Bicycle Facility Recommendations for Key Corridors and Focus Areas

The table below includes detailed descriptions of recommendations in key corridors and focus areas of the Bicycle Facility Network. Each row corresponds with a numbered location on the Bicycle Facility Recommendations Map.

Map Number	Text Note
1	Identify additional connections from Northeast Seattle neighborhoods to the Burke-Gilman Trail between Magnuson Park and the north city limit.
2	Consider adding a traffic signal to facilitate bicycle crossings at Sand Point Way NE & NE 78th Street.
3	Improve bicycle access at the entry point to north side of Magnuson Park--NE 78th Street.
4	Improve bicycle access at the entry point to south side of Magnuson Park--NE 65th Street.
5	Identify best connection between trail on east side of UW Campus and Burke-Gilman Trail (across Union Bay Place NE).
6	Planned intersection reconfiguration at Ravenna Ave NE & Ravenna Place NE.
7	Identify best north-south bicycle facility connection between University District and NE 65th Street (possible corridors include Roosevelt Way NE, 11th/12th Avenue NE, Brooklyn Avenue NE, and 15th Avenue NE).
8	Significant public demand exists for constructing multi-use trail between Brooklyn Avenue NE and Ravenna Place NE through Ravenna Park.
9	Consider alternatives for north-south route connectivity across Lake City Way NE and NE 75th Street between I-5 and 15th Avenue NE (possible corridors include Roosevelt Way NE, 12th Avenue NE, 14th Avenue NE, and 15th Avenue NE).
10	Two alternatives for crossing I-5 in the vicinity of NE 80th Street: Either reconstruct NE 80th Street crossing of I-5 to include bicycle lanes in accordance with the Complete Streets policy if the bridge is modified OR construct new bicycle and pedestrian bridge across I-5 in the vicinity of NE 80th Street.
11	Three alternatives for north/south connections through the University District: 1) If Roosevelt Way and 11th Avenue NE remain as one-way streets, switch the full time parking to the left side of the street, restripe lanes, and consider a peak-hour bike lane. 2) If Roosevelt Way and 11th Avenue NE become 2-way streets, consider installing climbing lanes on one of the roadways or install a northbound bike lane on one road and a southbound bike lane on the other road. 3) If either of these alternatives is not feasible, add shared lane markings to Brooklyn Avenue NE.
12	In the short-term, install bike lanes, climbing lanes, and shared lane markings on NE 45th Street. In the short-term, stripe bike lanes on 5th Avenue NE and 7th Avenue NE between NE 45th Street and NE 50th Street to allow bicyclists to utilize the NE 50th Street Bridge to cross I-5. In the long-term, construct a new bicycle and pedestrian bridge across I-5 at NE 47th Street.
13	Redesign interchange between the north end of the University Bridge, Eastlake Avenue NE, and NE Campus Parkway to resolve right-turn conflicts.
14	Construct an overpass in the area between N 41st Street and N 43rd Street; this may include reconstructing the existing overpass at N 41st Street or building a new structure.
15	Install bike lanes on both sides of N 34th Street/N Northlake Place between Fremont Avenue N and Stone Way N. An alternative would be to install an eastbound bicycle lane and shared lane markings in the westbound curb lane. A contraflow bike lane should be provided on the one-way section of N Northlake Place.
16	The sidewalks on the Aurora Bridge should be used as a one-way couplet. Higher rails should also be considered for the Aurora Bridge sidewalks. Give special attention to sweeping and maintaining the Aurora Bridge sidewalks.

17	Redesign intersection of Ballard Avenue NW and 17th Avenue NW to manage speeds and make movements more predictable. This intersection is being addressed in the context of the Burke-Gilman Trail extension project through Ballard.
