

Green Lake Outer Loop Questions and Answers

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#	Community Member Questions	Answers
	<p>Segment 1 (Segment 1 is a proposed shared walking/biking path between N 63rd St and W Green Lake Dr N along the on-ramp and Aurora Ave N)</p>	
1	<p>Can SDOT use landscaping - like tall dense shrubs - to reduce traffic noise and mitigate car pollution on segment 1?</p>	<p>Due to the need for a robust and durable barrier, and the maintenance issues with new vegetation on an arterial roadway, we likely will not be able to install landscaping to buffer the walking/biking path from the roadway with this project.</p>
2	<p>What would the durable barriers look like?</p>	<p>Please see the project webpage for an example illustration of the barrier. https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/green-lake-outer-loop</p>
3	<p>Why does the car lane on the Aurora On-Ramp still need to be 14' wide? Can't it be smaller to give more buffer between the bike lane and parked cars?</p>	<p>We are currently evaluating operational needs for this section of roadway and can reduce lane widths where feasible as we design the project further.</p>
4	<p>The on-ramp onto HW 99 is under 200' long. This is below Federal standards for an "aggressive" on-ramp. How is the city taking steps to keep this merge safe?</p>	<p>We are evaluating the on-ramp merge onto SR 99 during our project design phase and will be exploring both stop-control and yield-control options. Final design is scheduled to be completed summer of 2022 and will incorporate SDOT and WSDOT safety standards.</p>
5	<p>The map shows starting the barriers before the intersection (orange dashed lines). Is that to alert drivers about what's coming?</p>	<p>Barriers will be installed in the right northbound lane, south of the intersection to shift vehicles out of this lane as they approach the W Green Lake Way N on-ramp and the area where the walking/biking path will begin.</p>
6	<p>Would there be traffic light for people biking to stop when people walking are crossing Aurora to get to the inner loop?</p>	<p>Because the walking/biking facility on Aurora would be a facility for both people walking and biking, we will not install a signal at the pedestrian crossing of Aurora at N 68th St. This is similar to other trail facilities throughout the city, such as the Burke-Gilman Trail.</p>
7	<p>Will there be any additional lighting on the outer path?</p>	<p>Lighting on the outer path is not part of this transportation project, but Seattle City Light does have plans to add lighting along both segments of Aurora and West Green Lake Drive N, and this project is coordinating with their plans.</p>
8	<p>Will the durable barriers placed along Aurora be fastened to the roadway to resist when speeding vehicles crash into them?</p>	<p>This detail will be confirmed based on design analysis during our technical design process.</p>
9	<p>Can't safety be accomplished by lower speed limits?</p>	<p>We are continuing to work with our partners at WSDOT on speed limits on State highways and evaluate where there may be opportunities to reduce speed limits to encourage slower driver speeds.</p>
10	<p>I am concerned with the safety hazard created by the proposed abrupt merge from West Green Lake Way N into the center traffic lane of SR 99 northbound due to the lack of visibility from both the merging vehicles as well as the Northbound SR 99</p>	<p>Please refer to question #4.</p>

	vehicles. Has a safety survey been made on this merge? If so, what are the results? Is this in line with Vision Zero?	
11	Why not tackle another segments of SR 99?	Later this year, we're launching a larger, comprehensive safety study of Aurora Ave N between Roy and 145th. We'll be studying safety improvements and exploring design alternatives with the community. We are seeing more frequent collisions on Aurora and will be looking for funding opportunities to advance to design and construction after the planning phase is complete.
<h3>Traffic Impacts</h3>		
12	What would be plan if regional I-5 traffic needed to be diverted to Aurora Ave N?	Aurora Ave N will remain open to vehicles, and our traffic analysis expects the impact to northbound traffic to be very minimal since this is the only segment of the northbound Aurora corridor without a northbound bus lane.
