

Projects listed in the Recommended 2023-2028 TIP are divided into four categories represented by the following colors.

- Section I Projects Included in the Adopted 2021-2027 Capital Investment Program (CIP) Plan - Full or Partial Funding Secured
- Section II Unfunded Projects included in the Preliminary 2022-2033 Transportation Facilities Plan (TFP)
- Section III Other unfunded local projects identified in the Comprehensive Transportation Project List or scoped by completed Alternative Analyses and Planning or Pre-design Studies
- Section IV Other regional or outside agency-led projects in which the City may choose to participate financially

| TIP Ref No. | CIP # | TFP # | Project Name | Project Description | 2023-2028 Project Funding Categories (\$000) | | | | |
|---|-------|-------|---|--|--|----------------|-----------------|---------------|------------|
| | | | | | Unsecured 2023-2028 Funding | Local* Funding | Other** Funding | Total Funding | Total Cost |
| Uncompleted Projects Included in the Adopted 2021-2027 Capital Investment Program (CIP) Plan - Full or Partial Funding Secured | | | | | | | | | |
| 1 | M-1 | | Bridge and Pavement Preservation Program | Provide major street maintenance including pavement overlays, curb, gutter, and sidewalk or walkway rehabilitation, bridge condition inventory and maintenance, and appropriate Americans with Disabilities Act (ADA) retrofit work. | | 39,007 | 5,250 | 44,257 | 44,257 |
| 2 | M-2 | | Minor Capital - Traffic Operations Program | Provide minor capital transportation improvements throughout the City to address traffic operation issues and concerns. Typical projects include new crosswalk installations, enhancements to existing crosswalks, upgrading signs to new mandated standards, channelization improvements, roadway safety and access management improvements, and bicycle route signing. This program also implements pilot projects using new, innovative traffic control devices and evaluates their effectiveness. This program often provides matching funds to grant funded projects to improve pedestrian and bicycle mobility while observing ADA requirements. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199) | | 1,001 | | 1,001 | 1,001 |
| 3 | M-7 | | Neighborhood Traffic Safety Program | Provide minor capital improvements for neighborhood traffic calming/safety projects throughout the City. Install physical measures such as speed humps, raised crosswalks, traffic circles, medians and/or curb extensions in an effort to reduce vehicle speeds, non-local traffic and to improve walking and bicycling safety and school zone improvements such as flashing 20 MPH school zone signs. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199) | 3,000 | 2,396 | | 2,396 | 5,396 |
| 4 | M-19 | | Major Maintenance Program | Inventory and prioritize needs for maintenance, rehabilitation, reconstruction, or replacement of significant transportation systems components and other transportation related right-of-way appurtenances. Address high priority maintenance needs including, but not limited to, the repair, rehabilitation, or replacement of roadways, walkways, trails, retaining walls, rockeries, guardrail, pedestrian safety railing, and City-owned fences. The program may also conduct street lighting or traffic signal system repairs or replacements. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199) | 3,000 | 5,509 | 1,673 | 7,182 | 10,182 |
| 4a | M-19 | | 98th Avenue SE and SE 11th Street Slope Stabilization Project | This project will design and construct a soldier pile wall at the southwest corner of the 98th Avenue SE (97th Place SE) and SE 11th Street intersection to prevent further moving of the slope and prevent undermining the roadway. The project will make stormwater system improvements by collecting additional of water from slopes on the east side of 98th Avenue SE and 97th Place SE to prevent future saturation of the slopes. The project also included the replacement of an existing water main; pavement overlay and mitigation for slope impacts. | | 199 | 1,673 | 1,872 | 1,872 |
| 5 | M-20 | | Minor Capital - Signals & Lighting | Provide minor capital transportation improvements to the traffic signal and street lighting related projects that are beyond the scope of the operating budget but 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 a Global Positioning System (GPS) technology base; and communication upgrades including fiber optic cables for broadband communications. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199) | | 2,726 | | 2,726 | 2,726 |
| 5a | M-20 | | 156th Avenue SE Safety Improvements | Install new traffic signals at two key intersections in the Lake Hills neighborhood - Lake Hills Blvd/156th Ave SE and Main St/156th Ave SE. Project will include ADA curb ramp upgrades, minor storm improvements and pavement replacement. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-198) | | 2,591 | | 2,591 | 2,591 |
| 6 | M-21 | | 148th Ave SE/SE 8th Street to Main Street Flood Mitigation | This project will conduct a site assessment, hydraulic modeling, geotechnical and structural analyses, and initiate preliminary design to progress toward construction of best drainage treatments and resilient design to reduce or eliminate roadway flooding on 148th Avenue SE, between SE 8th Street and Main Street, adjacent to Lake Hills Greenbelt, also known as Larsen Lake. | | 60 | 400 | 460 | 460 |

