Green Lake Dr N: Densmore Ave N - Aurora Ave N (looking north)

**EXISTING**

![Diagram of existing street configuration]

**COMING 2019**

![Diagram of planned street configuration]

Major Changes:
- 1-way protected bike lanes with buffers added to both sides of Green Lake Dr N
- Bike traffic separated from parking locations
- Center turn lane removed to accommodate pedestrian and bike connections

**NOTES:** Cross sections are looking north.
Street configurations at intersections may look different than cross sections shown.
Sidewalk and planting strip widths vary along the corridor.
SEGMENT 2 PROPOSAL

E Green Lake Dr N: NE Ravenna Blvd - Densmore Ave N (looking north)

EXISTING

COMING 2019

Major Changes:
- 2-way protected bike lane added to south side of E Green Lake Dr N
- Some parking removed near intersections

NOTES: Cross sections are looking north.
Street configurations at intersections may look different than cross sections shown.
Sidewalk and planting strip widths vary along the corridor.
3 SEGMENT 3 PROPOSAL
E Green Lake Dr N: W Green Lake Way N - NE Ravenna Blvd (looking north)

EXISTING

COMING 2019

Major Changes:
• 2 way protected bike lane added to west side of E Green Lake Way N

NOTES: Cross sections are looking north.
Street configurations at intersections may look different than cross sections shown.
Sidewalk and planting strip widths vary along the corridor.
SEGMENT 4 PROPOSAL
Green Lake Way N: N 52nd St - W Green Lake Way N (looking north)

EXISTING

COMING 2019

Major Changes:
- 2-way protected bike lanes added
- Center turn lane remains for adequate traffic flow

NOTES: Cross sections are looking north.
Street configurations at intersections may look different than cross sections shown.
Sidewalk and planting strip widths vary along the corridor.
Stone Way N: N 45th St - N 50th St (looking north)

**EXISTING**

**COMING 2019**

**Major Changes:**
- 1-way protected bike lane added to both sides of Stone Way N
- Parking removed on east side of Stone Way N

**NOTES:** Cross sections are looking north.
Street configurations at intersections may look different than cross sections shown.
Sidewalk and planting strip widths vary along the corridor.
Major Changes:
- Bike lanes widened and striped in both directions

NOTES: Cross sections are looking west.
Street configurations at intersections may look different than cross sections shown.
Sidewalk and planting strip widths vary along the corridor.
SEGMENT 7 PROPOSAL
N 50th St: Whitman Ave N - Fremont Ave N (looking west)

EXISTING

COMING 2019

Major Changes:
- Bike lanes widened and striped in both directions

NOTES: Cross sections are looking west.
Street configurations at intersections may look different than cross sections shown.
Sidewalk and planting strip widths vary along the corridor.
**SEGMENT 8 PROPOSAL**

**N 50th St: Stone Ave N - Whitman Ave N** (looking west)

**EXISTING**

**COMING 2019**

Major Changes:
- Bike lanes widened and striped in both directions

**NOTES:** Cross sections are looking west.
Street configurations at intersections may look different than cross sections shown.
Sidewalk and planting strip widths vary along the corridor.
SEGMENT 9 PROPOSAL
N 40th: Wallingford Ave NE - Stone Way N (looking west)

EXISTING

COMING 2019

Major Changes:
• 1-way protected bike lane added to uphill section of N 40th St
• Shared bike and travel lane for downhill travel
• Travel lanes and parking lanes narrow to accommodate bike safety measures

NOTES: Cross sections are looking west. Street configurations at intersections may look different than cross sections shown. Sidewalk and planting strip widths vary along the corridor.
SEGMENT 10 PROPOSAL

N 40th: Latona Ave NE - Wallingford Ave NE (looking west)

EXISTING

COMING 2019

Major Changes:
- 1-way protected bike lane added to uphill section of N 40th St
- Shared bike and travel lane for downhill travel
- Parking removal on south side of N 40th St

NOTES: Cross sections are looking west.
Street configurations at intersections may look different than cross sections shown.
Sidewalk and planting strip widths vary along the corridor.