



MEMORANDUM

TO: Transportation Commission

FROM: Franz Loewenherz, Senior Transportation Planner [425-452-4077]

SUBJECT: 2008 Pedestrian and Bicycle Transportation Plan project prioritization

DATE: June 26, 2008

Direction Needed from Commission

At the June 26 Transportation Commission meeting staff is introducing the preliminary project prioritization spreadsheets for the updated Pedestrian and Bicycle Transportation Plan and seeking preliminary indications of the Commission's own project priorities. A project map has again been provided for your reference.

This meeting will be the first of three Commission meetings on project prioritization.

- June 26 meeting, staff will look to the Commission for direction on the ranking of the enclosed draft bicycle and trail prioritized project list.
- July 10 meeting, staff will look to the Commission for direction on the ranking of the draft pedestrian prioritized project list.
- July 24 meeting, staff will look to the Commission for confirmation on the Pedestrian and Bicycle Plan priorities; and, potentially, direction on the combined TFP/CIP Ped-Bike and roadway/intersection prioritized project list.

Once the Commission completes prioritization, staff plans to bring Council a draft prioritized project list and supporting documentation at a study session later in the summer.

Background

On April 10, after months of technical review and public input, the Transportation Commission recommended a list of projects to include in the updated plan. This list of projects would result in 90 miles of additional sidewalks, 143 miles of bicycle routes, and 21 miles of trail facility improvements.

At its April 24 meeting, the Transportation Commission provided staff with direction on the prioritization framework to employ in evaluating the pedestrian, bicycle, and trail project lists it endorsed at its April 10 meeting. The prioritization effort relies on Geographic Information System (GIS) software to automate the evaluation process. By overlapping a series of maps, each representing one of several characteristics, then the cumulative intensity of all characteristics at a specific location can be determined (see attached bicycle and trail projects prioritization grid maps). The prioritization methodology, staff used is based on the Transportation Commission's policy direction; these include:

- Corridor Conditions – The corridor condition indicators include: (i) Collisions (average annual pedestrian and bicycle/vehicle collisions); (ii) Roadway Classification; (iii) System Linkage; and, (iv) Bus Stop Level Ridership (1/4 Mile Proximity)
- Destination Network – These are indicators of nearness to key walking and cycling destinations. These land use criteria are based on designations found in the Comprehensive Land Use Plan: (i) Park Proximity (ft.); (ii) School Proximity (ft.); (iii) Community Center/Social Service Proximity (ft.); (iv) Retail Proximity (ft.); (v) Major Employment Center; and (vi) Housing Density.

- Social Justice – The social justice analysis is based on information from the 2000 U.S. Census. Four social justice proxy factors are used to illustrate non-motorized facility demand based on demographic characteristics of the City of Bellevue. These factors include: (i) Vehicle Ownership (%); (ii) Below Poverty Level (%); (iii) Under 18, 65 or over (%); and, (iv) Minority Population (%).

The enclosed draft bicycle and trail prioritized project list includes the GIS priority rank column as a number from 1 to 142 for bicycle projects and 1 to 55 for trail projects. While the advantages of Geographic Information Systems (GIS) for analyzing spatial data are recognized by Commission and staff, there are inherent shortcomings as well, including: (i) projects along corridors that are dependent on future land use changes (e.g., Bel-Red) are unlikely to score as well as projects in established land use corridors; (ii) projects found clustered together geo-spatially may vary from each other by a .10 value; resulting in significantly divergent GIS rankings even though their differences are negligible; and, (iii) the automated process of ranking projects does not take into account the public's perspective on areas warranting attention. Given these, and other factors, staff have included a number of other categories on the spreadsheet for Commission consideration; these include information on whether a given project is:

- (i) along the same corridor of an existing CIP/TFP project;
- (ii) along the same corridor of an upcoming 2008 to 2010 overlay program;
- (iii) along a corridor that could be improved with relative ease as a signage & striping project;
- (iv) along a corridor that is a component of a priority bicycle corridor;
- (v) considered a high (1), medium (2), or low (3) priority rank from a staff perspective; and,
- (vi) considered a high (1), medium (2), or low (3) priority rank from a public input perspective.

Related to items (v) and (vi) above, staff arrived at the qualitative rankings through a series of technical advisory committee roundtable discussions. Several staff from the Transportation Department were involved in these discussions (discussions included staff from the Planning, Design, and Traffic Management divisions), and staff rankings were based on several factors, including involvement in recent planning efforts such as Wilburton and Bel-Red, overall knowledge of the system (and where gaps exist), and previous requests by the public for improvements. The public input perspective was arrived at through a comprehensive review of comments submitted through the project's outreach efforts (representative comments from the public are also included). The projects on the spreadsheet are sorted in ascending order by staff ranking, then by public input, and then by GIS ranking.

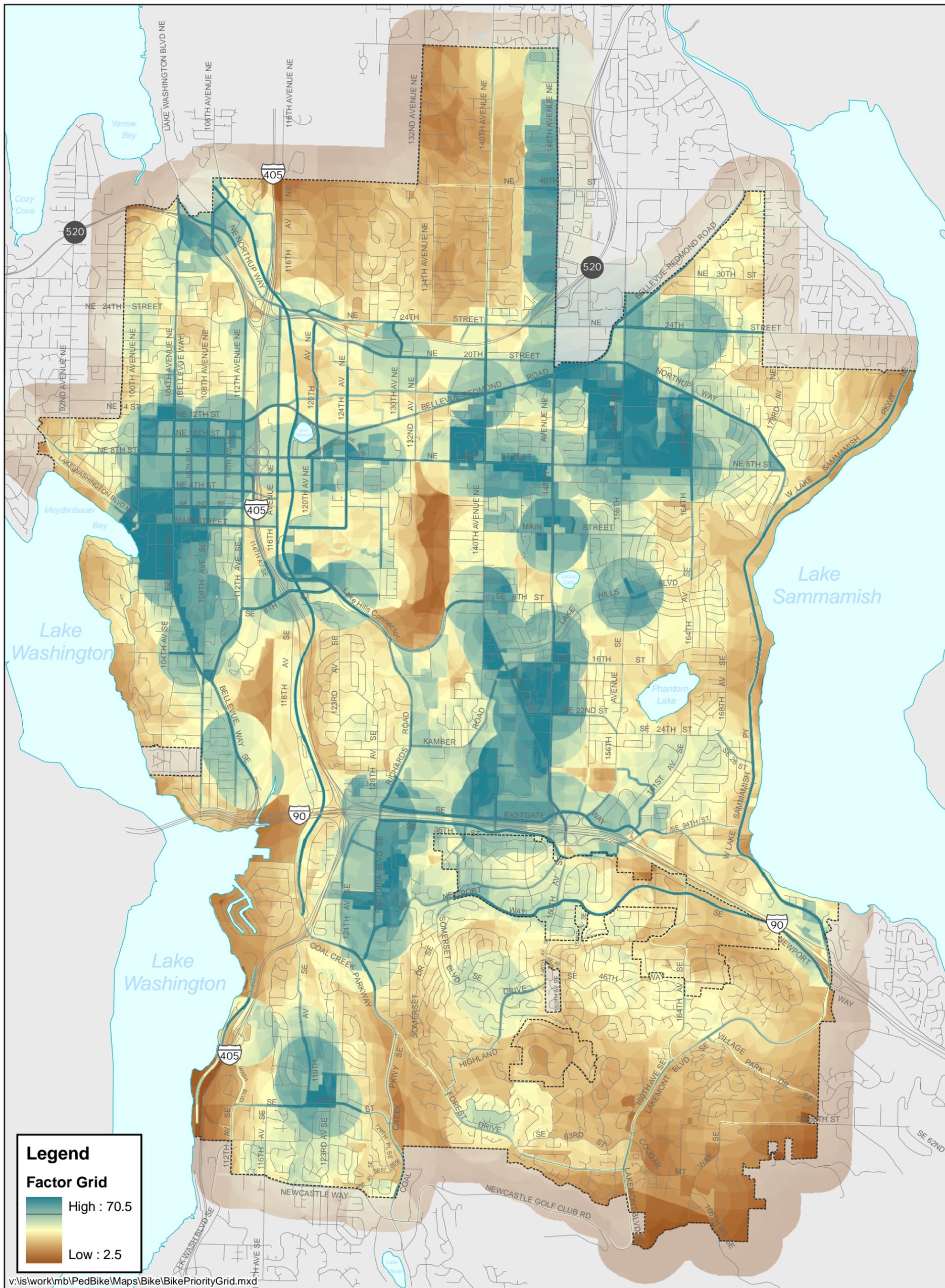
Staff's preliminary priorities are NOT intended to represent a recommendation for projects' inclusion in the 2009-2020 TFP or for funding in the 2009-2015 CIP. The Pedestrian and Bicycle Plan is a long-range transportation facilities plan, and it is important to recognize that projects will likely take many years (more likely decades) to be completed. Once the projects are prioritized, this will help frame the discussion of which subset of these projects should be included in the TFP and CIP.

As the Commission is aware, a separate project ranking and prioritization effort is ongoing associated with the roadway/intersection update process. After receiving Commission feedback on both June 26 and July 10, staff will develop a combined TFP/CIP Ped-Bike and roadway/intersection prioritized project list for the July 24 Commission meeting. This prioritization work will continue to be refined into a proposed 2009-2020 TFP Project list and preliminary 2009-2015 CIP funding recommendation.

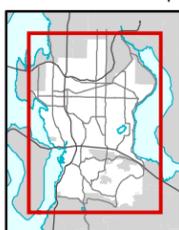
Once the Commission completes the recommendations on the prioritized project list, staff will begin pulling together a complete, comprehensive updated plan for the Commission's final review prior to making your recommendation to City Council. The final document will reflect the Commission's work to date on the revised policies, updated project list, and priorities. Commission will have a final opportunity to review and revise the document prior to it being finalized; this review is expected to occur in the fall.

Please note the above schedule is presented as a suggested approach and should not be regarded as definitive; staff look to the Commission for guidance on recommended modifications to the project timeline. If you have questions prior to the meeting please contact me.

Bicycle Projects Prioritization Grid



Extent of Main Map



This map is a graphic representation derived from the City of Bellevue Geographic Information System. It was designed and intended for City of Bellevue staff use only; it is not guaranteed to survey accuracy. This map is based on the best information available on the date shown on this map. Any reproduction or sale of this map, or portions thereof, is prohibited without express written authorization by the City of Bellevue.

NOTE: If you have specific questions concerning information contained on this map, please contact the sponsoring department as shown on this map.

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= 3,500 feet

City of Bellevue
IT Department
GIS Services

Plot Date: 6/16/2008

City of Bellevue Bicycle Corridors

This map is a graphic representation derived from the City of Bellevue Geographic Information System. It was designed and intended for City of Bellevue staff use only; it is not guaranteed to survey accuracy. This map is based on the best information available on the date shown on this map. Any reproduction or sale of this map, or portions thereof, is prohibited without express written authorization by the City of Bellevue.

