Recommended City of Bellevue 2026-2031 Transportation Improvement Program

Projects for the recommended 2026-2031 TIP are divided into four categories represented by the following colors.

Section I	Projects Included in the Adopted 2025-2030 Capital Improvement Program (CIP) Plan - Full or Partial Funding Secured
Section II	Unfunded Projects included in the Adopted 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

					2026-2031 Project Funding Categories ($000)				
						Secured Project Funding			
2026-2031 TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2026-2031 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
Uncompleted Projects Included in the Adopted 2025-2030 Capital Improvement Program (CIP) Plan - Full or Partial Funding Secured									
1	M-7		Neighborhood Traffic Safety Program	Provide minor capital improvements for neighborhood traffic calming/safety improvements projects (e.g., speed humps, traffic circles, radar signs, turn restrictions, etc.) that change driver behavior and reduce excessive vehicle speeds, discourage motorists from cutting through neighborhoods and enhance pedestrian/bicycle safety. It also provides educational programs to encourage safe driving and best practices for staying safe walking and biking. Projects are funded to address the critical issues at prioritized locations across the city and support citywide initiatives such as Vision Zero. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199)	3,000	3,049		3,049	6,049
2	M-19		Transportation Infrastructure Reconstruction	Inventory and prioritize needs for the rehabilitation, reconstruction, or replacement of significant transportation system components within the right-of-way. This program addresses high priority capital replacement and reconstruction needs including but not limited to, the repair, rehabilitation, or replacement of roadways, walkways, trails, retaining walls, rockeries, safety railings, City-owned fences, traffic signals and lighting systems. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199)	10,000	11,210		11,210	21,210
3	M-20		Minor Capital - Signals & Lighting	Provide minor capital transportation improvements to thetraffic 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)		3,499		3,499	3,499
4	M-23	TFP-291	143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal	This project will install a new traffic signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing Bel-Red Road and NE 20th Place intersection. The existing pedestrian crossing signal on Bel-Red Road just to the west will be removed. 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. This project will also fund a design study for access management updates on NE 20th Street between 140th Avenue NE and 148th Avenue NE given the establishment of the new 142nd Avenue NE from NE 20th Street southward.	2,950	6,250		6,250	9,200
5	R-46		Traffic Safety Implementation Program	Construct capital transportation improvements throughout the City to address mobility operation issues and concerns. Typical projects include new crosswalk installations, sign upgrades, channelization improvements, access management improvements, new bike lanes, bicycle wayfinding signage, and sidewalk and new curb ramp installations. This program implements pilot projects using new, innovative traffic control devices and evaluates their effectiveness as well as funds projects to bring existing City infrastructure up to current engineering standards. This program often provides matching funds to grant-funded projects to improve pedestrian and bicycle mobility while observing ADA requirements. Projects funded by this program are often identified through resident identified safety concerns, the Collision Reduction Program, the Crosswalk Management Program, Road Safety Audits or the Mobility Implementation Plan. (Elements of this program may leverage or utilize funds from CIP Plan PW-R-199)	3,000	4,379		4,379	7,379
6	R-156		Smart Mobility Plan Implementation Program	Systematically implement the recommendations of the City's Smart Mobility Master Plan (2018). The funding provides the resources to plan and implement Smart Mobility technology in 5 areas: share-user mobility; data management & integration; autonomous, connected electric vehicles; real-time traveler information & traffic management. Projects will be selected to provide cost effective measures to manage traffic congestion, improve safety, limit impact to neighborhoods from cut-through traffic and increase the availability of real-time traffic information to user of the transportation systems. Repairs, upgrades & new installations of the citywide fiber optic network are partially funded through R-156. This network supports the communication to every traffic signal in the city, every facility owned by the City of Bellevue, public WiFi, WiFi for low income housing and a consortium of public/private partners.	3,000	3,599		3,599	6,599

