

Seattle Department of Transportation

Harrison and Mercer Transit Access Project

30% Design Outreach Report



ABOUT THE PROJECT

In coordination with King County Metro (Metro), the Seattle Department of Transportation is designing a new east-west transit corridor in South Lake Union, to support more reliable connections to future nearby transit options, like the proposed Sound Transit Link Light Rail station and Metro bus routes. Construction for this project is expected to begin in 2027.

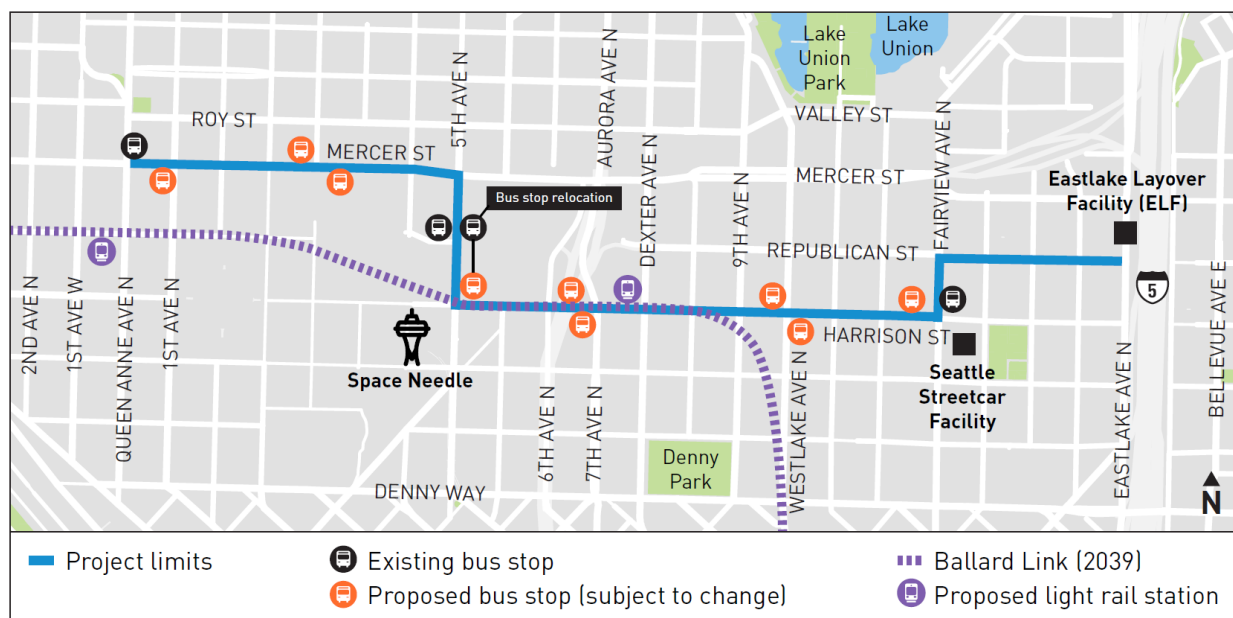
The [Harrison and Mercer Transit Access Project](#) will improve connections between two of Seattle's fastest growing neighborhoods: South Lake Union and Uptown.

This project aligns with Metro's long term transportation plan, called [Metro Connects](#). The goal of this plan is to make transit more frequent, reliable, and fast in King County by the year 2050.

This project may include:

1. **Maintenance and modernization efforts**, such as rebuilding roadways and upgrading the drainage system
- **Transit improvements**, such as adding new transit amenities along the corridor, including bus lanes and new or upgraded bus stops
- **Safety updates**, such as installing bus bulbs, repairing and widening sidewalks, enhancing crossings, adding accessible pedestrian signals, and installing ADA compliant curb ramps

Map of the project area:



ABOUT THE OUTREACH

The outreach team for the Harrison and Mercer Transit Access Project completed the engagement phase to help inform the 30% design in Summer 2025.

During the outreach phase to inform the 30% design, we shared preliminary design ideas with community groups and key stakeholders to gather feedback. We also conducted a survey to better understand business and property access needs and help inform the design.

We will share the outcome of the 30% design phase with the community during the next outreach phase and ask for your feedback to guide the 60% design. As the project continues through 2025 and 2026, the corridor design will be refined further, informed by both community input and technical analysis.

Outreach Focus Areas

The following streets are the primary design focus:

- **Mercer St** between Queen Anne Ave N and 5th Ave N
- **Harrison St** between 5th Ave N and Fairview Ave N
- **Republican St** between Fairview Ave N and Eastlake Ave N

Community Outreach

Because the 30% Design phase of the project proposed targeted changes, we focused on connecting with specific groups, including:

- Business and property owners
- Property managers
- Community organizations and advocacy groups

During the upcoming phases, we plan to reach out to a broader audience, including residents and people who travel through the area regularly.

By focusing on open dialogue with the public, the Harrison and Mercer TAP project team is committed to designing an east-west transit corridor that suits the needs of the community.

Activities, Methods and Audiences

To engage targeted audiences, we conducted two main activities during the 30% Design phase of the project:

1. Survey

The survey (see Appendix A) was designed to gather input from business and property owners, as well as property managers in the area. It aimed to identify the primary access points and critical access needs along the curb to their properties in order to inform the 30% design process. We promoted the survey via targeted emails, phone calls and door-to-door outreach.

