so much and I cannot wait to see these improvements delivered for our community!

Nearby employers

Offer your staff the benefits of unlimited access via ORCA Business Passport—which covers buses, light rail, commuter trains, streetcar, vanpool, and more. Employers with 5 or more employees can purchase this annual, unlimited transit pass program. Transit passes are also a tax-free benefit!

Learn more at: [commuteseattle.com/orca-for-business/](http://commuteseattle.com/orca-for-business/)

Will accessibility needs be prioritized during construction?

Accessibility is a priority at every stage of our projects, including during construction. If you encounter any issues with accessibility in construction areas, please don't hesitate to contact us.

The Ballard bus stop pair has real time schedule information. At what stops will that be added in the Route 40 project? Fremont? 15th Avenue NW? both are transfer points.

The plan includes seven locations that will receive real-time information displays. Those locations include the three zones in Fremont, two at Market and Ballard, Leary and Lone, and 105th and Aurora.

Thanks for all of the work so many departments are doing; it's really great. Question: I often run the gauntlet :) from my house at 1st ave nw to the bus stop on Leary for the 40 headed South or to get to Ballard. Any chance more crosswalks will be provided on Leary, acting basically like a bridge from one neighborhood to another (see crosswalk activity on Stone Way from Fremont to Wallingford).

Thank you for your support and feedback! While there aren't any current plans to add new crosswalks along NW Leary Way, we are making upgrades to existing pedestrian crossings in the area.

Please be assured that we value all comments and suggestions and have taken note of this to share with our team for consideration.

Thanks for hosting this webinar; very helpful! For the watermain work in Fremont, I'm wondering if we have a scheduled date for this to begin/when water shutoffs may happen/how long? We have a UW Medicine clinic on N35 between Evanston and Phinney and water is required for us to operate. We are open Monday - Saturday. Only five days notice will not be enough given the impact on patient care if we need to close our clinic.

We typically do water shutoffs at night and will be coordinating with all businesses to minimize impacts. We plan the temporary shutoffs for 8 hours but are usually completed in less time.

Online we had reviewed the Route 40 impact to the NE Corner of 35th and Fremont. In that review, we saw that we were going to keep the parking and load zone in front of the bldg (our bldg) at the

We understand that removing parking spaces can have a significant impact, which is why we strive to do so only when absolutely necessary. Along Fremont Ave N between N 35th St and N 36th St, the planned street improvements will include designated commercial loading zones and paid parking on both sides of the street.



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corner of 35th and Fremont. That has now been removed with is going to be a significant impact to our tenants with 5 small business heavily impacted by not having a load zone or the 2 hour parking. This is our first notification of this, and we significantly disagree with this proposal.

It never rains in Seattle ;)

Comment

The Link Train seems to have symbols or logos affiliated with each stop. I'd love to see something similar for Metro Lines. :) For example, I often refer to the #7 as the "Workhorse." I picked that up from a reference to the #38 Geary in San Francisco (my home town). Any chance we can have a naming game for the 40? It's great for morale. :)

King County Metro currently has no plans to rename the bus lines. However, we value your input and will be sharing your suggestion with our team.

slide 18: buses are delayed by leaving pullouts, not pulling into pullouts; they have to wait for a break in traffic.

Comment

Why are we not moving the bus stop going South on Fremont Ave onto the Bridge Approach which was built for it when we rebuilt the Bridge?

The current location offers wider sidewalks and more space for features like awnings and trees, providing shade and comfort. It also keeps bus boarding accessible, even when the bridge is raised. Plus, separating biking and walking paths helps keep everyone safe.

On the other hand, the far-side location near the bridge has some challenges. It creates conflicts between people biking and walking, raises safety concerns with left turns, and makes signal operations more complicated. Narrow sidewalks also leave less room for amenities, which can lead to crowding.

re Fremont Avenue North lane closures: the bridge openings are much higher between May and September, inclusive, related to sailboats.

Comment

In previous diagrams there was supposed to be a new stop for the Northbound Rte 40 at the Northwest corner of 35th and Fremont Ave, why was this stop moved further west to the Lenin statue? Is there a plan for connecting this stop to other routes including other buses or bike routes?

We've decided to move the Route 40 Northbound bus stop based on feedback from local business and property owners who raised safety concerns for their staff and customers.