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| Project | Link | Limits | Description | CIP/TFP | Overlay | Signage & Striping Projects | Priority Bike Corridor | GIS Ranking | Staff Ranking | Public Input | Representative Comments From Public |
|---------|--------------------------|---|---|---|--|-----------------------------|------------------------|-------------|---------------|--------------|--|
| B-221.2 | 112th Ave NE | NE 12th St to NE 6th St | Add a 5 foot-wide bike lane on both sides of 112th Avenue NE from NE 12th Street to NE 6th Street | | | | NS-2 DOWNTOWN | 8 | 1 | 1 | "Absolutely! This is a gap in one of the best north/south routes traversing Bellevue! This should be on the priority list." |
| B-228.3 | Newport Way | Somerset Boulevard to the eastern city limits past Lakemont Boulevard | Add a 5 foot-wide bike lane on both sides of SE Newport Way from east of SE Allen Road to the eastern city limits past Lakemont Boulevard SE | | | | | 10 | 1 | 1 | This is a great idea. The road has the lanes until Somerset, but then they drop off. Newport Way is already a well-used east/west route, and this will enhance it. (4 online comments) |
| B07-031 | 140th Ave NE | NE 24th St to NE 8th St | Add a 5 foot-wide bike lanes on both sides of 140th Avenue NE between NE 24th and NE 8th Street. | | | | NS-4 | 12 | 1 | 1 | A top concern in on-line survey for people in 98007. Maile focus groups identified this as a problem location needing bike lanes. |
| B07-004 | 120th Ave NE | NE 4th Street to Northup Way | Add a 5 foot-wide bike lane on both sides of 120th Avenue NE from NE 4th Street to Northup Way | | | | | 14 | 1 | 1 | Good idea. While you're at it, could you make a smoother crossing at the multiple old railroad tracks on this road? It's almost bad enough now to bust a tire! |
| B-243 | Eastgate Way | Richards Road to 148th Ave SE | Add a 5 foot-wide bike lane on the south of Eastgate Way from Richards Road to 148th Avenue SE | | 2008: SE Eastgate Way between 142nd Ave SE & 146th PI SE | Signage/Striping | | 15 | 1 | 1 | This stretch of Eastgate Way is a critical connection along the I-90 bike corridor, and it very unsafe. I was involved in a bicycle accident along this road recently, and later learned that several of my coworkers (I work a few blocks away) had similar collisions with cars at the exact same spot. I believe that adding bike lanes to this portion of the road should be a top priority for the city. (5 comments) |
| B07-023 | 108th Ave NE | Main Street to NE 12th St. | Add a 5 foot-wide bike lane on both sides of 108th Avenue NE from Main Street to NE 12th Street. | TBD by Council on June 9 | | | NS-1 | 23 | 1 | 1 | Su Development is exploring the cost associated with this and would like the City of Bellevue to move towards funding the 108th Ave NE bike lane as a priority. As downtown Bellevue grows in population, alternative means of transportation within the district are necessary to the quality of life for residents who choose this urban lifestyle. (4 comments) |
| B-205 | West Lake Sammamish Pkwy | North City Limit to I-90 | Through an extensive public involvement process city staff and the community identified a recommended alternative that will provide: 1) Ten-foot vehicle travel lanes in each direction 2) Four-foot continuous, paved shoulder on the east side of the parkway. While the east side does not call for formal bike lane markings, it can be used by faster cyclists traveling northbound, or by pedestrians to access one of the five proposed mid-block crossing locations, or 3 proposed intersection crossing locations. This east side four-foot continuous paved shoulder would be signed for no parking. 3) Ten-foot multi-use path on the west side of the parkway. Portions of the west side path will be separated from the vehicle travel lanes by two to five foot landscape planting. 4) Five mid-block crossings, and three intersection crossings. 5) A new traffic signal at West Lake Sammamish Parkway and SE 34th Street. | CIP# R-141: West Lake Sammamish Parkway from north city limit to I-90 | | | NS-6 | 29 | 1 | 1 | Thank you for moving this project forward and for funding design. Now we need to find the rest of the funding to get it built. (35 comments) |
| B-320.1 | Lake Hills Connector | Main St to 140th Ave SE | Add a 10-14 foot-wide path on the north side of Lake Hills Connector from Main Street to 140th Avenue SE | | 2008: Lake Hills Connector from Main Street to SE 5th Street | | EW-3 | 36 | 1 | 1 | This is an absolutely great plan! I bike to work in downtown Bellevue and I've noticed cars being very aggressive especially in the West-to-East direction of Lake Hills connector. Having a dedicated trail leading to downtown Bellevue is perfect!! Thanks for doing this! (4 comments) |

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| B-121.2 | Burlington Northern Bike Path | southern city limits to northern city limits | Add a 10-14 foot-wide off street path along the Burlington Northern Santa Fe railroad right-of-way from the southern city limits to the northern city limits. This is part of a proposed regional trail that would connect eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the City of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 trail, Woodridge, the Wilburton area, downtown Bellevue, Bel-Red, NE 15th St, the West Tributary Trail and the SR 520 trail. | | | | NS-3 | 38 | 1 | 1 | This would be an incredible route! I've walked the length of the tracks over the years and dreamed of something like this. It would make a North-South bicycle commute through town not only safe, but fun too. (11 comments) |
| B-342 | 114th Ave NE (Frontage Road) | NE 6th St to SE 8th St | Add a 5 foot-wide bike lane on both sides of 114th Ave NE (Frontage Road), from NE 6th Street to SE 8th Street. Implement mid-block connections through redevelopment and complete a 10' connection along the north side of the NE 6th Street HOV ramp. Preserve opportunities for an off-street multi-purpose pathway between NE 6th Street and SE 8th Street in the event the facilities are displaced by future improvements to I-405. Improvements in this segment are constrained by I-405 to the east and an existing stream channel to the west. | | | | NS-2 DOWNTOWN | 48 | 1 | 1 | Well used bicycle corridor and this section narrows to the point that cyclists my ride in the traffic lane. As there's a grade involved cyclists heading northbound are in the most need of a bicycle lane. Southbound cyclists are moving at/near the speed limit and there is less of a need for a dedicated bike lane at this location. |
| B-256 | Mountains to Sound Greenway | Factoria Blvd to Sunset Pedestrian Bridge | A paved multiuse trail of 10-foot or greater paved width is proposed beginning at the current end of the trail at Factoria Blvd and running eastward along the north side of SE 36th Street to the curve near the southwest quadrant's ramps of the 148th-150th Aves interchange, and then following a new independent alignment to the 150th/SE 37th St intersection at 150th Ave SE. Eastward from 150th Ave SE the trail would follow SE 37th (which here serves as an I-90 frontage road) to the Sunset Pedestrian Bridge where cyclists will cross to the north side of I-90 and make use of the Sunset Trail to West Lake Sammamish Parkway. The old, easternmost segment of the Sunset Trail is narrow and has substandard switch-backed alignment and other tight curves and needs and should be upgraded. It is recommended that construction of the recommended MTSG I-90 trail links such as the segment along SE 36th St should not eliminate existing on-street bicycle facilities; the latter should be maintained, and improved where improvement is needed, such as in the vicinity of the 148th-150th Aves interchange as SE 36th St curves to become SE | | 2010: 36th St from Richards Road to 150th Avenue SE | | EW-4 | 59 | 1 | 1 | "The development of Bellevue's new Pedestrian and Bicycle Transportation Plan presents unique and important opportunity to fill a missing link in a regional Class I Type A Path that will link Bellevue citizens and people throughout the region to major population centers and 100 miles of recreational opportunities. The Mountains to Sound Greenway I-90 trail system currently begins on north Beacon Hill in Seattle and, with a few gaps, can take walkers, bicyclists and all non-motorized users through the Cascade Mountains to the Columbia River. Soon this trail will connect to Safeco Field and the Seattle waterfront and, under State Parks management, will go all the way to the Idaho border. The Bellevue gap is one of only five short missing links in this system and is approximately 1.9 miles long, from Factoria Boulevard to the existing Sunset Trail at 161st Avenue S.E." (Letter from Mountains to Sound Greenway Trust, 10/23/07) |
| B-238 | Northup Way | Bellevue Way to 120th Ave NE | Add a 5 foot-wide bike lane on both sides of Northup Way from Bellevue Way to 120th Avenue NE. This project is consistent with CIP# R-146: Northup Way-Bellevue Way to NE 24th Street: The cost estimate entails only placeholder funding for complete and/or phased implementation of the improvements identified by a 1996 corridor study, including sidewalks and bike lanes on both sides and a two-way center turn lane east of NE 33rd Place. **Partially funded; design report under development | CIP# R-146: Northup Way from Bellevue Way to NE 24th Street | | | | 66 | 1 | 1 | This project will provide a missing link between the 520 trail and the Lake Washington trail. Northup is not safe for bike traffic, especially going eastbound. |

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| B-224 | 108th Ave SE | Bellevue Way to SE 34th St | Add a 5 foot-wide bike lane to both sides of 108th Avenue SE from Bellevue Way to SE 34th Street. CIP#W/B-71: 108th Avenue SE-Bellevue Way to I-90 is funding five foot bike lanes on both sides and curb, gutter and six foot sidewalk on one side where missing, the side to be determined in the initial design process which will include community outreach/involvement facilitation. Implementation of the project will be coordinated with PW-M-1: Overlay Program to rehabilitate or replace the concrete surface. [108th Avenue SE-Bellevue Way to I-90] **Funded 2009-2012 | CIP#W/B-71: 108th Avenue SE from Bellevue Way to SE 34th Street | | | NS-1 | 77 | 1 | 1 | Please continue the bike lane on 108th to downtown Bellevue (at a minimum, to Main). There are a lot of bikers who prefer to take the direct route from I-90 to Bellevue by riding 108th, therefore it would make sense to continue the bike lanes to Main Street. (5 comments) |
| B07-011 | 520 Regional Trail | Evergreen Point Bridge to 124th Ave NE | Construct 10-14' path from Bellevue Way to west terminus of existing SR-520 trail at 124th Ave NE. This facility extends east of Bellevue Way along the south side of Northup Way to 108th Avenue NE; along the east side of 108th Ave NE; continuing east along the north side of SR-520 and eventually leading back to the proposed BNSF regional trail. East of the BNSF regional trail, completing the connection along the north side of SR-520 and south side of NE 24th Street to the existing trail system. | | | | EW-1 | 86 | 1 | 1 | the east/west routes also needs work. the 520 trail just ends and you have to fight traffic on northup. when the new bridge comes, please fight for a bike lane! |
| B-241.1 | Northup Way | West Lake Sammamish Pkwy to NE 8th St | Add a 5 foot-wide bicycle climbing lane on the east side of Northup Way from West Lake Sammamish Parkway NE to NE 8th Street. | | | | | 96 | 1 | 1 | Good project. A lot of bikers use this route. The climb up the hill from the lake is long and slow. A wide, safe bike lane is needed going up the hill. (3 comments) |
| B-218.2 | 145th Place SE | SE 16th Street to SE 24th St | Add a 5 foot-wide bike lane on both sides of 145th Place SE from SE 16th Street to SE 24th Street. Construction of B-218 will be coordinated with sidewalk project S-864 and bicycle project B-216. This project is funded (R-151: 145th Place SE Improvements/SE 16th to SE 24th Street and SE 22nd Street/ 145th Place to 156th Ave). | CIP#NIS-1, R-151: 145th PI SE from SE 16th Street to SE 24th Street | | | NS-4 | 27 | 1 | 2 | Completing bike lanes along this stretch would increase the viability of this route to BCC and the I-90/Eastgate area (2 comments; 1 favorable) |
| B-252 | SE 60th St | Lake Washington Blvd to Coal Creek Pkwy | Add a 5 foot-wide bike lane on both sides of SE 60th Street from Lake Washington Boulevard to 129th Ave SE; and then only on North side from 129th Ave SE to Coal Creek Pkwy. This project is partially funded by CIP# W/B-72: SE 60th Street/Lake Washington Blvd to Coal Creek Parkway: This funding will design and construct the first phase of the project, which includes five foot bike lanes and curb, gutter and six foot sidewalks, where missing, to provide continuous improvements along the south side from Lake Washington Boulevard to 119th Avenue SE and the north side of SE 60th Street from 119th Avenue SE to 129th Avenue SE. Funding for the second phase of the project will be determined at a later date. The second phase of design and construction will take place on the north side from Lake Washington Boulevard to 119th Avenue SE and the south side from 119th Avenue SE to Coal Creek Parkway. **Partially funded; Phase 1 (south side from Lake Washington Blvd to 119th Ave SE; north side from 119th Ave SE to 129th Ave SE); (2009-2011) | CIP# W/B-72: SE 60th Street from Lake Washington Blvd to Coal Creek Parkway | 2010: 60th St from 112th Avenue SE to 119th Avenue SE and 126th Avenue SE to Coal Creek Parkway | | EW-5 | 50 | 1 | 2 | SE 60th between 119th and Lake Washington Blvd (in front of Eastside Catholic High School) almost no safe pavement entire n. side road for cyclists so full of deep cracks and potholes, rocks |

