

Belletown to Seattle Center Connection Project

Seattle Freight Advisory Board

January 20, 2026

Agenda

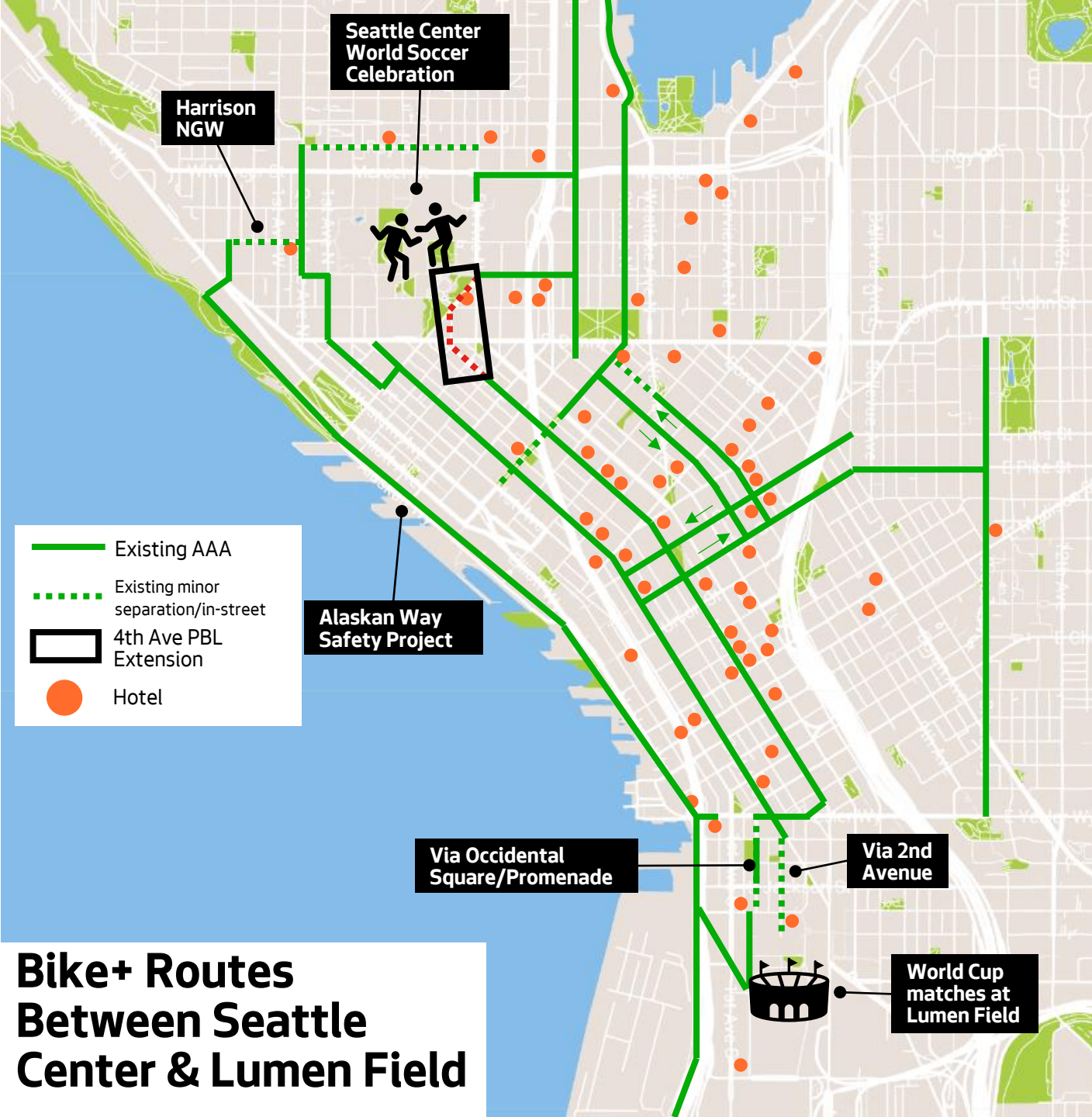
- ➔ Project Overview
- ➔ Proposed Operational Changes
- ➔ Volumes
- ➔ Turning Movements and Project Design
- ➔ Broad Street Design Detail
- ➔ Schedule/Discussion



Belldtown to Seattle Center Connection Project (BSCC)

Proposal Overview

- Extend 4th Ave Protected Bike Lane (PBL) from current terminal at Vine St to 5th Ave N and Thomas St via Broad Street.
- Construction to occur prior to FIFA 2026 Men's World Cup
- Provide direct, all ages and abilities (AAA) Bike+ connection between Lumen Field, downtown hotels, and Seattle Center



Bike+ Routes Between Seattle Center & Lumen Field

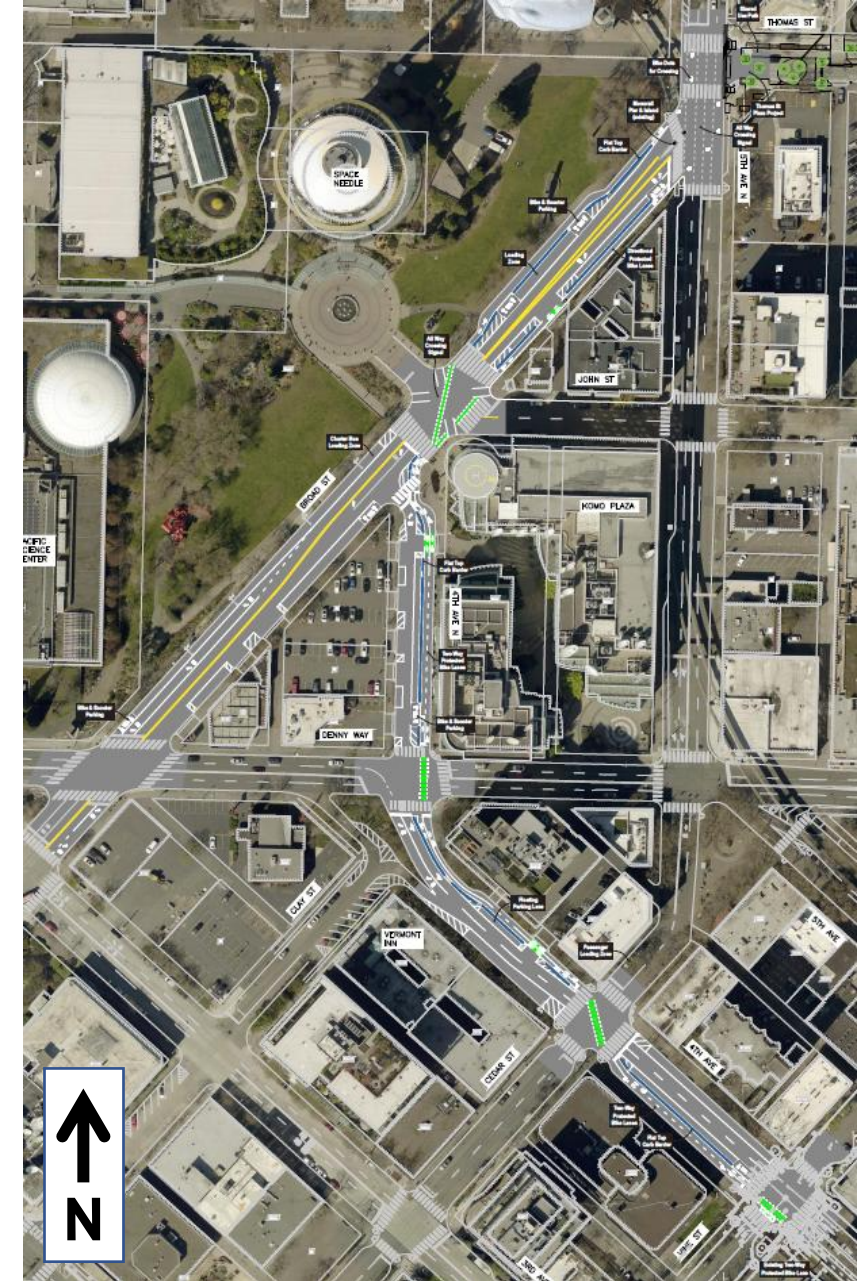
Proposed Scope Overview

Broad St from Denny Way to 5th Ave N:

