

2022-2033 Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	Roadway Composite Score	Pedestrian Composite Score	Bicycle Composite Score	Status - February 2025
Candidate TFP Projects								
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. The funding allocation is a placeholder that may be used for additional pre-design or other early implementation efforts.	Roadway	N/A	N/A	N/A	Connection to 120th not desired, per Wilburton planning process. Funding will develop concepts and evaluate alternatives to inform coordination with WSDOT.
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. The funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.	Roadway	N/A	N/A	N/A	Funded for coordination with WSDOT
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. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Roadway	N/A	N/A	N/A	No Change
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. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Roadway	N/A	N/A	N/A	No Change
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 pre-design or early implementation. This project is located on the anticipated route of the future Rapid Ride K Line bus.	Roadway	7			No Change
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. The funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.	Roadway	7			No Change
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	7			No Change
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. The funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.	Roadway	7			No Change
TFP-242	Bellevue Way HOV lane/107th Ave SE 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 from the Winter's House to the future 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, which will be 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	6			CIP includes \$1.1m in 2030.
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 with the initial phase focusing on the north end of the 148th Avenue NE corridor. Scope and cost may be modified based future analysis and coordination with the City of Redmond associated with the 148th Avenue NE Master Plan. Funding allocation will support work in coordination with Redmond to identify project phasing and conduct pre-design work or early implementation.	Roadway	5			No Change
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 pre-design or early implementation. This project is located on the anticipated route of the future Rapid Ride K Line bus.	Roadway, Transit	4			New candidate project for TFP.
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 pre-design or early implementation.	Roadway	4			New candidate project for TFP.
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	3			No Change
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 pre-design or early implementation. This project is located on the anticipated route of the future Rapid Ride K Line bus.	Roadway, Transit	3			New candidate project for TFP.

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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 multipurpose 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. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Roadway Bicycle	2		12	Project description expanded to include improvements to NE 2nd Street between 114th Ave NE and 112th Ave NE.
TFP-270	Spring Blvd (Zone 3) - 124th Ave NE to 130th Ave NE	R-210	Multi-modal corridor incorporating east-west arterial capacity (2 through-lanes); 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	1	12	16	Funding will perform conceptual design work, evaluate design alternatives and develop funding and implementation strategies
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	-1	12	14	Funded for design and right-of-way acquisition Construction for north segment - received a grant. Revise project description to note that implementation will be in two phases, with the segment from stream crossing to Northup Way to occur first.
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 the design phase cost. Implementation of the improvements may be phased.	Roadway	-1			Funding will support project predesign and 50% share of the minimum funding requirement for a potential grant match.
TFP-110	110th Avenue NE/NE 6th Street to NE 8th Street		This project will complete implementation of a five-lane roadway section with sidewalks where missing between NE 6 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 route of the future Rapid Ride K Line bus.	Roadway	-1			Partial implementation to occur with Bellevue 600 project, now under construction. Final segment to occur in coordination with future private development to the north of Amazon 600.
TFP-298	SE 5th Street - 116th Avenue SE to 118th Avenue SE multipurpose path and signal		Install a new traffic signal at 116th Ave/SE 5th Street. Construct a multipurpose path on the south side of SE 5th Street from 116th Ave to the Eastrail. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Pedestrian Bicycle		16	12	No Change - East end of this project may be constructed with new CIP project PW-R-NEW3.
TFP-244	Eastrail Corridor multi-use path/southern city limits to northern city limits	G-103	This project will add a 14-foot-wide off-street path along the BNSF right-of-way 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 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: BNSF Trail Corridor. 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		14	18	3.1 miles of the Eastrail in Bellevue is open for use (from NE 4th St to the north city limit and from Coal Creek Parkway to the south city limit). An additional segment from NE 4th Street to 118th Ave SE/Mercer Slough will open in summer 2026. The County is still seeking funding for the final 1.7-mile segment that includes the crossing over I-90. The city is proceeding to design and construct an improved trail crossing at Lake Washington Blvd (Newcastle Beach Park), a connection from the Eastrail to the I-90/MTSG Trail via SE 32nd St/118th Ave SE and a connection from the Eastrail to NE 12th St/Spring Blvd.
	Bellevue Grand Connection: I-405 Crossing (Downtown to Eastrail)	PW-R-216	This project will advance the design, funding and development of a new non-motorized crossing (multi-purpose path) of I-405 in the vicinity of NE 6th Street, anticipated to be implemented through a public-private partnership.	Pedestrian, Bicycle		14	14	Developing 30% design by end 2024.
TFP-299	114th Avenue/NE 8th Street to SE 8th Street		Construct multipurpose path (12' wide + 2' shoulder on each side) on west side of 114th Ave from SE 8th Street to NE 8th Street. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Pedestrian Bicycle		12	16	Short segment constructed under Main Street in conjunction with new Main Street bridge over I-405.
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 multi-purpose 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		12	14	No Change
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. Scope of connection to 116th Ave may extend westward along south side of Main Street to connect with multiuse path to be constructed by WSDOT at I-405 crossing. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Pedestrian Bicycle		12	12	No Change. Scope description revised to extend to 118th Avenue (Bellevue Botanical Garden access point).

