



# DAC Meeting #9



Westlake Cycle Track - Design Advisory Committee

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November 19, 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 overview

- Open house summary
- Parking management plan
- Design progress



# Project open house

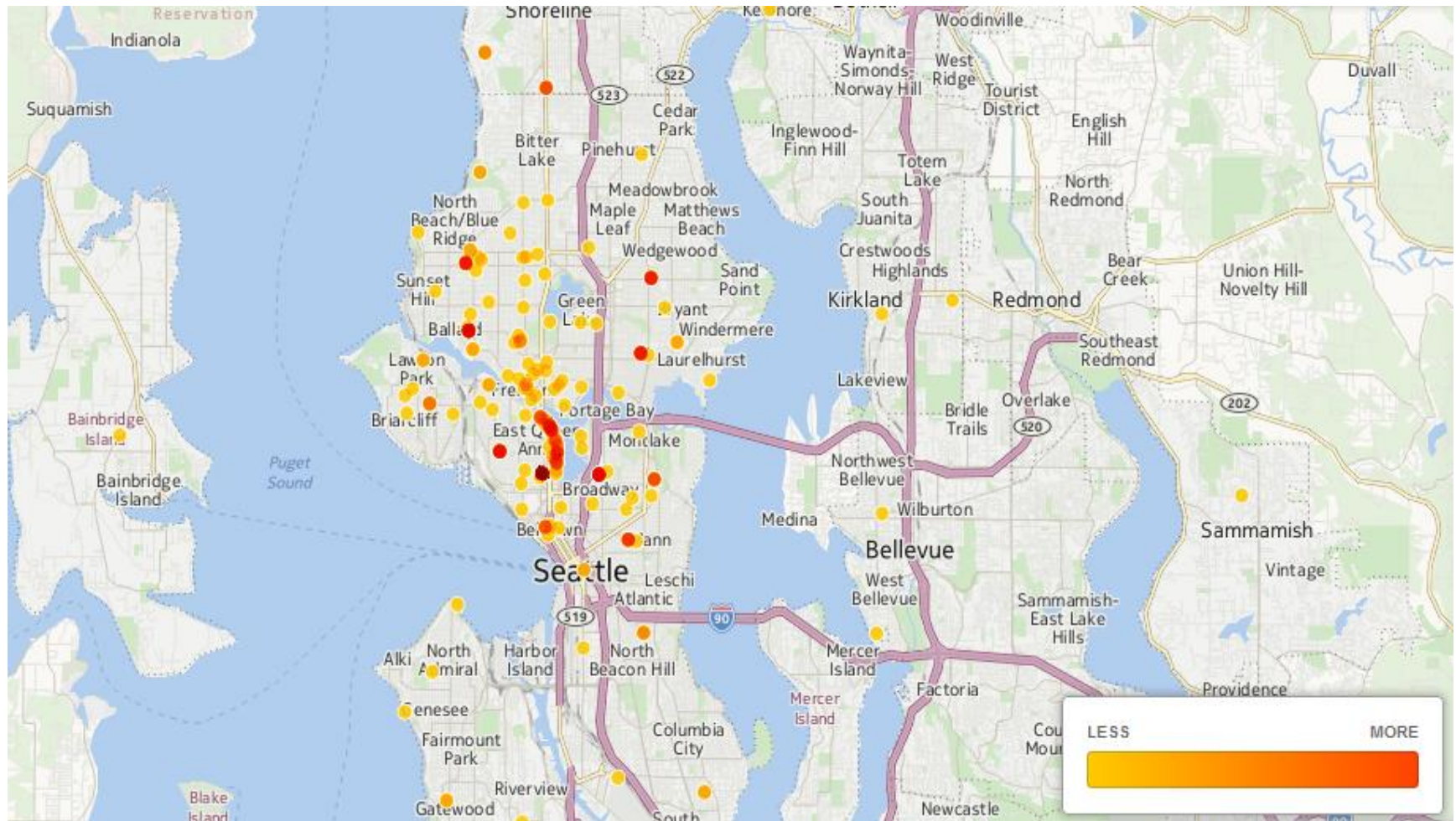
- Oct 22, 2014
- Fremont Studios
- 5:30-8 PM
- Approximately 450 attendees
- 300+ comments



