

MERCERcorridorPROGRAM



Improvement projects like Mercer and Spokane Street are critical to keeping vehicles moving during Alaskan Way Viaduct construction.

A long-awaited solution to the Mercer Mess

It's called the Mercer Mess for good reason. It divides neighborhoods, clogs city streets, and stalls traffic on Interstate 5 (I-5) and Aurora Avenue. Every day the Mercer mess makes it difficult for more than 80,000 people - pedestrians, bicyclists, transit users, truckers and motorists - to connect to the places where they live, work and socialize.

The Mercer Corridor stretches from I-5 to Elliott Avenue West. Improving this vital east/west corridor is critical to keeping people, goods and services moving in Seattle and throughout our region.

For more than 40 years, the Mercer Corridor has been one of the city's most significant transportation challenges. Past efforts to fix the Mercer Mess have been unsuccessful, and the problem has only gotten worse. Seattle is continuing to grow and, unless we fix the Mercer Mess now, we can all expect even longer delays and bigger hassles -- especially during Alaskan Way Viaduct (AWV) replacement, which will put

significantly more pressure on city streets and highways.

Now is the time to act. The need is clear. The longer we wait, the more it will cost us in time, convenience and dollars.

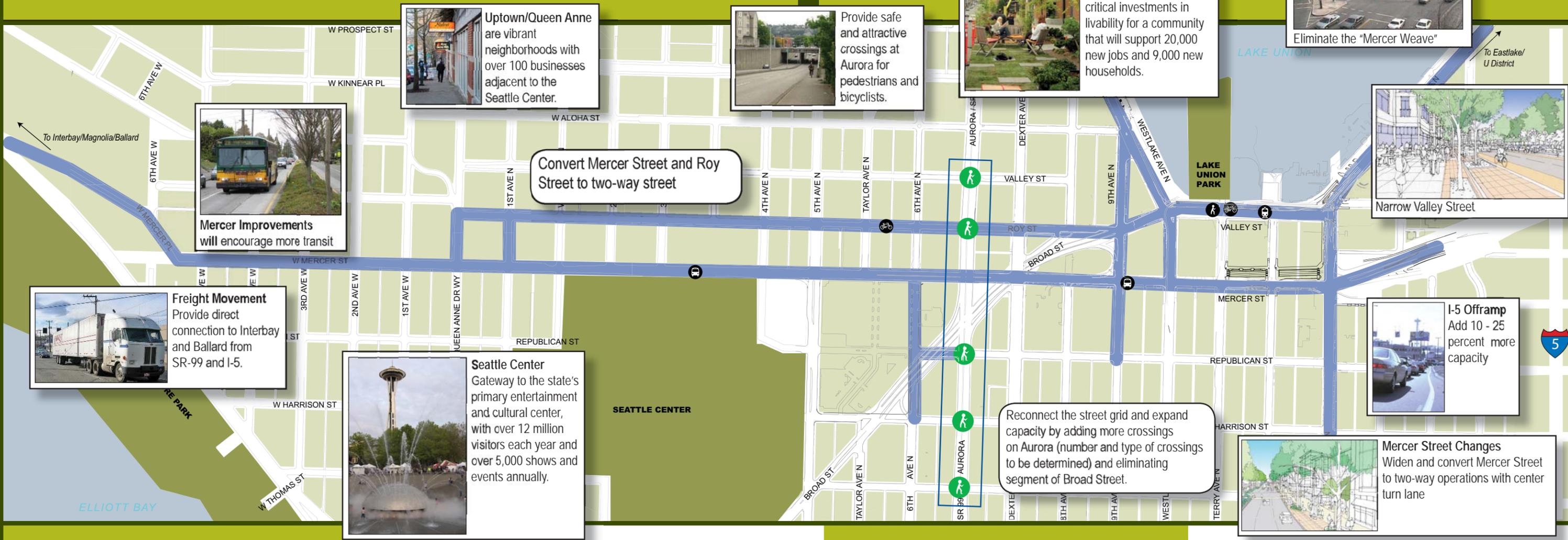
The city of Seattle, in partnership with Washington state and King County, is working to fix the Mercer Mess by 2012. With community collaboration, the Mercer Corridor team has identified a number of improvements that will both increase capacity and improve mobility for all users throughout the Mercer Corridor.



