

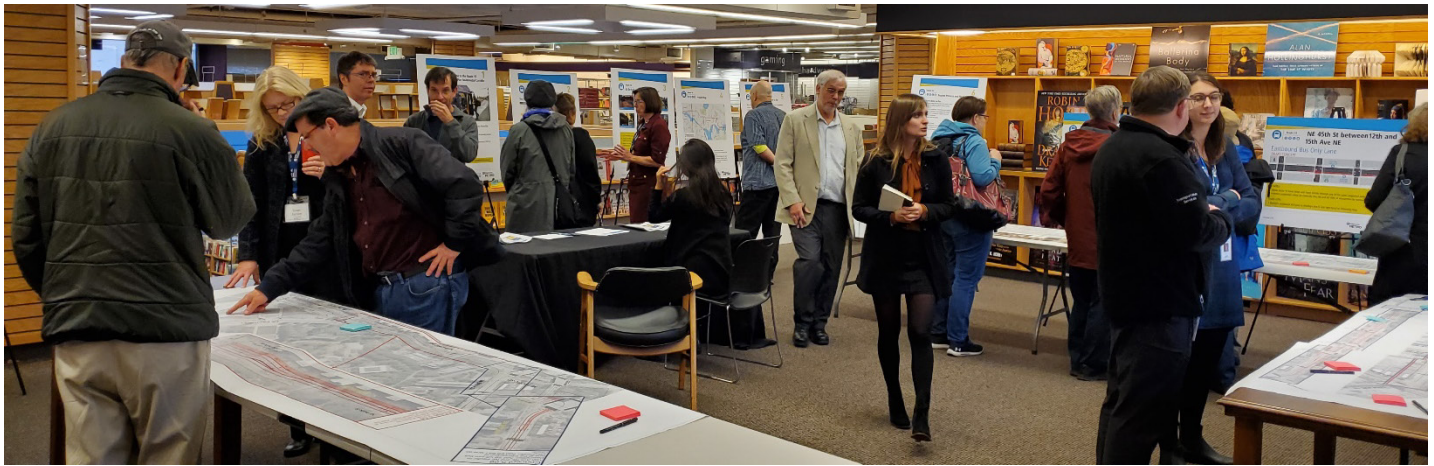


Route 44



Route 44

Transit-Plus Multimodal Corridor



Fall drop-in session at University Bookstore

Fall 2019 Outreach Summary

Project background

Seattle Department of Transportation and King County Metro are partnering to explore opportunities to improve efficiency for Route 44, one of the highest-ridership routes in Seattle. We are considering a variety of improvements along the route to make transit more efficient and improve neighborhood safety, including:

- Dedicated bus lanes to reduce bus service delays
- Signal timing upgrades to prioritize transit
- Street design upgrades and turn restrictions to reduce congestion and bus service delays
- Pedestrian safety updates

In partnership with King County Metro, our team identified more than 60 potential project improvements along this corridor. During our first round of project review, we reduced those concepts by half, which we then shared with the public. Based upon public feedback, traffic analysis, cost assessment, and safety considerations for all users, we are currently proposing to move 17 concepts into the next phase of design.



Seattle
Department of
Transportation



King County
METRO

Online survey

In fall 2019, more than 800 residents and 20 Metro bus operators took our survey. They identified the following preferences for improvements along the corridor.

- 93% selected *bus speed and reliability*
- 40% selected *pedestrian accessibility and new crossings*
- 25% selected *keeping cars and freight moving*

Drop-in sessions

In November, SDOT and Metro held 3 open houses in the University District, Ballard, and Wallingford/Phinney Ridge to gather community input on proposed improvements for the Route 44 corridor. At those meetings, residents provided feedback on design and shared information about their overall priorities.

Overview of feedback from drop-in sessions

Bus priority: There is strong support to add bus-only lanes and queue jumps to improve Route 44 speed and reliability, as overcrowding and late service during peak hours is a concern for many riders. There is also interest in adding more bus trips during peak times.

Pedestrian safety: There is interest in prioritizing pedestrian safety and adding crosswalks in specific locations, though residents said they are aware that pedestrian traffic at some crossings slows traffic.

Traffic effects: While residents are supportive of improving the flow of traffic along the corridor, many were concerned about maintaining the ability to make right and left turns at key intersections. In the case of lane reductions on major arterials, some attendees were concerned about the potential increase of traffic on residential roads.



