

GREEN LAKE AND WALLINGFORD PAVING & MULTI-MODAL IMPROVEMENTS



PUBLIC FEEDBACK ON PROJECT DESIGN

OVERVIEW

As soon as 2019, the Seattle Department of Transportation (SDOT) will repave and update lane layouts in the Green Lake and Wallingford communities to create safer places for everyone through the Green Lake and Wallingford Paving & Multi-Modal Improvements project.

In July 2018, we held a series of drop-in sessions and an online open house seeking community feedback on our design plans. Participants provided feedback on the overall program, as well as on individual projects. Key topics of concern included parking removal, speeding vehicle traffic on residential streets, new signals, and the potential for additional traffic delays.

Read about changes between 60% design and final design in [Appendix A](#).

We've compiled the following summary of feedback received during our drop-in sessions and online open house, as well as through emails, voicemails and briefings to local stakeholder organizations. We organized feedback along project segments and we've provided responses to the key concerns and issues expressed by the community.

OUTREACH BY THE NUMBERS	140+	Participants at four in-person public drop-in sessions located throughout Green Lake and Wallingford	87	In-person comment forms collected from the public drop-in sessions
	538	Visitors to the online open house (available for translation via Google Translate)	200	Online comments collected from the online open house
	15,400+	Mailers sent to Green Lake and Wallingford residents and business owners	10	SDOT social media posts on Facebook and Twitter to a total of 275,000+ followers
	3	Email updates to 470+ property owners, business owners, and interested persons about the drop-in sessions and online open house	680+	Detailed project fact sheets with drop-in session information distributed to businesses and homes in Green Lake and Wallingford
	335	Emails and voicemails received about the project	16	Notification packets sent to partner organizations in Green Lake and Wallingford
	7	Stakeholder briefings for local organizations and neighborhood councils	2	Online project ads published in local news sources

KEY CONCERNS AND ISSUES

GENERAL FEEDBACK

Theme: Reducing speed in the project area

Some stakeholders have requested that speed limits be reduced from 30 mph to 20 or 25 mph throughout the project area.

Our response: 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. As a part of our [Vision Zero program](#), we're doing speed limit evaluations in various locations, which you can see in the [2017 Vision Zero Progress Report](#) (page 13). Currently, we are focused in our urban village areas, where 80 percent of pedestrian crashes occur and where land use zoning supports the most activity with people walking, biking, driving, and taking transit. Our traffic operations team will continue to monitor speeds in the area using these guidelines and make further changes to posted speed limits if required.

Theme: Adding load zones for small businesses

Small business owners in the community have requested that we relocate load zones in areas where we are making changes to on-street parking.

Our response: We anticipate relocating several on-street load zones along E Green Lake Way N. We're making these changes to accommodate new facilities for people biking and to allow for easier turning movements for delivery trucks and buses. We'll explore adjusting additional load zones if we receive specific requests from businesses.

Theme: Improving visibility at intersections

Several stakeholders indicated that they would like to see improvements made to intersections throughout the project area to improve visibility.

Our response: **We'll be adding "no parking" signs near all of the intersections in the project area to help improve visibility.** Moreover, the addition of protected bike lanes will increase visibility for people backing out of their driveways. We'll also be "squaring up" several intersections in the project area to increase visibility. (See the Additional Resources section at the end of this document for more details.)

N 40TH ST

Theme: Concern about the design for protected bike lanes and preserving on-street parking

Several residents on N 40th St suggested that we widen the streets to preserve parking and accommodate protected bike lanes on N 40th St and the ability to park near their homes. Other residents wanted to see the addition of protected bike lanes to both sides of the street.

Our response: 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 N 40th St 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. In the coming months, we'll evaluate other potential improvements to east-west bike connections in Wallingford. We plan to share these alternatives with the community for feedback early next year.

Building a network of bike facilities in Seattle to help make biking a safe, affordable travel option for people of all ages and abilities remains one of our primary goals. We'll continue to be guided by the routes outlined in the Bike Master Plan and the goal of creating an interconnected, safe network of bike facilities for people of all ages and abilities. We also want to better engage residents and neighbors in areas near new planned bike facilities to balance goals of safety and accessibility for all users.

