

2026-2045 Map Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	CIP Funding Allocation (\$000s)	TFP Discretionary Funding Allocation (\$000s)* (\$26.492M)	Total TFP Funding Allocation (\$000s)*	Estimated Project Cost (\$000s)	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)	Project Need	Project Benefit	Additional considerations for prioritization
Fully-Funded CIP Projects													
N/A	Transportation Unfunded CIP ("Contra" Line Item)	R-999	This represents a gap in available resources to fund the Transportation CIP portfolio in the outyears of the General CIP Plan. This project will frame conversations on how to identify revenue opportunities to fund these projects and further refine estimated project costs in the Transportation CIP portfolio.		(\$157,500)		(\$157,500)						
TFP-158	SE 16th Street/148th Avenue SE to 156th Avenue SE	WB-90	This project will add 5-foot-wide bicycle lanes outside of 11-foot-wide vehicle lanes on both sides of SE 16th Street. The project will construct new curb, gutter, and 6-foot-wide sidewalk and 4-foot-wide planter on the north side between 148th Avenue NE and 154th Avenue NE. This is a component of priority bicycle corridor EW-3 Lake to Lake Trail.	Pedestrian Bicycle	\$11,980		\$11,980						Funded for full implementation
TFP-175	SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy	WB-88	This project will design and construct a five foot bike lane, curb, gutter and six foot sidewalk on north side and curb, gutter and a wide curb lane, where feasible, on the south side of SE 34th Street from West Lake Sammamish Parkway to 162nd Place SE.	Pedestrian	\$6,300		\$6,300						Funded for full implementation
TFP-195 TFP-253	150th Avenue SE/SE 37th Street/I-90 off-ramp	R-212	The project funds the complete design, property acquisition and construction of a new southbound vehicle travel lane from Landerholm Circle to SE 38th Street. Intersection improvements are planned at SE 38th, SE 37th and Eastgate Way, and roadway improvements along SE 37th at the I-90 eastbound on-ramp. Project work includes roadway design plans, storm drainage, geotechnical engineering, survey, permit applications, environmental impact report, traffic analysis, utility relocation plans, property acquisition plans and project cost estimates.	Roadway	\$12,197		\$12,197		IF	\$5,050			Funded for full implementation
TFP-243a	Mountains to Sound Greenway/142nd Place SE to 150th Avenue	W/B-86	This project will advance the design and construction of priority segments of the Mountains to Sound Greenway Trail between 142nd Place SE and 150th Avenue SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012. Trail design will typically include a 12 foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices. Project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment.	Pedestrian Bicycle	\$12,145		\$12,145						Funded for the third phase of the Mountains to Sound Greenway trail from 142nd Place SE to I-90 Ped crossing, west of 150th Ave SE.
TFP-247	Eastgate Way/Richards Road to Sunset Corporate Campus	WB-91	This project will complete the missing link in the sidewalk between Richards Road and 139th Avenue SE.	Pedestrian	\$4,400		\$4,400						Funded for full implementation
TFP-257	West Lake Sammamish Parkway/"South Central" segment (phase 3)	R-194	This project will design and construct the third phase of the West Lake Sammamish Parkway corridor improvements (three of five phases), between the SE 34th Street and the SE 1800 block. Full funding allocation is intended to implement improvements on the segment northward from SE 34th Street to approximately the SE 1800 block. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in areas adjacent to sensitive critical areas (approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2 to 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street (if warranted); and signalized pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway.	Pedestrian Bicycle	\$12,500		\$12,500						Funded for full implementation of phase 3.
TFP-274	SE 8th Street / 114th Avenue SE and SE 8th Street/112th Avenue to Lake Hills Connector	R-207	This project will widen the intersection to add a second southbound left turn lane and dedicated space for bicycles in the northbound and southbound directions. Also included is improvement to bicycle accommodation on SE 8th Street from 112th Avenue to Lake Hills Connector.	Roadway Bicycle	\$4,995		\$4,995		IF	\$3,410			Funded for the completion of design for capacity and pedestrian/bicycle safety improvements, including along SE 8th Street between 112th Ave SE and Lake Hills Connector.

2026-2045 Map Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	CIP Funding Allocation (\$000s)	TFP Discretionary Funding Allocation (\$000s)* (\$26.492M)	Total TFP Funding Allocation (\$000s)*	Estimated Project Cost (\$000s)	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)	Project Need	Project Benefit	Additional considerations for prioritization
TFP-287	Eastrail to Spring Blvd Trail Link	G-103	This project will construct a trail linking the N-S Eastrail to the E-W ped-bike path that runs along Spring Blvd.	Bicycle	\$7,203		\$7,203						Funded for full implementation. Construction anticipated to start in 2025.
TFP-291	143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal	M-23	This project will construct a new traffic signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing Bel-Red Road and NE 20th Place intersection and a design study for access management updates on NE 20th Street between 140th Avenue NE and 148th Avenue NE. A new road connection (142nd Avenue NE) would also be constructed from the terminus of NE 20th Place to the southern terminus of 142nd Avenue NE being constructed by private development.	Roadway	\$6,250		\$6,250		Potential IF				Funded for full implementation
TFP-294	108 th Avenue NE Downtown Spine / NE 4 th Street to NE 8 th Street	R-223	This project will construct multimodal roadway enhancements along 108 th Avenue NE. Design elements include enhanced floating transit platforms and related transit amenities for Bay 1 and Bay 12 of the Bellevue Transit Center, protected bike lanes, upgraded communications & signals, channelization, and pedestrian scale lighting. This project is based on the 2020 Downtown Spine Corridor Study. Some elements may be constructed in coordination with adjacent development.	Transit Bicycles	\$4,250		\$4,250						Funded for full implementation
OTHER-6	NE 10th Street/102nd Avenue NE	R-222	Replace the existing signal with a compact roundabout at this intersection. Existing pedestrian and/or bicycle facilities at and approaching the intersection will be modified and reconstructed in the context of the roundabout design.This area is planned to be redeveloped with two large multifamily/mixed use projects on the northwest and southwest corners of the intersection. These projects will include over 3,000 dwelling units, a relocated supermarket, and other neighborhood retail which will significantly increase the amount of pedestrian traffic in the vicinity. An analysis of the intersection shows that a roundabout will provide a better and safer pedestrian experience then the existing signal. The developer of the two projects will contribute 50% of the cost of this improvement.	Roadway	\$4,000		\$4,000		Potential IF				Funded for full implementation. Cost partially supported by adjacent development.
Ongoing Programs						\$180,000							
Fully-Funded Congestion Reduction Levy (CIP R-199 & R-200) Projects													
	Placeholder for Future Congestion Reduction Projects yet to be identified, scoped and costed	R-198 R-200	This line does not represent a specific congestion reduction project. Congestion reduction projects have dedicated levy and/or other CIP funding allocated to them. The projected amount of funding available within the TFP plan period, above and beyond the cost of the defined projects listed below in this section, will be reserved for allocation to future projects once identified and prioritized by the Congestion Reduction Program.										No Change
TFP-263	NE 8th Street/148th Avenue NE	R-198 R-200	This project will widen all four approaches to provide a second left turn pocket serving each direction.	Roadway	\$3,300				IF	\$3,300			
TFP-273	Lakemont Blvd/Forest Dr	R-198 R-200	Install a new traffic signal and widen Lakemont Blvd for a northbound to westbound left turn lane.	Roadway	\$3,850				IF	\$1,751			
TFP-276	Lake Hills Connector/SE 8th St	R-198 R-200	This project will add a second northbound left turn pocket to increase the queuing space for this movement and will convert the existing dedicated eastbound left turn lane to a westbound through lane to receive traffic from the new northbound left turn pocket. This project is located on the anticipated route of the future Rapid Ride K Line bus.	Roadway	\$1,900				IF	\$1,900			
TFP-278	148th Avenue SE - Kelsey Creek Shopping Center	R-198 R-200	This project will improve intersection delay at 148th Ave SE/Main St. and access to and from the shopping center from 148th Avenue SE by adding a new traffic signal and a southbound left turn lane accessing the south driveway and a left turn lane accessing southbound 148th Avenue SE from the driveway.	Roadway	\$2,380				IF	\$2,380			
TFP-288	Lakemont Blvd/Newport Way SE	R-198 R-200	Un-split the southbound and northbound traffic signal phasing by changing the center lane on the southbound approach to a dedicated left turn lane instead of a shared left/through lane, subject to further analysis.	Roadway	\$6,625				IF	\$1,545			
TFP-289	Lake Washington Blvd/SE 60th St	R-198 R-200	Replace existing offset four way stop with a traffic signal that improves the east-west alignment into the intersection.	Roadway	\$6,350				IF	\$2,678			

