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## Elliott Bay Connections: Frequently Asked Questions Greenway

### **Where and what is the new greenway?**

The Elliott Bay Connections project constructed a new greenway on the east side of Alaskan Way, from Virginia St to Clay St, connecting Waterfront Park (at Pier 62) to the Olympic Sculpture Park (at Pier 70). Opened on April 21, 2026, the greenway enables people to travel in green on this ¾ mile stretch of Alaskan Way, with new plantings, trees and benches along the way.

The greenway is for people of all ages and abilities with ample space to walk, bike, and roll comfortably, including those traveling with children or assisting others. The greenway is a shared use path that accommodates a range of non-motorized users, including people using wheelchairs, bicycles, strollers, scooters, and e-bikes as well as pedestrians and joggers.

### **What is Elliott Bay Connections?**

Elliott Bay Connections (EBC) is a public-private partnership to connect, restore and revitalize public parks along the Elliott Bay waterfront from Waterfront Park (at Pier 62) to The Beach at Expedia Group (just before Pier 91). The EBC project is restoring and revitalizing Myrtle Edwards and Centennial Parks and constructed the greenway. Announced in August 2023, EBC is funded entirely by private philanthropy, in partnership with the City of Seattle and Port of Seattle, and the [Downtown Seattle Association](#) (DSA) serves as the project implementation partner.

### **When will Myrtle Edwards and Centennial Parks reopen?**

Construction and planting are still underway in Myrtle Edwards and Centennial Parks. A temporary multi-use path remains open in both parks, as it has since construction began.

Myrtle Edwards and Centennial Parks will fully reopen before June 15, 2026, the date of the first FIFA Men's World Cup match in Seattle as stated at the initial EBC project launch in 2023. The parks' specific opening date will be announced in May.

## **Where do I access the new greenway?**

The greenway is accessible at multiple points along Alaskan Way from Virginia St to Clay St.

At Virginia St, users may access the greenway on the east side of Alaskan Way at the existing Rectangular Rapid Flashing Beacon (RRFB) across from the waterfront protected bike lane and promenade. (Note there is no Virginia St sign here.)

At Bell, Lenora, and Blanchard intersections, users may access the greenway from the west. The Lenora and Bell street elevators provide access to and from points east. Wall, Vine and Clay intersections offer access to the greenway from points east and west. The greenway plantings continue from Clay St to Broad St.

## **Is it accessible?**

Yes. The greenway complies with accessibility requirements and is designed for people of all ages and abilities, with space to move at a comfortable pace. It accommodates a range of non-motorized users, including people using wheelchairs, as well as joggers, cyclists, and skaters. New accessible parking spaces, each with their own ramps, have been added to all the blocks where parking is provided.

## **What does it mean that the greenway is a multi-use trail? How do I use it?**

A multi-use trail is designed for people of all ages and abilities, including those traveling with children or assisting others. It provides space to walk, bike, and roll comfortably, accommodating different speeds and modes of travel. Wheelchair users, joggers, cyclists, skaters, and people using e-bikes and scooters are welcome.

On Seattle's multi-use trails, people biking or using scooters should ride at a safe speed, yield to pedestrians, and give a clear signal—such as a bell or voice—when passing. Stay to the right side of the trail unless otherwise indicated.

Click here for more information about Seattle's multi-use trails [Multi-Use Trails - Transportation | seattle.gov](#). Signage on the greenway reminds all users about how to share space and look out for other users.

## **How “green” is the greenway? How many trees?**

The greenway has 121 trees, including 52 new trees. The new tree species were selected for shade, urban durability, and climate resilience. The species include Starlight and

Aurora dogwood, Persian parrotia, Snowcloud serviceberry, Frontier elm, Gumdrop tupelo and Austrian pine.

The expanded planting areas and improved growing conditions also support the long-term health of both new and existing trees, which provide shade, enhance the urban environment, and deliver important ecological benefits. The EBC team worked with the City of Seattle's urban forester and arborist with the goal all trees will have an opportunity to thrive.

### **What are all the plants?**

The greenway has a lot of plants! More than 15,000 new plants have been planted as part of the EBC greenway project. Many of these plants will need time to grow.

New irrigation, establishment fencing and regular care will ensure that these new plants and trees will thrive.

With this care and help from greenway users (including pets) staying out of the planted areas, the greenway will become even greener as all these plants and trees grow.

### **What types of plants were added?**

New planting beds feature native and street-hardy trees, shrubs, and perennials. The greenway planting design draws inspiration from the area's historic landscapes and transitions gradually along the length of the trail. Greenway users will recognize approximately 40 different species of plants that are both native and adaptive to the Pacific Northwest, including Foothill Sedge, Camas, Yarrow, Douglas Aster, Oregon Iris, Sword Fern, White Sage, Pacific Mist Manzanita and many others.

The design emphasizes native and climate-adapted plants, creating an urban experience that reflects the character of the Pacific Northwest landscape. The choice of plants along the southern stretch of the greenway references the historic ravine that once linked the uplands to a beach near Bell St as well as the new plantings in Waterfront Park. Moving north, the landscape transitions to a coastal wooded shrubland, and finally to a backshore dune environment featuring driftwood logs and oyster shell mulch—echoing the site's historic shoreline.

