

Woodland Park Ave N Greenway and Crossing Green Lake Way N

Woodland Park Ave N at N 46th St, Green Lake Way N and N 50th St

Applicant Problem

1. Woodland Park Ave N in the bike master plan is to be a regional greenway. There is already an accessible pedestrian crossing at 50th and Woodland Park Ave N, but Green Lake Way N and N 46th act as impenetrable walls.
2. East bound cut through traffic in the afternoon accesses N 50th St by skipping ahead in the left lane on Green Lake Way N and then uses Stone Ave N to access N 50th St.
3. A crosswalk was previously removed at 48th and Green Lake Way N due to safety concerns, cutting off the neighborhood from Wallingford and businesses along Stone Way N.
4. Green Lake Way N between 50th and 46th is 5 busy lanes and 1660 linear feet without any pedestrian crossings, cutting the neighborhood in two and blocking pedestrian access between the residences, Wallingford, and Lower Woodland Park.

PROJECT TYPE

Crossings and Median

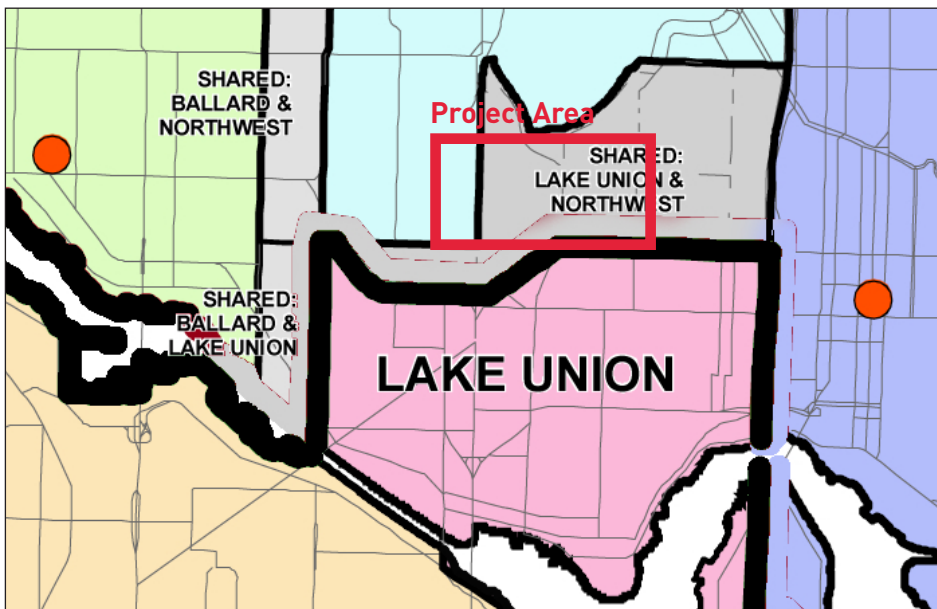
APPROXIMATE LENGTH

N/A

COST ESTIMATE

Project A: \$574,000

Project B: \$521,000



Applicant Solution

1. Further the regional greenway development of Woodland Park Ave N by adding a pedestrian / cyclist crossing at Woodland Park Ave N and N 47th, making the intersection safer for pedestrians and cyclists by extending the existing planted median through the intersection.
2. Add a pedestrian crossing at Stone Ave N that is protected by a planted median, preventing cut through traffic and restoring pedestrian access without disrupting the light at 50th or vehicle access to businesses.
3. Add a pedestrian / cyclist crossing at Woodland Park Ave N and N Midvale to provide access to the bus stop and further develop the Woodland Park Ave N greenway.



Existing conditions looking south to Woodland Park Ave N from Green Lake Way N



Existing conditions looking north on Green Lake Way N at N 47th St



Existing conditions looking north on Woodland Park Ave N at Green Lake Way N

Seattle Department of Transportation (SDOT) Review

Project Description

Green Lake Way N is a principal arterial with five lanes. Woodland Park Ave N is identified as a future neighborhood greenway in the Bicycle Master Plan, however it is not on the immediate five-year implementation plan. During the conceptual design phase, SDOT collected traffic counts on Green Lake Way N and surrounding streets. At this time, the pedestrian and cyclist crossings are not high enough to recommend the installation of marked crosswalks or rectangular rapid flashing beacons (RRFBs).

This conceptual design instead focused on improvements that improve walking and biking in the short-term by shortening street crossings and reducing cut-through traffic, and in the long-term by setting up a potential crossing location for a future greenway. These improvements are focused at the intersections of Green Lake Way N with Woodland Park Ave N/N 47th St and Stone Ave N/N 49th St.

During conceptual design SDOT also evaluated the intersection of Woodland Park Ave N and N Midvale Ave. The volume of pedestrians and bicyclists at this location is too low to recommend a marked crosswalk or traffic signal at this time. Crossing improvements are planned for the marked crosswalk one block east, at N Midvale Pl and Midvale Ave N through an SDOT Transit Improvement project.

This conceptual design includes the following improvements:

- Concrete curb bulbs with curb ramps designed to accommodate a future greenway crossing across Green Lake Way N at Woodland Park Ave N.
- Extension of the planted median north from N 47th St/Woodland Park Ave N to Midvale Ave N.
- A planted median on Green Lake Way N between N 48th St and Stone Ave N to restrict vehicle crossings and left turn movements.

