

An aerial photograph of Seattle, Washington, showing the city's skyline and waterfront. The Mercer Corridor, a major urban development area, is highlighted in a light blue color. The image includes the Space Needle, the waterfront, and various city buildings and streets.

Mercer Corridor Stakeholder Committee

April 30, 2020

AGENDA

1. Overview of Mercer Corridor Stakeholder Committee (MCSC) origins, history, and future
2. Mercer Stakeholders position on original Sound Transit (ST3) plan
3. DSA principles for new Sound Transit line
4. Group discussion about MCSC principles and issues
5. Next steps

MCSC History: Mercer Street Projects

- Started in 2006 as an ad-hoc neighborhood committee to influence SDOT about Mercer East Project
- Included 36 stakeholders from wide variety of interests extending from Magnolia to I-5
- Reached consensus on a package of recommendations in September 2006 that extended to Mercer West and SR 99
- Supported two successful federal (TIGER) grants for project
- All but one of the recommendations was incorporated into the various projects

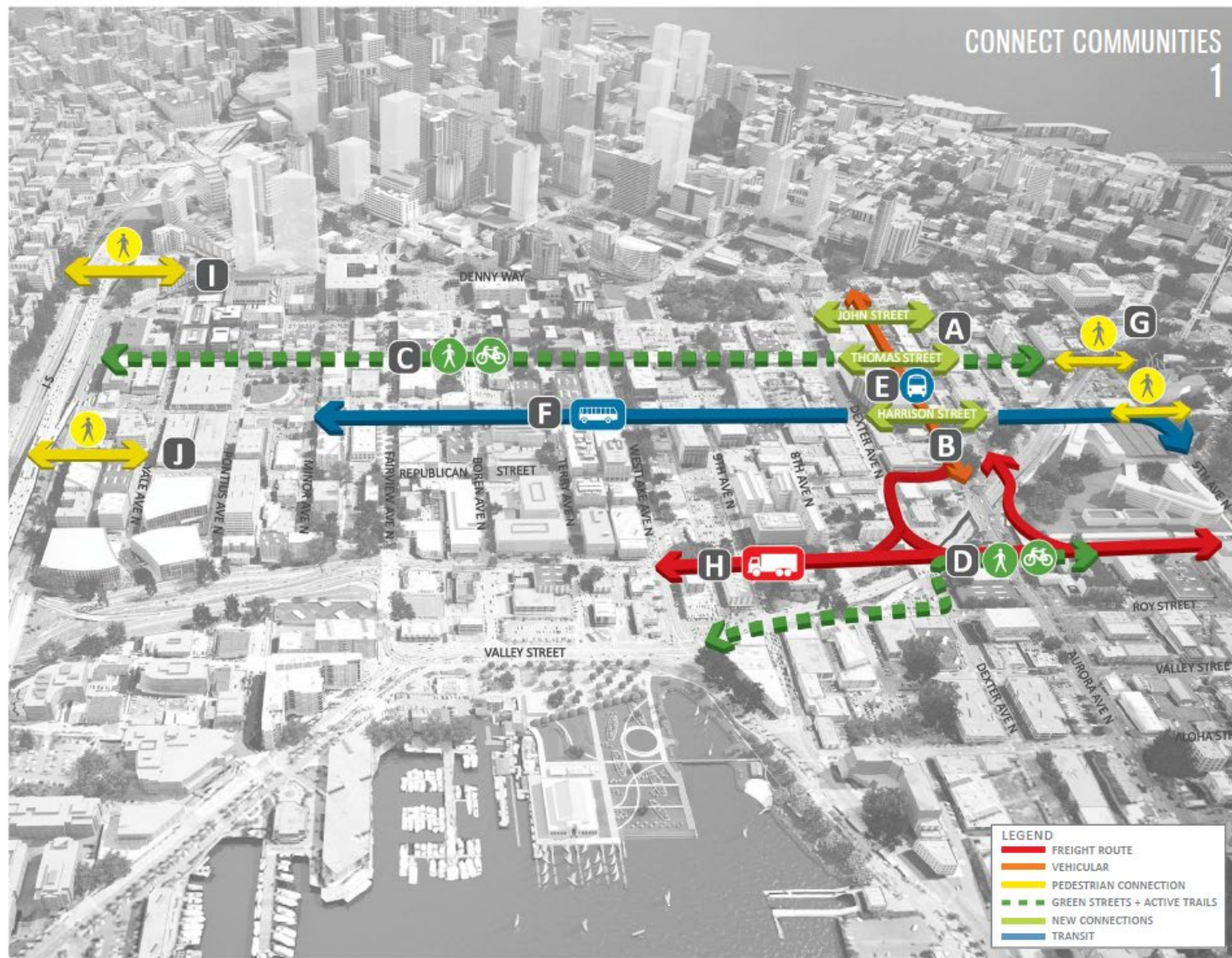
MCSC History: SLU/Uptown Triangle Mobility Plan

