

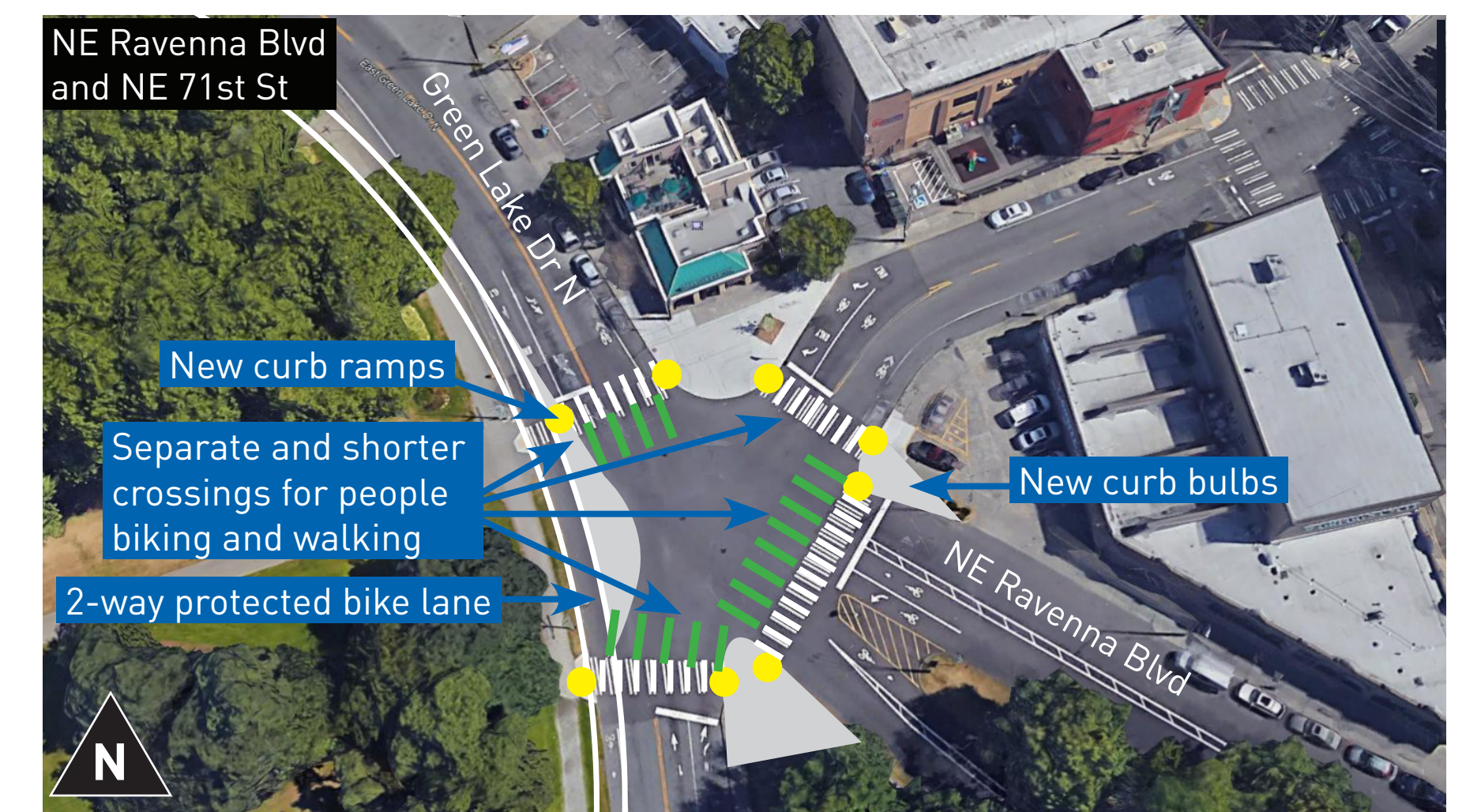
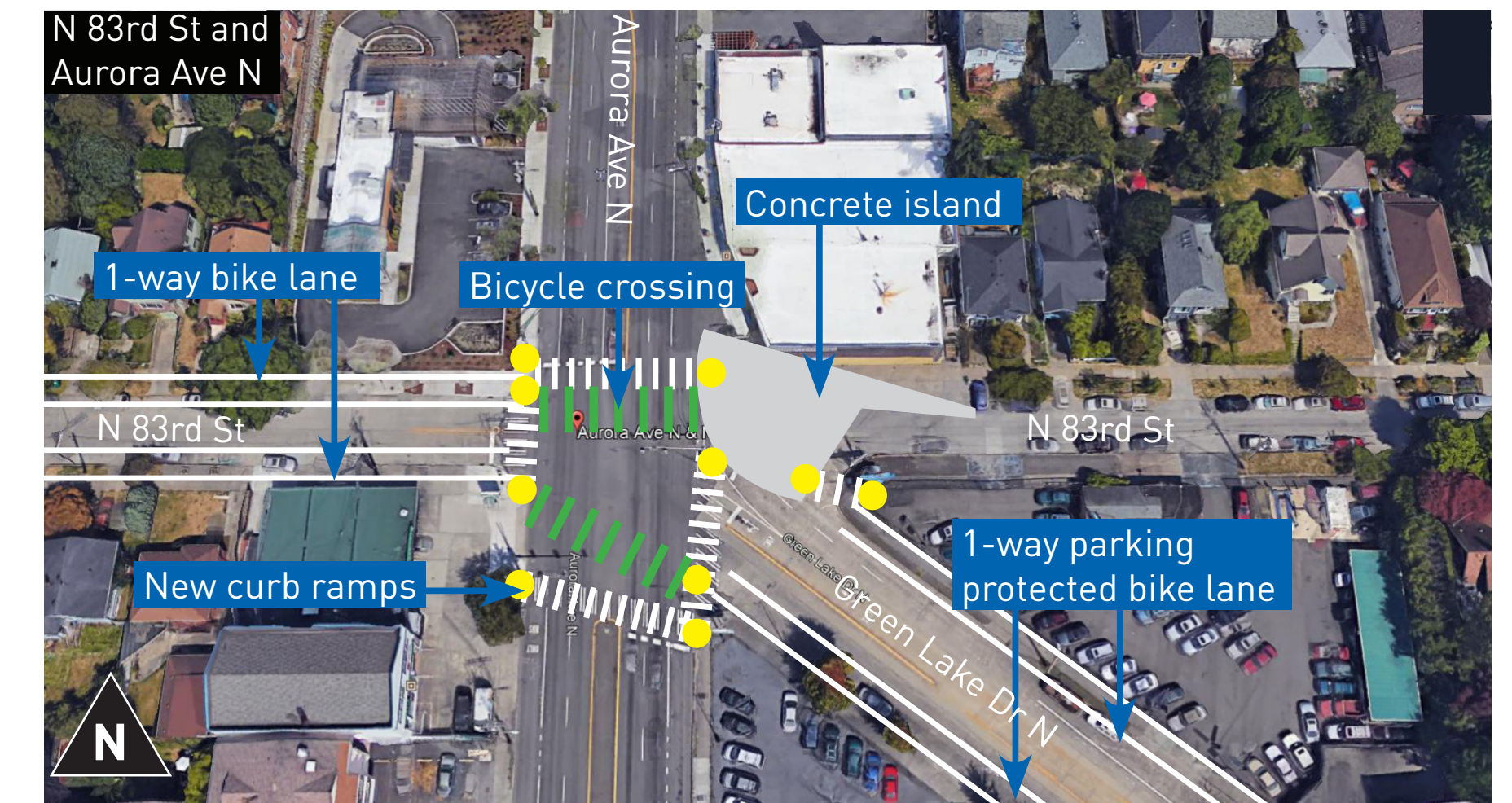
# GREEN LAKE LOOP