Theme: Improving safety for people walking

Several respondents made requests to improve safety for people walking on N 40th St. Their primary interest is in adding additional crosswalks for people walking with appropriate markings and flags at regular intervals on N 40th St to improve safety and visibility. Respondents also made suggestions to repair sidewalks on N 40th St, notably between Wallingford Ave N and Latona Ave N.

Our response: We won't be including any additional crossings for people walking on N 40th as part of our project design. We completed a review of all existing crosswalks along 40th between Stone Way and 7th Ave NE and determined that there are marked crosswalks available for people walking every few blocks. Our guidelines for adding new crossings are based on location and volume of people crossing. At present, the intersections on this segment of N 40th St don't meet these criteria. Without meeting these criteria, adding a new crosswalk can present a threat to people walking by giving a false sense of security. People driving are used to low pedestrian volume on the street and will not be as cautious when driving through new crosswalks. However, **we'll be adding rapid flashing beacons** on N 40th St at the intersections of Bagley Ave N and 2nd Ave NE to improve visibility for people using the existing crossings at these intersections.

We are also completing several intersection improvements along N 40th St:

- **Adding curb bulbs and curb ramps** at the intersection of [Densmore Ave N and Ashworth Ave N at N 40th St](#)
- Curb bulbs, curb ramps, and crosswalk improvements at [Bagley Ave N and N 40th St](#)
- **Adding curb bulbs** and crossing improvements at the intersection of 7th Ave NE and N 40th St.

With regards to sidewalk repair, we're **replacing or upgrading more than 100 curb ramps** on N 40th St (and more than 500 in the entire project area) to meet American with Disabilities Act (ADA) guidelines. We'll also **repair some stretches of sidewalk** on N 40th St near bus shelters and at key intersections, as well as sidewalks in need of major repair near people's homes.

However, the primary focus of this project is to repave arterial streets in the Green Lake and Wallingford communities and comprehensive sidewalk repair is beyond the scope and budget of this project. (See Additional Resources section.)

N 50TH ST

Theme: Adding a protected bike lane on N 50th St

Some respondents expressed a desire for a 2-way protected bike lane on N 50th St.

Our response: We looked into adding a 2-way protected bike lane on N 50th St and found that there's not enough right-of-way to add protected bike lanes.

Theme: Adding curb bulbs at most crossings where improvements are being made and introducing traffic calming

Some residents requested curb bulbs on N 50th St at the Woodland Park Ave, Dayton Ave N, and Whitman Ave N crossings. Others expressed concern over high vehicle speeds and suggested decreasing the speed limit or adding speed humps.

Our response: The project design does not include the addition of a curb bulb at the intersection of N 50th St and at Whitman Ave N because they won't fit in the right-of-way. Existing curb bulbs on the south side of N 50th St will remain at Dayton Ave N and Evanston Ave N.

We'll be making the following improvements to N 50th St:

- **New south-side curb bulb** at Woodland Park Ave N
- **New rapid flashing beacons** at Dayton Ave N and Woodland Park Ave N to improve safety for people walking

We understand that residents are concerned about people driving speeding through N 50th St. We don't typically place speed humps or other traffic calming methods on arterial roads as they impede traffic flow and can get in the way of emergency response vehicles. (See Additional Resources section.)

GREEN LAKE LOOP

Theme: Improving the N 50th St, Stone Way N and E Green Lake Way N intersection

Many participants expressed concern about the lack of planned improvements to the N 50th St, Stone Way N and E Green Lake Way N intersection. Several individuals suggested revising the signal timing to eliminate the second green phase for right-turns and redesigning the intersection to improve traffic flow to make it easier for people walking, biking and driving to navigate.

Our response: Unfortunately, the focus of this project is to repave arterial streets. The N 50th St, Stone Way N and E Green Lake Way N intersection is large and complex, and making major channelization improvements here is beyond the scope and budget of this current project. We are presently looking at ways to make improvements for people walking and people biking at this intersection within our scope and budget by clearly marking crossing paths and improving visibility and sightlines.