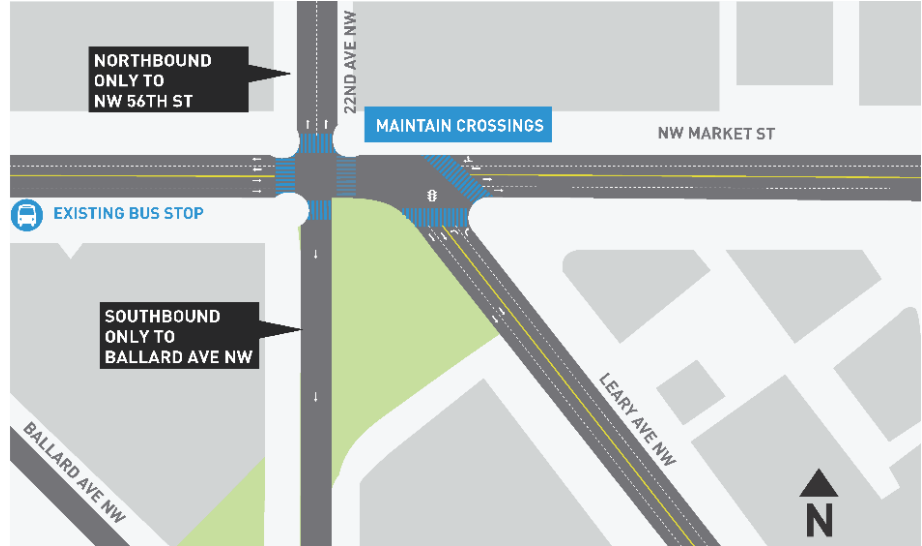
Fall drop-in session at Leif Erikson Hall, Ballard

Proposed Ballard projects

NW Market St & 22nd Ave NW

What we proposed: In order to improve east-west transit flows and reduce interactions between pedestrians and turning vehicles, we proposed modifying the intersection and making 22nd Ave NW one-way, going northbound north of NW Market St and southbound south of NW Market St.

What we heard: There was support for the pedestrian safety and transit improvements on this project, but some people pointed out that there will need to be further outreach to businesses in the neighborhood to minimize the impacts of making 22nd Ave NW a one-way street.



NW Market St from Tallman Ave to 15th Ave NW

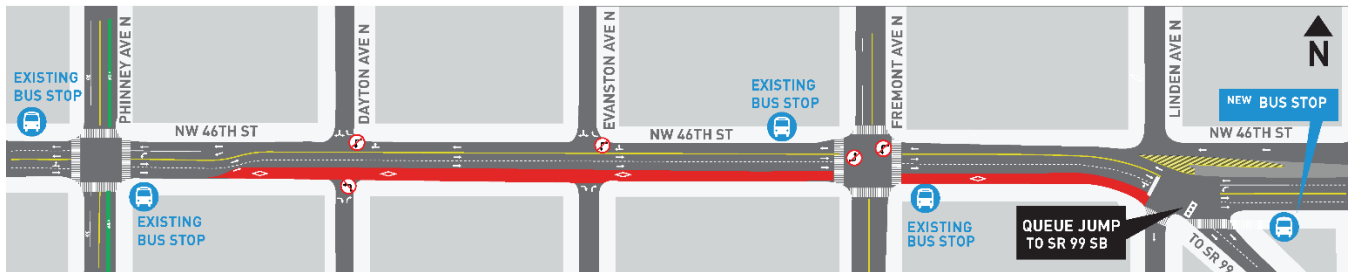
What we proposed: We proposed adding an eastbound bus-only lane to improve the speed and reliability of transit on NW Market. In order to accommodate the bus-only lane, we would need to remove parking on the south side of the street, as well as an eastbound lane.

What we heard: There was a large amount of support for eastbound bus-only lanes; however, several people pointed out that this option creates potential challenges for right turns onto intersecting streets. There is also interest in adding a crosswalk along other stretches of NW Market, especially at 11th Ave NW.



Proposed Phinney Ridge and east Wallingford projects

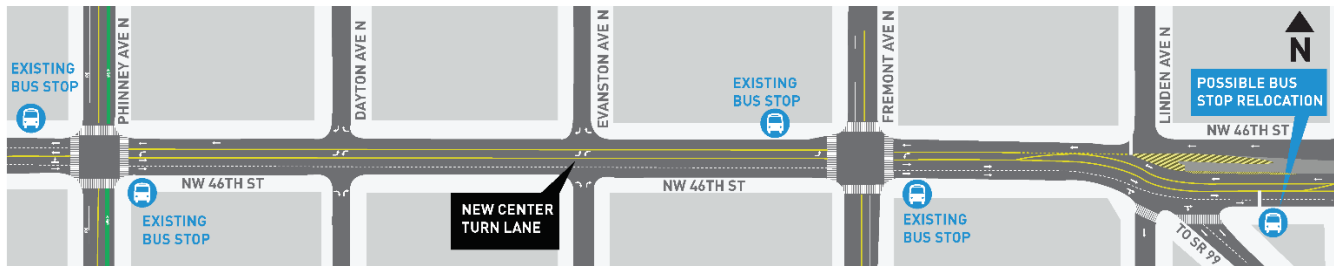
N 46th St between Phinney Ave N and SR 99: Eastbound bus-only lane



What we proposed: We proposed adding an eastbound bus-only lane and restricting left turns at intersections to improve the flow of traffic. To accommodate the bus-only lane, we would also remove a westbound lane and add a queue jump for buses (a traffic signal that gives buses a green light before the rest of traffic).

