

Third Avenue Vision

SEATTLE
CITY HALL



Vision Project

- The problem: Third Avenue faces many challenges, however, from public safety concerns and bus congestion to limited sidewalk space, inadequate retail options and a general lack of stewardship.
- The goal: Third Avenue should be an iconic transit and pedestrian corridor with an enhanced level of maintenance and care that reflects a thoughtful approval to transit, increases spaces for pedestrians and people waiting for buses, and is activated by businesses and programming that activates the space to its fullest potential.
- The solution: In 2019, DSA led a group of nearly 70 business and property owners, residents, government staff and other stakeholders to develop a long-term vision for the future of Third Avenue. DSA hired consultants ZGF Architects, Fehr & Peers and ELS to provide expertise on solutions for urban design, transportation, retail, parks and management.



How we got there

- Many partners came together to craft this collective vision, including government agency staff, businesses, residents, and property owners.
- The work was funded and completed by Downtown Seattle Association (DSA) in collaboration with the Downtown Transportation Alliance and advisory input from the Third Avenue Vision Task Force and the inter-agency Third Avenue Quick Wins Task Force.
- During the process, DSA studied how peer cities around the nation adapted their bus streets into efficient and welcoming transit facilities. This work culminated with the release of the Third Avenue Vision, which proposes four future transportation options converting Third Avenue to a two or three-lane transitway optimizing bus volumes and maximizing ridership, expanding sidewalk space for pedestrians and allowing businesses to offer sidewalk cafes, window shopping, and pleasant dining experiences.



Pedestrian Analysis 2

Existing condition where there is a bus stop / bus waiting

On certain parts of Third Avenue, the effective pedestrian through-zone is as little as 5'-7' at peak hour, creating discomfort for many pedestrians. Crowds of waiting

transit passengers and groups of stationary pedestrians around certain storefronts constrain the walking zone. These conditions contribute to a dysfunctional pedestrian environment.



Pedestrian Alternative 2

Proposed condition with a transit shuttle and hub

This shows how even greater sidewalk space could create optimum functional zones within a 33' width. This condition would be associated with two bus lanes

on Third Avenue (transit shuttle and hub concept). This sidewalk width is similar to successful transit streets in other cities.



Pedestrian Alternative 1

Proposed condition with a compact transitway or a Couplet

This shows how extra sidewalk width and better design organization can accommodate all activities.

This condition would be associated with three bus lanes on Third Avenue. Note the available merchant zone space.

