

# South Lake Union Mobility Plan

## Progress Report – December 2012

Strategy	Description	Current Actions/Progress
<b>1. Connect Communities</b>		
A. Re-establish the east-west grid across Aurora Avenue at John, Thomas and Harrison Streets with attractive and safe “complete street” designs.	The North Portal of the Alaskan Way Viaduct Replacement project tunnel will remove a substantial volume of through traffic from Aurora Avenue N between Harrison Street and Denny Way and allow three existing streets—John Street, Thomas Street, and Harrison Street—to be reconnected across Aurora Avenue N. These reconnected streets provide new opportunities for east-west transit service, pedestrian connections, and bicycle connections.	Bored Tunnel is under construction. Grid will be completed after traffic is shifted from existing Battery Street Tunnel to new Bored Tunnel
B. Rename Aurora Avenue N between Harrison and Denny Way to its historic name: 7 <sup>th</sup> Avenue N.	The process to rename a street requires input from SDOT, and the Seattle Fire Department among others. It may also require City Council action.	
C. Provide pedestrian and bicycle facilities on Thomas Street.	New facilities should be consistent with the City’s Street Concept Plan and Green Street designation.	Included in the design of the AWV North Surface Street project.
D. Provide a pedestrian/bicycle trail under Aurora Avenue N on Mercer Street.	This feature is proposed as part of the Mercer West project, which plans to widen Mercer Street under Aurora Avenue.	Cycle track on Mercer Street is being constructed as part of Mercer West project. Contract for construction has been awarded.
E. Create a RapidRide Station on surface Aurora Avenue N.	The RapidRide Station would be located on Aurora Avenue (to be renamed 7 <sup>th</sup> Avenue) between Harrison and Thomas Street. Other transit routes, such as those on Dexter Avenue N and 5 <sup>th</sup> Avenue N, should be diverted to Aurora Avenue to facilitate transfers. In addition, the station should integrate with other modes such as pedestrian and bicycle facilities on Thomas and Harrison Streets.	Transit lanes on surface Aurora Avenue are included in design of AWV North Surface Street project. Will be constructed after Bored Tunnel is open (2017).
F. Design Harrison Street to accommodate future east-west bus service with stops at 7 <sup>th</sup> Avenue N.	The Alaskan Way Viaduct Replacement Project should incorporate features (such as increased pavement strength and sidewalk widths) for future transit service on Harrison Street between Dexter Avenue N and 5 <sup>th</sup> Avenue N.	North Surface Street design provides 4 lanes on Harrison Street to accommodate transit.
G. Enhance the pedestrian crossings of 5 <sup>th</sup> Avenue N at Thomas Street and Harrison Street.	Existing traffic patterns—with a dual right turn from Harrison Street to 5 <sup>th</sup> Avenue N—create difficult pedestrian crossing conditions in the vicinity of Seattle Center. The signal cycle is also very long, which delays pedestrian crossings. In the future, the removal of Broad Street and reconnection of the east-west grid of streets across Aurora Avenue will change traffic patterns and eliminate the need for dual-right turn lanes. The North Portal	North Surface Street design includes pedestrian improvements at this intersection.