2026-2045 Map Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	CIP Funding Allocation (\$000s)	TFP Discretionary Funding Allocation (\$000s)* (\$26.492M)	Total TFP Funding Allocation (\$000s)*	Estimated Project Cost (\$000s)	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)	Project Need	Project Benefit	Additional considerations for prioritization
Neighborhood Sidewalk Program (CIP WB-76) Projects													
	Placeholder for Future Neighborhood Sidewalk projects yet to be identified, scoped and costed	R-199, WB-76	This line does not represent a specific Neighborhood Sidewalk project. Neighborhood Sidewalk projects have dedicated levy and/or other CIP funding allocated to them. The projected amount of funding available within the TFP plan period, above and beyond the cost of the defined projects listed below in this section, will be reserved for allocation to future projects once identified and prioritized by the Neighborhood Sidewalks Program.		\$15,143								No Change
	NE 40th Street/140th Avenue NE to the 14500 block	R-199, WB-76	This project will add sidewalk on the north side of the street between 140th Avenue NE and approximately the 14500 block on NE 40th Avenue.	Pedestrian									
	173rd Avenue NE/Northup Way to Tam O'Shanter Park entrance	R-199, WB-76	This project will add curb, gutter and six-foot-wide sidewalk on the east side of the street.	Pedestrian									
Bicycle Implementation Program (CIP WB-85) Projects													
	Placeholder for Future Bicycle Implementation projects yet to be identified, scoped and costed	R-199, WB-85	This line does not represent a specific Bicycle Implementation project. Bicycle Implementation projects have dedicated levy and/or other CIP funding allocated to them. The projected amount of funding available within the TFP plan period, above and beyond the cost of the defined projects listed below in this section, will be reserved for allocation to future projects once identified and prioritized by the Bicycle Implementation Program.		\$5,040								No Change
BB2	NE 12th Street - 108th Avenue NE to 100th Avenue NE shared-use Path	R-225	Construct 12' wide shared-use Path on the north side of NE 12th Street from 108th Ave NE to 102nd Avenue NE and upgrade existing connection between 102nd Avenue and 100th Avenue NE. Project includes landscaping and signal modifications.	Bicycle									
BB6	NE 1st/NE2nd St/100th Ave to 112th Ave		Install sharrows and evaluate traffic calming for 100th Avenue NE to Bellevue Way. Bike lanes (protected or buffered, where feasible) for segment Bellevue Way to 112th Avenue NE.	Bicycle									
BB7	Lake Washington Blvd/100th Ave to 99th Ave		Develop buffered bicycle lane on south side of street.	Bicycle									
BB9	116th Ave & NE 4th St & 120th Ave/Main St to Spring Blvd		Install buffered bike lanes on 116th Avenue NE from Main Street to NE 4th Street. Upgrade existing bike lanes on NE 4th Street (116th Ave to 120th Ave) to buffered bike lanes. Upgrade existing bike lanes on 120th Ave (NE 4th Street to Spring Blvd) to buffered bike lanes.	Bicycle									
Other Ongoing Programs													
	Neighborhood Traffic Safety Program	M-7	This program funds design and construction of neighborhood traffic calming/safety improvements (e.g., speed humps, traffic circles, radar signs, turn restrictions, etc.) that change driver behavior and reduce excessive vehicle speeds, discourage motorists from cutting through neighborhoods and enhance pedestrian/bicycle safety. It also funds educational programs to encourage safe driving and best practices for staying safe walking and biking. Project locations are identified by community members and there has been an increased number of requests for solutions to traffic safety issues in neighborhoods. Projects are funded to address the critical issues at prioritized locations and support citywide initiatives such as Vision Zero.		\$2,525								
	Transportation Infrastructure Reconstruction	M-19	This program will inventory, prioritize, and fund the rehabilitation, reconstruction, or replacement of significant transportation system components within the right-of-way. This program addresses high priority capital replacement and reconstruction needs including but not limited to, the repair, rehabilitation, or replacement of roadways, walkways, trails, retaining walls, rockeries, safety railings, City-owned fences, traffic signals and lighting systems.		\$10,250								
	Minor Capital - Signals and Lighting	M-20	This program funds traffic signal and street lighting related projects that are not considered maintenance and are too small for individual CIP projects. Typical projects funded include new traffic signals; traffic signal upgrades including new signal phases and displays for increased efficiency and safety; pedestrian signal upgrades at traffic signals; roadway signage and channelization upgrades near traffic signals; new or revised street lighting, including the systematic upgrade to Light Emitting Diode (LED) street lights; upgrade of Emergency Vehicle Preemption technology to Global Positioning System (GPS) based hardware; and communication upgrades including fiber optic cable for citywide connectivity supporting all departments.		\$3,395								

2026-2045 Map Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	CIP Funding Allocation (\$000s)	TFP Discretionary Funding Allocation (\$000s)* (\$26.492M)	Total TFP Funding Allocation (\$000s)*	Estimated Project Cost (\$000s)	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)	Project Need	Project Benefit	Additional considerations for prioritization
	Traffic Safety Implementation	R-46	This program funds capital transportation improvements throughout the City to address mobility operation issues and concerns. Typical projects include new crosswalk installations, sign upgrades, channelization improvements, access management improvements, new bike lanes, bicycle wayfinding signage, and sidewalk and new curb ramp installations. This program implements pilot projects using new, innovative traffic control devices and evaluates their effectiveness as well as funds projects to bring existing City infrastructure up to current engineering standards. This program often provides matching funds to grant-funded projects to improve pedestrian and bicycle mobility while observing ADA requirements. Projects funded by this program are often identified through resident identified safety concerns, the Collision Reduction Program, the Crosswalk Management Program, Road Safety Audits or the Mobility Implementation Plan.		\$2,310								
	Smart Mobility Plan Implementation Program	R-156	This program will systematically implement the recommendations of the City’s Smart Mobility Plan completed in 2018. The funding provides the resources to plan and implement Smart Mobility technology in 5 areas: share-user mobility; data management & integration; autonomous, connected electric vehicles; real-time traveler information & traffic management. Projects will be selected to provide cost effective measures to manage traffic congestion, improve safety, limit impact to neighborhoods from cut-through traffic and increase the availability of real-time traffic information to user of the transportation systems. Repairs, upgrades & new installations of the citywide fiber optic network are partially funded through R-156. This network supports the communication to every traffic signal in the city, every facility owned by the City of Bellevue, public WiFi, WiFi for low income housing and a consortium of public/private partners.		\$3,206								
	Vision Zero Rapid Build	R-205	In Bellevue 83% of fatal and serious injury traffic collisions occur on 8% of the City’s total street network. This budget proposal funds the first phase of Vision Zero rapid build road safety projects along these High Injury Network (HIN) corridors. Based on a comprehensive review of citywide crash data, five major streets have been initially identified among the HIN corridors to advance in this proposal: NE 8th St east of downtown, Factoria Blvd, Bellevue Way south of downtown, Bel-Red Rd in the Overlake area, and 116th Ave NE in the Wilburton area. Funding will implement safety countermeasures such as radar feedback signs, pedestrian crossings, left turn pockets, restricted turn movements, medians, and other elements that produce improved safety outcomes. Staff will conduct before/after assessments of these projects to inform future safety investments and support Vision Zero performance monitoring.		\$8,713								
	Downtown Mobility Study Implementation	R-182 R-225	This program implements the Downtown Mobility Study that was commissioned by the City Manager’s Office to engage stakeholders to better understand the mobility challenges people face while moving about Downtown, and to identify projects to improve mobility. A mobility challenge is the performance of the transportation network that does not meet the performance target adopted in the Mobility Implementation Plan. Stakeholders emphasized implementing projects that address a performance target gap and to provide exceptional pedestrian and bicycle access near light rail stations and along the Grand Connection. Intersection projects are prioritized to safely serve pedestrians. “Exceptional” intersections on both ends of the Transit Center and along the Grand Connection have created safe and seamless pedestrian crossings; more are planned. Also, the Study identifies locations and priorities for new at-grade mid-block crossings at high-demand locations.		\$8,585								

