

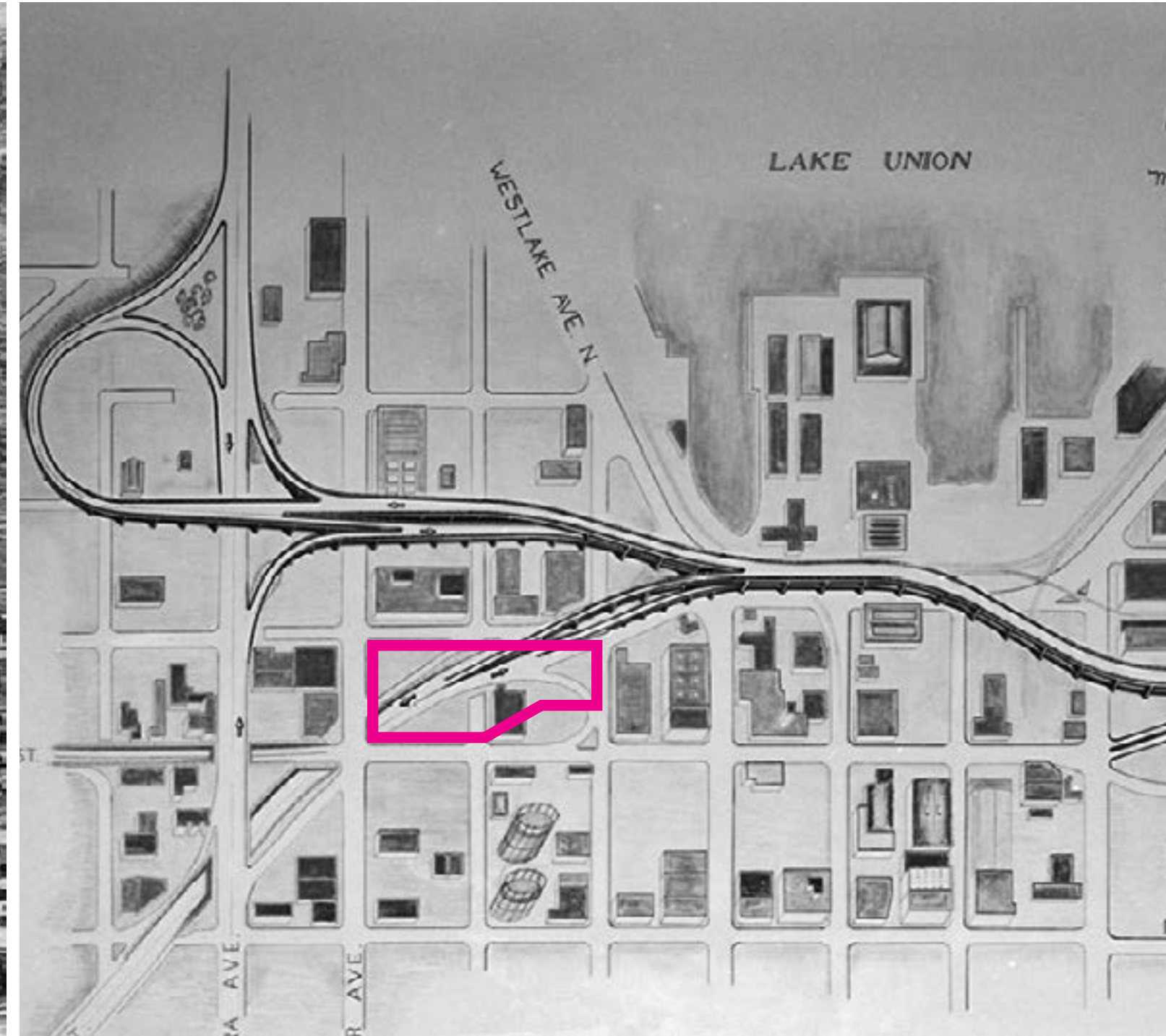
GGN

Seattle Bike Advisory Board

Mercer Blocks

September 2, 2020

Project Context - History

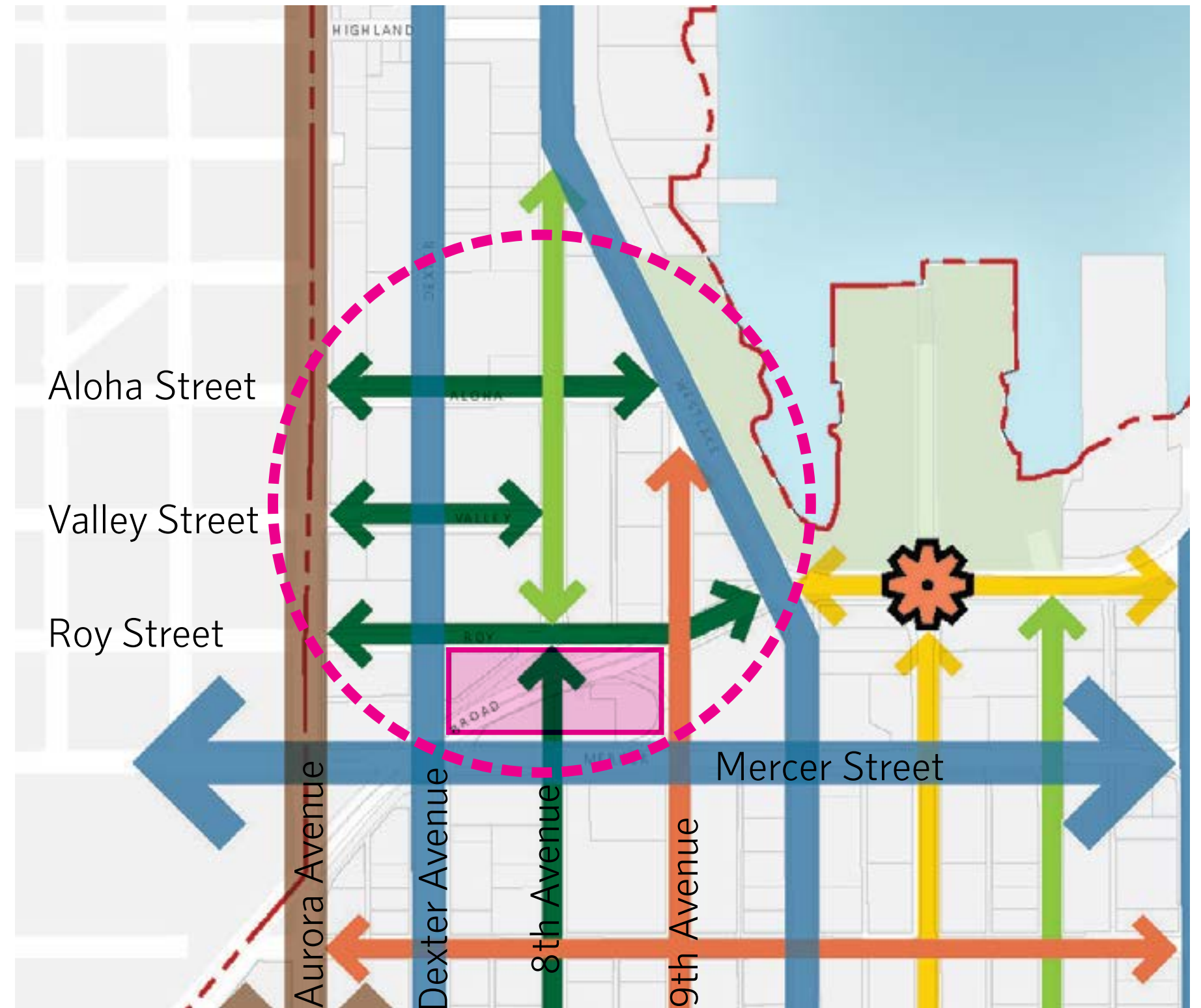


Prior to the construction of the modern city and early in its commercial growth, connections between Lake Union and Elliott Bay shaped by development.

