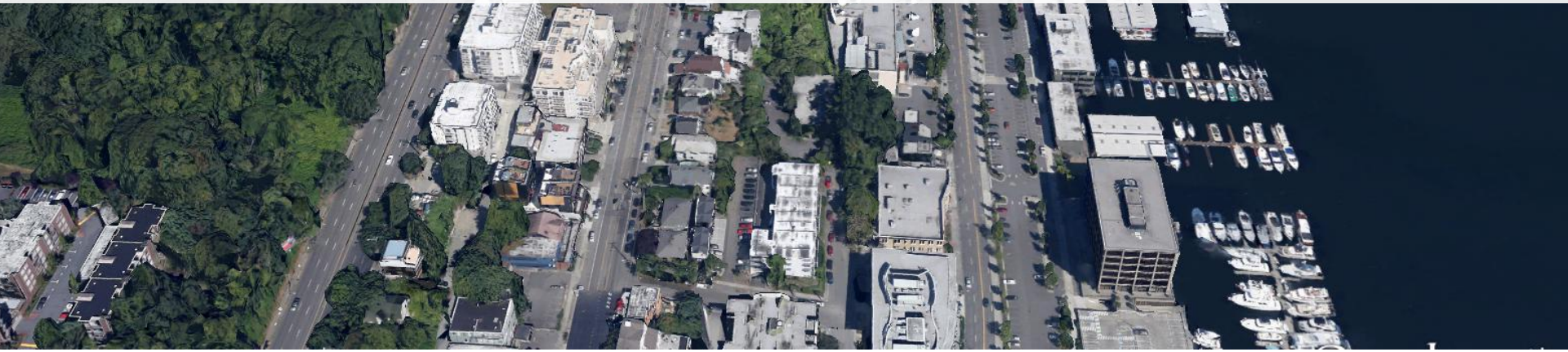
Westlake Cycle Track Project



Seattle Freight Advisory Board
Presented by Art Brochet
April 15, 2014

SDOT
Seattle Department of Transportation

SDOT's mission & vision

Mission: Deliver a safe and reliable transportation system that enhances Seattle's environment and economic vitality.

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

SDOT's values

Presentation preview

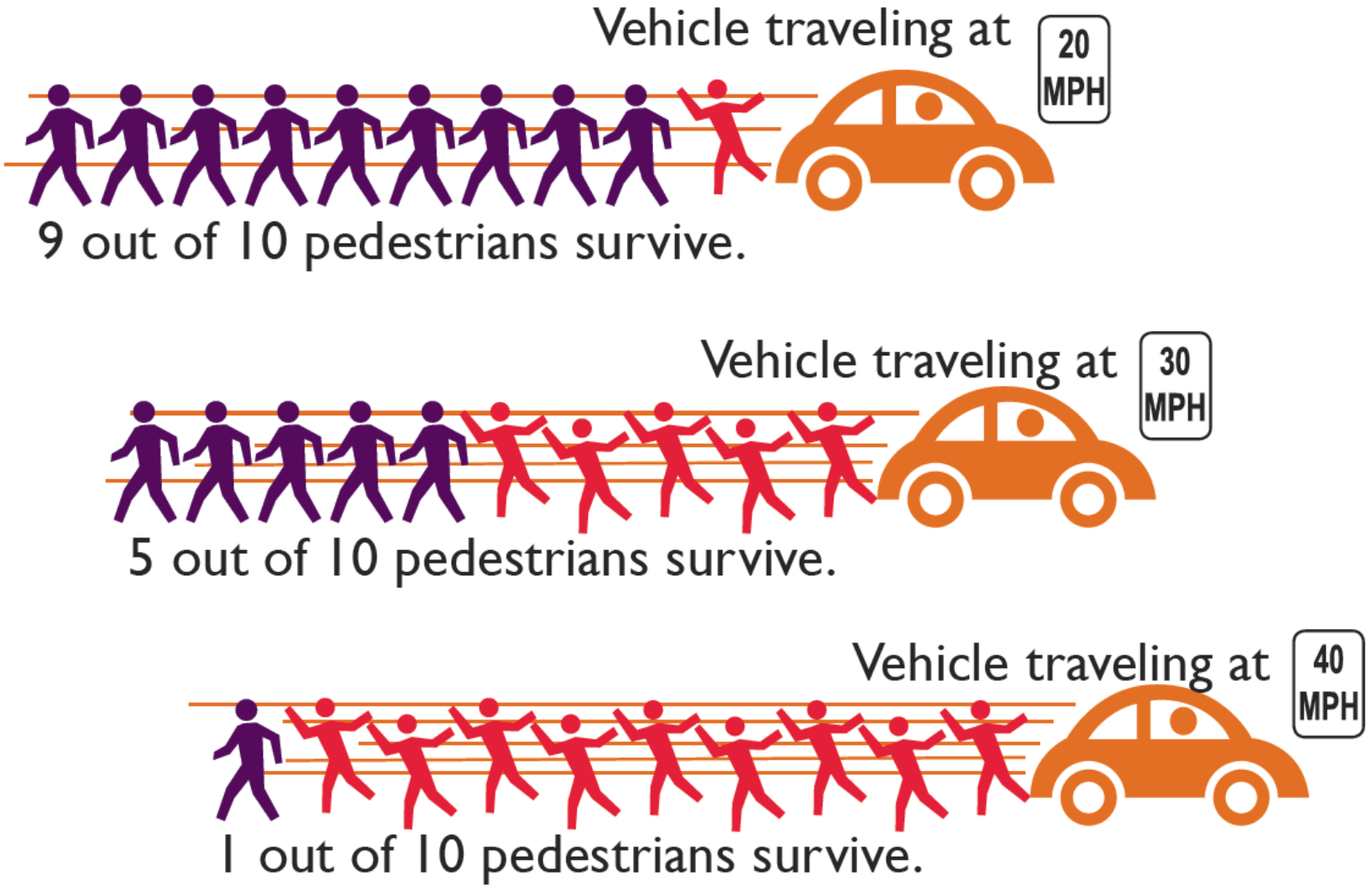
- Seattle's Safety Goals
- Cycle track (protected bike lane) description
- Project history and corridor characteristics
- Project cost & schedule
- Design process and data collection/analysis
- Community engagement & stakeholder survey
- Q&A

Seattle's traffic safety goal

BE SUPER SAFE
SEATTLE

Zero traffic fatalities and serious injuries by 2030

Focus on the most vulnerable



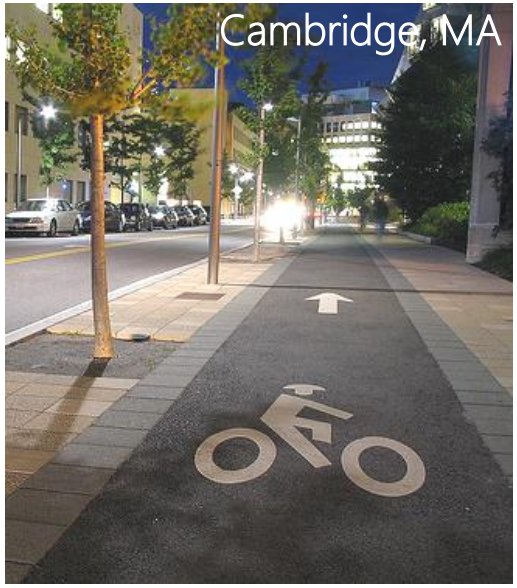
What is a cycle track?

Cycle tracks are a means for bicyclists of all ages and abilities to travel safely via corridors largely free of pedestrians or vehicles.

Common elements

Cycle tracks (aka protected bike lanes) are separated physically from moving vehicles and distinct from pedestrian walkways.

Examples around the U.S.



Examples around Seattle


Seattle, WA – Linden Ave

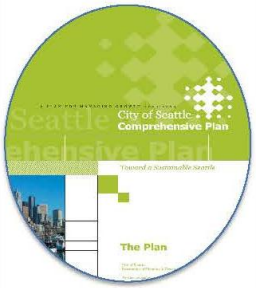

Seattle, WA – Alki Ave


Seattle, WA – Cherry St


Seattle, WA – Broadway

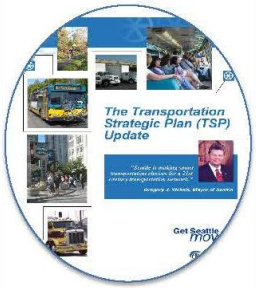
Why do the project?

- Safety
  - 2030 Goal of zero fatalities or serious accidents city-wide
  - Separate bikes from both pedestrians and vehicles
  - Provide predictability for everyone
- Connectivity
- Equity
- Livability
- Ridership



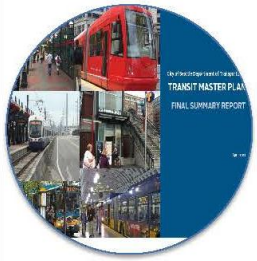
Seattle's Comprehensive Plan

Lays the policies and goals that guide the Transportation Strategic Plan.



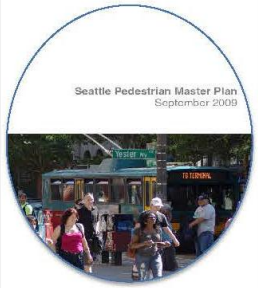
Transportation Strategic Plan

A 20-year work plan that describes the actions SDOT will take to accomplish the goals and policies in the Comprehensive Plan and make the best use our streets to move people, goods and services.



Transit Master Plan

A comprehensive and 20-year look ahead to the type of transit system that will be required to meet Seattle's transit needs through 2030.



Pedestrian Master Plan

A long-term action plan to make Seattle the most walkable city in the nation. It establishes the policies, programs, design criteria, and projects to enhance pedestrian safety, comfort, and access in all neighborhoods.

Bicycle Master Plan

A 20-year plan that recommends the appropriate location and facility type for all ages and abilities bike improvements throughout the city.

Freight Master Plan

The plan will be a policy level document that identifies the freight network in terms of Right of Way use, preserving existing freight infrastructure and promoting a philosophy of transportation investment that supports economic growth in the industrial sector.

Road Safety Action Plan

A plan to reach our goal of zero traffic fatalities and serious injuries by 2030. The approach: education, environment, enforcement, evalution, empathy.

