



GREEN LAKE AND WALLINGFORD PAVING AND MULTI-MODAL IMPROVEMENTS

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

QUESTIONS & ANSWERS

February 2019

Starting as soon as May 2019, we'll repave 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.

This document outlines potential questions and our answers about the Green Lake and Wallingford Paving and 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](#).

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 because in most cases we'd need to acquire property. Widening the street would also require relocating underground utilities and drainage infrastructure, which would increase project costs as well as the duration of construction. As a result, 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.

Q. Will the project eliminate street trees?

A. We recognize the critical community and environmental benefits that street trees provide and are committed to a project approach that minimizes harm to existing trees and reduces the likelihood of tree removal and replacement.

On all of the streets where we're planning repaving and bike lane improvements, our design involves working within the existing curb lines. Therefore, the street pavement upgrades will have little impact to the existing street trees.

On N 40th St, we'll also be rebuilding certain portions of the sidewalk to increase safety and achieve compliance with the Americans with Disabilities Act (ADA) guidelines. In some locations, large tree roots have broken the sidewalk. In these cases, our first approach will be to prune the tree roots to level the area for the new sidewalk.

If there are cases where root pruning doesn't allow the tree to remain stable and viable and where leaving the sidewalk unrepaired poses a public safety hazard, we'll evaluate removing the tree. If we must remove a tree, we'll replace it with two new street trees.



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 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 at select locations 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.

To improve visibility and safety for all users, we'll also be adding "no parking" signs restricting on-street parking 20 feet from all intersections in the project area.

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 with ADA guidelines at intersections throughout the project area! In addition, we are replacing some stretches of sidewalk on N 40th St near bus shelters and near people's homes. 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).

Q. What types of traffic calming measures are you implementing to help prevent instances of people driving who are speeding through residential streets?

A. Based on the concerns we heard about traffic safety as it relates to speed limits, we'll post a 25 MPH speed limit on E Green Lake Way N between N 50th St and Densmore Ave N. The

current speed limits will apply on N 50th St, N 40th St, and N 80th St. Our traffic operations team will continue to monitor speeds in the project area using our Vision Zero program guidelines and will make further changes to posted speed limits if required.

We regularly coordinate with the Seattle Police Department on traffic enforcement and will flag residential streets in the project area for increased speeding enforcement. If you observe people driving at high speeds on your neighborhood streets, you can apply to have traffic calming measures instituted on your street through the [Your Voice, Your Choice program](#) or the [Neighborhood Traffic Calming program](#).

Although traffic circles and other traffic calming methods are effective at reducing speed and the number and severity of collisions at intersections, they are used on non-arterial roads with the highest collision-rates and where the speed limit is 20 MPH. Since the roads in our project area are arterial roads with posted speeds of over 20 MPH, a traffic circle is not well-suited for intersections along these segments.



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. PBLs help create a safe and connected bike network across the city for people of all ages and abilities. You may have seen PBLs 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](#). The Bike Master Plan outlines a network of new bicycle facilities to be built throughout the city, including bike lanes around Green Lake. 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 the Neighborhood Greenway on N 83rd St. Learn more about [Seattle's Neighborhood Greenways online](#).

Q. Why are you reconsidering PBLs on N 40th St?

A. Our original design for improvements on N 40th St responded to public feedback expressing the need for improved east-west bike connections through Wallingford. However, during our recent outreach, we heard concerns about our plans to add a protected bike lane on 40th from nearby neighbors and businesses, as well as from people who bike through the area. Given these concerns, and existing east-west bike infrastructure already in the area (via the Burke-Gilman Trail and the Neighborhood Greenway on N 44th St), we're taking a step back to reconsider the design for bike improvements in this area. We're currently evaluating other potential improvements to east-west bike connections in Wallingford. We plan to share these alternatives with the community for feedback in spring 2019.



TAKING TRANSIT

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

A. The 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 and shelters on southbound E Green Lake Dr N at Meridian Ave N and Latona Ave NE
- Consolidation of bus stops on E Green Lake Dr N at Orin Ct N and at Sunnyside Ave N with new bus stops on the Meridian Ave N to Bagley Ave N block
- Relocation of a southbound/eastbound bus stop on E Green Lake Dr N around the corner to Wallingford Ave N
- Bus stop consolidations on N 40th St, where six existing bus stops will be removed, and three new sheltered bus stops will be added:
 - Remove three westbound (WB) stops west of Meridian Ave N, west of Corliss Ave N and west of Latona Ave NE. Consolidate with 2 sheltered bus stops west of Bagley Ave N and west of Eastern Ave N.
 - Remove three eastbound (EB) stops east of Bagley Ave N, east of Sunnyside Ave N and east of 1st Ave NE. Consolidate with 2 sheltered bus stops east of Bagley Ave N and east of Eastern Ave N.



