

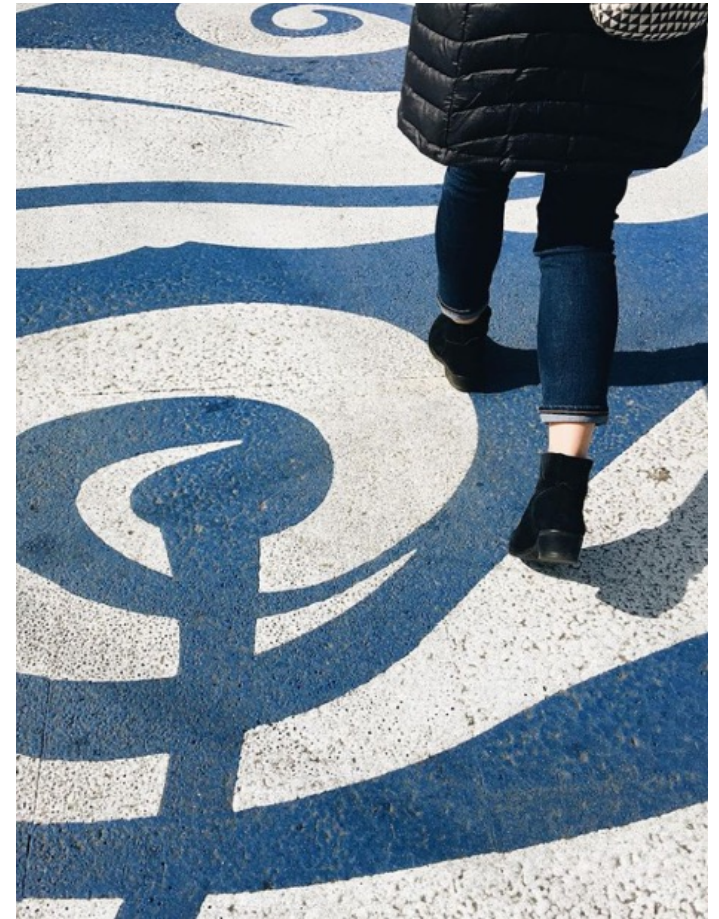
A nighttime photograph of a bus stop on a city street. The bus stop is a dark structure with large glass windows. In the background, the Space Needle is illuminated against a dark sky. Several people are standing near the bus stop, some with umbrellas, suggesting it might be raining. The overall scene is dimly lit with streetlights and building lights.

Harrison and Mercer St Transit Access Project

Project Briefing for South Lake Union Community Council
January 2024

Agenda

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



Project History/Background

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

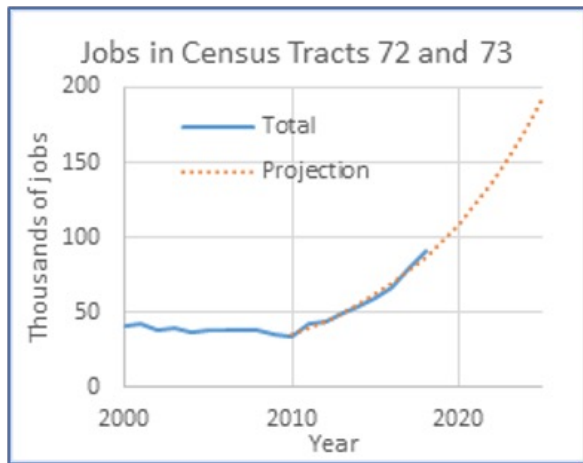
- Seattle Transit Master Plan (2012, 2017)
- South Lake Union Street Concept Plan (2013)
- Metro Connects (long range plan) 2050 Service Network
- WSBLE Link Light Rail – SLU/Harrison Station
- North Downtown Mobility Action Plan (NODO MAP)
- Landscape Conservation and Local Infrastructure Program (LCLIP)



