

APPLICATION 2019-21

Q2 Please provide your zip code

98103

Q3 Project Title: Please provide a title for your project that describes it well.

Fixing the intersection of Green Lake Way N and N 50th Street

Q4 Project Location: Please describe the location of your proposed project with as much detail as possible so that someone can find it easily. Include the nearest cross street if possible.

Green Lake Way N and N 50th Street

Neighborhood Street Fund Application for 2019 – 2021 Program Cycle

Q5 Problem Statement: Please explain why you are proposing this project. Please give as much detail as possible by describing your experience at the specific location.

The intersection of Green Lake Way N and N 50th is rated "F" by the city, being both unsafe and having backups for several blocks at many times of day. The 5-part light cycle takes over 3 minutes to process, and a lot of diversion of car traffic happens on side streets as a result.

There are 2 specific problems this project addresses.

First, the 5 separate turning movements for the intersection are on a timer instead of detecting traffic backups. One leg of the approach to the light is often backed up for multiple light cycles while another is clear of traffic. This can be fixed with a smarter signaling system.

Second, there is a snarl as cyclists, pedestrians, and drivers have dangerous and confusing switchover conflicts as they approach and go through the intersection. This sometimes is at high speeds and is dangerous, and at other times causes conflicts and backups. This problem needs to and can be fixed at the same time as smarter signaling is implemented.

Q6 Solution Statement: What improvements would you like to see at this location? Please note that SDOT staff often need to modify proposed improvements to meet city regulations or adapt to site conditions. See Frequently Asked Questions for more info.

There are 2 parts to the solution- implementing improved signaling smarts and fixing the intersection alignment.

For improved signaling smarts, SDOT has been adopting ITS, or Intelligent Transportation Systems. This technology detects backups for different modes of transportation and dynamically optimizes the signal. It is perfect for a long signal like 50th and Green Lake Way. The signal does not need to be coordinated with other signals, plus one approach to the light is often clear while another is backed up for several blocks.

Second, bike lanes on Stone Way, Green Lake Way, and N 50th can be extended all the way to the signal light. This eliminates dangerous crossover zones and shared lanes that generate conflict between cyclists and drivers. Additionally, this fix is good for drivers as it restores a 2 lane queue on Green Lake Way south bound for vehicles approaching N 50th, a 2 lane queue that was lost when the road diet went in several years ago.

SDOT says they do not have funds to fix the intersection as part of the Green Lake Way Paving Project, even though this clear and simple fix is available. The realignment of the intersection needs to happen as part of the repaving project, and the Neighborhood Street Fund is the only mechanism to get it done. Please see the attached graphics for the solution and support this project. Unlike other proposals that favor one transportation mode over another, this solution is "win-win" for drivers, cyclists, and pedestrians.

Q7 Additional Information *Optional (attachment 1): Please use this space to add additional photos, graphics, designs, or information. Note that while additional information is not mandatory, it does help us and the community better understand the purpose of your proposal and the general concept of your suggested improvements.

Existing 50th and Green Lake Way N.PNG (203.9KB)

Q8 Additional Information *Optional (attachment 2)

Fixed 50th and Green Lake Way N.PNG (211.5KB)

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Q9 Additional Information *Optional (attachment 3)

Green Lake Way N Approaching N 50th from Green Lake.PNG (609.8KB)

Q10 Additional Information *Optional (attachment 4)

Respondent skipped this question

Q11 Additional Information *Optional (attachment 5)