2. Briefing Sessions

Informational sessions were held to engage community organizations, advocacy groups and other stakeholders (see Appendix B). These sessions were promoted via targeted emails and attendees reviewed and shared feedback on proposed designs for three key areas along the project corridor:

- Mercer St
- Harrison St
- Republican St

What We Heard

The following themes represent the most common comments gathered during the outreach:

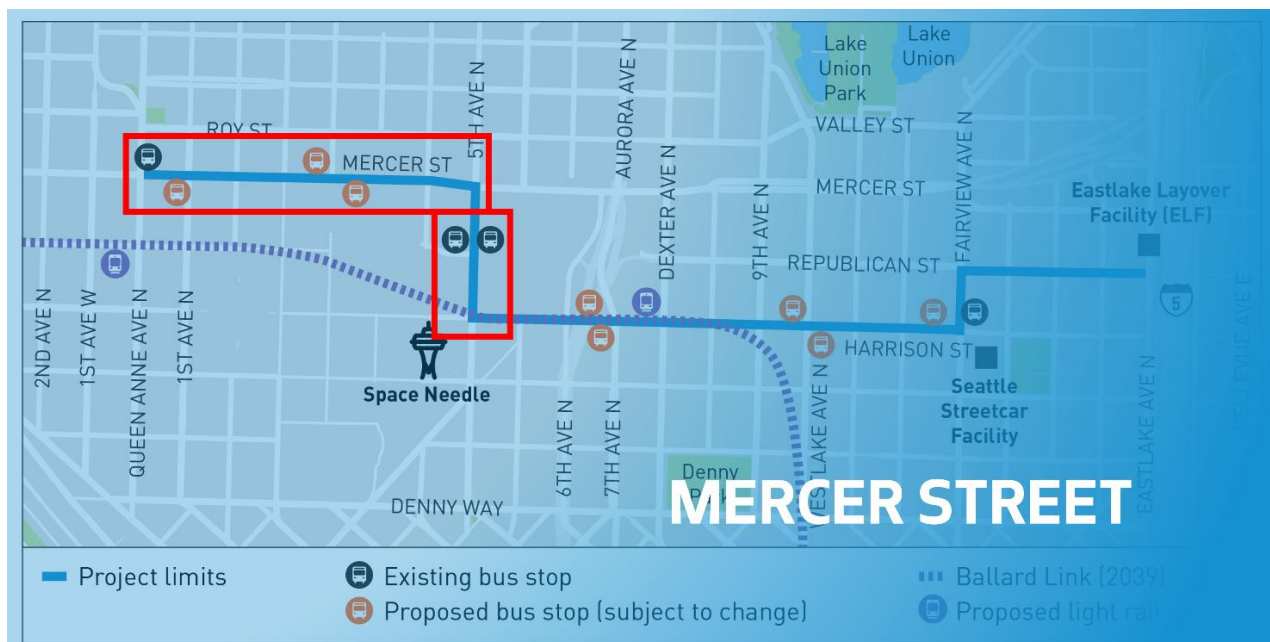
- **Mobility and Access:**
 - Requests to maintain commercial loading zones near some businesses
 - Concerns about access to the SR 99 and Queen Anne Ave N, and parking garages along Mercer St and Harrison St
 - Bus lanes and turn restrictions on Mercer St may make Queen Anne Ave N access more challenging
- **Traffic and Congestion:**
 - Feedback about heavy traffic congestion on Mercer and Harrison streets during peak hours
- **Construction Coordination:**
 - Requests for project coordination with other major construction efforts in the area, such as Memorial Stadium and Sound Transit's future Ballard Link station on Harrison St, to minimize construction impacts on nearby stakeholders
- **Transit Upgrades and Service:**
 - Interest in future bus service through the corridor

- Questions about Route 8
 - Concerns about the effectiveness of proposed bus lanes, especially in areas where they are discontinuous
 - Interest in how changes would improve bus travel times and connections between neighborhoods
- **Community Engagement and Communication**
 - Requests for access to presentation materials and follow-up meetings in the fall with more detailed, intersection-level designs
 - Community members value transparency and ongoing dialogue, especially as designs advance

ZOOM IN

During the briefing sessions, community groups and key stakeholders were presented with a project overview, including scope and timeline, along with illustrations of existing corridor conditions and initial proposals for potential improvements, divided into three segments: Mercer St, Harrison St, and Republican St. As mentioned above, briefing attendees were given an opportunity to share their input. Below is a summary of the feedback received, organized by project segment.

