



MERCER WEST

Seattle City Council Transportation Committee

SEPTEMBER 14, 2010



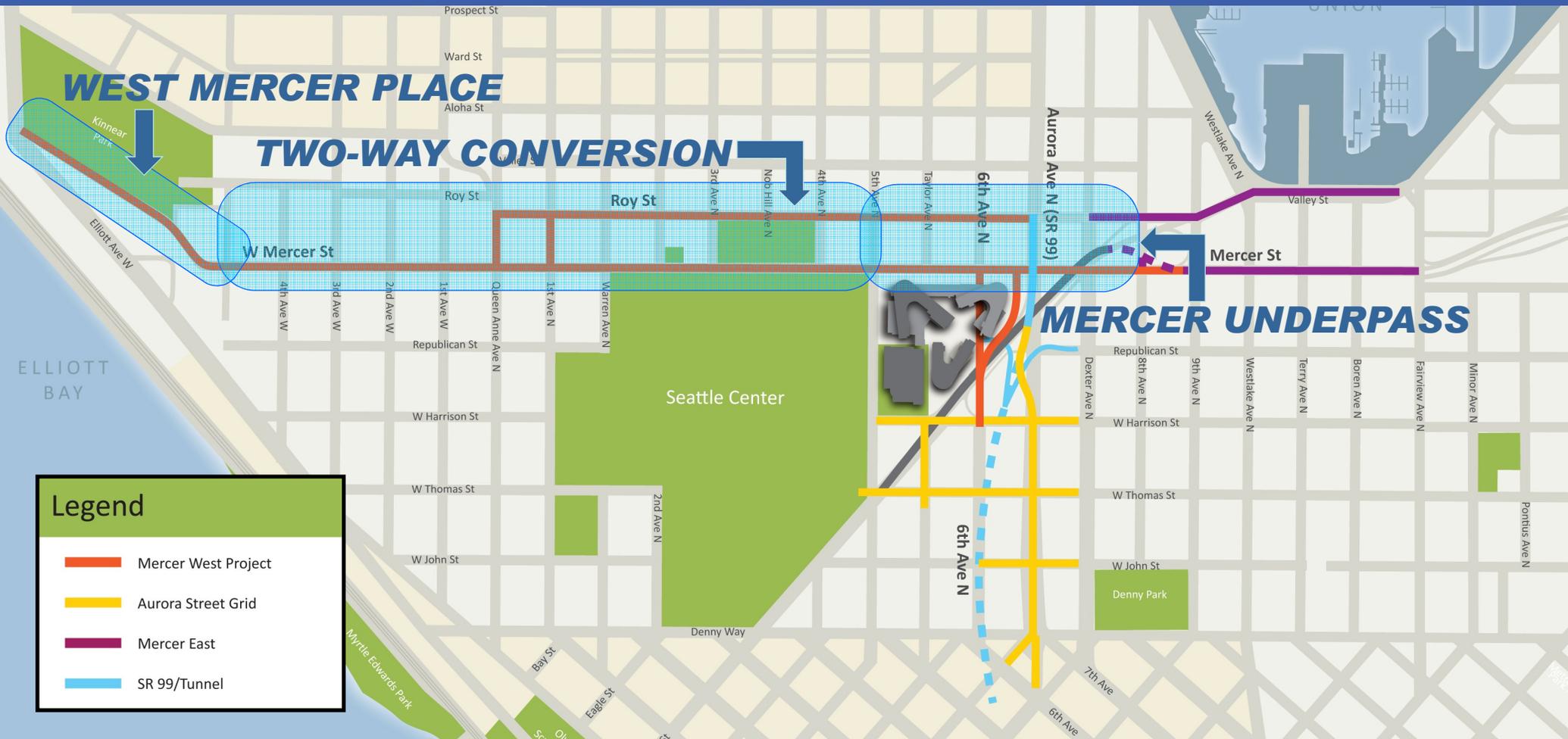
Today's Presentation

- **Project overview**
- **Sixth Avenue North Right-of-Way Agreement**
- **Mercer Underpass – preliminary analysis**



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Completing the Vision For Two-Way Mercer St From I-5 to Elliott Ave W