- 2-way protected bike lane around the lake
- Over 180 upgraded curb ramps to meet Americans with Disabilities Act (ADA) guidelines
- Parking removal at key intersections around the lake to accommodate safety improvements for all modes of travel

IMPROVEMENTS KEY	
	Bus stop relocation or improvements
	Improvements for people walking
	New, enhanced, or upgraded bike facilities
	Intersection improvements



**WHAT WE HEARD:**  
We need a safe, connected bike route around the Green Lake area.





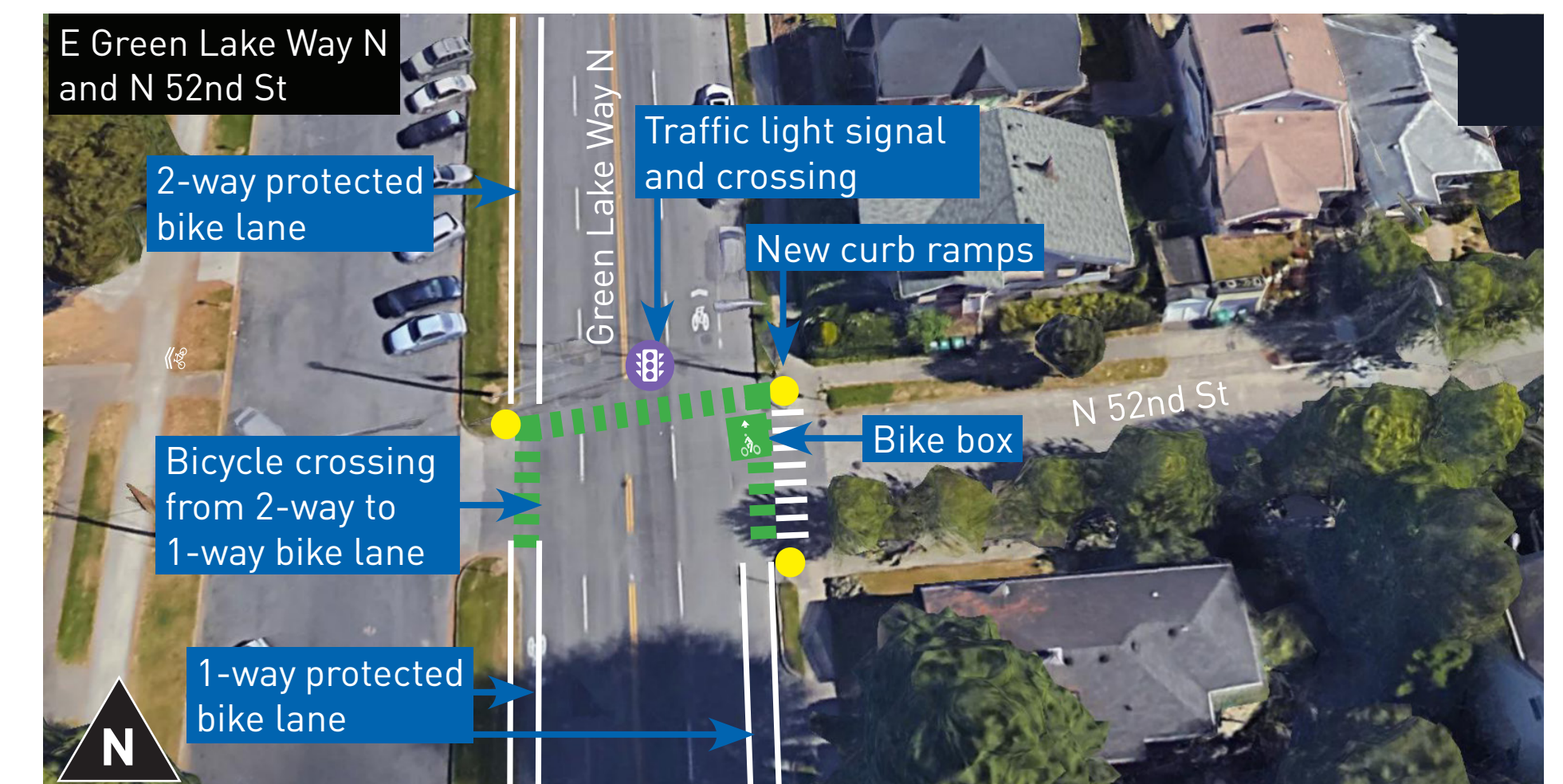
# GREEN LAKE LOOP

- Improvements at 5 intersections to enhance efficiencies for everyone
- Intersection improvements including:
  - N 83rd St and Aurora Ave N
  - Densmore Ave
  - NE Ravenna Blvd and NE 71st St
  - W Green Lake Way
  - N 52nd St

IMPROVEMENTS KEY	
	Bus stop relocation or improvements
	Improvements for people walking
	New, enhanced, or upgraded bike facilities
	Intersection improvements

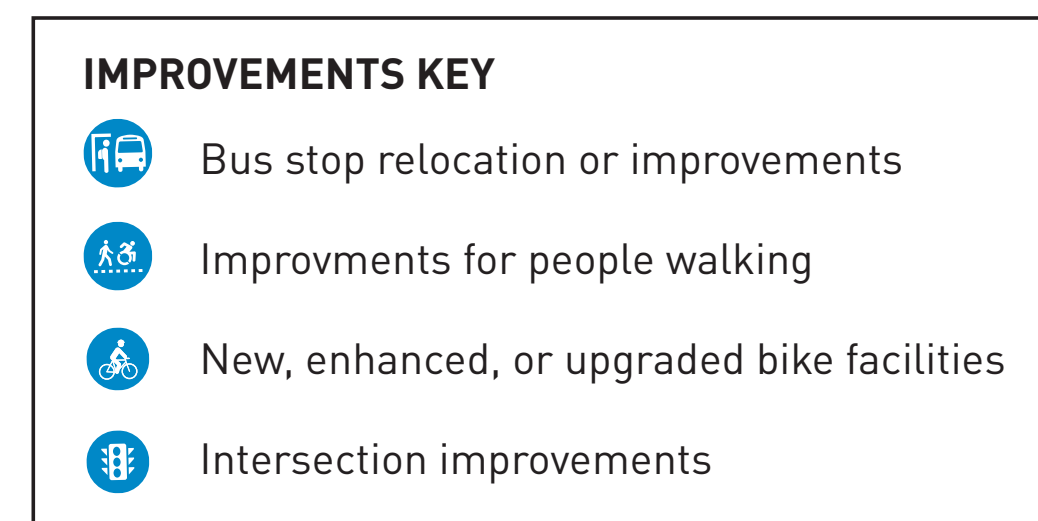


**WHAT WE HEARD:** The stop sign at E Green Lake Way N and W Green Lake Way N backs up and everyone has to wait for a long time to get through.





