



Route 40



Route 40 Transit-Plus Multimodal Corridor Project

Mercer Corridor Stakeholder Committee

June 3, 2021



Presenters



Virginie Nadimi
King County Metro
Transportation Planner



Josh Shippy
SDOT
Project Manager

Agenda

1. Introductions
2. Route 40 Background
3. Westlake Concepts
4. Questions



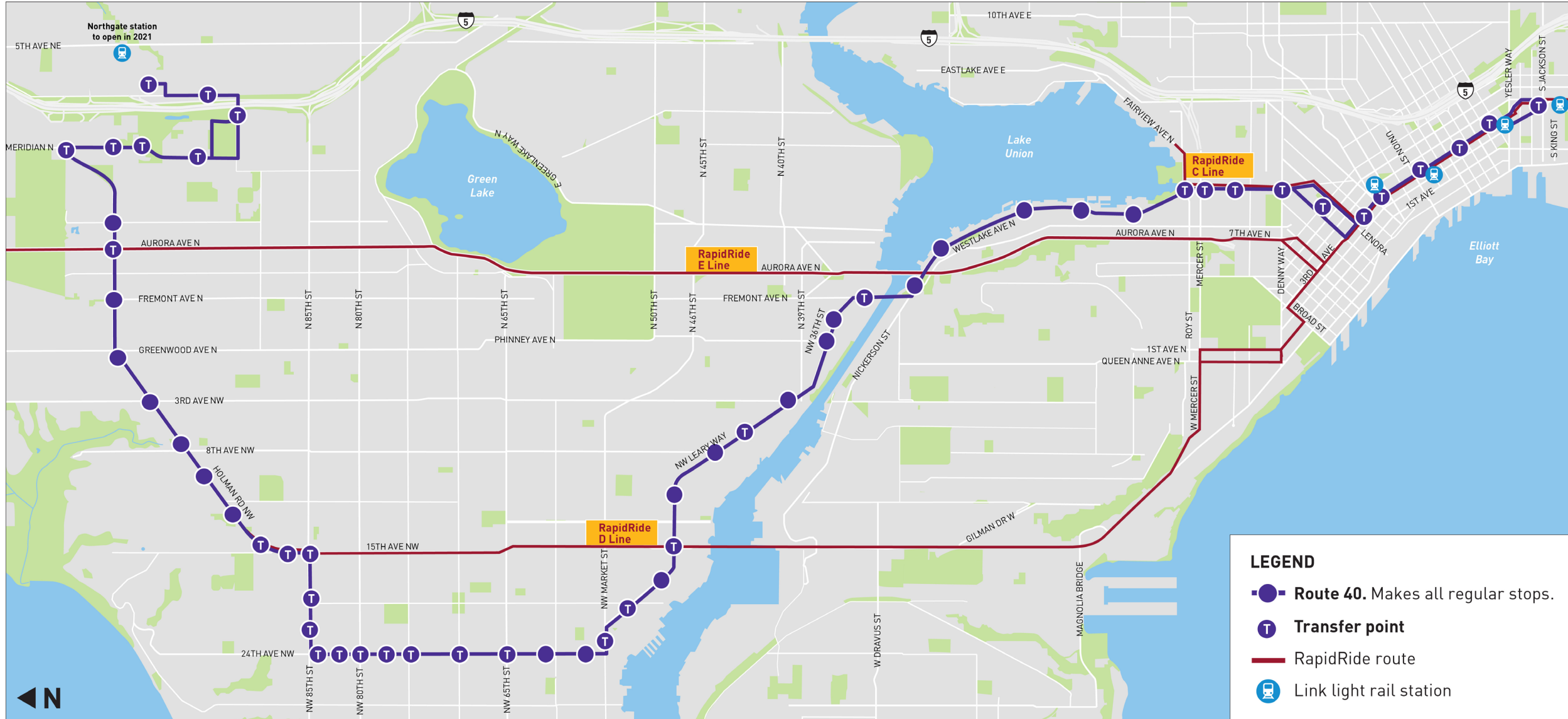
Route 40



Corridor Overview



Route 40



LEGEND

- Route 40.** Makes all regular stops.
- Transfer point**
- RapidRide route
- Link light rail station