Mercer St and 5th Ave N



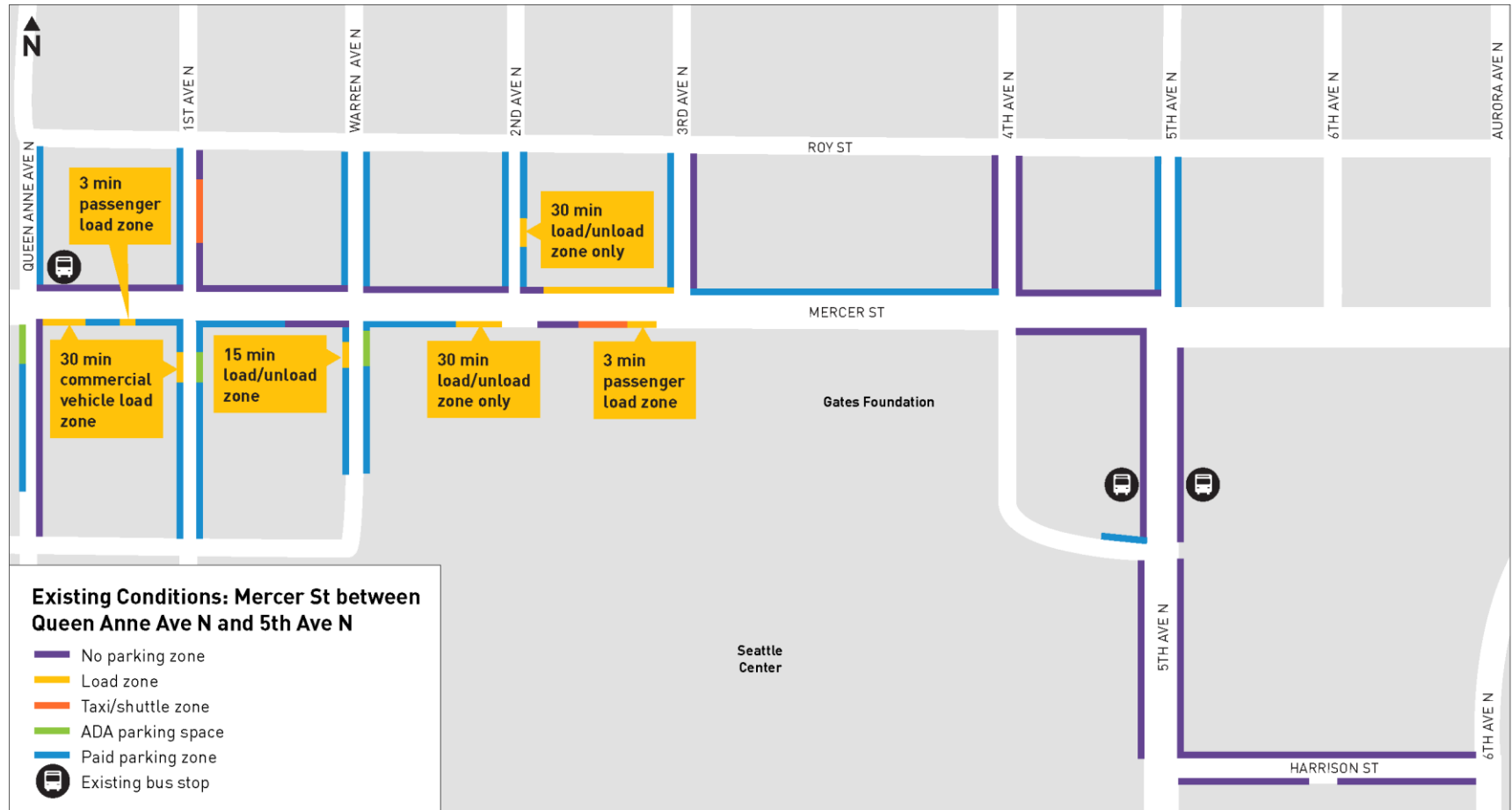
Key proposed changes to this segment:

- **Updated street and lane configurations:**
 - Repurposing the westbound travel lane closest to the north curb between Queen Anne Ave N and 1st Ave N into a bus lane
 - Repurposing paid parking on the north side of Mercer St, between 3rd and 4th avenues, to shift travel lanes and make space for an eastbound bus lane on the south side of Mercer St
 - Restrict left turns onto 4th Ave N from Mercer St to keep two eastbound travel lanes after one travel lane is reconfigured as a bus lane
- **Transit Upgrades and bus stops**
 - Adding a new eastbound bus stop at the southwest corner of 1st Ave N & Mercer St
 - Repurposing the load zone on the northside of Mercer St just west of 3rd Ave N to make space for a new westbound bus stop
 - Adding a new eastbound bus stop on Mercer St between 3rd Ave N and 4th Ave N
 - Relocating the northbound bus stop on 5th Ave N and Republican St further south near Harrison St

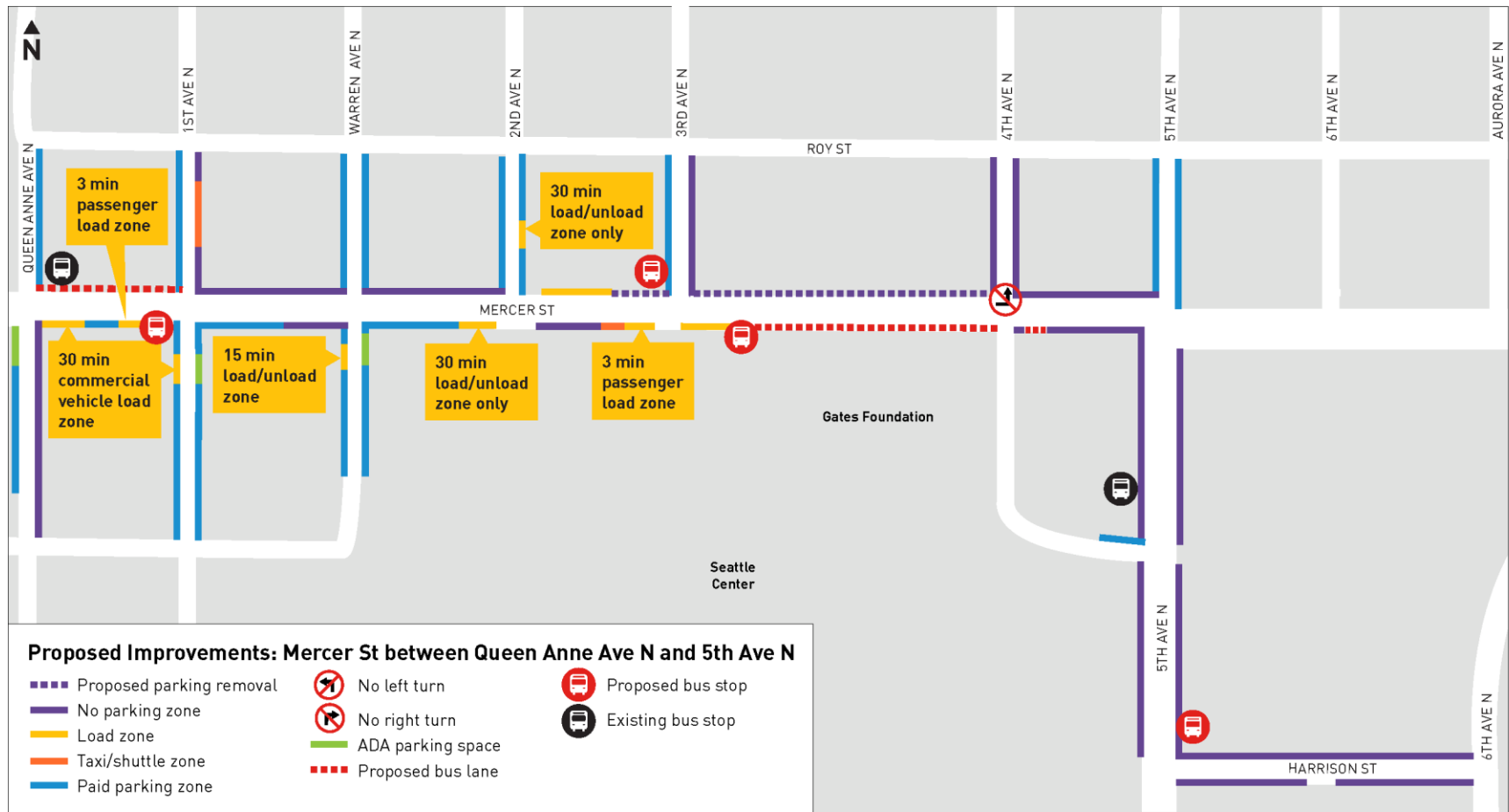
What we heard:

- **Mobility and Access**
 - Bus lanes and turn restrictions on Mercer St may make Queen Anne Ave access more challenging
- **Traffic and Congestion**
 - Comments about heavy congestion on Mercer St, especially eastbound.
 - Concerns about vehicle turning movements (onto 1st Ave N and into the Mercer Street Garage), bus stop placement, and interactions with loading zones and Seattle Center event-related traffic.
- **Transit Upgrades**
 - Questions about the effectiveness of proposed bus lanes, especially in areas where they are discontinuous.
- **Pedestrian Safety and Crossings**
 - Requests for improved pedestrian safety at Mercer St and Taylor Ave N intersection, and around Seattle Center and parking garage areas

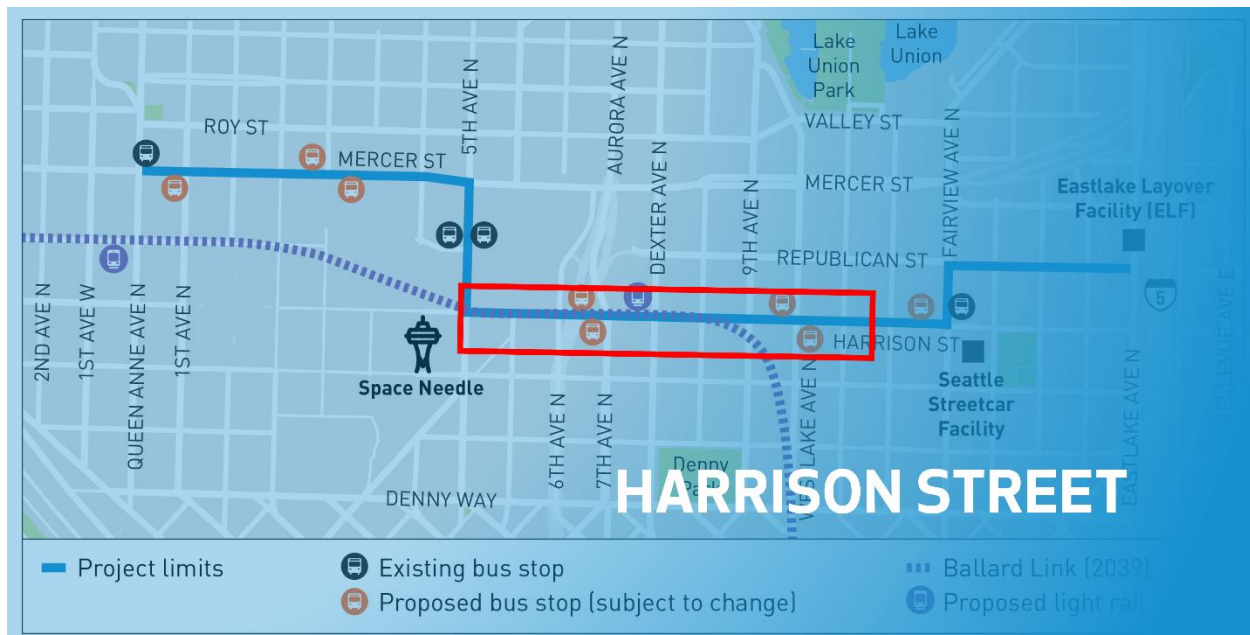
Mercer St Existing Conditions



Mercer St Proposed Design



Harrison St (5th Ave N to Terry Ave N)



Key proposed changes to this segment:

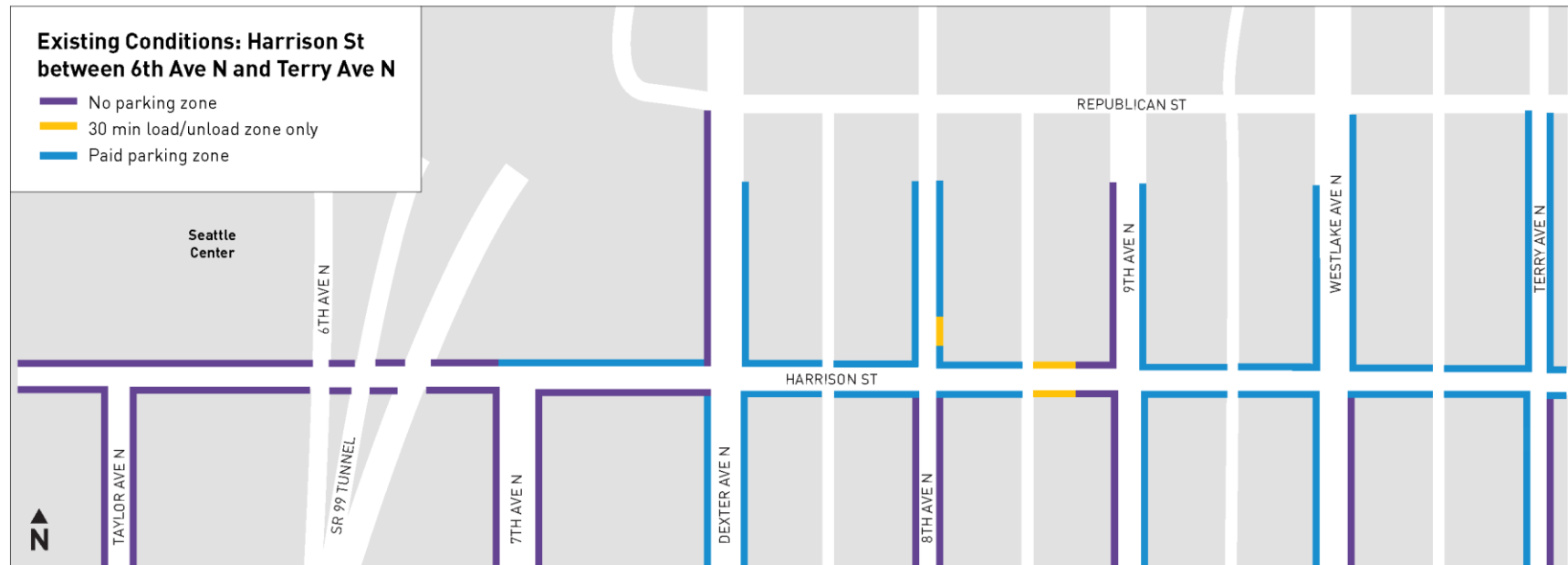
- **Maintenance and Modernization**
 - Rebuilding roadway areas, including paving and structural foundations when necessary.
- **Updated street/lane configurations**
 - Bus lanes on Harrison St between 6th and 7thth avenues and between Dexter and Westlake avenues
 - Repurposing paid parking spaces and load zones to accommodate for bus zones wider sidewalks, and landscaping (where feasible)
 - Turn restrictions from westbound Harrison St onto southbound Dexter Ave N and eastbound and westbound travel through restrictions at 9th Ave N & Harrison St
- **Proposed bus stops**
 - 5th Ave N & Harrison St (relocated from 5th Ave N & Republican St)
 - 6th Ave N & Harrison St (eastbound and westbound)
 - Westlake Ave N & Harrison St (eastbound and westbound)
 - Fairview Ave N & Harrison St (eastbound and westbound)
- **New urban design**
 - Raised intersection and new marked crosswalks on the east and west side of 8th Ave N & Harrison St

- Lighting designed for people walking on sidewalks
- **New traffic signal** at Terry Ave N & Harrison St to allow for reliable transit travel