Changing the signal timing of this intersection by eliminating the second green phase for right turns is not an option because it will result in significantly increased delays. Without this second green phase in the signal timing rotation, the time allowed for people biking to cross through this intersection would be reduced by nearly 50 percent. We'll continue to monitor the complaints associated with this intersection and look to find appropriate solutions for all methods of transportation.

Theme: Adding a signal at 52nd St and E Green Lake Way N will be problematic.

Participants expressed concerns about the addition of a signal to 52nd St and E Green Lake Way N for the transition from 2-way protected bike lane to a 1-way protected bike lane. One common concern was that a new traffic signal would prompt people driving to cut through residential streets at high speeds east of E Green Lake Way N, reducing safety for people that live on those streets. Another concern was that a new traffic signal would significantly back up traffic for south-bound travelers heading towards N 50th St.

To address these concerns, some respondents suggested that the 2-way protected bike lane on E Green Lake Way should start on the north side of N 50th St, Stone Way N and E Green Lake Way N intersection or extend as a 2-way protected bike lane south to Stone Way N. Others suggested changing the design to have the 2-way protected bike lane run through the Woodland Park Playfields parking lot.

Our response: Our original design included a 2-way protected bike lane along the west side of Green Lake Way N, with a transition from the 2-way bike lane to new 1-way protected bike lanes continuing south at the intersection with N 52nd St. 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 planned.** This solution would 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. We're still working on the agreement with Parks and the design for the area. We'll be able to share more information about this coordination in the near future.

Theme: Removing slip lane at the W Green Lake Way N and E Green Lake Way N intersection will cause more traffic

Residents expressed concern that the removal of the slip lane at W Green Lake Way N and E Green Lake Way N will result in significant traffic back-ups.

Our response: Our current design reflects improvements to the W Green Lake Way N and E Green Lake Way N intersection that are based on a traffic analysis report we conducted in the area. Our analysis indicates that this intersection operates at a low level of service with an average delay of 184 seconds per vehicle during the evening commute. To improve service at this intersection, our current design includes adding a signal, squaring the intersection and adding new markings for people biking. These improvements will **reduce the wait time** at this

intersection to 26 seconds, help with traffic control for all modes of transportation, and improve safety and operations at the intersection.

Theme: Upgrading the crossings at E Green Lake Way N at Kenwood Place, N 63rd St and N 64th St

Residents put forward several suggestions to improve these intersections along E Green Lake Way N, including the addition of a new signal, rapid flashing beacon, curb bulbs and an “all walk” phase at the N 64th St intersection.

Our response: The current design does not include intersection upgrades at this location, however the lane layout through these intersections will change with the addition of a 2-way protected bike lane. The addition of an “all walk” phase significantly increases traffic delays and has the potential to cause major traffic back-ups. Instead, we’ll add “no parking” signs to restrict on-street parking on E Green Lake Way N 20 ft from the intersection to improve visibility and safety. We’ll continue to monitor activity at these intersections and make appropriate improvements for all modes of transportation.

Theme: Making the NE Ravenna Blvd, NE 71st St and E Green Lake Way N intersection more predictable and add a bike crossing

People who frequently cross the NE Ravenna Blvd, NE 71st St and E Green Lake Way N intersection, including members of the Seattle Bike Advisory Board, suggested to “square up” the intersection to facilitate shorter crossing distances for people walking and people biking. Residents also suggested adding a separate bike crossing between NE Ravenna Blvd to the protected bikes lanes on E Green Lake Way N.

Our response: **Our current design will square the intersection** similar to what the public and members of the Seattle Bike Advisory Board proposed, however we don’t plan to include the separate bike crossing because it adds an additional level of complexity to an already-complex intersection and would potentially make the intersection less safe for people biking. We’ll continue to monitor activity at these intersections and make appropriate improvements for all modes of transportation.

Theme: Adding a rapid flashing beacon at E Green Lake Way N and NE Ravenna Blvd

Residents in the project area requested adding a rapid flashing beacon at E Green Lake Way N and NE Ravenna Blvd to increase safety for people walking.

Our response: Our current design plan includes the **addition a rapid flashing beacon** to improve safety for people crossing at this intersection.