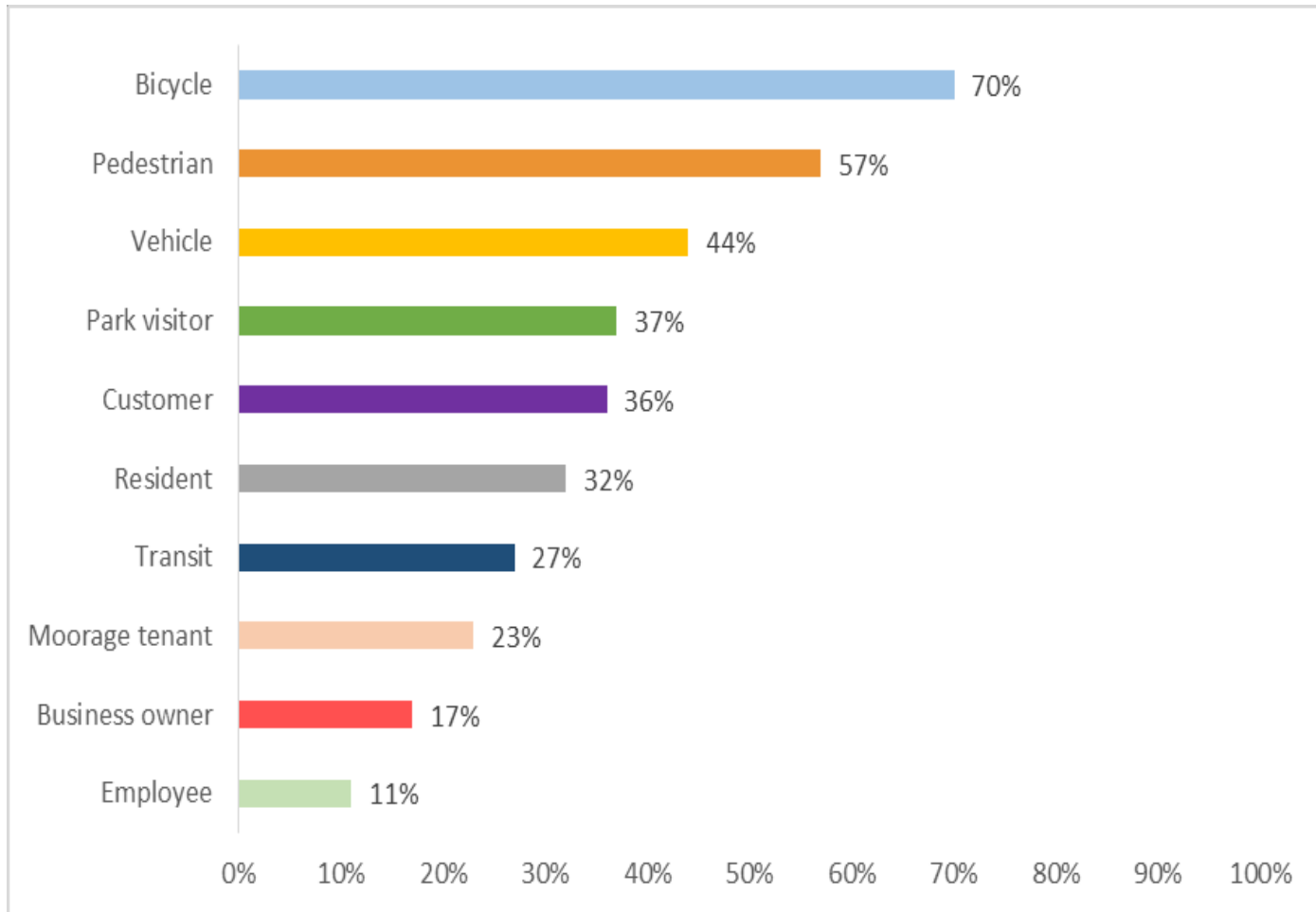
# Open house activities



# Where did attendees come from?



# Attendee demographics



~300 responses; **1,049** total boxes checked

# Comment summary methods

- Transcribed all written comments
- Qualitative analysis for major themes



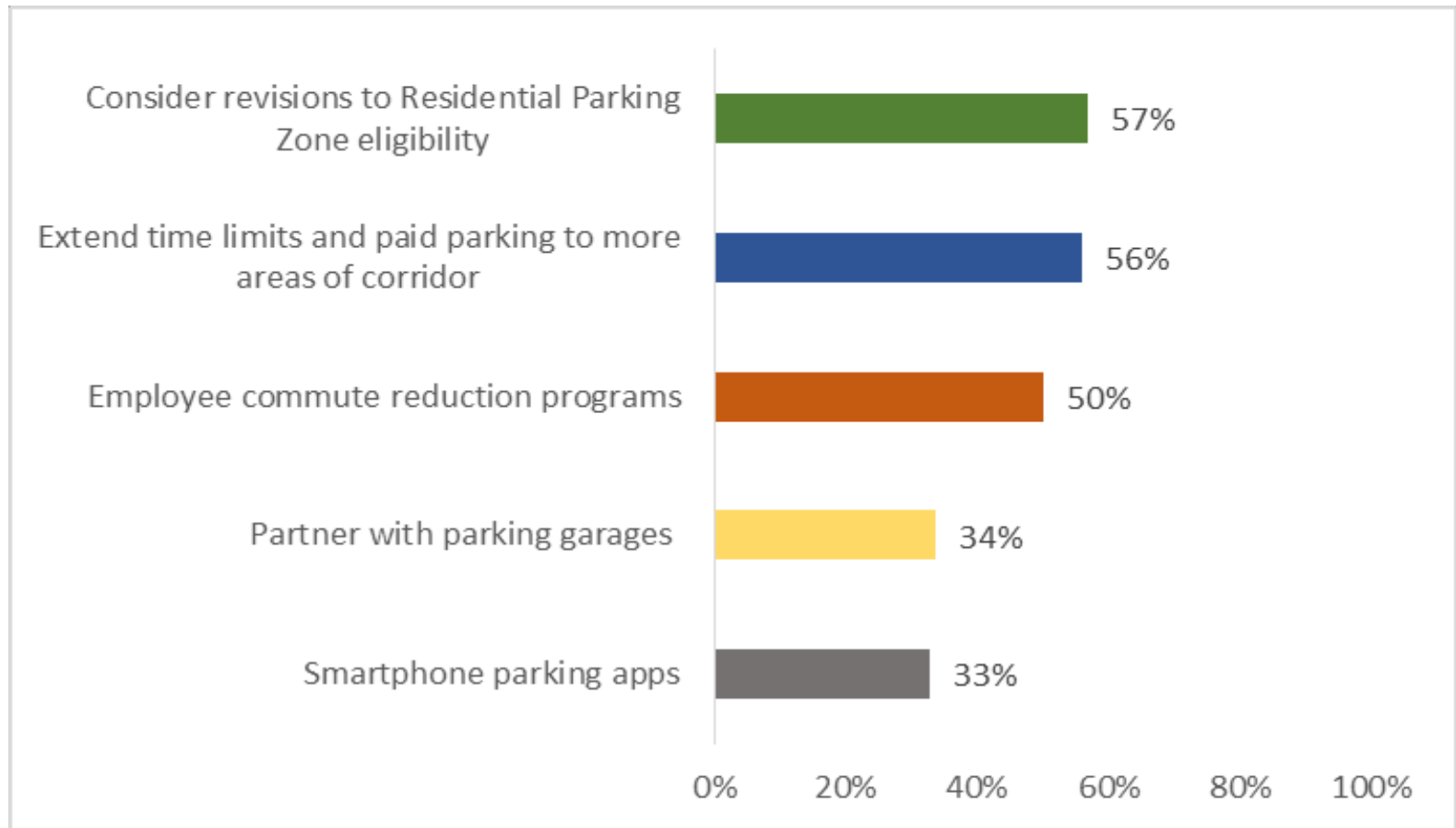
# What did we hear?

- Safety
- Parking concerns and parking management ideas
- Business effects
- Design ideas
- Public art
- Compromise

# Safety

- Respondents felt alignment would increase predictability and safety
- Concern for pedestrian safety
- Recommendations for crosswalks and separation between cycle track and sidewalk
- Enforce traffic rules for people riding bikes

# Parking concerns & parking management



Write-in: parking prioritization for moorage tenants

# Business effects

- Concern about reduced number of parking spaces
- Concern about customers and deliveries crossing cycle track

# Business effects

- Some believe people riding bikes are prioritized over needs of businesses
- Some who biked said they'd be more likely to stop at businesses