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| B-208.2 | 164th Ave NE | NE 8th St to Lake Hills Blvd | Add a shared shoulder on both sides of 164th Avenue NE from NE 8th Street to Lake Hills Boulevard | | 2009: 164th Ave from NE 8th Street to NE 4th Street and NE 2nd Street to Lake Hills Boulevard | | NS-5 | 70 | 1 | 2 | There are no roads going N/S in east Bellevue. Ex: 164th ave NE hosts 2 big schools, but no bike lane. Instead, the road is carved up for on-street parking. This is worse than having no shoulder at all. When I bike, I am forced to bike in the middle of the road for safety. To bike with my son to his school a few blocks up the road, we are forced to take a round-about way for his safety. The road has enough space for marked bike lanes. The on-street parking needs to be removed so kids can be safe biking to school. |
| B-333.1 | 100th Ave NE | NE 24th St to NE 8th Street | Add a wide bike shoulder on both sides fo 100th Ave NE from NE 24th Street to NE 8th Street | | | | DOWNTOWN | 84 | 1 | 2 | Hopefully this will be implemented and the City will work with the city of Kirkland to connect this lane to Kirkland bike lanes, so you can easily bike from downtown Bellevue to downtown Kirkland. (2 comments) |
| B-225.2 | Coal Creek Parkway | 124th Ave SE to the southern city limits | Add a 10-14 foot-wide off street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits | | | | EW-5 | 89 | 1 | 2 | Excellent idea. Coal Creek is frightening as a cyclist and yet it is a logical connection to the trail along the Lake from a large part of south Bellevue. (2 comments) |
| B-303 | NE 40th St | 140th Ave NE to 148th Ave NE | Convert the existing wide shoulder on the south side NE 40th Street from 140th Avenue NE to 148th Avenue NE into a bicycle climbing lane. | | 2008: 40th St from 146th Place NE to 148th Avenue NE | | | 92 | 1 | 2 | This is a good idea here. It would make an good though route that bypasses BT park. |
| S-854.2 | SE 7th Pl | edge of Wilburton Hill Community Park to 128th Ave SE | Add a 10-14 foot-wide off street path on the west side of SE 7th Place from edge of Wilburton Hill Community Park to 128th Avenue SE | | 2009: 7th Pl from edge of Wilburton Hill Community Park to 128th Avenue SE | | | 73 | 1 | 3 | Traveling between the intersection of SE 7th ST and Lake Hills connector to SE 118th is an important part of my commute and also the most dangerous. In particular travelling westbound, crossing Lake Hill connector is problematic because the loop sensor cannot sense my bike and using the crosswalk to cross the Lake Hills connector places me on the wrong side of SE 7th to travel westbound on SE 7th. Riding the sidewalk is only a partial solution. Crossing under I-405 and then turning left onto SE 118th is risky during afternoon rush hour |
| B-388.1 | Bellevue Way | Main St to SE 6th St | Add a wide outside lane on both sides of Bellevue Way SE from Main Street to SE 6th Street where not complete | | 2008: Bellevue Way from SE 16th Street to 108th Avenue SE | | | 2 | 2 | 1 | Bellevue needs a good north/south corridor. 118th is ok, but out of the way and ends abruptly on se 8th. the same is true for lk wa blvd. it would be great to have bellevue way widened with bike friendly shoulders/lanes. |
| B-237.2 | NE 12th St | 100th Ave NE to 112th Ave NE | Add a 5 foot-wide bike lane on the south side of NE 12th Street from 100th Avenue NE to 112th Avenue NE | | | | EW-2 DOWNTOWN | 6 | 2 | 1 | Designated bike lanes in downtown Bellevue (CBD) would help a lot. Also, there are very few east-west connectors that allow people to enter/leave the CBD. In that regard, Main Street and NE 12th are the best alternatives |
| B-329.2 | SE 8th St | 114th Ave SE to Lake Hills Connector | Add a 5 foot-wide bike lane on the north side of SE 8th Street from 114th Avenue SE to Lake Hills Connector | | 2009: 8th St from 121st Avenue SE to Lake Hills Connector | | EW-3 | 7 | 2 | 1 | This will be a big improvement to help cyclists navigate through some dicey traffic sections. Whew. |
| B-329.1 | SE 8th St | 114th Ave SE to Lake Hills Connector | Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 114th Avenue SE to Lake Hills Connector | | 2009: 8th St from 121st Avenue SE to Lake Hills Connector | | EW-3 | 9 | 2 | 1 | While I am not a fan of off-street paths, east/west bicycle traffic projects would be the highest priority for me. This project, along with improvements on Main and NE 12th, would be my first picks for projects. |

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|---------|---------------------------------|---------------------------------|--|---------|---|-----------------------------|------------------------|-------------|---------------|--------------|--|
| B-208.1 | 164th Ave NE | Northup Way to NE 8th St | Add 5 foot-wide bike lanes on both sides of 164th Ave NE from Northup Way to NE 8th St. | | | Signage/Striping | NS-5 | 35 | 2 | 1 | There are no roads going N/S in east Bellevue. Ex: 164th ave NE hosts 2 big schools, but no bike lane. Instead, the road is carved up for on-street parking. This is worse than having no shoulder at all. When I bike, I am forced to bike in the middle of the road for safety. To bike with my son to his school a few blocks up the road, we are forced to take a round-about way for his safety. The road has enough space for marked bike lanes. The on-street parking needs to be removed so kids can be safe biking to school. |
| B-237.1 | NE 12th St | 100th Ave NE to 116th Ave NE | Add a 10 to 14 foot wide off-street path on the north side of NE 12th Street from 100th Avenue NE to 116th Avenue NE | | | | EW-2 DOWNTOWN | 37 | 2 | 1 | "This is sorely needed. Please make sure the new NE 12th St bridge over I-405 has sufficient space for bike lanes – space for bikes on the 10th St bridge was left out due to limitations on construction near the hospital." (5 comments) |
| B-245.1 | Main St | Bellevue Way NE to 116th Ave NE | Add a 5 foot-wide bike lane on the north side of Main Street from Bellevue Way NE to 116th Avenue NE | | | | EW-3 DOWNTOWN | 41 | 2 | 1 | This is an incredibly good idea to improve east/west bicycle traffic. This, along with planned improvements on NE 12th, are my top picks among the projects. (4 comments) |
| B-245.2 | Main St | Bellevue Way NE to 116th Ave NE | Add a 10 to 14 foot wide off-street path on the south side of Main Street from Bellevue Way NE to 116th Avenue NE | | | | EW-3 DOWNTOWN | 42 | 2 | 1 | This is an incredibly good idea to improve east/west bicycle traffic. This, along with planned improvements on NE 12th, are my top picks among the projects. (4 comments) |
| B-245.3 | Main St | 100th Ave NE to Bellevue Way NE | Add a wide bike shoulder on both sides of Main St from 100th Ave NE to Bellevue Way NE | | | | EW-3 DOWNTOWN | 43 | 2 | 1 | This is an incredibly good idea to improve east/west bicycle traffic. This, along with planned improvements on NE 12th, are my top picks among the projects. (4 comments) |
| B-114.2 | 112th Ave SE/Bellevue Way SE | SE 8th St to I-90 trail | Add a 10-14 foot-wide off street path on the east side of 112th Avenue SE from SE 8th Street to 113th Avenue SE (I-90 trail). | | | | | 47 | 2 | 1 | Off-street bike paths are not usable if there are too many intersections. This project is good in concept, but particular attention needs to be paid to the crossing at the entrance to Bellefields Office Park. Ramps should be in line with the main bike path, and pavement markings should alert motorists that bikes/peds have the right of way. If motorists are given the right-of-way, the path will be unusable from the P&R to SE 8th. (5 comments) |
| B07-014 | 116th Ave | Main St and Northup Way | Add a 5 foot-wide bike lanes on both sides of 116th Avenue between Main St and Northup Way. | | 2008: 116th Ave from NE 8th Street to Main Street | | | 54 | 2 | 1 | No room to ride. I ride to and from Microsoft and take 116th to NE 12th - what I call 'the corridor of death'. |
| B07-002 | NE 16th St | 116th Ave NE to 140th Ave NE | Add 10-14 foot-wide off street path along the north side of NE 16th Street from 116th Ave NE to 140th Ave NE | | | | EW-2 | 80 | 2 | 1 | The proposed bike route improvement concept along the 15th/16th St corridor across the "Bel-Red district" from NE 12th St east to near 140th Ave is excellent |
| B07-021 | I-90 Tunnel Project Description | SE37th St to SE Eastgate Way | Increase sidewalk width on south side of tunnel to 10 feet to offer cyclists improved accommodation through SE 37th Street tunnel under I-90 to Eastgate Way/SE 35th Place intersection. Coordinate with WSDOT to improve lighting within the tunnel. Improve signing to the tunnel to increase awareness of cyclists. | | | | NS-5 | 95 | 2 | 1 | Improved accommodation for bicycles are needed in the long, dark tunnel that carries SE 37th as it bends northeasterly to pass under I-90 to reach the Eastgate Way / SE 35th Pl. intersection. |
| B07-030 | 140th Ave NE | NE 60th St to NE 24th St | Add a 5 foot-wide bike lanes on both sides of 140th Avenue NE between NE 60th and NE 24th Street. | | | | NS-4 | 123 | 2 | 1 | Numerous comments both for and against proposal. |
| B-222 | 108th Ave NE | NE 24th St to NE 12th St | Add a wide bike shoulder on both sides where not complete on 108th Ave NE from NE 24th St to NE 12th St | | | | NS-1 | 131 | 2 | 1 | The city would benefit from designated bicycle-friendly routes North-South and East-West through downtown, as well as through residential Bellevue. In other words, upgrade bicycle lanes on less congested streets (e.g. 108 th) and encourage cyclists to use these routes. |

