

Transportation Investments by Climate Pledge Arena and North Downtown Mobility Action Program (NODO MAP)

Project Briefing for C3
February 2024

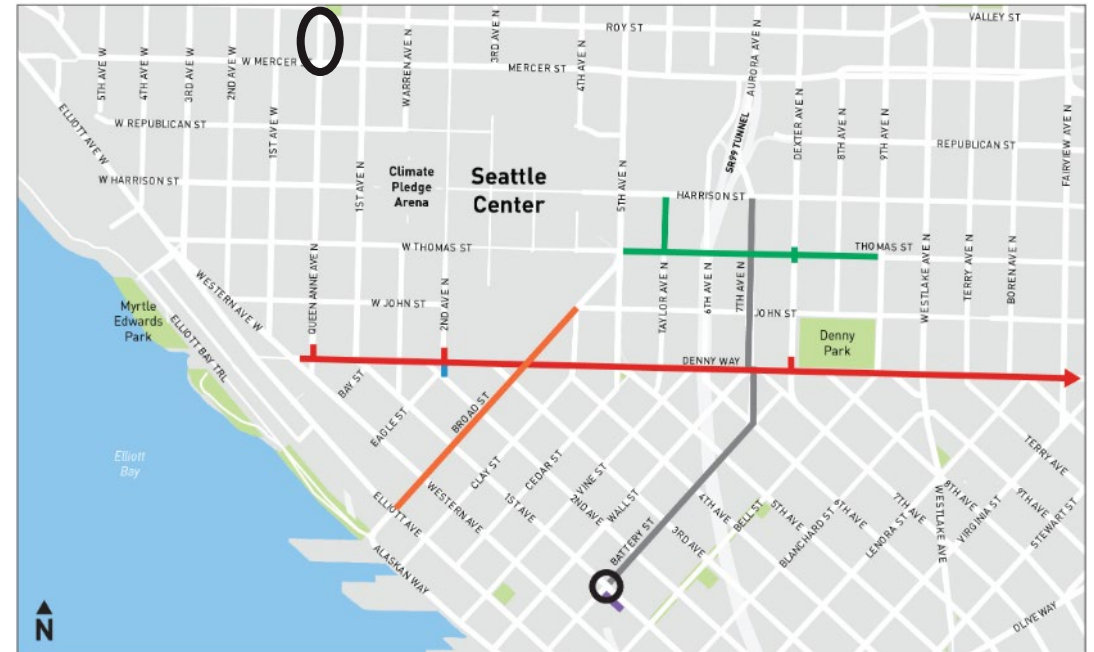
Agenda

- NODO MAP Updates – SDOT/Kay, Ben
 - SR 99 to Waterfront: Broad St Signals
 - Queen Anne Ave N Protected Bike Lane Extension (Mercer to Roy St)
- Thomas St (5th to Dexter) Updates– SDOT/Ryan
- Harrison & Mercer Transit Access – SDOT/Kay, Chris
- Denny Way Paving – SDOT/Darrell

NODO MAP Project List

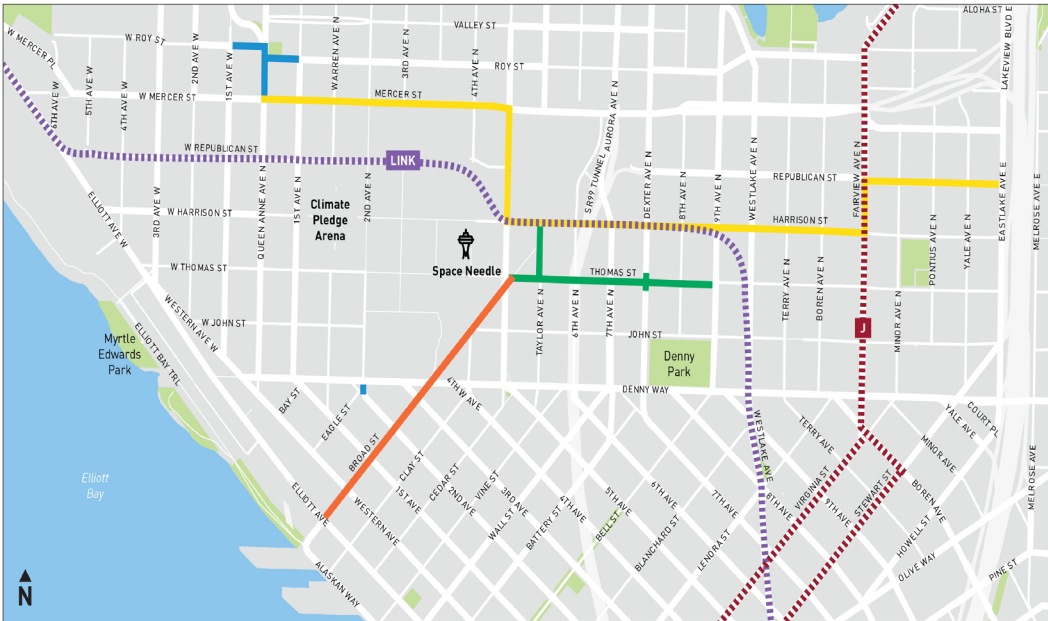


NODO Program map as of Dec. 2021



NODO Program map as of November 2022

NODO MAP Project List (Cont'd)