## South Lake Union Mobility Plan Progress Report – December 2012

	design should address pedestrian crossings at the intersections of 5th Avenue N/Harrison Street and 5th Avenue N/Thomas Street/Broad Street, and consider pedestrian curb bulbs and special pavement treatments. Pedestrian countdown signals should be considered for all new intersections.	
H. Provide turning radii for large trucks at key locations where trucks will access Mercer Street and the SR 99 ramps.	The Alaskan Way Viaduct Replacement Project and Mercer West project should include corner radii suitable for large trucks at Mercer Street/5 <sup>th</sup> Avenue (southeast corner), Mercer Street/6 <sup>th</sup> Avenue (southwest corner), and on the Republic Street off-ramp from northbound SR 99.	Included in Mercer West design.
I. Widen the Denny Way overpass of Interstate 5 to provide bicycle lanes and a sidewalk on the north side of the overpass.	This is recommended by the <i>Seattle Bicycle Master Plan</i> to improve the connection to Capitol Hill.	
J. Evaluate other pedestrian connection opportunities between South Lake Union and Capitol Hill.	There are limited connection points between the two neighborhoods north of Denny Way. Improvement opportunities could include stairs, trails, and/or a new pedestrian overpass of Interstate 5.	
<b>2. Improve Transit Service</b>		
A. Provide east-west transit service on Harrison Street connecting Uptown and Capitol Hill through the heart of South Lake Union.	There is no east-west transit service between Uptown and South Lake Union north of Denny Way. Such service would be viable once the Viaduct Replacement project is complete and the grid of streets is reconnected across Aurora Avenue. New east-west transit should be located on Harrison Street between 5 <sup>th</sup> Avenue N and Fairview Avenue N to serve the heart of South Lake Union and the Uptown Triangle. This street should have physical features needed to accommodate buses including adequate pavement, wide sidewalks at bus stops, and good pedestrian-level street lighting.	Coordinating with Metro. New east-west service across Aurora Avenue cannot occur until the AWW's North Surface Street improvement project is complete (2017).
B. Increase transit service through South Lake Union by rerouting select Interstate 5-to-Downtown routes to the Mercer Street ramps and Fairview Avenue N.	Explore opportunities in conjunction with transit agencies to increase transit service through the South Lake Union neighborhood by rerouting select existing Interstate 5 transit routes to the Mercer Street ramps. Metro, Sound Transit and Community Transit operate many routes from North Seattle, Snohomish County, and the Eastside that use I-5 and access downtown via the Stewart Street ramps. The Mercer East project provides the opportunity to divert routes to exit at Mercer Street and then travel on Fairview Avenue to reach the downtown core.	Have discussed potential for new services on Fairview Avenue N with Metro. Will provide planning support to Metro in 2013.

## South Lake Union Mobility Plan Progress Report – December 2012

<p>C. Improve transit reliability and operating conditions on Fairview Avenue N to entice more transit to route through the South Lake Union neighborhood.</p>	<p>Faster and more reliable transit travel speeds along Fairview Avenue could make it a more attractive path for transit, and create opportunities for increased service levels described in #2B above. Enhancements could include signal coordination and signal priority as well as transit-only lanes and on-street parking removal/restrictions or queue-jump lanes at key intersections.</p>	<p>See 2.B. above.</p>
<p>D. Identify acceptable bus layover locations in the two urban centers in exchange for extending existing bus route service to these neighborhoods.</p>	<p>A few all-day routes that serve destinations south of downtown Seattle “layover” in the Belltown area between trips. The layover provides a driver rest break and also allows buses to stay on schedule. There are a couple dozen peak commuter routes that could be extended to begin and end in South Lake Union/Uptown if on-street or off-site layover space were provided in the South Lake Union/Uptown neighborhoods. Riders using these buses would no longer need to transfer downtown.</p>	
<p>E. Work with Sound Transit to have buses that now layover in the South Lake Union neighborhood to make stops in the neighborhood as part of their route.</p>	<p>There are several Sound Transit routes to and from Pierce County (Route 590, 592, 593, 594, and 595) that layover on the east side of Eastlake Avenue E. These routes use Republican Street to return to Eastlake Avenue E and their first stop is on Stewart Street near 9<sup>th</sup> Avenue. Service for South Lake Union riders could be improved by creating a stop along Republican Street or Eastlake Avenue E.</p>	<p>Discussed potential with Sound Transit for new stops on Eastlake Avenue N.</p>
<p>F. Concentrate transit service near the future RapidRide Station on Aurora Avenue N between Harrison and Thomas Streets.</p>	<p>Once the Viaduct Replacement Project North Portal is complete, a RapidRide Station for the E-Line would be located on Aurora Avenue (to be renamed 7<sup>th</sup> Avenue) south of Harrison Street. The curb lanes in each direction on Aurora Avenue would be dedicated as Business Access &amp; Transit (BAT) lanes that would connect to the transit lanes on Wall Street and Battery Street and link to the Third Avenue transit corridor through downtown. These new features provide an opportunity for other north-south routes in the area (Routes 26 &amp; 28 that use Dexter Avenue and possibly routes on 5<sup>th</sup> Avenue) to use Aurora Avenue via Harrison Street to create a transit transfer point. In addition, the community desires new east-west transit service along Harrison Street. This concentration of transit service would enhance transfer options and likely improve passenger safety by increasing the number of people in the area.</p>	<p>Have discussed with Metro. Cannot occur until AWV’s North Surface Street project is complete (2017).</p>
<p>G. Add transit lanes on Aurora Avenue N (7<sup>th</sup> Avenue N) that connect to the Wall Street/ Battery Street transit lanes.</p>	<p>The curb lanes in each direction on Aurora Avenue (7<sup>th</sup> Avenue N) should be dedicated as Business Access &amp; Transit (BAT) lanes that would connect to the transit lanes on Wall Street and Battery Street and link to the Third Avenue transit corridor through downtown.</p>	<p>Transit lanes on surface Aurora Avenue are included in design of AWV North Surface Street project. Will be constructed</p>