13	The traffic surrounding Keen Way was significantly impacted when that portion of West Green Lake Way N was closed and there's concern limiting one lane on West Green Lake will create the same situation - how will the traffic flow under the proposed plan?	This project aims to mitigate cut-through traffic impacts to the neighborhood. If the one-way alternative for vehicle traffic on West Green Lake Dr is selected, we will consider restricting turns onto Keen Way N to direct people driving to use the main arterial streets.
14	Removing a lane from northbound SR 99 creates traffic densities similar to that of northbound SR 99 at Ward. There's concern traffic flow on SR99 being constricted while there is a change in speed and the addition of more vehicles cannot make SR99 safer, There are no plans for alleviating the potentially 50% traffic increase on Winona Ave N, This project's effects on traffic flow and parking issues locally, neighborhood and park, will have deleterious effects on emergency vehicle response times, Please explain why/how, specifically, this is a priority project for implementation?	Based on traffic analysis, we expect the impacts of removing the eastern most lane going northbound on Aurora to be very minimal since this is the only segment of the northbound Aurora corridor without a northbound bus lane and relatively low vehicle traffic.
<h3>Additional Considerations</h3>		
16	Would West Green Lake Way still be open both directions south of 63 rd ?	Yes, no changes would be made to W Green Lake Way N south of N 63rd St.
17	Has the city explored preserving the existing Hwy 99 lane configuration, and expanding into the Highway 99 right of way (approx 20')? E.g., replacing and expanding the existing graph without impacting traffic	This would require taking Parks' land for the transportation network, and removing the running trail. This is not something we are considering at this time.
18	Why isn't a dedicated bus lane, in addition to the outer loop path, in scope? (Reducing car lanes down to just 1)	The northbound E Line bus currently exits Aurora at N 63rd St and uses Linden Ave N before re-entering Aurora at Winona Ave N. There are no buses currently using this portion of Aurora so a bus lane is not needed.
19	Have other routes been considered?	We have looked at other alternatives, but this seems to be the least impactful with the biggest benefit.

20	Is there a plan to decrease the collision incidents at the crosswalk between N 68th St and N 70th St.?	This crossing of Aurora would operate like any of the other trail crossings in the community. There are options we can explore with trail crossings and signage to make people more aware, and can look at upgrades as needed.
21	Did SDOT look at any alternatives to the Aurora Route? Why not keep bikes on Winona to B 63rd underpass with connection to the "new" bike lanes?	Aurora Ave N and W Green Lake Dr N provide the most direct and flat connection between the new protected bike lanes that currently end at W Green Lake Dr N & Densmore Ave N and the new facility that terminates at N 63rd St. Compared to a route on Winona Ave N and Linden Ave N, a walking/biking path on Aurora Ave N and W Green Lake Dr N would have fewer parking, driveway, and transit impacts.
22	How is this going to effect traffic on Aurora?	Based on our traffic analysis, we expect the impacts to northbound travel on Aurora to be very minimal since this is the only segment of the northbound Aurora corridor without a northbound bus lane and relatively low vehicle traffic.
23	How will removing 33% of the vehicle capacity of State Route 99 northbound affect the Emergency Management Plan? Downtown Seattle sits on an active earthquake fault and is home to a large container ship port which make Seattle more likely to have a catastrophic event requiring evacuation. What is SDOT's plan to address the bottleneck created by closing one of three northbound lanes for about twelve blocks in such an emergency or a major weather event? Is reducing this capacity for a recreational bike lane worth the risk?	The outer lane is not as heavily used since the buses in the outer bus lane all turn off at Linden Ave N and get back on Aurora at Winona Ave N to access the bus stop by Bongos. Most of the traffic vehicle volume is carried in the two inner lanes. There is a free flow section going northbound until Winona Ave N until there is the first signal. We don't anticipate significant impacts to the traffic flow because the volumes here are about half of what they are over the Aurora Bridge.