NODO Program map as of November 2023

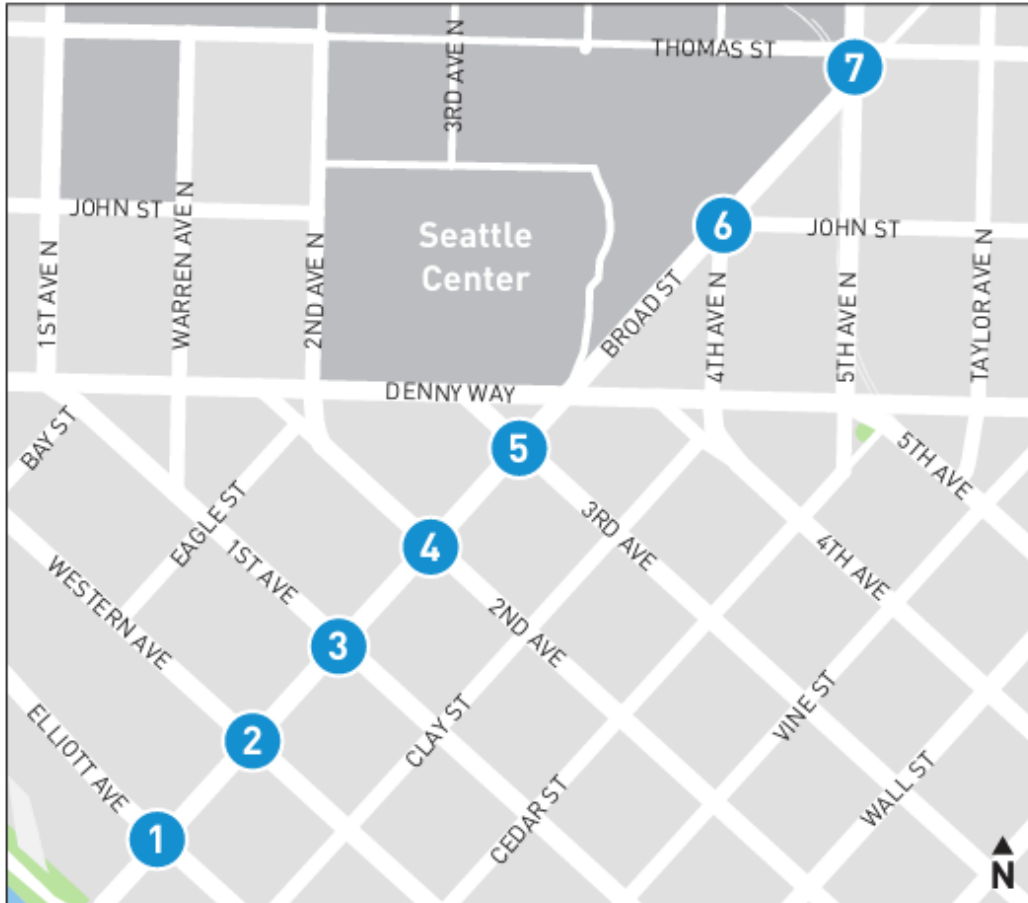
Highlighted Projects:

- SR 99 to Waterfront: Broad St Signals
- Queen Anne Protected Bike Lane Extension
- Thomas St: 5th Ave N to Dexter Ave N
- Harrison and Mercer Transit Access Project

SR 99 to Waterfront: Broad St Signals

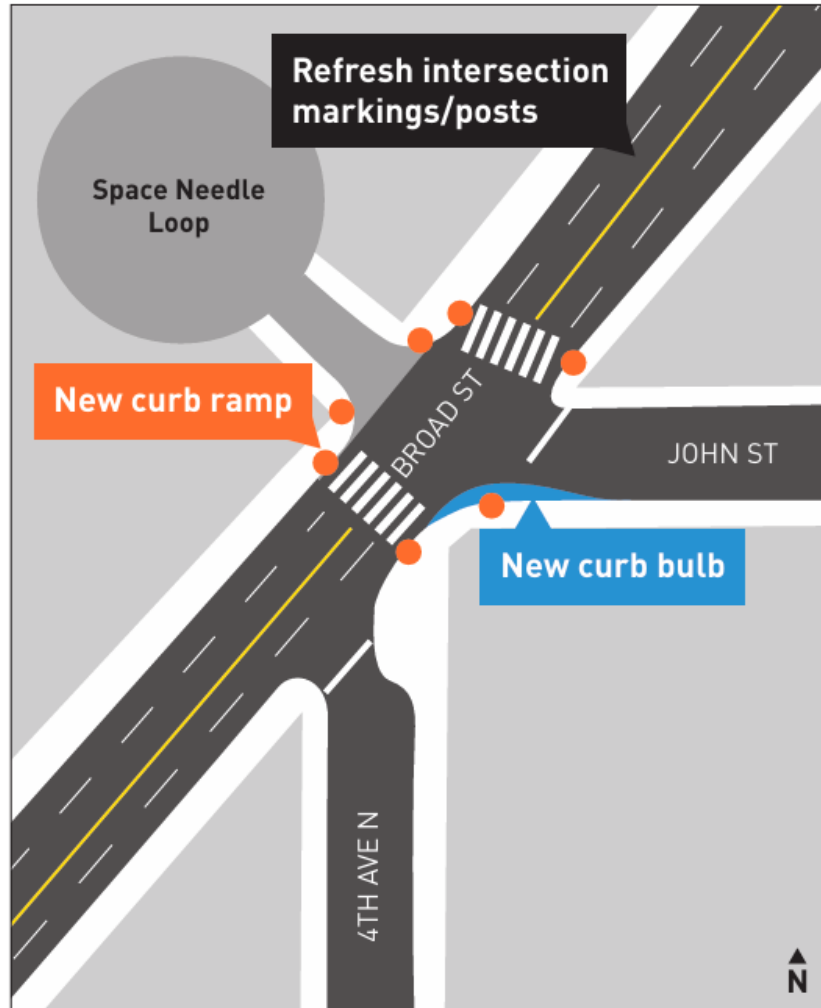
Project Briefing
February 2024

SR 99 to Waterfront: Broad St Signals



- Signal upgrades and improvements along Broad St from Elliott to 5th Ave N
 - Working with Port of Seattle’s Safe and Swift program
- Upgrades in 2022-2023 include traffic cameras, signal heads, and signage
- Civil construction in 2023-2024

