

Green Lake Way N Traffic Safety Improvements

Open House
August 20, 2013

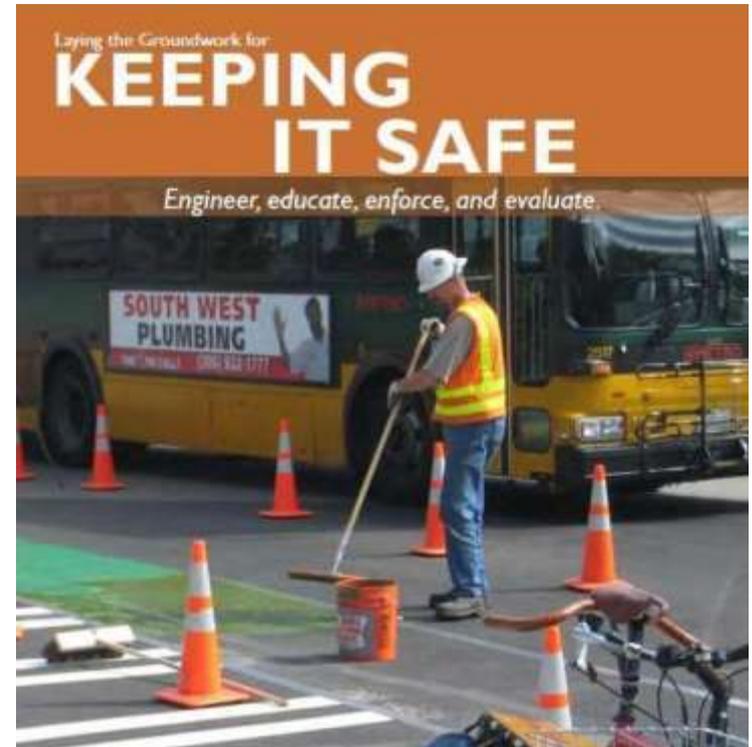


Tonight's Presentation

- Background and project goals
- Traffic Data
- Proposal
- Schedule
- Your questions and input

Seattle's Approach to Safety

- Safety for all road users is SDOT's number one priority
- Focus on the most vulnerable first
- Long-term goal is zero fatalities
- Safer streets are efficient streets



Safety

Seattle has a goal of zero traffic fatalities and serious injuries by 2030.

Our approach: Focus on education, environment, enforcement, evaluation, and empathy



Green Lake Way N
Traffic Safety Proposal

Building our Transportation System

- Serves the widest range of ages and abilities
- Provides options for all travel modes



Study Area



Project Goals

- Improve safety for all people using the street
- Improve access to the park for families and neighbors
- Reduce the number of drivers exceeding the speed limit
- Make it easier and safer to make left turns
- Improve traffic operations for all modes
- Improve options so people have more choices for how to get around

