

November 9, 2021 Green Lake Virtual Open House

Chat Questions Submitted

Segment 1 Questions (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):

Proposed Design and Project Material

- Can SDOT use landscaping - like tall dense shrubs - to reduce traffic noise and mitigate car pollution on segment 1?
- what would the durable barriers look like?
- 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?
- The onramp onto HW 99 under 200' long. This is below Federal standards for an "aggressive" onramp. How is the city taking steps to keep this merge safe?
- The map shows starting the barriers before the intersection (orange dashed lines). Is that to alert drivers about what's coming?
- Would there be traffic light for bikes to stop when pedestrians are crossing Aurora to get to the inner loop?
- will there be any additional lighting on the outer path?
- Will the durable barriers placed along Aurora be fastened to the roadway to resist when speeding vehicles crash into them?
- Although I am a biker, I would be opposed to cutting back on any lanes on Aurora Ave. Can't safety be accomplished by lower speed limits?

Traffic Impacts

- what would be plan if regional I-5 traffic needed to be diverted to Aurora Ave, N ?
- The traffic surrounding Keen Way was significantly impacted when that portion of West Greenlake was closed. By limiting one lane on West Greenlake will create the same situation - how will the traffic flow under the proposed plan?

Additional Considerations

- Although I am a biker, I would be opposed to cutting back on any lanes on Aurora Ave. Can't safety be accomplished by lower speed limits?
- Would West Green Lake Way still be open both directions south of 63rd?
- 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?

- Why isn't a dedicated bus lane, in addition to the outer loop path, in scope? (reducing car lanes down to just 1)

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):

Parking

- Could the parking lot be enlarged to help accommodate the extra parking that is lost to removing the parking on the street?
- How will the new apartment development impact these neighborhood (phase 2), especially if parking is removed, the new developments don't include parking?
- 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?
- how do we deal with loss of parking and through-ways when density here is increasing, with multi-unit dwellings proliferating?
- How are we prioritizing green modes of travel over the parking concerns?

Proposed Design Options

- 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?
- 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.
- How will you choose between options? I very much like option 2, but only if traffic is northeast bound. Thank you!
- 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 design?
- Would this fix the current two way to one way transition at Winona?
- At the moment, the W bound bike path detours at Duke's. Would this new version continue onto Winona?
- 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?
- Are all the outer paths for both bicycle and pedestrian, including the other portions of the lake?

- Are there any blinker/crosswalk signals planned to help pedestrians be identified by car traffic with flashers/signage?
- 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?
- I am hearing a lot of questions about impact to drivers--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.
- 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?
- How are cyclists to transition across to proceed west on Winona from the multi-modal loop?
- Would this connect with the path around Green Lake? Right now we bike on Winona to get to the path from Linden bike lanes.
- Will the proposed project enhance safety for everyone in the neighborhood?

Traffic Impacts

- How would you control the northbound traffic in portion 1? the slip lane is dangerous for people crossing
- How are residents west Green Lake Drive north supposed to move and accept large deliveries?
- 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.

Additional Considerations

- For Green Lake Drive north: is using the street as a traffic calmed greenway street being considered?
- Limit entry to Keen at Aurora with curb bulb and signage, NB Aurora drivers can turn right at Winona. Has this been considered?
- Is there a possibility to convert neighboring streets to permanent stay healthy streets to maintain the communal/neighborhood feel, while limiting traffic cut throughs?
- 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?
- How do we submit proposals for evaluation?
- Is SDOT considering a neighborhood greenway treatment with parking on both sides of the street?
- Why can't this project go on Linden and bypass Aurora and West Green Lake Drive?

Funding:

- 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?
- Why are we spending \$1M on this?

Traffic and Parking Analysis:

- Are there any studies on how bad Northbound traffic would be hindered esp during evening rush hour?
- Will there be an equivalent pedestrian safety analysis? (rhetorically asking why car traffic is prioritized)
- 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?
- Are you taking into consideration that this is a less active time of year verses summer time uses?
- Does the parking study include heavy summer use of the lake along with current low winter usage?
- Are you also tracking bike traffic at this time to judge what you do?
- Will traffic and parking use studies be shared with the public?
- 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.
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- What research and data collection has been done to on the inner loop traffic?
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Community Input:

- How will SDOT incorporate community input?
 - Who proposed this change? Was any feedback solicited before greenlighting the project from the community?
- What are your rules for a public information request, to understand all questions asked, ensuring that each are answered?
- Who are the community groups that you will be consulting with as a follow up to this meeting? Who do you consider "stakeholders"?

Accessibility:

- How will you accommodate wheelchair accessibility and parking for seniors that rely on car transport?
- How would folks access Bathhouse Theatre parking for plays in evening?...and swim beach, recreation for folks of all abilities
- How would people access the beach, bathhouse, etc? Especially those who are wheelchair users and mobility differences?

Green Lake Park/ Inner Loop

- 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?
- how would you prevent pedestrians from continuing onto the existing bike path on the east side from the proposed multi-use path?
- Will the bike lane on the inner loop be closed once this new 2 way bike lane on the outer loop is opened?
- And will the outer loop walking path still be gravel?
- 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?
- Why not a separate n/s bike path and n/s walking path within the outer loop?
- 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?
- Why do we need another walking path when there is the inner path already a few yards away from the proposed path?
- 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?