



Amanda Barnett, Co-Chair
Casey Gifford, Co-Chair
Adam Bartz, Vice-Chair
Steve Kennedy, Vice Chair
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Alexander Lew
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Sarah Margeson
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August 6, 2018

To: Christa Dumpys, SDOT Communications & Outreach Lead
Laurentiu Dusciuc, SDOT Senior Multi-Modal Engineer

Re: **Green Lake and Wallingford Paving & Multi-Modal Improvements**

The Seattle Bicycle Advisory Board (SBAB) would like to thank you for taking the time to present the Seattle Department of Transportation's (SDOT's) proposed design for the subject project at our August meeting. We appreciate the thought put into the design and would like to express our support for specific modifications as proposed by the Green Lake & Wallingford Safe Streets (GLWSS) group in specific locations of the project to further enhance safety for all users.

E Green Lake Way N at NE Ravenna Blvd & NE 71st Street

Figure 1 denotes the location of specific design modifications as "a" and "b". Those modifications are described below.

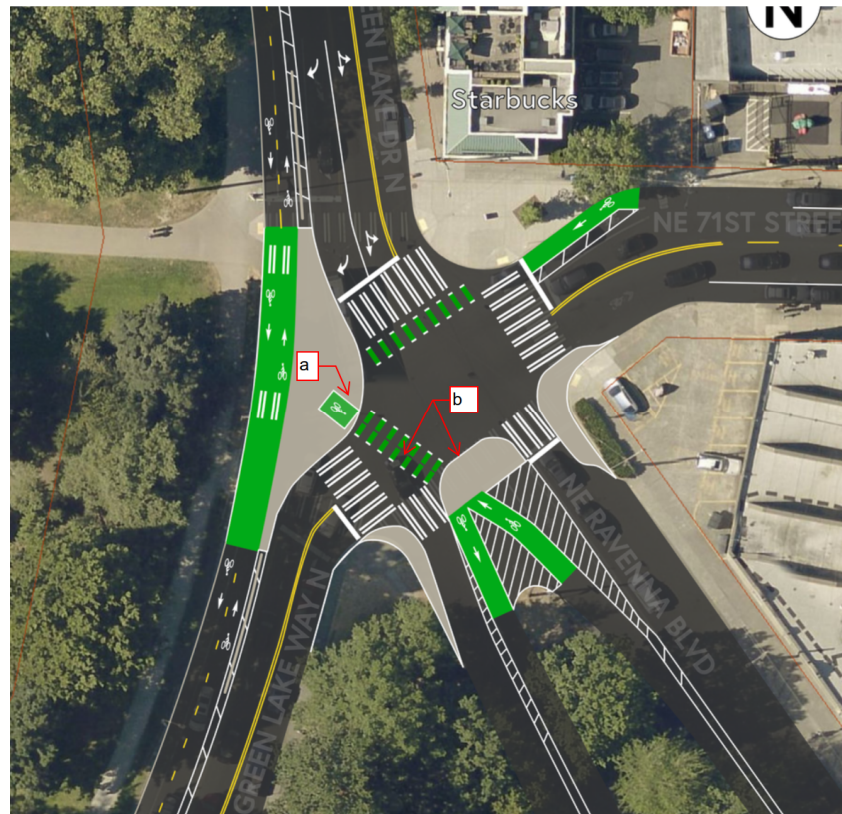


Figure 1

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impact which actions by the city may have upon bicycling; and shall have the opportunity to contribute to all aspects of the city's planing processes insofar as they relate to bicycling.

- City Council
Resolution 25534



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- a) SDOT's design does introduce a curb bulb in this location to slow vehicular traffic and shorten crossings for cyclists. SBAB supports the GLWSS proposal to extend that curb bulb further into the intersection, creating a 90-degree angle the intersection with East Green Lake Way North. This modification would increase sight lines for drivers and shorten crossings for both pedestrians and cyclists.
- b) SDOT's design includes a bike ladder parallel to the crosswalks in the south half of the intersection. SBAB supports the GLWSS proposal to replace those bike ladders with a concrete island at NE Ravenna Blvd, and a bike ladder connection to the curb bulb on the east side of the intersection. This modification creates a safer zone for pedestrians and cyclists to wait and focuses on the strongly desired connection from NE Ravenna directly to the proposed two-way protected bike lane (PBL).

GLWSS has put a lot of thought into this design and SBAB would like to re-iterate the following safety related benefits they feel these modifications would make:

- Reduced confusion for drivers and others regarding who has the right-of-way.
- Shortened crossing distances for people walking, biking, and driving.
- More waiting space for pedestrians.
- Reduced conflicts between cyclists and other users by clearly marking the protected bike lane and crossbike.

PBL Transition: Green Lake Way N between Green Lake and N 50th Street

SBAB is excited to see the proposed two-way PBL around Green Lake. We would like SDOT to focus on a more effective transition from that two-way PBL to a one-way PBL in each direction at Stone Way North.

The current design adds a costly signalized intersection at N 52nd Street, at which point this transition is intended to occur; in fact, a PBL transition seems to be the sole purpose of this proposed signalized intersection. A single-purpose signal at N 52nd Street will be an unwelcome addition to drivers and will cause unnecessary delays in an area where congestion is already a frustration just two blocks south.

We encourage SDOT to eliminate the proposed signalized intersection at N 52nd Street, and instead focus design and funding on improving the intersection of Stone Way North/N 50th Street/Green Lake Way N. This intersection is notorious for causing traffic delays and for being extremely challenging for cyclists to navigate safely through. With its location being directly within the limits of work of this

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project, we feel it would be much more appropriate to allocate funds to improving this intersection rather than adding another just two blocks north.

We encourage you to not only take our recommendations into account at this critical point in the project, but to also consider the concerns and recommendations of the local cycling community in the Green Lake and Wallingford neighborhoods. The full GLWSS can be found at: <https://www.glwstreets.org/proposal/>.

We want to express our appreciation to you for your thoughtful design and presentation.

Sincerely,

SBAB



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Co-Chair



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Cc: Mayor Jenny Durkan
Goran Sparrman, SDOT Interim Director
Mike O'Brien, Rob Johnson, Kshama Sawant, and Bruce Harrell; City Council
Serena Lehman, SDOT