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

(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)

Department of Transportation
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 including a bike only phase

Buffer separation preferred option: planters

New traffic signal

One-way eastbound

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

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

- Discuss/workshop 2-way PBL placement separated space for pedestrians at intersection

- Existing channelization and right-of-way shown
2nd Ave / Denny Way Intersection - Looking North
1st Ave / Denny Way to 2nd Ave / Broad St
Existing Conditions

Per Key Arena Master Use Permit (MUP), a two-way PBL will come down the West side of 1st Ave N to Denny Way

Western curb space = paid parking

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

Eastern curb space = Bus Only lane or paid parking

Northern curb space = Bus Only lane or paid parking
1st Ave / Denny Way to 2nd Ave / Broad St
Proposed PBL Connection

Proposed West-leg crosswalk

Conflict point mitigation TBD; considering vehicle restrictions

Existing curb bulb to be removed

Conflict point mitigation TBD; considering vehicle restrictions
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
Thomas St Overpass and Seattle Center to Waterfront NGW
NGW Connection to Thomas St

Overpass 2/19/20 Options

Options:

Option 1:
- Curb ramp
- Speed cushion
- Bike ramp
- Relocated load zones

Option 2:
- Crossbike
- Restricted parking
- Bike ramp
- Buffer
- Relocated load zones

Option 3:
- Crossbike
- Restricted parking
- Bike ramp
- 2' buffer
- Relocated load zones
- One-way

Department of Transportation
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?