



DAC Meeting #7



Westlake Design Advisory Committee
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August 25, 2014

SDOT's mission & vision

Mission: delivering a first-rate transportation system for Seattle.



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

SDOT's values



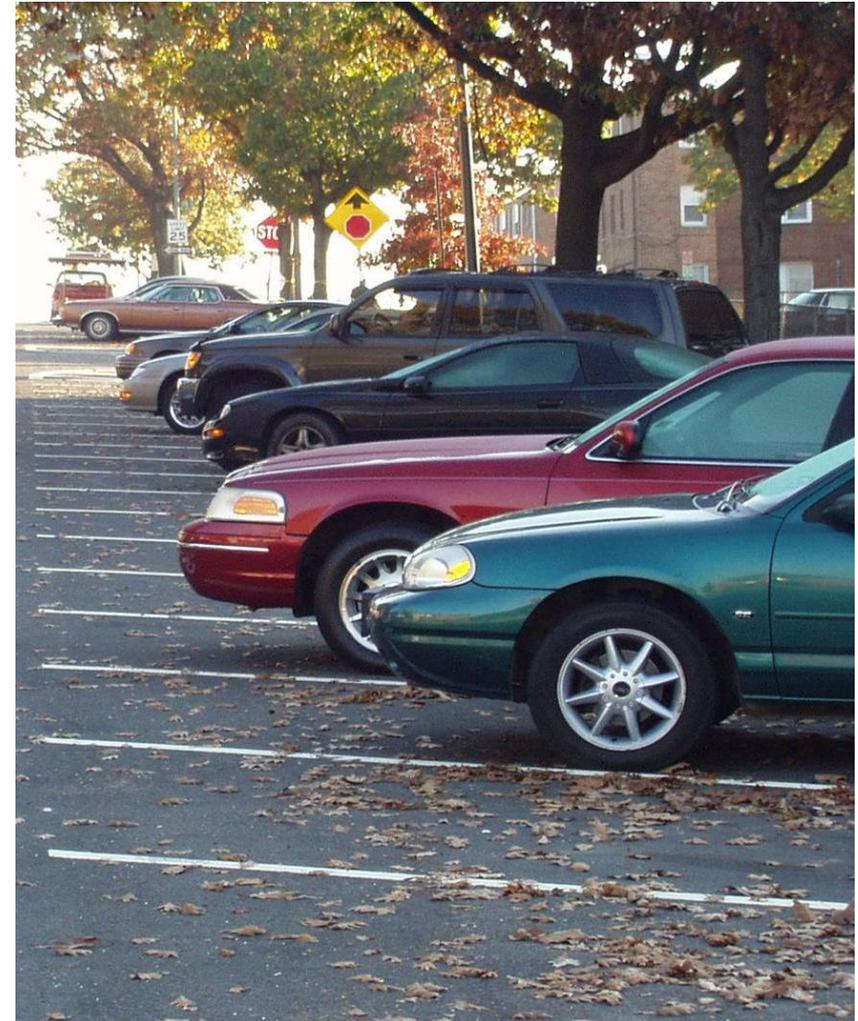
Presentation overview

- What we heard at the roundtables
- Sidewalk Concept updates
- Parking management strategy
- DAC next steps



What we heard at the roundtables: **Likes**

- Clear separation of all modes
- Back-in parking seems safer and efficient
- Trees line portions of cycle track



What we heard at the roundtables: **Likes**



- Maintains today's operations
- Commitment to parking management
- Bike slowing techniques

What we heard at the roundtables: **Dislikes and concerns**

- Reductions in parking
- One-way circulation
- Large vehicle movements



What we heard at the roundtables: **Dislikes and concerns**



- Crossing cycle track to access business
- Concern that cyclists may not stay on the cycle track ⁸

