

Process overview

Problem Statement

The unique layout of the Westlake Avenue North corridor requires the growing number of people who ride bicycles through the corridor to choose among a busy pedestrian walkway, a busy adjacent parking lot that provides access to the Westlake business community and residences, or the busy Westlake road that is designated a Major Truck Street and serves transit. Westlake spaces for bicyclists and pedestrians are not separated or delineated, behavior is less predictable and there are more opportunities for conflict.

Project Purpose

The purpose of the Westlake Cycle Track (protected bicycle lane) Project is to improve the safety, connectivity and inclusiveness for all modes of travel (pedestrian, bicyclists, motor vehicles, transit and freight) in the Westlake Avenue North right-of-way while balancing the need to preserve access to businesses and residences along the corridor.

Process overview

Design Advisory Committee Purpose

- Provide the Seattle Department of Transportation with feedback during design of a cycle track within the Westlake Avenue North right-of-way.
- The DAC will be comprised of stakeholders representing various interests.

Accomplishments

- **Spring 2014** – Review project scope and need, initial concepts
- **Summer 2014** – Learn more about the corridor and discuss updated concepts
- **Fall 2014** – Refine the project concept and parking management strategy
- **Winter 2015** – Finalize the project design and prepare for construction; implement early parking management





DAC Meeting #10



Westlake Cycle Track - Design Advisory Committee
Dawn Schellenberg, CJ Holt, Mike Estey
March 4, 2015

SDOT's mission & vision

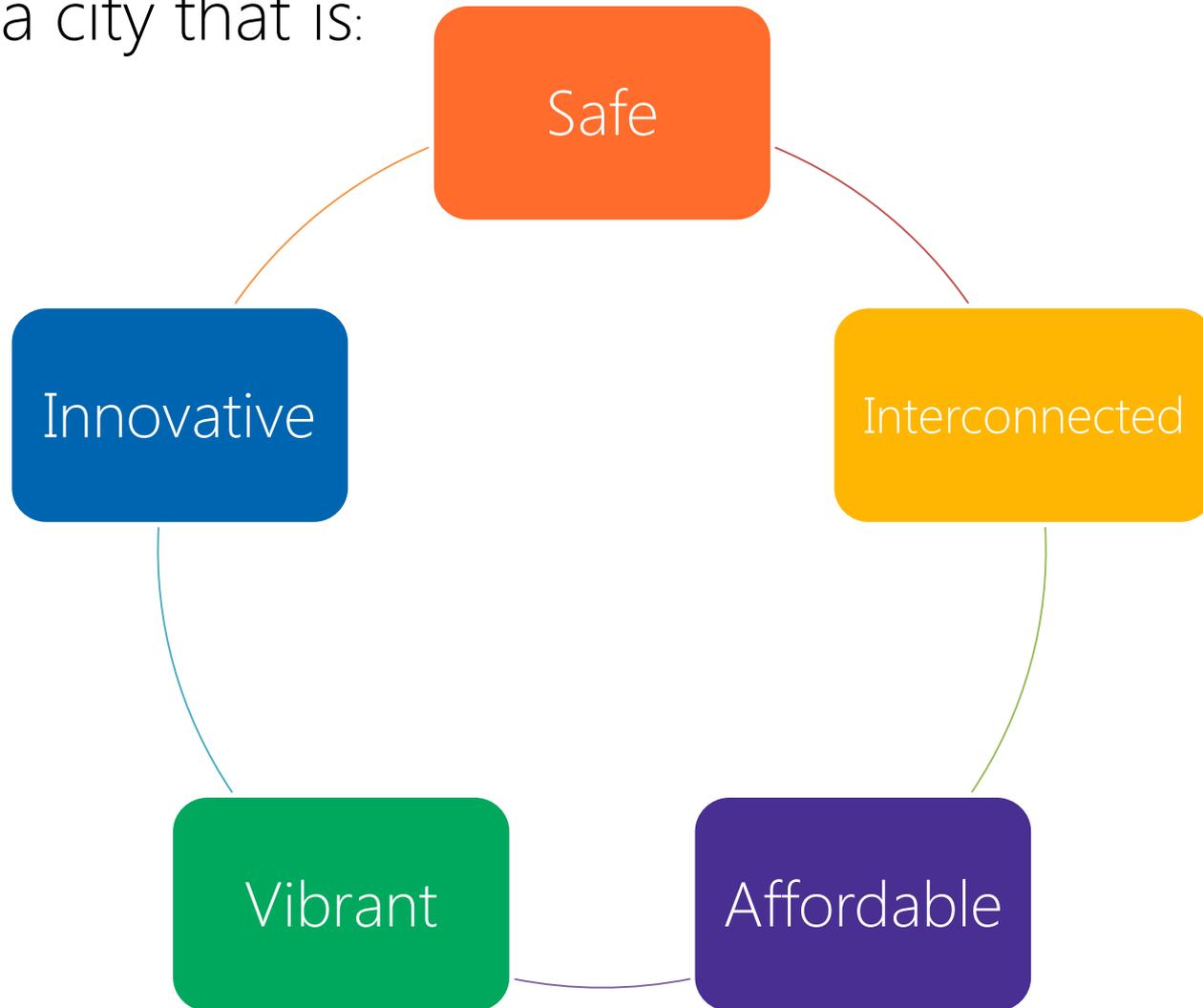
Mission: delivering a high-quality transportation system for Seattle.