- ☐ Directional PBLs on Broad between 4th Ave N and Thomas St
- ☐ New micromobility/scooter parking near Seattle Center and along the route
- ☐ Relocated Charter Bus Load Zone
- ☐ Expanded general vehicle loading

Scope Highlights

- ☐ All way crossing at Space Needle intersection (4th/Broad/John)
- ☐ Retain turn pockets
- ☐ Retain Minor Truck Street elements



Proposed Operational Changes - 4th Ave

Principal Arterial, Downtown Street Type, no additional freight classification

- Diagonal crossing for people biking at 4th Ave and Cedar
- Restrict right turns from NB 4th Ave to EB Denny Way
 - Reduces conflicts between people driving and people biking
 - EB Denny can be accessed via Cedar St



Proposed Operational Changes - Broad St

Principal Arterial, Urban Village Main Street Type, Minor Truck Street

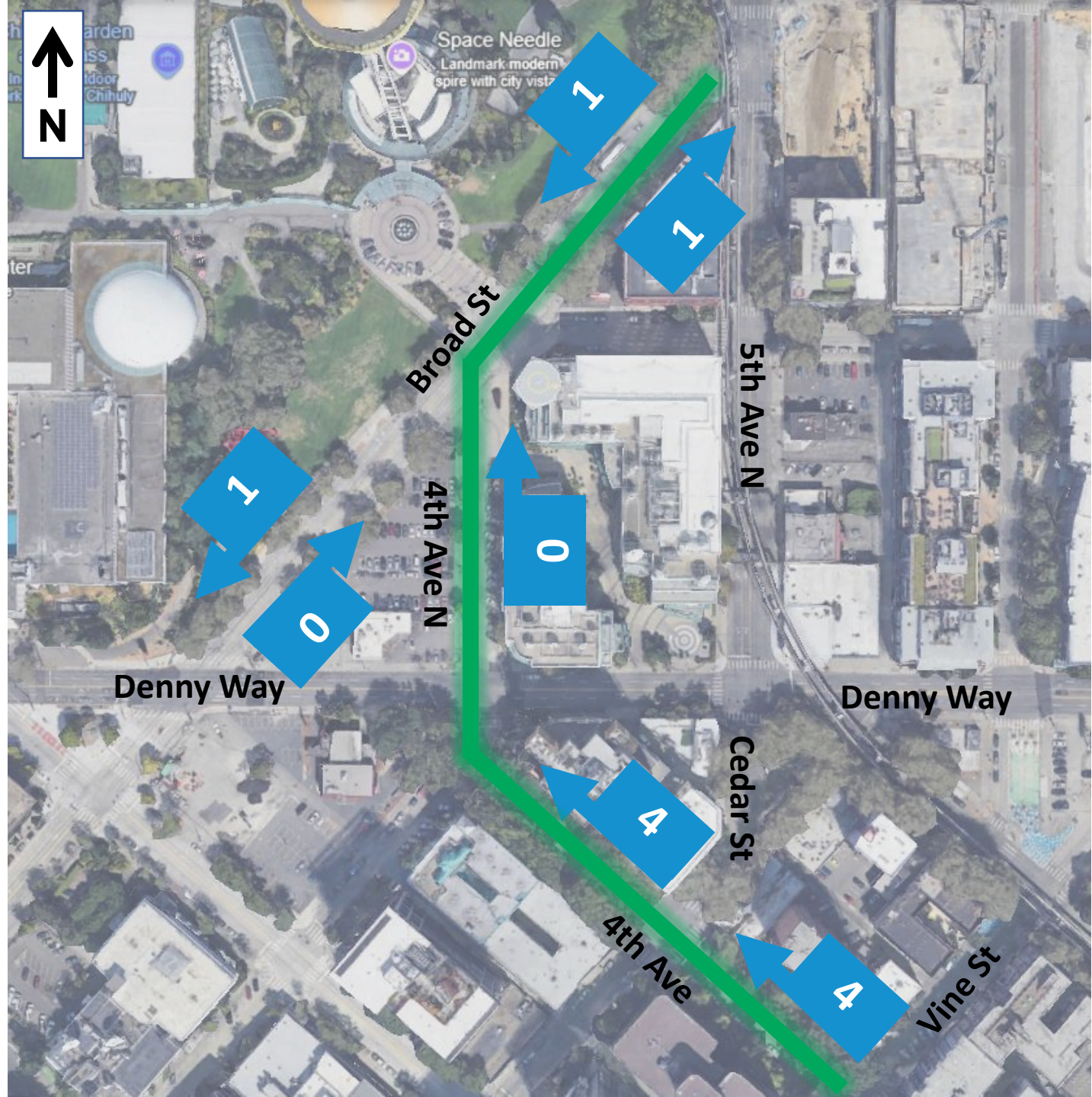
- Reconfigure Broad Street between 3rd Ave and 5th Ave N
 - **Maintain corridor as hazmat bypass for downtown, the SR-99 Tunnel, Convention Center**
 - **Maintain Minor Truck Street**
 - **Retain turn pockets, 11' travel lanes**
 - Repurpose through lane to add curbside space and PBL
- All-way Walk at Space Needle intersection: 4th/Broad/John
 - Fully separates people biking/walking/rolling from people driving
- Additional loading, curbside uses



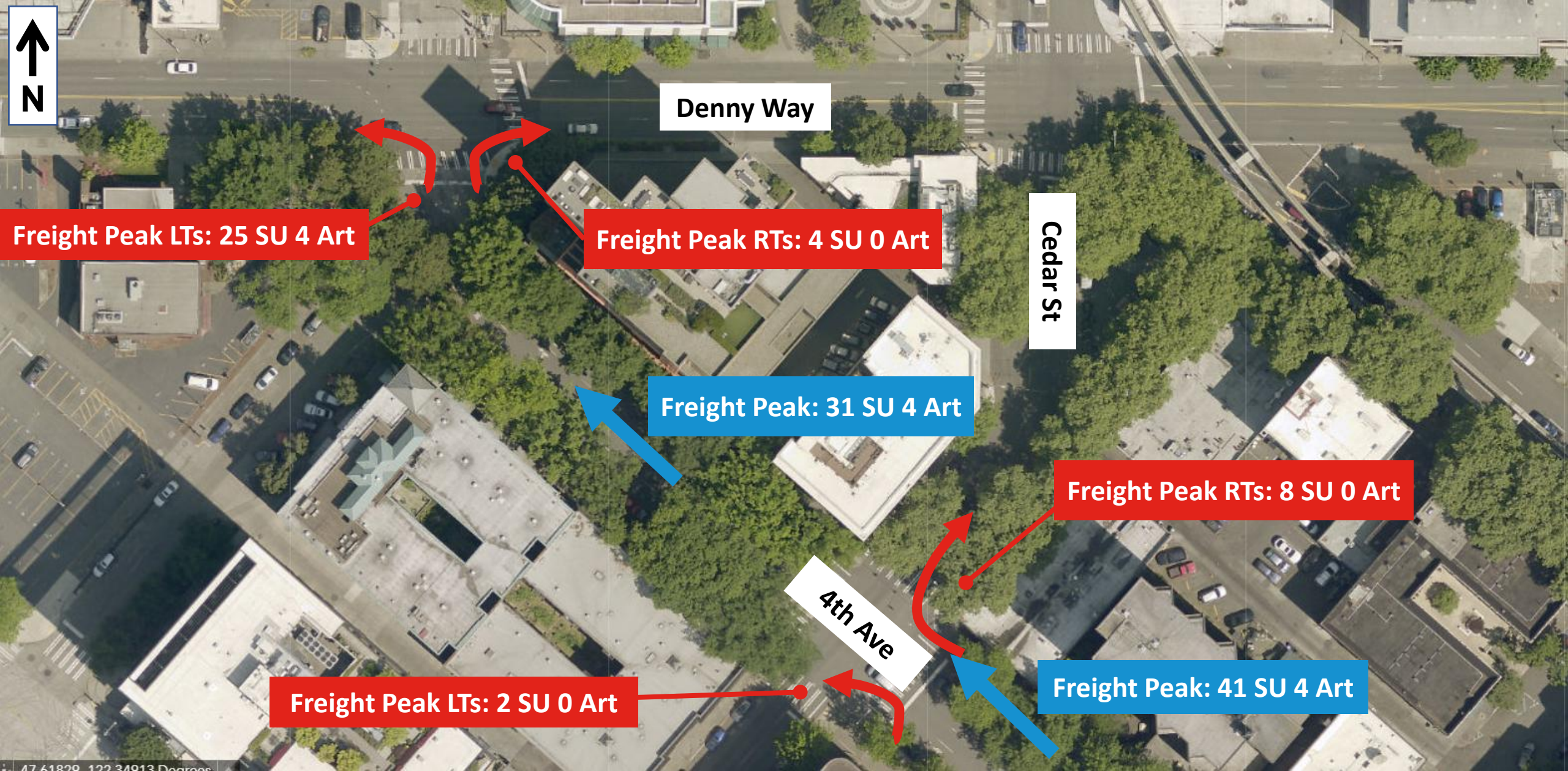
Midweek
Single Unit
Truck
Volumes
(9am - 1pm)



