

Green Lake Outer Loop

Online Open House Summary

February 22, 2021, 6 – 7 PM via WebEx

SUMMARY

93 Total Attendees

The Green Lake Outer Loop hosted a second Online Open House on February 22, 2021, from 6 – 7 PM. This Virtual Open House was an opportunity for the project team to share out key themes and findings from the November Survey, share traffic analysis data, share the preferred designs, and hosted a live Q&A.

This second Online Open House shared designs moving forward for the Green Lake Outer Loop project. We will continue to connect with community regarding project designs and continue to gather feedback as we move towards construction.

OUTREACH ACTIVITIES

- 2/11: [Project webpage](#) update announcing upcoming Online Open House
- 2/11: [Listserv email](#) with project and Online Open House announcement
- 2/22: [Listserv reminder email](#) about Online Open House
- 2/23: [Project webpage](#) update sharing materials
- 2/23: [Listserv email](#) sharing materials
- 2/24: [SDOT Blog post](#)

MATERIALS

- [November Survey Summary](#)
 - [All response data](#)
- [Powerpoint Presentation](#)
- [Q&A handout](#)

WHAT WE HEARD

We received a total of 59 questions submitted via the Q&A function. Main themes from submitted questions included:

- General
- Segment 1: Aurora Ave N
- Segment 2: W Green Lake Drive N
- Pedestrian paths, access, and safety
- Bicycle lanes and safety
- Traffic flow and impacts, and parking
- Outreach process
- Green Lake Park

- Funding and project budget

There were 29 comments submitted via the Q&A function. Key themes from comments included:

- Safety
- Traffic calming and crosswalks
- Segment 1: Aurora Ave N
- Segment 2: W Green Lake Drive N
- Green Lake Park usage and signage
- Traffic flow and parking
- Project opposition
- Project support
- Other

Please see below, [Online Open House Questions & Comments Detailed Responses](#), to view all submitted questions and comments.

TIMELINE & NEXT STEPS

- **Winter – Spring 2022:** Select preferred alternative and design project
- **Spring – Summer 2022:** Aurora Ave N corridor planning study launches
- **Summer 2022:** Continue design and outreach with neighbors on construction schedule and impacts
- **Summer – Fall 2022:** Construction
- **2023:** Evaluate installed project

Online Open House Questions & Comments Detailed Responses

QUESTIONS SUBMITTED

General

- Is it possible to expand the time the NW parking lot is open or to permit limited overnight parking to support local regional parking needs?
- What are the projections for use of the path that justifies this change? And where did the projections come from?
- This question is for David. How many accidents have we had around Green Lake with car vs. bike, runner, pedestrians in 2021?
- Will you consider extending the Fremont Ave greenway farther south (from 76th) so that it extends to 68th to make a safer connection to the Aurora pedestrian crossing?
- Will you put surface signage for bikes only or the "shared use walkers, strollers, etc."?
- What impact will this have on business establishments located alongside both Aurora and Winona?
- If you don't have projections, why are you pushing this plan?
- Are you just assuming that people will use this new plan?
- So, are you stating that a mobility limited person can be disadvantaged and delayed to fit this project?

Segment 1: Aurora Ave N

- This is for the new traffic engineer. How will the 33% capacity reduction of this portion of Aurora impact emergency services in a catastrophic disaster? Not day to day traffic.
- Have you gotten approval from the State of Washington to change the State Highway? The Bus lanes were removed due to State requirements.
- As a longtime resident of southeast Green Lake, the access from the southwest end of the lake is very important to me. The access lane is not the best even currently. How will this be worked out to make this safe auto access onto Aurora?
- What was the traffic volume in the right lane prior to the change requiring only buses that was removed due to the State of Washington?
- Do you have projected user counts for the bike/pedestrian lanes along Aurora?
- The lane-ending merge being extended south of the merge will have no bearing on available space for the tapered acceleration lane length of the merge. That amount of acceleration length and space a motorist has to negotiate the merge is ambiguous now. Addition of a concrete barrier that is half the height of a car will add to difficulty for a merging motorist to search for a safe gap. How will this be proven as safe?
- Why isn't this stretch being considered with the entire Aurora study?
- Could you explain again how cars heading north from lower Woodland Park around the westside would get onto Aurora Ave. N.? Will they have to merge to the left onto Aurora, across the bike lanes?

Segment 2: W Green Lake Dr N

- Was there an option for W Green Lake drive to not change?
- Will the residents on W Green Lake Dr be compensated for the loss of economic value of removing the parking and traffic flow?
- On phase 2....if traffic southbound, how to you leave parking and have the bike path stay on inside (lakeside) of the same road? Thank you
- Why do we prioritize private car storage (street parking) over transportation along W Green Lake Dr North?