WSDOT North Portal: Street Grid Reconnection



Need for Harrison St Transit Corridor



Unprecedented and continuing growth in SLU

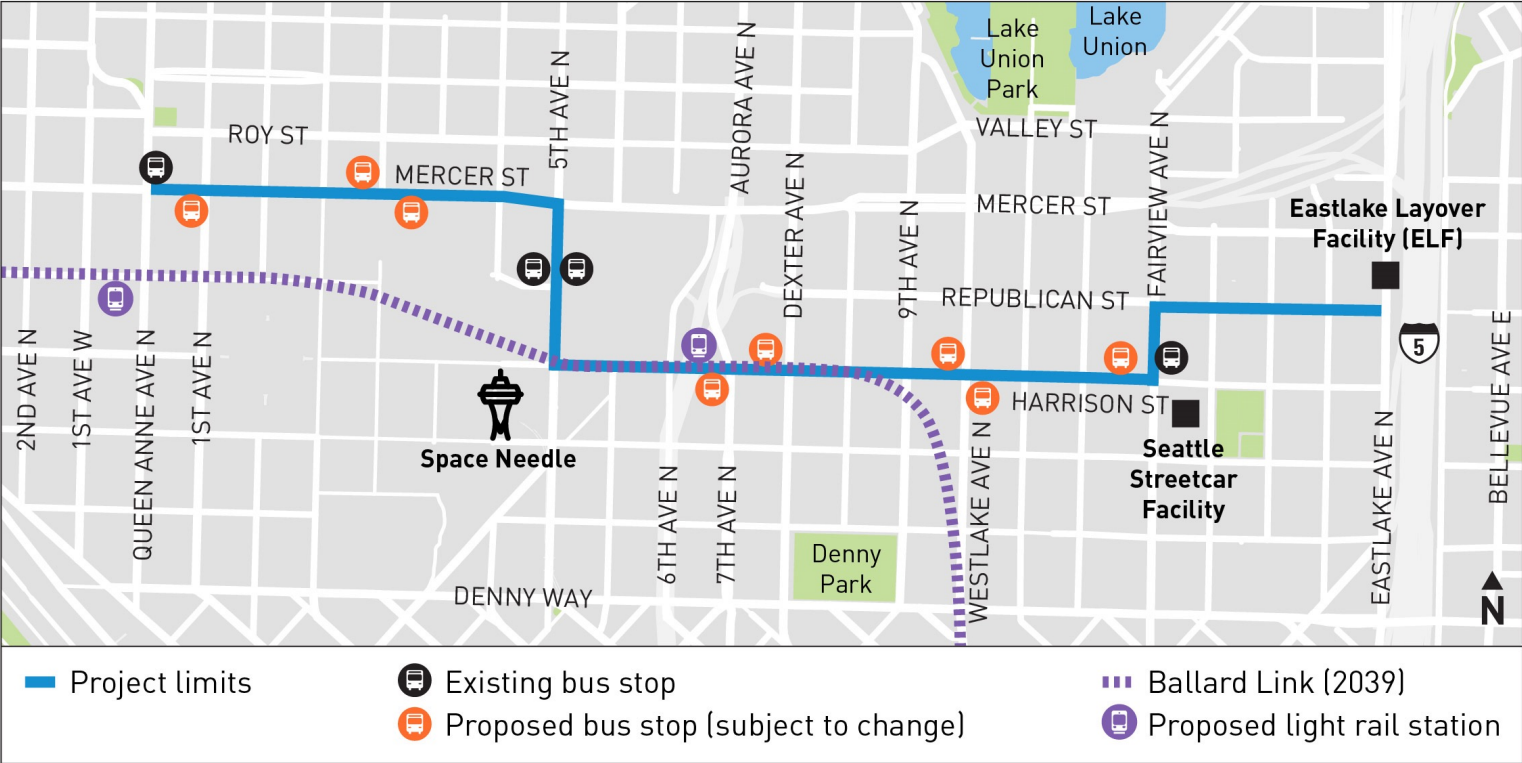


Lack of east-west transit connections



Nexus with future projects

Project Limits



Metro Service Planning



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.