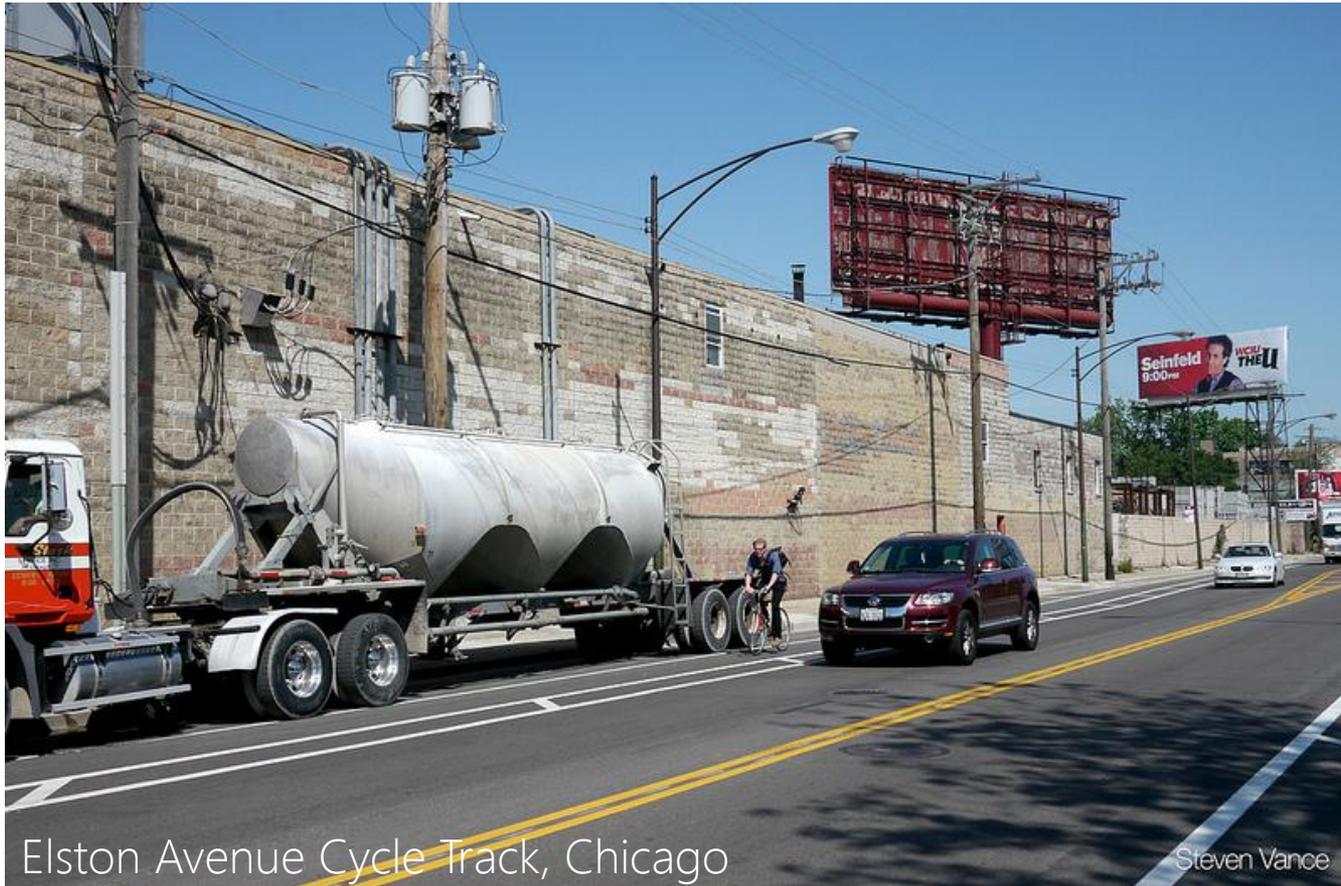
What we heard at the roundtables:

Suggestions

Parking

- Preserve as much parking as possible
- Explore parking management tools
 - Time restrictions
 - Extending paid parking area
 - Validated parking
 - Special permits for moorage tenants
- Improve parking operations

