

# Mercer Corridor Screening

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## Criteria Descriptions and Scales

Staff developed the following criteria descriptions and scales based on objectives and input from stakeholders. Symbols, rather than numbers, were used to rank alternatives across each measure, because many of the measures are qualitative, and the degree of change between low, medium and high scores is not necessarily linear.

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**Objectives, Measures and Scales**

<b>1. Objective:</b>		<b>Improve mobility and access within South Lake Union using a multi-modal (cars, trucks, transit, pedestrians, bicycles, etc.) approach</b>
<b>1.1 Measure:</b>		<b>Ability to carry/provide transit - east-west service</b>
Description:		Measures how well alternative would support reliable and efficient east-west transit service linking South Lake Union with Seattle Center. Data used includes street network for direct routes, travel time and potential to accommodate transit stops within the design.
Scale:	<input checked="" type="radio"/>	Provides excellent service as a component of project for both local and regional transit
	<input type="radio"/>	Provides adequate operating environment for local or regional transit service
	<input type="radio"/>	Provides poor operating environment for transit service
<b>1.2 Measure:</b>		<b>Average vehicle delay within South Lake Union Area</b>
Description:		Measures overall system-wide delay per vehicle within the study area, including north-south travel.
Scale:	<input checked="" type="radio"/>	Travel time is improved compared to Existing (2002) conditions
	<input type="radio"/>	Travel time is improved over 2030 No Action, but worse than Existing conditions
	<input type="radio"/>	Travel time is worsened when compared to No Action
<b>1.3 Measure:</b>		<b>Ability to provide or improve non-vehicular continuity and connectivity within South Lake Union</b>
Descriptions:		Measures how well alternative enhances pedestrian/bike circulation.
Scale:	<input checked="" type="radio"/>	Pedestrian and bicycle facilities connect all key areas, enhances general non-motorized atmosphere
	<input type="radio"/>	Provides limited or partial pedestrian and bicycle connections
	<input type="radio"/>	Barriers interrupt flow and access for pedestrians and bicycles.
<b>1.4 Measure:</b>		<b>Access to businesses and residences within the corridor</b>
Descriptions:		Measures how well alternative provides access to land uses within the corridor. Alternatives that require circuitous routing to get to businesses and residences would score poorly.
Scale:	<input checked="" type="radio"/>	Street network/circulation system allows for easy access to all businesses and residences
	<input type="radio"/>	Restrictions and street network reduce convenience of access in some locations
	<input type="radio"/>	Business and resident access limited by poor circulation and/or barriers

**Objectives, Measures and Scales**

<b>2.</b>	<b>Objective:</b>	<b>Improve regional access and mobility to and through South Lake Union</b>
<b>2.1</b>	<b>Measure:</b>	<b>Ease of travel from I-5 through the Mercer Corridor</b>
	Descriptions:	Measures driver perspective for traveling from I-5 to South Lake Union and Queen Anne (the inbound trip)
	Scale:	<input checked="" type="radio"/> Route is direct with adequate capacity. Turn movements and conflicts are minimal, through movement is efficient <input type="radio"/> Adequate capacity is provided. Some turn movements and conflicts minimize efficiency <input type="radio"/> Route is indirect and has insufficient capacity. Many turn movements and conflicts add to delays
<b>2.2</b>	<b>Measure:</b>	<b>Impacts to I-5</b>
	Descriptions:	Measures impact of westbound queuing backing up onto I-5.
	Scale:	<input checked="" type="radio"/> No westbound queuing back up onto I-5 <input type="radio"/> Some westbound queuing back up onto I-5 <input type="radio"/> Significant westbound queuing back up onto I-5
<b>2.3</b>	<b>Measure:</b>	<b>Average Travel Times</b>
	Descriptions:	Measures total travel time between I-5 and north side of Seattle Center, I-5 and south side of Seattle Center (parking lots) and I-5 and Westlake.
	Scale:	<input checked="" type="radio"/> Travel time is improved compared to Existing (2002) conditions <input type="radio"/> Travel time is improved over 2030 No Action, but worse than Existing conditions <input type="radio"/> Travel time is worsened when compared to No Action conditions
<b>2.4</b>	<b>Measure:</b>	<b>Ease of freight mobility on Major Truck Streets</b>
	Descriptions:	Measures the ability of freight to use the corridor, access surrounding areas to/from I-5, and access to the key route between Mercer and Westlake toward Fremont/Interbay.
	Scale:	<input checked="" type="radio"/> Major truck street-to-truck street connections are provided. <input type="radio"/> Some major truck street connections are provided, but no significant improvement <input type="radio"/> Major truck street connections are poor or not provided.