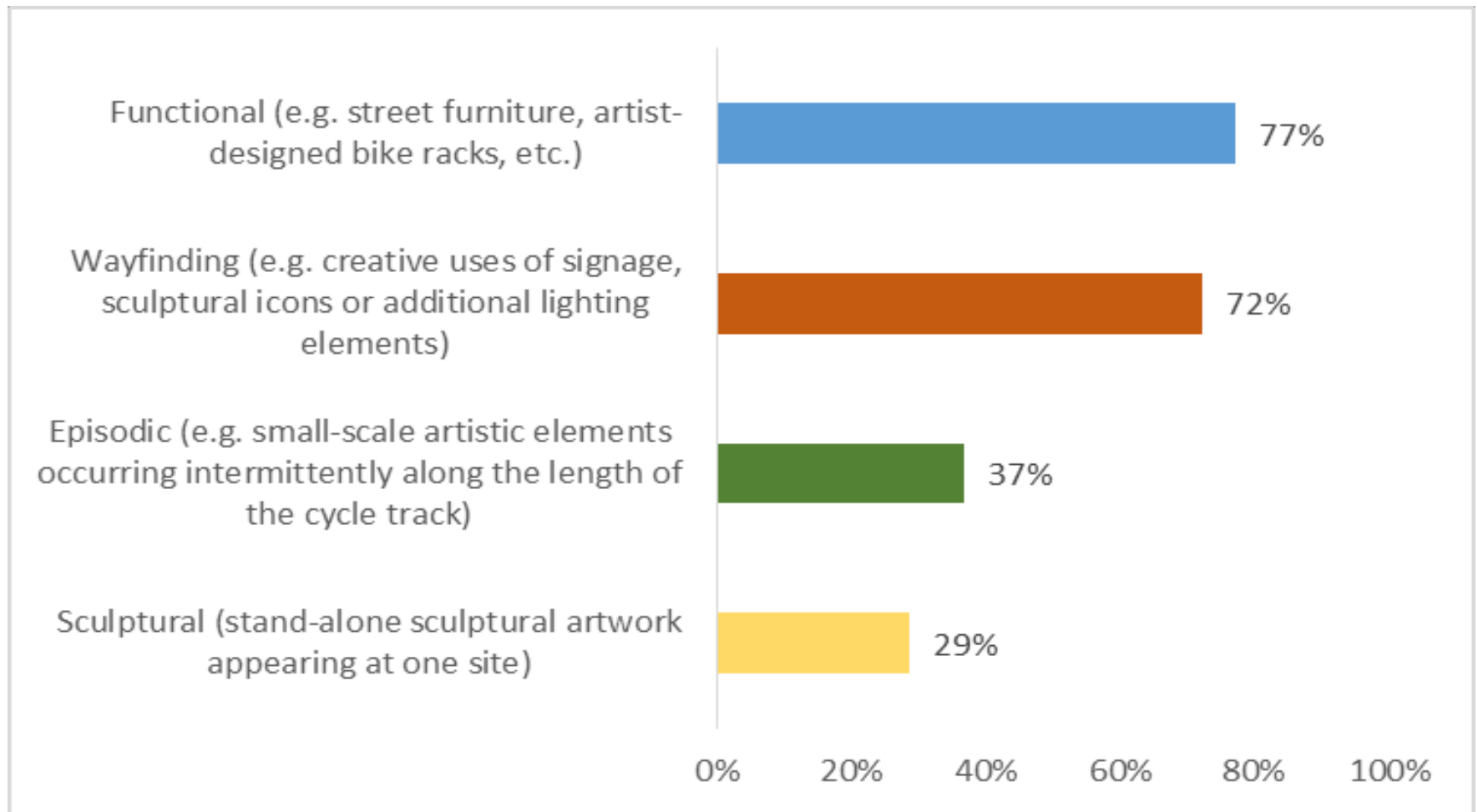
# Design suggestions

- Ensure safe and intuitive connections at north and south
- Widen cycle track; narrow cycle track
- Concern about two-way split at Driveway #12

# Design suggestions

- Use clear sight lines and special materials to make pedestrian crossings very clear
- Expand landscaping
- Move cycle track to west side of Westlake Ave. N or Dexter Ave. N

# Public art



# Parking management

- Updated priorities based on roundtable feedback
- Proposed parking management approach

# What we heard

## Common themes:

- Reduce number of “park and riders”
- **Actively manage** more spaces to provide reliable access for **businesses and customers**
- Ensure access for **corridor residents**, while monitoring nearby housing developments
- Accommodate **moorage tenants** and Kenmore Air/Argosy longer-stay, overnight customers

# Updated priorities based on feedback



- Reduce park and riders
- Preserve as many spaces as possible
- Maintain spaces for maritime businesses
- Ensure spaces are available for customers and visitors throughout the day

# Updated priorities based on feedback



- Consider expanding time limits/paid parking
- Provide convenient parking for residents
- Accommodate moorage tenants, who need to park for multiple days

# Reduce number of “park and riders”

## Approach

- Manage parking on both sides on south end of corridor
- Ensure consistent enforcement
- Collect data, monitor for effectiveness
- Use data and feedback to adjust annually as needed

## Options

- Time limits, paid parking, combination
- Where?

# Actively manage for business and customer access

## Approach

- Consider locations with higher frequencies of customer access needs
- Collect data, monitor effectiveness
- Use data and feedback to adjust annually as needed

## Options

- Time limits, paid parking, combination
- Where?

# Ensure access for corridor residents

## Approach

- Make sure spaces available for local residents

## Options

- Near term: consider revised boundaries for existing RPZ under current rules
- Longer term: consider citywide policy options to address new development and RPZs