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6a	R-156		Real-Time Traffic Signal Safety Interventions (RTSSI) project	Improve safety at signalized intersections, within the majority-minority community called Crossroads. Bellevue's Real-Time Traffic Signal Safety Interventions (RTSSI) project integrates intelligent sensor-based infrastructure with smart technology traffic signals to improve safety for all modes at signalized intersections. The RTSSI project will prototype the use of intelligent sensors, video analytics, deep learning, and edge computing to proactively detect safety risks for vulnerable road users (VRUs) and apply real-time traffic signal safety countermeasures.			1,427	1,427	1,427
7	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)		6,154	24,712	30,866	30,866
8	R-182		Downtown Transportation Plan/Exceptional Light Rail Station Access	This program implements the Downtown Transportation Plan (DTP) with projects to improve mobility options for people traveling to, from, and within Downtown Bellevue. Significant emphasis is given to projects that provide exceptional pedestrian and bicycle access near the Downtown light rail stations and along the Grand Connection. DTP identifies intersections that merit "Enhanced" or "Exceptional" treatment to safely and comfortably accommodate people walking. Also, DTP identifies locations and priorities for new at-grade mid-block crossings at high-demand locations between signalized intersections. Mid-block crossing projects are supported by these CIP resources, typically in partnership with other city programs and the private sector.	6,275	3,725		3,725	10,000
9	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.	29,444	2,463		2,463	31,907
10	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.	45,437	4,407	10,736	15,143	60,580
11	R-193		BelRed Corridor Local Street Network	This project will fund the planning and preliminary engineering necessary so street right-of-way needs can be documented for each BelRed Corridor parcel or group of parcels at the time of development. Funding is also included for the City to proactively pursue and acquire property for local streets at challenging locations to better ensure a complete street grid is ultimately completed. Challenges include property lines that do not align with the proposed street grid, topography concerns, smaller properties where street dedications affect development potential, and portions of the street grid that would be initially "land locked" until some future date that adjacent properties are developed. This project may also be used to deposit funds obtained from developers that are required to construct portions of the local street grid, but where that construction is not feasible at the time of development due the challenges outlined above.		4,513		4,513	4,513

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2026-2031 TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2026-2031 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
12	R-194	TFP-257	West Lake Sammamish Parkway/"South Central" segment; SE 34th Street to SE 1800 block (phase 3)	The project will develop engineering plans, acquire necessary right of way, and construct the third phase of the West Lake Sammamish Parkway corridor improvements (of five anticipated phases). Project funding and the design process will confirm Phase 3 location between SE 34th Street and the SE 1800 block (estimated). The ultimate corridor improvement project is intended to provide a consistent 4-foot shoulder on the east side, a 10.5-foot northbound vehicle travel lane, a 10-foot wide southbound vehicle travel lane, a primarily 10-foot wide multi-purpose trail, and a 2-foot or 5-foot wide landscape buffer where space where feasible. A new traffic signal at SE 34th St will be evaluated as part of this project. As with previous phases of this project, partnership and collaboration with COB Utilities is anticipated to include repair or replacement of aging water and sewer infrastructure bundled in a single contract.	1,000	12,500		12,500	13,500
13	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
14	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 emergeing 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.		49,068		49,068	49,068
15	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)	10,000	2,051		2,051	12,051
15a	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
15b	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
15c	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
15d		TFP-273	Lakemont Blvd / Forest Dr	Install a new traffic signal and widen Lakemont Blvd for a northbound to westbound left turn lane.	3,848			0	3,848
15e		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.	6,622			0	6,622
15f		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.	6,346			0	6,346
16	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 Pl 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.	21,400	175	2,125	2,300	23,700