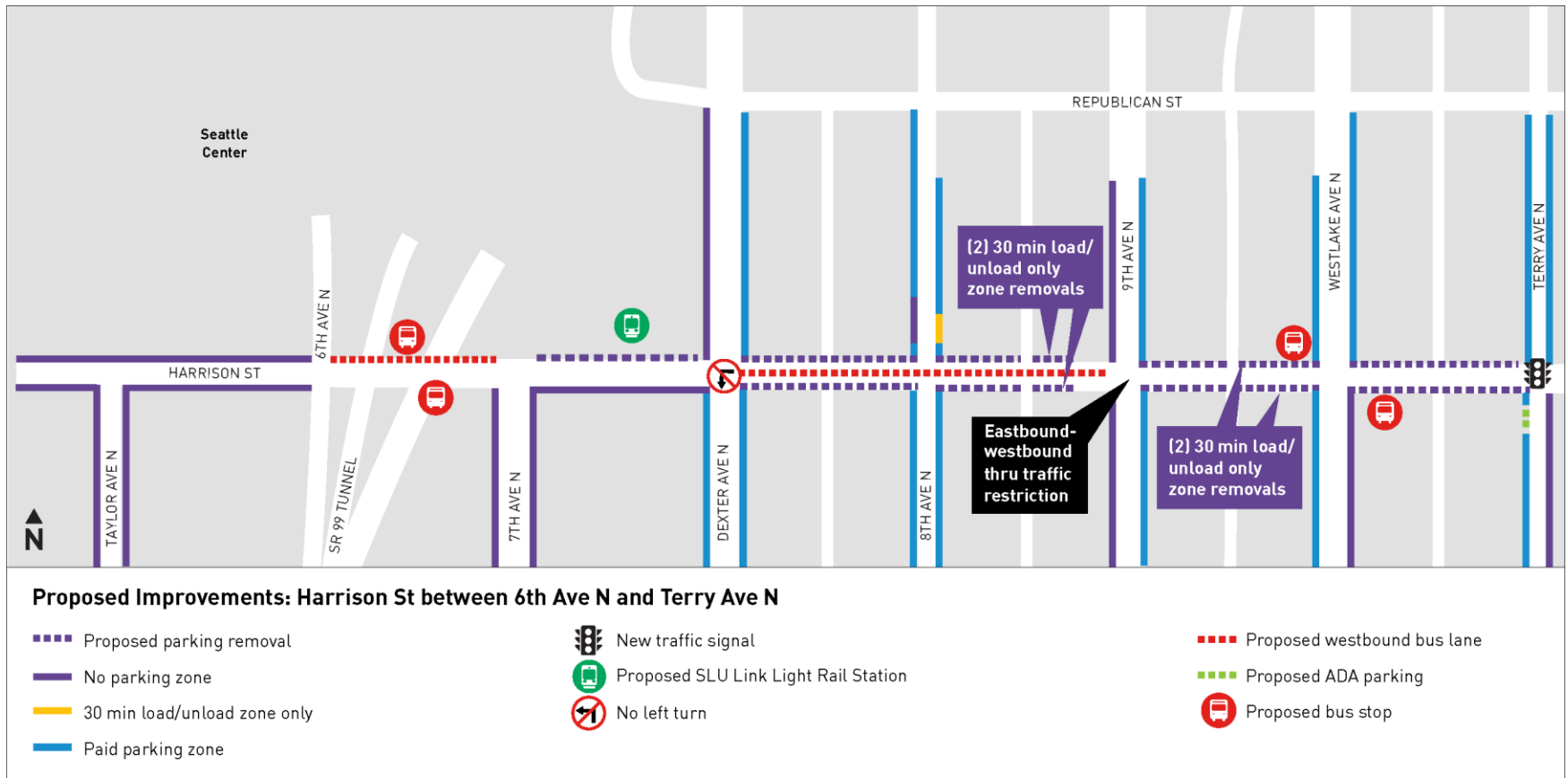
What we heard:

- **Traffic and Congestion**
 - Comments about heavy congestion accessing SR99 between 5th Ave N and Dexter Ave N during the afternoon commute
 - Concerns about the lack of turn pockets for southbound traffic to the SR99 tunnel
 - Backups at the Taylor Ave N & Harrison St intersection caused by left turns into nearby parking garages and heavy pedestrian foot traffic
- **Transit Upgrades**
 - Request to keep school bus parking space near 5th Ave N & Harrison St

Harrison St (5th Ave N to Terry Ave N) Existing Conditions

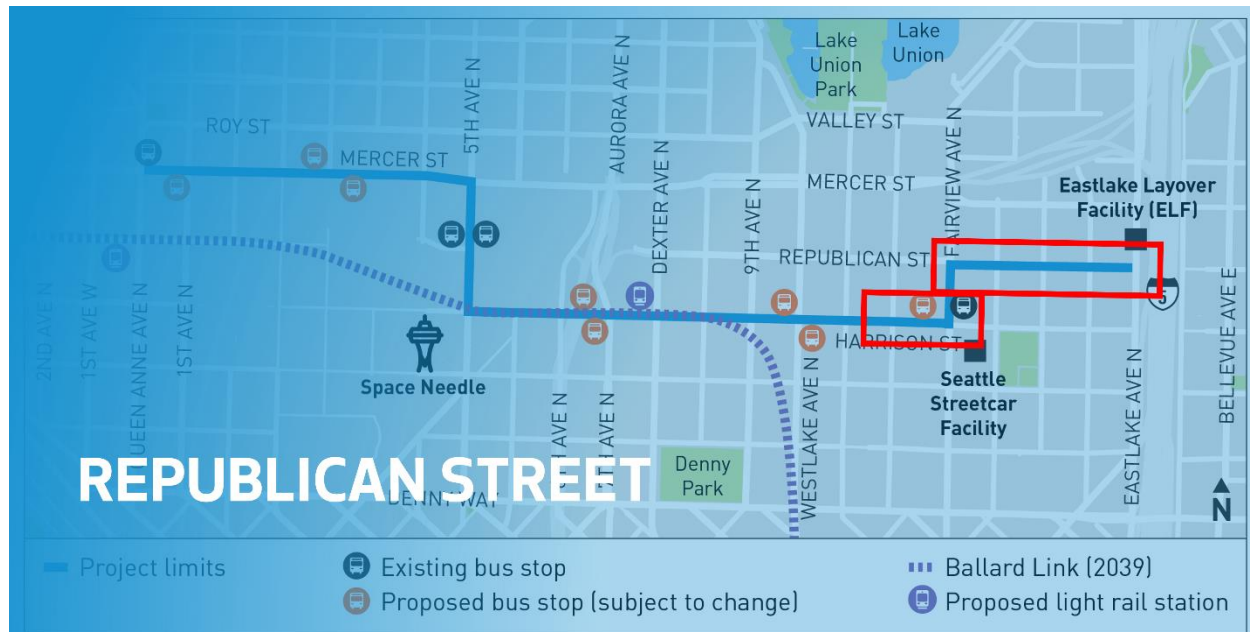


Harrison St (5th Ave N to Terry Ave N) Proposed Design



- Note: During the briefings, we showed an RRFB (Rectangular Rapid Flashing Beacon) at the intersection of Harrison St and 8th Ave. However, after a technical review, this location doesn't currently meet the usual criteria for installing this type of signal. As the project progresses, conditions may change, and we might revisit this option later in the design phase if it becomes suitable.