Ridership



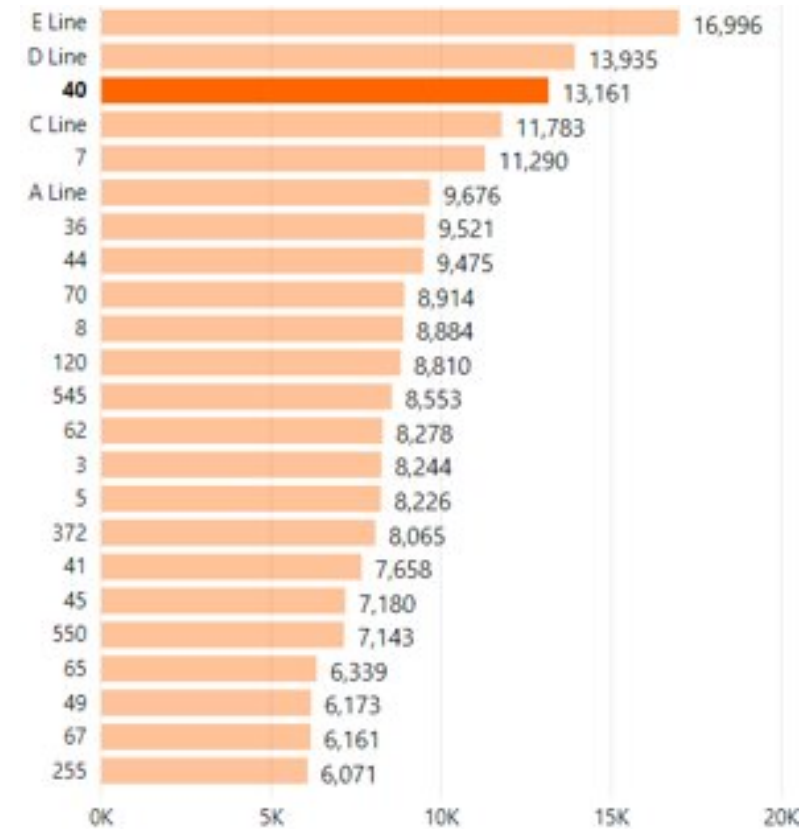
Route 40



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



Routes by Average Weekday Ridership (April 2019)



On-Time Performance

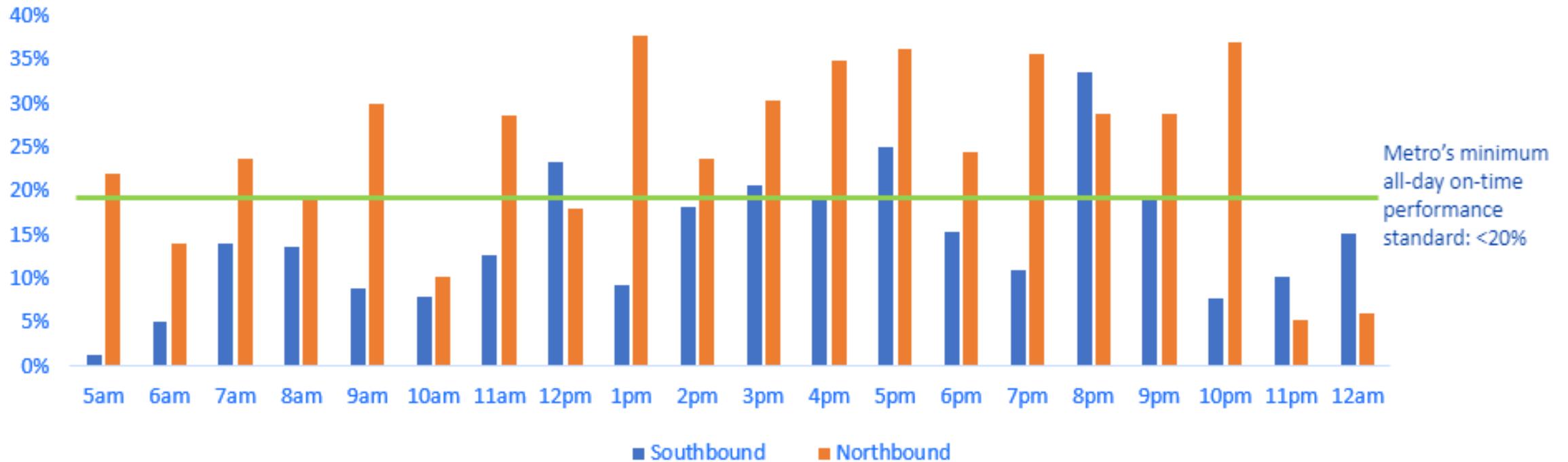


Route 40



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

Average % of Late Trips (Weekdays, April 2019)