Midweek Articulated Truck Volumes (9am - 1pm)



4th Ave Freight Turn Analysis



Turning Movements and Project Design

- Turning Analysis Design Response

- Two-way PBL on NE side of Broad St

Design not advanced

- Ease turns from 4th to Cedar with wider daylight zone
 - Area will be striped, no micromobility corral
 - Coordinate with SDOT Freight Program to facilitate turns from WB Denny to NB 5th Ave N

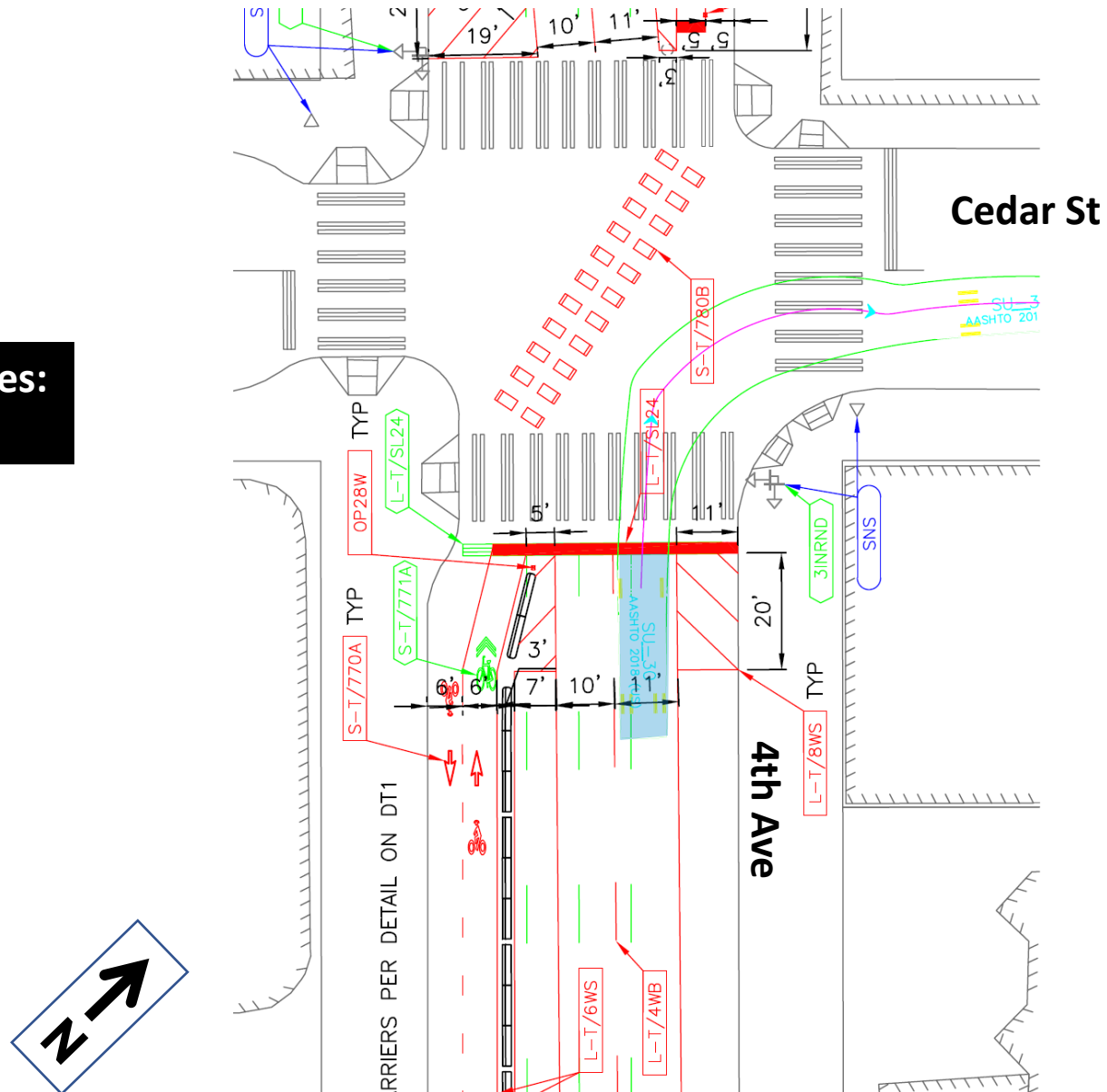
- AutoTurn Design vehicles:

- WB-67 for 5th Ave and Broad St
 - WB-40, SU-30 for 4th Ave N to Broad
 - SU-30 for other turns