| Project | Link | Limits | Description | CIP/TFP | Overlay | Signage & Striping Projects | Priority Bike Corridor | GIS Ranking | Staff Ranking | Public Input | Representative Comments From Public |
|---------|--|---|---|---|--|-----------------------------|------------------------|-------------|---------------|--------------|--|
| B-333.2 | 100th Ave NE | NE 8th St to Main St | Add a wide bike shoulder on both sides of 100th Avenue NE from Main Street to NE 8th Street | | 2008: 100th Ave from NE 8th Street to Main Street | | DOWNTOWN | 11 | 2 | 2 | 100th ave ne does not have enough room for safe bicycling on the street and often people park cars or leave garbage cans on the sidewalk so that is not safe either. |
| B-322.2 | Main St | NE 1st St to 124th Ave NE | Add a 10-14 foot-wide off street path on the south side of Main Street from NE 1st Street to 124th Avenue NE where not complete | | | | | 16 | 2 | 2 | Lots of people will appreciate this improvement. Thanks! |
| B-315 | Eastgate Way | 148th Ave SE to Phillips Hill Rd (SE 35th St) | Add a 5 foot-wide bike lane on both sides of Eastgate Way from 148th Avenue SE to Phillips Hill Road (SE 35th Street) | | | | | 22 | 2 | 2 | This is a much needed improvement for cyclists. Getting through Eastgate safely on bicycle is one of the most difficult to do as it is now. (3 comments) |
| B-228.1 | Factoria Blvd/SE Newport Way | Coal Creek Pkwy to 129th PI SE | Add a 5 foot-wide bike lane on both sides of Factoria Boulevard and SE Newport Way from Coal Creek Parkway to 129th Place SE | | | Signage/Striping | | 32 | 2 | 2 | Along with the proposed bike lanes on Newport Way, this really helps connect the dots and makes Newport Way even more bike-friendly. |
| B-320.2 | Lake Hills Connector | Main St to 140th Ave SE | Add a wide bike shoulder on the south side of Lake Hills Connector from Main Street to 140th Avenue SE where not complete | | 2008: Lake Hills Connector from Main Street to SE 5th Street | | EW-3 | 51 | 2 | 2 | This is a hazardous area for cyclists and would be more heavily used if there were more protection. Consider an off street path rather than bike lanes |
| B-105 | 161st Ave SE across Landfill Park Site | 156th Ave SE to SE Eastgate Way | Add a 10-14 foot-wide off street path on along 161st Ave SE from 156th Avenue SE to SE Eastgate Way. | | | | NS-5 | 64 | 2 | 2 | This would be VERY helpful. I always end up riding on the sidewalk through here. not a good ting. Need to connect the trails. |
| B-221.1 | 112th Ave NE | Northup Way to NE 12th St | Add a 5 foot-wide bike lane on both sides of 112th Avenue NE from Northup Way to NE 12th St. This project is consistent with TFP#173: 112th Avenue NE/Northup Way to NE 12th Street: Construct bike lanes; sidewalk on west side where missing. **unfunded | TFP#173 | | Signage/Striping | NS-2 | 72 | 2 | 2 | Southbound side is a tough hill and cyclists would sure appreciate a lane while they slowly climb. The northbound side has a very wide shoulder however the pavement is very very bumpy. A bicycle simply coasting down the hill at speed is in for a scary ride on the rippled shoulder. Ideally the shoulder needs to be smoothed out before the bicycle lane is striped. |
| B-207.2 | 164th Ave NE | NE 18th St to Northup Way | Add a shared shoulder on both sides of 164th Avenue NE from NE 18th Street to Northup Way | | 2008: 164th Ave from NE 18th Street to Northup Way | | NS-5 | 74 | 2 | 2 | There are no roads going N/S in east Bellevue. Ex: 164th ave NE hosts 2 big schools, but no bike lane. Instead, the road is carved up for on-street parking. This is worse than having no shoulder at all. When I bike, I am forced to bike in the middle of the road for safety. To bike with my son to his school a few blocks up the road, we are forced to take a round-about way for his safety. The road has enough space for marked bike lanes. The on-street parking needs to be removed so kids can be safe biking to school. |
| B-306 | NE 24th St | Northup Way to 140th Ave NE | Add a wide bike shoulder on the north side of NE 24th Street from 136th Place NE to 134th Ave NE (make use of existing 4' gutter pan). This project should be coordinated with TFP#157: NE 24th Street at 148th Avenue NE: Lengthen the westbound right turn lane on NE 24th Street and provide a second westbound left turn lane; widen NE 24th Street to allow wide curb lanes for cyclists. **unfunded | TFP#157 and CIP# WB-69: NE 24th Street from Northup Way to 130th Avenue NE | 2008: 24th St from Northup Way to 124th Place NE | Signage/Striping | | 79 | 2 | 2 | Getting to downtown Bellevue on a bike is not easy. Please provide a dedicated bike path or wide, clean bike lanes at the least into downtown Bellevue. I currently take the 520 bike trail -> NE 24th st -> Northup Way -> 116th Ave -> NE 12th St. Northup, 116th and NE 12th do not have bike lanes. |
| B-344 | 112th Ave SE/SE 34th St | Bellevue Way SE (Mercer Slough Nature Park) to 108th Ave SE | Add a wide bike shoulder on both sides of 112th Ave SE and SE 34th St from SE Bellevue Way SE (Mercer Slough Nature Park) to 108th Avenue SE | | | | | 102 | 2 | 2 | 112th Ave Se between I90 and downtown Belevue. Insufficient shoulders/bike trail for high speed of road forces long detour |
| B-226.2 | Lakemont Blvd SE | 164th Way SE to the southern city limits | Add a 5 foot-wide bike lane on both sides of Lakemont Boulevard SE from 164th Way SE to the southern city limits. This project should be coordinated with TFP#205: Lakemont Blvd (Phase 2)/Lewis Creek Park to 164th Ave SE: Install signal at 164th Ave SE/Lakemont Blvd; construct sidewalk and bike lane on east side; add planted medians where feasible.**unfunded | TFP#205 | | | EW-5 | 117 | 2 | 2 | Lakemont Blvd - cars too fast, lane too small need a separator between cars and bikes at a minimum |
| B-334 | Lake Washington Blvd | NE 10th St to 100th Ave NE | Add a wide bike shoulder on both sides of Lake Washington Boulevard from NE 10th Street to 100th Avenue NE where not complete | | | | EW-3 | 119 | 2 | 2 | Provide more bike lanes. The bike lane on Lake Washington Blvd. in Kirkland disappears when a rider gets to Bellevue. |

| Project | Link | Limits | Description | CIP/TFP | Overlay | Signage & Striping Projects | Priority Bike Corridor | GIS Ranking | Staff Ranking | Public Input | Representative Comments From Public |
|---------|---------------------------|---|--|--|--|-----------------------------|------------------------|-------------|---------------|--------------|---|
| B07-009 | SR520 / NE Points Dr | Bellevue Way Interchange area (Just North of SR520) to Bellevue Way | Add a 10-14 foot-wide off street path along SR-520 connecting NE Points Drive to Northup Way over the Bellevue Way Interchange area just north of SR-520 and NE Points Dr from the western part of the interchange area to Bellevue Way NE | | | | EW-1 | 125 | 2 | 2 | This looks interesting, but make sure the eastern entrance has a good connection for westbound bike traffic on Northup Way. |
| B-249.1 | Lake Washington Blvd SE | 106th Ave SE to SE 60th St | Add a 5 foot-wide bike lane on both sides of Lake Washington Blvd SE from 106th Ave SE to SE 60th Street where not complete | | | | EW-5 | 129 | 2 | 2 | This is certainly a gap at a major intersection of bicycle facilities. Simply striping the lanes is an excellent solution. Note that southbound busses unload passengers on the freeway off-ramp. These passengers must then cross the bridge over the freeway. Separation of peds/bikes would be helpful as bikes are moving at a good speed coming down the hill and will be coming head-on into peds walking to the park-n-ride lot. |
| B-255 | SE 24th St | 145th Place SE to 148th Avenue SE | Add a 5 foot-wide bike lane on both sides of SE 24th Street from 145th Place SE to 148th Avenue SE | | | | | 1 | 2 | 3 | |
| M-635.2 | trail | 159th Ave NE to Crossroads Park and Community Center | Add a 10-14 foot-wide off street path connecting 159th Ave NE and Northup Way to Crossroads Park and Community Center | | | | | 3 | 2 | 3 | There is an existin path there (by the Morman Church). It is a bit clostrafobic! If you can work with home-owners to get lower fences would help. Also, get apartment to allow peds to share parking area.(like bike lane shares roads.) & restore landscaping! (1 comment) |
| B-322.1 | Main St | NE 1st St to 124th Ave NE | Add a 5 foot-wide bike lane on the north side of Main Street from NE 1st Street to 124th Avenue NE | | | | | 13 | 2 | 3 | |
| M-634 | Crossroads E-W Connection | 156th Ave NE to 164th Ave NE | Add a 10-14 foot-wide off street path south of Highland Middle School connecting 148th Ave NE to 156th Ave NE | | | | | 18 | 2 | 3 | |
| B-318 | 142nd Pl SE | SE 28th St to SE 36th St | Add a 5 foot-wide bike lane on both sides of 142nd Place SE from SE 28th Street to SE 36th Street | | | | | 40 | 2 | 3 | |
| B07-020 | NE 6th St Extension | 112th Avenue NE to the BNSF Regional Trail | Add a 10-14 foot wide off street path along the south side of the NE 6th Street extension across I-405 from 112th Avenue NE to 120th Avenue NE | | | | | 44 | 2 | 3 | |
| B-330 | 108th Ave NE/NE 38th St | Northup Way to northern city limits | Add a 5 foot-wide bike lane on both sides of 108th Avenue NE/NE 38th Street from Northup Way to northern city limits | | | | NS-2 | 49 | 2 | 3 | |
| B-126 | Factoria to I-90 | I-90 trail to SE 38th St | Add a 10-14 foot-wide off street path from the I-90 trail to SE 38th Street. This project should be coordinated with TFP#165: 124th Avenue Bicycle Trail/SE 38th Street to the I-90 Bicycle Trail: Construct 10' wide paved multi-purpose trail to connect 124th Avenue SE at SE 38th Street with the existing Mountains to Sound trailhead at SE 36th Street and Factoria Blvd. **unfunded | TFP#165 | | | | 62 | 2 | 3 | |
| B-215.2 | SE 16th St | 148th Ave NE to 156th Ave NE | Add a 5 foot-wide bike lane on both sides of SE 16th Street from 148th Avenue NE to 156th Avenue NE. | | | | EW-3 | 65 | 2 | 3 | |
| B-209 | SE 26th St | SE 24th St to West Lake Sammamish Pkwy | Add a 5 foot wide bicycle lane on the north side of SE 26th Street from SE 24th Street to West Lake Sammamish Parkway. This project is funded as part of the new Neighborhood Sidewalk Program of the CIP (CIP # WIB-76); construction will be completed in Spring 2009. Construction of B-209 will be coordinated with sidewalk project S-812 that will result in a 6 foot-wide sidewalk with a planter strip where feasible along the south side of SE 26th. | CIP# W/B-76: SE 26th Street from SE 24th Street to West Lake Sammamish Parkway | 2009: 26th St from SE 24th Street to West Lake Sammamish Parkway | | EW-3 | 103 | 2 | 3 | |
| B-227.1 | Village Park Drive SE | Lakemont Blvd SE to eastern city limits | Add a 5 foot-wide bike lane on both sides of Village Park Drive SE from Lakemont Boulevard SE to the eastern city limits | | | Signage/Striping | | 134 | 2 | 3 | |
| B-374.1 | Bellevue Way | 108th Ave SE to 112th Ave SE | Add a 5 foot-wide bike lane on both sides of Bellevue Way from 108th Avenue SE to 112th Avenue SE | | | | | 4 | 3 | 1 | We have done a lot, but some commuter roads like S. Bellevue Way need a dedicated bike lane. |
| B-241.2 | Northup Way | NE 8th St to 156th Avenue NE | Add a 5 foot-wide bike lane on both sides of Northup Way from NE 8th Street to 156th Avenue NE. | | | | | 20 | 3 | 1 | Good project. A lot of bikers use this route. The climb up the hill from the lake is long and slow. A wide, safe bike lane is needed going up the hill. (3 comments) |

