

Westlake Cycle Track Project



Project Overview

What:

Develop and Study Alternatives for a Cycle Track

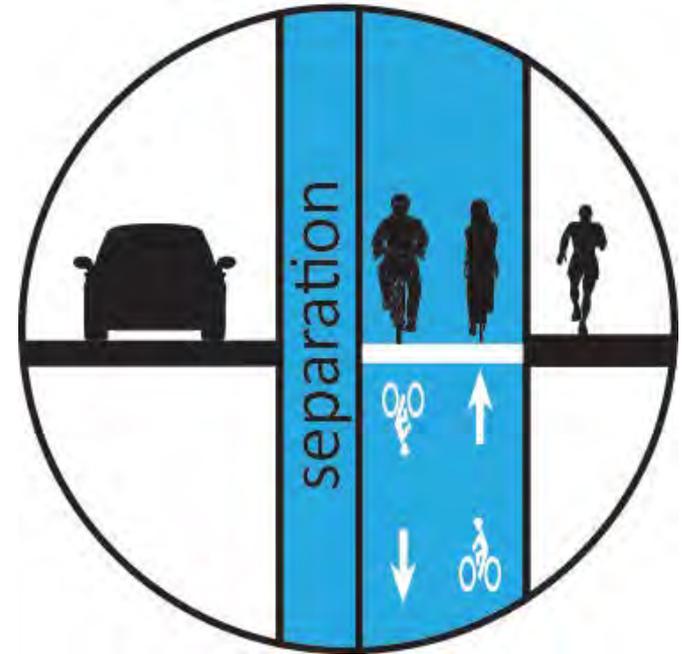
Where:

Between S. Lake Union & Fremont Bridge

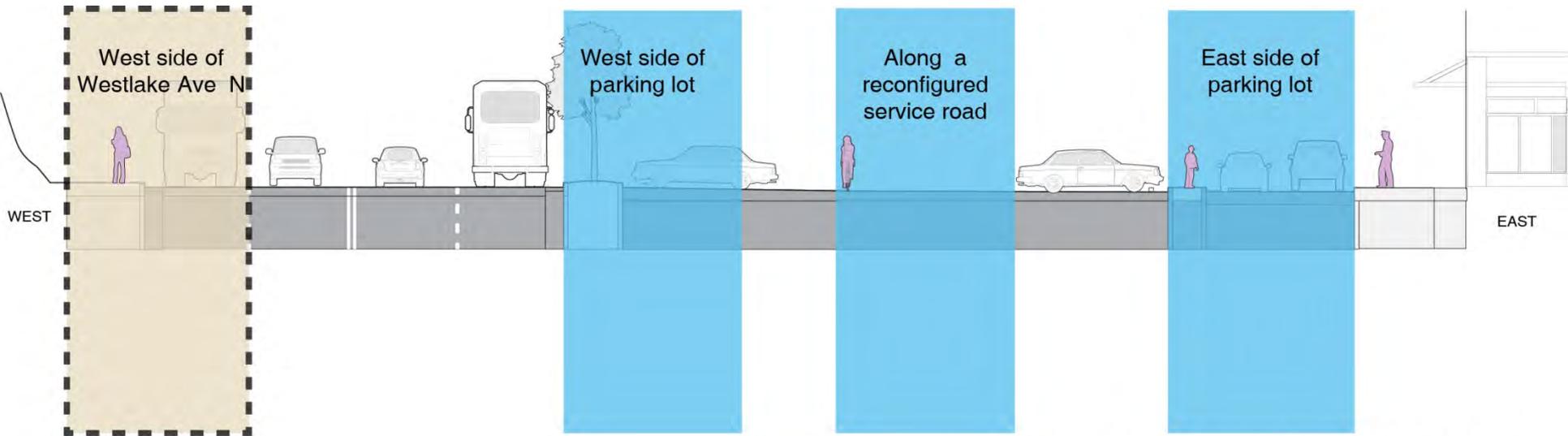


What is a cycle track?