City of Bellevue Recommended 2023-2028 Transportation Improvement Program

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|-------------|-------|---------|---|--|--|-------------------------|-----------------|---------------|------------|
| | | | | | Unsecured 2023-2028 Funding | Secured Project Funding | | | Total Cost |
| | | | | | | Local* Funding | Other** Funding | Total Funding | |
| 7 | R-46 | | Major Safety Improvements Program | Construct various roadway safety-related capital improvements citywide as identified through the Collision Reduction Program, deficiency analysis, and community input. Projects include road rechannelization and access revisions to reduce traffic collisions, guardrail installation, roadside hazard removal, pedestrian crossing enhancements, improved roadway lighting, and other safety improvements. This program will also support Vision Zero through the proactive advancement of safety improvement throughout the City. Project funding may be used to leverage additional, non-local funding. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199) | | 159 | 642 | 801 | 801 |
| 8 | R-156 | | Smart Mobility Plan Implementation Program | Systematically implement the recommendations of the City's Intelligent Transportation System (ITS) Master Plan (2005) and the update funded in 2017. The plan update will be a catalyst toward providing the direction needed to support many of the emerging technologies in the transportation industry such as Connected Vehicles, Smart Cities and Autonomous Vehicles. ITS projects will be selected to provide cost effective measures to reduce traffic congestion, improve safety, and increase the availability of real time traffic information to users of the transportation system. Possible projects include, but are not limited to, additional traffic cameras for motorist information and investigation of collisions; flood location monitoring; real-time traveler information enhancements; installation of dynamic message signs at key locations; variable lane controls that adjust to changing traffic conditions; WiFi system expansion; roadway weather stations; parking management; emergency vehicle preempt upgrades; and street light monitoring systems. This program also includes community safety technologies such as stationary radar signs that have proven effective at reducing vehicle speeds and addressing citizen concerns. | 2,000 | 2,990 | 25 | 3,015 | 5,015 |
| 9 | R-159 | | East Link Analysis and Development | Utilize in-house and consultant resources to participate with Sound Transit and other potential project partners to advance the design and construction of the East Link light rail project. Work tasks will include, but are not limited to activities that relate directly or indirectly to the East Link project, including City sponsored projects and programs. Key tasks include traffic analysis including operational simulation; identification and evaluation of potential funding sources and associated financial analyses; specialized environmental analyses; engineering support relating to alignments, track profiles, stations, and city roadway-light rail interface; design issues; construction management; community and stakeholder outreach; intergovernmental relations and agreements; and other tasks necessary for the City to fully engage in and influence the East Link project. | | 286 | | 286 | 286 |
| 10 | R-169 | TFP-213 | 124th Avenue NE - NE 12th Street to NE Spring Boulevard | This project will complete design and construct improvements to 124th Avenue NE from NE 12th Street (BelRed Road) to NE Spring Boulevard. The roadway cross-section of this segment consists of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane; curb, gutter and separated multi-use path on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection, and signal system improvements. The project will be developed in coordination with potential private development in the immediate vicinity. (This project contains TIFIA funding) | | 1,877 | 19,430 | 21,307 | 21,307 |
| 11 | R-170 | TFP-218 | 130th Avenue NE - BelRed Road to NE 20th Street | This project provides multi-modal improvements along 130th Avenue NE between BelRed Road and NE 20th Street. The improvements include curb, gutter, sidewalk, landscaping, illumination, drainage, water quality treatment, bicycle facilities on both sides of the street, on-street parking at select locations, potential mid-block crossings, intersection improvements including turn lanes at NE Spring Blvd., potential traffic signal and intersection modifications at NE 20th Street and at BelRed Road; and, accommodation for a Sound Transit East Link light rail crossing at the NE Spring Blvd. alignment. The project will be developed in coordination with potential public and/or private development in the vicinity. (This project contains TIFIA funding) | | 567 | 26,533 | 27,100 | 27,100 |
| 12 | R-174 | TFP-215 | NE Spring Blvd (Zone 4)/130th to 132nd Avenues NE | This project will complete the design of the roadway cross-section and construct transportation system improvements of a new arterial roadway connection between 130th and 132nd Avenues NE. The project includes a new traffic signal at 130th Avenue NE, modifies a signal at 132nd Avenue NE (to be built by Sound Transit) and will integrate vehicular traffic, pedestrian, and bicycle movements with the East Link Light Rail Transit (LRT) project. The roadway cross-section will include single westbound and eastbound travel lanes, outside the LRT alignment and 130th LRT station. Other improvements include sidewalks, bicycle facilities, illumination, landscaping and irrigation, storm drainage and water quality treatment, and other underground utilities. The project will be developed in coordination with potential public and/or private development in the immediate vicinity. (This project contains TIFIA funding) | | 4,210 | 17,453 | 21,663 | 21,663 |

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| 13 | R-182 | | Downtown Transportation Plan/Exceptional Light Rail Station Access | This project implements the Downtown Transportation Plan (DTP) to improve mobility options for people traveling to/from and within Downtown Bellevue. Significant emphasis is given to improvements that provide exceptional pedestrian and bicycle access to the Downtown light rail stations, in Old Bellevue, and along the Grand Connection. DTP identified intersections that merit "Enhanced" or "Exceptional" treatment to safely accommodate pedestrians. Also, DTP identified and established locations and near-term priorities for new mid-block crossings. To implement the Comprehensive Plan vision for the character of three Downtown roadway corridors – 106th Avenue NE, 108th Avenue NE and Main Street – analysis and community engagement will determine the design of travel lanes, intersections, mid-block crossings, sidewalks, transit and bicycle facilities. | 3,500 | 6,500 | | 6,500 | 10,000 |
| 14 | R-184 | TFP-242 | Bellevue Way HOV lane | This project will design and acquire right of way for phase one of Bellevue Way SE, which will construct a new inside southbound HOV lane and a planter at the base of a retaining wall from the Winter's House to the future South Bellevue light rail station. 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 as well as completion of environmental documentation. Future project implementation includes construction of phase one and design, right of way acquisition and construction of phase two, which extends the southbound HOV lane from the Winter's House to 108th Avenue SE and approximately 400 feet along 112th Avenue SE to the north. | 23,188 | 6,400 | | 6,400 | 29,588 |
| 15 | R-186 | TFP-260 | 120th Avenue NE (Stage 4)/NE 16th Street to Northup Way | 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. | 23,408 | 3,000 | 1,456 | 4,456 | 27,864 |
| 16 | R-191 | TFP-265 | 124th Avenue NE/Ichigo Way (NE 18th St) to Northup Way | This project will complete design, property acquisition and construct improvements to 124th Avenue NE between Ichigo Way (NE 18th Street) and Northup Way, which will include travel lanes, turn lanes, street lighting, traffic signals, sidewalk facilities, culvert replacement, wetland and critical area mitigation, landscaping, underground utilities, urban design treatments, and provisions for gateways. This project also provides funding to complete design, property acquisition and construction of a multipurpose pathway on the west side between NE 16th Street and Ichigo Way and replaces existing City of Seattle transmission towers with mono-tube towers. (This project contains TIFIA funding) | | 111 | 33,010 | 33,121 | 33,121 |
| 17 | R-192 | TFP-217 | 124th Avenue NE at SR-520 | This project will allow the city to coordinate with WSDOT on the planning, design, environmental and potential implementation of interchange improvements at SR-520 and 124th Avenue NE. | | 250 | | 250 | 250 |
| 18 | R-193 | | BelRed Corridor Local Street Network | This project will fund the additional planning and preliminary engineering necessary so that the precise street and right of way needs and locations can be documented and communicated for each BelRed Corridor parcel or group of parcels at the time of development. The BelRed Subarea Plan and the Land Use Code identify an idealized small block size of 300 feet on each face which may be adjusted for factors including current parcel configurations, existing streets, and natural features such as streams, topography, and other geographic elements. The identification of a preferred street network will also consider detailed attributes such as the location of existing or necessary utilities, curb cuts, and property access easements. The project will also include an alignment study for extending 143rd Ave NE from its terminus north of BelRed Rd to the existing signal at 143rd and NE 20th St, as well as layout of a new turn lane and signal at NE 20th Place and BelRed Road. The extension road is anticipated to be a 25 mph, two lane roadway with bicycle accommodation, planters, and sidewalks on both sides. Turn lanes will be included at the traffic signals, and possibly midblock if warranted. | | 432 | | 432 | 432 |