| Project | Link | Limits | Description | CIP/TFP | Overlay | Signage & Striping Projects | Priority Bike Corridor | GIS Ranking | Staff Ranking | Public Input | Representative Comments From Public |
|---------|------------------------|-------------------------------------|--|---------|---------------------------------------|-----------------------------|------------------------|-------------|---------------|--------------|---|
| B-202 | NE 24th St | Bel-Red Rd to 172nd Ave NE | Add a wide bike shoulder on the north side of NE 24th Street in front of Ardmore Park from Bel-Red Road to 172nd Ave NE | | 2008: NE 24 from 166th to City Limits | | | 21 | 3 | 1 | This is really needed (4 comments) |
| B-203 | Bel-Red Road | NE 40th St to 156th Ave NE | Add a 5 foot-wide bike lane on both sides of Bel-Red Road from NE 40th Street to 156th Avenue NE | | | | | 33 | 3 | 1 | Very excited about good bikelanes on Bel-Red road between 40th & 156th– current "bike lane" is dangerously narrow and sidewalk is too busy with peds to be used as an alternative. (5 comments) |
| B-376.2 | Bellevue Way | 103rd Ave NE to Northup Way | Add a 10-14 foot-wide off street path along the east side of Bellevue Way from 103rd Ave NE to Northup Way | | | | | 45 | 3 | 1 | This is a great idea. I can't say enough positive about it. It is really needed. Thanks again for your efforts. (4 comments) |
| B-375 | Bellevue Way | NE 24th St to NE 12th St | Add a 5 foot-wide bike lane on both sides of Bellevue Way from NE 24th Street to NE 12th Street | | | | | 56 | 3 | 1 | Badly needed! It is unsafe to cyclists and cars to share this road. This is a major addition and would likely get the most bang for the buck. (4 comments) |
| M-626 | trail | 148th Ave NE to 156th Ave NE | Add a 10-14 foot-wide off street path south of Highland Middle School connecting 148th Ave NE to 156th Ave NE | | | | | 63 | 3 | 1 | I want to see this trail built all the way to 164 Street somehow! A crooked version now exists (by Top Foods), but the east end is not maintained. |
| B-376.1 | Bellevue Way | NE 24th St to 103rd Ave NE | Add a 5 foot bike lane on both sides of Bellevue Way from NE 24th Street to 103rd Avenue NE | | | | | 69 | 3 | 1 | This is an excellent location to add bike lanes. The 520 corridor south into downtown is one of the most dangerous areas to ride in the region. (4 comments) |
| B07-010 | 156th St | SE 28th St to SE Eastgate Way | Add a wide bike shoulder on both sides of 156th Avenue SE from SE 28th Street to SE Eastgate Way | | | | | 99 | 3 | 1 | This will be a great enhancement to this route. It is not safe to ride this street northbound in the area around the State Patrol office. It goes from 4 lanes to 2 lanes with a median, and you are climbing a slight grade, so you are at risk. |
| B-240 | Bel-Red Road | 156th Ave NE to NE 20th St | Add a 5 foot-wide bike lane on both sides of Bel-Red Road from 156th Avenue NE to NE 20th Street | | | | | 19 | 3 | 2 | Bel-Red road has heavy traffic, narrow road way and when slowly riding up hill, it feels safer to ride on the side walk. Make bike lanes safe enough for a six year old to ride a bicycle. |
| B-383 | NE 2nd St | Coal Creek Pkwy to SE 60th St | Add a wide outside lane on both sides of NE 2nd Street from 102nd Avenue SE to 114th Avenue NE. This project should be coordinated with CIP# R-150: NE 2nd Street-Bellevue Way to 112th Avenue NE: The new roadway will be designed to arterial standards with curb, gutter, and sidewalk. The project will evaluate needs and opportunities for the implementation of the pedestrian facilities and urban design treatments outside of the curb lines. **pre-design underway; total cost undetermined | | | | DOWNTOWN | 31 | 3 | 2 | Great plan, like it. (1 comment) |
| M-625.2 | trail | Highland Middle School to NE 8th St | Add a 10-14 foot-wide off street path connecting Highland Middle School to NE 8th Street | | | | | 46 | 3 | 2 | Wow! If this were done, this would be *great! As someone who has regularly dropped off a kid at Highland and then taken off by bike, the scariest part of the entire ride to Seattle was the return on 156th between NE 8th and NE 16th, particularly during the dark time of the year. Having a non-motorized by-pass of Crossroads would be much safer. My observation is that the path that connects Highland with Crossroads is heavily used by people walking for transportation (like carrying their lunch or shopping bags, not walking the dog), to reach shopping in Overlake or Crossroads, or maybe transit? This cut through for peds and bikes would be a great convenience for these people. (2 comments) |
| P-734 | NE 6th St Ped Corridor | Bellevue Way to 110th Ave NE | Construct NE 6th Street "Pedestrian Corridor" between Bellevue Way and 110th Avenue NE consistent with design guidelines; pursue interim improvements (ahead of full redevelopment) where appropriate. | | | | DOWNTOWN | 53 | 3 | 2 | I walk on the Ped Corridor every day. The bricks in the Galleria area need attention. There are many raised or missing ones. In February 2006, I tripped over one and tore the meniscus in my left knee. I ended up having surgery in April. I am not sure if the area is the City's responsibility |
| B-390 | Northup Way/NE 20th St | 124th Ave NE to 140th Ave NE | Add a 5 foot-wide bike lane on both sides of Northup Way/NE 20th Street from 124th Avenue NE to 140th Avenue NE | | | | EW-2 | 60 | 3 | 2 | A good addition to this road. |

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|---------|---|--|--|---------|---|-----------------------------|------------------------|-------------|---------------|--------------|--|
| B-307 | NE 24th St | 140th Ave NE to 148th Ave NE | Add a wide outside lane on both sides of NE 24th Street from 140th Avenue NE to 148th Avenue NE, where not complete. | | | | | 68 | 3 | 2 | Good project but B307 and B202 need to be connected. I realize it is Redmond but we should work with them to make sure there is a safe link between the two. (2 comments) |
| B07-032 | Kamber Road | 139th Ave SE to SE 18 Place | Add 5 foot-wide bike lanes on both sides of Kamber Road between 139th Ave SE and SE 18 Place. | | | Signage/Striping | | 75 | 3 | 2 | If Kamber Road were re-striped, you could have a decent bike lane on the uphill portion; the downhill portion could have no bike lane and this sign, as it is easy to attain the posted speed limit (and much higher) descending Kamber on one's bicycle. |
| B-385 | SE 7th Pl | Lake Hills Connector to east edge of Wilburton Hill Community Park | Add a 5 foot-wide bike lane on both sides of SE 7th Place from Lake Hills Connector to the east edge of Wilburton Hill Community Park | | 2009: 7th Pl from Lake Hills Connector to edge of Wilburton Hill Community Park | | | 81 | 3 | 2 | Traveling between the intersection of SE 7th St and Lake Hills connector to SE 118th is an important part of my commute and also the most dangerous. In particular traveling westbound, crossing Lake Hill connector is problematic because the loop sensor cannot sense my bike and using the crosswalk to cross the Lake Hills connector places me on the wrong side of SE 7th to travel westbound on SE 7th. Riding the sidewalk is only a partial solution. Crossing under I-405 and then turning left onto SE 118th is risky during afternoon rush hour |
| B-248 | 119th Ave SE | Coal Creek Pkwy to SE 60th St | Add a 5 foot-wide bike lane on both sides of 119th Avenue SE from Coal Creek Parkway to SE 60th Street | | 2010: 119th Ave from SE 60th Street to SE 56th Street | | | 83 | 3 | 2 | 119th Ave. S.E. Going up the hill from coal creek parkway the road is very narrow and there is a spot before the first big turn that there is not a clear bike path. |
| B-242 | Phillips Hill Rd/164th Pl SE/SE 38th St | Eastgate Way to West Lake Sammamish Pkwy | Add a 5 foot-wide bike lane on both sides of SE 38th Street, 164th Place SE, and Phillips Hill from Eastgate Way to West Lake Sammamish Parkway SE | | | | | 90 | 3 | 2 | Excellent alternate to the narrow switchback path between Eastgate and Sunset Elem. Thank you! |
| B-365.2 | NE 8th St | Lake Washington Blvd to 96th Ave NE | Add a 5 foot bicycle lane on south side of NE 8th Street between Lake Washington Blvd and 96th Ave NE. | | 2009: NE 8th from 92nd Avenue NE to 98th Avenue NE | | | 100 | 3 | 2 | Please make safer bike lanes to downtown Bellevue (even NE 8th St and Bellevue Way) so that it's conceivable to use bikes to run local errands. I bike for fun and exercise, and I'd love it if you could enable biking for utility/errands as well. I'd love to commute and shop via bike if you could make this a more bike friendly city by giving bicyclists segregation from the traffic. |
| B-365.1 | NE 8th St | Lake Washington Blvd to 96th Ave NE | Add a 3 foot wide bicycle shoulder on north side of NE 8th Street between Lake Washington Blvd and 96th Ave NE. Construction of B-365.1 will be coordinated with sidewalk project S-910 that will result in a 6 foot sidewalk and 3 foot wide planter strip on the north side of NE 8th Str. Between 96th Avenue NE and Lake Washington Boulevard. This project is funded (W/B-73: NE 8th Street/96th Ave to Lake Washington Blvd). | | 2009: NE 8th from 92nd Avenue NE to 98th Avenue NE | | | 101 | 3 | 2 | Please make safer bike lanes to downtown Bellevue (even NE 8th St and Bellevue Way) so that it's conceivable to use bikes to run local errands. I bike for fun and exercise, and I'd love it if you could enable biking for utility/errands as well. I'd love to commute and shop via bike if you could make this a more bike friendly city by giving bicyclists segregation from the traffic. |
| B-386 | Northup Way | 120th Ave NE to 124th Ave NE | Add a 5-foot wide bike lane on both sides of Northup Way from 120th Avenue NE to 124th Avenue NE. This project should be coordinated with CIP#R-133: Northup Way-120th Avenue NE to 124th Avenue NE: Construct a second eastbound lane, and widen Northup Way/124th Avenue NE intersection to provide a northbound right turn lane and a second eastbound left-turn lane to the SR-520 ramp. Completes portion of curb/gutter/sidewalk where missing. **Funded; construction deferred to 2010-2011 | | | | | 106 | 3 | 2 | Speeding cars on Northup way, and the scary way a cyclist has to cross the 'free right turn' cars use to head towards Kirkland. Cars don't give way, causing the cyclist to stop or get on sidewalk |
| B-107 | Robinswood to Eastgate | SE 28th St to Eastgate Way | Add a 10-14 foot-wide off street path along the connection from Robinswood to Eastgate from SE 28th Street to SE Eastgate Way. | | | | | 107 | 3 | 2 | A needed connection in the area. Strong support. Thank you! |
| B07-006 | SR 520 Trail connection | 140th Avenue, east, as an on-ramp/off-ramp to the 520 trail | Add a 10-14 foot-wide off street path connecting th SR-520 Trail to 140th Avenue NE | | | | EW-1 (bicycle on-ramp) | 108 | 3 | 2 | We should be encouraging & improving access to the SR520 bike bath. |
| L-423.2 | 156th Ave SE | SE 37th St to intersection with East/West portion of B-256 | Add a 10-14 foot-wide off street path along 156th Ave from SE 38th St to the intersection where it meets project B-256. Improve ROW to create connection. | | | | | 111 | 3 | 2 | Good idea, but Newport Way needs a bike lane. I ride on it frequently and it is risky. |

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|---------|-------------------------------|--|--|-----------|---|-----------------------------|------------------------|-------------|---------------|--------------|---|
| WT-2.2 | NE 2nd St | 124th Ave NE to 128th Ave NE | Add a 10-14 foot-wide off street path along the south side of NE 2nd Street from 124th Avenue NE to 128th Ave NE | | | | | 115 | 3 | 2 | Excellent idea to make walking up and down the hill so much safer than it is today. Are the homeowners on the south side of the street comfortable with the width of the path? They've put so much work over so many years into their yards. If they agree, this is certainly a wonderful improvement for people who walk in this neighborhood. Thanks! |
| B07-029 | Main St extension | 116th Ave NE to BNSF | Add a 10-14 foot wide off street path along the Main St extension from 116th Ave NE to the BNSF corridor | | | | | 122 | 3 | 2 | An east/west bike lane would be helpful. Main street would be wonderful if it had a bike lane from 100th all the way out to lake Samm. |
| B-387 | Phillips Hill Rd (SE 34th St) | 164th Pl SE to West Lake Sammamish Pkwy | Add a wide bike shoulder on both sides of Phillips Hill Road (SE 34th Street) from 164th Place SE to West Lake Sammamish Parkway. This project should be coordinated with CIP#W/B-75: SE 34th Street-162nd Place SE to West Lake Sammamish Parkway that will construct sidewalk on north side where missing; widen curb lanes. **funded 2010-2013 | | | | | 124 | 3 | 2 | Needed along this link. Thank you! |
| B-371 | 156th Ave SE | SE 21st St to SE 16th St | Add a wide bike shoulder on both sides of 156th Avenue SE from SE 21st Street to SE 16th Street | | | | | 126 | 3 | 2 | The wide shoulder suddenly disappears. This is at the bottom of a hill, where speeds are likely to be high |
| B-332.3 | NE 24th St | 98th Ave NE to 100th Ave NE | Add a 5 foot-wide bike lane on the north side of NE 24th Street from 98th Avenue NE to 100th Avenue NE | | | | | 127 | 3 | 2 | Westbound (uphill) NE 24 th between Bellevue Way & 100th Av NE has a bike lane that forces you into the road or up over a very tricky sidewalk sashay. |
| B-332.1 | NE 24th St | 98th Ave NE to Bellevue Way NE | Add a wide bike shoulder on the south side of NE 24th Street from 98th Avenue NE to Bellevue Way NE where not complete | | | | | 130 | 3 | 2 | Westbound (uphill) NE 24 th between Bellevue Way & 100th Av NE has a bike lane that forces you into the road or up over a very tricky sidewalk sashay. |
| B-204.1 | 173rd Ave NE | Northern City Limits to the intersection with Northup Way NE | Add a wide bike shoulder on both sides of 172nd Avenue NE/173rd Avenue NE from Northern City Limits to Northup Way where not complete | | 2008: 173rd Ave from NE 19th Place to Northup Way | | | 135 | 3 | 2 | As a daily rider of 173rd, anything to make this road more bicycle friendly is highly appreciated. This is a relatively non-hilly/low-traffic route, so it is used fairly frequently by commuting cyclists heading to Microsoft or Group Health. (2 comments) |
| B-249.2 | 112th Ave SE | SE 60th to SE 68th St | Add a 5 foot-wide bike lane on both sides of 112th Ave SE from SE 60th Street to 68th Street | | | | | 137 | 3 | 2 | Bike lanes would be most helpful to bridge the gap here. There are bike lanes south and north of here but this section has no shoulder whatsoever. Northbound cars often backup 10 or so deep during the morning commute at the stop sign and there's no way for a bicycle to pass short of the narrow sidewalk. |
| B-304 | NE 40th St | 134th Ave to 140th Ave NE | Add a 6 foot-wide off street path on NE 40th Street from 134th Avenue NE to 140th Avenue NE. | | | | | 138 | 3 | 2 | Comments both for and against proposal. |
| B-328 | 124th Ave NE | Main St to new project B07-017 (West Tributary Trail) | Add a 5 foot-wide bike lane on both sides of 124th Ave NE from Main Street to new project B07-017 (West Tributary Trail). This project should be coordinated with CIP# I-91: 124th Avenue NE at Bel-Red Road: Prepare a design report investigating the following potential improvements: widening the 124th Avenue NE/Bel-Red Road intersection to provide a second westbound left turn lane and a southbound right turn lane; widening 124th Avenue NE for a second southbound lane between Bel-Red Road and Old Bel-Red Road; upgrading the signal equipment; and providing new curb, gutter and sidewalk where widening occurs. The project will include the development of a preliminary design and detailed cost estimates for partial, phased and/or complete implementation of the improvements. **Funded (2008) | CIP# I-91 | | | | 5 | 3 | 3 | |
| B07-007 | 160th Ave NE | Crossroads Park and Community Center to NE 8th St | Add a shared outside lane on both sides of 160th Ave NE from Crossroads Park and Community Center to NE 8th Street | | | | | 17 | 3 | 3 | |

