



Welcome to the West Mercer Place Open House.

This open house is the first opportunity for interested community members and stakeholders to review and comment on the evaluation of options to improve West Mercer Place for traffic, pedestrians and bicycles. The Seattle Department of Transportation (SDOT) has not made any recommendations or decisions regarding what, if any, improvements should be made on West Mercer Place. We invite all interested stakeholders to review the study results and provide comments on alternatives and the evaluation.

Purpose of the West Mercer Place Feasibility Study

The purpose of the West Mercer Place feasibility study is to determine if improvements to West Mercer Place are warranted, given changes associated with the replacement of the Alaskan Way Viaduct and the potential for impacts to those who live along the corridor. The proposed bored tunnel will change traffic patterns for those traveling to and from Northwest Seattle, including Queen Anne and Magnolia. Mercer Street will provide a connection to and from SR 99, as well as I-5. Traffic forecasts for the Alaskan Way Viaduct Replacement Project EIS project that volumes will increase on West Mercer Place. In addition, pedestrian and bicycle connections between the Uptown neighborhood and the Elliott Avenue West corridor are limited in this area.

The Seattle Department of Transportation (SDOT) evaluated alternatives that would extend the second eastbound lane (the merge lane) up the hill on West Mercer Place to determine both the potential benefits and impacts, as well as cost. SDOT also evaluated the feasibility of adding a sidewalk and an uphill bike lane, as well as other improvements to the intersection of West Mercer Place and Elliott Avenue West. This evaluation, along with input received from stakeholders, including the surrounding community, will be used to develop a recommendation on what, if any, improvements should be made on West Mercer Place.

Next Steps

SDOT will meet with community groups and other interested stakeholders in March and April to present the study results and gather input. SDOT is also presenting the results, along with a Mercer West project update, to the City Council Transportation Committee on March 22nd. After gathering input from the community and stakeholders, SDOT will make a recommendation to the Mayor. If any improvements are recommended for West Mercer Place, SDOT will proceed with the first phase of design and appropriate analysis of environmental impacts. The additional cost of any improvements on West Mercer Place will be added to the Mercer West Project budget and submitted to the City Council for their consideration in the fall 2011.

If you have any questions, please visit:

<http://www.seattle.gov/transportation/mercwest.htm>

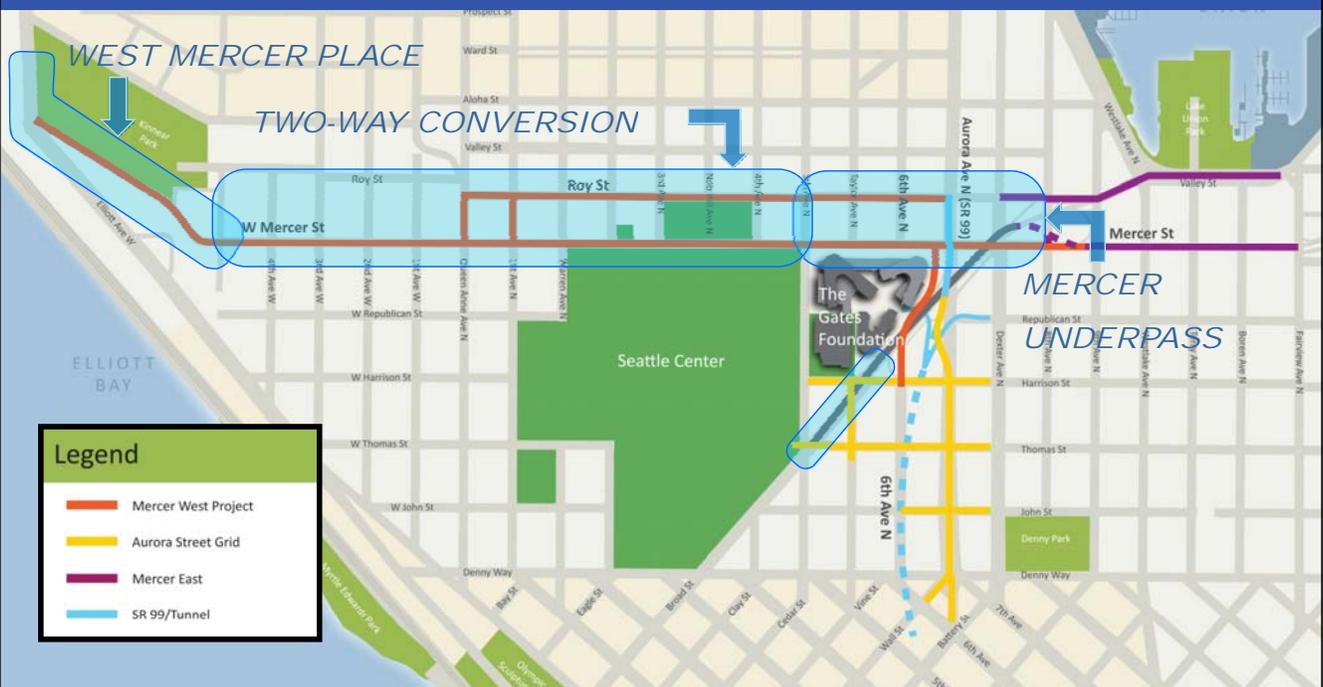
Or contact:

Eric Tweit - Mercer West Project Manager
mercwest@seattle.gov (206) 684-8834





MERCER WEST

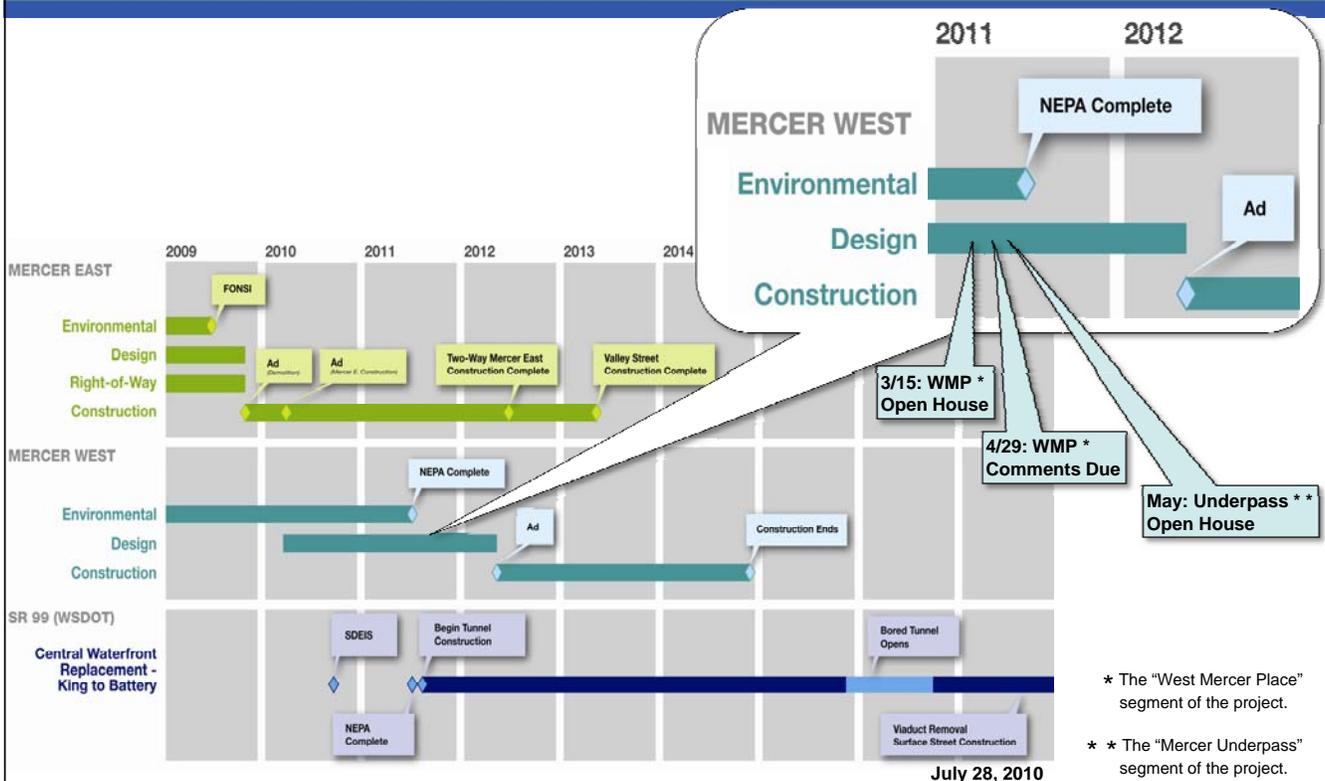


- Create a direct connection from I-5 and SR 99 to Seattle Center, Uptown, Queen Anne, and Interbay
- Improve pedestrian and bicycle connection across SR 99
- Add a new option for freight from I-5 to Interbay
- Connect the Uptown and S Lake Union urban centers
- Enhance transit access