Background

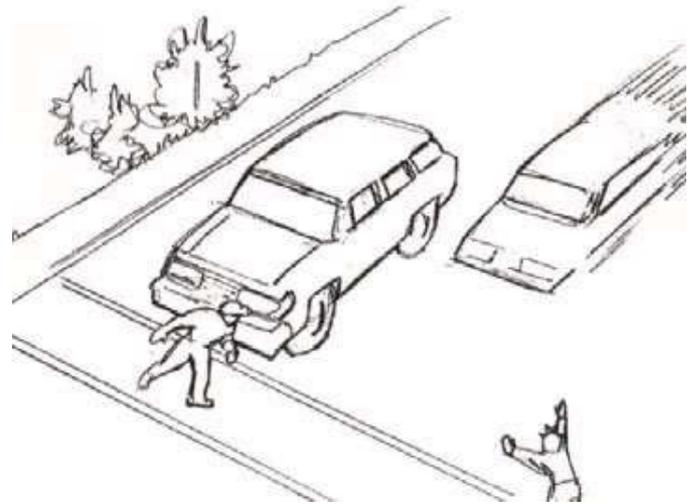
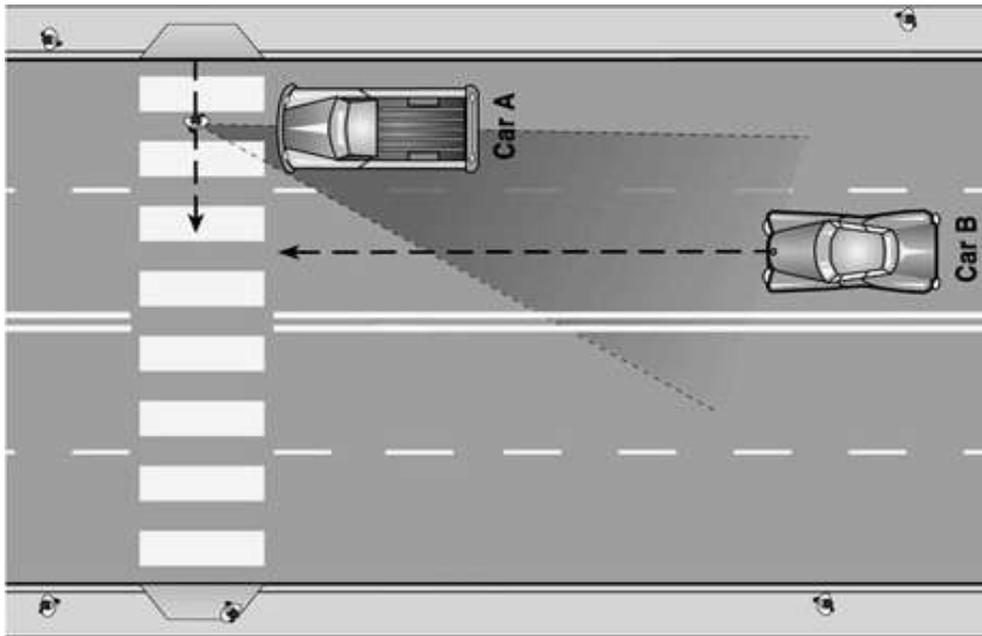
- 2007 marked crosswalks removed at N 51st and N 53rd
- 2008 bike sharrows installed
- 2010 community requests study
 - Improve safety for all travel modes
 - Improve park access
 - Make left turns safer



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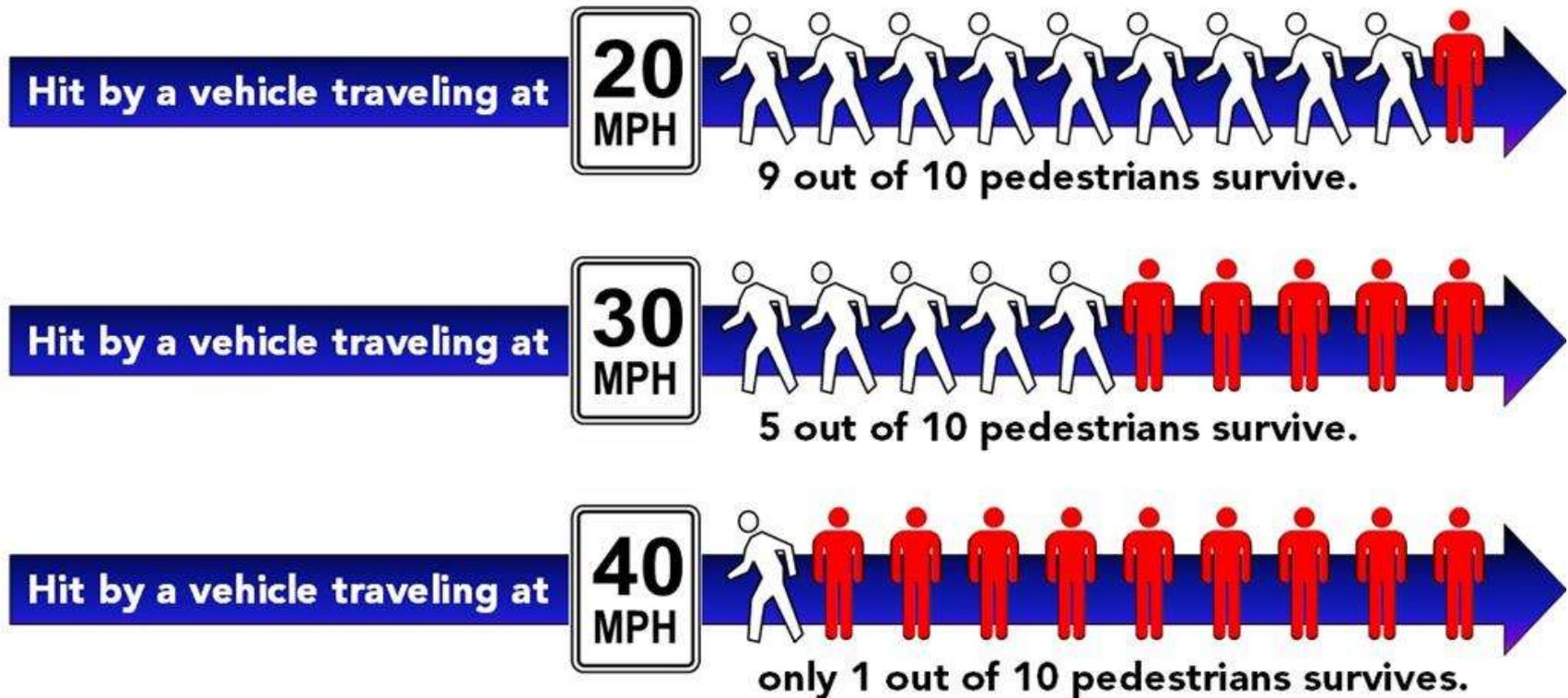
Multiple Threat