Legend

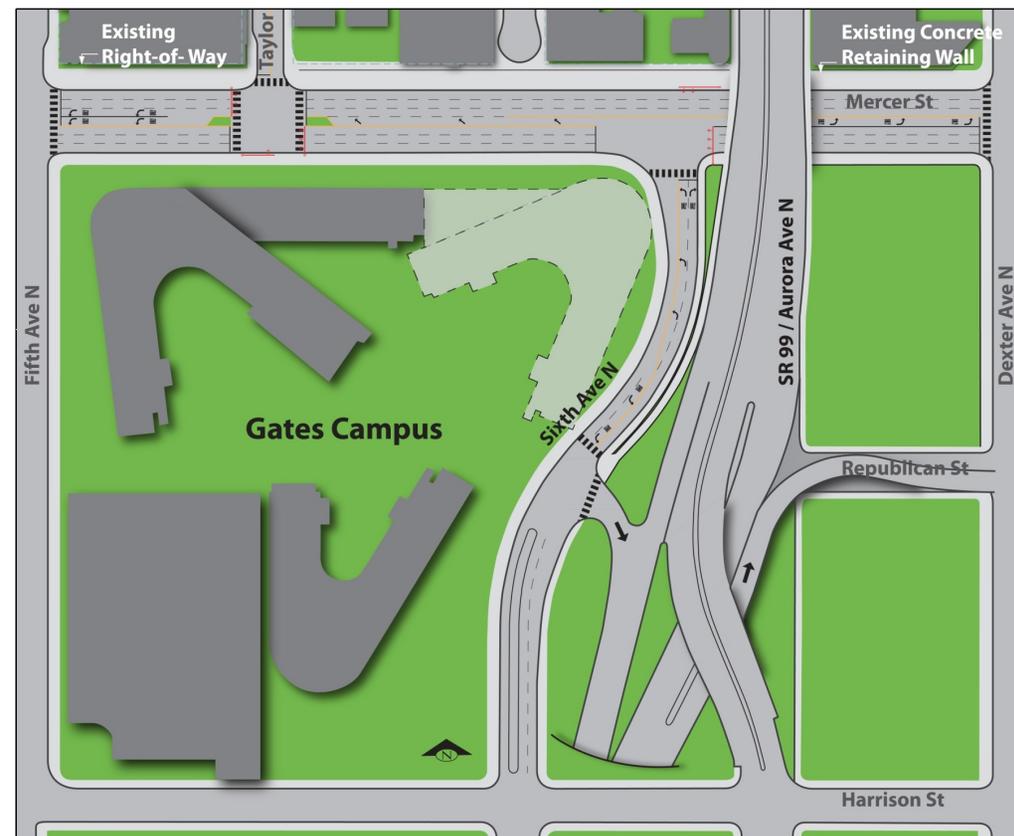
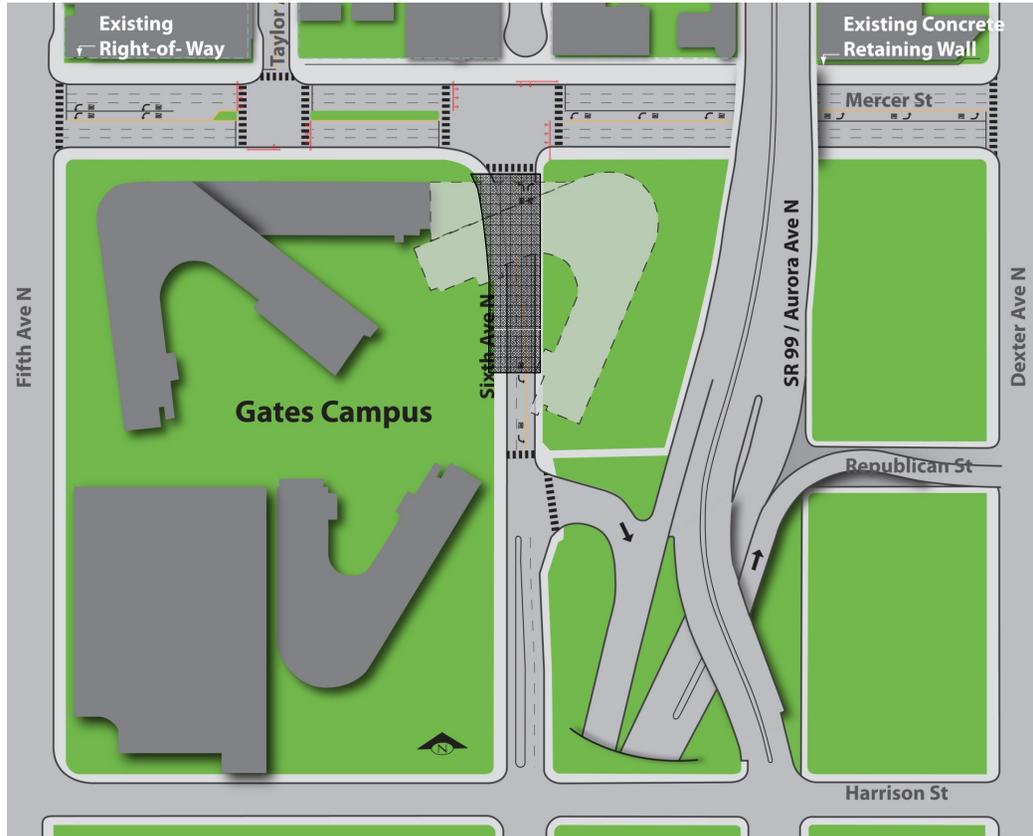
- Mercer West Project
- Aurora Street Grid
- Mercer East
- SR 99/Tunnel

