



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

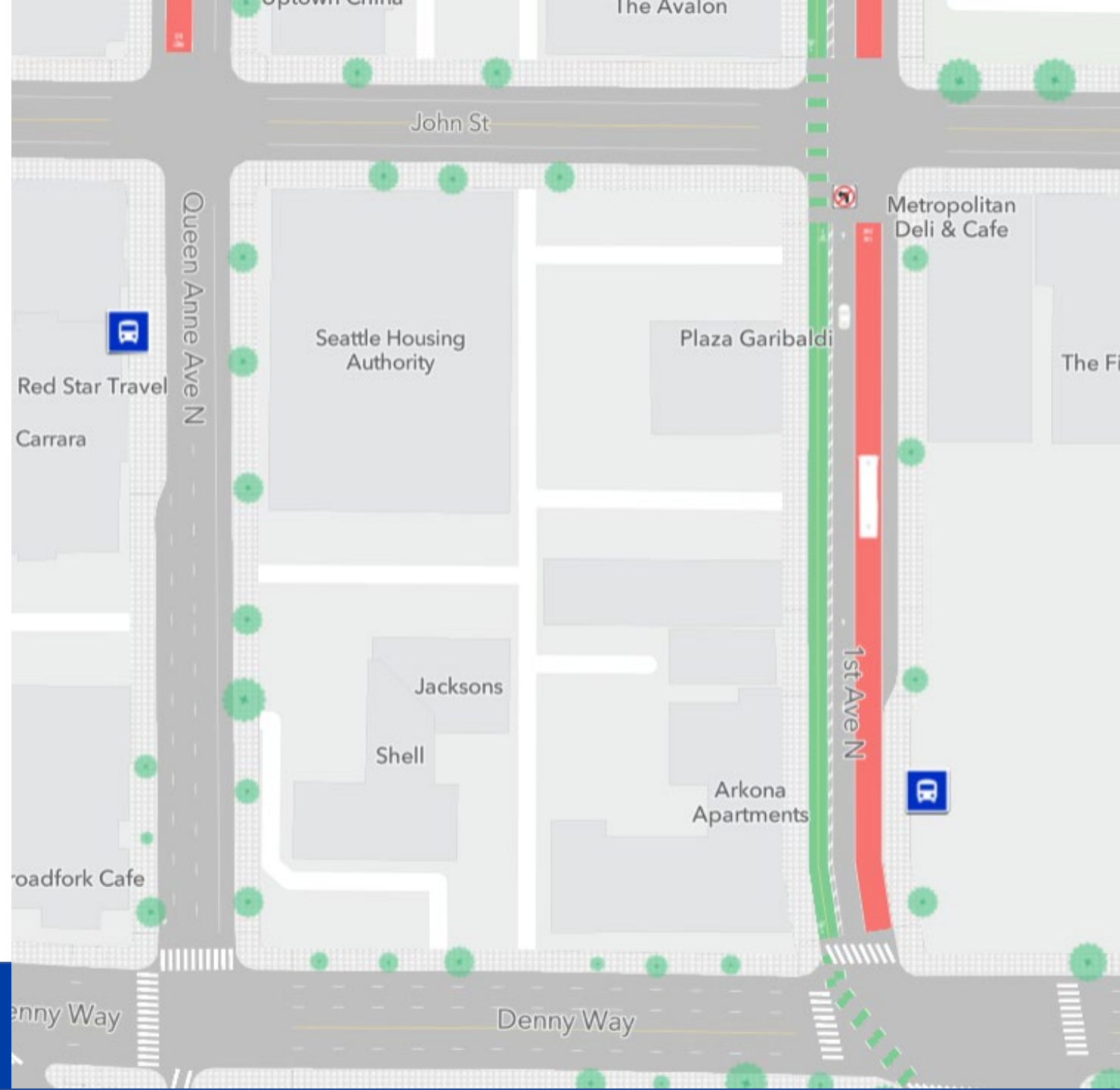
NODO MAP 10-Year Investment/Priority Projects



