



# Westlake Cycle Track Project



Open House  
Oct. 22, 2014

# SDOT's mission & vision

Mission: Delivering a first-rate transportation system for Seattle



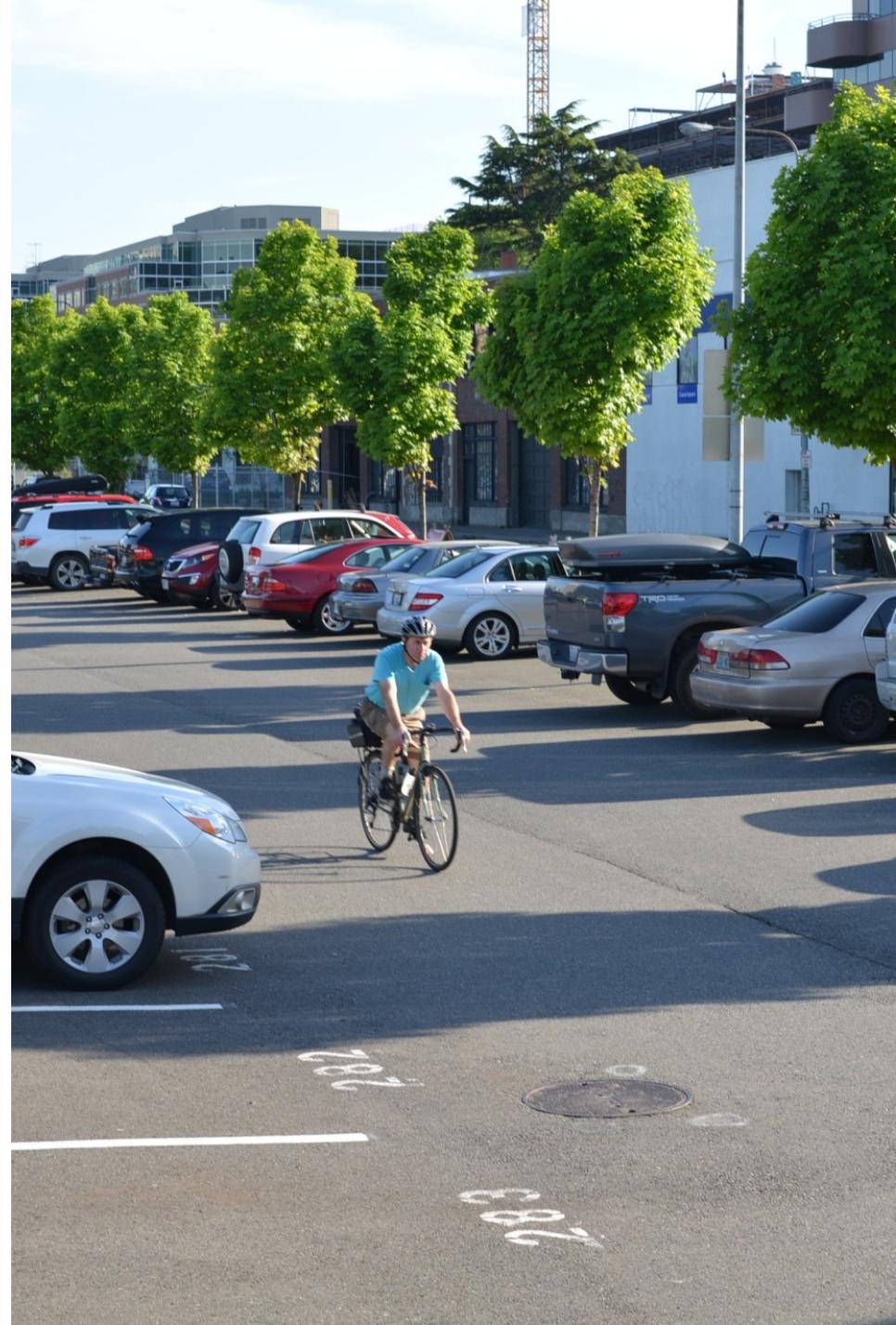
Vision: A vibrant Seattle with connected people, places, and products

# SDOT's values



# Presentation preview

- Project need
- Project goal and objectives
- What we've done since May
- Cycle track alignment
- Parking management
- Next steps