- Create a direct connection from I-5 and SR 99 to Seattle Center, Uptown, Queen Anne, and Interbay
- Improve pedestrian and bicycle connection across SR 99
- Add a new option for freight from I-5 to Interbay
- Connect the Uptown and S Lake Union urban centers
- Enhance transit access



Straight

Curved

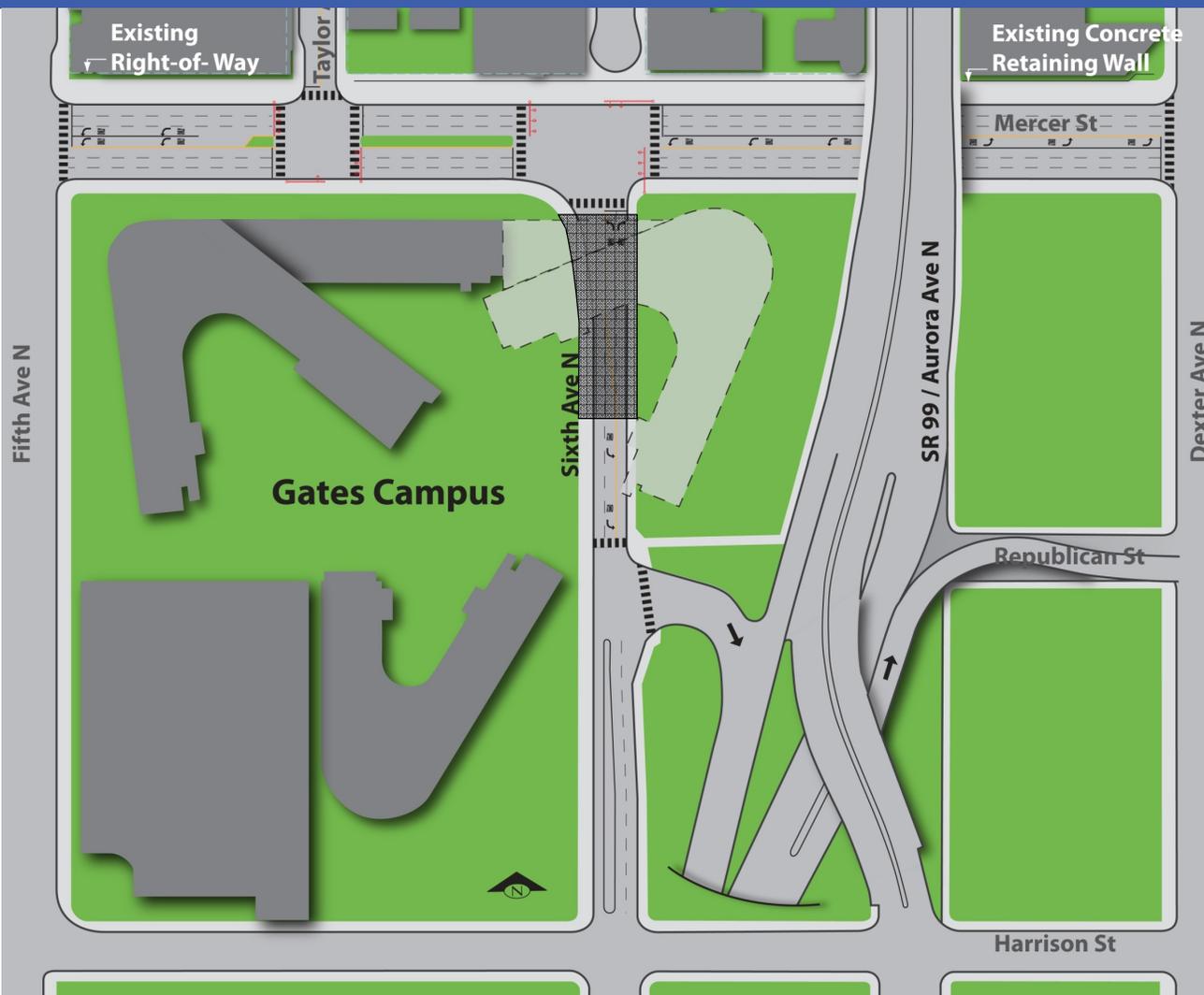




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Sixth Ave N — Straight

