

2014 Bicycle Master Plan Catalyst Project List

| Project Number | Project Type | Title | Project Location | Description |
|----------------|---------------------------|--|--|---|
| 1 | Intersection Improvement | Rainier Ave S/Martin Luther King Jr Way S intersection improvements | Intersection of Rainier Ave S and Martin Luther King Jr Way S | Intersection safety improvements due to significant traffic volumes at this area and could occur with implementation of cycle track or overall intersection re-design. A retro-fit of the existing overpass could help to ensure better pedestrian and bicycle accessibility as well. |
| 2 | Overpass | Mountains to Sound Trail over I-5 | West side of Dr. Jose Rizal Park to the intersection of Airport Way S and S Royal Brougham Way | A crossing of I-5 at the north end of Beacon Hill, near Dr. Jose Rizal Park and the International District, to provide a more direct connection to downtown Seattle for those coming off the I-90 Trail. |
| 3 | Overpass | S Holgate St across I-5 | From S Holgate St across I-5 to Beacon Ave S. | A grade separated overpass of I-5 to connect SODO to Beacon Hill. Project could entail improved Holgate connection or an I-5 underpass trail south of Holgate to an existing (though currently abandoned) staircase. This project could be considered in conjunction with project #4. |
| 4 | Complete Streets Redesign | S Spokane St. viaduct at grade to Beacon Hill | At-grade portion of S Spokane St. from E Marginal Way S to S Columbian Way. | A connection across I-5 from S Spokane St to S Columbian Way through the forested section east of I-5 to create a direct connection between Beacon Hill and SODO. An east-west connection along the Spokane Street corridor would help multiple bicycle routes in SODO where east/west connections are difficult across I-5, and is vital to bicyclists coming to and from West Seattle and Beacon Hill. This project could be considered in conjunction with project #3. |
| 5 | Overpass | Military Road S to Airport Way S connection across railroad tracks | S Webster St to Airport Way S | A bridge or an underpass across the railroad tracks to provide a connection between South Beacon Hill and Boeing Field/Duwamish industrial area near the south city limits. Years ago, an overpass of the tracks allowed bicyclists to access Airport Way S from Military Rd S; however this connection was removed. Bicyclists now have to travel two miles north or south to the next available railroad crossing. |
| 6 | Intersection Improvement | Chelan Ave SW / W Marginal Way / Alki Trail / SW Marginal Way / Delridge Way SW / SR 99 Intersection | Five-way intersection | Intersection safety improvements for pedestrians and bicyclists, providing easier access from the Spokane Swing Bridge to Alki Trail. Existing connection requires bicyclists to navigate a very complex intersection with many pedestrian crossings at a high traffic volume and truck location. |

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| 7 | Overpass | NE 47th St I-5 overpass | New bridge across I-5 from 7th Ave NE to 5th Ave NE, on NE 47th St | A bicycle/pedestrian bridge across I-5 to connect the University District and the Wallingford Neighborhood. This project would provide a crucial crossing of I-5 in a high traffic corridor. |
| 8 | Underpass | Green Lake Way to N 63rd Street underpass of SR-99 | From Woodland Pl N, underneath Aurora to West Green Lake Way N | Improvements to the existing underpass. This will be challenging due to ROW constraints of the existing bridge structure. Future design should consider options with and without major structural renovation. |
| 9 | Extended hours of operation | Ballard Locks crossing | Ballard Locks | An improved crossing is required as an alternative to the Ballard Bridge. Currently, times of access and requirements to walk bikes restrict the usability of the current crossing; partnership with the Army Corps of Engineers is necessary to extend the hours of operation. |
| 10 | Overpass | Ship Canal Crossing | In the vicinity of the Fremont and Ballard Bridges, and connections east and west to both the Burke-Gilman Trail and the Ship Canal Trail. | Current pedestrian and bike facilities on the Fremont and Ballard bridges are inadequate. This project would identify a new crossing of the ship canal to connect the Ship Canal and Burke-Gilman trails. Renovation of the bridge approaches should ensure adequate space for pedestrians and bicyclists, and could also incorporate transit. |
| 11 | Extension of multi-use trail | Ship Canal Trail to Gilman Ave W | Ship Canal Trail to W Emerson Pl, connecting to Gilman Ave W. | Continuation of a safe route from the Ship Canal Trail along Emerson Place to connect to Gilman Ave W and southbound to the Elliott Bay Trail for bicyclist safety and connectivity. |
| 12 | Corridor Improvement | Elliott Bay Trail to Interbay | Proposed off-street trail parallel to Elliott Ave/15th Ave W. | A trail crossing the Interbay rail yard and along the east side of the rail yard would provide non-motorized connections between the Ship Canal Trail and the Elliott Bay Trail. |
| 13 | Intersection Improvement | University Bridge - south leg to Eastlake Ave E/Harvard Ave E | Eastlake Ave E from the University Bridge up to Capitol Hill. | Intersection safety improvements are needed at Eastlake Ave E and Harvard Ave E for southbound bicyclists wanting to continue on Eastlake or travel to Capitol Hill. |