One vehicle stops for a pedestrian on a multi-lane road, but the motorist in the next lane does not, resulting in a crash.



Effect of Speed on Collision Outcomes

A small reduction in vehicle speed has a large impact on traffic safety.



Adjacent Land Use

Park



Single family

Neighborhood Commercial



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Current Bicycle Network



Legend

-  Bicycle Lane
-  Commonly used route
-  Shared lane markings

Speed and Volume

Green Lake Way N:

- 16,700 vehicles
- Traffic volume lower than on N 50th
- 85th percentile speed is 36 mph



Traffic Volume Trends

•21,000 in 1961

•19,000 in 2001

•16,700 in 2012



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Greenland May N
a traffic proposal

Collisions



Green Lake Way N
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Operations – Left Turns



Vay N

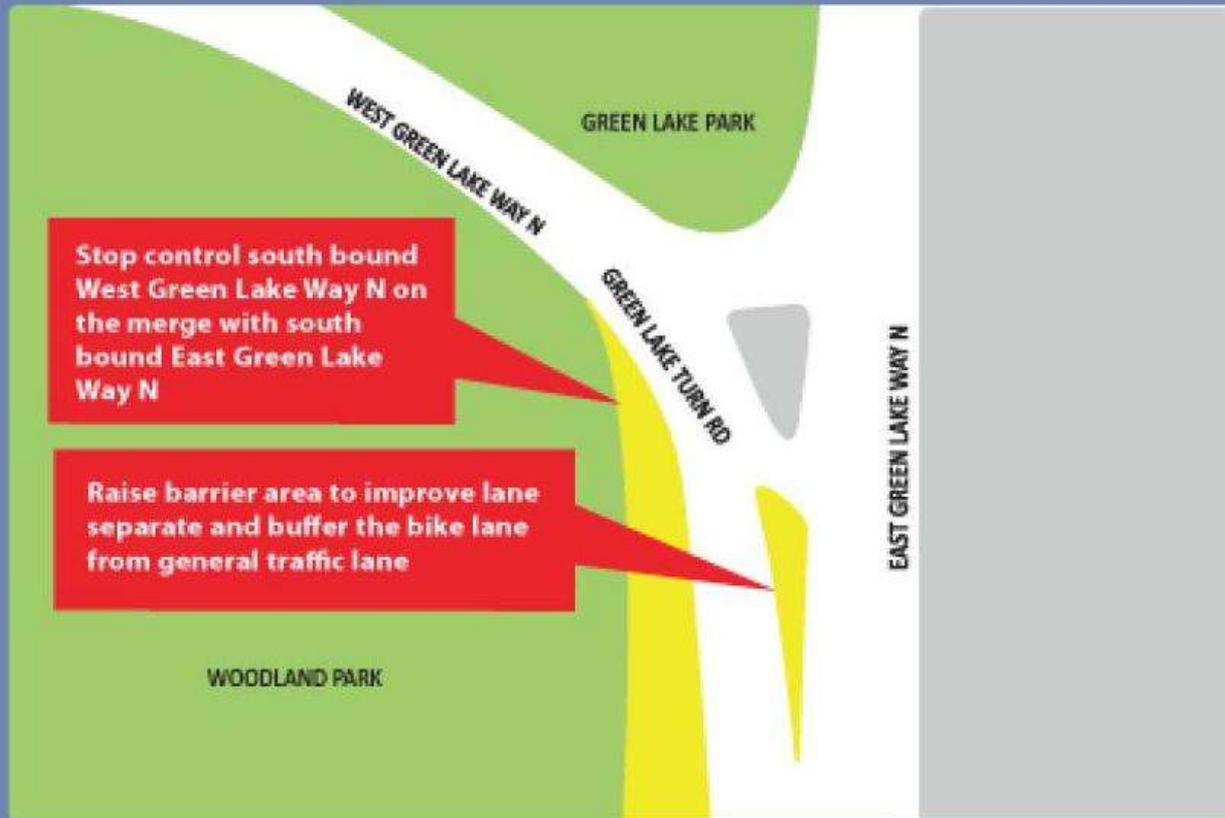
Traffic Safety Proposal

Operations - Bicycles

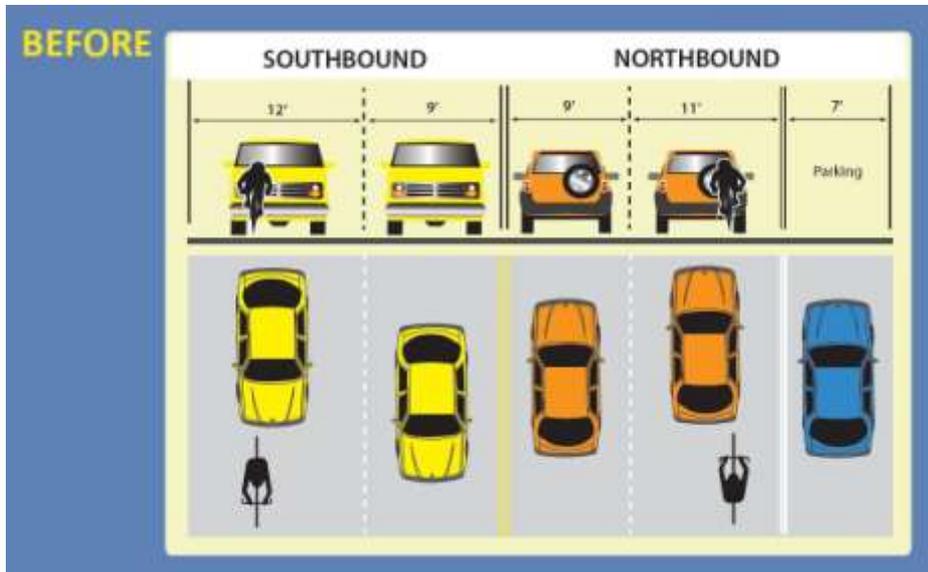


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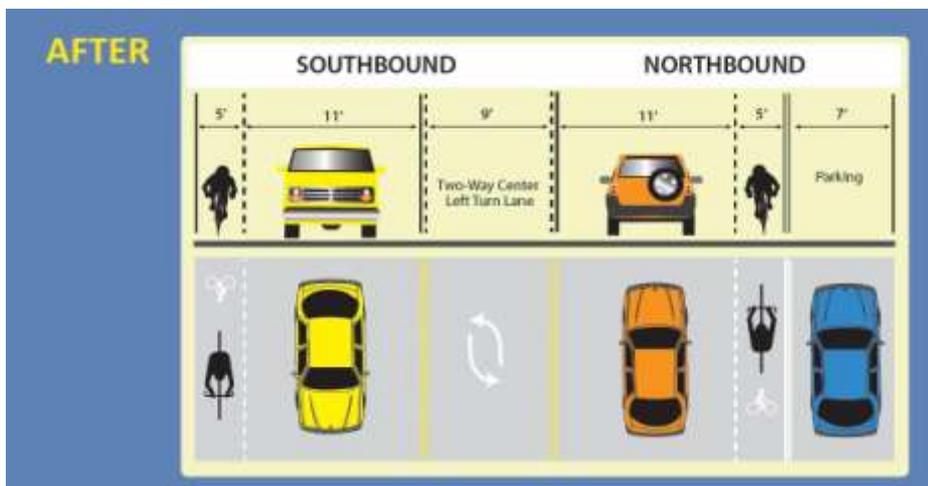
Proposal – West Green Lake Way N