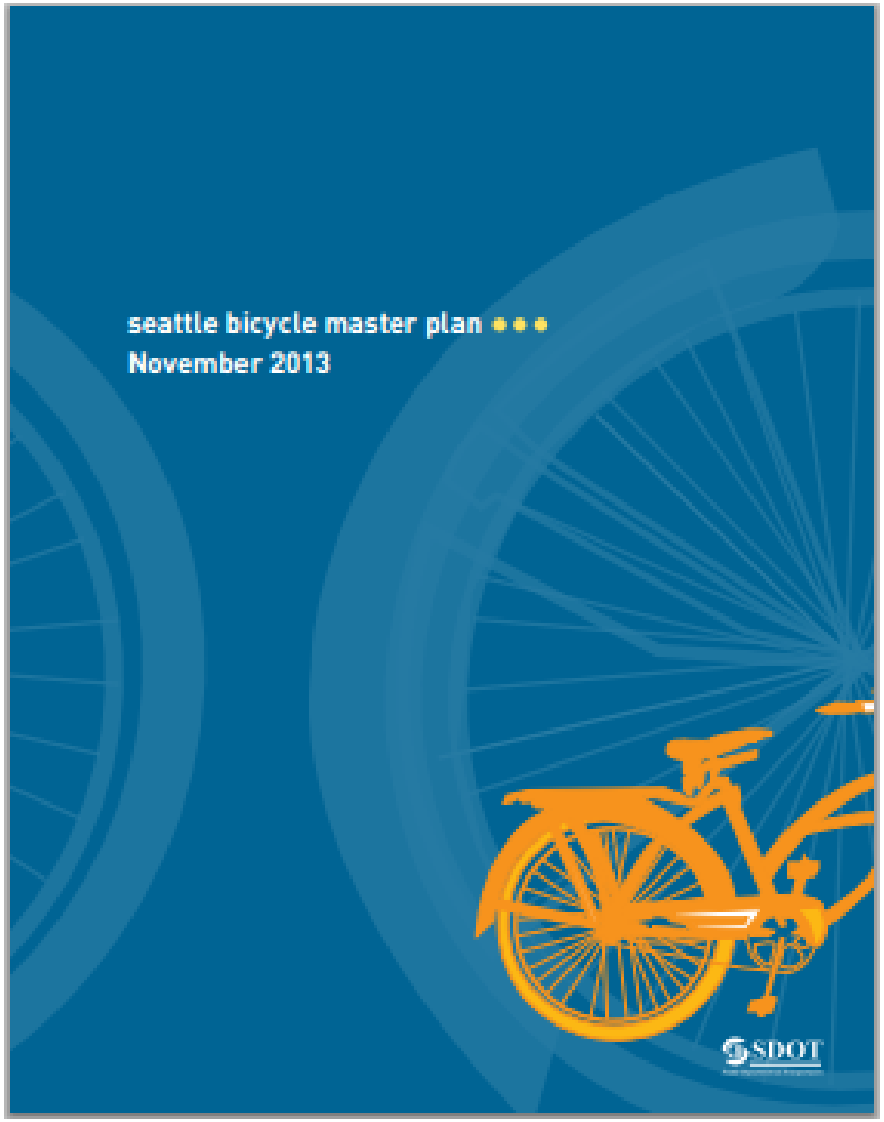
Complete Streets Ordinance

Westlake Cycle Track Project

Related City of Seattle Planning Documents

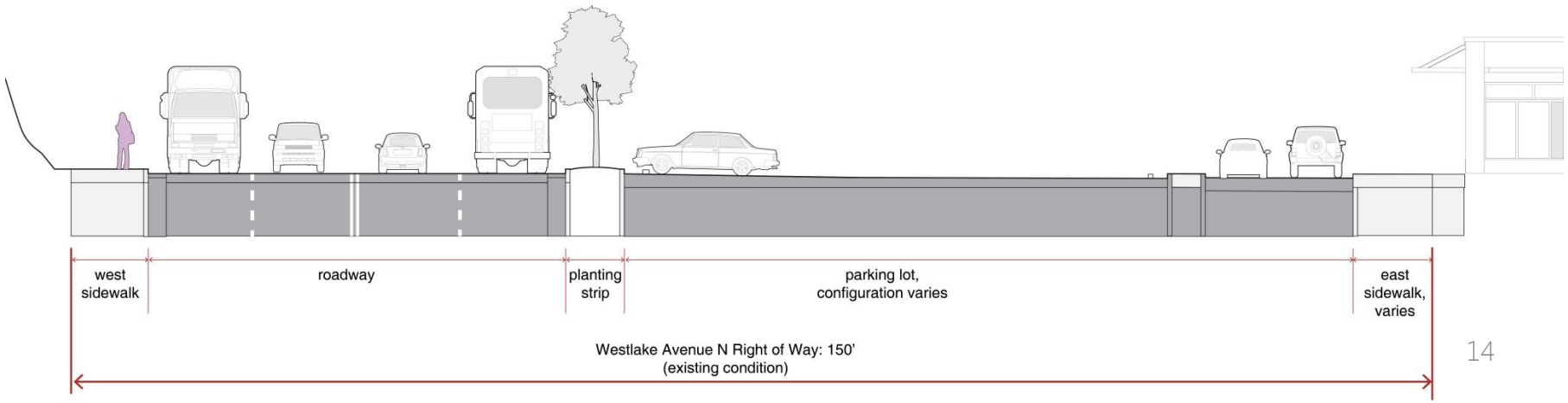
Planning history

- 2007: Requested safety improvement during outreach for Bicycle Master Plan
- 2009: Recommended within Cheshiahud Lake Union Loop Master Plan
- 2013: SDOT successfully procured grant funds for the project
- 2013: The recommended Bike Master Plan update designated a cycle track for the Westlake corridor



Corridor characteristics

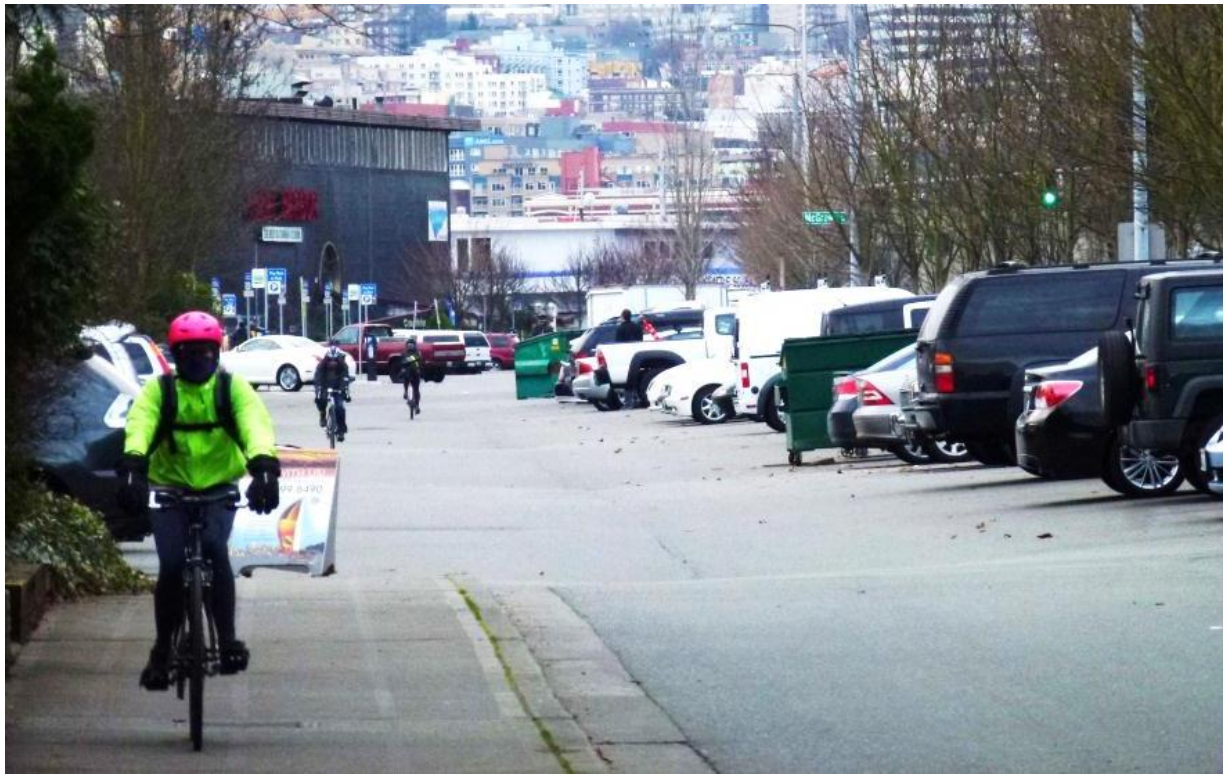
- 1.2 miles long
- 150 foot wide public right-of-way
- 24,000 cars a day use Westlake Avenue
- 1,275 parking spaces
- Designated as a Major Truck Street
- Cheshiahud Lake Union Loop route
- No dedicated space for bikes



Corridor observations

- High volume of pedestrians and people riding bikes
- Narrow sidewalk
- Current choices for people riding bikes: parking lot, sidewalk, or road
- Less predictable behavior due to lack of dedicated bike facility

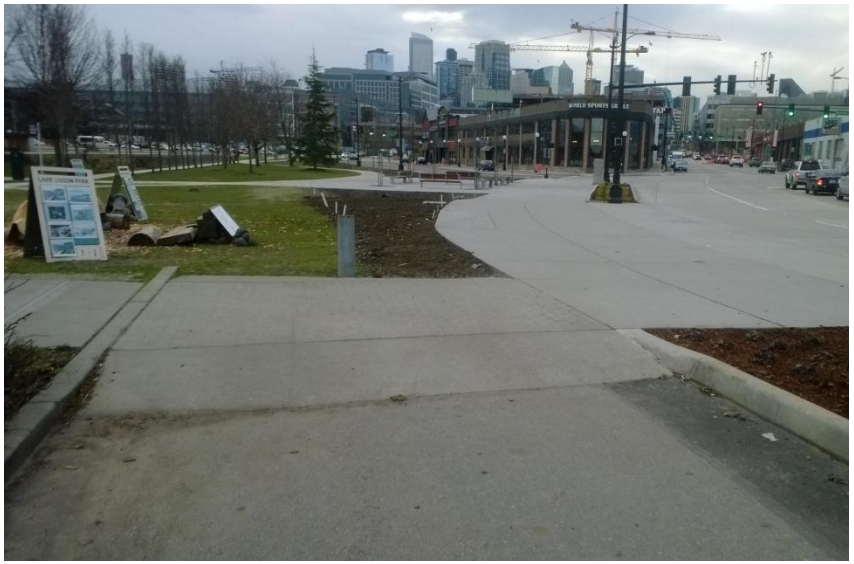
Corridor observations



- Visibility issues due to landscaping and dumpsters
- Access issues at driveways and street ends
- High demand parking areas – depends on location and time of day