Respondent skipped this question

Fixing N 50th and Green Lake Way N

← Current | Proposed →

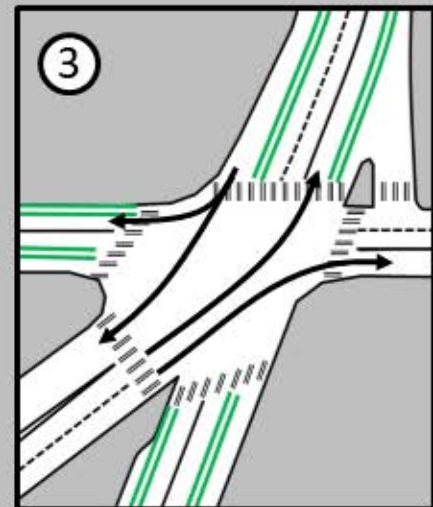
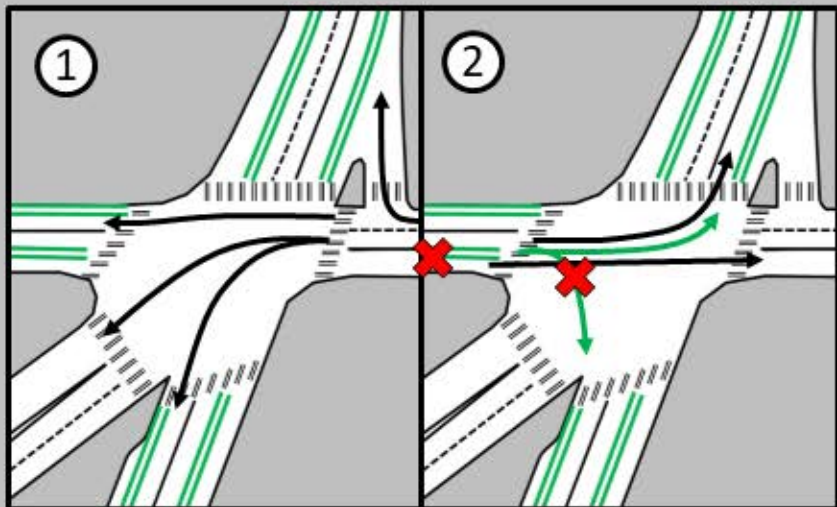


- ① Vehicles gain a restored 2-lane queue on Green Lake Way southbound while approaching N 50th. This already happens when traffic backs up, overflowing into the bike lane and turning the center turn lane into a mess.
- ② Southbound protected bike lane extended to intersection, cyclists no longer must share car lanes or split car lanes and cross vehicles. Bikes turning right on N 50th can go at any time (double queue to light).
- ③ All conflicts between vehicles and cyclists removed; no cars whizzing by to the right of cyclists, no more need to merge into general traffic lanes to access N 50th



