

Harrison and Mercer St Transit Access Project

Project Briefing for Seattle Transit Advisory Board
December 2023

Agenda

1. Introductions
2. Project Scope
3. Project Goals
4. Transit Pathway Elements
5. Project Development Process and Status
6. Metro Service Planning
7. Questions



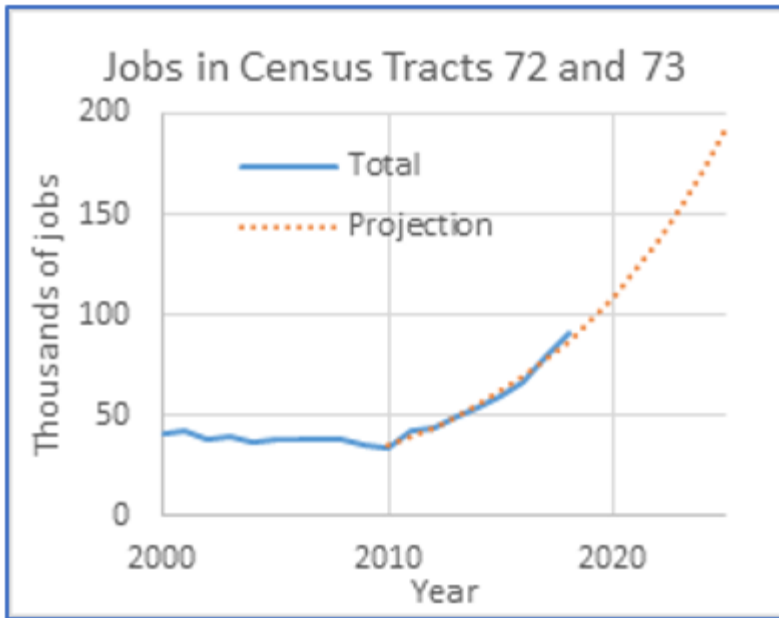
Project History/Background

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 (West Seattle & Ballard Link Extension) Link Light Rail – SLU/Harrison Station
- North Downtown Mobility Action Plan (NODO MAP)
- Landscape Conservation & Local Infrastructure Program (LCLIP)