2026-2045 Map Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	CIP Funding Allocation (\$000s)	TFP Discretionary Funding Allocation (\$000s)* (\$26.492M)	Total TFP Funding Allocation (\$000s)*	Estimated Project Cost (\$000s)	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)	Project Need	Project Benefit	Additional considerations for prioritization
	Vision Zero Safe Speeds Program	R-219	From 2012 to 2021, there were 23 speeding-related fatal and serious injury (FSI) crashes on our 30+ mph arterial network. This same network accounts for 88% of FSI crashes in all of Bellevue, yet represents 25% of street mileage. This budget would create a dedicated fund to advance projects targeted at reducing speeds on our arterial network to help move the city toward our 2030 goal of zero FSI crashes. Studies show that every small reduction in speed greatly reduces the potential of injury or death. The likelihood of a pedestrian hit by a car receiving a FSI jump from 40% to 73% with a speed change from 30 mph to 40 mph. This program will leverage recent work done by TR to update its speed limit setting approach and complete the 2023 Speed Management Plan to advance projects focused on managing arterial speeds. Funding would go toward implementing speed limit changes and constructing arterial speed mitigations such as radar feedback signs, raised intersections and median islands.		\$4,740								
	Pedestrian Facilities Compliance Program	WB-49	This program provides a resource to identify, inventory, prioritize, design, and construct spot improvements to pedestrian facilities citywide to meet compliance standards stemming from the Americans with Disabilities Act (ADA). This program serves as the City's dedicated source for addressing citizen accessibility requests and, as funding is available, implementing high priority retrofits identified in the City's ADA Access infrastructure management program. Projects constructed under this program improve pedestrian accessibility and safety for people with disabilities and also reduce the City's vulnerability to litigation related to ADA compliance.		\$714								
	Active Transportation Access and Connections	WB-56	This program funds projects consistent with the Mobility Implementation Plan intent to provide and improve safe, continuous and connected facilities for people walking and bicycling throughout the city and to serve specific types of destinations, including transit stations. Projects funded through this program enhance mobility for everyone and simultaneously promote community health, foster environmental sustainability and support transit ridership. The program provides access and enhances safety and connections for people walking and bicycling to schools, shopping, housing, jobs, transit, parks and other destinations. Program resources build discrete small projects and are often used to leverage grants, and to enable partnerships with other city programs, agencies, and the private sector to construct larger-scale projects.		\$5,720								
	Arterial Sidewalks Program	WB-92	This program will design and construct gaps in sidewalks on arterial roadways that are not covered under existing programs such as the Neighborhood Sidewalk Program (PW-W/B-76) and the Levy (PW-R-199) but are too small scope to be a standalone CIP project. When gaps in sidewalks on arterial roadways are identified, there is currently no funding source to address these needs.		\$11,200								
	Safe Routes to School	WB-93	This Safe Routes to School (SRTS) program funds roadway safety improvement projects near schools and supports the development of roadway safety education and encouragement programs. A SRTS program encourages active travel for kids by improving safety during the school commute for all modes of travel. Using the 7 E's framework, which includes education, encouragement, engagement, engineering, environment, equity, and evaluation, this proposal invests in a strategic approach to improving roadway safety on school routes.		\$2,320								
Candidate TFP Projects													
TFP-110	110th Avenue NE/NE 7th Street to NE 8th Street		This project will complete implementation of a five-lane roadway section with sidewalks where missing between NE 7 th and NE 8 th Streets. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity. This project is located on the anticipated alignment of the future Rapid Ride K Line bus route.	Roadway Pedestrian Transit		\$1,500	\$1,500	\$1,500	IF	\$1,682	Anticipate future increase in traffic, pressure on available road space.	Supports growth in Downtown.	Current Impact Fee project. Adjacent properties likely to redevelop.
TFP-219	NE 8th Street/106th Avenue NE		This project will realign NE 8th Street to the south to extend the third westbound travel lane to the west of 106th Avenue NE and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway		\$4,000	\$4,000	\$4,000	IF	\$3,876	Anticipate future increase in traffic, pressure on available road space.	Supports growth in Downtown.	Current Impact Fee project. Adjacent properties likely to redevelop.

