

A nighttime photograph of a bus stop in Seattle. The bus stop is illuminated from within, showing people waiting. In the background, the Space Needle is lit up against a dark sky. The scene is overlaid with a blue gradient.

# Harrison and Mercer St Transit Access Project

Project Briefing for Seattle Center  
October 2023

# Our Vision, Mission, Values, & Goals

Seattle is a thriving equitable community powered by dependable transportation. We're on a mission to deliver a transportation system that provides safe and affordable access to places and opportunities.

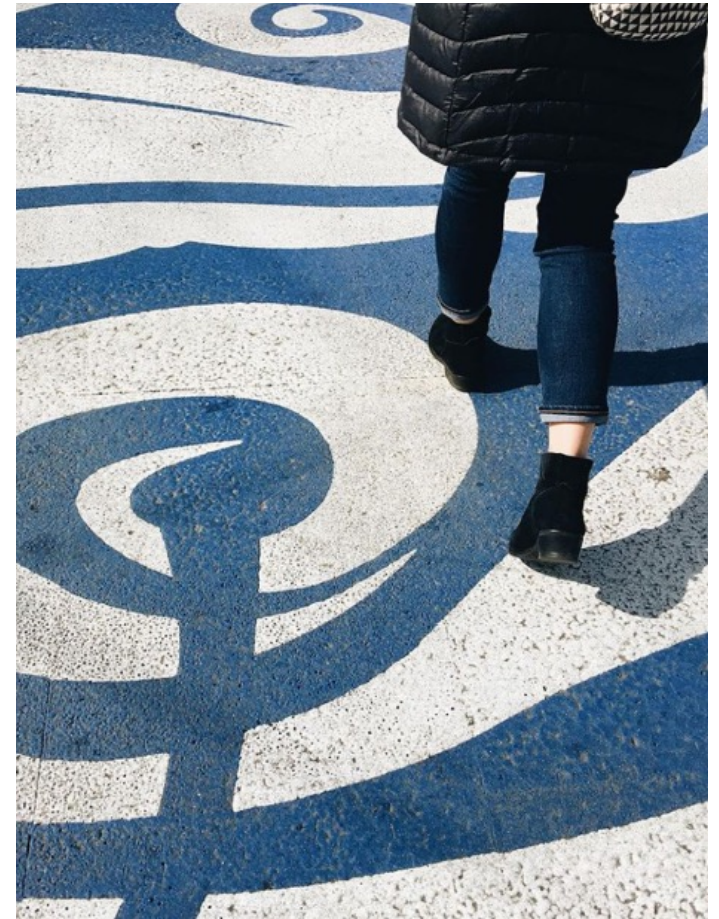
## Core Values & Goals:

Equity, Safety, Mobility, Sustainability, Livability, and Excellence.



# Agenda

1. Introductions
2. Project Scope
3. Project Goals
4. Transit Pathway Elements
5. Project Development Process and Status
6. 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 Link Light Rail – SLU/Harrison Station
- North Downtown Mobility Action Plan (NODO MAP)
- Landscape Conservation and Local Infrastructure Program (LCLIP)



# 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 regional transit routes coming from Northeast Seattle, SR-522 corridor, I-405 corridor, and Renton



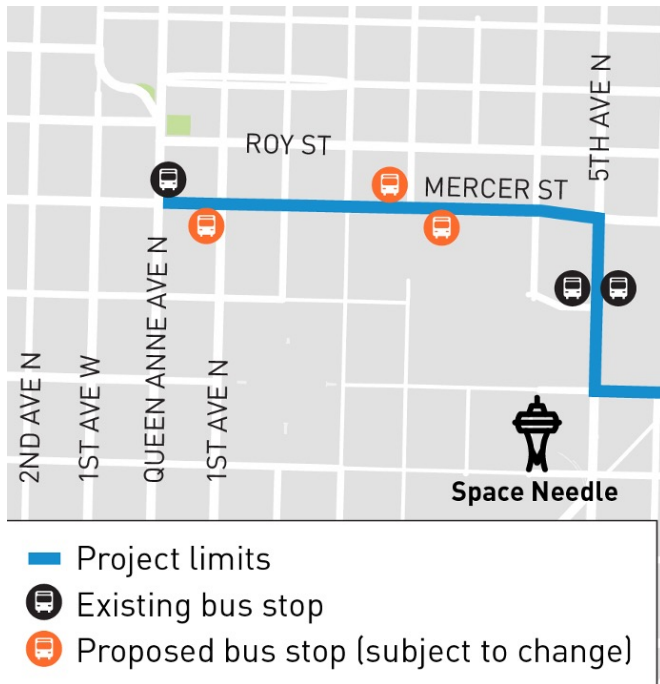
# Project Scope



What elements would make a street a transit pathway?



