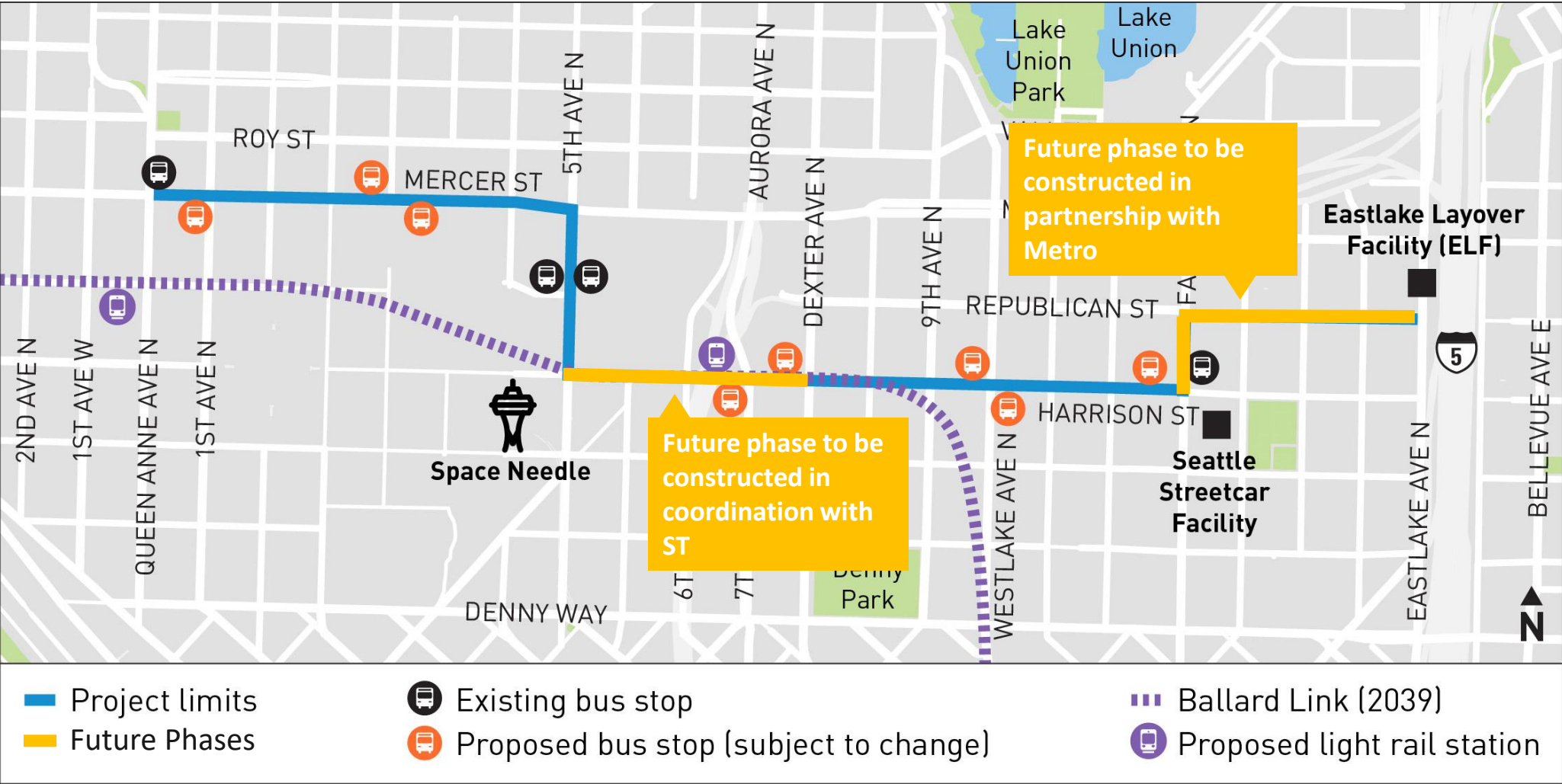


# Harrison and Mercer St Transit Access Project

PSRC Grant Presentation  
April 2024

# Project Location





# 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)

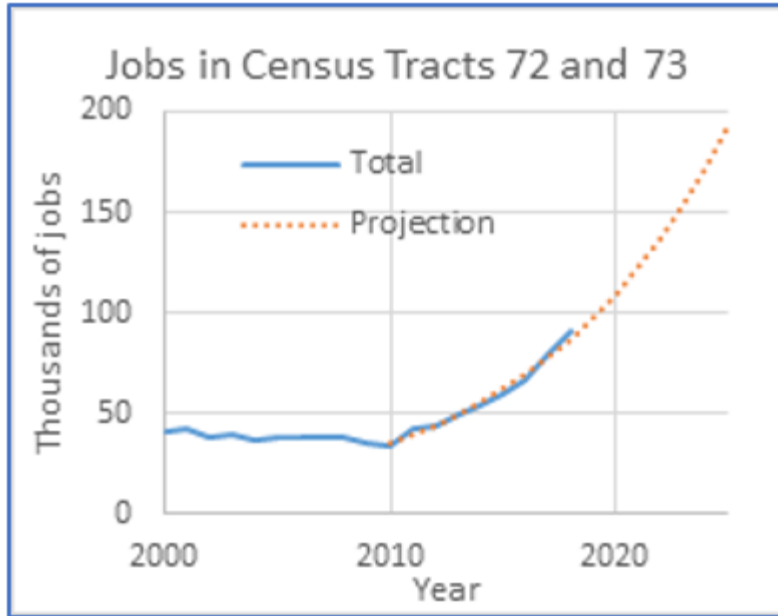


# Project Scope

- Convert Harrison St into a high-quality transit corridor
- Upgrade transit facilities on 5th and Mercer Ave
- Redesign roadway to prioritize transit operations and access to transit:
  - Bus stops with shelters and RTIS
  - Forward compatibility with trolley bus infrastructure
  - Paving to support transit operations
  - Traffic signals with transit priority
  - Rechannelization
  - Curb space adjustments
  - Pedestrian improvements



# Need for Harrison St Transit Corridor



Unprecedented and continuing growth in SLU



