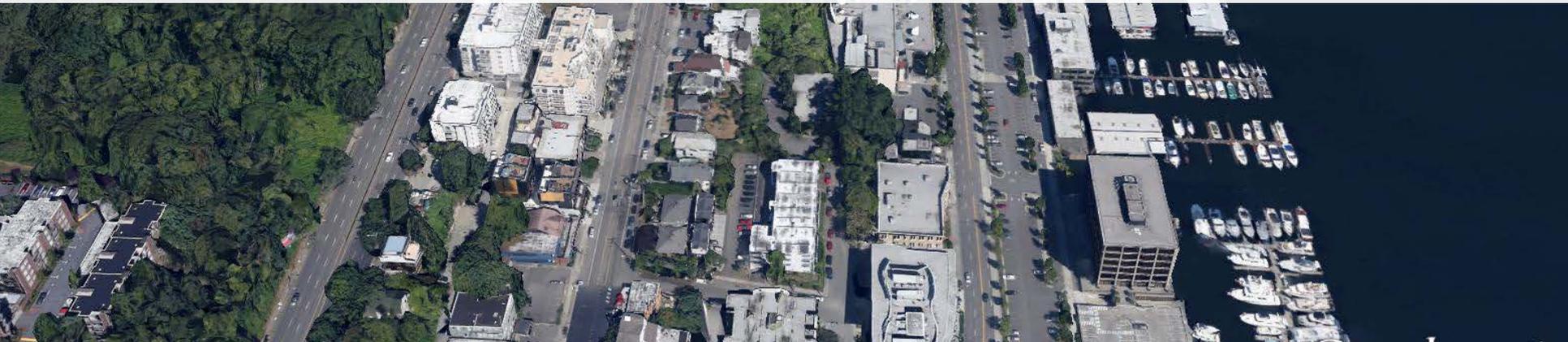


An aerial photograph showing a residential neighborhood with a mix of houses and larger buildings, situated along a waterfront. A marina with many boats is visible on the right side. The water is dark, and there's a small green island in the distance.

Google Earth Image

Westlake Cycle Track Project

A closer aerial view of the Westlake neighborhood, showing a mix of residential buildings, trees, and a waterfront area with a marina. The image is slightly faded and serves as a background for the text.

Design Advisory Committee Meeting #3
April 21, 2014

SDOT's mission and vision

Mission: Deliver a first-rate transportation system for Seattle



Vision: A vibrant Seattle with connected people, places, and products.

