Photo courtesy of Johnathon D. Colman

Strong support for Mercer - the road to global health

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 more than 12 separate public meetings. In the summer of 2008, the City Council identified the Mercer Corridor as a priority and adopted a funding plan.

Funding Mercer

The Mercer Corridor Program is being implemented in two phases, which are funded by a mix of sources. The City of Seattle is taking the lead on delivering the program and estimates the cost of both phases to be $295 Million:

- Phase I – Interstate 5 to Dexter Ave ($190 Million)
- Phase II – Dexter Avenue to Elliott Avenue West ($105 Million)

Funding has been identified for Phase I, including a $30 million grant from the US Department of Transportation's TIGER Discretionary Grant program. More than 15 percent of the Phase I project costs will be funded by private sources.

Phase I of the Mercer Corridor Program is "shovel ready". The design of Phase I is complete, the right-of-way has been purchased, and the environmental documentation has been approved. Phase II is currently under environmental review and design.

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, Spokane Street, Alaskan Way Viaduct and King Street Station 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.

MERCERcorridorPROGRAM

updated 03. 2010

Improvement projects like Mercer and Spokane Street are critical to keeping vehicles moving before, during and after 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 bigger hassles with fewer options for relief.

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 collaboration with Washington state and King County, is working to fix the Mercer Mess ahead of the proposed SR99 bored tunnel with Phase I targeted for completion by 2012. With community collaboration, the Mercer Corridor team has identified a number of improvements that will enhance 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** and improve 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 new connections** in coordination with the Alaskan Way Viaduct Replacement

BRIDGING the GAP

www.seattle.gov/transportation/mercercorridor.htm

SDOT
Seattle Department of Transportation

MERCERcorridorPROGRAM

Mercer Corridor improvements benefit all modes of transportation

Keep vehicles moving

- Improve traffic flow by eliminating the extra turns required to get into and through the area
- 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
- Add or improve pedestrian crossings at a number of intersections
- Provide more connections across SR 99
- Install new bike lanes that connect to the Urban Trail System
- Install bike lanes in both directions on Valley and Roy Streets
- Add a bike path across Aurora on Mercer
- Build segments of the Lake to Bay Trail and Chesiahud Trail around Lake Union

Improve freight and transit connections

- Provide a direct route to and from Ballard and Interbay to Aurora and I-5
- Add new option for freight to get to 15th/Elliott Avenue W
- Improve key intersections to accommodate large trucks
- Establish Mercer as a new transit corridor that can accommodate local and regional buses
- Evaluate improvements to West Mercer Place near Elliott Avenue W

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