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

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

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

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

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.
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 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
• 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)

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

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**

**PLANNING**

**SUMMER 2018:**
Community events to share information and gather feedback

**FALL 2018:**
Outreach to prepare for construction

**LATE 2018:**
Final design milestone

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**DESIGN**

**WE ARE HERE**

**CONSTRUCTION**

**2020:**
Anticipated completion

**SPRING 2019:**
Construction begins

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**MARCH 2018**

**LATE 2018:**
Final design milestone

**SPRING 2019:**
Construction begins

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**WHAT WE’VE HEARD**

**PLANNING DESIGN CONSTRUCTION**

We are here

Green Lake Area Paving & Safety Projects

We’ve been engaging with the Green Lake community since 2017 to create street design concepts that incorporate your vision. You want safer streets and more comfortable ways to get around your neighborhood. On many streets, we’ve developed new lane layouts and redesigned intersections. These concepts are intended to create safer places for everyone—whether you are walking, biking, driving, or taking transit. In some cases, this means losing on-street parking. Based on surveys, emails, meetings, and an open house, these are the themes that we heard:

- Prefer to get around the neighborhood by bike more than they do today
- Feel dissatisfied with biking environment on streets in the project area
- Feel somewhat unsafe when crossing streets in the project area
- Desire for more crosswalks
- Desire to reduce delay at key intersections
- Desire to pave additional streets beyond project area

We are currently in the design phase of the project with construction anticipated as soon as 2019. Throughout the next two years we will continue reaching out to neighbors, community groups, and others who frequently use these streets. Please contact us with questions and to sign up for email updates.

Thank you.

Contact
Christa Dumpys
(206) 256-5458
greenlakepaving@seattle.com

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**WEBSITE**

www.seattle.gov/transportation/greenlakepaving.htm
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