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

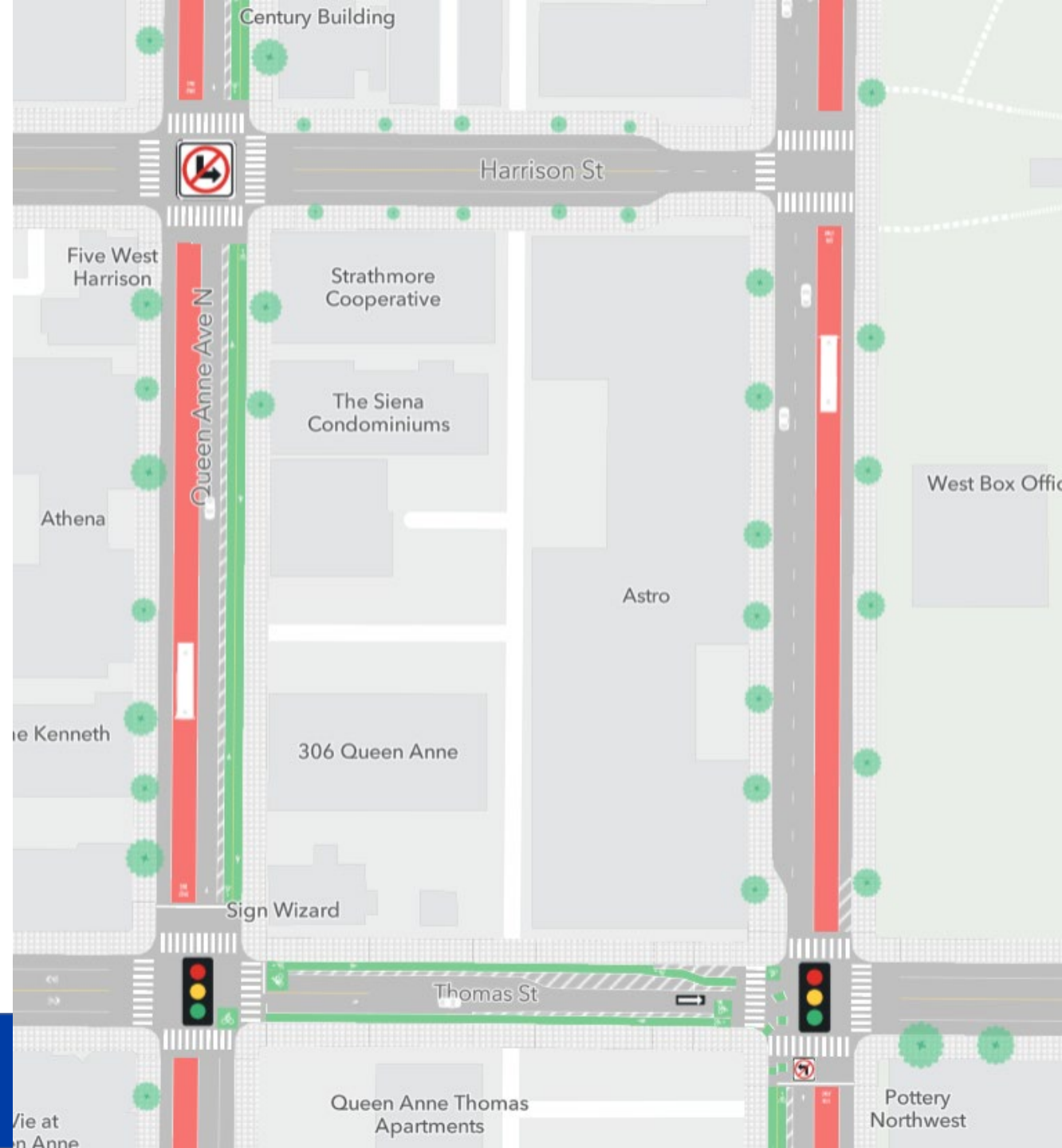
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1st Ave N and Queen Anne Ave N