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17	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 among the HIN corridors to advance in this proposal: NE 8th St east of downtown, Factoria Blvd, Bellevue Way south of downtown, Bel-Red Rd in the Overlake area, and 116th Ave NE in the Wilburton area. Funding will implement safety countermeasures such as radar feedback signs, pedestrian crossings, left turn pockets, restricted turn movements, medians, and other elements that produce improved safety outcomes. Staff will conduct before/after assessments of these projects to inform future safety investments and support Vision Zero performance monitoring.		10,078	1,645	11,723	11,723
17a	R-205a		Bellevue Safe Access for Everyone (BSAFE)	Conduct supplemental planning activities including road safety audits, speed studies, developing a separated bike lane design guide, and creating speed safety camera procedures. The City will additionally conduct demonstration activities testing approaches for protected turn phasing for pedestrians, daptive pedestrian signal controls, aesthetically treated crosswalks, and cellular vehicle-to-everything technologies.		697	2,788	3,485	3,485
18	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.		4,995		4,995	4,995
19	R-210	TFP-270	Spring Blvd - 124th Ave NE to 130th Ave NE (zone 3)	This project will perform conceptual design work, evaluate design alternatives and develop funding and implementation strategies for NE Spring Boulevard between 124th Avenue NE and 130th Avenue NE. This proposed segment of NE Spring Boulevard is a high priority eastwest multi-modal connection that will improve access, circulation, and mobility options for passenger cars, transit, freight, pedestrians, and bicycles to and between the new Bel-Red transit-oriented-development nodes and the larger city and region. This future connection will support the area's redevelopment, attracting private investment in commercial and residential uses to create entirely new neighborhoods.	74,945	7,300		7,300	82,245
20	R-211	TFP-211	NE 6th Street Extension	This project will develop concepts and evaluate alternatives for the extension of NE 6th Street from its current terminus in the I-405 direct access median to 116th Avenue NE. Extension of NE 6th Street between the I-405 median and a T-intersection at 116th Ave NE will be accomplished by the Washington State Department of Transportation (WSDOT). This project will allow the City to coordinate with WSDOT on the planning, design, environmental and potential implementation of the direct access median improvements.	90,000	300		300	90,300
21	R-212	TFP-195 TFP-253	150th Avenue SE/SE 37th Street/I-90 off-ramp widening	This project includes a new southbound vehicle travel lane from Landerholm Circle to SE 38th Street. Intersection improvements are planned at SE 38th, SE 37th and Eastgate Way, and roadway improvements along SE 37th at the I-90 eastbound on-ramp. Project work includes roadway design plans, storm drainage, geotechnical engineering, survey, permit applications, environmental impact report, traffic analysis, utility relocation plans, property acquisition plans and project cost estimates.		8,207	3,990	12,197	12,197
22	R-213	TFP-257	West Lake Sammamish Parkway/"Central" segment; SE 1800 block to NE 2nd block (phase 4)	This project funds for preliminary design for the fourth (4 of 5) phase of the West Lake Sammamish Parkway project between the SE 1800 Block (estimated) and NE 2nd Street (approximately 1.1 miles). The ultimate corridor improvement project is intended to provide a consistent 4-foot shoulder on the east side, a 10.5-foot northbound vehicle travel lane, a 10-foot wide southbound vehicle travel lane, a primarily 10-foot wide multi-purpose trail, and a 2-foot or 5-foot wide landscape buffer where space where feasible. As with previous phases of this project, partnership and collaboration with COB Utilities is anticipated to include repair or replacement of aging water and sewer infrastructure bundled in a single construction contract.	18,500	1,000		1,000	19,500
23	R-214	TFP-286	148th Avenue NE/NE 24th Street	In coordination and financial partnership with the City of Redmond (who will act as project lead) and a private developer, this project initiates implementation of a priority element of the 148th Avenue NE Master Plan. This project will ultimately design and construct a third northbound lane on 148th Avenue NE between NE 22nd Street and the eastbound on ramp to State Route 520. This initial investment will support project predesign and a 50 percent share of the minimum matching fund requirement for a grant proposal that would fully fund the project design phase. A Redmond private developer is conditioned to implement 148th Avenue frontage improvements including third northbound lane improvements between NE 22nd and NE 24th Streets. The joint cities project will continue the improvements, including signal modifications, north through the 148th Avenue NE/NE 24th Street Intersection to the eastbound on ramp to State Route 520.	25,000	250		250	25,250