The northbound Route 40 will now stop at a new bus zone on Fremont Pl N near N 36th St. Routes 31, 32, and 62 will shift to a new zone on N 35th St, just east of Fremont Ave N. If you need to transfer between these



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Question or Comment	Answer
	<p>stops, you can use the pedestrian crossings at the intersection of Fremont Ave N, Fremont Pl N, and N 35th St.</p> <p>As part of the Route 40 project, we'll be making key improvements to this intersection, including new curb ramps, better crosswalks, and updated traffic signals. These changes will make the area safer and more accessible for everyone.</p>
<p>Are we assured that all concrete panels will be replaced with new concrete? This is an industrial area and gets heavy use!</p>	<p>Any concrete panels within the scope of this project will be replaced. Additionally, we are adding concrete panels at all bus stop improvement locations in Fremont.</p>
<p>20. so many = routes 31, 32, 40, and 62 or 12 trips per midday hour per direction; more in peaks.</p>	<p>Comment</p>
<p>That's great, thank you Gavin! Does the 5-day flier notice come after coordination with businesses?</p>	<p>Yes, we work with businesses and other customers ahead of time.</p>
<p>Can we get more detailed timeline on start and stop (not just the day to day...) When will this start? What blocks will start when?</p>	<p>Construction in the Westlake area began in December 2024 while construction in the Fremont area is scheduled to start around February 2025. Construction for the entire project is expected to continue through the end of 2025. However, please note that construction schedules are subject to change. This is because construction relies on external factors including weather and the availability of materials. We recommend signing up for our newsletter to receive updates.</p>
<p>Are we assured that all contractors have to park their own vehicles off street? We have no local street parking to share!</p>	<p>The Fremont neighborhood is a small dense area with several construction activities planned. This presents a challenge to make sure that the work gets done as fast and safely as possible while also maintaining parking and keeping traffic and pedestrians moving. We are committed to working with our contractors to address these concerns and develop a parking plan that will have the least amount of impact.</p>
<p>Are there any new trees going in as part of this project? Route 44 improvements had a lot of trees added</p>	<p>Our teams conducted a root zone analysis to help preserve trees near the construction areas and avoid any harm. We are committed to planting new trees and preserving them wherever possible. New trees have been planted in Ballard to replace any that had to be removed.</p>
<p>Fremont Avenue North: what was SDOT rationale to split the northbound bus stop that now provides a common stop transfer point? what is benefit of the PBL? how do the streams of benefits, bus riders v. cyclists compare? how will cyclists making a north to west turn to Fremont Place North from</p>	<p>There are two main reasons why the existing bus stop will need to be split into two stops:</p> <ol style="list-style-type: none"> <li>1. Improving travel times and reliability for all routes that serve the existing stop.</li> <li>2. Increasing safety and predictability for all travel modes, whether you are biking, taking the bus, driving, walking, or rolling.</li> </ol>



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### Question or Comment

Fremont Avenue North negotiate the barrier?

### Answer

The bus stop on the east side of Fremont Ave N between N 34th St and N 35th is heavily used by all types of riders:

- An average of 5,250 transit riders across all routes on an average weekday
- An average of 9,630 total vehicles driving by this stop each day
- An average of 360 bikes traveling northbound on this block each day

All of this traffic makes this one block highly congested, particularly in the afternoon peak period and after bridge openings.

The high volumes of traffic and high frequency of buses pose challenges for all users. Our data shows that the various routes can arrive at this singular stop at the same time, causing the buses to “bunch.” Bunching causes all traffic to be delayed. With the existing stop, buses also need to weave in and out of the curbside lane to rejoin traffic. These movements slow down traffic for all users on this block.

Splitting this bus stop into two separate stops will reduce congestion on this block and reduce travel times for all modes of travel.

Additionally, we want to increase safety and limit the number of conflicts between people biking and other modes of transportation. With the proposed northbound protected bike lane on this block, we have explored several options for designing a street where the existing bus stop could be maintained.

For Joe, What feedback have you received from bus operators in regards to the bus only lanes through Fremont, specifically on NW 36th? As a frequent driver on that road, a majority of the buses I encounter are driving down the middle of the two lanes on NW 36th. For the group, what are the specific transit travel times anticipated due to the bus only lane portions of NW 36th?

Bus operators were pleased to hear that the current two narrow lanes were being replaced by a single wider lane, allowing for better safety. They often split lanes today because each lane is too narrow. Metro doesn’t have the travel time savings broken down to intersection or segment level, but expects similar savings in this area as the overall corridor – 10% or better.

I see overhead bus wires? Are we getting trolleys?

Metro trolley buses draws power from the overhead electrified wires, and that power is used to drive the bus - like the Route 44, which also travels through the Fremont and Ballard neighborhoods. There are no plans to transition Route 40 to trolleybus operations at this time.

slide 22: would Councilmember Strauss option for the BGT change any civil work that the routes 44 and 40 projects have just completed?

The Missing Link project on Leary Ave is still in the design process and has not reached final design. To keep updated on the project please click [here](#). Our teams are in close coordination with each other.



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slide 22: do Metro and SDOT have a Route 5 project? Does it include improving the transfer between routes 5 and 40? could the northbound stop on Greenwood Avenue North at North 107th Street be shifted south to near middle North 105th Street?

