On-street bike lanes between 36 Street S.E. and 52 Street S.E. to provide a dedicated and safe space for people biking and make the road more predictable for all road users
Improved bus waiting area
On-street east-west bike lanes and marked north-south bike route connect at 8 Ave. and 40 St. S.E.
On-street bike lanes between 36 Street S.E. and 52 Street S.E. to provide a dedicated and safe space for people biking and make the road more predictable for all road users
Two parking spaces removed to accommodate bike lane transition
Two parking spaces removed to accommodate bike lane transition
On-street bike lanes between 36 Street S.E. and 52 Street S.E. to provide a dedicated and safe space for people biking and make the road more predictable for all road users
New curb ramp to improve crossing alignment and accessibility
On-street bike lanes between 36 Street S.E. and 52 Street S.E. to provide a dedicated and safe space for people biking and make the road more predictable for all road users
Larger waiting area for pedestrian crossing
Three parking spaces removed to accommodate bike lane transition
8 Ave. S.E.
Pedestrian flashing lights (RRFB) and curb extensions to shorten pedestrian crossing distance, and improve pedestrian visibility and safety
Three parking spaces removed to accommodate bike lane transition
New left turn lanes to reduce queueing and congestion
Five parking spaces removed to accommodate bike lane transition
New curb ramps to improve crossing alignment and accessibility
Two parking spaces removed to accommodate bike lane transition
Dashed green pavement to highlight locations where people biking and driving may cross paths.
Phase 1 on-street bike lanes end and people biking merge to share the road with vehicles. Phase 2 bike lanes (52 Street S.E. to Pinbrook Drive S.E.) will be constructed when funding becomes available.
Pedestrian improvements
Bicycle facilities
Parking changes
Transit improvements
Vehicle mobility improvements
Pedestrian flashing lights (RRFB)
*Rectangular Rapid Flashing Beacon