- In 2010, commenced planning for the *South Lake Union/ Uptown Triangle Mobility Plan*
- Joint effort sponsored by the SLUCC, Uptown Alliance, SLU Chamber of Commerce, and Greater Queen Anne Chamber of Commerce
- Package of nearly 60 recommendations to improve mobility in neighborhoods
- Most have been completed



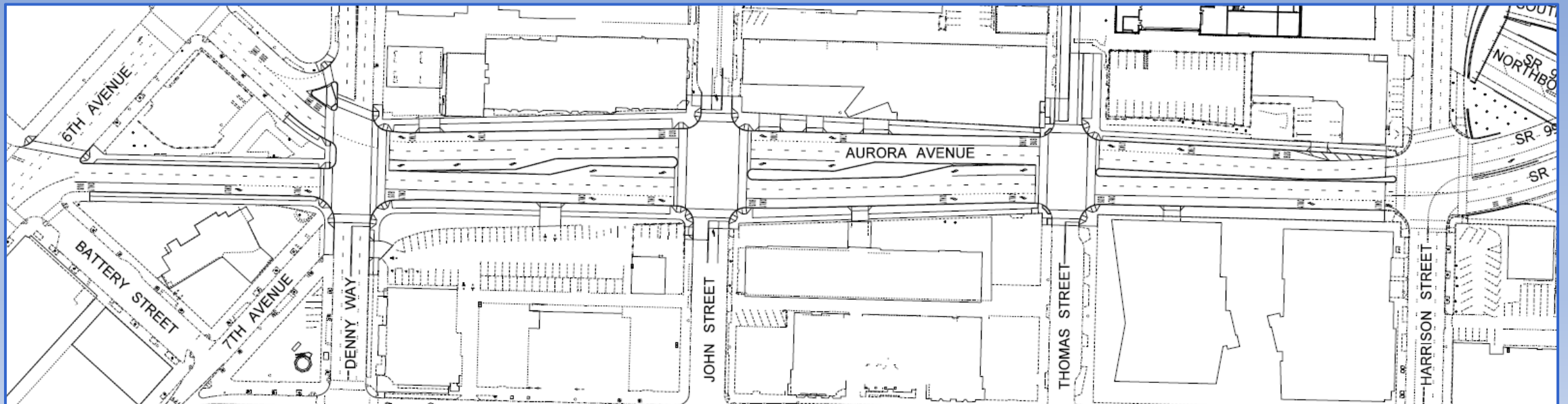
Excerpt from SLU/Uptown Triangle Mobility Plan

- A** Re-establish the east-west grid across Aurora Avenue at John, Thomas and Harrison Streets with attractive and safe "complete street" designs.
- B** Rename Aurora Avenue N between Harrison and Denny Way to its historic name: 7th Avenue N.
- C** Provide pedestrian and bicycle facilities on Thomas Street consistent with the City's Street Concept Plan and Green Street designation.
- D** Provide a pedestrian/bicycle trail under Aurora Avenue N on Mercer Street
- E** Create a RapidRide Station on surface Aurora Avenue N (to be renamed 7th Avenue N) between Harrison and Thomas Streets as well as new transit stops on Harrison Street to ease transfers between local and regional bus service.
- F** Design Harrison Street to accommodate future east-west bus service with stops at 7th Avenue N.
- G** Enhance the pedestrian crossings of 5th Avenue N at Thomas Street and Harrison Street with curb bulbs, special pavement, and pedestrian signal improvements.
- H** Provide turning radii for large trucks at key locations where trucks will access Mercer Street and the SR 99 ramps including Mercer Street/5th Avenue (southeast corner), Mercer Street/6th Avenue (southwest corner), and on the Republican Street off-ramp from northbound SR 99.
- I** Widen the Denny Way overpass of I-5 to provide bicycle lanes and a sidewalk on the north side of the overpass
- J** Evaluate other pedestrian connection opportunities between South Lake Union and Capitol Hill north of Denny Way, including improved stairs, trails, and/or a new pedestrian overpass of I-5.