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| 19 | R-194 | TFP-257 | West Lake Sammamish Parkway/"South Central" segment; SE 34th Street to SE 1700 block (phase 3) | This project will conduct a design alternatives analysis in coordination with the community and other stakeholders, select a preferred design alternative and develop Preliminary Engineering for the 3rd Phase of the corridor improvements (of five anticipated phases). The design analysis process will confirm phase 3 termini (currently planned to be "South Central" segment - SE 34th Street to SE 1700 block) and consider variations to the original scope and/or project implementation methods with the intent of developing less costly alternatives while maintaining the original project objectives. | 10,000 | 2,500 | | 2,500 | 12,500 |
| 20 | R-198 | | Neighborhood Congestion Management (Levy) | The Transportation Department has a backlog of neighborhood safety, connectivity and congestion management needs. Utilizing 2016 Neighborhood Safety, Connectivity and Congestion Management levy funds, this project specifically addresses Council funding guidance for \$2 million annually to help address the neighborhood congestion management issues by progressing pre-design/design work on congestion management projects to identify best project scope and costing for future project implementation funding. - Reduce neighborhood congestion: Projects to address and ease congestion for motor vehicles within, near and/or connecting neighborhoods to services to improve access and mobility. | | 12,000 | | 12,000 | 12,000 |
| 21 | R-199 | | Neighborhood Safety & Connectivity (Levy) | The Transportation Department has a backlog of neighborhood safety, connectivity, sidewalk, bicycle, technology, and maintenance needs. This fund will help address the backlog projects and prioritized new projects in the following categories: - Neighborhood safety projects: Provide traffic calming, reduce speed and non-local traffic, reduce potential for collisions in neighborhoods and around schools, add mid-block crossings and other crosswalks with enhanced safety features such as flashing lights and other projects. - New sidewalks/trails/paths: Add sidewalks and paths to provide walking access to connect neighborhoods and to provide safe walks to schools, parks, shopping and destinations. - Technology for safety and traffic management: Improve city's capability to implement technology that improves safety, traffic flow, traveler information and other emerging technology, such as autonomous vehicles. - Enhance maintenance: Repairs and improvements to existing transportation facilities with outstanding maintenance needs such as sidewalk, trails, slopes, walls, poles, lighting, wiring and street cleaning; and - New bike facilities: Add facilities to create a safe and connected bike network for commuting, recreation and family activities. | | 38,936 | | 38,936 | 38,936 |
| 22 | R-200 | | Neighborhood Congestion Management Project Implementation | This project will complete design and fund construction of neighborhood congestion projects that address and ease congestion for motor vehicles within, near and/or connecting neighborhoods to services to improve access and mobility. (Elements of this program will leverage funds from CIP Plan PW-R-198) | 10,500 | 4,500 | | 4,500 | 15,000 |
| 22a | R-200 | TFP-276 | Lake Hills Connector/SE 8th St | 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. | | 1,900 | | 1,900 | 1,900 |
| 22b | R-200 | TFP-277 | NE 8th Street/140th Avenue NE | This project will convert the existing southbound right turn lane to a through-right lane and will widen the south leg to create space for an approximately 250 foot receiving lane that will merge back into the existing through lane. | | 1,600 | | 1,600 | 1,600 |
| 22c | R-200 | TFP-278 | 148th Avenue SE - Kelsey Creek Shopping Center | 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. | | 2,380 | | 2,380 | 2,380 |
| 22d | R-200 | TFP-279 | Lake Hills Blvd/148th Avenue SE | This project will add a second westbound left turn pocket to increase the queuing space for this movement and to allow the eastbound and westbound through movements to run concurrently, reducing the overall intersection delay. | | 1,300 | | 1,300 | 1,300 |
| 22e | R-200 | TFP-263 | 148th Avenue NE/NE 8th Street | This project will widen all four approaches to provide a second left turn pocket serving each direction. | | 3,300 | | 3,300 | 3,300 |