By the 1960's and 1970's, the area south of Lake Union became dominated by the need to link the regional freeways of Aurora and I-5. This legacy impacts the area dominated by cars.

Neighborhood Context

South Lake Union Street Descriptions



Project in context of evolving neighborhood and pedestrian-focused streets particularly 8th Avenue

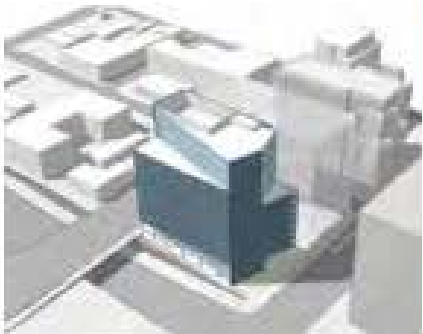
Concept: Two Distinct Street Identities



Project Context - Evolving Neighborhood

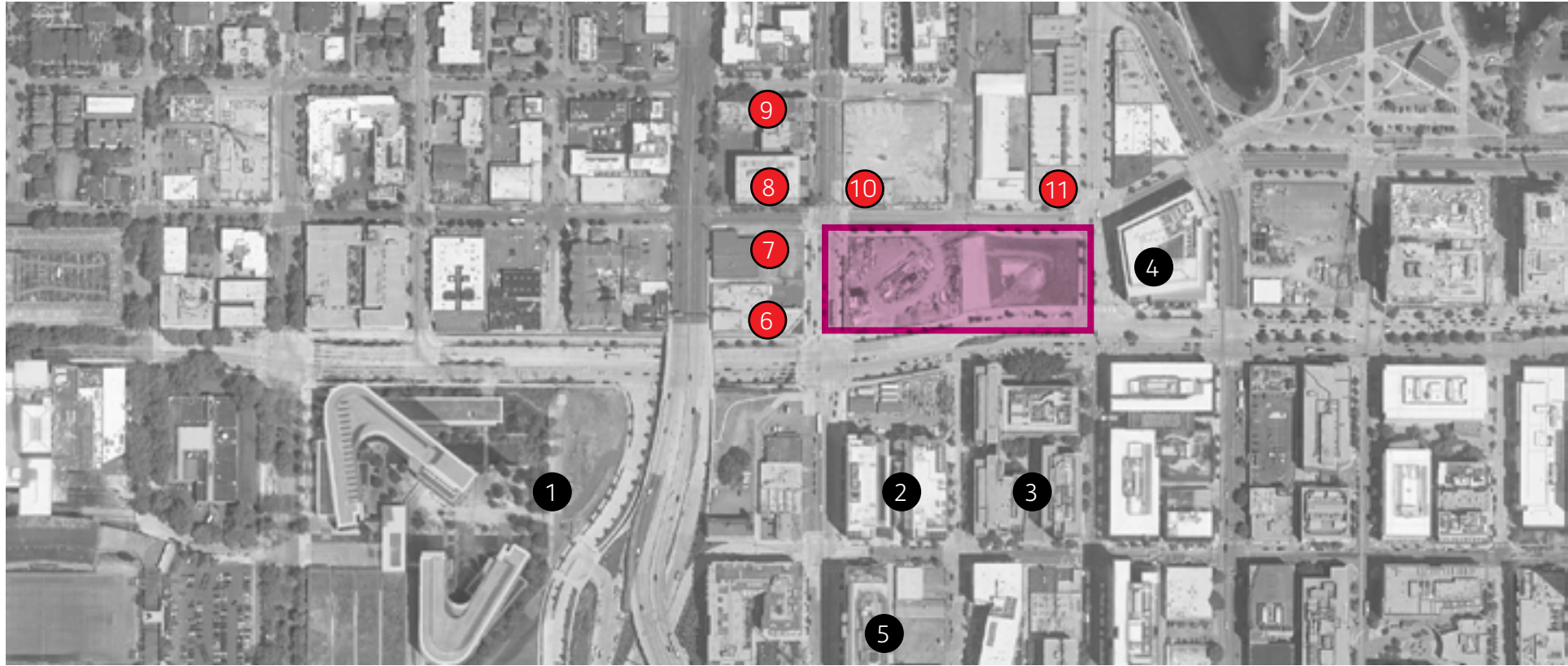
Research Facilities

The southern edge of the site is defined by medical research facilities. Inward focused compositions of rectilinear glass and metal volumes.