Harrison St (Terry Ave N to Fairview Ave N) and Republican St



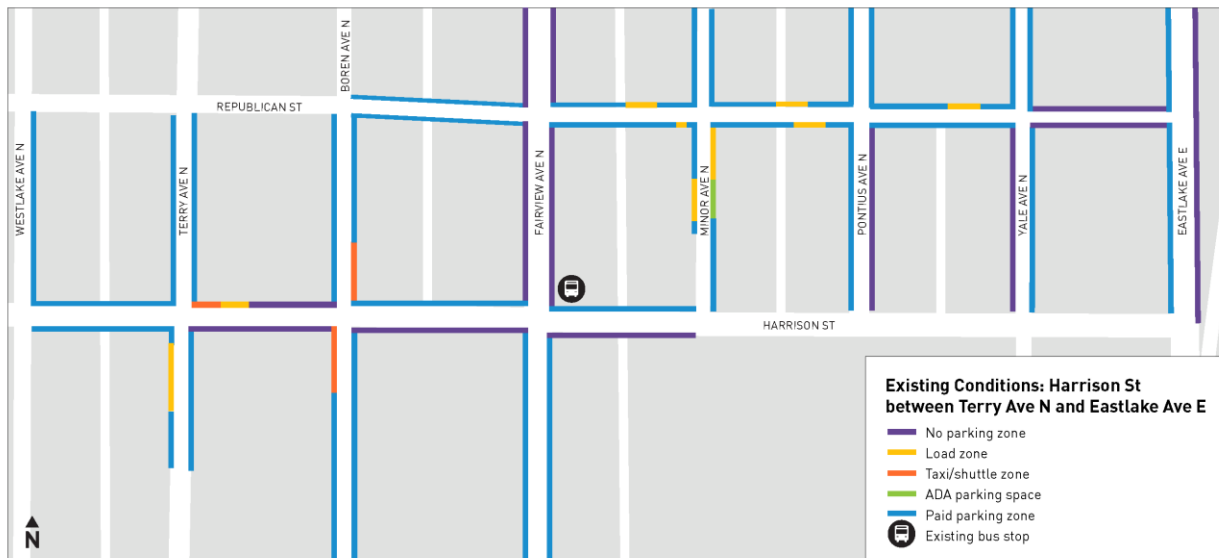
Key proposed changes to this segment:

- **Updated street/lane configurations:**
 - Rebuilding roadway areas, including paving and structural foundations when necessary.
 - Repurposing of paid parking spaces and load zones to accommodate for bus zones
 - Harrison St between Terry Ave N and Fairview Ave N to accommodate for a bus stop
 - Republican St between Fairview Ave N and Minor Ave N to accommodate a bus turning movement
- **Proposed bus stops at**
 - Adding westbound bus stop at Fairview Ave N & Harrison St

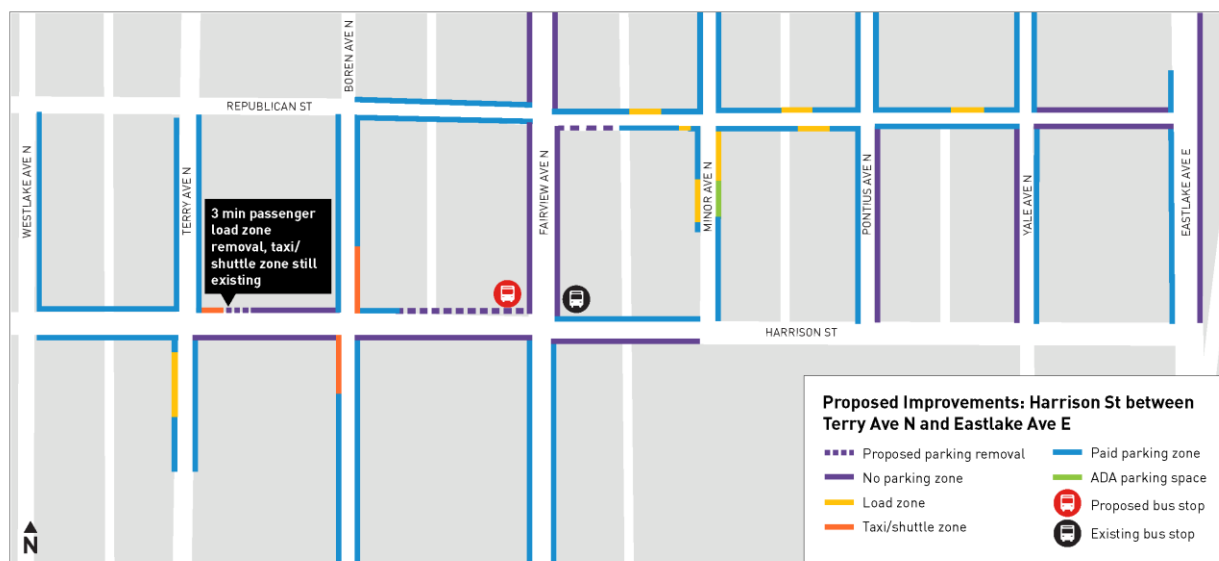
What we heard:

Attendees at the briefing sessions did not offer comments on the proposed updates for this segment of the project.

Harrison St (Terry Ave N to Fairview Ave N) and Republican St Existing Conditions



Harrison St (Terry Ave N to Fairview Ave N) and Republican St Proposed Design



WHAT'S NEXT?

Throughout 2025 and 2026, we'll continue engaging with community members and stakeholders as the design advances toward key milestones, including 60% and 90% Design, and pre-construction.