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| 23 | R-201 | TFP-252 | Bellevue College Connection: Kelsey Creek Rd/Snoqualmie River Rd/142nd Place SE from 145th Place SE to SE 36th Street | Reconstruct the roadway to support frequent transit bus-service, construct sidewalks and accessible bus stops and modify the 142nd Place SE/SE 32nd Street intersection. Included is a separated off-street path connecting 145th Place SE bike lanes to the Mountains to Sound Greenway Trail. Also included is weather protection on 142nd PI SE for transit users, pedestrians and bicyclists. A Bellevue College Transit Center will be developed along the corridor. The project would likely be implemented in partnership with Bellevue College and other agencies. The funding allocation will advance the design in partnership with potential project partners. | 12,939 | 155 | 296 | 451 | 13,390 |
| 24 | R-205 | TFP-290 | Vision Zero Rapid Build Data Driven Safety Program | This Vision Zero program funds the first phase of data driven rapid build road safety projects along this High Injury Network (HIN). Based on a comprehensive review of citywide crash data, five major streets have been initially identified as Priority Safety Corridors (PSC) among the HIN 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 assist staff in designing, cost estimating, and prioritizing PSC improvement projects; afterwhich, staff will use a rapid build approach to address systemic traffic safety challenges on these corridors. Examples of candidate PSC projects include radar feedback signs, enhancing or adding pedestrian crossings, adding left turn pockets, restricting turn movements, adding medians, and other complete streets elements that produce improved safety outcomes. Following implementation of PSC projects staff will compare before/after data using conflict analytics, speed studies, and other analysis tools to determine how well the projects achieved their intended safety goals. This data driven approach of measuring actual results of road safety projects will inform evidence-based strategies for future PSC investments and support the city's performance monitoring of progress towards Vision Zero. | 10,000 | 2,500 | 150 | 2,650 | 12,650 |
| 25 | R-207 | TFP-274 | 114th Avenue SE and SE 8th Street | 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. | | 3,410 | | 3,410 | 3,410 |
| 26 | R-208 | TFP-275 | 112th Avenue NE at McCormick Park | Design and construction of the frontage improvements on 112th Avenue NE at McCormick park in order to match this roadway section to the frontage improvements being made during construction of Fire Station 10. Improvements include some widening, installation of separated bike facilities, planter strip and corner improvements at McCormick Park 9112th Avenue NE and NE 12th Street.) bike facility improvements will tie into the multi-purpose path being build on NE 12th Street. | | 1,000 | | 1,000 | 1,000 |
| 27 | WB-49 | | Pedestrian Facilities Compliance Program | 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 resource for addressing citizen accessibility requests and implementing high priority improvements identified in the City's ADA infrastructure management program. | 10,000 | 759 | | 759 | 10,759 |
| 28 | WB-56 | | Pedestrian and Bicycle Access and Connections Program | This program improves access and connections for people walking and bicycling. Projects funded through this program enhance mobility for everyone and simultaneously promote community health and foster environmental sustainability. Program funds build discrete small projects and may be used to leverage grant, and to enable partnerships with other City programs, agencies or the private sector to construct larger-scale projects. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199) | | 2,885 | | 2,885 | 2,885 |
| 28a | WB-56 | TFP-285 | NE 8th Street/116th Ave to 120th Ave | This project will construct interim sidewalk on the south side of NE 8th Street. | | 310 | 354 | 664 | 664 |
| 29 | WB-76 | | Neighborhood Sidewalks Program | This program funds the community outreach, design, and construction of sidewalk projects in neighborhoods throughout the city. Neighborhood sidewalks are pedestrian facilities connecting neighborhood residents to neighborhood destinations including housing, parks, schools, shopping and services, employment, and the transit and school bus systems. Individual projects are selected in part based on strong and sustained community support demonstrated through other programs and public processes. Project costs, typically in the range between \$500,000 and \$2,000,000, exceed the financial capacity of ongoing minor capital programs like Pedestrian and Bicycle Access and Connections (CIP Plan No. PW W/B 56), but the projects often do not compete well for stand alone CIP project funding. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199) | 15,000 | 2,189 | | 2,189 | 17,189 |
| 29a | WB-76 | TFP-280 | 100th Avenue NE/NE 14th to 24th Streets | This project will add a 10-foot-wide multipurpose path with a five-foot planter on the east side of 100th Avenue NE. Reduce roadway width to 21 feet. Raised intersections at NE 15th, NE 18th and NE 21st Streets. RRFB at NE 14th Street. | | 4,550 | | 4,550 | 4,550 |
| 29b | WB-76 | TFP-281 | NE 18th Street/98th to 100th Avenues NE | This project will add curb, gutter and six-foot-wide sidewalk on the north side of the street. | | 450 | 290 | 740 | 740 |

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| 29c | WB-76 | TFP-282 | 98th Avenue NE/NE 18th to NE 20th Streets | This project will add curb, gutter and six-foot-wide sidewalk on the east side of the street. Parking bay accommodation between NE 18th and NE 19th Streets. | | 370 | 250 | 620 | 620 |
| 29d | WB-76 | TFP-283 | 123rd Avenue SE/SE 60th Street to SE 65th Place | This project will complete the missing segments of sidewalk along the west side of 123rd Avenue SE from SE 60th Street to SE 65th Place. | | 1,700 | | 1,700 | 1,700 |
| 29e | WB-76 | TFP-284 | NE 40th Street/140th Avenue NE to the 14500 block | 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. | | 1,600 | | 1,600 | 1,600 |
| 29f | WB-76 | | NE 21st Street/98th to 100th Avenues NE | This project will add curb, gutter and six-foot-wide sidewalk on the north side of the street. | | 425 | 250 | 675 | 675 |
| 30 | W/B-78 | TFP-243 | Mountains to Sound Greenway/ 142nd Place SE to Lakemont Blvd | This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between Factoria Boulevard SE and Lakemont Boulevard SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012 with funding from the Pedestrian and Bicycle Access Improvements program (CIP Plan No. PW-W/B-56). 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. The current project budget is intended to fully fund the design phase for all at-grade segments between Factoria Boulevard and Lakemont Boulevard, and the design of grade separated crossings of Factoria Boulevard and the interchange ramps between I-405, I-90, and Factoria Boulevard. Future 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. | 38,784 | 2,021 | | 2,021 | 40,805 |
| 31 | W/B-85 | TFP-300 | Growth Corridor High Comfort Bicycle Network | Design and implement bicycle facility improvements in the Downtown, BelRed, and Wilburton neighborhood areas that provide residents, employees, and families with equitable access to the area's key destinations. Consistent with the planned Bicycle Network, examples of potential project locations include 100th Avenue NE, 106th Avenue NE, NE 1st and 2nd Streets, 116th Avenue NE, 120th Avenue NE, BelRed Rd, and Northup Way. | 13,500 | 1,500 | | 1,500 | 15,000 |
| 32 | G-103 | TFP-244 | Eastside Rail Corridor multipurpose path/southern city limits to northern city limits | This project provides placeholder funding to be programmed later but could include the development of conceptual design, other amenities (such as plantings or gravel pathways) or purchases along the Eastside Rail Corridor. The final programming of these funds will be addressed by Council. This project will assist in informing City coordination with King County Parks in developing and advancing design options for a trail that addresses the needs of the multiple agencies with ownership or other secured interest in using the corridor (including Sound Transit and King County Parks) while also meeting the needs and interests of the Bellevue community. For 2017 and 2018, the adopted budget provides \$500,000 in funding that the City Council directed to advance the design of key crossings and connections in the Wilburton Segment in partnership with other regional agencies. Projects on the list include, but are not limited to: <ul style="list-style-type: none"> • Eastrail-Northup Connector • Eastrail Connection to Mountains to Sound Trail at SE 32nd St/118th Ave SE | 10,000 | 1,217 | 1,283 | 2,500 | 12,500 |