What we heard at the roundtables: **Suggestions**

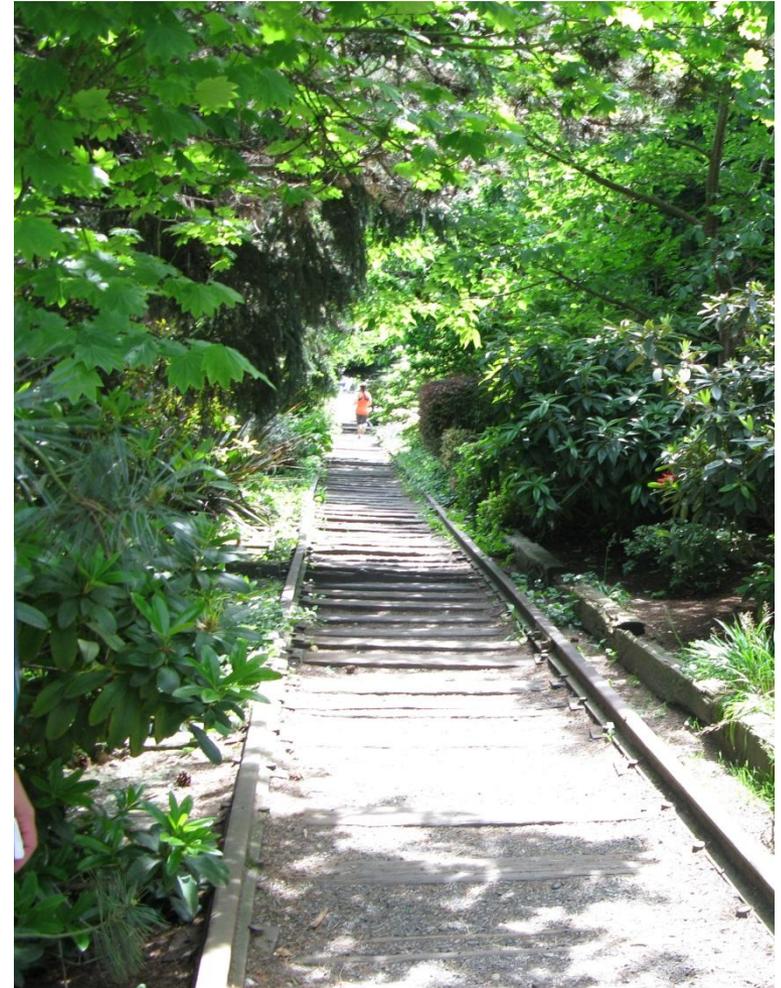


Traffic circulation – Provide clear signs and markings to make users aware of one-way drive aisle flow

What we heard at the roundtables: **Suggestions**

Landscaping

- Change landscaping for more parking and improved sight distances
- Consider changes to the Railroad Park



What we heard at the roundtables:

Suggestions

Pedestrians

- Improve pedestrian access at Highland Drive
- Identify clear pedestrian crossing improvements