Connection points

North end connecting with the Ship Canal Trail



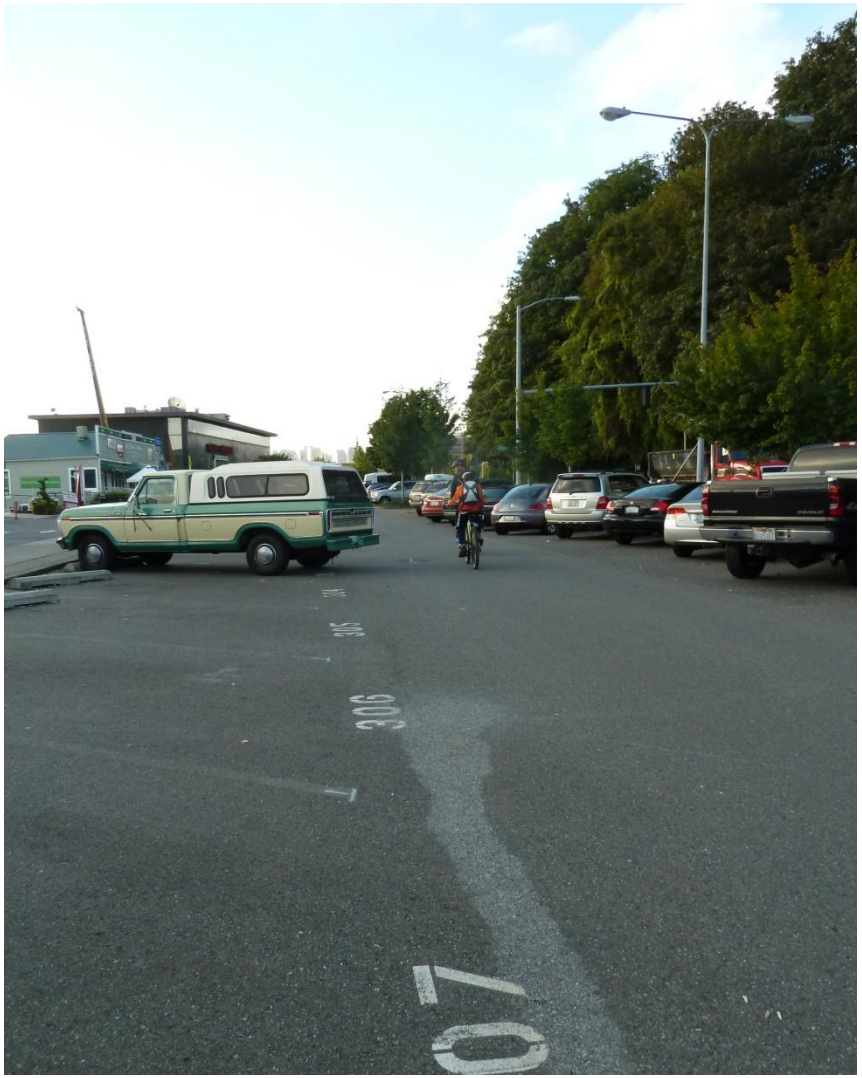
South end connecting with Lake Union Park

Project cost

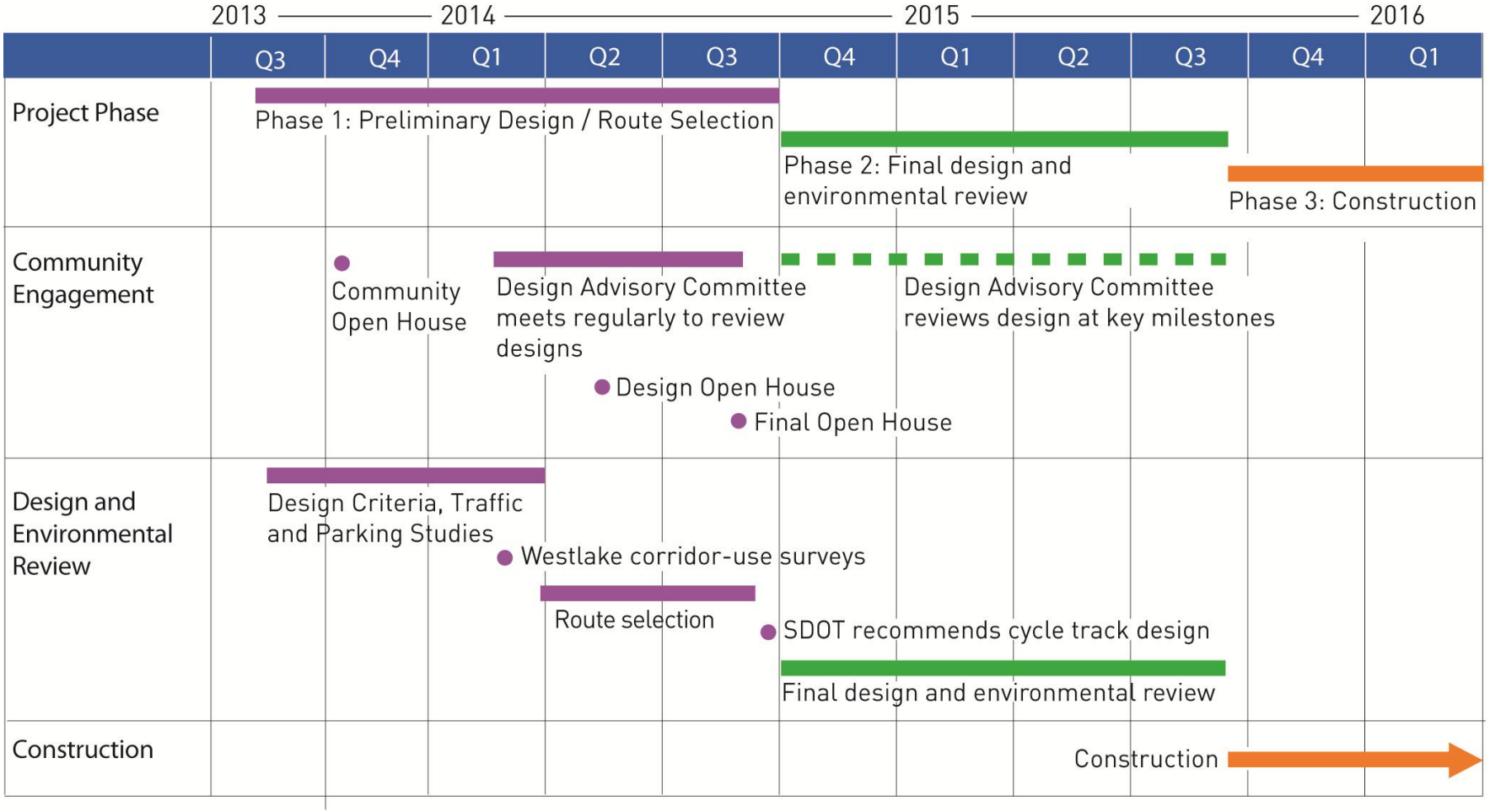
Planning level estimate:
$3.6M

Puget Sound Regional Council (PSRC) Grant of $1.7M

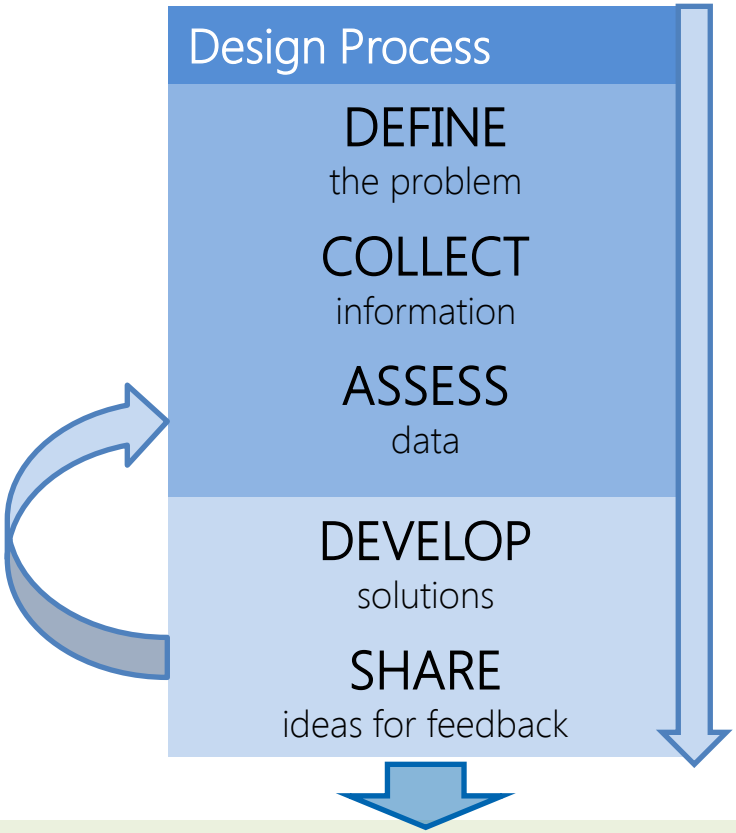
Remainder from local funds and bonds



Project schedule



Design process



RECOMMENDATION

SDOT recommends a design that meets SDOT's project goals considering public input.

FINAL DESIGN

DAC will review design at 30%, 60% and 90% milestones.

Data collection and observation

1
Existing Conditions and Design Criteria Memo

2
Traffic Circulation Study

3
Parking Utilization Study

Corridor uses

- Offices
- Marine-related business
- Restaurants/food
- Tourism
- Marinas, including residential live-aboards and floating homes