# Accommodate moorage tenants and overnight customers

Options available for visits less than 72 hours

## Approach

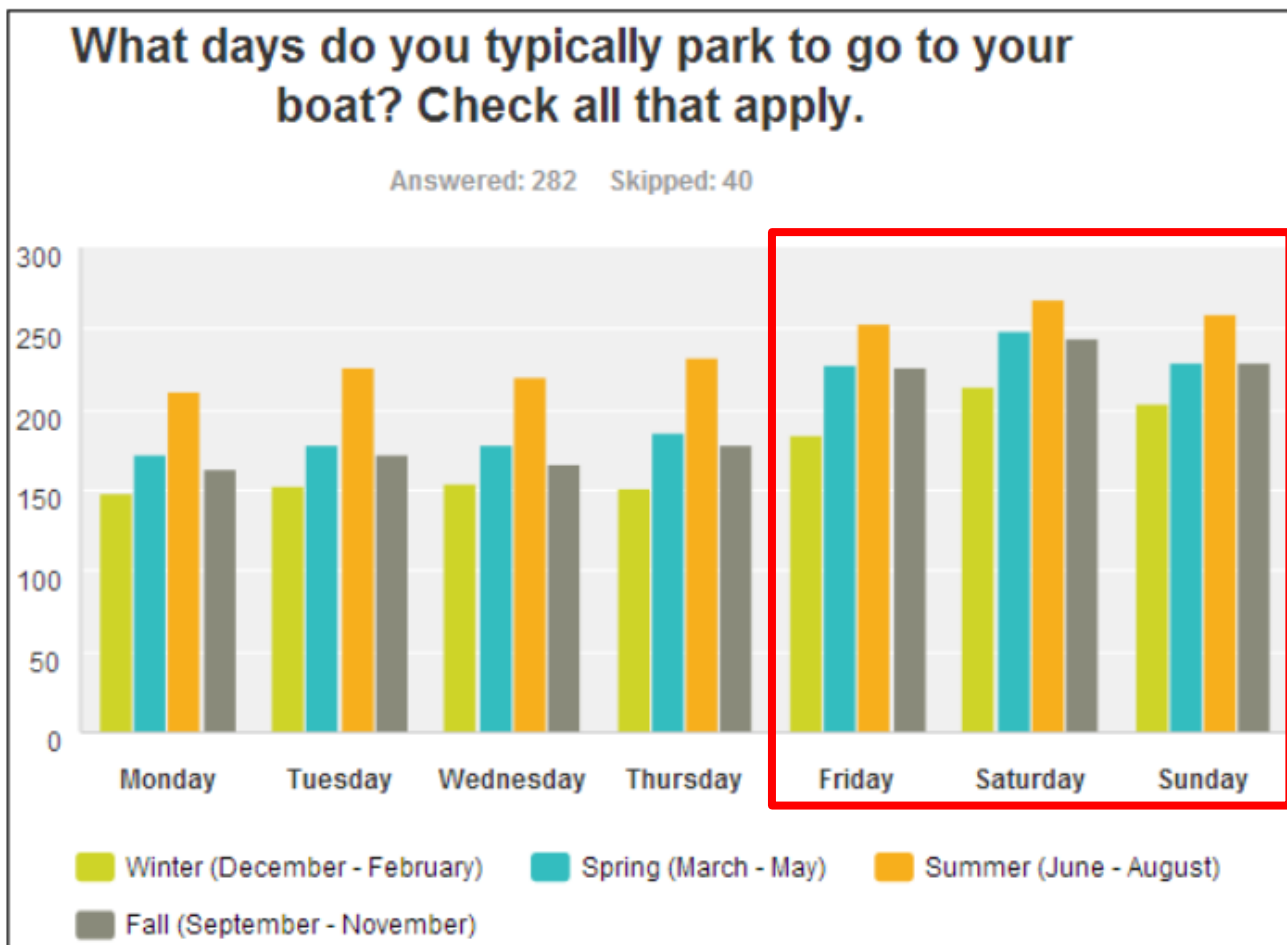
- Manage corridor to ensure space consistently available
- No management proposed for weekends

## Options

- Allow for multiple-day purchases (up to 3 days)
- Identify off-street private parking options

# Moorage tenant use

Paid restrictions are only weekdays 9 AM – 4 PM



# Why 72 hours?

- In place since 2000; previously 24 hours
- City-wide ordinance
- Public space should not be prioritized for long-term vehicle storage

# Draft parking management approach

## Aloha to Highland

- **4-hour** paid parking on both sides
- Eliminate park and ride
- Accommodate short-term corridor users

## Highland to Galer

- **All-day (7-hour)** paid parking on both sides
- Accommodate employees and moorage tenants

## Galer to McGraw

- **2-hour** paid parking on east side; **all-day (7-hour)** paid parking on west side
- Accommodate customers, employees and moorage tenants

North of McGraw: **No restrictions**



# Implementation & monitoring

December 2014	<ul style="list-style-type: none"><li>• Share draft parking plan with ALL corridor stakeholders</li><li>• Ask for feedback</li></ul>
Q1 2015	<ul style="list-style-type: none"><li>• Signs</li><li>• Time limits</li><li>• Paid parking</li></ul>
Q2/Q3 2015	<ul style="list-style-type: none"><li>• Gather parking data (Q2)</li><li>• Share data/suggest changes (Q3)</li><li>• Implement changes (Q3)</li><li>• Revise RPZ boundaries (Q2/Q3)</li></ul>
Longer term	<ul style="list-style-type: none"><li>• Citywide policy options to address new development and RPZs</li></ul>