SDOT's values



Project goals: safety for all users

People biking

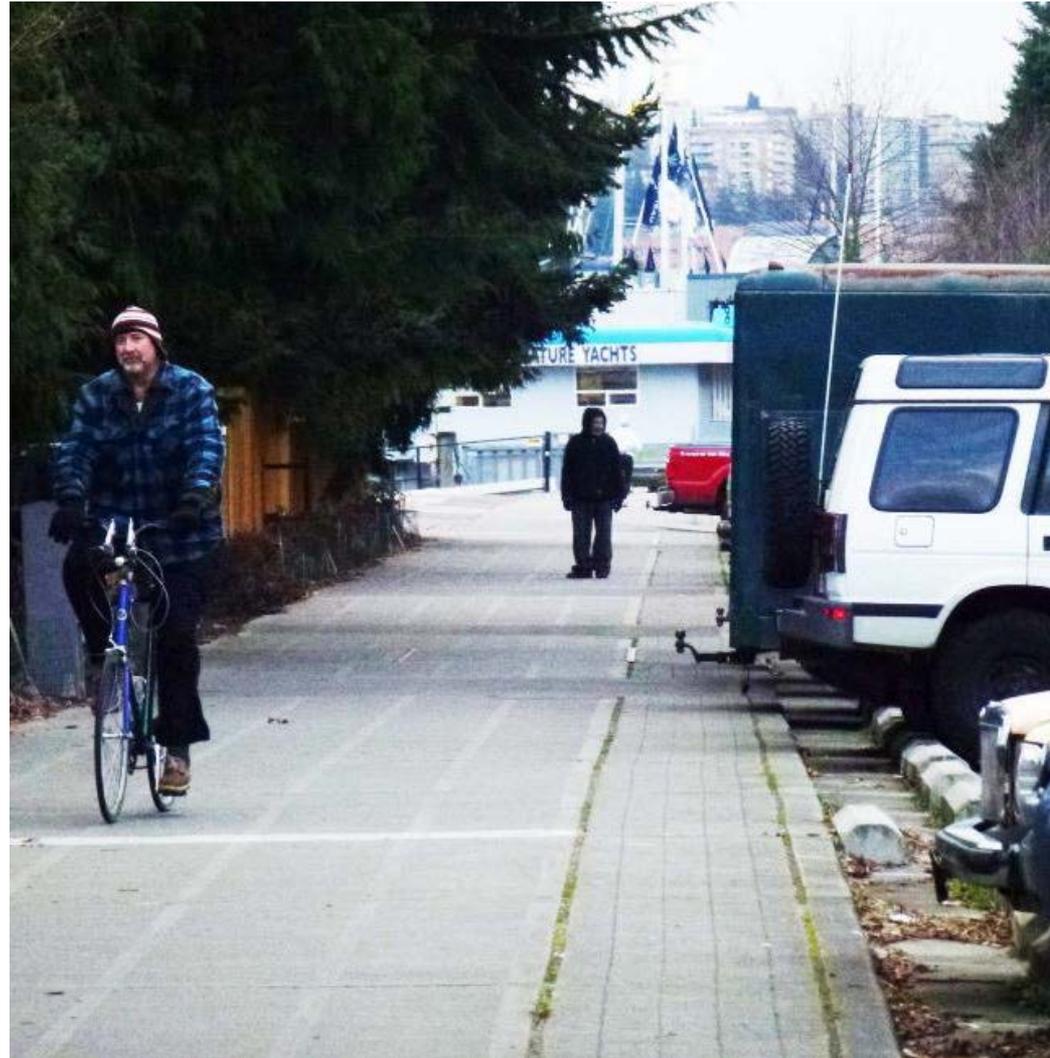
- Support bicycle riders of all ages and abilities

People walking:

- Separate bicycles from pedestrians

People driving:

- Provide predictability within parking lot



Project goals: connectivity

Connect with surrounding
bike/walking trails and
facilities



Project goals: accessibility



Provide a flat, low-stress bike path, making this scenic corridor more accessible to residents and visitors

Meeting #2 recap

- Presented methods and results of three project studies:
 - Existing Conditions and Design Criteria Memo
 - Traffic Circulation Study
 - Parking Utilization Study
- Discussed how results inform design

Tonight's overview of alignment concepts

- Describe purpose of alignment concepts
- Review design guidelines
- Describe corridor-specific considerations
- Present concepts
- Questions and answers