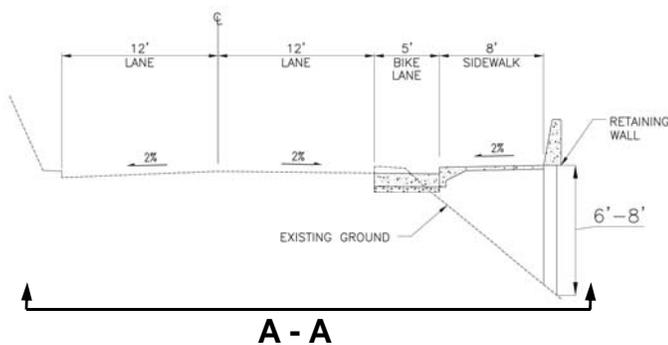
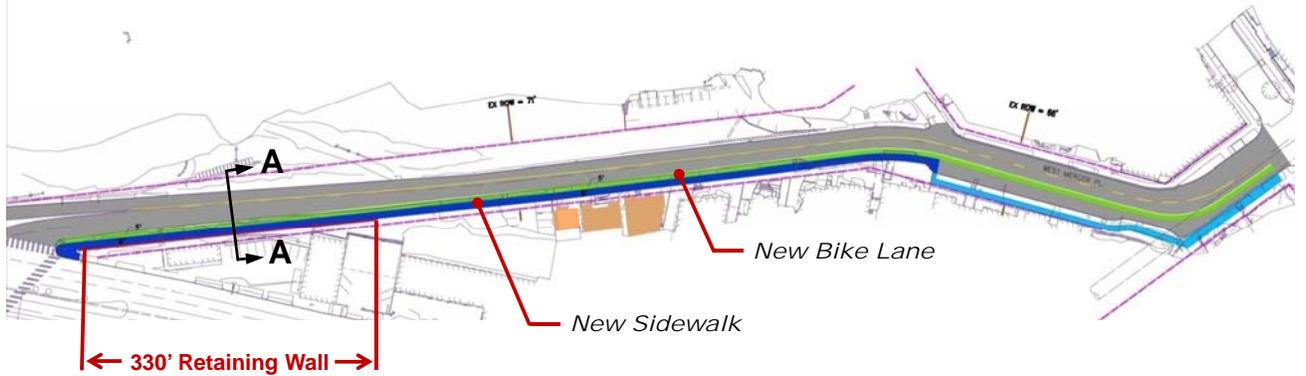
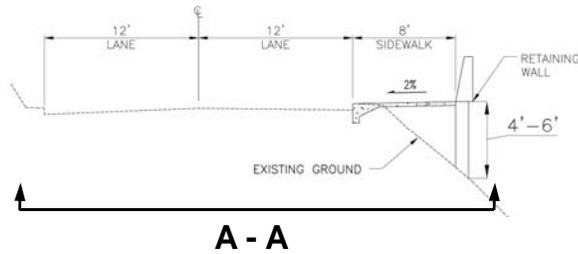