Need for Harrison St Transit Corridor



Unprecedented and continuing growth in SLU

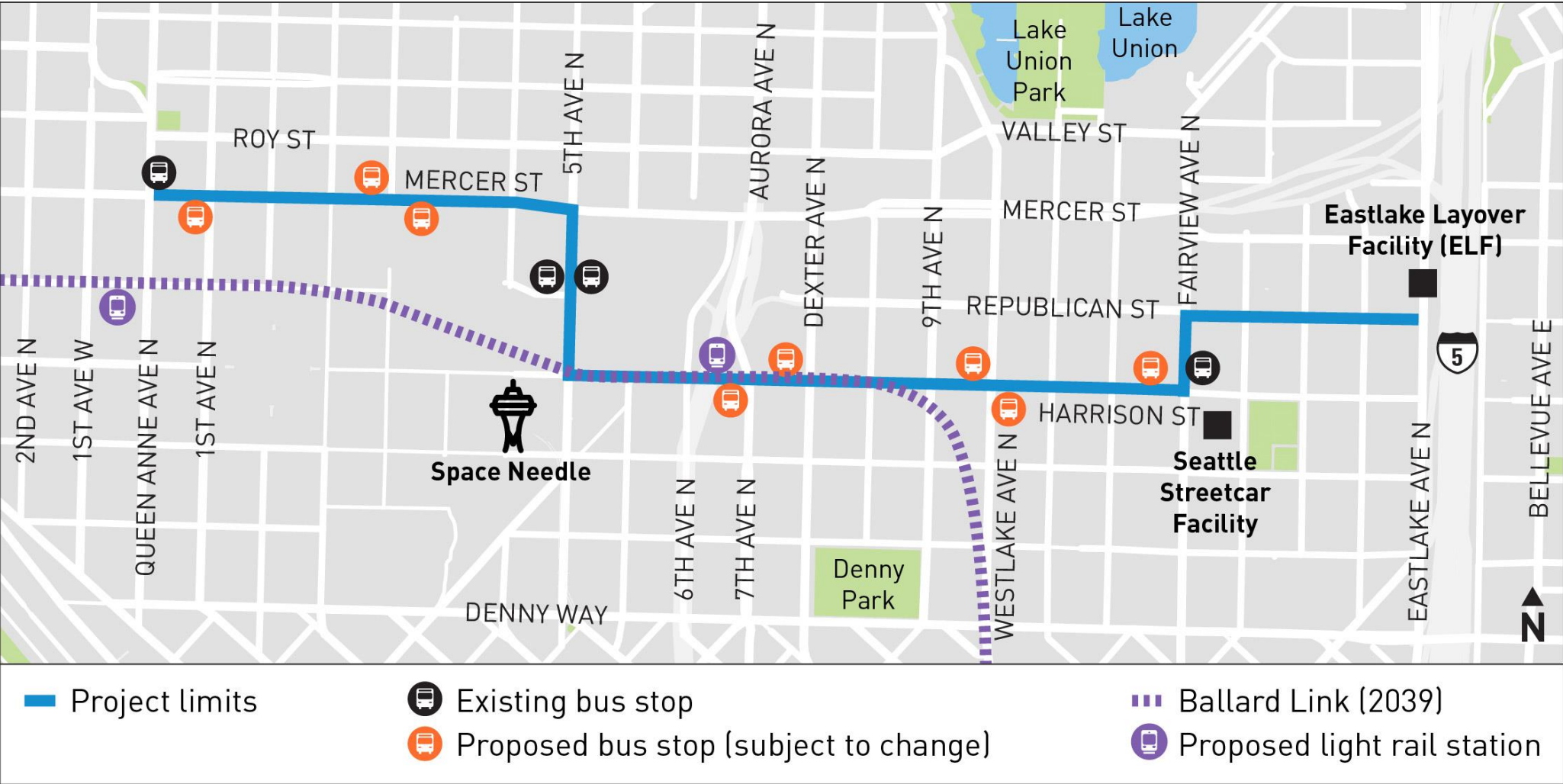


Lack of east-west transit connections



Nexus with future projects

Project Limits



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 transit service which could include regional service via SR-520, SR-99, and local service to support east-west connections across Seattle



**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



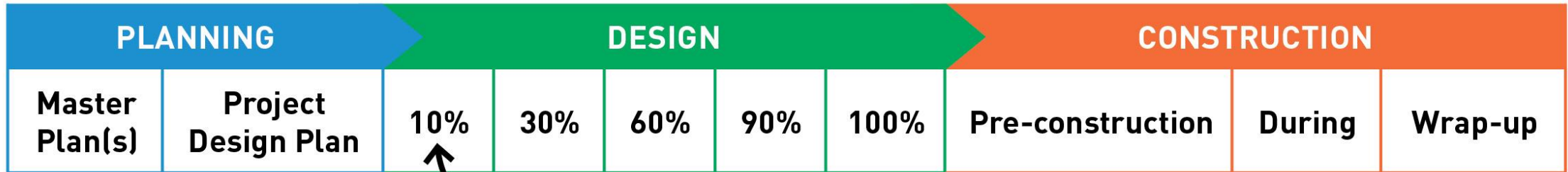
Other Infrastructure Changes Considered

- 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.

Metro Service Planning



Why Add Service on Harrison and Mercer Streets?

Potential benefits of transit service on Harrison and Mercer Corridor includes:

- Unprecedented and continued growth in Uptown and South Lake Union
- Demand for reliable east/west service
- Connections to north/south transit lines, including potential light rail station.
- Potential reliability improvement for transit (depending on corridor assessment and speed and reliability treatments)

Metro Service Planning Process

- Service on Harrison and Mercer Streets based on Metro Connects' Long-Range vision (unfunded)
- Potential service launch will require robust planning process informed by:
 - Budget and capacity constraints
 - Equity focus and consideration of trade-offs elsewhere in transit network
 - Robust public engagement
 - Understanding of the potential transit performance on the Harrison/Mercer corridor
- Harrison/Mercer corridor planning could be tied to larger area planning effort
- No plans to stop serving Denny Way. Long range plan has frequent service on both corridors.

Questions?

Stay in touch:



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

From the entire SDOT Team:
Thank you!