

## Meeting overview

**5:30 PM - Welcome!**

**6:15 to 7:15 PM - Presentation and Q&A**

**8:00 PM - Open house ends**

Tonight we invite you to view the cycle track alignment, talk with project staff, play kids' games and provide your input.

**We want to hear your ideas!**

Please share your input on comment cards, maps, or on our online form.

**Thanks for coming!**



# Be super safe



## **Seattle's traffic safety goal:**

Zero traffic fatalities and serious injuries by 2030

**Approach:** engineering, education, environment, enforcement, evaluation, and empathy

# Project area



## Corridor characteristics



On Westlake Avenue N, looking toward downtown

### Overall

- 1.2 mile-long project area
- 150-foot-wide public right of way
- 24,000 vehicles per day
- Major truck street
- Metro transit route

### Parking area

- 1,271 public parking spaces
- 257 private spaces (open to public)
- 14 driveways
- Numerous water- and land-based businesses and residences
- Cheshiahud Lake Union Loop route
- No dedicated space for bikes

## Planning history

**2007:** Community requested safety improvements during outreach for Bicycle Master Plan

**2009:** Seattle Parks Foundation recommended improvements within Cheshiahud Lake Union Loop Master Plan

**2013:**

- SDOT successfully procured grant funds for the project
- The Bicycle Master Plan recommends a protected bike lane for the Westlake corridor
- Public reiterates need for project at October open house

**2014:**

- Design Advisory Committee begins
- Public shares input at May open house
- Collect feedback at community design and parking roundtables



## Project goal and objectives



### **Goal: 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 area

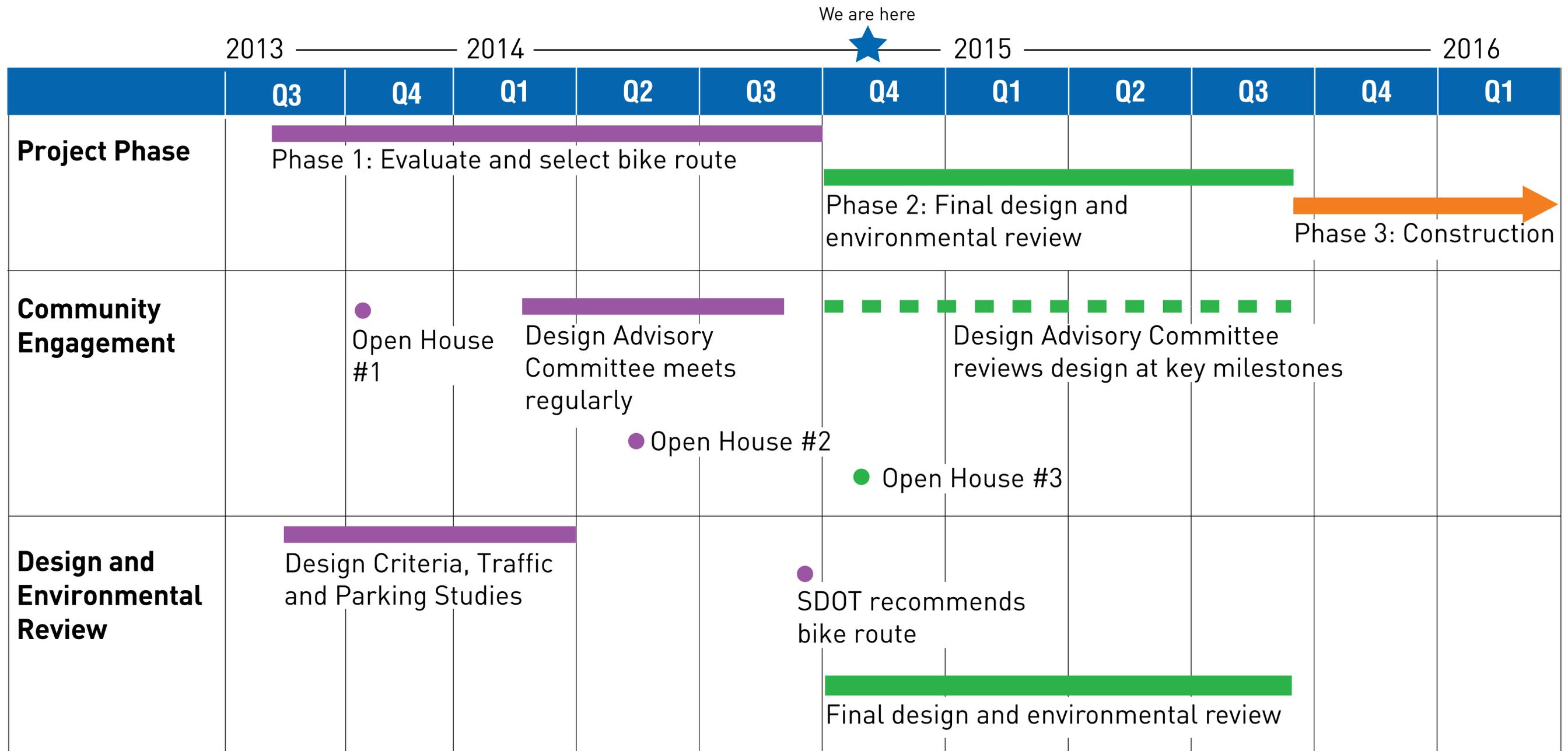
### **Objectives**

**Connectivity:** Connect with Fremont and South Lake Union neighborhoods, the Fremont Bridge and surrounding trails and parks