4th & Broad/John Project Specifics



- Accessibility improvements with new curb ramps, a new curb bulb to shorten the pedestrian crossing at John St, and Accessible Pedestrian Pushbuttons.
- Install new or refreshed crosswalk markings and traffic posts
- Construction in 2024
- Coordinating with adjacent property owners

4th & Broad/John Project Specifics

Date & Time: Mon, Jan 22, 2024 at 09:56:10 PST
Position: +047.619580° / -122.348820° (±14.5ft)
Altitude: 132ft (±9.8ft)
Datum: WGS-84
Azimuth/Bearing: 296° N64W 5262mils True (±15°)
Elevation Angle: -13.7°
Horizon Angle: +01.6°
Zoom: 0.5X



- Traffic control with detours in place
- Construction sequenced to avoid multiple sidewalk closures
- Minimize detours for pedestrians to the extent feasible
- Construction started 1/22/24
- Sawcutting sidewalk pavement adjacent to KOMO TV station

Construction Photos



Queen Anne Ave N Protected Bike Lane Extension (Mercer St to Roy St)

Project Briefing
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Queen Anne Ave N PBL Extension (Mercer St to Roy St)

- Improve bike connectivity – Fulfill bike master plan
- Improve safety for bicyclists and pedestrians
 - All ages and abilities facility
- Preserve access to businesses
- Multimodal accessibility for intersection of Queen Anne Ave N and Roy St
- Improvement to Queen Anne Ave N and Mercer St intersection for bikes and pedestrians

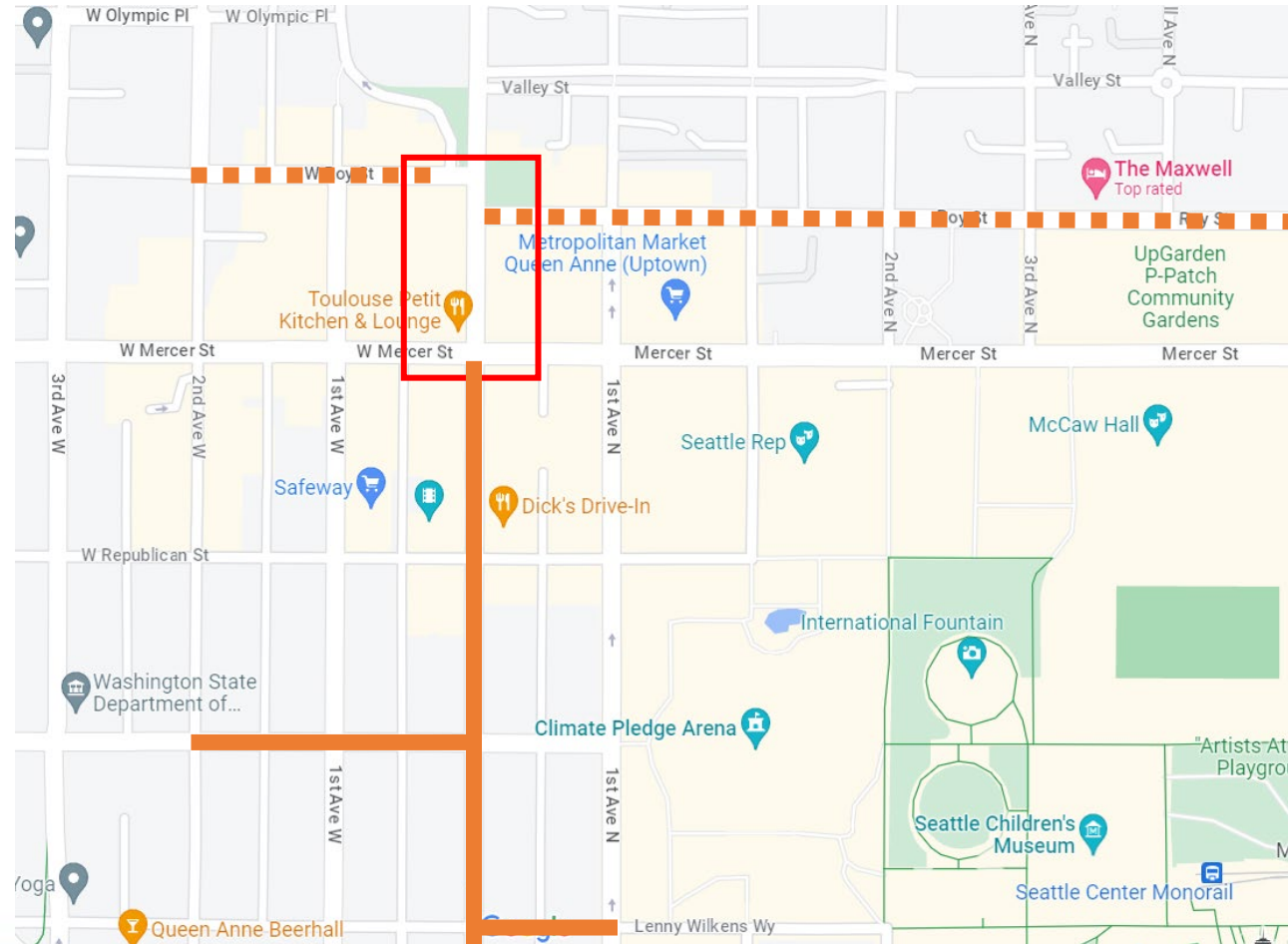


Design example on 1st Ave

Project Area

- Uptown Neighborhood
- North of *Climate Pledge Arena* and *Seattle Center*
- Major project elements proposed adjacent to the *MarQueen Hotel*, restaurants, and mixed-use buildings
- Connection of QA Ave N NB/SB PBL at Mercer St to existing EB/WB bike facility along Roy St