- 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

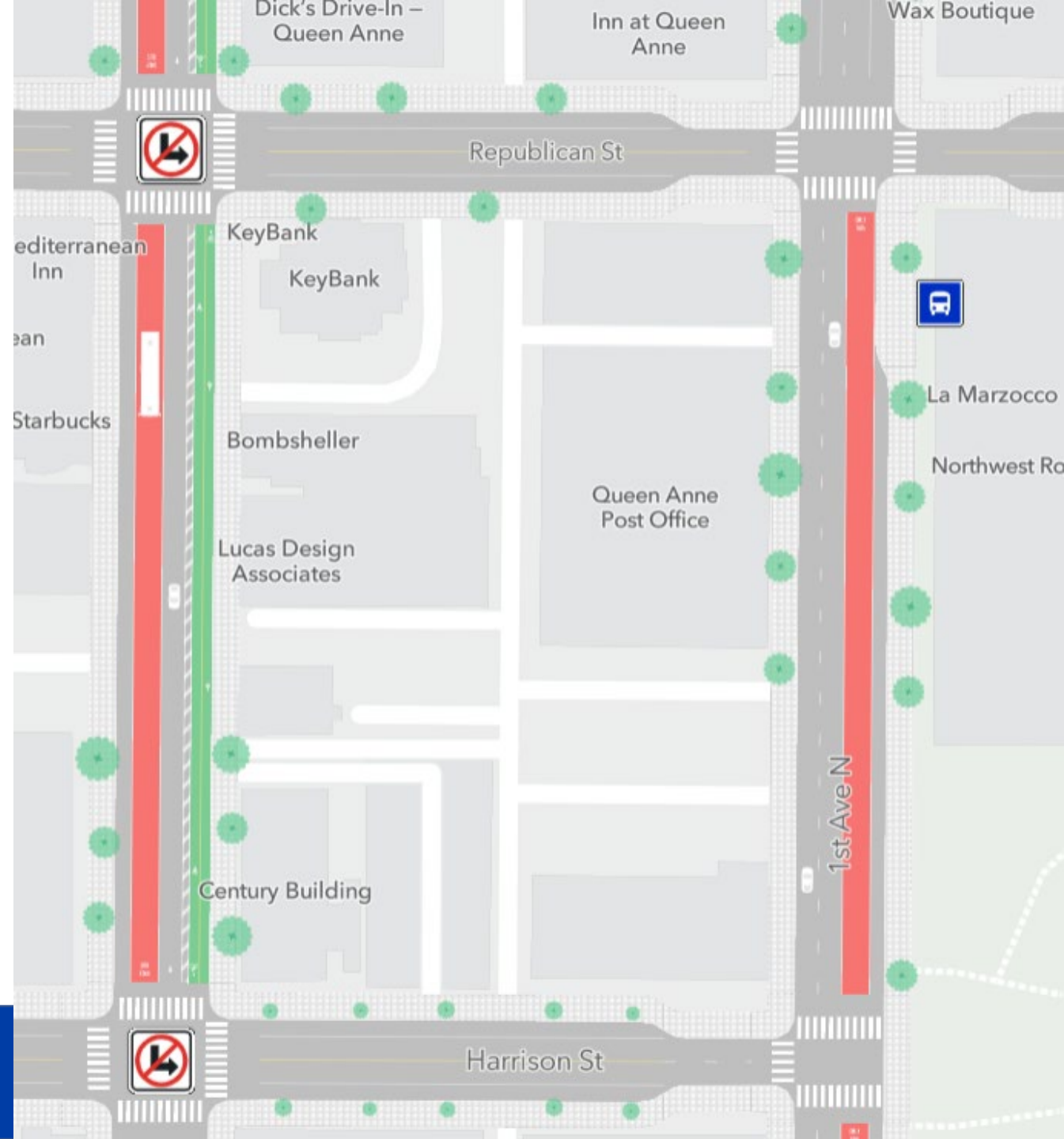
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1st Ave N and Queen Anne Ave N

