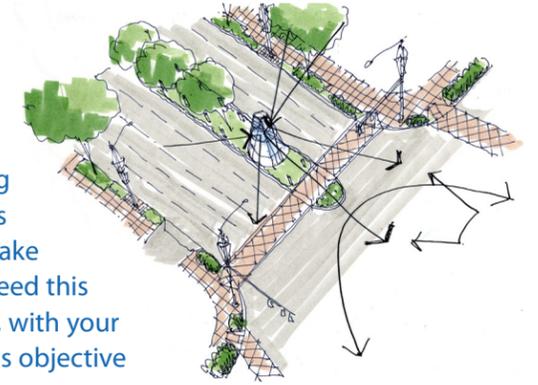




“Mercer will be a new gateway to Seattle and a great street for a growing neighborhood—South Lake Union.”
- Mayor Nickels

The future of Mercer Corridor is taking shape

In 2004, the Seattle Department of Transportation (SDOT) recommended making Mercer two-way and narrowing Valley Street to keep people and goods moving in, through and out of South Lake Union. The Mayor and City Council agreed this was the right choice. Now project staff, with your help, is developing designs to meet this objective and ensure the corridor's function and appearance reflects the neighborhood's character. Join us at an Open House on Thursday, September 27, to learn more and share your ideas (see details inside).



Moving forward to improve mobility and livability

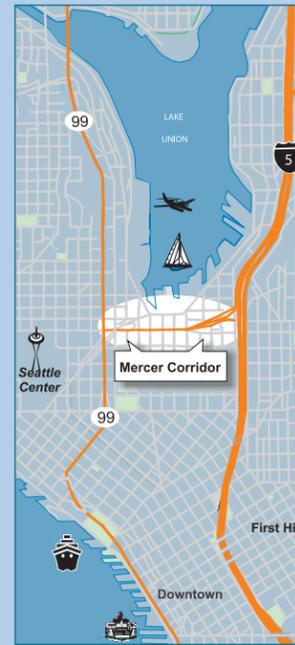
South Lake Union is growing and SDOT is developing the transportation network needed to keep the neighborhood moving. The goals of the project are to:

- Improve the regional connection from I-5 into South Lake Union and neighborhoods to the west and north.
- Enhance access, circulation, and safety for all transportation modes within South Lake Union.
- Accommodate economic development and support neighborhood livability.

A Two-Way Mercer is vital to improving mobility

Two-way Mercer will improve mobility for those who drive, move freight, take transit, ride their bike or walk. The proposed design widens Mercer Street between I-5 and Dexter Avenue North to accommodate three lanes of travel in each direction, on-street parking, wide sidewalks and a median with left-turn lanes. Valley Street will be narrowed to a two-lane, two-way street that compliments the new Lake Union Park, offers easy access to the new streetcar and provides a bike and pedestrian friendly environment. The project keeps people and goods moving by:

- Providing a more direct route from I-5 to the Seattle Center, SR99 (Aurora), Interbay and Ballard.
- Improving a key alternative route during Alaskan Way Viaduct construction.
- Improving travel time from I-5 to Queen Anne.
- Removing barriers, such as turn restrictions, and making it easier to get around by car, truck, foot, or bike.
- Supporting transit use through convenient pedestrian access and a street network that allows east-west transit service.
- Connecting bicyclists from Eastlake Avenue to Dexter Avenue with new lanes on Valley and Roy streets.
- Constructing 20 blocks of new sidewalk.



Please join us at a public open house to discuss the

mercer
corridor
project

Thursday, September 27

5 – 7 p.m.

South Lake Union Armory
860 Terry Avenue North
Seattle, Washington.

Refreshments provided

Inside: Mercer
Corridor reaches
a key design
milestone

A Two-Way Mercer is vital to a livable South Lake Union

It is equally important for the project's design to support livability. SDOT hosted a series of urban design workshops to involve stakeholders in developing design themes, principles and concepts. Stakeholders made it clear the project should contribute to a sustainable neighborhood that reflects the area's maritime and industrial history and connects with the new Lake Union Park. The design concepts improve livability by:

- Transforming Mercer Street into a two-way boulevard, with large trees of various species forming "green fingers" that bulb out into the street
- Providing a wide, "wet median" that creates a natural drainage swale for street run-off and opportunities for public art
- Including unique light fixtures and benches to establish a bold and distinctive street for both pedestrians and vehicles
- Reinventing Valley Street as a small scale, two-lane esplanade with bicycle lanes on either side
- Incorporating lush planting areas to complement and extend the new Lake Union Park into the neighborhood



openhousE

Thursday, September 27, 5 - 7 p.m.

South Lake Union Armory
860 Terry Ave. N., Seattle
The Armory is served by Metro bus numbers 17 and 70. The Armory is ADA accessible.

Please join us to review and provide input to the designs for a Two-Way Mercer and a narrowed Valley Street!