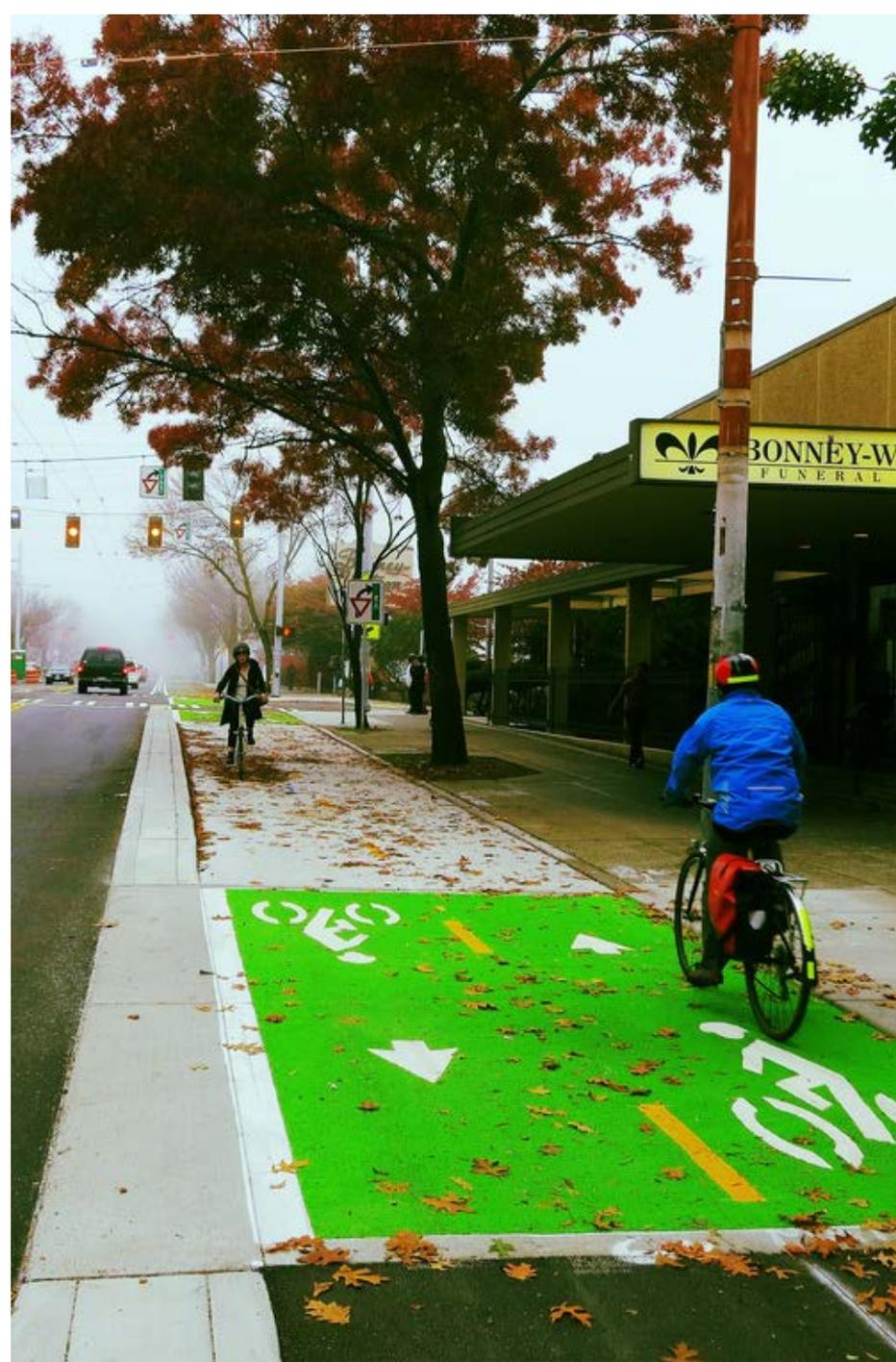
Purpose of alignment concepts

- Establish general location in corridor
- Compare concepts based on:
 - SDOT vision and values
 - Project goals
 - Additional design considerations
- Develop detailed design after preferred concept selected

Design guidelines

Protected bike lane:

- 10 feet minimum plus 2-foot separation
- Two-way operation
- Design speed of 10 mph
- Special crossing treatments
- Maximize parking



Additional design considerations



- Minimize impacts to traffic on Westlake Avenue North
- Minimize utility impacts
- Identify opportunities to provide or replace landscaping and screening

Additional design considerations



- Create connections to existing bicycle facilities
- Provide 8-foot minimum sidewalk on water side
- Honor unique Westlake corridor

Parking design approach



- Use combination of angled and parallel parking
- Because space is constrained, one-way circulation
- Provide adequate sight distance
- Provide access to private property and parking