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24	R-216		I-405 Non-Motorized Crossing	This project funds the City of Bellevue's participation in the design development of a new non-motorized crossing (multi-purpose path) of I-405 in the vicinity of NE 6th Street to be implemented through a public-private partnership. Funding will create a new project manager position within the Transportation Department who will be Bellevue's point of contact and a collaborative member of the team responsible for the design of the new crossing. Bellevue's project manager will be a project advocate helping to advance the project's design phase and facilitating coordination between the design team, WSDOT, Bellevue staff, and other stakeholders. This proposal also funds staff time from various departments for project review and coordination, permitting, property acquisition, outreach and communications, and also funds independent review and design services confirming that the proposed design is compatible with the Grant Connection Framework and other city plans and standards.	100,000	46,115		46,115	146,115
25	R-219		Vision Zero Safe Speeds Program	From 2012 to 2021, there were 23 speeding-related fatal and serious injury (FSI) crashes on our 30+ mph arterial network. This same network accounts for 88% of FSI crashes in all of Bellevue, yet represents 25% of street mileage. This budget would create a dedicated fund to advance projects targeted at reducing speeds on our arterial network to help move the city toward our 2030 goal of zero FSI crashes. Studies show that every small reduction in speed greatly reduces the potential of injury or death. The likelihood of a pedestrian hit by a car receiving a FSI jump from 40% to 73% with a speed change from 30 mph to 40 mph. This program will leverage recent work done by TR to update its speed limit setting approach and complete the 2023 Speed Management Plan to advance projects focused on managing arterial speeds. Funding would go toward implementing speed limit changes and constructing arterial speed mitigations such as radar feedback signs, raised intersections and median islands.		4,740		4,740	4,740
26	R-221		SE 5th Street & 118th Ave SE/Eastrail Improvements	This project provides for the full Implementation including design, right of way acquisition and construction of safety and pedestrian improvements to the intersection of SE 5th St and 118th Ave SE at the crossing of Eastrail. Improvements include pedestrian sidewalk connections to the Eastrail regional facility to 118th Ave SE to the north and to SE 5th St to the west. The project also includes safety improvements to the alignment of the intersection of SE 5 St and 118th Ave SE which currently does not meet standards. Other project elements include a raised crosswalk at the Eastrail trail crossing, street lighting, landscaping, and irrigation.		2,200		2,200	2,200
27	R-222		NE 10th Street/102nd Avenue NE	Replace the existing traffic signal at this intersection with a compact roundabout. Existing pedestrian and/or bicycle facilities at and approaching the intersection will be modified and reconstructed in the context of the roundabout design. This area is planned to be redeveloped with two large multifamily/mixed use projects on the northwest and southwest corners of the intersection. These projects will include over 3,000 dwelling units, a relocated supermarket, and other neighborhood retail which will significantly increase the amount of pedestrian traffic in the vicinity. An analysis of the intersection shows that a roundabout will provide a better and safer pedestrian experience then the existing signal. The developer of the two projects will contribute 50% of the cost of this improvement.		4,000		4,000	4,000
28	R-223	TFP-294	108th Avenue NE Downtown Spine / NE 4th Street to NE 8th Street	Construct multimodal roadway enhancements along 108th Avenue NE. This project will provide permanent separation that also reduces conflict points with transit by installing floating bus stops. The current stops are at the curb and partially in the sidewalk, leaving little space for people walking to get around people queuing up for their bus. This project helps separate each mode and creates far greater space for proper transit stop amenities. This project also includes a new mid-block pedestrian crossing to improve access to the SB bus stop on 108th.		4,250		4,250	4,250
29	R-224	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		500	500
30	R-225		Downtown Mobility Study Implementation	This program implements the Downtown Mobility Study that was commissioned by the City Manager's Office to engage stakeholders to better understand the mobility challenges people face while moving about Downtown, and to identify projects to improve mobility. A mobility challenge is the performance of the transportation network that does not meet the performance target adopted in the Mobility Implementation Plan. Stakeholders emphasized implementing projects that address a performance target gap and to provide exceptional pedestrian and bicycle access near light rail stations and along the Grand Connection. Intersection projects are prioritized to safely serve pedestrians. "Exceptional" intersections on both ends of the Transit Center and along the Grand Connection have created safe and seamless pedestrian crossings; more are planned. Also, the Study identifies locations and priorities for new at-grade mid-block crossings at high-demand locations.		5,060		5,060	5,060