18	Identify best east/west connections through the Ballard neighborhood (NW 56th Street/NW 57th Street/NW 58th Street).
19	In the future, reconstruct Seaview Place NW with a bicycle climbing lane.
20	Two alternatives for east-west connections through lower Queen Anne: 1) If Roy Street and Mercer Street remain as a one-way couplet, install one-way bike lanes on the north side of each roadway. 2) If Roy Street and Mercer Street are converted to two-way streets, bike lanes should go on both sides of Roy Street. In either case, a bicycle and pedestrian bridge should be constructed on the north side of Mercer Street between 6th Avenue N and Dexter Avenue N (over Aurora Avenue N).
21	Construct multi-use trail as a part of the SR-520 reconstruction project between 10th Avenue E and Montlake Boulevard NE and also from Montlake Boulevard NE to the east across Lake Washington. This project should incorporate trail connections to destinations in surrounding areas, including the University of Washington, new light rail transit service, Montlake Flyer station, and Montlake and Madison Park neighborhoods.
22	Identify best east/west connection between Melrose Avenue E and Broadway E.
23	Improve bicycle facilities on N Denny Way Bridge and Minor Avenue Bridge across I-5. Utilize both bridges to make connections between South Lake Union and Capitol Hill.
24	Restripe the bicycle facility on Martin Luther King, Jr. Way so that it has a bike lane on the east side (northbound) and a shared lane marking on the west side (southbound). This facility could operate as a couplet with the bicycle boulevard on 27th Avenue. Two alternatives would be to provide climbing lanes on the uphill portions of Martin Luther King, Jr. Way or to remove the center turn lane (except for turning pockets at key intersections) and stripe bike lanes on both sides of Martin Luther King, Jr. Way.
25	Adjust pedestrian/bicycle signal response time at the intersection of the I-90 Trail & Martin Luther King, Jr. Way and the I-90 Trail & 23rd Avenue S intersection. The signals should allow trail users to cross very soon after pushing the call button.
26	Provide wayfinding signs to direct bicyclists between the 6th Avenue bike lanes and the Dexter Avenue bike lanes. Bicyclists should be instructed to turn right from 6th Avenue to Blanchard Street, and then left on 7th Avenue to Dexter Avenue. This is a better route than having bicyclists turn right from 6th Avenue to Battery Street to access Dexter Avenue.
27	Work with Sound Transit, Washington State DOT, King County Transit, and other partners to acquire abandoned railroad right-of-way to continue existing E-3 Busway Trail south between S Forest Street and Spokane Street.
28	Study east/west connections across I-5 at Spokane Street. These connections could be made in conjunction with extending the Chief Sealth Trail across I-5 toward Downtown Seattle.
29	When the bicycle and pedestrian bridge overpass is reconstructed across Martin Luther King, Jr. Way S. and Rainier Avenue S at Mount Baker Boulevard, it should be wide enough to accommodate both bicycle and pedestrian traffic comfortably and safely.
30	Repaving and drainage improvements are needed for much of the length of Lake Washington Boulevard and Lakeside Avenue.
31	Median crossing islands or a full median should be added to SW Admiral Way between SW Olga Street and the West Seattle Bridge (along with bicycle lanes). This should be accomplished by removing parking from the west side of Admiral Way.
32	The connection between SW Andover Street and the West Seattle Bridge is provided by a sidewalk bikeway on the southeast side of Delridge Way SW. This connection should be improved.
33	Identify best shared roadway connection between SW Morgan Street and SW Juneau Street through the new development in the vicinity of 32nd Avenue SW.

34	Restripe existing parking edgelines to 7 feet from the curb face and install shared lane marking 11 feet from the curb face on SW Admiral Way.
35	Restripe existing parking edgelines to 7 feet from the curb face and install shared lane marking 11 feet from the curb face on Beach Drive SW.
36	In the short-term, provide a wide outside lane on S Cloverdale Street/Myers Way S. In the long-term, the SR-509 interchange ramps should be reconfigured and bicycle lanes should be provided on S Cloverdale Street/Myers Way S.
