



MERCER WEST

West Mercer Place

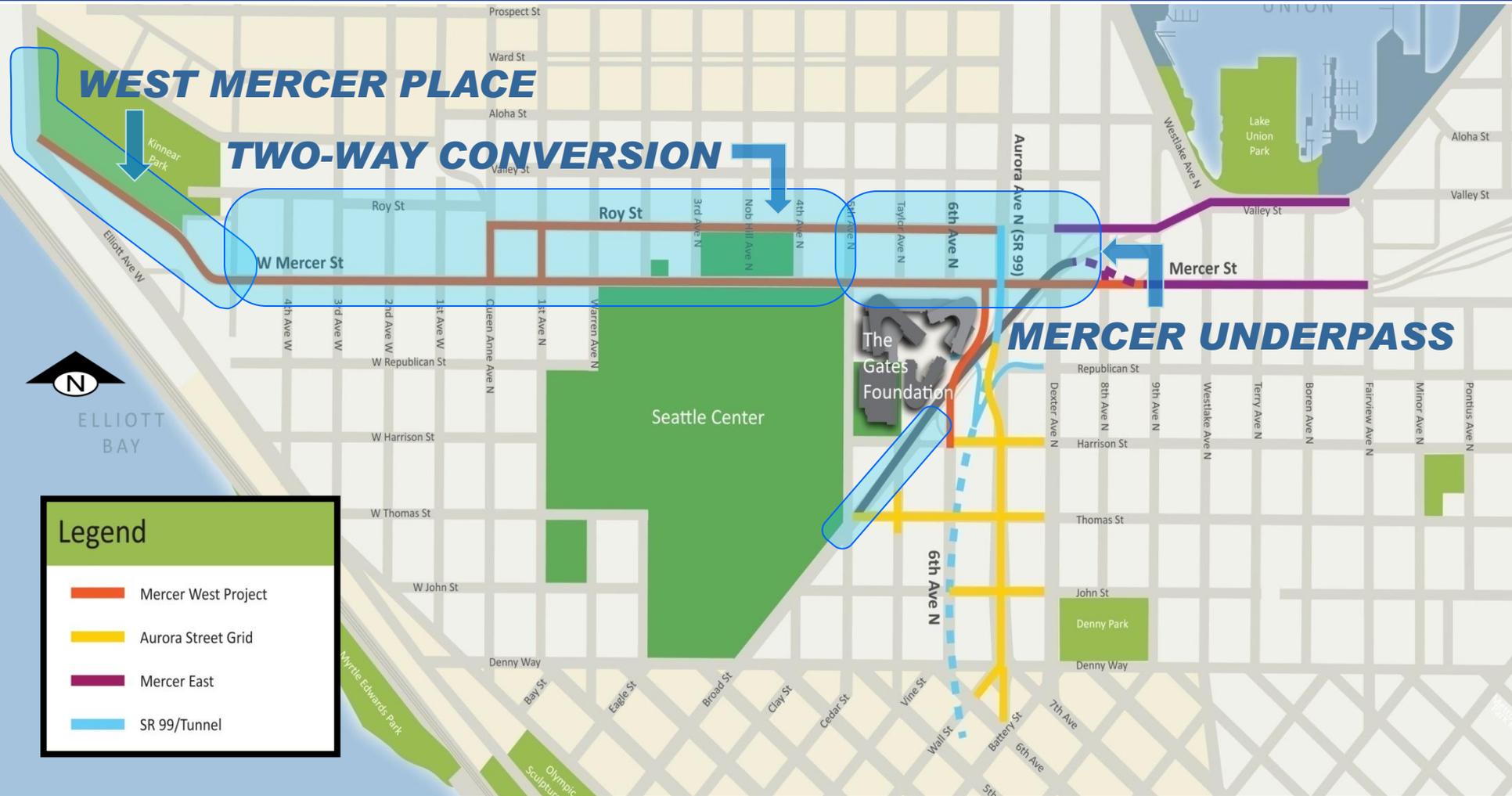
Seattle City Council Transportation Committee

March 22, 2011



MERCER WEST

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



- 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



- **Evaluated feasibility and need**
 - **Sidewalk**
 - **Bike lane**
 - **Extend merge lane**
 - **Intersection of W Mercer PI and Elliott Ave W**
- **Project Coordination: Kinneer Park, RapidRide, Port of Seattle**



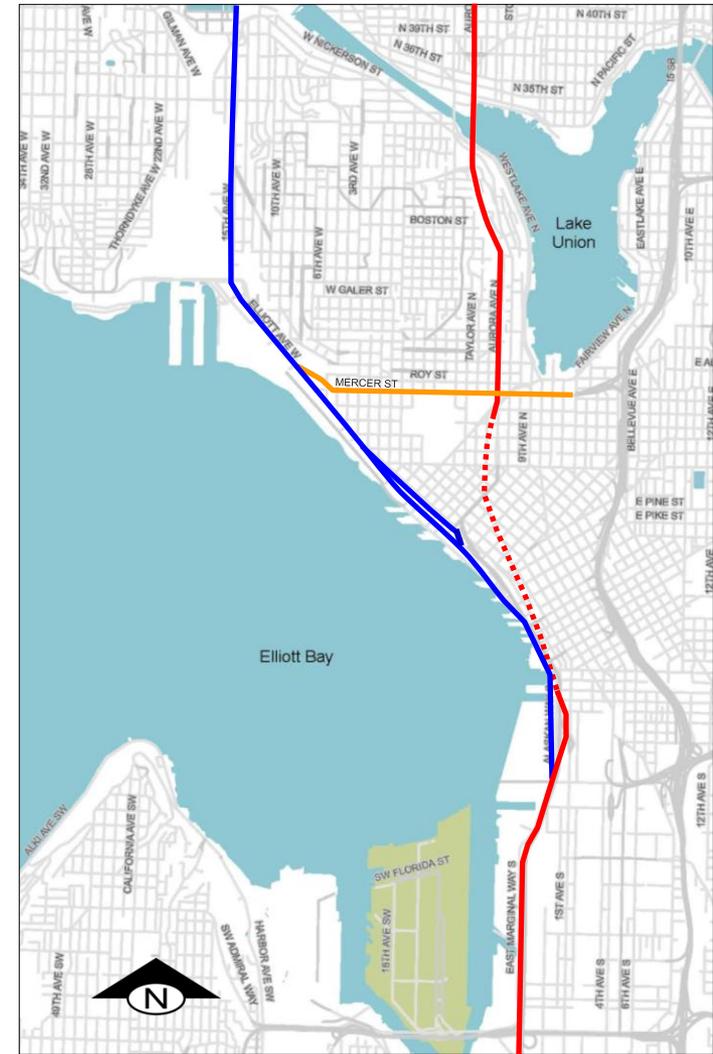
Existing Viaduct

- Mercer connects to I-5
- Elliott connects to SR 99 in Belltown



AWV Replacement / Bored Tunnel

- Mercer connects to SR 99 & I-5
- Elliott connects to Alaskan Way





Limited pedestrian and bicycle connections No sidewalks or bike lanes on West Mercer Place