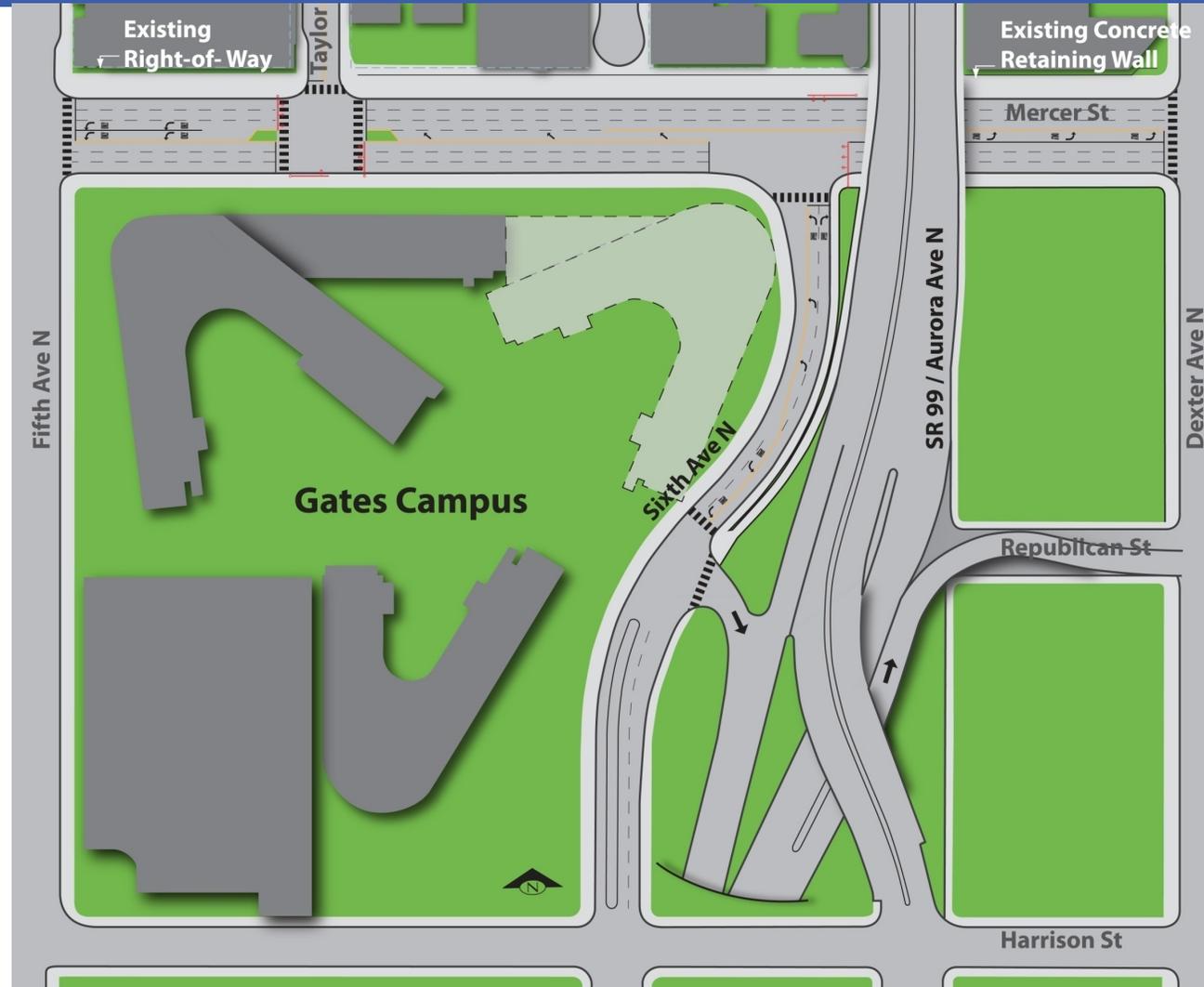
- WB left to Sixth and NB left from Sixth allowed
- Pedestrian crossings at Taylor, Sixth and Dexter
- Pedestrian crossing over Mercer at Aurora
- Bisects Gates Foundation campus
- Tunnel over Sixth (350')
- Restricted and more costly utility access
- +/- 4.5% Grade
(Grade may increase to accommodate required emergency access to campus.)
- Higher right-of-way cost (\$10 M+)