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MIP P4	Lakemont Boulevard: West Lake Sammamish Parkway to SE Newport Way (under I-90)		Install an 8-foot-wide sidewalk and a 4-foot-wide planter strip on west side of the street. (Pedestrian and Bicycle Transportation Plan project S-218-W.)	<i>Pedestrian</i>		12		New candidate project for TFP.
TFP-173	108th/112th Avenue NE/ north city limit 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. The funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.	<i>Pedestrian</i>		11		No Change
MIP P1	108th Avenue NE: NE 19th Place to NE 24th Street		Add a 6-foot-wide sidewalk on the west side. (Pedestrian and Bicycle Transportation Plan project S-357 E/W.)	<i>Pedestrian</i>		11		New candidate project for TFP.
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. (Pedestrian and Bicycle Transportation Plan project S-314-W.)	<i>Pedestrian</i>		11		New candidate project for TFP.
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 and Bicycle Transportation Plan project S-354 N/S.)	<i>Pedestrian</i>		11		New candidate project for TFP.
TFP-243	Mountains to Sound Greenway/142nd Place SE to Lakemont Boulevard	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 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. The funding allocation is full implementation of the segment from 142nd Place SE to 150th Avenue SE.	<i>Pedestrian Bicycle</i>		10	14	Funded for the third phase of the Mountains to Sound Greenway trail from 142nd Place SE to 150th Avenue SE
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 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.	<i>Pedestrian Bicycle</i>		10	10	Funded final design of phase 4.
MIP P3	Lakemont Boulevard: Forest Drive SE to Coal Creek Trail		Install a 6-foot-wide sidewalk and a 4-foot-wide planter strip on the east side of the street. (Pedestrian and Bicycle Transportation Plan project S-371-E.)	<i>Pedestrian</i>		10		New candidate project for TFP.
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 and Bicycle Transportation Plan project S-312-E.)	<i>Pedestrian</i>		10		New candidate project for TFP.
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, multi-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 route of the future Rapid Ride K Line bus. The funding allocation is a placeholder that may be used to advance project design or early implementation.	<i>Transit Pedestrian Bicycle</i>		9	9	Funded to advance the design in partnership with Metro and BC and help the City compete for grant funding for construction of the project.
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 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. 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. The funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.	<i>Pedestrian Bicycle</i>		8	8	No Change.