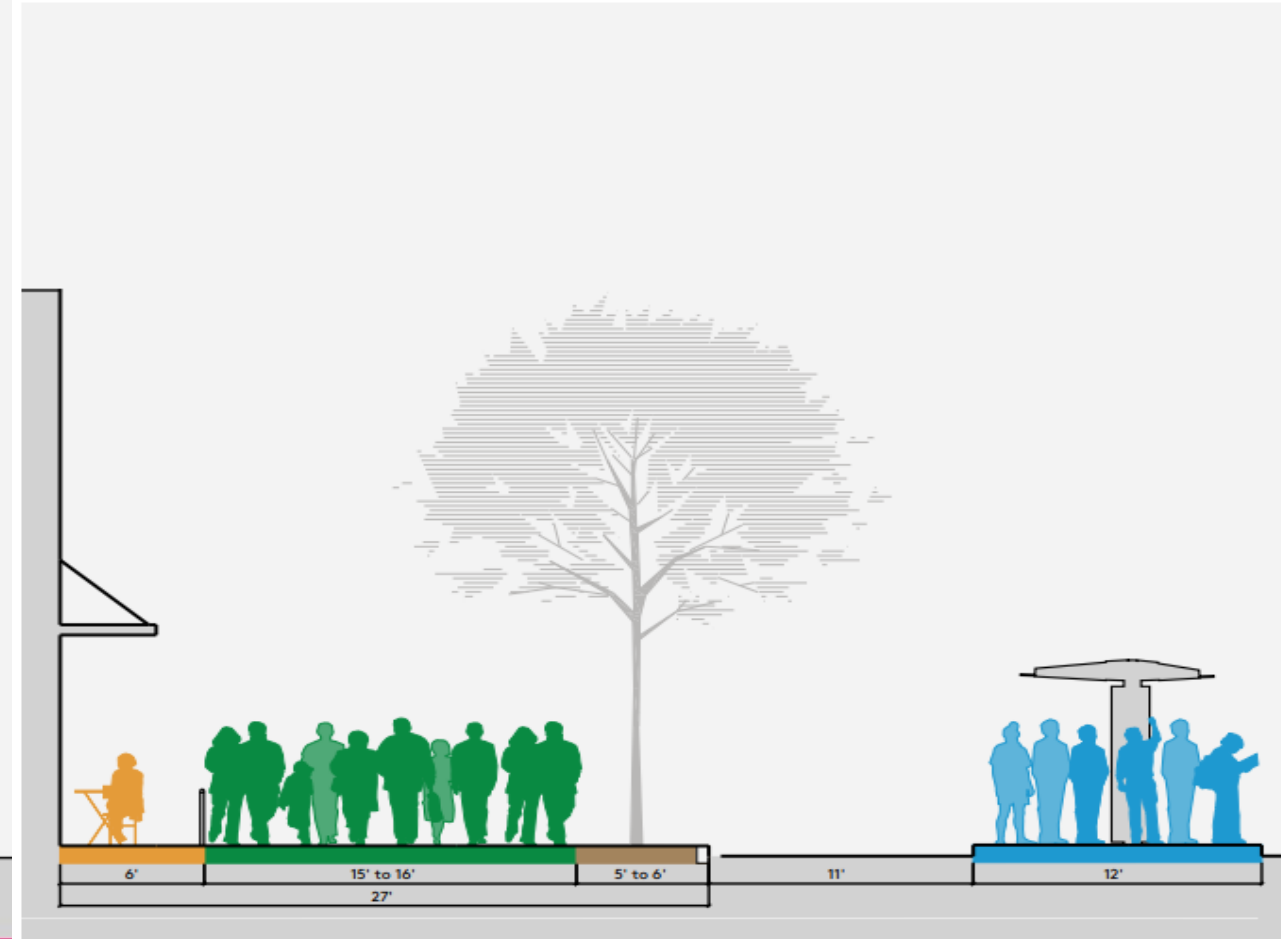


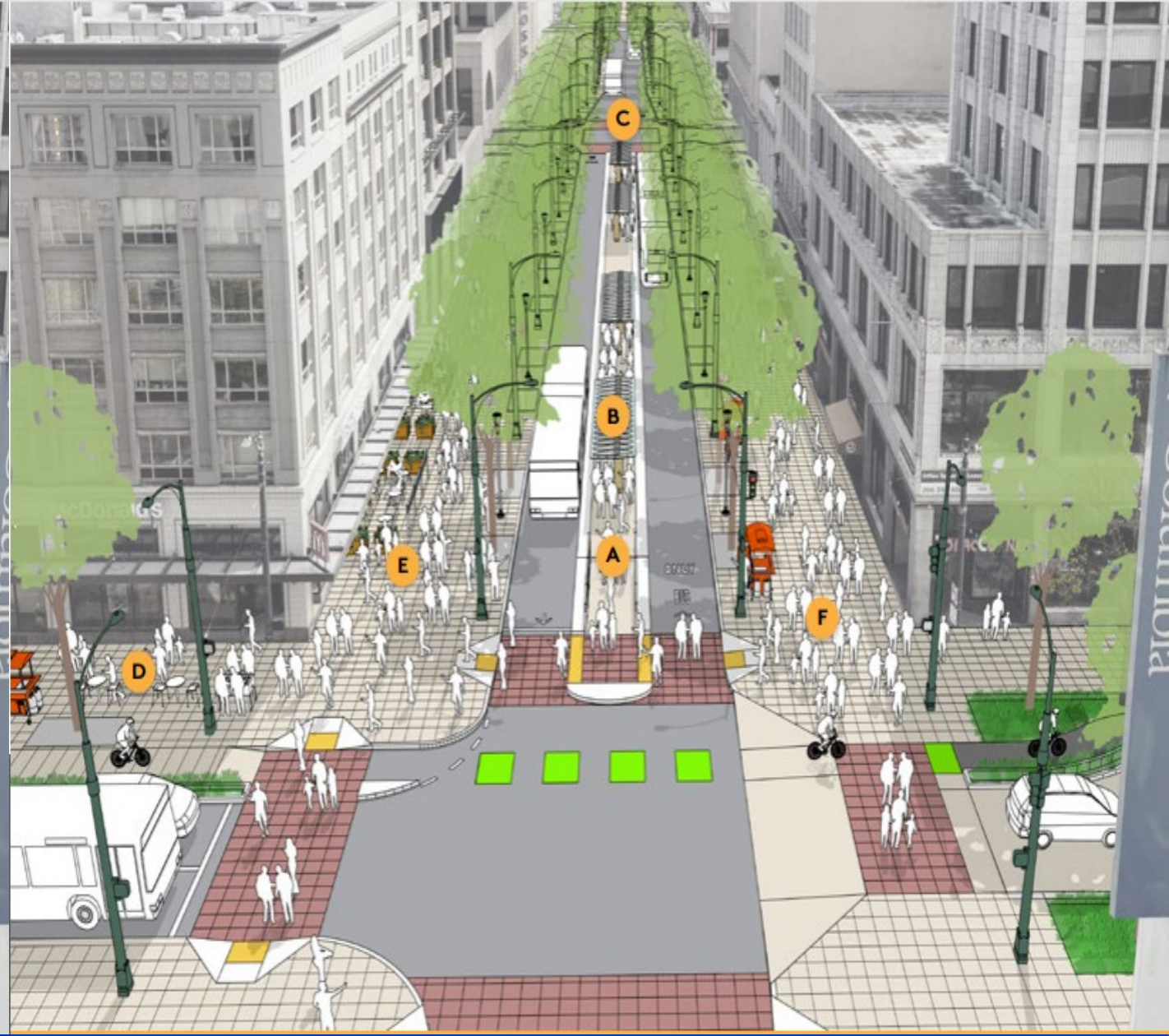