Pedestrian paths, access, and safety

- Any consideration for a walk-over bridge over Aurora by this project to avoid pedestrian deaths at the current crosswalk?
- Why are you considering this to be a walking and biking facility when walkers already have both the 'inside' paved loop as well as the gravel path? It would be safer to make it an exclusive bike/wheeled path.
- The N 68th St crosswalk needs to have a stop light for the bike lake. Many people run up at the last minute to get across the crosswalk when the light has changed. Without a light, it will be very dangerous for pedestrians using the crosswalk.
- If shared-use is deemed a problem at slow moving wheels mixed with pedestrians on a park path, why would SDOT then mix pedestrians into faster wheeled use, which will have many being propelled by electric motors?

Bicycle lanes and safety

- What are your plans to connect the EXISTING bike lane on Linden (which does not remove parking) with other bike lanes?
- What are the considerations for signaling the new bike lanes for pedestrian crossing at N 67th? When peds cross, will there be additional flashing lights to alert cyclists?
- Would it be possible to put the parking on the side of the street next to the bike lanes to give them more physical protection for people biking? and BIG thanks for doing this project!
- What considerations will there be to make it easier for cars to spot bikes along West Green Lake Drive N near the parking lot? If this is too early in the design process, then thank you for all your time on the bike lane. Excited for this project
- So, are you stating that bikes have priority over pedestrians?
- What good does it do to put in a bike lane at the cost of millions of dollars and months of disruption to the neighborhood and then do studies after the fact to see if they are used?

Traffic flow and impacts, and parking

- How did you arrive at the 500 additional vehicle trips? Is that based on real data?
- N 78th & Ashworth Ave N has become an absolute hazard due to (high speed) cut-thru traffic. Will you be helping the neighboring affected streets?
- Is my understanding correct that Keen Way N will be converted to 1 way going to the south-west?

- Why don't you have northbound traffic on west green lake? Then have two-way traffic that accesses the parking. That way you can enable both north south traffic
- Will the two-way protected bike path have a traffic signal at crosswalk at N 68th St?
- Has SDOT considered using diverters in the smaller streets to prevent cut-through traffic? Essentially forcing a turn using some kind of curb.
- Why are you looking to compress traffic on to fewer streets?
- Why are there not traffic studies around Green Lake for July through September? These are the peak months for lake usage.
- How are you envisioning visitors driving to the parking lot getting back to the neighborhoods west of Aurora?
- How will the merge for cars work from Green Lake onto 99?
- As a mobility limited person, I rely on cars to be able to move within the city. How are the rights of people with limited mobility being taken into consideration with this project, specifically with the increase in traffic due to this change?
- To clarify... it is traffic cutting to or from Green Lake Dr N to W Green Lake Dr N.

Outreach process

- I have to admit to feeling a lack of voice. I strongly believe this is a misuse of money, addressing something that is not a major issue either locally or for Seattle as a whole. Is there going to be an opportunity to "discuss" whether to proceed?
- Is this project already approved without public comment?
- Why can't we see other people's questions and concerns so that we don't overlap or duplicate?

Green Lake Park

- Regarding signage, can someone clarify— are wheels currently permitted on the inside loop? There's a new sign that says no, there's an old sign that says yes. There are 4 signs with green tape.
- Are you going to be discussing banning skating from the inner loop? I am a very considerate skater and want to understand that issue which was mentioned on our Phinney Ridge FB Page recently. Thank you!
- How stringent are "no wheels" mandates for the inner loop with regards to very young cyclists (learners) and families?
- Will there be any upgrades to the existing dirt path and curb just adjacent to east side of Aurora, now proposed as two-way protected bike path?
- Will you be prohibiting use of bikes and wheels on the inner path at Green Lake?
- What's the rationale in SDOT having convinced Seattle Parks to ban wheels from the Inner Path at the lake, citing the new two-way track at the street being family-friendly (note that a SPR board member mentioned taking his young child for a ride on the multi-modal and was "terrified"), when its safety is questionable -- especially when this plan would introduce foot traffic into narrow two-way bike lanes -- a recipe for disaster? It's especially a disservice to serious commuter use, only serving novelty use.

- "To a hammer, every problem looks like a nail!" Looks to me like this project is really going to disrupt the people living between Green Lake Way and Winona. Meanwhile for most of the distance between Aurora heading north toward Winona, there is plenty of space for this path inside the park. Recognizing that you are the Department of Transportation, (hammer) your solution is to put the bike lane in the street (nail). What does Parks say regarding putting the bike lane in the park?
- What good does it do to impose restrictions on the inner path when people willfully violate it and there is no enforcement?
- There are also motorized scooters, motorized wheelies and skateboards using the paved Green Lake path. Is there an effort to prohibit those in addition to bikes?