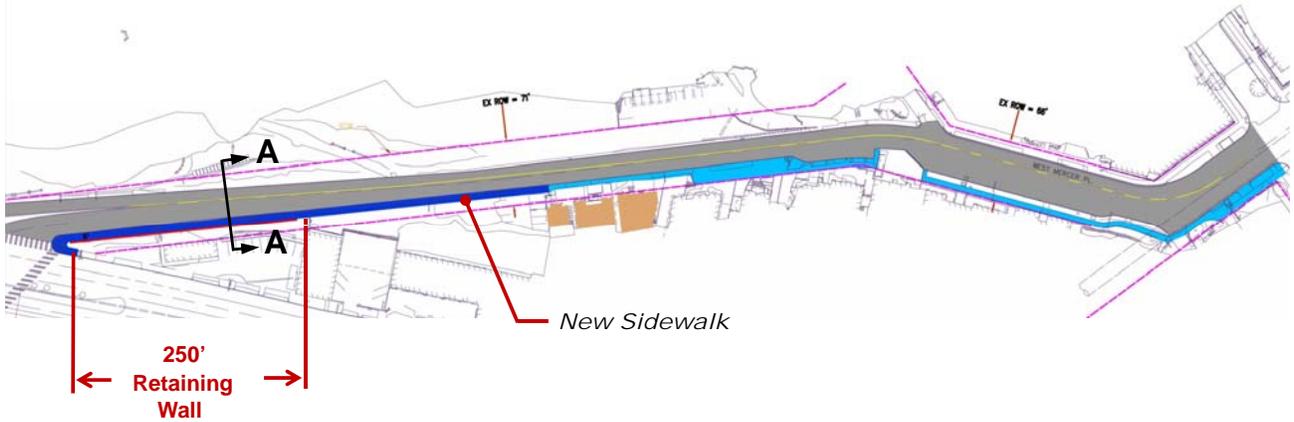
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