



Route 40



Route 40 Transit Plus Multimodal Corridor

Making bus trips faster, more reliable, and improving safety

Question

Any opportunity to add or preserve public art? Example provided was sidewalks (example referring to inlay near former Starbucks)?

Answer

While the primary focus of the Route 40 TPMC project is to enhance transit efficiency and safety, the integration or preservation of public art, such as sidewalk inlays, is not explicitly detailed in the current design documents. That said, the project team will coordinate closely with the construction contractor to make sure any existing artwork is protected.

SDOT manages various public space programs that support artistic and cultural elements in the streetscape, such as sidewalk plaques, inlays, and other public amenities. Through SDOT's **Public Amenities Program**, community members and businesses can propose and sponsor installations that enhance public spaces. Interested parties may explore opportunities to preserve existing artwork or introduce new artistic elements by coordinating with SDOT. For more details, visit [SDOT's Public Amenities webpage](#) or email publicspace@seattle.gov

Is the bicycle lane actually protected? And if so, from where to where?

Yes, the project includes the installation of a protected bike lane on Fremont Ave N between N 34th St and N 35th St. This design aims to enhance safety for cyclists by providing a dedicated and protected space, particularly addressing the uphill segment where the bus stop relocation creates room for the bike lane. Please review our designs here: <https://route40.infocommunity.org/fremont-neighborhood/>

Is it confirmed it's a 24-hour bus lane? If so, where exactly?

The project introduces Freight-and-Bus (FAB) only lanes on Westlake Ave N, operating as a pilot program for one year. These lanes are designated for buses and freight vehicles over 26,000 pounds. The specific operational hours (24-hour or peak-hour restrictions) will be studied and analyzed by SDOT at the conclusion of the pilot program.

For more info on this pilot program, check out our blog post: <https://sdotblog.seattle.gov/2024/02/07/freight-and-bus-only-lanes-route-40-project/>

Northbound Fremont Ave bike signal to separate from right-turning vehicles at 35th St?

The design documents do not specify the implementation of a dedicated bike signal at the northbound Fremont Ave N and N 35th St intersection to separate bicycle movements from right-turning vehicles. This is not currently in the scope or budget of this project.



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Why no southbound bike lane on Fremont Ave between 34th and 35th? To connect Fremont Ave north of 35th/36th St.

Answer

The current design focuses on adding a northbound protected bike lane on Fremont Ave N between N 34th St and N 35th St, primarily to assist cyclists with the uphill segment. The absence of a southbound bike lane in this section is due to several reasons such as spatial constraints and the need to keep vehicle traffic moving down this important corridor.