**Economic vitality:** Create a space that attracts customers and supports adjacent land and water uses

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

## Schedule



Schedule subject to change

## What we've heard



May 2014 open house

### **Connectivity:**

- Maintain and improve connections to existing bicycle network and key destinations

### **Economic vitality:**

- The Westlake corridor is a working waterfront that requires parking preservation along with customer and loading access in order to maintain the economic vitality of this unique and important corridor

### **Accessibility:**

- The cycle track should be intuitive and obvious, attractive to all ages and abilities, and encourage safe, predictable behavior
- Safe and intuitive connections across the cycle track need to be prioritized for all users of the corridor, including pedestrians, bikes and vehicles

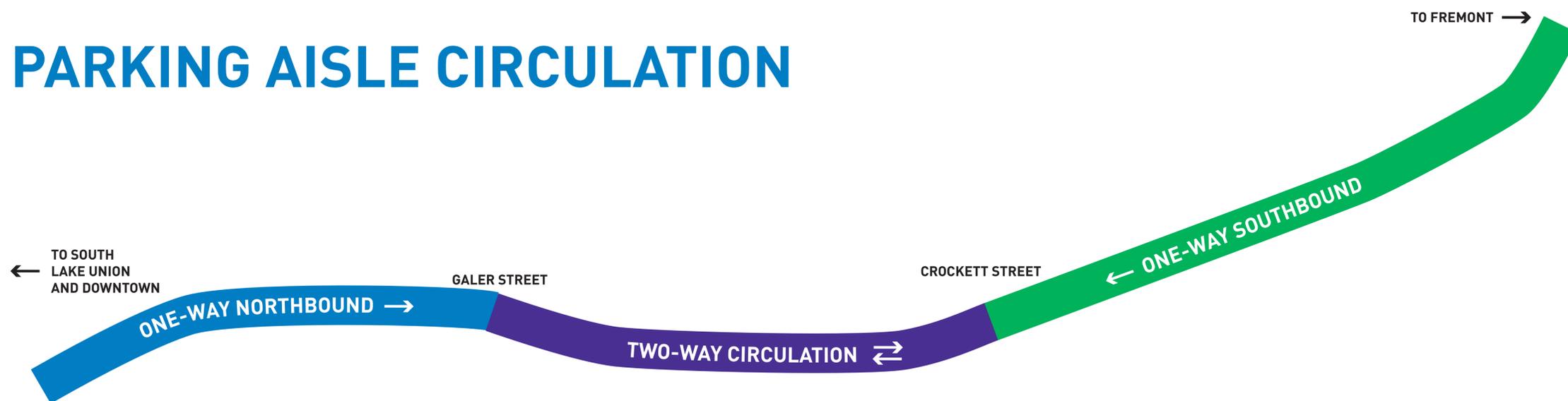
# Community proposals

CONCEPT	DESIGN ELEMENTS INCORPORATED INTO CYCLE TRACK ALIGNMENT
<p><b>Multi-use path:</b> Improve the existing sidewalk/multi-use trail to better accommodate pedestrians and bicyclists</p>	<ul style="list-style-type: none"> <li>• Use the existing sidewalk to designate space for both pedestrians and bicyclists</li> </ul>
<p><b>Shared space concept:</b> Formalize center of parking area as shared space for vehicles and bicycles</p>	<ul style="list-style-type: none"> <li>• Implement one-way circulation in parking area</li> <li>• Use angled parking to maximize number of parking stalls</li> <li>• Add traffic calming measures throughout the corridor, including potential use of speed humps and colored pavement</li> </ul>
<p><b>West side of Westlake:</b> Place cycle track on west side of Westlake Avenue N to eliminate conflicts with cars in parking area</p>	<ul style="list-style-type: none"> <li>• Minimize conflicts with cars by separating bicycles from Westlake Ave N intersections/driveways and parking area for most of the corridor</li> </ul>
<p><b>Elevated cycle track:</b> Place protected bike lanes on elevated structure to eliminate conflicts with cars</p>	<ul style="list-style-type: none"> <li>• Minimize conflicts with cars by separating bicycles from Westlake Ave N intersections/driveways and parking area for most of the corridor</li> </ul>
<p><b>Modified sidewalk at north end:</b> Adjust widths to maximize parking/circulation options</p>	<ul style="list-style-type: none"> <li>• Use some smaller parking stalls to increase amount of parking</li> <li>• Add speed humps to parking area</li> </ul>
<p><b>Split protected bike lanes on either side of Westlake Ave N:</b> Split protected bike lanes across corridor to reduce impact to parking area</p>	<ul style="list-style-type: none"> <li>• Convert some existing sidewalk width within public right-of-way to bicycle use</li> </ul>
<p><b>Create a Westlake/Dexter couplet:</b> Move freight to Dexter Avenue N and place cycle track on Westlake Avenue N</p>	<ul style="list-style-type: none"> <li>• Keep four lanes of traffic on Westlake Avenue N to maintain freight access</li> </ul>
<p><b>Driveway consolidation concept:</b> Consolidate driveways from Westlake Ave N in order to reduce conflicts among drivers, bike riders and pedestrians</p>	<ul style="list-style-type: none"> <li>• Project proposes to close Driveway #11 in the north end</li> </ul>