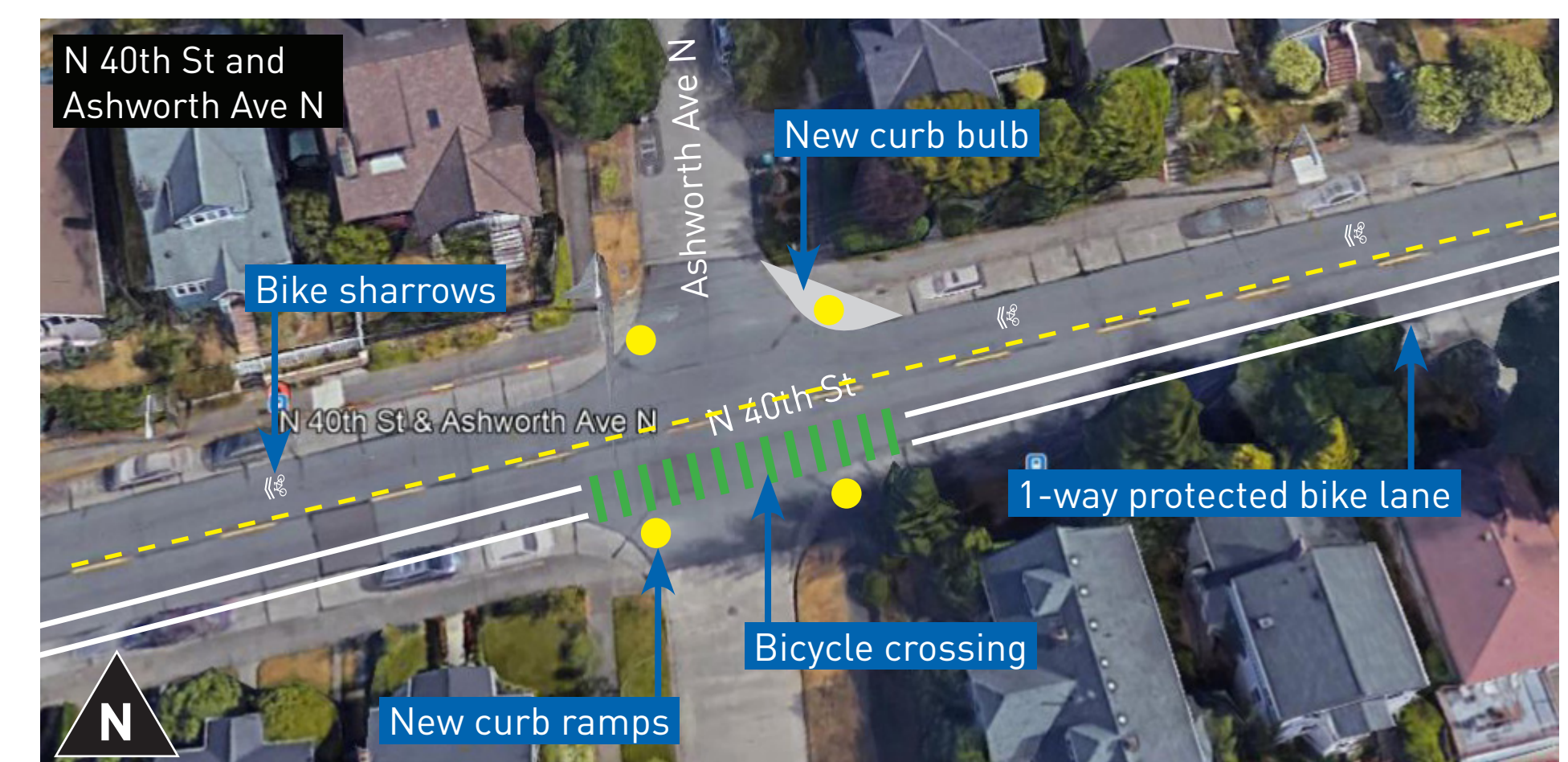
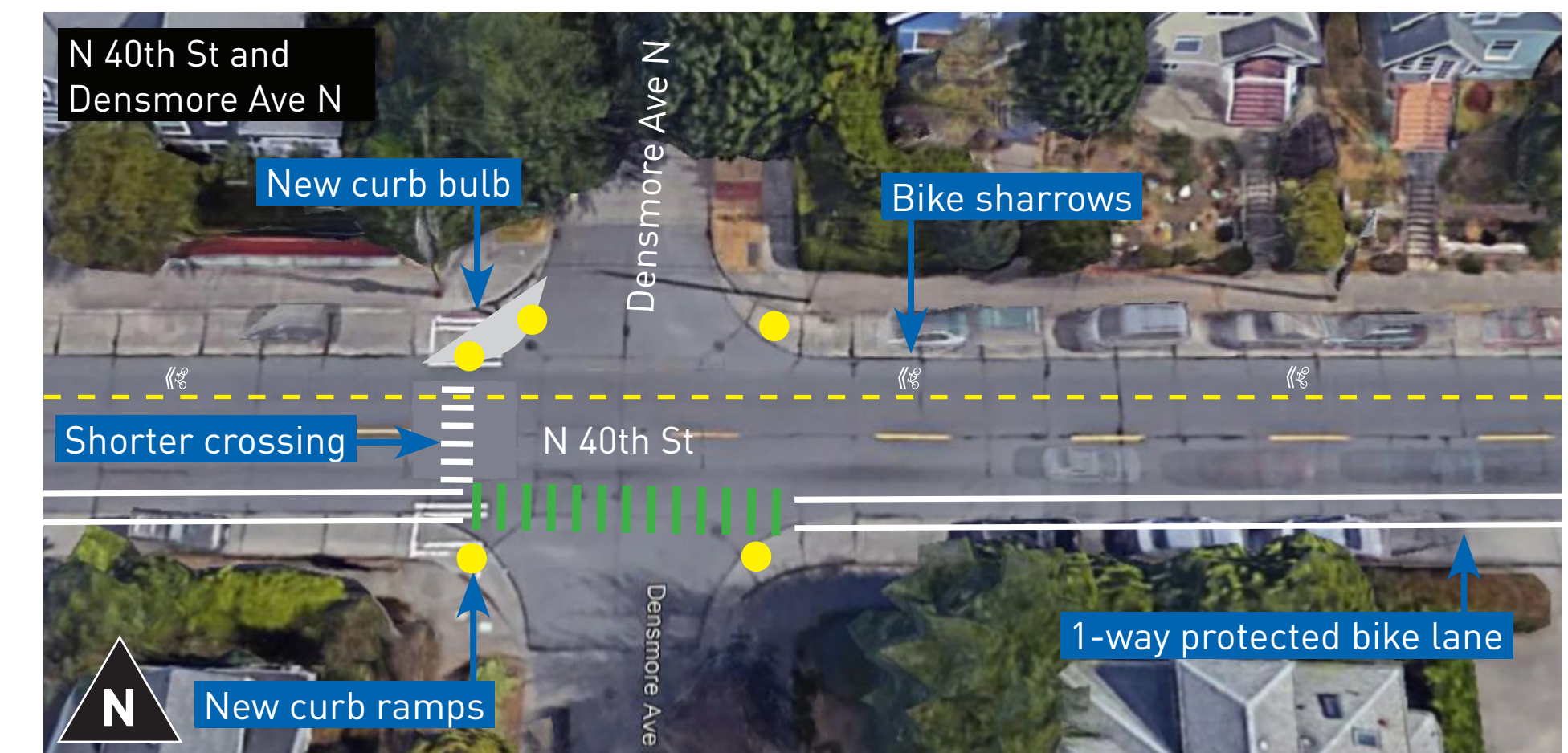
