WELCOME

Thank you for coming. Please sign in and explore our proposals.

Tell Us What You Think

We’re here to talk with you about our project and listen to your feedback. Be sure to fill out a survey either here or online at www.seattle.gov/transportation/greenlakepaving.htm

Schedule

PLANNING  DESIGN  CONSTRUCTION

PUBLIC INVOLVEMENT

we are here

CONTACT

Dan Anderson
(206) 684-8105
greenlakepaving@seattle.gov

www.seattle.gov/transportation/greenlakepaving.htm
Survey results – 638 responses

**Make streets safer for people walking and biking**
- 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

**Improve signal operations**
- Desire to reduce delay at key intersections

**Pave more streets**
- Desire to pave additional streets beyond project area

**What’d we miss? Let us know.**
<table>
<thead>
<tr>
<th>Street</th>
<th>Traffic volume*</th>
<th>Bicycle volumes in street* (collected 3/15/17)</th>
<th>Speed limit</th>
<th>Traffic speed* (85% of vehicles are traveling at listed speed or below)</th>
<th>Collisions (5 years)</th>
<th>Transit Service (Metro)</th>
<th>Bicycle Master Plan designation</th>
<th>Freight Master Plan designation</th>
<th>Majority in Pedestrian Priority Investment Network?</th>
</tr>
</thead>
<tbody>
<tr>
<td>N 40th</td>
<td>11,500/day</td>
<td>30/day</td>
<td>30 mph</td>
<td>33 mph</td>
<td>72</td>
<td>Routes 26, 31, 32</td>
<td>In street, minor separation (e.g. bike lanes)</td>
<td>-</td>
<td>Yes</td>
</tr>
<tr>
<td>N 50th (east of Stone Way N)</td>
<td>23,500/day</td>
<td>7/day</td>
<td>30 mph</td>
<td>33 mph</td>
<td>337</td>
<td>-</td>
<td>-</td>
<td>Major Freight Route between Stone Way N and Roosevelt Way NE</td>
<td>Yes</td>
</tr>
<tr>
<td>N 50th (west of Stone Way N)</td>
<td>10,200/day</td>
<td>53/day</td>
<td>30 mph</td>
<td>34 mph</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Yes</td>
</tr>
<tr>
<td>E Green Lake Dr N</td>
<td>9,500/day</td>
<td>534/day</td>
<td>30 mph</td>
<td>31 mph</td>
<td>288 (10% involved people biking)</td>
<td>Route 45; Priority Bus Corridor</td>
<td>Protected Bike Lanes</td>
<td>-</td>
<td>Yes</td>
</tr>
<tr>
<td>E Green Lake Way N</td>
<td>8,800/day</td>
<td>181/day</td>
<td>30 mph</td>
<td>34 mph</td>
<td>-</td>
<td>-</td>
<td>Protected Bike Lanes</td>
<td>-</td>
<td>No</td>
</tr>
<tr>
<td>Green Lake N</td>
<td>16,300/day</td>
<td>-</td>
<td>30 mph</td>
<td>32 mph</td>
<td>-</td>
<td>-</td>
<td>Protected Bike Lanes</td>
<td>-</td>
<td>No</td>
</tr>
<tr>
<td>Green Lake Dr N</td>
<td>3,600/day</td>
<td>135/day</td>
<td>30 mph</td>
<td>33 mph</td>
<td>-</td>
<td>-</td>
<td>Protected Bike Lanes</td>
<td>-</td>
<td>Yes</td>
</tr>
<tr>
<td>N 80th St</td>
<td>15,300/day</td>
<td>5/day</td>
<td>30 mph</td>
<td>31 mph</td>
<td>134</td>
<td>Routes 26, 316, 82</td>
<td>-</td>
<td>-</td>
<td>Yes</td>
</tr>
</tbody>
</table>

*Representative; based on traffic data collected 3/15/17.
GREEN LAKE AREA PAVING & SAFETY PROJECTS

SEGMENT OVERVIEW MAP

1. Green Lake Dr N: Aurora Ave N – Densmore Ave N
2. E Green Lake Dr N: Densmore Ave N – NE Ravenna Blvd
3. E Green Lake Way N: NE Ravenna Blvd – W Green Lake Way N
5. Stone Way N: N 50th St – 45th St
6. N 50th St: Phinney Ave N – Fremont Ave N
7. N 50th St: Fremont Ave N – Whitman Ave N
8. N 50th St: Whitman Ave N – Stone Ave N
10. N 40th St: Wallingford Ave NE – Latona Ave NE
GREEN LAKE AREA PAVING & SAFETY PROJECTS

GREEN LAKE & STONE WAY N OVERVIEW MAP

1. Green Lake Dr N: Aurora Ave N – Densmore Ave N
2. E Green Lake Dr N: Densmore Ave N – NE Ravenna Blvd
3. E Green Lake Way N: NE Ravenna Blvd – W Green Lake Way N
5. Stone Way N: N 50th St – 45th St
SEGMENT 1 PROPOSAL
Green Lake Dr N: Aurora Ave N – Densmore Ave N (56’)

EXISTING

PROPOSAL A

PROPOSAL B

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: Densmore Ave N – NE Ravenna Blvd (40’)

EXISTING

PROPOSAL

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: W Green Lake Way N – N 50th St (48’)

EXISTING

PROPOSAL OPTION A

PROPOSAL OPTION B

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 5 PROPOSAL
Stone Way N: N 50th St – 45th St (54’)

EXISTING

PROPOSAL OPTION A

PROPOSAL OPTION B

PROPOSAL OPTION C

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.
GREEN LAKE AREA PAVING & SAFETY PROJECTS

N 50TH ST OVERVIEW MAP

6  N 50th St: Phinney Ave N – Fremont Ave N
7  N 50th St: Fremont Ave N – Whitman Ave N
8  N 50th St: Whitman Ave N – Stone Ave N
GREEN LAKE AREA PAVING & SAFETY PROJECTS

6 SEGMENT 6 PROPOSAL

N 50th St:
Phinney Ave N – Fremont Ave N (38’)

EXISTING

PROPOSAL

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.

7 SEGMENT 7 PROPOSAL

N 50th St:
Fremont Ave N – Whitman Ave N (30’)

EXISTING

PROPOSAL

8 SEGMENT 8 PROPOSAL

N 50th St:
Whitman Ave N – Stone Ave N (40’)

EXISTING

PROPOSAL
N 40TH ST OVERVIEW MAP

9  N 40th St: Stone Way N – Wallingford Ave NE

10  N 40th St: Wallingford Ave NE – Latona Ave NE
SEGMENT 9 PROPOSAL
N 40th: Stone Way N – Wallingford Ave NE

EXISTING

PROPOSAL

SEGMENT 10 PROPOSAL
N 40th: Wallingford Ave NE – Latona Ave NE

EXISTING

PROPOSAL

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.