37	Connection between 14th Avenue S and W Marginal Place S should be improved. Improvement possibilities include providing a multi-use trail on the east side of the intersection of 14th Avenue S and W Marginal Place S, paving shoulders on 14th Avenue S between S Henderson Street and W Marginal Place S, and adding a bicycle lane to the southbound left-turn pocket on 14th Avenue S.
38	In the long-term, bicycle facilities should be provided as a part of the 16th Avenue S bridge crossing. This is a critical connection in the bicycle network.
39	When the bicycle and pedestrian bridge overpass is reconstructed across SR-99 at S Henderson Street, it should be built to regional trail standard width to accommodate both bicycle and pedestrian traffic comfortably and safely.
40	Study potential locations to construct a crossing of I-5 to connect the Chief Sealth Trail towards Downtown Seattle. The crossing could be at any location between S Spokane Street and S Snoqualmie Street. The precise location of the pedestrian/bicycle overpass/underpass across I-5 at the west end of the future Chief Sealth Trail extension should take advantage of topography and existing infrastructure.
41	Identify the connection between the Othello Sound Transit Station and Chief Sealth Trail, either on S Myrtle Street or S Willow Street.
42	Long-term connections are needed to provide bicycle access to the Boeing Access Road Sound Transit Station at the I-5 & Ryan Way interchange. This includes potential improvements to Airport Way S, S Ryan Way, Pacific Highway S, and S 112th Street.
43	Before installing shared lane markings on Renton Avenue S, use saw cut or other form of reconstruction to eliminate the concrete joint that is located in the place where bicyclists would ride comfortably.
44	Shared lane markings should be provided on both sides of Bell Street and Blanchard Street because bicyclists split evenly between turning left and right from these streets.
45	Provide a short section of sidepath on the east side of Martin Luther King, Jr. Way S. between Renton Avenue S and S Walden Street to allow bicyclists to utilize a route between York Park and the Mount Baker Sound Transit Station.
46	One of two options should be implemented on 3rd Avenue NW between NW 103rd Street and NW 105th Street to provide bicycle access through this key area for connectivity in Northwest Seattle: 1) A sidepath should be constructed on the east side of the roadway or 2) the roadway should be reconstructed to include bicycle lanes on both sides of the roadway and parking should be consolidated to formalized parking bays on the periphery of the roadway in several locations.
47	NW 58th Street is closed to traffic for periods during the day due to school activity. While there is an existing signalized intersection where NW 58th Street crosses 15th Avenue NW, it may not be an ideal roadway for the east-west bicycle route through Ballard because of the street closure and the fact that it is north of the commercial area.
48	A new traffic signal (pedestrian crosswalk signal or signalized intersection) should be considered at the intersection of NW 57th Street & 15th Avenue NW. This signal would provide access for an east-west bicycle route through Ballard that uses NW 57th Street in the vicinity of 15th Avenue NW. This signal should be coordinated with the existing full signal at NW 58th Street & 15th Avenue NW.

49	The proposed bicycle and pedestrian bridge on the west side of the Ballard Bridge should be installed at a location that takes advantage of existing topography. This bridge connection requires more detailed study in the future.
50	The left-turn "Bus Only" lane on the northbound exit ramp on the north side of the Aurora Bridge should be marked as "Bus and Bicycles Only". Providing bicycle access in this location will help provide bicycle connectivity into Fremont.
51	Reconfigure intersection of Aurora Avenue, Raye Lower Street, and 6th Avenue N to address bicycle, pedestrian, transit, and motor vehicle issues. Curb ramps should be provided/improved on the south end of the Aurora Bridge to provide better bicycle access.
52	Add bicycle lane to west side of Aurora Avenue (southbound) between Raye Lower Street and Dexter Way N to allow bicyclists that travel southbound on the Aurora Bridge sidewalk to connect to Dexter Way N. No bicycle lane is recommended on the east side of Aurora Avenue.