# Project need: reduce conflicts and meet increasing demand



# Project goal: safety for all users

## People biking

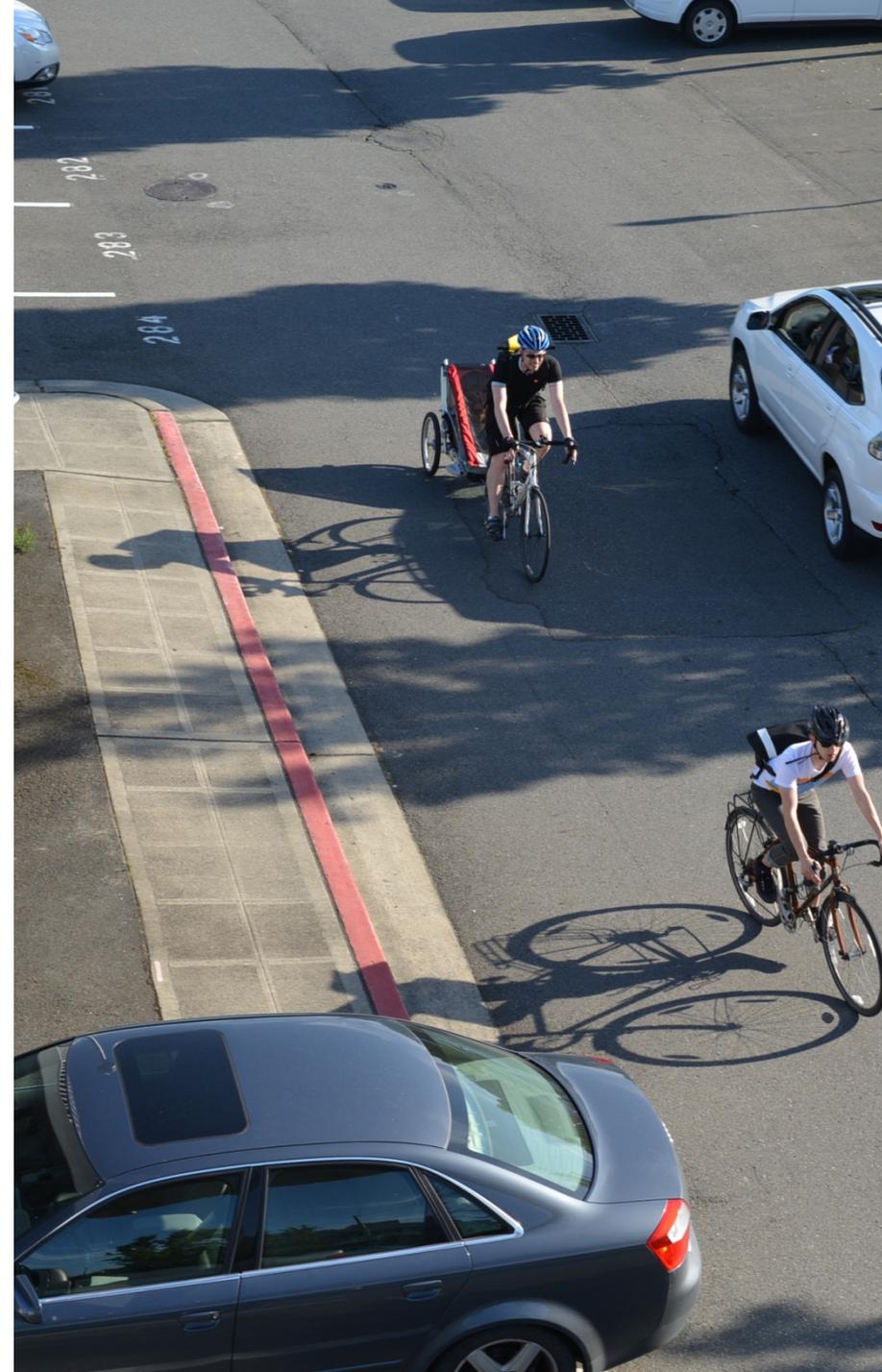
- Support bicycle riders of all ages and abilities