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| Unfunded Projects included in the Preliminary 2022-2033 Transportation Facilities Plan | | | | | | | | | |
| 33 | | TFP-110 | 110th Avenue NE/NE 6th Street to NE 8th Street | The project will complete implementation of a five-lane roadway section with sidewalks where missing between NE 6th and NE 8th Streets. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity. | 1,682 | | | 0 | 1,682 |
| 34 | | TFP-158 | SE 16th Street/148th Avenue SE to 156th Avenue SE | 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. | 7,475 | | | 0 | 7,475 |
| 35 | | 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. | 2,476 | | | 0 | 2,476 |
| 36 | | TFP-175 | SE 34th Street Non-motorized Improvements | 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 on the south side of SE 34th Street from West Lake Sammamish Parkway to 162nd Place SE. | 5,558 | | | 0 | 5,558 |
| 37 | | TFP-190 | NE 2nd Street/Bellevue Way to 112th Avenue NE | Widen roadway from three lanes with parking and turn pockets to five lanes, consistent with the Main Street & NE 2nd Street Design Report (2009). Project implementation will be coordinated with approved and potential future private development in the immediate vicinity. The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation. | 300 | | | 0 | 300 |
| 38 | | TFP-193 | NE 10th Street at I-405 | 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. | 300 | | | 0 | 300 |
| 39 | | TFP-195 | 150th Avenue SE/SE 37th Street/I-90 off-ramp widening | 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. (Elements of this project are being advanced associated with CIP Plan PW-R-198) | 2,678 | | | 0 | 2,678 |
| 40 | | TFP-211 | NE 6th Street Extension | Extend NE 6th Street from the I-405 HOV interchange to 120th Avenue NE. The facility will be designed to accommodate multiple uses, potentially including HOV, frequent transit bus service, non-motorized, 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 route crosses Sturdevant Creek, which is in a pipe at this location. 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. For the 2019 TFP SEPA analysis, implementation of a segment to 116th Avenue NE was evaluated. | 90,000 | | | 0 | 90,000 |
| 41 | | TFP-219 | NE 8th Street/106th Avenue NE | Realignment of the roadway to the south will better utilize the new westbound travel lane (between 108th and 106th Avenues 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. | 3,763 | | | 0 | 3,763 |
| 42 | | TFP-222 | Bellevue Way/NE 4th Street | 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. | 1,827 | | | 0 | 1,827 |
| 43 | | TFP-223 | Bellevue Way/NE 8th Street | Add a southbound to westbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. | 2,307 | | | 0 | 2,307 |

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|-------------|-------|---------|--|--|--|----------------|-----------------|---------------|------------|
| | | | | | Unsecured 2023-2028 Funding | Local* Funding | Other** Funding | Total Funding | Total Cost |
| 44 | | TFP-234 | Main Street - 100th Avenue to 116th Avenue | 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 110th and 112th Avenues NE is being coordinated with implementation of the East Link project in this vicinity. The funding allocation is a placeholder that may be used to support project pre-design or early implementation. | 500 | | | 0 | 500 |
| 45 | | TFP-245 | 140th Ave NE/ NE 24th St to NE 8th St | 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 add a 10- to 14-foot-wide off-street path connecting the SR 520 Trail to 140th Avenue NE, if feasible. Component of priority bike corridor; NS-4: Somerset-Redmond Connection. | 5,000 | | | 0 | 5,000 |
| 46 | | TFP-247 | Eastgate Way/Richards Road to Sunset Corporate Campus | This project will complete the missing link in the sidewalk between Richards Road and 139th Avenue SE; may be implemented in coordination with adjacent development. | 10,410 | | | 0 | 10,410 |
| 47 | | TFP-250 | 148th Ave 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 predesign work or early implementation. | 10,000 | | | 0 | 10,000 |
| 48 | | TFP-253 | 150th Ave SE/Eastgate Way SE | 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. | 5,150 | | | 0 | 5,150 |
| 49 | | TFP-254 | BelRed Rd/NE 20th St to NE 24th St | Widen to five lanes, including two travel lanes in each direction, with center turn lane. bike lanes. The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation. Project implementation may be coordinated with the City of Redmond and with potential future private development in the immediate vicinity. | 300 | | | 0 | 300 |
| 50 | | TFP-257 | West Lake Sammamish Parkway/"Central" segment; SE 1700 block to SE 2nd block (phase 4) | This project will design and construct of the third and fourth phase of the West Lake Sammamish Parkway corridor improvements (two 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. | 12,000 | | | 0 | 12,000 |

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|-------------|-------|---------|---|---|--|----------------|-----------------|---------------|------------|
| | | | | | Unsecured 2023-2028 Funding | Local* Funding | Other** Funding | Total Funding | Total Cost |
| 51 | | TFP-267 | West Lake Sammamish Parkway/"North" segment; NE 8th Street to North City limits (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. | 12,000 | | | 0 | 12,000 |
| 52 | | TFP-269 | 124th Avenue NE/NE 8th to NE 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. | 1,496 | | | 0 | 1,496 |
| 53 | | TFP-270 | Spring Blvd - 124th Ave NE to 130th Ave NE (zone 3) | Multi-modal corridor incorporating east-west arterial capacity (2 or 4 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. | 600 | | | 0 | 600 |
| 54 | | 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. | 300 | | | 0 | 300 |
| 55 | | 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 predecision or early implementation. | 300 | | | 0 | 300 |
| 56 | | TFP-273 | Lakemont Blvd / Forest Dr | Install a new traffic signal and widen Lakemont Blvd for a northbound to westbound left turn lane. | 1,751 | | | 0 | 1,751 |
| 57 | | TFP-287 | Eastrail to Spring Blvd Trail Link | Construct a trail linking the N-S Eastrail to the E-W ped-bike path that runs along Spring Blvd. | 6,124 | | | 0 | 6,124 |
| 58 | | TFP-301 | East Bellevue Bicycle Network | Design and implement bicycle facility improvements in the Lake Hills, Crossroads, Northeast Bellevue, and West Lake Sammamish neighborhood areas that provide residents, employees, and families with equitable access to the area's key destinations. Consistent with the planned Bicycle Network, examples of potential project locations include 140th Avenue, 156th Avenue, 164th Avenue, Lake Hills Boulevard, Main Street, NE 8th Street, NE 24th Street, and neighborhood greenways. Neighborhood Greenway project example: • East Bellevue Greenway Enhancements – Construct permanent features along the East Bellevue greenway route utilizing the 165th/166th Avenue corridor, from Southeast 14th Street to Northup Way. Improvements, depending on location, may include permanent traffic circles, speed bumps, chicanes, traffic diverters, and added signage. Enhanced crosswalk improvements may also be implemented at key intersections along the route. | 15,000 | | | 0 | 15,000 |
| 59 | | TFP-302 | South Bellevue Bicycle Network | Design and implement bicycle facility improvements in the Eastgate, Factoria, Newport, Somerset, and Cougar Mountain/Lakemont neighborhood areas that provide residents, employees, and families with equitable access to the area's key destinations. Consistent with the planned Bicycle Network, examples of potential project locations include Coal Creek Parkway SE, Forest Drive SE, Lakemont Boulevard SE, SE Newport Way, and Somerset Boulevard SE. | 15,000 | | | 0 | 15,000 |