- Dedicated bicycle facility
- Physically separated from:
 - Pedestrians
 - Motor Vehicles
- More space than bike lanes
- Special consideration at street crossings
- Supports a broader range of bicyclists



Alignment options



*A hybrid alignment-combination of above

Why a Cycle Track on Westlake

- **Safety:** All modes
- **Connectivity:** Multi-modal link to network
- **Inclusiveness:** Serve more users



- Project Area
- High Demand Route - Existing
- High Demand Route - Planned

Project Benefits

- Enhanced parking lot safety
- Improved access and circulation
- Upgraded crossing Improvements
- Opportunities for linear placemaking





McGraw St



National
sign





STOP

TOW AWAY ZONE

Planning History

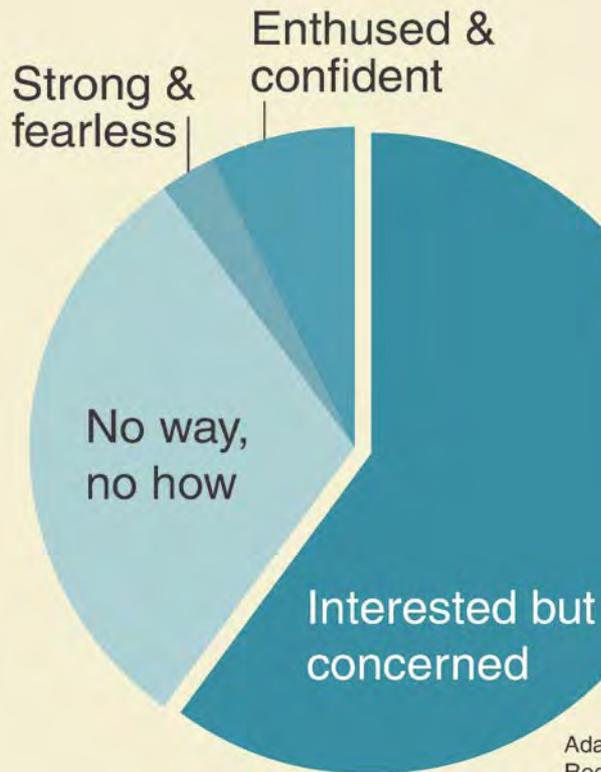
Bicycle Master Plan
2007 – 2nd most
requested for safety

2009 Bands of Green,
Cheshiahud Lake
Union Loop Master
Plan

Bicycle Advisory Board
– top 15 projects



Bicycle Rider Demographics



Adapted from
Roger Geller,
City of Portland



Funding

Estimated Cost: 3.6 million

- 1.7 million PSRC Grant
- Local funds and bonds

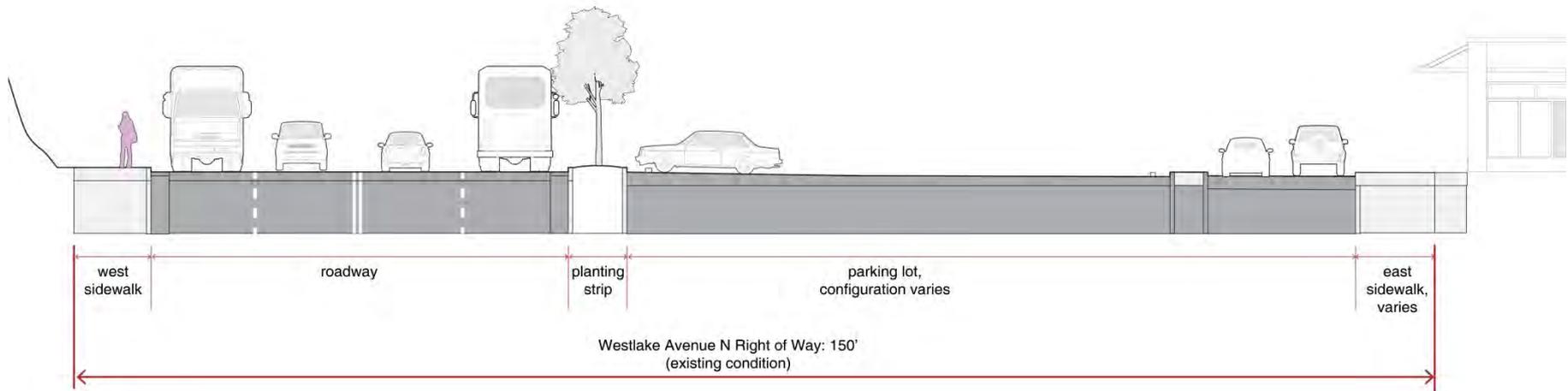
What does it take?