## People walking

- Separate bicycles from pedestrians

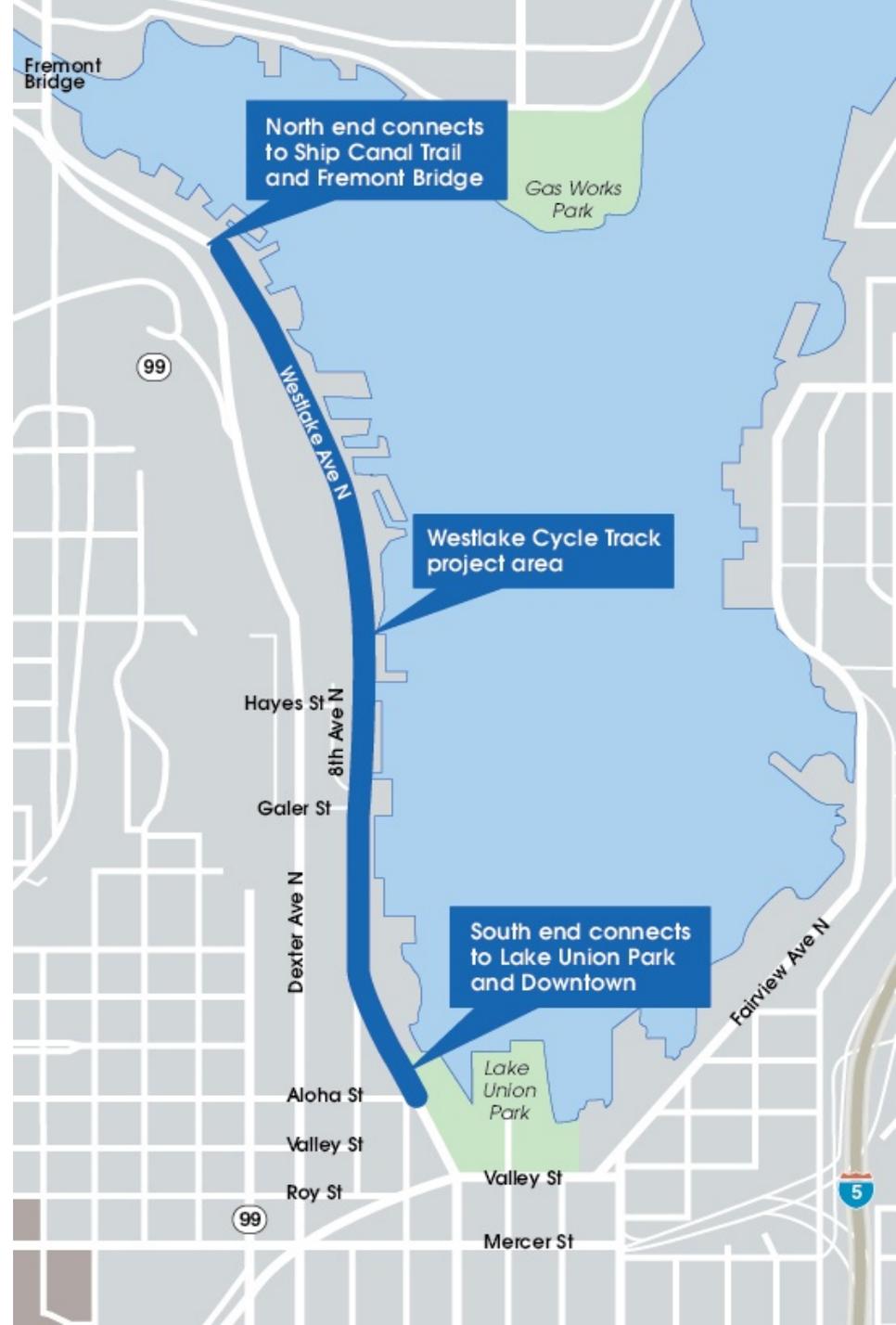
## People driving

- Provide predictability within parking area



# Project objective: connectivity

Connect with Fremont,  
South Lake Union,  
Downtown, the Fremont  
Bridge and surrounding  
trails and park



# Project objective: economic vitality



Create a space that preserves parking, attracts customers and supports adjacent land and water uses

# Project objective: accessibility



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

# Five-month recap

- Incorporated feedback from open houses
- Hosted five DAC meetings
- Reviewed several alternative concepts
- Conducted stakeholder outreach in key corridor locations
- Continued technical analysis including a parking study

**Result:** Cycle track alignment is on east side of parking area

# Cycle track key features



Similar style cycle track along Burke-Gilman Trail

- 10' wide minimum, typically with a 2' buffer
- 8' wide minimum sidewalk
- Cycle track at sidewalk level
- Visual cues to mark pedestrian and vehicle crossings