Vision: connected people, places, and products.

Committed to 5 core values

Create a city that is:



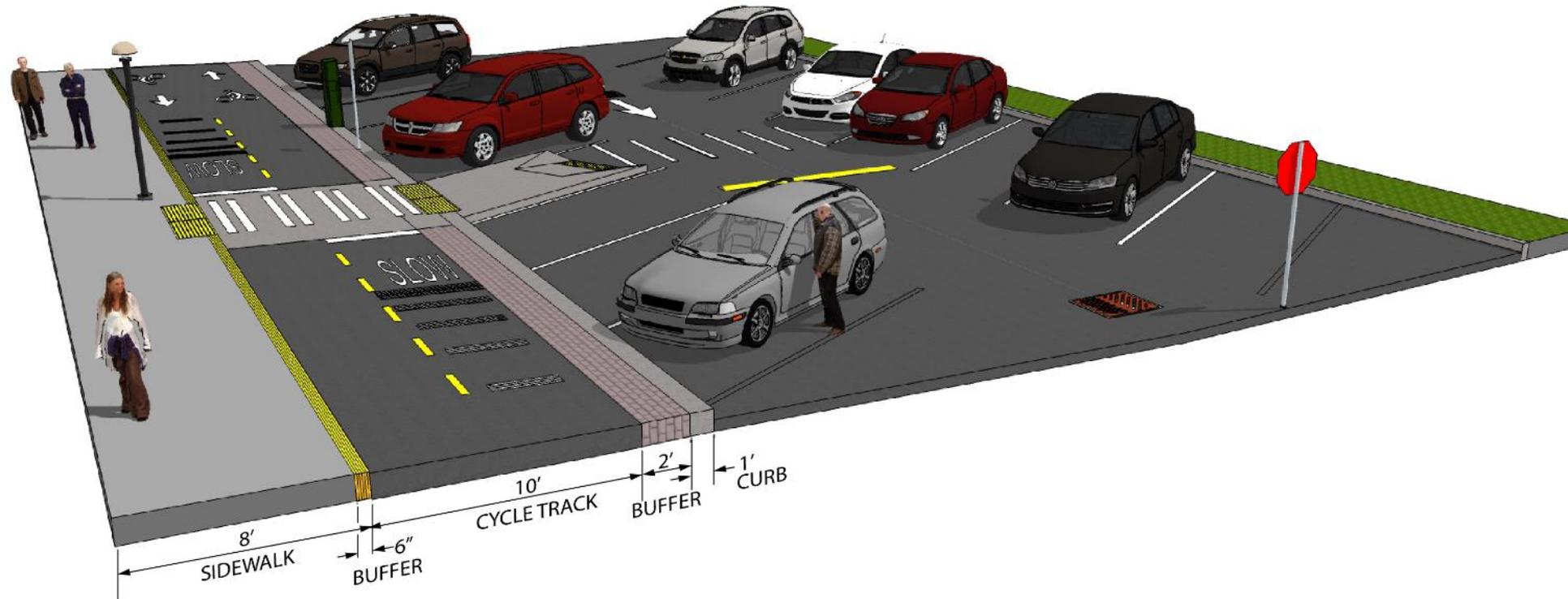
Presentation overview

- Design and environmental review update
- Construction planning
- Parking management update
- Thank you