What we heard: Dedicated bus-only lanes were popular with most attendees, but several people had concerns about the left-turn restrictions, which could have the unintended impact of increasing traffic on neighborhood streets.

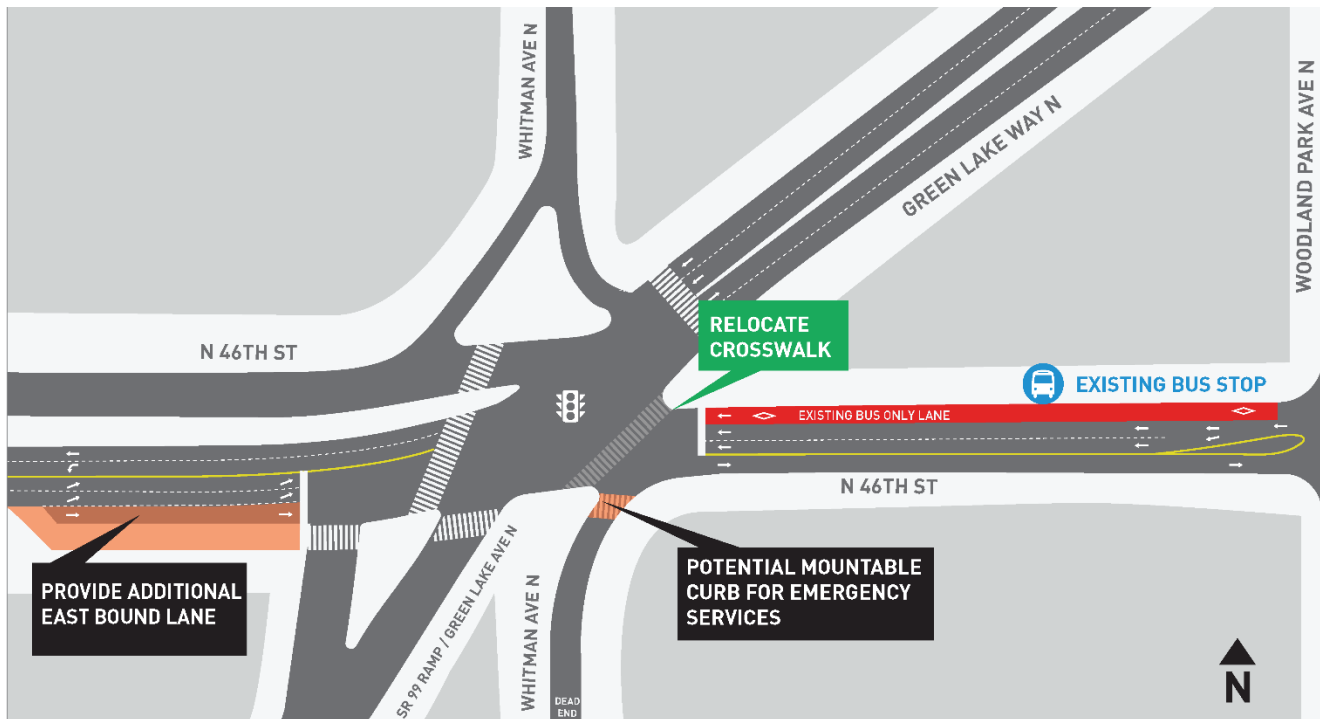
N 46th St between Phinney Ave N and SR 99: Two-way left-turn lane



What we proposed: A two-way left-turn lane would maintain access to neighborhood streets while improving the flow of traffic. This proposal also includes removing a westbound lane.

What we heard: There is strong support for improving transit time; however, some residents raised questions about whether the left-turn only lane will improve transit time, and whether it would negatively affect pedestrian safety.

N 46th St and Green Lake Way N



What we proposed: We proposed a redesign of this intersection, adding a new eastbound-only lane at the intersection and shortening the pedestrian crossing distance across N 46th by closing off neighborhood access at Whitman Ave. This may also include restricting right turns from the SR-99 ramp onto 46th St.

What we heard: Most residents were supportive of shortening pedestrian crossings. However, others were concerned about the potential of reducing right turns onto eastbound 46th, noting that this can cause traffic to back up onto SR-99.