53	Redesign and reconstruct intersection of Fairview Avenue N and Fairview Avenue E to manage the speed of turning vehicles so that it is safer for bicyclists as well as pedestrians, transit vehicles, and automobiles.
54	Improve pedestrian crosswalk signal for bicycle sensitivity and direct bicycle crossing at intersection of Lake City Way NE and 20th Avenue NE.
55	Consider providing paved shoulders and including paved parking bays on the periphery of Ravenna Avenue NE in several locations. Potential bicycle lanes should be considered on this roadway, particularly in uphill sections.
56	Airport Way S between I-90 and Military Road S will be used in upcoming years to serve overflow traffic during I-5 reconstruction. When the roadway is reconstructed, the city should consider a combination of adding new shoulders, sidepaths, and/or wide outside lanes, as appropriate, to improve bicycle safety and access in this corridor. These improvements should address the problem of standing water that accumulates on Airport Way S when it rains.
57	35th Avenue SW between Avalon Way SW and SW Morgan Street is a high-priority connection that should be studied in the short-term. Potential alternatives that should be evaluated include removing a travel lane, consolidating parking to one side of the street, and/or installing raised median islands so that shared lane markings, climbing lanes, and/or bicycle lanes can be installed. Consideration should also be given to constructing a sidepath on the east side of the street in the blocks adjacent to the West Seattle Golf Course.
58	Eastlake Avenue E between the University Bridge and Fairview Avenue N is a critical connection between the University of Washington and Downtown Seattle. This constrained corridor is a very high-priority for improving bicycle connectivity. Potential bicycle facility recommendations should be considered along with other travel modes on a block-by-block basis in the corridor. Different bicycle treatments should be implemented under different options, including bicycle lanes, climbing lanes, and shared lane markings. If light rail tracks are installed, the tracks should be in the center of the roadway, which will require removing the existing median and restricting left-turn movements to particular intersections. Removing the median will require more pedestrian crosswalk signals to be installed. If there is no light rail in the Eastlake Corridor, bicycle lanes could be provided by removing the median island and center left-turn lane and restricting left turns to specific intersections or changing parking restrictions on some blocks. Other alternative actions to create bicycle facilities should include narrowing existing travel lanes and removing peak-hour parking restrictions so that bicyclists can ride more easily in the space to the left of parked cars and out of the door zone.
59	Provide new median cut-through and crosswalk on the west side of the intersection of NE Northgate Way & 8th Avenue NE. This will also require modifying the design of the pedestrian crosswalk signal at this intersection.
60	The city of Seattle has asked the Washington State DOT to study the connection between a proposed multi-use trail on the new bridge and the University of Washington, new Link Light Rail transit service, Montlake Flyer Station, and the Montlake and

	Madison Park neighborhoods as a part of the SR-520 Bridge project.
61	Bicycle cut-through across diagonal diverter at E Republican Street and 17th Avenue E should be improved to provide more convenient access for signed bicycle route.
62	Consider striping a centerline on sections of the Burke-Gilman Trail with very high user volumes, such as near the University of Washington and other locations where sight distance may be compromised.
63	Reconstruct trail bridge between 33rd Avenue W and 32nd Avenue W to accommodate both pedestrians and bicyclists.
64	Explore possible travel lane channelization improvements near the intersection of Gilman Avenue W and W Fort Street.
65	Add shared lane markings to south (downhill) side of W Emerson Place and improve conditions for bicyclists on the sidewalk on the north (uphill) side of W Emerson Place.
66	Provide bicycle access between Green Lake and North Seattle Community College by either installing shared lane markings on Wallingford Avenue N or designating Ashworth Avenue N as a non-arterial street commonly used by bicyclists.
67	Reconfigure intersection of E Green Lake Way N and W Green Lake Way N to address bicycle, pedestrian, transit, and motor vehicle issues.