Design update

Typical cross section



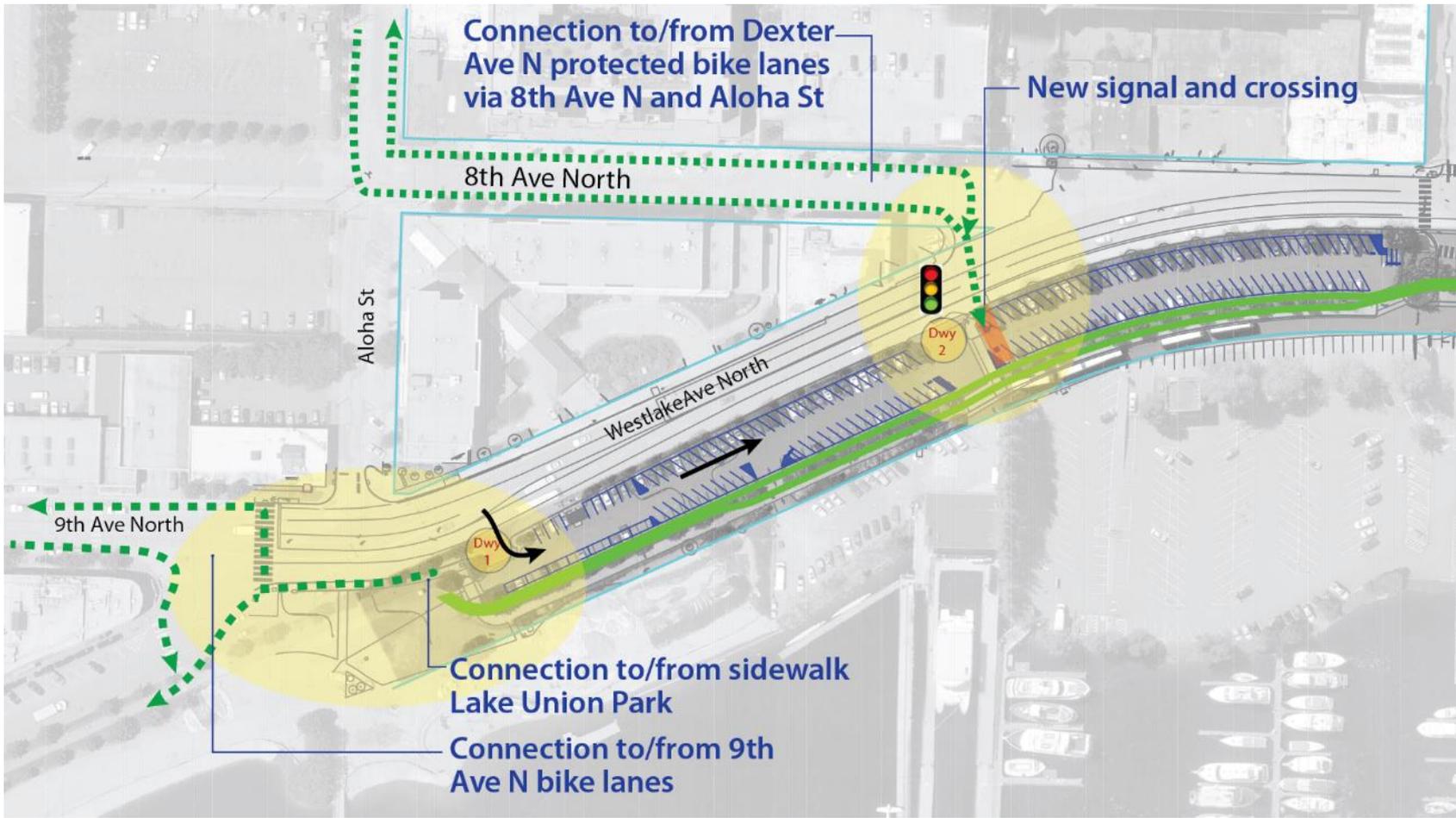
South end – Driveways 1-5



Parking spaces preserved

Today	November estimate	Updated estimate
327 spaces	80-90% preserved	90% preserved