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31	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	1,054		1,054	11,054
32	WB-56		Active Transportation 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)	5,000	5,560	1,741	7,301	12,301
33	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)	20,000	7,055		7,055	27,055
33a	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.		6,661		6,661	6,661
33b	WB-76		173rd Avenue NE/Northup Way to Tam O'Shanter Park entrance	This project will add curb, gutter and six-foot-wide sidewalk on the east side of the street.		3,000		3,000	3,000
34	WB-85	TFP-300	Bicycle Network Facilities Implementation	This program funds the design and implementation of bicycle network facilities along corridors that are identified in the Pedestrian and Bicycle Transportation Plan. Bicycle facility types will be designed, prioritized and implemented to achieve the intended level of traffic stress adopted in the Mobility Implementation Plan (MIP). It is a best practice and to establish a network of safe, complete and connected bicycle facilities, including connections to local and regional destinations along corridors that are suitable for people of all ages and abilities. Progress toward bicycle network completeness is monitored through the MIP and reported to the community with an on-line dashboard.	14,063	6,437		6,437	20,500
35	WB-86	TFP-243	Mountains to Sound Greenway/ 142nd Place SE to 150th Avenue SE	This project will advancethe construction of the third phase of the Mountains to Sound Greenway Trail from 142nd Place SE to the pedestrian overcrossing of Interstate 90 (I-90) at150th Avenue SE. The trail design includes a separated, at grade, 12-foot-wide paved trail running along I-90 and SE 36th Street with trailhead treatments, a new mid-block crosswalk with RRFB at 146 Ave SE and SE 36 St, upgrades to the existing crosswalk at SE 36 St and the I-90 pedestrian overcrossing, walls, urban design elements, landscaping, lighting, storm drainage improvements and natural drainage practices where feasible. The trail will provide access to the local street network. The City has secured a federal grant and a State Move Ahead Washington funding award to fund 8.97 million dollars of the project.	28,660	2,875	9,270	12,145	40,805
36	WB-88	TFP-175	SE 34th Street/ 162nd Place SE to West Lake Sammamish Parkway	Design and construct curb, gutter and six-foot sidewalk and an uphill bicycle facility on the north side of SE 34th Street and a wide, shared use lane on the south side of SE 34th Street from West Lake Sammamish Parkway to 162nd Place SE. A predesign study will determine the feasibility and location of the ultimate improvements.	2,000	6,300		6,300	8,300
37	WB-90	TFP-158	SE 16th Street/148th Avenue SE to 156th Avenue SE	The project provides for the full implementation including design, right of way and construction of sidewalks and buffered bike lanes on both sides of SE 16th Street between 148th Avenue and 156th Avenue SE. The project also includes street lighting, two new raised crosswalks, retaining walls, landscaped planter strips, and storm drainage improvements.		11,980		11,980	11,980
38	WB-91	TFP-247	Eastgate Way/Richards Road Sidewalk	The project provides for the full implementation including design and construction of sidewalk on the northside of Eastgate Way between Richards Road and the driveway at 13212 Eastgate Way. The project also includes the construction of walls, barrier, railing, pavement grind and overlay, and wetland mitigation.		3,331	1,069	4,400	4,400
39	WB-92		Arterial Sidewalks Program	This program funds the community outreach, design, and construction of sidewalk projects on arterials throughout the city that are not covered under existing programs such as the Neighborhood Sidewalk Program (PW-WB-76) and the Levy (PW-R-199) but are too small scope to be a standalone CIP program.	13,800	11,200		11,200	25,000

Recommended City of Bellevue 2026-2031 Transportation Improvement Program

					2026-2031 Project Funding Categories ($000)				
						Secured Project Funding			
2026-2031 TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2026-2031 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
40	WB-93		Safe Routes to School (SRTS) Program	This program will fund roadway safety improvement projects near schools and support the development of roadway safety education and encouragement programs. A SRTS program encourages active travel for kids by improving safety during the school commute for all modes of travel. This program will use the 7 E's framework, which includes education, encouragement, engagement, engineering, environment, equity, and evaluation, to provide a strategic approach to improving roadway safety on school routes.		2,480		2,480	2,480
41	WB-94		MTSG Future Phases	This project provides funding for futures phases of the Mountains to Sound Greenway trail that were identified in the 2012 Mountains to Sound Greenway trail study but have not yet been designed. Funding design for future phases will help the City be competitive in securing future design and construction funding and grants.		1,750		1,750	1,750
42	G-103	TFP-244	Eastside Rail Corridor multi-use path/southern city limits to northern city limits	This project will add a 10 to14-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. 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. Projects on the list include, but are not limited to: • Eastrail to Spring Boulevard • Eastrail Connection at Main Street • Eastrail Connection to Mountains to Sound Trail at SE 32nd St/118th Ave SE		7,365	8,683	16,048	16,048

Recommended City of Bellevue 2026-2031 Transportation Improvement Program

					2026-2031 Project Funding Categories ($000)				
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2026-2031 TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2026-2031 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
Unfunded Projects included in the Adopted 2022-2033 Transportation Facilities Plan									
43		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.	1,435			0	1,435
44		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
45		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
46		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 predesign or early implementation.	300			0	300
47	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			0	250
48		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.	3,876			0	3,876
49		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.	300			0	300
50		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.	2,376			0	2,376
51		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
52		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
53		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