## **There are two bike paths along Alaskan Way from Virginia to Broad St. Which one do I use?**

The protected bike lane on the west side of Alaskan Way—part of the [Alaskan Way Safety Project](#)—is intended for bicyclists and scooter riders, not for pedestrians. It offers a direct, continuous route separated from vehicle traffic by concrete barriers, with removable bollards near Pier 66 during high-traffic cruise days.

The greenway on the east side of Alaskan Way is a multi-use trail designed for a more relaxed experience. It's ideal for walking, rolling, and slower-paced biking, with a landscaped setting that supports recreation and accessibility for people of all ages and abilities, including children and families.

Everyone on the greenway is asked to observe Seattle's rules and etiquette for a shared multi-use trail, so people on scooters and e-bikes might also prefer the protected bike lane.

## **Who is responsible for maintaining and operating the greenway?**

As a public space, the greenway is owned by the City of Seattle. The Seattle Department of Transportation (SDOT) reviewed and approved the greenway design and construction, and will continue to manage signals, crossings, and the functioning of this corridor as part of Seattle's overall street network.

The greenway design and construction were entirely funded by private philanthropy. Private support funds the greenway's operations, maintenance and landscape care as the greenway's new plantings and trees become established. The Downtown Seattle Association is the implementation partner for the greenway.

## **How wide is the greenway?**

The multi-use trail is generally 11 feet wide, with 2-foot concrete shoulders on each side for a total of 15' width. Near Bell St, the trail matches the existing sidewalk width (12 feet) due to existing constraints

There are several spots with benches along the greenway.

### **Why are there so many fences?**

Temporary post and rope fences have been installed to protect newly planted beds with native and street-hardy trees, shrubs and perennials. Signs in the planting beds remind greenway users to keep wheels, feet and paws out of planting beds.

### **What happens when there is a cruise ship in the port?**

On sailing days, the protected bike lane of the Alaskan Way Safety Project on the west side of Alaskan Way will be closed in front of Pier 66 from Blanchard St to Wall St.

People biking who normally use the protected bike lane will detour to the greenway between Blanchard St and Wall St on the east side of Alaskan Way. Special bike crossing lights are installed at these intersections to guide people biking to and from the multi-use trail.

### **Why does the multi-use trail end at Clay St instead of Broad St? Can I walk in the planting area between Clay and Broad?**

The multi-use trail ends at Clay St to provide a clear and safe transition to the Olympic Sculpture Park and parks and trails to the north. Improved crossings at Clay St connect directly to the Alaskan Way Safety Project's protected bike lane and create a more intuitive route to the Olympic Sculpture Park, Myrtle Edwards Park, and the main waterfront trail route along Elliott Bay.

North of Clay St, the space between the sidewalk and roadway is a planted landscape buffer rather than a multi-use trail. For pedestrian and bicyclist safety and protection of this landscape, people should continue on the sidewalk or cross at Clay St to access the west side of Alaskan Way, where established park paths and trails continue north.

### **Are dogs allowed on the greenway?**

Yes, leashed dogs are welcome on the greenway. Trash and recycling receptacles are available along the route, and several include dog waste bag dispensers. Please pick up after dogs and dispose of dog waste appropriately. Please keep dogs out of planting beds and don't let them pee on the greenway's plants and trees.

### **Is there lighting on the greenway?**

Yes, the greenway has new pedestrian lighting in addition to existing streetlights from Virginia St to Clay St.

### **Are e-bikes and scooters allowed on the greenway?**

In Seattle, e-bikes and electric scooters are permitted on multi-use trails, including the new greenway. Bicyclists and scooter riders must yield to pedestrians and ride at a safe speed. Posted signs along the trail provide guidance on safe speeds and trail etiquette. For more information about Seattle's Multi-Use Trails Program and helpful tips on trail etiquette, visit [Multi-Use Trails - Transportation | seattle.gov](https://seattle.gov/multi-use-trails).

### **Where do people leave their Lime bikes and e-bikes?**

The greenway has two areas for micromobility parking, including at Lenora St and Blanchard St. Micromobility suppliers continue to coordinate with SDOT and the Port of Seattle on locations to stage shared scooters and bikes.

### **Is this part of the Elliott Bay Trail?**

The main waterfront trail route along Elliott Bay follows the shoreline of Elliott Bay for five miles from S Royal Brougham Way near the stadiums to Smith Cove Park in Magnolia and includes this new greenway.

### **How did people participate in the greenway design process?**

Community engagement began in fall 2023 and continued throughout the design process including the final design presentation presented in a public meeting for feedback in October 2024. Community engagement included multiple public presentations of the design, online surveys and meetings with neighboring residents and businesses, as well as responses to individual questions sent via email and phone messages throughout the entire project. The [EBC website](#) includes summaries and design presentations from the three community engagement meetings.

The permitting process for the greenway also included several public comment periods where the public was invited to comment.

Construction began in early 2025, and the EBC project team continued to provide updates via email and public presentations and responded to questions throughout design and construction.