South end connection



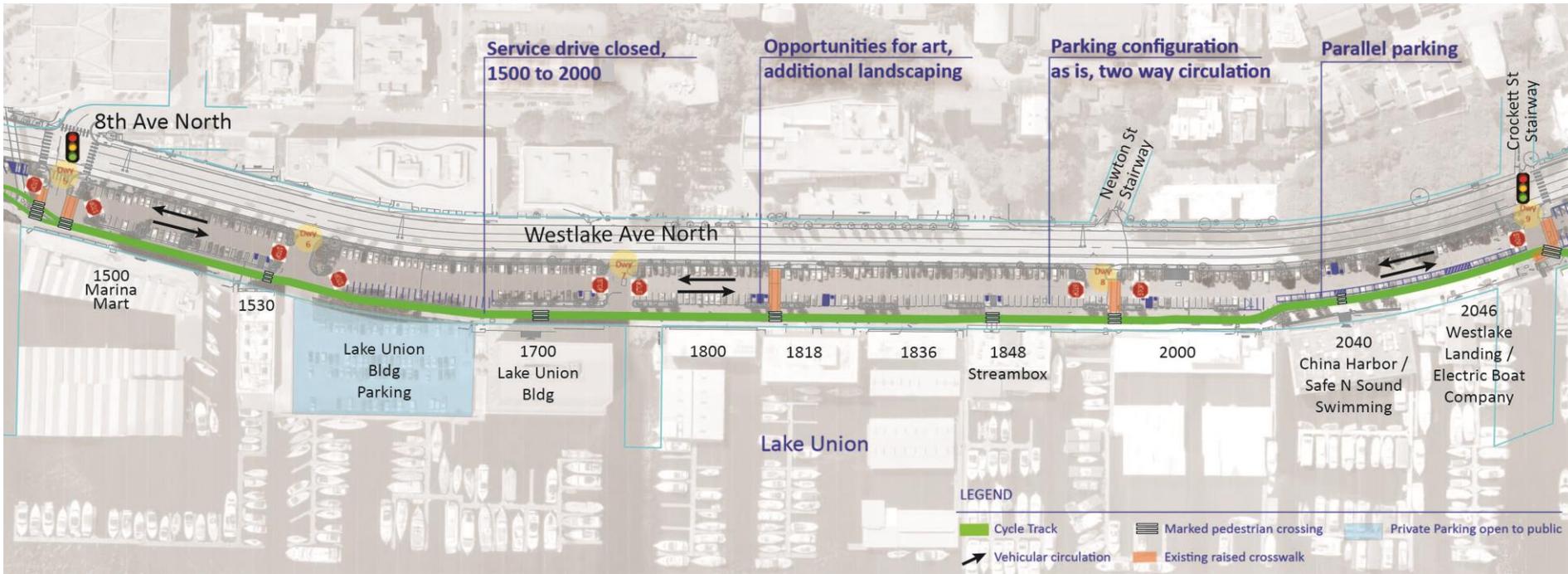
South end connection



South end – Highland Drive



Central – Driveways 5-9



Parking spaces preserved

Today	November estimate	Updated estimate
427 spaces	85% preserved	85% preserved

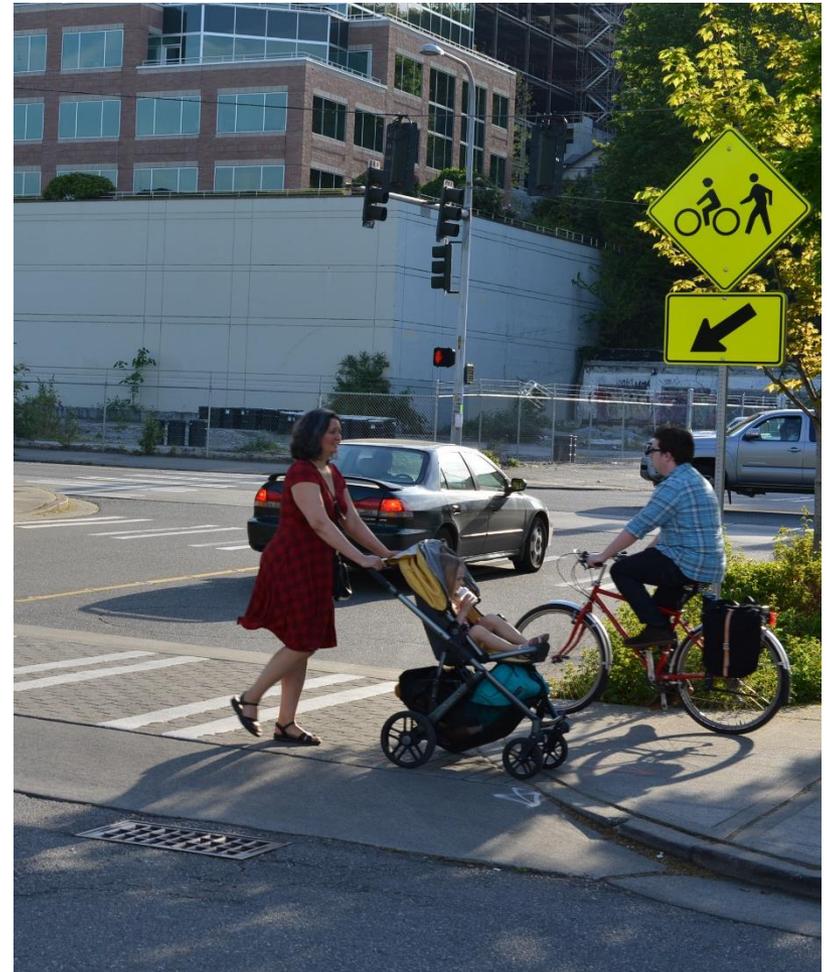
Fire lanes and Dumpsters

- Maintaining existing fire lanes and fire hydrants (10 locations)
- Coordinating with SPU
 - Approx. 16 Dumpster locations today using approx. 25 parking stalls

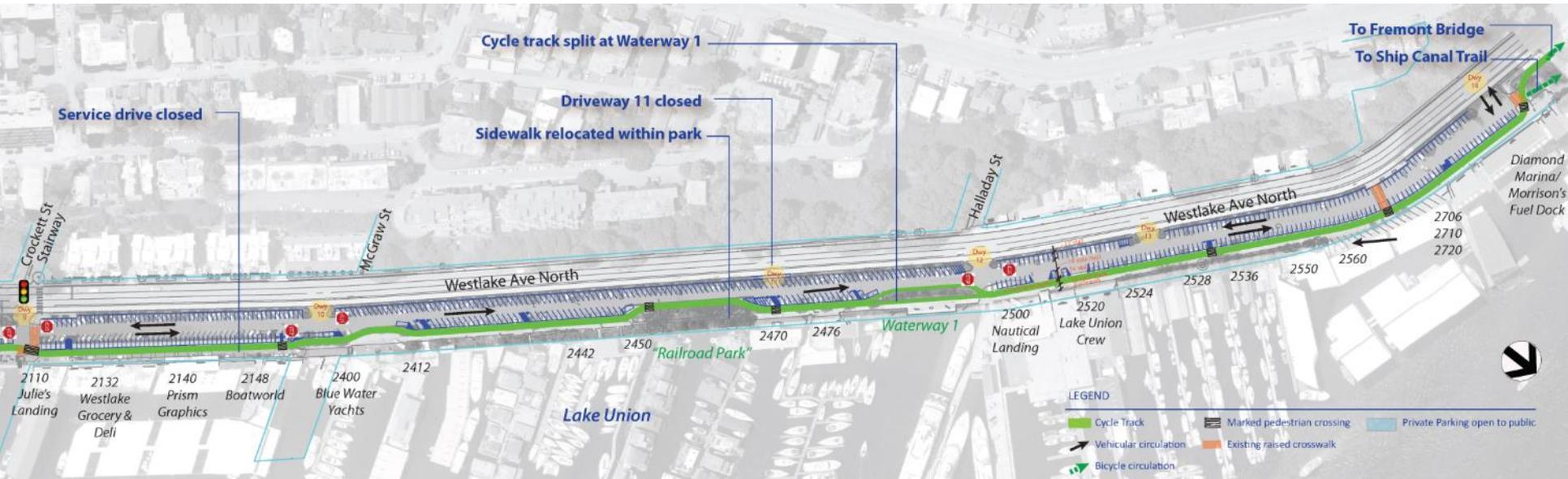


ADA accessibility

- Existing ADA stalls: 32
- Proposed ADA stalls: 36
 - Above the required amount
 - Most are van-accessible
- **Paystations** will be placed outside the cycle track