# Parking management discussion



# Design progress

# Compromise

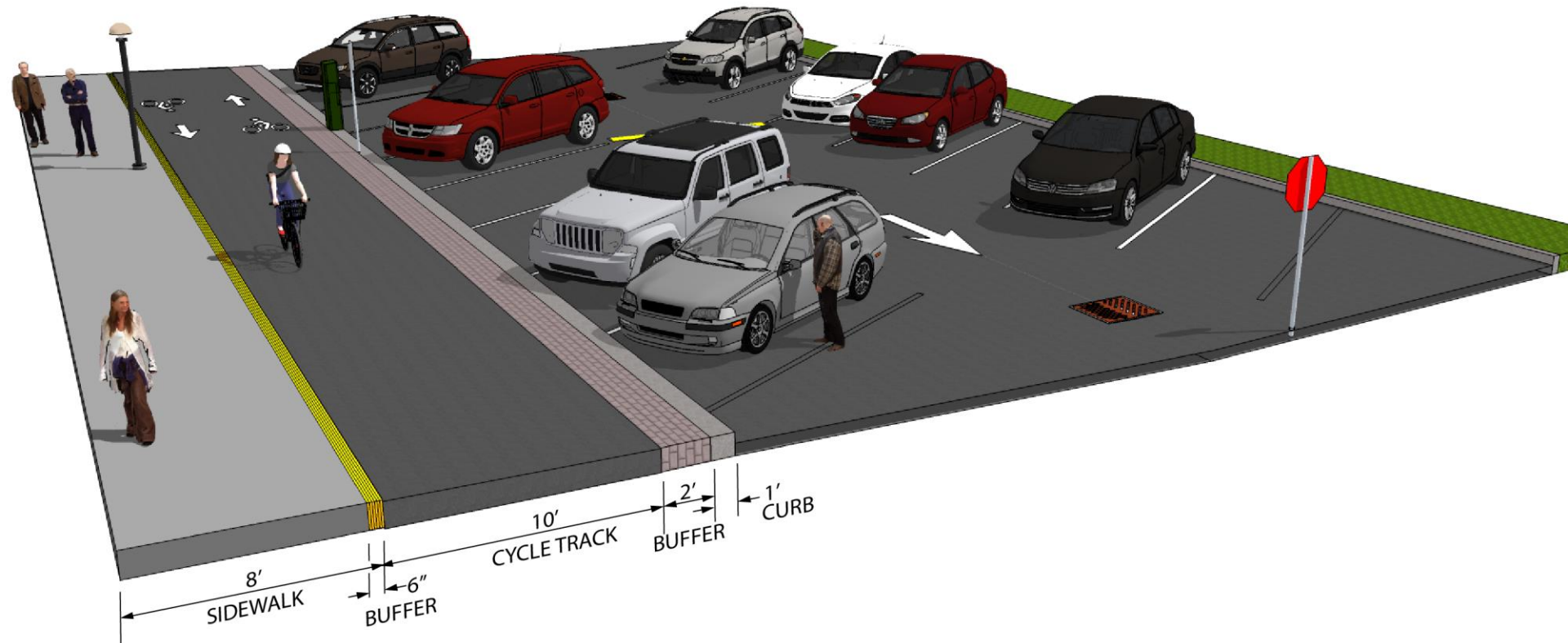
*"Although no plan would be perfect given the complexities in this corridor, the present plan seems well thought out. The planners have certainly listened to business owners and residents of the area, and have preserved most of the parking."*

*"I believe this is the most equitable solution to balance Westlake business needs and cyclist/pedestrian safety."*