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

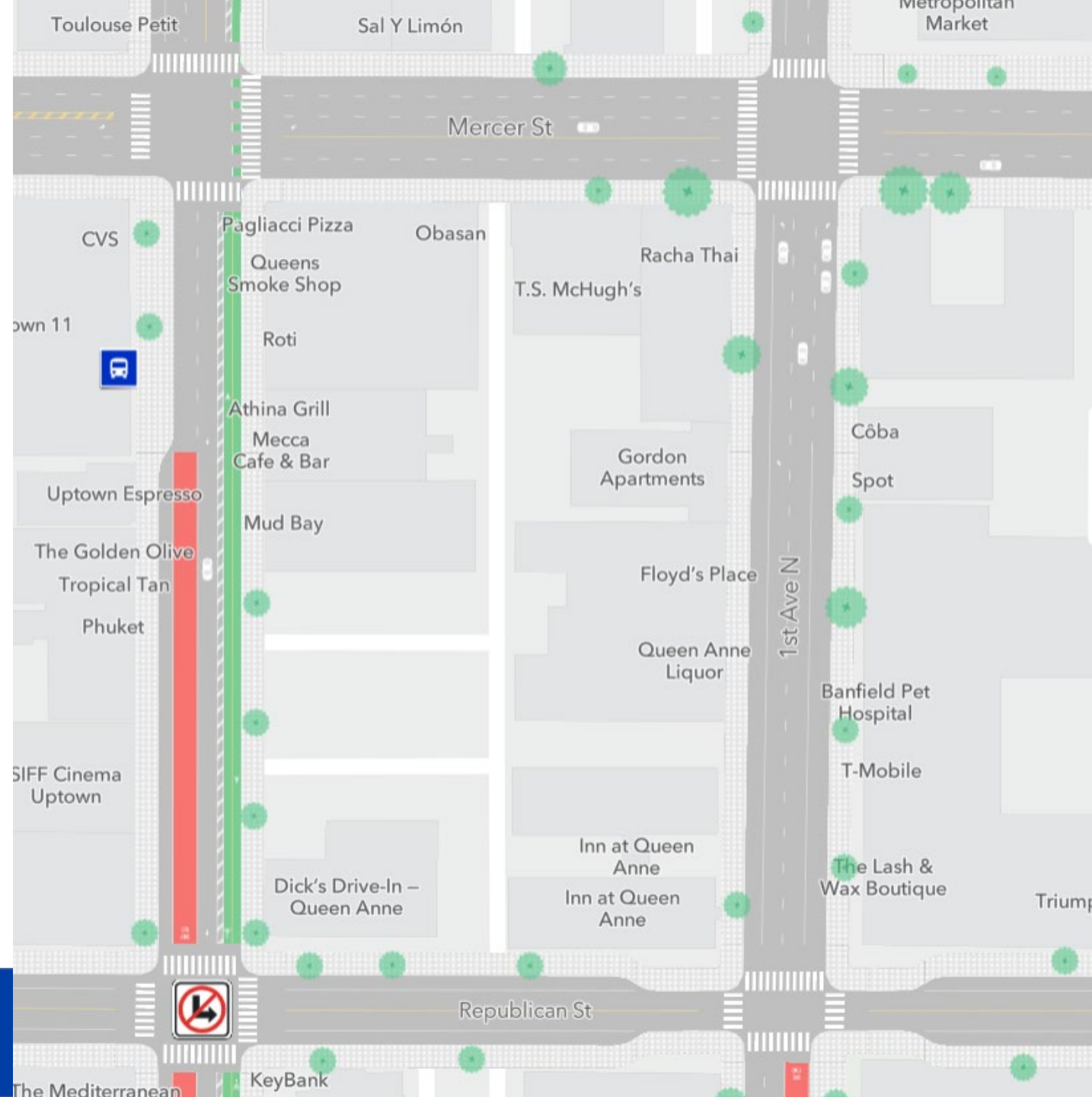
(DRAFT, FOR DISCUSSION PURPOSES ONLY)