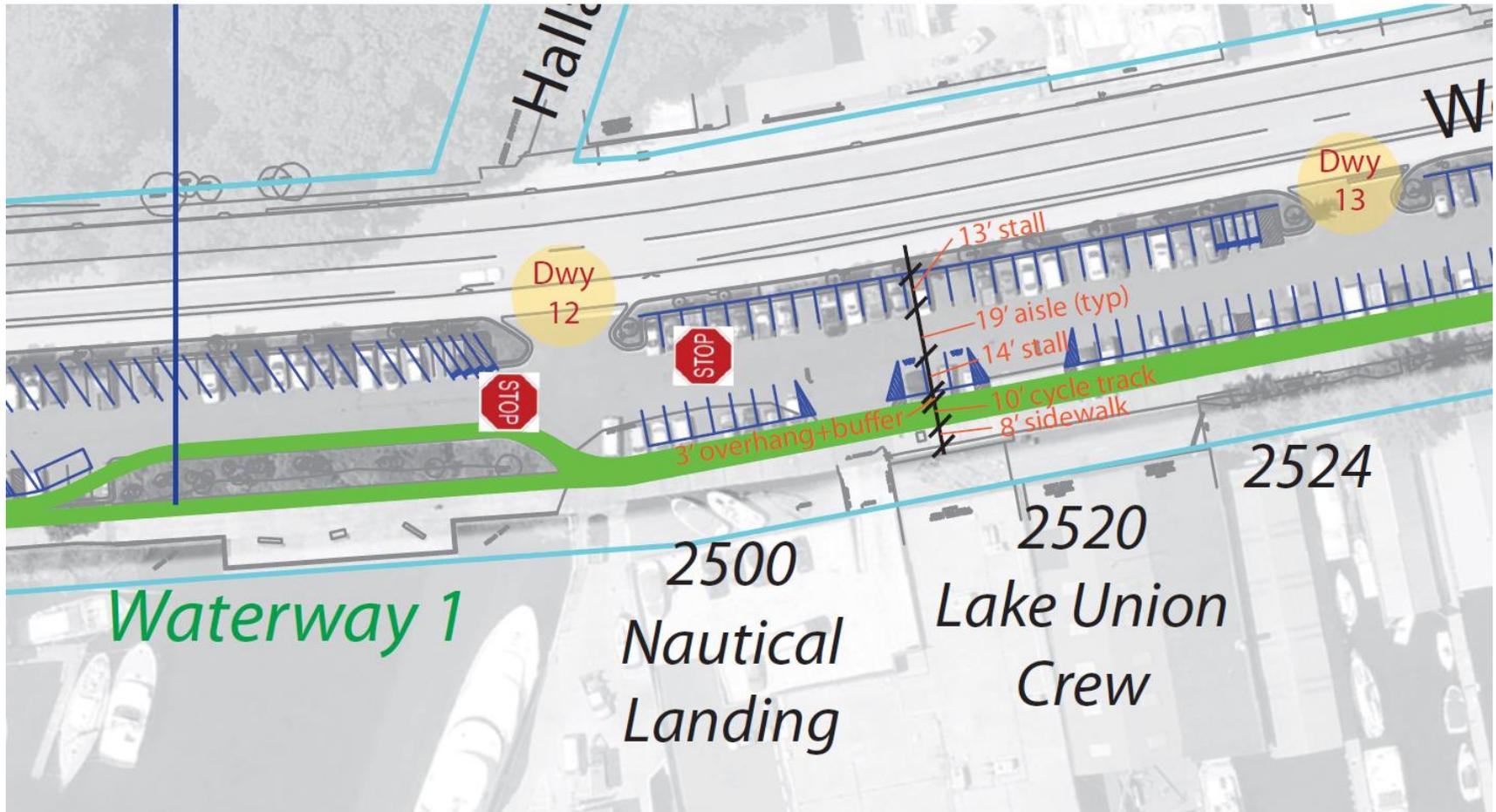
North end – Driveways 9-14



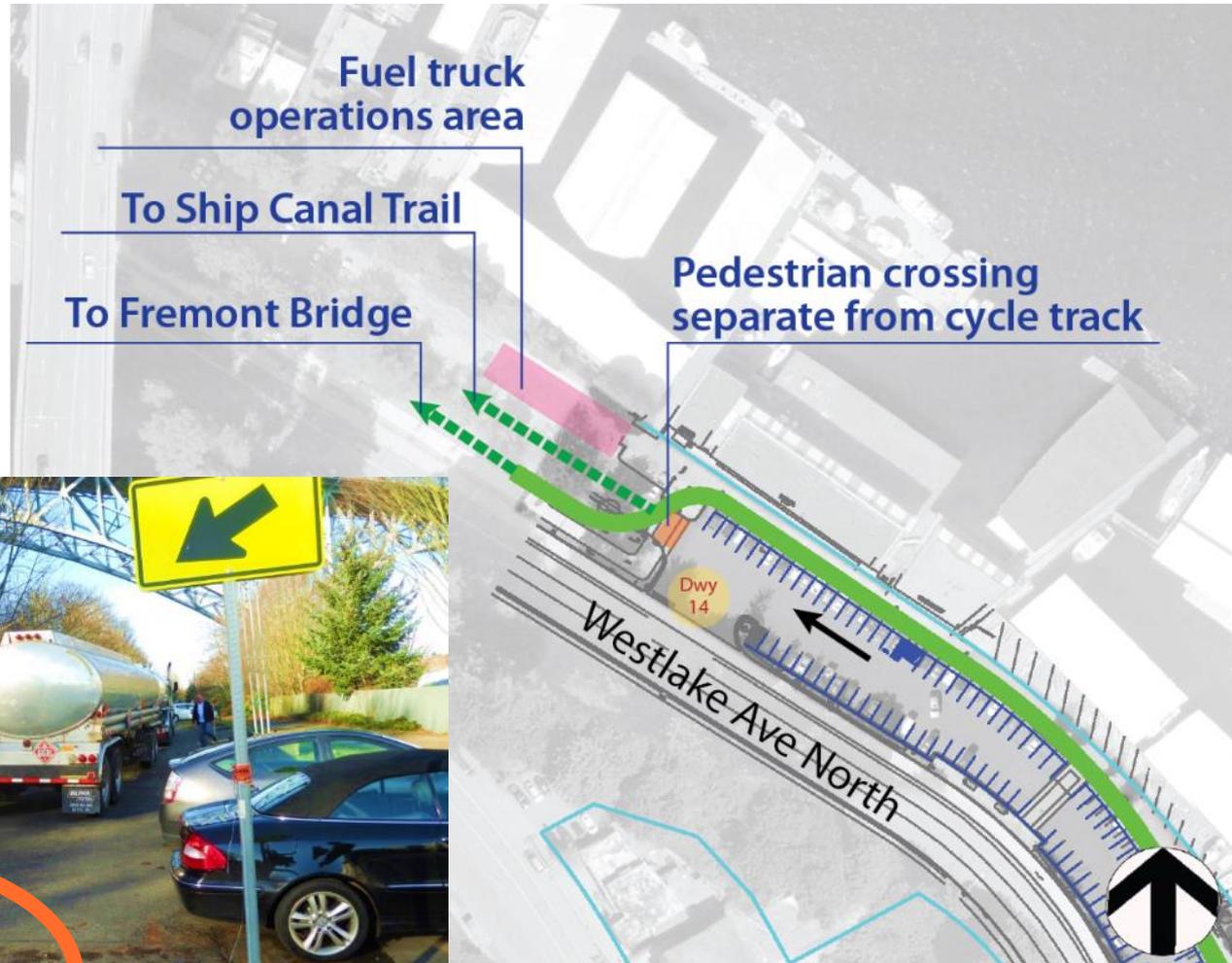
Parking spaces preserved

Today	November estimate	Updated estimate
497 spaces	85-95% preserved	95% preserved

Waterway #1



North end connection



Environmental review update

- Categorically Exempt under the City's State Environmental Policy Act (SEPA) code
- Categorically Excluded under National Environmental Policy Act (NEPA)
- Shoreline Exemption was approved by Department of Planning and Development on Jan. 26, 2015

Questions?

Public art

- Working to select an artist
- Open house preferences:
 - Wayfinding
 - Functional
- New art will accommodate existing art
- “Meet the Artist” event this spring

Construction expectations

- Timeline
 - Work begins later this year following peak season (Sept. 2015 through early 2016)
 - Expected daytime work hours
- Access
 - Westlake Avenue N will remain open
 - Goal at a minimum to maintain parking through entire west side of parking area
 - No parking for construction workers
 - Maintain full pedestrian and bike access
 - Coordinate bike, pedestrian and vehicle detours as needed

Preliminary construction phasing

- **Phase 1:** South end to Galer Street
- **Phase 2:** Galer Street to Crockett Street
- **Phase 3:** Crockett Street through Railroad Park
- **Phase 4:** Railroad Park to north end

*Subject to change



Construction outreach overview

Goal: Minimize impacts and maximize communication

- Share design and schedule
- Notify businesses and residents 30 days before work
- Coordinate with businesses and residents
- Provide regular updates on progress and upcoming activities
- List contact person for immediate issue resolution

CONSTRUCTION NOTICE

August 2014

23rd Avenue Corridor Improvements Project

Phase 1 construction starts in early 2015

Beginning in early 2015, the Seattle Department of Transportation (SDOT) will begin constructing improvements to 23rd Avenue between E John Street and S Jackson Street. This is the first phase of a project to improve safety and mobility for drivers, pedestrians, bicyclists and transit users. SDOT will redesign this stretch of 23rd Avenue from a four-lane street to a three-lane street — one lane in each direction with a center-turn lane.