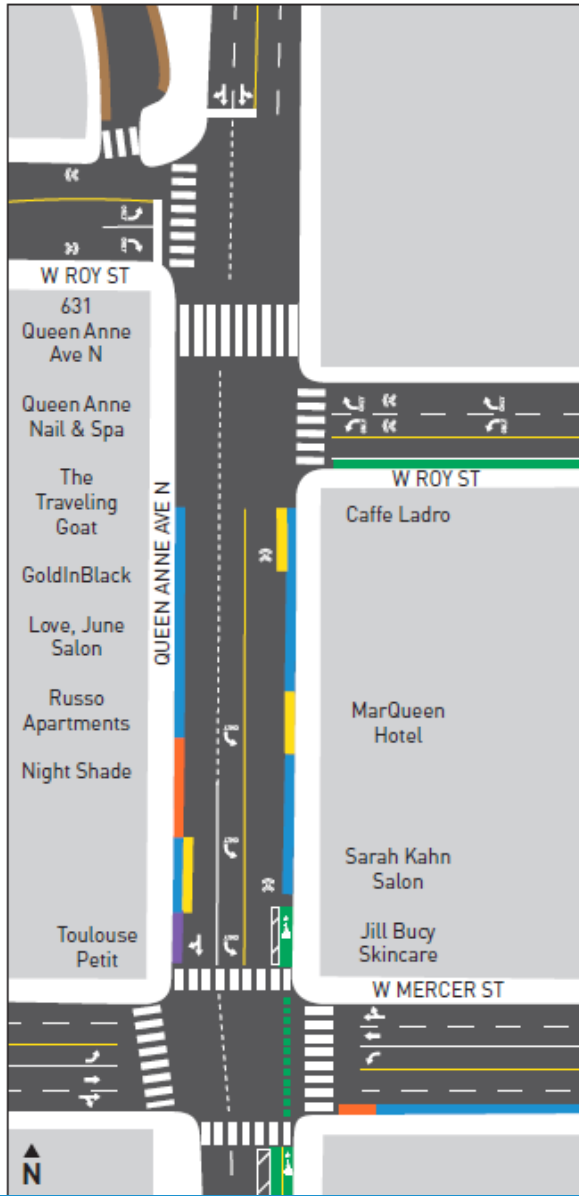
Project Area (PBL Extension in red box)



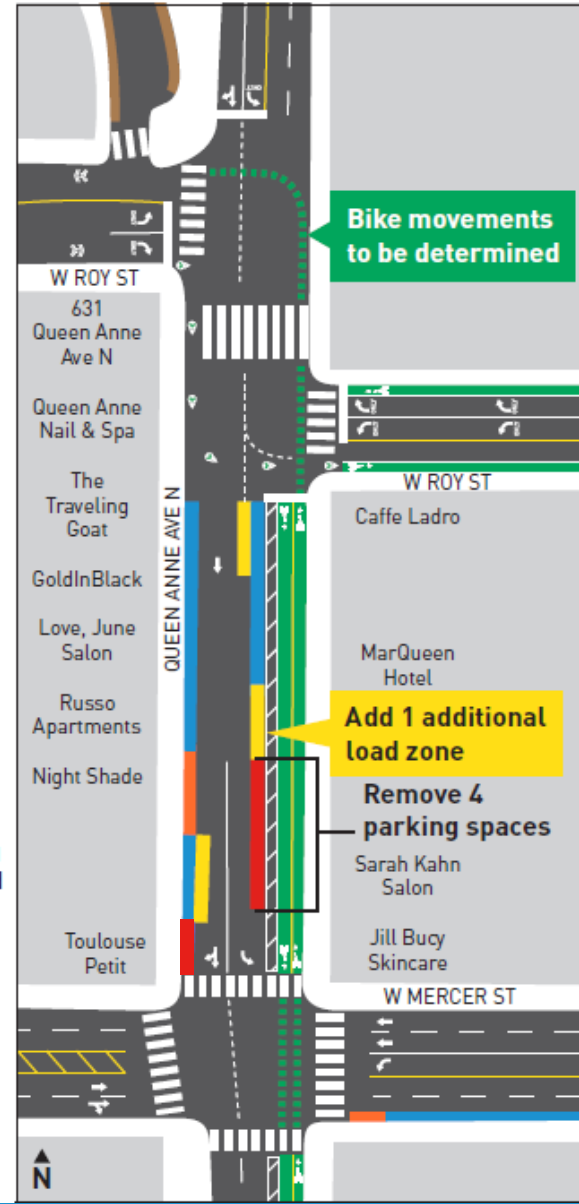
- Protected Bike Lane
- Buffered/Paint Bike Lane

Scope Overview

Existing



Proposed



- Conceptual design approved
- Pending final design with community input
- Aiming for 2024 construction