Fall drop-in session at Wallingford Senior Center

Proposed Wallingford projects

Wallingford Ave and N 45th St

What we proposed: We proposed a redesign of the intersection that would close Wallingford Ave north of 45th St, reducing traffic delays and creating a new public open space.

What we heard: Many attendees liked the idea of closing Wallingford Ave to create a new public space, but they were also concerned that this could increase traffic on residential streets or limit freight access to businesses.

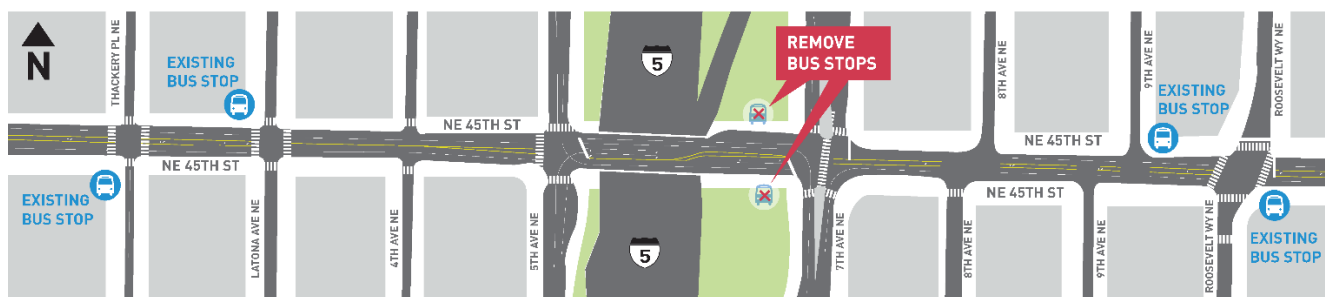
Several people also noted that they'd like to see more pedestrian safety measures in this area, including a pedestrian scramble, which allows pedestrians to cross in any direction while all vehicle traffic is stopped.



NE 45th St and I-5 interchange

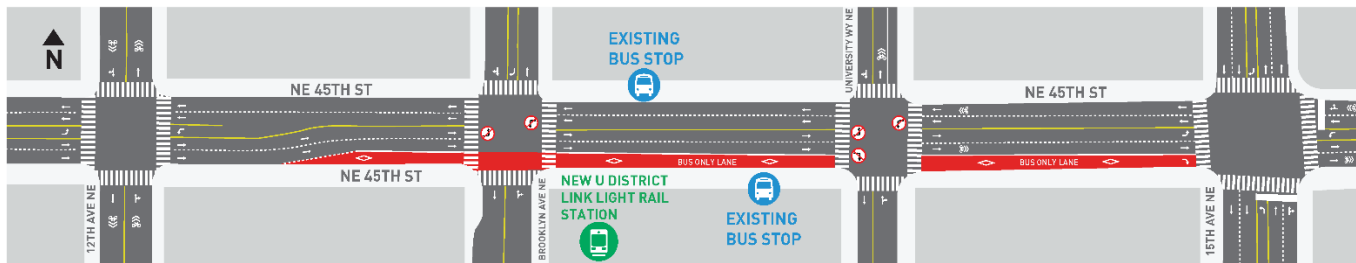
What we proposed: To improve bus speed, we proposed removing bus stops west of 7th Ave NE on NE 45th St.

What we heard: The majority of residents were concerned about the possibility of removing these bus stops, particularly for riders who are elderly or disabled, or are transferring to routes along I-5. To address traffic congestion and improve pedestrian safety, several attendees suggested that we create bus-only lanes.



Proposed University District projects

NE 45th St between 12th and 15th Ave NE



What we proposed: Our design would add an eastbound bus-only lane along this route. To further improve the flow of traffic along the corridor and to minimize conflicts with the bus-only lane, the design would restrict left and right turns at Brooklyn Ave and right turns at University Ave (in addition to the left turn restrictions already in place at that intersection).

What we heard: There was strong support for adding bus-only lanes in the eastbound direction, and several attendees suggested that we consider adding a westbound bus-only lane. However, some attendees raised questions about the ability of buses to make a right turn onto 15th Ave NE.

Bus operations through U-District

What we proposed: With the opening of the new U-District Link light rail station in 2021, the westbound Route 44 would be rerouted onto 12th Ave NE and NE 43rd St.

What we heard: Most attendees were supportive of Route 44 connecting to the future Link light rail station. Some residents raised questions about whether the bus reroute would conflict with the current use of 12th Ave NE as a greenway or pedestrian plaza, while others noted that it may be confusing to have the eastbound and westbound routes diverge.

