Transportation Investments by New Arena at Seattle Center and North Downtown Mobility Action Program (NODO MAP)
SDOT Vision, Mission, and Core Values

**Vision:** Seattle is a thriving equitable community powered by dependable transportation

**Mission:** to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**
- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence
Presentation Overview

1. Purpose: provide status update of arena and NODO-related transportation projects

2. New Arena at Seattle Center:
   a. 1st Ave N and Queen Anne Ave N
   b. 2nd Ave / Denny Way intersection

3. 1st Ave / Denny Way to 2nd Ave / Broad St PBL connection

4. Seattle Center to Waterfront NGW and Thomas St Overpass

5. Questions / comments
NODO MAP 10-Year Investment/Priority Projects

NODO MAP 10-YEAR INVESTMENTS

A 1st Ave N and Queen Anne Ave N Complete Streets (e.g., transit-only lanes, transit queue jump, signal upgrades)
B 1st Ave and Broad St Complete Street Extension (e.g., protected bike lanes, pedestrian crossing, signal upgrades)
C-west Thomas Street Greenway: Seattle Center to Waterfront Greenway
C-east Thomas Street Greenway: Protected Intersection at Dexter Ave N and Thomas St
D Pedestrian Improvements in Belltown
E Monorail Improvements Seed-Funding
F SR 99 to Waterfront Access and Mobility
G Denny Way Corridor East Operational Improvements
H Harrison St Corridor Operational Improvements

Area-wide project (not mapped)

I Neighborhood Programmatic improvements (e.g., pedestrian improvements, wayfinding, striping, pedestrian-scale lighting, education programs)

RELATED PROJECTS/PROGRAMS

- Thomas Street Redefined (5th Ave N to Dexter Ave N)
1st Ave N and Queen Anne Ave N

- Two-way protected bike lane on the west side of 1st Ave N from Denny Way to Thomas St

(DRAFT, FOR DISCUSSION PURPOSES ONLY)
1st Ave N and Queen Anne Ave N

- Left turn restricted from 1st Ave N to John St and Thomas St
- New signals on Thomas St at 1st Ave N and Queen Anne Ave N
1st Ave N and Queen Anne Ave N

- New curb bulbs on 1st Ave N & Harrison St
- Left turn restricted from Queen Anne Ave N to Harrison St
- Two-way protected bike lane on the east side of Queen Anne Ave N

(DRAFT, FOR DISCUSSION PURPOSES ONLY)
1st Ave N and Queen Anne Ave N

- New curb bulbs on Harrison St and Republican St on 1st Ave N
- Left turn restricted from Queen Anne Ave N to Republican St
1st Ave N and Queen Anne Ave N

- Left turn restricted from Queen Anne Ave N to Republican St
- Removal of existing mid-block crossing north of Republican St

(DRAFT, FOR DISCUSSION PURPOSES ONLY)
1st Ave N and Queen Anne Ave N

- Review PBL connection at Queen Anne Ave N between Roy and Mercer St***

*** = conceptual design, not included with arena street improvement plans

(DRAFT, FOR DISCUSSION PURPOSES ONLY)
Thomas St between 1st Ave N and Queen Anne Ave N

- Two-way traffic
- New traffic signal
- New traffic signal including a bike only phase
- One-way eastbound
- Buffer separation preferred option: planters

(DRAFT, FOR DISCUSSION PURPOSES ONLY)
New Arena at Seattle Center: 2nd Ave / Denny Way Intersection

- Need to accommodate two 10’ southbound travel lanes along 2nd Ave south of Denny Way
- Discuss/workshop 2-way PBL placement separated space for pedestrians at intersection
- Existing channelization and right-of-way shown
Per Key Arena Master Use Permit (MUP), a two-way PBL will come down the West side of 1st Ave N to Denny Way.

High volume of vehicles (~150/hr) making WB to SB turn onto Warren Pl and connecting to 1st Ave.

Western curb space = paid parking

Eastern curb space = Bus Only lane or paid parking

Northern curb space = Bus Only lane or paid parking
Proposed West-leg crosswalk

Conflict point mitigation TBD; considering vehicle restrictions

Existing curb bulb to be removed

Conflict point mitigation TBD; considering vehicle restrictions

1st Ave / Denny Way to 2nd Ave / Broad St Proposed PBL Connection
Thomas St Overpass and Seattle Center to Waterfront NGW

SEATTLE CENTER TO WATERFRONT NEIGHBORHOOD GREENWAY

Proposed Scope

- Planned Neighborhood Greenway (target year 2021)
- Planned bike lanes (target year 2021 - by others)
- Signal upgrades (by others)
- New signals (by others)
- Retained existing all-way stop
- New all-way stop
- Improved civil connection to the Thomas St Overpass

Department of Transportation
Thomas St Overpass and Seattle Center to Waterfront NGW
Thomas St Overpass and Seattle Center to Waterfront NGW - Option 2

A raised protected bike lane and pedestrian sidewalk that would extend from the existing curb bulb by the Thomas St Overpass entrance to the 3rd Ave W and W Harrison St intersection.
Thomas St Overpass and Seattle Center to Waterfront NGW - Option 3

A multi-use trail at sidewalk level that would extend from the existing curb bulb by the Thomas St Overpass entrance to the 3rd Ave W and W Harrison St intersection, expanding the trail to the current center line of 3rd Ave W. This option would turn the majority of 3rd Ave W into a one-way street between W Thomas St and W Harrison St.
Thomas St Overpass and Seattle Center to Waterfront NGW

- Online survey & drop-in session general takeaway so far...
  - 212 respondents and 50 attendees
  - Positive response for Options 2 and 3
  - Prefer delineated space between people biking and walking
  - 80% respondents willing to bike 1-3 blocks out of way for less steep route

- Next steps
  - Advance design with community feedback and updated arena design
Websites

• NODO MAP
  • https://www.seattle.gov/transportation/NODOMAP

• Seattle Center to Waterfront NGW
  • https://www.seattle.gov/transportation/projects-and-programs/programs/greenways-program/seattle-center-to-waterfront-greenway
Comments/Questions?