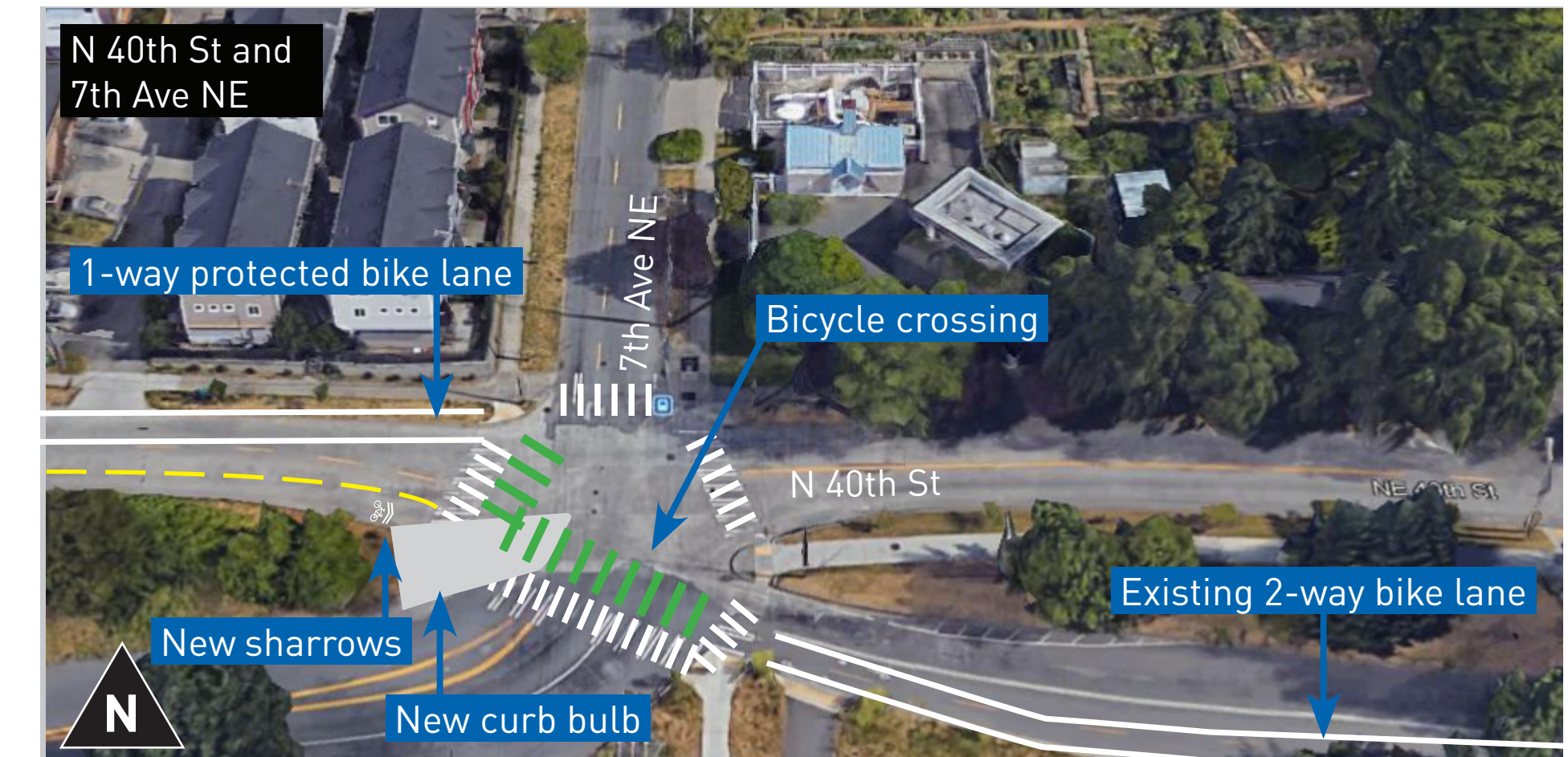
# N 40TH ST



