

Elliott Ave & Western Ave Paving and Mobility Project

Seattle Pedestrian Advisory Board (SPAB)

February 11, 2026



**SEATTLE
TRANSPORTATION
LEVY**



Seattle
Department of
Transportation

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 experience for people walking and rolling in the 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.



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.

Existing Conditions Data

Vehicle Speeds: 85th Percentile

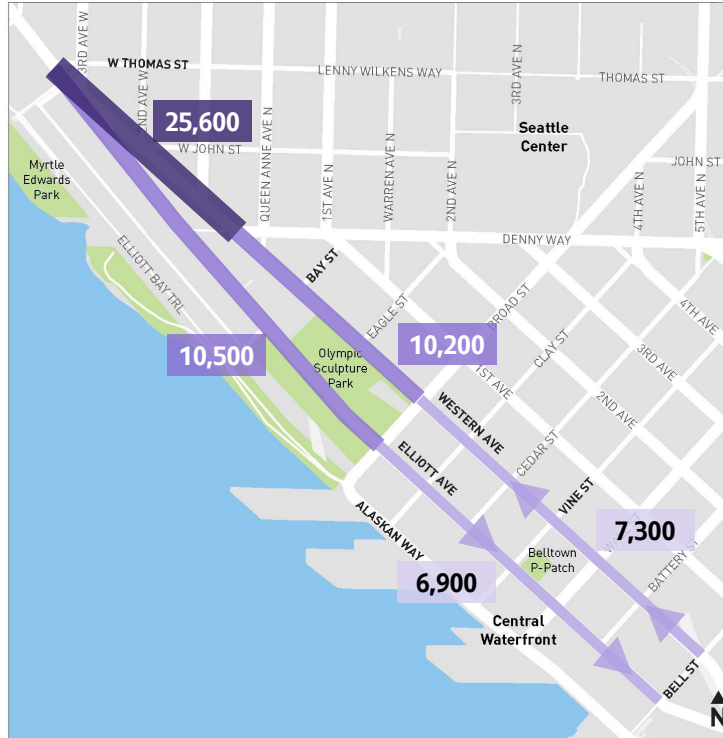
Various dates in 2023 and 2025



- = 10+mph above posted speed limit
- = 5-10 mph above posted speed limit
- = 0-5 mph above posted speed limit