Project Objectives



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



Project Funding



Route 40



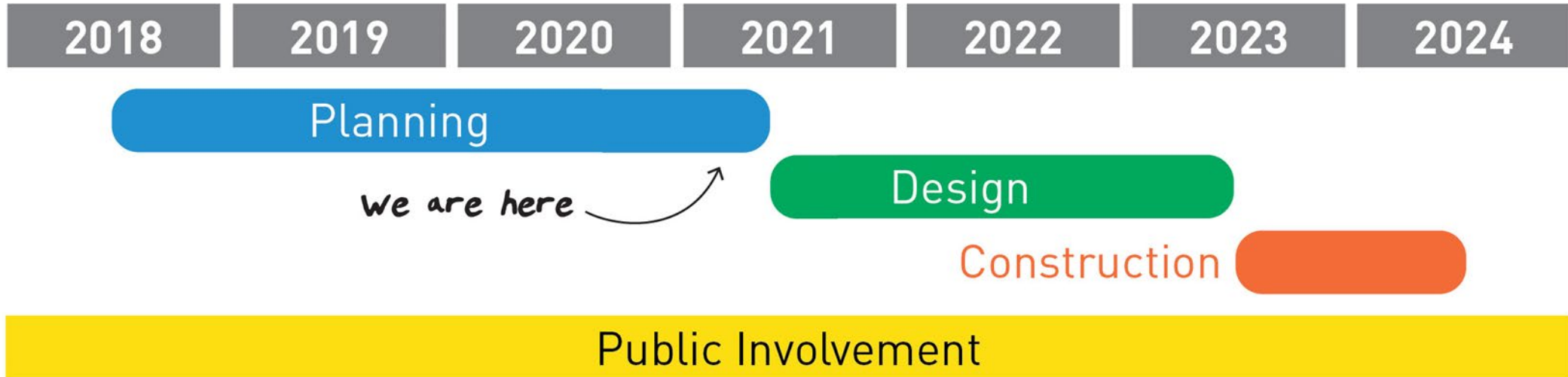
Funding Source	Funding Amount
Move Seattle Levy	\$7.7M
Local Sources	\$0.1M
Connecting Washington	\$3.4M
Federal Grants	\$4.0M
King County Metro Partnership	\$1.9M
Seattle Transit Benefit District (STBD) Vehicle Licensing Fee (VLF)	\$3.0M
Regional Mobility Grant (RMG)	\$6.0M
Total Budget	\$26.1M

