

# 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 <a href="#">signing up for email updates</a> . We also encourage you to check our <a href="#">project webpage</a> 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 and what changes 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 <a href="#">Seattle Public Utilities' (SPU) Vine Basin Combined Sewage Overflow (CSO) Control Project</a> . Based on current schedules, SPU could start construction towards the end of 2027. Once SPU has completed their underground work, SDOT will follow up with the street restoration. As design progresses, we will share more details about construction beginning and end dates.
PARKING	Is parking being taken away?	We expect parking some small changes to how people park in the project area. Some parking spots may be removed near intersections and driveways to improve visibility and safety for people crossing the street.
	Parking availability has gone down, and population is going up. This has impacted businesses. What can be done to help?	The project area is mostly paid parking, which provides us with information about how often parking is used within the project limits. Parking on these blocks is below our target (70%-84% occupied), but we will 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.
<b>BIKE FACILITIES</b>	Where will this project install new bike facilities?	Consistent with the <a href="#">Bike Element</a> of the <a href="#">Seattle Transportation Plan</a> , the project will upgrade the existing bike lanes to add protection on both Elliott Ave and Western Ave, between Broad St to Bell St.
	Why do we need to add more bike lanes? We already have bike lanes on Alaskan Way and 2nd Ave.	Our design is based on the <a href="#">Bike Element</a> of the <a href="#">Seattle Transportation Plan</a> which included a robust public involvement process. Within our project area, the plan identifies both Elliott Ave and Western Ave as Bike+ Arterials between Broad St and Bell St. Due to steep streets going east to west, we heard support for providing many, parallel north to south options for people biking.
	Have you considered extending the bike lanes north, beyond Broad St?	Our design is based on the <a href="#">Bike Element</a> of the <a href="#">Seattle Transportation Plan</a> , which included 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. Our project is not funded to make improvements on Broad St, which is outside of our project area.
<b>TREE PRESERVATION</b>	Are you removing trees?	SDOT does not plan to remove existing trees as part of this project. It is possible that we will create new areas that could increase the number of trees in the area.
<b>POTENTIAL IMPROVEMENTS</b>	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"> <li>• We could change the street layout or reduce the number of travel lanes in areas with less traffic.</li> <li>• We may install parking-protected bike lanes between Bell St and Broad St.</li> </ul>

		<ul style="list-style-type: none"> <li>• Using curb bulbs to shorten the length of crosswalks and improve visibility at crossings.</li> <li>• Other potential improvements, such as concrete islands or hardened center lines, depending on feasibility and funding.</li> </ul>
	<p>Is there an opportunity to install speed cushions to decrease speeding on these streets?</p>	<p>We are unable to install speed cushions on Elliott Ave and Western Ave currently due to street types and classifications. We do 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.</p>
	<p>Why are we considering options that reduce vehicle lanes?</p>	<p>Our 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 was removed, traffic on these streets dropped below 10,000 vehicles on an average weekday (except on Western Ave north of Denny Way). Our initial traffic design showed the proposed lane changes 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 will share these locations of the proposed upgrades once the plan is final.</p>
	<p>How likely is it that the "Complete Streets" scope will get funded?</p>	<p>Given funding constraints, we will prioritize the potential "Complete Streets" scope. We are 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 will</p>

		continue to seek your input on the priorities for these types of improvements.
	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.	All paving projects require curb ramp upgrades and drainage improvements to meet current standards. In addition, the <a href="#">Seattle Transportation Levy</a> includes funding from several other programs to support adding Complete Streets treatments to these paving projects.
	What constraints affect this project’s design?	Some of our project constraints include: <ul style="list-style-type: none"> <li>• As with any project, funding is limited, so we will have to prioritize project elements. Our current budget is unlikely to support sidewalk widening, new traffic signals, or landscaping.</li> <li>• Both streets 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.</li> </ul>
<b>BUSINESSES AND RESIDENCES IN THE PROJECT AREA</b>	How will business access be affected?	We will continue to look at how our project impacts business both during and after construction. As design moves ahead, 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 <a href="mailto:ElliottWestern@seattle.gov">ElliottWestern@seattle.gov</a> 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.