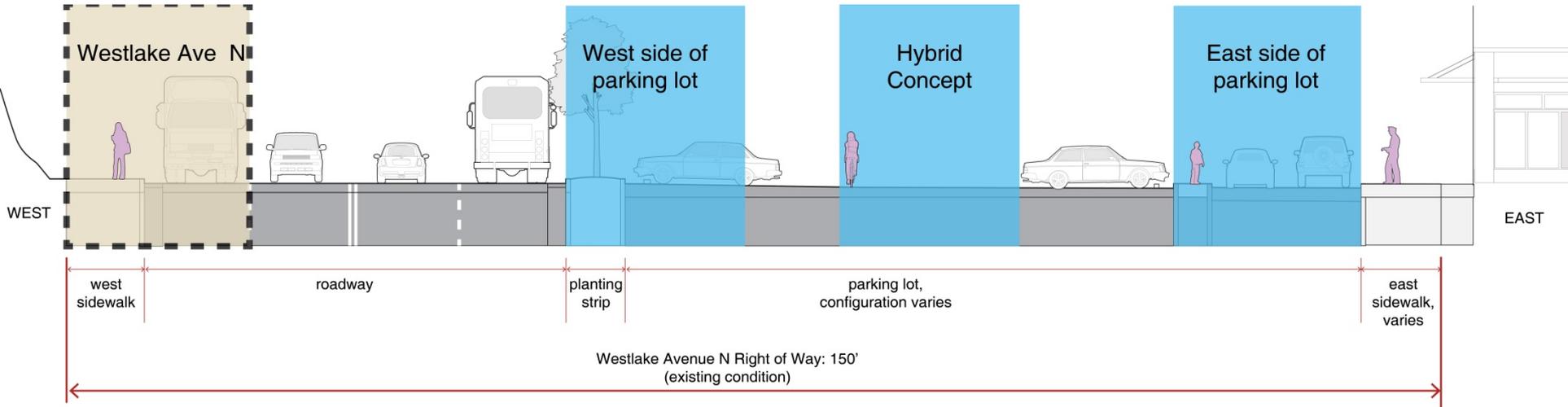
Parking design considerations

Final parking layout will address:

- ADA spaces/universal accessibility
- Fire zones, emergency access
- Loading zones for trucks, tour buses
- Pedestrian access to transit
- Garbage container storage/pick up
- Utility conflicts
- Sight distance
- Turning calculations for large vehicles

