Elliott Ave & Western Ave Paving and Mobility Project

Seattle Freight Advisory Board (SFAB)

January 20, 2026

LOCALLY-FUNDED VOTER-APPROVED SEATTLE TRANSPORTATION LEVY

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Briefing Purpose

- Introduce you to the Elliott Ave & Western Ave Paving and Mobility Project
- Share some existing conditions data and the preliminary project scope
- Hear your early input on how to improve the movement of goods in this area

Presentation Outline

- Project Background
- Project Area Overview
- Project Scope
- Questions & Discussion
- Next Steps

Project Goals

- **Maintenance.** Keeping our assets in good condition supports all the ways people use our streets to get where they need to go.
- **Safety.** People feel safer with calmer traffic, protected bike lanes, accessible sidewalks, safe pedestrian crossings, and pedestrian lighting.
- **Connectivity and Accessibility.** This area provides important connections for people of all abilities who walk, roll, and bike to destinations in Belltown, Uptown, the Waterfront, and Downtown.
- **Freight Mobility.** Trucks need to be able to travel through the area, including trucks with oversized loads.
- **Business and Building Access.** Parking and loading is important, particularly for local businesses and residents.

Project Limits

SDOT Elliott Ave and Western Ave Paving and Mobility Project

- Elliott Ave between W Thomas St and Bell St
- Western Ave between W Thomas St and Bell St

SPU Vine St Basin Combined Sewer Overflow (CSO) Control Project overlaps with our project on Elliott Ave between Bay St and Vine St. We are coordinating closely to reduce project costs and construction impacts.

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Project Funding & Schedule

Funding

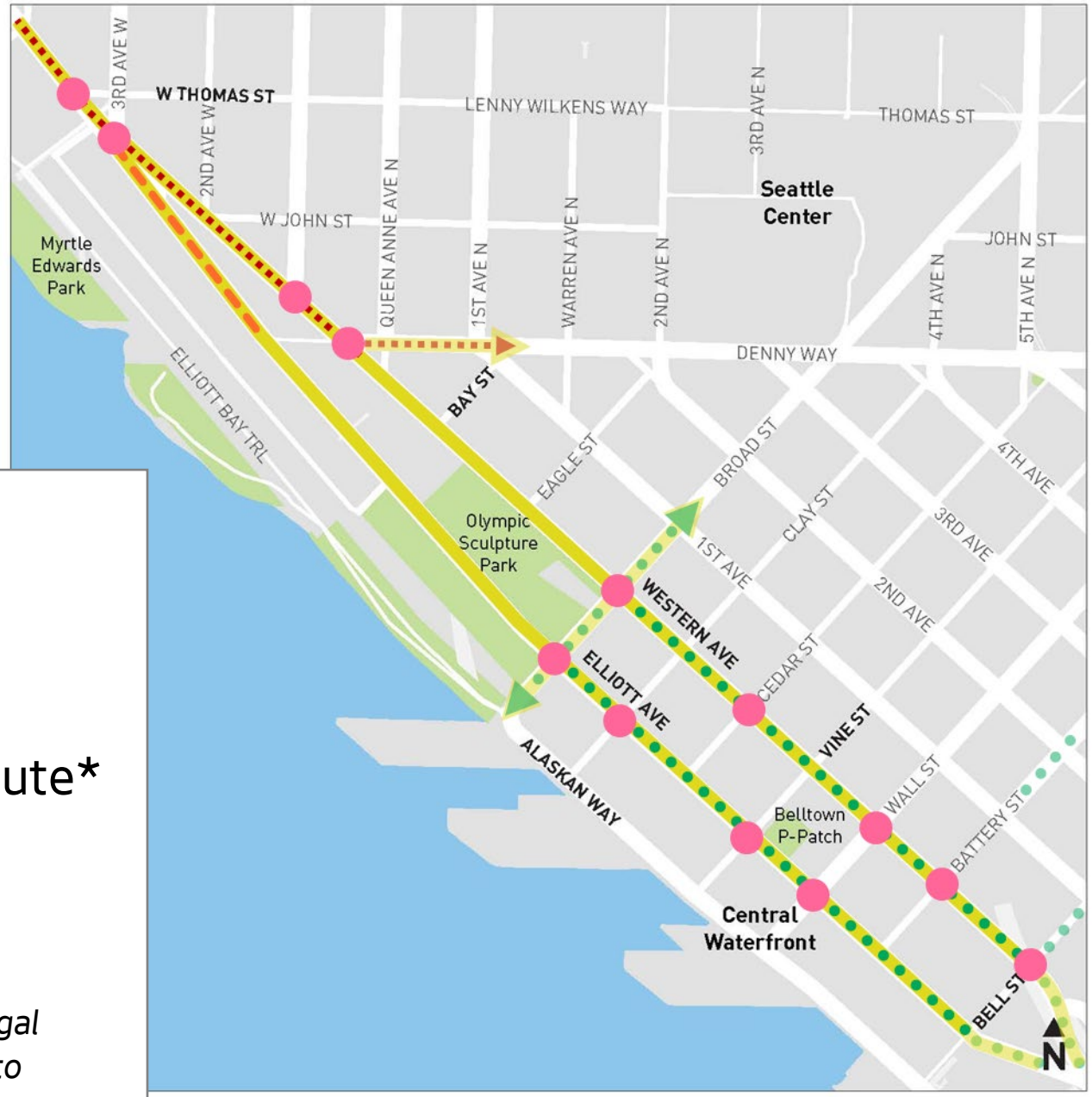
- 2024 Seattle Transportation Levy - Major Street Maintenance & Modernization: **$14.6M**
- 2024 Seattle Transportation Levy - Complete Streets Contributions: **$2.5M** *(estimated)*

