

# Uptown Alliance Transportation Goals and Issues

Limit access to Queen Anne Driveway from the intersection, re-purposing it as a parking street with a small turnaround at the sealed-off Roy St. end. Allow delivery vehicles. Eliminate the Queen Anne Ave. N. holding lanes northbound. Install pedestrian crossing bulbs on the corners of Roy St. on the west side of the intersection. Consider all-way pedestrian crossing (scramble-amble) at this intersection. Plan for textured crosswalks.

Plan and implement pedestrian safety measures for elderly slow walkers and sight impaired pedestrians for Third Ave. W./W. Mercer St. intersection as the access to the eastbound D-Line bus rapid transit stop near that intersection.

Review pedestrian safety measures at 5th Ave./Mercer St. The Bill and Melinda Gates Foundation staff and visitors will add to the pedestrian and bike traffic at this large intersections.

## WEST MERCER PLACE PEDESTRIAN SAFETY MEASURES

Add sidewalk on the block of W. Mercer Pl. just east of Elliott Ave.

Uptown Alliance takes no position on the addition of another lane on that block, until a traffic study indicates it's needed for near future years Improve W. Mercer Pl. street-end at top of steps descending to Elliott Ave.: community uses, viewing platform, benches, way-finding signage. Improve the safety of the steps.

## BIKE LANES AND SAFETY FOR CYCLISTS IN UPTOWN

Delete bike lanes/sharrows on Mercer St.

Designate Roy St. as the commuter bicycle route.

Designate W. Thomas St. and Thomas St. as the recreational bike route eastbound and westbound.

Narrow motor vehicle lanes on Roy, assuming it will carry less truck/car traffic once Mercer and Roy are two-way.

Emphasize safe bike lanes/sharrows over parking on Roy St. between First Ave. N. and Queen Anne Ave.

Allow bikes and pedestrians only into Queen Anne Driveway from the Queen Anne Ave./Roy St. intersection.

Plan for increased bike use of W. Roy St. between Queen Anne Ave. and 5th Ave. W. A planning trail connection from 5th Ave. W. to Elliott Ave. via lower Kinnear Park will establish a safe, alternative bike route to reach Elliott from the Uptown Urban Center.

Uptown Alliance contacts: John Coney, 206/283-2049 [djohnconey@aol.com](mailto:djohnconey@aol.com),

Rick Hooper, [nsilberg@silberg.net](mailto:nsilberg@silberg.net)

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Here are the Uptown Alliance Goals, Priorities, and Recommendations for the Mercer West Project as currently adopted:

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Adopted 7/8/10

UPTOWN ALLIANCE POSITIONS AND PRIORITIES FOR THE MERCER WEST PROJECT (2-pages)

## GOALS:

Within the geographic scope of the Mercer West Project

Improve overall bike and pedestrian safety in Uptown Urban Center.

Use bike and pedestrian safety design measures to mitigate for increased freight movements in the Mercer Corridor.

Create a two-way street system friendly to pedestrians, cyclists, motor vehicle access, and retail business.

Coordinate effectively with new transit plans.

Create a both a bike commuter route and a recreational biking route.

Retain delivery access for Uptown businesses.

## ON-STREET PARKING LOSS FROM THE TWO-WAY CONVERSION OF BOTH ROY, MERCER, W.

Minimize on-street parking loss.

Emphasize safe bike lanes/sharrows over parking on Roy St. between First Ave. N. and Queen Anne Ave.

Coordinate with Metro Transit on D-Line BRT stops to minimize on-street parking loss.

## CREATE A TWO-WAY URBAN CENTER "HEART OF UPTOWN" STREET SYSTEM

Between Denny Way and Roy St. re-designate First Ave. N. and Queen Anne Ave. as two-way streets.

Designate First Ave. N. as the north/south transit street for the D-Line bus rapid transit route and future First Ave. Streetcar route.

## PLAN AND IMPLEMENT PEDESTRIAN SAFETY MEASURES FOR KEY UPTOWN URBAN CENTER INTERSECTIONS AS MITIGATION FOR INCREASED FREIGHT MOVEMENTS IN THE MERCER CORRIDOR.

Plan pedestrian safety features for Roy and Mercer intersections between Warren N. and 1st W. (bulbs, textured crosswalks, count-down walk/wait signals, illuminated crosswalk lines, bike boxes forward of motor vehicle stop lines, better pedestrian street lighting, audible signal for sight impaired, and other measures.) -

Plan and implement textured crosswalks with painted stop-lines at the key Uptown pedestrian intersections.

Model the Uptown textured crosswalk intersections on the three textured crosswalk intersections on Queen Anne Ave. N. at Blaine, Boston, and McGraw Streets. An example of an irregular textured crosswalk intersection is at Market St./Leary Way/NW22nd. That asymmetrical intersection is a bit like Queen Anne N./Roy at Counterbalance Park.

Most critical intersection: Queen Anne/Roy: 5-way, asymmetrical intersection with pedestrian crossings to retail and Counterbalance Park.

Consider redesign of this intersection as a four-way, more normal intersection. Acquire all or part of the mini-mall parking lot on the southwest corner to shift the Roy St. western entry to the intersection.