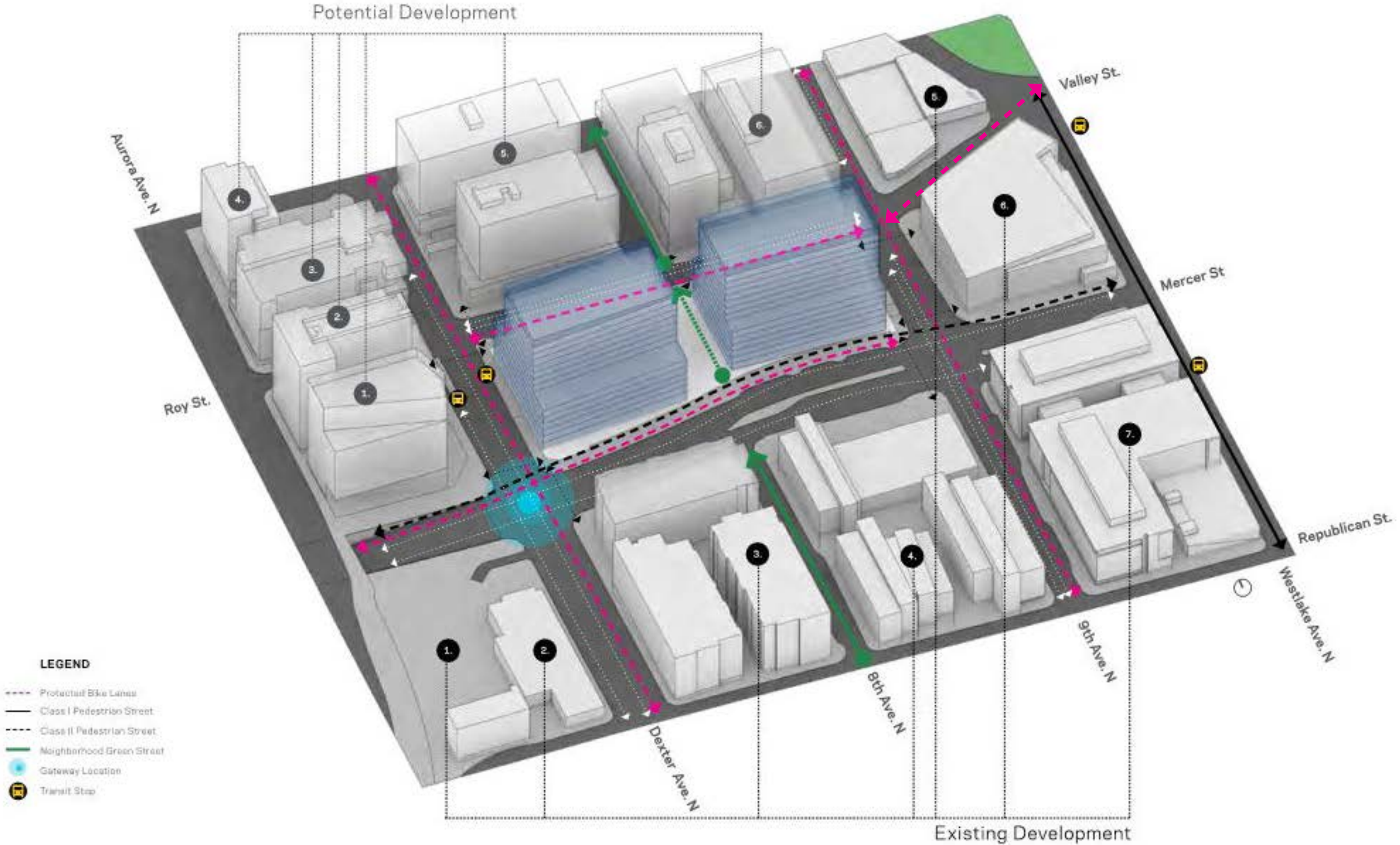


Upcoming Development

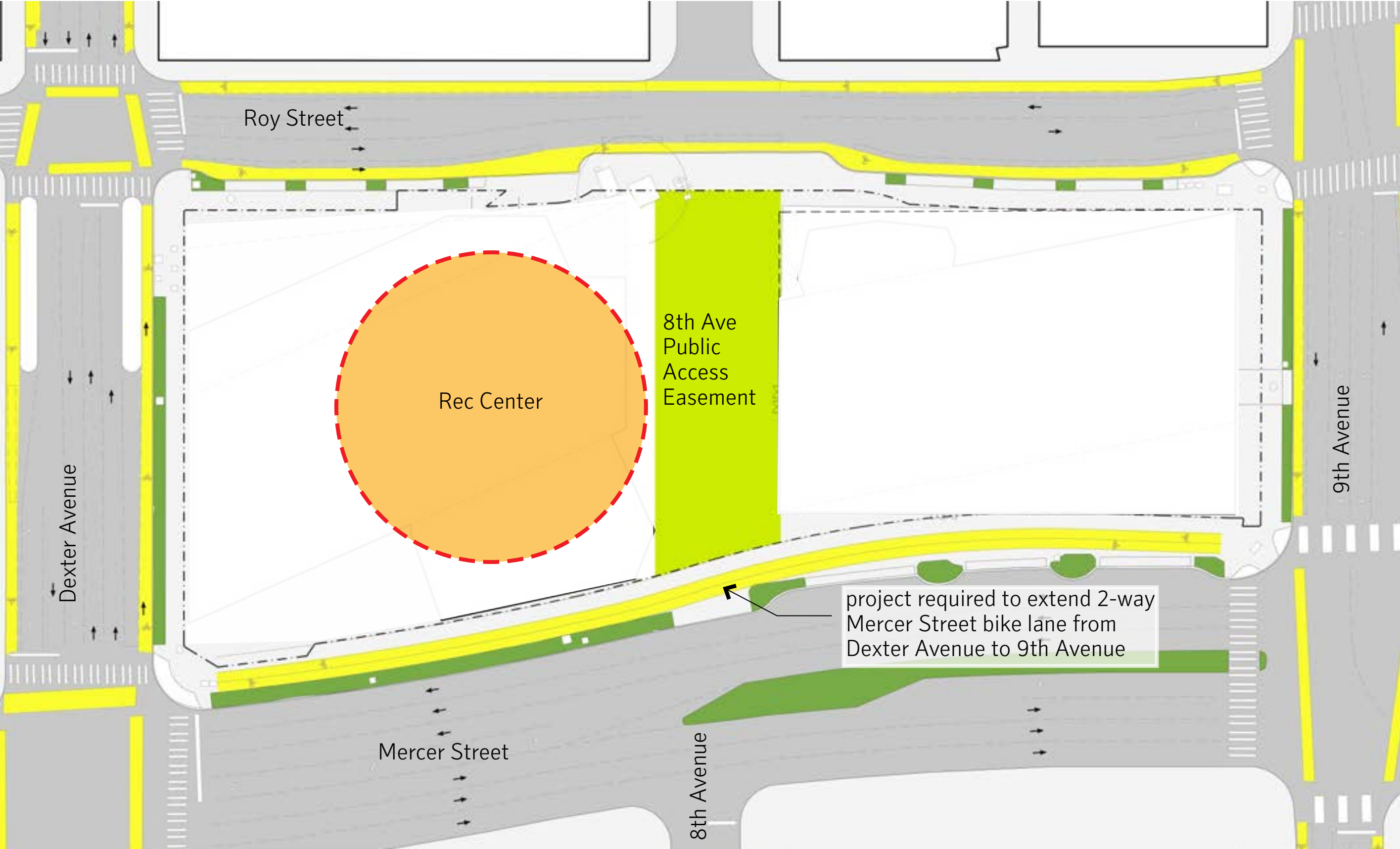
The west and northern edges are defined by upcoming commercial developments with two residential projects to the west. To the north, references to the past warehouses of South Lake Union is the predominant language.