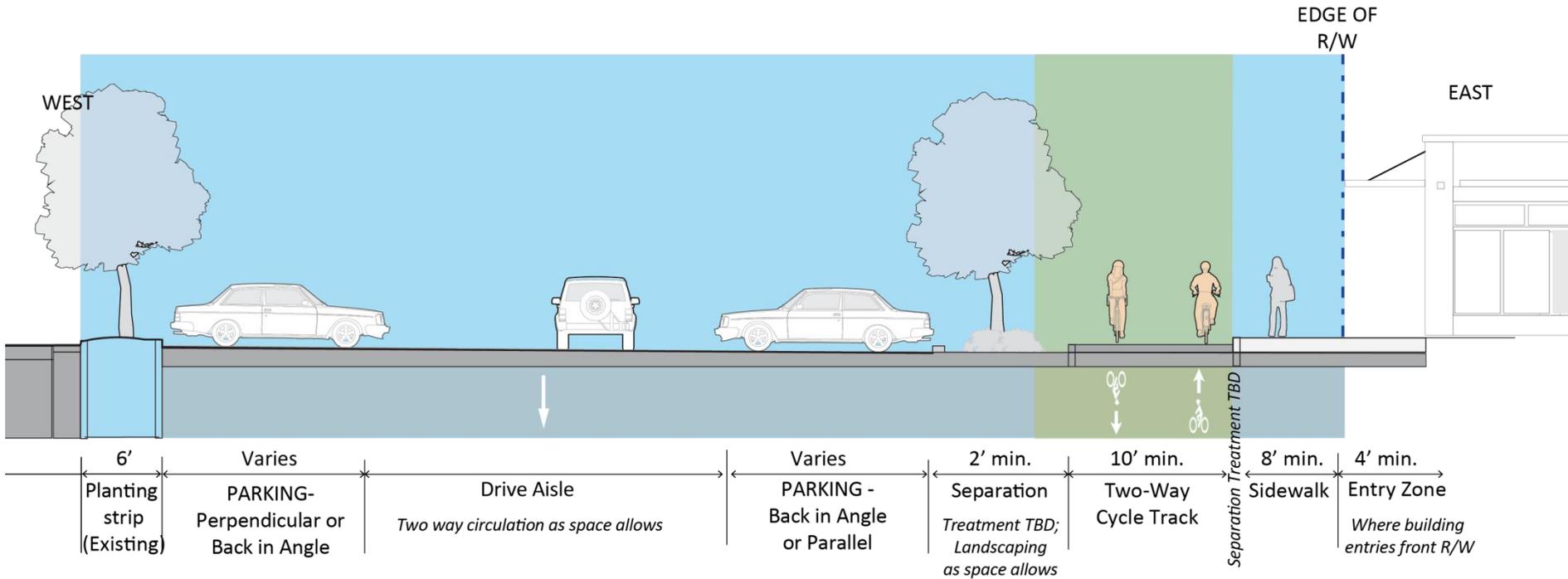
Bicycles

- Identify options to improve bicyclist behavior
- Use bicycle-slowing techniques
- Use techniques to discourage bikes in the parking area (e.g., speed humps in parking area)

Community suggestions

- Bill – Separate cycle track directions
- North End Community – Locate cycle track on west side of parking area from Driveway #10 to #14
- North End Community – Modify today's sidewalk
- Segment 1 Stakeholders – Update circulation in south end

Sidewalk Concept refresher



How will it be protected?



Sand Point Way NE



Washington, D.C.



Boulder, CO



San Sebastian, Spain



Linden Ave N

How will pedestrians cross?



Cambridge, Massachusetts; photo credit: Dylan Passmore

Crossing examples



Sandpoint Way NE, Seattle



Vancouver, B.C.



Crossing examples



Broadway Cycle Track



Other tools to increase awareness



How will loading and unloading work?



Broadway Cycle Track



How will we keep bicyclists on the cycle track? (design)

Good engineering invites right use:

- Intuitive entry/exit/decision points – automatically align bicycles where they should be
- Consistent facility that aligns with where cyclists want to be – the most convenient and attractive route
- Strong separation from pedestrians

How will we keep bicyclists on the cycle track? (parking area)

Make the parking area less desirable:

- Speed bumps in the parking area
- Surface treatments (e.g. contrasting colors, pavement texture)
- Change vehicle circulation so it's not continuous from end to end