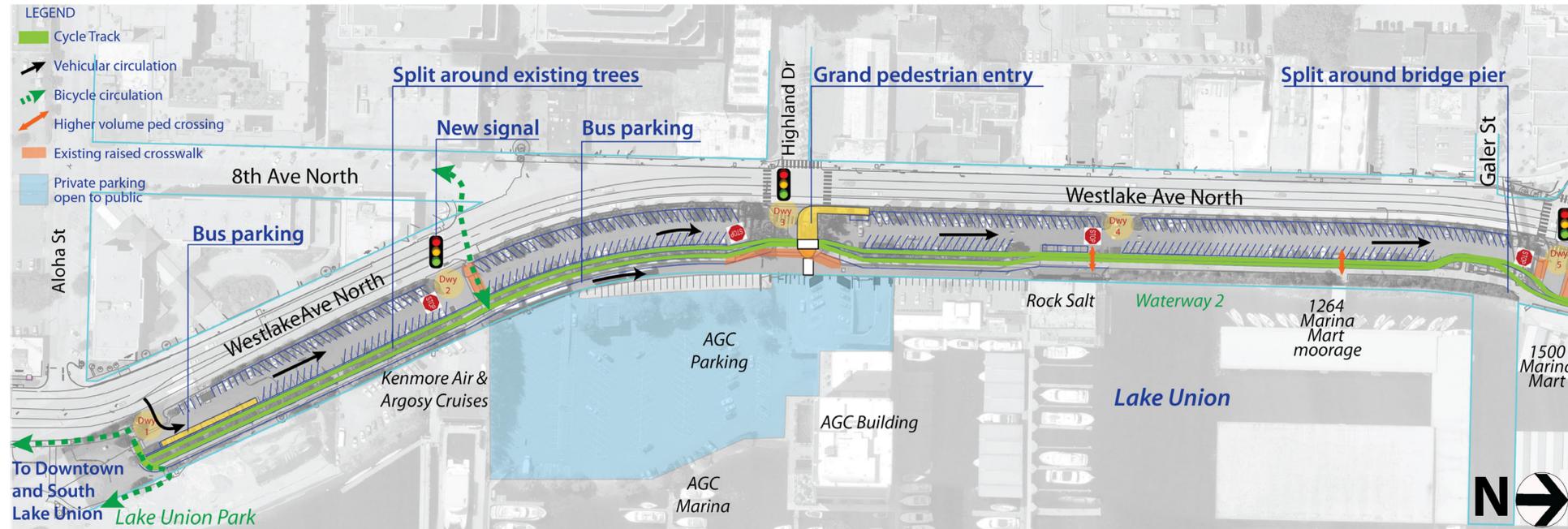
## Cycle track alignment key features

- Cycle track between existing sidewalk and existing parking area
- 10' wide minimum cycle track, with a buffer from vehicles
- 8' wide minimum sidewalk
- Cycle track at same grade as sidewalk
- Traffic calming measures in parking area
- Preserves 80-85% of existing parking, with opportunities for better parking management
- Traffic circulation within parking area varies depending on unique needs of the area
- In order to preserve parking, service lane is maintained only between Driveways #2-4 and #9-10, and eliminated between Driveways #5-8
- Closes Driveway #11
- Pedestrian and truck crossings clearly marked and signed to facilitate safety and accessibility
- All private property access points maintained