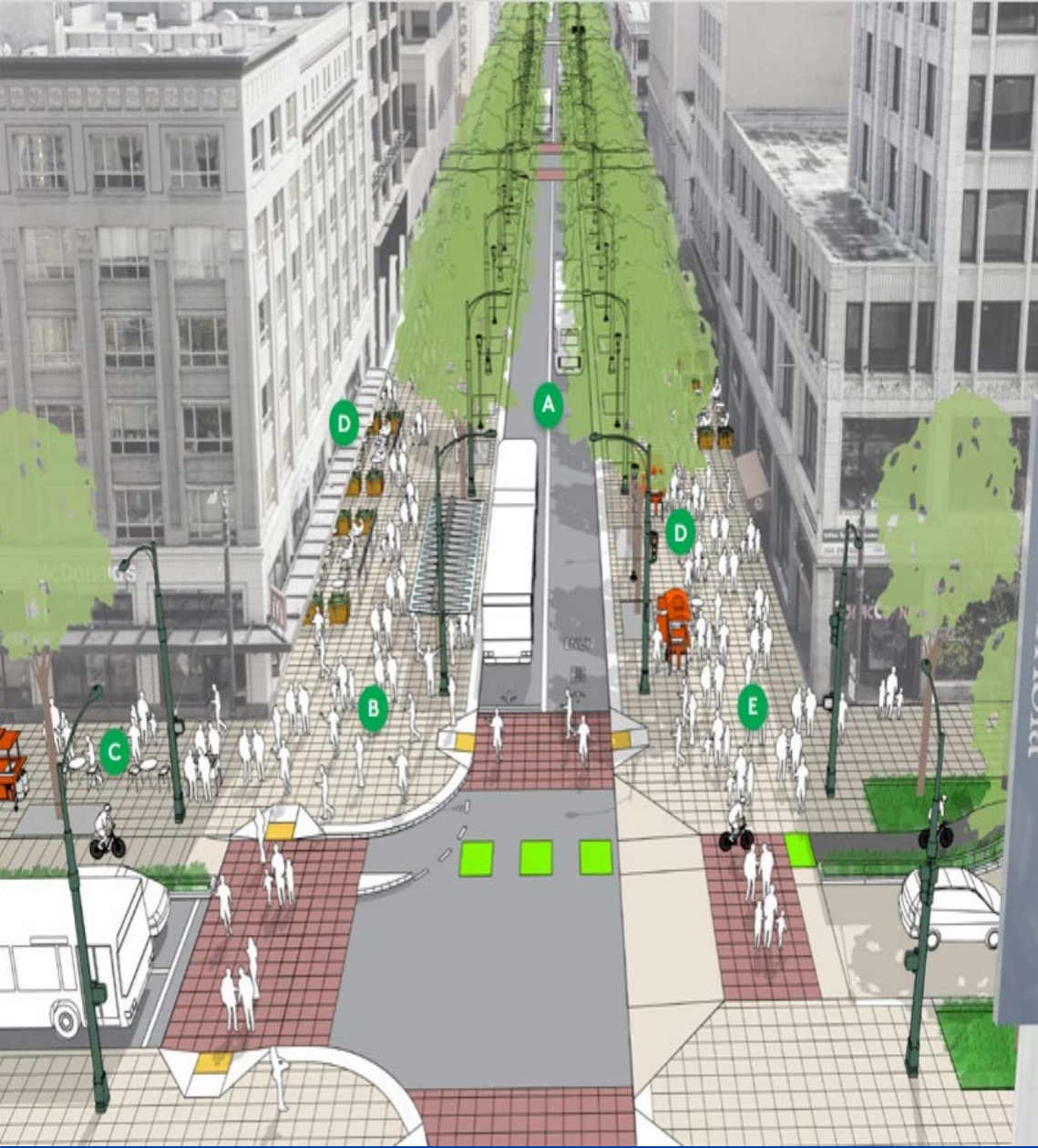
Pedestrian Alternative 3