Concepts overview

Fall 2013 open house: 4 options

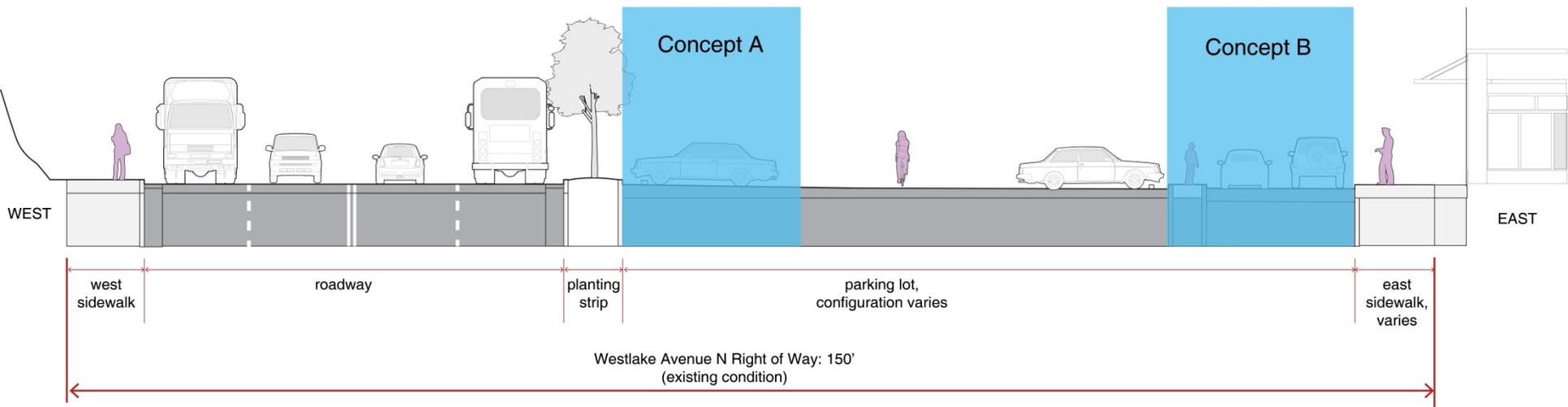


Westlake Avenue North alignment

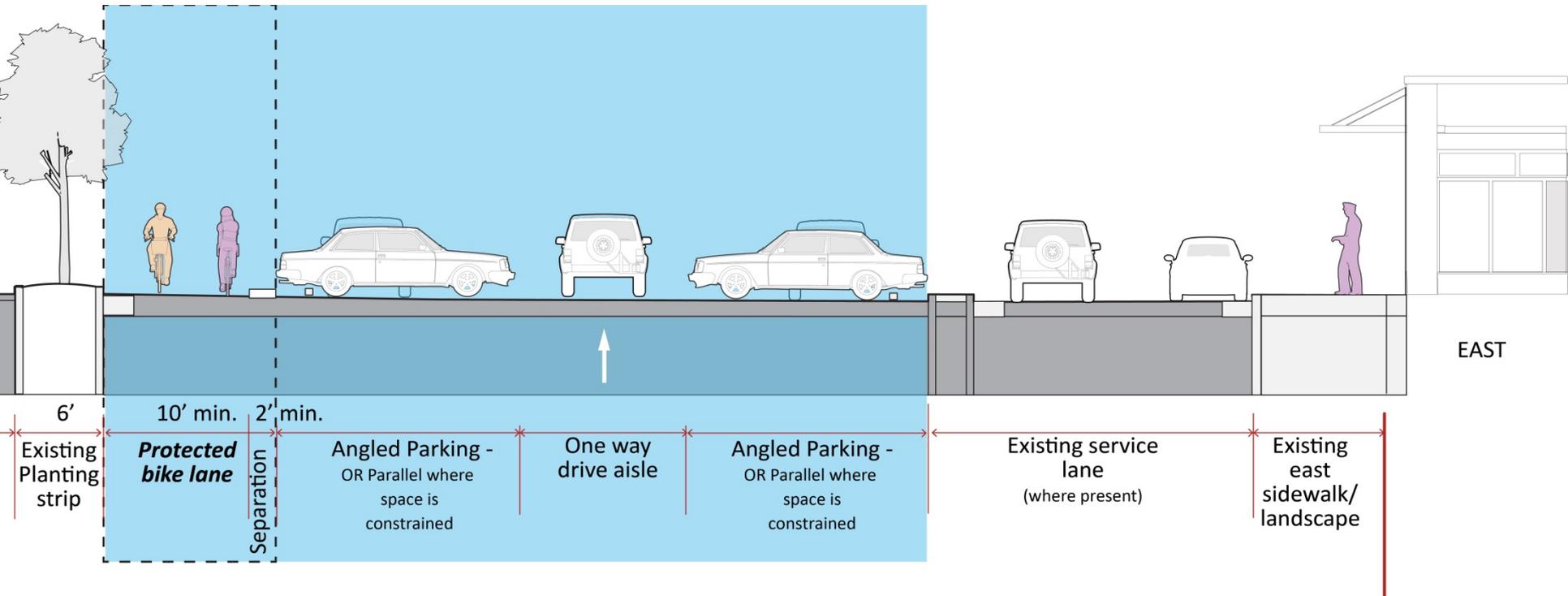
- No longer considered because:
 - Requires removal of a travel lane or additional right of way
 - Requires significant construction
 - Outside project scope and budget