<p style="text-align: center;">Segment 2 Questions (Segment 2 is a proposed shared walking/biking path on W Green Lake Drive N - between Aurora Ave N and Densmore Ave)</p>		
<p style="text-align: center;">Parking</p>		
24	Could the parking lot be enlarged to help accommodate the extra parking that is lost to removing the parking on the street?	There is not a plan at this time to expand the parking lots at Green Lake to provide more parking spaces for people to drive to the park. This project aims to provide alternative methods of access to the park by completing a network of bike lanes and shared use paths to allow more people to walk, bike, and roll to the park safely. Selecting a final alternative for the project will take into account how much parking should be preserved for wheelchair and other accessibility needs.
25	How will the new apartment development impact these neighborhood (phase 2), especially if parking is removed, the new developments don't include parking?	We anticipate that many of the tenants will choose not to own a car due to the limited availability of parking spaces the development is providing and close access to walking, biking, and bus infrastructure. This apartment building will have access from Aurora into the alley and then into the lowest level parking garage. It is not

		anticipated that the 16 parking spaces proposed for the 40 units would greatly impact traffic around Keen Way N and the alley between Keen Way N and West Green Lake Drive N.
26	In the scenario where traffic is restricted to one way going northbound from Aurora to Densmore, how is it possible that parking could be maintained on W Green Lake Dr N?	There is sufficient width for a parking lane, one direction travel lane, and two-way biking/walking path.
27	How do we deal with loss of parking and through-ways when density here is increasing, with multi-unit dwellings proliferating?	Density is increasing all over the City of Seattle. The current streets are not sufficient to transport the anticipated population growth in the next 5-10 years and there is not enough room to build new dedicated vehicle streets. Providing a range of alternative ways for people to navigate around the city is necessary to keep up with the pace of growth.
28	How are we prioritizing green modes of travel over the parking concerns?	All options under consideration will maintain space for people walking and biking to accommodate non-motorized travel.
<h3>Proposed Design Options</h3>		
29	Why does the driving lane in option 2 need to be 11'? Can't it be 10' like in the other options to give more room for a wider shared use path?	The final lane configuration is still in design.
30	Why in the third option, you would consider 4ft one-way per side bike lanes, when you took away nearly 8ft one-way lanes on W Green Lake Way, our being told that two-way bike lanes are a must? I find that to be inconsistent.	The final lane configuration is still in design, and depending on available space and which alternative is selected, the bike lanes may follow walking/biking path standards for markings and width (similar to other paths around the city).
31	How will you choose between options? I very much like option 2, but only if traffic is northeast bound.	The final selected route will be determined based on public input through our survey, stakeholder input, and traffic analysis.
32	Two way bike lanes with 4 feet width does not feel safe or comfortable for me when I am riding my cargo bike with a trailer, can the needs of all cyclists be taken into consideration for this	Yes, we can take trailer width into account and the final lane configuration is still in design.
33	Would this fix the current two way to one way transition at Winona?	Yes, the bike facility would connect all the way around with better transitions planned for bikes continuing north.
34	At the moment, the W bound bike path detours at Duke's. Would this new version continue onto Winona?	Yes, the bike facility would continue around the lake using Winona Ave N and then turn south down W Green Lake Drive N. There is also a walking and biking connection across Winona Ave N at N 77 th St proposed.
35	The northern end of W Green Lake Drive N is rather lumpy and bumpy, particularly in the current NB lane, which will be a future bike path, is this proposed to be repaved to match the high quality of the rest of the path around the lake?	Yes, as part of a separate project, SDOT's paving program will be repaving portions of W Green Lake Dr N in summer 2022.
36	Are all the outer paths for both bicycle and pedestrian, including the other portions of the lake?	The recently completed project on the east side of Green Lake has been designed as a two-way protected bike lane facility. The southern facility along West Green Lake Way that opened in fall 2021 allows pedestrians because of the lack of sidewalk access near the entrance to the Pitch and Put Golf.

37	Are there any blinker/crosswalk signals planned to help pedestrians be identified by car traffic with flashers/signage?	We are proposing to install a new rapid flashing beacon crosswalk at N 77th St and Winona Ave N.