## South Lake Union Mobility Plan Progress Report – December 2012

		after Bored Tunnel is open (2017).
H. Increase nighttime and weekend transit service.	South Lake Union is transitioning and will have up to 12,000 residents in the future. This change from mostly an employment center to a mixed-use neighborhood will require more all-day and weekend transit service. In addition, patrons to Seattle Center and Lake Union Park events could be enticed to use more transit if it was available at the end of evening events and on weekends.	
I. Improve pedestrian lighting and amenities at and approaching transit stops and mobility hubs.	Provide wide sidewalks with continuous pedestrian-scale lighting along major walking routes to major bus stops and transit stations. Add weather protection at bus stops. Pedestrian wayfinding signs should include information about major transit stations such as the Aurora RapidRide or Streetcar stations.	
J. Support additional Streetcar routes.	Consider extending the South Lake Union Streetcar to other neighborhoods, including downtown, Uptown, Fremont and the University District. The highest priority would be to connect the First Hill Streetcar line to South Lake Union and the Seattle Center, most likely through downtown.	Extension of SLU Streetcar line to Ballard is being studied. Connection of SLU and First Hill lines is also being studied.
K. Improve ability to use transit to circulate among the downtown neighborhoods.	As residential and employment growth continues in South Lake Union and the Uptown Triangle, there will be increased need to circulate among the downtown neighborhoods at all hours of the day. New transit and/or an extended streetcar may be needed to facilitate this downtown circulation.	
<b>3. Serve Regional Access and Mobility</b>		
A. Complete the Mercer West project.	This project proposes to widen Mercer Street under Aurora Avenue to three lanes in each direction plus turn lanes, and convert Mercer Street west of 5 <sup>th</sup> Avenue N to two way operations.	Fully funded. Design complete and bids have been received by City. Contract award expected in December/January.
B. Convert Roy Street west of 5 <sup>th</sup> Avenue N to two-way operations and add bike lanes.	This is also proposed as part of the Mercer West project. It is intended to calm traffic and discourage through traffic on Roy Street.	Included in Mercer West design.
C. Improve pedestrian crossings at intersections along Mercer and Roy Streets.	The West Mercer project should improve pedestrian crossings at the Queen Anne Avenue/Roy Street intersection by eliminating the dual left and right turn lanes on westbound Roy Street. Improving pedestrian flow and safety at this intersection is one of Uptown's highest priorities. In addition, the Mercer West project should provide signalized pedestrian crossing on	Included in Mercer West design.