2026-2045 Map Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	CIP Funding Allocation (\$000s)	TFP Discretionary Funding Allocation (\$000s)* (\$26.492M)	Total TFP Funding Allocation (\$000s)*	Estimated Project Cost (\$000s)	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)	Project Need	Project Benefit	Additional considerations for prioritization
TFP-252	Bellevue College Connection: Kelsey Creek Rd/ Snoqualmie River Road/142nd Pl SE from 145th Place SE to SE 36th St	R-201	This project will design and construct a transitway connection through the Bellevue College campus to improve transit speed and reliability from SE 24th Street to SE 32nd Street along Snoqualmie River Road SE. This partnership between King County Metro Transit, Bellevue College and the City, will reconstruct campus and City roadways to support frequent transit bus service, construct sidewalks and accessible bus stops and modify the 142nd Place SE/SE 32nd Street intersection. It will include a separated, shared-use, (bike accessible) paved path connecting 145th Place SE to the Mountains to Sound Greenway Trail. It will provide weather protection on 142nd Place SE for transit users, pedestrians and cyclists. A Bellevue College Transit Center is envisioned to be developed along the corridor. This project is located on the anticipated alignment of the future Rapid Ride K Line bus route.	Transit Pedestrian Bicycle	\$3,003		\$3,003	\$23,700			Buses serving Bellevue College currently follow circuitous routing, imposing travel time penalty for all riders and incurring excess operating costs for King County Metro. Snoqualmie River Rd offers direct route through college, but must be upgraded to support bus traffic.	Significantly enhances bus speed to/from Eastgate P&R by reducing out of direction travel. Removes buses from congested intersections at 148th/SE 28th, 150th/Eastgate Way. New multiuse path on west side of rebuilt roadway will fill gap in ped and bike networks.	Supports 3-way collaborative process already underway involving city, college and King County Metro. Good candidate for grant funding.
TFP-270	Spring Blvd (Zone 3) - 124th Ave NE to 130th Ave NE	R-210	Multi-modal corridor incorporating east-west arterial capacity (one through lane each direction); sidewalks; bicycle facilities with regional trail connections; and “green” elements, including urban open spaces, tree canopy and landscaping features, and natural drainage features where feasible. The project will be developed in coordination with potential public and/or private development in the immediate vicinity.	Roadway Pedestrian Bicycle	\$7,300		\$7,300	\$82,500	Potential IF		Provide E-W connectivity in area redeveloping at higher density	Allows more direct vehicular movement, reduces impacts on parallel streets; fills gap in ped and bike networks (Priority Bicycle Corridor EW-2)	Supports 3-way collaborative process already underway involving city, college and King County Metro. Good candidate for grant funding.
TFP-244	Eastrail Corridor shared-use path/southern city limits to northern city limits	G-103	This project will add a 14-foot-wide off-street path along the Eastrail from the southern city limits to the northern city limits. This project is an outside agency-led effort in which the City may choose to participate financially and is part of a planned regional trail that will connect Eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the city of Bellevue. The regional trail will include 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/MTSG Trail, Woodridge, Wilburton, Downtown Bellevue, BelRed, the West Tributary Trail, and the SR 520 Trail/Northup Way. Project identified as priority bicycle corridor NS-3: Eastrail. Funding allocation is to support City's scoping and development of projects connecting to or supporting the Eastrail mainline path, including coordination with the community and property owners and/or acquisition.	Pedestrian Bicycle	\$8,845		\$8,845				Provide N-S bicycle accommodation for a broad range of users. Enhance pedestrian connectivity. Expand recreational opportunities.	Provides high-comfort, separated facility for biking, walking. Spans entire city, north to south (Priority Bicycle Corridor NS-3). Regional facility (Renton to Woodinville).	2024-2026 Council priority. Strong support in TFP public outreach. King County Parks is lead agency for developing the N-S trail. Bellevue resources support connecting the county trail to local pedestrian and bicycle system facilities (sidewalks, trails, on-street bicycle facilities) and provide access to people and places in Bellevue.
TFP-260	120th Avenue NE (Stage 4)/NE 16th Street and to Northup Way	R-186	This project will widen 120th Avenue NE between NE 16th Street and Northup Way. The existing two-lane roadway will be widened to four lanes between NE 16th Street and the future NE 18th Street to include one northbound lane, two southbound lanes, and a center two-way left-turn lane. From the future NE 18th Street to Northup Way, the widening will consist of one northbound lane, one southbound lane and a center lane that will be channelized as a two-way left-turn lane or a center median depending on the land use and will be utilized as a left-turn pocket at the intersections. The project will add new roadside planters along the full length of the project that separate vehicle traffic from bicycle lanes and sidewalks. The project will also provide illumination, pedestrian crossings, a modified traffic signal system at the Northup Way intersection, intelligent transportation systems, signing, irrigation, and landscaping improvements. This project will install stormwater drainage, flow control and water quality facilities, reconstruct and relocate underground utilities, and realign and improve an existing culvert crossing to provide a new fish and wildlife passable roadway crossing structure. Construction of this project may be phased.	Roadway Pedestrian Bicycle	\$9,683		\$9,683	\$60,700	Potential IF	\$29,800	Anticipate significant land use growth in BelRed area, added traffic.	Supports growth in BelRed area.	Received a grant to support construction for north segment, from stream crossing to Northup Way, which will occur first. Funded for design and right-of-way acquisition and partial construction. Implementation will be in two phases.

2026-2045 Map Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	CIP Funding Allocation (\$000s)	TFP Discretionary Funding Allocation (\$000s)* (\$26.492M)	Total TFP Funding Allocation (\$000s)*	Estimated Project Cost (\$000s)	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)	Project Need	Project Benefit	Additional considerations for prioritization
OTHER-5	Bellevue Grand Connection: I-405 Crossing (Downtown to Eastrail)	R-216	This project will advance the design, funding and development of a new non-motorized crossing (shared-use path) of I-405 in the vicinity of NE 6th Street, anticipated to be implemented through a public-private partnership.	<i>Pedestrian Bicycle</i>	\$46,115		\$46,115	\$200,000			Link Wilburton redevelopment area and Eastrail with Downtown urban center.	Provides high-comfort connection between Wilburton and Downtown for people walking & bicycling. Catalyzes redevelopment of Wilburton as a high-density, mixed-use area.	Council priority
TFP-211	NE 6th Street Extension	R-211	This project will extend NE 6th Street from the I-405 HOV interchange to 116th Avenue NE. The facility will be designed to accommodate-HOV, frequent transit bus service; and vehicle access to express toll lanes. Conceptual design alternatives have been completed to coordinate with WSDOT's I-405 improvements and Sound Transit's East Link route. The project-would likely be a regional or outside agency-led effort in which the City may choose to participate financially.	<i>Roadway</i>	\$300		\$300				Anticipate significant land use growth in Downtown, added traffic.	Increased access to HOT lanes, new connection for peds, bikes across I-405.	2018-2020 Council priority (identified among several WSDOT projects).
TFP-217	124th Avenue NE at SR 520	R-192	This project will construct ramps to and from the east. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially.	<i>Roadway</i>	\$108		\$108				Significant demand for access to/from east.	Provides more direct access for motorists to SR520, reduces impact on local street network of vehicles accessing freeway system. Supports growth of BelRed area.	WSDOT project. Including in TFP with placeholder funding can be useful to support city engagement with project development.
TFP-271	Coal Creek Parkway/120th Ave SE - I-405 - 119th Ave SE		Convert the three signalized intersections on Coal Creek Parkway at I-405 (2) and 119th Avenue SE and also the intersection of 120th Avenue SE to a series of roundabouts. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially.	<i>Roadway</i>			\$0				Significant PM peak period congestion. Egress is difficult for residents of Greenwich Crest (120th Ave SE) and, to a lesser extent, Newport Hills (119th Ave SE). Located on High Injury Network.	Improved safety; improved traffic flow for freeway access and neighborhood ingress/egress.	WSDOT project. Including in TFP with placeholder funding can be useful to support city engagement with project development.
TFP-193	NE 10th Street at I-405		This project will add a southbound off-ramp. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially.	<i>Roadway</i>			\$0				Anticipate significant land use growth in Downtown, added traffic.	Disperses freeway access across additional locations, reduces pressure at NE 8th St, NE 4th St.	WSDOT project. Including in TFP with placeholder funding can be useful to support city engagement with project development.
TFP-296	South Downtown I-405 Access: Lake Hills Connector southbound on-ramp		This project will build a new southbound on-ramp from the Lake Hills Connector to I-405 south. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially.	<i>Roadway</i>			\$0				Anticipate significant land use growth in Downtown, added traffic.	Disperses freeway access across additional locations, reduces pressure at NE 8th St, NE 4th St.	WSDOT project. Including in TFP with placeholder funding can be useful to support city engagement with project development. This is a K-Line intersection. May defer to that planning process to confirm intersection configuration.
TR-1	Rapid Ride K Line (Eastgate to Downtown to Kirkland)		Coordinate with King County Metro to determine the routing for the K Line. Assess, and pursue as feasible, operational improvements along the route to support transit speed and reliability.	<i>Transit</i>			\$0				Improve transit frequency, speed and reliability between key activity centers.	Enhanced transit service between Bellevue College/Eastgate, Downtown and Kirkland.	Advances priority identified in Bellevue Transit Master Plan.