Current Design of Intersection

N 50th, Stone Way N, Green Lake Way N



4

1

2

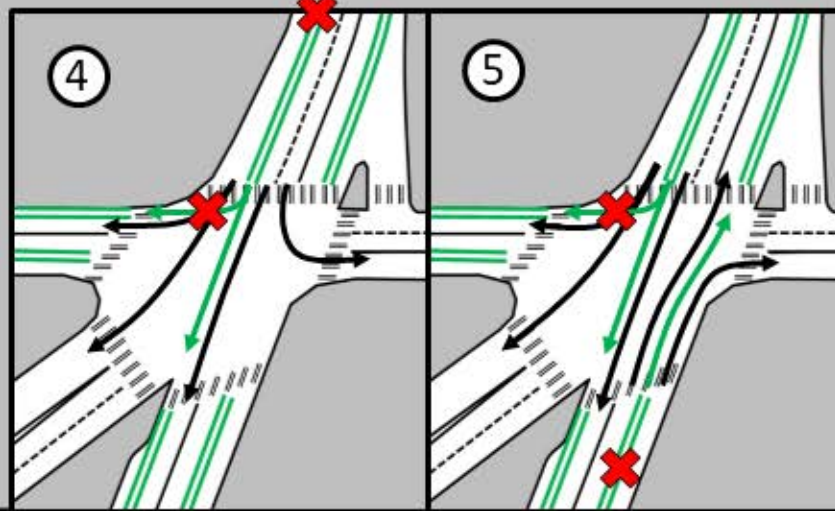
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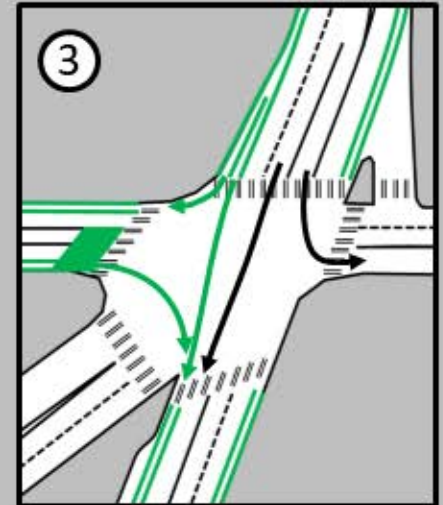
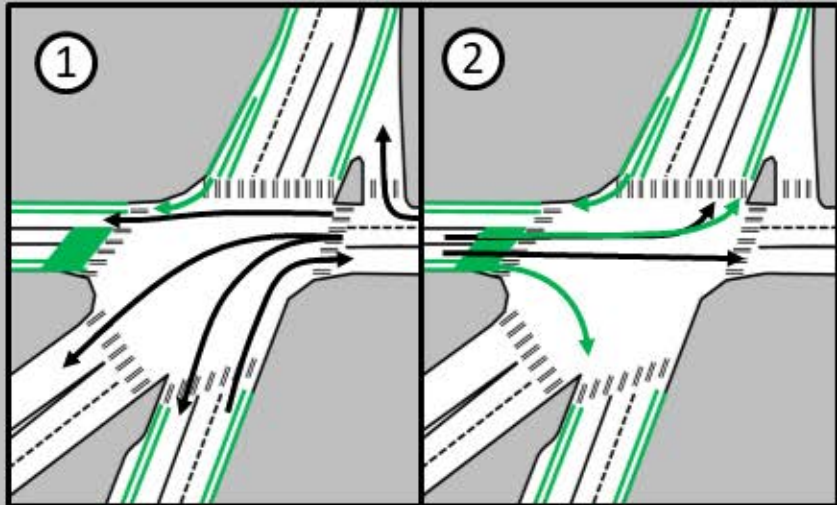
5


X Locations where cyclists & drivers have a switchover conflicts or must share lanes