Lack of east-west transit connections and high transit demand



Nexus with future projects



# Criterion #1: Air Quality

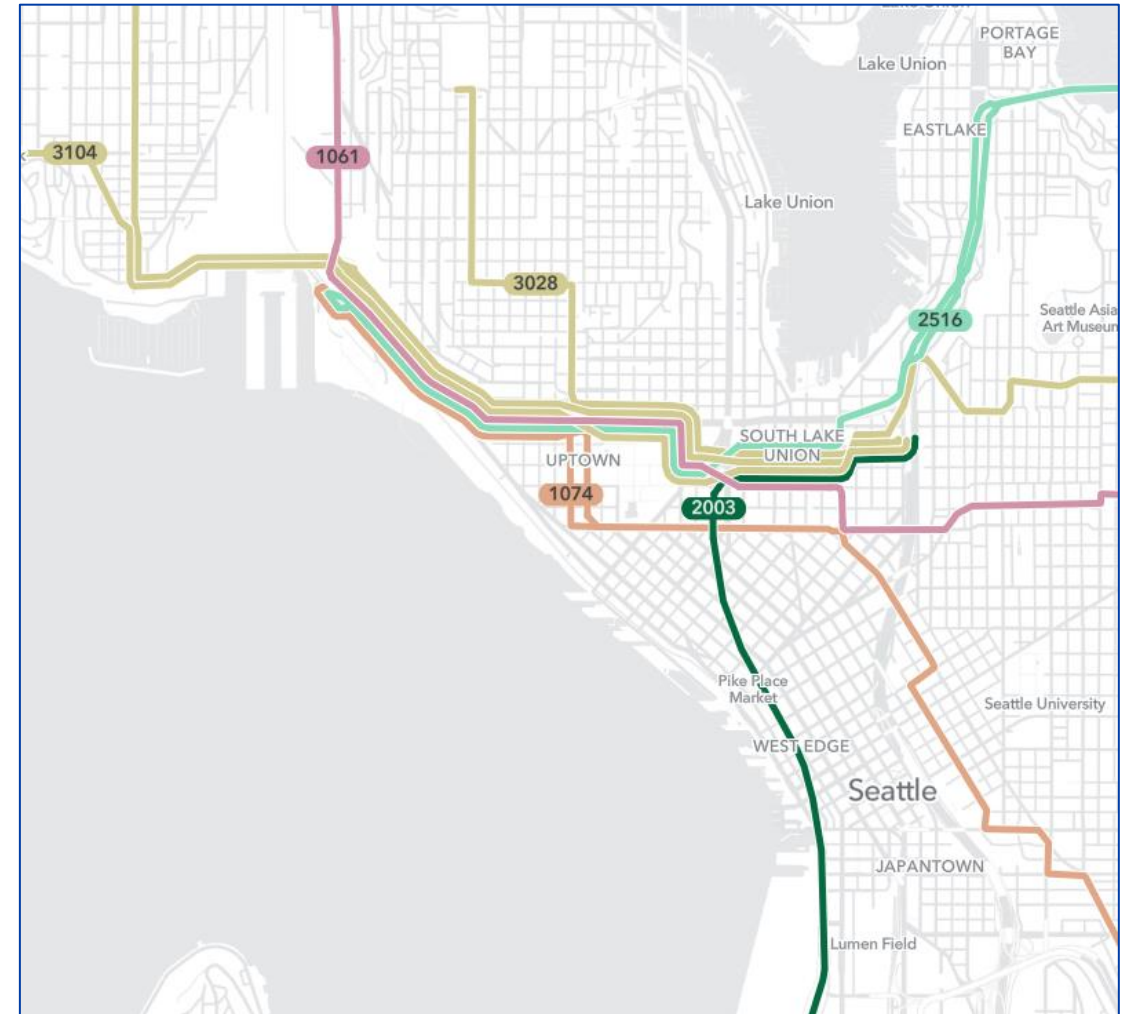
- High-capacity transit crosses this corridor on Eastlake, Fairview, Westlake, Dexter, Aurora, and 5th Ave N. The project will **improve access to these existing bus corridors** as well as the Seattle Streetcar and the **future Link station**.
- Supports Metro's ability to implement **zero-emission fleet** by 2035.
- Increasing the reliability and attractiveness of transit will **substantially decrease VMT** in the project area.
- Based on planning level modeling, during the PM peak travel period, it is estimated that improvements along the corridor would **reduce bus travel time** by about 3 minutes (19%) westbound and 2 minutes (13%) eastbound.