38	Can the less than half block long section of N 77th St at the triangle with Winona and W Green Lake Drive N be vacated and returned to a planted environment?	Reconfiguring this intersection will be dependent on which alternative is selected, and funding for construction.
39	Are you able to get an idea for latent demand for this project from people who walk, run, and bike? I believe there is a lot of latent demand and I hope that isn't getting drowned out by noisier complaints about parking and such.	Yes, we have heard demand to complete the loop around Green Lake to connect the biking and walking network.
40	How does SDOT incorporate Seattle's commitments to reducing GHGs and their impact on the climate crisis (which Seattle is very much behind on) when making design decisions that encourage active transportation?	By prioritizing projects that provide more travel options for people walking, running, biking, and create better connections to surrounding neighborhoods, we'll contribute to the City's goals to reduce carbon emissions.
41	How are cyclists to transition across to proceed west on Winona from the multi-modal loop?	We will be installing a new crossing improvement across Winona Ave N at N 77th St to better connect westbound Winona Ave N and N 77th St with the new walking/biking path.
42	Would this connect with the path around Green Lake? Right now, we bike on Winona to get to the path from Linden bike lanes.	Yes, this would connect around the lake to SDOT's recently completed outer path projects on Green Lake.
43	Will the proposed project enhance safety for everyone in the neighborhood?	Yes, this project will create safer pathways for people biking, walking, and rolling around Green Lake and into other neighborhoods. This project will also help clarify traffic movements and increase predictability for people driving as they navigate this popular area.
44	Why is SDOT so dismissive of the property rights of homeowners at west green lake near the bathhouse theater? They paid to buy homes with a 2 way street.. and SDOT is ready to take away their 2 way street. for what?	W Green Lake Drive N is part of the public right-of-way and not privately owned.
<h3>Traffic Impacts</h3>		
45	How would you control the northbound traffic in portion 1? the slip lane is dangerous for people crossing	Providing a safer pedestrian crossing would be prioritized here for either alternative.
46	How are residents west green lake drive north supposed to move and accept large deliveries?	Allowing for deliveries and/or ADA accessibility is something the project team is aware of and would incorporate into any designs. Alley access would be preserved for either alternative.
47	How will the plans for Section 2 impact access to the Green Lake Visitor Parking lot? We are concerned that visitors will spill over into our neighborhood street parking.	As part of the project SDOT collected parking lot utilization data to understand potential spill over. We are working with our partners at the Parks Department to minimize impacts to the parking lots and park accessibility, as well as minimize traffic impacts to the neighborhood.
48	As we push new development along arterials, air and noise pollution risks for the people living there are something we need to address. It seems as if this would help, but is there any data on the effect projects like this will have?	SDOT does not have new data on the effects. It is anticipated that by giving more buffer to the park and neighborhood from the highway, more environmentally friendly options for people to get around the neighborhood, and lowering the number of vehicles that pass by in both directions, that there would be positive noise and pollution outcomes for the neighborhood.

49	How do you get a firetruck on Keen Way N when there is less parking than now and more cut-through traffic?	Firetrucks will still be able to go down Keen Way N as SDOT is not proposing narrowing the street or adjacent alleys. If turns are restricted from Aurora onto Keen Way N, it will be for cut-through traffic only (local access would be allowed).
<h3 style="color: #4F81BD;">Additional Considerations</h3>		
50	For Green Lake Drive north: is using the street as a traffic calmed greenway street being considered?	No, it is not because the vehicle volumes are too high to qualify.
51	Has limiting entry to Keen at Aurora with curb bulb and signage, NB Aurora drivers can turn right at Winona, been considered?	Yes, we are considering this as part of the neighborhood mitigation for traffic impacts for either alternative.
52	Is there a possibility to convert neighboring streets to permanent stay healthy streets to maintain the communal/neighborhood feel, while limiting traffic cut throughs?	This is not a plan to do this at this point. However, limiting cut-through traffic is something SDOT is working to address with this project.