Left-turn lanes back up into through lanes

Existing Slide Area

Residential Neighborhood

Kinnear Park

ELLIOTT AVE W

WEST MERCER PL

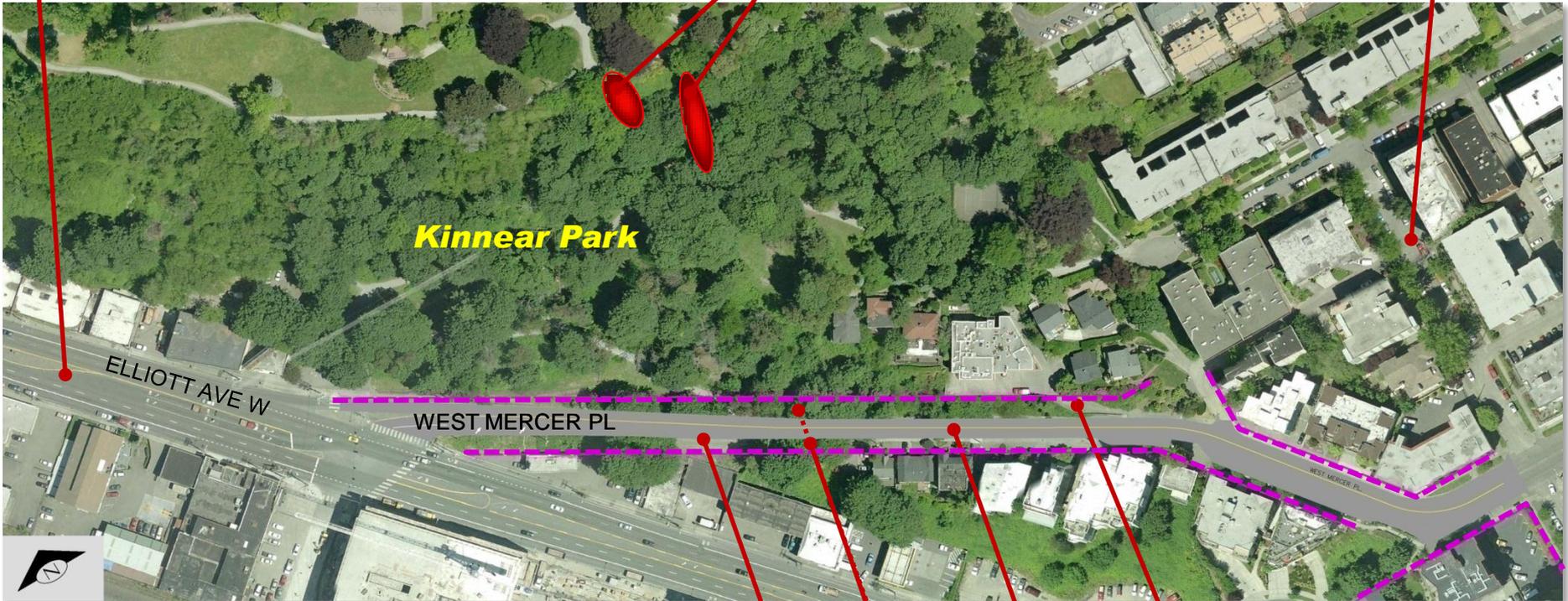
Steep Driveway

Grades Up to 8%

Merge Point

No Sidewalks

----- = SDOT-owned Right-of-Way







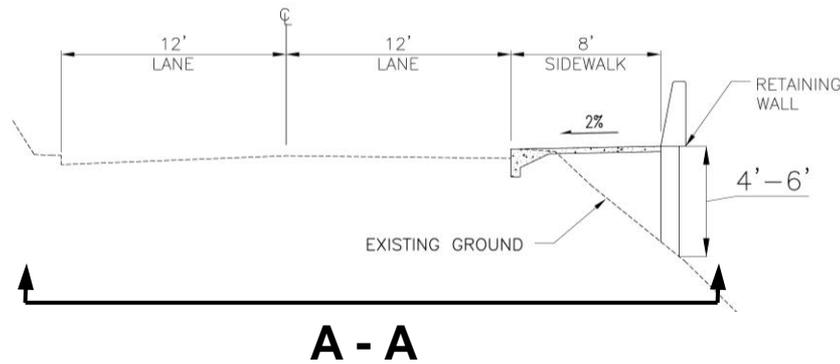
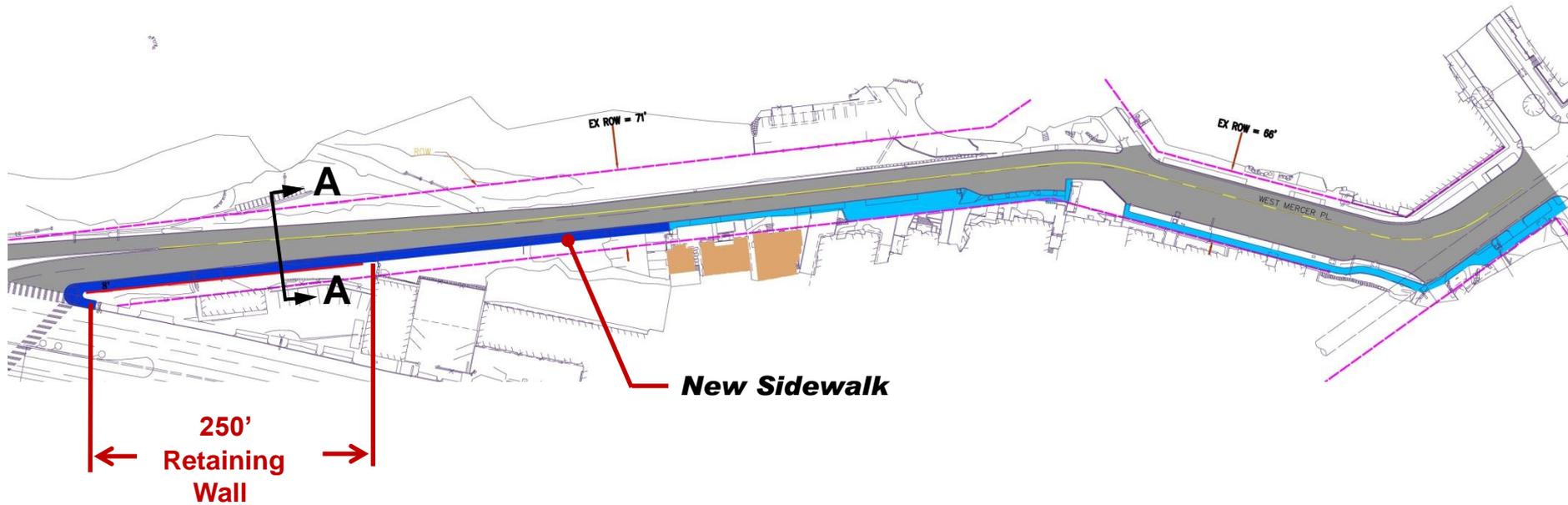


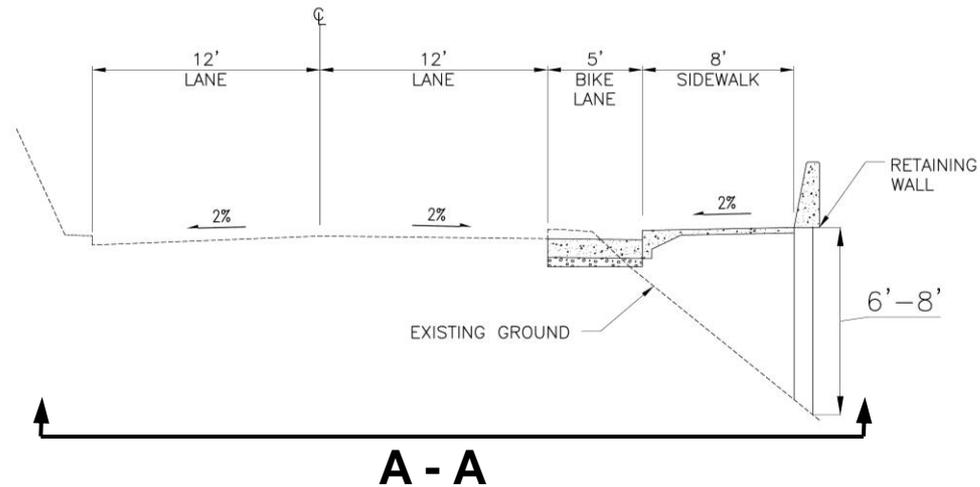
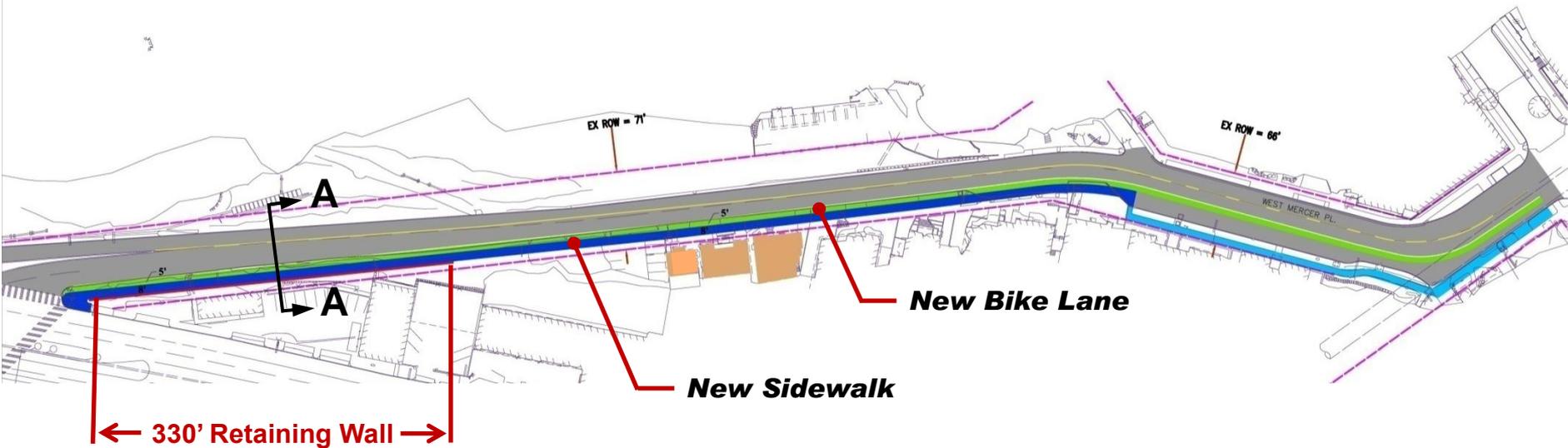
Potential Benefits:

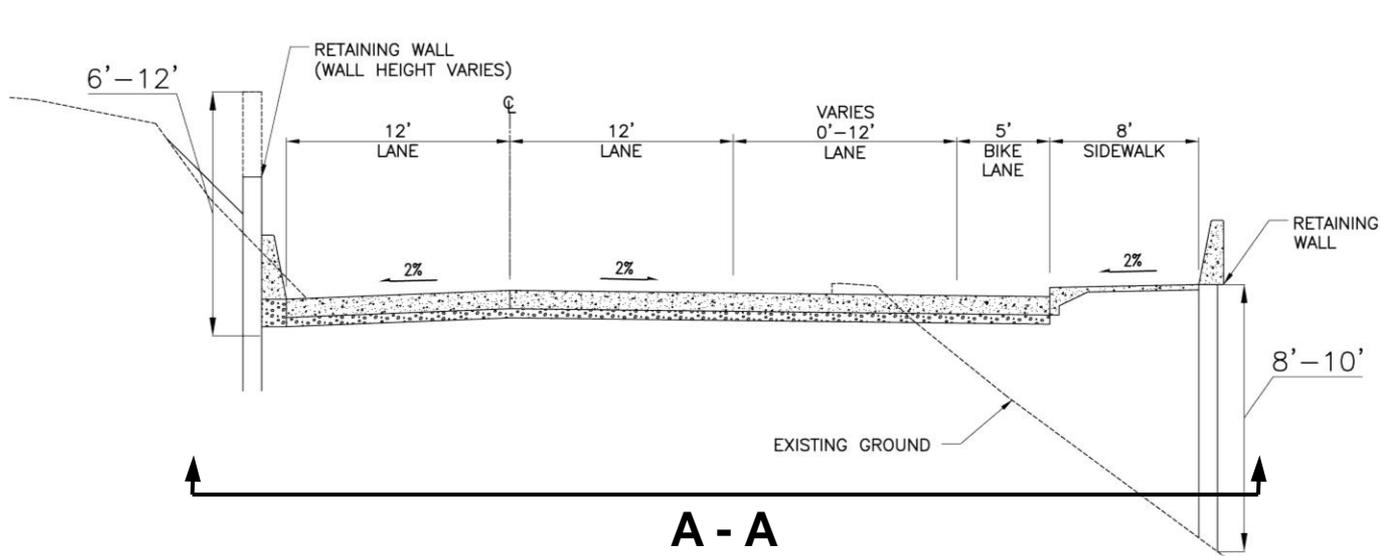
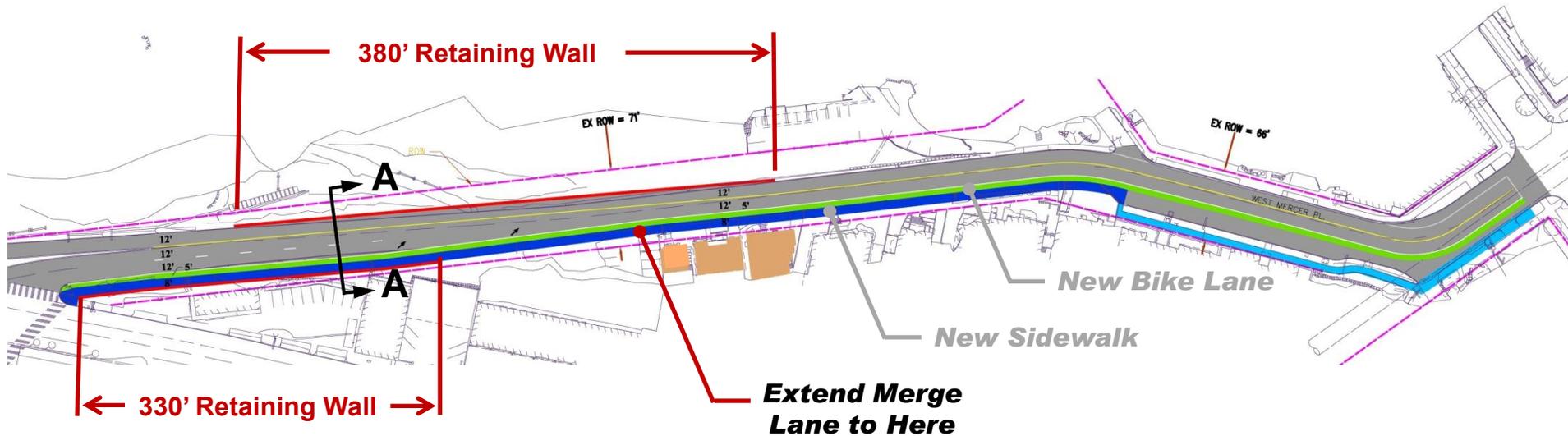
- **Improve pedestrian and bicycle connection with Uptown**
- **Reduce Delay**
 - **Mercer Street**
 - **Elliott Ave W**

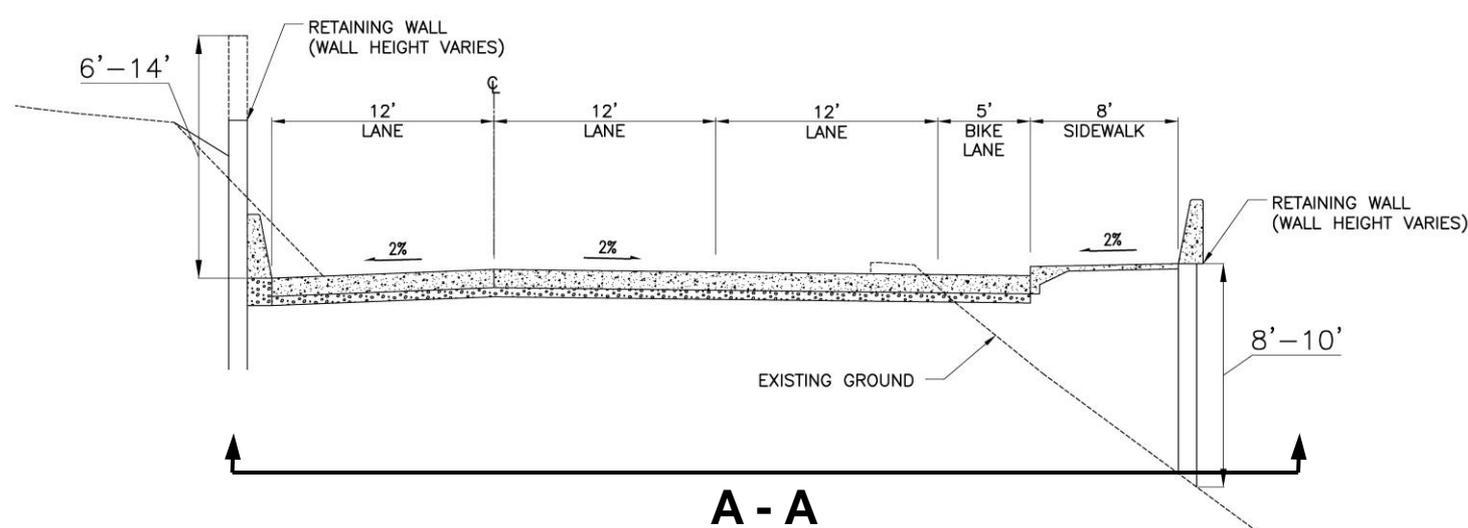
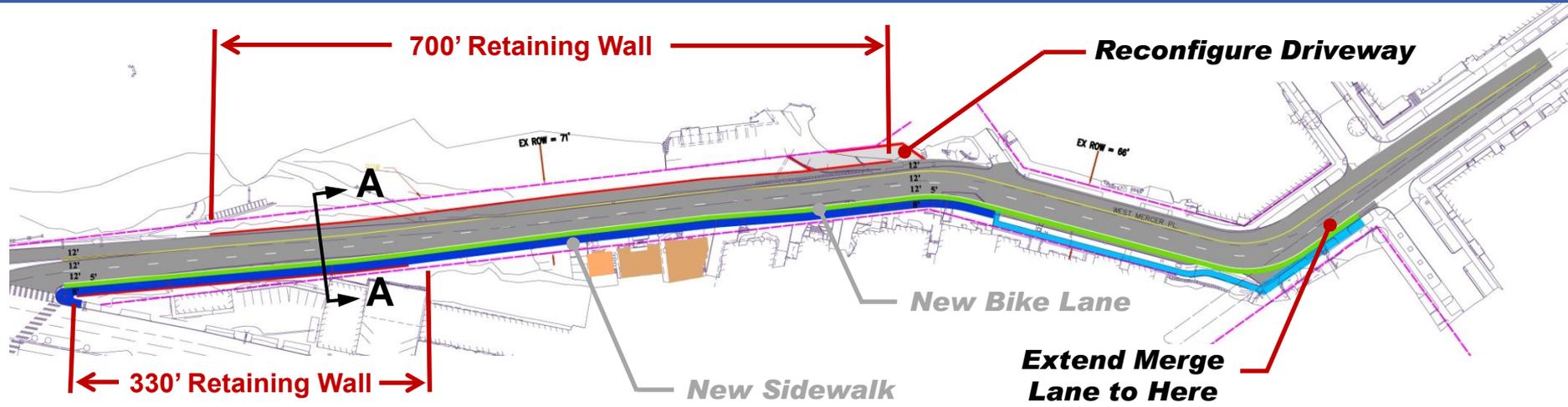
Potential Consequences:

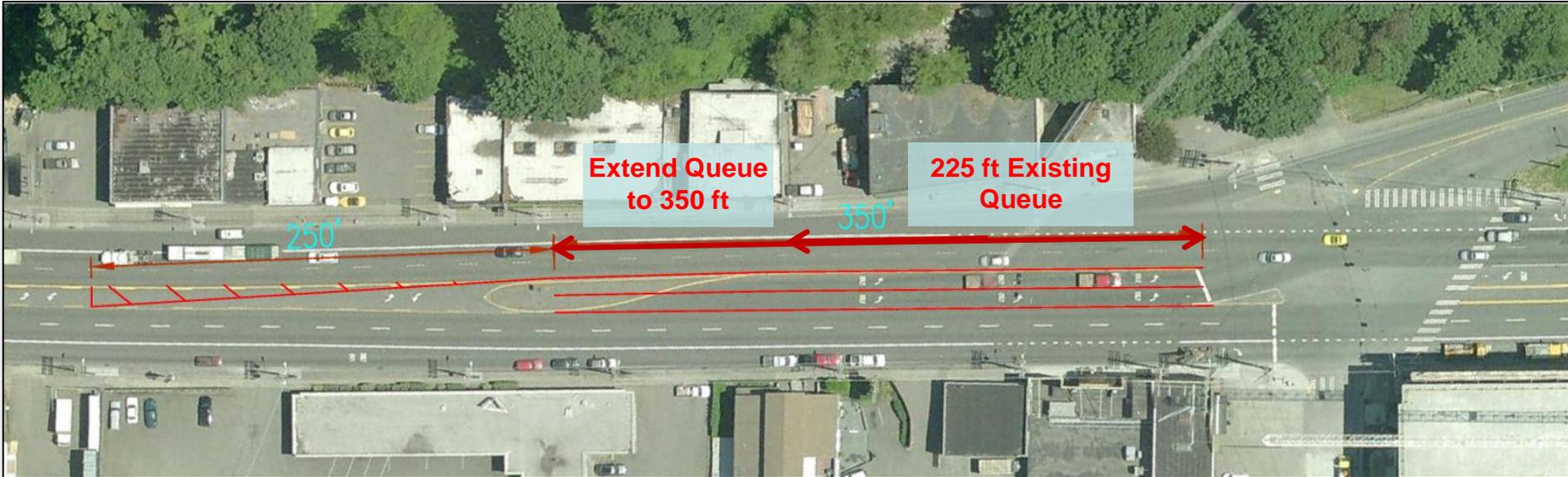
- **Kinnear Park**
- **Parking and Access**
- **Walls**
- **Noise**
- **Cost**











Extend the southbound left-turn lanes on Elliott Ave W

- Reduce delay
- Reduce back-up on Elliott Ave W

Traffic Modeling Includes:

SR 99 Bored Tunnel

- Waterfront construction with Tunnel open (2016-2017)
- Tunnel and Waterfront complete (2018)
- Twenty-year growth (2030)

Nickerson St / Dexter Ave N

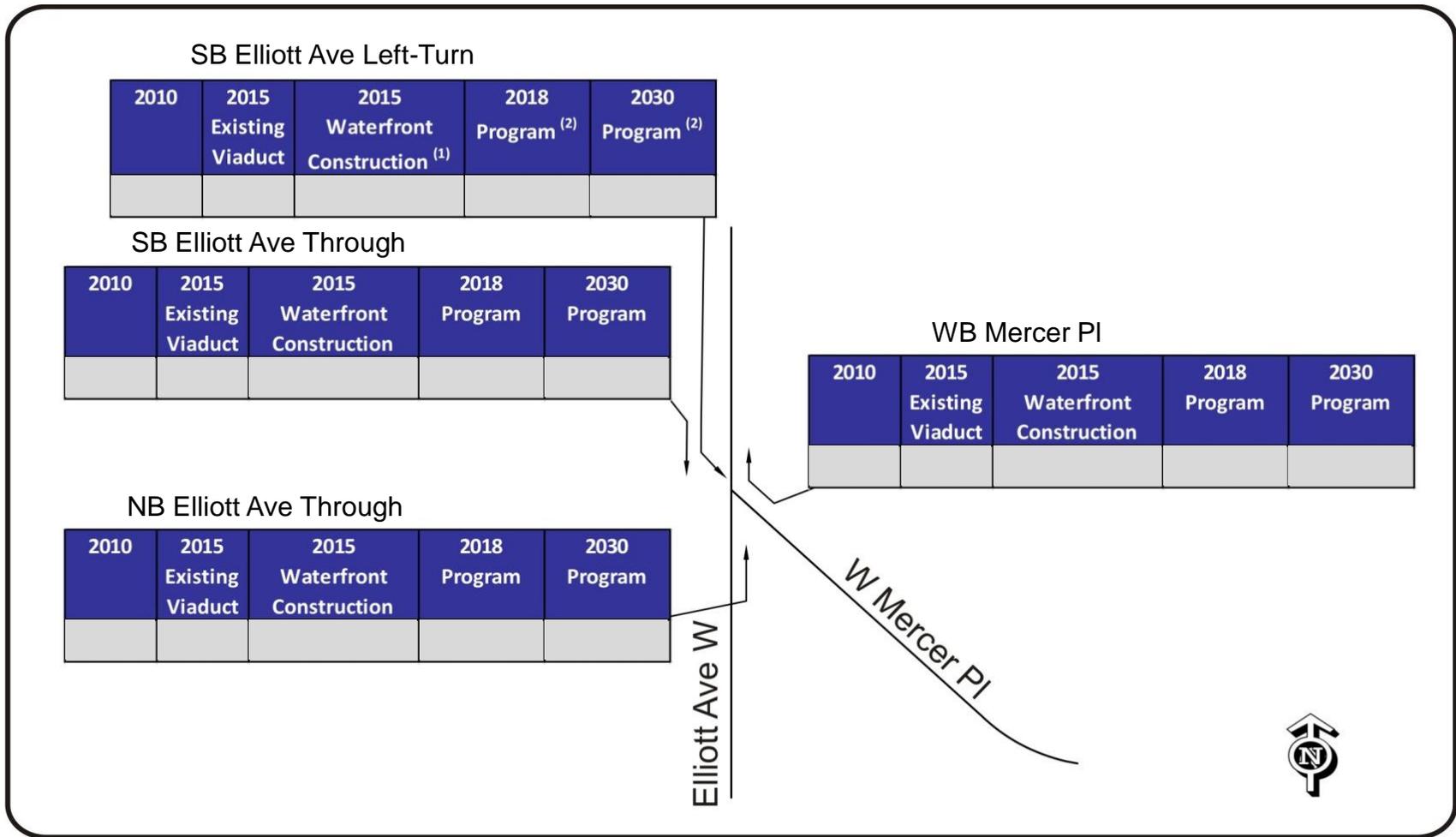
Population and Employment Growth

- Regional PSRC Forecasts
- Consistent with the Seattle Comprehensive Plan
- POS North Bay Alternative 4 (Industrial Development under existing zoning)
- 635 Elliott Ave

Truck Volumes

Cruise ship operations during the summer months

RapidRide



(1) "Waterfront Construction" = Tunnel is open to traffic. Construction on surface Alaskan Way.

(2) "Program" = Tunnel open with surface Alaskan Way, Elliott/Western, and Mercer West Two-Way Conversion completed.



AM

SB Elliott Ave Left-Turn

2010	2015 Existing Viaduct	2015 Waterfront Construction ⁽¹⁾	2018 Program ⁽²⁾	2030 Program ⁽²⁾
372	520	810	555	600

SB Elliott Ave Through

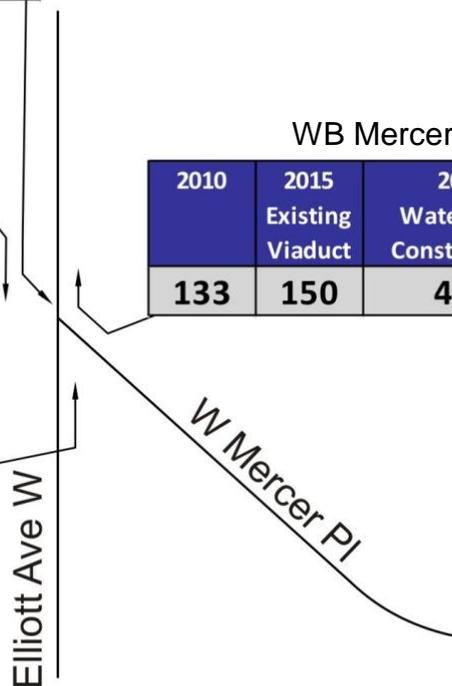
2010	2015 Existing Viaduct	2015 Waterfront Construction	2018 Program	2030 Program
2229	2200	2195	2395	2450

NB Elliott Ave Through

2010	2015 Existing Viaduct	2015 Waterfront Construction	2018 Program	2030 Program
1097	1580	1300	1300	1500