Funding and project budget

- Does the budget include costs for ongoing maintenance and more specifically graffiti removal?
- Is the project funded and from what sources? This is excellent news congrats!
- This is one of the safest sections of Hwy 99 and it'll use VisonZero Funding? How does this align itself with, "We use data to determine our focus areas – streets and intersections with the most fatal and serious injury crashes."? VISION ZERO 2019 UPDATE, page 2

COMMENTS SUBMITTED

Safety

- It does not seem safe to have bikes and pedestrians in the same space.
- Lighting on Green Lake inside is more important than this project. I don't run the inside after dark because of that. You could skip this project if you had better lighting on the inner path
- Hwy 99 is 40 mph and coming down a hill, in the area of the path joining 99. There is an island with trees/bushes blocking the view. This needs to be eval for safety

Traffic calming and crosswalks

- The N 68th St crosswalk needs to have a stop light for the bike lake. Many people run up at the last minute to get across the crosswalk when the light has changed. Without a light, it will be very dangerous for pedestrians using the crosswalk.
- I think there should be crosswalk improvements south of the bus stop too! It's dangerous crossing Linden Ave N.
- Crossing Aurora - there should be a traffic light to stop wheels at the same time. Aurora is dangerous!
- Signaling at N 68th for outer loop lanes for ped crossing WOULD be consistent with signals as there are at W Green Lake Way North and Wallingford. I would encourage this to be included for Ped safety at N 68th crossing as well.

Segment 1: Aurora Ave N

- The underutilized right lane is due to signing that states the lane is only for buses. With a substantially smaller font showing that the lane is open for all vehicles except during specified times.
- I think safety along Aurora is a huge concern. I think a jersey barrier is insufficient to protect cyclists and walkers. I cross Aurora at 68th and see results of so many accidents. Trees, street signs, posts are hit often. I think taking the right lane of Aurora will cause a lot of traffic back up. Hardly a green solution with a lot of cars backed up with motors running.
- Part of that low usage could be due to the error in painting that lane for bus use only.
- The underutilized right lane is due to signing that states the lane is only for busses. With substantially smaller font showing that the lane is open for all vehicles except during specified times.

Segment 2: W Green Lake Dr N

- Since you "can't go back in time", why not slow time and set up the segment 2 layout for a 90-day trial this spring to actually see where the displaced flow from W Green Lake Dr actually goes. Test it first. You could likewise create a trial of just the southern portion of the Aurora lane shift and trial for the merge with water-filled barriers. This could have been done last summer.

Green Lake Park usage and signage

- I walk the lake every day, you are wrong about the signage.
- the sign does not permit skating or scooters ...
- Most people go out of town in July and August? Really?? Where do you live?
- There is actually very high amount of park users in the summer months of July and August, there are classes in the grass, high west swimming beach use plus many theater presentations.
- I live on Keen Way N. Your statement that Green Lake is less busy during the summer is wrong.
- Do you want to take the July and August comment back?

Traffic flow and parking

- "Challenging" is an understatement in response to how to get from the parking lot to the neighborhoods west of Green Lake! It would push you very far north on Aurora before having another option to turn west....
- Stops are even slower merging into traffic -- this is inviting an increase in crashes - why waste the time?
- Drivers emerging from the parking lot(s) on West Green Lake Way will be entering a one-way street heading south and will likely not look left (south) for trail users heading north. c.f. Linden Way bike lanes from 130th - 145th.

Project opposition

- There is nothing nice about your outside loop. It is not a place that most people enjoying the park would like to use. You decided what to do before you even did the survey. Why?
- It will be sad to no longer to be able to drive visitors completely around the lake with the park visible from all sides to show off one of the park jewels of Seattle
- I am a skeptic regarding the value of this project, however, I want to applaud the proposed changes to the Winona/77th intersection. Sometimes going through there feels like a game of "Frogger".

Project support

- This isn't a question, but I really appreciate what you're doing with this project.
- We are retired. My hubby had a nice career with Minnesota DOT. I recall nights where he returned from presenting updates to citizens groups. He would sometimes be very defeated by facing irritated folks. I hope that does not ever happen to you. This was well done, well considered, well presented. Thank you.
- Thank you for your time.
- Thank you. The plan looks very good to me. I currently use West Green Lake Drive North eastbound to access my nearby house from Aurora. I've timed the difference between that and using Winona; the time difference is negligible. The only improvement that I suggest is to add a curb bulb at Keen & Aurora

Other

- "Bike lanes" not "bike planes"
- This seems like a violation of ADA