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

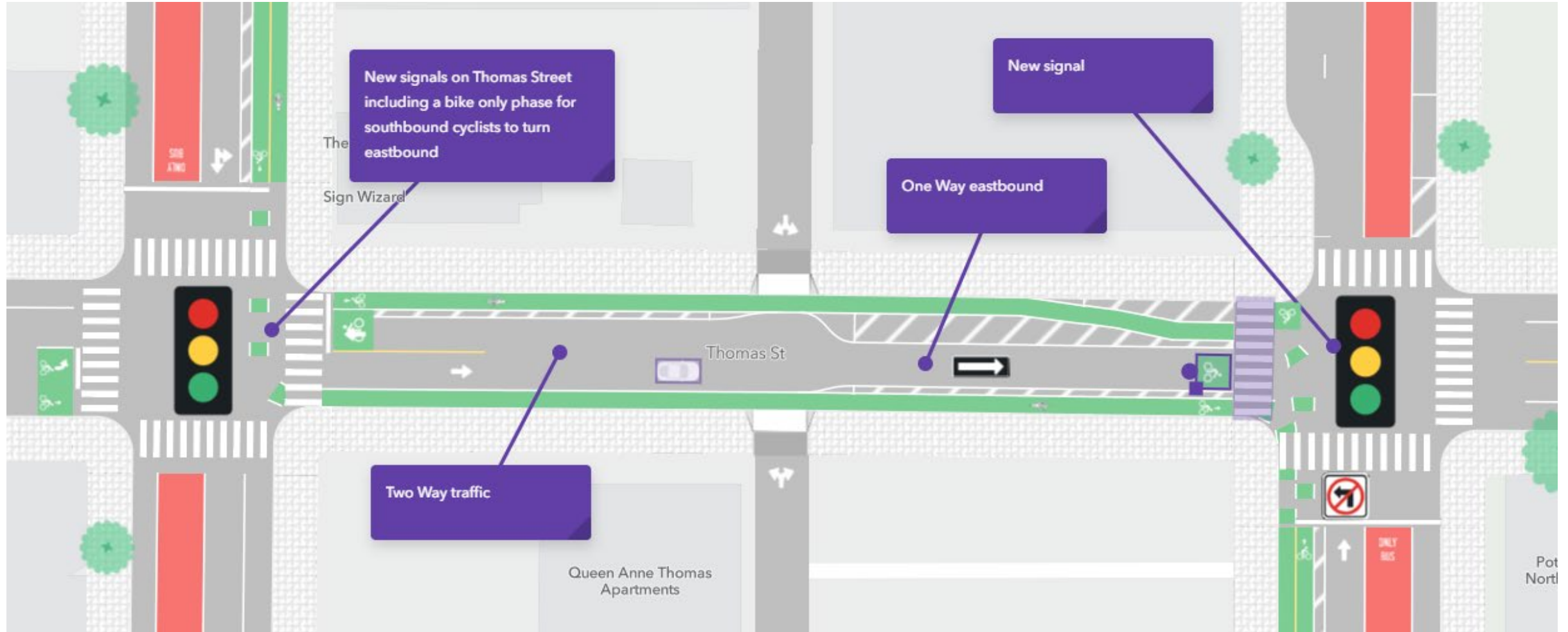
- Review PBL connection at Queen Anne Ave N between Roy and Mercer St***

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

(DRAFT, FOR DISCUSSION PURPOSES ONLY)



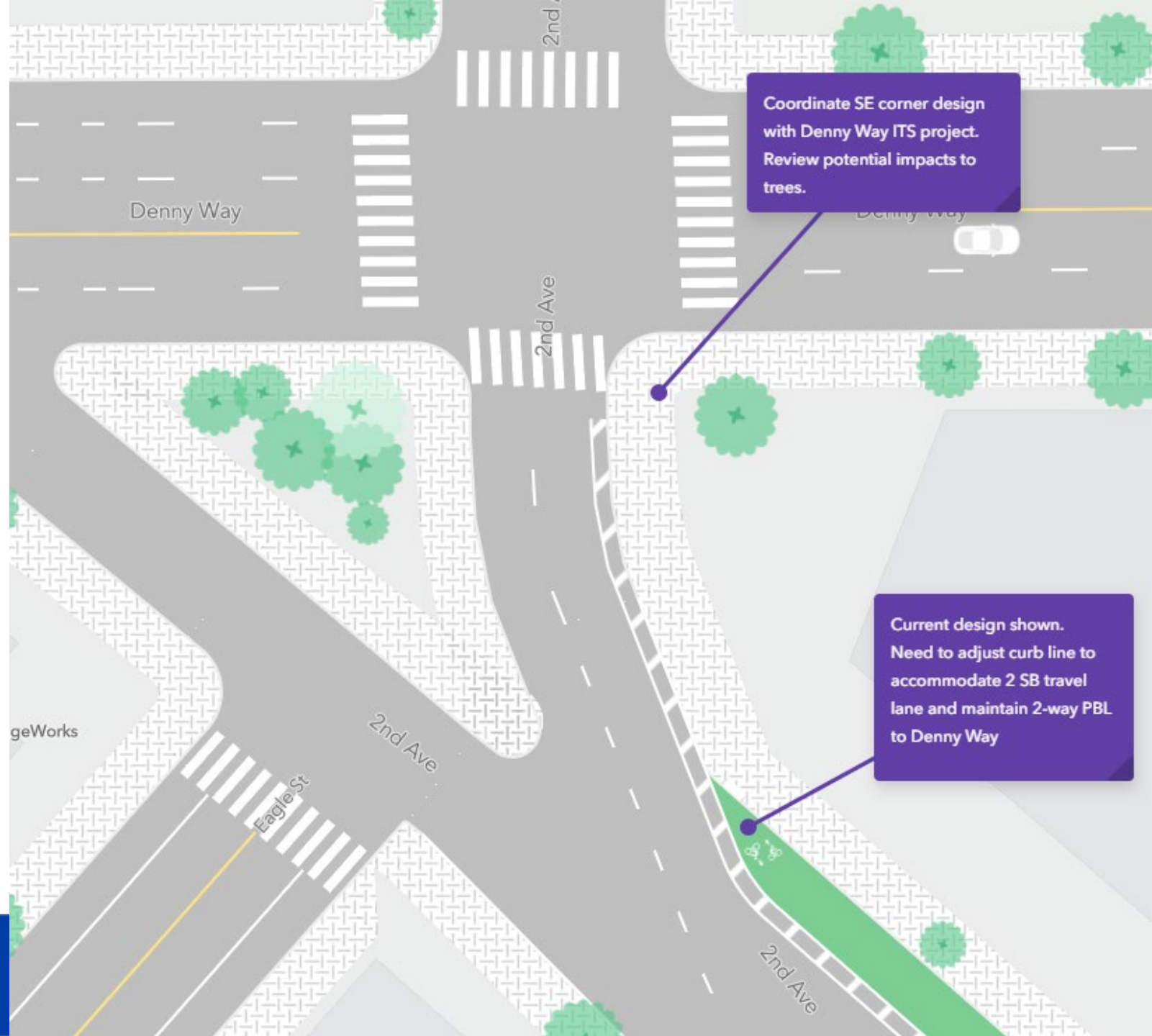
Thomas St between 1st Ave N and Queen Anne Ave N