Metro completed a planning study of Route 5 in 2023 which recommended improvements that could improve the route’s travel time and reliability. The design and implementation of these improvements is paused as Metro evaluates its overall capital improvement program and priorities.

This project is bringing lots of great benefits to various communities along the route, for example, Ballard has already received great new sidewalks and bus bulbs! One question I have is, given the staged completion by neighborhood, is there any reason the final pavement markings (such as bus-only lanes) in completed neighborhoods like Ballard and Crown Hill are waiting until Autumn 2025 for installation?

Construction in some areas, like Ballard, is mostly finished, but you may still notice activities like adding final lane markings. Our construction schedule is organized by activity rather than by neighborhood. This means crews will complete tasks like lane markings across all areas at the same time. Some pavement markings also depend on traffic signal upgrades, which will begin after most of the underground infrastructure is in place across all neighborhoods.

I would think that delivering this amazing community investment sooner rather than later would be great for our community and would lessen the impact on transit riders (e.g. made up time in other areas compensating for construction impacts in others).

Either way I can’t wait for these improvements and want to thank the team for their hard work here!!

Seems like there is a red brick subsurface at water line replacement. Will these be taken out and replaced?

Fremont Ave between 34th and 35th is in the design for full depth removal/restoration for the entire width of the road, meaning any brick subsurface will be removed.

What are you doing to help small businesses?

We are setting up a meeting with the Fremont Chamber in Jan as OED has partnered with their organization in recent years. We are looking to provide additional support from our programs to interested small businesses facing disruptions during this project.

This is the kind of project that will make Seattle a world-class city where you don’t have to have a car. Love to see the progress and hope to see many more across the city

Comment

Fremont Avenue North again. Consider Route 40 riders with limited mobility (sight, wheelchairs, etc.) they will have greatest burden with separation of northbound stops.

Comment



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before Covid, Route 40 was jammed; some extra trips were funded by the private sector.	Comment
the number of operators constrains the network.	Comment
We don't see the current or previous times for the bus routes, so we know how long the bus route has been taking and what the benefits are for this whole project	Comment
No question- but very excited about the separated bike lane on Fremont Ave. It's a great add to this project.	Comment
Sorry, may have missed it but how many parking spaces in Fremont are being removed for this project?	Approximately 5 parking spaces will be removed between N 35th St and N 36th St to install the new protected bike lane. Approximately 3 spaces will be removed on N 35th St, west of Fremont Ave, for the westbound bus only left turn lane.
who provided the estimate of travel time savings? Some SDOT consultants have provided estimates that were too optimistic (G Line).	We conducted traffic analyses during the early planning and design phases, including an additional analysis in the Fremont neighborhood to address a request raised by business owners. Detailed information and results can be found on our website in the Transportation Technical Report and the Fremont Neighborhood Traffic Analysis.
What is the level of protection for the bike lane going up to 36th, will it be the same as bike lane on N 34th St?	There will be protected bike lanes along Fremont Ave N from N 35th St to N 36th St. This will match the existing protected bike lane on N 34th St. The uphill bike lane from N 34th St to N 35th St will include concrete barriers to provide protection from heavy traffic and buses. The downhill bikes from N 36th St to N 34th St will be sharrows, or shared lane pavement markings.
In accordance with ADA small business access, "Public entities must ensure that their programs, services, and activities are accessible to people with disabilities." How will these standards be upheld for business access without disruption? Who is the contact for those issues? And how will safety be upheld for the patrons?	The project team owns the responsibility to ensure ADA access on public sidewalks and to businesses are maintained. We will coordinate closely with our contractor to avoid disruption during construction.
Thank you so much, Gavin!	Comment
This project helps small businesses - by making it easier for transit, peds, and cyclists to get there	Comment
Small businesses on Westlake will also be greatly impacted.	We held a meeting with the Fremont Chamber, as Office of Economic Development (OED) has partnered with their organization in recent years. We are looking to provide additional support from our



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Does the chamber of commerce speak for all of the businesses in Fremont? If not a member how are we supported?

programs to interested small businesses facing disruptions during this project.

We encourage small businesses to be connected with their chambers and Business Industrial Association, however we are available for communication with all businesses, regardless of whether they are affiliated with the Fremont Chamber of Commerce. We highly recommend subscribing to our newsletter to receive updates and reaching out via email at [route40@seattle.gov](mailto:route40@seattle.gov) if you have questions or comments.

Thank you for all your work on this project!

Comment

Lots of community concerns about access to the westlake parking strip with new transit only lanes! Seems unsafe.

Business access and transit (BAT) lanes help keep freight moving along Westlake Ave N, decreases bus travel time, and has little impact to general purpose traffic. Once the lane is installed, people driving can enter the lanes to make right turns into driveways, parking lots, and at intersections.

A center turn lane also increases safety by shifting people making turns into their own lane until an opening in traffic flow is available. Lane reductions will also help slow down speeds.