

## Green Lake Keep Moving Street — Frequently Asked Questions

August 2021

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### 1. Do we have traffic data to justify providing traffic calming measures on W Green Lake Way N?

Traffic data pre-pandemic indicates that about 11,000 vehicle trips are made using W Green Lake Way N on a typical weekday. We also know that Green Lake Park is one of the city's most visited public spaces. We have an opportunity to build off the Keep Moving Street and what we learned during the pandemic to install a design that maintains access for people driving and includes more space for walking and biking and better connections between Green Lake Park and Woodland Park. Working with the community we can identify ways to make the street more inviting and inclusive for all travel modes, maintain access to parking lots and other recreational uses, and even allow for temporary changes in street operations to encourage more community use and celebrations during various times of the year. Finally, we can leverage recent investments to build the new protected bike lane and upgrade pedestrian crossing through the recently completed [Green Lake and Wallingford Paving and Multi-Modal Improvements project](#).

### 2. How do SDOT's values, equity and inclusivity play a part in the decision-making process?

We believe transportation is essential to supporting daily life whether people are walking, rolling, biking, riding transit, or driving. Our goal is to manage our streets and sidewalks in a way that enriches public life and improves community health, while keeping people and goods moving.

To best meet the needs of types of travelers, we need to hear from people with diverse perspectives and specific needs. For example, rather than only holding meetings in person or during the workday, we plan to hold virtual meetings at various times, have translation and interpretation as needed, and meet people where they are, at the two parks.

**3. Is the road closure for the Green Lake Keep Moving Street in connection with the homeless encampment on W Green Lake Drive N and Woodland Park?**

No. Keep Moving Streets were opened in coordination with the Seattle Department of Parks and Recreation as part of the City of Seattle's COVID-19 response to support social distancing. They are located adjacent to parks and popular outdoor destinations, like Constellation Park on Alki Point, and along Lake Washington Blvd.

Keep Moving Streets are open for people walking, rolling, biking, and playing and closed to pass through traffic. The goal is to open up more space for people to be active and healthy and keep six feet apart. It also provided extra space for people biking when they were restricted from using the inner loop around Green Lake.

**4. What is your recommendation on enforcing the 72-hour parking rule along W Green Lake Way in order to improve traffic flow and restore the lake to its intended purpose?**

The City's Traffic Code does not allow a vehicle to be parked on a Seattle street for longer than 72 hours. In accordance with public health recommendations, the City of Seattle temporarily suspended enforcement of the 72-hour on-street parking ordinance in spring 2020. On June 30, 2021, Washington State fully re-opened, and all industry sectors previously covered by the Roadmap to Recovery Phased Reopening returned to usual capacity and operations.

The City of Seattle is currently reviewing 72-hour enforcement procedures in light of the new state guidance and citywide re-opening efforts. We have heard from many people that enforcement of the 72-hour rule is important to restore mobility and efficient access to the curb side for neighbors, businesses, and all travelers. During this time, parking enforcement officers have continued to enforce vehicles blocking fire hydrants, transit lanes; and street-use permits for accessible curb space, including construction, maintenance, and moving into and out of buildings. More info can be found [here](#).

**5. Who are the decision makers when it comes to reopening this street?**

Decisions are made in collaboration and coordination with SDOT team members from multiple divisions and Seattle Parks and Recreation. Senior leadership within both agencies and elected officials are briefed as well.

**6. Why can't we re-open W Green Lake Way N right now ?**

In February 2021, we opened the street to southbound motor vehicle traffic and created a path for people to walk and bike on the other half of this street. This configuration caused confusion and some people drove on the path, walked in the vehicle lane, or drove in the wrong direction. So, prior to reopening W Green Lake Way N, we want a design that includes vehicle access, reduces confusion, and ensures safety for all travelers. Our goal is to provide access to and along W Green Lake Way N for users of all modes, ages, and ability levels.

SDOT is also in peak construction season and our crews are working on delivering critical projects across the city, including neighborhoods affected by the closure of the West Seattle Bridge, and preparation for the opening of three new light rail stations in North Seattle.

**7. Why do we need a community engagement process?**

The Green Lake Keep Moving Street helped us get through a global pandemic by creating more space for people to walk, roll, and bike. It also provided an opportunity to reimagine how W Green Lake Way N could support human powered transportation and reknit a divide between Woodland and Green Lake parks. Beyond returning traffic lanes to W Green Lake Way N, we'd like to discuss creative solutions for making the street less of a divider between Woodland and Green Lake parks. We'll seek community input on how to improve connections between the parks by keeping speeds calm and including possible solutions like more crosswalks, additional walking improvements, decreasing the speed limit to 20 MPH. We'll also talk about how to create a bike and walking path around the entire outer loop of the park that attaches to recent investments made by the [Green Lake and Wallingford Paving and Multi-Modal Improvements project](#).

This community engagement process will not slow down the timeline for opening the street to people driving. We'll open the street to people driving as soon as possible ( Fall 2021).

Please check out our [July 28 email update](#) for more info.