Constructability

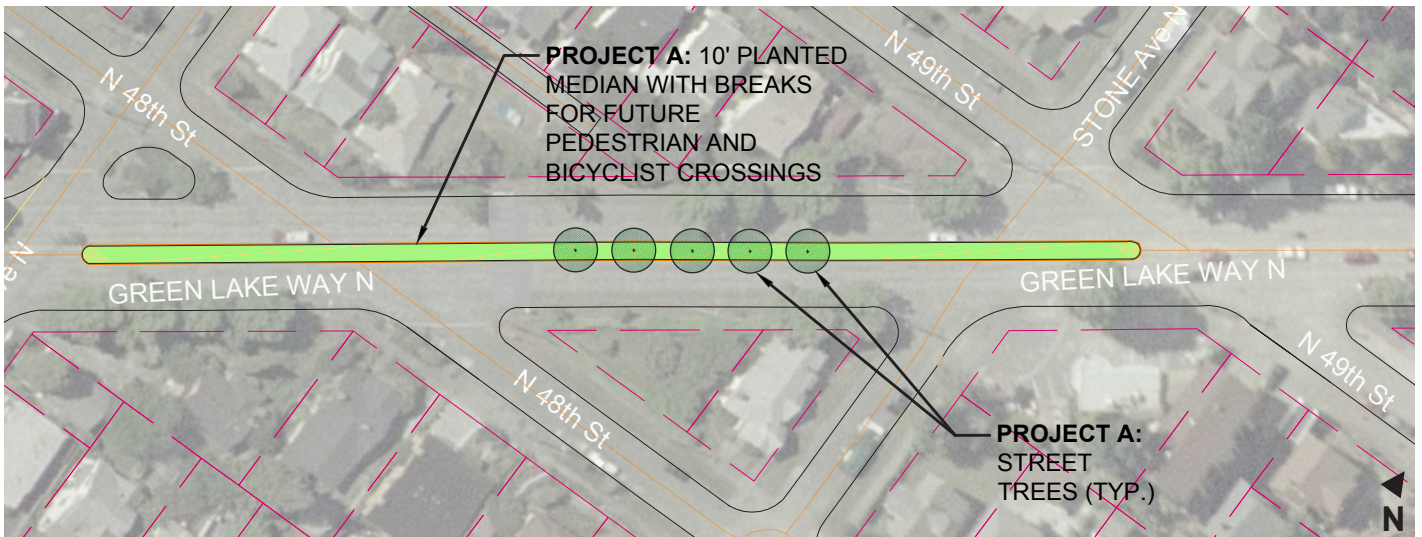
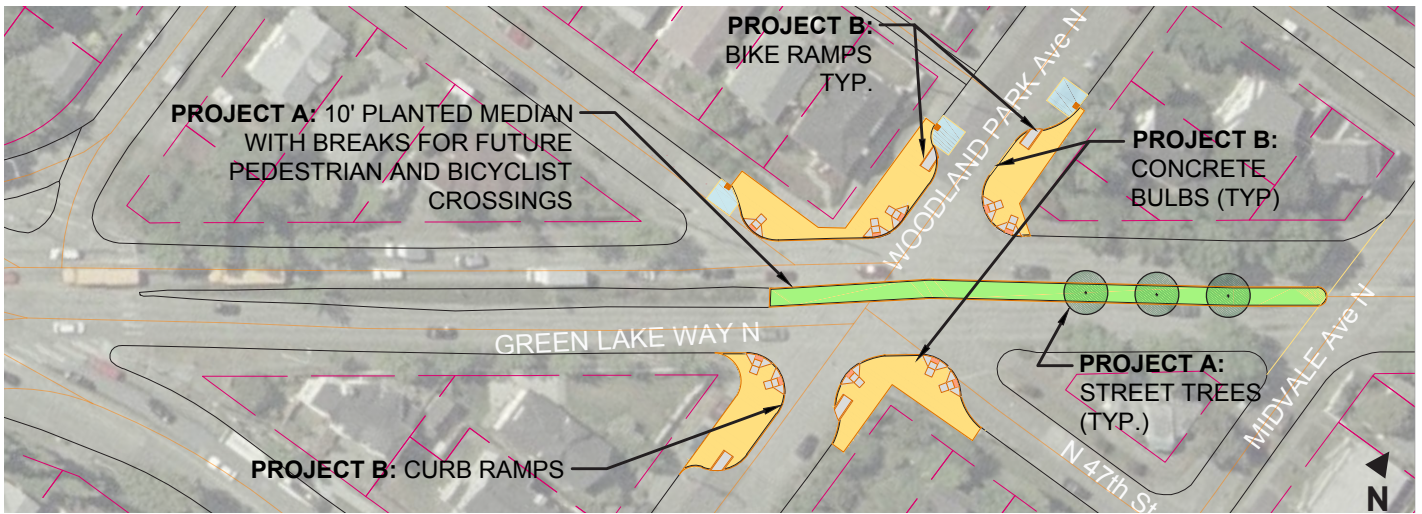
- If this project is funded, we will further analyze counts and circulation. The locations for pedestrian breaks in the median will be finalized following this future analysis.
- Public outreach with the surrounding community will be needed prior to implementation.
- The new curb bulbs will require adjustments to the drainage system, which will trigger the need to replace some concrete street panels.

Impacts

- The construction of a median will restrict left turns to and from Green Lake Way N, which may be a significant impact to people driving.
- Parking will be restricted near the intersections. While this parking is not legal, it may be perceived as parking loss.

Benefits

- Shortened crossing distances at these intersections encourage more people to bike and walk.
- Improved visibility for people crossing the street make it safer for people walking and biking.



Proposed planted median and crossing improvements on Green Lake Way between N 47th St and N 49th St