53	For folks traveling northwest by bike, many will want to continue north along Aurora—and maybe try—vs. going out to the bottom of Green Lake Dr. and back northwest. Is that the ideal route on that front? Any thought to connect to 83rd or 92nd?	The most direct route from Green Lake to the northwest would be along N 77th St or Green Lake Drive N. There are no plans at this time to connect to N 92nd St.
54	How do we submit proposals for evaluation?	By emailing the project address on the project webpage: https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/green-lake-outer-loop
55	Is SDOT considering a neighborhood greenway treatment with parking on both sides of the street?	No. Please refer to question #50
56	Why can't this project go on Linden and bypass aurora and west green lake drive?	The grades make this route more accessible for people who walk and bike. Redirecting this path to Linden Ave N would impact more parking than our proposed alternatives.
57	How necessary is Segment #2 of the SDOT proposal? There is already an outer trail along the entire length of WGLDN - inside the Park - suitable for walking, jogging and recreational bike riding. I've been using it for many years. Why can't SDOT collaborate with SPR and use (or upgrade if necessary) that existing trail to connect to the multi-modal trail on East Green Lake Dr N and whatever Segment #1 turns out to be?	We are coordinating with Parks but that is their property. Replacing the gravel path is not something we want to do since it is popular with runners and displace the historical landscape and vegetation. It would also be very expensive to bring it up to all ages, all abilities standards.
58	did SDOT consider a car free option for the north section of the road? that would make things safer and more vibrant?	We have not considered eliminating cars from that segment. Our priority right now is to provide connected travel options for people walking, running, biking.
59	Is anyone pursuing residential parking zones?	At this point it is not being looked at.
60	Why is continuing to allow southbound vehicle travel on West Green Lake Drive N better than northbound when there are more northbound vehicle trips?	Allowing southbound vehicle traffic on West Green Lake Drive N is preferable to northbound because most northbound driving trips are people trying to get around the lake and avoid having to wait for the signal at Winona, rather than people accessing this side of Green Lake or the Bath House Theater parking lot. These drivers should use the main arterial, Winona. Also, by only allowing northbound vehicle travel on West Green

		Lake Drive N, there would be cut-throughs using Stone or 76th for southbound drivers trying to get to the lake or the Bathhouse Theater, which is something we are trying to minimize for the neighborhood.
61	Why are you moving forward with the alternative that removes a direction of vehicle travel lanes when the survey results show that more people would prefer to lose parking over losing travel lanes?	<p>Because the results were very close in the survey, and of those people that didn't want to lose travel lanes, it seemed to be because they didn't think the traffic changes proposed would work on Aurora and Winona. The project team believes we can manage the traffic flows and ensure they won't back up beyond the right turn pocket storage on Aurora turning onto Winona because there is sufficient capacity and opportunities for signal enhancements.</p> <p>We analyzed this alternative using peak period pre-pandemic traffic count data and compared it to recent turning movement count data from multiple peak Saturday afternoon and weekday commute times over October/November and February to ensure proper understanding of potential peak uses. The concern for cut-through traffic to the neighborhood can be helped by restricting turns onto Keen off of Aurora, and by making some changes to the parking lot access to help drivers stick to the main routes. We also heard from our partners at Parks and the Bathhouse Theater that parking loss along West Green Lake Drive N would negatively impact their operations, and we heard from the neighborhood that parking was very important for deliveries and to reduce Park users from using all the parking in the neighborhood that was needed for homes.</p>
	Funding	
62	At what point does the funding for this project get established. How are we balancing the need (or lack thereof) for this project versus other projects?	We have recently identified construction and design funding for this project through our Vision Zero Program, which prioritized this project due to its safety benefits and potential to address recent collisions that have occurred in this area. We are still in the process of determining final construction cost. Traffic analysis and final design are still in the works and will be shared with the community.