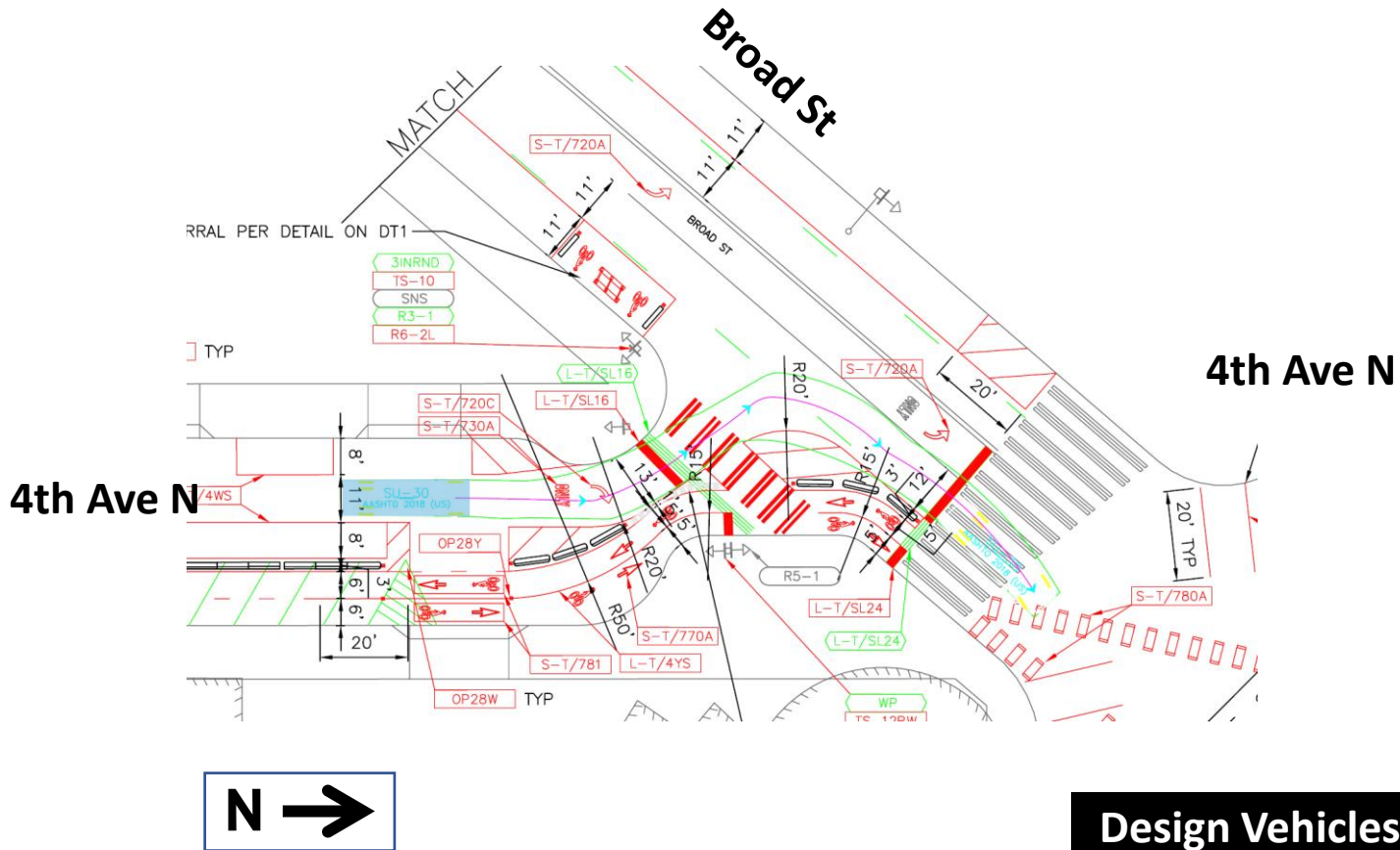


4th Ave to Cedar Right Turn

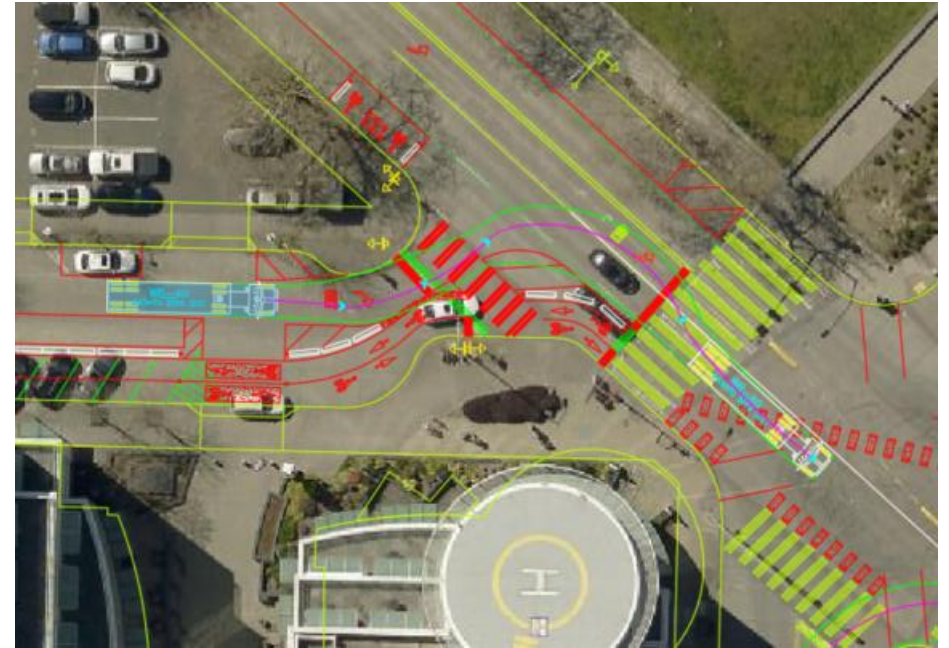
Design Vehicles: SU30



4th Ave N to Broad St



Design Vehicles:
WB40
SU30

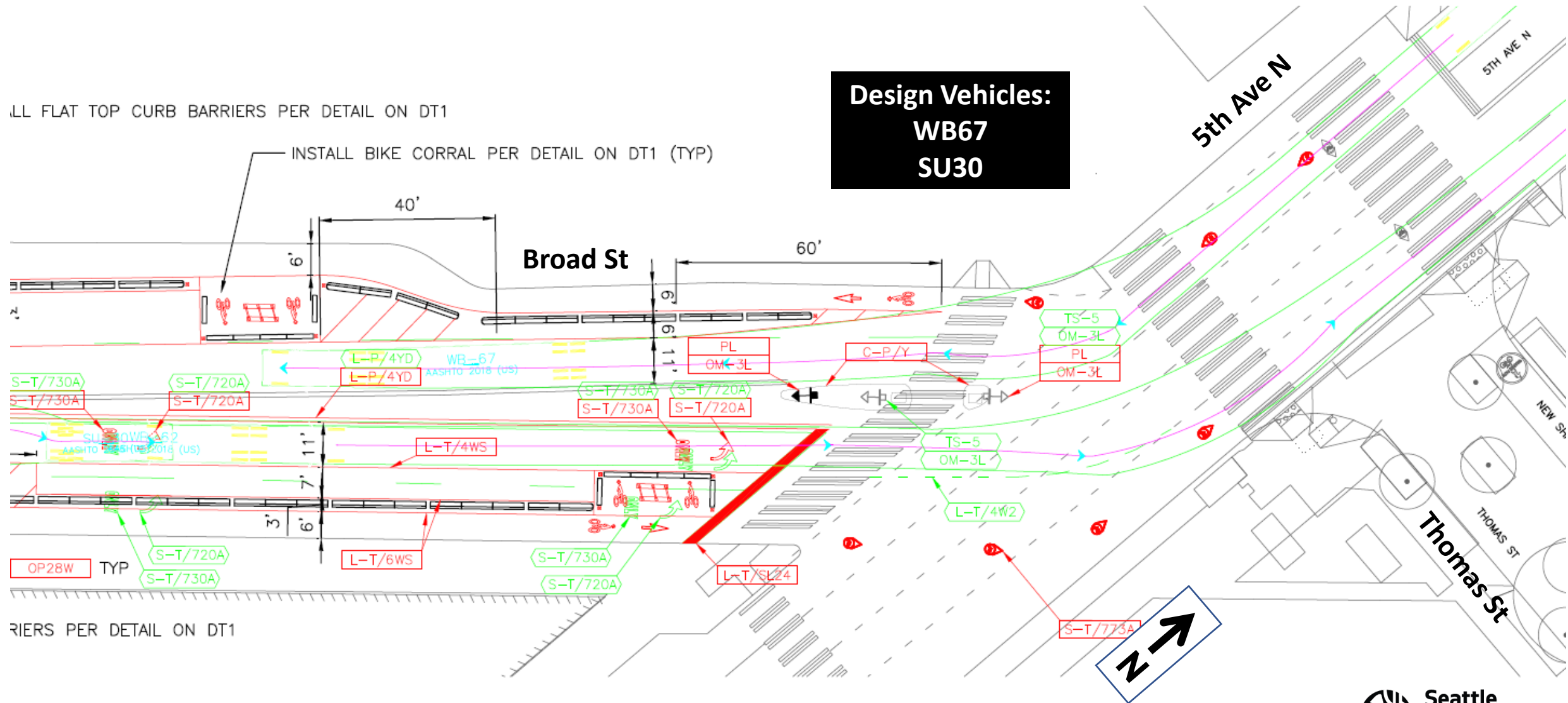


5th to Broad

ALL FLAT TOP CURB BARRIERS PER DETAIL ON DT1

- INSTALL BIKE CORRAL PER DETAIL ON DT1 (TYP)