Schedule

- Project Initiated: April 2025
- Early Design (30%): *Early 2026*
- Final Design (100%): *Mid 2027*
- Construction Start: *Late 2027*
- Construction End: *Late 2028*

SDOT is working to align our schedule with SPU to minimize construction impacts. Their schedule is driven by consent decree requirements. SDOT plans to follow the SPU underground utility work with the street restoration.

Complete Streets Elements



LEGEND

- High Injury Network
- BPSA Intersection
- Major Truck Street & Over-Legal Route*
- Bike+ Arterial
- Transit Street

**Seattle Transportation Plan shows Alaskan Way as the over-legal route, but the Freight Program confirmed there was an update to the network following the removal of the SR 99 Viaduct*

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Existing Conditions Data

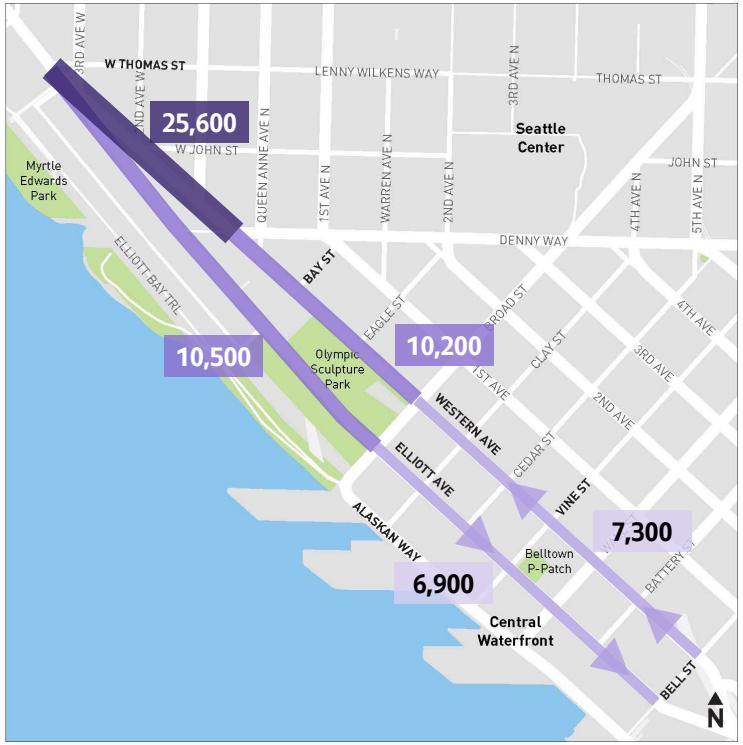
Vehicle Speeds: 85th Percentile

= 10+mph above posted speed limit

= 5-10 mph above posted speed limit

= 0-5 mph above posted speed limit

Vehicle Volumes: Average Weekday



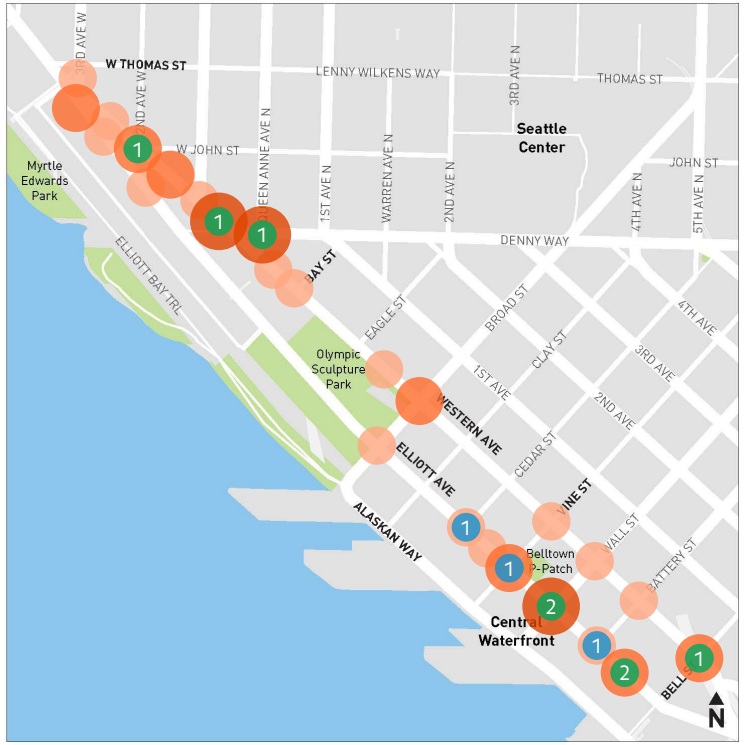
= 5,000 to 9,999

= 10,000 to 14,999

= 15,000 to 24,000

= 25,000+

Injury Crashes: 5-year period



= 4+ crashes

= 3 crashes

= 1 to 2 crashes

= Cyclist Injury

= Pedestrian Injury

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Project Scope

Base Scope

- Pavement restoration (mill and overlay, plus select base repair identified by designer)
- Striping and signing
- Curb ramp and signal upgrades as triggered
- Drainage improvements as required