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| 14 | Overpass | SR-520 connection Across Portage Bay | Proposed off-street trail from Boylston Ave E to Montlake Blvd SR - 520 interchange. | A multi-use path on the Portage Bay Bridge to provide direct connection between Montlake and Capitol Hill. This all ages and abilities facility would significantly alleviate travel between these two heavily used corridors and provide access to the east side. |
| 15 | Overpass | Montlake Bridge Crossing | Montlake Bridge from NE Pacific St. to E Shelby St. | A future bridge or renovation of the existing bridge to provide adequate capacity for both pedestrians and people riding bikes. Additional capacity across this portion of the Ship Canal will improve due to access to the University of Washington, the UW medical center, and the future Link Light Rail Station. |
| 16 | Overpass/gondola | South Lake Union to Capitol Hill I-5 crossing | Crossing I-5 and between Mercer St and Denny Way. | Explore I-5 crossing to better facilitate bicycle and pedestrian movement between South Lake Union and Capitol Hill. Innovative solutions could also serve as a tourist attraction with great views. |
| 17 | Corridor Improvement | E-3 busway trail extension to railroad tracks | Extension of the E-3 busway trail southbound | Explore the feasibility of extending the E-3 busway to the railroad tracks to better facilitate safe bicycle movement from Downtown through SODO and to Georgetown neighborhoods. |
| 18 | Overpass | 6th Ave S connection over railroad tracks | 6th Ave S over Argo railroad tracks | Explore the feasibility of a pedestrian and bike crossing of the railroad tracks to better facilitate safe non-motorized movement from Downtown via SODO to Georgetown. This project could occur in conjunction with or as an extension of project #17. |
| 19 | Multi-use Trail Improvement | Burke Gilman Trail "missing link" completion | Fill the gap in the Burke-Gilman Trail from 11th Ave NW to the Ballard Locks. | Completion of the final segment of the Burke Gilman Trail. There are existing bicyclist safety concerns along this corridor. The final alignment will be determined after completion of the project's Environmental Impact Statement (EIS). |
| 20 | Intersection Improvement | University Bridge - north leg to Roosevelt Way NE / 11th Ave NE and the University of Washington | University Bridge north to NE Campus Parkway and the University Bridge Off Ramp | Intersection safety improvements at the north end of University Bridge to minimize conflicts associated with multiple turning patterns by different modes and connect bicyclists to the University of Washington and the Burke-Gilman Trail safely. |
| 21 | Corridor Improvement | Duwamish Trail to West Seattle | Highland Park Way SW from Duwamish River Trail to SW Holden St | Improvements to this corridor should be explored to create a multi-use trail or innovative hill climb assistance, allowing bicyclists to travel between the Duwamish Trail to West Seattle without competing with heavy vehicle volumes. |

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| 22 | Intersection Improvement | West Seattle Bridge Triangle area | 35th Ave SW / Fautleroy Way SW / SW Avalon Way | Intersection safety improvements at these three large high volume intersections to ensure safe travel by bicyclists and pedestrians. |
| 23 | Corridor Improvement | Cheshiahud Loop: Mallard Cove connection | Fairview Ave E between E Hamlin St and E Edgar St | A floating bridge or other innovative ideas over or around Mallard Cove would make this connection along the shoreline and provide a scenic facility on Lake Union. The existing Cheshiahud Loop routes bicyclists through a steep connection of streets and alleys. |
| 24 | Intersection Improvement | Ship Canal Trail and Dexter Ave to Fremont Bridge connection | South end of Fremont Bridge | Intersection safety improvements for bicyclists traveling east and westbound from south of the Fremont bridge to the Ship Canal Trail. Each leg of this intersection (Nickerson, Dexter, Westlake, and Fremont) has high bike volumes, and they could all benefit from easier access to the Ship Canal Trail. |
| 25 | Intersection Improvement | North 34th Street and Fremont Avenue intersection | North end of Fremont Bridge | Intersection improvements to ensure safe bicycle turning movements at this high bicycle volume crossing of the Ship Canal, especially bicyclists wanting to head westbound to Ballard without first traveling eastbound along N 34th St. |
| 26 | Overpass | Northgate pedestrian/bicycle bridge | NE 100th Street across I-5 to Link Light Rail Station and Northgate neighborhood | A pedestrian/bicycle bridge across I-5 to connect two neighborhoods with direct access to the Northgate Link Light Rail Station. |
| 27 | Overpass/ Complete Streets Improvement | Magnolia Bridge | 16th Ave W and the Elliott Bay Trail to W Galer St | Renovation of the existing Magnolia Bridge or a new bridge to allow bicycle and pedestrian access from the Elliott Bay Trail to the Magnolia neighborhood. |