

Elliott Ave and Western Ave Paving and Mobility Project

Frequently Asked Questions – Early Design (Spring 2026)

	QUESTION	ANSWER
GENERAL	How can I stay connected with this project?	The best way to stay up to date with our project is by signing up for email updates . We also encourage you to check our project webpage regularly, as all announcements and materials are published there.
	What decisions will be made by the 30% design milestone?	By the 30% design milestone, we will have decided our project scope, including what Complete Streets treatments can be included based on the project budget.
	When will construction happen, and how long will it take?	Our construction schedule is being closely coordinated with Seattle Public Utilities' (SPU) Vine Basin Combined Sewage Overflow (CSO) Control Project . Based on current schedules, SPU could start construction as soon as late 2027. Once SPU has completed their underground work, SDOT will follow up with the street restoration. As design progresses, we will get a better sense of construction timing, sequencing, and duration. Stay tuned for more information.
PARKING	Is parking being taken away?	We expect parking impacts to be minimal. Some additional parking spots may be removed near intersections and driveways to improve visibility. This treatment, also known as “daylighting”, is required by law in Washington State. Luckily, most of the project area already has daylighting in place.

	<p>Parking availability has gone down, and population is going up. This has impacted businesses. What can be done to help?</p>	<p>The project area is mostly paid parking, which means we have data on how frequently parking is used along the project corridor. In general, parking occupancy on these blocks is below our target (70%-84% occupied), but we can continue to monitor usage. Businesses and residences that need additional loading or passenger pick-up spaces should reach out to the project team so we can see if we can help.</p>
<p>BIKE FACILITIES</p>	<p>Where will this project install new bike facilities?</p>	<p>Consistent with the Bike Element of the Seattle Transportation Plan, the project proposed to upgrade the existing bike lanes to protected bike lanes on both Elliott Ave and Western Ave, between Broad St to Bell St.</p>
	<p>Why do we need to add more bike lanes? We already have bike lanes on Alaskan Way and 2nd Ave.</p>	<p>Our proposed design is based on the Bike Element of the Seattle Transportation Plan (STP) which involved a robust public involvement process. Within our project area, the STP identifies both Elliott Ave and Western Ave as Bike+ Arterials between Broad St and Bell St. Due to steep streets going east-west, SDOT heard support for providing multiple, parallel north-south options for people biking.</p>
	<p>Have you considered extending the bike lanes north, beyond Broad St?</p>	<p>Our proposed design is based on the Bike Element of the Seattle Transportation Plan, which involved a robust public involvement process. The current Bike Element does not show either Elliott Ave or Western Ave north of Broad St as part of the planned bike network. Instead, Broad St is shown as the connection to other parallel bike routes on Alaskan Way and 2nd Ave. Unfortunately, our project is not funded to make improvements on Broad St, which is outside of our project area.</p>

TREE PRESERVATION	Are trees being taken down?	SDOT does not plan on needing to remove any existing trees as part of this project. There is potential to install some medians that may accommodate new trees if funding allows.
POTENTIAL IMPROVEMENTS	What techniques will be used to reduce travel speeds and improve safety along the corridor?	<p>Traffic calming and safety improvements may include:</p> <ul style="list-style-type: none"> • Rechannnelizing, or reducing the number of travel lanes, in segments with lower vehicle volumes. • Installing parking-protected bike lanes between Bell St and Broad St on both corridors. • Shortening crossing distance and improving visibility by enhancing pedestrian crossings and constructing curb bulbs. • Other potential improvements, such as concrete median islands or hardened center lines, depending on feasibility and funding.
	Is there an opportunity to install speed cushions to decrease speeding on these streets?	Unfortunately, we are unable to install speed cushions on Elliott Ave and Western Ave at this time due to street types and classifications. SDOT does not typically install speed cushions on streets like Elliott Ave and Western Ave, which are Principal Arterials, Major Truck Streets, and Tier 1 Emergency Response Routes.
	Why are we considering options that reduce vehicle lanes?	SDOT policy states that if fewer than 25,000 vehicles travel on a street per weekday, we will consider options that provide one lane in each direction. Since the SR 99 Tunnel opened and the Viaduct came down, traffic volumes on these streets have decreased to less than 10,000 vehicles on an average weekday (except on Western Ave north of

		<p>Denny Way). Our initial traffic analysis showed the proposed lane configurations would have minimal impacts on traffic operations, including freight travel times. We plan on collecting additional traffic counts over the summer during peak cruise season to verify these results.</p>
	<p>Are there details on what sidewalks will be repaired?</p>	<p>SDOT's Sidewalk Repair Program has completed an inventory of the sidewalk condition in the project area and recommended locations for sidewalk repair. We are working on making a graphic that shows these locations for people who are interested.</p>
	<p>How likely is it that the "Complete Streets" scope will get funded?</p>	<p>Given funding constraints, we will have to prioritize the potential "Complete Streets" scope. We are pretty confident we can deliver the proposed bike lane upgrades south of Broad St, most of the identified sidewalk repair, and some of the enhanced crossing treatments. By the 30% design milestone, we will have a better sense of what scope will be included in the project. We would love to hear your priorities for these types of improvements.</p>
	<p>As part of SDOT's Major Street Maintenance and Modernization program, how is SDOT defining 'modernization' on this project? This seems like a maintenance project.</p>	<p>All paving projects trigger curb ramp upgrades and drainage improvements to meet our current standards. In addition, the Seattle Transportation Levy includes funding from several other programs to support adding Complete Streets treatments to these arterial paving projects.</p>
	<p>What constraints affect this project's design?</p>	<p>Some of our project constraints include:</p> <ul style="list-style-type: none"> • As with any project, funding is limited, so we will have to prioritize project elements. Our current budget is unlikely to support treatments like sidewalk widening, new traffic signals, and landscaping.

		<ul style="list-style-type: none"> Both project corridors are part of the Over-Legal Route network, which means we must maintain at least 20 feet of clear space (both width and height) for oversized hauling operations. Vertical elements in the roadway, like concrete medians or trees, can be a challenge on these routes.
BUSINESSES AND RESIDENCES IN THE PROJECT AREA	How will business access be affected?	We are continuing to look into how our project may impact businesses both during and after construction. As we get further into design, we will share more information about these potential impacts and engage one-on-one with businesses to reduce impacts as much as possible. Please reach out to the project team at ElliottWestern@seattle.gov with any questions or concerns.
	How will this project affect garbage collection or the placement of my dumpsters?	In locations where dumpsters are stored on the street for collection, we are coordinating with the Seattle Public Utilities' Solid Waste team to accommodate these needs. As we get further into design, we will be reaching out to property owners and managers to learn about specific needs and share potential solutions.