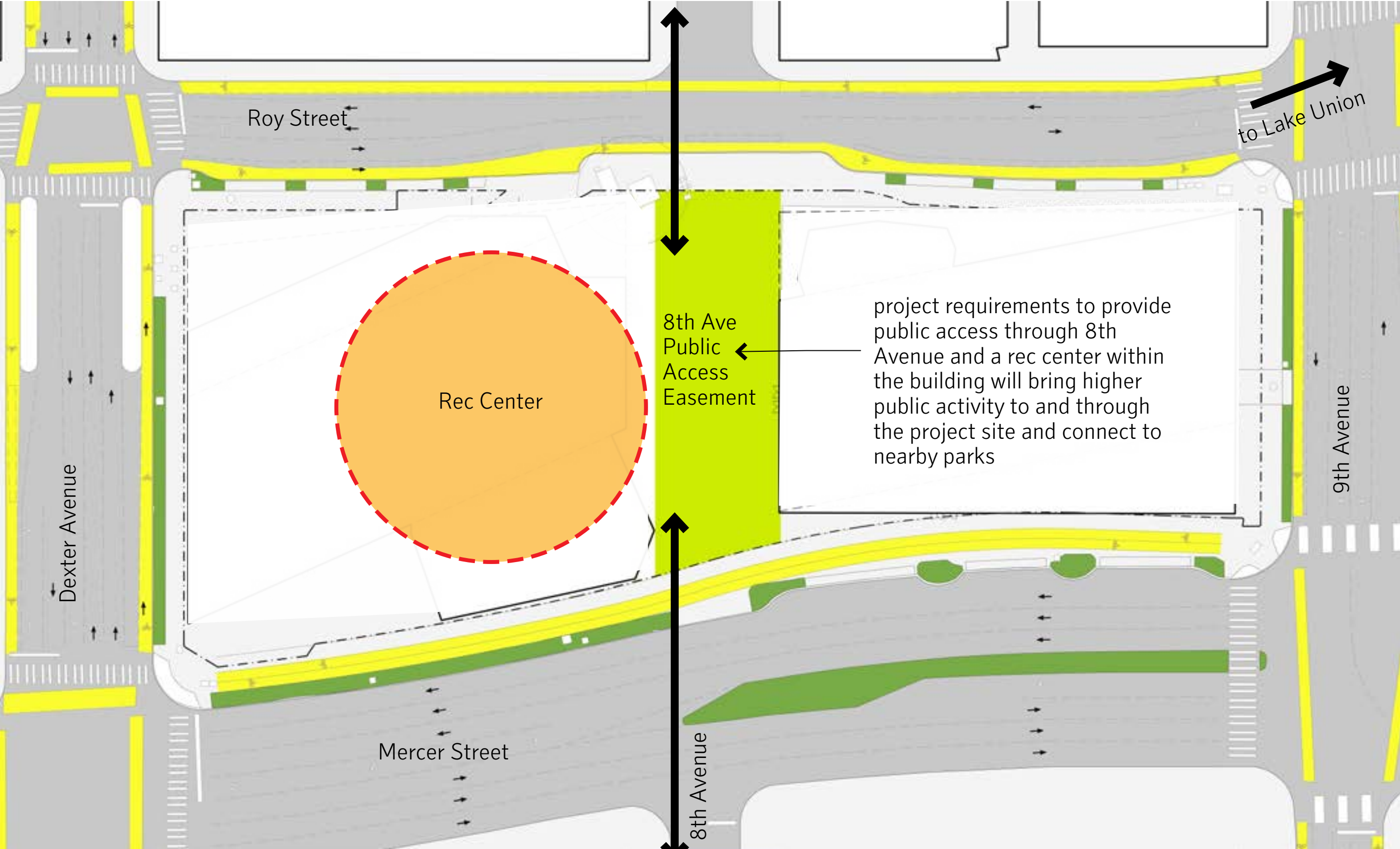
Project Context - Bike Lanes



Public Benefits: Mercer Bike Lane Extension



Public Benefits: Rec Center and 8th Ave Public Access Easement



Roy Street - Existing Condition



1 Roy Street and Dexter Ave Intersection



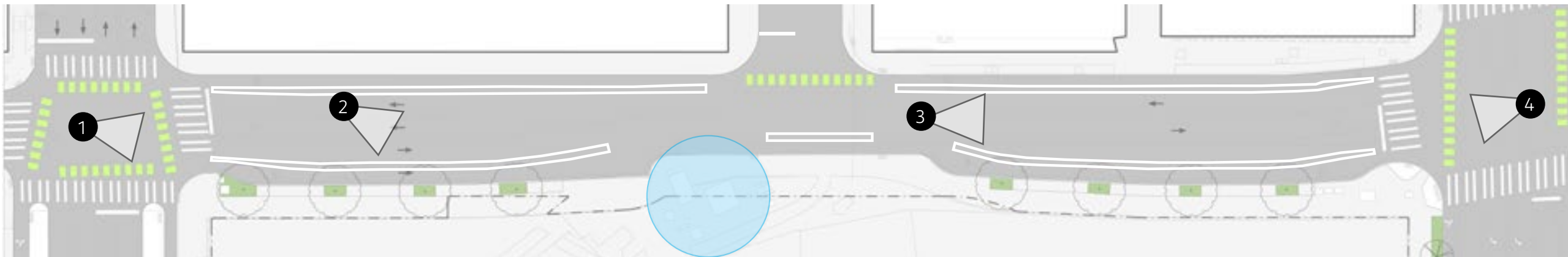
2 Roy Street - Looking South Mercer St.



3 Roy Street - Looking East towards Allen Institute

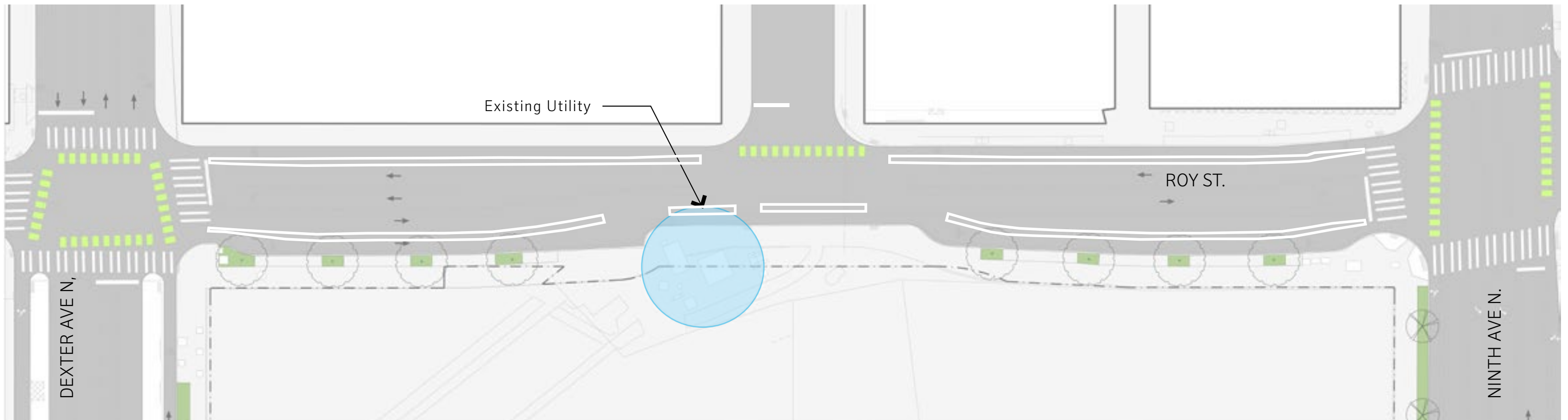
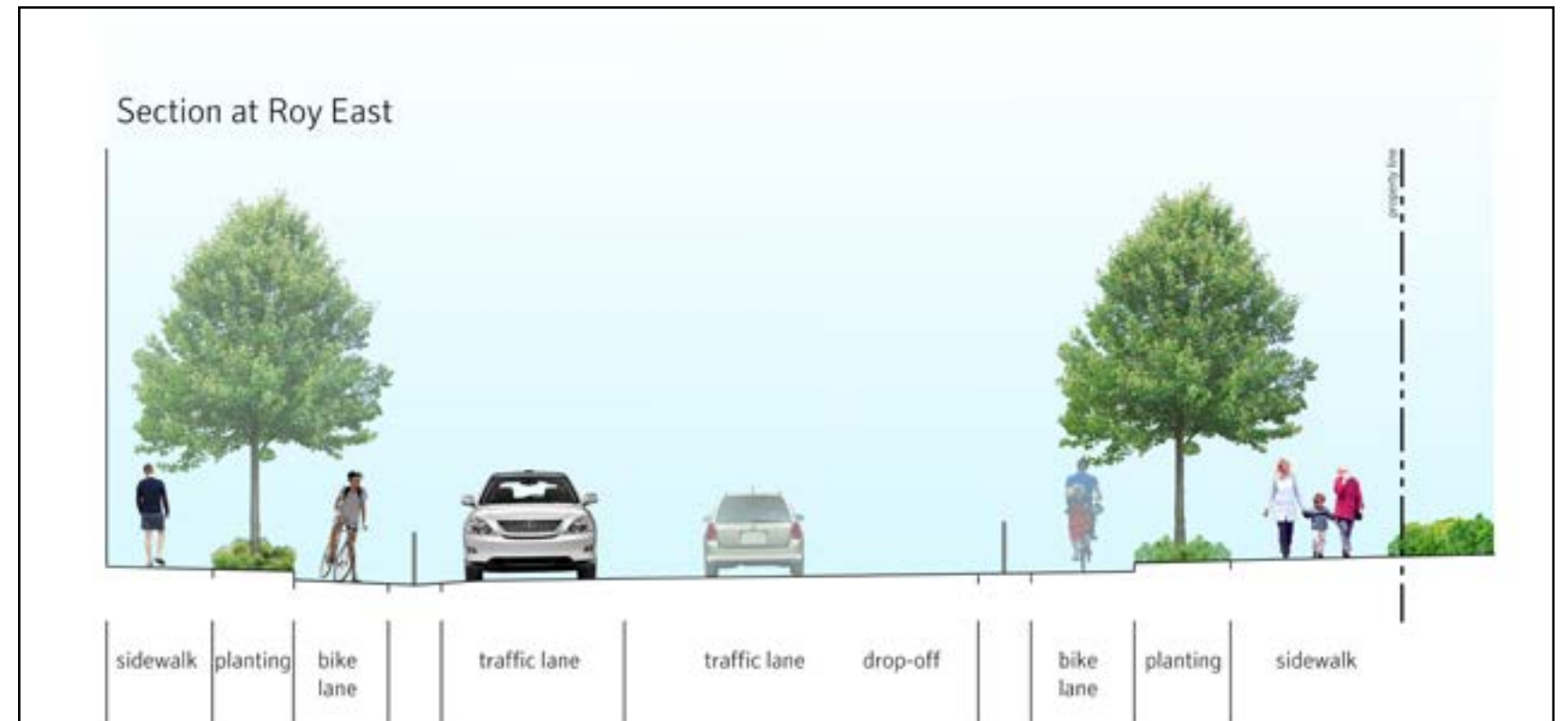