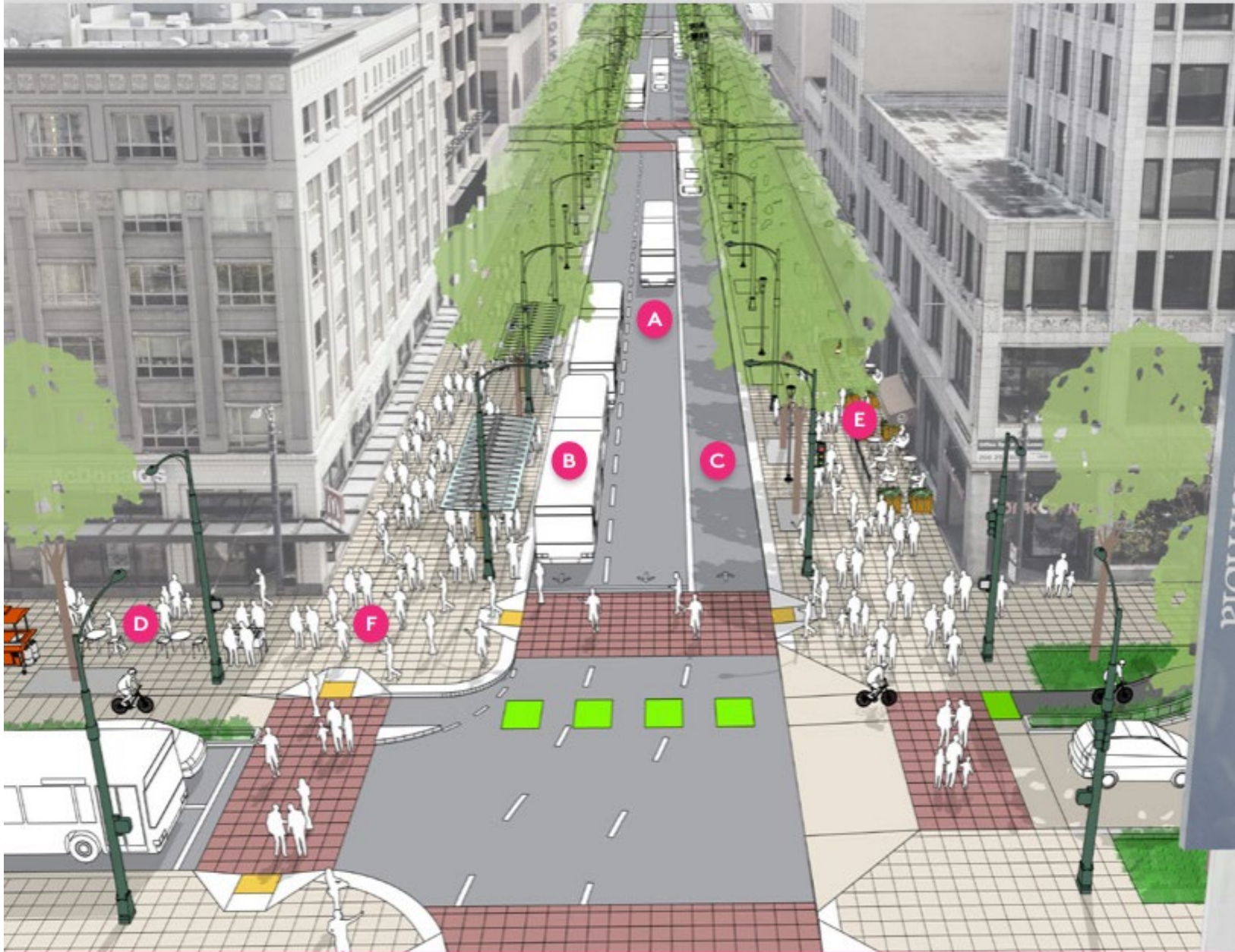
Proposed condition with a median transitway

This diagram shows how creating a transit boarding zone in a center median would give more space to pedestrians and create a clear zone

for people to walk. This scheme also means that people waiting for buses will not be covering storefront windows or blocking building entrances.







Questions?