**WHAT WE HEARD:** People walking need safe access to Hamilton International Middle School and Wallingford Playfield.

**WHAT WE HEARD:** People biking uphill on N 40th St are traveling slower and need a separated bike lane to feel safe and prevent the slowing of traffic for people driving.

- 1-way protected bike lane for uphill travel
- Shared travel lane with sharrows for downhill travel
- Intersection improvements at Bagley Ave N, Densmore Ave N, and Ashworth Ave N
- Over 100 upgraded curb ramps to meet Americans with Disabilities Act (ADA) guidelines
- Parking removal on the south side of the street from Stone Way N to Latona Ave NE and on the north side of the street from Latona Ave NE to 7th Ave NE





# N 50TH ST



## IMPROVEMENTS KEY

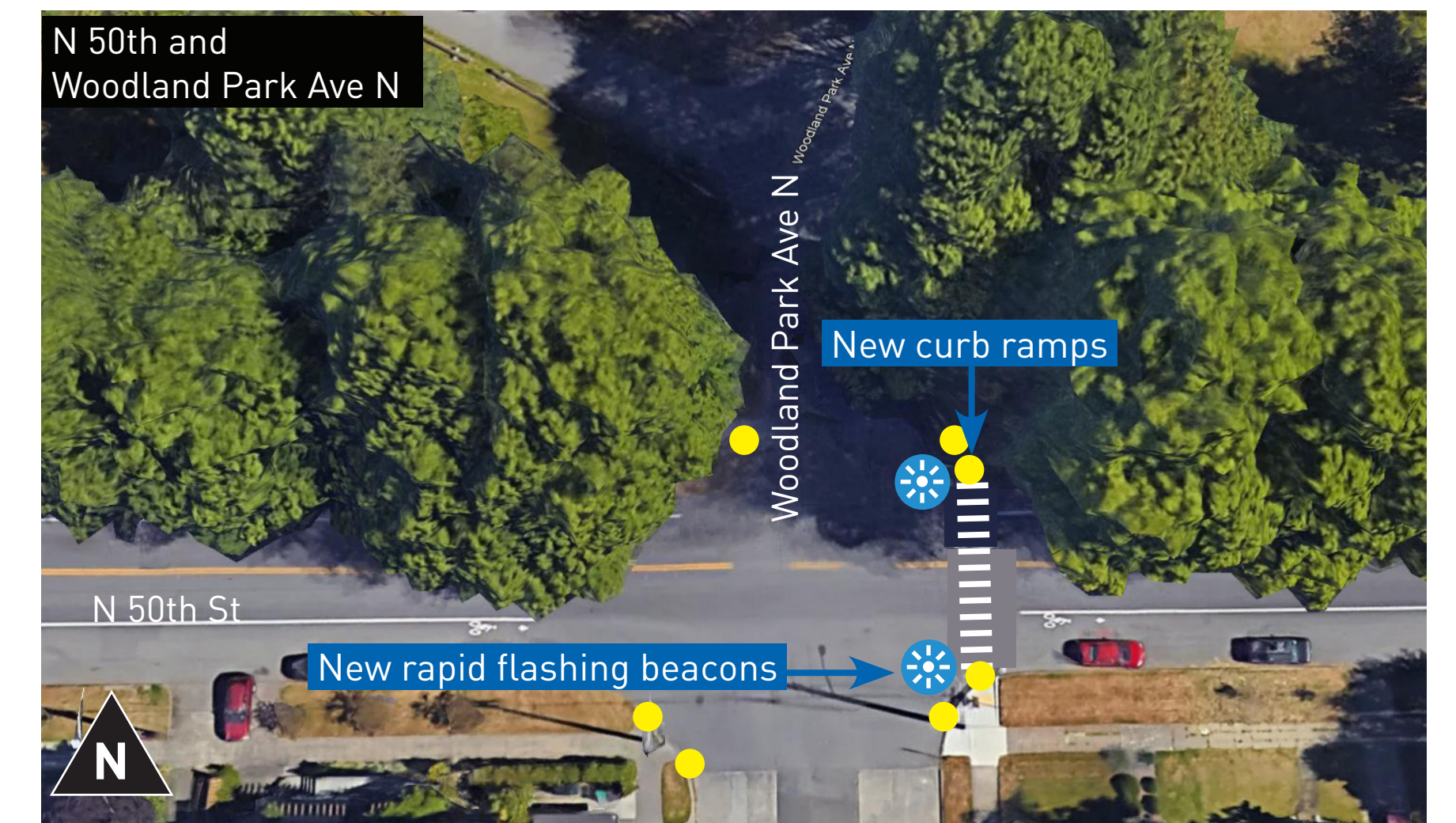
- Bus stop relocation or improvements
- Improvements for people walking
- New, enhanced, or upgraded bike facilities
- Intersection improvements



## WHAT WE HEARD:

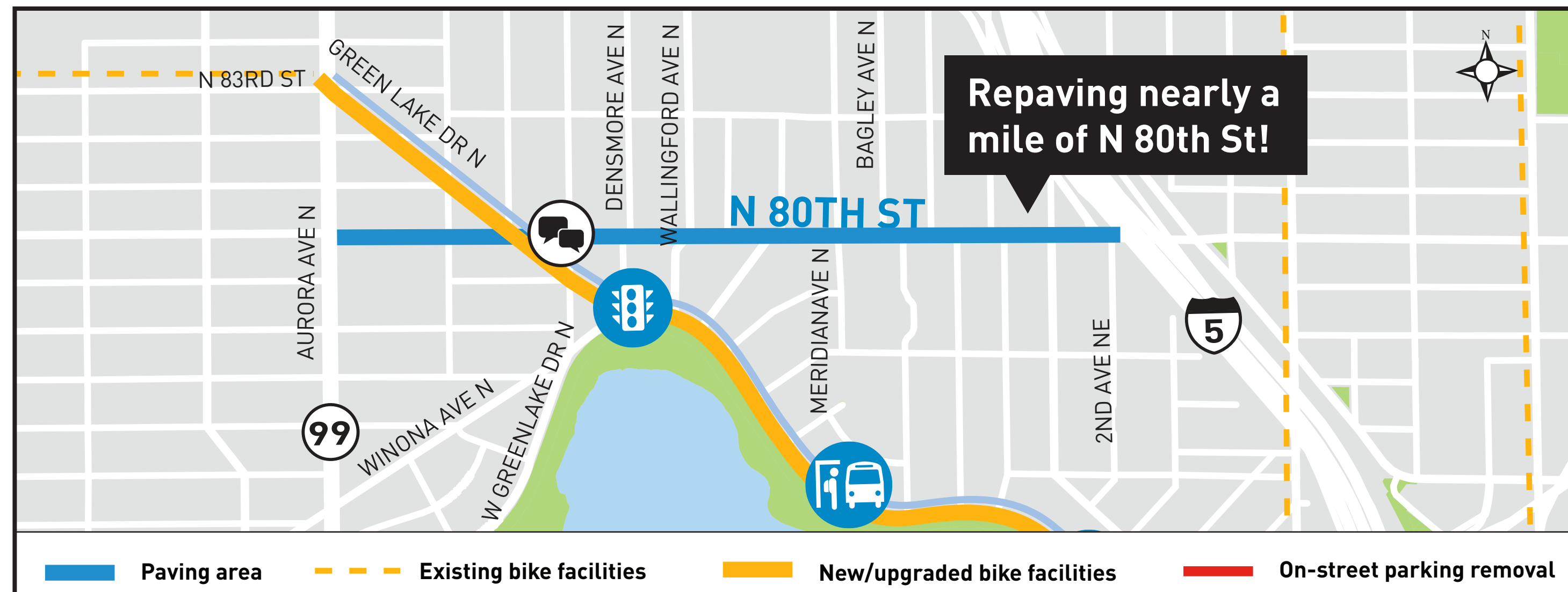
We need wider bike lanes on N 50th St! I don't feel safe when cars drive by me when I'm on my bike.