63	Why are we spending \$1M on this?	The majority of the \$1M cost estimate for this project would be used to purchase and relocate the durable concrete barriers needed for the Aurora Ave N segment. We are currently looking into cost-saving measures for this element of the project, such as reusing existing barriers from other locations in the city.
64	Where is SDOT looking for funding from and how likely would SDOT be in securing it?	Please refer to question #62.
65	What makes this a priority over others on the PMP and BMP?	This is not in the Move Seattle Levy workplan but the community expressed interest in this and it fits with Vision Zero goals. It will not replace plans in the Bike Master Plan or Pedestrian Master Plan.
66	My understanding is that funding for this project is a dedicated line item provided for by the Covid Relief funds...is that correct?	This project is <i>not</i> funded by COVID Relief funds.
67	Where are we looking for funding?	We're looking for funding through grants and partner programs.
	Traffic and Parking Analysis	

68	Are there any studies on how bad Northbound traffic would be hindered especially during evening rush hour?	We conducted traffic analysis and found that there will not be substantial impacts on northbound traffic resulting from the easternmost northbound lane removal on Aurora between N 63rd St and W Green Lake Dr N.
69	Will there be an equivalent pedestrian safety analysis?	A comprehensive pedestrian safety analysis will be included with the Aurora planning study which will begin later this year.
70	Are you comfortable making decisions on car volume now? Covid drastically cut traffic through the area and it has not even come close to half of what it was in the past?	Most traffic counts on Aurora Ave N used for this analysis have been based on pre-COVID data.
71	Are you taking into consideration that this is a less active time of year verses summer time uses?	The project team is using traffic data from several points in time, both pre-pandemic peak times and recent counts.
72	Does the parking study include heavy summer use of the lake along with current low winter usage?	Yes, the project team is also coordinating with Parks and is aware of the high utilization of the parking lots for various Parks related activities as well.
73	Are you also tracking bike traffic at this time to judge what you do?	Yes, we are studying bike traffic as well as studying how the recent bike lane projects are functioning.
74	Will traffic and parking use studies be shared with the public?	Yes.
75	How will the traffic analysis assess future demand for walking and biking along the project corridor? Conditions on the outer loop are so poor right now that current data will not be very helpful.	This project aims to get out ahead of future demand and provide a robust walking and biking network as Seattle grows and density increases. Understanding demand for walking and biking space uses less existing traffic analysis and more growth projections that the existing street network would not be able to keep up with due to space constraints.
76	How will the traffic analysis assess future demand for walking and biking along the project corridor	This project aims to get out ahead of future demand and provide a robust walking and biking network as Seattle grows and density increases.
77	What research and data collection has been done to on the inner loop traffic?	The project team has pre-pandemic traffic counts and collected additional data in October/November of 2021 and January/February of 2022 for all intersections around the project area. SDOT is also coordinating with Parks to understand their inner loop and parking lot use.
78	What traffic studies have been done in the area of the Outer Loop project? On what dates and locations were the data collected	The project team has pre-pandemic traffic counts and collected additional data in October/November of 2021 and January/February of 2022 for all intersections around the project area. SDOT is also coordinating with Parks to understand their inner loop and parking lot use.
79	Do you have, and have you looked at, traffic and parking data from pre-pandemic summers, when there is a greater increase in use and parking?	Yes. Peak times are summer, weekends, and around noon. The project team uses the high range in traffic study models to account for the greatest anticipated impacts.
80	I am concerned about using parking studies and traffic studies mid-winter, off season. Will you be updating this as we come out of COVID, completion of the new apartment developments, and enter into peak seasons?	We are also looking at pre-pandemic counts and will be included in our traffic analysis.
81	Collecting traffic data when the park use has been reduced by the city due to safety issues will not reflect accurate usage for the park who activities and access are fully operational. How do you account for this data discrepancy?	We are also looking at pre-pandemic counts and will be included in our traffic analysis

82	As we push new development along arterials, air and noise pollution risks for the people living there are something we need to address. It seems as if this would help, but is there any data on the effect projects like this will have?	We do not currently have formal data available on projected air pollution and noise mitigation benefits associated with this project.