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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.	<i>Pedestrian, Bicycle</i>		8	8	New candidate project for TFP.
TFP-234	Main Street/100th Avenue to 116th Avenue		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 multi-purpose path facility on the south side. The segment from 116th Avenue to 110th Avenue is on the anticipated route of the future Rapid Ride K Line bus. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation of the remaining elements.	<i>Bicycle</i>			18	Multiuse path to be constructed on south side 112th Ave to 108th Ave in 2025. \$500K funding in CIP to conduct a corridor study to identify, prepare preliminary designs for multimodal improvements to enhance the Main Street corridor through Downtown.
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street		This project will evaluate development of an off-street multi-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. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	<i>Bicycle</i>			18	No Change. Segment from Bel-Red Road to NE 24th Street corresponds to Bike Bellevue corridor 11.
BB1	<i>Corridor 1.</i> 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.	<i>Bicycle</i>			18	Original Bike Bellevue Corridor 1 scope was Northup Way from 120th Ave to 140th Ave. Direction per Transportation Commission to focus on 136th Place to 140th Ave segment to connect priority bike corridors. (See <i>Corridor 11 add-on</i> entry below for additional or alternative means to accomplish this connection.)
BB2	<i>Corridor 2.</i> NE 12th Street - 108th Avenue NE to 100th Avenue NE Multi-Purpose Path	R-182	Construct 12' wide Multi-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.	<i>Bicycle</i>			18	Bike Bellevue proposal to repurpose a WB vehicle lane now changed to off-street facility. Funded. Construction planned for 2026.
BB9	<i>Corridor 9.</i> 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.	<i>Bicycle</i>			18	Funded. Currently in design. Construction anticipated in 2026.
BB4	<i>Corridor 11.</i> 140th Avenue - NE/Bel-Red Rd to NE 24th Street		Bike Bellevue proposal was to remove one SB vehicle lane and install buffered bike lanes; this would achieve LTS 3 in each direction. MIP target for this segment is LTS 1. This project is within the limits of TFP-245, which would install a separated multiuse path on the east side of 140th Ave from NE 6th Street to NE 24th Street and includes a connection the SR 520 Trail.	<i>Bicycle</i>			18	Duplicates TFP-245. Propose to remove this "Corridor 11" project from further consideration in TFP process.
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.	<i>Bicycle</i>			18	New candidate project for TFP.
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.	<i>Bicycle</i>			18	New candidate project for TFP.
MIP B10	Northup Way: Bel-Red Road to 164th Avenue NE		Install standard or protected bike lanes on each side of the street. MIP Performance target LTS 3.	<i>Bicycle</i>			18	New candidate project for TFP.
TFP-297	116th Avenue NE/Main Street to SE 8th Street multipurpose path		Construct new multipurpose path on west side of 116th Ave from Main Street to SE 5th Street. Upgrade existing multipurpose path between SE 5th Street to SE 8th Street to current standards. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	<i>Bicycle</i>			17	No Change
BB10	<i>Corridor 10.</i> 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. This project is located on the anticipated route of the future Rapid Ride K Line bus.	<i>Bicycle</i>			17	Not recommended to advance at this time. Location is on the route of the K Line. Intersection operation to be evaluated with K Line planning.
MIP B7	Lake Hills Connector: SE 5th Street to just south of SE 8th Street		Install 10-14-foot-wide multipurpose path on the north/east side of Lake Hills Connector. MIP Performance Target LTS 2.	<i>Bicycle</i>			16	New candidate project for TFP.
BB3	<i>Corridor 3.</i> 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.	<i>Bicycle</i>			16	
BB4a	<i>Corridor 4a.</i> 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.	<i>Bicycle</i>			16	Project split into two segments for TFP consideration; west of 140th there is a parallel route existing/planned (Spring Blvd), east of 140th there is no parallel route existing or under consideration.
BB4b	<i>Corridor 4b.</i> 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>Corridor 11 Added</i> segment west of 140th Ave.)	<i>Bicycle</i>			16	Project split into two segments for TFP consideration; west of 140th there is a parallel route existing/planned (Spring Blvd), east of 140th there is no parallel route existing or under consideration.
BB5	<i>Corridor 5.</i> 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. Included in the limits of this project is TFP-254, from NE 20th to NE 24th Street. (Connects to existing bike lanes on Bel-Red Rd east of 156th Avenue NE.)	<i>Bicycle</i>			16	

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BB6	Corridor 6. NE 1st/NE2nd St/100th Ave to 112th Ave	R-182	Install sharrows and evaluate traffic calming options for 100th Avenue NE to Bellevue Way. Bike lanes (protected or buffered, where feasible) for segment Bellevue Way to 112th Avenue NE.	Bicycle			16	Funded. Currently in design. Construction anticipated in 2026.
BB8	Corridor 8. 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			16	Revised routing per direction from Transportation Commission.
BB12	Corridor 11 add-on. Spring Blvd & Bel-Red Rd/136th Place NE to 140th Avenue NE		Install 12-14' multiuse path on north side of Spring Blvd and Bel-Red Rd. Connects Priority Bike Corridor EW-2 to Priority Bike Corridor NS 4.	Bicycle			16	Proposed added segment. Not included in original (2023) Bike Bellevue proposal. Could replace or augment BB1 segment: NE 20th Street/136th Place to 140th Avenue.
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.	Bicycle			16	New candidate project for TFP.
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			16	New candidate project for TFP.
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			16	New candidate project for TFP. A CIP project at NE 28th Street will create a connection from NE Bellevue to the Overlake Village station; project is currently in design.
MIP B3	148th Avenue SE: SE 24th Street to Eastgate Way		Enhance and extend the existing multipurpose path on the east side. MIP Performance target LTS 1.	Bicycle			13	New candidate project for TFP.
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			13	New candidate project for TFP.
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			12	New candidate project for TFP.
MIP B11	SE 37th Street: 150th Avenue SE to Eastgate Way (via I-90 tunnel)		Install multipurpose 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.	Bicycle			12	New candidate project for TFP.
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. The funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.	Bicycle			11	Bicycle improvements on SE 8th Street between 112th Avenue and Lake Hills Connector to be implemented with 114th Avenue/SE 8th Street complete streets CIP project. SE 16th Street: 148th to 156th Aves SE funded in CIP (project P/W-W/B NEW11)
BB7	Corridor 7. Lake Washington Blvd/100th Ave to 99th Ave	R-182	Develop separated ped-bike facility on south side of street.	Bicycle			8	Funded. Currently in design. Construction anticipated in 2026.