## South Lake Union Mobility Plan Progress Report – December 2012

	<p>Mercer Street between 1<sup>st</sup> Avenue N and 3<sup>rd</sup> Avenue N to improve the pedestrian connections to the Seattle Center. Traffic signal warrants (minimum traffic and pedestrian volumes) would need to be met before SDOT would install this signal. Key pedestrian crossings (Queen Anne Avenue N/Roy Street and Mercer Street/5<sup>th</sup> Avenue) should be enhanced with special treatments such as stamped and colored pavement.</p>	
<p>D. Calm traffic on Republican Street between Dexter Avenue N and Fairview Avenue N to discourage its use as a high-speed through route.</p>	<p>The new northbound off-ramp from SR 99 would connect to Republican Street, and many motorists could choose to use this route because it will be less congested than Mercer Street. Although it is classified as an arterial, there are many local driveways and pedestrian crossings along it that would be adversely affected by high through volumes or high speeds. The neighborhood desires that high-speed through traffic be discouraged on this route with the use of signage, signal timing, and other traffic calming measures. Through traffic should be routed to Mercer Street.</p>	
<p>E. Provide turning radii for large trucks at key locations where trucks will access Mercer Street and SR 99.</p>	<p>See 1.H. above.</p>	<p>Included in Mercer West design.</p>
<p>F. Provide signage for the travel route from westbound Mercer Street to southbound SR 99.</p>	<p>Left turns from westbound Mercer Street to southbound 6<sup>th</sup> Avenue and on to the SR 99 southbound on-ramp will not be allowed. One alternative route would loop in a clockwise direction from Mercer Street to Taylor Avenue N to Valley Street and SR 99. This travel route to SR 99 should be signed.</p>	
<p>G. Continue to engage community in planning for construction of the major infrastructure projects.</p>	<p>Construction management plans and procedures established for the Mercer East project should be continued and expanded for the Mercer West and North Portal projects. This planning should consider Seattle Center event traffic needs as well as appropriate detours for all modes of travel.</p>	<p>Ongoing.</p>
<p><b>4. Encourage Walking</b></p>		
<p>A. Reconnect Harrison, Thomas, and John Streets across Aurora Avenue.</p>	<p>See 1.A. above.</p>	<p>Included in the AWV North Surface Street project.</p>
<p>B. Implement Green Street improvements along Thomas Street between Eastlake Avenue and 5th Avenue N.</p>	<p>Thomas Street is currently designated as a “Green Street” between Fairview Avenue N and Eastlake Avenue E, and could be extended west through the study area to 5<sup>th</sup> Avenue N as well as west of the Seattle Center. In collaboration with neighborhood groups, property owners and individuals,</p>	<p>Green street design features for segment between Dexter Avenue N and 5<sup>th</sup> Avenue N included in AWV North Surface Street project. New development projects along</p>

