

WESTLAKE CYCLE TRACK PROJECT

October 2014



What is the Westlake Cycle Track Project?

The Westlake Avenue N corridor between the Fremont and South Lake Union neighborhoods connects to the Fremont Bridge, the Ship Canal Trail, Lake Union Park and downtown Seattle. This unique 1.2-mile corridor is a major truck street with transit and is home to marine-related businesses, moorage areas, floating homes, tourist attractions and more.

The west side of the corridor is a four-lane street with one sidewalk. On the east side, there is a sidewalk, parking area and service lane used for drop-off, pick-up and deliveries. There is currently no dedicated space for bicyclists, so they have to either ride through the parking area or on the sidewalk.

The Westlake Cycle Track Project builds a protected bicycle lane in the parking area and adds predictability for all users, creating a safer, more comfortable place for people driving, walking and biking.



A similar cycle track on the Burke Gilman Trail by University of Washington

Why does Westlake need a bike facility?

There is an existing and growing need for a cycle track in the Westlake corridor. The Westlake corridor is a desirable connection for people on bikes because it is flat, scenic and directly connected to South Lake Union and downtown Seattle to the south and Fremont to the north. However, bicyclists have limited options for where to ride within the corridor.

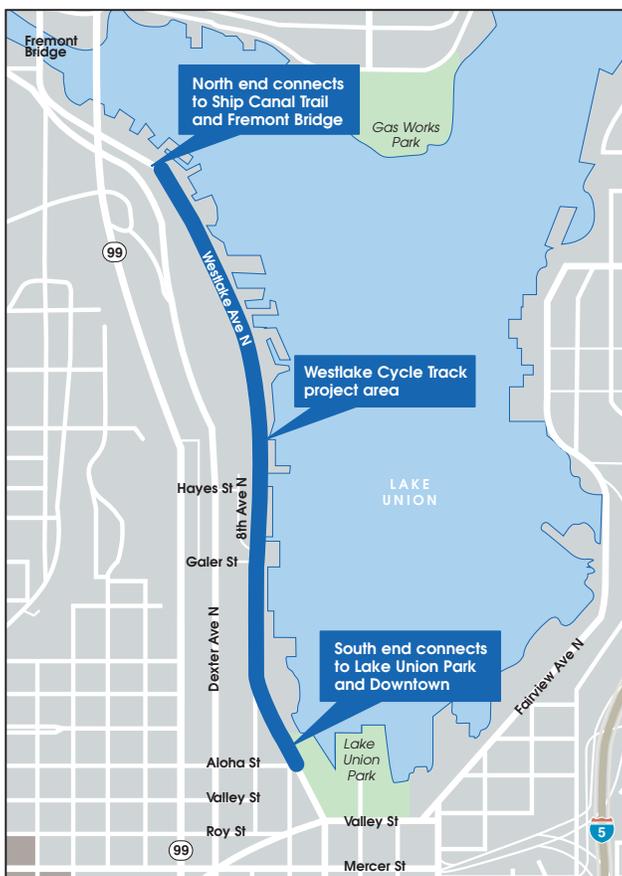
What are the project goal and objectives?

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 the 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 preserves parking, 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



Project area map

Project update – where will the cycle track be located?

Since spring 2014, we have been working with a 13-member Design Advisory Committee (DAC), comprised of people representing pedestrians, Westlake residences, businesses, people who bike and other stakeholders. SDOT and the DAC have reviewed multiple alignments for the cycle track – including several community proposals.

We are moving forward with an alignment that places the cycle track between the existing sidewalk and the parking area. The alignment incorporates input from community proposals, two public meetings, 10 Design Advisory Committee meetings and over 20 community briefings, as well as extensive data gathering and technical analysis. The cycle track alignment minimizes the number of vehicles crossing the cycle track, offers a scenic and intuitive route for people riding bikes, is distinct from the sidewalk and preserves as much parking as possible. The next step is to move the alignment into design.

Cycle track alignment key features

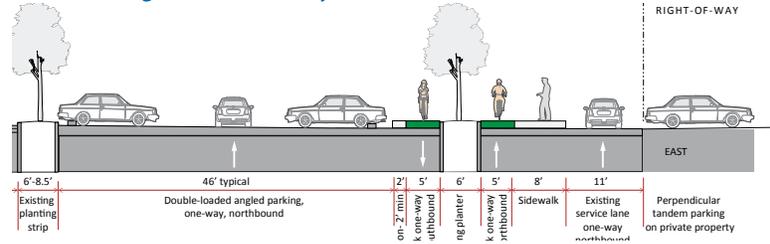
- 10' wide minimum, typically with a 2' buffer
- 8' wide minimum sidewalk
- Cycle track at sidewalk level
- Visual cues to mark pedestrian and vehicle crossings
- Traffic calming measures in parking area
- Driveway #11 closed
- Connects to existing facilities at ends of corridor

What about parking?

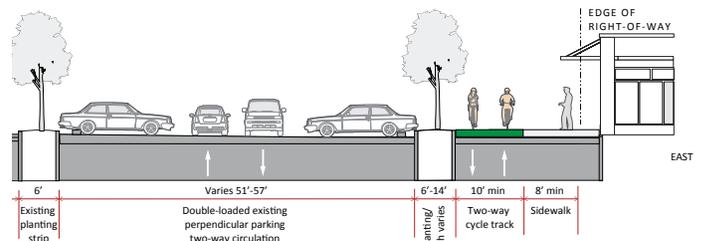
Our goal is to preserve 80% to 85% of the public parking spaces within the corridor and work directly with Westlake businesses and residents to identify parking management strategies to further free up parking for business loading and unloading, customer parking, residents and employees.

Cycle track alignment cross sections

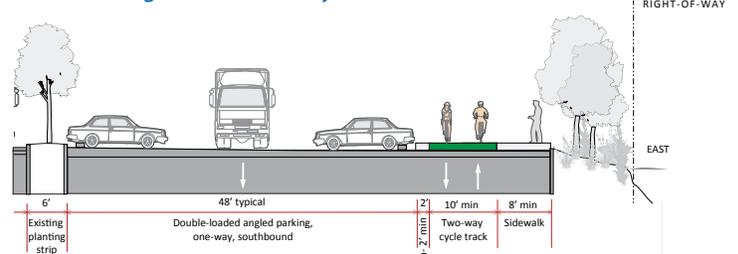
Southern alignment: Driveways #1-5



Central alignment: Driveways #5-9



Northern alignment: Driveways #9-14



What is the project schedule?

- **Phase 1:** Data collection, technical analysis and selection of the route alignment. Completed fall 2014.
- **Phase 2:** Environmental review and final design. Begins in late 2014 and ends mid-2015.
- **Phase 3:** Construction of the bike facility. Expected to start in late 2015.

FOR MORE INFORMATION

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