Vehicle Volumes: Average Weekday

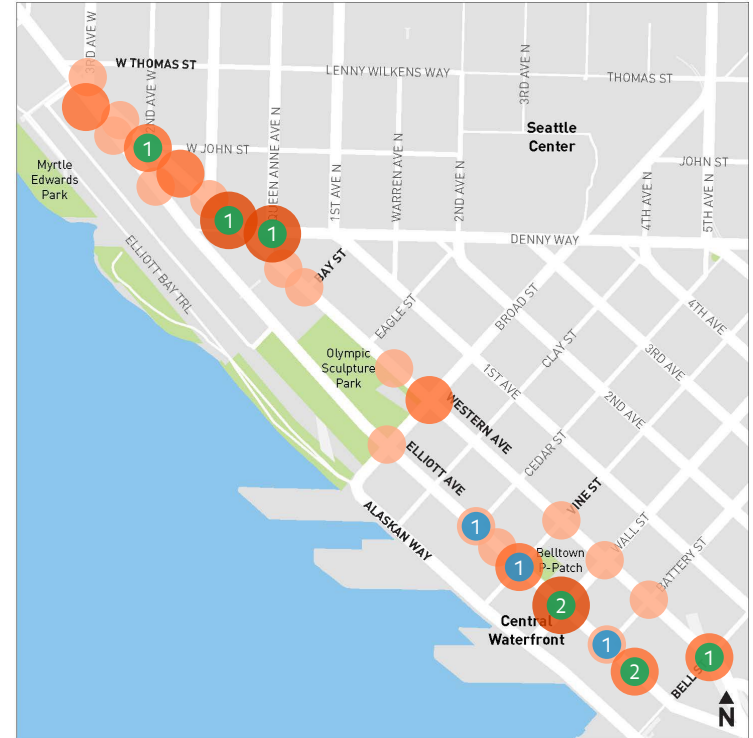
April 24, 2025 - May 1, 2025



- = 5,000 to 9,999
- = 10,000 to 14,999
- = 15,000 to 24,000
- = 25,000+

Injury Crashes: 5-year period






September 2020 - August 2025



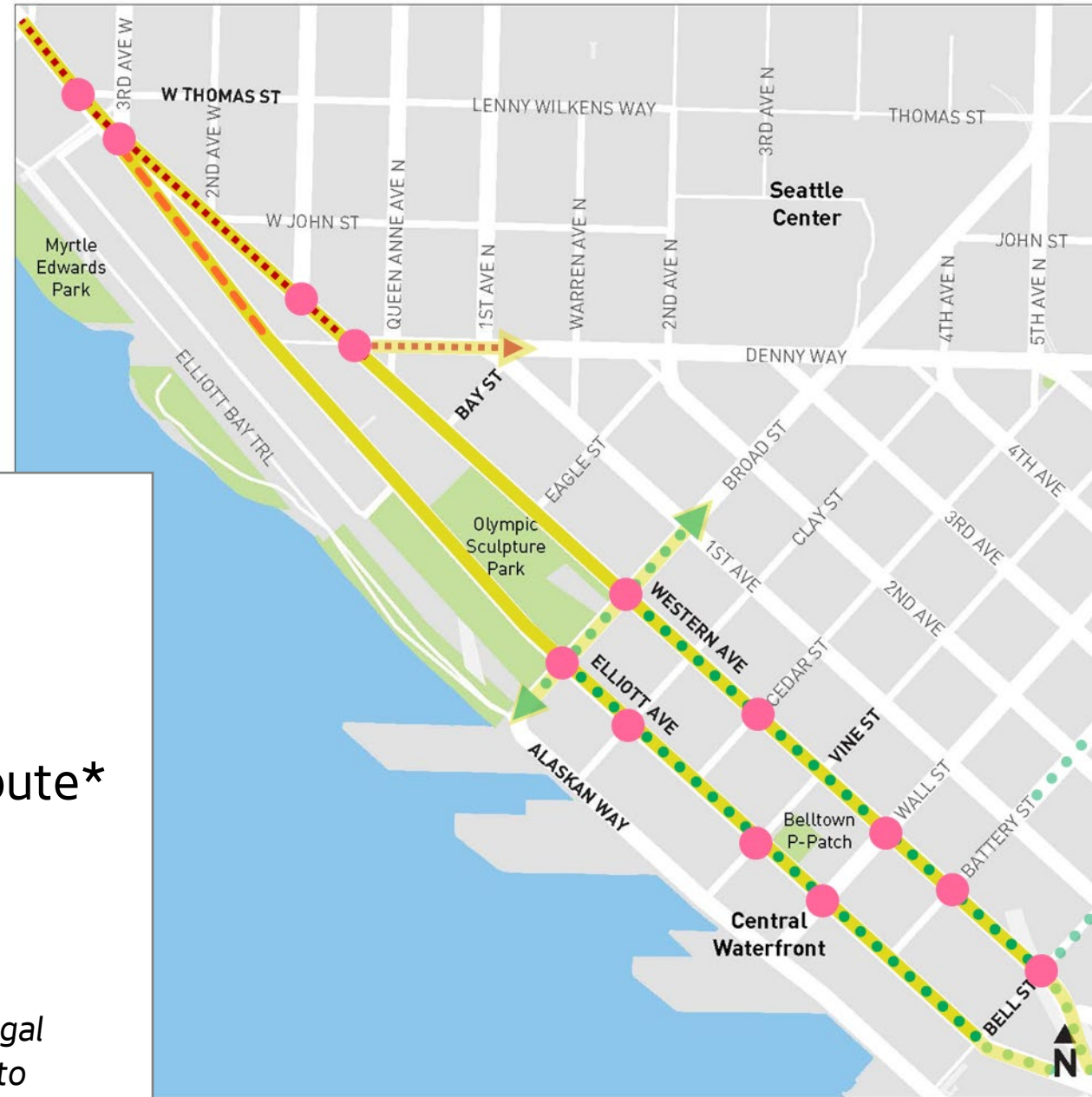
- = 4+ crashes
- = 3 crashes
- = 1 to 2 crashes
- # = Cyclist Injury
- # = Pedestrian Injury

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*



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 Pedestrian Scope

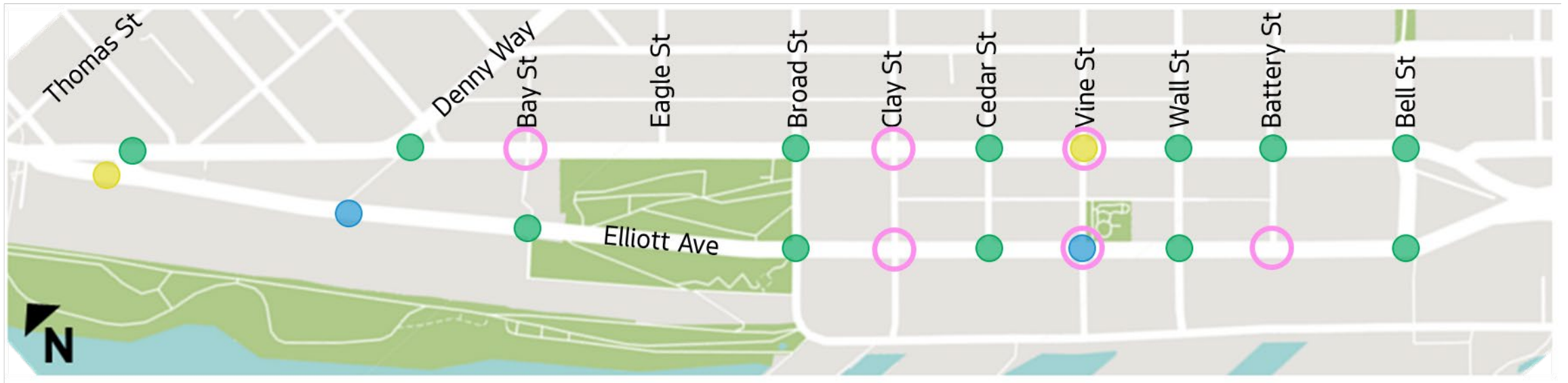
- Repairing sidewalks in poor condition
- Rebuilding curb ramps to meet current accessibility standards
- Crosswalk enhancements like marked crosswalks, Rapid Rectangular Flashing Beacon (RRFB), pedestrian half signals, curb bulbs, etc.
- Seamless Seattle wayfinding signage at key intersections
- Daylighting intersections to make people crossing more visible to people driving



Example of Seamless Seattle 'nudge' sign in the CID

Potential Enhanced Crossing Locations

We collected counts, completed analysis, and are considering crossing enhancement treatments at the following intersections:



● = Existing Full Signal

● = Existing Half Signal

● = Existing RRFB

○ = Crossing Enhancement Under Consideration

Questions & Discussion

- What experiences or observations do you want to share about walking and rolling in the project area?
- What are your ideas or priorities for improving the experience for people walking and rolling here?



Existing sidewalk on Elliott Ave looking north at Denny Way



Existing crossing on Western Ave looking north at Vine St

Next Steps

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



Stay in Touch!

Project Team Contact Info



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