## South Lake Union Mobility Plan Progress Report – December 2012

	<p>the City of Seattle is developing a streetscape concept plan for Thomas Street from Eastlake Avenue E to Elliott Avenue W. A streetscape concept plan is an urban design plan to help guide future streetscape and public realm improvements that can be implemented over time either through frontage improvements by private development or through capital projects. The Thomas Street Streetscape Concept Plan incorporates the major changes that are part of the design for the north portal of the Alaskan Way Viaduct Replacement project, which will reconnect the street grid across Aurora Avenue N. The plan also accommodates the Lake-to-Bay Loop that will use a portion of Thomas Street via an extra-wide sidewalk on the north side of the street. Designated east-west bicycle facilities are desired on Thomas Street between 5th Avenue N and Eastlake Avenue E and should be incorporated into the streetscape concept plan.</p>	<p>corridor are also including Green Street features along site frontages.</p>
<p>C. Signalize pedestrian crossings of Westlake Avenue N at Thomas Street and John Street.</p>	<p>A signal is currently being installed at Westlake Avenue N/Thomas Street intersection, and will facilitate crossings of this two-way arterial. Future signalization of Westlake Avenue N/John Street intersection is also desired. Traffic signal warrants (minimum traffic and pedestrian volumes) would need to be met before SDOT would install this signal.</p>	<p>Signal has been installed at Westlake Avenue/Thomas Street.</p>
<p>D. Implement a comprehensive pedestrian wayfinding program using the already-adopted City Wayfinding System standards.</p>	<p>Wayfinding signs will be needed along the area’s proposed Loop Trails, and should also be provided for key neighborhood destinations such as retail nodes and parks. Hard-to-find destinations, such as the Fred Hutchinson Cancer Research Center, could also be signed. Seattle’s Wayfinding System, which includes sign design standards, should be extended to the South Lake Union neighborhood. Key locations where signs should be installed include:</p> <ul style="list-style-type: none"> <li>• Lake Union Park</li> <li>• Aurora RapidRide Station</li> <li>• Seattle Center – at base of Monorail</li> <li>• On Westlake Avenue at Streetcar stations</li> <li>• Along the Lake-to-Bay Loop Trail</li> <li>• Along routes to Fred Hutchinson Cancer Research Center</li> </ul>	<p>Wayfinding elements added by Fred Hutch near its campus.</p>
<p>E. Address vehicular circulation impacts on pedestrian mobility in the Cascade Neighborhood.</p>	<p>Several improvements are recommended to reduce vehicle-pedestrian conflicts in the Cascade neighborhood.</p> <p>1. <b>Evaluate vehicle traffic control throughout neighborhood</b> – There is a mix of two-way and all-way stop-controlled intersections in the Cascade Neighborhood that can be confusing to motorists and pedestrians alike.</p>	<p>Stakeholders have been working with SDOT on individual intersection needs.</p>

## South Lake Union Mobility Plan Progress Report – December 2012

	<p>The existing traffic control measures should be reviewed given the substantial growth and change in traffic patterns that have occurred in recent years. Intersections that remain two-way stop-controlled (stop signs on just the side street) could be enhanced with repainted stop bars. All-way stops may be warranted at other locations.</p> <p><b>2. Implement traffic calming techniques on non-arterial streets with cut-through traffic</b> – Republican Street is the only designated arterial that passes through the Cascade Neighborhood. The other east-west streets—Harrison Street, Thomas Street, and John Street—are local streets. Traffic calming measures and special pedestrian crossing treatments, such as raised crosswalks and curb bulbs, could be considered to reduce traffic speeds and cut-through traffic between Eastlake Avenue E and Fairview Avenue E.</p> <p><b>3. Consider all-way stop or traffic signal at Republican Street/Pontius Avenue E</b> to improve pedestrian crossings and provide for local circulation to the arterial street. This treatment would require that warrants for a traffic signal or all-way stop be met.</p>	
F. Implement pedestrian improvements in the <i>Denny Way Streetscape Concept Plan</i> .	This includes widening the Denny Way Overpass of Interstate 5 to include a sidewalk on the north side, providing a signalized pedestrian crossing of Denny Way at Minor Avenue N, and improving crossings at key intersections. A new signal at Denny Way/Minor Avenue N would need to meet signal warrants and be approved by SDOT.	
G. Improve pedestrian facilities along the Mercer Corridor.	<p>There are many opportunities to improve pedestrian and bicycle mobility in the corridor. Key areas include:</p> <p><b>1. Provide wide pedestrian/bicycle path on Mercer Street under Aurora Avenue</b> – This feature is included in West Mercer project.</p> <p><b>2. Improve pedestrian crossings at the Queen Anne Avenue/Roy Street intersection</b> – See 3.C. above.</p> <p><b>3. Provide signalized pedestrian crossing on Mercer Street between 1st Avenue N and 3rd Avenue N</b> – See 3.C. above.</p>	Recommendations included in the Mercer West design.
H. Improve pedestrian-level lighting.	The priority for improved lighting should be key pedestrian streets and routes to major transit facilities.	
I. Complete the Lake-to-Bay Loop trail.	Originally imagined as the Potlatch Trail, this 3.2-mile, pedestrian route between Lake Union and Elliott Bay would link several parks—Lake Union	The Mercer West and AWV North Surface Street project will connect the trail route