As of June 2021

Project Schedule



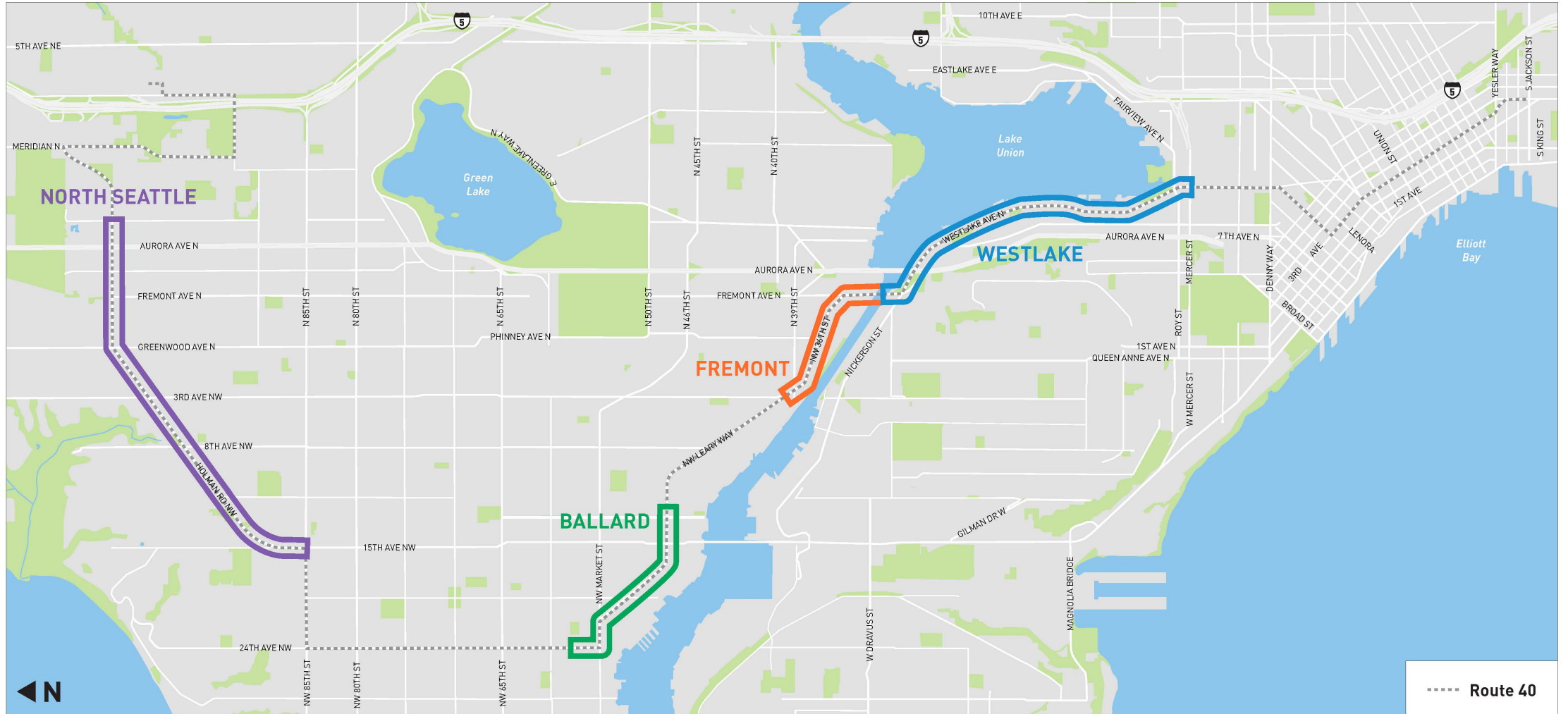
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Key Improvement Areas