**Objectives, Measures and Scales**

<b>3. Objective: Enhance the environment around South Lake Union Park</b>		
<b>3.1 Measure:</b>		<b>Number and quality of pedestrian, bicycle, and auto/truck connections</b>
Descriptions:		Measures number and level of linkages Across Aurora Avenue.
Scale:	<input checked="" type="radio"/>	Multiple improved connections across Aurora Avenue for all modes of travel
	<input type="radio"/>	One improved connection across Aurora Avenue for some modes of travel
	<input type="radio"/>	No new pedestrian, bicycle, or auto/truck connections or improvements are provided
<b>4. Objective: Enhance the environment around South Lake Union Park</b>		
<b>4.1 Measure:</b>		<b>Number and quality of environmental enhancements - sidewalk offset, greenspace, lighting, urban design, streetscape</b>
Descriptions:		Measures enhancements afforded by alternatives.
Scale:	<input checked="" type="radio"/>	Many enhancements provided on Valley and Mercer Streets
	<input type="radio"/>	Few enhancements provided on Valley and Mercer Streets
	<input type="radio"/>	No enhancements provided on Valley and Mercer Streets
<b>4.2 Measure:</b>		<b>Pedestrian connections to South Lake Union Park</b>
Descriptions:		Measures number and quality of crossings to South Lake Union Park
Scale:	<input checked="" type="radio"/>	Numerous crosswalks with minimal crossing distance on Valley Street
	<input type="radio"/>	Some crosswalks with average crossing distance on Valley Street
	<input type="radio"/>	Few crosswalks with significant crossing distance on Valley Street
<b>4.3 Measure:</b>		<b>Traffic volumes on Valley Street</b>
Descriptions:		Measures traffic volumes on Valley that conflict with pedestrians
Scale:	<input checked="" type="radio"/>	Traffic volumes on Valley Street are significantly lower than No Action conditions
	<input type="radio"/>	Traffic volumes on Valley Street are similar to No Action conditions.
	<input type="radio"/>	Traffic volumes on Valley Street are significantly higher than No Action conditions

**Objectives, Measures and Scales**

<b>5.</b>	<b>Objective:</b>	<b>Improve safety for cars, bicycles and pedestrians throughout the corridor</b>
<b>5.1</b>	<b>Measure:</b>	<b>Level of vehicle weaving movements</b>
	Description:	Measures number of weaving movements that could cause accidents; specifically on Fairview north of Mercer, the I-5 northbound and southbound off-ramps, and at Broad Street.
	Scale:	<input checked="" type="radio"/> Alternative includes no weaving areas <input type="radio"/> Alternative includes one weaving area <input type="radio"/> Alternative includes two or more weaving areas
<b>5.2</b>	<b>Measure:</b>	<b>Level of conflict between vehicles and non-vehicular modes</b>
	Description:	Measures level of conflicts between pedestrians/bicycles and vehicles by providing opportunities for exclusive right-of-ways for trails.
	Scale:	<input checked="" type="radio"/> Pedestrian and bicycle conflicts are minimized by adding protected crossings at signalized intersections or grade-separating crossings; modes are appropriately separated. <input type="radio"/> Some new pedestrian and bicycle crossings are provided at signalized intersections; less than ideal separation of modes <input type="radio"/> Few pedestrian or bicycle crossings provided. Pedestrian/bicycle conflicts occur at unprotected locations. Modes are not adequately separated (e.g., sidewalks, bike lanes, paths)
<b>5.3</b>	<b>Measure:</b>	<b>Traffic Safety</b>
	Description:	Measures opportunities for resolving high accident locations identified by the City. Valley at Terry, Boren at Terry, and Westlake at Mercer are currently identified as high accident locations (2002)
	Scale:	<input checked="" type="radio"/> High accident locations (HAL)'s and pedestrian accident locations (PAL)'s are resolved. Design of alternative does not result in new safety problems <input type="radio"/> Some HAL's and PAL's are resolved <input type="radio"/> Few HAL's or PAL's are resolved. Additional safety problems may result from design of alternative