Complete Streets Scope

Under Consideration

- Upgrade existing bike lanes to protected bike lanes (PBLs)
- Pedestrian crossings enhancements
- Sidewalk repair
- Protect and add street trees
- Vision Zero safety improvements
- Public realm enhancements (i.e. art, wayfinding)
- Better bus stops

Potential Scope to Support Freight Mobility & Goods Delivery

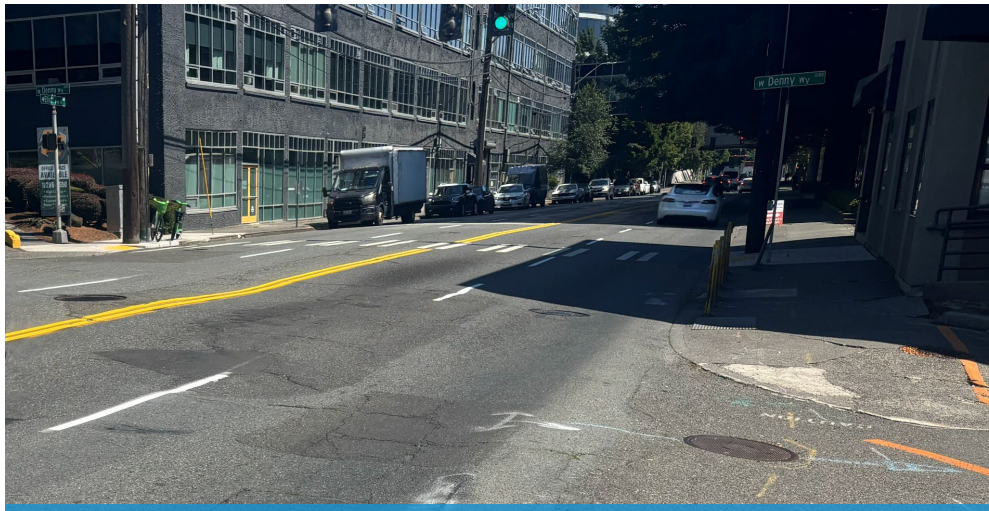
- Restore pavement condition including base repair in select areas
- Provide standard lane widths for truck streets (at least one 11′ lane)
- Maintain 20′ x 20′ clearance on both streets for over-legal operations
- Ensure curb radii accommodate truck turns at key truck intersections (i.e. Broad St)
- Prioritize load zones to support deliveries to residents and businesses

Existing conditions on Western Ave W looking north at 2nd Ave W

Questions & Discussion

- What experiences or observations do you want to share about freight mobility or goods delivery in the project area?
- What are your ideas or priorities for improving freight mobility or goods delivery here?

Existing conditions on Western Ave looking south at Broad St



Existing conditions on Elliott Ave looking south at Denny Way

Next Steps

- Introduce project to interested Modal Advisory Boards
- Conduct broader public outreach in late winter
- Incorporate feedback to advance project design and cost estimates
- Follow up with proposed concepts for additional input

Stay in Touch!

Project Team Contact Info

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