Theme: Adding a signal and/or a stop bar at Stroud Ave N and E Green Lake Way N

Some residents requested adding a signal and/or a stop bar at Stroud Ave N and Green Lake Way N to increase safety for people walking.

Our response: We haven’t identified the need for a traffic signal or an all-way stop control at the intersection of Stroud Ave N and E Green Lake Way N. A change in traffic control at this

intersection will be challenging given the proximity of this intersection to the existing signal at Wallingford Ave N. We'll continue to monitor the intersection for any future modifications.

Theme: Adding a longer signal phase at Wallingford Ave N and E Green Lake Dr N intersection

Residents requested that we establish a longer signal phase at the intersection of Wallingford Ave N and E Green Lake Dr N.

Our response: We're looking into adjusting this signal as a part of the overall project changes, including timing this signal with the signal we're adding at the nearby Densmore Ave N and E Green Lake Dr N intersection.

STONE WAY N

Theme: Preserving on-street parking on Stone Way N

Residents and business owners along Stone Way N expressed a strong desire to maintain on-street parking along Stone Way N.

Our response: We have examined different opportunities to update our design to limit the amount of on-street parking removed on Stone Way N. As a result, our updated design will only extend the protected bike lanes to N 46th St in order to preserve parking on Stone Way N between N 45th St and N 46th St.

N 80TH ST

Theme: Making safety improvements to several intersections on N 80th St

Residents in the project area voiced concerns about several intersections and suggested ways to improve safety.

- Concern: Add a new crosswalk at the Stone Ave N and N 80th St intersection.

Our response: We're planning to make this improvement as part of a separate project through the [Safe Routes to School](#) program.

- Concern: Restrict left turns at the intersection of Corliss Ave N and N 80th St and add a signal to the 1st Ave NE and N 80th St intersection to improve safety.

Our response: We've reviewed the collision histories at these intersections and they don't justify making the suggested changes – however, we'll **add "no parking" signs** to restrict on-street parking 20 ft from these intersections to improve visibility and safety. We will continue to monitor activity at these intersections and make appropriate improvements for all modes of transportation.

- Concern: Improve visibility and safety at the Ashworth Ave N and N 80th St intersection.

Our response: We'll **add paint and post curb bulbs** on the north side of 80th on either side of the Ashworth Ave N intersection to improve visibility and safety. We'll also **add**

“no parking” signs 20 ft from the intersection around the area to restrict on-street parking to improve visibility and safety. We’ll continue to monitor activity at these intersections and make appropriate improvements for all modes of transportation.

WHAT COMES NEXT

Over the fall and winter of 2018, we’ll be continuing outreach in the Green Lake and Wallingford areas to members of the community, businesses, key community stakeholders, organizations and advisory boards, as well as community newspapers and blogs. This outreach effort will close the feedback loop from the July drop-in sessions and will provide updated design information.

We’ll also provide updates on elements of the project we are still working on. These include:

- Our coordination with Seattle Parks and Recreation on the design for the new protected bike lanes we plan to build on E Green Lake Way N adjacent to their Lower Woodland Park Playfield parking lot
- Making improvements to the N 50th St, Stone Way N and E Green Lake Way N intersection that fall within the project’s scope and budget
- Working on updating the design for Stone Way N to determine the configuration of new protected bike lanes and to preserve more on-street parking
- Evaluating potential improvements to east-west bike connections in Wallingford, and sharing these alternatives with the community for feedback early next year

As construction gets closer, we’ll be out in the community to talk with residents and businesses about what to expect.

For more information and to sign up for email updates, please visit the Green Lake and Wallingford Paving and Multi-Modal Improvements [webpage](#).

ADDITIONAL RESOURCES

Individuals may suggest additional improvements through the following programs:

- The [Your Voice, Your Choice \(YVYC\) program](#), which provides funding for local projects deemed a priority for communities.
- The [Neighborhood Greenways program](#).
- The [Find it, Fix It program](#), which allows members of the public to easily report issues such as areas in need of sidewalk repair.