4 Roy Street and 9th Ave N Intersection



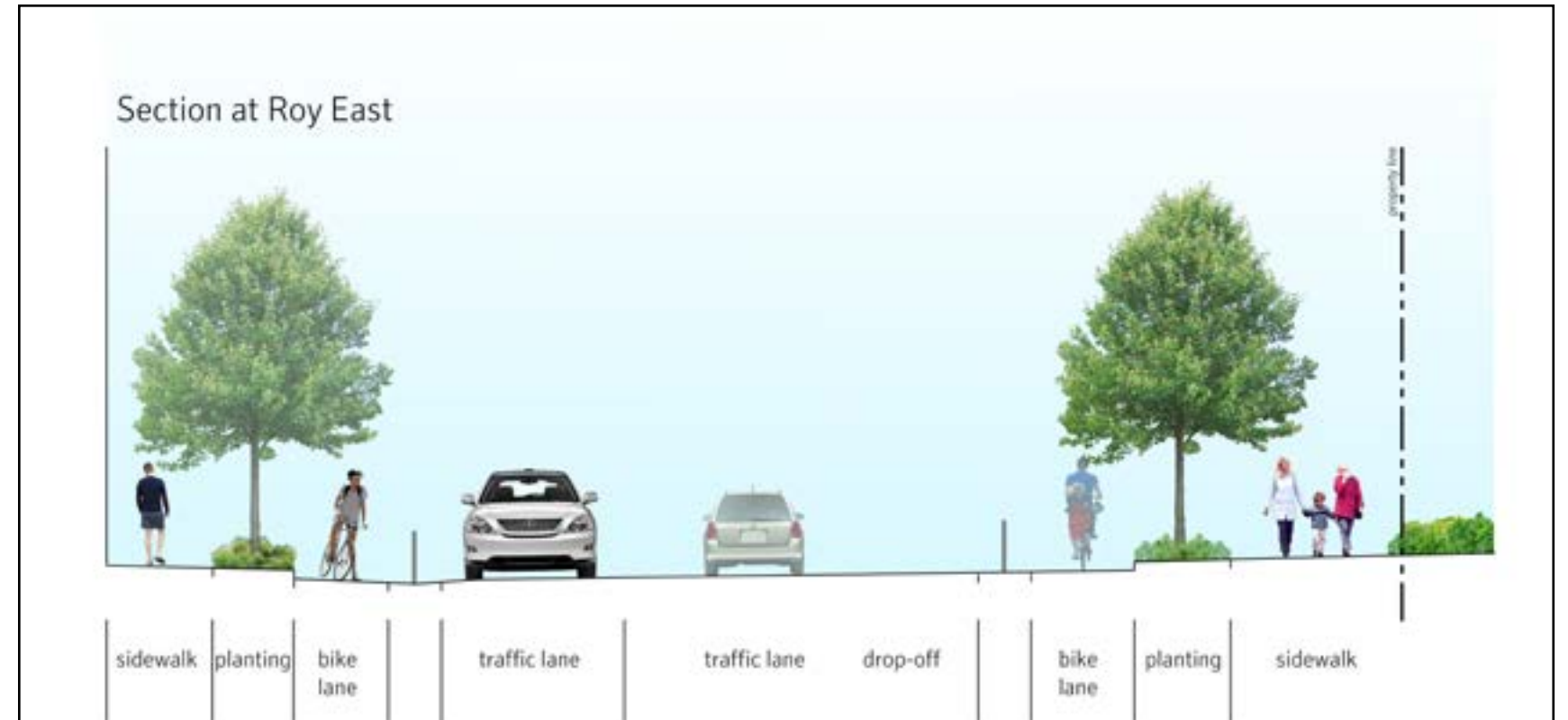
Roy Street - Existing Condition

- Bike lanes striped north and south sides of Roy St
- No control at intersection of Roy St and 8th Ave in EW direction (megablock)
- Utility easment and access vaults constrain area near intersection of Roy St and 8th Ave



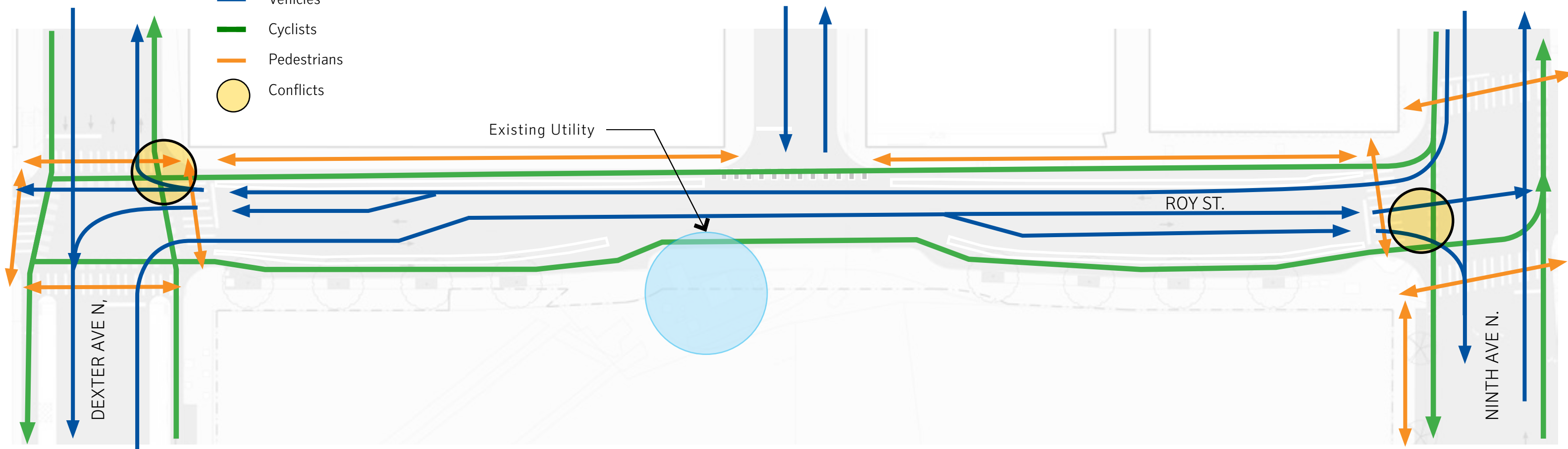
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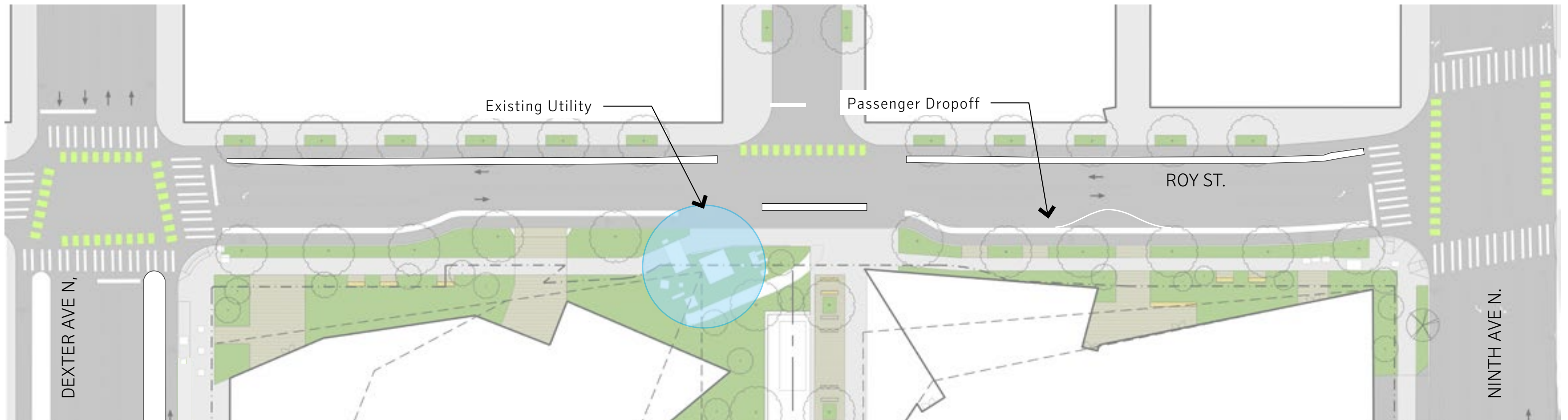
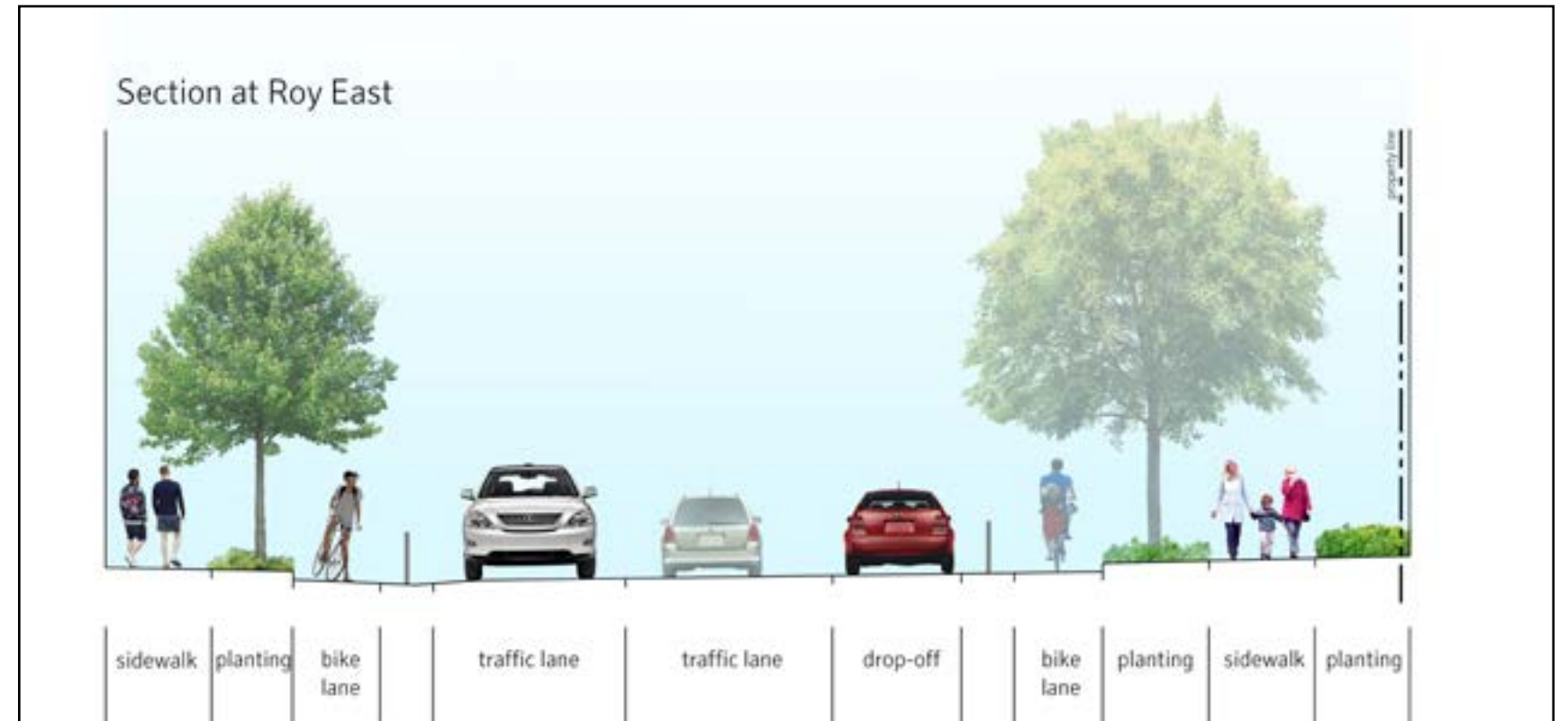
Legend