Tool Box		Options
Pavement markings	—————>	Lines, symbols, color
Signs	—————>	Warning and educational
Physical separation	—————>	Flex posts, planters, curbs
Crossing Treatments	—————>	Raised crosswalks, signs, signals
Curb/Island Modifications	—————>	Widened cut-through, bump-outs



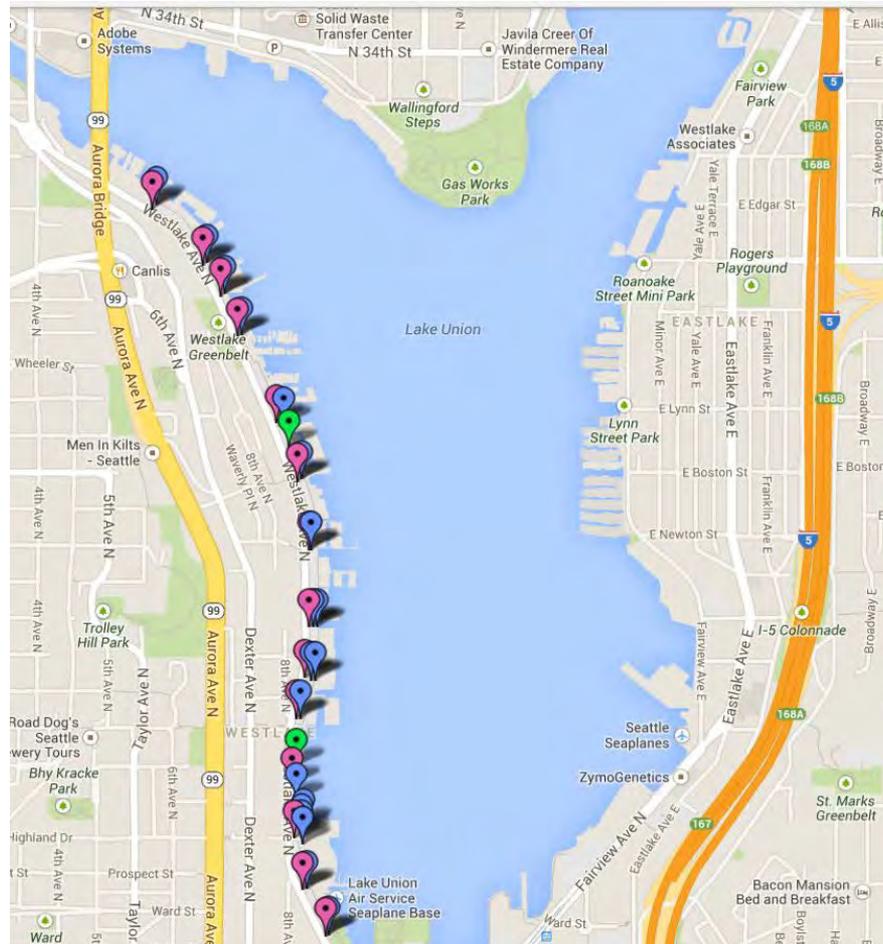
Corridor Overview

- 150' right of way
- ~24,000 cars a day use Westlake Avenue
- ~1300 parking spaces (500 metered)
- ~75% of corridor for movement/storage of motor vehicles
- No dedicated space for bikes