- Wider bike lanes between Phinney Ave N and Stone Way N with clearer striping
- Over 170 upgraded curb ramps to meet Americans with Disabilities Act (ADA) guidelines
- New pedestrian crossing signals at Dayton Ave N and Woodland Park Ave N to enhance safety for people walking
- No parking removal on N 50th St





# N 80TH ST



- N 80th will remain a high-traffic east-west throughway
- Safety enhancements to N 80th and Ashworth Ave N intersection for people walking
- Over 70 upgraded curb ramps to meet Americans with Disabilities Act (ADA) guidelines

#### IMPROVEMENTS KEY

- Bus stop relocation or improvements
- Improvements for people walking
- New, enhanced, or upgraded bike facilities
- Intersection improvements



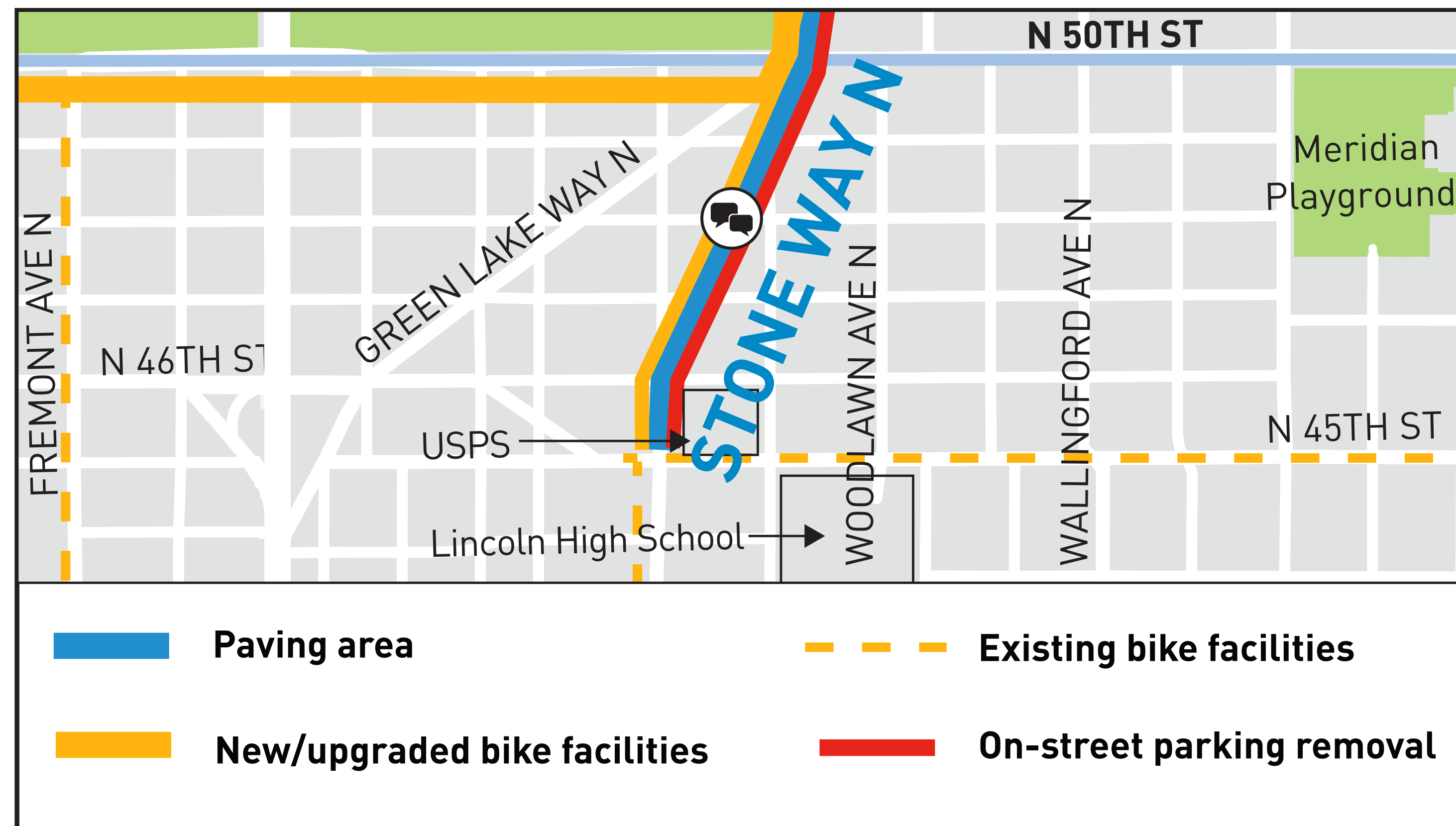
**WHAT WE HEARD:** People drive too fast on 80th and it's not safe to turn, especially off of Ashworth.



Repaving N 80th St to create a smoother drive for people accessing I-5 and Aurora Ave N.