# Nearest Seattle Center



- Segments perimeter Seattle Center campus on north and east sides
- Limited transit elements considered for these segments compared to Harrison St segments



# Infrastructure Type Being Considered Here

- Bus Stops 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

# Frequently Asked Questions



# Project Background & Demand

- Why was the decision made to move forward on the Harrison & Mercer Transit Access Project? What existing challenge is the project addressing?
- With COVID-19 changing travel patterns, is Harrison & Mercer Transit Access Project still needed?

# Essential Elements & Transit Operations

- What type of essential transit elements will you be adding to support transit access and safe, reliable operations?
- How will adding buses along Harrison and Mercer Streets affect car traffic operations in the neighborhoods?

# Maintained Business Access

- Will on-street parking be lost in the area? Are there any updates on parking mitigation strategies?
- Will impacted streets be repaved in advance of the project?

## Bus Service

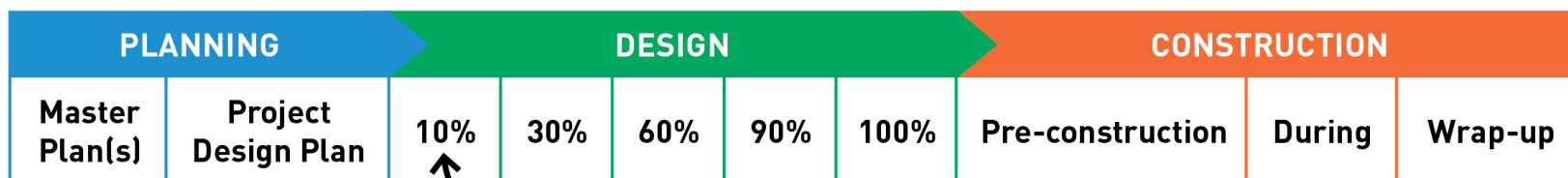
- Are you moving any specific routes on Harrison and Mercer? Will Route 8 be moved to Harrison?
- How many buses per hour will stop along the route?
- Will you be updating any of the bus stops in the neighborhood?
- How will buses connect to the future Eastlake Layover facility?



# 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



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

From the entire SDOT Team:  
**Thank you!**



# Denny Way Paving Project

Design Update

Briefing for Seattle Center  
October 24, 2023

# Briefing Purpose

- Share an overview of the Denny Way Paving Project at the 60% design milestone.
- Provide an opportunity for stakeholder input, especially related to minimizing construction impacts to the neighborhood.