WB Mercer PI

2010	2015 Existing Viaduct	2015 Waterfront Construction	2018 Program	2030 Program
133	150	445	490	660



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PM

SB Elliott Ave Left-Turn

2010	2015 Existing Viaduct	2015 Waterfront Construction ⁽¹⁾	2018 Program ⁽²⁾	2030 Program ⁽²⁾
370	475	700	610	610

SB Elliott Ave Through

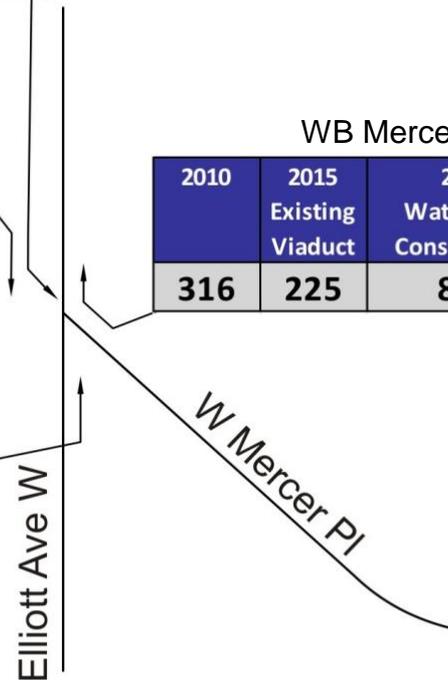
2010	2015 Existing Viaduct	2015 Waterfront Construction	2018 Program	2030 Program
1434	1300	1250	1600	1650

NB Elliott Ave Through

2010	2015 Existing Viaduct	2015 Waterfront Construction	2018 Program	2030 Program
2326	2550	2250	2450	2570

WB Mercer PI

2010	2015 Existing Viaduct	2015 Waterfront Construction	2018 Program	2030 Program
316	225	800	590	590

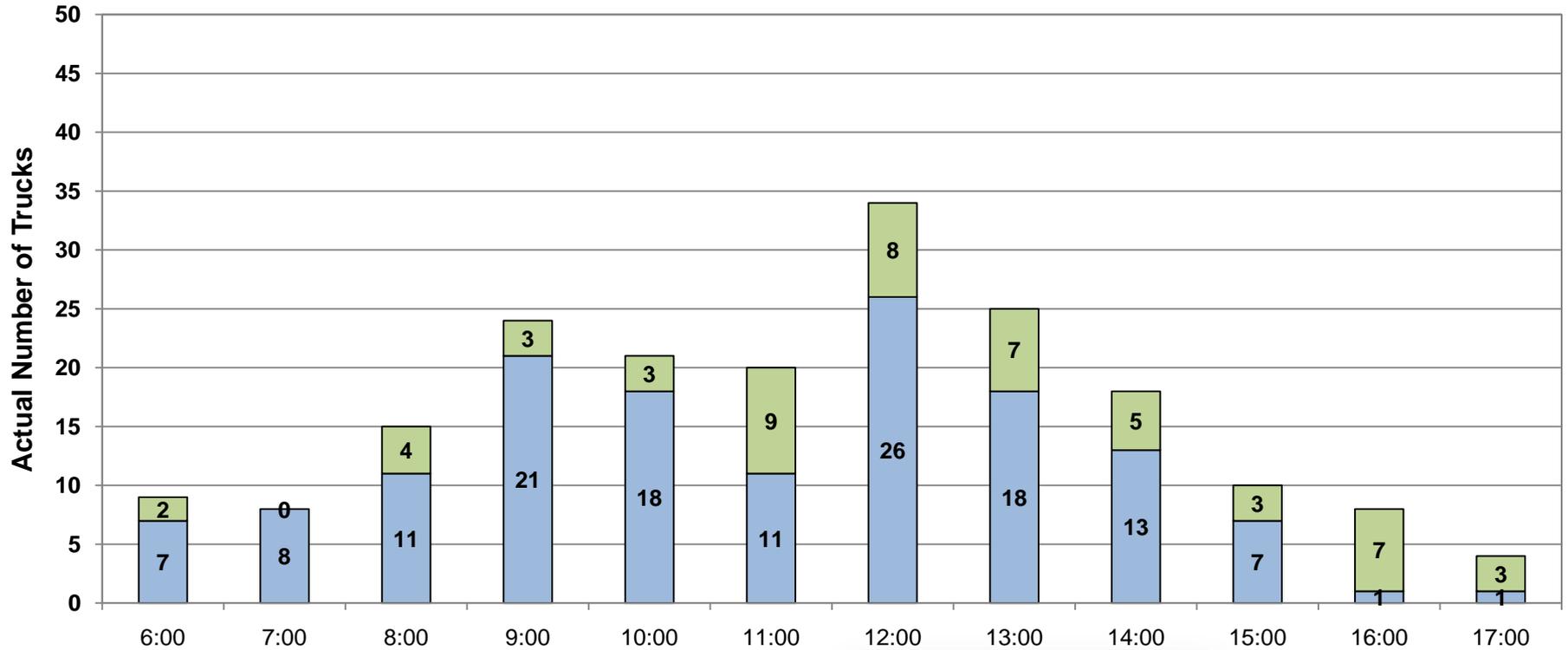


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West Mercer Place / East of Elliott Avenue West



Trailer Truck



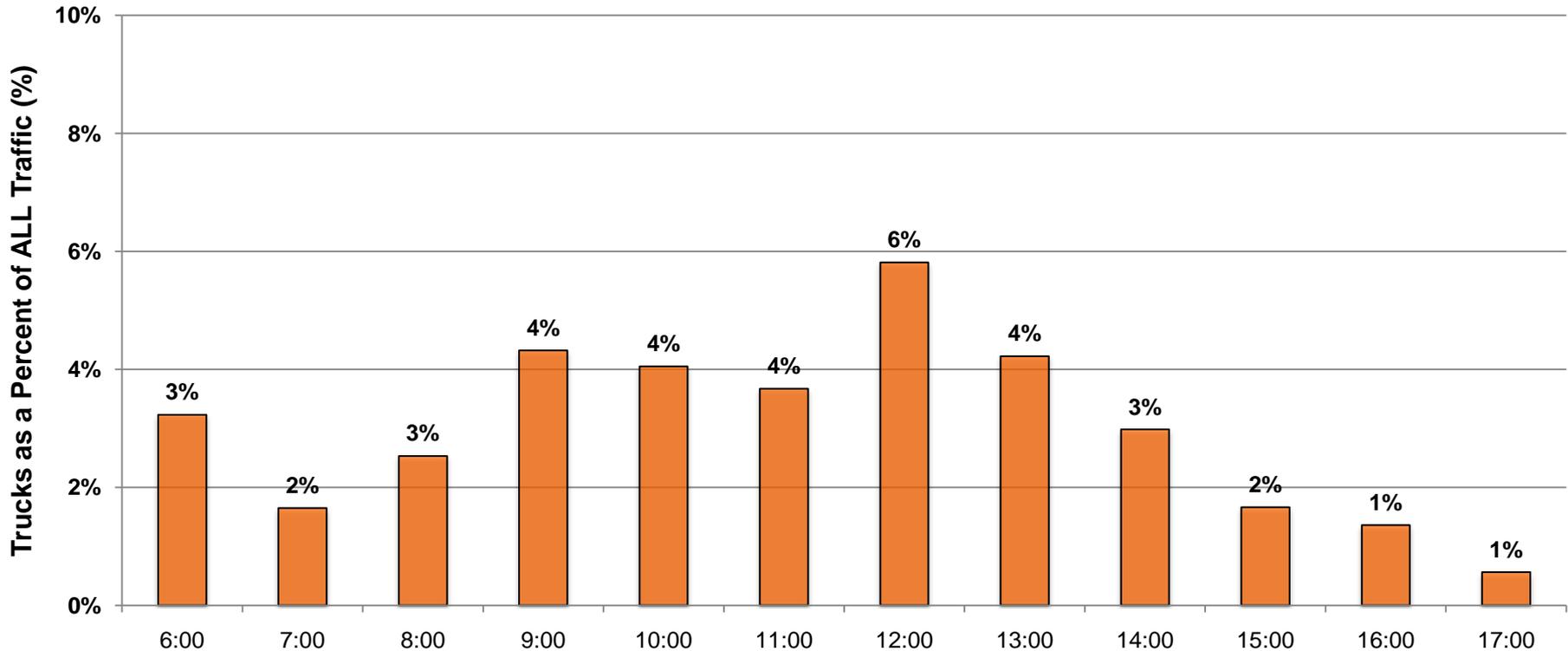
Single Unit Truck



Data Collected September 2010
(after the Nickerson St. road diet)



West Mercer Place / East of Elliott Avenue West



Data Collected September 2010
(after the Nickerson St. road diet)