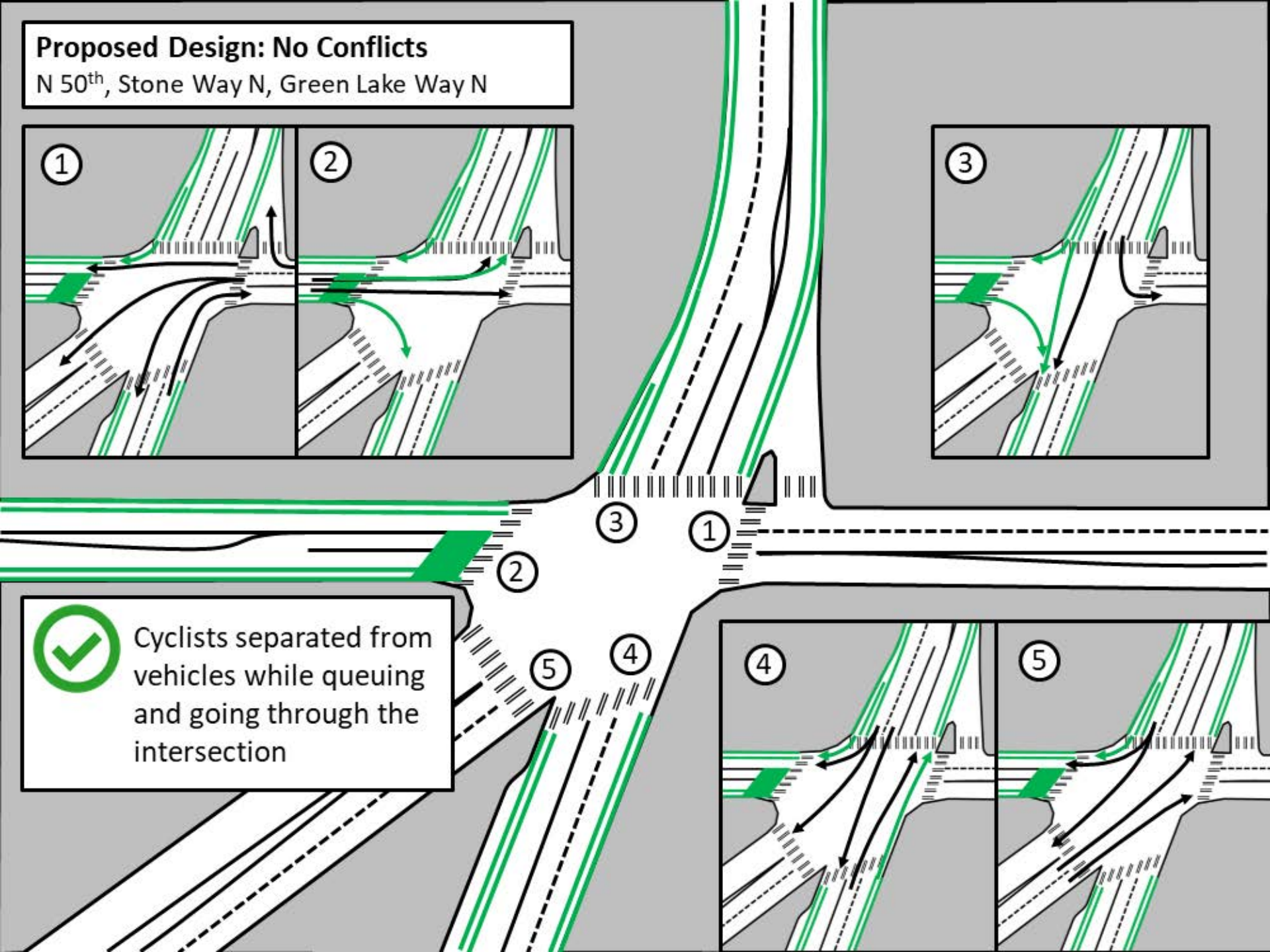
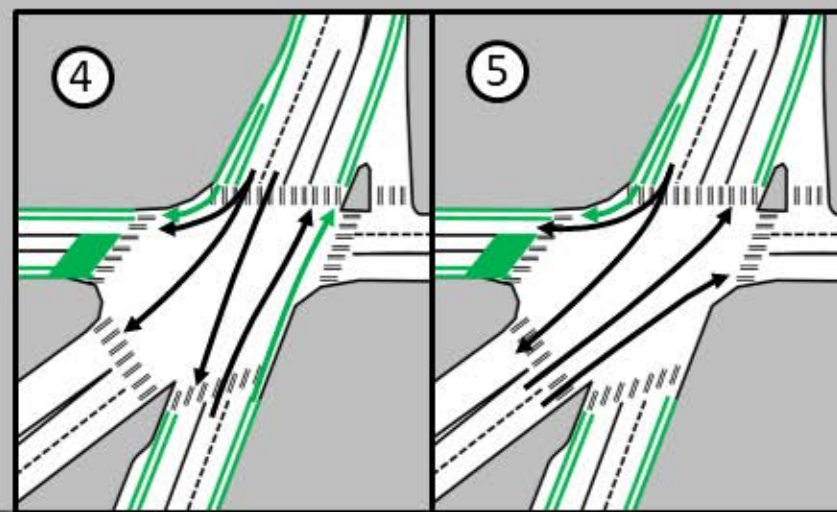