## PARKING AISLE CIRCULATION



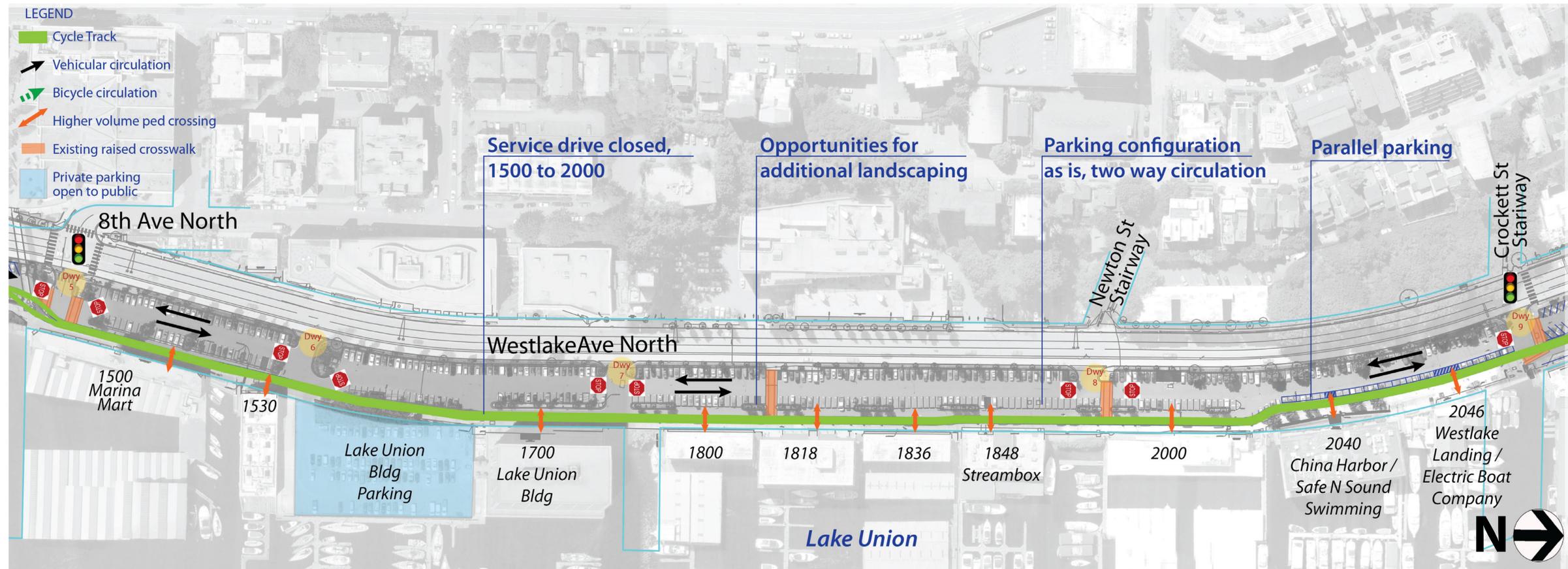
## Southern alignment: Driveways #1-5



PARKING SPACES	
Today	327 spaces
With project	80% preserved

WHAT WE'VE HEARD	HOW WE'VE RESPONDED
<b>Need to accommodate tour buses in this area</b>	The parking area will have one-way northbound circulation for better bus loading/unloading and improved parking access
<b>Need to maintain access to private property</b>	All private property access points maintained
<b>Left turns onto Westlake from Driveway #2 are difficult</b> <b>No clear pedestrian connection</b>	New signal at Driveway #2 to improve access for Kenmore Air/Argosy customers, reduce demand at the Highland Drive intersection and clearly define the pedestrian connection
<b>Highland Drive intersection is complex and busy</b> <b>No clear pedestrian connection</b>	One-way circulation to simplify traffic flows and reduce the number of turning movements New east-west pedestrian crossing at AGC to clearly define the pedestrian connection at the AGC building

## Central alignment: Driveways #5-9

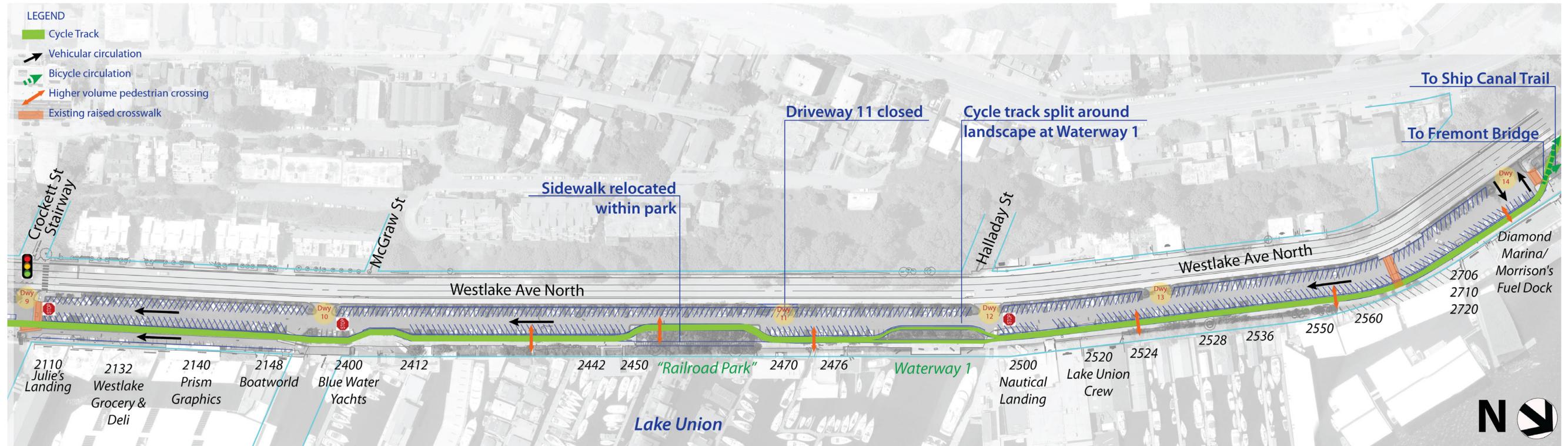


PARKING SPACES	
Today	427 spaces
With project	85% preserved

WHAT WE'VE HEARD	HOW WE'VE RESPONDED
<b>Concern about pedestrians and customers safely crossing cycle track</b>	Pedestrians can cross cycle track at any location, and formal crossings are designated at high-volume destinations (as in all sections of the corridor)
<b>Need to accommodate tour buses at China Harbor</b>	Parallel parking at China Harbor could accommodate buses and loading activities
<b>Desire to maintain two-way parking area where possible</b>	Perpendicular parking and two-way circulation is maintained for much of this section

