



GREEN LAKE AND WALLINGFORD PAVING AND MULTI-MODAL IMPROVEMENTS

Safer streets for people walking, biking, driving, or taking transit

QUESTIONS & ANSWERS

June 2018

As soon as 2019, we'll pave arterial streets and update street design in the Green Lake and Wallingford communities. Paving projects create opportunities to update street design, to improve safety and move people and goods more efficiently in a growing Seattle.

On many streets, we've developed new lane layouts and improved intersections. These concepts are intended to create safer streets for people walking, biking, driving or taking transit.

The following section outlines potential questions and our answers about the Green Lake and Wallingford Multi-Modal Improvements, organized by topic.



SITING AND DESIGN

Q. Why did you choose these roads for repaving and improvements?

A. Each year, we pave arterial streets in poor condition to make them safer, smoother, and to extend their useful life. Paving projects also provide a cost-effective opportunity to enhance streets and accomplish our safety and mobility goals. Unfortunately, we aren't able to repave and redesign all areas of the city. We must make difficult choices between streets with similar needs. We prioritize paving and improvements based on street pavement condition, traffic volume, geographic equity, cost, and opportunities for grants or coordination with other projects in the area. For additional details on pavement condition and how we prioritize projects, please view our Pavement Management: Seattle Pavement Types and Condition report at <http://bit.ly/2lZt9Kf>.

Q. Can you widen the street to make room for additional improvements for all modes of travel?

A. Unfortunately, we are not able to widen the street to make room for additional improvements. The SDOT Maintenance & Paving Program stipulates that changes to the street are to stay within the existing curbs and right-of-way. Widening the street would also require relocating underground utilities and drainage infrastructure, which would increase project costs as well as the length of the project. We are designing the streets to be built within the existing curbs.

Q. Will the project eliminate travel lanes?

A. The current project design will not eliminate general travel lanes. We will remove some on-street parking and turn lanes in key locations to accommodate changes in street design.



WALKING

Q. What types of improvements are you making for people walking?

A. The current project design includes many improvements for people walking, such as new signals, upgraded crossings, sidewalk repair and replacement in select locations, and upgraded curb ramps to meet Americans with Disabilities Act (ADA) guidelines.

In addition, new lane layouts can create better separation between people walking, biking, driving, and taking transit to create safer places for everyone. We will clearly mark the separation between people walking, biking, and driving. We will add “SLOW” markings and signage for people biking to yield to people walking at crossings. We will also use green pavement markings in car and bike travel lanes and directional bike symbols to make people walking aware of the presence of people biking.

Q. Where are you making sidewalk improvements?

A. We are building more than 100 new curb ramps and upgrading over 360 existing ramps to comply ADA guidelines at intersections throughout the project area! In addition, we are replacing some stretches of sidewalk on N 40th St near bus shelters. You’ll also see sidewalk changes at some of the larger intersections along E Green Lake Way N and N 40th St (see intersection improvements below).



BIKING

Q. What is a protected bike lane (PBL)?

A. A protected bike lane (or PBL) separates people biking from people driving, parking lanes, and people walking. Protected bike lanes help create a safe and connected bike network across the city for people of all ages and abilities. You may have seen protected bike lanes in the area on Roosevelt Way NE.

Q. Why are you adding PBLs to the Green Lake and Wallingford areas?

A. We’re building a network of bicycle facilities in Seattle to help make biking a safe, affordable travel option. As part of this effort, we conducted a public survey and mapping exercise to understand where people currently bike and where they would like to bike, and combined this feedback with information about key destinations, topography and existing street conditions to create Seattle’s Bike Master Plan, which can be found at <http://bit.ly/2s2zqdw>. The Bike Master Plan outlines a network of new bicycle facilities to be built throughout the city, including bike lanes on N 40th St and around Green Lake.

The new bike facilities on N 40th St will connect to existing bike facilities, including:

- The Burke Gilman Trail at NE 40th St
- The 2-way bike lane on NE 40th St east of 7th Ave NE
- The 1-way bike lanes going north and south on Stone Way N

The new 2-way protected bike lane around the east side of Green Lake will connect to existing bike lanes on Stone Way N and N 83rd St.



TAKING TRANSIT

Q. What types of improvements are you making for people taking transit?

A. The current project design includes many upgrades for people taking transit. We will install bus islands in a few select locations and consolidate transit stops, which will improve how people taking transit can access stops. In addition, consolidating bus stops improves the flow of traffic and helps keep buses on time as they make fewer stops. We will also install bus shelters at select stops, which will provide added comfort for people waiting to take transit.

Transit stop improvements include:

- New bus islands on E Green Lake Dr N at Meridian Ave N and Latona Ave NE
- Three bus stop consolidations on N 40th St
- Bus stop relocations across the Green Lake area, such as the relocation of a southbound/eastbound bus stop to the intersection of E Green Lake Dr N and Wallingford Ave N



INTERSECTION IMPROVEMENTS

Q. What types of improvements are you making at intersections?

A. We've developed design concepts for improved intersections to create safer streets and more comfortable ways to get around your neighborhood. Where possible, we are adding new signals for people driving, adding and upgrading existing crossings for people walking and biking, and installing curb bulbs and upgraded curb ramps to increase accessibility and meet ADA guidelines.