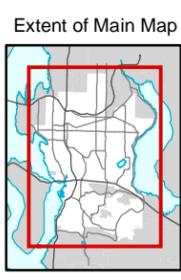
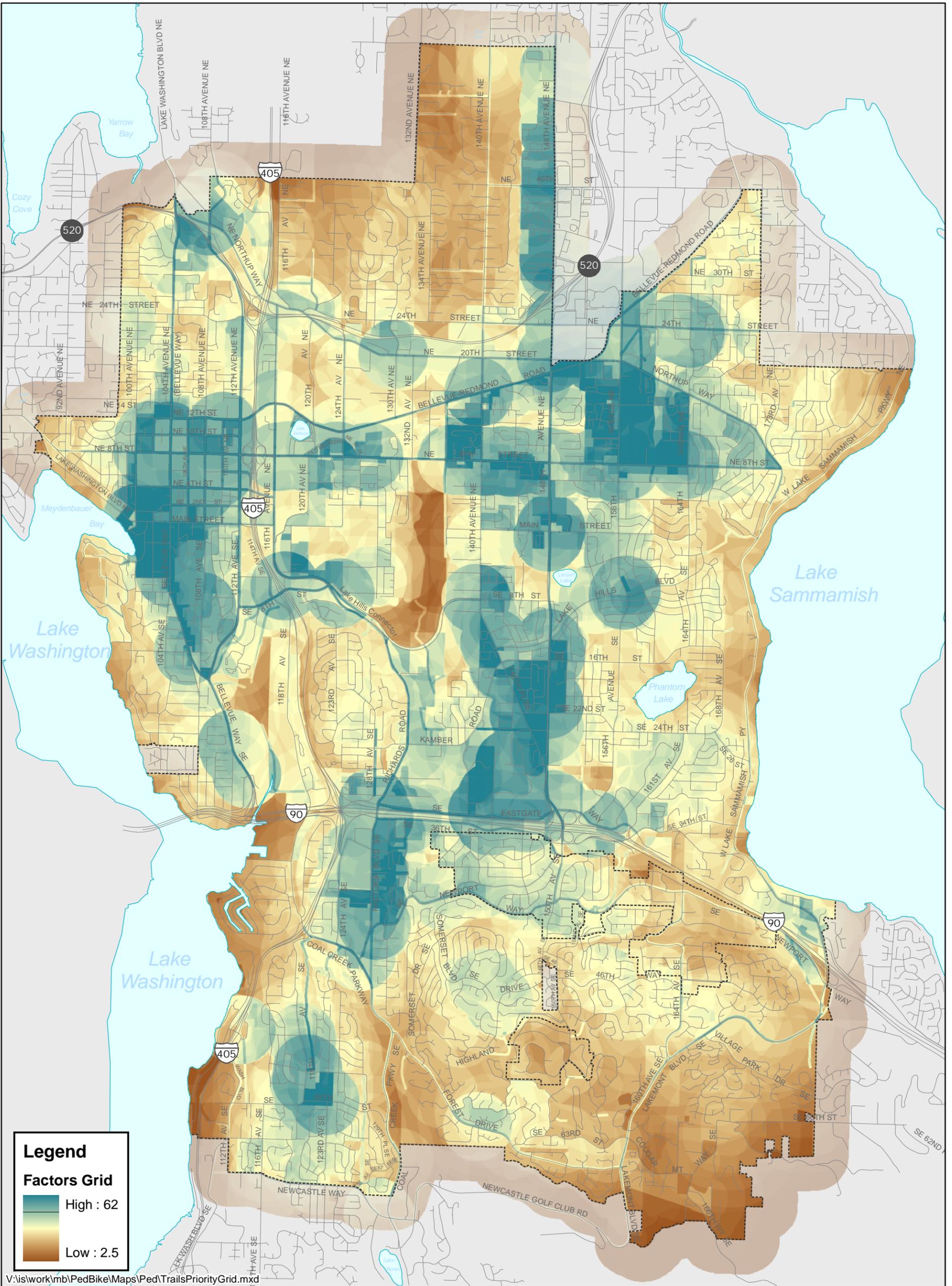
| Project | Link | Limits | Description | CIP/TFP | Overlay | Signage & Striping Projects | Priority Bike Corridor | GIS Ranking | Staff Ranking | Public Input | Representative Comments From Public |
|---------|---|---|--|---|--|-----------------------------|------------------------|-------------|---------------|--------------|--|
| B07-025 | SE 32nd St | 139th Ave SE to 142nd Ave SE | Add a 5 foot wide bike lane on the south side of SE 32nd St from 139th Ave SE to 142nd Ave SE | | | | | 24 | 3 | 3 | |
| B-319.2 | 139th Ave SE | Eastgate Way to northern edge of WRC Sunset North LLC | Add a wide outside lane on both sides of 139th Avenue SE from Eastgate Way to the northern edge of WRC Sunset North LLC where not complete | | | | | 25 | 3 | 3 | |
| B-114.1 | SE 8th St | 112th Ave SE to 114th Ave SE | Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 114th Avenue SE to 112th Avenue SE | | | | | 26 | 3 | 3 | This will probably not get much traffic. Low priority. (2 comments; one favorable) |
| B07-028 | SE 16th St | 104th Ave SE to 108th Ave SE | Add a wide bike shoulder on both sides of SE 16th St from 104th Ave SE to 108th Ave SE | | | | | 28 | 3 | 3 | |
| B-372.1 | Lake Hills Blvd | 156th Ave SE to 159th PI SE | Add a shared wide outside lane on the northside of Lake Hills Boulevard from 156th Avenue SE to 159th Place SE | | | | | 30 | 3 | 3 | |
| B-246 | NE 20th St | Bel-Red Rd to 156th Ave NE | Add a 5 foot-wide bike lane on both sides of NE 20th Street from Bel-Red Road to 156th Avenue NE | | | | | 34 | 3 | 3 | |
| B-325.1 | 130th Ave NE | NE 24th St to NE 20th St | Add a 5 foot-wide bike lane on both sides of 130th Avenue NE from NE 24th St to NE 20th St | | | | | 39 | 3 | 3 | |
| P-719 | BCC Thruway | 142nd PI SE to 144th Ave SE | Add a 10-14 foot-wide off street path along the north side of the BCC Thruway from 142nd PI SE to 144th Ave SE | | | | | 52 | 3 | 3 | |
| B07-024 | SE 5th St | 116th Ave SE to BNSF corridor | Add a 5 foot wide bike lane on the south side of SE 5th St from 116th Ave SE to the BNSF corridor | | | | | 55 | 3 | 3 | |
| B-253.1 | 124th Ave SE/SE 38th | SE 38th St @ Factoria Blvd SE to 124th St @ SE 41st PI | Add a 5 foot-wide bike lane on both sides of 124th Avenue SE from SE 41st Place to SE 36th Street and on both sides of SE 38th Street from 124th Avenue SE to Factoria Boulevard. This project should be coordinated with TFP#200: 124th Avenue SE north of SE 41st Place to connect with the I-90 Trail: Complete bike lanes on 124th Avenue SE north of SE 41st Place to the proposed multi-purpose path that will connect to the I-90 Trail. **unfunded | TFP#200 | 2010: 124th Ave from SE 41st Place to SE 36th Street and SE 38th Street from 124th Avenue SE to Factoria Boulevard | | | 57 | 3 | 3 | |
| B-216 | SE 22nd St | 145th PI SE to 156th Avenue SE | Widen the existing 11' lane to 14' wide lane (without fog line) on both sides of SE 22nd Street from 145th Place SE to 156th Avenue SE. Construction of B-216 will be coordinated with sidewalk project S-864 and bicycle project B-218. This project is funded (R-151: 145th Place SE Improvements/SE 16th to SE 24th Street and SE 22nd Street/ 145th Place to 156th Ave). | CIP#NIS-1, R-151: SE 22nd Street from 145th Place SE to 156th Avenue SE | | | | 58 | 3 | 3 | |
| M-658.2 | Bel-Red Mini Park | Bel-Red Rd @ 122nd Ave (alignment) to Bel-Red Rd @ 124th Ave NE | Add a 10-14 foot-wide off street path through the Bel-Red Mini Park from Bel-Red Road at 112nd Avenue (alignment) to Bel-Red Road at 124th Avenue NE | | | | | 61 | 3 | 3 | |
| M-623.2 | East Highland/ Rockwood | 140th Ave NE to 141st PI NE | Add a 10-14 foot-wide off street path connecting Rockwood/East Highland from 140th Avenue NE to 141st Place NE | | | | | 67 | 3 | 3 | What is the point of connecting 140th with 141st Place NE when one can just go out 141st Place NE to 14th? |
| B-335 | 101 Ave SE to 100th Ave SE to 98th Ave SE to SE 97th PI | Main St to SE 16th St | Provide bike shoulders on 101 Ave SE - 100th Avenue SE - 98th Avenue SE - SE 97th Place from Main Street to SE 16th Street when overlaid if feasible, particularly on uphill lanes; implement slow street design that accommodates bicycles. | | | | | 71 | 3 | 3 | |
| S-853.3 | 128th Ave NE/SE | NE 2nd St to SE 4th PI | Add a 10-14 foot-wide off street path on the west side of 128th Avenue NE/SE from NE 2nd Street to SE 4th Place | | | | | 76 | 3 | 3 | |