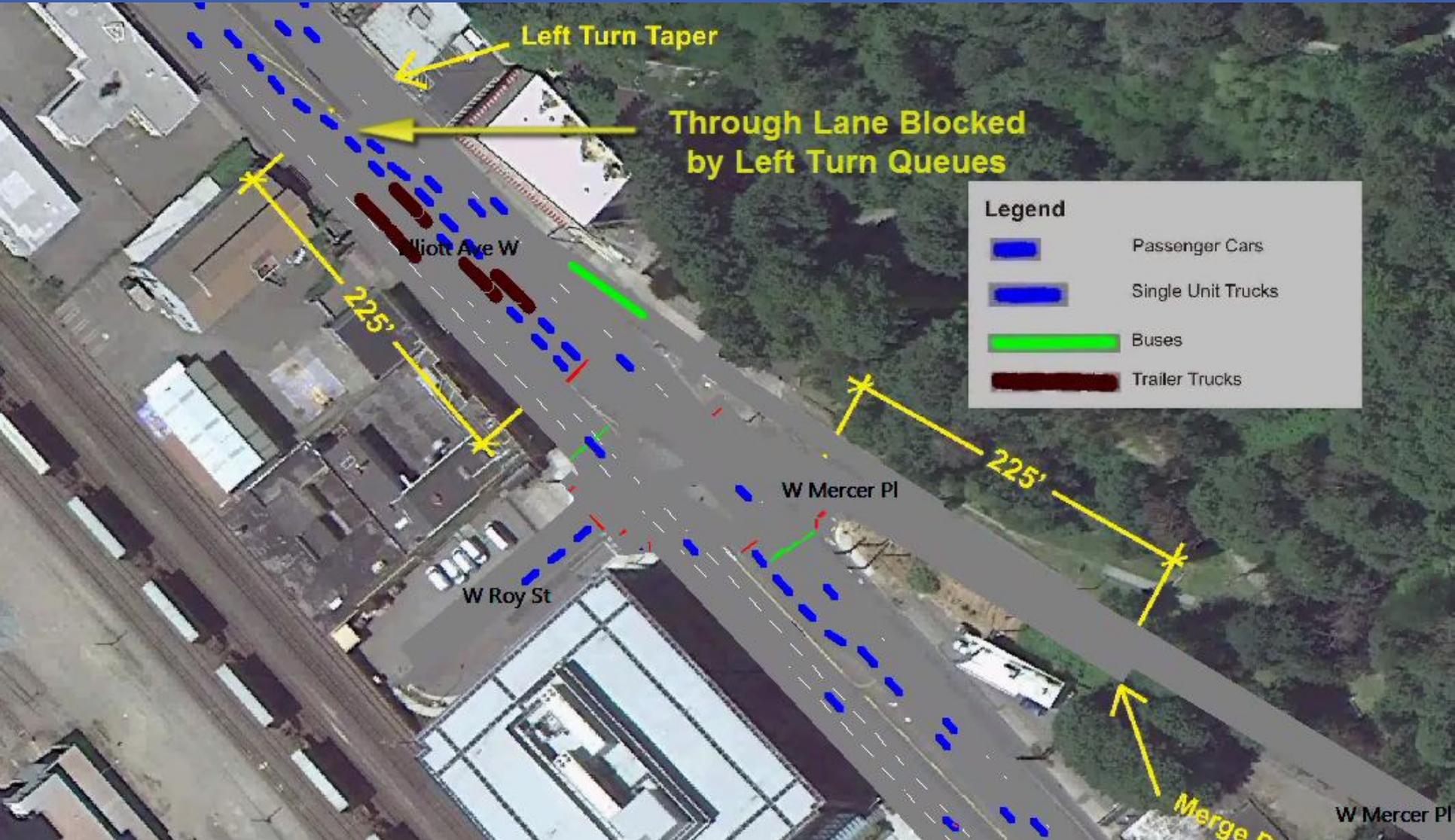
Assumption for analysis: Trucks make up 5% of future a.m. peak period traffic volume on West Mercer Place.



Future Condition:		Alternative 3: Extend merge lane <u>half</u> way up the hill. [Seconds saved]	Alternative 4: Extend merge lane <u>all</u> the way up the hill. [Seconds saved]	Alternative 5: Extend left-turn lanes on Elliott Ave W. * [Seconds saved]	Projected Travel Time: Elliott Ave W to I-5 <i>without improvements on West Mercer Place</i>
<u>2016: AM Peak</u> Waterfront construction with Tunnel open.	Autos: Trucks:	0 (0) 0 (0)	1 (1) 4 (3)	43 (41) * 52 (41) *	8 minutes (480 seconds)
<u>2018: AM Peak</u> Tunnel and Waterfront Complete.	Autos: Trucks:	0 (0) 0 (0)	3 (3) 5 (5)	4 (4) * 5 (5) *	
<u>2030: AM Peak</u> Future condition.	Autos: Trucks:	0 (0) 0 (0)	2 (2) 5 (5)	6 (7) * 13 (14) *	7 minutes (420 seconds)

Cruise ship traffic volume travel time savings are shown in (parenthesis).

* Assuming existing merge condition on West Mercer Place.

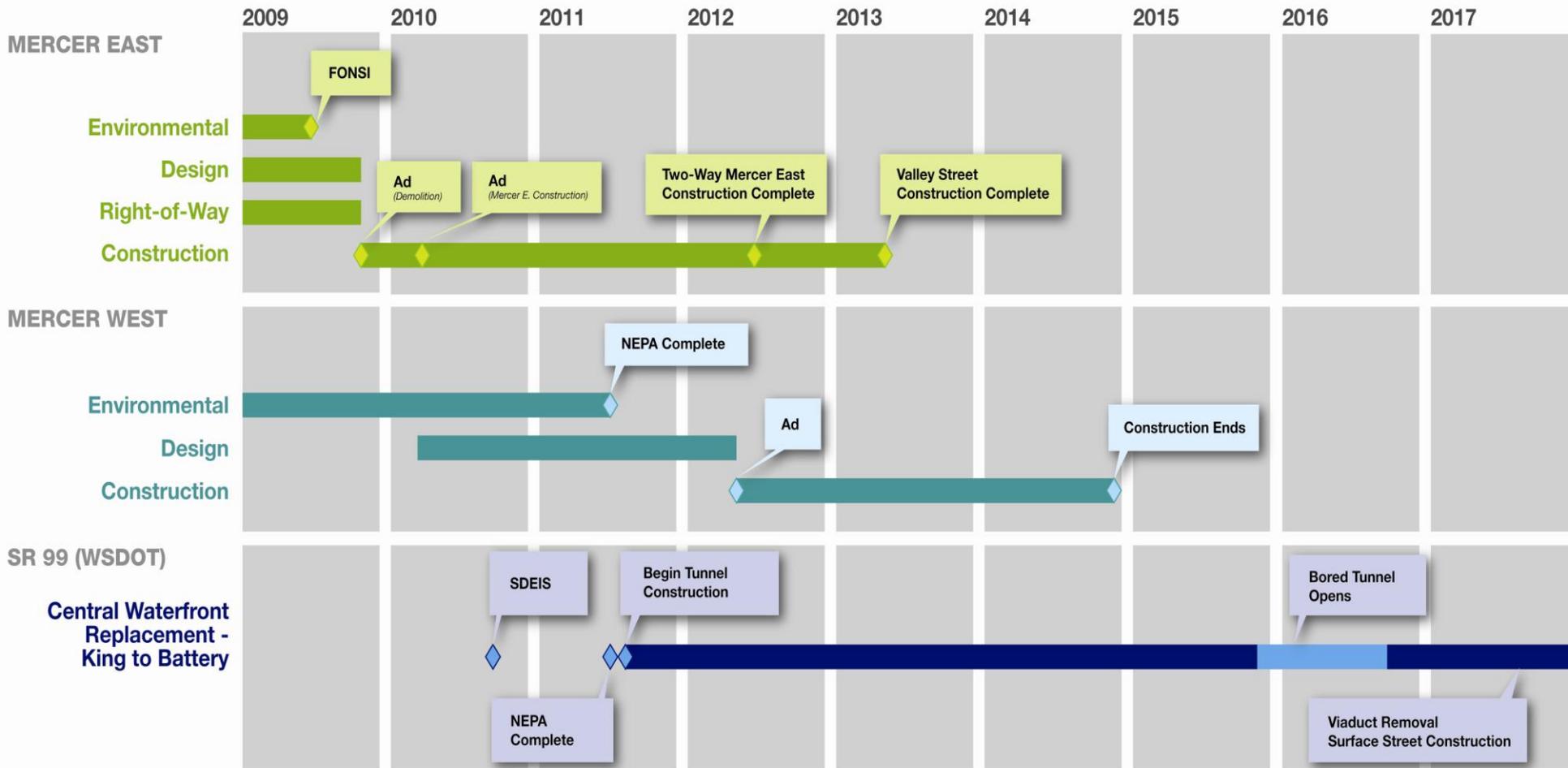




	Alternative 1: Add - 8 ft sidewalk.	Alternative 2: Add - 8 ft sidewalk, - 5 ft bike lane.	Alternative 3: Add - 8 ft sidewalk, - 5 ft bike lane, - Extend merge lane half way up the hill.	Alternative 4: Add - 8 ft sidewalk, - 5 ft bike lane, - Extend merge lane all the way up the hill.	Alternative 5: Extend left-turn lanes on Elliott Ave W
Travel Time Reduction:	0 seconds	0 seconds	0 seconds	1-5 seconds	4-52 seconds
Kinnear Park Vehicle Entrance:	-	-	Modified	Modified	-
Parking (approx # of spaces):	4	11	11	23 / 4	-
Wall length:	250 ft south	330 ft south	330 ft south 380 ft north	330 ft south 700 ft north	-
Noise:	-	-	Traffic lanes closer to homes	Traffic lanes closer to homes	-
Estimated Cost:	\$2.7 Mil	\$4.2 Mil	\$8.0 Mil	\$12.9 Mil	\$0.2 Mil