68	Consider adding a traffic signal at Eastlake Avenue and Harrison Street; the two blocks of Harrison Street between Pontius Avenue and Eastlake Avenue are one-way, so they may need to be coupled with two blocks of Republican Street or Mercer Street.
69	Western Avenue and Elliott Avenue between Denny Way and Bell Street require additional study. It may be desirable to have bicycle facilities on these roadways to serve the new residential and commercial developments on the north side of Belltown, but they lead to difficult crossings of Denny Way.
70	Reconstruct Alaskan Way/E Marginal Way S with well-designed bicycle lanes on both sides. There is an existing bicycle lane on the east side of Alaskan Way/E Marginal Way S, but no bicycle lane on the west side of this roadway.
71	It is possible to provide bicycle lanes on SW Alaska Street if on-street parking is removed.
72	Study both the bicycle lane and multi-use trail alternatives in the Myers Way S corridor.
73	Conduct additional study to determine the best location to cross Fauntleroy Way SW between SW Avalon Way and SW Alaska Street.
74	Include bicycle facilities as a part of any future roadway and bridge reconstruction projects on S Lander Street and S Holgate Street. These two roadways are critical connections across the area south of Downtown Seattle and must provide safe and convenient bicycle access.
75	Improve wayfinding signage and pavement markings and make surface and other maintenance improvements on the West Seattle Low-Level Bridge Trail.
76	Consider providing a track or trough beside the stairs between the intersection of S Spokane Street and Airport Way S and Beacon Hill. This would make it much easier for bicyclists to travel with their bicycles up and down the hill.
77	The city recognizes that there are places where the use of "Share the Road" with bicycles signs should be explored. For example, these signs could be posted in the Elliott Avenue W and 15th Avenue W corridor.
78	Improve the intersection of S Dearborn Street & Rainier Avenue S to facilitate bicycle connectivity between the existing bicycle lanes on S Dearborn Street and the proposed Hiawatha Place S bicycle boulevard. This may include reconfiguring turning lanes, modifying signal phasing and timing, and making other facility improvements.
79	Requests have been made by citizens to improve lighting through Judkins Park to improve safety and security when accessing the I-90 Trail.

80	If properties are redeveloped with non-water-dependent land uses on Westlake Avenue N, the city should work with local businesses to explore the possibility of constructing new buildings close to Westlake Avenue (where the existing parking lots are). This would provide space along the waterfront area for public use, including a wide-surface multi-use trail.
81	Requests have been made by citizens to keep the locks open after 9 p.m. so that bicyclists can continue to cross the canal during the late evening and early morning hours.
82	Consider several alternatives for improving bicycle access across the rail yard north of Georgetown in the vicinity of Airport Way S and 6th Avenue S. These alternatives include: 1) Construct a multi-use trail on the west side of the Stacey Yard Bridge (Airport Way S) and widen the existing sidewalk on the west side of Airport Way S between the bridge and S Alaska Street; 2) Construct a new bicycle and pedestrian bridge across the rail yard at 6th Avenue S.
83	The proposed alignment of the pedestrian pathway with bicycles permitted in the area north of SW Hudson Street is conceptual.
84	The proposed alignment of the pedestrian pathway with bicycles permitted in the area south of SW Holly Street is conceptual.
85	Requests have been made by citizens and the Seattle Bicycle Advisory Board to provide bicycle lanes on Rainier Avenue S between 14th Avenue S and S Myrtle Street, but more detailed engineering study is needed to determine the feasibility of these facilities. Adding bicycle facilities to this section of Rainier Avenue S may require modifying or removing on-street parking in some locations.
86	Conduct engineering study to determine the feasibility of constructing a multi-use trail between the intersection of 24th Avenue S & S Bayview Street and the intersection of S McLellan Street and 26th Avenue S.
87	Conduct a detailed study of bicycle access to the south side of the Ballard Bridge and recommend specific safety and connectivity improvements. Consider and complete an engineering analysis for installing green bicycle lanes across the W Emerson Street exit ramp at the southwest end of the bridge.