| Project | Link | Limits | Description | CIP/TFP | Overlay | Signage & Striping Projects | Priority Bike Corridor | GIS Ranking | Staff Ranking | Public Input | Representative Comments From Public |
|---------|------------------------------------|--|--|---------|--|-----------------------------|------------------------|-------------|---------------|--------------|--|
| B07-019 | NE 4th Street Extension | 120th Avenue NE to 116th Avenue NE | Add a 5 foot-wide bike lanes on both sides of NE 4th Street Extension from 120th Avenue NE to 116th Avenue NE. This project, identified as TFP#207: NE 4th Street Extension / 116th Avenue NE to 120th Avenue NE includes placeholder funding to preserve right-of-way along the potential alignment of the NE 4th Street Extension. The ultimate project would design and construct a preliminary recommendation of the Wilburton/NE 8th Street Study, currently in process. The roadway will consist of 3-5 vehicle lanes, bike lanes, sidewalks and will require construction of a tunnel under the BNSF railroad right-of-way. Neighborhood traffic mitigation will be evaluated to discourage cut through traffic on NE 5th Street east of 120th. This project will be closely coordinated with potential private development in the immediate vicinity. **unfunded | TFP#207 | | | | 78 | 3 | 3 | |
| B07-012 | NE 28th St | Bel-Red Road to NE 28th St and MS Campus | Add a 6 foot-wide off street path along NE 28th Street right-of-way from Bel-Red Road to NE 28th Street and MS Campus. | | | | | 82 | 3 | 3 | |
| B-381 | SE 56th St | 119th Ave SE to 129th Ave SE | Add a wide bike shoulder both sides of SE 56th Street and 119th Avenue SE to 129th Avenue SE where not complete | | | | | 85 | 3 | 3 | |
| B-349 | 138th Ave SE | SE 40th St to SE Allen Road | Add a shared wide outside lane on both sides of 138th Avenue SE from SE 40th Street to SE Allen Road | | | | | 87 | 3 | 3 | |
| B-350 | SE Allen Road | 139th Ave SE to SE 38th St | Add a shared shoulder on the north side of SE Allen Road from 139th Avenue SE to SE 36th Street | | | | | 88 | 3 | 3 | |
| B-210.1 | Main St | 156th Ave NE to 158th PI NE | Add a 5 foot-wide bike lane on the north side of Main Street from 156th Avenue NE to 158th Place NE | | | | | 91 | 3 | 3 | |
| M-628 | NE 24th St | 126th Place NE to 136th Place NE | Add a 10-14 foot-wide off street path along south side of NE 24th Street connecting 126th Place NE to 136th Place NE. | | | | | 93 | 3 | 3 | Much as I like trails, this is not really needed. The bike lanes and sidewalks are adequate in this area (except more bikelanes needed 130th – 140th) and the nearby 520 bike path makes this unnecessary. |
| B-360.1 | Somerset Blvd | SE Newport Way to SE 43rd St | Add a shared shoulder on the east side of Somerset Boulevard from SE Newport Way to SE 43rd Street | | | | | 94 | 3 | 3 | |
| B-352 | Highland Drive/148th Ave SE | SE 45th PI to Forest Drive | Add a shared shoulder on both sides of Highland Drive and 148th Avenue SE from SE 45th Place to Forest Drive | | | | NS-4 | 97 | 3 | 3 | |
| B-392.1 | 132nd Ave NE | NE 20th St to Bel-Red Rd | Add a 10-14 foot-wide off street path on the east side of 132nd Avenue NE from NE 20th Street to Bel-Red Road | | | | | 98 | 3 | 3 | |
| B-391 | NE 36th PI/115th Ave NE | 113th Ave NE to 116th Ave NE | Add a 5 foot-wide bike lane on both sides of NE 36th Place and 115th Avenue NE from 113th Avenue NE to 116th Avenue NE | | | | | 104 | 3 | 3 | |
| B07-003 | 136th PI NE | NE 16th St to NE 20th St | Add a 5 foot-wide bike lane on both sides of 136 Place NE from NE 16th St to NE 20th Street | | | | EW-2 | 105 | 3 | 3 | |
| B-380.2 | 116th Ave SE | SE 65th PI to SE Newcastle Way | Add a shared shoulder on the west side of 116th Avenue SE from SE 65th Place to SE Newcastle Way | | 2010: 116th Ave from New Castle Way to SE 65th Place | | | 109 | 3 | 3 | |
| B-377 | 136th PI NE | NE 24th St to SR-520 Trail | Add a shared shoulder on both sides of 136th Place NE from NE 24th Street to SR-520 trail | | | | | 110 | 3 | 3 | |
| B07-026 | Existing BBG/Wilburton Hill Trails | 118th Ave SE to SE 4th PI | Add a 10-14 foot wide off street path along the existing trails through the Bellevue Botanical Garden and Wilburton Hill Community Park from approximately 118th Ave SE in the BBC to SE 4th PI outside of Wilburton Hill Community Park | | | | | 112 | 3 | 3 | |

| Project | Link | Limits | Description | CIP/TFP | Overlay | Signage & Striping Projects | Priority Bike Corridor | GIS Ranking | Staff Ranking | Public Input | Representative Comments From Public |
|---------|---|---|---|---|---------|-----------------------------|------------------------|-------------|---------------|--------------|-------------------------------------|
| B-359 | West Lake Sammamish Pkwy/I-90 overpass | West Lake Sammamish Pkwy SE to Newport Way | Add a 4 foot-wide continuous paved shoulder on the east side of the West Lake Sammamish Parkway SE I-90 overpass from West Lake Sammamish Parkway SE to SE Newport Way | CIP# R-141: West Lake Sammamish Parkway SE I-90 overpass from West Lake Sammamish Parkway SE to SE Newport Way | | | NS-6 | 113 | 3 | 3 | |
| B-392.2 | 132nd Ave NE | Bel-Red Rd to NE 8th St | Add a 5 foot-wide bike lane on both sides of 132nd Avenue NE from Bel-Red Road to NE 8th Street | | | | | 114 | 3 | 3 | |
| B-325.3 | 130th Ave NE | NE 16th St to Bel-Red Rd | Add a shared outside lane on both sides of 130th Avenue NE from NE 16th Street to Bel-Red Road. This project should be coordinated with CIP# R-122: 130th Avenue NE-Bel-Red Road to NE 20th Street: Prepare a design report for the construction of a two-way left-turn lane on 130th Avenue NE from Bel-Red Road to NE 20th Street, widened lanes for bicycles with curb, gutter, and sidewalks on both sides. The design report will bring the design to the 30 percent completion level, evaluate implementation phasing options and develop detailed cost estimates for the improvements. ** funded (2007) | CIP# R-122: 130th Avenue NE from NE 16th Street to Bel-Red Road | | | | 116 | 3 | 3 | |
| M-657 | Northtowne Center Trail | 106th Ave NE to Bellevue Way via shopping center | Add a 6 foot-wide off street path as a connection thru the shopping center site, extending the existing neighborhood-shopping center trail to Bellevue Way and to Northtowne Park. Obtain easement and maintain existing trail to shopping center | | | | | 118 | 3 | 3 | |
| B07-017 | West Tributary Trail | BNSF Corridor to Bel-Red Road | Add a 10-14 foot-wide off street path along the West Tributary of Kelsey Creek between the BNSF Corridor and Bel-Red Road. Provide grade separation of this trail at arterial crossings. | | | | | 120 | 3 | 3 | |
| B-247.2 | Forest Drive SE | 147th Ave SE to Lakemont Blvd SE | Add a 5 foot-wide bike lane on both sides of Forest Drive SE from SE 63rd Street to Lakemont Boulevard SE | | | | EW-5 | 121 | 3 | 3 | |
| B-223.2 | 92nd Ave | Northern city limits to Lake Washington Blvd | Add a 5 foot-wide bike lane on the east side of 92nd Avenue NE from northern city limits to Lake Washington Boulevard NE | | | | | 128 | 3 | 3 | |
| B-332.2 | NE 24th St | Bellevue Way NE (104th Ave NE) and 112th Ave NE | Add a wide bike shoulder on both sides of NE 24th Street from Bellevue Way to 112th Avenue NE | | | | NS-1 | 132 | 3 | 3 | |
| P-740 | SE 67th Pl connection | SE 68th St/SE 69th Way to SE 67th Pl/117th Ave SE | Add a 10-14 foot-wide off street path connecting SE 68th Street and SE 69th Way to SE 67th Place and 117th Avenue SE | | | | | 133 | 3 | 3 | |
| B07-015 | 152nd Avenue SE, SE 45th Street and 150th Avenue SE | SE Newport Way to SE 46th Street | Add a 5 foot-wide climbing lane on the uphill segment of 152nd Avenue SE, SE 45th Street and 150th Avenue SE from SE Newport Way to SE 46th Street. CIP# W/B-74 will explore the feasibility of this treatment. CIP# W/B-74 152nd Avenue SE and SE 45th Street-SE 46th Street to Newport Way: Design and construct curb, gutter and six foot sidewalk on the west side with necessary roadway stabilization maintenance. Evaluate feasibility of wide curb lane for bikes on uphill segment. The facilities implemented by this project will provide direct access to the Eastgate Elementary School from neighborhoods to the south. ** funded 2008-2010 | CIP# W/B-74: 152nd, Ave, SE 45th St, 150th Ave Se from SE Newport Way to SE 46th Street | | | | 136 | 3 | 3 | |
| B-124 | Pipeline Trail | SE 60th St to SE 68th Pl | Add a 10-14 foot-wide off street path along the Pipeline Trail from SE 60th Street to SE 68th Pl | | | | | 139 | 3 | 3 | |
| B-125 | Pipeline Trail | SE 56th St to SE 60th St | Add a 10-14 foot-wide off street path along the Pipeline Trail from SE 56th Street to SE 60th Street | | | | | 140 | 3 | 3 | |

| Project | Link | Limits | Description | CIP/TFP | Overlay | Signage & Striping Projects | Priority Bike Corridor | GIS Ranking | Staff Ranking | Public Input | Representative Comments From Public |
|---------|--------------------|-------------------------------------|--|---------|---------|-----------------------------|------------------------|-------------|---------------|--------------|-------------------------------------|
| B07-027 | Kelsey Creek Trail | 130th Pl SE to Lake Hills Connector | Add a 10-14 foot wide off street path along mostly existing trails through Kelsey Creek Park from 130th Pl SE to end of gravel portion | | | | | 141 | 3 | 3 | |
| B-229.2 | SE 60th St | 168th Pl SE to eastern city limits | Add a 5 foot-wide bike lane on the north side of SE 60th Street from 168th Place SE to eastern city limits | | | | | 142 | 3 | 3 | |

Trails Projects Prioritization Grid



| Project | Link | Limits | 2007 Plan | Description | GIS Priority Rank | Staff Ranking |
|---------|-------------------------------|---|-----------|--|-------------------|---------------|
| M-605 | SE 41st St | Factoria Blvd to 133rd Ave SE | C | Add a 6-10 foot wide boardwalk along SE 41st Street from Factoria Boulevard to 133rd Avenue SE | 1 | 1 |
| L-439 | Richards Valley on SE 24th St | 145th Pl SE to Kamber Rd | B | Add an 8-12 foot wide multiple use gravel trail through Richards Valley along SE 24th Street connecting 145th Place SE to Kamber Road | 3 | 1 |
| L-437 | Unigard Trail System | Northup to NE 24th St E/O 156th Avenue NE | A | Add a 2-6 foot wide pedestrian walking trail called within the Unigard Trail System connecting Northup Way to either NE 24th Street or 156th Avenue NE. | 6 | 1 |
| P-702 | Seattle Water Pipeline | Coal Creek Parkway to 128th Ave SE @ Newport Way | B | Add an 8-12 foot wide multiple use gravel trail called the Seattle Water Pipeline Trail from Coal Creek Parkway to 128th Avenue SE at Newport Way. | 8 | 1 |
| P-729 | Lake Hills Connector | SE 8th St to Richards Road | B | Add an 8-12 foot wide multiple use gravel trail along Lake Hills Connector from SE 8th Street to Richards Road | 12 | 1 |
| L-436.2 | NE 32nd St ROW Trail | Ardmore School to 164th and 165th Aves NE | A | Add a 2-6 foot wide pedestrian walking trail called the NE 32nd Street ROW Trail connecting Ardmore School to 164th and 165th Avenues NE | 17 | 1 |
| L-424.2 | Vasa Creek System | I-90 to Vasa Park/Lake Sammamish | A | Add a 2-6 foot wide pedestrian walking trail within the Vasa Creek System connecting I-90 to Vasa Park and Lake Sammamish | 34 | 1 |
| L-484 | SE 10th St | Bellevue Way to 106th Ave NE | C | Add a 6-10 foot wide boardwalk along SE 10th Street from Bellevue Way to 106th Avenue NE | 4 | 2 |
| M-660 | Monthaven-Factoria Connector | 132nd Ave SE @ Sunset Elementary School to 132nd Ave SE at Newport Office Pk; And to SE 38th St | C | Construct 6-10 foot wide boardwalk along the Monthaven-Factoria Connector from 132nd Ave SE @ Sunset Elementary School to 132nd Ave SE at Newport Office Pk; And to SE 38th St | 5 | 2 |
| P-718 | Hillaire to Crossroads | NE 6th Street to NE 8th Street | A | Add a 2-6 foot wide multiple use gravel trail from Hillaire to Crossroads connecting NE 6th Street to NE 8th Street. | 7 | 2 |
| L-480 | Newport Creek | Coal Creek Parkway to 119th Ave SE at SE 56th St (swim club) | A | Add a 2-6 foot wide pedestrian walking trail along Newport Creek connecting Coal Creek Parkway to 119th Avenue SE at SE 56th Street (swim club) | 10 | 2 |
| P-717 | Hillaire Access Trail | NE 4th Street to Hillaire Park | A | Add a 2-6 foot wide multiple use gravel trail called the Hillaire Access Trail connecting NE 4th Street to Hillaire Park. | 11 | 2 |
| L-440.3 | Richards Valley Nature Trail | Richards Valley open space to Kamber Road | A | Add a 2-6 foot wide pedestrian walking trail called the Richards Valley Nature Trail connecting Richards Valley open space to Kamber Road | 13 | 2 |
| L-440.2 | Richards Valley Nature Trail | Richards Valley open space to the Lake Hills Connector | C | Add a 6-10 foot wide boardwalk called Richards Valley Nature Trail connecting the Richards Valley open space to Lake Hills Connector | 15 | 2 |
| M-647 | Bellefield Office Park | SE 8th St to SE 18th St alignment | B | Add an 8-12 foot wide multiple use gravel trail through the Bellefield Office Park connecting SE 8th Street to SE 18th Street alignment | 16 | 2 |

