

Mercer Corridor Screening Results

1. Objective: Improve mobility and access within South Lake Union using a multi-modal (cars, trucks, transit, pedestrians, bicycles, etc.) approach										
				Alternative						
Measure:		Least Desirable	Most Desirable	No Action	A	A w/ AWV	B	B w/ AWV	C	C w/ AWV
1.1		Ability to carry/provide transit - east-west service		○	◐	◑	◒	◓	◔	◕
1.2		Average vehicle delay within South Lake Union Area		◐	◑	◒	◓	◔	○	◕
1.3		Ability to provide or improve non-vehicular continuity and connectivity		○	◐	◑	◒	◓	◔	◕
1.4		Access to businesses, residences within the corridor		○	◐	◑	◒	◓	◔	◕
		Average		○	◐	◑	◒	◓	◔	◕
2. Objective: Improve regional access and mobility to and through South Lake Union										
				Alternative						
Measure:				No Action	A	A w/ AWV	B	B w/ AWV	C	C w/ AWV
2.1		Ease of travel from I-5 through the Mercer corridor		○	◐	◑	◒	◓	◔	◕
2.2		Impacts to I-5		◐	◑	◒	◓	◔	◕	◖
2.3		Average Travel Times (of the three paths below)		◐	◑	◒	◓	◔	◕	◖
2.3a		Travel Times between I-5 and North Seattle Center (in min.)		◐(19.1)	◑(12.0)	◒(13.3)	◓(16.0)	◔(13.0)	◕(14.7)	◖(14.2)
2.3b		Travel Times between I-5 and South Seattle Center (in min.)		◐(13.1)	◑(10.7)	○(19.7)	◐(14.1)	○(18.1)	◑(9.5)	○(18.6)
2.3c		Travel Times between I-5 and Westlake (in min.)		◐(14.7)	◑(10.6)	○(37.0)	◐(13.9)	◑(13.6)	○(30.8)	○(18.2)
2.4		Ease of freight mobility on Major Truck Streets		◐	◑	◒	◓	◔	◕	◖
		Average		◐	◑	◒	◓	◔	◕	◖

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3. Objective:		Provide better connections between South Lake Union and Queen Anne across Aurora Avenue								
		○ ←————→ ●		Alternative						
	Measure:	Least Desirable	Most Desirable	No Action	A	A w/ AWV	B	B w/ AWV	C	C w/ AWV
3.1		Number and quality of pedestrian, bicycle, and auto/truck connections		○	◐	●	○	●	○	●
		Average		○	◐	●	○	●	○	●
4. Objective:		Enhance the environment around South Lake Union Park								
				Alternative						
	Measure:			No Action	A	A w/ AWV	B	B w/ AWV	C	C w/ AWV
4.1		Number and quality of environmental enhancements - sidewalk offset, greenspace, lighting, urban design, streetscape		○	◐	◐	●	●	●	●
4.2		Pedestrian connections to South Lake Union Park		○	◐	◐	●	●	●	●
4.3			Traffic volumes on Valley Street	◐	◐	◐	●	●	●	●
		Average		◐	◐	◐	●	●	●	●
5. Objective:		Improve safety for cars, bicycles and pedestrians throughout the corridor								
				Alternative						
	Measure:			No Action	A	A w/ AWV	B	B w/ AWV	C	C w/ AWV
5.1		Level of vehicle weaving movements		○	○	◐	◐	◐	◐	◐
5.2		Level of conflict between vehicles and non-vehicular modes		○	◐	◐	◐	●	●	●
5.3		Traffic Safety		○	◐	◐	◐	◐	◐	◐
		Average		○	◐	◐	◐	◐	◐	◐

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6. Objective:		Support economic development goals for South Lake Union								
		○ ←————→ ●	Alternative							
	Measure:	Least Desirable	Most Desirable	No Action	A	A w/ AWV	B	B w/ AWV	C	C w/ AWV
6.1		Access to key research institutions in South Lake Union		◐	◑	◒	◓	●	◐	◑
6.2		On-Street Parking		◐	○	○	●	●	●	●
6.3		Livability		◑	◒	◓	◔	●	◐	◑
		Average		◑	◒	◓	◔	●	◐	◑
7. Objective:		Compatible with Comprehensive Plan goals and policies								
				Alternative						
	Measure:			No Action	A	A w/ AWV	B	B w/ AWV	C	C w/ AWV
7.1		Compatibility with transportation, land use and other policies		◑	◒	◓	◔	●	◐	◑
7.2		Compatibility with Neighborhood Plan goals and policies		◑	◒	◓	◔	◕	○	○
		Average		◑	◒	◓	◔	●	◐	◑
8. Objective:		Ability to implement								
				Alternative						
	Measure:			No Action	A	A w/ AWV	B	B w/ AWV	C	C w/ AWV
8.1		Cost / funding		●	◑		◑		◑	
8.2		Constructibility, staging, acquisitions, detouring		●	◑		◑		◑	
8.3		Environmental issues (historical properties, parks, permitting)		●	◑		◑		○	
		Average		●	◑		◑		◑	

Notes:

AWV-Alaskan Way Viaduct (Mercer Corridor alternative combined with Alaskan Way Viaduct project improvements)