Design Vehicles:
WB67
SU30



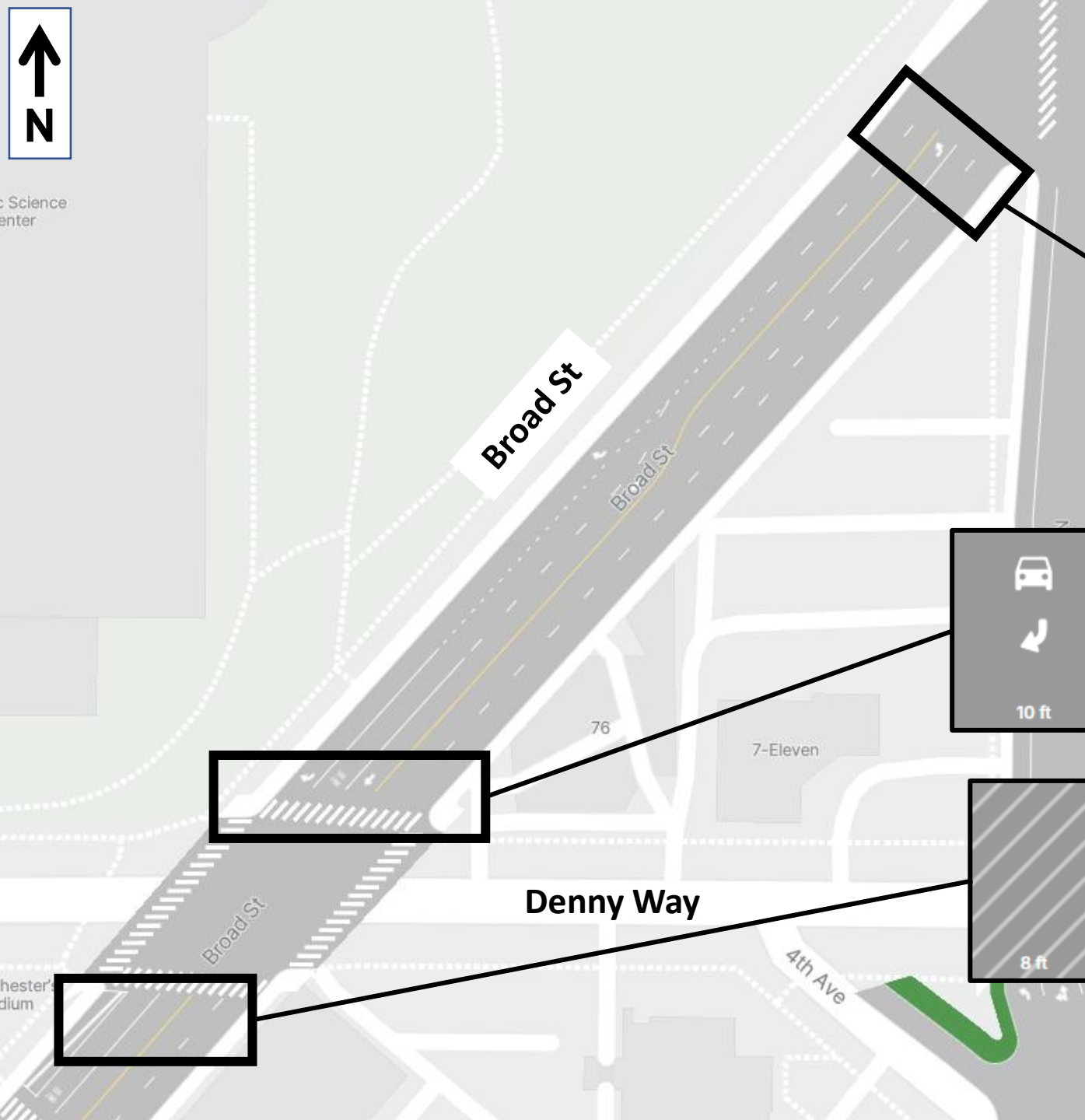


Broad Street 3rd Ave – 5th Ave N Detail



Science Center

Existing: Broad St 3rd Ave - 4th Ave N



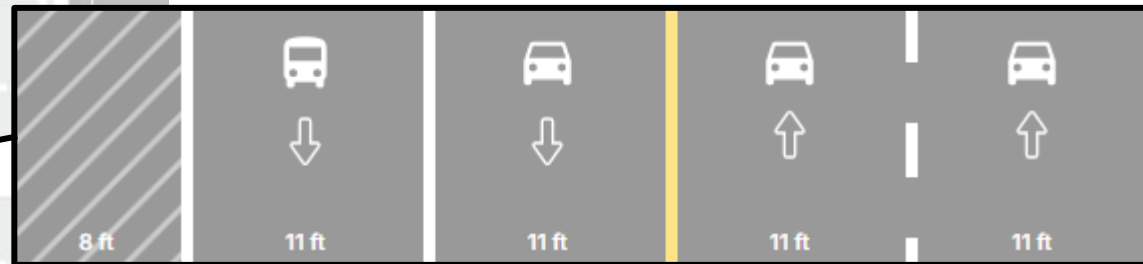
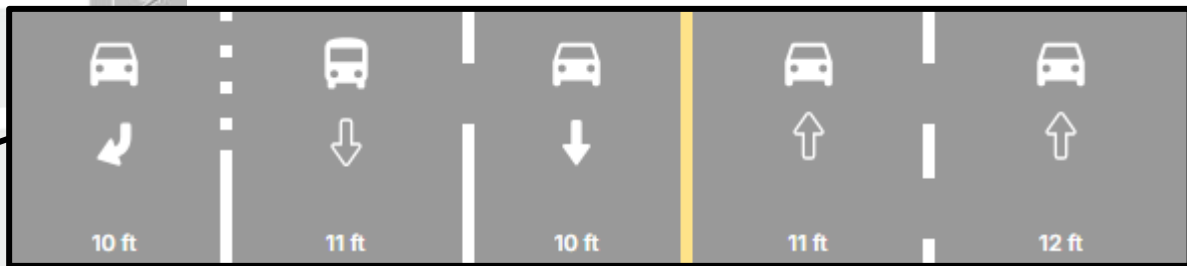
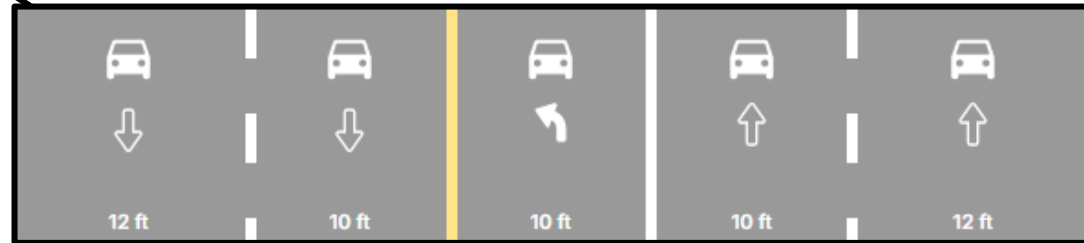
Broad St