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|-------------|-------|---------|---|--|--|-------------------------|-----------------|---------------|------------|
| | | | | | Unsecured 2023-2028 Funding | Secured Project Funding | | | Total Cost |
| | | | | | | Local* Funding | Other** Funding | Total Funding | |
| 60 | | 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. Examples of potential project locations include SE 8th Street, Lake Hills Connector, and SE 16th Street. | 10,000 | | | 0 | 10,000 |
| 61 | | TFP-293 | Eastrail Connection at Main Street | 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. 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. | 5,000 | | | 0 | 5,000 |
| 62 | | TFP-294 | 108th Avenue NE Downtown Spine / NE 4th Street to NE 8th Street | Construct multimodal roadway enhancements along 108th 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. | 3,000 | | | 0 | 3,000 |
| 63 | | TFP-295 | NE 2nd Street / 114th Avenue NE | Add a traffic signal and roadway/intersection expansion, realignment, and channelization improvements, including accommodation of a north-south multipurpose path crossing along the west side of 114th Avenue NE. Project implementation will be coordinated with potential private development in the immediate vicinity. | 300 | | | 0 | 300 |
| 64 | | TFP-291 | 143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal | 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. | 9,200 | | | 0 | 9,200 |
| 65 | | TFP-286 | 148th Avenue NE/NE 24th Street | Widen the 148th Avenue NE/NE 24th 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. | 25,000 | | | 0 | 25,000 |
| 66 | | TFP-288 | Lakemont Blvd/Newport Way SE | 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. | 1,545 | | | 0 | 1,545 |
| 67 | | TFP-289 | Lake Washington Blvd/SE 60th St | Replace existing offset four way stop with a traffic signal that improves the east-west alignment into the intersection. | 2,678 | | | 0 | 2,678 |
| 68 | | TFP-296 | South Downtown I-405 Access: Lake Hills Connector southbound on-ramp | Construct 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. | 150,000 | | | 0 | 150,000 |
| 69 | | 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 advance project pre-design or support early implementation. | 300 | | | 0 | 300 |
| 70 | | 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 advance project pre-design or support early implementation. | 300 | | | 0 | 300 |
| 71 | | 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. Project includes construction of a tunnel under Main Street, west of the Main Street bridge abutment wall, to replace the interim sidewalk and will require reconstruction of the retaining walls on the north and south sides of Main Street at this location. The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation. | 300 | | | 0 | 300 |
| 72 | | 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, the Downtown Transportation Plan and King County Metro Connects long range plan. Examples of potential project locations include intersections along NE 8th Street from 120th Avenue NE to 156th Avenue NE. | 2,000 | | | 0 | 2,000 |

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|-------------|-------|---------|--|---|--|-------------------------|-----------------|---------------|------------|
| | | | | | Unsecured 2023-2028 Funding | Secured Project Funding | | | Total Cost |
| | | | | | | Local* Funding | Other** Funding | Total Funding | |
| 73 | | 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, the Downtown Transportation Plan and King County Metro Connects long range plan. Examples of potential project locations include Main Street from 108th to 116th Avenue and intersections along 116th Avenue SE, Lake Hills Boulevard, 145th Place SE and the Metro K-Line. | 2,000 | | | 0 | 2,000 |
| 74 | | 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, the Downtown Transportation Plan and King County Metro Connects long range plan. Examples of potential project locations include Bellevue Way SE, Main Street from Bellevue Way to 108th Avenue, and the Metro K-Line. | 2,000 | | | 0 | 2,000 |
| 75 | | 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, the Downtown Transportation Plan and King County Metro Connects long range plan. Examples of potential project locations include 156th Avenue NE from NE 8th Street to NE 24th Street. | 2,000 | | | 0 | 2,000 |
| 76 | | 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, the Downtown Transportation Plan and King County Metro Connects long range plan. Examples of potential project locations include 148th Avenue SE from SE 24th Street to Lake Hills Boulevard. | 2,000 | | | 0 | 2,000 |
| 77 | | 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, the Downtown Transportation Plan and King County Metro Connects long range plan. Examples of potential project locations include the intersection of SE 36th Street and 142nd Place SE. | 2,000 | | | 0 | 2,000 |
| 78 | | 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, the Downtown Transportation Plan and King County Metro Connects long range plan. Examples of potential project locations include 148th Avenue NE from Bel-Red Road to NE 24th Street. | 2,000 | | | 0 | 2,000 |