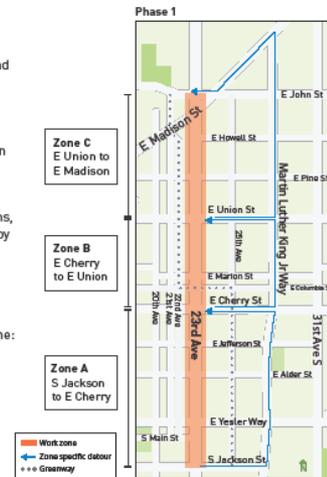
What you can expect

Construction is expected to last approximately 20 months, split into three work zones to minimize impacts to nearby businesses, the community and traveling public.

Traffic during construction

To minimize impacts, we will phase construction over three work zones. Neighbors should anticipate the following traffic impacts during construction of each zone:

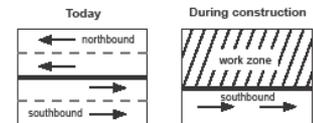
- Full northbound closures and detours
- Reduced lanes for southbound traffic
- Occasional night work could be required
- Multiple weekend closures of key intersections
- Short-term driveway closures and sidewalk detours
- Temporary, short-term loss of parking spaces on side streets



FULL NORTHBOUND CLOSURES AND DETOURS DURING CONSTRUCTION

To ensure the safety of drivers and pedestrians, and allow enough space for crews to complete their work, northbound traffic will be detoured to Martin Luther King Jr. Boulevard. Southbound traffic will be maintained, though likely reduced to one lane.

Zone A work is expected to take approximately 10 months, Zone B for 5 months, and Zone C for 5 months. We appreciate your patience as we make adjustments to keep traffic moving. We expect the first few weeks of detours for each phase will be difficult as drivers adapt to new routes.



PROJECT INFORMATION & CONTACT
www.seattle.gov/transportation/23rd_ave.htm
23rdAveCorridor@Seattle.gov



Parking management feedback

To learn about parking priorities from the community, SDOT:

- Worked with the DAC to develop a list of parking management priorities
- Shared priorities for public feedback at October 2014 open house
- Convened two Westlake Parking Management Roundtables (extended 2-hour limit north as result)
- Sought feedback from corridor businesses and residents through an online survey

Parking management proposed (Dec. 2014)

Parking rate hours: M-F, 9AM-4PM

- Allowed in same space up to 72 hours

Time limits by section:

- Aloha to Highland:
 - 4-hour paid parking on both sides
- Highland to Galer
 - All-day (7-hour) paid parking on both sides
- Galer to McGraw
 - 2-hour paid parking on east side
 - All-day (7-hour) paid parking on west side
- North of McGraw:
 - No restrictions
- Restricted Parking Zone update:
 - Modify RPZ boundaries to include east side residents and current west side residents only



Parking survey summary

- Timeline: Dec. 5 through Dec. 22
- Sent mailer to corridor businesses, residents and marina owners
- Posted survey link on project website
- 247 total responses

Parking outreach observations

- Received lots of great input
- Greater understanding of the needs of Westlake corridor users
- Survey question wording was confusing; responses didn't align with what we've heard at in-person meetings

Parking management recommendations

- **RPZ Permits:** Modify RPZ boundaries to include current residents of the Westlake parking area
- **Aloha Street to Highland Drive:** 4-hour paid parking on both sides
- **Highland Drive to Galer Street:** All-day (7-hour) paid parking on both sides
- **Galer Street to McGraw Street:** 2-hour paid parking on east side; all-day (7-hour) paid parking on west side
- **North of McGraw Street:** 2-hour paid parking on east side; all-day (7-hour) paid parking on west side

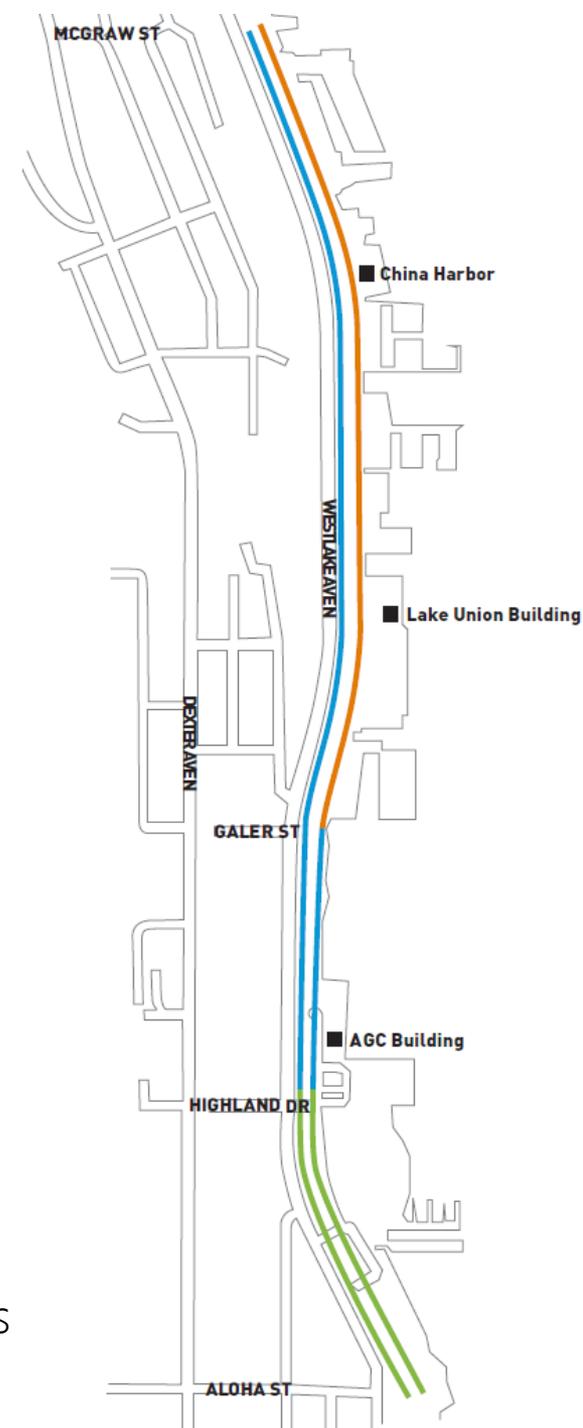
What we're implementing (March 2015)

