

Seattle Department of Transportation

Green Lake and Wallingford Paving & Multi-Modal Improvements

July drop-in session/online open house
feedback summary

Last updated: October 9, 2018



Seattle
Department of
Transportation

The Levy to

MOVE SEATTLE



EXECUTIVE SUMMARY

In July 2018, the Seattle Department of Transportation (SDOT) held a series of drop-in sessions and an online open house seeking community feedback on the Green Lake and Wallingford Paving & Multi-Modal Improvements project.

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. Key topics of concern included parking removal, speeding vehicle traffic on residential streets, new signals, and the potential for additional traffic delays. Participants expressed support for improved bike facilities around Green Lake and improved pedestrian crossings.

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.

A detailed summary of July 2018 outreach and feedback received is included in the following pages.

PROJECT AND OUTREACH BACKGROUND

As soon as 2019, SDOT will repave and update lane layouts in the Green Lake and Wallingford communities to create safer places for everyone—whether you are walking, biking, driving, or taking transit.

The following pages summarize the feedback, ideas, and questions gathered in July 2018 during four community drop-in sessions and an online open house sharing the 60% project design and early construction planning information.

Drop-in sessions

Good Shepherd Center 4649 Sunnyside Ave N	Green Lake Library 7364 E Green Lake Dr N
Tuesday, July 17 5-7 PM, Room 202	Tuesday, July 24 5-7 PM
Saturday, July 21 12-2 PM, Lower level	Saturday, July 28 12-2 PM

New street elements will include:

- More than 6 miles of repaved streets
- More than 500 new or upgraded curb ramps to meet Americans with Disabilities Act (ADA) guidelines
- More than 4 miles of new, enhanced, or upgraded bike lanes, including:
 - Protected bike lanes along E Green Lake Dr N and E Green Lake Way N on the east side of the lake, continuing to Stone Way N to N 45th St
 - New bike lanes on N 40th St
 - Enhanced bike lanes on N 50th St west of Stone Way N
- Improvements at 8 intersections, including 3 new signals and a new rapid flashing beacon
- Sidewalk repair and replacement in select locations
- Bus stop relocations and consolidations for better transit speed and reliability

The drop-in sessions and the online open house shared the same information. Attendees at the drop-in sessions and the online open house were presented with the same survey questionnaire, which asked questions about general construction planning and provided an open-ended question for additional feedback on the project design.

DESIGN OUTREACH-BY-THE-NUMBERS

Overall, we received more than **285 unique comments** at the public drop-in sessions and through the online open house. Technical staff at the drop-in sessions also collected verbal feedback from attendees which is captured in this summary.

Events	4 in-person public drop-in sessions with 140+ attendees and 87 comment forms submitted
	24/7 online open house, July 17 – August 8, 2018 with 538 visitors and 200 comments submitted

Notifications	15,400+ mailers sent to notify Green Lake and Wallingford residents and property and business owners of the drop-in sessions and online open house
	3 email updates to property and business owners, and interested persons (470+ recipients) about the drop-in sessions
	10 SDOT social media posts to 275,000+ followers <ul style="list-style-type: none"> • Facebook (5,435+ followers) on July 3, 17, 20 • Twitter (270,000+ followers) on July 3, 16, 17 • Facebook Events (2,900+ people reached) 33 responses • Facebook Ad (4,700+ reached) 1,500+ engaged
	680+ detailed project fact sheets with drop-in session information distributed to properties, businesses, and homes in the project area
	Partner notifications packets sent to 16 partner organizations
	Online ads published on 2 local news sources

OVERVIEW OF FEEDBACK RECEIVED

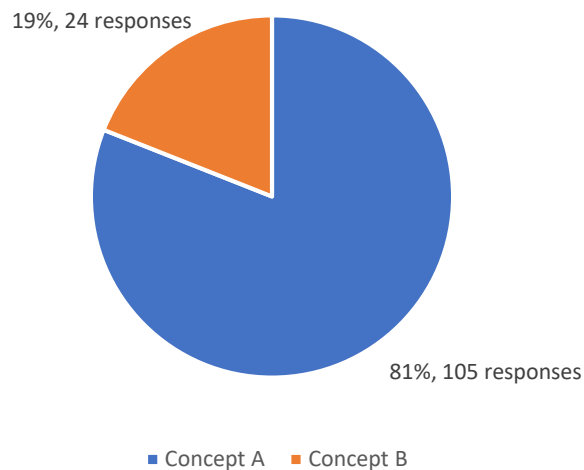
Key issues and concerns gathered during the drop-in sessions and online open house include:

Construction feedback

The survey asked the public to choose between 2 general options for overall construction planning:

Concept A: Complete the work as quickly as possible, but with heavier impacts

Concept B: Complete the work with lighter impacts, but for a longer duration



In addition, through the open-ended question about construction planning respondents indicated:

- Support for daytime-only construction
- Interest in most cost-effective construction method
- Interest in maintaining access to homes during construction

- Concerns about minimizing construction impacts as much as possible (e.g., dust, toxins, etc.)
- Interest in prioritizing signage, detours, and safety for all modes during construction, not just people driving