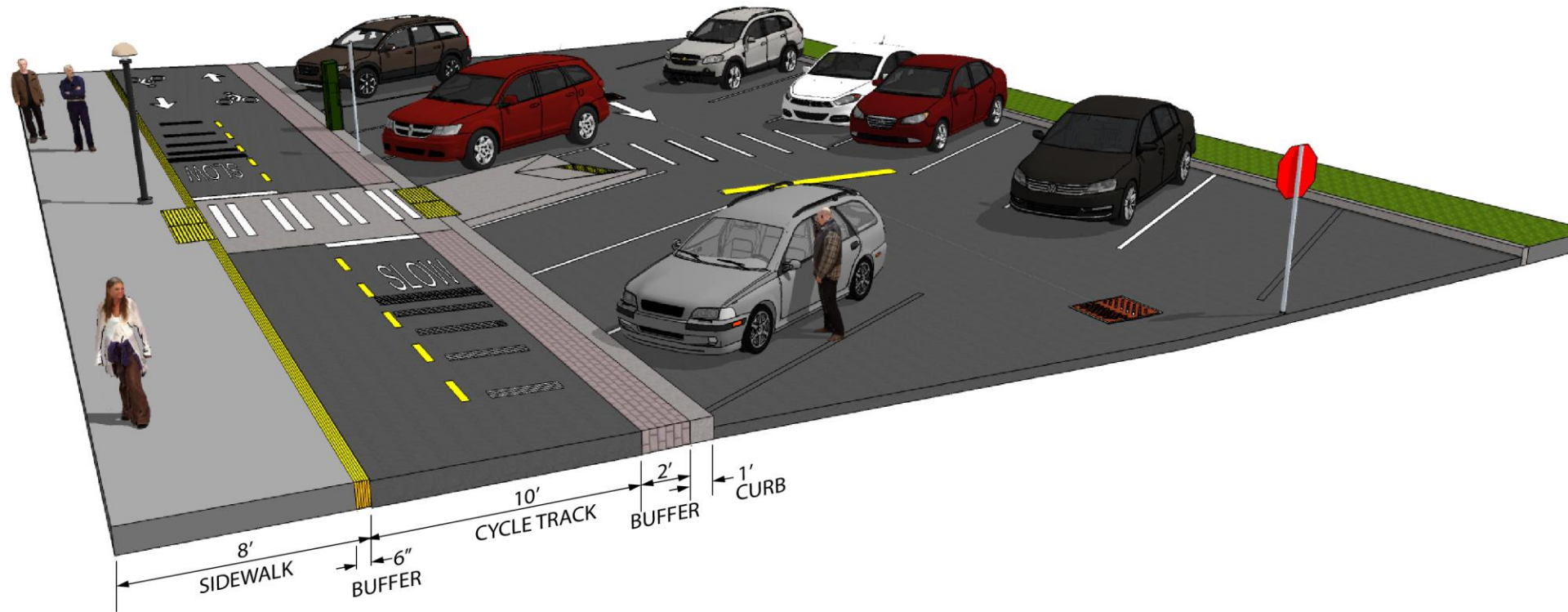
# Cycle track design progress

- South end connections
- South – Driveways #1-5
- Central – Driveways #5-9
- North – Driveways #9-14
- North end connections