Route 40



Westlake Area Design Concepts



Route 40



Westlake Ave Bus Lanes

between 9th Ave N and Fremont Bridge



Route 40

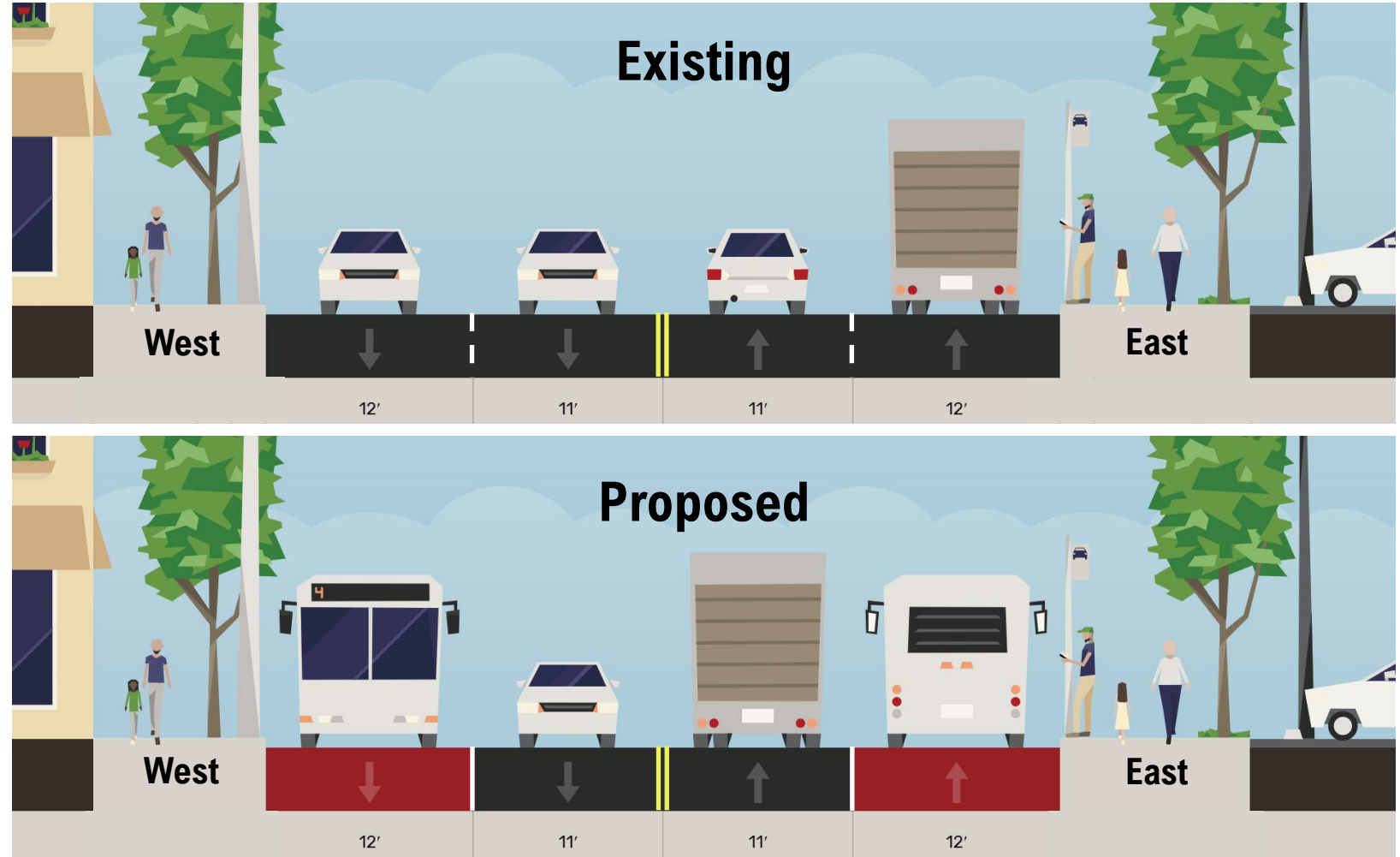


Proposed Changes

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

Expected Benefits

- Reduced transit travel times and improved reliability in both directions

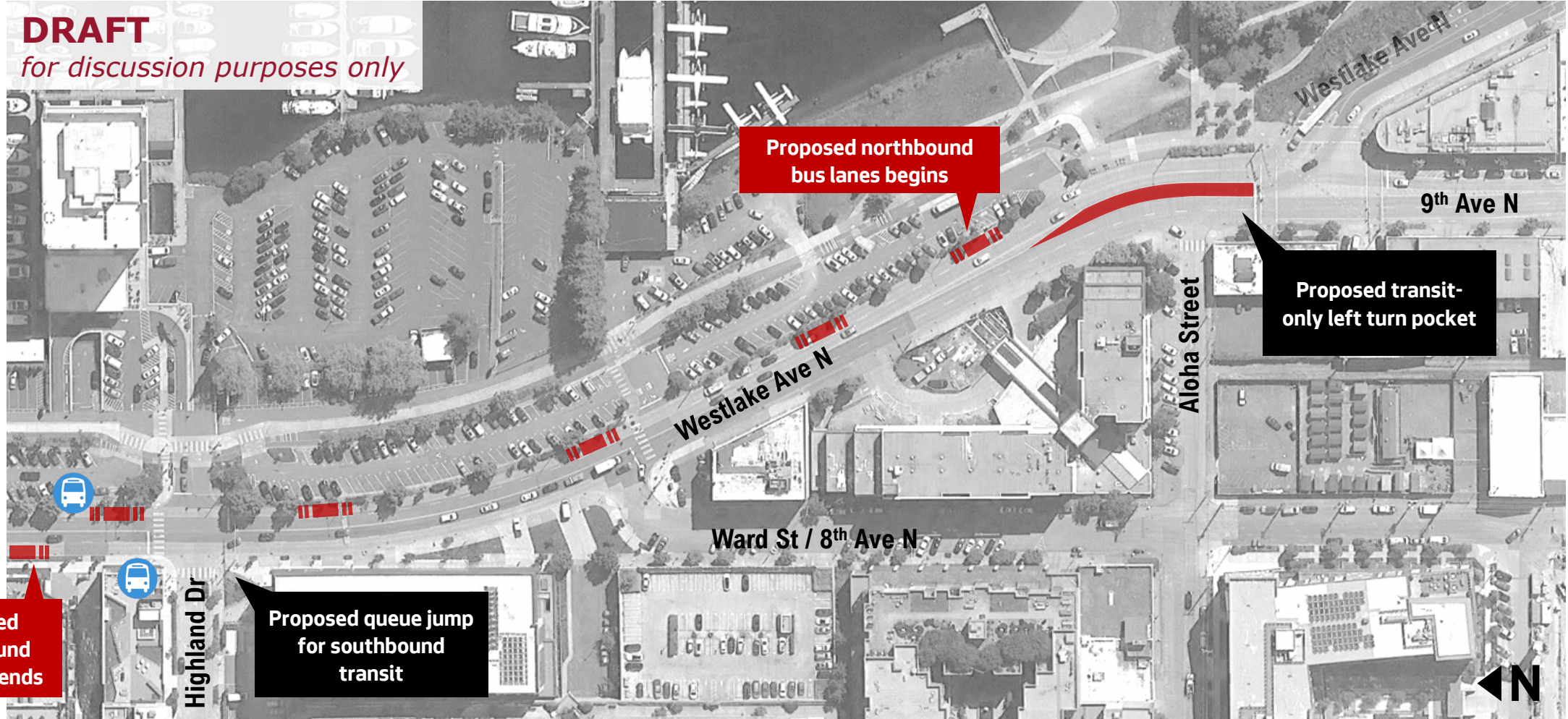


Westlake Ave Bus Lanes

between Highland Dr and 9th Ave



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Proposed southbound bus lanes ends

Proposed queue jump for southbound transit

