

PROTECTED BIKE LANES ON THE WATERFRONT: CONNECTING SEATTLE'S BIKE NETWORK

The Office of the Waterfront and Civic Projects is building new protected bike lanes on Seattle's waterfront where none existed before. A significant segment is the extension of the Elliott Bay trail between Myrtle Edwards Park and the Portside trail. New segments also connect to the city network trails in the Pioneer Square and Belltown neighborhoods.

On the south end and along the waterfront piers, bicyclists will enjoy a two-way protected bike lane on the west side of Alaskan Way along the waterfront. North of the Aquarium and Overlook Walk, the bike lane transitions to one-way protected bike lanes on each side of Elliott Way.

New segments of bike lane have opened as they are ready, and when people can use them in an easy, accessible, and completed way.

The 1.2 miles of new bike lanes along the Seattle waterfront will be fully open in March 2025, with the entire 20-acre Waterfront Park following in spring 2025.

Planted buffer between bike lane and road



Tactile strip helps to delineate bike lane from sidewalk

Northbound one-way protected bike lane on Elliott Way south of Lenora St.



New bike signal

Bike detection marking for the signal and stop bar noting where to wait for the crossing

Near Spring St, looking north.



LEGEND

- All ages and abilities bike network
- - - Future connection

BELL ST (Elliott Ave - 1st Ave)

Construction started in January 2025

Bell St will feature a 10-foot two-way protected bike lane between Elliott and 1st avenues.

ELLIOTT WAY (Bell St - Alaskan Way)

Opened in April 2023 and December 2024

The 5-foot one-way protected bike lanes on Elliott Way are buffered from vehicle traffic and are level with the sidewalk. There is a tactile strip between the bike lane and sidewalk to provide delineation between people walking or rolling and people biking. The paving types (asphalt for the bike lanes and concrete for the sidewalk), also provide visual differentiation. This condition extends along Elliott Way into Belltown and ties into existing bike lanes on Elliott and Western avenues at Bell St.

At the intersection of Alaskan and Elliott ways, below Overlook Walk, the bike lane transitions from a one-way protected bike lane on each side of Elliott Way to the north to the two-way protected bike lane to the south.

ALASKAN WAY (Elliott Way - Union St)

Opening March 2025

ALASKAN WAY (Union St - Yesler Way)

Opened in January 2025

Along the heart of the Seattle waterfront, bicyclists will travel on a two-way protected bike lane. The historic working waterfront is home to the Colman dock ferry terminal, Fire Station 5, a multitude of tourist destinations, and business and commerce. There are several mixed-use intersections and driveways where pedestrians and vehicles cross the bike lanes.

Intersections are signalized at Yesler Way, Marion, Madison, Spring, Seneca, University, and Union streets to control vehicle, pedestrian and bicycle movements. Where there are mid-block driveways, these are marked with the green paint familiar throughout the city.

Other features include the narrowing and curving of the bike lanes to slow down bicyclists as they approach intersections, lighting along the bike lanes, edge and centerline markings, flexi-posts and signage. Majority of the bike lane is 12-foot wide, with 10-foot segments near the intersections.

On Alaskan Way between the Elliott Way intersection and Virginia St, also referred to as the Alaskan Way connector, the two-way protected bike lane will be located to the west of the vehicle lanes as the street curves.

ALASKAN WAY (Yesler Way - S King St)

Opened in November 2021

The Park Promenade begins at S Washington St, near the Pioneer Square Habitat Beach. Here, there is a crossing between people walking/rolling and people biking. We anticipate this crossing will experience heavy use, as it is where people cross the bike path from the Park Promenade to access Pioneer Square and the stadiums, and in many cases in large groups from arriving ferries. The bike path design includes a slight curvature and channelization to ensure greater visibility between pedestrians and bicyclists. The bike lane shifts to the east at S Washington St to a location between the Park Promenade and the road.

The two-way protected bike lane is located on the west side of Alaskan Way and of the sidewalk. It connects to the high-use Portside Trail at S King St. There is a tactile strip between the bike lane and sidewalk to provide delineation between people walking or rolling and people biking.

ADDITIONAL BIKE IMPROVEMENTS TO COME

The City is committed to providing additional bike improvements that will tie into ones constructed by Waterfront Seattle. Below are some of the projects you can expect:

The **Yesler Way Protected Bike Lane** project will separate people biking from vehicular traffic and connect the new Waterfront trails to the **Center City Bike Network** on 2nd Ave so people safely and intuitively get to jobs, opportunities, and destinations downtown.

The **Alaskan Way Safety Project** will be making several safety improvements to Alaskan Way from Virginia St to Broad St, including a continuous 0.6-mile street-level protected bike lane on the west side of Alaskan Way between Virginia St and Broad St.

The **Elliott Bay Connections Project** will build a pedestrian and bicycle greenway trail on the east side of Alaskan Way, connecting the new Waterfront Park to the Olympic Sculpture Park, and restore and revitalize Myrtle Edwards and Centennial parks.

QUESTIONS OR COMMENTS?

Email us: info@waterfrontseattle.org

Call us: 206.499.8040

VISIT OUR WEBSITE

Sign up for email updates: waterfrontseattle.org