- Vehicles
- Cyclists
- Pedestrians
- Conflicts



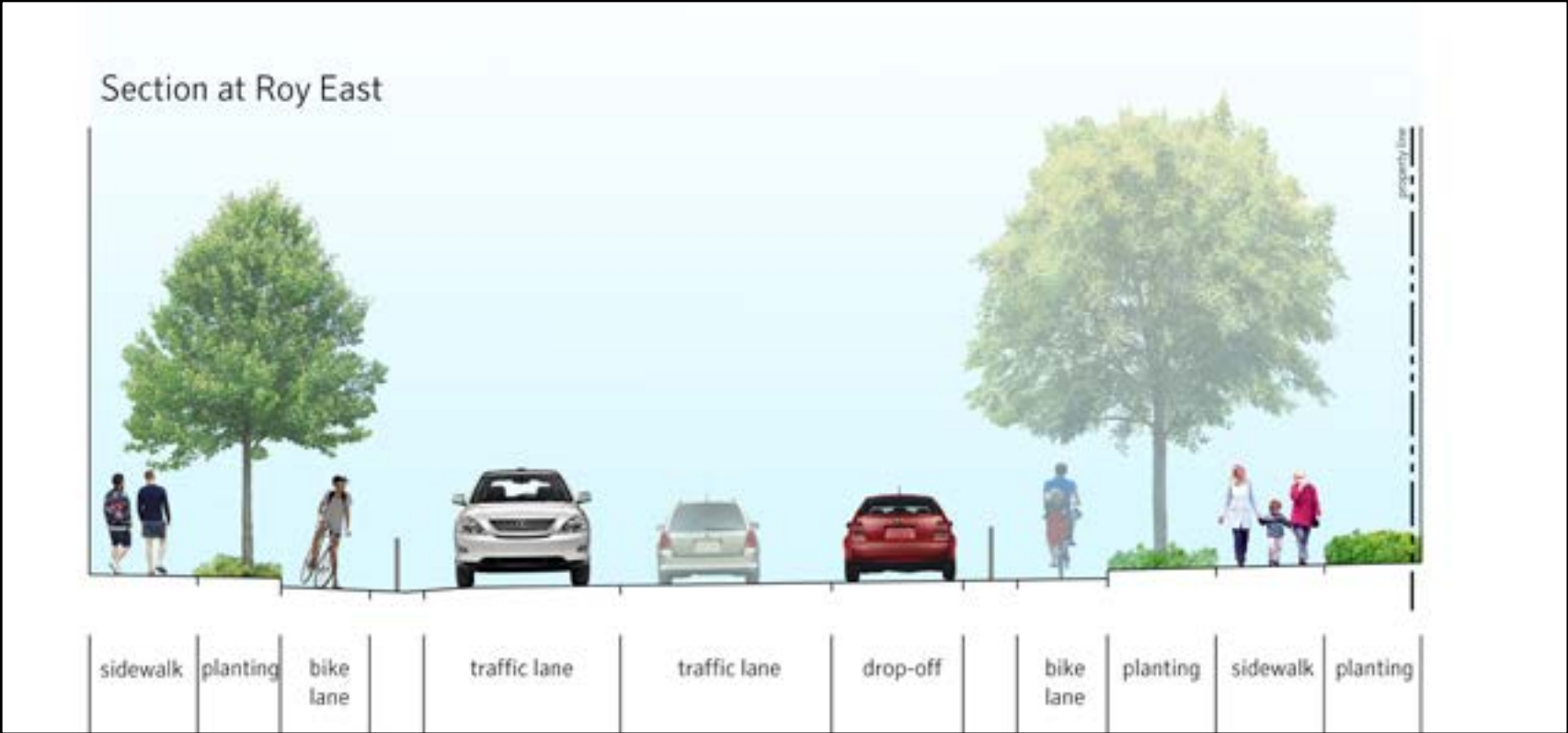
Roy Street - Baseline Design

- Bike lanes striped north and south sides of Roy St
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- NS bicycle turns use crosswalk and wait for two signal changes