Notes:

Funded = Fully Funded Current 2025-2030 CIP Project

2022-2033 Project #	Project Name, Location and Limits	CIP #	Project Description	Project Type	Roadway Composite Score	Pedestrian Composite Score	Bicycle Composite Score	Status - February 2025
Fully-Funded CIP Projects								
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.	<i>Pedestrian Bicycle</i>		11	9	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.	<i>Pedestrian</i>		10		Funded for full implementation
TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp	R-212	Add a second eastbound right turn lane, extend the southbound left turn lane, extend the southbound through lane from the loop ramp to SE 38th Street, restrict the eastbound left turn movement, add a second westbound left turn lane and extend the westbound right turn lane. The project will also evaluate upgraded pedestrian and bicycle crossings along with gateway treatments.	<i>Roadway</i>	5			Funded for full implementation Combined with TFP-253
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.	<i>Pedestrian</i>		13		Funded for full implementation
TFP-253	150th Avenue SE/Eastgate Way SE	R-212	This project will add a second northbound left turn lane with a short westbound receiving lane and a third southbound through lane starting north of Eastgate Way and extending across the I-90 overpass. The southbound left turn lane will also be extended. This project is located on the anticipated route of the future Rapid Ride K Line bus.	<i>Roadway</i>	3			Funded for full implementation Combined with TFP-195
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.	<i>Pedestrian Bicycle</i>		10	10	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.	<i>Roadway Bicycle</i>	0		18	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.
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.	<i>Bicycle</i>			15	Funded for full implementation. Construction anticipated in 2025.
TFP-291	143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal	M-23	This project will conduct a feasibility and/or pre-design study for the implementation of a new two-lane roadway connection with bike lanes and sidewalks between the NE 20th Street/143rd Place NE traffic signal and extending to the improved section of NE 20th Place north of its intersection with Bel-Red Road. Install signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing Bel-Red Road and NE 20th Place intersection. New roadway segments may be implemented with future private development in the immediate vicinity.	<i>Roadway</i>	3			Funded for full implementation of 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.
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. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	<i>Transit Bicycles</i>			18	Funded for full implementation
	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 than the existing signal. The developer of the two projects will contribute 50% of the cost of this improvement.	<i>Roadway</i>	3			Funded for full implementation.

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Fully-Funded Congestion Reduction Levy Projects								
	Placeholder for Future Congestion Reduction Projects yet to be identified, scoped and costed	R-198	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, 200	This project will widen all four approaches to provide a second left turn pocket serving each direction.	Roadway	6			No Change
TFP-273	Lakemont Blvd/Forest Dr	R-198, 200	Install a new traffic signal and widen Lakemont Blvd for a northbound to westbound left turn lane.	Roadway	8			No Change. To be implemented via Neighborhood Congestion Reduction Program, time of implementation not yet determined.
TFP-276	Lake Hills Connector/SE 8th St	R-198, 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. <u>This project is located on the anticipated route of the future Rapid Ride K Line bus.</u>	Roadway	11			No Change
TFP-278	148th Avenue SE - Kelsey Creek Shopping Center	R-198, 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	10			No Change
TFP-288	Lakemont Blvd/Newport Way SE	R-198, 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	9			No Change. To be implemented via Neighborhood Congestion Reduction Program, time of implementation not yet determined.
TFP-289	Lake Washington Blvd/SE 60th St	R-198, 200	Replace existing offset four way stop with a traffic signal that improves the east-west alignment into the intersection.	Roadway	6			No Change. To be implemented via Neighborhood Congestion Reduction Program, time of implementation not yet determined.
Neighborhood Sidewalk Program Projects								
	Placeholder for Future Neighborhood Sidewalk projects yet to be identified, scoped and costed	R-199, W/B-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.					No Change
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 through 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.					
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.
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.	Transit				New candidate project for TFP.

Notes:

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