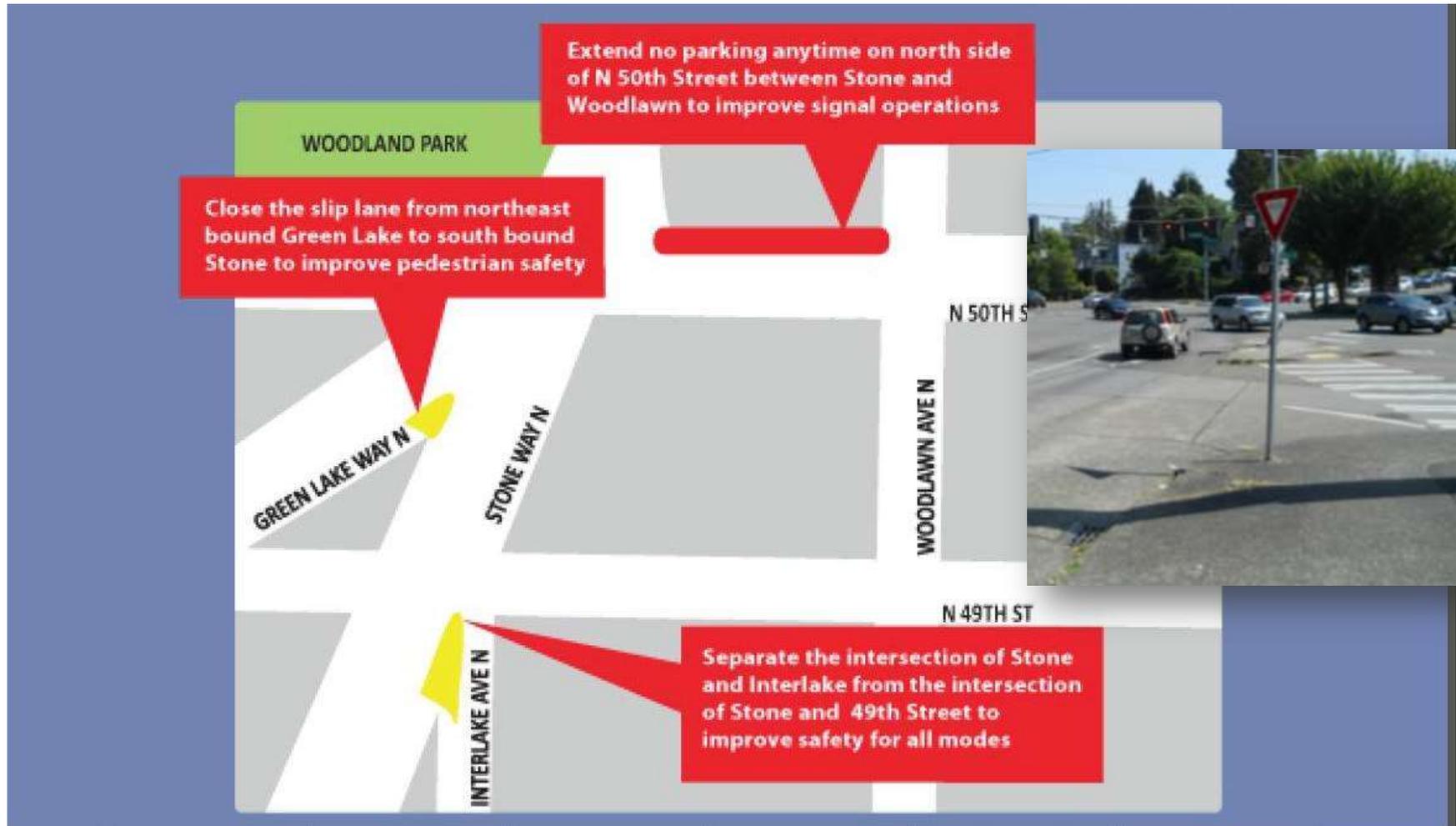
Proposal – Green Lake Way N



- Two-way left turn lane
- Bicycle lanes
- Marked crosswalk at N 52nd
- On-street parking remains



Proposal – Stone Way N



Where do three-lane streets work?

- Average Daily Trips < 20,000 **Yes**
- Average Daily Trips > 20,000 – 25,000 **Maybe**
- Average Daily Trips 25,000 + **Generally No**



Results

Street	ADT begin	ADT change	Collisions	85 th %	Top end speeders
Stone Way	13,000	-6%	- 14%	- 6%	- 80%
NE 125 th St	16,200	+ 10%	-10%	- 8%	- 69%
Nickerson St	18,600	- 1%	- 23%	- 21%	- 94%
Columbian Way	11,200	+ 20%	No change	- 6%	-50%

ADT = Average Daily Trips

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Fewer Collisions

U.S. Federal Highway Administration Proven Safety Measure to reduce all collisions by 29 percent.