## South Lake Union Mobility Plan Progress Report – December 2012

	<p>Park, Seattle Center, the Olympic Sculpture Park and Myrtle Edwards Park. After Mercer Street is widened under Aurora Avenue N, there would be a wide, multi-use path on the north side of that street that would provide the initial link among destinations. The loop would be complete once the Alaskan Way Viaduct Replacement project is completed and the grid of streets is reconnected across Aurora Avenue N. A wide sidewalk is proposed on Thomas Street along the north side to complete the loop route. A new pedestrian bridge across the BNSF mainline railroad tracks at Thomas Street will link the loop to the Elliott Bay shoreline. The loop would use a combination of sidewalks and separated trail along with wayfinding signs and maps to guide users along the route.</p>	<p>across Aurora Avenue at both Mercer Street and Thomas Street.</p>
<p>J. Enhance the Terry Avenue connection to Lake Union Park.</p>	<p>Terry Avenue is the main access to Lake Union Park. South of Mercer Street, Terry Street is being improved with streetscape improvements. The segment between Mercer Street and Valley Street should be improved with enhanced pedestrian crossings and sidewalks.</p>	
<p>K. Prepare a Streetscape Concept Plan for Dexter Avenue N within South Lake Union.</p>	<p>Dexter Avenue N between Mercer Street and Denny Way has a very wide (106-foot) right-of-way. A Streetscape Concept Plan should be developed to guide pedestrian, bicycle and landscape enhancements that could be made in this right-of-way.</p>	<p>Recommend stakeholder action to coordinate with plan for 7<sup>th</sup> Avenue Cycle Track south of Denny Way.</p>
<h3>5. Support Biking</h3>		
<p>A. Make bicycle improvements proposed for the Mercer West project.</p>	<p>There are many opportunities to improve pedestrian and bicycle mobility in the Mercer Corridor west of Dexter Avenue N. Key elements include:</p> <ol style="list-style-type: none"> <li><b>1. Provide wide pedestrian/bicycle path on Mercer Street under Aurora Avenue</b> – This feature is included in the project to widen Mercer Street under Aurora.</li> <li><b>2. Provide bike lanes on Roy Street</b> – The West Mercer project proposes to convert Roy Street to two-way operation and locate bike lanes on both sides of the street.</li> <li><b>3. Provide trail connection through Lower Kinnear Park</b> – A trail that meanders through Lower Kinnear Park is proposed to link Roy Street, Mercer Street, and Prospect Street at Elliott Avenue. This would provide a non-motorized connection between Uptown and Elliott Bay Park via the pedestrian bridge that crosses the railroad tracks at Prospect Street.</li> </ol>	<p>Elements 2 and 3 are included in the Mercer West design.</p> <p>Continue to coordinate with stakeholders on the Lower Kinnear Park trail.</p>