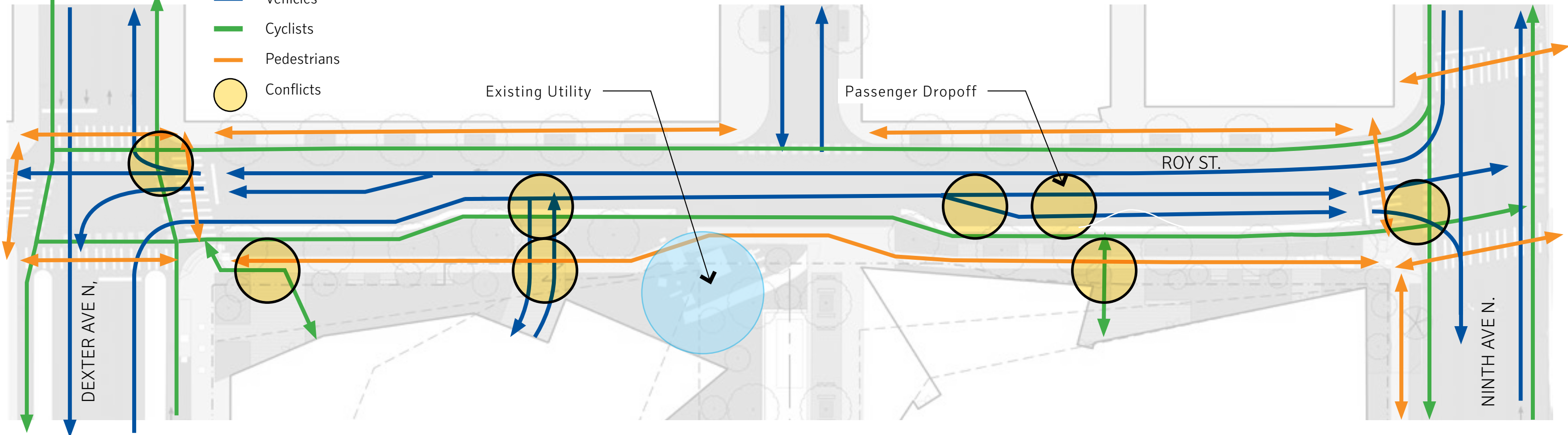
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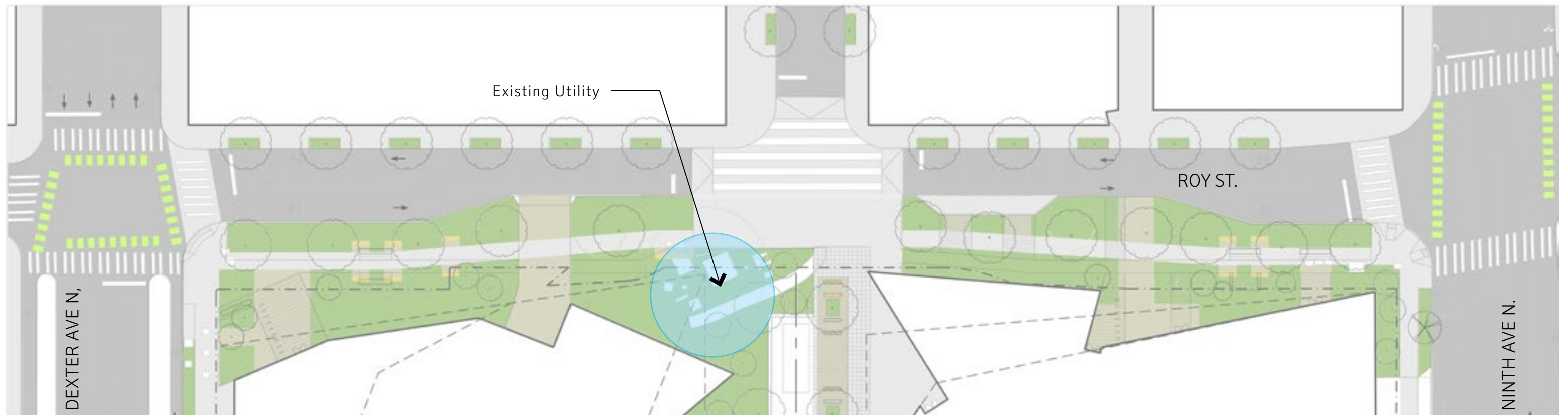
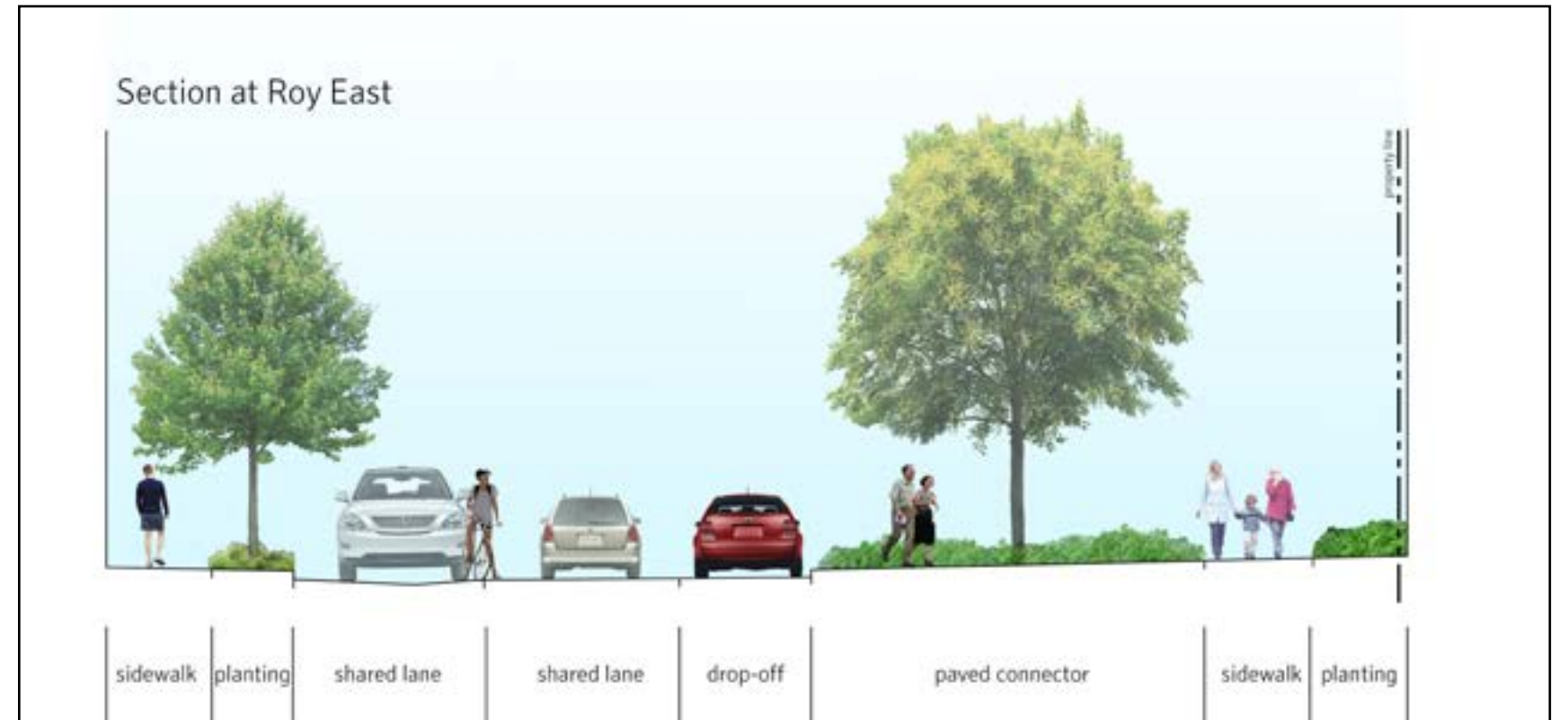
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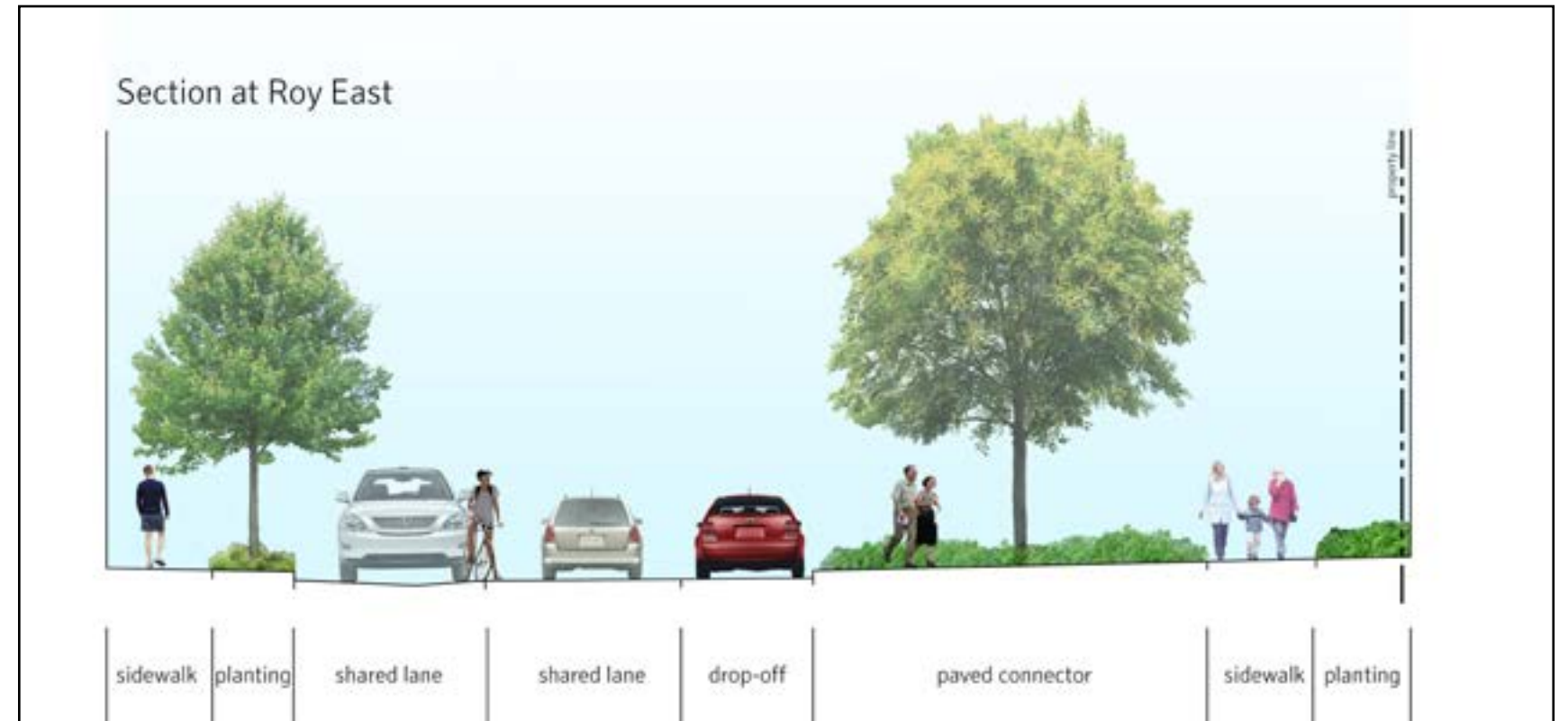
Roy Street - Preferred Design