# STONE WAY N



## IMPROVEMENTS KEY

- Bus stop relocation or improvements
- Improvements for people walking
- New, enhanced, or upgraded bike facilities
- Intersection improvements



**WHAT WE HEARD:** The turn lane on Stone Way N is essential for people driving to access local businesses.

- New protected bike lane between N 50th St and N 45th St
- Removal of 25 parking spaces to accommodate the new protected bike lane
- New or upgraded curb ramps at every intersection to meet Americans with Disabilities Act (ADA) guidelines
- SDOT is evaluating the N 50th St and Stone Way N intersection for future improvements (not in current scope of this project)



New or upgraded curb ramps at many intersections.



# WHAT TO EXPECT DURING CONSTRUCTION

- A single point of contact to provide advance notice and regular updates—email, phone, and door-to-door
- Business and directional signs and maps
- Adjust construction schedule around major community events
- Maintain access to residential properties and businesses
- Maintain 2-way traffic as much as possible during peak hours with temporary lane restrictions, sidewalk closures, and side street restrictions in place as needed



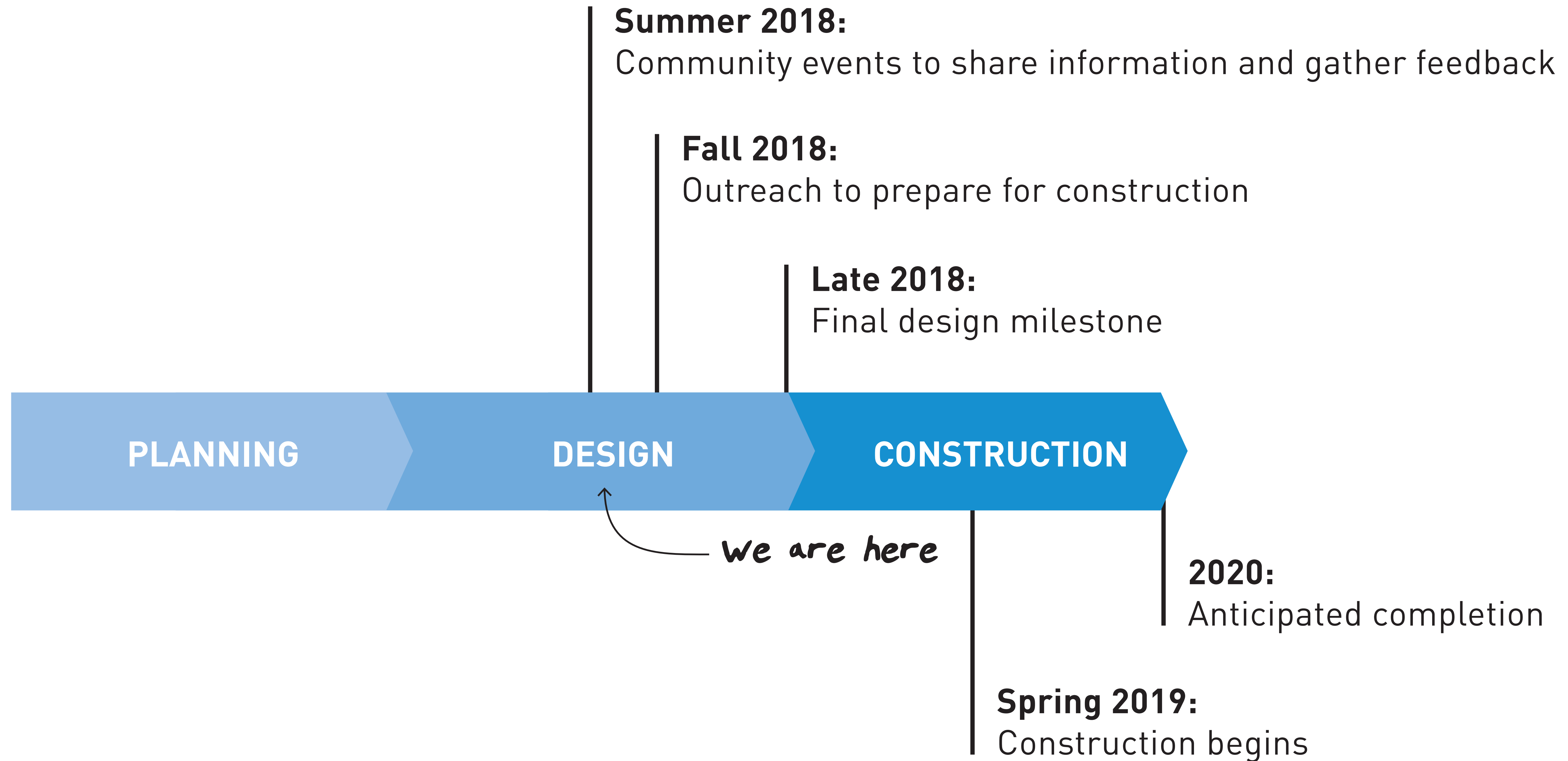
Curb ramp improvements



Preparing road for paving



# PROJECT TIMELINE





# WHAT IS YOUR PREFERENCE FOR HOW WE PLAN FOR CONSTRUCTION?

## **Concept A: Complete the work as quickly as possible, but with heavier impacts**

- Shorter overall duration
- Larger work zones
- Heavier impacts to traffic flow
- More frequent impacts to access, but for shorter periods of time

## **Concept B: Complete the work with lighter impacts, but for a longer duration**

- Longer overall duration
- Smaller work zones
- Lighter impacts to traffic flow
- Less frequent impacts to access, but for longer periods of time