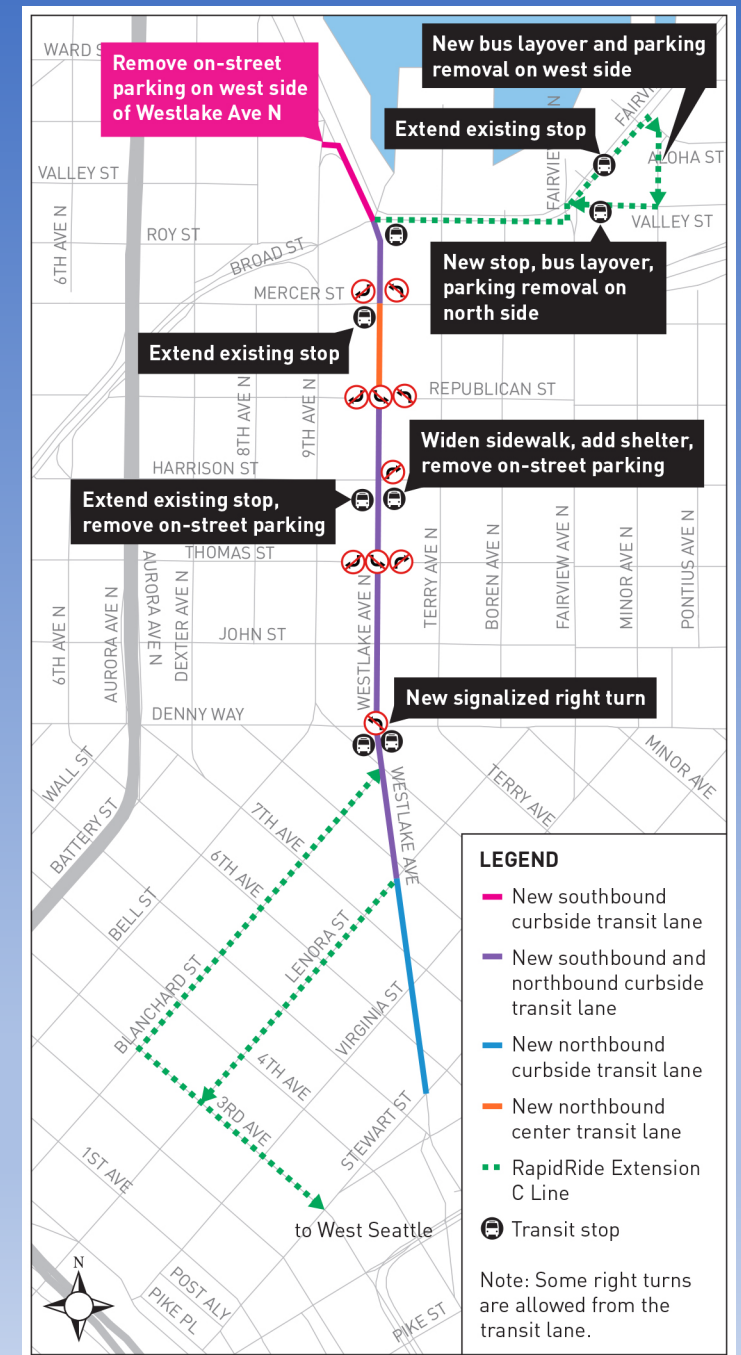
MCSC History: SR 99 North Access and Surface Streets Projects (2008 thru 2020)

- Continuously engaged with WSDOT to influence design and construction mitigation for North Access and North Surface Streets projects