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|---|-------|-------|---|--|--|----------------|-----------------|---------------|------------|
| | | | | | Unsecured 2023-2028 Funding | Local* Funding | Other** Funding | Total Funding | Total Cost |
| Other unfunded local projects identified and scoped by completed Alternative Analyses and Planning or Pre-design Studies | | | | | | | | | |
| 79 | | | Pedestrian and Bicycle Implementation Initiative | The 2009 Pedestrian and Bicycle Transportation Plan provides a long term vision for completion of pedestrian and bicycle systems throughout the city. The Pedestrian & Bicycle Implementation Initiative is a complement of efforts based on "the Five E's"—engineering, education, encouragement, enforcement, and evaluation—that will advance project designs and programs identified in the 2009 Plan. As funding is secured, this program would fund the pre-design, design, property acquisition, construction, outreach and encouragement campaigns, targeted safety and data collection investments, the inauguration of bike share services, and other activities to advance the 2009 Plan's identified needs. Improvements may include sidewalks, off-street paths, trails, bicycle lanes or other bicycle facilities, and wayfinding systems. | 10,000 | | | 0 | 10,000 |
| 80 | | | Transportation Demand Management Program | This project provides continuing resources for Transportation Demand Management (TDM) implementation. TDM activities and techniques include: Development and implementation of education/marketing programs for employers and employees, improving access to and the appeal of alternative transportation modes for users and potential users, and participation in trip reduction activities associated with the Bel-Red Overlake Transportation (BROTS) Plan. Performance goals for TDM are specified in the mobility targets for Mode Split in the Comprehensive Plan. This project may fund both consultant and improved in-house capabilities in support of TDM efforts. | 2,000 | | | 0 | 2,000 |
| 81 | | | 164th Ave SE/SE Cougar Mountain Way to SE 63rd Street | Improve gravel road with pavement, curb, gutter and sidewalk on one side. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID). Cost estimate represents only a placeholder for implementation. | 300 | | | 0 | 300 |
| 82 | | | Bellevue Way HOV lane/107th Ave SE Segment B: Winters House to 112th Ave SE & Segment C: 112th to 108th Avenues SE | This project contains placeholder funding for the evaluation of the two remaining segments of the Bellevue Way SE HOV project. Segment B: Bellevue Way SE from the Winters House to 112th Avenue SE, will widen Bellevue Way SE to the west to add a southbound inside HOV lane and 5' landscaped planter from the Winters House to the "Y" intersection along 112th Avenue SE. Segment C: Bellevue Way SE from 112th to 108th Avenues SE, will conduct a future evaluation to include consideration of operational scenarios other than an HOV lane (e.g., creating full-length dedicated left-turn lanes). | 300 | | | 0 | 300 |
| 83 | | | I-90 Tunnel/ SE 37th St to SE Eastgate Way | Increase sidewalk width on south side of I-90 tunnel to offer cyclists improved accommodation from SE 37th Street under I-90 to Eastgate Way/SE 35th Place intersection. Coordinate with WSDOT to improve lighting within the tunnel. Improve signing to the tunnel to increase awareness of cyclists. Component of priority bike corridor: NS-5: Spirit Ridge-Sammamish River Connection. | 2,678 | | | 0 | 2,678 |
| 84 | | | SE 40th Lane/Factoria Boulevard | Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane. Cost estimate represents only a placeholder for implementation. | 300 | | | 0 | 300 |
| 85 | | | Northrup Way/156th Avenue NE to 164th Avenue NE | Add median left-turn lane; bike lanes. Cost estimate represents only a placeholder for implementation. | 300 | | | 0 | 300 |
| 86 | | | Transit Master Plan Implementation Program | The Transit Master Plan (TMP) identifies transportation infrastructure and urban design projects whose implementation can positively affect the performance and user experience of bus transit services in Bellevue. The plan provides recommendations related to three broad types of projects: (1) facilities providing pedestrian and bicycle access to transit, (2) convenience, safety, and comfort improvements at transit stops, stations, and park-and-rides, and (3) roadway and traffic signal investments that improve transit speed and reliability. This program would fund corridor studies, prepare final designs, acquire ROW as needed, and construct or install projects from any of these categories. Individual projects identified by the plan range in cost from tens of thousands to millions of dollars, with those on the lower end unlikely to compete well for stand-alone CIP project funding. Notable projects advanced by the TMP include but are not limited to: - 148th Avenue NE and NE 8th Street: Construct queue jump lanes in the eastbound, northbound, and southbound directions. - 112th Avenue SE and Main Street: Construct a westbound queue jump lane and make improvements to signal timing and install transit signal priority for north- to westbound left turns. - 156th Avenue NE – BelRed Road to north city limits: Construct business access and transit (BAT) lanes in both directions. - Coal Creek Parkway SE and 119th Avenue SE: Improve the west- to southbound and north- to eastbound turn movements through signal timing prioritization and transit signal priority. | 20,000 | | | 0 | 20,000 |
| 87 | | | 134th Ave NE - Bel-Red Rd to Spring Blvd | Reconstruct as three lanes; modify signalization. | 300 | | | 0 | 300 |
| 88 | | | 132nd Ave NE - BelRed Rd to NE 20th St | Widen 132nd Avenue NE to three lanes between Bel-Red Road and NE 20th Street. Modify traffic signals. | 300 | | | 0 | 300 |