2026-2045 Map Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	CIP Funding Allocation (\$000s)	TFP Discretionary Funding Allocation (\$000s)* (\$26.492M)	Total TFP Funding Allocation (\$000s)*	Estimated Project Cost (\$000s)	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)	Project Need	Project Benefit	Additional considerations for prioritization
TFP-257	West Lake Sammamish Parkway/"Central" segment (phase 4)	R-213	This project will design and construct the fourth phase of the West Lake Sammamish Parkway corridor improvements (four of five phases), between the SE 1800 block and NE 2nd Street. The funding allocation is to complete final design of the fourth phase on the segment northward from the SE 1800 block to NE 2nd Street. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide shared-use trail (8 feet wide in areas adjacent to sensitive critical areas (approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2 to 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street (if warranted); and signalized pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway.	<i>Pedestrian Bicycle</i>	\$1,000		\$1,000				Roadway is deteriorated, ped, bike accommodation substandard or missing	Rehabiliates roadway, fills gap in ped and bike networks (Priority Bicycle Corridor NS-6)	Next logical phase of implementation for corridor improvements, which were identified through comprehensive community process. Strong public support.
TFP-234	Main Street/100th Avenue to 116th Avenue	R-224	This project will conduct a corridor study to identify, prepare preliminary designs, and potentially implement multimodal improvements to enhance the Main Street corridor through Downtown. Improvements to be considered may include mid-block crossings, intersection treatments, bicycle facilities, landscaping and lighting. This roadway segment is a component of priority bicycle corridor EW-3: Lake to Lake Trail. The segment between 108th Avenue and the east side of I-405 is separately being improved with an off-street shared-use path facility on the south side. The segment from 116th Avenue to 110th Avenue is on the anticipated alignment of the future Rapid Ride K Line bus route.	<i>Bicycle</i>	\$500		\$500				Bicycle accommodation is spotty, facilities not not connected.	Facilitates access to East Main light rail station. Supports buildout of bike network (Priority Bicycle Corridor EW-3).	Segment from 112th Ave to 108th Avenue funded for implementation via station area access funds (Dept of Community Development). Corridor is element of the Lake to Lake Trail (Parks Dept).
TFP-272	NE 12th St / 116th Ave NE		Conduct a needs assessment to determine whether westbound to southbound dual left-turn lanes should be added or other revisions made at NE 12th St and 116th Ave NE. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation. This project is located on the anticipated alignment of the future Rapid Ride K Line bus route.	<i>Roadway</i>			\$0				Congested intersection as people travel to the Spring District.	Unknown. Further analysis to determine project need and scope.	
OTHER-3	116th Avenue NE/NE 4th Street		Conduct a needs assessment to determine whether physical or operational changes are feasible and desirable to address potential future (2044) vehicular V/C performance "gap" (identified in analysis for Comprehensive Plan update). The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	<i>Roadway</i>			\$0				2024 Comprehensive Plan update suggested this intersection would fall short of the V/C target in the 2044 horizon analysis	Unknown. Further analysis to determine project need and scope.	
OTHER-4	116th Avenue SE/SE 1st Street		Conduct a needs assessment to determine whether physical or operational changes are feasible and desirable to address potential future (2044) vehicular V/C performance "gap" (identified in analysis for Comprehensive Plan update). The funding allocation is a placeholder that may be used to initiate project predesign or early implementation. This project is located on the anticipated alignment of the future Rapid Ride K Line bus route.	<i>Roadway Transit</i>			\$0				2024 Comprehensive Plan update suggested this intersection would fall short of the V/C target in the 2044 horizon analysis	Unknown. Further analysis to determine project need and scope.	
OTHER-2	112th Avenue/NE 10th Street		Conduct a needs assessment to determine whether physical or operational changes are feasible and desirable to address potential future (2044) vehicular V/C performance "gap" (identified in analysis for Comprehensive Plan update). The funding allocation is a placeholder that may be used to initiate project predesign or early implementation. This project is located on the anticipated alignment of the future Rapid Ride K Line bus route.	<i>Roadway Transit</i>			\$0				2024 Comprehensive Plan update suggested this intersection would fall short of the V/C target in the 2044 horizon analysis	Unknown. Further analysis to determine project need and scope.	
BB12	Spring Blvd & Bel-Red Rd/136th Place NE to 140th Avenue NE		Install 12-14' shared-use path on north side of Spring Blvd and Bel-Red Rd. Connects Priority Bike Corridor EW-2 to Priority Bike Corridor NS-4.	<i>Bicycle</i>			\$0				Connect E-W and N-S bicycle corridors.	Creates high-comfort connection between priority bicycle corridors.	Majority of segment currently lacks any sidewalk or ped/bike facility whatsoever.

2026-2045 Map Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	CIP Funding Allocation (\$000s)	TFP Discretionary Funding Allocation (\$000s)* (\$26.492M)	Total TFP Funding Allocation (\$000s)*	Estimated Project Cost (\$000s)	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)	Project Need	Project Benefit	Additional considerations for prioritization
BB4b	Bel-Red Rd/140th Ave to 148th Ave NE		Conduct analysis to determine options to improve bicycle safety and comfort along corridor or nearby alignment. (Original Bike Bellevue proposal involved converting four-lane roadway to three lanes, with buffered bike lanes on either side. Connects to proposed <i>BB12 project</i> segment west of 140th Ave.)	<i>Bicycle</i>			\$0				Provide high-comfort bicycle accommodation to key activity centers.	Extends a high-comfort bicycle route eastward	Provides the flattest, most direct route between Downtown/BelRed and Overlake. Few driveways on south side of street, supports potential off-street path.
BB5	Bel-Red Rd/148th Ave NE to 156th Ave NE		Conduct analysis to determine options to improve bicycle safety and comfort along corridor or nearby alignment. (Connects to existing bikelanes on BelRed Road east of 156th Avenue NE) Analysis may also consider center turn lanes and left turn movements at intersections.	<i>Bicycle</i>			\$0				Provide high-comfort bicycle accommodation to key activity centers.	Extends a high-comfort bicycle route eastward, to the Overlake urban center.	Provides the flattest, most direct route between Downtown/BelRed and Overlake. Connects to existing bicycle facilities on Bel-Red Rd east of 156th Ave NE.
TFP-243b	Mountains to Sound Greenway Future Phases: 150th Avenue SE to Lakemont Boulevard	WB-94	This project will advance the design and construction of priority segments of the Mountains to Sound Greenway Trail between 150th Avenue SE and Lakemont Boulevard SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012. Trail design will typically include a 12 foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices. Project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment.	<i>Pedestrian Bicycle</i>	\$1,750		\$1,750				Gap exists in I-90/Mountains to Sound Trail between 150th Avenue SE and Lakemont Blvd. Ped, bike accommodation substandard or missing through this area.	Provides high-comfort, separated facility for biking, walking. Spans entire city, west to east (Priority Bicycle Corridor EW-4). Regional facility (Seattle to Eastern Washington).	
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street		This project will evaluate development of an off-street shared-use paved path along the east side of 140th Avenue NE between NE 24th Street and NE 8th Street, replacing a separated gravel path that exists on much of the segment; it may be a boardwalk for part of the Bel-Red Road to NE 20th Street segment. The project will include addition of a 10- to 14-foot-wide off-street path connecting the SR 520 Trail to 140th Avenue NE, if feasible. Project located on Priority Bicycle NS-4.	<i>Bicycle</i>			\$0				Fills gap in bicycle facility network between NE 8th St and SR 520 Trail	Provides N-S bicycle link through the middle of Bellevue (Priority Bicycle Corridor NS-4)	Segment from Bel-Red Road to NE 24th Street corresponds to Bike Bellevue corridor 11.
MIP P2	148th Avenue SE: SE 46th Place to SE 44th Street		Install a sidewalk and landscape strip on either the east or west side of the street.	<i>Pedestrian</i>			\$0				High volume of pedestrians use this area for walking in the neighborhood.	Would provide a contiguous sidewalk and fill an existing gap in the pedestrian network.	Often requested sidewalk by the community.
MIP B11	SE 37th Street: 150th Avenue SE to Eastgate Way (via I-90 tunnel)		Install shared-use path 10-14 feet wide on the south side of SE 37th Street and on the east side of 150th Avenue NE between SE 37th Street and SE 38th Street. Install barrier along sidewalk in tunnel to create 8'-9' wide shared ped-bike facility. MIP Performance target LTS 1. Priority Bicycle Corridor.	<i>Bicycle</i>			\$0				Sidewalk thru tunnel currently not inviting as bicycle facility. Cycling on roadway in tunnel uncomfortable owing to vehicle speeds, roadway curve and low lighting level.	Provides easy access to path on north side of I-90 that extends east to West Lake Sammamish Pkwy.	Connects (forthcoming) MTSG Trail at 150th Ave on south side I-90 to existing trail on north side I-90 that extends east.
MIP B2	124th Avenue SE: SE 41st Place to SE 38th Street		Install protected bike lanes on each side of 124th Avenue NE to provide a connection between the existing bike lanes south of SE 41st Place and the Factoria Trail (which connects to the Mountains to Sound Greenway Trail). MIP Performance target LTS 3.	<i>Bicycle</i>			\$0				Offers best option for N-S bicycle movement in Factoria. Current conditions are somewhat stressful.	Improves comfort level for movement by bicycle; broadens base of users who may choose to travel by bicycle in this area.	Fills a gap. Facilities exist to the north (a multiuse trail) and the south (bike lanes).
TFP-299	114th Avenue/NE 8th Street to SE 8th Street		Construct shared-use path (12' wide + 2' shoulder on each side) with 5' wide planter strip on west side of 114th Ave from SE 8th Street to NE 8th Street.	<i>Pedestrian Bicycle</i>			\$0				Area lacks bicycle infrastructure along the frontage road	Provides a connection to the Lake to Lake trail.	Council supported ped/bike infrastructure additions in support of the South Downtown I-405 access project