# Criterion #1: Air Quality

- Metro Connects 2050 identifies **six routes** that could use the Harrison-Mercer Corridor.
- For the 10% design, Metro and SDOT assumed a near-term volume of 6-10 buses per hour. Metro Connects 2050 network shows **upwards of 40 buses per hour** at peak on Harrison and Mercer Streets.

## Metro Connects 2050



Graphic provided by Metro



# Criterion #2: Planned Growth

- Uptown and South Lake Union Regional Growth Centers (RGCs) will grow by approximately **3,000 units and 7,500 units** respectively (~17,000 residents) by 2035.
- Forecasts also expect **17,500 additional jobs** in these centers by 2035.
- Improvements would provide an additional east-west transit corridor and **better situate urban centers** to accommodate forecasted population and job growth.





# Criteria #3: Safety

This project will make improvements for **vulnerable users** on a street with many modes, including treatments like wider sidewalks, curb extensions, crosswalks, and signals as well as street trees and lighting.



# Criteria #4: Equity

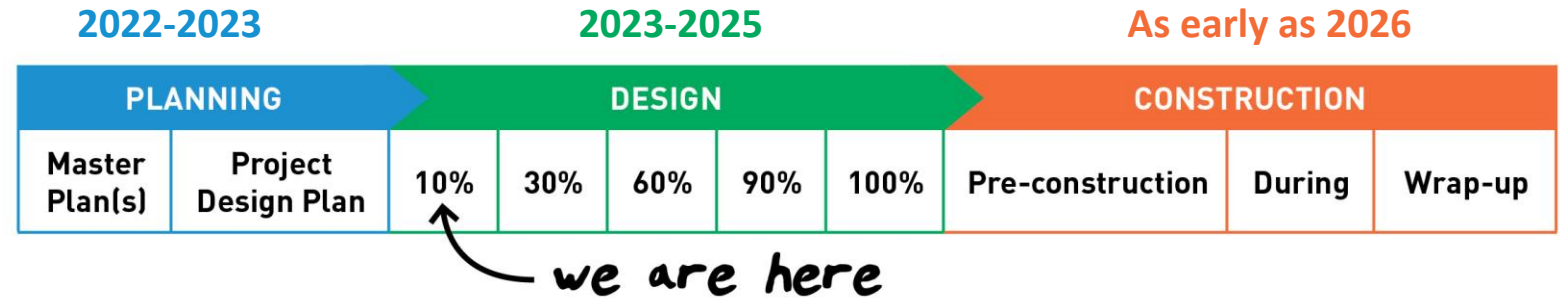
- **Transit access** for thousands of service jobs and other lower-wage jobs:
  - 42% of households in the area do not have a car, compared to 19% citywide
  - 52% of households in the area are people of color, compared to regional average of 35.9%
- Corridor directly serves **Intersectional EFA** (people of color and lower income)
- Expands **low-cost commute options** for EFAs throughout the greater Seattle area
- Gives transit-dependent travelers a level of service **on par with the SOV**





# Grant Request

- **\$8.2M** for construction
- **\$10.3M** Local match
- Ready to obligate by **2026**
- Serves all regional objectives for federal aid:
  - Planned growth policy
  - Emissions reduction and air quality
  - Crash reduction and safety
  - Social justice and equity





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