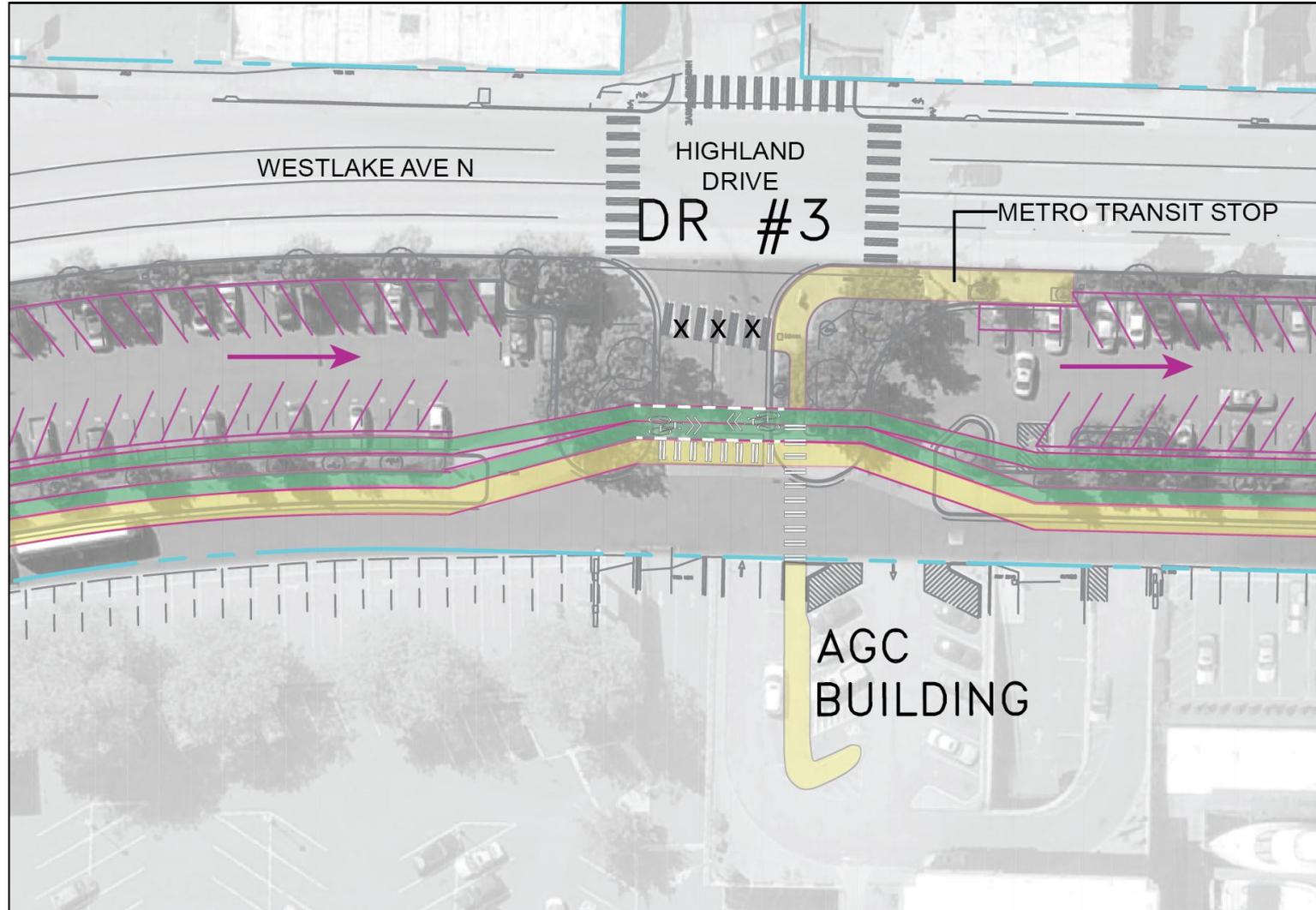


DAC discussion

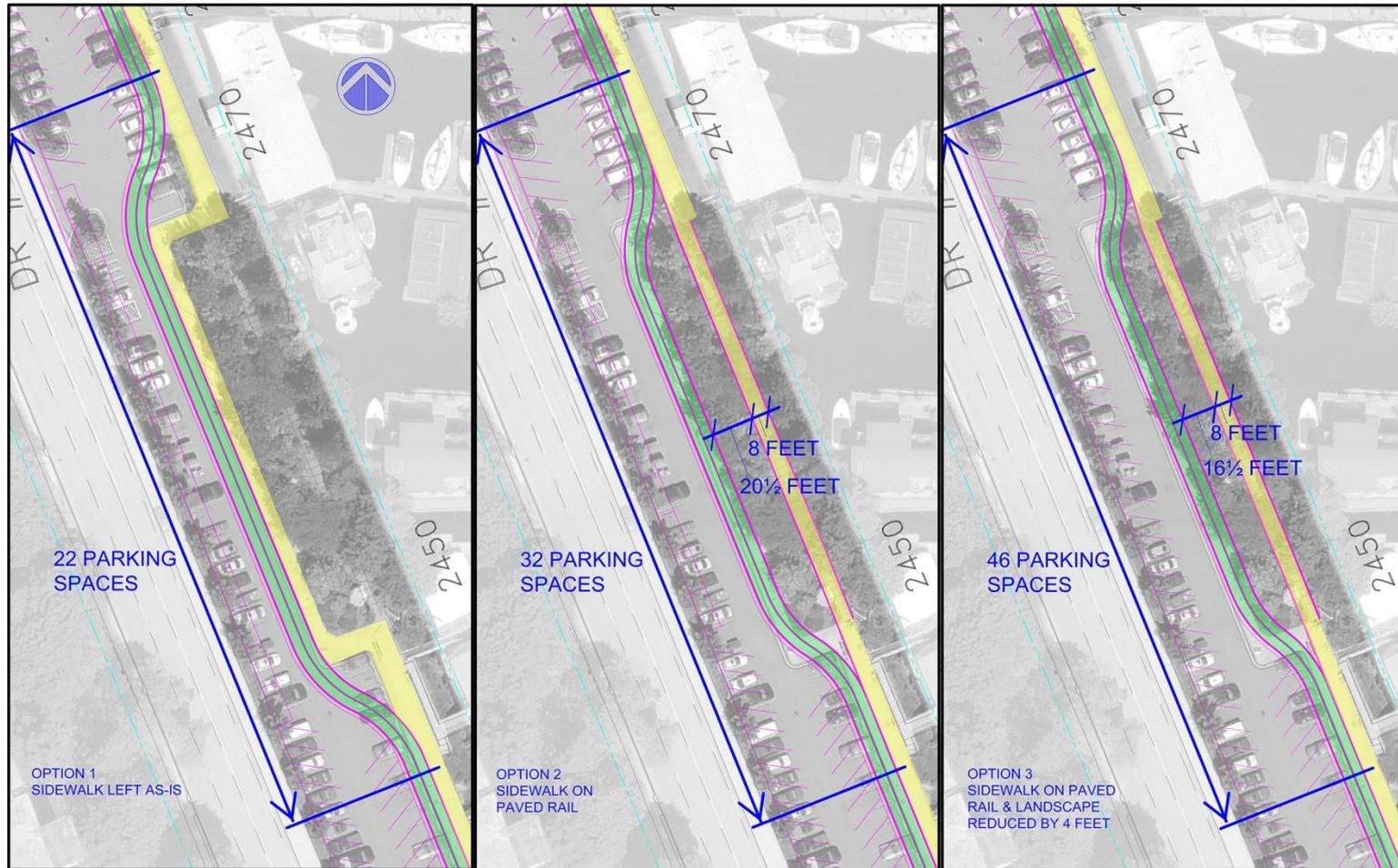
Concept options and refinements

- Highland Drive intersection
- Railroad Park – landscaped area south of Driveway #11
- Constrained area at north end, from Driveway #12 (Halladay Street) north

