

and indirectly, the viability of adjacent businesses, including but not limited to the high volume of transit, a lack of public open space, blank walls or facades facing the corridor, and a high volume of office towers with underutilized lobbies; and

WHEREAS, in 2019, the Downtown Seattle Association convened hundreds of stakeholders, engaged building owners, businesses, residents, elected leaders, and government agencies to develop a vision for Third Avenue that maintains transit capacity while serving the diverse needs of pedestrians, business owners, and residents; and

WHEREAS, the Downtown Seattle Association subsequently released the “Third Avenue Vision - A Road of Possibilities” report to explore options for reconfiguring transit use of Third Avenue and providing more opportunities for pedestrians, sidewalk cafes, retail, and other street uses; and

WHEREAS, the Third Avenue Vision can be a catalyst for a robust new transit, economic development, and open space plan for Third Avenue; and

WHEREAS, a vibrant Third Avenue is compatible with the City’s vision for Pike Street, Pine Street, and improved connections to the Seattle Waterfront; and

WHEREAS, other cities, including Denver, Minneapolis, Portland, and Vancouver, British Columbia have shown that key transit streets can be improved for the benefit of pedestrians and transit; and

WHEREAS, making improvements to Third Avenue will require partnership and collaboration with regional entities including King County Metro and Sound Transit; and

WHEREAS, the City Council requests City Departments to support the goals of the Third Avenue Vision;

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR

CONCURRING, THAT:

Section 1. The City of Seattle supports the goals of the Downtown Seattle Association’s Third Avenue Vision - A Road of Possibilities, a copy of which is included as Attachment A to this resolution.

Section 2. The City Council supports the intent of the Office of Planning and Community Development, the Seattle Department of Transportation, and the Seattle Office of Economic Development to work with the Downtown Seattle Association, King County Metro, and Sound Transit to:

- A. Analyze updated transit volume projections, including post-pandemic transit volumes, potential for transit system consolidation and reallocation, and estimated mode share;
- B. Assess the Third Avenue Vision scenarios with updated transit volume projections and consider these in the context of other downtown transit operations strategies and projects, including the City’s Center City Connector Streetcar Project, and Sound Transit’s West Seattle and Ballard Link Extensions Project;
- C. Conduct a retail and return-to-office study for the downtown core to reflect updated post-pandemic trends to better inform future transportation and land-use planning;
- D. Use the technical data developed in A-C above to develop a work plan for a conceptual-level study of urban design and transit improvements to Third Avenue that will help inform a preferred design concept that furthers the Third Avenue Vision and that maintains transit (bus and rail) capacity downtown to meet ridership and travel time demands; include in the work plan planning-level cost estimates and engagement of community that travels to and through the Third Avenue corridor and social service providers located on the Third Avenue corridor;
- E. Identify short-term changes that can improve the pedestrian environment and travel experience along Third Avenue;
- F. Evaluate upcoming funding opportunities, including grants and public-private partnership scenarios, for design and construction of the preferred alternative for Third Avenue.

Adopted by the City Council the _____ day of _____, 2022, and signed by me in open session in authentication of its adoption this _____ day of _____, 2022.

President _____ of the City Council

The Mayor concurred the _____ day of _____, 2022.

Bruce A. Harrell, Mayor

Filed by me this _____ day of _____, 2022.

Elizabeth M. Adkisson, Interim City Clerk

(Seal)

Attachments:
Attachment A - Third Avenue Vision - A Road of Possibilities