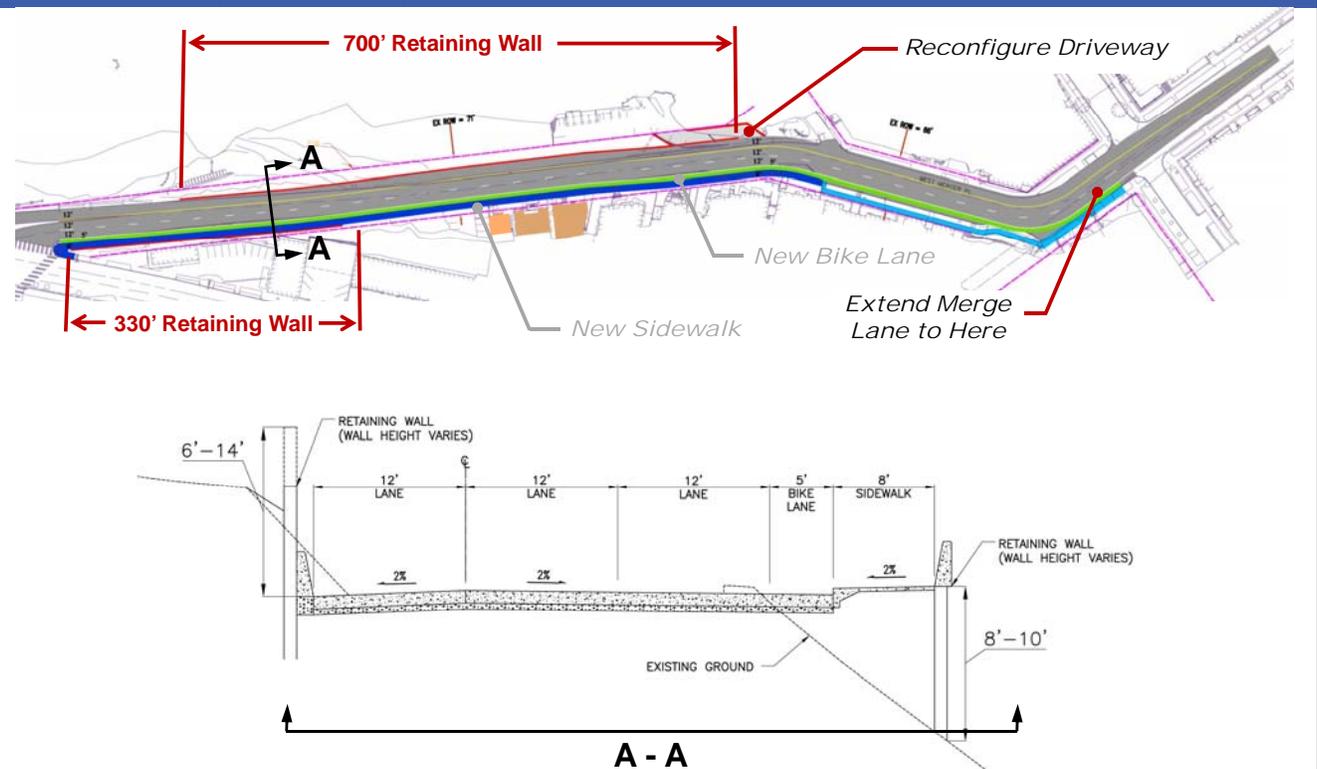
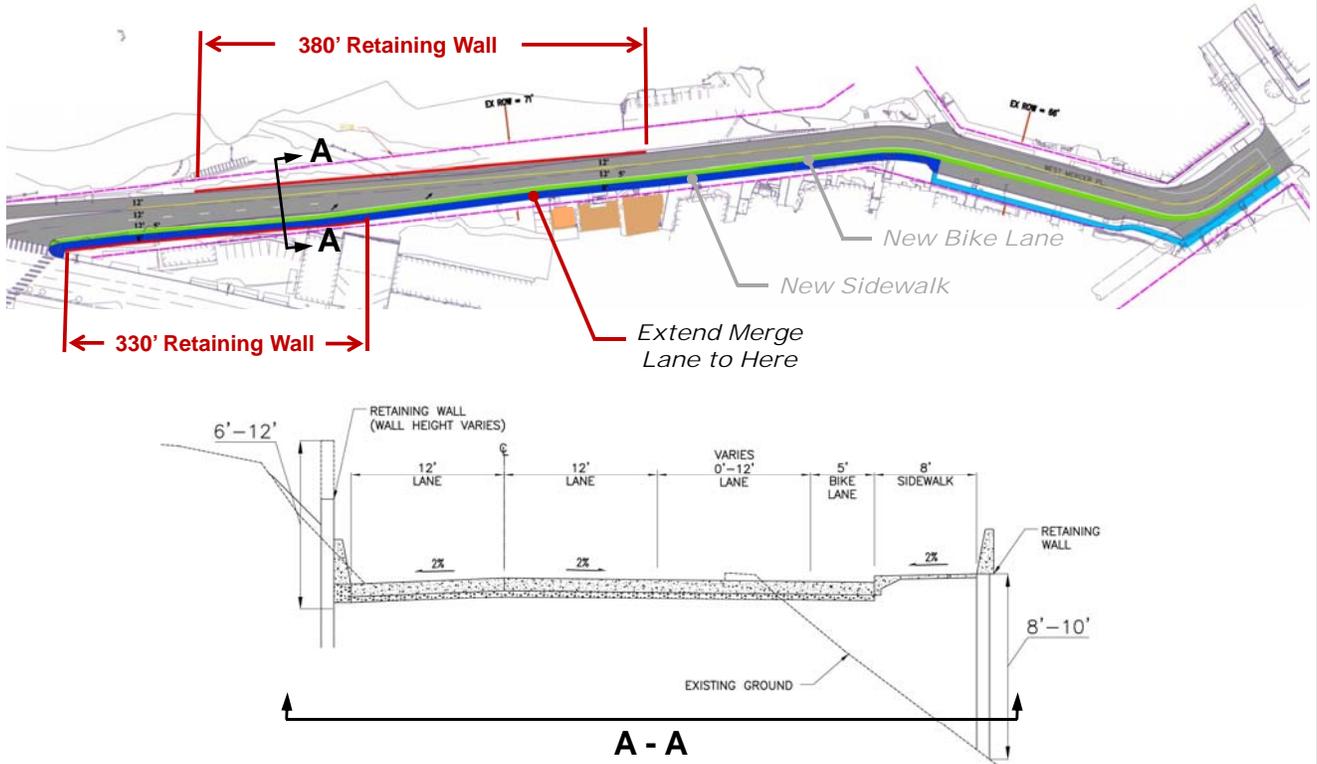
Mercer Corridor Schedule

