

To: Seattle Department of Planning and Community Development
Concerning: GS-90-3-A-2 and the 800 Mercer St public benefits analysis
From: Seattle Neighborhood Greenways and Cascade Bicycle Club

What is the issue?

Seattle Center, Uptown, Fremont, and South Lake Union are densely populated, active, and exciting destinations. Centered around Lake Union, these vibrant city neighborhoods are close to each other along flat routes -- making them ideal for biking between. However, biking is not possible now because there is a missing gap. This gap could be filled in with the Broad Street Vacation between Dexter Avenue N and 9th Avenue N on Mercer Street.

Mercer St already has a high quality green bike lane connecting people from the Seattle Center / Uptown to Dexter Ave N. The green lane does not currently continue on to 9th Ave N. That is a problem because 9th Ave N will soon become a major N-S bike route once the Westlake Cycle Track opens this summer.

What is the opportunity to realize multi-modal benefits from the site?

Extend the design configuration that exists on Mercer St between 5th and Dexter (a 10' two-way, elevated bike lane + 8' sidewalk sidewalk) to its natural junction at 9th ave. There are multiple reasons this route is superior to an alternative route that uses Dexter and Roy St:

- This route is the clear desire line.
- It uses best practices of connecting directly rather than requiring jogs.
- It creates a visual continuity of design and improves wayfinding.
- It avoids significant garage access conflicts that an alternative Roy St routing would face with two garage ingress/egress points
- It creates a buffer for pedestrians along the perpetually traffic-clogged Mercer St.

An extended green lane would only require 5'5" from the site, which could possibly be regained on the northern side of the parcel, and could potentially add value to the site.





Where did this idea come from?

In July 2015, Seattle Neighborhood Greenways brought together a group of stakeholders to scout and recommend better east-west connections between the Cascade and Uptown neighborhoods for families and people of all ages and abilities to navigate the fastest growing part of Seattle by bike. The scouting ride had representatives from the Seattle Bicycle Advisory Board,

the Seattle Department of Transportation, the Seattle Department of Planning and Development, Seattle Parks, Seattle Parks Foundation, the Lake to Bay Loop Coalition, Seattle Bike Blog, Queen Anne Greenways, Cascade Bicycle Club, Lake Union Greenways, Central Seattle Greenways, and the Seattle City Council.



One of the main ideas agreed upon was the idea of connecting the Mercer Street Green Lane 9th Ave N directly on Mercer St.

Sally Bagshaw and the City Council then directed SDOT and OPCD to investigate the Mercer St Green Lane on the 800 Mega-block and other public benefits to be derived from the sale of the site.

Thank you for your consideration,

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