Why Add Service on Harrison and Mercer Streets?

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

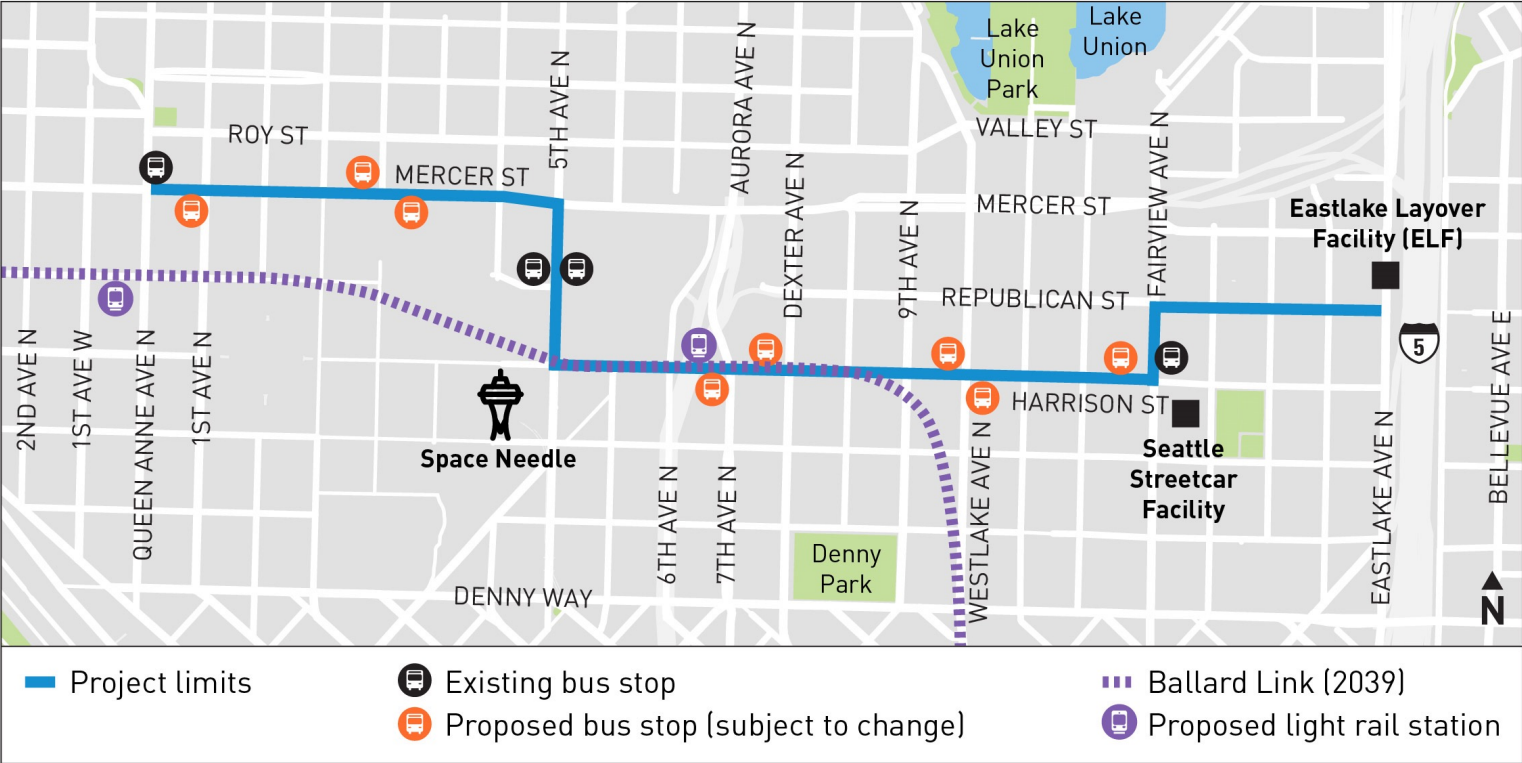
- Support unprecedented and continued growth in Uptown and South Lake Union
- Address demand for reliable east/west service
- Connections to north/south transit lines, including potential light rail station.
- Potential reliability improvement for transit (depending on corridor assessment and speed and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