83	I see very few people use it for biking currently. Is this considered as part of the projections of number of potential new cyclist users with the protected lanes?	Yes, it is anticipated that closing the loop will increase the number of people biking it because they can get all the way around the lake in a protected space.
84	Hasn't SDOT and WSDOT done many other safety studies of the Aurora corridor? Why this duplication of effort?	The last comprehensive plan for the Aurora corridor was developed in 2003. Later in 2022, SDOT will be kicking off a refreshed safety study and corridor plan for Aurora. The Green Lake Outer Loop Project provides an opportunity to achieve a "quick win" on the corridor by providing an improved space for walking and biking within a lane that is not heavily used by vehicles.
	Community Input	
85	How will SDOT incorporate community input? Who proposed this change? Was any feedback solicited before greenlighting the project from the community?	We received 4,500+ responses on the idea of proceeding with this project, with most generally in support. Community feedback on which alternative is preferred is informing decisions on project scope. Please check our project webpage where we will post the summary of the survey we released. https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/green-lake-outer-loop
86	What are your rules for a public information request, to understand all questions asked, ensuring that each are answered?	You can reach out to our project team any time at GreenLakeOuterLoop@seattle.gov or 206-900-8760. More information on public disclosure requests can be found here: http://www.seattle.gov/public-records .
87	Who are the community groups that you will be consulting with as a follow up to this meeting? Who do you consider "stakeholders"	Stakeholders are neighbors, Parks, WSDOT, community associations, businesses, and broadly the people that want to safely access Green Lake.
	Accessibility	
88	Do you anticipate emergency vehicles being limited?	No, there should not be impact to emergency vehicles.
89	How will you accommodate wheelchair accessibility and parking for seniors that rely on car transport?	We are currently planning to retain all parking on W Green Lake Dr N and will not be impacting any ADA accessible parking stalls with this project.
90	How would folks access Bathhouse Theatre parking for plays in evening?...and swim beach, recreation for folks of all abilities	Southbound access will be maintained on W Green Lake Dr N and the parking lots (including ADA stalls) near the Bathhouse Theater and lake will remain open.
91	How would people access the beach, bathhouse, etc? Especially those who are wheelchair users and mobility differences?	Please refer to question #90.
92	If parking is removed from WGLDN, how will SDOT address the need for handicapped parking on WGLDN (since we now have many seniors who are moving in to their older years, and have mobility issues.	Parking removal is no longer being considered on W Green Lake Dr N.

93	Handicapped spaces – how will those be addressed?	Yes, the project team is aware of ADA accessibility and will incorporate it into any designs.
Green Lake Park/ Inner Loop		
94	A key value for this is getting bikes out of the inner loop. Can a goal include returning the inner loop to a normal configuration where people pass on the right and speeds for wheeled people like rollerbladers and kids on bikes are capped at 8 MPH?	Our partners at Seattle Parks and Recreation are currently evaluating the use policy for the inner loop which may be informed by a continuous outer loop available to bikes. They recently updated the signs and markings on the inner loop path to restrict bicycles.
95	How would you prevent pedestrians from continuing onto the existing bike path on the east side from the proposed multi-use path?	Pedestrians would be directed off the walking/biking path where there is an easily accessible alternative facility for pedestrians. We will determine the transition point and necessary signage during our project design.
96	Will the bike lane on the inner loop be closed once this new 2 way bike lane on the outer loop is opened?	Our partners at Seattle Parks and Recreation are currently evaluating the use policy for the inner loop which may be informed by a continuous outer loop available to bikes.
97	And will the outer loop walking path still be gravel?	This project does not have any plans to change the outer loop gravel.