## South Lake Union Mobility Plan Progress Report – December 2012

<p>B. Provide for bicycles on Thomas Street between 5th Avenue N and Eastlake Avenue E.</p>	<p>Several east-west streets will be reconnected across Aurora Avenue N once the North Portal is complete: John Street, Thomas Street and Harrison Street. Thomas Street is also proposed to be a Green Street, and will likely have the lowest vehicular traffic. Bicycle facilities should be incorporated into the Street Concept Plan.</p>	<p>AWV North Surface Street design includes bike lanes on Thomas Street between 8<sup>th</sup> Avenue and 5<sup>th</sup> Avenue.</p>
<p>C. Improve the Dexter Avenue N bike lanes between Roy Street and Denny Way.</p>	<p>SDOT is currently improving the north segment of the Dexter Avenue N between Roy Street and the Fremont Bridge. This project includes many features to improve the bike lane, including a buffer between the bike lane and the travel lane. Some of these treatments could be extended to the segment of Dexter Avenue between Roy Street and Denny Way.</p> <p>One improvement that should be considered as part of the Dexter Avenue N bike lane is to add a right-turn pocket to the right side of the bike lane on southbound Dexter Avenue N at Harrison Street to reduce conflicts with right-turning vehicles destined to SR 99 via Harrison Street. A green bike lane at this location could also be considered.</p> <p>At the Mercer Street intersection, consider treatments such as bicycle boxes and signal phasing to improve the transitions between Dexter Avenue N and the Mercer Street bike path under Aurora Avenue.</p>	<p>See 4.K. above.</p>
<p>D. Improve bicyclist safety along 9<sup>th</sup> Avenue with signal changes at Denny Way and at Harrison Street.</p>	<p>Three improvements are recommended to enhance mobility along and across 9<sup>th</sup> Avenue:</p> <ol style="list-style-type: none"> <li>1. <b>Improve street lighting</b> – Stakeholders report that existing lighting is dim.</li> <li>2. <b>Operate the traffic signal at 9<sup>th</sup> Avenue/Harrison Street at all times</b> – This signal sometimes operates as a signal, and sometimes in a flashing mode where the side street traffic on Harrison Street must stop. Both pedestrians and motorists are confused about who has the right of way when it is in flashing mode.</li> <li>3. <b>Provide a separate southbound left turn phase at the 9<sup>th</sup> Avenue/Denny Way/Bell Street intersection</b> – 9<sup>th</sup> Avenue and Bell Street do not align across Denny Way, but operate on the same signal phase. Southbound left turn traffic is supposed to yield to oncoming northbound through traffic on Bell Street; however, bicyclists report that motorists often turn in front of them. Providing a separate left turn</li> </ol>	<p>Some enhancements included in frontage design and vacation public benefits for development projects.</p>

## South Lake Union Mobility Plan Progress Report – December 2012

	phase would improve this condition.	
E. Provide for bicycles on Harrison Street between Fairview Avenue N and 5 <sup>th</sup> Avenue N. Install a signal at Eastlake Avenue N.	These projects are recommended in the <i>Seattle Bicycle Master Plan</i> .	
F. Provide for bikes on Fairview Avenue N between Valley Street and Denny Way.	The <i>Seattle Bicycle Master Plan</i> calls for improvements along Fairview Avenue N, including intersection improvements at Denny Way, Valley Street and Mercer Street. Fairview Avenue N is also targeted by the South Lake Union Mobility Plan for transit enhancements. If a Business Access and Transit (BAT) lane is located on Fairview Avenue N, it could be shared with bicyclists. Special treatments would be needed on northbound Fairview Avenue N approaching Mercer Street because of the dual right-turn lane in this location.	
G. Evaluate 5 <sup>th</sup> Avenue N as a potential north-south bicycle connection.	Depending on right-of-way availability a two-way cycle track may be an appropriate facility type for 5 <sup>th</sup> Avenue N.	Cycle track included in Mercer West projects on segment between Mercer and Republic Streets. City negotiating with Seattle Schools to extend south to Harrison Street.
H. Locate bike storage near major transit stations.	Bicycles can link transit to areas that might be beyond a comfortable walking distance. Secure bicycle storage should be provided at major transit stations to support this mode change.	
I. Create a bike sharing program for Uptown, South Lake Union and Seattle Center.	The two Urban Centers of Uptown and South Lake Union are an ideal location for a Bike Share program. The neighborhoods are relatively flat, have (or will have) a robust grid for bicycling, and have major attractions that could be linked by bike. Successful bike share programs provide closely-spaced locations where users can access or return bicycles. Bike share facilities could be located at the major attractions, including Seattle Center, Lake Union Park, the Aurora Transit Station, and Denny Park, as well as at other locations such as near retail districts, major employment centers, and community facilities. The neighborhoods should work with the City of Seattle and King County Metro to develop a framework and business model.	Discussions underway through King County Metro and City. Full program not likely possible until AWW's North Surface Street project reconnects the street grid (2017).
J. Consider bike boxes and bike signals along key bike routes	For signalized intersections that require side-street detection of vehicles or pedestrians, provide in-pavement or video detection for bicycles. Key locations could include Roy Street west of Taylor Avenue, Thomas Street	