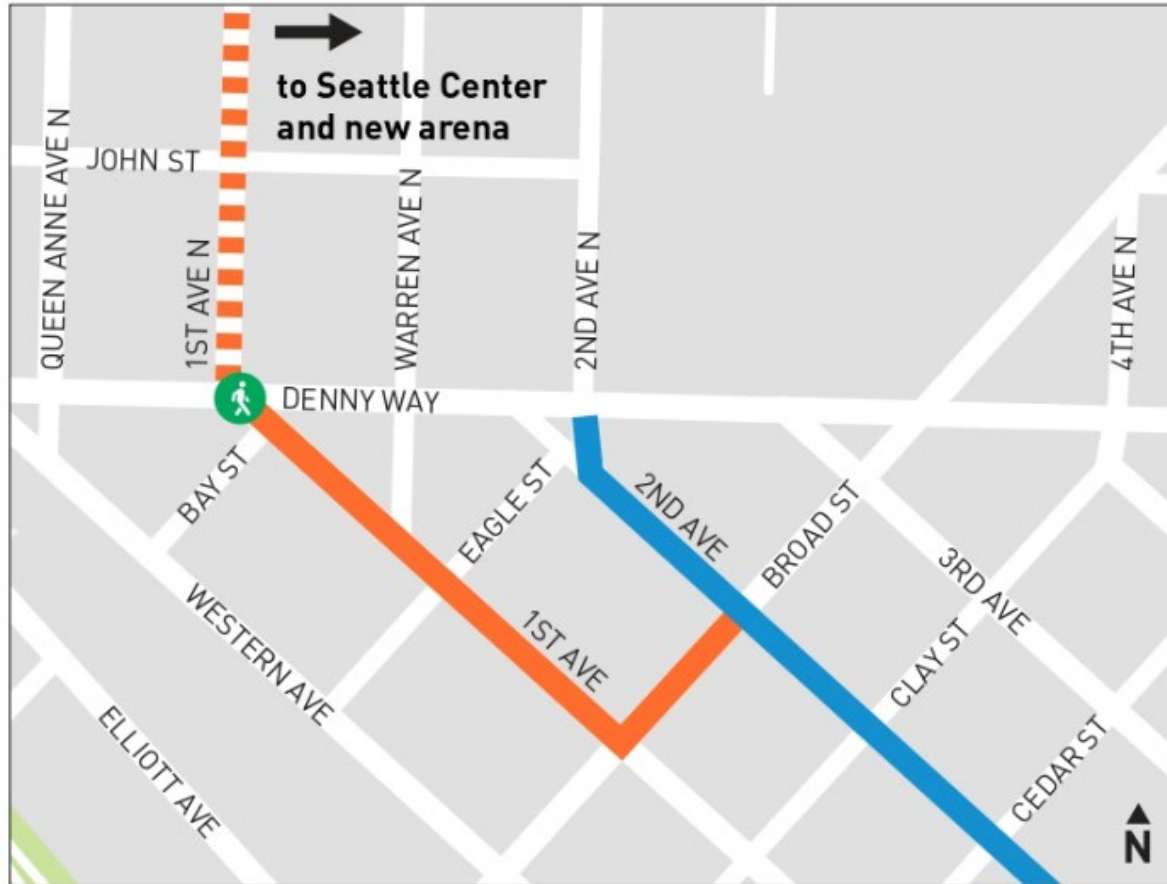
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2nd Ave / Denny Way Intersection