Need more information?

To learn more about the project and how you can get involved, please contact:

Angela Brady, SDOT project manager:
Phone: (206) 684-3115
Fax: (206) 615-1237
Email: angela.brady@seattle.gov
Mail: Seattle Municipal Tower
PO Box 34996
Seattle, WA 98124-4996

More information about the project is available at: www.seattle.gov/transportation/ppmp/mercer.htm



Building a Two-Way Mercer

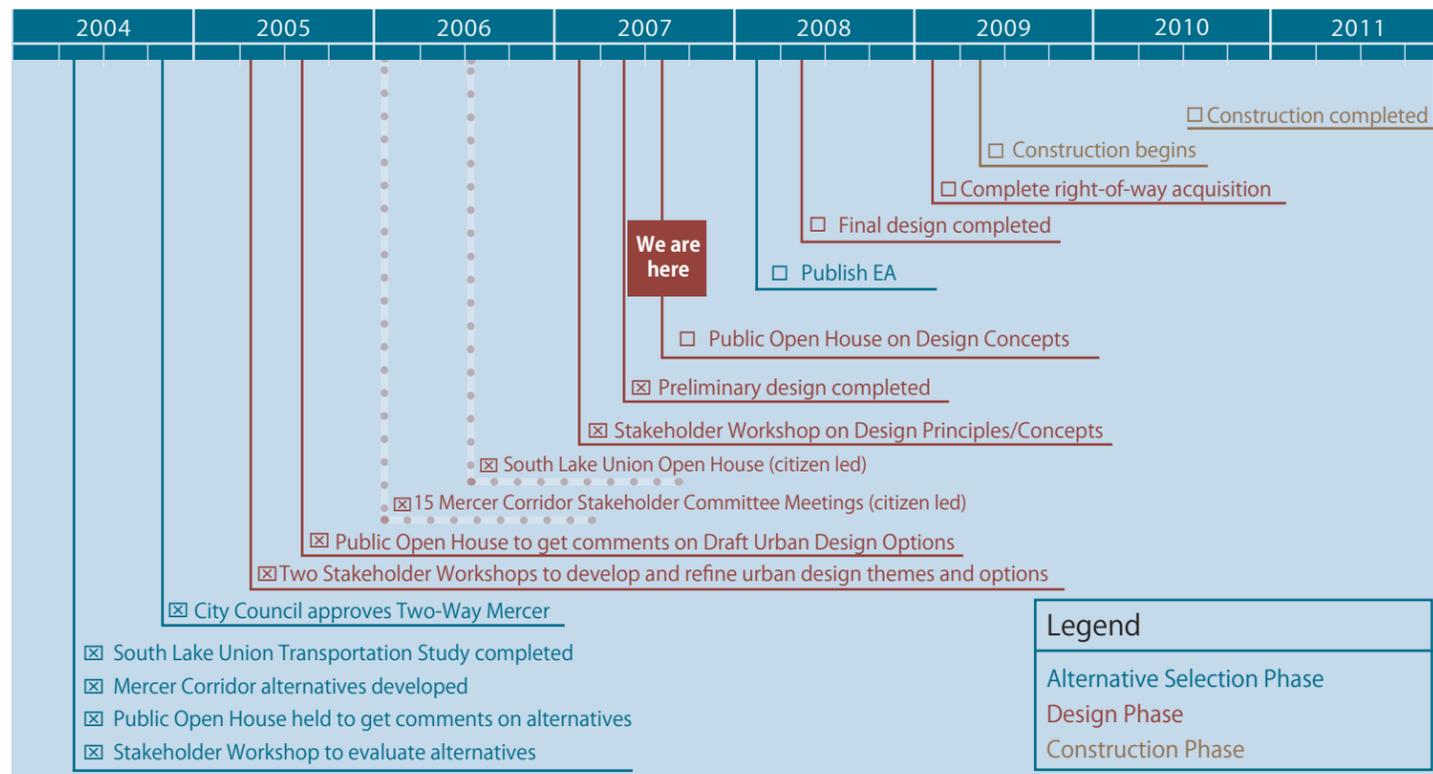
In 2006, the City Council adopted, and voters approved, Bridging the Gap. This initiative provides \$30 million for the Mercer Corridor

Project, and will allow SDOT to complete the design and begin right-of-way acquisition in 2007 and 2008. SDOT continues to identify funding through the Regional Transportation Investment District, State and Federal grants, and private development, so we can begin construction in 2009 and complete work on Mercer Street in 2011, prior to major construction on the Alaskan Way Viaduct and Seawall Replacement Project.



Valley Street will look much different than it does today. Wide sidewalks and bike lanes will make it an inviting place for pedestrians and bicyclists.

Mercer Corridor Project Timeline



The Two-Way Mercer with Interim Broad Street Connection