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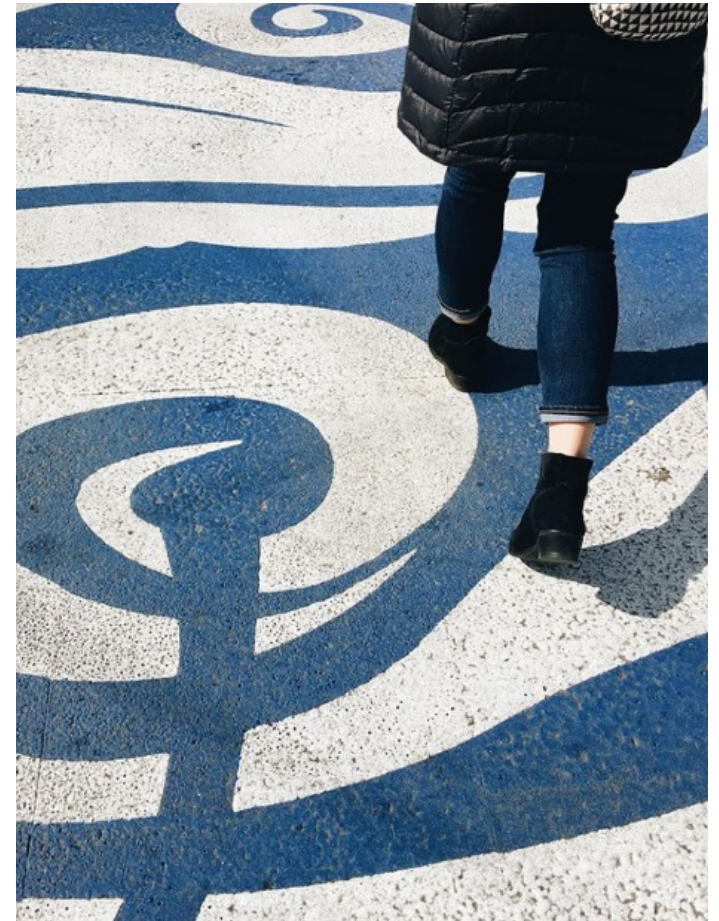
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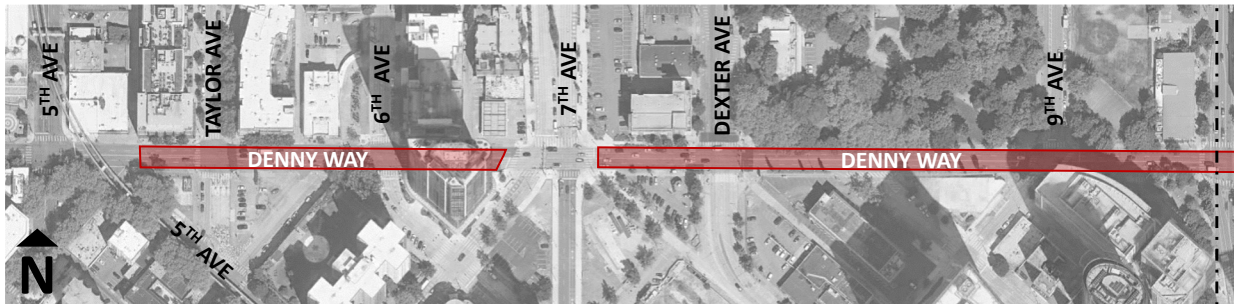
# Briefing Outline

- Project Overview
- Scope and Schedule
- Construction Considerations
- Next Steps
- Questions & Discussion





# Project Overview: Project Area



## Denny Way

- Major Freight Route
- Frequent Transit Network
- Downtown, Principal Arterial
- AWDT: Approx. 24K – 29K
- Connects two street grids – irregular, complex intersections

## Yale Ave

- Major Freight Route
- Downtown, Principal Arterial
- AWDT: Approx. 17K

## Other Projects

- Route 8 Transit Improvements (*complete*)
- Denny Way ITS (*underway*)
- Harrison Street Transit Corridor
- Sound Transit Ballard Light Rail Extension
- On-going private development



4  Paving limits

# Scope Summary: More than Maintenance

Consistent with our Complete Streets process and Vision Zero Top-to-Bottom review, we have identified opportunities to include or advance several new safety and mobility improvements that are in alignment with project funding and

## Safety

- Turn restrictions and curb bulbs
- Stop bars and refreshed crosswalks
- Leading Pedestrian Intervals (LPIs) and other minor signal modifications

## Mobility

- Sidewalk repair near Denny Park and bus stops (~450 sq yds)
- East/West Transit performance improvements

## Thinking Ahead

- Preparing for future pedestrian signals
- Leveraging improvements planned by adjacent development

### Reflective of community input received through:

- News and advocacy articles
- Feedback from previous projects
- Seattle Transportation Plan public comments map
- Denny Way Streetscape Concept Plan (2009) development

# Scope Summary: Pavement Preservation

## Pavement Preservation Scope

- Mill and overlay with limited areas of base repair
- Curb ramp upgrades at 18 corners
- Drainage upgrades/modifications as required

Project will implement 3.28 lane miles of repaving toward the AAC Program Levy commitments