Parking lot uses

- Deliveries and loading

- Garbage collection

Other uses

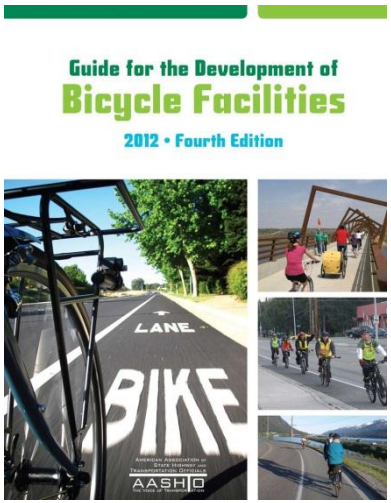
- Public spaces

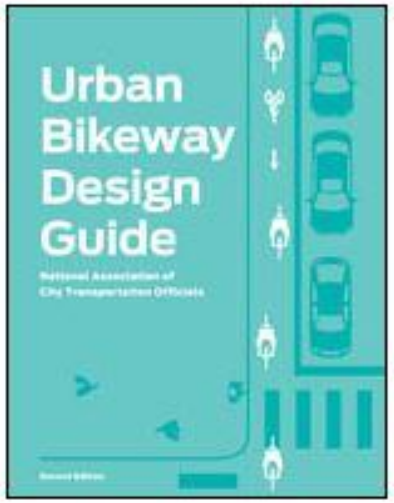
- Landscaping

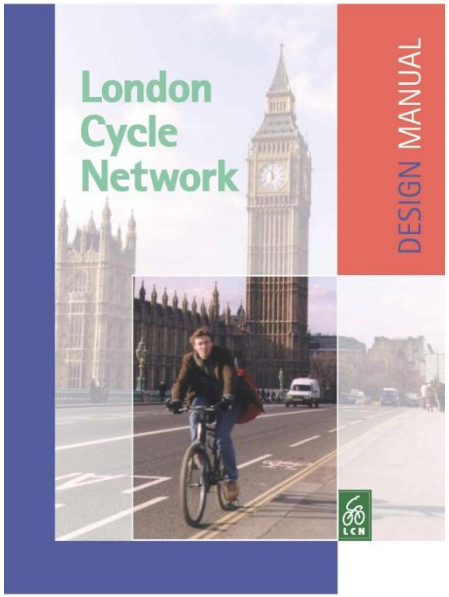
- Utilities

Design criteria

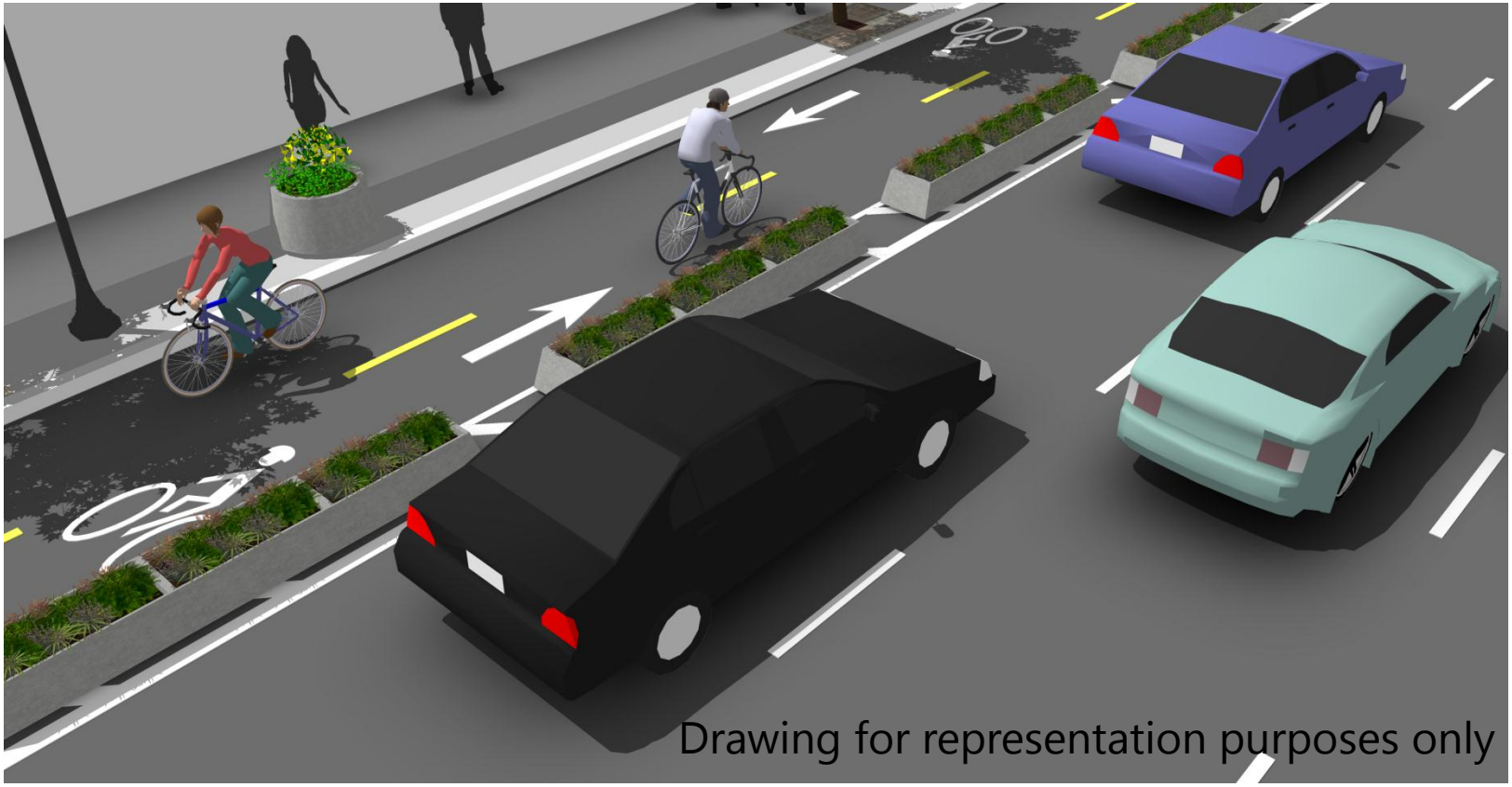
- SDOT
- National and regional sources







Minimum cross section of 10’ *



12’ preferred with 2’ minimum separation

*As dictated by corridor space constraints

Design speed of 10 mph

- All ages and abilities facility
- Dependent on context
- Affects geometry

Design to maximize parking

- Tools: arrangement and orientation
- Drive aisle widths
- Two-way vs. one-way circulation

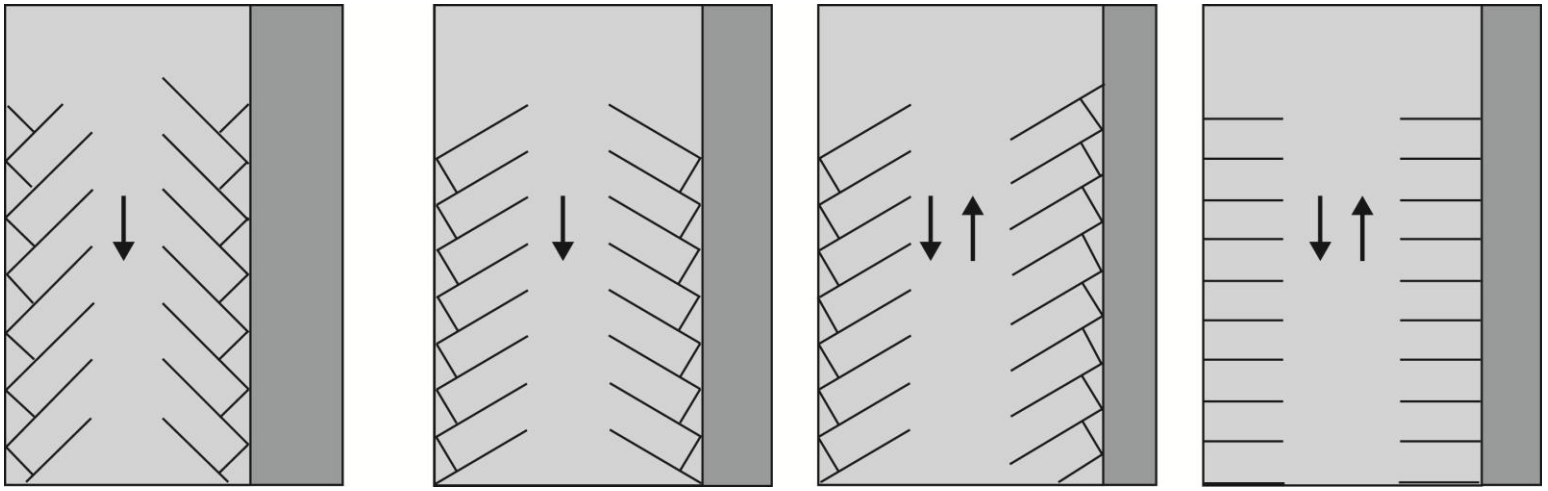


Diagram NOT TO SCALE

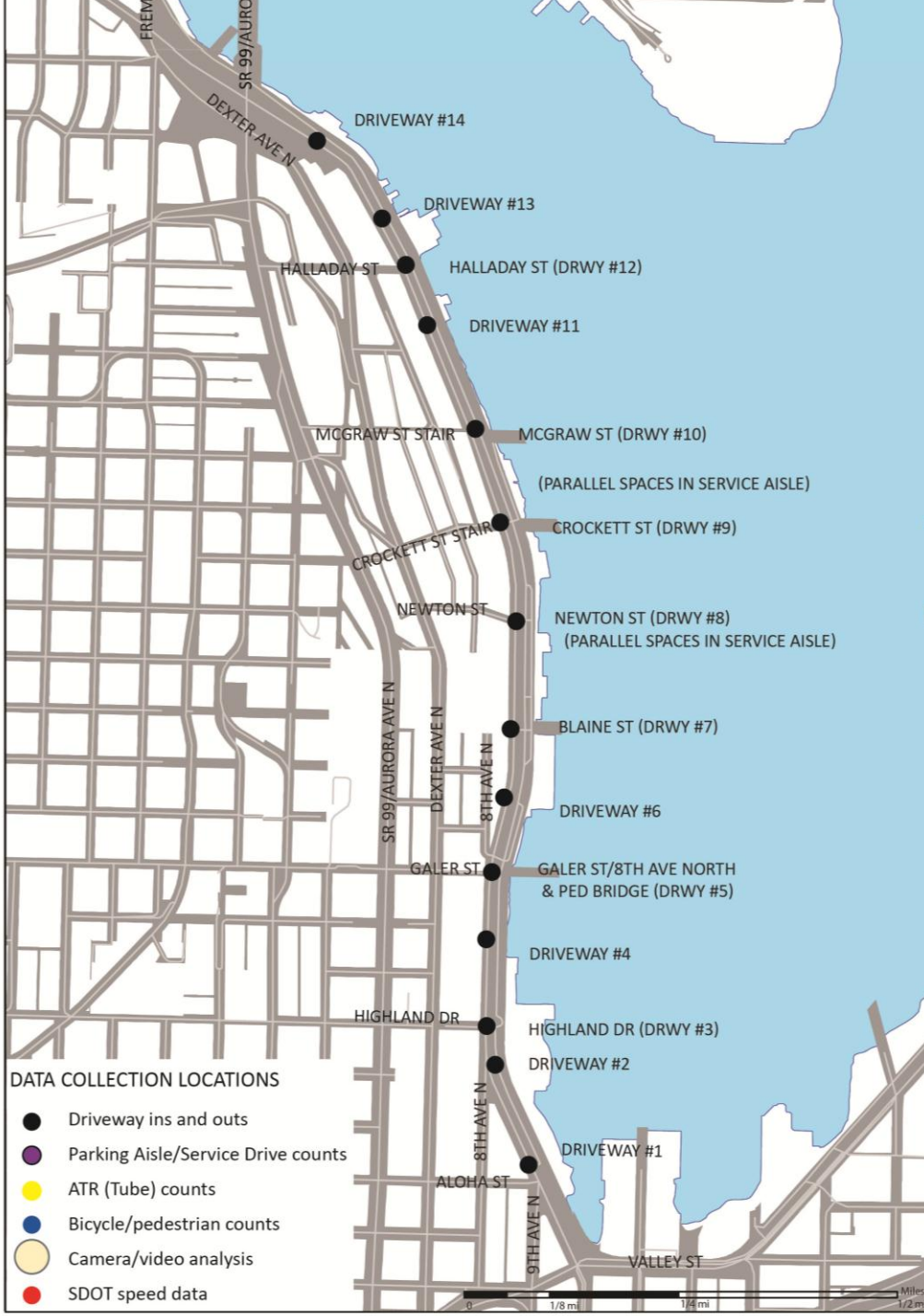
Other parking design considerations

- Accessible spaces, accessibility to buildings
- Marine uses, including residential and business
- Boat and trailer access
- Garbage collection and loading zones