Additional channelization work in surrounding streets to support new PBL segment

Existing Conditions - Queen Anne Ave N & Mercer St



Existing Conditions - Queen Anne Ave N & Roy St



Existing Conditions - 1st Ave N & Roy St



Next Steps

- Outreach, advance onto 30% and final design
- Construction planned for 2024
 - Levy deliverable

Queen Anne Ave Protected Bike Lane Extension

AUGUST 2023

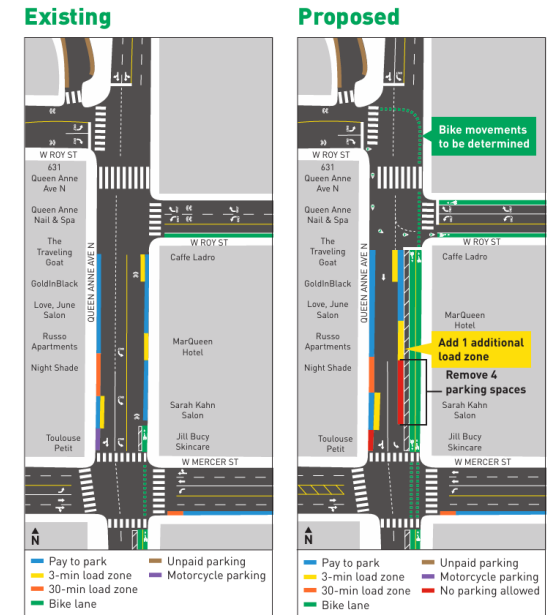
As part of the North Downtown Mobility Action Plan programmatic improvements, we will install a new protected bicycle lane on Queen Anne Ave N. The lane will connect existing biking facilities on Queen Anne Ave N from Mercer St to bike lanes on Roy St. Once complete, the lane will separate modes of transportation, provide protection for people riding bikes of all ages and abilities, and preserve access to businesses.

Proposed changes on this block include:

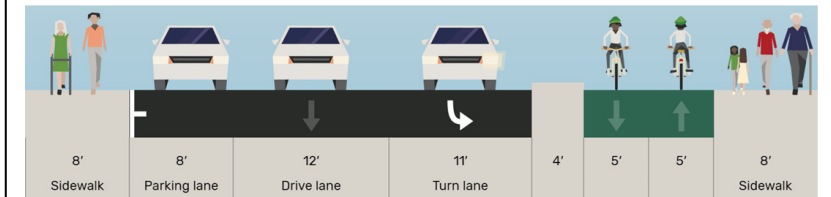
- New 2-way protected bicycle lanes
- East side parking adjustments that include an additional load zone
- Conversion of two-way street to one-way SB only
- Updated turning movements with pavement markings, signage, and signal changes at nearby intersections

This project complements transportation and safety enhancements in the area made around the Climate Pledge Arena and Uptown neighborhood.

Construction is expected to take place in 2024.



Queen Anne Ave N Proposed Channelization at Mercer St (Looking North)



Contact
Darrell Bulmer, Community Outreach Lead
206-375-5636 | Darrell.Bulmer@Seattle.gov



Questions?

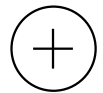
Stay in touch:



northdowntown@seattle.gov



<https://www.seattle.gov/transportation/nodomap>

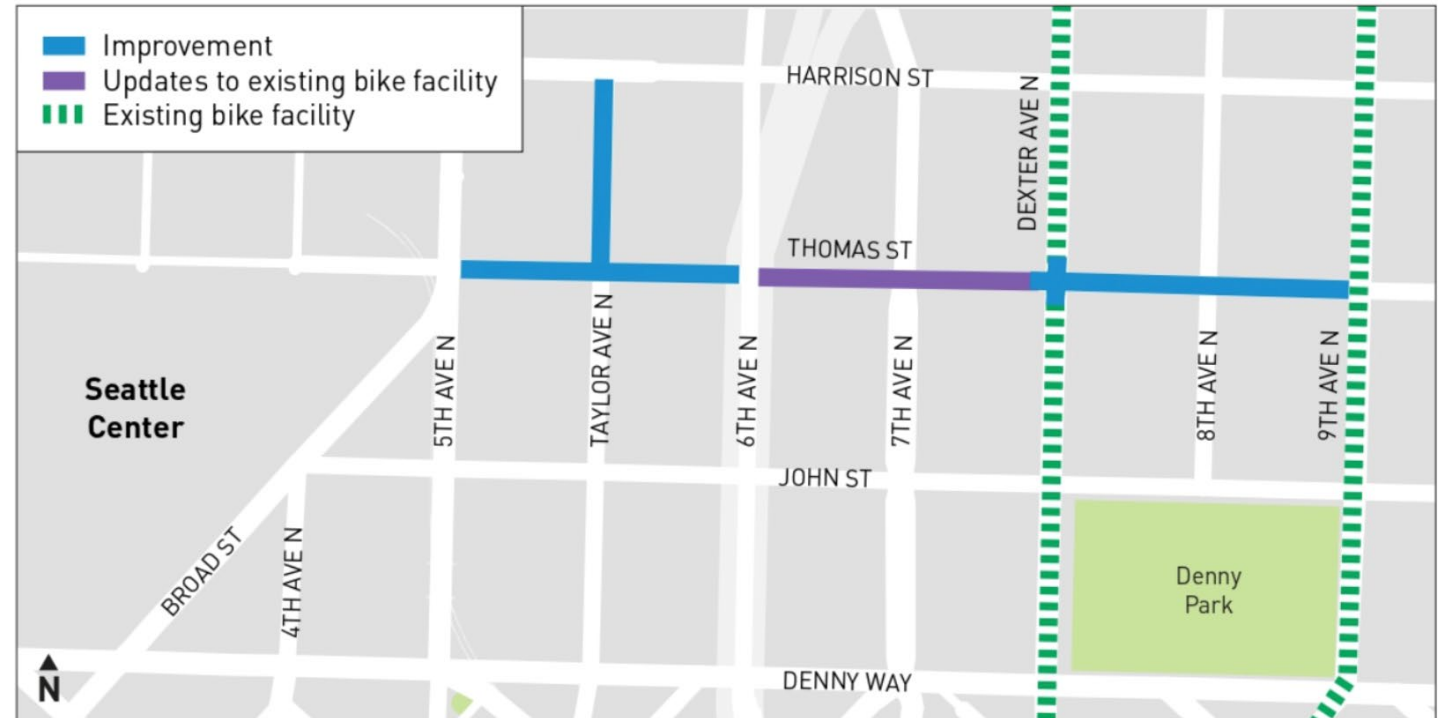


Thomas St: 5th Ave N to Dexter Ave N

Project Briefing
February 2024

Project Overview

- East/west green street and public realm connection identified in BMP as a NGW
- Half-block closure at Thomas St east of 5th Ave N
- Protected intersection, including signal, at Dexter Ave N and Thomas St
- Bike facilities between 5th Ave N and Dexter Ave N



What's Happening Now?

- Construction began at Thomas St and Dexter Ave N
- Intersection is closed and detour is in place
- Preparing for underground utility work
- Preparing for demolition of the existing roadway and sidewalk on the west side of the intersection

Schedule



we are here

Construction Photos



Detour Map for Intersection Closure at Thomas St and Dexter Ave N



Questions? Comments?



ThomasSt@seattle.gov



<https://www.seattle.gov/transportation/thomasst5thdexter>



(206) 900-8718

Harrison and Mercer St Transit Access Project

Project Briefing
February 2024

Project History/Background

Future transit service identified along Harrison included in the following plans:

- Seattle Transit Master Plan (2012, 2017)
- Metro Connects (long range plan) 2050 Service Network
- WSBLE Link Light Rail – SLU/Harrison Station
- North Downtown Mobility Action Plan (NODO MAP)
- Landscape Conservation and Local Infrastructure Program (LCLIP)



Project Goals

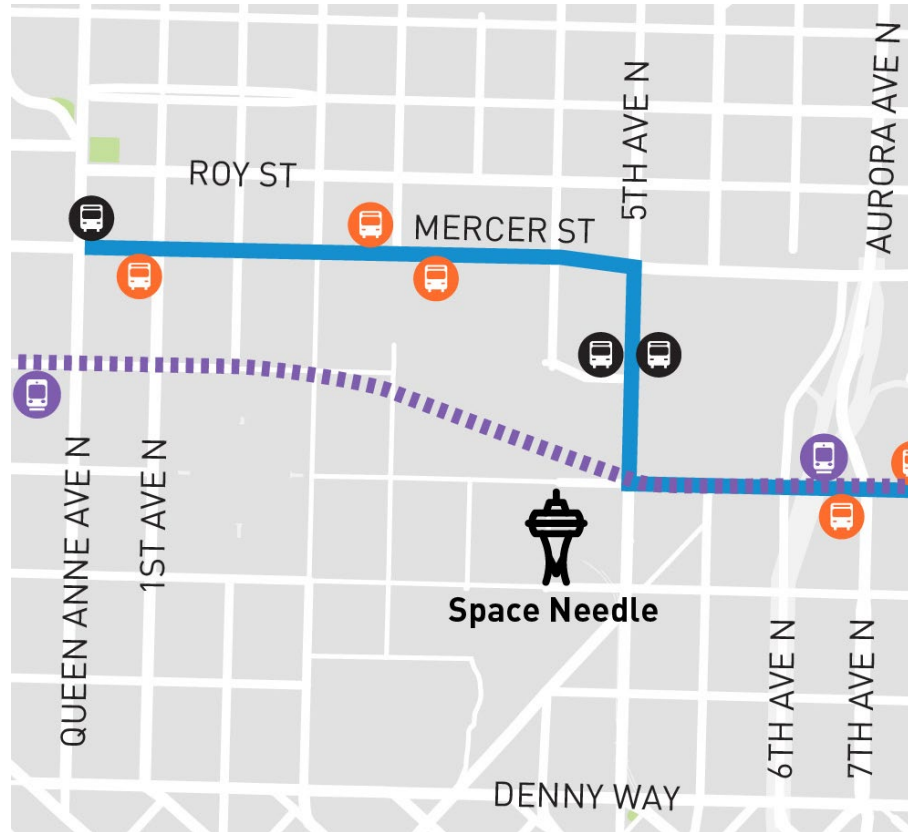
- Provide a new east-west transit pathway in SLU via Harrison St
- Create pedestrian-focused corridor across SLU
- Rebuild roadway to support future transit service
- Better serve the growing community of SLU and areas north of Denny Way
- Accommodate future regional transit routes coming from Northeast Seattle, SR-522 corridor, I-405 corridor, and Renton



Project Limits



Nearest Seattle Center



- Project limits
- Existing bus stop
- Proposed bus stop (subject to change)
- Ballard Link (2039)
- Proposed light rail station

- Segments perimeters Seattle Center campus on north and east sides
- Ongoing scope and schedule coordination with other projects in vicinity:
 - NODO MAP, other SDOT projects
 - Sound Transit Light Rail
 - King County Metro
 - Private development