## South Lake Union Mobility Plan Progress Report – December 2012

	between 5 <sup>th</sup> Avenue N and Eastlake Avenue N, and Dexter Avenue N.	
<b>6. Leverage Private Transportation Investments</b>		
A. Support private shuttles with passenger load zones along public streets at appropriate locations.	There are many companies and institutions that use private shuttles to transport employees and patients to sites in South Lake Union. They are not able to use public transit stops for loading and unloading. Several entities have worked with the City of Seattle to locate passenger load zones adjacent to transit stops, which makes it easier for shuttles to maneuver to and from the curb. The City should work with the neighborhoods to identify appropriate load zone locations and curb lengths. A new type of load zone—one that can only be used by authorized shuttles—should also be considered.	
B. Support changes to State laws related to private shuttles that allow for private businesses to share resources.	State laws restrict operations for businesses operating private shuttles so that they do not compete with public transit. This can limit the ability for entities to share private shuttle services.	
C. Incentivize frontage improvements.	Many desired frontage improvements are beyond City code requirements. This could include more extensive improvements than are typically required in order to comply with Street Design Concept Plans (such as along Thomas Street or Denny Way). Developers should be encouraged to enhance their frontages through credits against other transportation mitigation requirements or through other bonus programs.	
D. Entice private transit funding through transit partnerships with matching grants or other funding mechanisms.	Businesses and institutions in South Lake Union have helped to fund past transit improvements through King County Metro’s transit partnership program. That program or others should be continued and/or expanded.	
E. Coordinate street and utility work within the right-of-way.	Construction disruptions related to street and utility upgrades should be minimized by implementing strategies such as joint trenching policies, and aligning capital improvement programs between SDOT, SPU, City Light and private utility providers.	
F. Coordinate transportation demand management plans among businesses and institutions.	Businesses and institutions may be able to enhance travel demand management by coordinating plans and services including shared carpool or vanpool matching, coordinated private shuttle service (see 6.B. above), and leveraging key transit improvements that would serve multiple site needs.	
G. Manage neighborhood parking resources	Consider a program to manage parking resources to serve uses that have	

## South Lake Union Mobility Plan Progress Report – December 2012

to share parking among various entities.	different peak demand characteristics. This could include sharing office parking that is needed on workdays with events that need parking in the evening or on weekends.	
<b>7. Create Hubs for Mode Transfers</b>		
A. Create hub around the Aurora Avenue Rapid Ride Station.	There are two key locations where many transportation modes will intersect. One hub would be at the future Aurora Avenue RapidRide Station, between Harrison and Thomas Streets, where regional RapidRide service would meet local transit service. This node also connects with the Lake-to-Bay Loop trail, the Thomas Street Green Street and new east-west bike routes.	Discussed with Metro. Cannot occur until North Surface Street project complete (2017).
B. Create hub on Valley Street near Lake Union Park.	This hub would connect the South Lake Union Streetcar with the Lake-to-Bay Loop Trail, Cheshiahud Trail, and Valley Street bike paths. It would also be in close proximity to Kenmore Air Harbor and the proposed Lake Union Foot Ferry.	