- 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



-  Existing protected bike facilities
-  New protected bike facilities, constructed by others
-  New protected bike facilities, constructed by SDOT
-  New pedestrian crossing



1st Ave & Broad St, looking north

1st Ave / Denny Way to 2nd Ave / Broad St Proposed PBL Connection

Proposed West-leg
crosswalk

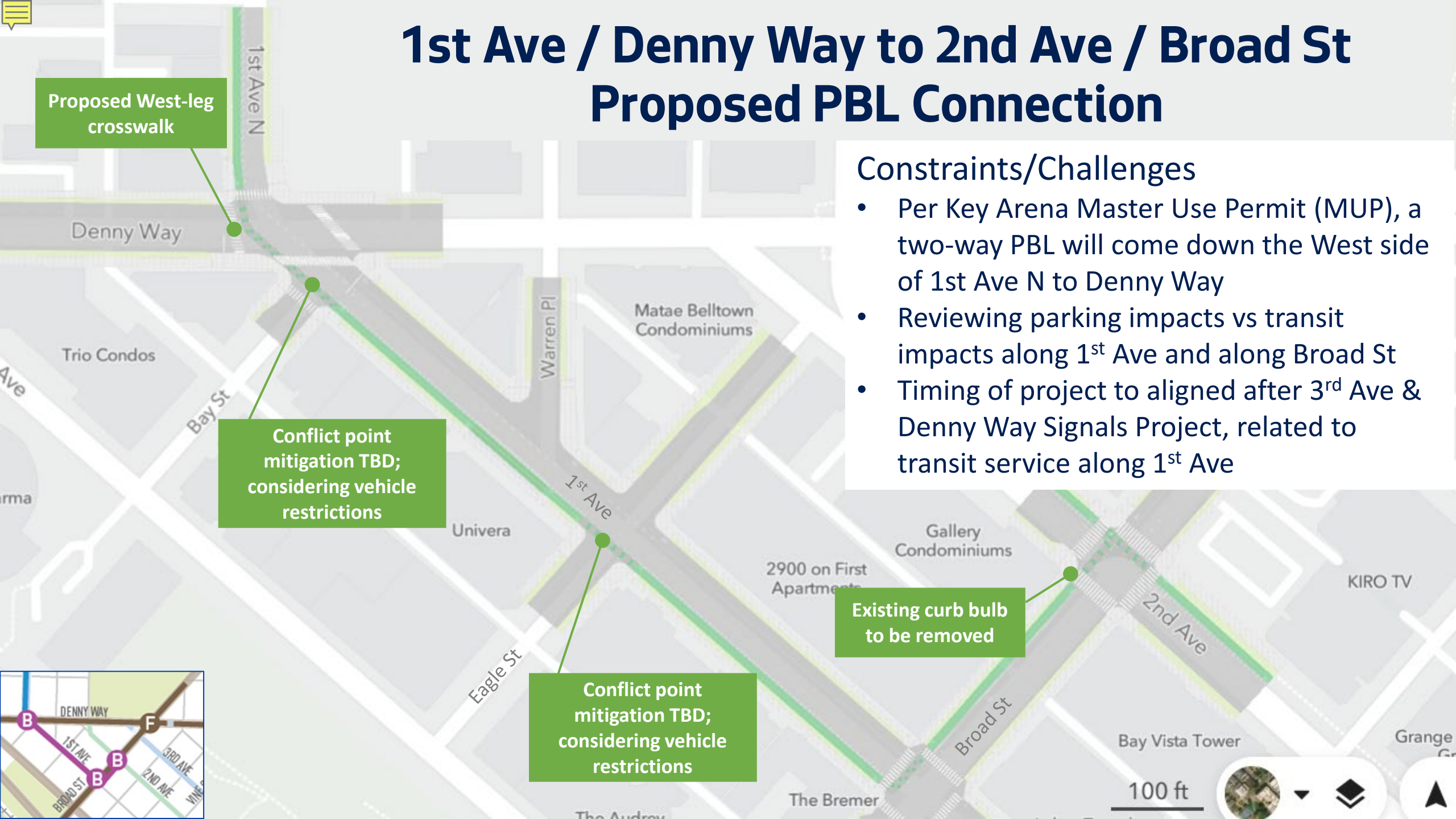
Conflict point
mitigation TBD;
considering vehicle
restrictions