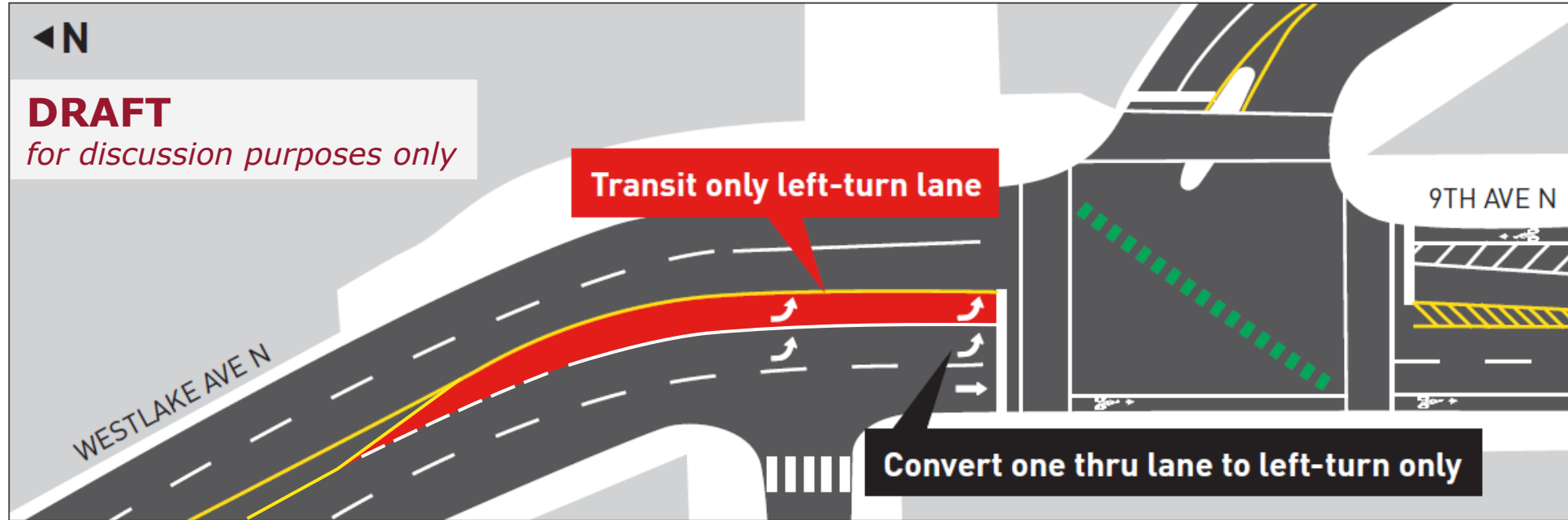
Proposed northbound bus lanes begins

Proposed transit-only left turn pocket

Westlake Ave and 9th Ave



Route 40



Proposed Changes

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

Expected Benefits

- Reduced transit travel times and improved reliability

Westlake Ave Marking Modification

between Valley St and Mercer St



Route 40



DRAFT
for discussion purposes only



Route 40



Comments/Questions?

Route40@seattle.gov

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

