

## Stay Healthy Streets—Frequently Asked Questions

November 2021

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### 1. What are Stay Healthy Streets?

Stay Healthy 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 rather than cars as a way to improve community and individual health.

#### Stay Healthy Streets can include:

- Traffic safety features like easier crossings at busy streets, speed humps to slow down drivers, and sign and pavement markings to help people find their way
- Neighborhood activities like hopscotch and basketball (that you would otherwise need to get a street closure permit for)
- Intersections with traffic circles and street murals to discourage people from driving on Stay Healthy Streets unless they have to

### **What does this mean for drivers?**

- People driving who need to get to homes and destinations along Stay Healthy Streets are still able to drive on these streets (including deliveries and emergency vehicles). Drivers should use extra caution and yield to people.
- People enjoying the street should be mindful of drivers trying to get to homes and destinations as well

This is a challenging and unprecedented time for everyone. Some people have expressed joy at having the street available for walking, running, and biking and others have shared how inconvenient it has been. We appreciate the extra time people are giving themselves to travel safely, to respect the closure and residents impacted by changing travel patterns, as well as using face masks when staying 6-feet apart is not possible. We're in this together and learning as we go. Your health and well-being are important. Thank you for working with us.

### **2. How did these start?**

In response to the COVID-19 pandemic, in spring and summer of 2020 we upgraded over 25 miles of [Neighborhood Greenways](#) to Stay Healthy Streets by closing them to pass through traffic and opening them to people walking, rolling, and biking.

Neighborhood Greenways are neighborhood streets identified through past public engagement with enhanced safety features like speed humps, stop signs, and crossing improvements at major streets. Like any residential street, pass through traffic is discouraged, but local access, deliveries, waste pickup, and emergency vehicles are allowed.

We selected streets by working from the 45-mile Neighborhood Greenway network and avoiding impacts to businesses, fire response routes, transit operations and layover, and COVID-19 response efforts like healthcare provider parking.

Neighborhood selection considered the Race and Social Equity Index, where existing neighborhood greenways served areas of dense housing or limited public open space, geographic coverage so that people could have opportunities to get outdoors without leaving their neighborhoods, and access to essential services and open businesses.

### **3. Will Stay Healthy Streets and Keep Moving Streets continue after the pandemic?**

We're thinking long term. We're planning to make 20 miles of Stay Healthy Streets permanent and we want to hear from you on where they should be and what they should look like.

They can be used for gardening, games and sports, potlucks, and other celebrations. Because the street is already closed to pass through traffic, you don't need permits to close the street for these activities, you just need to notify neighbors on your block and be able to move if someone needs to get to their home or get a delivery.

Tell us what you think about making them permanent. Take our online survey, available in 10 languages:

1. English <https://www.surveymonkey.com/r/8F9GMKV>

2. Spanish <https://es.surveymonkey.com/r/Y95PG7S>
3. Tigrinya <https://www.surveymonkey.com/r/YDNMKPW>
4. Amharic <https://www.surveymonkey.com/r/5YQF66S>
5. Vietnamese <https://www.surveymonkey.com/r/YQ2MM3D>
6. Somali <https://www.surveymonkey.com/r/YJHNCdq>
7. Korean <https://ko.surveymonkey.com/r/YQTXJGR>
8. Chinese Simplified <https://www.surveymonkey.com/r/BT6GF53>
9. Chinese Traditional <https://zh.surveymonkey.com/r/YQP32G6>
10. Tagalog <https://www.surveymonkey.com/r/YJYHTXR>

Or leave a message, request a listening session, or take our survey by calling: (206) 727-3565 and press:

- 1 for Spanish
- 2 for Cantonese
- 3 for Mandarin
- 4 for Vietnamese
- 5 for Somali
- 6 for Amharic
- 7 for Tigrinya
- 8 for Korean
- 9 for Tagalog

**4. I want/don't want the Stay Healthy Street to be made permanent or I have a suggestion for an improvement.**

Take our online survey, available in 10 languages:

1. English <https://www.surveymonkey.com/r/8F9GMKV>
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3. Tigrinya <https://www.surveymonkey.com/r/YDNMKPW>
4. Amharic <https://www.surveymonkey.com/r/5YQF66S>
5. Vietnamese <https://www.surveymonkey.com/r/YQ2MM3D>
6. Somali <https://www.surveymonkey.com/r/YJHNCdq>
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## 5. What are Keep Moving Streets?

During the summer and fall of 2020, we partnered with Seattle Parks and Recreation to create more space for people to exercise and keep 6 feet apart. While parking lots were closed, and people were discouraged from congregating, we opened streets adjacent to 4 destination parks to create more space for people to get outside.

We're now working to build on success and lessons learned from last year's Keep Moving Streets.

See below on the plans for continuing Keep Moving Streets (streets adjacent to major parks that are closed to vehicles and open to walking and biking) to help people travel and play in a healthy way.

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### GREEN LAKE

The new 2-way path for people walking and biking on W Green Lake Way N is complete and the street has reopened to people driving. All parking lots are accessible.