Conflict point
mitigation TBD;
considering vehicle
restrictions

Existing curb bulb
to be removed




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

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



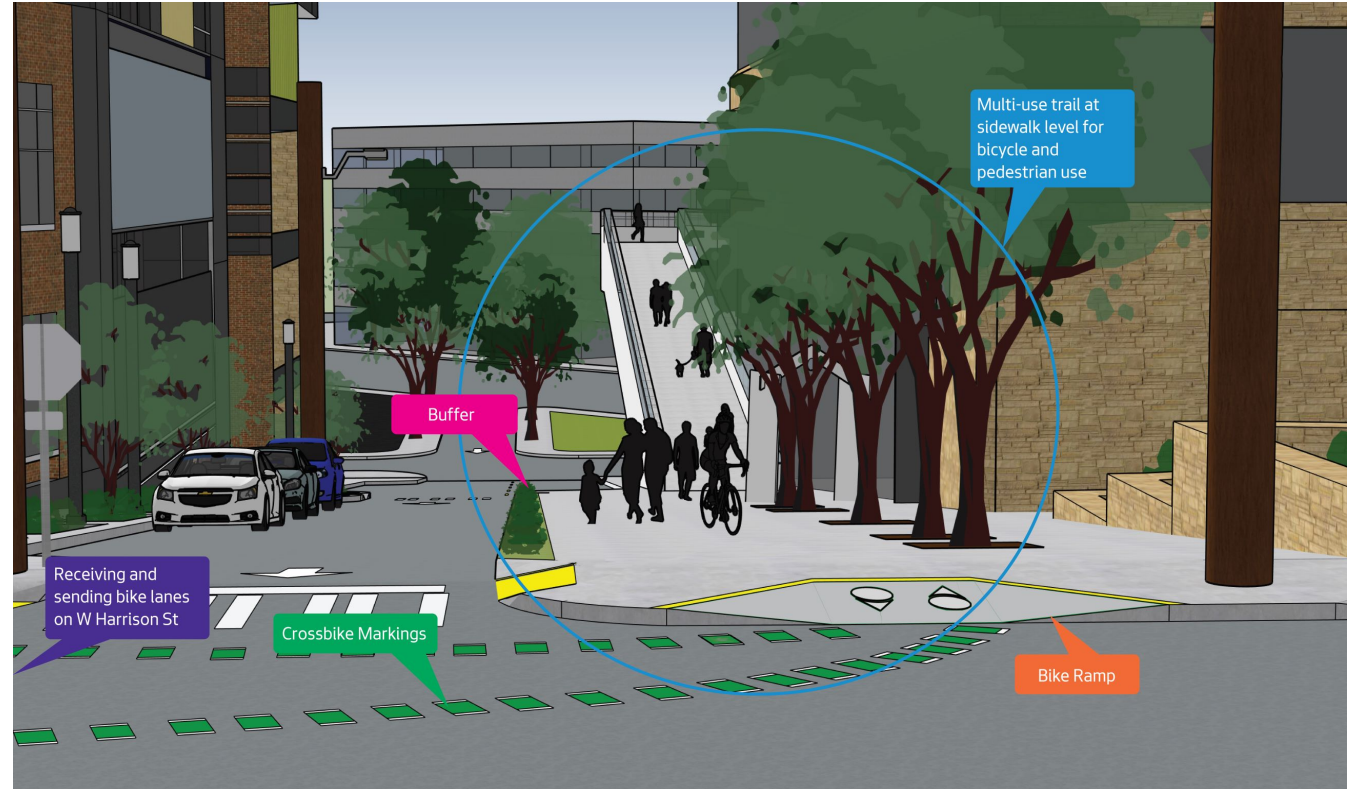
Seattle Center to Waterfront Walking and Biking Connection

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



Arena Access Management Plan

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?