Half Signal

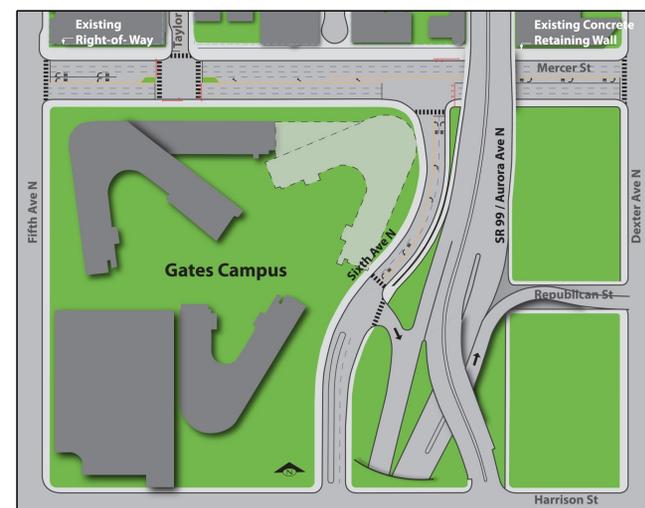
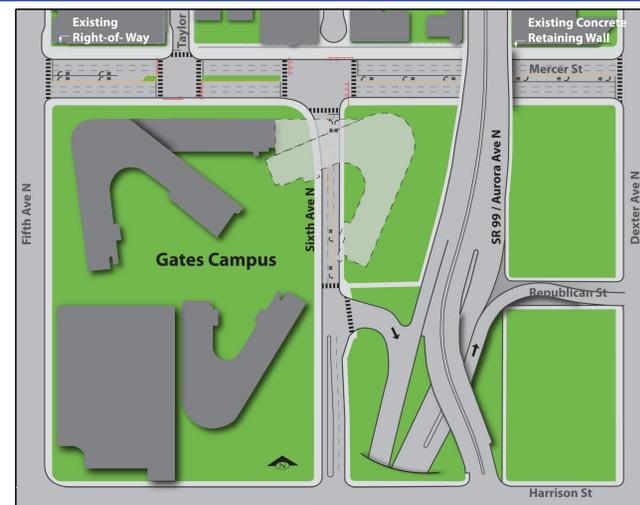
- NB left from Sixth allowed
- Pedestrian crossings at Taylor and Dexter
- Pedestrian crossings over Mercer at Aurora
- +/- 6.5% Grade
- Lower right-of-way cost (\$7.5 M+)





Stakeholder Input (July – Sept)

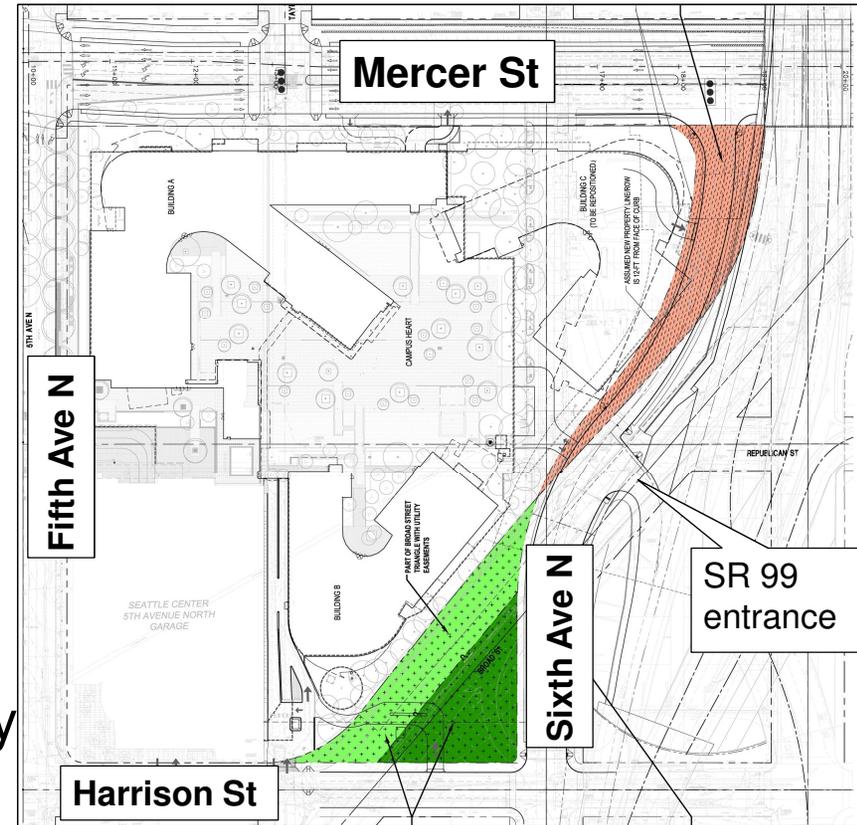
- Mercer Corridor Stakeholder Committee
- Seattle Center Resident Directors
- Freight Mobility Advisory Committee
- Freight/Bike/Pedestrian ad hoc committee
- Bicycle Advisory Board
- Pedestrian Advisory Board
- Uptown Alliance
- Magnolia Community Club
- South Lake Union Community Council
- Lake Union Opportunity Alliance
- Queen Anne Community Council
- Magnolia/Queen Anne District Council
- North Seattle Industrial Association