## Project Overview: Schedule

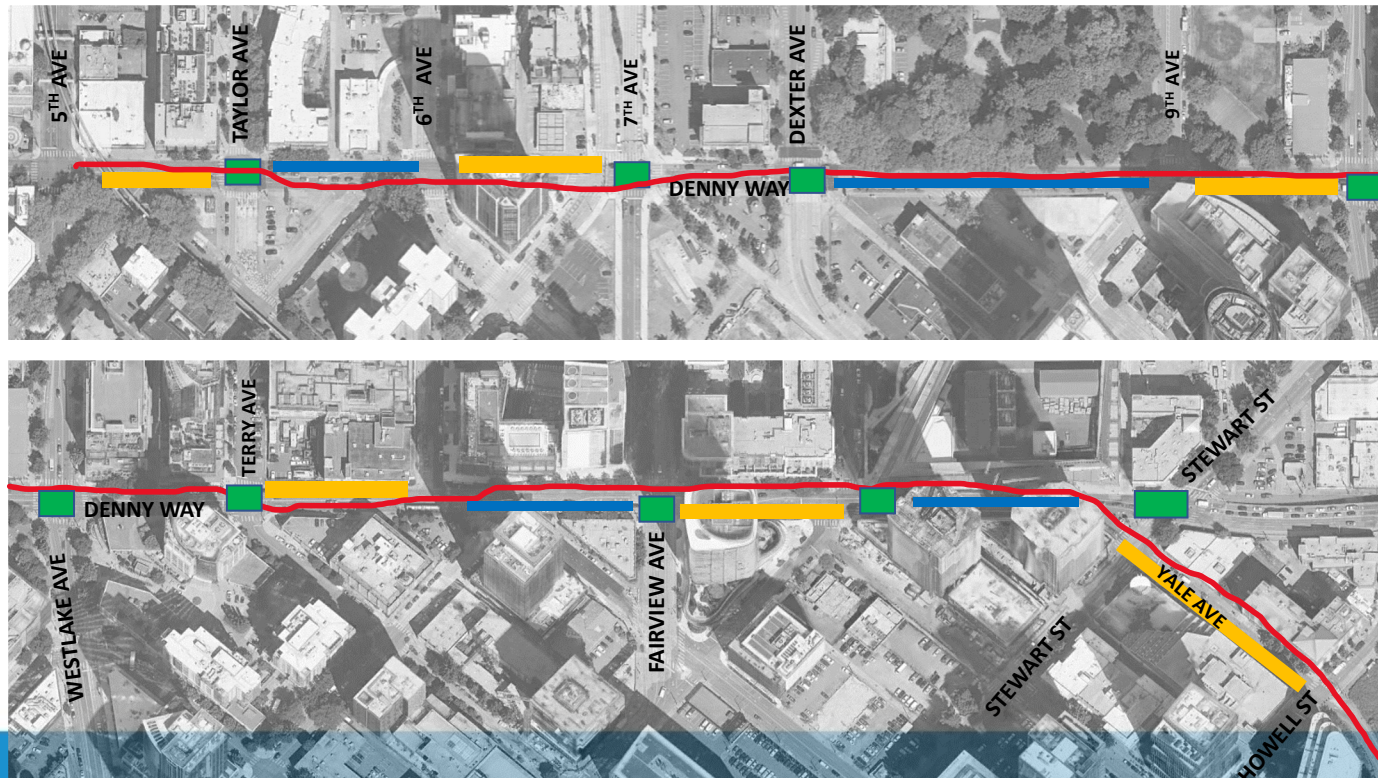
<b>Milestone</b>	<b>Date (<i>Target</i>)</b>
Project Initiation	February 2023
30% Design	June 2023
60% Design	September 2023
90% Design	November 2023
100% Design	January 2024
Advertisement	June 2024
Construction Start	Aug/Sep 2024
Substantial Completion	May 2025

# Construction Phasing

- Traffic Control Plans (TCP's) being developed, due by late 2023
- Contract award - late summer 2024
- Segments will be determined by TCP's, sequencing and durations determined by contractor
- Work hours? - primarily evenings (typically 9:00 pm to 6:00 am)
- Events to avoid – Bumbershoot, Kracken, etc.
- Staging areas – depends on negotiated TCEs
- Transit impacts/mitigation - temporary transit stops
- Impacts to loading/deliveries? (only if side street impacts or Yale Ave)

# Traffic Control

(Notional View)



## Denny Way

- Majority of work at night
- No detours
- Paving done in sections
  - on north and south sides of Denny
  - first within blocks, then halves of intersections
- Traffic will be routed in a serpentine patterns around the paved sections

## Next Steps

- Working toward final design with goal of advertising in late spring 2024
- Door-to-door outreach to properties along the corridor and informational mailings to introduce project and gather input
- Stakeholder briefings as requested
- Once contractor on board, host pre-construction open house (summer 2024)

# Questions? Comments?



DennyWay@seattle.gov



(206) 257-2243



From the entire SDOT Team:  
**Thank you!**



# Thomas St: 5<sup>th</sup> Ave N to Dexter Ave N

October 2023

# Project Overview

The Thomas St: 5th Ave N to Dexter Ave N Project is the first phase of the East of Seattle Center connection in the Thomas St Redefined project. As an important east/west green street and public realm connection identified in the Bicycle Master Plan as a Neighborhood Greenway, Thomas St links the Cascade neighborhood through South Lake Union to the Seattle Center.