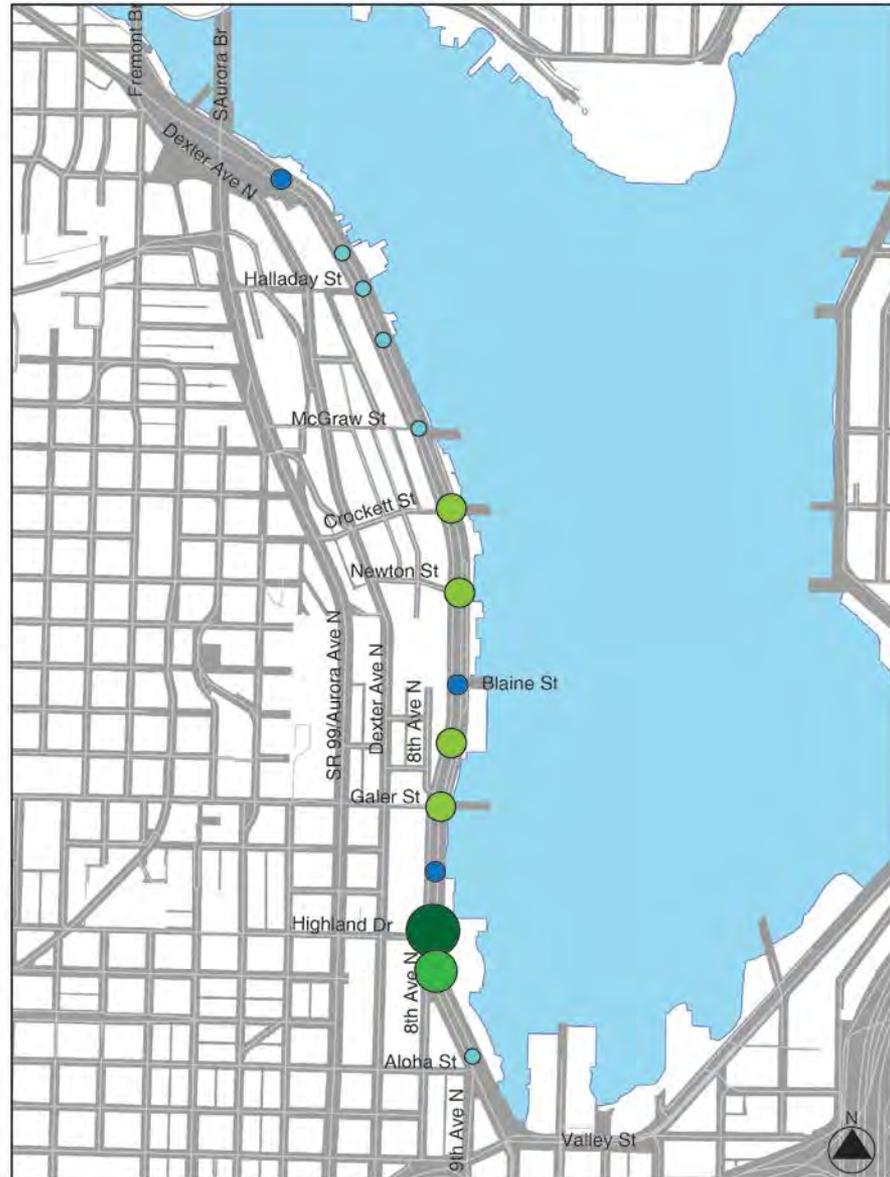
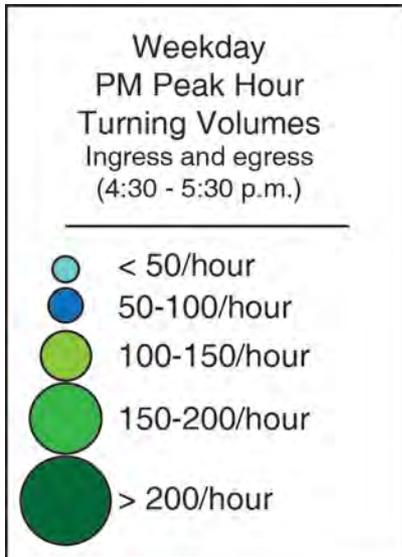


Data-driven Concept Design

- Turning movements and volume
- Parking lot traffic flow
- User behavior, conflicts
- Bike/ped counts
- Parking utilization for paid and unpaid stalls
- Weekday/weekend, day and nighttime