Improving mobility for all modes of transportation

- Create an efficient and direct east/west transportation corridor between Elliott Avenue West, Aurora Avenue and I-5
- Keep traffic moving by increasing capacity and improving circulation
- Improve pedestrian and bicyclist safety and access
- Strengthen connections among area neighborhoods
- Improve access to and from the Seattle Center
- Accommodate and encourage future transit investments
- Help shape growth and encourage the creation of new jobs
- Provide a vital east/west connection during Alaskan Way Viaduct Replacement

MERCER corridor PROGRAM



Mercer Corridor improvements benefit all modes of transportation

Keep vehicles moving



- Improve traffic flow by eliminating the "Mercer Weave"
- Relieve congestion on I-5 and increase capacity on Mercer off-ramps
- Keep vehicles moving by upgrading over 20 intersections
- Reconnect streets to improve circulation
- Provide direct route to and from Seattle Center

Create safe, attractive pedestrian and bike connections



- Build and/or improve more than 30 blocks of sidewalks
- Upgrade pedestrian facilities at a number of intersections
- Provide more pedestrian crossings at Aurora
- Install new bike lanes that connect to the Urban Trail System
- Install bike lanes in both directions on Roy Street
- Build segments of the Lake to Bay Trail and Cheslahud Trail around Lake Union

Improve freight and transit connections



- Provide a direct route to and from Ballard and Interbay to Aurora and I-5
- Maintain two major freight streets through the corridor
- Improve key intersections to accommodate large trucks
- Establish Mercer as a new transit corridor that can accommodate local and regional buses and the streetcar

Reconnect Neighborhoods



Improvements to the Mercer Corridor will greatly enhance access and east/west connections among area neighborhoods. Some of the neighborhoods that will benefit include:

- Uptown
- South Lake Union
- Interbay
- Ballard
- Eastlake
- Queen Anne
- Fremont
- Magnolia
- Capitol Hill
- Belltown



Strong support for Mercer Corridor improvements

Development of the Mercer Corridor Program included extensive public involvement and City Council oversight.

A broad coalition of more than 30 neighborhood groups, business organizations, freight users, arts groups, transportation interests and other institutions that use the Mercer Corridor every day have been actively involved. These groups expressed support for improving the full corridor between I-5 and Elliott Avenue West, establishing a two-way Mercer Street, and reconnecting the east/west street grid across Aurora Avenue.

Additionally, since 2004, the Seattle Department of Transportation has presented this project to the City Council at 12 separate meetings. In the summer of 2008, the City Council, by a vote of 8-1, identified the Mercer Corridor as a priority and approved initial funding.

Funding Mercer

The Mercer Corridor Program is divided into two segments funded by a balanced mix of sources:

- Phase I – Fairview to Dexter Avenue
- Phase II – Dexter Avenue to Elliott Avenue West

Advancing Phase I is a necessary and major step toward enhancing the Mercer Corridor. The city of Seattle is taking the lead on Phase I and estimates the cost of the project to be \$192.9 million. All but \$51.7 million of the funding has been identified, and SDOT is working to secure the remainder from federal and state funds.

Improvements to Phase II will be provided for within the Urban Mobility Plan and SDOT's partnership with the Washington State Department of Transportation (WSDOT) and King County for the Alaskan Way Viaduct replacement. Because this portion of the project is at less than five percent design, cost estimates are not available at this time. The tri-agency organizations have expressed support for the project and are working to complete design and identify funding for Phase II.

Thank you, Seattle!

The Bridging the Gap (BTG) transportation initiative has enabled the city to make critical transportation improvements in every neighborhood. Part of the BTG promise included investing in priority projects, like the Mercer Corridor Program, that provide critical connections to our city and region. The BTG initiative and your support help keep Seattle moving.

To learn more about the Mercer Corridor Program and how your transportation dollars are working for you please visit www.seattle.gov/transportation/mercercorridor.htm.