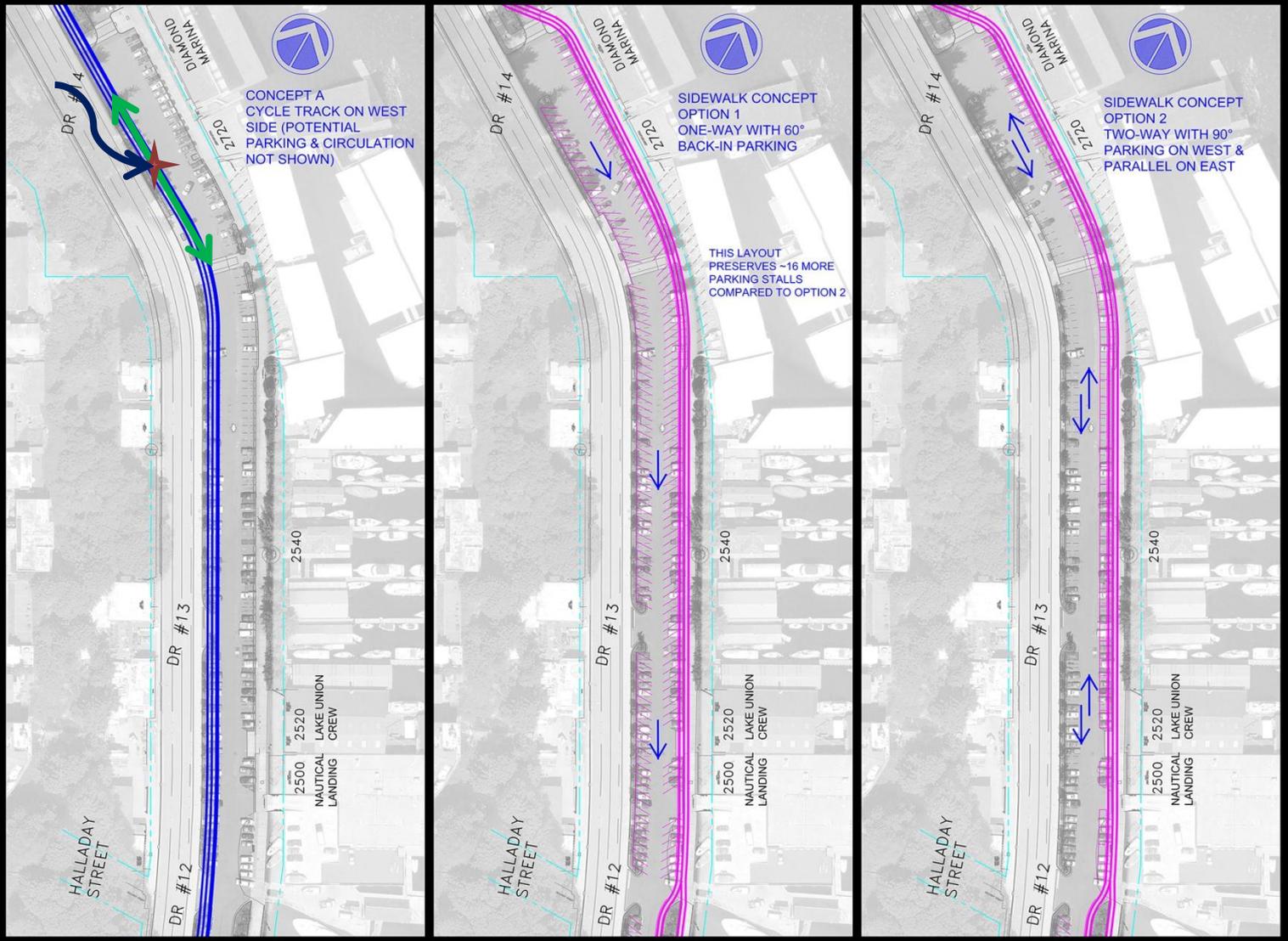
Highland Drive circulation options



Railroad Park options



North end circulation options



DAC parking priorities

1st – Short-term visitor and customer parking

2nd – Resident parking

2nd – Employee parking

3rd – Loading: passenger and commercial

4th – Longer-term parking (i.e. boaters)

5th – Park and riders

Seattle Comprehensive Plan parking priorities

- Transit
- Loading
- Short-term customer and visitor parking
- (Resident parking)
- Shared vehicle
- Vehicular capacity

Westlake parking management priorities re-stated

- Preserve the most parking
- Accommodate loading
- Ensure customer and visitor access
- Resident parking
- Accommodate parking for overnight boating community
- Reduce park and riders and construction parking

How has parking management changed since the June 9 DAC meeting?

- Added 4-hour time limits to paid areas south of Crockett Street in July
- Still early – typically takes a few months to see adjusted outcomes
- Daily transactions up 4% - more individual parking events
- Average paid duration has dropped about 25%

Anecdotally – have heard variety of feedback; access in those paid spots better, rest of corridor worse

Updated parking data

Recent study: July 2014

- Occupancy of paid and unpaid parking
- Peak boating season

Key findings

- Unrestricted, free area 100% full to Crockett St by 6AM
 - 75% of those parked stay 8+ hours
- Overstays in very south end paid area
- Almost no parking over 24 hours
- Off-street facilities have available capacity

Parking management tools and strategies

- Time limits
- Paid parking
- Loading zones (both passenger and commercial)
- Residential parking zones
- Partnering with parking garages
- Smartphone parking apps
- Employee commute reduction programs

Parking management next steps - timing

- Have heard loud and clear a desire to act soon
- Phasing
 - Near-term opportunities
 - Additional strategies to deploy during project construction
 - Monitor and adjust

Parking management discussion

What's next for the DAC?

- 9/30: DAC meeting #8
 - Additional refinements
 - Preview what will be shared at open house
- 10/22: Open house

Questions?

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

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