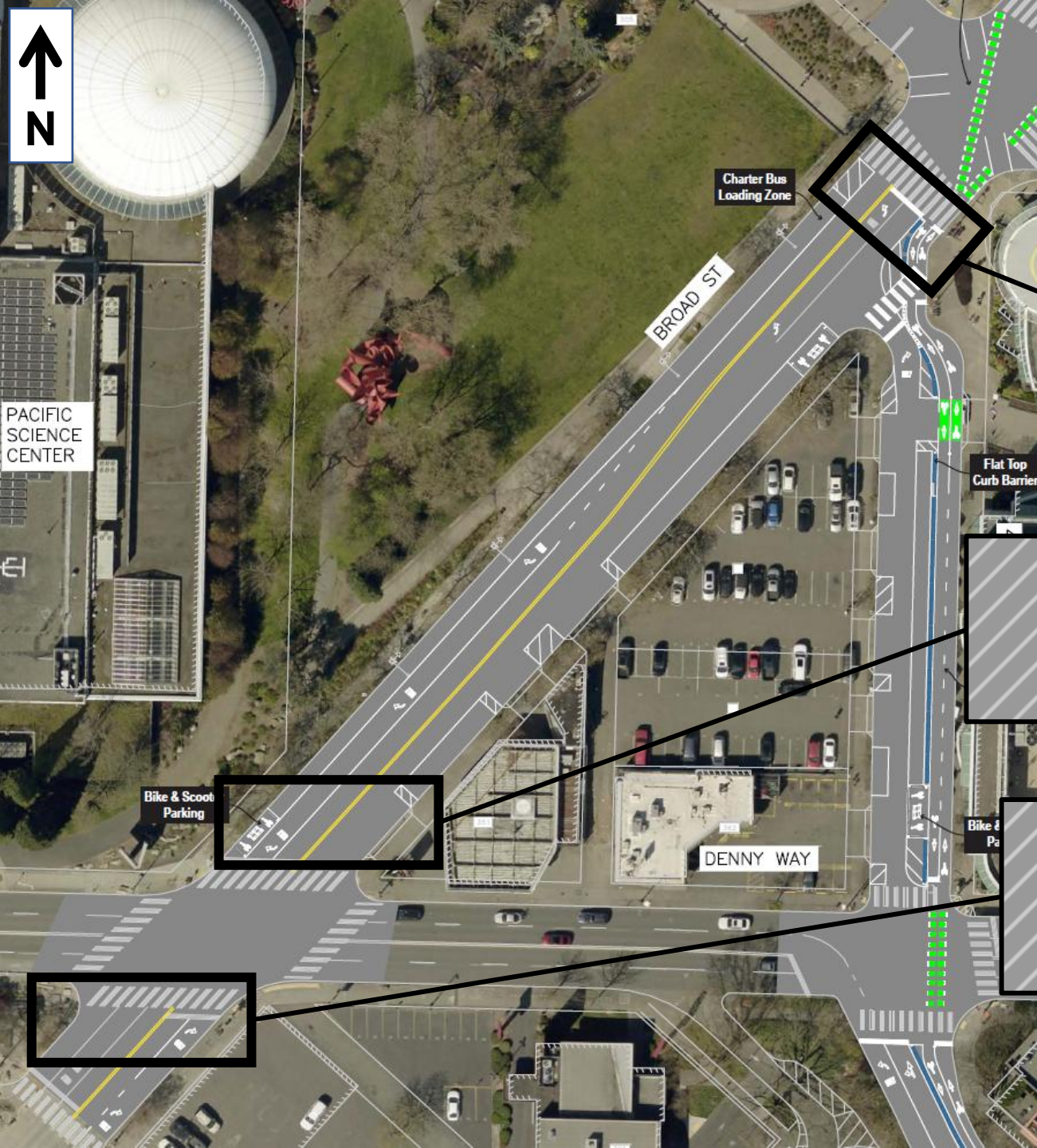
76

7-Eleven

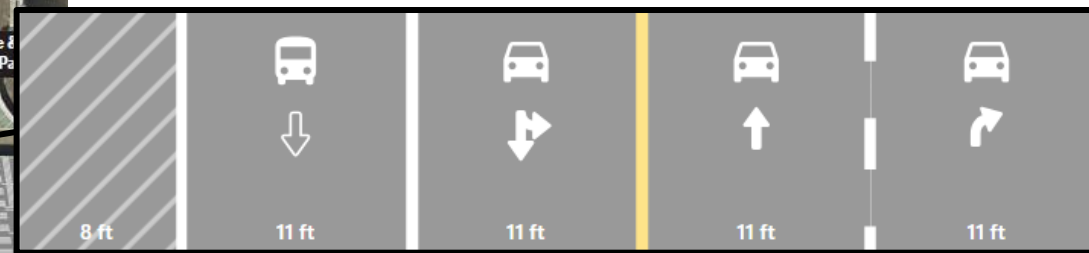
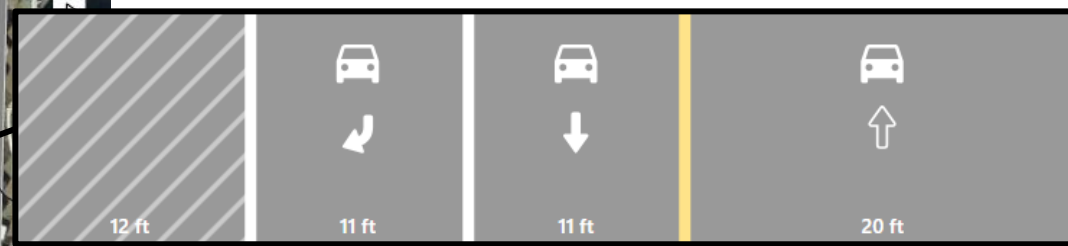
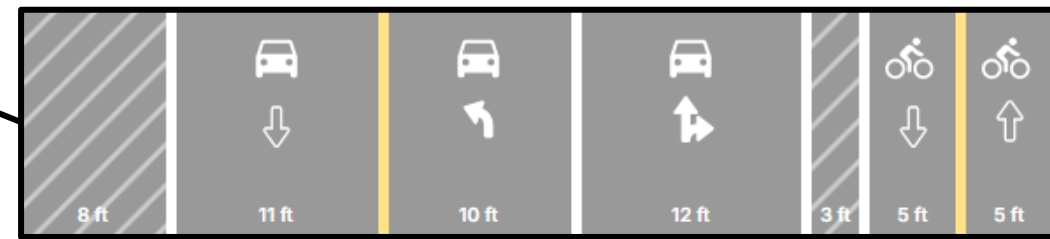
Denny Way