INTERSECTION IMPROVEMENTS

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

A. The project includes improvements at key intersections to create safer streets and more comfortable ways to get around your neighborhood. Where possible, we're 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.
- **N 40th St and Bagley Ave N:** We plan to add curb bulbs and curb ramps and make crosswalk improvements. These intersection improvements are funded by SDOT's [Neighborhood Street Fund \(NSF\) program](#), which also provides funding for local projects deemed a priority by communities. We also plan to add a new rapid flashing beacon at this intersection. Rapid flashing beacons improve safety and visibility by alerting people driving to people walking and biking through a crossing.

- **N 40th St and 2nd Ave NE:** We plan to add a new rapid flashing beacon at this intersection to improve safety for people walking and biking.
- **N 50th St and Dayton Ave N:** We plan to add a rapid flashing beacon at this intersection. This improvement is funded by SDOT's [Your Voice, Your Choice \(YVYC\) program](#).
- **N 50th St and Woodland Park Ave N:** We plan to add a rapid flashing beacon for people walking.
- **Green Lake Way N, N 50th St, and Stone Way N:** We're looking at ways to make improvements for people walking and biking through this intersection, within our scope and budget, by adding some curb bulbs, adjusting crosswalks, and improving visibility and sightlines.
- **E Green Lake Way N & W Green Lake Way N (near the Pitch and Putt):** 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. These improvements will reduce wait times at this intersection, help with traffic control for all modes of transportation, and improve safety and operations at the intersection.
- **E Green Lake Way N & N 64th St:** We plan to modify the existing crossing to be more efficient and safer for all modes of travel.
- **E Green Lake Way N at NE Ravenna Blvd and NE 71st St:** We plan to add curb bulbs and widen the west side sidewalk to square up the intersection as much as possible. This will create shorter crossings on Green Lake Dr near the Starbucks for people walking, help slow turning traffic on Green Lake Dr, and create better sightlines to make the intersection safer and more intuitive for everyone. Just a block south of this intersection at E Green Lake Way N and NE Ravenna Blvd, we're also adding a rapid flashing beacon to improve safety for people crossing.
- **Green Lake Dr N, N 83rd St, and Aurora Ave N:** We plan to add a signalized crossing this intersection as a part of SDOT's [Safe Routes to School program](#).
- **W Green Lake Dr and Densmore Ave N:** We plan to add a new signal at this intersection which will include push buttons and separated crossings for people walking and biking.
- **N 80th St and Ashworth Ave N:** We plan to add paint and post curb bulbs on the north side of N 80th St on either side of the Ashworth Ave N intersection to improve safety and visibility for people walking. Preliminary data also suggests that curb bulbs may reduce vehicle speeds by narrowing the street and making the turning radius smaller for vehicles making left or right turns.

Q. Will there be a new signal at N 52nd St and Green Lake Way N?

A. In response to community feedback, we've changed our original design for the intersection of N 52nd St and Green Lake Way N. Our original design included a new signal at this intersection in order to provide a transition from the planned 2-way protected bike lanes on Green Lake Way to new 1-way protected bike lanes continuing south of 52nd on Green Lake Way. We heard community concerns that the new signal would cause back-ups for people driving and be inconvenient for people biking.

In response, we've partnered with Seattle Parks and Recreation to explore transforming the planting strip bordering the Lower Woodland Parks Playfield parking lot into a 1-way protected

bike lane. Under this design, people biking would transition from the 2-way to the 1-way bike lanes at the intersection of W Green Lake Way N and E Green Lake Way N, where a new signal is already planned. This solution will do away with the need for a new signal at 52nd, provide a smoother transition for people biking, allow the new protected bike lanes on Green Lake Way N to extend to N 50th St, and reduce the number of on-street parking spaces removed in the area. As a part of this process, we'll be adding trees to the existing planting strip. We're still working on the agreement with Parks and the design for the area. We'll share more information in the near future.