# Driveways #1-5: What we've heard

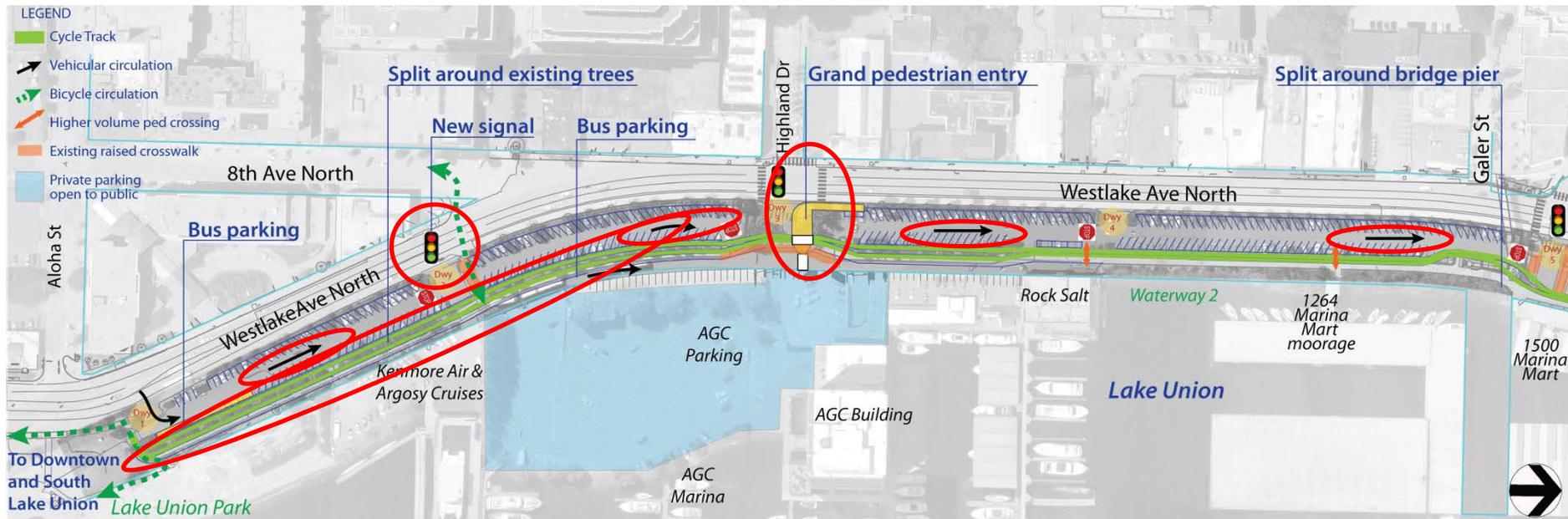


Drivers, pedestrians and bicyclists navigate the complex Highland Drive intersection



