



April 24, 2024

Lake Washington Blvd Renovation Project Responses - Design Concepts - Spring 2024

Due to the limited scope of proposed improvements, we believe this project as currently designed will not adequately address the basic traffic safety concerns on the three miles of Lake Washington Boulevard.

Top Priority Additions and Expectations

- Add **additional speed cushions**, at regular consistent intervals, throughout Lake Washington Blvd for traffic calming.
 - Concepts as proposed will be helpful, but more traffic calming is needed to accomplish safer conditions throughout the three mile project area.
 - The proposed design includes **no traffic calming at all** on the straightaway between Mt. Baker Beach and 43rd Ave S, the fastest portion of the project area.
 - The proposed design includes **no traffic calming at all** on the straightaway between S Ferdinand St and S Orcas St.
- Revise designs to include an **all-way stop** at the intersection of Lake Washington Blvd and 43rd Ave S.
 - The proposed design includes only a single additional stop sign.
 - This intersection sees frequent pedestrian crossings which will only increase with the proposed addition of a marked crosswalk.
- Add **marked crossings** with signage and speed cushions at additional locations to prevent long gaps with no safe crossing opportunities.
 - Southeast bound S Horton St ramp where it meets Lake Washington Blvd.
 - Horton Street needs refurbished painted sidewalk on road, similar to treatment on S Graham St approaching Beacon Ave S.
 - At S Dawson St intersection, where modern curb ramps already exist.

Additional Recommendations

- Regarding the Task Force recommendation to conduct a Feasibility Study “to widen roadway to add dedicated bike lane for everyday use”, we are requesting the study includes a comparison of the “Hybrid Option”, incorporating a one-way southbound lane for motor vehicles, and a two-way path for other modes of travel utilizing the existing roadway, as well as construction cost estimates for such work.
 - Failing to study this option needlessly restricts future opportunities and the resulting study would be misleading in terms of funds needed to achieve safety objectives.

- Boulders designed to deter illegal parking between trees are tree preservation devices, not safety improvements, and were not recommended by the Task Force. These boulders, while welcome, should be funded from other sources.
- Add speed cushions north and south of the existing S Dose Terrace stairway and marked crossing.
- Add double yellow center lines to establish no passing zones, particularly on blind curves.
- Maintain fog lines and shoulder (rutted) next to roadway, especially the North Mile.
- At S Orcas St, the final design should consider closing one of the two legs of the Y-shaped intersection, reducing the number of conflicts between pedestrians and drivers.
- Add additional “Bicycles have the Right-of-Way” signs throughout the three miles.
- Establish a clear and public plan to monitor and respond to neighborhood concerns regarding potential spillover effects from renovations on Lake Washington Blvd.

Endorsements of Proposed Design Elements

- Lake Park Drive S all-way stop
- 43rd Ave S marked crossing and speed cushions, with all-way stop in final design
- 49th Ave S marked crossing and speed cushions
- 51st Ave S, with larger curb extensions than shown in schematics
- S Genesee Way marked crossing, speed cushions, painted sidewalk, and bike racks
- S Adams St marked crossing and speed cushions
- S Ferdinand St marked crossing and speed cushions

Seattle Parks and Recreation Lake Washington Boulevard Engagement hub
<https://engage.seattleparksandrec.com/en/projects/lake-washington-boulevard>

Seattle Parks and Recreation Survey - open until May 12, 2024
<https://seattle.surveymonkey.com/r/LWBdesignconcepts>