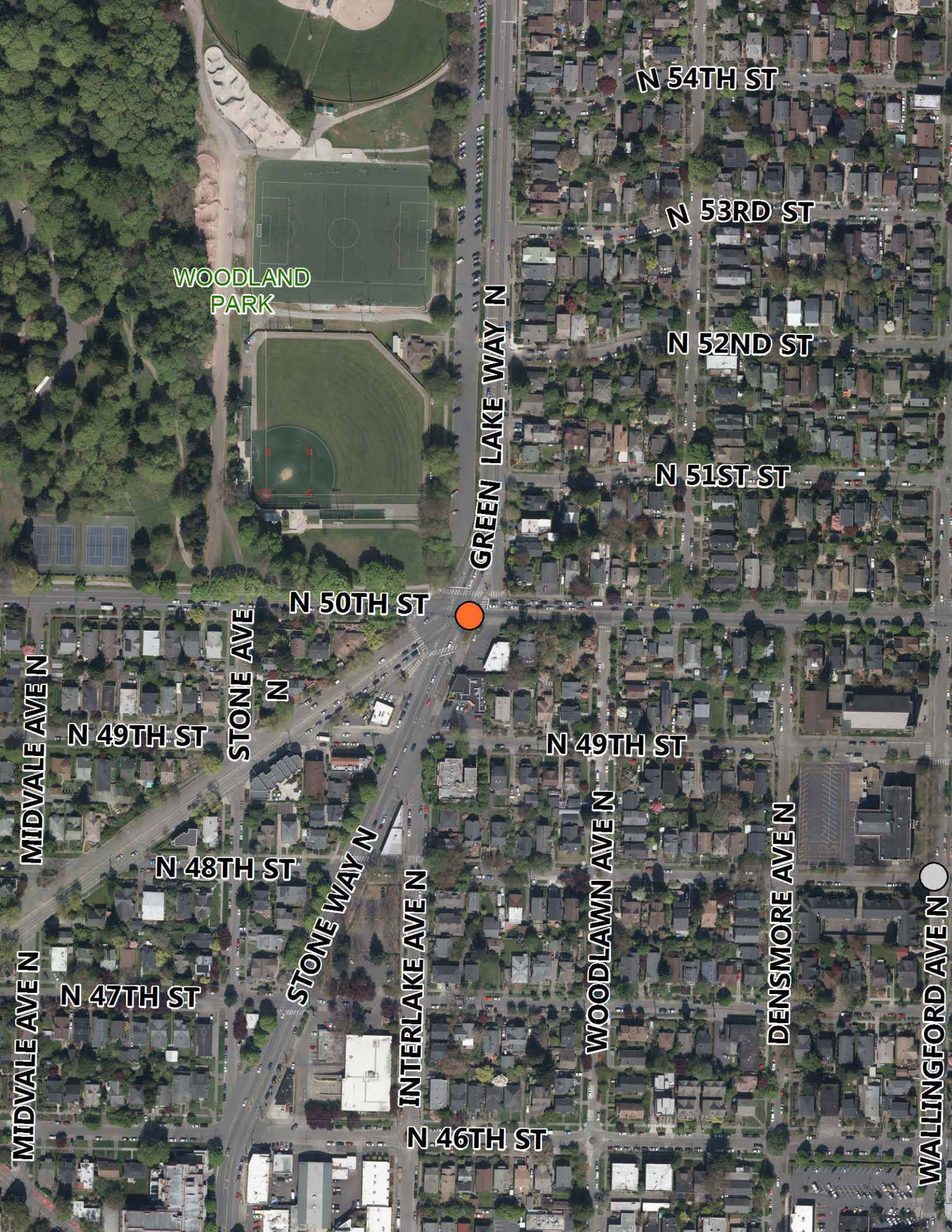
Proposed Design: No Conflicts

N 50th, Stone Way N, Green Lake Way N



 Cyclists separated from vehicles while queuing and going through the intersection





N 54TH ST

N 53RD ST

WOODLAND
PARK

N 52ND ST

N 51ST ST

GREEN LAKE WAY N

N 50TH ST



STONE AVE
N

N 49TH ST

N 49TH ST

MIDVALE AVEN N

MIDVALE AVEN N

N 48TH ST

N 47TH ST

STONE WAY N

INTERLAKE AVEN N

N 46TH ST

WOODLAWN AVEN N

DENSMORE AVEN N

WALLINGFORD AVEN N