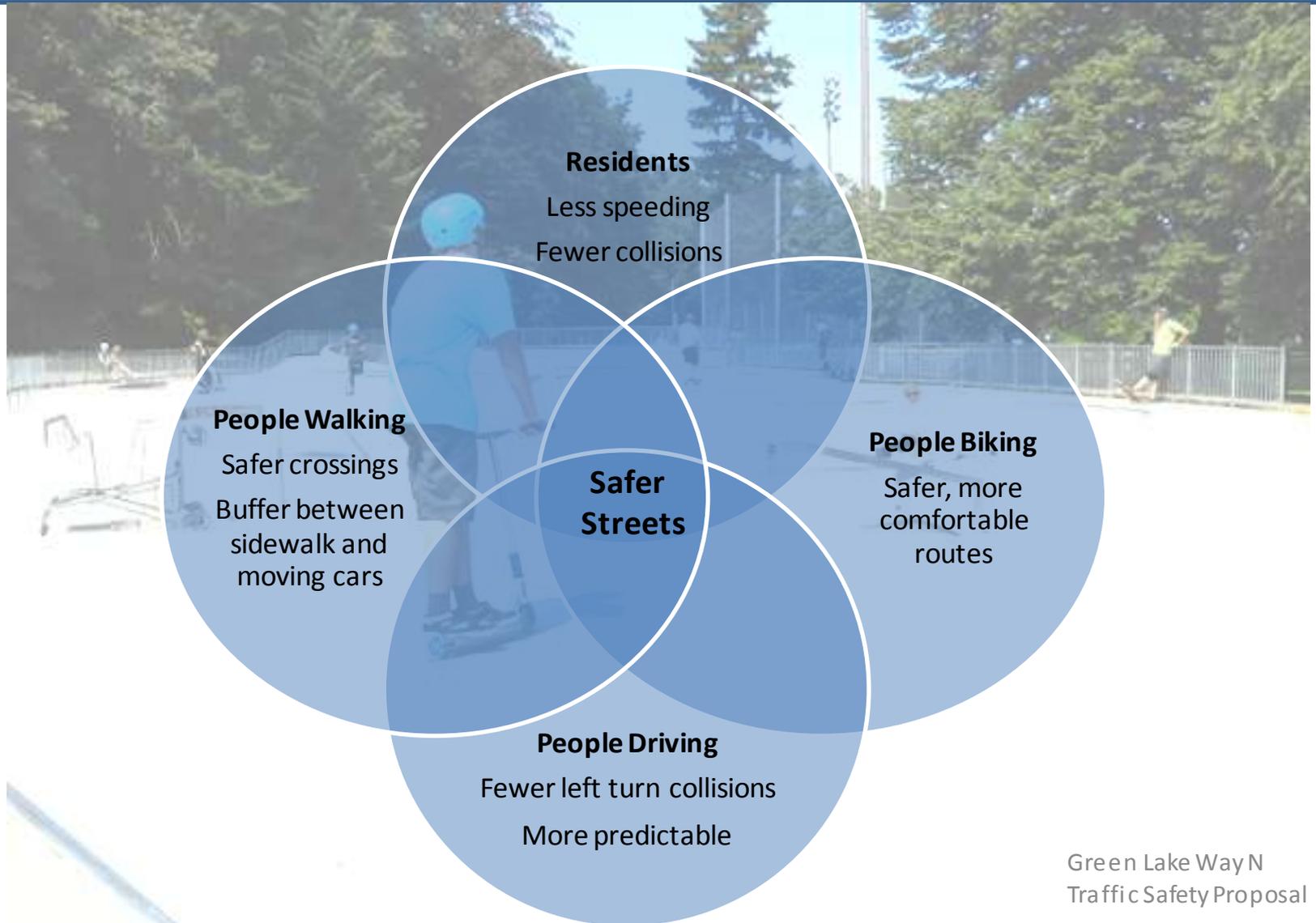


Summary of Benefits



- Improved access to the park
- Left turns easier
- Pedestrian crossings safer
- Buffer between vehicles and sidewalk
- Less delay for vehicles when passing cyclists
- Space for bicycles

Who Benefits



What's Next?

- **August 2013: Open House**
- Fall 2013: Additional stakeholder meetings (Northwest District Council, Lake Union District Council)
- Final design and construction TBD

Let's hear from you

1. How do you use Green Lake Way N?
2. What's not working well today on Green Lake Way N?
3. What would you like to see in the future on Green Lake Way N?
4. Do you visit the fields, skate park or trails at Woodland Park?
5. What changes would be most successful in making Green Lake Way safer for everyone?

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