Proposed Right-of-Way Agreement

- Replaces a 2005 right-of-way agreement
- Effective if the curved alignment is selected
- Independent of the alternative chosen to replace the Alaskan Way Viaduct
- Provides for exchange of property
- Includes a Plan for Coordination the Mercer West Project and Gates' planned Building C
- Allows each project to proceed independently
- Provides efficiencies in cost and time
- Results in cost-savings to the Mercer West Project
- Lessens construction impacts



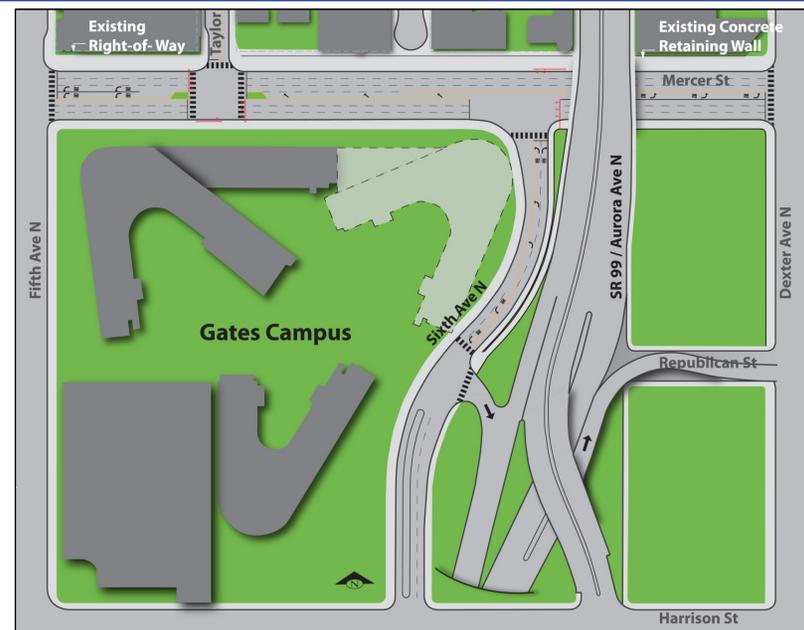


Estimated Cost Savings for Mercer West

Net savings - \$8.4 M

Includes:

- Estimated difference in property values
- Estimated difference in cost of work performed by IRIS for the City and cost of work performed by the City for IRIS
- Estimated cost savings due to building design and coordination





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Existing Underpass at Aurora



- **Four lanes (only eastbound)**
- **Five-foot sidewalks**
- **No bicycle facilities**