Concepts overview

Spring 2014 : 2 options



Concept A

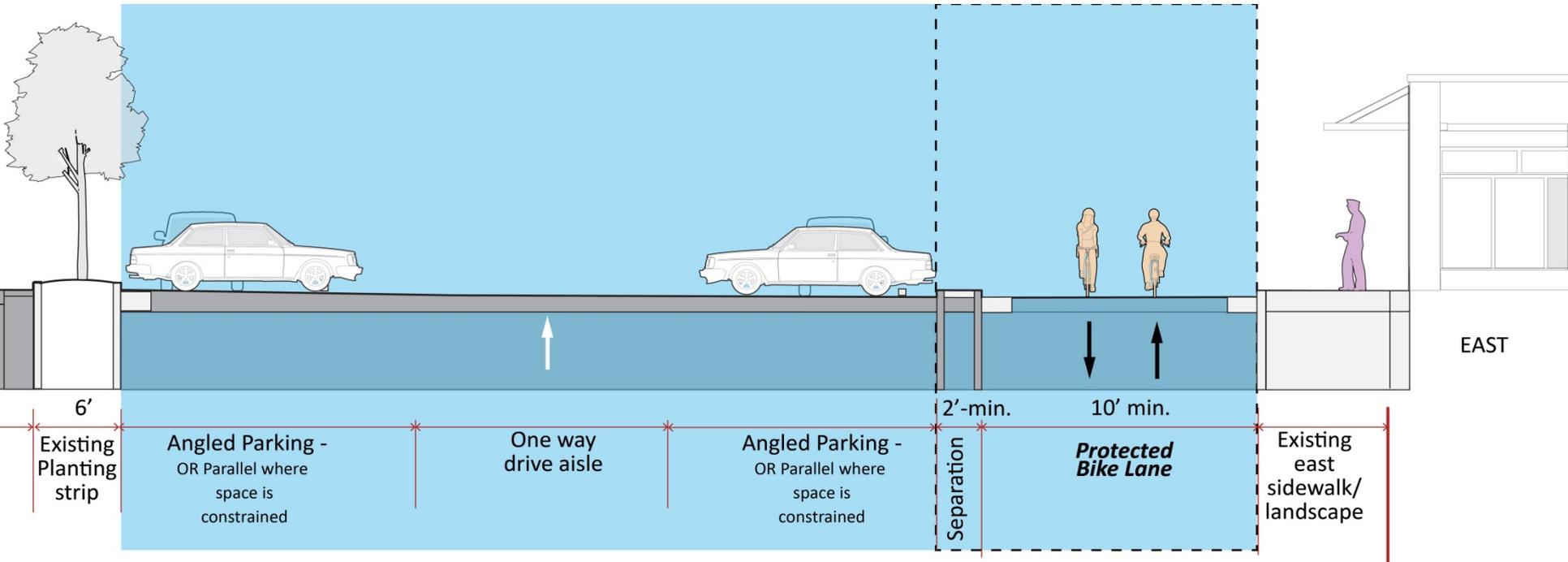


Concept A: design elements

- Aligned along west curb of parking lot
- Service lane remains
- Parking layout revised
- One-way circulation
- Some landscape and trees removed
- Multiple street/driveway crossings –or consolidation



Concept B



Concept B: design elements

- Close proximity to east sidewalk
- Service lane used for cycle track
- Parking layout revised
- One-way circulation
- Landscaping and east sidewalk reduced (8 ft min retained) in some sections
- Fewer driveway crossings



Concept comparison

CATEGORY	ELEMENT	Concept A	Concept B
SAFETY	Provide a facility comfortable for bicyclists of all ages and abilities	✓	✓
SAFETY	Provides separation from motor vehicles and pedestrians	✓	✓
SAFETY	Provides predictability within parking lot	✓	✓
CONNECTIVITY	Provides connection to existing biking and walking facilities	✓	✓
ACCESSIBILITY	Flat, low-stress facility	✓	✓

Concept comparison

CATEGORY	ELEMENT	Concept A	Concept B
SAFETY	Number of intersection/driveway crossings	More	Fewer
SAFETY	Number of mixing zones with pedestrians	Fewer	More
PARKING	Changes to parking supply	More	Fewer
PARKING	Changes to loading zone, fire lanes	None	More
OTHER	Changes to east sidewalk and landscaping	Fewer	More

Next steps

- DAC members question and answers/input
- Present concepts at May 21 open house
- DAC members attend open house

Questions?

WCT@seattle.gov | (206) 909-8578

<http://www.seattle.gov/transportation/wct.htm>

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