Data collection locations and times

- 3 weekdays, 1 Sat.
- Sept and Oct
- Varied times

Driveway in and outs counts



Parking aisle/ service drive counts

Tube counts, video analysis areas

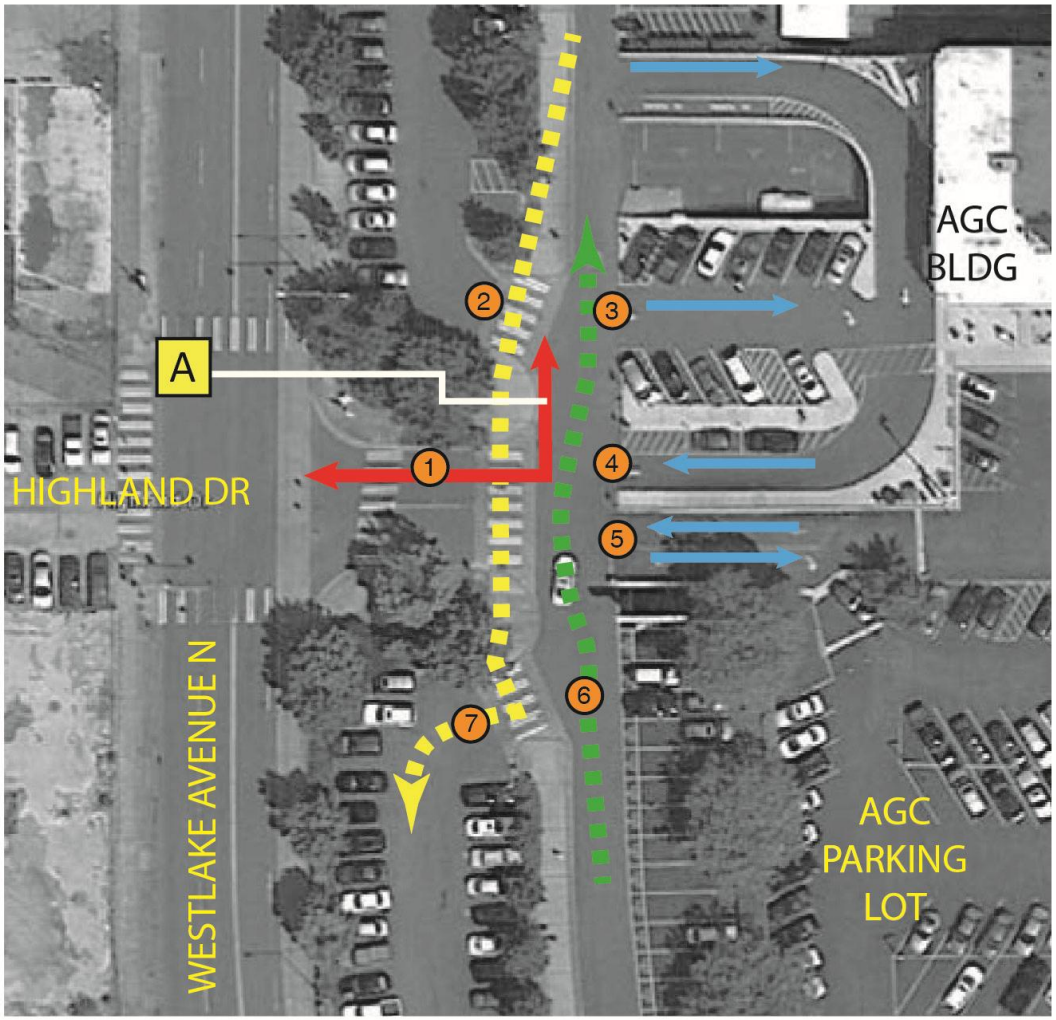
Bike/ped counts

Driveway ingress/ egress

- Highest use time is PM
- Highest volumes at south end

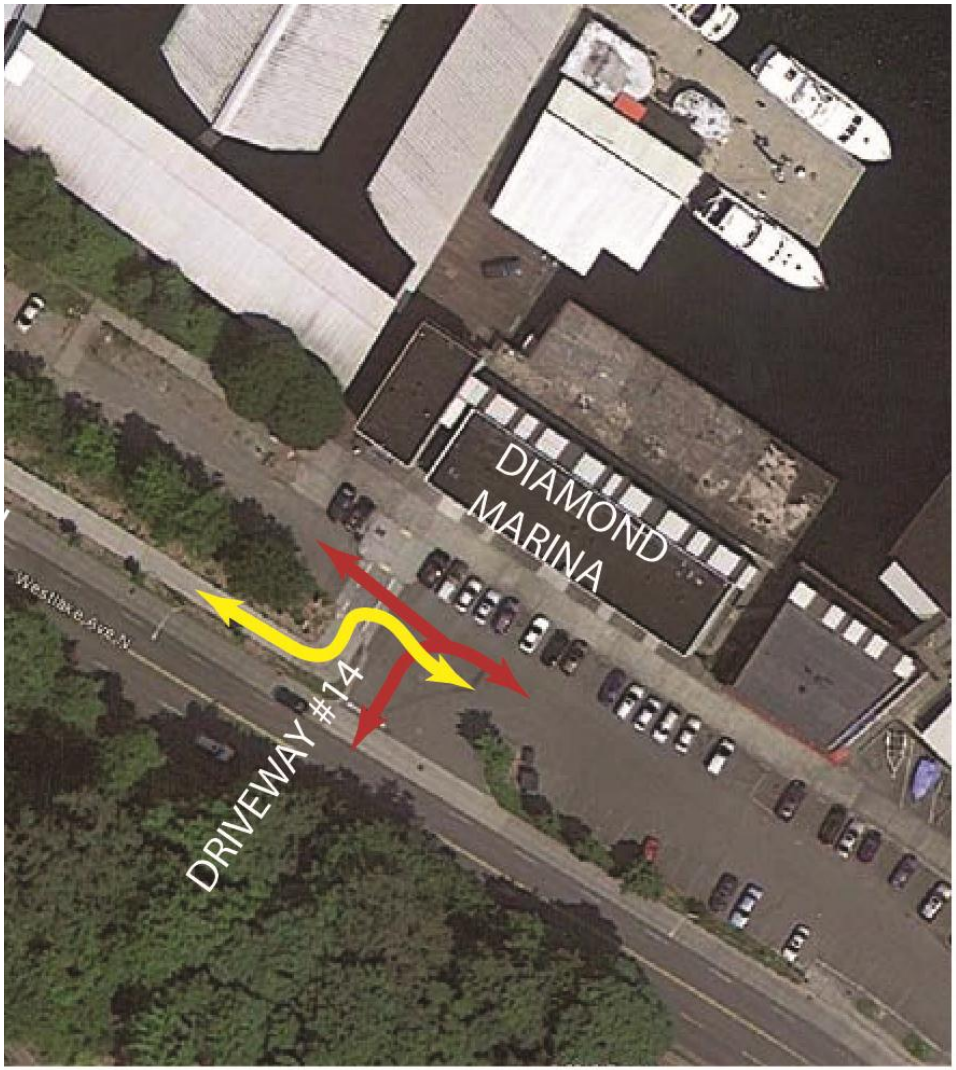
Challenging mixing zones

Highland Drive/ AGC Building



Challenging mixing zones

Driveway #14



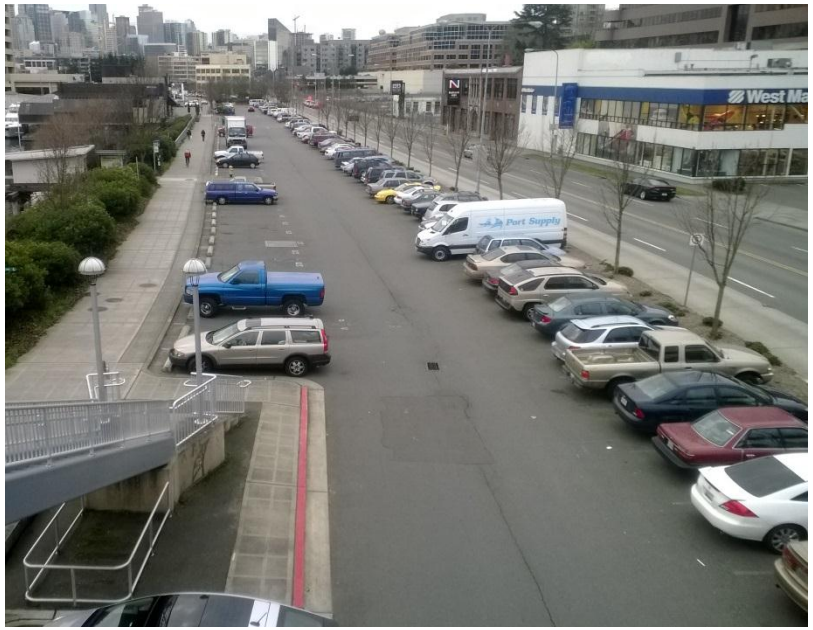
Parking study elements

Inventory of supply and use

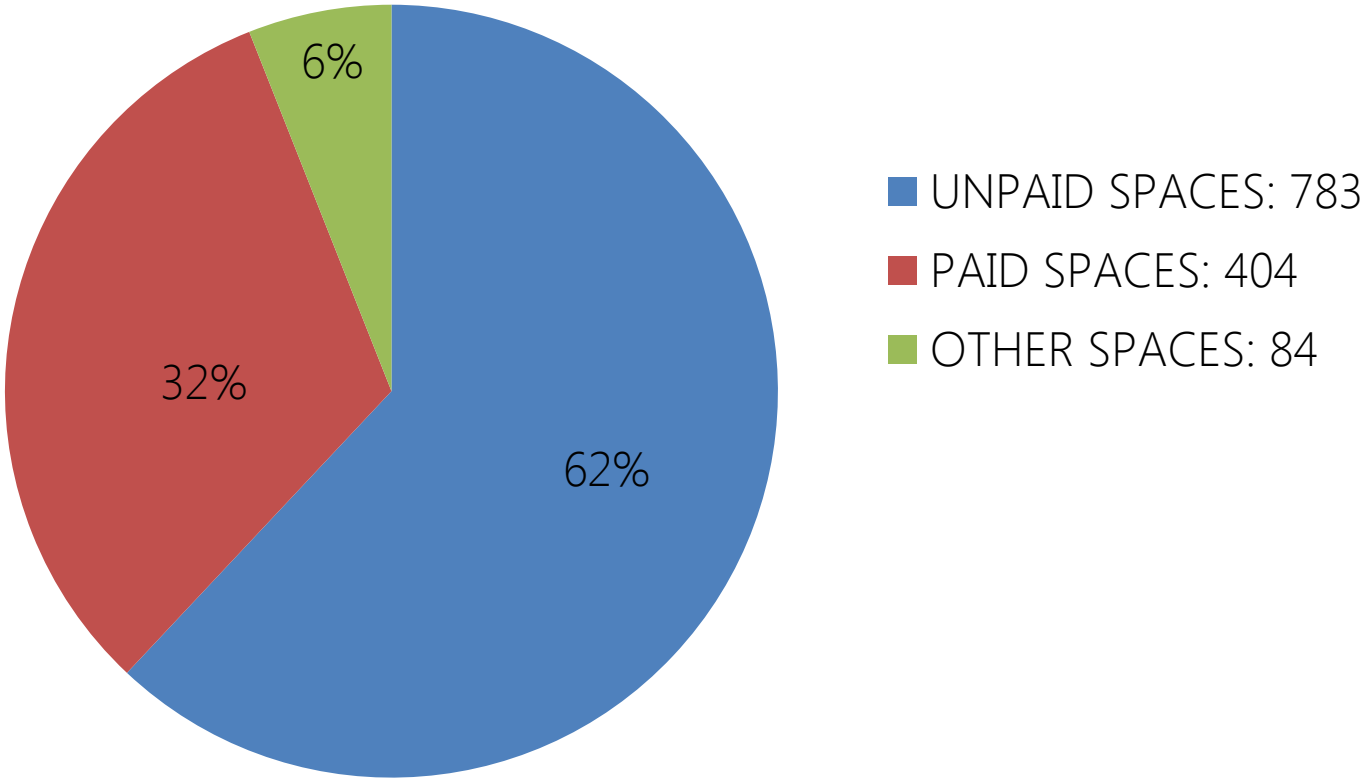
- Free and paid “on-street” public parking
- Parking regulations and rates
- Private parking supply, use and rates
- Loading zones and other uses
- Occupancy – counts combined with SDOT data