2026-2045 Map Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	CIP Funding Allocation (\$000s)	TFP Discretionary Funding Allocation (\$000s)* (\$26.492M)	Total TFP Funding Allocation (\$000s)*	Estimated Project Cost (\$000s)	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)	Project Need	Project Benefit	Additional considerations for prioritization
TFP-295	NE 2nd Street / 114th Avenue NE to 112th Avenue NE		This project will add a traffic signal and roadway/intersection expansion at 114th Avenue NE/NE 2nd Street and realignment and channelization improvements, including accommodation of a north-south shared-use path crossing along the west side of 114th Avenue NE. The roadway segment between 114th Avenue and 112th Avenue will be expanded to three lanes, with bike facility behind the curb on each side. Project implementation will be coordinated with potential private development in the immediate vicinity.	Roadway Bicycle			\$0				Local access.	Supports higher density development on blocks between 112th Ave and 114th Ave, provides building access via 114th Ave, separate from the 112th Ave major arterial (where capacity is needed for thru movement).	Primary need for project is to support adjacent private development. Including in TFP with placeholder funding can be useful to support city engagement to determine form of the project. Anticipate private development will pay proportion of cost. NE 2nd and 114th Ave are designated as minor arterial roadways.
MIP B4	156th Avenue NE: NE 8th Street to Bel-Red Road		Protected bike lanes on each side of 156th Avenue NE. MIP Performance target LTS 3.	Bicycle			\$0				Key activitiy center. Community interest in improving bicycle access to Crossroads mall, park.	Fills a gap. Facilities exist on 156th Ave to the north in Redmond (a multiuse trail) and the south (wide curb lanes).	Site conditions are challenging. No space to add bike lanes. May require repurposing existing space on street.
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)		This project will design and construct the fifth phase of the West Lake Sammamish Parkway corridor improvements (last of five phases), between SE 34th Street and the NE 2nd block. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide shared-use trail (8 feet wide in areas adjacent to sensitive critical areas (approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2 to 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street (if warranted); and signalized pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will make storm drainage, water quality, and fish passage improvements throughout the corridor. This project will also provide a preliminary design analysis with cost estimates to determine the exact location and scope of the next phases of construction on West Lake Sammamish Parkway. Preliminary design activities will include coordination with the community and other stakeholders leading to a complete design.	Pedestrian Bicycle			\$0				Roadway is deteriorated, ped, bike accommodation substandard or missing	Rehabilitates roadway, fills gap in ped and bike networks (Priority Bicycle Corridor NS-6)	Priority is to first fill gap section to south (between SE 34th St and NE 2nd St), then pursue this segment at north end.
TFP-173	108th/112th Avenue NE/ SR520 to NE 12th Street		This project will add a 6-foot-wide sidewalk on the west side from NE 24th Street to the transportation trail to the north. A sidewalk will be constructed on the east side from NE 24th Street to connect to the existing sidewalk 450 feet south.	Pedestrian			\$0				Two gaps in pedestrian accommodation on this segment will remain.	Fills sidewalk gap on west side north of NE 24th St, on east side south of NE 24th St.	
TFP-293	Eastrail Connection at Main Street/116th Avenue to 118th Avenue	G-103	This project will construct a trail at the Main Street alignment to connect the Eastrail west to 116th Ave, as well as another connection east to upper Main Street and eastward to 118th Avenue. Project may be implemented in phases.	Pedestrian Bicycle			\$0				Only access from Eastrail to south part of Downtown is via SE 1st Street (very uncomfortable for peds (esp wheelchairs), bikes	Provides high-quality ADA connection between Eastrail and 116th Ave (via an existing unopened public right of way).	Connects to East Main light rail station, Main Street improvements (TFP-234) and new Main Street I-405 crossing to be constructed by WSDOT in 2022.
TFP-242	Bellevue Way SE HOV Lane - 112th Avenue SE 'Y' to I-90 Segment A: Park&Ride to Winters House	R-184	This project will design and construct a new inside southbound HOV lane and a planter at the base of a retaining wall. Proposed funding would construct segment from the Winter's House to the South Bellevue light rail station (formerly the South Bellevue park-and-ride lot). It would connect to the section of Bellevue Way, including an HOV lane that extends to I-90 (built by Sound Transit). The design phase will include a public engagement process to help ensure the informed consent of the local community and other stakeholders in the Bellevue Way SE corridor. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other capital investments in the area.	Roadway	\$2,463		\$2,463	\$31,910	Potential IF	\$29,810	Significant PM peak period congestion.	Will alleviate peak period congestion, facilate HOV mobility (transit, carpools).	TFP discretionary funding is not enough to fully fund the project as it has been in past TFP cycles to designate it as an impact fee project. No longer a department priority due to only solving a peak period issue.