88	The Seattle Department of Parks and Recreation is interested in working with SDOT to develop a signed route through Discovery Park and possibly some of the other larger Seattle parks.
89	The service road under the I-5 freeway between E Aloha Street and E Howe Street requires further study to determine if it can be developed into a multi-use trail.
90	Create a non-motorized connection between South Lake Union and Elliot Bay. This connection should include a safe, convenient crossing of Aurora Avenue, utilize the bicycle lanes on the Roy Street/Mercer Street one-way couplet, and utilize the new Thomas Street overpass.
91	Adding bicycle lanes to 3rd Avenue NW is a very long-term project that will require removal of on-street parking.
92	Construct a connector trail between 28th Avenue S and the I-90 Trail. This trail construction project recommendation will be passed on to Washington State DOT. The city will work with Washington State DOT on the project in the future.
93	The Seattle Department of Parks and Recreation is engaging in ongoing discussions to enable a broader range of bicyclists to travel between the Madison Valley and the University of Washington through the Arboretum, and to connect to points north, south, west, and (in the future) east across the reconstructed SR-520 Bridge.
94	There should be signage and/or markings on Denny Way between E Madison Street and Broadway E to direct bicyclists to the Capitol Hill light rail station.
95	Special attention should be given to bicycle safety and mobility between the north end of the First Avenue S Bridge and the Georgetown neighborhood, including the crossing of East Marginal Way S.
96	Look for opportunities to add multi-use trail facilities when any section of the I-5 corridor is reconstructed.

97	Make improvements to the Fairview Avenue N corridor between Virginia Street and Valley Street. At the south end of this corridor, the crossing of Denny Way should be improved. This crossing may be improved by providing better bicycle access through the intersection of Fairview Avenue and Denny Way. It may also be improved by providing a signalized intersection at the intersection of Denny Way, Virginia Street, and Minor Avenue N. From Downtown Seattle, bicyclists would cross Denny Way from Virginia Avenue to Minor Avenue, then use John Street to get back to the Fairview Avenue N corridor. The middle section of the Fairview Avenue N corridor should have shared lane markings on both sides of the roadway near the curb. These markings would be visible during peak travel periods when parking is restricted. At other times of day, bicyclists could use the remaining travel lane space adjacent to the parked cars. The north end of this corridor should include improving the intersections of Valley Street and Fairview Avenue N and Mercer Street and Fairview Avenue N as a part of the Mercer Street project. This area can also be improved for bicycle access by constructing a multi-use trail on the north side of the I-5 exit ramp to Mercer Street between Fairview Avenue N and Eastlake Avenue E.
98	Make improvements to the Eastlake Avenue E corridor between Howell Street/Stewart Street and Mercer Street. Howell Street should include shared lane markings between 8th Avenue and Yale Avenue. In the long term, the section of Howell Street and Eastlake Avenue E north of Yale Street and south of Stewart Street should include bicycle lanes to allow bicyclists to travel directly from Howell Street to Eastlake Avenue E. However, this is likely to require reconstruction of the roadway and addressing I-5 access ramp conflict points. In the short- to medium-term, the intersection of Yale Avenue and Denny Way should be improved to facilitate bicycle crossings. This would allow bicyclists traveling northbound from Downtown Seattle to turn left from Howell Street onto Yale Avenue, cross Denny Way to the alley between Pontius Avenue N and Yale Avenue N, turn right onto John Street, turn left on Yale Avenue N, turn right onto either Harrison Street or Republican Street, and finally turn left onto Eastlake Avenue N. For southbound bicyclists, Stewart Street should be improved to include either a wide bus/bike-only lane or a bicycle lane adjacent to a bus-only lane.
99	Further study is needed to assess the need and solution for connections between SW Spokane Street and Avalon Way and SW Spokane Street and Admiral Way.

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