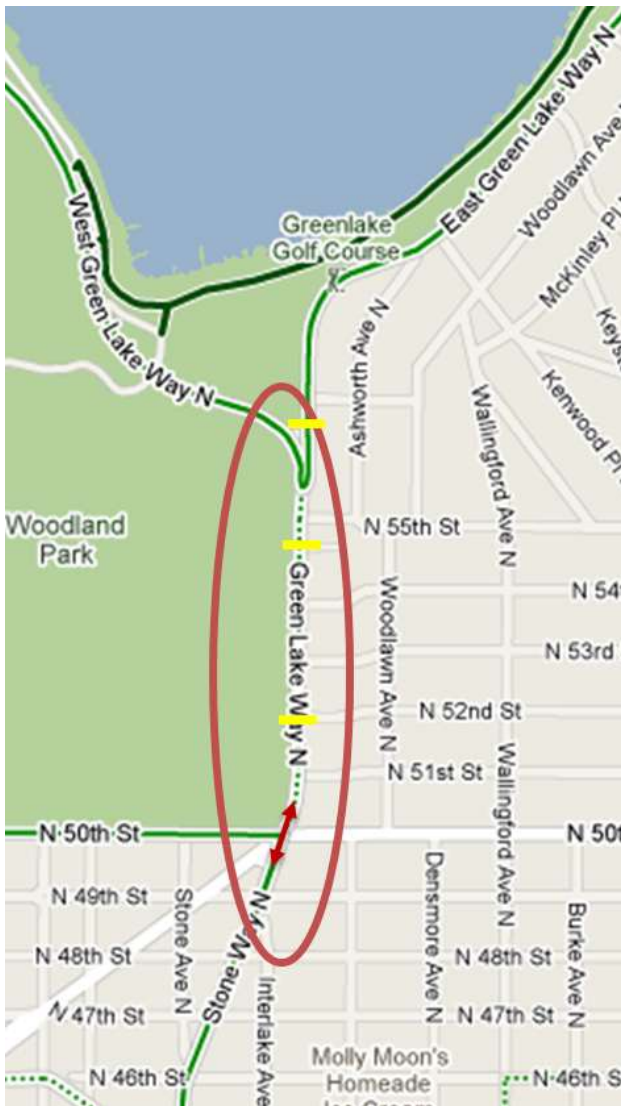


October 3, 2010
Seattle Department of Transportation

Attn: Brian Dougherty
Associate Transportation Planner
Seattle Department of Transportation

Mr. Dougherty,

We ask that you consider extending the road diet implemented on Stone Way N through to Green Lake Way N. The scope of this change would be a 7 block stretch extending from 49th street and Stone Way N through to 56th and Green Lake Way N, as shown in the diagram below. This change should improve access for pedestrians, bikes, and cars.



Pedestrians recently lost crosswalks at 51st and 53rd streets on Green Lake Way N. The crosswalks were unsafe with a 4 lane configuration and so were removed by SDOT. The light cycle at 50th street is extremely long and the crosswalk near 55th street is far away, so residents frequently jaywalk to access the park and athletic facilities in Lower Woodland Park. A new crosswalk at 52nd would be safe in a 3 lane configuration and would enhance access to the park by local residents.

Biking along Green Lake Way N is also a safety problem in the current configuration. The bike sharrows on Green Lake Way N are ineffective and dangerous, particularly for family bikers trying to get between dedicated bike lanes along Stone Way N and around Green Lake. Cars along Green Lake Way N swerve and speed as they make turns and merge. Options for bikers going off the road are also poor- sidewalks along the east side of Green Lake Way N do not have curb cuts and the west side of the road only has a dirt and gravel path on the far side of a parking lot. Dedicated space for bikes and the calming effects of a road diet on traffic will help connect bike lanes around Green Lake to those on 50th and Stone Way N.

The road diet can also be used to improve traffic flow. At the north end of Green Lake Way N the left turn lane to West Green Lake Way N is too short and cars are forced into an awkward merge immediately after the left turn. In the middle of Green Lake Way N many cars make left turns into residential streets or the Lower Woodland Park parking lot, blocking traffic. Finally, the road diet can be used as an opportunity to explore methods for improving throughput at the 50th street intersection.

The following pages show one possible implementation of the road diet for the purpose of illustration. Thank you for your consideration of this road diet proposal!