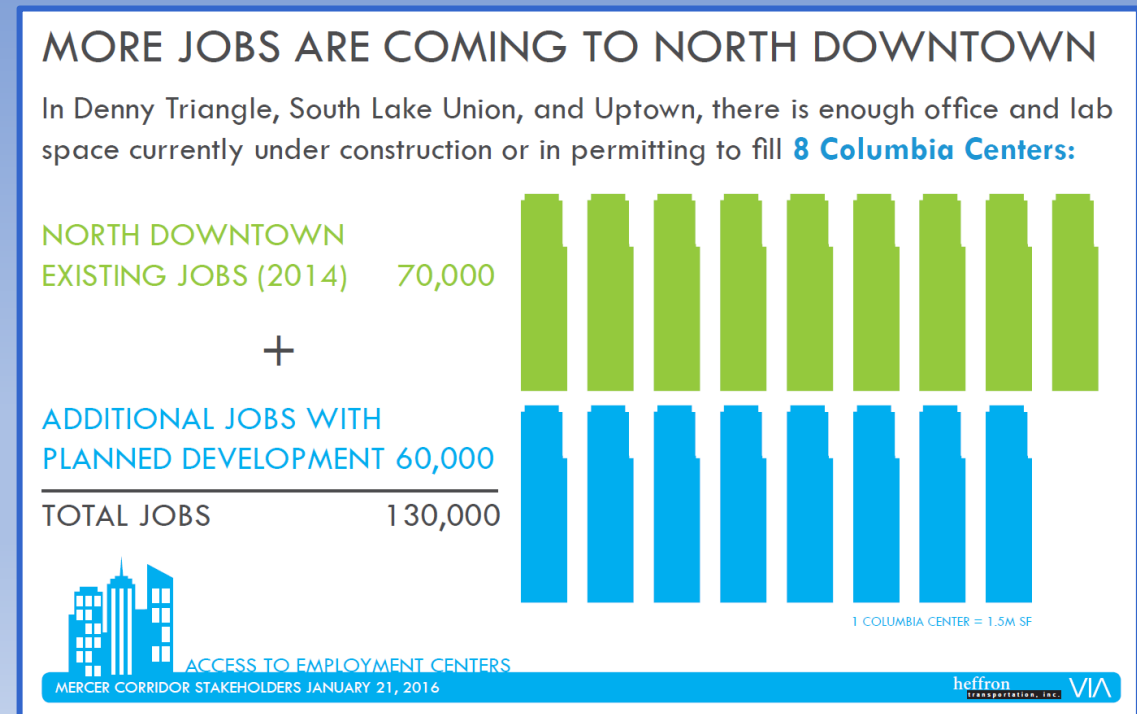
MCSC History: Westlake Transit Lanes (2016)

- Facilitated stakeholder meetings with SDOT and King County Metro to influence design of Westlake Transit Lanes
- Reviewed City plans and operations protocols



MCSC History: ST3 Advocacy (2016/2017)

- Advocated for three stations in north downtown neighborhoods instead of the two stations in ST's original Plan
- Provided research about planned growth in neighborhood and best practices for station spacing



Excerpts from ST3 Package

NORTH DOWNTOWN FUTURE DEVELOPMENT

-  recent development and projects under construction in 2016
-  projects in permitting and development
-  future development potential