- Overall roadway paving width reduced to support neighborhood character and slower street
- Sharrow lanes consistent with neighborhood street character and offer clearer turning onto NS streets
- All-way stop added to 8th Ave and Roy St added to break down the megablock
- Tabled intersection at 8th and Roy calms traffic and emphasizes NS connection to Rec Center
- Enhanced materials at all crosswalks
- Reduced paving width allows for more planting and pedestrian amenities along sidewalk



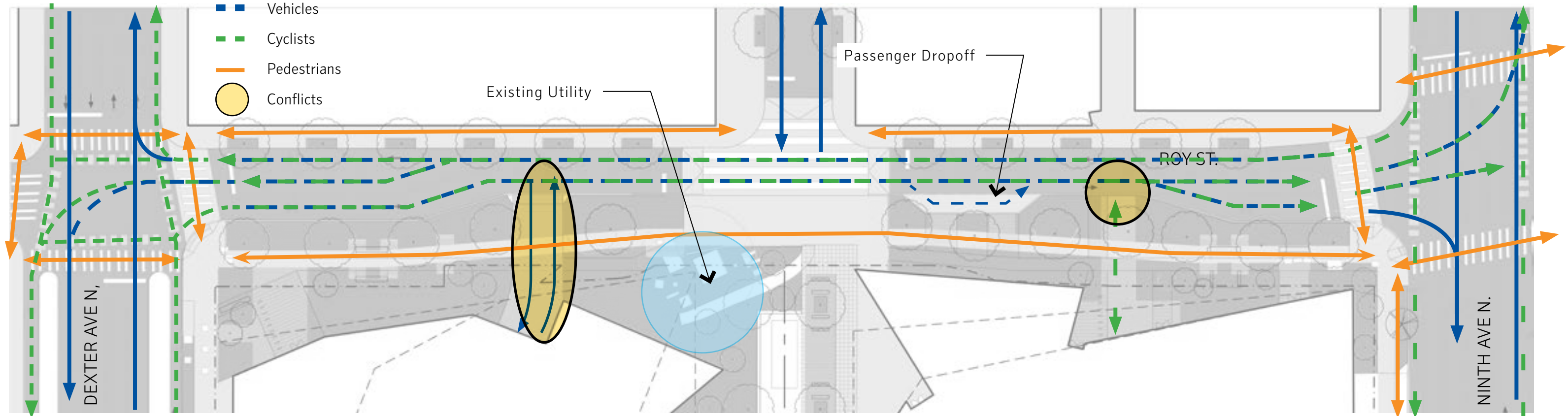
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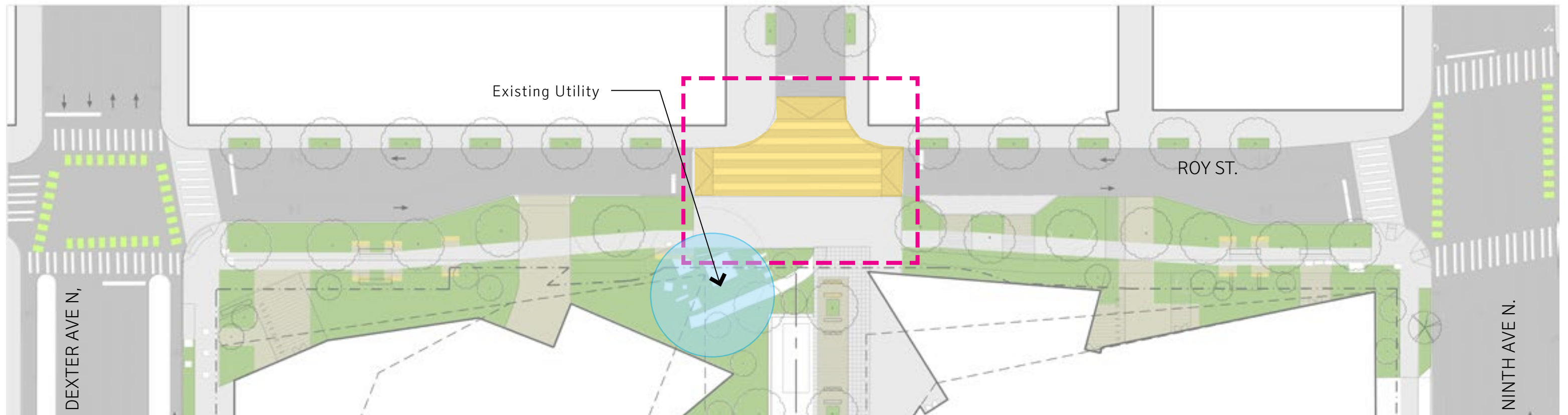
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Roy Street - Preferred Design

- Tabled intersection at Roy St and 8th Ave helps calm vehicle traffic.
- When combined with an all-way stop, the megablock character is returned to the standard grid rhythm promoting pedestrian connections across Roy and slowing down these two blocks



Roy Street - Comparison