Data collection

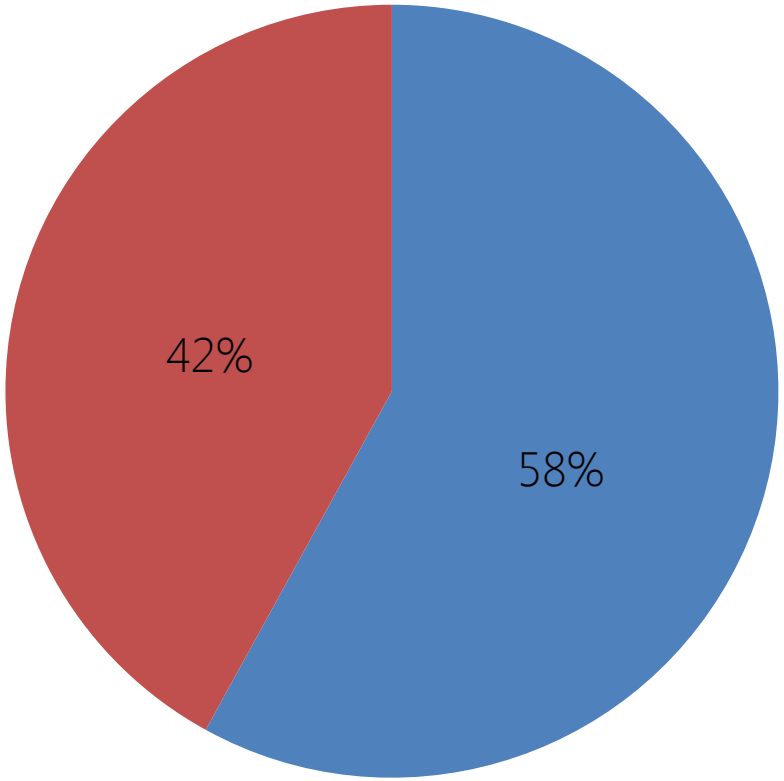
Friday 9/13/2013			Saturday 9/14/2013			Wednesday 9/18/2013		
7:00 AM	Noon	6:00 PM	Midnight	Noon	6:00 PM	7:00 AM	Noon	6:00 PM



Public parking supply: 1,271 spaces



Private parking supply: 411 spaces



PRIVATE PAID (open to public): 257 SPACES

Private RESERVED: 184 SPACES

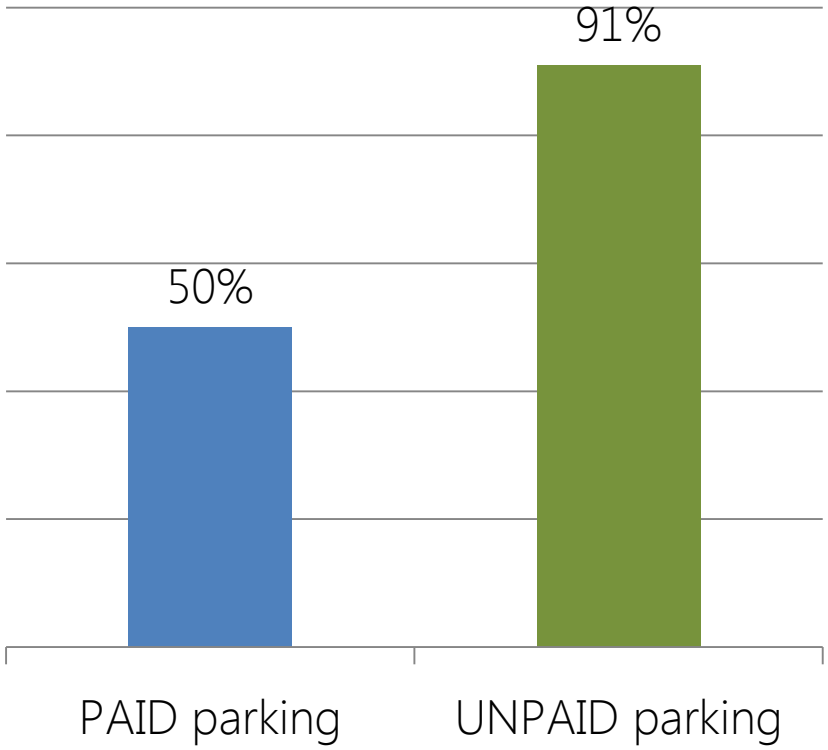
Private Paid Parking:

- AGC Building
- Lake Union Building

Occupancy - general

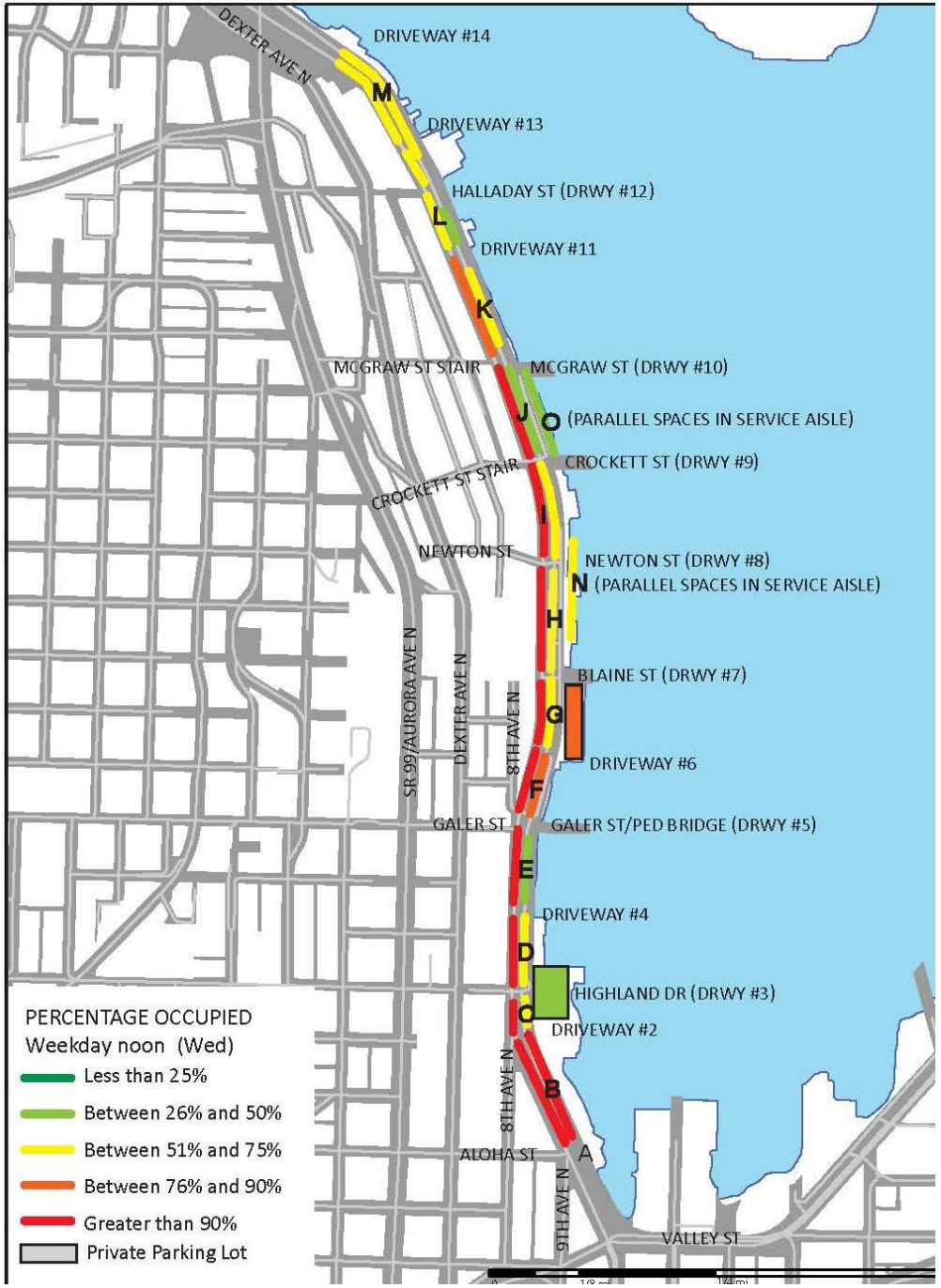
- Study divided corridor into 14 zones
- Average: all zones, all nine times
- Highest occupancy: Weekday noon
- Private parking average noon occupancy 58%