Recommended City of Bellevue 2026-2031 Transportation Improvement Program

					2026-2031 Project Funding Categories ($000)				
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2026-2031 TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2026-2031 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
54		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
55		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
56		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
57		TFP-272	NE 12th St / 116th Ave NE	Conduct a needs assessment to determine whether westbound to southbound dual left-turn lanes should be added or other revisions made at NE 12th St and 116th Ave NE. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation. This project is located on the anticipated route of the future Rapid Ride K Line bus.	300			0	300
58		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
59		TFP-293	Eastrail Connection at Main Street/116th Avenue to 118th Avenue	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.	5,000			0	5,000
60		TFP-295	NE 2nd Street / 114th Avenue NE to 112th 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. 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.	300			0	300
61		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 predesign or early implementation.	150,000			0	150,000
62		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
63		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
64		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

Recommended City of Bellevue 2026-2031 Transportation Improvement Program

					2026-2031 Project Funding Categories ($000)				
						Secured Project Funding			
2026-2031 TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2026-2031 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
65		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
66		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
67		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
68		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
69		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
70		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
71		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

Recommended City of Bellevue 2026-2031 Transportation Improvement Program

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2026-2031 TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2026-2031 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									
72			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
73			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
74			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
75			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
76			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.	2,700			0	2,700
77			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
78			Northup 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
78			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
80			134th Ave NE - Bel-Red Rd to Spring Blvd	Reconstruct as three lanes; modify signalization.	300			0	300
81			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
82			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

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83			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
84			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
85			136th Ave NE - Bel-Red Rd to Spring Blvd	Coordinate with private development to construct new three-lane road; signalize.	300			0	300
86			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
87			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
88			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
89			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
90			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
91			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
92			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
93			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
94			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
95			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
96			139th Avenue SE/SE 32nd Street	Add a traffic signal at the intersection	930			0	930
97			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
98			Citywide Transportation System Maintenance Program	Through proactive, regular maintenance and repair activities, this program dedicates resources to preserve and improve the performance of the citywide transportation system. Program goals include the continual provision of a clean and attractive transportation system to enhance safety for all users of the system and to minimize the city's liabilities. The program includes the following specific elements or categories of service: • Roadways: Includes 24-hour pothole mitigation response, asphalt repairs, sub-base repairs, roadway shoulder repair and drainage berm installations. • Sidewalks/Walkways: Asphalt and concrete walkway cleaning and repair, ADA trip hazard mitigation, and adjacent fence and safety railing repairs. • Traffic Signal Systems: Maintain, repair or replace, as necessary, LED signal head displays, signal cabinets, emergency vehicle detection systems, and fiber optic cable plant and telecom pathway systems. • Other Traffic Control Devices: Maintain/replace, as necessary, all traffic markings including pavement markers, thermoplastic legends, delineators, crosswalks and street/traffic signage. • Street Lighting and Other Electrical/Electronic Devices: Maintain, repair or replace (as necessary) streetlights, radar speed signs, flashing crosswalks, flashing school zone signs and traffic cameras. • Street Cleaning: Provide systematic cleaning of pavement on arterial and residential streets, bicycle facilities, and emergency response for traffic collisions, pollutant spills and environmental cleanup. • Roadside Vegetation: Manage vegetation growth (groundcover to trees) for sight distance, guardrail clearance, and noxious weed control.	58,000	8,100		8,100	66,100
99			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.		15,900	9,200	25,100	25,100
100			NE 8th Street/116th Ave to 120th Ave	This project will construct interim sidewalk on the south side of NE 8th Street.	1,000			0	1,000