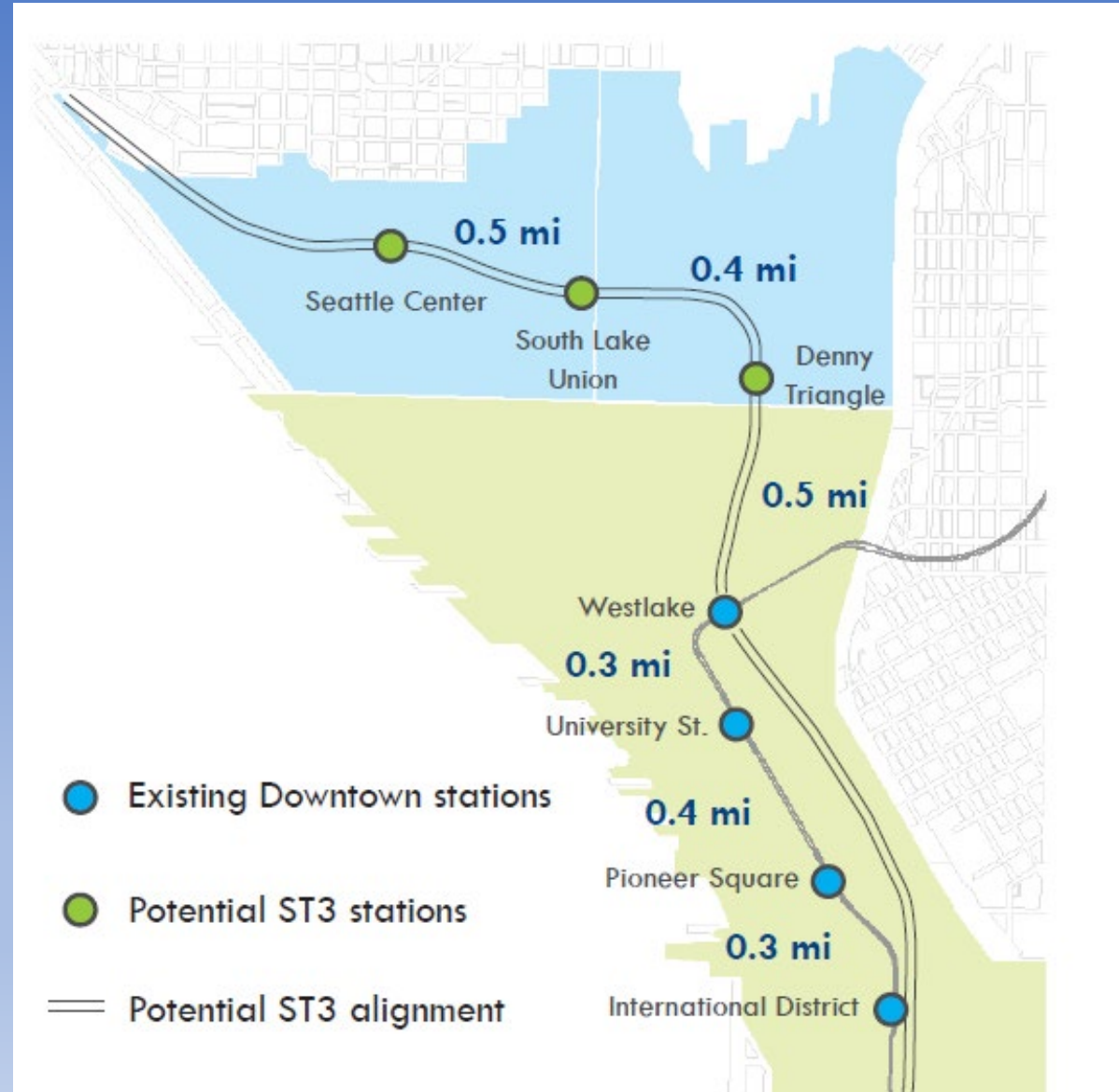
ACCESS TO EMPLOYMENT CENTERS

MERCER CORRIDOR STAKEHOLDERS JANUARY 21, 2016

heffron
transportation, inc. VIA

ST3 Advocacy

- Extra station is included in the Ballard Extension project



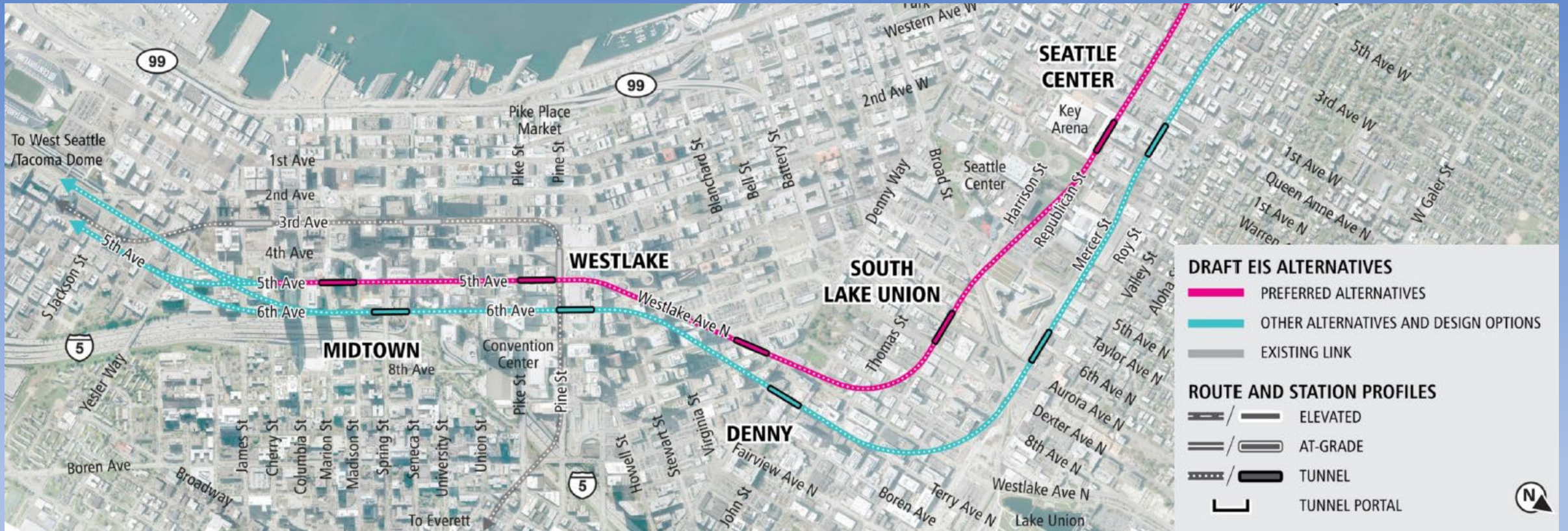
Future Projects and Policies

| Projects | Policies |
|--------------------------------------|-------------------------------|
| Sound Transit Ballard Link Extension | Transportation Budget Deficit |
| SR 520 Transit Pathways | Private Shuttle Policies |
| Roosevelt Rapid Ride (J Line) | Curb Management |
| NODO Map / Seattle Center Arena | Camera Enforcement |
| 1 st Avenue Streetcar | TNC Tax |
| Downtown Street Network Study | |
| Active transportation improvements | |

Discussion: Future of MCSC

- What are your transportation priorities?
- What do you like about past MCSC engagement efforts?
What keeps you interested?
- What would you change?
- Meeting logistics and timing?
 - Schedule of meeting – When needed or regular
 - Time of day
 - Location

Sound Transit Ballard Link Extension Project



DSA Guiding Principles: Ridership & Access

- All six downtown stations must be maintained in the final tunnel design.
- Tunnel and station design must anticipate the possibility of future expansions beyond Ballard and West Seattle, but also north from Harrison and east to Madison Valley.
- Sound Transit must plan for increased regional demand beyond 2035 by maximizing station capacity with more access points and larger platforms.
- Transportation infrastructure like the streetcar should remain in operation throughout construction.

DSA Guiding Principles: Hubs & Connectivity

- Investments must emphasize transit connections to current and future jobs, residential hubs, cultural assets and regional growth centers.