Leveraging investments made through the [Green Lake and Wallingford Paving & Multimodal Project](#), the street is now more accessible for people of all ages and abilities to comfortably walk, roll, and bike. If you're driving, please be aware the speed limit is now 20 MPH to make it easier for people to walk between the two parks.

### LAKE WASHINGTON BLVD

4th of July weekend through the weekend of October 2, 3 miles of Lake Washington Blvd (from Mt Baker Park to Seward Park) were open to people walking, rolling, and biking on weekends\* and holidays.

Over the Seattle Public Schools Thanksgiving 2021 school break, we're closing 3 miles of Lake Washington Blvd to pass through traffic and opening it to people walking, rolling, and biking. The 3-mile closure will extend from Mt Baker Park to Seward Park along Lake Washington Blvd.

Based on community feedback, the barricades will be installed after 7 PM on Wednesday, November 24 and removed by 7 AM on Monday, November 29 to work around people driving on Lake Washington Blvd during peak commute times. [Check out our listserv email for more info on the school break closure, an outreach update, and latest data report.](#)

### ALKI POINT

In spring 2020, we opened a [Keep Moving Street on Beach Drive SW](#) and temporarily closed the street to pass thru-traffic. Local access is still allowed for people driving to a residence or destination within the closure.

Since the Alki Point Keep Moving Street opened, we've heard from many people that they would like to see it stay in some form to keep providing

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space for people to walk, bike, roll, and play. Our counts also show the Alki Keep Moving Street has the highest observed usage per mile among any Keep Moving Street or Stay Healthy Street.

Please take a few minutes to fill out our [survey](#). We currently have funding for outreach and early design on this project and we're working to secure funding for construction.

In the meantime, Alki Point will remain a Keep Moving Street in its current form until spring 2022 or until we secure funding for permanent changes on the street.

Visit the [project webpage](#) to learn more and join our [project email list](#) to stay informed of upcoming community engagement.

### **GOLDEN GARDENS**

There are currently no plans to close either the parking lots at Golden Gardens or Golden Gardens Drive. Seattle Parks and Recreation (SPR) would only consider closing parking lot(s) as a last resort and SPR's decision would inform whether SDOT decides to close Golden Gardens Drive.

Both SPR and SDOT are actively considering alternative steps to avoid parking lot and road closures at this location including taking measures to reduce illegal parking and improving pedestrian safety. This may include new signs along the street and in parking lots or additional staffing on site.

## **6. What is the status of W Green Lake Way N?**



*Photo credit: Dongho Chang*

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.

Based on community feedback, Vision Zero safety goals, and desire to provide more travel options, we're happy to share that the new 2-way path for people walking and biking on W Green Lake Way N is complete and the street has reopened to people driving. All parking lots are accessible.

Leveraging investments made through the [Green Lake and Wallingford Paving & Multimodal Project](#), the street is now more accessible for people of all ages and abilities to comfortably walk, roll, and bike. If you're driving please be aware the speed limit is now 20 MPH to make it easier for people to walk between the two parks.

#### **Creating a more seamless connection between two major 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 have a rare opportunity to build on the Keep Moving Street and reimagine how W Green Lake Way N can serve multiple functions.

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, and temporary changes in street operations to encourage community use and celebrations.

#### **Studying a full outer Green Lake biking and walking loop**

As we work on the final design for this near-term change, we'll begin talking to neighbors about how we might expand a walking and biking path connecting around the lake, building off the recently completed [Green Lake and Wallingford Multimodal Paving Project](#). We've heard a lot from the community who are interested in creating a full outer loop for people to walk and bike around the lake, including repurposing the eastern-most lane of Aurora Ave N adjacent to the lake. We will be gathering feedback and sharing concepts with WSDOT, our partners in the corridor. Simultaneously, we'll support Seattle Parks & Recreation in gathering feedback on reopening the inner loop of Green Lake Park to biking and other wheeled uses.

To stay informed and engage with us, join our [project email list](#) (check the box for Green Lake Keep Moving Street) and share this information widely with your neighbors.

#### **7. 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.

#### **8. What is your recommendation on enforcing the 72-hour parking rule along W Green Lake Way?**

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](#).

**9. Please fund and implement a protected path on Aurora Ave along Green Lake Park.**

As we work on the final design for this near-term change, we'll begin talking to neighbors about how we might expand a walking and biking path connecting around the lake, building off the recently completed [Green Lake and Wallingford Multimodal Paving Project](#). We'll partner with WSDOT (Washington State Department of Transportation) to study and seek community input on how to create a full outer loop for people to walk and bike around the lake, including repurposing the eastern-most lane of Aurora Ave N adjacent to the lake. Simultaneously, we'll support Seattle Parks & Recreation in gathering feedback on reopening the inner loop of Green Lake Park to biking and other wheeled uses.

**10. What's the status of Lake Washington Blvd?**



*Photo credit: SDOT Flickr*

4th of July weekend through the weekend of October 2, 3 miles of Lake Washington Blvd (from Mt Baker Park to Seward Park) were open to people walking, rolling, and biking on weekends\* and holidays.