**What elements would
make a street a transit
pathway?**



Infrastructure Type Being Considered

- Bus Stops, Shelters, and Bus Bulbs



- Bus Only Lanes or Business Access Transit (BAT) Lanes



Infrastructure Type Being Considered

- Pavement Rehab or Replacement



- Access for pedestrians, scooters, bikes



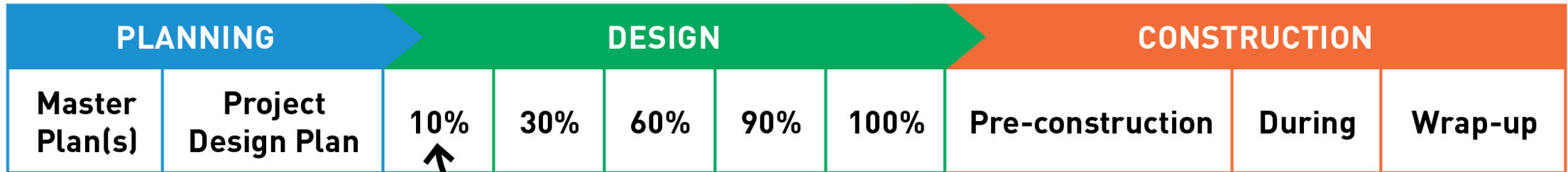
Other Infrastructure Changes Considered

- Signal
- Signage
- Intersection operations
- ADA
- Paid parking removal for bus bulbs, bus lanes, and channelization changes
- Relocation of load zone and other designated street parking
- Pedestrian scale lighting
- Landscaping and green stormwater infrastructure

Project Development Process and Status



Overall Project Schedule



we are here

1.Planning (2022-2023): We'll collect traffic data, develop concepts and gather community experiences to define plans.

2.Design (2023-2025): We'll collaborate with stakeholders and community members to develop a more detailed final design.

3.Construction (as soon as 2026): We will construct the project and keep the community informed on the latest construction updates, schedule, and expected impacts.

Questions?

Stay in touch:



Darrell.Bulmer@seattle.gov, Communications Lead



HarrisonMercer@seattle.gov



<https://www.seattle.gov/transportation/HarrisonMercer>

From the entire SDOT Team:
Thank you!



Denny Way Paving Project

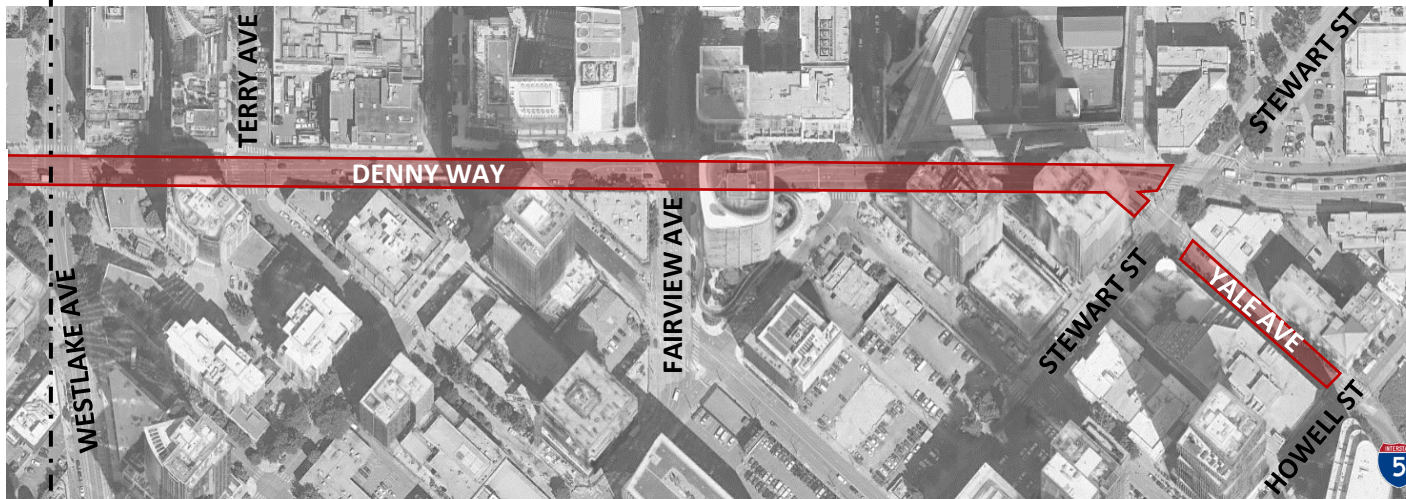
Project Update

Briefing Outline

- Project Overview
- Scope and Schedule
- Construction Considerations
- Next Steps
- Questions & Discussion



Project Overview: Project Area



 Paving limits

Denny Way

- Major Freight Route
- Frequent Transit Network
Downtown, Principal Arterial
- AWDT: Approx. 24K – 29K
- Connects two street grids – irregular, complex intersections

Yale Ave

- Major Freight Route
- Downtown, Principal Arterial
- AWDT: Approx. 17K

Other Projects

- Route 8 Transit Improvements (*complete*)
- Denny Way ITS (*underway*)
- Harrison Street Transit Corridor
- Sound Transit Ballard Light Rail Extension
- On-going private development

Scope Summary: More than Maintenance

Consistent with our Complete Streets process and Vision Zero Top-to-Bottom review, we have identified opportunities to include or advance new safety and mobility improvements that are in alignment with project funding and schedule.