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|-------------|-------|-------|--|---|--|----------------|-----------------|---------------|------------|
| | | | | | Unsecured 2023-2028 Funding | Local* Funding | Other** Funding | Total Funding | Total Cost |
| 89 | | | 156th Ave NE / NE 20th St | Conduct a needs assessment to determine whether eastbound and westbound through lanes and a second northbound left turn lane should be added at 156th Ave NE / NE 20th St and signalization modified. Also assess whether the eastbound through lane should be extended 800 feet (plus transition) east of 156th | 300 | | | 0 | 300 |
| 90 | | | 130th Ave NE / NE 24th St | Conduct a needs assessment to determine whether left-turn pockets should be added on all legs of 130th Ave NE / NE 24th St except the north leg. Also monitor for potential future | 300 | | | 0 | 300 |
| 91 | | | 127th Ave NE - Bel-Red Rd to Northup Way | Coordinate with private development to construct a new street that meets urban standards with two general purpose lanes, two parking lanes, gutters, and sidewalks, consistent with design guidelines established in the Bel-Red Corridor Plan. | 300 | | | 0 | 300 |
| 92 | | | 136th Ave NE - Bel-Red Rd to Spring Blvd | Coordinate with private development to construct new three-lane road; signalize. | 300 | | | 0 | 300 |
| 93 | | | NE 24th St - 164th Ave NE to 172nd Ave NE | Upgrade to urban standards (2/3 lanes) with curbs, gutters, and sidewalks where not complete. Provide intersection left turn lanes or two-way left turn lanes at selected locations | 300 | | | 0 | 300 |
| 94 | | | Main St and SE 1st St - 116th Ave NE to 124th Ave NE | Upgrade to urban standards (2/3 lanes) with curbs, gutters, bicycle facilities, and sidewalks. Provide intersection left turn lanes or two-way left turn lanes as required at selected locations. | 300 | | | 0 | 300 |
| 95 | | | 132nd Ave NE / Bel-Red Rd | Conduct a needs assessment to determine whether northbound and southbound right turn lanes should be added at 132nd Ave NE/BelRed Rd. | 300 | | | 0 | 300 |
| 96 | | | Main St / 148th Ave | Conduct a needs assessment to determine whether a westbound right turn lane should be added at 148th Ave / Main St. | 300 | | | 0 | 300 |
| 97 | | | 118th Ave SE - SE 8th St to Coal Creek Pkwy | Provide pedestrian/bicycle facilities while maintaining existing general purpose travel lanes. Conduct traffic analysis to assess the need for added turning lanes at selected intersections. | 300 | | | 0 | 300 |
| 98 | | | 103rd Ave NE, 105th Ave NE, 107th Ave NE, and NE 11th St | Reconstruct the following sections to meet city design standards (sidewalks, lane width, etc.): a) 103rd Avenue NE between Main Street and NE 1st Street b) 105th Avenue NE between NE 2nd Street and NE 4th Street. c) 107th Avenue NE between Main Street and NE 2nd Street. d) NE 11th St between 110th Avenue NE and 112th Avenue NE. | 300 | | | 0 | 300 |
| 99 | | | Coal Creek Rd - 142nd Pl SE to 148th Ave SE | Establish a new east-west roadway on the south edge of the Bellevue College campus between 142nd Place SE/Snoqualmie River Road and 148th Avenue SE along the south campus | 300 | | | 0 | 300 |
| 100 | | | SE 37th Street/I-90 eastbound on-ramp | Modify channelization between 150th Avenue SE and the I- 90 eastbound on-ramp and add a traffic signal at the eastbound on-ramp intersection with SE 37th Street. | 450 | | | 0 | 450 |
| 101 | | | 150th Avenue SE/SE 38th Street | Adjust signal timing to remove split phasing and optimize green. Extend third northbound lane between SE 38th Street and SE 37th Street | 545 | | | 0 | 545 |
| 102 | | | Factoria Boulevard/SE 38th Street | Add second westbound left turn lane (maintain right turn pocket). Widen eastbound approach to include double left turn lanes and one shared/through lane and one right turn lane | 950 | | | 0 | 950 |
| 103 | | | 142nd Place SE/SE 32nd Street | Add a southbound right turn lane. | 810 | | | 0 | 810 |
| 104 | | | 139th Avenue SE/SE 32nd Street | Add a traffic signal at the intersection | 930 | | | 0 | 930 |
| 105 | | | 156th Avenue NE/BelRed Road | Coordinate with private development to construct a southbound right turn lane at 156th Ave NE and Bel-Red Rd. | 810 | | | 0 | 810 |

| TIP Ref No. | CIP # | TFP # | Project Name | Project Description | 2023-2028 Project Funding Categories (\$000) | | | | |
|--|-------|-------|---|---|--|------------------|------------------|------------------|--------------------|
| | | | | | Unsecured 2023-2028 Funding | Local* Funding | Other** Funding | Total Funding | Total Cost |
| Regional or Outside Agency-Led Projects in which the City May Choose to Participate Financially | | | | | | | | | |
| 106 | | | I-405 Master Plan Implementation | Consider-how the City will participate with state and regional partners in the development and implementation of the I-405 Master Plan Corridor Program and its components or connections to the local transportation system north and south of downtown Bellevue (generally, NE 6th Street Extension, access improvements between SR 520 and southbound I-405, downtown Bellevue access improvements, and the I-405 Renton to Bellevue Widening and Express Toll Lanes). Project funds, as secured, may be used to conduct focused planning, design, and ROW needs studies, prepare final designs, acquire ROW, and for construction. | 10,000 | | | 0 | 10,000 |
| 107 | | | SR 520 Eastside Multi-Modal Corridor Projects | Consider how the City will participate with state and regional partners in the development and implementation of the 2013 SR 520 multimodal corridor study. Project funds, as secured, may be used to conduct focused planning, design and ROW needs studies, to prepare final designs, to acquire ROW and to complete construction of the projects within the study (i.e., 124th Avenue NE interchange and related non-motorized improvements). | 10,000 | | | 0 | 10,000 |
| 108 | | | I-90 System Implementation | Consider if and how the City will participate with state and regional partners in the full development and implementation of improvements to the I-90 system and its components or connections to the local transportation system including tolling all lanes of I-90 bridge area, and implications to regional and local access and managing travel demand. Project funds, as secured, may be used to conduct focused planning, design and implementation per a local agreement with WSDOT and/or Sound Transit. The project will make improvements such as added/improved access to/from I-405 and/or Bellevue Way SE, including the west end of I-90 in Seattle. | 5,000 | | | 0 | 5,000 |
| 109 | | | SR 520, I-405 to West Lake Sammamish Parkway | Consider if and how the City will participate with state and regional partners in the development and implementation of a SR 520 corridor study between I-405 and West Lake Sammamish Parkway. The study will evaluate near and long term solutions to general purpose and high occupant vehicle mobility issues. The study will evaluate auxiliary lanes between I-405 and 148th Ave NE, and other improvements necessary to support BelRed Corridor, Overlake, and general corridor growth. | 10,000 | | | 0 | 10,000 |
| 110 | | | ST3 Implementation | Consider if and how the City will participate with regional partners in the development and implementation of a light rail extension from South Kirkland to Issaquah and a bus rapid transit system along the I-405 corridor per the ST3 Plan. Project funds, as secured, may be used to conduct planning, design or ROW needs studies, to prepare final designs, acquire ROW, and for construction. Examples of potential implementation projects are the Eastgate Park and Ride and I-405 Bus Rapid Transit. | 10,000 | | | 0 | 10,000 |
| TOTALS: | | | | | \$714,012 | \$175,728 | \$110,418 | \$286,146 | \$1,000,158 |

* Local Funding includes secured revenue from other local agencies and private entities (City of Redmond, King County, Puget Sound Energy, etc.)
 ** Other Funding includes secured revenue from Federal and State grants.