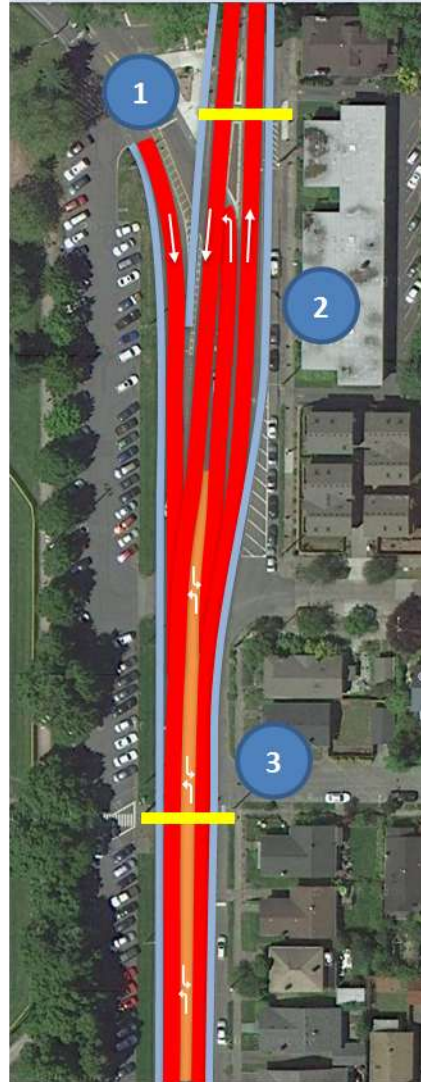
(to be reviewed by Greenlake and Wallingford Community Councils)

At the north end of the proposed Green Lake Way N road diet:

Existing configuration



Proposed configuration



55th

N Clogston Way

For each numbered item above:

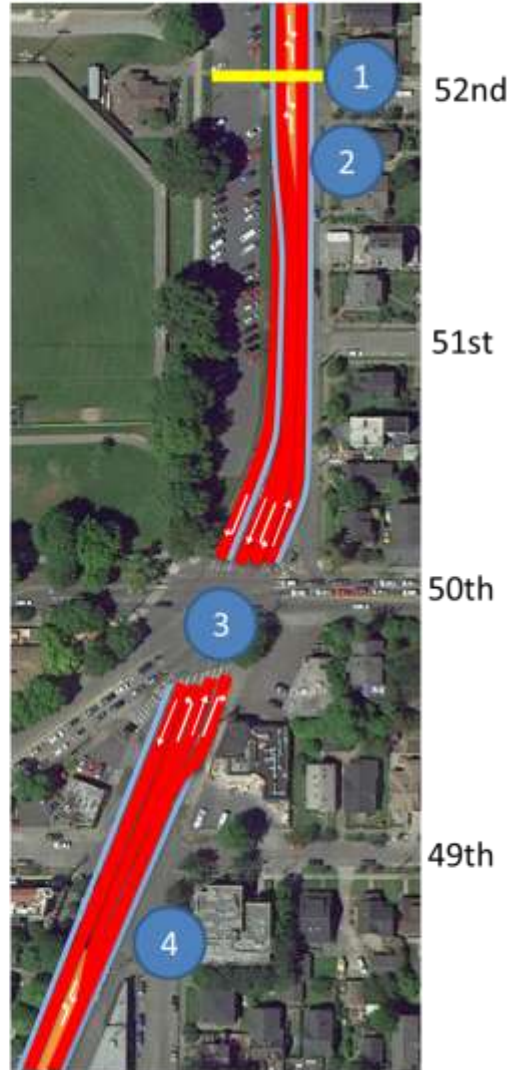
- 1) The new Green Lake Way N intersection is unchanged.
- 2) The northbound left turn lane to West Green Lake Way N currently backs up into general traffic and forces swerving plus an awkward merge for those continuing onto East Green Lake Way N. The 3 lane configuration allows for the left turn lane to be extended, eliminating traffic confusion.
- 3) The 3 lane configuration allows for bike lanes on East and West Green Lake Way N to extend down through Green Lake Way N, replacing sharrows. The configuration also make is safe for vehicles to turn into the Lower Woodland Park parking lot or onto residential streets. The crosswalk at N Clogston Way is unchanged.

At the south end of Green Lake Way N:

Existing configuration



Proposed configuration



For each numbered item above:

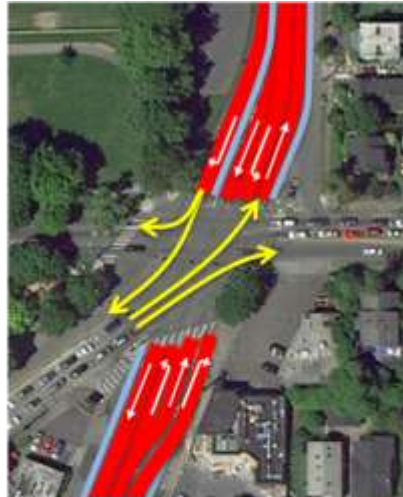
- 1) New crosswalk at 52nd, connecting the neighborhood to existing pathways for restroom / ball fields. Bike lanes shown in blue are new.
- 2) New center turn lane extends just past 52nd Street, allowing left turns into all entrances to the Lower Woodland Park parking lot, plus 52nd through 55th streets. Left turns onto 51st street become prohibited so that traffic going to the 50th street intersection is not blocked.
- 3) After traffic study, it is hoped that the intersection can be realigned to improve throughput while allowing for the road diet. This may be possible as turning traffic is a large percentage of traffic going north and southbound, and the road diet will allow for longer turn lanes.
- 4) Stoneway N center turning lane ends at same place as today. Bike lane extends further and left turn lane can be added, improving intersection throughput.

The intersection at 50th, Green Lake Way N, and Stone Way N is saturated and backs up for traffic on 50th street. The road diet should improve traffic alignments without adversely affecting throughput, as shown below. Required traffic studies can be used to study throughput improvements, for instance by adding parking restrictions further up 50th street to the east of the intersection.

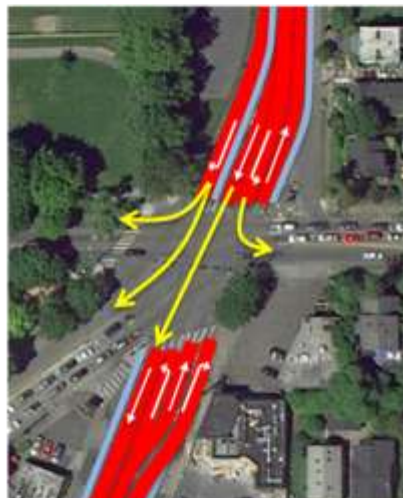
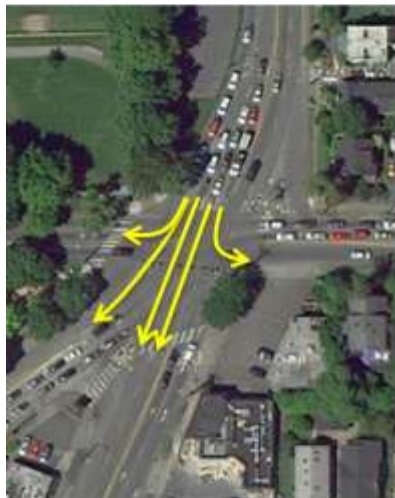
Existing traffic pattern



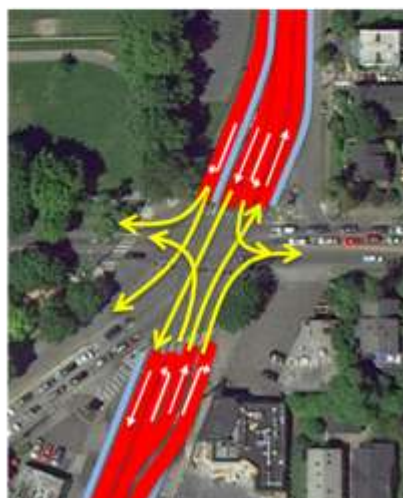
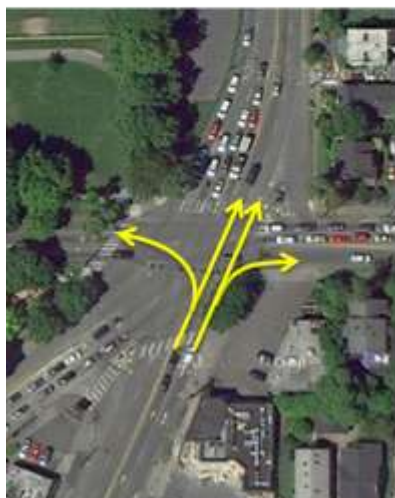
New traffic pattern



→ Cars going northbound on Green Lake Way N can currently stay on Green Lake Way N even if in the right hand lane. This option is unnecessary and confusing since the backup for 50th is typically longer. Adding traffic signs upstream saying the left lane is for Green Lake Way N and right lane is for 50th street going to I-5 would improve traffic alignment.



→ Going southbound on Green Lake Way N there is currently a small opening just before the intersection for 2 lanes of traffic heading to Stone Way N. This 2 lane channel is then forced to merge immediately after the intersection. Realignment eliminates this brief lane doubling, allowing for a left turn lane on Stone Way N (below).



→ Northbound Stone Way traffic flow is improved by adding a dedicated left turn lane. This prevents the weaving that is currently required as cars in the right or left lane get blocked by turning cars. The dedicated turn lane may also allow the dedicated left turn signal for Stone Way N to be eliminated, shortening the overall light cycle speed.