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101			NE 12th Street - 108th Avenue NE to Bellevue Way NE Multi-Purpose Path	Construct 12' wide Multi-Use Path from 108th Ave NE to Bellevue Way NE. Project includes landscaping and signal modifications.	3,700			0	3,700
102			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.	20,900			0	20,900
103			108th Avenue NE: NE 19th Place to NE 24th Street	Add a 6 foot-wide sidewalk on the west side.	5,000			0	5,000
104			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.	5,000			0	5,000
105			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.	15,000			0	15,000
106			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.	5,000			0	5,000
107			Northup Way: NE 8th Street to 175th Place NE	Install a sidewalk and landscape strip on the east side of the street.	2,000			0	2,000
108			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.	10,000			0	10,000
109			Northup Way/136th Place to 140th Avenue	Indentify 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.	5,000			0	5,000
110			NE 12th Street - 108th Avenue NE to 100th Avenue NE Multi-Purpose Path	Construct 12' wide Shared-Use Path on the north side of NE 12th Street from 108th Ave NE to 102nd Avenue NE and upgrade existing connection between 102nd Avenue and 100th Avenue NE. Project includes landscaping and signal modifications.	1,500			0	1,500
111			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.	3,380			0	3,380
112			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.	1,405			0	1,405
113			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 Corridor 11 Added segment west of 140th Ave.)	1,405			0	1,405
114			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.)	1,610			0	1,610
115			NE 1st/NE2nd St/100th Ave to 112th Ave	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.	1,250			0	1,250
116			Lake Washington Blvd/100th Ave to 99th Ave	Develop separated ped-bike facility on south side of street.	210			0	210
117			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.	610			0	610
118			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.	1,870			0	1,870
119			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.	200			0	200
120			140th Avenue NE/Bel-Red Rd to NE 24th Street	This project is within the limits of TFP-245, which would install a separated multuse path on the east side of 140th Ave from NE 8th Street to NE 24th Street and includes a connection the SR 520 Trail. Achieve LTS 3 in each direction. MIP target for this segment is LTS 1.	760			0	760
121			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.	1,500			0	1,500
122			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.	15,000			0	15,000
123			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.	10,000			0	10,000

Recommended City of Bellevue 2026-2031 Transportation Improvement Program

					2026-2031 Project Funding Categories ($000)				
						Secured Project Funding			
2026-2031 TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2026-2031 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
124			148th Avenue SE: SE 24th Street to Eastgate Way	Enhance and extend the existing shared-use path on the east side. MIP Performance target LTS 1.	10,000			0	10,000
125			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.	15,000			0	15,000
126			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.	10,000			0	10,000
127			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.	2,000			0	2,000
128			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.	10,000			0	10,000
129			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.	10,000			0	10,000
130			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.	300			0	300
131			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.	15,000			0	15,000
132			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.	15,000			0	15,000
133			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.	300			0	300
134			112th Avenue/NE 10th Street	Conduct a needs assessment to determine whether physical or operational changes are feasible and desirable to address potential future (2044) vehicular V/C performance "gap" (identified in analysis for Comprehensive Plan update). The funding allocation is a placeholder that may be used to initiate project predesign or early implementation. This project is located on the anticipated route of the future Rapid Ride K Line bus.	300			0	300
135			116th Avenue NE/NE 4th Street	Conduct a needs assessment to determine whether physical or operational changes are feasible and desirable to address potential future (2044) vehicular V/C performance "gap" (identified in analysis for Comprehensive Plan update). The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	300			0	300
136			116th Avenue SE/SE 1st Street	Conduct a needs assessment to determine whether physical or operational changes are feasible and desirable to address potential future (2044) vehicular V/C performance "gap" (identified in analysis for Comprehensive Plan update). The funding allocation is a placeholder that may be used to initiate project predesign or early implementation. This project is located on the anticipated route of the future Rapid Ride K Line bus.	300			0	300

Recommended City of Bellevue 2026-2031 Transportation Improvement Program

					2026-2031 Project Funding Categories ($000)				
						Secured Project Funding			
2026-2031 TIP Ref No.	CIP #	TFP #	Project Name	Project Description	Unsecured 2026-2031 Funding	Local* Funding	Other** Funding	Total Funding	Total Cost
Regional or Outside Agency-Led Projects in which the City May Choose to Participate Financially									
137			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 (Southbound I-405 Collector Distributor Ramp and the I-405 / 520 HOV Direct Connector) South Downtown I-405 Access Improvement (Lake Hills Connector) (TFP-296), 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
138			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, SR 520 Regional Trail gap between 108th Ave NE and NE 24th Street, SR 520 Regional Trail Grade Separation at 148th Ave NE and related non-motorized improvements).	10,000			0	10,000
139			I-90 System Implementation	Consider how the City will participate with state and regional partners in the development and implementation of I-90 components or connections to the local transportation system in the vicinity of Factoria, Eastgate, Lakemont and West Lake Sammamish. 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 projects.	5,000			0	5,000
140			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
141			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:	$1,123,484	$337,362	$77,386	$414,748	$1,538,232

* 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.