

## Mercer West - Benefit-Cost Analysis Executive Summary Matrix

#	Current Status/ Baseline & Problem to be Addressed	Change to Baseline/ Alternatives	Type of Impacts	Population Affected by Impacts	Economic Benefit	Summary of Results	Page Reference in BCA
1	Missing westbound link for high-volume, congested crosstown movement	Widen Mercer Street to create two-way arterial street with three lanes in each direction across SR 99.	Improved Travel Times	37,500 persons driving westbound	Savings in travel time and fuel costs	\$82M - \$312M	pp 3-6 and 9
2	Limited and confusing westbound capacity across SR 99 increases miles traveled on city streets.	Widen Mercer Street to create two-way arterial street with three lanes in each direction across SR 99.	Reduced VMT, which leads to reduction in green house gases and other emissions	609,000 Seattle Residents	Reductions in CO2, NOX, and VOC	\$1M - \$5M	pp 10-13
4	Signals with Older Equipment	Upgrade signals	Modernized Investment and Better Energy Efficiency	75,000 persons driving on Mercer St	Savings in travel time and fuel costs	included in #1	
5	Limited and confusing westbound capacity across SR 99	Widen Mercer Street to create two-way arterial street with three lanes in each direction across SR 99.	Improved Access and Reduced Travel Times	12 million visitors per year to Seattle Center	Savings in travel time and fuel costs	included in #1	
6	Lack of two-way facilities for logical transit routing	Establish Mercer as a new transit corridor that can accommodate local and regional buses, including Rapid Ride service between Ballard, Uptown and Downtown	Improved Transit Operations	3200 transit riders (Route 8)	Not quantified separately		
7	Inadequate pedestrian environment at several intersections	Create safe, convenient crossings at intersections on Mercer and Roy streets	Improved Pedestrian Safety and Access	10,500 residents 38,000 employees 12 million visitors per year to Seattle Center	Not quantified separately		
8	Narrow sidewalks underneath SR 99	Widen sidewalks on Mercer across SR 99	Improved Pedesetrian Access and Safety	10,500 residents 38,000 employees 12 million visitors per year to Seattle Center	Not quantified separately		
9	Bicycles in shared traffic lanes on Roy Street	Install bike lanes on Roy Street	Improved Bicycle Safety	10,500 residents 38,000 employees	Not quantified separately		

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10	Bicycles cannot travel eastbound on Mercer Street in traffic lanes, and share traffic in westbound lanes	Add a bike path under Aurora along Mercer	Improved Bicycle Access and Safety	10,500 residents 38,000 employees	Not quantified separately		
11	Trucks must turn multiple times to reach Ballard and Interbay from SR 99 and I-5	Widen Mercer Street to create two-way arterial street with three lanes in each direction across SR 99.	Direct Truck Connections	14,000 BINMIC employees 1.9 M King Co residents	Reduced travel times for trucks	\$9M - \$35M	pp 6-8
12	Indirect westbound route increases conflicts between vehicles, pedestrians, and bicycles.	Widen Mercer Street to create two-way arterial street with three lanes in each direction across SR 99.	Reduced conflicts between vehicles, bicycles, and pedestrians	75,000 persons driving on Mercer St 10,500 residents 38,000 employees	Reduction in the number of collisions	\$11 - \$17M	p 14
13	Aging Infrastructure requires increased maintenance and likely replacement within 20 years	New concrete pavement on Mercer Street, replace the SR 99 bridge, replace water mains and sewer	Reduced maintenance costs and avoid cost of replacing utilities separate from the project.	609,000 Seattle Residents	Reduced maintenance and replacement costs	\$3M - \$5M	pp 15-18
14	Street design limits walking and bicycling for trips within/between neighborhoods	Widen sidewalks on Mercer across SR 99 Add bike path on Mercer across SR 99 Add bike lanes on Roy St Improve pedestrian crossings	Healthier residents and employees	10,500 residents 38,000 employees	Increased health benefits	\$6M - \$10M	Health benefits methodology Appendix