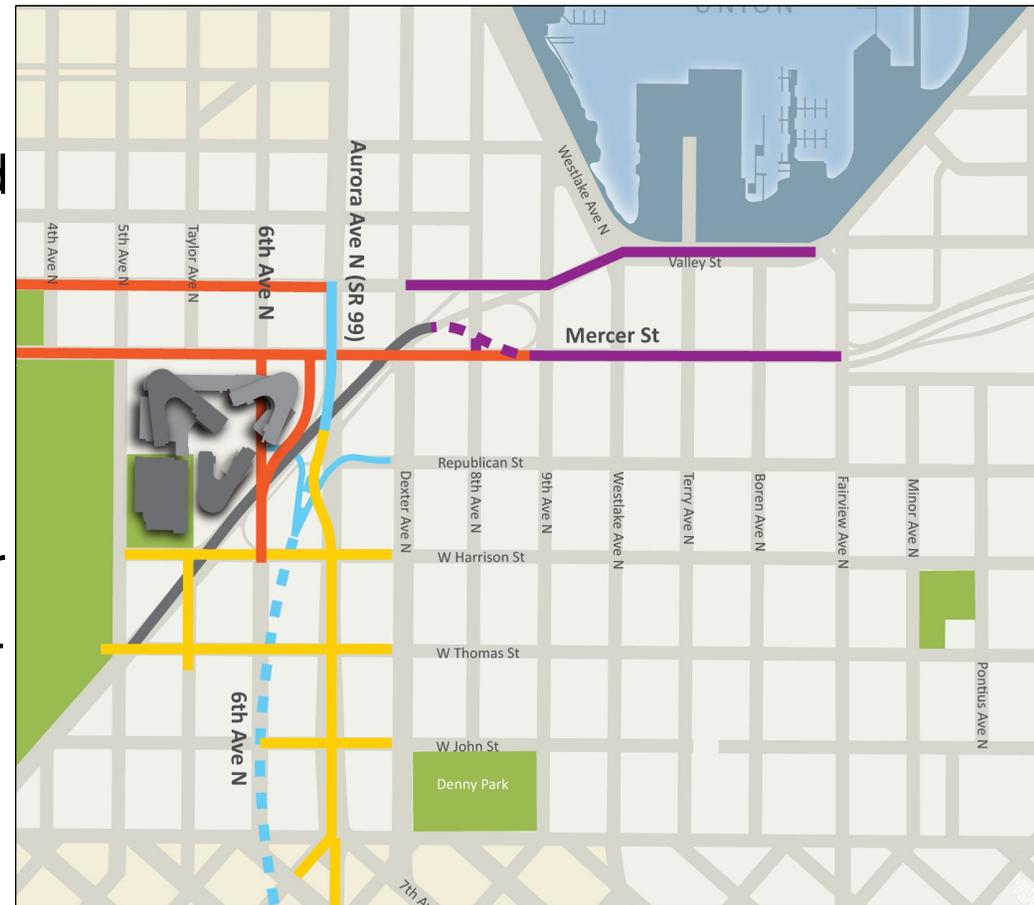


- Three lanes in each direction
- Median/left-turn lane
- North side: Bicycle Path & 12' sidewalk
- South side: 16' sidewalk
- Project Coordination: WSDOT (Viaduct Replacement), Mercer East, Bill and Melinda Gates Foundation, Lake to Bay Trail, Seattle Center



Preliminary Analysis of four-lane underpass (no bridge widening)

- Restricted capacity to Seattle Center, Queen Anne, Interbay
- Increased travel time – peak periods and Seattle Center events
- Westbound queues back up on Mercer toward I-5.
- Queues increase on I-5 off-ramp.
- No left turn from EB Mercer to NB Dexter
- No bicycle facility across Aurora at Mercer
- Five-foot sidewalks unchanged
- Gap in Lake to Bay Trail



• Queues worsen with the four-lane underpass, compared to the six-lane. Queues on the I-5 off-ramp extend toward the mainline, undoing some of the benefits of this project on the I-5 off-ramp operation.



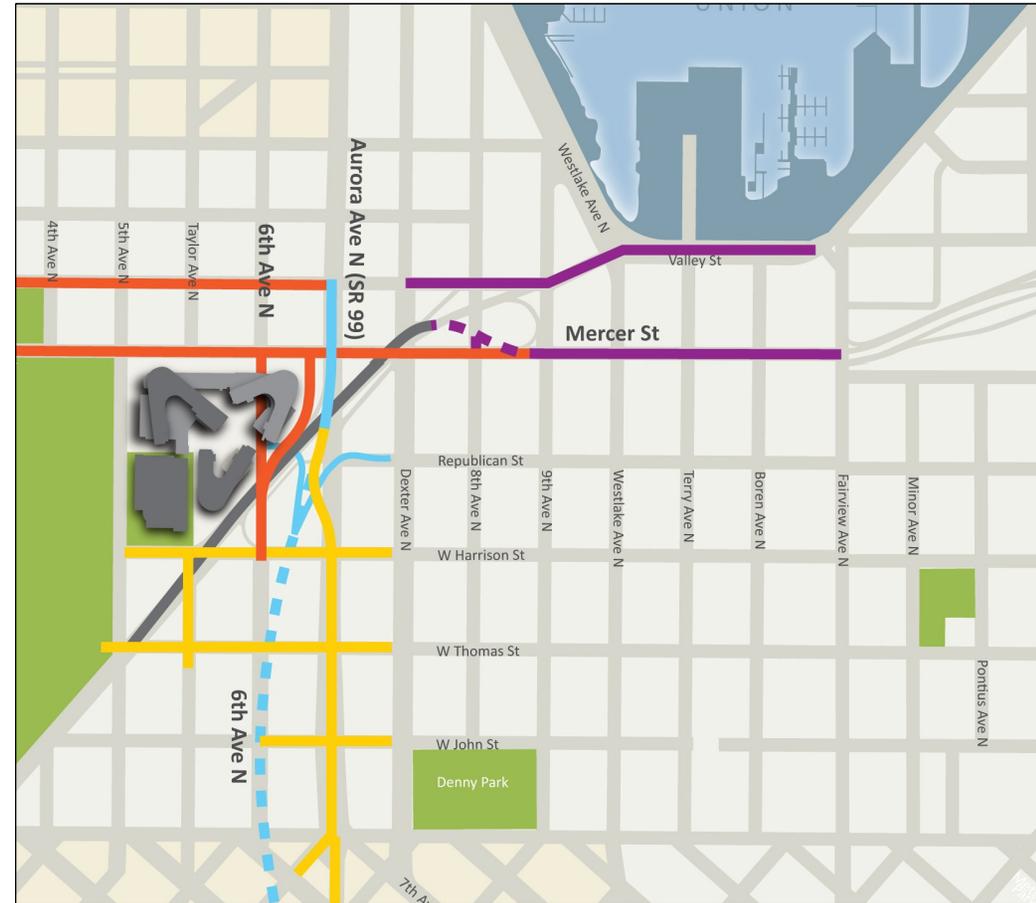
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Underpass at Aurora