Stakeholder Input on West Mercer Place

- Open House – March 15
- Briefings to neighborhood and stakeholder groups through April



July 28, 2010

If you have any questions, please visit:

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

Or contact:

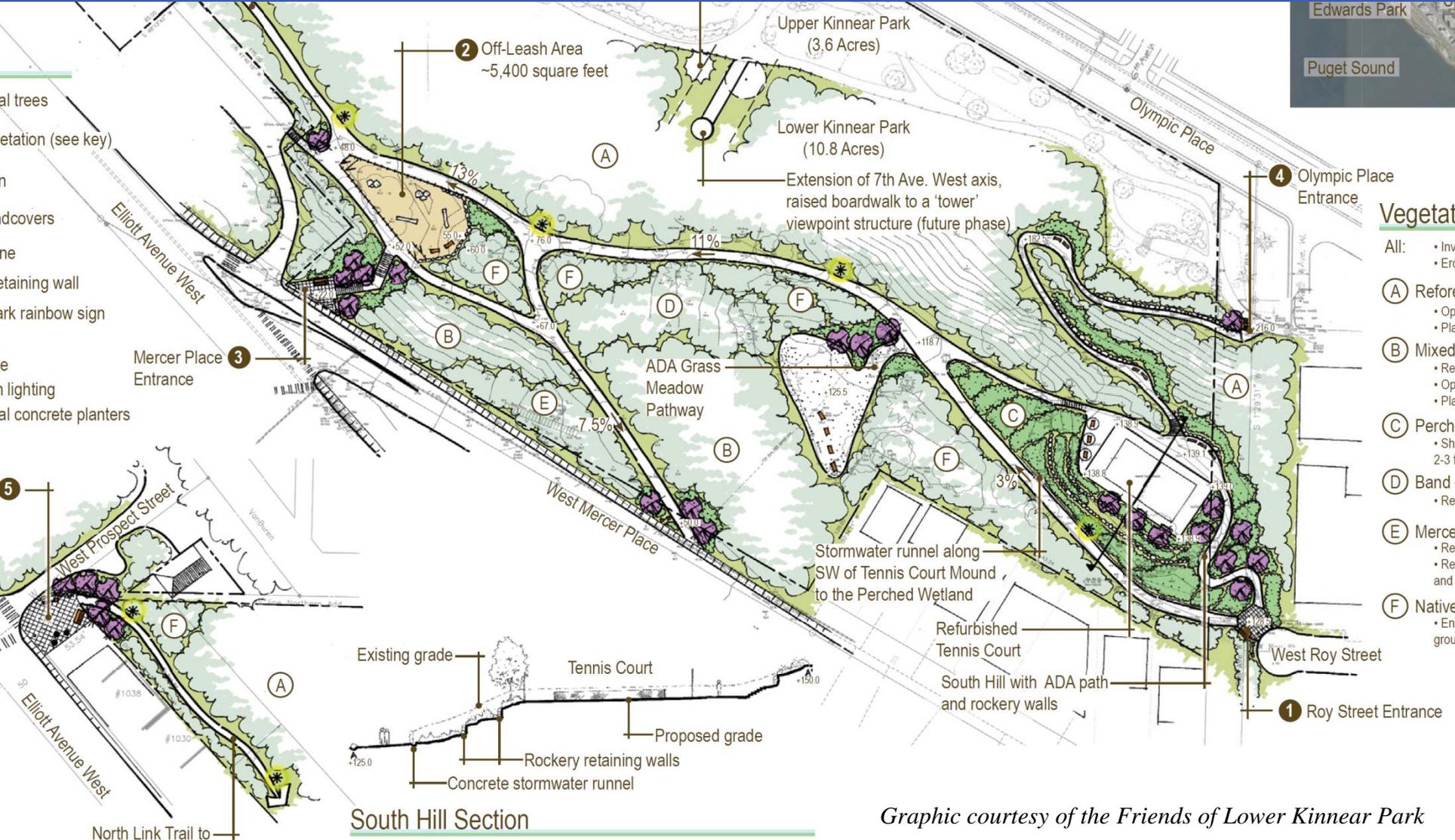
Eric Tweit

Mercer West Project Manager

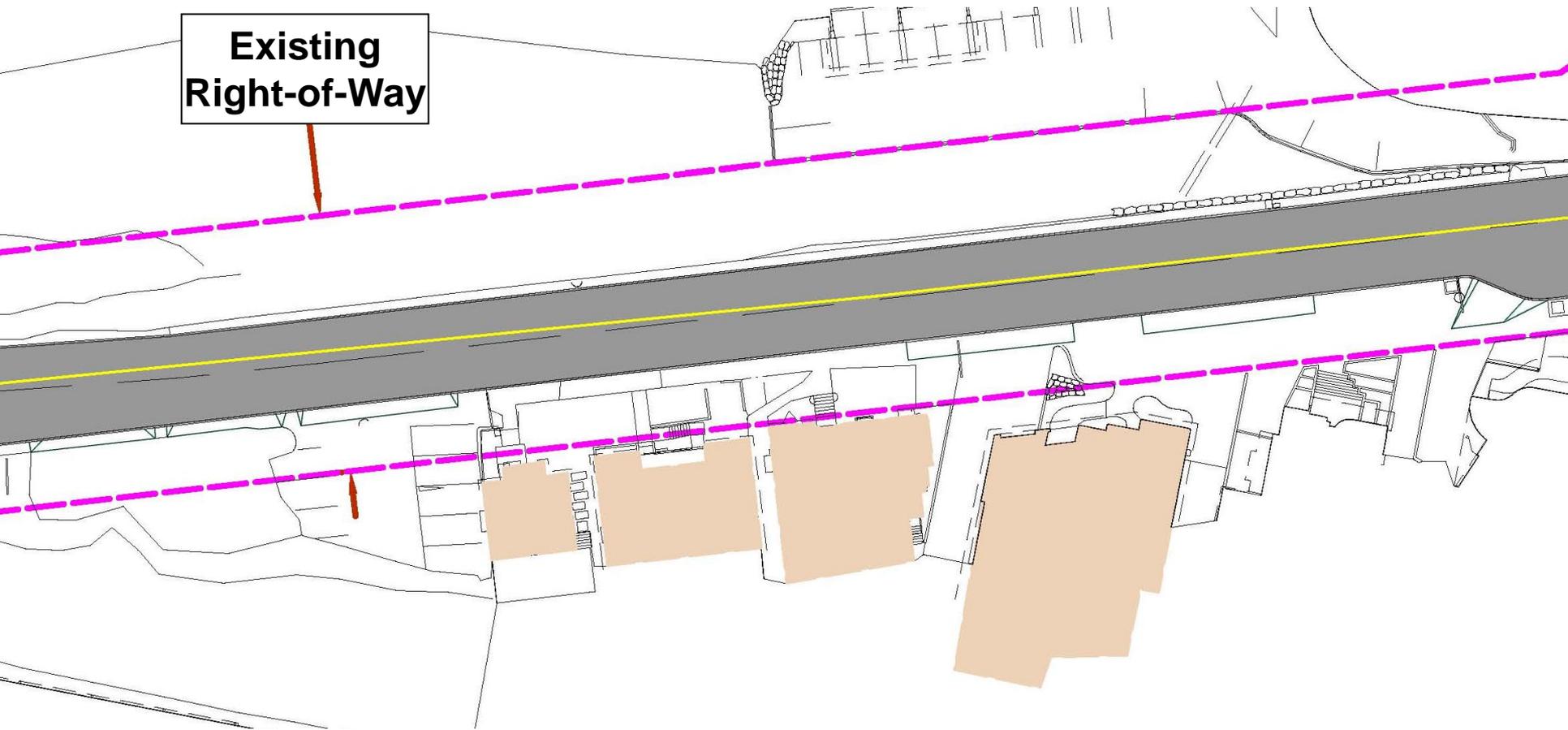
mercercerwest@seattle.gov

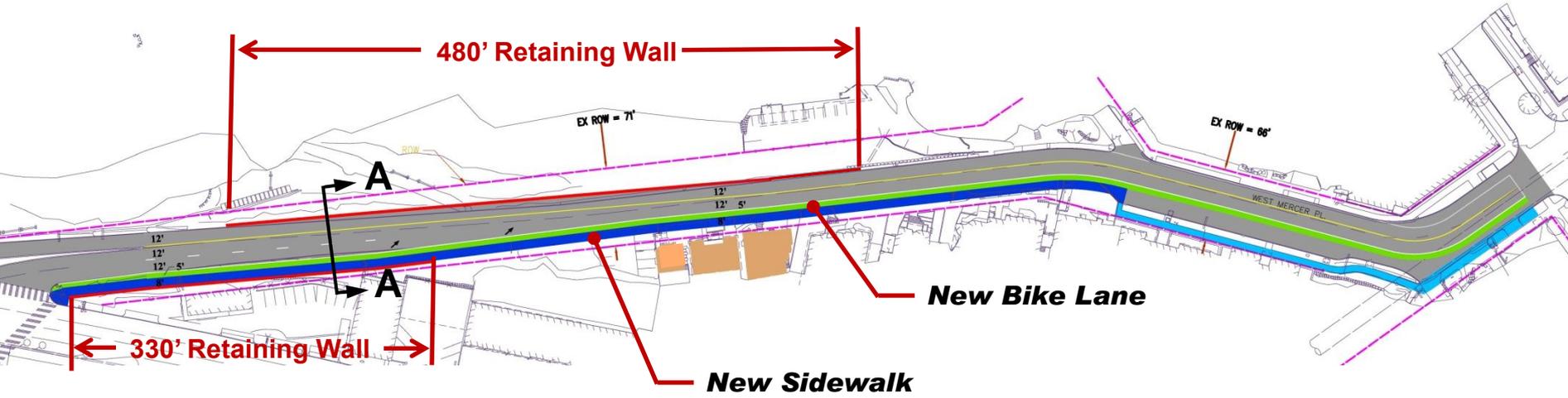