2026-2045 Map Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	CIP Funding Allocation (\$000s)	TFP Discretionary Funding Allocation (\$000s)* (\$26.492M)	Total TFP Funding Allocation (\$000s)*	Estimated Project Cost (\$000s)	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)	Project Need	Project Benefit	Additional considerations for prioritization
TFP-286	148th Avenue NE/NE 24th Street	R-214	This project initiates implementation of priority elements of the 148 th Master Plan (see TFP-250) and will be implemented in coordination with the City of Redmond and private developers in the immediate vicinity. This project will widen the 148 th Avenue NE/NE 24 th Street intersection to accommodate dual eastbound and westbound left turn lanes and extend the northbound and westbound right turn lanes. The project will also modify the traffic signal and channelization on the northeast corner to accommodate a third northbound through lane which will extend north to the eastbound SR 520 on ramp. A private development is conditioned to construct the third northbound lane south of the intersection. Improvements at the intersection will accommodate a planned ped-bike path along the east side of 148th Ave NE, between NE 24th Street and the SR 520 path. Funding allocation represents only the City of Bellevue's share of a portion of the design phase cost. Implementation of the improvements may be phased.	Roadway	\$250		\$250		Potential IF		Significant peak period congestion, additional growth coming in Overlake	Will relieve peak-period congestion and support growth.	Located on Bellevue-Redmond border. Requires coordination with Redmond; allocating funding for design work syncs with Redmond priority.
OTHER-1	Newport Way SE/152nd Ave to Lakemont Blvd		Conduct a corridor analysis and identify preferred improvements for pedestrian and bicycle accommodation (target of LTS 3 for bicycles), as well as phasing for implementation. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Pedestrian Bicycle			\$0				Currently no pedestrian or bicycle facilities along that corridor. There are bus stops and it is a well traveled bike route.	Complete the connections that already exist to the west.	Frequently requested by the community.
TFP-250	148th Avenue NE Master Plan		The project will evaluate and refine improvements to the 148th Avenue NE Master Plan. Potential improvements include the following: 1) a third northbound through lane on 148th Avenue NE from 350 feet south of Bel-Red Road to the SR 520 eastbound on-ramp, 2) a northbound right-turn lane, and eastbound and westbound dual left-turn lanes at 148th Avenue NE and Bel-Red Road, 3) eastbound and westbound dual left-turn lanes at NE 20th Street and 148th Avenue NE, 4) extend the northbound and westbound right-turn lanes at NE 24th Street and 148th Avenue, 5) eastbound and westbound dual left-turn lanes at NE 24th Street and 148th Avenue NE, 6) configure the northbound 3-lane approach on 148th Avenue NE at the SR 520 eastbound on-ramp to right turn only, through/optional HOV right turn, and through only, and 7) convert and extend southbound right-turn lane on 148th Ave NE between NE 24th and NE 20th into a BAT lane. Improvements at NE 24th Street will accommodate or implement a wide-lane east-west bicycle facility. The project may be phased. Scope and cost may be modified based future analysis and coordination with the City of Redmond associated with the 148th Avenue NE Master Plan. Improvements in vicinity of 148th Ave/Bel-Red Rd intersection to be coordinated with Utilities stormwater projects, as feasible.	Roadway			\$0				Significant peak period congestion, additional growth coming in Overlake	Will relieve peak-period congestion and support growth.	Located on Bellevue-Redmond border. Requires coordination with Redmond and a review of the project concepts due to the age of the plan.
TFP-297	116th Avenue NE/Main Street to SE 8th Street shared-use path		Construct new shared-use path on west side of 116th Ave from Main Street to SE 5th Street. Upgrade existing shared-use path between SE 5th Street to SE 8th Street to current standards.	Bicycle			\$0				Area lacks bicycle infrastructure connecting to Downtown	Completes a segment of the Lake to Lake trail	Council supported ped/bike infrastructure additions in support of the South Downtown I-405 access project
TFP-298	SE 5th Street - 116th Avenue SE to 118th Avenue SE shared-use path and signal		Install a new traffic signal at 116th Ave/SE 5th Street. Construct a shared-use path on the south side of SE 5th Street from 116th Ave to the Eastrail.	Pedestrian Bicycle			\$0				Area lacks pedestrian and bicycle infrastructure connecting to Eastrail	Provides a contiguous shared-use path from 116th to the Eastrail crossing over the Wilburton tressle.	Council supported ped/bike infrastructure additions in support of the South Downtown I-405 access project
MIP B5	156th Avenue SE: Eastgate Way to SE 27th Street		Standard or protected bike lanes on each side of the street. MIP Performance target LTS 3.	Bicycle			\$0				Center median creates a choke point, especially going uphill/northbound.	Reduces friction and stress for people bicycling and driving. Expands base of people who would cycle in this segment.	Fills a gap. Facilities exist to the north (wide curb lane) and the south (bike lanes on Eastgate Way).

2026-2045 Map Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	CIP Funding Allocation (\$000s)	TFP Discretionary Funding Allocation (\$000s)* (\$26.492M)	Total TFP Funding Allocation (\$000s)*	Estimated Project Cost (\$000s)	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)	Project Need	Project Benefit	Additional considerations for prioritization
MIP B9	NE 24th Street: Bel-Red Road to 164th Avenue NE		MIP Performance Target LTS 3. Work with Redmond to identify and implement bicycle network facilities in Bellevue that will connect with planned facilities in Overlake, with connections to the Overlake Village light rail station.	Bicycle			\$0				Current conditions are stressful for cycling, esp at peak periods.	Connnects to Overlake urban center, to the west. Access to schools along corridor. Improves comfort level for movement by bicycle; broadens base of users who may choose to travel by bicycle in this area.	Community interest in improved bicycle access along corridor.
MIP P3	Lakemont Boulevard: Forest Drive SE to Coal Creek Trail		Install a 8-foot-wide sidewalk and a 5-foot-wide planter strip, side to be determined during design process.	Pedestrian			\$0				Provide pedestrian facility to access Red Town Trailhead.	Increases safety and comfort for people who want to access Red Town Trailhead and Coal Creek Park.	Increased community interest in this area; recent city purchase of property on west side of Lakemont Blvd at Red Town.
MIP P4	Lakemont Boulevard: West Lake Sammamish Parkway to SE Newport Way (under I-90)		Install an 8-foot-wide sidewalk and a 5-foot-wide planter strip on west side of the street. Evaluate and implement bicycle improvements consistent with MIP target.	Pedestrian Bicycle			\$0				Area lacks pedestrian infrastructure and separation from vehicles.	Provides separation for pedestrians from traffic on Lakemont Blvd and the freeway on/off ramps	Part of the pedestrian and bicycle network
MIP P6	SE Allen Road: 138th Avenue SE to 300 feet south of SE 38th Street		Install a sidewalk and landscape strip on either the north or south side of the street.	Pedestrian			\$0				High volume of pedestrians use this area for walking	Would provide a contiguous sidewalk and fill an existing gap in the pedestrian network.	Often requested sidewalk by the community.
MIP P1	108th Avenue NE: NE 19th Place to NE 24th Street		Add a 6 foot-wide sidewalk on the west side.	Pedestrian									Remove from TFP. Project on candidate list for Neighborhood Sidewalk Program, will be evaluated, prioritized via that program.
MIP P5	Northup Way: NE 8th Street to 175th Place NE		Install a sidewalk and landscape strip on the east side of the street.	Pedestrian									Remove from TFP. Existing shoulder/bike lane available for people walking. Low density area with no significant ped origins/destinations. Future improvement should consider entire segment from West Lake Sammamish Parkway to NE 8th Street.
MIP B6	164th Avenue NE: NE 8th Street to Northup Way		Install sharrow lane markings and bike boxes at approaches to signalized intersections where bike lanes end. Improve intersections to accommodate bike lanes. MIP Performance target LTS 2. Priority Bicycle Corridor.	Bicycle									Remove from TFP. More appropriate as an ongoing program project in WB-85 than a TFP project.
MIP B7	Lake Hills Connector: SE 5th Street to just south of SE 8th Street		Install 10-14-foot-wide shared-use path on the north/east side of Lake Hills Connector. MIP Performance Target LTS 2.	Bicycle									Remove from TFP. Site constraints make this facility difficult/costly. Existing sidewalk can accommodate people walking and is available for people on bicycles.
MIP B8	NE 24th Street: NE 29th Place to 148th Avenue NE		Install standard or protected bike lanes on each side of NE 24th Street. MIP Performance Target LTS 3.	Bicycle									Remove from TFP. Steep grade limits demand for bicycle use on this segment; existing westbound to eastbound U-turn facility provides added roadway width for eastbound/uphill cyclists.