| Project | Link | Limits | 2007 Plan | Description | GIS Priority Rank | Staff Ranking |
|---------|--|--|-----------|--|-------------------|---------------|
| M-618.2 | 136th Avenue Powerline Corridor | Bel-Red Rd to SE 3rd Pl | B | Add an 8-12 foot wide multiple use gravel trail called the 136th Avenue Powerline Corridor connecting Bel-Red Road to SE 3rd Place | 18 | 2 |
| L-482 | 123rd Ave SE Connection | 123rd Ave SE to Coal Creek Parkway | A | Add a 2-6 foot wide pedestrian walking trail called the 123rd Avenue SE Connection connecting 123rd Avenue SE to Coal Creek Parkway | 19 | 2 |
| P-712 | Eastgate to Robinswood | Eastgate Way North to existing trail | A | Add a 2-6 foot wide multiple use gravel trail from Eastgate Way to connect to the current Eastgate to Robinswood trail | 20 | 2 |
| M-646.2 | Mercer Slough Park Trail | I-90 to 118th Ave SE | D | Add a 6-10 foot wide boardwalk called the Mercer Slough Park Trail connecting I-90 to 118th Avenue SE | 22 | 2 |
| L-435.2 | NE 32nd St | 172nd Ave NE to 169th Ave NE | B | Add an 8-12 foot wide multiple use gravel trail along NE 32nd Street from 172nd Avenue NE to 169th Avenue NE | 24 | 2 |
| M-656 | Newport Way Off Street Trail | Newport Way at 176th Ave SE to Lakemont Blvd | A | Add an 8-12 foot wide multiple use gravel trail called the Newport Way Off Street Trail from Newport Way at 176th Avenue SE to Lakemont Boulevard | 25 | 2 |
| L-430 | Tam O'Shanter Trail (system within Park connections to neighborhood streets) | 175th Pl NE street end to NE 16th Street ROW | A C | Add a 2-6 6-8 foot wide pedestrian walking trail called the Tam O'Shanter Trail connecting the end of 175th Place NE to NE 16th Street right-of-way. | 26 | 2 |
| L-478 | Park & Ride Connection | I-405 Park & Ride to SE 60th St | A | Add a 2-6 foot wide pedestrian walking trail called the Park & Ride Connection connecting I-405 Park & Ride to SE 60th Street | 27 | 2 |
| L-433 | Burnside Greenbelt | NE 33rd St to NE 32nd St between 169th and 170th Avenues NE | A | Add a 2-6 foot wide pedestrian walking trail called the Burnside Greenbelt connecting NE 33rd Street to NE 32nd Street between 169th and 170th Avenues NE | 28 | 2 |
| L-423.1 | Vasa Creek System | Newport Way to I-90 | A | Add a 2-6 foot wide pedestrian walking trail within the Vasa Creek System connecting Newport Way and I-90 | 29 | 2 |
| M-654 | Pipeline Trail (129th Ave SE) | SE 56th St to Newcastle Way (SE 69th Way) | B | Add an 8-12 foot wide multiple use gravel trail called the Pipeline Trail along 129th Avenue SE connecting SE 56th Street to SE 69th Way | 30 | 2 |
| M-644 | Woodridge to Lk Hills Connect | Woodridge Div 9 to Lake Hills Connector | A | Add a 2-6 foot wide multiple use gravel trail that connects Woodridge Div 9 to Lake Hills Connector | 32 | 2 |
| L-470.2 | Peggy's Trail | Newport Way to existing Peggy's Trail | A | After acquiring the necessary public easements, add a 2-6 foot wide pedestrian walking trail called Peggy's Trail connecting Newport Way to existing Peggy's Trail segment | 33 | 2 |
| L-426.2 | Weowna/Sammamish View Trail | West Lake Sammamish Parkway at SE 12th St to SE 12th St cul-de-sac | A | Add a 2-6 foot wide pedestrian walking trail called the Weowna/Sammamish View Trail connecting West Lake Sammamish Parkway at SE 12th Street to the SE 12th Street cul-de-sac | 35 | 2 |
| M-649 | Meydenbauer to Chism | Shoreland Dr SE to SE 11th St | A | Improve Shoreland drive shoulder for walking as useful; develop trail route through SE 4th Street ROW; develop 2-6 foot wide walking trail from 94th Ave SE to 96th Ave across Utilities property; acquire easement from south end 96th Avenue SE to Chism Park/ SE 11th Street. | 36 | 2 |

| Project | Link | Limits | 2007 Plan | Description | GIS Priority Rank | Staff Ranking |
|---------|---------------------------------|---|-----------|--|-------------------|---------------|
| L-411 | Forest Park Greenbelt | Connect to Highland Dr | A | Add a 2-6 foot wide pedestrian walking trail currently called the Forest Park Greenbelt connecting to Highland Drive | 37 | 2 |
| L-422 | Crestwood Park | SE 31st Street at 163rd Place SE to 164th Place SE | A | Add a 2-6 foot wide pedestrian walking trail through Crestwood Park connecting SE 31st Street at 163rd Place SE to 164th Place SE | 38 | 2 |
| L-428 | Sunich Trail | Main St/NE 2nd @ 174th Pl to 165th Ave NE | A | Add a 2-6 foot wide pedestrian walking trail called the Sunich Trail connecting Main Street and NE 2nd Street at 174th Place NE to 165th Avenue NE | 39 | 2 |
| L-412.2 | Coal Creek West Access | Forest Park Greenbelt (south of Forest Drive) | A | Add a 2-6 foot wide pedestrian walking trail called the Coal Creek West Access connecting trails south of Forest Drive to Forest Drive | 47 | 2 |
| L-462 | Cantershire Trail | 132nd Ave NE to 140th Ave NE | A | Add a 2-6 foot wide pedestrian walking trail called the Cantershire Trail connecting 132nd Avenue NE to 140th Avenue NE | 50 | 2 |
| L-477 | Water Line Trail (128th Ave SE) | Coal Creek Parkway to SE 51st St | A | Add a 2-6 foot wide pedestrian walking trail called the Water Line Trail (128th Avenue SE) connecting Coal Creek Parkway to SE 51st Street | 52 | 2 |
| L-473 | Kelsey Creek Park | Kelsey Creek to Richards Valley | C | Add a 6-10 foot wide boardwalk through Kelsey Creek Park connecting Kelsey Creek to Richards Valley | 53 | 2 |
| M-624 | Rockwood to Highland | NE 14th St to Bel-Red Rd | C | Construct 6-10 foot wide boardwalk along Rockwood to Highland from NE 14th St to Bel-Red Rd | 2 | 3 |
| S-889.4 | 128th Ave SE | SE 25th St SE to SE 32nd St SE | C | Construct 6-10 foot wide boardwalk along 128th Ave SE from SE 25th St SE to SE 32nd St SE | 9 | 3 |
| S-889.3 | SE 30th St | 128th Ave SE to Richards Rd | C | Add a 6-10 foot wide boardwalk along 128th Avenue SE from SE 24th Street to SE 32nd Street | 14 | 3 |
| M-640.2 | 126th Ave NE | Wilburton Hill Park and NE 4th Pl | B | Add an 8-12 foot wide multiple use gravel trail called the 126th Avenue NE Trail connecting Wilburton Hill Park and NE 4th Place | 21 | 3 |
| L-443 | NE 28th St ROW Trail | 116th Ave NE to 120th Ave NE | A | Add a 2-6 foot wide pedestrian walking trail called the NE 28th Street ROW Trail connecting 116th Avenue NE to 120th Avenue NE | 23 | 3 |
| L-444 | 120th Ave NE Trail | Bellemeade to NE 24th St | A | Add a 2-6 foot wide pedestrian walking trail called the 120th Avenue NE Trail connecting Bellemeade to NE 24th Street | 31 | 3 |
| L-417.2 | Whispering Heights-Eagle Mere | 152nd Pl SE from SE 48th St to 150th Ave SE | A | Add a 2-6 foot wide pedestrian walking trail called the Whispering Heights-Eagle Mere Trail connecting 152nd Place SE from SE 48th Street to 150th Avenue SE | 40 | 3 |
| L07-001 | Lakemont Highlands Connection | 155th Ave SE to existing Lakemont Highlands N/S Trail | A | Add a 2-6 foot wide multiple use gravel trail that connects 155th Ave/SE 60th Pl to the existing Lakemont Highlands trail | 41 | 3 |

| Project | Link | Limits | 2007 Plan | Description | GIS Priority Rank | Staff Ranking |
|---------|----------------------------|--|-----------|--|-------------------|---------------|
| L-420 | Summit West Trail | SE 63rd St Trail to 152nd Ave NE | A | Add a 2-6 foot wide pedestrian walking trail called the Summit West Trail connecting the SE 63rd Street Trail to 152nd Avenue SE | 42 | 3 |
| L-479 | Newport Hills Connection | Park & Ride Connection to 116th Ave SE | A | Add a 2-6 foot wide pedestrian walking trail called the Eastside Catholic Connection connecting the Park & Ride to 116th Avenue SE | 43 | 3 |
| L-404 | SE 63rd St Trail | SE 63rd St Trail to SE 60th St | A | Add a 2-6 foot wide pedestrian walking trail called SE 63rd Street Trail connecting to SE 60th Street | 44 | 3 |
| M-655.2 | 35th PL NE | Western City Limits to 31st PI NE | C | Add a 6-10 foot wide boardwalk along approximately 35th PI NE from the Western City Limits to 31st PI NE | 45 | 3 |
| M-652 | SE 64th PI | 127th SE to 129th Ave SE | B | Add an 8-12 foot wide multiple use gravel trail along SE 64th Place from 127th Avenue SE to 129th Avenue SE | 46 | 3 |
| L-455 | NE 30th St Trail | 140th Ave NE to 134th Ave NE | A | Add a 2-6 foot wide pedestrian walking trail called the NE 30th Street Trail connecting 140th Avenue NE to 134th Avenue NE | 48 | 3 |
| L-425 | Colingwood N. Extension | | A | Add a 2-6 foot wide pedestrian walking trail called Collingwood North Extension from SE 46th Street to 164th Avenue SE. | 49 | 3 |
| L-441 | Dusenberg to Bridle Trail | 116th Ave NE to Bridle Trails State Park | A | Add a 2-6 foot wide pedestrian walking trail connecting Dusenberg and 116th Avenue NE to Bridle Trails State Park | 51 | 3 |
| L-461 | NE 50th St Trail | 132nd Ave NE to 135th Powerline Trail | A | Add a 2-6 foot wide pedestrian walking trail called the NE 50th Street Trail connecting 132nd Avenue NE to 135th Avenue NE Powerline Trail | 54 | 3 |
| L-471 | Extension of Peggy's Trail | Lakemont Development to Cougar Mountain Park | A | Add a 2-6 foot wide pedestrian walking trail as an extension of the existing Peggy's Trail connecting Lakemont development to Cougar Mountain Park | 55 | 3 |