We are planning to make the following improvements at these key intersections:

- **N 40th St at Densmore Ave N and Ashworth Ave N:** We plan to add curb bulbs and curb ramps for people walking and biking. These intersection improvements are funded by SDOT's Your Voice, Your Choice (YVYC) program, which provides funding for local projects deemed a priority by communities. More information about the YVYC program can be found at <https://bit.ly/2LI2LI0>.
- **N 40th St and Bagley Ave N:** We plan to add curb bulbs and curb ramps, as well as a new crosswalk for people walking and biking. These intersection improvements are funded by SDOT's Neighborhood Street Fund (NSF) program, which provides funding for local projects deemed a priority by communities. More information about the NSF program can be found at <https://bit.ly/2LMNmR5>.
- **Dayton Ave N and 50th St:** We plan to add a rapid flashing beacon at street crossings for people walking. This intersection improvement is funded by SDOT's Your Voice, Your Choice (YVYC) program, which provides funding for local projects deemed a priority by communities. You can learn more about the YVYC program at <https://bit.ly/2LI2LI0>.
- **Green Lake Way N and 52nd St:** We plan to add new signal at this intersection which will include push buttons at crossings for people walking, and a green turn box on the NE corner for safer crossings for people biking. This signal will allow for a safe

transition from a 1-way to a 2-way protected bike lane, and people driving to be able to safely turn from N 52nd St and from the parking lot in front of the athletic fields.

- **Green Lake Way N & W Green Lake:** We plan to square up this intersection and add a new signal, which will include new push buttons and shorter crossing distances for people walking and biking.
- **E Green Lake Way N & N 64th St:** We plan to modify the existing crossing to be efficient and safer for all modes of travel.
- **Green Lake Way N at NE Ravenna Blvd and NE 71st St:** We plan to add curb bulbs and widen the sidewalk on the west side of the intersection by the lake. This will create shorter crossings on E Green Lake Dr N near the Starbucks store for people walking, and will help slow turning traffic on E Green Lake Dr N to improve safety for everyone. In addition, we are planning to include separate crossings for people walking and biking and are looking into squaring the intersection as much as possible to improve sightlines and make the intersection more intuitive for everyone.
- **W Green Lake Dr and Densmore Ave:** We plan to add a new signal at this intersection which will include new push buttons and separated crossings for people walking and biking.

Q. Will people driving have slower travel times through the area once the project is built?

A. Our goal is to move people and goods safely and efficiently, including people walking, driving, delivering goods, riding transit, or biking. Our traffic modeling of the current project design forecasts minimal increases in traffic delays at intersections during peak travel times. At some intersections, new signals will significantly decrease wait times for people walking, biking, and driving. Once the project is complete, we'll continue to monitor traffic flow in the area and make modifications as needed.

PARKING

Q. How will parking be affected by the project?

A. Removing on-street parking spaces in these areas is needed as we update lane layouts and improve intersections for increased safety for all users. Our highest priority is safety and the project responds to community feedback asking for slower vehicle speeds, enhancements for people walking and biking, and new options for getting around by bike. By clearly delineating space for all modes, we increase safety for all.

We anticipate removing on-street parking on the south side of N 40th St, the east side of Stone Way N, and spot removal for driveway sightlines and near key intersections along Green Lake Way/Drive. More updated information will be available in the summer of 2018.

We recognize that a new street design involves tradeoffs, such as parking removal, to get us closer to the goal of safe travel for all. We believe this project will be a positive for the area on the whole and the people who live there because of slower speeds, protection for people walking and biking, and new options for getting around by bike.

We conducted parking studies in areas where we are proposing parking removal. The studies look at parking occupancy on various weekend and week days, as well as various times of day. Our study results indicate that residents are typically able to find parking in the area and we anticipate that residents will continue to be able to find parking in the area once the project is completed.



CONSTRUCTION IMPACTS

Q. When will you start construction? How long will construction last?

A. We anticipate beginning construction in spring 2019 and finishing 2020.

Q. Will I have access to my driveway during construction?

A. Yes. We will maintain access to residential properties during construction. There may be some specific cases of access restriction. In that instance, we would be sure to notify you prior to restricting access.

Q. Will you close the streets during construction?

A. We're evaluating different options for construction sequencing. During construction, we will maintain 2-way traffic as much as possible during peak hours with temporary vehicle lane restrictions, sidewalk closures, and side street restrictions in place as needed.

Q. When will there be more information about construction impacts? How will you phase construction?

A. We'll finalize the project design and select a construction contractor in spring 2019, which will inform the construction sequencing plan. In early 2019, we'll conduct targeted outreach to area businesses and residents to understand individual access needs and how we can adapt construction plans to meet these needs.



OUTREACH

Q. What other opportunities are there to give public feedback on the project?

A. As we continue to update the designs, there will be numerous opportunities for public feedback throughout the design and construction phases. We will be holding community and stakeholder briefings and events, tabling at various community events, and going door-to-door in the area. To receive updates relating to the project, please sign up for email updates on the project website at www.seattle.gov/transportation/greenlakepaving.htm.

Q. What have you heard from the community?

A. Since 2017, we've heard from many people in the community through our outreach efforts, as well as from emails and calls to the project team. You want safer streets and more comfortable ways to get around your neighborhood. Based on surveys, emails, meetings, and an open house, these are the themes that we heard:

- Make streets safer for people walking and biking. You would prefer to get around the neighborhood by bike more than you do today, and you feel dissatisfied with the environment for people biking. You also feel somewhat unsafe when crossing streets

while walking and would like to see more crosswalks.

- Reduce delay at key intersections. You would like to see improved operations and efficiency at stoplights.
- Pave more streets. You would like to see us pave more streets beyond the project area.