

Project Information

Linden Avenue North Complete Street Project

Frequently Asked Questions

What is the Linden Avenue North Complete Street Project?

The Linden Avenue North Complete Street Project is a City of Seattle project to improve Linden Avenue North between N 128th and N 145th streets. The project improves pedestrian and bicycle safety; completes the missing Interurban Trail link; improves drainage and area lighting; and redevelops the corridor into a Complete Street. Seattle's Complete Streets policy is meant to guide the creation of safe streets for all travel modes, designing, as the budget allows, for the wide array of public needs and uses.

How will the roadway be improved? Specifically, the project will:

- Add a pedestrian crossing near the Bitter Lake Community Center - complete with an infrared detection system to automatically start crosswalk flashing signs when pedestrians approach
- Enhance pedestrian safety by making sidewalks, ramps and curbs continuous along the roadway
- Enhance bicycle safety by adding a cycle track that separates bicyclists from motor vehicles and pedestrians
- Make bicycle and pedestrian connections to the Interurban Trail, filling in the missing link to the City of Shoreline
- Define on-street parking
- Clean up and beautify Linden Avenue North
- Add street trees and landscaping
- Install 57 new street lights
- Install improved storm drainage and bioswales
- Calm traffic speeds

When will the project be completed?

Construction began on June 18, 2012 and is scheduled to be completed in the second quarter of 2013.

What should the public expect during construction?

All travelers are advised to use caution while traveling through the work zone and expect:

- Construction noise and dust and increased construction truck traffic
- Partial or full-width gravel roadways, grooved pavement, and loose asphalt
- Raised utility castings and access holes in the street
- Lane closures, detours and traffic delays
- Pedestrian and bicycle detours (*bicyclists will merge and share the lane with general northbound traffic, or may use sidewalks*)
- Long-term parking and loading restrictions

Is there a detour during construction?

Roadway users should expect frequent traffic revisions, including southbound detours in the areas where crews are working. Visit the [project website](#) to learn more about the latest detours.

Is there a bicycle detour?

Bicyclists using Linden Avenue North are to follow the same southbound detours as motor vehicles, though they may also utilize sidewalks, yielding to pedestrians. When heading northbound on Linden Avenue N through the construction zone, use caution, reduce speeds and expect:

- Gravel pathways, grooved pavement and loose asphalt
- Bicyclists will merge and share lane with vehicles
- Raised utility casting and man holes in the street
- Increased construction truck traffic

What is a cycle track?

A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated (grade or barrier) from motor traffic and distinct from the sidewalk. Cycle tracks have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks.

The Linden Avenue North Complete Street project will complete the missing Interurban Trail link with a cycle track. The project builds the first urban cycle track in Seattle. Cycle tracks have been implemented successfully in cities throughout the country as well as in Vancouver, B.C.

Are there separate signals for bicyclists? How will you reduce car/bike conflicts?

The project does place separate red/yellow/green bicycle signals at N 130th Street and at the crosswalk at Four Freedoms, just south of N 135th Street. At Four Freedoms the bike signal will reduce pedestrians and cyclists conflicts. There is not a separate signal head at N 145th Street, rather bikes will wait for the signal the same as cars and pedestrians, and right turning motorists are required to yield to pedestrians and bikes. That said, designers are looking at ways to improve clarity at that intersection, including installing flexible delineator posts and continuing bicycle lane markings through the intersection, as cyclists transition to the Interurban Trail to the north. This should help right turning vehicles be more aware of the possibility of bicycles in the intersection.

How does intersection turning work? What do left-turning cyclists (and right-turning motorists) do at the N 130th Street stoplight?

At the N 130th Street signal, cyclists will have a queue jump to get out into the intersection before motor vehicle movements. For that queue jump, both northbound and southbound cyclists go first, then motor vehicles traveling northbound straight through or making right turn will go a few beats later.

Meanwhile, left-turning motor vehicles have to wait for their left-turn arrow; a separate movement from the northbound and southbound pedestrian and bike phase.

Lastly, westbound drivers will not be able to make a right turn on red. For left-turning cyclists travelling northbound, there will be a bike box on N 130th Street going westbound so cyclists can connect to the bicycle lane on N 130th Street; what is typically referred to as a two-stage left turn. At other locations along the corridor the same type of movement would be done; however at this time there are no additional bike boxes planned.

SDOT is also planning an education component as well as lots of signage and temporary striping to guide and train people in the new configurations.

How can I receive the latest construction information?

Sign-up to receive regular email updates by contacting:

- Thérèse Casper, Project Manager, therese.casper@seattle.gov or (206) 684-8764
- LeAnne Nelson, Project Communications Lead, leanne.nelson@seattle.gov (206) 684-3897

Where should I park during construction?

During construction parking is limited. Visit <http://web1.seattle.gov/SDOT/seattleparkingmap> to see where parking options might exist in the area.

What are the construction work hours?

Standard work hours are from 7 a.m. to 6 p.m., Monday through Friday, with occasional weekend work from 9 a.m. to 6 p.m., Saturdays and Sundays.

Will local driveway access be maintained?

Construction activities may require temporary driveway closures. Impacted residents and property owners will receive advanced notification prior to any driveway impacts.

Who should I call if I have additional questions during construction?

Leave a message on the project hotline: 206-462-6350. A project team member will return your call within one business day.

How is this project funded?

Funding is identified in the 2011-2016 CIP for the design and construction of the full corridor, N 128th St to N 145th St. Funding is made possible in part by Bridging the Gap, the voter-supported transportation levy, and was launched from a grass roots effort to get design dollars added to the City's 2008 budget. Thank you for your support!