4th Ave

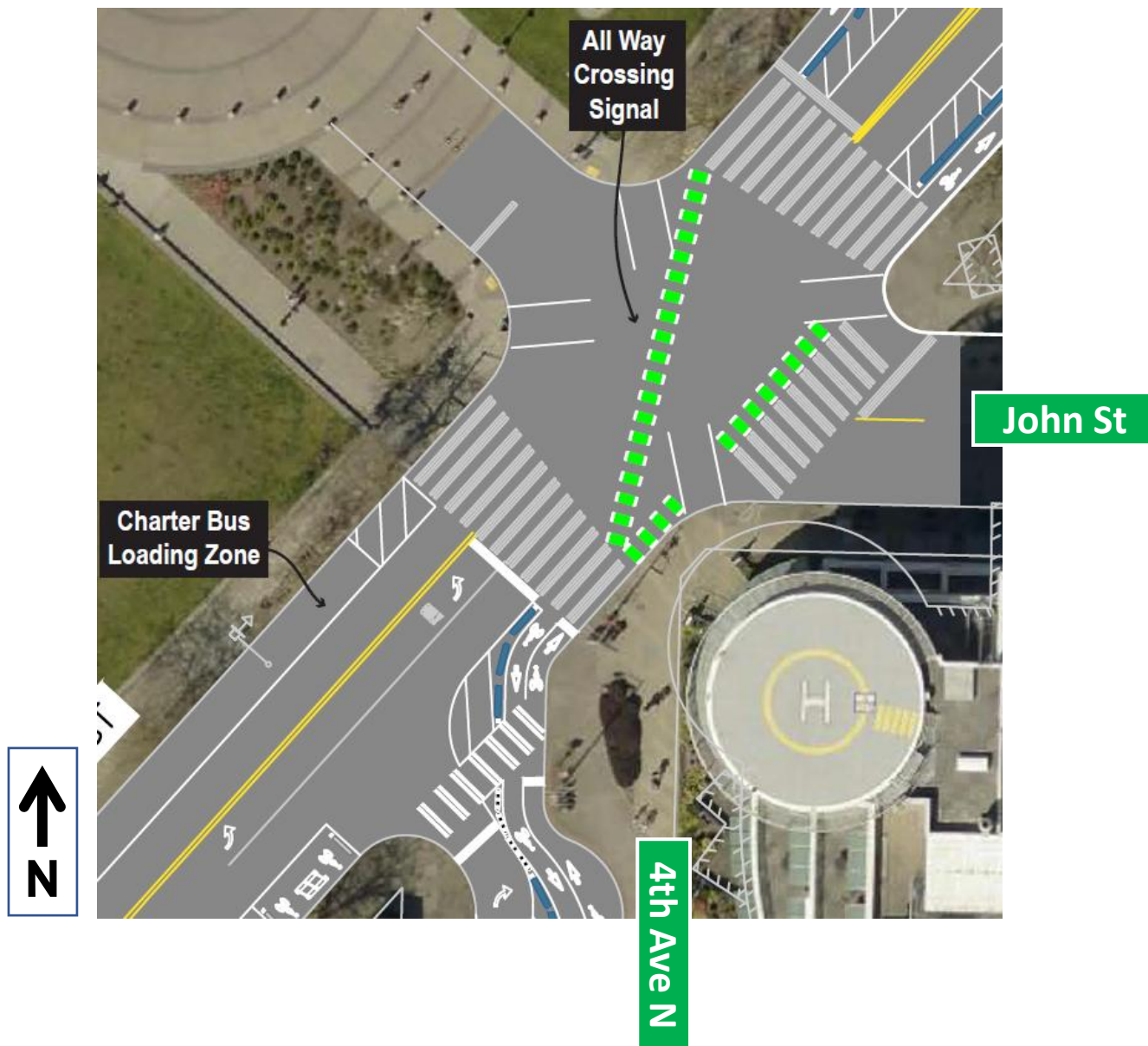




Proposed: Broad St 3rd Ave - 4th Ave N

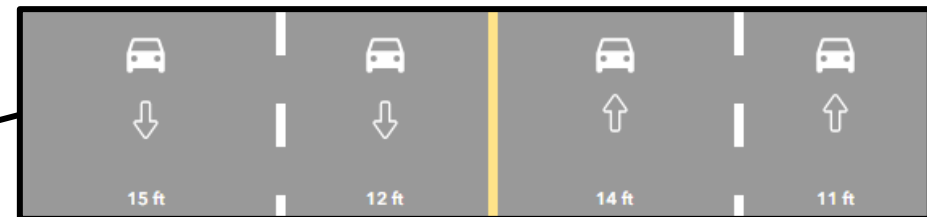
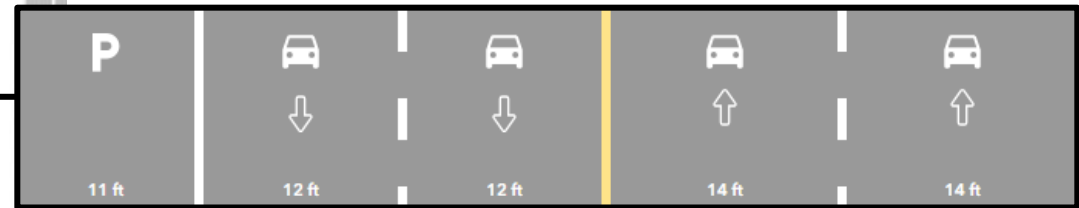
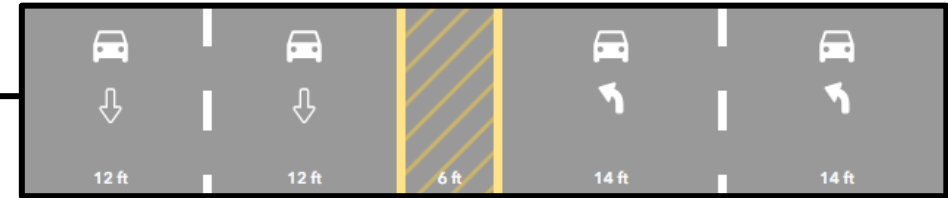


4th/Broad/John Intersection



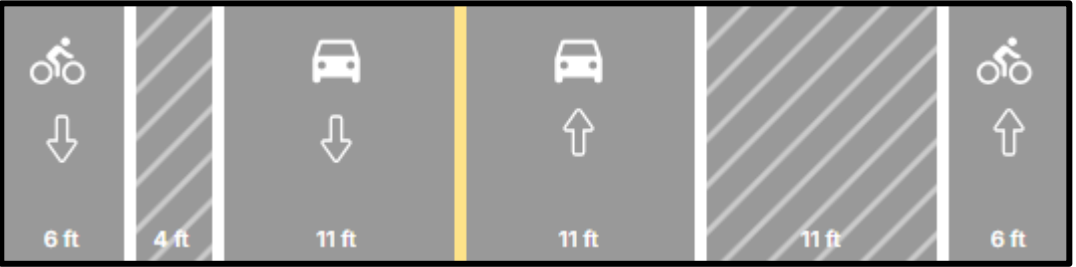
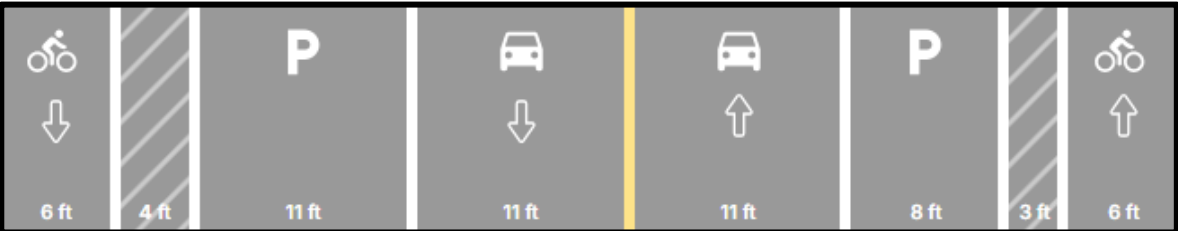
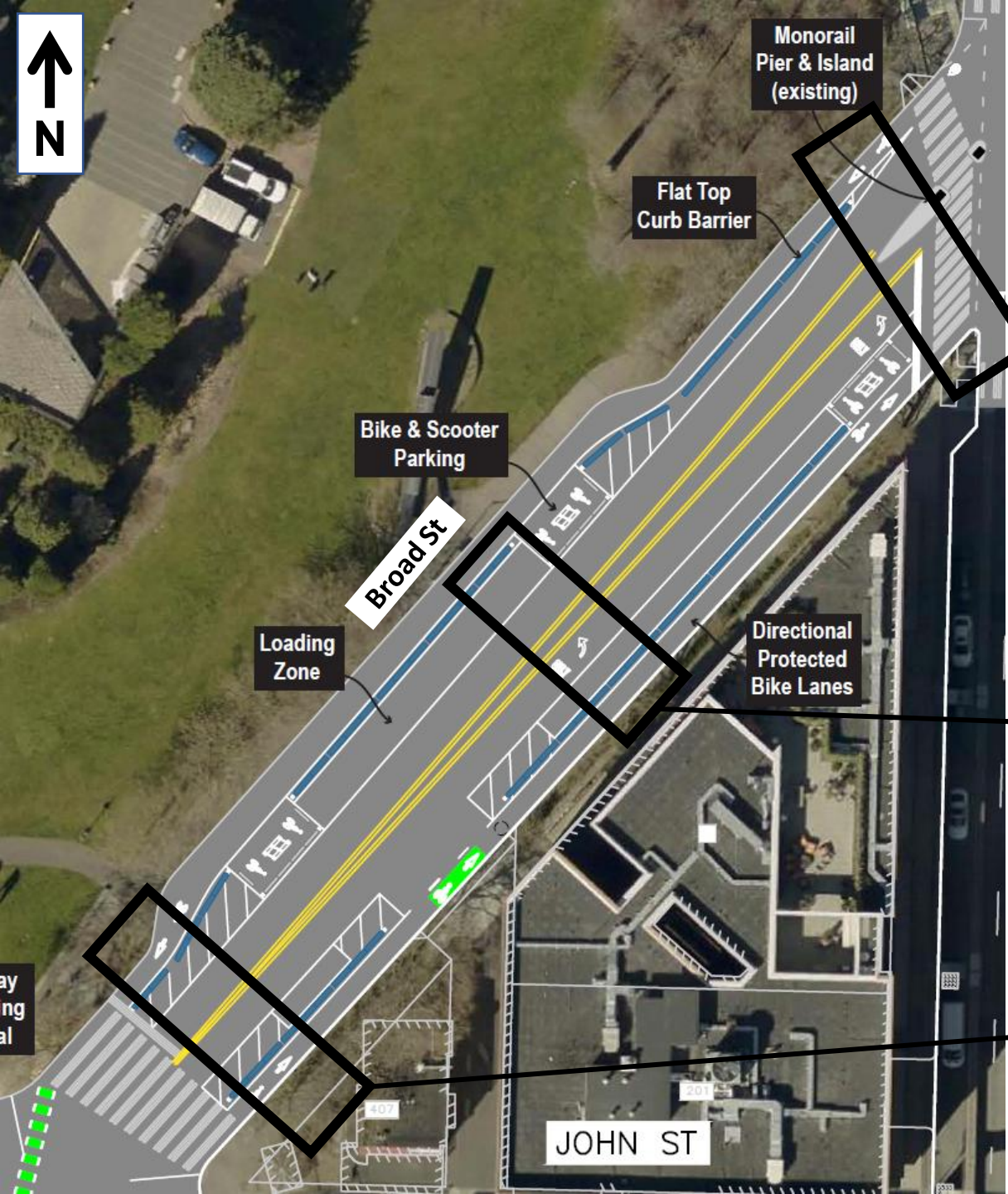