Turning movements

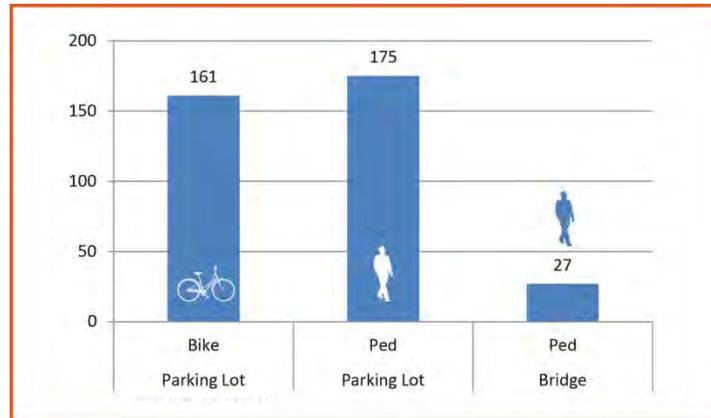


Bike & Pedestrian Counts

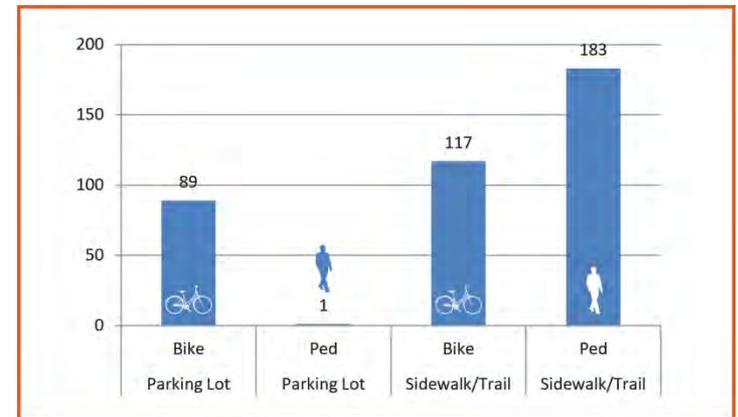


North parking lot near Diamond Marina

Middle parking lot at Galer Street



South parking lot, south of Highland Dr



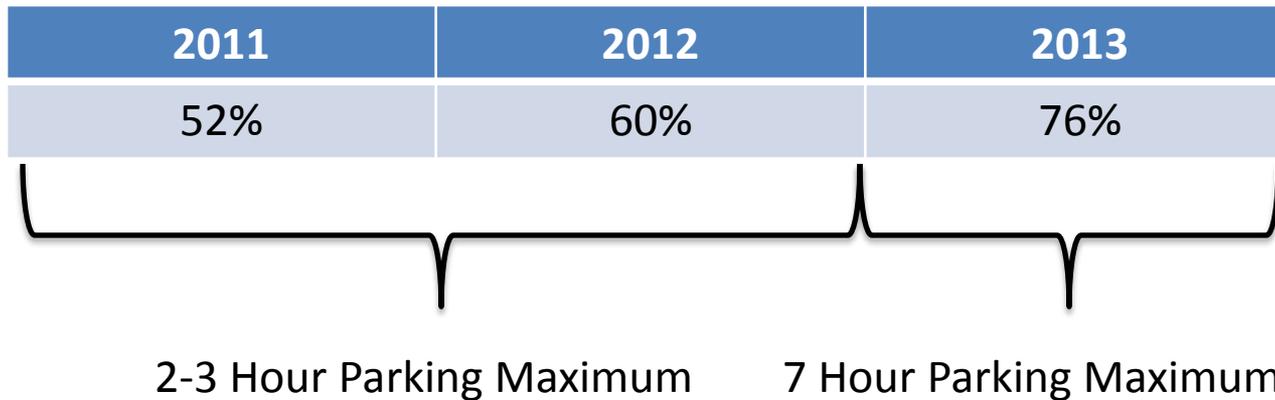
What we heard and observed:

- High volume of bicyclists + narrow shared use pathway
- Most choose to ride in the parking access lanes, few in roadway
- Many choices for bicyclists, less predictability in behavior
- Visibility and speed issues
- Ingress and egress issues at 14 driveways/street ends



Parking Utilization

- City data (3 highest hours, 8am – 3pm)

