

THIRD AVENUE TRANSIT CORRIDOR IMPROVEMENTS



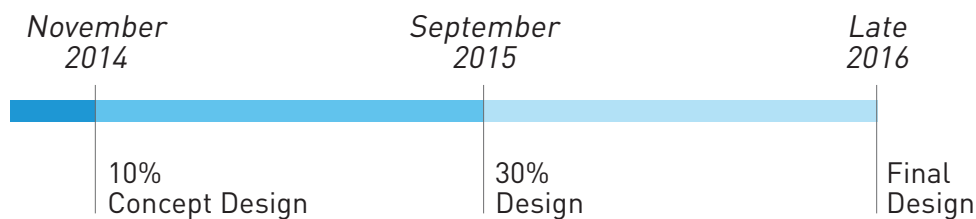
Third Avenue is downtown Seattle's most heavily used transit corridor. More than 2,500 buses travel the corridor every weekday, and about 47,500 people board at bus stops on the corridor each day. Thousands of visitors, workers, shoppers and area residents also use Third Avenue daily.

The Third Avenue Transit Corridor Improvements Project is part of a larger plan to create a vibrant, safe and thriving Third Avenue. It will improve transit function and create a more welcoming urban environment along the corridor between Denny Way and Jackson Street.

This work is supported by federal and local funds and is jointly sponsored by the City of Seattle and King County.

Together, the Seattle Department of Transportation and King County Metro Transit are working to make the Third Avenue Corridor a more inviting, accommodating, and attractive place for transit users, pedestrians and visitors.

SCHEDULE



QUESTIONS OR COMMENTS?

Email us: info@3avetransit.org

Visit us online at:

seattle.gov/transportation/3rdAve.htm

kingcounty.gov/metro/third-avenue

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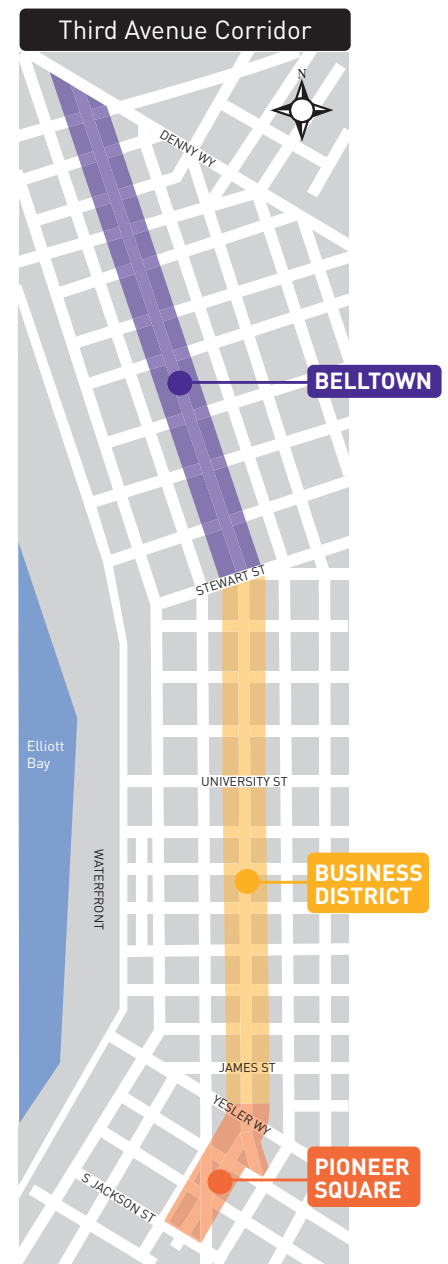
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THIRD AVENUE TRANSIT CORRIDOR IMPROVEMENTS

WE'RE MAKING PROGRESS

The project is moving towards 30% design in fall 2015. Based on initial feedback received last year, we have learned that the following elements are most important to people using the corridor:

- Upgraded transit amenities
- Improved lighting
- Enhanced landscaping (more trees, planters)
- Artistic elements such as murals and intersection features

PROJECT FUNDS ARE LIMITED

We want to be responsible with the funds we have. The project has \$8.1M to spend; including money for design and initial construction—which means everything cannot be built at once. To remedy this, the project is considering a phased approach to making improvements in the corridor.

Our funding comes with restrictions on how it can be used. About half of the project funds must be used on bus stop improvements and half on sidewalk and urban design treatments that support transit function.

A PHASED APPROACH

Given the size of the corridor and our limited project funds, we are working to find the most responsible approach to making improvements to Third Avenue. By dividing the project into phases, we will be able to initially focus on implementing design elements that create a positive and inviting environment along Third Avenue, improve transit services and extend streetscape enhancements (Phase 1 and Phase 2). We would then implement the remaining design elements as additional funding and partnership opportunities become available.

Phase 1

Phase 1 will focus on creating a positive and inviting environment for pedestrians and transit users while improving transit reliability in the Business District. These improvements can be completed with our current funds.

Design



Funding



\$8.1M Total



Proposed improvements between Pike and Pine streets



Proposed improvements between Marion and Columbia streets

PHASE 1 GOAL

Upgrade the streetscape from Pine to Union, including:

- New sidewalks
- New transit waiting areas
- Flexible loading zones
- Street furniture upgrades



Flexible loading zone

PHASE 1 GOAL

Improve wayfinding throughout the corridor, including:

- Upgrading street signs
- Repainting crosswalk markings



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Phase 2

Phase 2 would enhance streetscapes in Pioneer Square and construct a transit-only signal to enhance bus travel times near the intersection of Third Avenue and Denny Way. The project will seek additional funds through partnerships and other opportunities to complete these improvements.



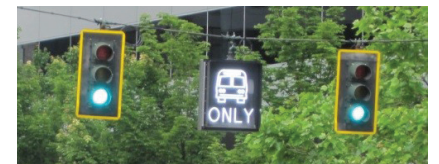
Proposed improvements at Third Avenue between South Washington and Main streets looking north



Proposed improvements at Third Avenue between Yesler Way and S Washington Street looking south

PHASE 2 GOAL

Upgrade Third Avenue streetscape from Yesler Way to Main Street and construct Third Avenue and Denny Way intersection improvements



Transit-only signal at Third Avenue and Denny Way would enhance bus travel times