Project Goals

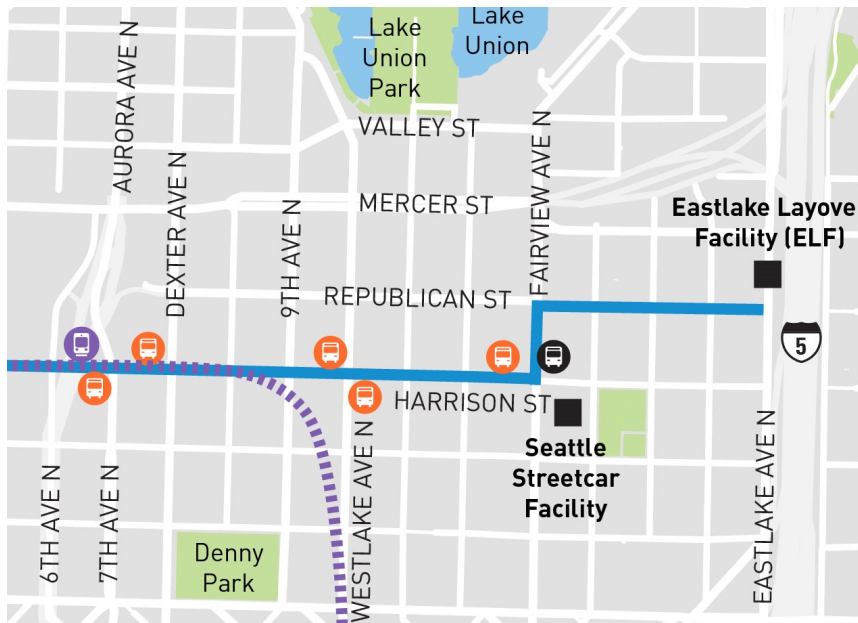
- Provide a new east-west transit pathway in SLU via Harrison St
- Create pedestrian-focused corridor across SLU
- Rebuild roadway to support future transit service
- Better serve the growing community of SLU and areas north of Denny Way
- Accommodate future transit service which could include regional service via SR-520, SR-99, and local service to support east-west connections across Seattle



Project Limits



In South Lake Union neighborhood



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

- In SLU, transit pathway is bookend by future Link light rail station and Eastlake Layover Facility
- Coordinate proposed improvements with existing conditions, including:
 - Pedestrian, vehicle, streetcar use
 - Garage entrances/exits
 - Curb space
- Ongoing scope and schedule coordination with other/future projects in vicinity

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



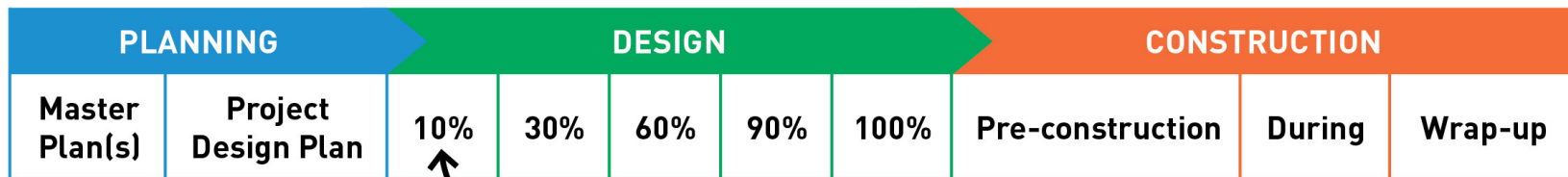
Other Infrastructure Changes Considered

- 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!