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, including the intersection at E Green Lake Way N & W Green Lake Way N near the Green Lake Pitch & Putt, 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. We need to remove on-street parking spaces in key to 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 east side of Stone Way N between N 50th St and N 46th St. We'll also do some spot on-street parking removal on the west side of Stone Way near driveways, along Green Lake Way/Drive, and N 80th St near key intersections and driveways to ensure visibility and sightlines.

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 have positive impacts for the area and the people who live there because of slower speeds, protection for people walking and biking, and new options for getting around by bike.

Q. How will future parking availability be addressed?

A. Once the project is built, we'll continue to monitor on-street parking availability. If needed, other resources include:

- **Restricted parking zones (RPZs):** The RPZ Program is currently in the process of revising and issuing decisions on RPZs in the Green Lake and Wallingford area. You can [view the status of the RPZs online](#). If you and your neighbors are interested in creating or expanding an RPZ, you can [visit the RPZ website](#) for more information and next steps. You can also call (206) 684-5086 or email rpzinfo@seattle.gov.

- **ADA parking spaces:** For residents with special access needs, we encourage you to explore obtaining accessible parking permits through the City. We can work with you to place an on-street signed ADA parking space on the side street nearest to your home. For more information, please visit the [Disabled Parking in the city of Seattle website](#).



CONSTRUCTION

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

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

Q. What kind of impacts can I expect during construction?

Construction impacts that are typical of this kind of paving work may include:

- Construction noise, dust, and vibration
- On-street parking restrictions near work zones
- Some nighttime and weekend construction work to minimize traffic impacts
- Periodic traffic detours to nearby arterials
- Vehicle lane shifts around work zones
- Pedestrian and bicycle detours around the work zone
- Partial street closures, often near intersections
- Restricted access to residential driveways; advance notice will be provided
- Pedestrian access to homes and businesses maintained at all times
- Flaggers to help direct traffic
- Equipment, trucks, and crews in the area

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

A. Yes, we will maintain access to residential and commercial 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 to your driveway.

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. There may be instances where the contractor needs all lanes to complete the work. If this is the case, the contractor will prioritize closing lanes during non-peak hours and residents will be notified in advance.

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

A. We'll select a construction contractor in spring 2019, which will inform the construction sequencing plan. Then, 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. We'll also share information via our [project webpage](#), our email listserv ([sign up to receive email updates](#)), and signage in the community.



OUTREACH

Q. What other opportunities will there to engage with the project?

A. There will be numerous opportunities to engage with the project throughout the pre-construction and construction phases. As we get closer to construction we'll hold a community drop-in session to share more information about what to expect. We'll also share more regular updates on our project webpage. To receive updates relating to the project, please sign up for email updates on the [project website](#).

Q. What have you heard from the community?

A. During our planning phase of the project in 2017, we heard from many people in the community through our outreach efforts, as well as from emails and calls to the project team. Members of the community want safer streets and more comfortable ways to get around their neighborhood. Based on surveys, emails, meetings, open houses, and drop-in sessions, these are the themes that we heard:

- **Make streets safer for people walking and biking:** People would prefer to get around the neighborhood by bike more and feel dissatisfied with the environment for people biking. People also feel somewhat unsafe when crossing streets while walking and would like to see more crosswalks.
- **Reduce delay at key intersections:** People would like to see improved operations and efficiency at stoplights.
- **Pave more streets:** People would like to see us pave more streets beyond the project area.

In July 2018, we held a series of drop-in sessions and an online open house seeking more community feedback on the project design. Participants provided feedback on the program overall, as well as on individual projects. This feedback included a mix of support for the project goals to improve safety and mobility for people walking and biking, concern over specific elements of the project, and suggested changes to the project design. Participants expressed support for improved bike facilities around Green Lake and improved crossings for people walking. Key topics of concern included:

- Parking removal
- Speeding vehicle traffic on residential streets
- New signals
- The potential for additional traffic delays

Participants also provided feedback on construction, with the majority of respondents preferring that the work be completed as quickly as possible, but with heavier impacts. They highlighted a desire to have daytime-only construction and maintain access to homes and businesses throughout construction.

We've made a lot of key changes to the project design based on your feedback and additional analysis. We've summarized everything we heard and our responses to your feedback in our [Feedback and Action Plan: What We Heard and What We're Doing document](#).