Parking rate hours: M-F, 9AM-4PM

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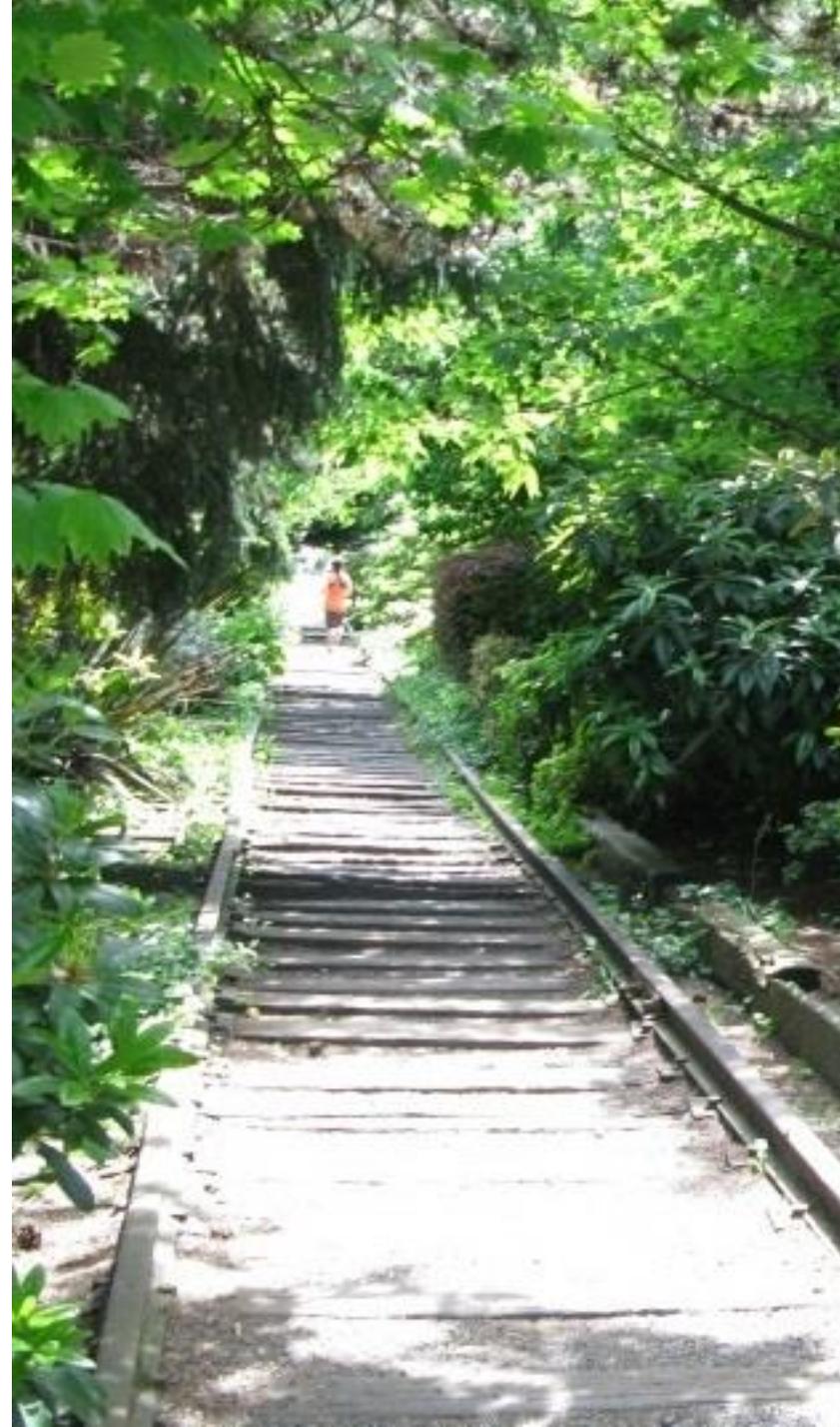
Parking management next steps

- Currently restriping and numbering parking spaces
- Notify corridor of changes this month
- Implement changes end of March
- Monitor and adjust as necessary



Project next steps

- Parking management implementation: March 2015
- Public art meeting: Spring 2015
- Anticipated construction: Fall 2015
- Cycle track open: Early 2016



Thank you
DAC and community members!

Questions?

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

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

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