**Objectives, Measures and Scales**

<b>6.</b>	<b>Objective:</b>	<b>Support economic development goals for South Lake Union</b>
<b>6.1</b>	<b>Measure:</b>	<b>Access to key research institutions in South Lake Union</b>
	Description:	Measures access and circulation issues for Fred Hutch and UW (8th and Mercer) as indicator of overall support for development of biotech center.
	Scale:	<input checked="" type="radio"/> Provides full and easy (non-circuitous) access to both UW and Fred Hutch <input type="radio"/> Provides full access to either UW or Fred Hutch. <input type="radio"/> Provides limited or poor access to both UW and Fred Hutch due to circulation issues
<b>6.2</b>	<b>Measure:</b>	<b>On-Street Parking</b>
	Description:	Measures ability to provide maximum amount of on-street parking to support small businesses.
	Scale:	<input checked="" type="radio"/> Additional or improved on-street parking available in Mercer Corridor <input type="radio"/> Current on-street parking is maintained <input type="radio"/> Loss of existing on-street parking spaces
<b>6.3</b>	<b>Measure:</b>	<b>Livability</b>
	Description:	Measures the effect of the alternative on creating a place where people will want to live, work, and shop.
	Scale:	<input checked="" type="radio"/> The streetscape and circulation system contribute to an aesthetically attractive environment for businesses, customers, and residents <input type="radio"/> Modest streetscape and circulation improvements <input type="radio"/> The streetscape and circulation system do not contribute to an aesthetically attractive environment for businesses, customers, and residents
<b>7.</b>	<b>Objective:</b>	<b>Compatible with Comprehensive Plan goals and policies</b>
<b>7.1</b>	<b>Measure:</b>	<b>Compatibility with transportation, land use and other policies</b>
	Description:	Measures how well alternative improvements help meet goals and objectives of the Comprehensive Plan
	Scale:	<input checked="" type="radio"/> Consistent with City of Seattle comprehensive plan goals. Furthers implementation of transportation, land use and other policies <input type="radio"/> Consistent with City of Seattle comprehensive plan goals. Moderate effect on implementation of transportation, land use and other policies <input type="radio"/> Not consistent with City of Seattle comprehensive plan goals

**Objectives, Measures and Scales**

<b>7.2 Measure:</b>		<b>Compatibility with Neighborhood Plan goals and policies</b>
Description:		Measures how well alternative improvements help meet goals and objectives of the South Lake Union Neighborhood Plan
Scale:	<input checked="" type="radio"/>	Consistent with neighborhood plan goals and policies. Furthers implementation of goals and policies
	<input type="radio"/>	Consistent with some neighborhood plan goals and policies. Moderate effect on implementation of goals and policies
	<input type="radio"/>	Not consistent with neighborhood plan goals and policies
<b>8. Objective:</b>		<b>Ability to implement</b>
<b>8.1 Measure:</b>		<b>Cost / funding</b>
Description:		Measures the alternatives cost and potential for obtaining grant or private/impact fee funding.
Scale:	<input checked="" type="radio"/>	Low cost with high potential for funding
	<input type="radio"/>	Median cost with balanced funding
	<input type="radio"/>	High cost with limited funding opportunities
<b>8.2 Measure:</b>		<b>Constructibility, staging, acquisitions, detouring</b>
Description:		Measures the complexity and level of staging required during construction
Scale:	<input checked="" type="radio"/>	Requires little to no acquisitions. Has no major staging or detour problems during construction
	<input type="radio"/>	Requires some acquisitions. Has some staging or detouring problems during construction
	<input type="radio"/>	Requires significant acquisitions. Has difficult staging and major detours during construction
<b>8.3 Measure:</b>		<b>Environmental issues (historical properties, parks, permitting)</b>
Description:		Measures level of environmental impacts anticipated that may slow or impede permitting.
Scale:	<input checked="" type="radio"/>	No environmental issues
	<input type="radio"/>	Some environmental issues
	<input type="radio"/>	High number of environmental issues