General project feedback

- Support for planned improvements for people walking, particularly improved accessibility for people with disabilities and improved street crossings
- Interest in reducing the speed limit to 20 or 25 mph throughout the project area
- Concern about project plans to remove on-street parking in busy areas with limited parking
- Support for planned bike lanes in the project area, especially around Green Lake and uphill on N 40th St
- Opposition to new bike infrastructure, including concerns that new bike infrastructure will not be used and will not increase ridership

SUMMARY OF FEEDBACK BY SEGMENT AND LOCATION

Many commenters provided design feedback related to specific areas along the corridor:

N 40th St: Stone Way to 7th Ave NE

- Strong disagreement with the planned removal of on-street parking on sections of 40th to add protected bike lanes, citing concerns including having to park farther from homes, challenges to people with limited mobility, and a belief that the removal of on-street parking will increase speeding
- While some laud the addition of the protected bike lanes, general perception among many respondents is that bike infrastructure on 40th is unnecessary and would not increase bike ridership
- Suggestion to encourage people biking to travel on other streets such as N 44th St or the Burke Gilman Trail instead of adding a bike lane on 40th
- Among those who support the planned addition of bike facilities on 40th, there is an interest in adding protected bike lanes to both sides of the street
- Interest in adding additional crossings for people walking with appropriate markings and flags at regular intervals on 40th to improve safety and visibility
- Suggestion to repair the sidewalks on 40th, notably between Wallingford Ave N and Latona Ave N due to the high volume of people walking
- Support for the fact that the design and construction will not remove any existing street trees

N 50th St: Phinney Ave N to Roosevelt Way NE

- Interest in adding protected bike lanes on 50th
- Interest in traffic calming or speed limit reductions along 50th
- Concern that bike lanes will not increase ridership in this area

Green Lake Loop: Green Lake Dr and Green Lake Way along the east side of the lane, Stone Way to N 45th St

- General support for addition of new signals and select on-street parking removal to improve visibility along Green Lake
- Suggestion to remove more on-street parking at key intersections for increased visibility and safety
- Interest in adding a crossing with signage and/or a signal for people driving to avoid collisions and improve safety and visibility for all users at Stroud Ave N and Green Lake Dr
- Interest in a longer traffic signal phase at Wallingford Ave and Green Lake Dr, with perception that this would help avoid traffic backups at this intersection and reduce the use of side streets by people driving
- Opposition to planned on-street parking removal on Stone Way
- Preference for encouraging people who drive to Green Lake Park to park at the Green Lake Park-and-Ride on evenings and weekends and walk to the area to reduce traffic
- Suggestion to redesign planned protected bike lanes to go through the Woodland Park parking lot for increased safety for people biking

Much of the feedback received about the Green Lake Loop focused on individual intersection improvements in this area:

N 50th St/Stone Way N intersection

- Many participants expressed concern about the lack of improvements planned for the intersection at 50th, Stone Way, and Green Lake Way N. Many suggested revising signal timing and redesigning the intersection to improve traffic flow and make it easier for people walking, biking, and driving to navigate.
- Suggestion to transition from the 2-way protected bike lane to the 1-way protected bike lane (or the switch from the east side to the west side of the street) at this intersection instead of at N 52nd St

N 52nd St intersection

- Strong concern about the planned addition of a signal at 52nd and Green Lake Way from people who bike and drive:
 - Concern that people biking will not follow the designed transition from a 1-way protected bike lane along Green Lake Way to a 2-way protected bike lane, and that people biking will instead choose to ride in the general travel lane to avoid the additional stop and street crossing
 - Concern that the addition of new traffic signals on Green Lake Way, particularly at the intersection of Green Lake Way and 52nd, will push people driving to travel via residential side streets
 - Suggestion to reconsider the addition of the signal at this intersection due to possible backed up traffic of both people biking or driving reaching the 50th St intersection

- Perception that the recently added rapid flashing beacon at this intersection is working well and should not be adjusted
- Support for maintenance of the flexible barriers at N 55th St to prevent people driving southbound on E Green Lake Way from turning east onto 55th

Green Lake Way N intersection

- Concern that the planned removal of the slip lane at the W Green Lake Way N and E Green Lake Way intersection will cause traffic back-ups
- Interest in upgrading the crossings at Green Lake Way and Kenwood Place and at N 63rd St, such as with flashing crosswalk beacons

NE 71st St, NE Ravenna Blvd, and E Green Lake Dr N intersection

- Interest in further “squaring up” the intersection of NE 71st St, NE Ravenna Blvd, and E Green Lake Dr N by extending curb bulbs, though some were concerned that the new curb bulbs would create a sharp turn for people driving or biking
- Suggestions to add a round-about or signal at this intersection to improve predictability
- Suggestion to add more diagonal bike markings across the intersection of 71st, Ravenna, and Green Lake Dr to make connections for people biking more direct

N 80th St: Aurora Ave N to I-5

- Suggestion to add bike lanes on 80th, as it is an important corridor
- Interest in traffic calming or speed limit reductions along 80th
- Concern about sightlines and visibility for people driving along 80th
- Strong interest in making safety improvements at the Ashworth Ave N and 80th intersection, such as removing on-street parking on 80th to improve visibility for people driving, adding a signal, and/or adding curb bulbs
- Interest in improved crossings along 80th to improve safety for people walking