Preliminary Analysis of four-lane underpass (no bridge widening)

John, Thomas, and Harrison work with Mercer to reconnect two urban center neighborhoods. However:

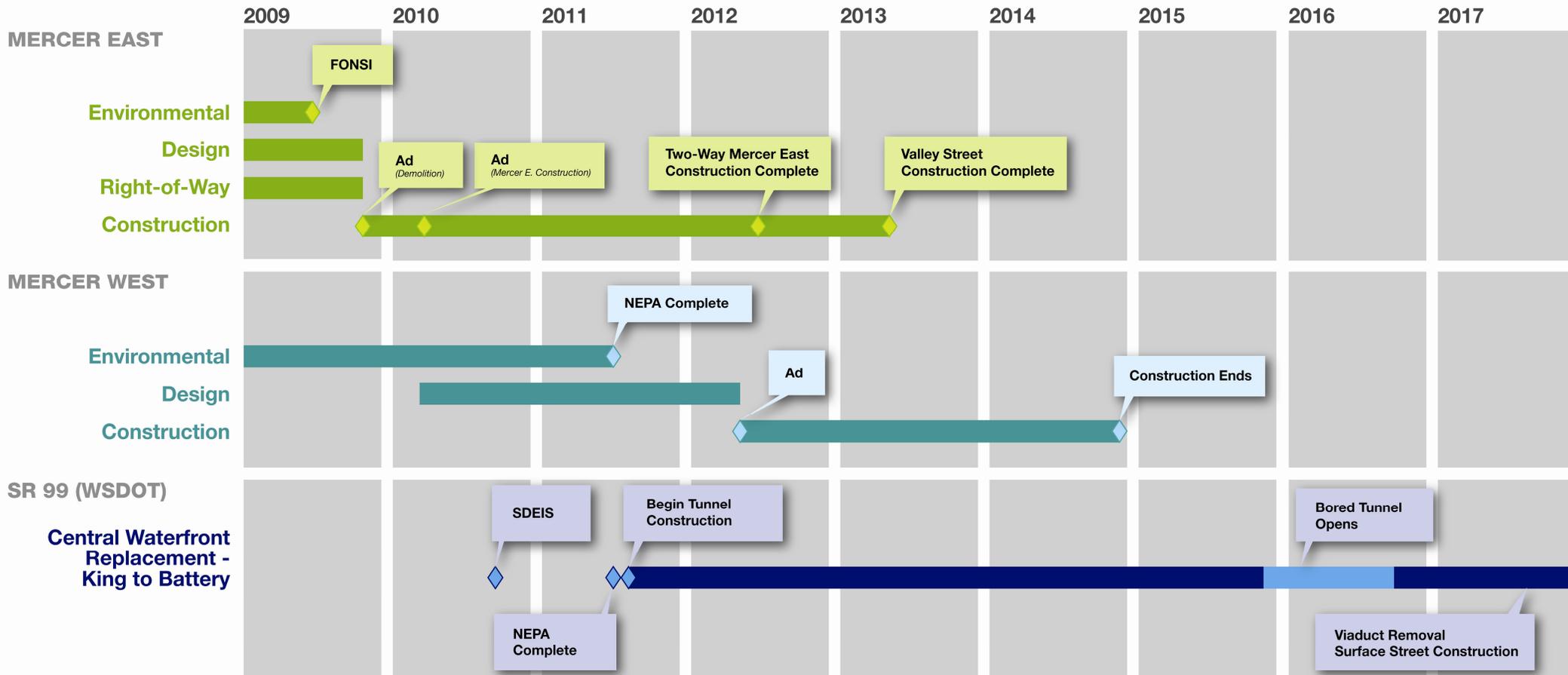
- Out-of-way travel from Seattle Center/Queen Anne to I-5
- Limited right-of-way & capacity
- Other priorities on these streets:
 - Bicycle lanes
 - Green Street and Lake to Bay Trail
 - On-street parking
- Access to/from north on SR 99





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Mercer Corridor Schedule



July 28, 2010



September 2010 – January 2011:

Civil and Structural Preliminary Design:

- Alignment and Profile
- Aurora bridge – type and size
- Utility coordination
- West Mercer Place feasibility

Initiate environmental analysis for Fifth N to Elliott W

- (Two-way Conversion and West Mercer Place)

Open House – September 21, 4:30-7:00 p.m.

- Seattle Center Lopez Room

April 2011 - 30% design and updated cost estimates

July 28, 2010



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

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