PUBLIC FEEDBACK ON PROJECT DESIGN – APPENDIX A

FINAL DESIGN UPDATE

Winter 2019

OVERVIEW

This spring, the Seattle Department of Transportation (SDOT) will repave and update lane layouts in the Green Lake and Wallingford communities to create safer places for everyone through the Green Lake and Wallingford Paving & Multi-Modal Improvements project.

This winter, the design team completed final design of the corridor. In completing the design, the team considered community feedback that was provided in summer 2018. We've updated this public feedback document to include a summary of changes between the 60% design and final design based on public feedback.

KEY CONCERNS AND ISSUES

GREEN LAKE LOOP

Theme: Improve the N 50th St, Stone Way N and E Green Lake Way N intersection.

Many participants expressed concern about the lack of planned improvements to the N 50th St, Stone Way N and E Green Lake Way N intersection. Several individuals suggested revising the signal timing to eliminate the second green phase for right-turns and redesigning the intersection to improve traffic flow to make it easier for people walking, biking and driving to navigate.

Our response: Unfortunately, the focus of this project is to repave arterial streets. The N 50th St, Stone Way N and E Green Lake Way N intersection is large and complex, and making major channelization improvements here is beyond the scope and budget of this current project.

The design for this intersection is not yet complete. As we complete the design, we'll consider public feedback and ways to make improvements for people walking and biking at this intersection that are within the scope and budget of the project.

Theme: It would be problematic for both people biking and driving to add a signal and bike lane transition at 52nd St and E Green Lake Way N.

Participants expressed concerns about the addition of a signal to 52nd St and E Green Lake Way N for the transition from the 2-way protected bike lane to 1-way protected bike lanes. One common concern was that a new traffic signal would prompt people driving to cut through residential streets at high speeds east of E Green Lake Way N, reducing safety for people that live on those streets. Another concern was that a new traffic signal would significantly back up traffic for south-bound travelers heading towards N 50th St.

To address these concerns, some respondents suggested that the 2-way protected bike lane on E Green Lake Way should start on the north side of N 50th St, Stone Way N and E Green Lake Way N intersection or extend as a 2-way protected bike lane south to Stone Way N. Others

suggested changing the design to have the 2-way protected bike lane run through the Woodland Park Playfields parking lot.

Our response: Our original design included a 2-way protected bike lane along the west side of Green Lake Way N, with a transition from the 2-way protected bike lane to new 1-way protected bike lanes south of the intersection with N 52nd St. In response, we've partnered with Seattle Parks and Recreation to narrow the planting strip bordering the Lower Woodland Parks Playfield parking lot and build the southbound 1-way protected bike lane on the west side of Green Lake Way N. (The northbound 1-way protected bike lane would be on the east side of Green Lake Way N.) 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 planned.

Theme: Add a longer signal phase at Wallingford Ave N and E Green Lake Dr N intersection.

Residents requested that we establish a longer signal phase at the intersection of Wallingford Ave N and E Green Lake Dr N.

Our response: We have adjusted the design to accommodate the change in lane configuration along E Green Lake Drive between Wallingford Ave and Densmore Ave, and the new signal at Densmore Ave intersection. The new signal will be interconnected to the existing signal at Wallingford Ave N. We will develop new phasing and timing plans to minimize delays for all users.

STONE WAY N: N 46TH ST TO N 50TH ST

Theme: Improve safety for people walking on Stone Way N.

Many participants made requests to improve safety for people walking in the Green Lake and Wallingford area. Residents and business owners along Stone Way N also expressed a strong desire to maintain on-street parking along Stone Way N.

Our response: We're working on additional improvements throughout the project area, including on Stone Way N, to increase safety and comfort for people walking. On Stone Way N, we now plan to add new curb bulbs at the intersection of N 50th St, Stone Way N, and Green Lake Way N as well as at the intersection of Stone Way N and Interlake Ave N to shorten the crossing distances.

As these improvements were recently added to the project design, we anticipate beginning construction on Stone Way N in 2020 or 2021. This timeline includes the construction of improvements originally included in the project design, including the addition of 1-way protected bike lanes on each side of the street, the removal of some on-street parking, and the addition and upgrading of more than 30 curb ramps for Americans with Disabilities Act (ADA) accessibility.