Average occupancy: All zones, nine collection times



PAID peak occupancy (weekday noon) is 65%

Occupancy – by area

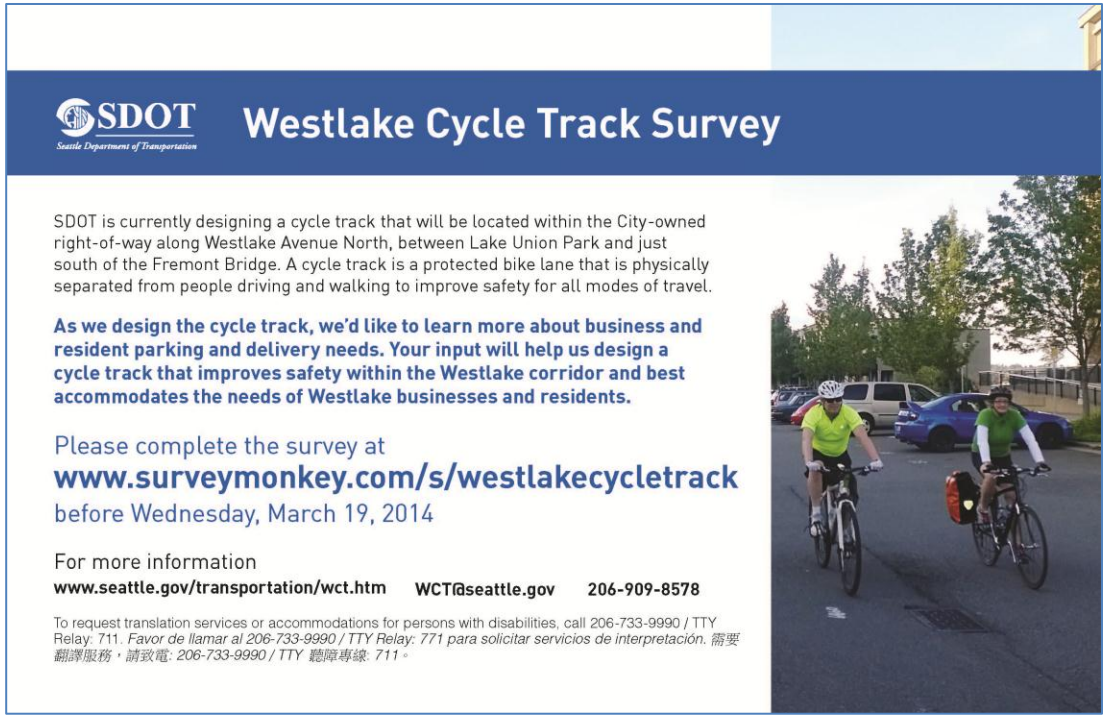


Community engagement

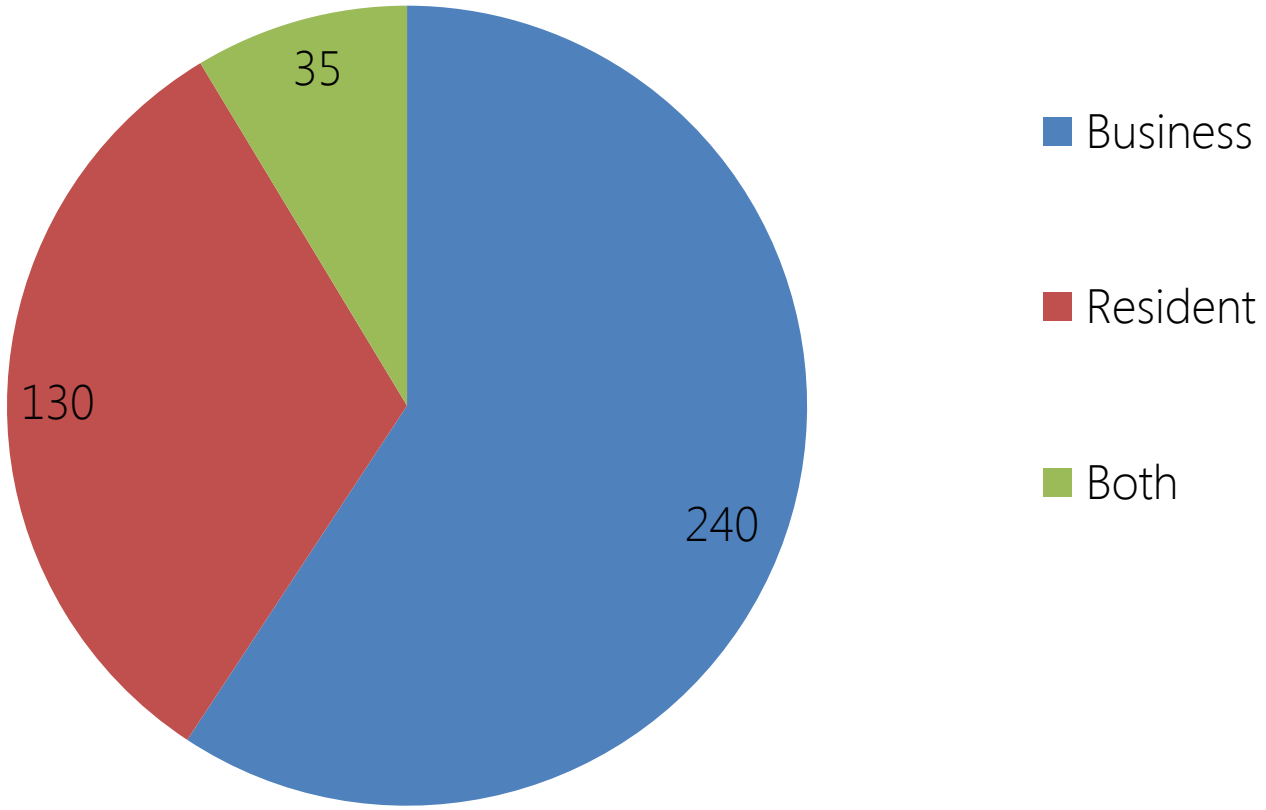
- Three open houses
  - October 2013
  - May 21, 5:30-8 pm
  - September 2014
- Community presentations
- Website with
  - FAQ
  - Reports
  - Current fact sheet
  - Presentation material
- Project update mailing list

Business and resident survey

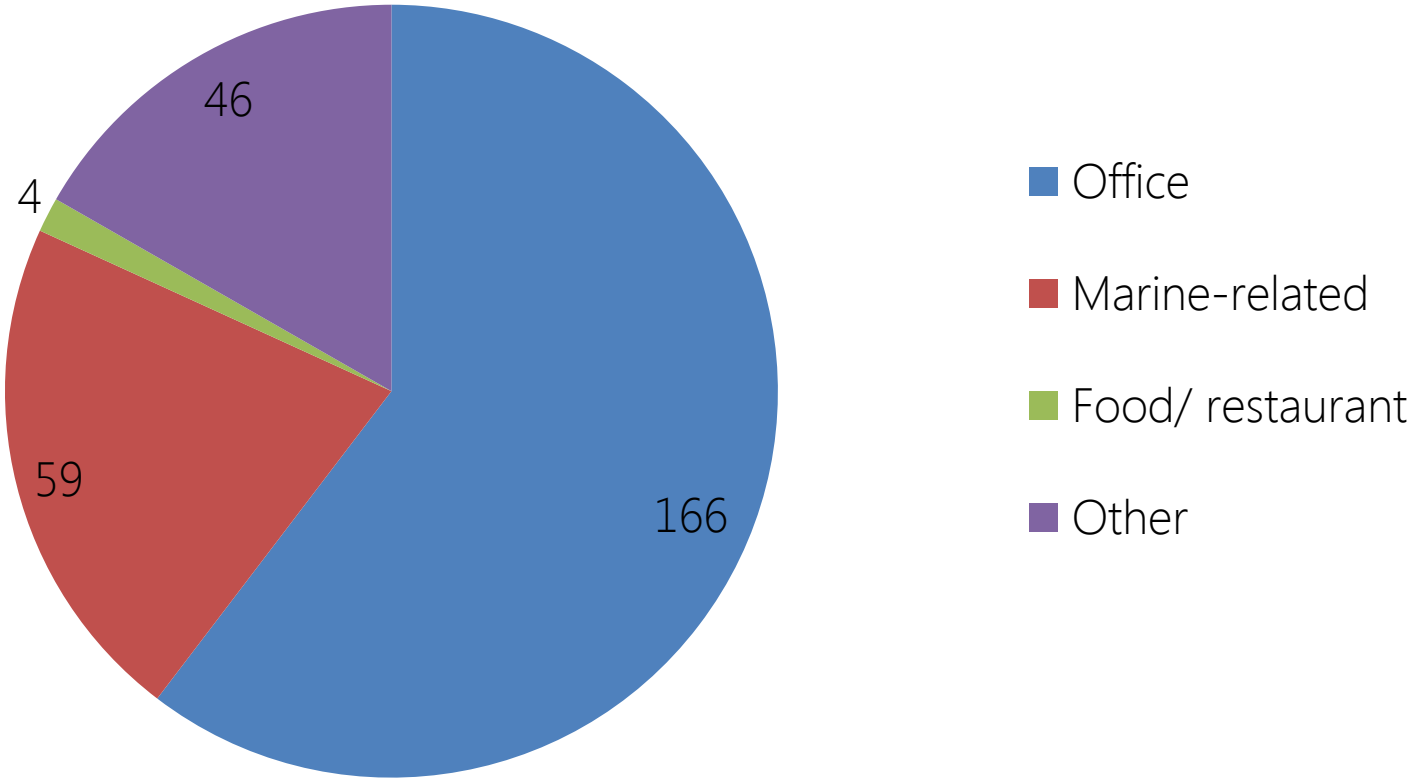
- Online survey to elicit parking and loading zone needs
- Approx. 410 postcards mailed
- 468 responses by March 19



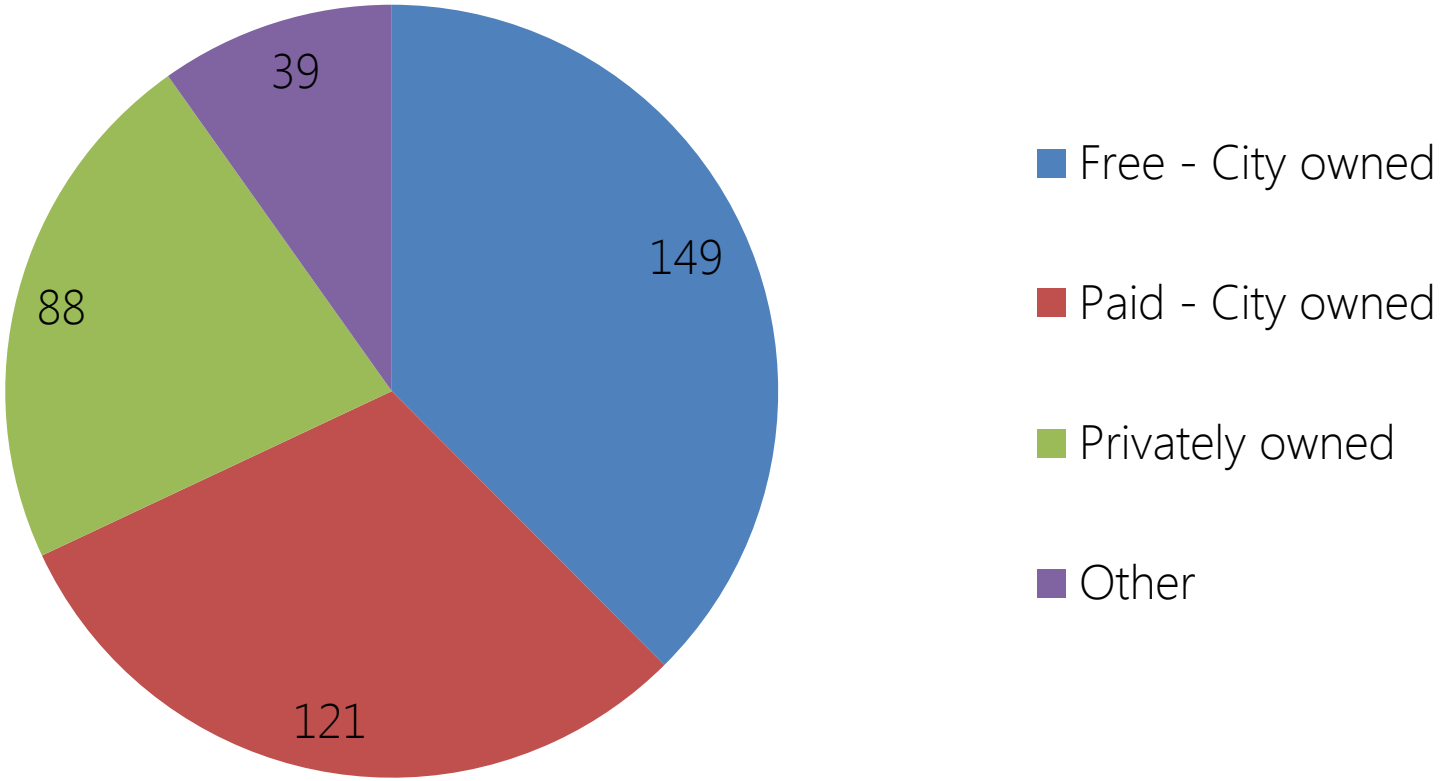
Who responded to survey?