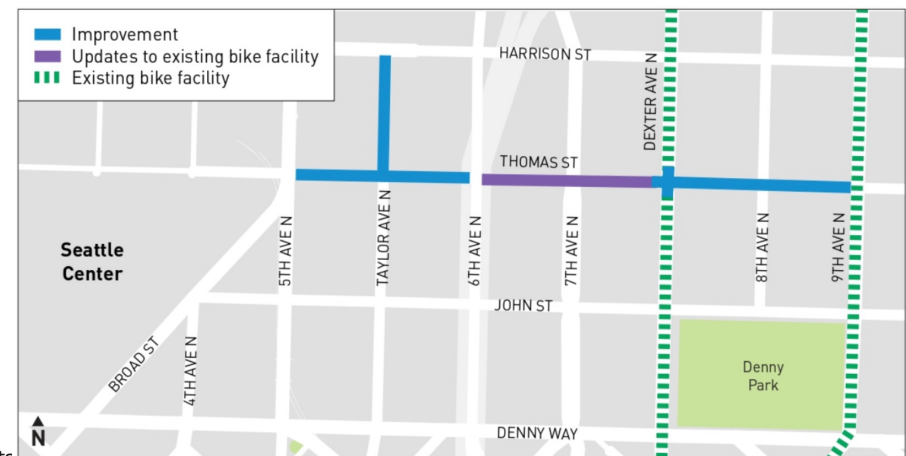
## WORK INCLUDES

Improvements on Thomas St between 5th Ave N and Dexter Ave include:

- Half-block closure at Thomas St east of 5th Ave N
- A protected intersection at Dexter Ave N and Thomas St
- Bicycle facilities between 5th Ave N and Dexter Ave

## PROJECT MAP

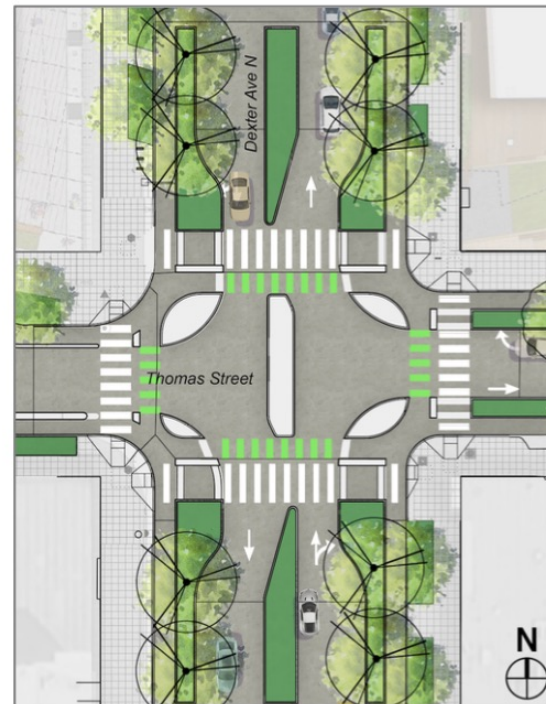
The project extent is along Thomas St from 5th Ave N to 9th Ave N and along Taylor Ave N between Thomas St and Harrison St. Most of the improvements in this project will be installed between 5th Ave N and Dexter Ave N, with some minor improvements between Dexter Ave N to 9th Ave N to connect to the existing protected bike lanes at Dexter Ave N and 9th Ave N.



# Seattle's First Protected Intersection

## PROTECTED INTERSECTION

As the city's first protected intersection designed to support and prioritize safety for non-motorized traffic in the corridor, design for the Thomas St: 5th Ave N to Dexter Ave N Project includes traffic signals to make it safer for people walking and biking to cross Dexter Ave N. It will also provide an important connection in the citywide biking network by linking the greenway on Thomas St to the popular Dexter Ave N bike lanes, as well as extending the connection to the Seattle Center from South Lake Union.



# Questions? Comments?



ThomasSt@seattle.gov



(206) 900-8718

From the entire SDOT Team:  
**Thank you!**