We'll listen to everyone, use technical analysis, and make sure the final design reflects community priorities and transportation needs. The timeline below outlines the next steps as the project moves from design to construction.



1. **Planning** (2022-2023): We've collected traffic data, develop concepts and gather community experiences to define plans
2. **Design** (2023-2026): We're collaborating with community members and stakeholders to develop a more detailed final design
3. **Construction (2027)**: We will build the project and keep the community informed on the latest construction updates, schedule, and expected impacts

CONTACT US

If you have questions about this project or the 30% Design outreach phase, feel free to:

- Email us at: HarrisonMercer@Seattle.gov
- Call us at: (206) 900-8717
- Visit our website: www.seattle.gov/transportation/HarrisonMercer

APPENDIX A: Critical Access Needs Survey



Harrison and Mercer TAP - Critical Access Needs Survey

If you own or manage a business or property near the Harrison and Mercer Transit Access Project area, **please complete this brief survey**. Your input will help the Seattle Department of Transportation better understand how your business operates, identify any important access points, and help inform the project's early design. An important access point is any space your business or building relies on to operate day to day without blocking sidewalks or streets, such as doors, alleys, or loading areas. All questions are optional. Thank you!

The **Harrison and Mercer Transit Access Project** will create a new east-west transit corridor to support future transit service in South Lake Union (SLU). This will improve connections between SLU and the Uptown/Lower Queen Anne neighborhoods. The project includes adding new bus stops, improving sidewalks and streets, enhancing landscape, and adding bus lanes to help ensure buses run reliably. These changes will make it easier and safer for people to move through the area and benefit everyone. Construction is expected to start in 2026 and finish in 2028. To learn more, visit our website at seattle.gov/transportation/harrisonmercer. If you have questions, email HarrisonMercer@Seattle.gov or call (206) 900-8717.

Project area



Privacy notice: The responses you give may need to be shared with other people under the law. To learn more, please see the Public Records Act ([RCW Chapter 42.56](#)). The City's [Privacy Statement](#) explains how we handle the information you give us.

APPENDIX A: Critical Access Needs Survey

Servicios de traducción e interpretación disponibles bajo petición (206) 900-8717

如果您需要翻译此信息，请致电 (206) 900-8717

如果您需要翻譯此訊息，請致電 (206) 900-8717

यदि आपको इस जानकारी का अनुवाद करवाना हो तो कृपया कॉल करें (206) 900-8717

요청하시면 번역이나 통역을 제공해드립니다 (206) 900-8717

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1. Contact Information

Business Address _____

Business Name _____

Email _____

Phone number _____

2. What is your role with the property?

☐ Property manager

☐ Business owner/manager

☐ Employee

☐ Other (please specify) _____

3. Access Points. Are there any important doors, areas, or routes people need to access your building? If so, please describe where each access point is located, how and when it's used, and how important it is to your building or business operations.

Important access points may include:

- Doors, stairs, or ramps that extend onto the sidewalk
- Driveways to garages, off-street parking, or loading docks (excluding alleys)
- Accessible entrances for customers in wheelchairs that open directly onto the sidewalk

APPENDIX A: Critical Access Needs Survey

- On-street loading zones (general, commercial, or food pickup)
- Service/delivery areas (e.g., food pickup, food truck parking, supply deliveries)
- Passenger drop-off/pickup zones
- Other (please specify).

Example answer: Yes. We have one wheelchair-accessible door located facing the sidewalk on Harrison Street. It's used as the main customer entrance, and it is very important for our daily operations. A second door, located around the corner, is not ADA accessible and is used less frequently.

4. **Sidewalk Features.** Does your business have any features or activities that use sidewalk space or connect directly to the sidewalk? If so, please describe where each feature is located, how it's used and accessed, and how important it is to your building or business operations.

Sidewalk Features may include:

- Accessibility features
- Street café or outdoor seating
- Nearby signs (a-frames, etc.)
- Green spaces (plants, landscaping)
- Other (please specify).

Example answer: We have a monthly event that uses sidewalk space in front of our business for tables and activities via a street-use permit. This event is very important to our business' revenue for the month.

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5. **Deliveries and Loading.** Tell us about your deliveries. How do these typically work for your business? Do you know the size of the delivery vehicles and how they access your location? How often and at what time of day do you receive deliveries or shipments? Please also include where delivery vehicles park or load, especially if you rely on a specific curbside zone or loading area.

APPENDIX A: Critical Access Needs Survey

Example answer: My bar receives a weekly alcohol delivery every Wednesday between 2:00 and 5:00 p.m. at the on-street loading zone on Harrison St. The delivery trucks are standard 16' box trucks, with typical clearances of 12' high, 8' wide, and 24' long.

6. Waste Pickup. Where and when is garbage/recycling/yard waste staged/picked up at your business? What is your access route to the waste staging area?

Example answer: We roll our waste bins out weekly via the curb ramp onto Harrison Street on Wednesdays.

7. Additional Comments. Is there anything else you'd like us to know to help inform the design of the project?

Example answer: I run a vet clinic and my clients need to be able to drop off their pets at the entrance. I have regular customers who are blind or use mobility devices, so maintaining an accessible entry is important.

APPENDIX B: Briefing List

Date	Group (s)
June 4, 2025	Seattle Center
June 5, 2025	Gates Foundation
June 11, 2025	Climate Pledge Arena C3
June 10, 2025	Uptown Alliance and Queen Anne Community Council
June 18, 2025	Mercer corridor, including South Lake Community Council, and community members
June 23, 2025	Transit Rider Union
June 25, 2025	Seattle Transit Advisory Board