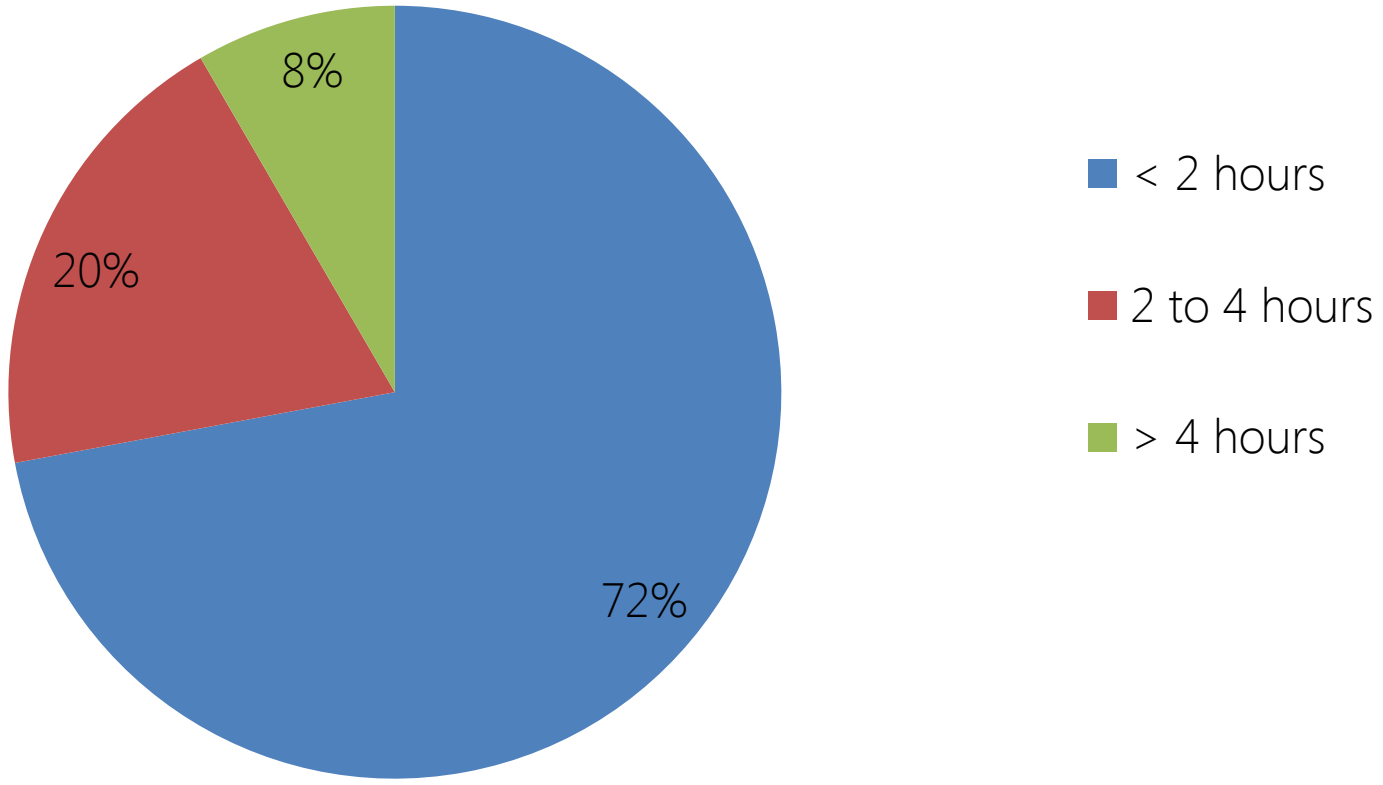
Types of businesses responding



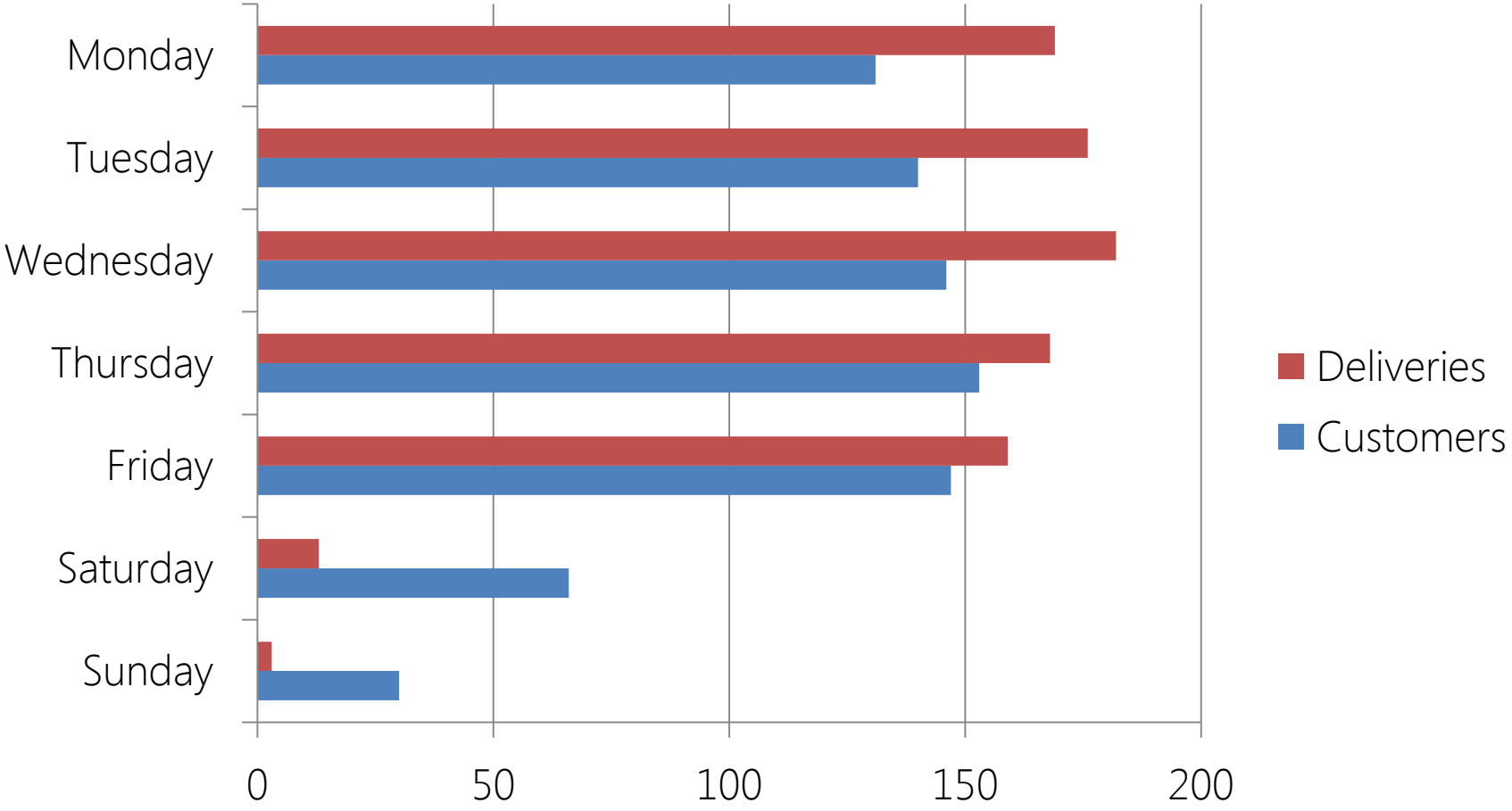
Where do employees park?



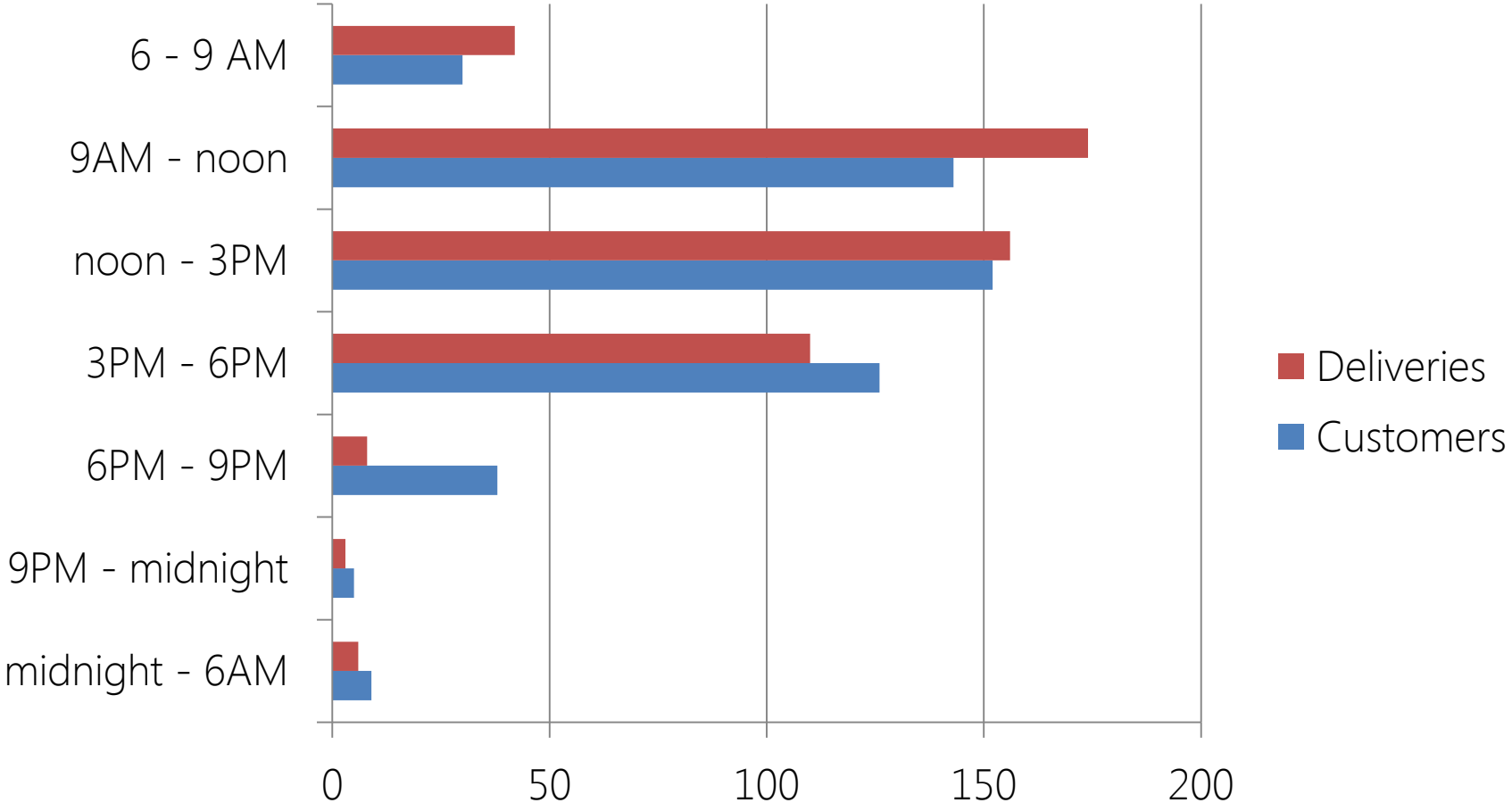
Length of average customer visit?



Weekly activity patterns



Daily activity patterns



Design Advisory Committee

- Appointed by Mayor Ed Murray
- Comprised of stakeholders representing various interests
- Provide SDOT with feedback during cycle track design
- Meet regularly through end of summer 2014

Design Advisory Committee members

Warren Aakervik – Freight interests
Martha Aldridge – Lake Union Park users
Andrew Austin – Non-vehicular commuters
Devor Barton – Pedestrian interests
Karen Braitmayer – Westlake Ave North 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

Questions?

WCT@seattle.gov | (206) 909-8578

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

http://www.seattle.gov/transportation

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