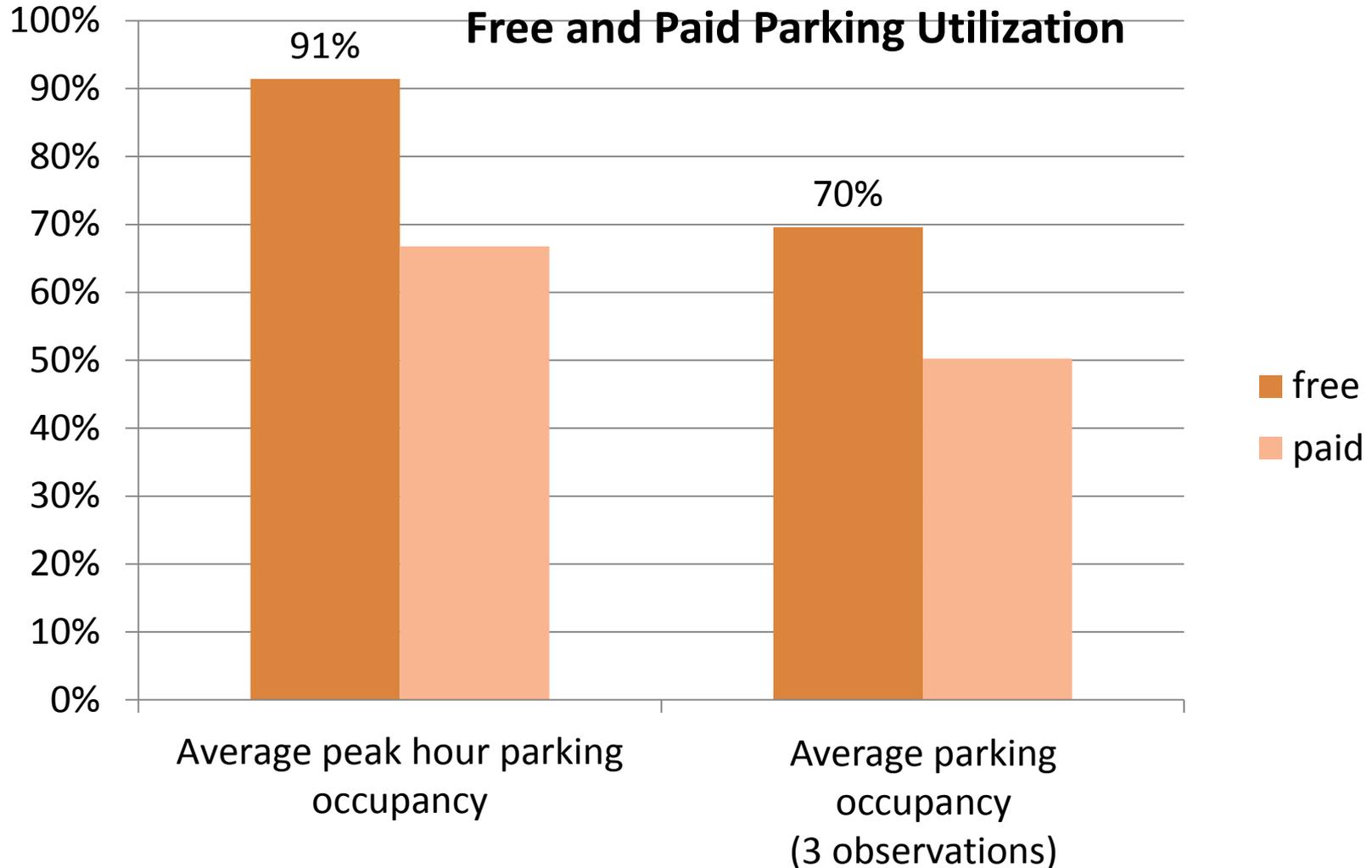


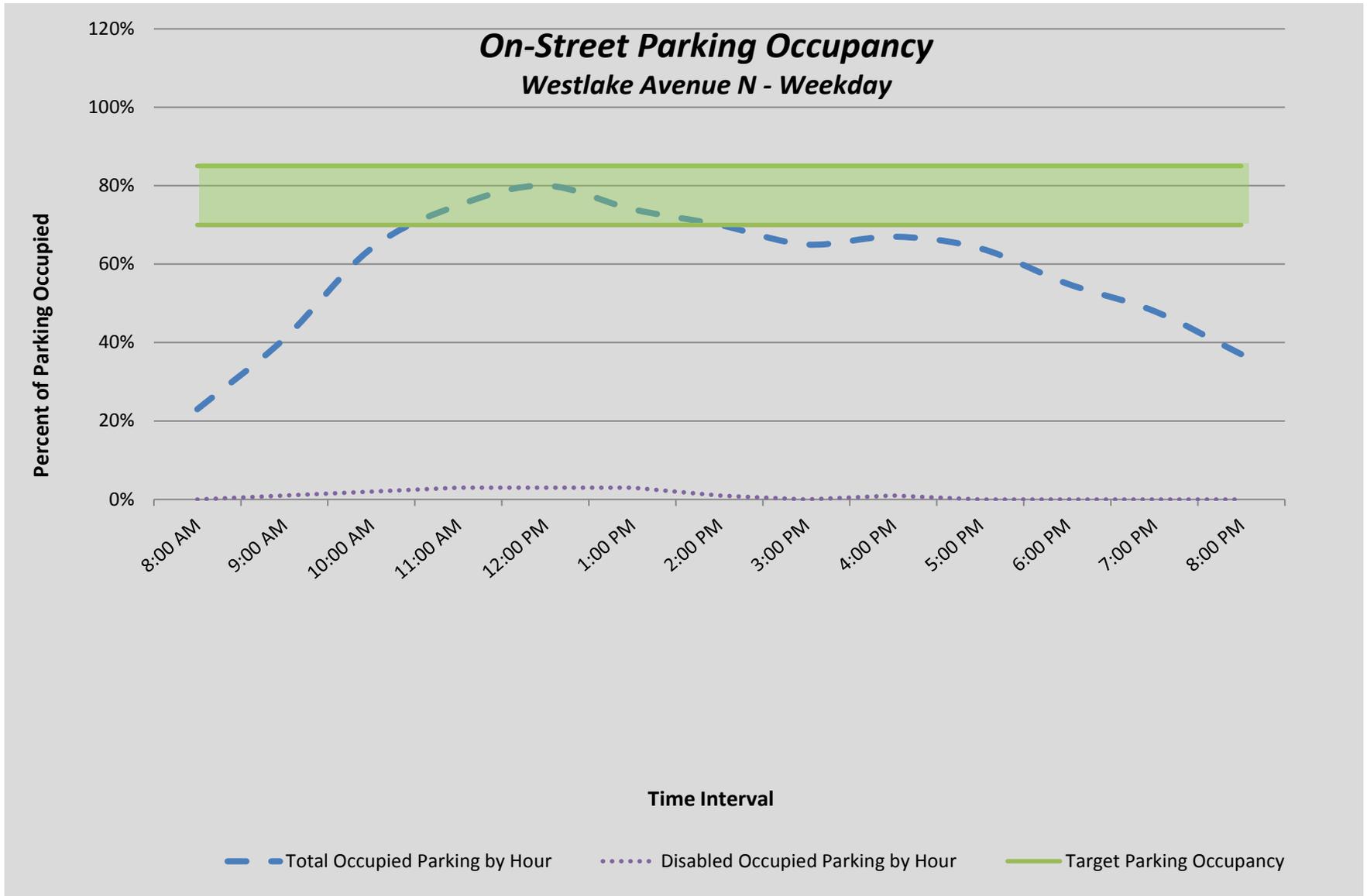
Parking Utilization

September 2013 Spot Study

- Friday 9/13/2013 7am, noon, 6pm, midnight
- Saturday 9/14/13 noon, 6pm
- Friday 9/18/2013 7am, noon, 6pm

Parking Utilization





Design Guidelines

- Design Speed
- Sight Distance
- Separation methods
- Materials



Westlake Cycle Track Features

- Two-way
- 10 foot minimum width
- Special crossings treatments
- Pavement markings – lines, symbols and green pavement
- Warning, education signs



Schedule & Next Steps

