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, check in from last winter

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 Walking and Biking Connection

5. Arena Access Management Plan

6. Questions / comments
General Update since last C3 presentation

1. Previous Arena transportation C3 presentation - 8/1/2019 (no updates at the end of the year)
   a. Happenings since then:
      i. February 2020 Pedestrian and Bicycle Advisory Board presentations
      ii. 60% SIP resubmittal --> 90%
      iii. SZ new position in SDOT – will still be SDOT PM for Arena project; Alex Pazuchanics (Mobility Solutions Manager from the Transit & Mobility division) to lead AAMP finalization

2. Previous NODO MAP C3 presentation – 12/5/2019
   a. Happenings since then:
      i. February 2020 Pedestrian and Bicycle Advisory Board presentations
      ii. Design development towards 30% design
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  Seattle Center to Waterfront Walking and Biking Connection
D  Thomas Street: 5th Ave N to Dexter Ave N
E  Pedestrian Improvements in Belltown
F  Monorail Improvements Seed Funding
G  SR 99 Waterfront Access and Mobility
H  Denny Way Corridor East Operational Improvements
I  Harrison St Corridor Operational Improvements

Area-wide project (not mapped)
J  Neighborhood Programmatic Improvements
   (e.g., pedestrian improvements, wayfinding, striping,
    pedestrian-scale lighting, education programs)

Related project (not part of NODO)
  Thomas Street Redefined
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

(DRAFT, FOR DISCUSSION PURPOSES ONLY)
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

(DRAFT, FOR DISCUSSION PURPOSES ONLY)
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

(DRAFT, FOR DISCUSSION PURPOSES ONLY)
2nd Ave / Denny Way Intersection

- Need to accommodate two 10’ southbound travel lanes along 2nd Ave south of Denny Way

- Street improvement coordination with new arena at Seattle Center and Denny Way ITS with community input
1st Ave / Denny Way to 2nd Ave / Broad St Proposed PBL Connection

1st Ave & Broad St, looking north
1st Ave / Denny Way to 2nd Ave / Broad St

Proposed PBL Connection

Constraints/Challenges

- Per Key Arena Master Use Permit (MUP), a two-way PBL will come down the West side of 1st Ave N to Denny Way
- Reviewing parking impacts vs transit impacts along 1st Ave and along Broad St
- Timing of project to aligned after 3rd Ave & Denny Way Signals Project, related to transit service along 1st Ave
Seattle Center to Waterfront Walking and Biking Connection

- New pedestrian and bicycle connection, by SDOT
- New Protected Bike Lanes (PBL), by others
- Seattle Center to Waterfront biking connection utilizes PBL by others

Department of Transportation
City of Seattle
Seattle Center to Waterfront Walking and Biking Connection

Design elements

• Improved, less steep connection to the Thomas St Overpass
• New walking and biking enhancements along Harrison St, Queen Anne Ave N, Thomas St, and Republican St
• New or upgraded signals at key intersections
• Maintain Proposed All Way Stops
  • All-Way Stops, three of which were retained from the initial route but are no longer on the project route, at four intersections will be installed as a part of a neighborhood analysis to improve overall pedestrian and bicycle connectivity.
Seattle Center to Waterfront Walking and Biking Connection

Connection at Thomas St Overpass

3rd Ave W & Harrison St, looking south

3rd Ave W at Thomas St Overpass, looking north
What about design Option 3 did participants like?
- Extra bike and pedestrian space
- Larger buffer between moving vehicles and bikes and pedestrians as compared to Option 2

What modifications did participants want to see?
- Delineated space between bike and pedestrian users (an element represented in Option 2)

Representation of the extended bicycle and pedestrian space that was a key design element of Option 3
Seattle Center to Waterfront Walking and Biking Connection

Harrison St
- Parking protected bike lane on the uphill (eastbound) direction
- Sharrow (or shared lane) on the downhill (westbound) direction
- This updated route will have some parking impacts on W Harrison St between 3rd Ave W and Queen Anne Ave N, primarily on the northern side.

Example of a parking protected bike lane in South Lake Union
1. Alex Pazuchanics (Mobility Solutions Manager from the Transit & Mobility division) to lead AAMP finalization for SDOT

2. Aim to start-up meetings with City, Arena, consultants again this summer
   a. Demand Management Strategies
   b. Pre- and post-event transportation management plans
   c. Performance standards and monitoring
Websites

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

• AAMP & Uptown Parking Program
  • http://www.seattle.gov/transportation/projects-and-programs/programs/parking-program/community-access-and-parking-program/uptown
Comments/Questions?