- New stations must have high-quality system navigation and visibility at the street level while integrating excellent bus/rail/bike/walk connections.
- The Jackson Hub in the Chinatown-International District should become Seattle's premier transit hub and leverage both public and private investment—specifically incorporating and connecting King Street and Union stations to ensure direct, high-quality, in-station transfers between existing light rail and heavy rail.
- The Westlake Hub must be designed with intuitive at-grade and below-grade connections that leverage investments in the public realm as well as downtown's retail core.

DSA Guiding Principles: Land Use

- Sound Transit and the City must work together to maximize employment and housing density on future Sound Transit sites.
- Sound Transit and the City must maximize affordable housing opportunities around existing and future stations to ensure increased light rail access for citizens of lower income levels.

DSA Guiding Principles: Efficiencies

- Agencies should look for efficiencies by working with private property owners and developers in and around stations to develop stations and access portals.
- Agencies should collaborate to identify efficiencies and potential cost-sharing opportunities with other public works projects planned in downtown.

Discussion – Ballard Link Extension

- Do you agree with the DSA's Guiding Principles?
- Are there principles that should be added for South Lake Union/Uptown?
- Sound Transit will present to MCSC on June 3, 2020 (9 AM)
- What do you want to learn about?

Next Steps

- Member survey to determine priorities
- Sound Transit Meeting on June 3rd