98	Is there any thought to improving the inner path to the point that the outer loop is bike-only? And, excited to get this done first, but any future plans to connect with nearby greenways like the crossing at 83rd?	<p>The gravel trail adjacent to Aurora does not currently have an easy ADA-accessible alternative and has tree roots and other obstructions that pose challenges for people walking and jogging. Allowing pedestrian and bike use on this section of the outer loop would provide a more comfortable and accessible alternative for people walking, jogging, and rolling.</p> <p>The fully connected loop would also allow people to connect to the new protected bike lanes on Green Lake Dr N to access the crossing of Aurora to the neighborhood greenway on N 83rd St.</p>
99	Why not a separate n/s bike path and n/s walking path within the outer loop?	The gravel trail adjacent to Aurora does not currently have an easy ADA-accessible alternative and has tree roots and other obstructions that pose challenges for people walking and jogging. Allowing people to walk, bike, and roll on this section of the outer loop would provide a more comfortable and accessible alternative.
100	How does creation of the outer loop change use of the inner loop, for instance, would bikes now be prohibited or discouraged from being on the inner loop?	Our partners at Seattle Parks and Recreation are currently evaluating the use policy for the inner loop which may be informed by a continuous outer loop available to bikes.
101	Why do we need another walking path when there is the inner path already a few yards away from the proposed path?	The inner loop path becomes crowded with recreational users most hours of the day and a fully connected outer loop would provide people biking and jogging with an alternative path that also allows for improved connections to other neighborhoods and bike and pedestrian facilities.
102	Will the inner loop remain closed to bikes permanently, thus making the outer loop a priority to complete to remove a gap in the bike network?	Our partners at the Seattle Parks and Recreation are currently evaluating the use policy for the inner loop which may be informed by a continuous outer loop available to bikes.
103	I will consider myself as having earned the right to ride the Inner Trail loop at the lake with my 4 yr old grandson. I hope reckless walkers respect us and stay out of the wheels lane. How will they enforce such a rule against ‘walking/biking’?	Seattle Parks and Recreation is still evaluating this, but recently updated the signs and markings on the inner loop path to restrict bicycles.

Misc. Questions		
104	How are homeless encampments in the project area being addressed?	We work in conjunction with other City departments who specialize working with our homeless community.
105	Why is outer loop so important?	Green Lake Park attracts people from across the region and is one of Seattle's most visited parks. The outer loop will reduce crowding within the park and expand the travel and recreation space around the park.
106	If this project goes through, will SDOT put in barriers that discourage bicycles on the inner Green Lake path?	SDOT will not be making any changes to the inner loop trail as part of this project. However, Seattle Parks and Recreation recently updated the signs and markings to restrict use to just pedestrians.
107	Why is this being developed over Stone Way for better bicycle use? There are many, many more users there than on this segment.	This project doesn't preclude future bike projects. We're working hard to build out a bike network across the city and this project will contribute to that network.
108	What is the timeline for completing the outer loop?	It could be as soon as this summer depending on design details. We'll be circling back with the community in the spring.
109	Will this design be shared for community review?	Yes, we plan to come back out to the community in February. Project updates will also be posted to our webpage: www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/green-lake-outer-loop .
110	How is this going to affect air and noise quality for the people living near and recreating in the area?	We anticipate that this would help with people using alternate modes of transportation to motorized vehicles.
111	To be clear is this supposedly a commuter lane if so has SDOT looked at the bike commuting patterns in the Green Lake/Phinney area?	The goal of the project is to provide more travel options for people walking, running, biking, and create better connections to surrounding neighborhoods.
112	Why do icons on current loop trail only have bikes & not multimodal shapes?	The facility on the east side of Green Lake was designed as a two-way protected bike lane, not as a walking/biking path. The pathway on W Green Lake Way N is undergoing our standard evaluation after implementation and we will assess the signage.
113	Who will maintain the bike lanes? It appears that the street cleaners don't fit into the new bike lanes and debris plies up especially in the fall. Additionally, there are still many drainage issues that were not addressed.	SDOT would maintain the new path using its new bike lane sweeper .