2026-2045 Map Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	CIP Funding Allocation (\$000s)	TFP Discretionary Funding Allocation (\$000s)* (\$26.492M)	Total TFP Funding Allocation (\$000s)*	Estimated Project Cost (\$000s)	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)	Project Need	Project Benefit	Additional considerations for prioritization
MIP B3	148th Avenue SE: SE 24th Street to Eastgate Way		Enhance and extend the existing shared-use path on the east side. MIP Performance target LTS 1.	Bicycle									Remove from TFP. Existing path accommodates people walking and bicycling.
BB8	100th Ave NE/NE 1st Street to 100th Ave/NE 10th Street.		Develop bicycle route from 100th Ave NE/NE 1st Street to 100th Ave/NE 10th Street via 98th Ave NE and NE 8th Street. Utilize planned crossing of NE 8th Street at 98th Ave. Evaluate options for bicycle improvements on NE 8th Street from 98th Avenue to 100th Avenue.	Bicycle									Remove from TFP. Not direct route, available as option under existing conditions.
MIP B1	112th Avenue NE: NE 6th Street to NE 12th Street		Install protected bike lanes on each side of 112th Avenue NE. MIP Performance target LTS 1. Priority Bicycle Corridor.	Bicycle									Remove from TFP. Have implmented bike northbound/uphill bike lane, which is extent of bike facility feasible under current roadway conditions. Additional bike facility improvements would be quite costly.
MIP B10	Northup Way: Bel-Red Road to 165th Avenue NE		Install standard or protected bike lanes on each side of the street. MIP Performance target LTS 3.	Bicycle									Remove from TFP. Not feasible to advance all the bicycle gap projects, even those that score well.
BB3	NE 12th Street & Bel-Red Rd/Spring Blvd to 132nd Ave NE		Conduct analysis to determine options to improve bicycle safety and comfort along corridor or nearby alignment.	Bicycle									Remove from TFP. Bike accommodation via existing and planned segments of Spring Blvd.
BB4a	Bel-Red Rd/132nd Ave to 140th Ave NE		Conduct analysis to determine options to improve bicycle safety and comfort along corridor or nearby alignment.	Bicycle									Remove from TFP. Bike accommodation via existing and planned segments of Spring Blvd.
BB1	Northup Way/136th Place to 140th Avenue		Identify and evaluate options for developing bicycle facility in this segment, which connects E-W and N-S priority bicycle corridors. Target LTS 3 or better.	Bicycle									Remove from TFP. Project BB12 is a parallel route, addresses the key need to connect Spring Blvd to 140th Ave NE.
BB10	116th Avenue north of NE 12th Street		Rechannelize north leg of intersection to remove one NB vehicle lane (currently a drop/merge lane) and add NB and SB bicycle lanes (connecting to existing bike lanes to the north). On south leg of intersection, convert outside NB lane from thru/right to right turn only.	Bicycle									Remove from TFP. Study bike accommodation on north leg of 116th Ave/NE 12th St intersection in conjunction with TFP-272 and K-line planning.
TFP-269	124th Avenue NE/NE 8th to 12th Streets		An interim project, finished in 2021, made Americans with Disabilities Act sidewalk and curb improvements and street lighting upgrades. This placeholder funding allocation may be used to determine and begin design on preferred pedestrian and bicycle facility improvements such as widening sidewalks, on-street bicycle lanes or a shared-use pathway on one or both sides. The project may also replace the lattice transmission line tower within the project limits with a new monopole.	Pedestrian Bicycle									Remove from TFP. Interim improvements completed in 2021 addressed the most pressing needs.
TFP-292	Lake to Lake Trail Corridor (EW- 3)		Design and implement bicycle facility improvements that complete a continuous connection between Meydenbauer Bay and West Lake Sammamish Parkway along the EW-3 bicycle priority corridor. Consistent with multimodal level of service guidance, resulting facilities will achieve the Bicycle LOS target of LTS 1, providing a safe and comfortable route suitable for people of all ages and abilities. Other examples of potential project locations include Lake Hills Connector, Lake Washington Blvd and SE 16th Street. Coordinate improvements on Lake Washington Blvd segment west of 100th Ave with future Utilities sewer/wastewater project, as feasible.	Bicycle									Remove from TFP. (Project scope is too big, does not align with how implementation actually occurs. TFP-158 on SE 16th Street and TFP-234 Main Street address segments of this corridor.)
TFP-222	Bellevue Way/NE 4th Street		This project will add a southbound to westbound right-turn lane, and convert a northbound through lane to a create a second northbound to westbound left-turn lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway									Remove from TFP. Analysis shows project not needed.
TFP-223	Bellevue Way/NE 8th Street		This project will add a southbound to westbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway						\$2,376			Remove from TFP. Analysis shows project not needed.

2026-2045 Map Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	CIP Funding Allocation (\$000s)	TFP Discretionary Funding Allocation (\$000s)* (\$26.492M)	Total TFP Funding Allocation (\$000s)*	Estimated Project Cost (\$000s)	IF = Impact Fee Project**	Impact Fee Project Cost*** (\$000)	Project Need	Project Benefit	Additional considerations for prioritization
Transit Connection Projects													
	Transit Connections Reserve		This line represents a recommended funding "reserve" in support of improving key transit connections in Bellevue, in coordination with the transit service providers. Candidate connection projects for the allocation of a portion of the reserve are listed below. Improvements will support achieve the Mobility Implementation Plan performance target for Transit of 2.0 or less of the vehicular travel time. Specific improvements will be determined though further analysis and engagement with transit service providers. Examples of potential project locations and elements are identified in the city's adopted Transit Master Plan and include transit running way improvements like HOV (high-occupancy vehicle), BAT (business access and transit) lanes and spot improvements like queue jump lanes, turn restrictions, and transit signal priority.										Move section (all Transit Connection projects) to Transportation Improvement Program (TIP) project list, part IV.
TFP-303	Downtown – Crossroads Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Crossroads activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include intersections along NE 8th Street from 120th Avenue NE to 156th Avenue NE.	Transit									Current Rapid Ride B line.
TFP-304	Downtown – Eastgate Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Eastgate activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include Main Street from 108th to 116th Avenue and intersections along 116th Avenue SE, Lake Hills Boulevard, and 145th Place SE.	Transit									Current route 271. Future Rapid Ride K-Line.
TFP-305	Downtown – Factoria Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Factoria activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include Bellevue Way SE, Main Street from Bellevue Way to 108th Avenue, and the I-90 eastbound off-ramp at Factoria Boulevard SE.	Transit									Current route 241.
TFP-306	Crossroads – Overlake Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Crossroads and Overlake activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include 156th Avenue NE from NE 8th Street to NE 24th Street.	Transit									Current Rapid Ride B line, route 245.
TFP-307	Crossroads – Eastgate Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Crossroads and Eastgate activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include 148th Avenue SE from SE 24th Street to Lake Hills Boulevard.	Transit									Current route 245.
TFP-308	Eastgate – Factoria Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Eastgate and Factoria activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include the intersection of SE 36th Street and 142nd Place SE.	Transit									Current routes 240, 245.
TFP-309	Eastgate – Overlake Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Crossroads activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include 148th Avenue NE from Bel-Red Road to NE 24th Street.	Transit									Current route 245.

Notes:

- * Allocations for projects included in the 2021-2027 CIP have been inflated to year of expenditure values; cost allocations for all other projects estimated in 2022 dollar values.
- ** Roadway capacity projects open for use by the end of 2033 are included in the Impact Fee Project List. There may be additional, completed TFP projects included on the Impact Fee Project List that are not listed here (Refer to Transportation Impact Fee Program Report, 2022 Update).
- *** Impact Fee Project Cost may differ from TFP Funding Allocation due to the exclusion of ineligible Impact Fee Program costs or inclusion of additional eligible costs.

Funded = Fully Funded Current 2025-2030 CIP Project

- Recommended for funding, at some level
- Recommended for "placeholder" funding only (~\$300K)
- Not recommended for inclusion in 2026-2037 TFP