# WESTLAKE CYCLE TRACK PROJECT

## Northern alignment: Driveways #9-14

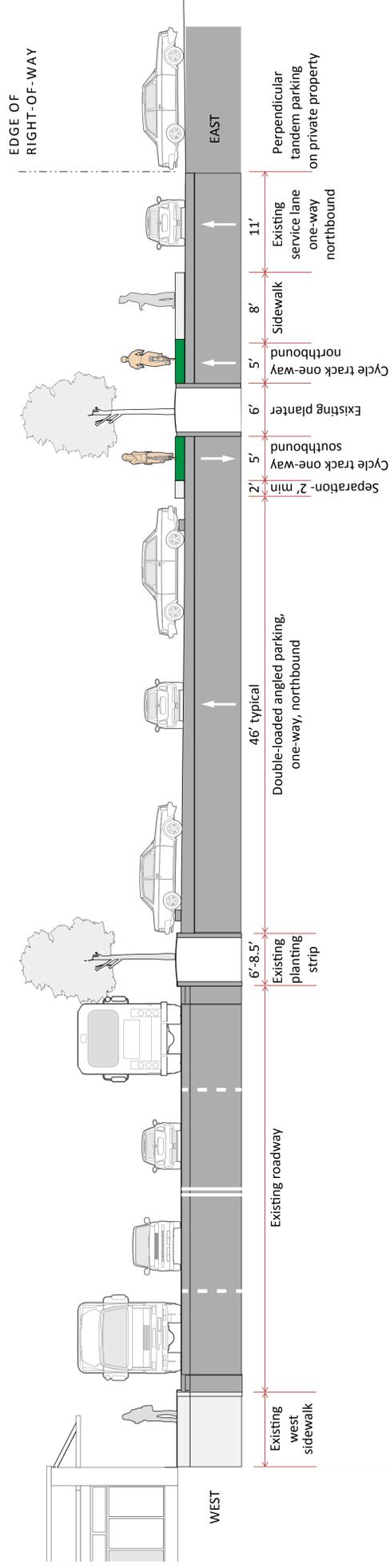


PARKING SPACES	
Today	497 spaces
With project	85% preserved

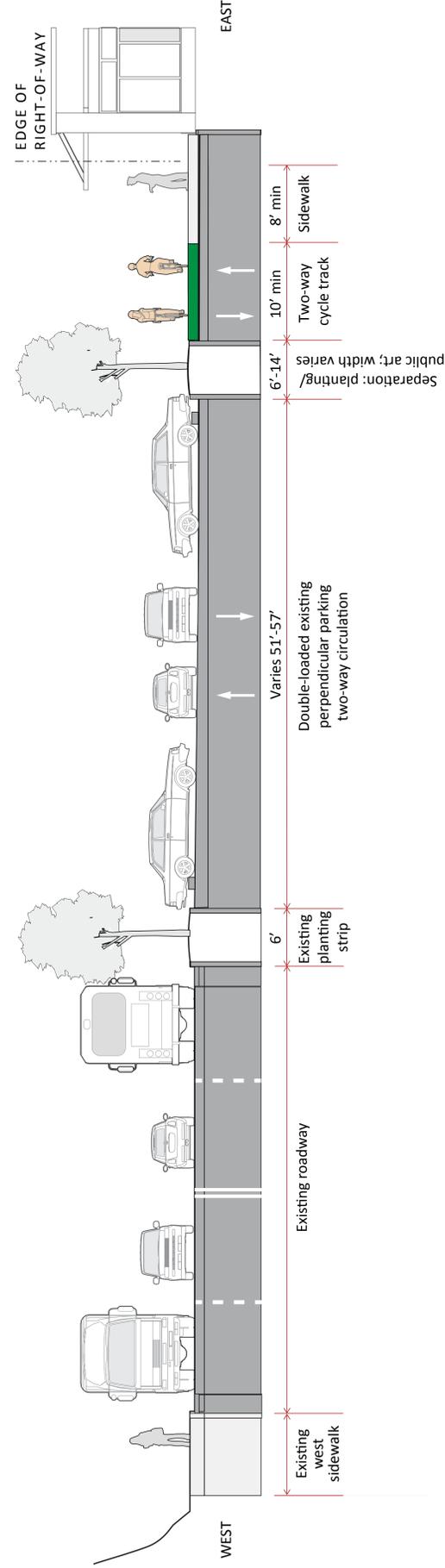
WHAT WE'VE HEARD	HOW WE'VE RESPONDED
<b>Concern about large trucks safely crossing the cycle track</b>	Access to private properties will remain as is, with special signage and pavement markings to designate truck crossings Additional loading areas could help prevent trucks from blocking drive aisle
<b>Need to accommodate fueling activities at fuel dock</b>	
<b>Need to accommodate large truck loading/unloading at marine businesses</b>	
<b>The pathways of bicyclists and motorists conflict at Driveway #14</b>	Cycle track will connect to the sidewalk to the north beyond Driveway #14, reducing conflicts between bicycles and vehicles in the parking area