Improve access to businesses and preserve parking

# Southern alignment: Driveways #1-5



## Parking spaces

Today	With project
327 spaces	80% preserved

# Driveways #5-9: What we've heard



Preserve two-way circulation

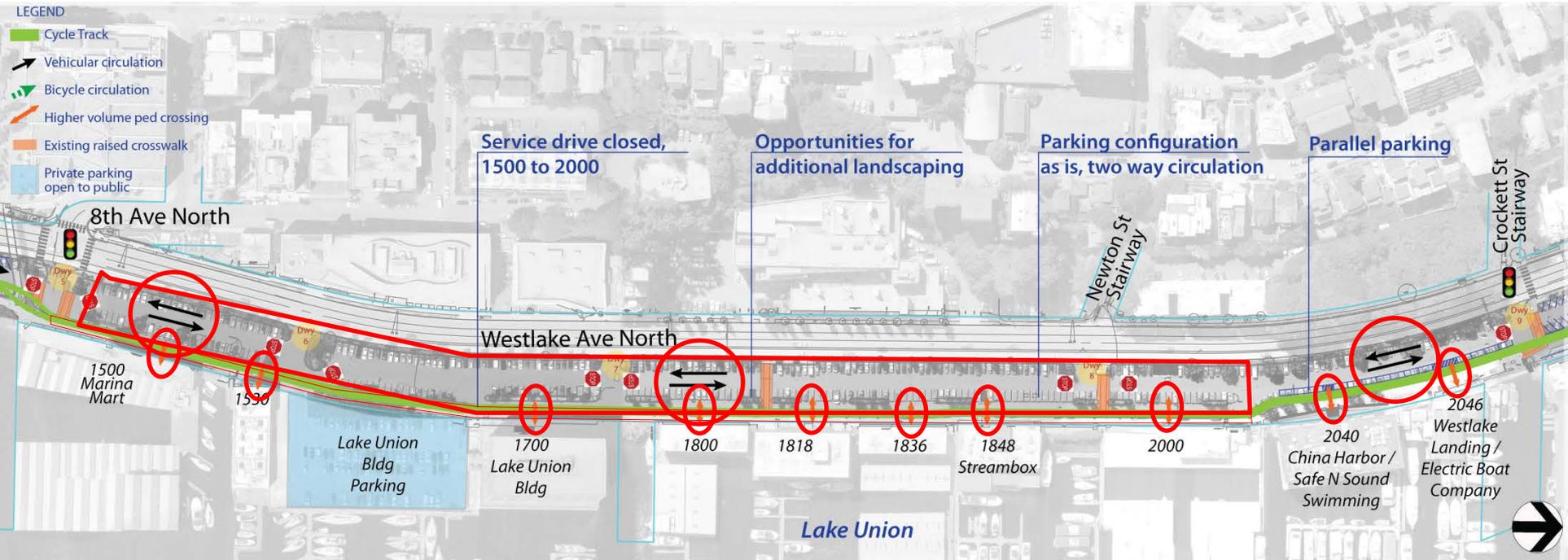


Address pedestrians crossing cycle track to reach businesses



Accommodate China Harbor tour buses

# Central alignment: Driveways #5-9



## Parking spaces

Today	With project
427 spaces	85% preserved

# Driveways #9-14: What we've heard



Preserve the Railroad Park



Address truck overhang

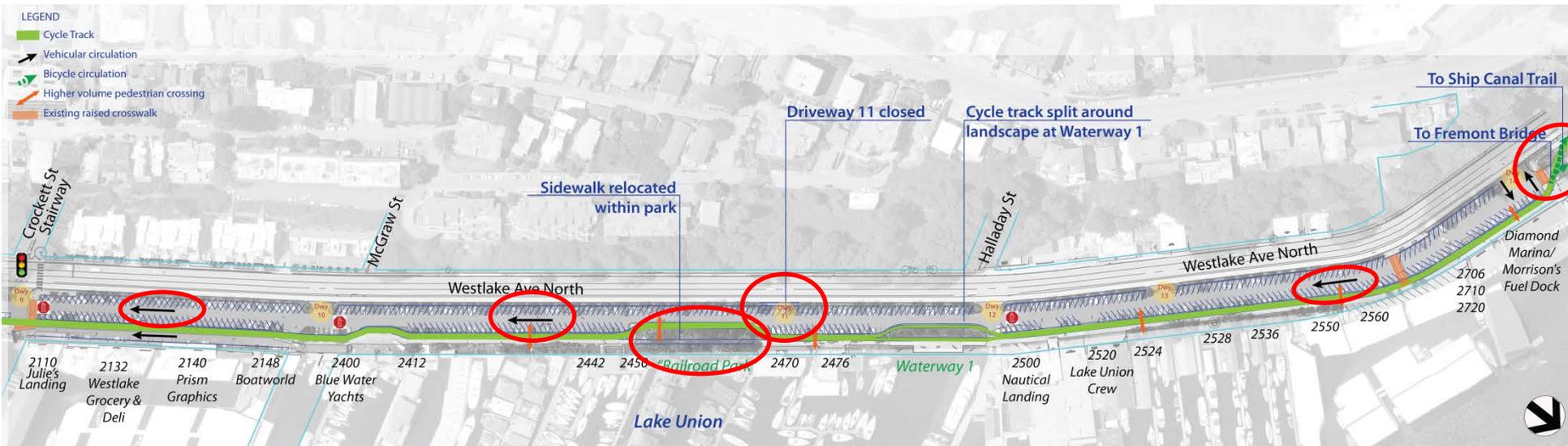


Ensure space for crew shells



Ensure fuel truck can maneuver

# Northern alignment: Driveways #9-14



## Parking spaces

Today	With project
497 spaces	85% preserved

# Parking management priorities

- Preserve the most spaces
- Accommodate loading
- Ensure customer and visitor access
- Accommodate resident and employee parking
- Accommodate parking for moorage tenants
- Reduce park and riders (i.e., people who park in the corridor and go elsewhere)

# 2014 parking management changes

South of Crockett Street

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

**Result:** more parking available for customers



# Potential parking management tools

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

# Next steps

Tonight	Collect feedback on the cycle track alignment and parking management tools
Fall 2014 to Summer 2015	Develop design Work on parking management strategies
Fall 2015	Begin construction

# Questions?

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

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