Safety

- Turn restrictions and curb bulbs
- Stop bars and refreshed crosswalks
- Leading Pedestrian Intervals and other minor signal modifications

Mobility

- Sidewalk repair near Denny Park and bus stops (~450 sq yds)
- East/West Transit performance improvements

Thinking Ahead

- Preparing for future pedestrian signals
- Leveraging improvements planned by adjacent development

Reflective of community input received through:

- News and advocacy articles
- Feedback from previous projects
- Seattle Transportation Plan public comments map
- Denny Way Streetscape Concept Plan (2009) development

Scope Summary: Pavement Preservation

Pavement Preservation Scope

- Mill and overlay with limited areas of base repair
- Curb ramp upgrades at 18 corners
- Drainage upgrades/modifications as required

Project will implement 3.28 lane miles of repaving toward the AAC Program Levy commitments

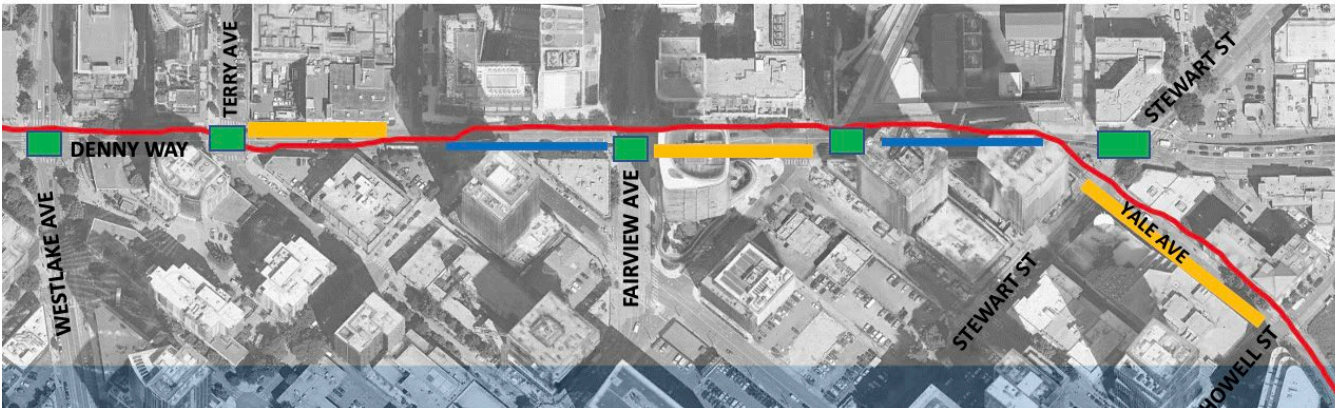
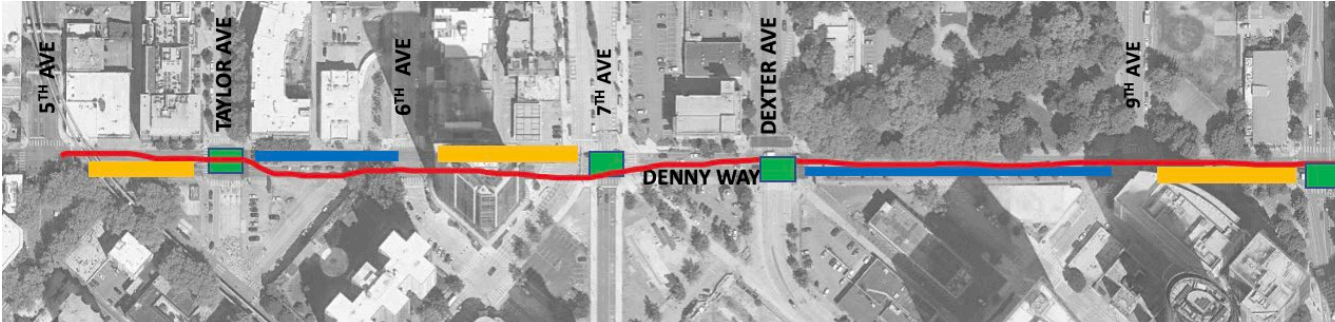


Project Overview: Schedule

Milestone	Date (<i>Target</i>)
Project Initiation	February 2023
Design	June 2023—January 2024
Advertisement	April 2024
Construction Start	July 2024
Substantial Completion	March 2025

Traffic Control

(Notional View)



Denny Way

- Majority of work at night
- No detours
- Paving done in sections
 - on north and south sides of Denny
 - first within blocks, then halves of intersections
- Traffic will be routed in a serpentine patterns around the paved sections

Construction Phasing

- Traffic Control Plans (TCP's) being developed, finalizing in early 2024
- Contract award - late summer 2024
- Segments will be determined by TCP's, sequencing and durations determined by contractor
- Work hours? – primarily evenings (typically 9:00 pm to 6:00 am)
- Events to avoid – Bumbershoot, Kracken, etc.
- Staging areas – depends on negotiated TCEs
- Transit impacts/mitigation - temporary transit stops
- Impacts to loading/deliveries? (only if side street impacts or Yale Ave)

Next Steps

- Design is finalized with goal of advertising in late spring 2024
- Door-to-door outreach to properties along the corridor and informational mailings to introduce project and gather input
- Stakeholder briefings as requested
- Once contractor on board, host pre-construction open house (summer 2024)



Questions? Comments?



DennyWay@seattle.gov



<https://www.seattle.gov/transportation/dennywaypaving>



(206) 257-2243

From the entire SDOT Team:

Thank you!