# Typical cross sections

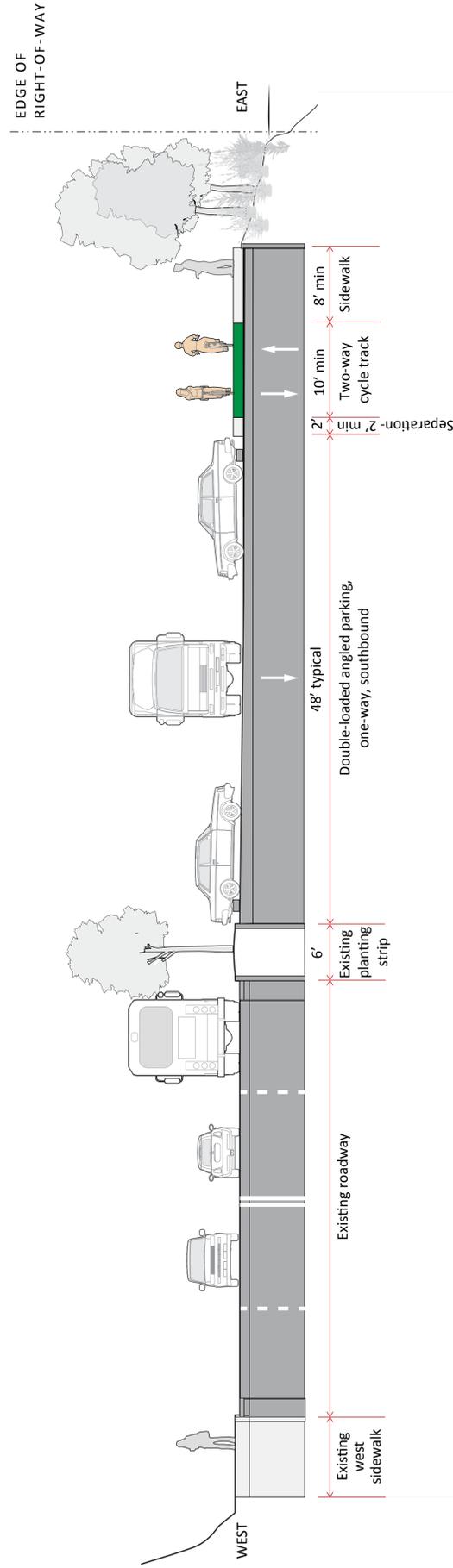
## SOUTHERN ALIGNMENT: DRIVEWAYS #1-5



## CENTRAL ALIGNMENT: DRIVEWAYS #5-9



## NORTHERN ALIGNMENT: DRIVEWAYS #9-14

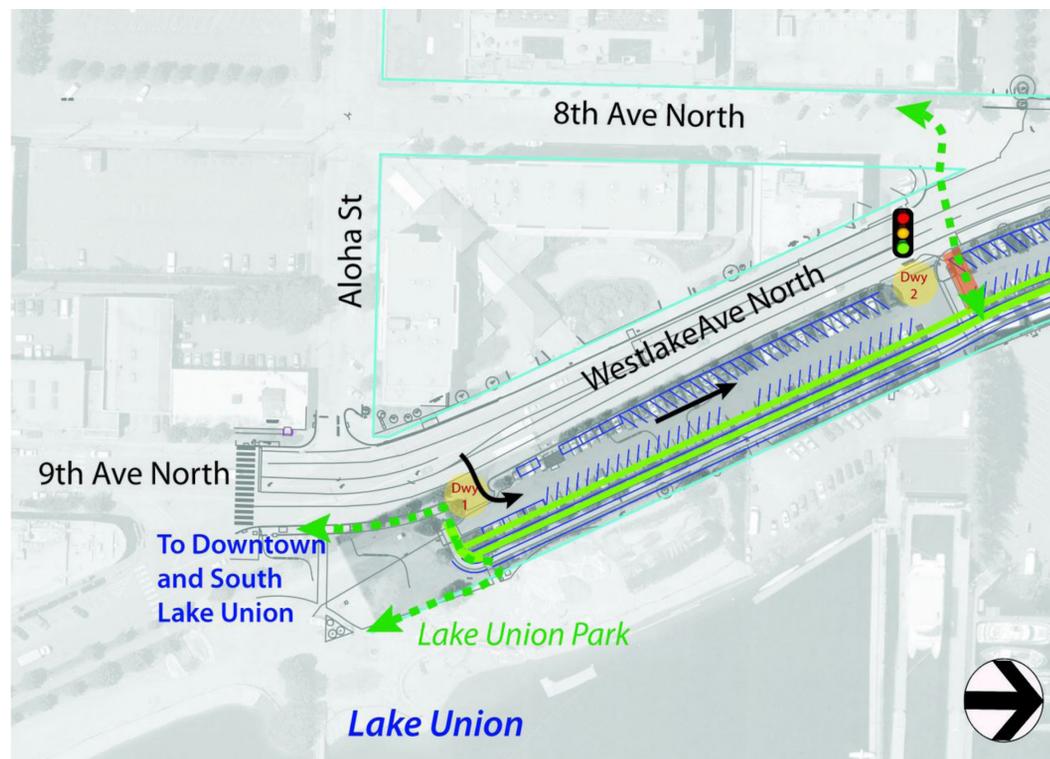


## Connections to bicycle network

### South end connections

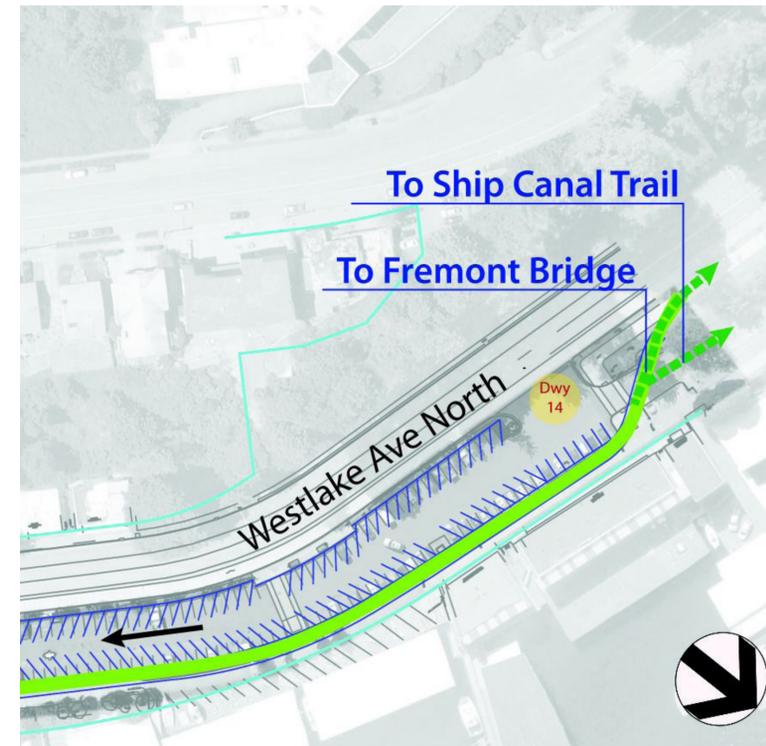
Connects to South Lake Union and Downtown

- Develop Lake Union Park connection at south end of cycle track
- Add Downtown connection via 8th Avenue N at new Driveway #2 signal



### North end connections

- Refined connections to Ship Canal Trail and Fremont Bridge



Connections are consistent with building a city-wide bicycle network

## Potential design features

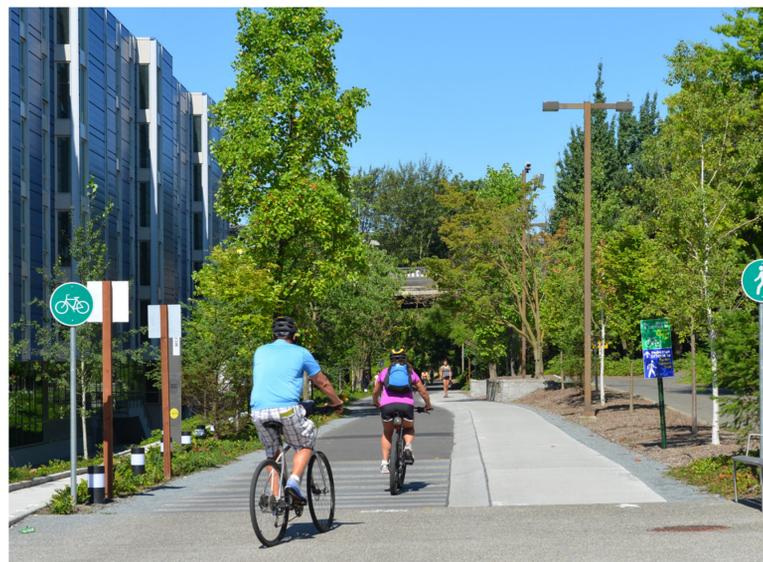
### Marked pedestrian crossings



### Accommodates loading



### Distinct from sidewalk and protected from parking area



### Signage to promote safety



# Why bicyclists will ride on the cycle track

### Good engineering invites right use:

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

### Make the parking area less desirable:

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



Photo courtesy of Payton Chung

# Westlake parking management priorities

- Preserve the most parking
- Accommodate loading
- Ensure customer and visitor access
- Accommodate resident and employee parking
- Accommodate parking for overnight boating community
- Reduce “park and riders” (i.e., people who park in the corridor and go elsewhere)



# Parking management roundtables - fall 2014

### Two roundtables

- October 2014: Feedback on priorities, tools and trade-offs
- November 2014: Review a draft parking management plan for Westlake Avenue N

### Preliminary feedback

- Develop tools to accommodate moorage tenants