Existing: Broad St 4th - 5th Ave N

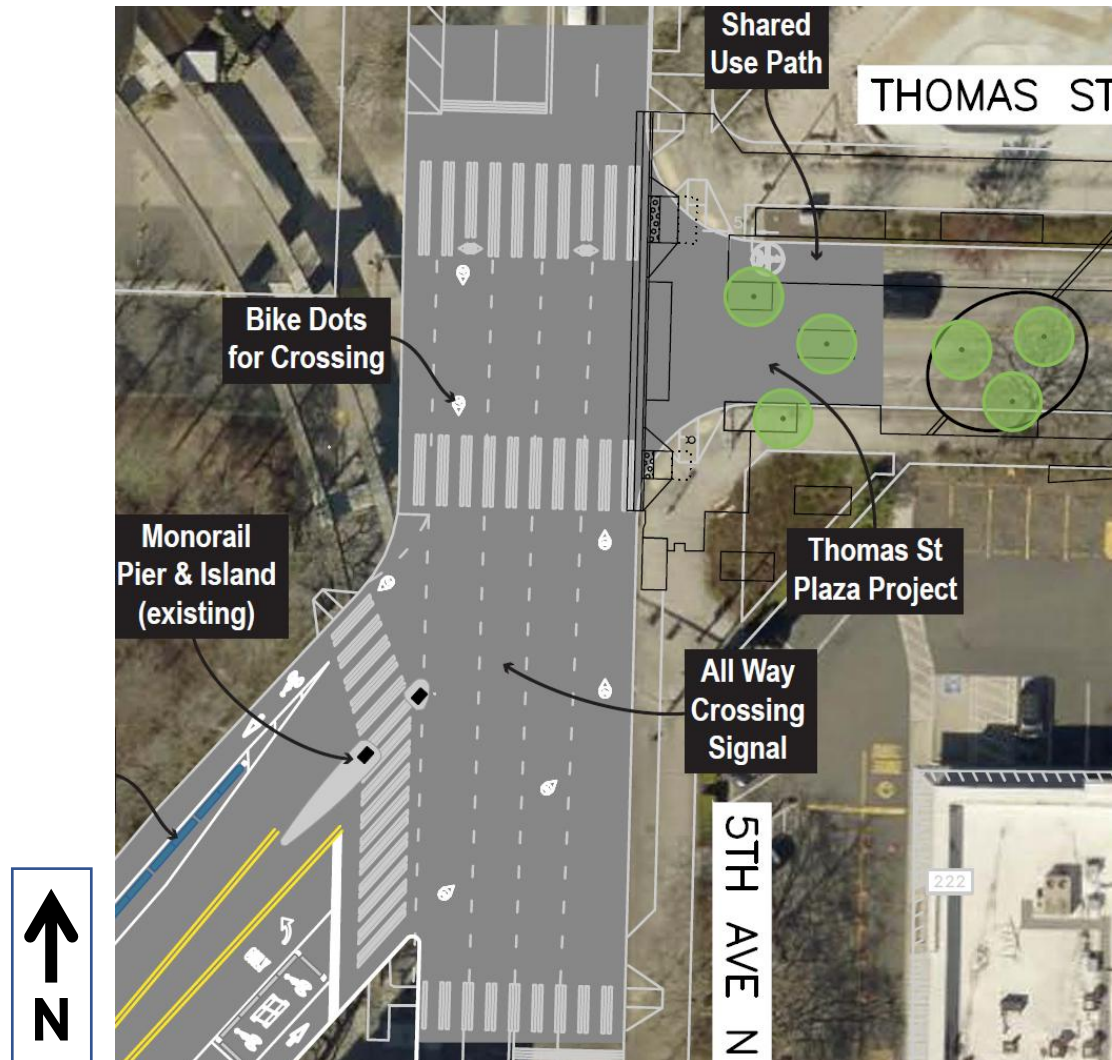




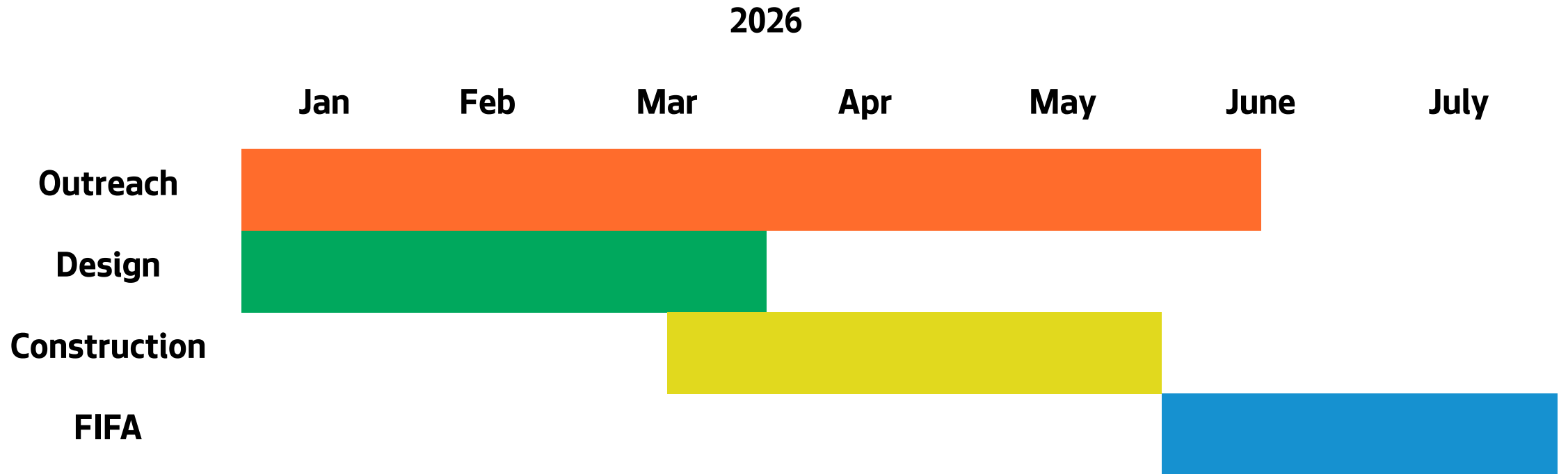
Proposed Broad St 4th - 5th Ave N



5th/Broad/Thomas Intersection



Schedule



Subject to change