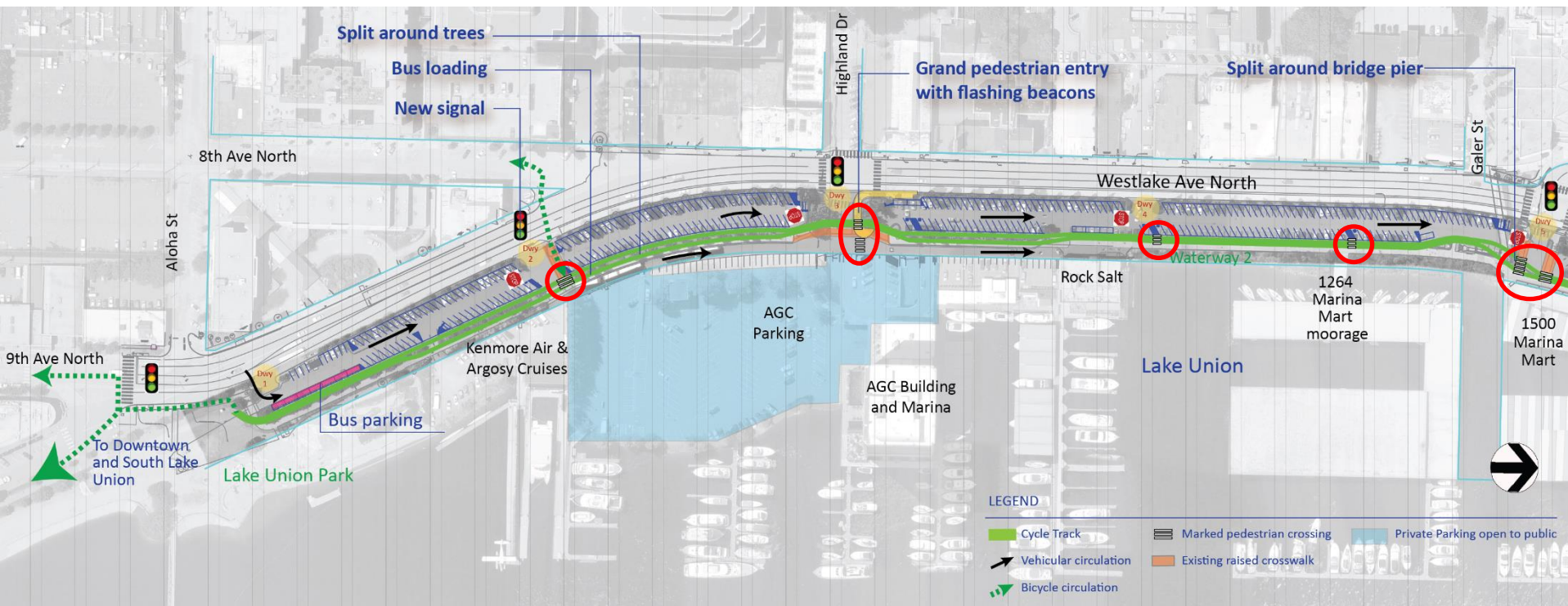
# Sample cross section



# Sample cross section w/ ped crossing



# Driveways #1-5: Design progress



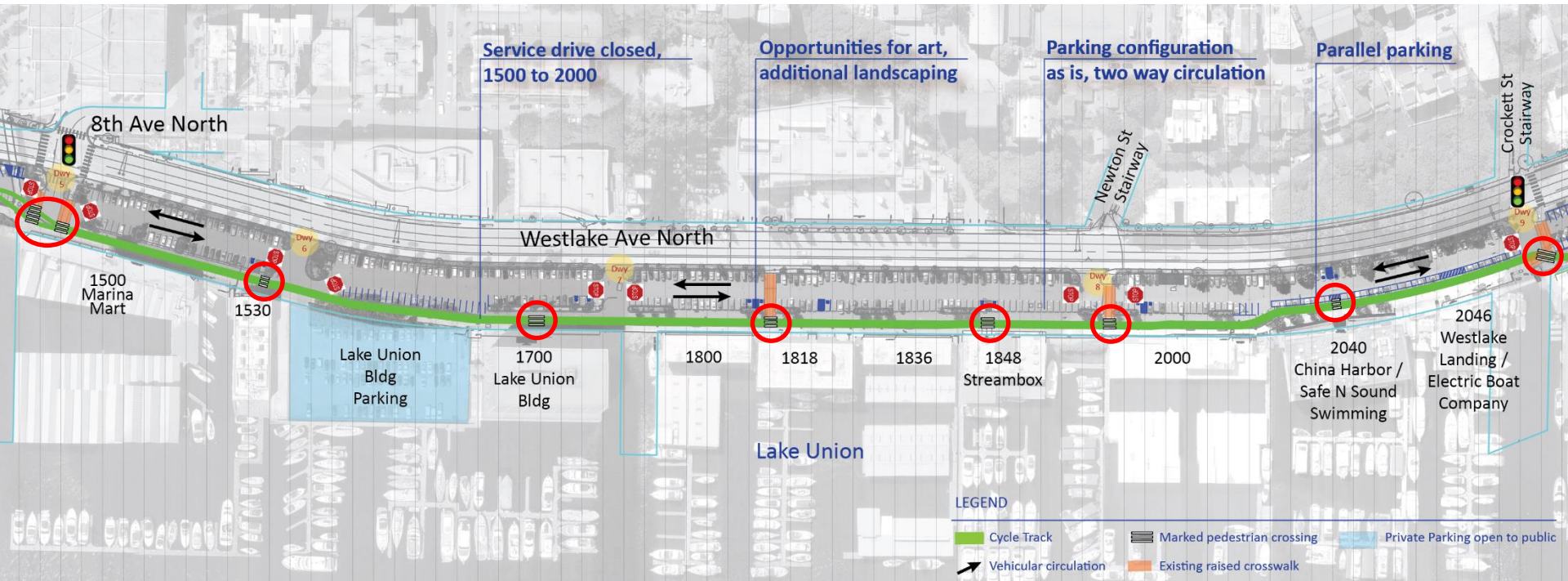
## Parking spaces

Today	With project
327 spaces	80-90% preserved

# Driveways #1-5: Visual



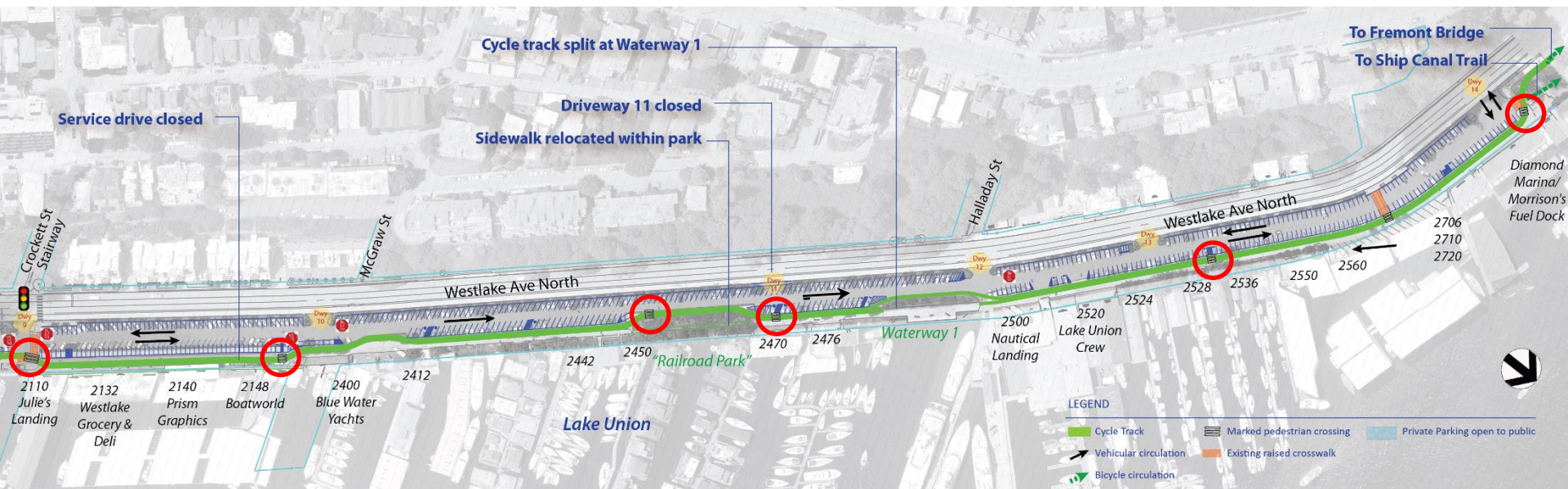
# Driveways #5-9: Design progress



## Parking spaces

Today	With project
427 spaces	85% preserved

# Driveways #9-14: Design progress



## Parking spaces

Today

497 spaces

With project

85-95%  
preserved

# Next steps

- Next design check-in: February 2015
- Anticipated construction: Fall 2015

# Questions?

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

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

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