- Ensure parking access for liveboard residents while monitoring overall demands for RPZ parking in the corridor
- Expand time limits on a higher portion of parking spaces in the corridor
- Consider expanding paid parking
- Reduce number of “park and riders” (i.e., people who park in the corridor and go elsewhere)
- Understand that a one-size-fits-all approach may not work for this unique corridor



## Parking data

### July 2014 study included:

- Occupancy of paid and unpaid parking
- Peak boating season
- Parking duration

### Key findings

- Free parking south of Crockett Street 100% full by 8 AM; 75% of these spaces taken by vehicles parked 8 hours or more
- Almost no vehicles parked for more than 24 hours
- Spaces available at private parking facilities at all times



## Parking management: current and future

### Current parking management tools used in Westlake corridor

- Time limits
- Paid parking
- Loading zones (passenger and commercial)
- Residential parking zone
- Unrestricted on west side – no time limits, no paid parking

### Potential parking management tools

- Extend time limits and paid parking to more areas of corridor
- Consider revisions to Residential Parking Zone eligibility
- Partner with parking garages
- Smartphone parking apps
- Employee commute reduction programs



# Recently implemented parking management changes

## South of Crockett Street:

- 4-hour time limits added to paid areas
- Increased turnover of parking spaces
- Reduced average length of stay in parking spaces

**Result:** more parking is available



# How well do you know the rules of the road?

**Q. Can a vehicle be parked in the protected bike lane?**

**A. NO.**

Drivers blocking a bike lane can be issued a minimum fine of \$124.