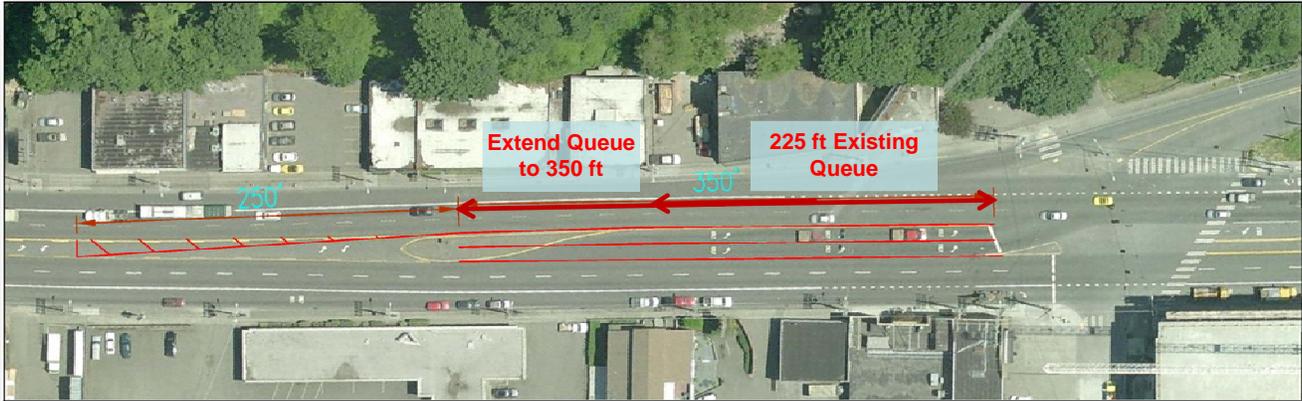


* The "West Mercer Place" segment of the project.
 ** The "Mercer Underpass" segment of the project.

July 28, 2010







Extend the southbound left-turn lanes on Elliott Ave W

- Reduce delay
- Reduce back-up on Elliott Ave W



	Alternative 1: Add - 8 ft sidewalk.	Alternative 2: Add - 8 ft sidewalk, - 5 ft bike lane.	Alternative 3: Add - 8 ft sidewalk, - 5 ft bike lane, - Extend merge lane <u>half</u> way up the hill.	Alternative 4: Add - 8 ft sidewalk, - 5 ft bike lane, - Extend merge lane <u>all</u> the way up the hill.	Alternative 5: Extend left-turn lanes on Elliott Ave W
Travel Time Reduction:	0 seconds	0 seconds	0 seconds	1-5 seconds	4-52 seconds
Kinnear Park Vehicle Entrance:	-	-	Modified	Modified	-
Parking (approx # of spaces):	4	11	11	23 / 4	-
Wall length:	250 ft south	330 ft south	330 ft south 380 ft north	330 ft south 700 ft north	-
Noise:	-	-	Traffic lanes closer to homes	Traffic lanes closer to homes	-
Estimated Cost:	\$2.7 Mil	\$4.2 Mil	\$8.0 Mil	\$12.9 Mil	\$0.2 Mil