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Based on community feedback, the barricades will be installed after 7 PM on Wednesday, November 24 and removed by 7 AM on Monday, November 29 to work around people driving on Lake Washington Blvd during peak commute times. [Check out our listserv email for more info on the school break closure, an outreach update, and latest data report.](#) Visit our [webpage](#) for more info on the project.

#### **11. Why didn't you include a "no closure" in the Lake Washington Blvd survey?**

We're hearing both that this program creates a much-needed space in Southeast Seattle that invites people to walk and bike and enjoy the lake without fear of cars and that the changes increase activity outside people's homes, can make people feel pushed away from accessing parks along Lake Washington Blvd, and removes the serenity for people driving along the lake or unable to walk or bike long distances.

Listening to feedback, we're working closely with Seattle Parks and Recreation to maintain access to destination parks as much as possible. We're also collecting data about traffic diversion to learn where we need to make modifications.

**A "weekends only option" was included in the survey which most closely reflects the pre-pandemic status quo of the street.** Closing the street from Mt Baker Park to Seward Park (except for local access) on weekends is the same model as [Bicycle Sundays](#) which have been an institution on Lake Washington Blvd for decades. The "weekends" option is an extended version of Bicycle Sundays because it would be both Saturday and Sunday. We opted not to call it Bicycle Weekends as we didn't want to introduce another program name into the process at this time to reduce confusion.

If you're interested, these data and summaries are linked on our [webpage](#):

- [Lake Washington Pilot Summary \(2020\)](#)
- [Lake Washington Pilot Public Comments \(2020\)](#)
- [Lake Washington Blvd Public Comments from Aug 30 - Sept 4 \(2020\)](#)
- [2020 traffic diversion data analysis](#)
- [Summer 2021 survey data \(2021\)](#)
- [2021 walking, biking, and traffic diversion data analysis preliminary report](#)

#### **12. What's the status of Alki Point?**



Photo credit: SDOT Flickr

In spring 2020, we opened a [Keep Moving Street on Beach Drive SW](#) and temporarily closed the street to pass thru-traffic. Local access is still allowed for people driving to a residence or destination within the closure.

Since the Alki Point Keep Moving Street opened, we've heard from many people that they would like to see it stay in some form to keep providing space for people to walk, bike, roll, and play. Our counts also show the Alki Keep Moving Street has the highest observed usage per mile among any Keep Moving Street or Stay Healthy Street.

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In the meantime, Alki Point will remain a Keep Moving Street in its current form until spring 2022 or until we secure funding for permanent changes on the street.

Visit the [project webpage](#) to learn more and join our [project email list](#) to stay informed of upcoming community engagement.

### **13. What do I do when a sign is down or damaged?**

If the sign can't be easily set back in place, you have a few options for reporting it based on what's most convenient for you:

1. Use the City's [Find it Fix it](#) smart phone app
2. Submit an online [Service Request](#)
3. Email [684-ROAD@seattle.gov](mailto:684-ROAD@seattle.gov)
4. Call 206-684-7623

Please be sure to include the specific location and we'll get SDOT crews out there to move or repair the sign.

### **14. How do I request a Stay Healthy Street on my block?**

As of April 1, neighbors can again apply for Play Street permits. Play Streets are the most immediate way to close a block to people driving and open it for play. You can find more info on the Play Streets webpage: <http://www.seattle.gov/transportation/permits-and-services/permits/play-streets> or contact the Play Streets team [at publicspace@seattle.gov](mailto:publicspace@seattle.gov).

#### 15. **People are driving on the closed street, what do I do?**

People driving who need to get to homes and businesses along Stay Healthy Streets are still able to drive on these streets (including deliveries and emergency vehicles). Drivers should use extra caution and yield to people. People enjoying the street should be mindful of drivers trying to get to homes and destinations as well.

If this appears to be a persistent problem, email us ([stayhealthystreets@seattle.gov](mailto:stayhealthystreets@seattle.gov)) to let us know.

Something to be mindful of is we've heard concerns from BIPOC neighbors feeling unwelcome on their own street when they're driving to their homes. If we truly want to rebuild to better than before, then "we" must include everybody. For many white people, it means understanding cultures that existed in the neighborhood you live in now before you arrived. It means valuing everyone's voices and finding ways to include them. It means everyone feels safe traveling on our sidewalks and streets. It means recognizing racism and becoming an ally. Use these links to learn more:

- [Confronting Power and Privilege](#) (Transportation Planning)
- [Impact 2020: The Central District Community Conversation](#)
- [Running While Black: Our \[New York Times\] Readers Respond](#) (Seattle mention)
- [Bystander Intervention Virtual Trainings](#) (1-hour training)
- [White Supremacy Culture](#) (dRworks)

#### 16. **Do I need a permit for activities on a Stay Healthy Street?**

Because Stay Healthy Streets are already closed to pass through traffic, you don't need a permit from the City of Seattle to play in the street. The barricades and signs already in place discourage pass through-traffic and remind people driving to their homes or making deliveries to drive slowly. [Get more info in our Play on your Stay Healthy Street flyer.](#)