(206) 684-8834



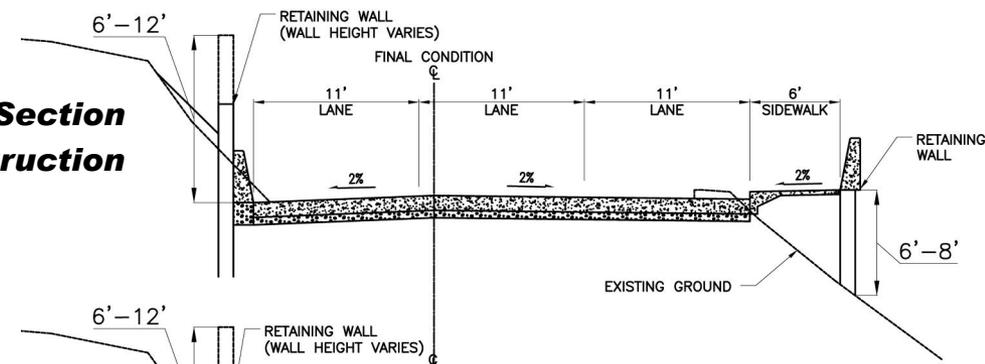


Graphic courtesy of the Friends of Lower Kinnear Park

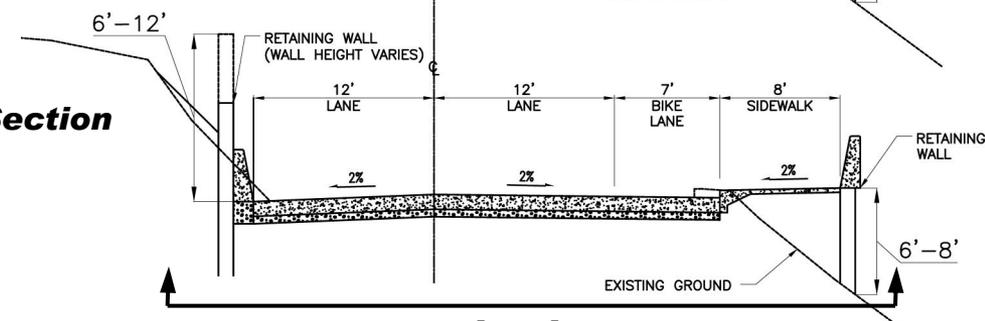




Interim Section during Waterfront Construction



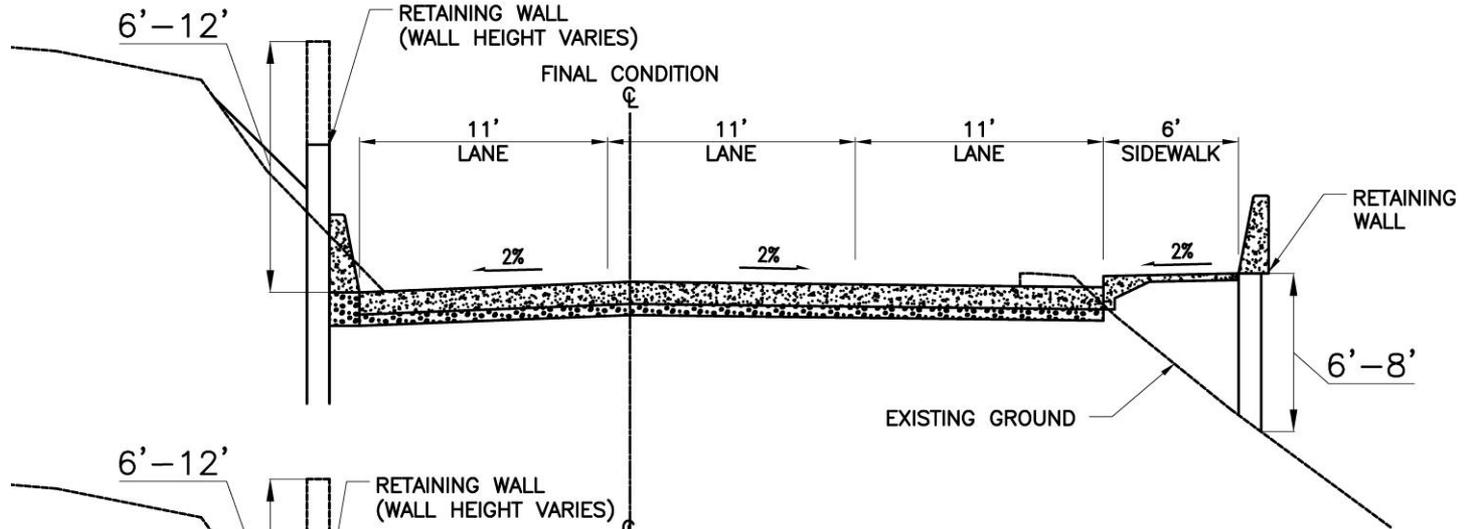
Final Section



A - A



Interim Section during Waterfront Construction



Final Section

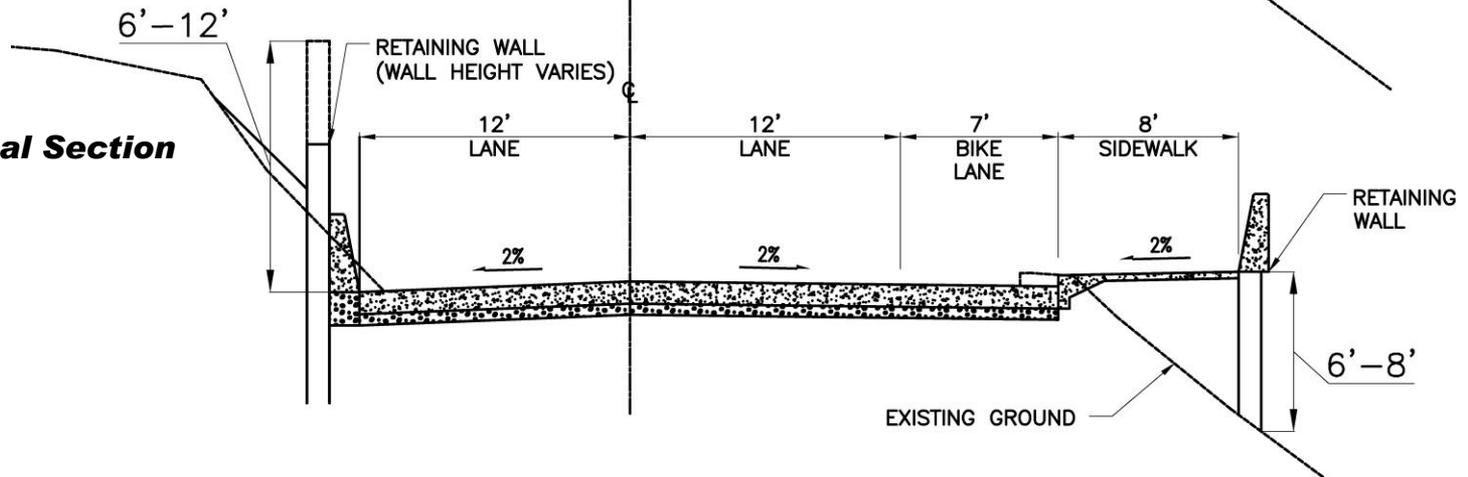




Photo courtesy of Google Maps