**Q. Where can pedestrians cross a protected bike lane?**

**A. ANYWHERE.**

At designated crosswalks, they have the right of way, meaning people on bikes must stop for pedestrians.

In other locations, pedestrians must stop and wait until people riding bikes pass so they can safely cross.

**Q. Can people on bikes ride on the sidewalk?**

**A. YES.**

In Seattle people can ride bikes on the sidewalk. They must ride at a reasonable speed under the existing conditions, yield to pedestrians and give an audible signal before passing.

**Q. Who has the right of way at protected bike lane and driveway intersections — the person driving the car or the person on a bike?**

**A. PERSON ON A BIKE.**

The person driving a vehicle must yield to people biking on the protected bike lane, unless there are traffic control devices that assign the right of way.

**Q. How many bicyclists can ride side-by-side at a time?**

**A. TWO.**

City law forbids bicyclists to ride “more than two abreast.” The exception is on paths set aside for the exclusive use of bicycles, where there is no specific limitation.

**Q. Can people make deliveries across a protected bike lane?**

**A. YES.**

They may prefer to do this at crosswalk locations with curb ramps for easier movement and so bicycles yield to them.

In other locations, people making deliveries must stop and wait until people riding bikes to pass so they can safely cross.

# Design Advisory Committee members

Mayor Ed Murray appointed the Design Advisory Committee (DAC), bringing representatives with a variety of perspectives together to improve safety for all modes of travel (pedestrians, bicyclists, motor vehicles, transit and freight) in the Westlake Avenue N corridor.

[Warren Aakervik](#) – Freight interests

[Martha Aldridge](#) – Lake Union Park users

[Andrew Austin](#) – Non-vehicular commuters

[Devor Barton](#) – Pedestrian interests

[Karen Braitmayer](#) – Westlake Avenue N business owners

[Dave Chappelle](#) – Lake Union floating home and live-aboard residents

[Thomas Goldstein](#) – Cascade Bicycle Club

[Amalia Leighton](#) – Transportation Engineer

[Sarah McGray](#) – Bicycle interests

[John Meyer](#) – Air/water transportation/tourism

[Martin Nelson](#) – Westlake Stakeholders Group

[Peter Schrappen](#) – Lake Union marina operators and boat moorage tenants

[Cam Strong](#) – Westlake Stakeholders Group

# Stay involved as we move forward with design

Please submit your comments about the cycle track alignment and parking management strategies in comment boxes provided tonight or on our online comment form

Join us at future Design Advisory Committee meetings for project updates at key design milestones

**Upcoming DAC meetings:** November 2014 and February 2015

**Visit our project website for all of the latest details:**

**[www.seattle.gov/transportation/wct.htm](http://www.seattle.gov/transportation/wct.htm)**

**[WCT@seattle.gov](mailto:WCT@seattle.gov) | (206) 909-8578**



## Who can ride on the cycle track?

### This will be an all-ages, all-abilities bicycle facility

- Designed for comfortable riding for families with children, as well as people new to riding bikes
- Experienced bike riders and bike commuters are welcome, too!
- Dexter Avenue N is a great option for cyclists who want to ride fast and up hills

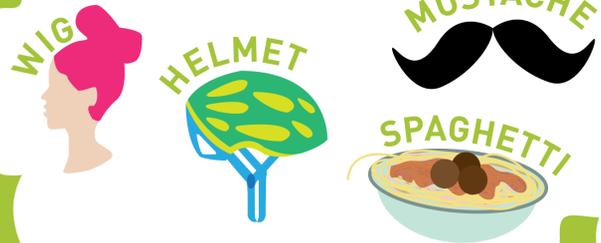
### Features:

- Flat ride – no hills
- Separated from cars and walkers
- Connects to Lake Union Park and the many attractions on the Westlake Corridor



# HOW MUCH DO YOU KNOW ABOUT RIDING A BIKE?

**1** When I ride a bike, I wear...



**2** When someone walks in front of my bike, I will...



**3** When I pass others, I should...



**4** How many bicycles are in the entire world?



**5** What do you call this bike?

- A) PENNY FARTHING
- B) BIG WHEEL
- C) DANDY HORSE





# TELL US ABOUT YOUR BIKE



**WHAT COLOR IS  
YOUR HELMET?**

**WHY DO YOU LIKE  
RIDING YOUR BIKE?**

**WHAT'S YOUR  
BIKE'S NAME?**

**WHERE DO YOU LIKE  
RIDING YOUR BIKE?**