

TFP #	Project Name, Location and Limits	CIP #	Project Description	Project Type	TFP Funding Allocation (\$000s)*	IF = Impact Fee Project List**	Impact Fee Project Cost*** (\$000)	Status Updates/Comments
2019-2030 TFP Projects								
TFP-110	110th Avenue NE/NE 6th Street to NE 8th Street		This project will complete implementation of a five-lane roadway section with sidewalks where missing between NE 6 th and NE 8 th Streets. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway	2,312	IF	2,312	No Change; Cloudvue development (west side, north half) will start permitting in 2021; potential construction 2022.
TFP-175	SE 34th Street/162nd PI SE to West Lake Sammamish Pkwy		This project will design and construct a curb, gutter, sidewalk and bikelane or wide curb lane on the north side where missing; accommodate a wide curb lane on the south side, if feasible.	Pedestrian-Bicycle System	5,828			No Change
TFP-190	NE 2nd Street/Bellevue Way to 112th Avenue NE		This project will widen roadway from three lanes with parking and turn pockets to five lanes, consistent with the Main Street & NE 2nd Street Design Report (2009). The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway	300			No Change; Project need/priority may be influenced by outcome of South Downtown I-405 Access Study (ongoing).
TFP-193	NE 10th Street at I-405		This project will add a southbound off-ramp. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to support project predesign or early implementation.	Roadway	300			No Change
TFP-194	164th Ave SE/SE Cougar Mountain Way to SE 63rd Street		This project will evaluate options for improving the gravel-surfaced road with pavement, curb, gutter and sidewalk on one side, or alternative storm drainage and non-motorized facility treatments. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID).	Roadway and Pedestrian-Bicycle System	300			No Change
TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp		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. (Elements of this project are being advanced associated with CIP Plan PW-R-198)	Roadway	3,111	IF	3,111	Updated description based on Eastgate Transportation Study. Get WSDOT concurrence at 10% and package with TFP-253 to 60% design. Funded by the Neighborhood Congestion Levy.
TFP-197	NE 2nd Street Extension and I-405 interchange		This project will extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE, and add half interchange with I-405, to/from the 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 represents only a placeholder that may be used to initiate project predesign or early implementation.	Roadway	300			Project need, priority, scope and/or alternatives may be influenced by outcome of South Downtown I-405 Access Study (ongoing).
TFP-209	NE Spring Blvd/116th Avenue NE to 120th Avenue NE (Zone 1)	R-172	This project will complete the design and construct a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. NE 12th Street will be widened between 116th Avenue NE and the new street connection west of the Eastside Rail Corridor. The planned roadway cross-section for the new arterial street between NE 12th Street and 120th Avenue NE will include two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12th Street and at 120th Avenue NE intersections. This project will also incorporate other work elements including modifications to the existing NE 12th Street/116th Avenue NE intersection, a separated multi-purpose path along the north side and a sidewalk on the south side, landscaping and irrigation, illumination, storm drainage improvements and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit so that it may cross over the East Link light rail alignment and Eastside Rail Corridor.	Roadway and Pedestrian-Bicycle System	45,061	IF	49,399	Project under construction and will be completed in 2020.
TFP-210	124th Avenue NE/NE Spring Boulevard to Ichigo Way (NE 18th Street)	R-166	This project will widen the roadway to five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will install curb, gutter, and sidewalk or multi-use trail on both sides, illumination, landscaping, irrigation, storm drainage and water quality treatment. This project will also install a new signal at NE 16th Street. Between Spring Boulevard and NE 16th Street, the project will include a bridge structure and be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity.	Roadway and Pedestrian-Bicycle System	33,239	IF	24,767	Project under construction and will be completed in 2020.
TFP-211	NE 6th Street Extension	R-162	The project will extend NE 6th Street from the I-405 HOV interchange to 120th Avenue NE. The facility will be designed to accommodate multiple uses, including HOV, frequent transit bus service, non-motorized, and limited general purpose traffic. Conceptual design alternatives have been completed to coordinate with WSDOT's I-405 improvements and Sound Transit's East Link route. The route crosses Sturtevant Creek, which is in a pipe at this location; it is anticipated the project may involve shifting the pipe slightly to the east (to accommodate a bridge pier). 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 predesign or other early implementation efforts. <u>For the 2019 TFP SEPA analysis, implementation of a segment to 116th Avenue NE was evaluated.</u>	Roadway and Pedestrian-Bicycle System	1,260			Careful consideration must be given to project scope and termini. Scope may be influenced by the Wilburton Study, the South Downtown I-405 Access Study (both ongoing), and funding considerations.
TFP-213	124th Avenue NE/NE 12th Street to NE Spring Boulevard	R-169	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.	Roadway and Pedestrian-Bicycle System	20,085	IF	42,644	Project in final design; will go to construction by 2021.
TFP-215	NE Spring Blvd/130th to 132nd Avenues NE (Zone 4)	R-174	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.	Roadway and Pedestrian-Bicycle System	21,786	IF	40,187	Project in final design; will go to construction by 2021.
TFP-216	112th Avenue NE/NE 2nd Street		This project will add dual southbound to eastbound left-turn lanes, and a northbound to eastbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	Roadway	8,060	IF	8,060	Project need, priority, scope and/or alternatives may be influenced by outcome of South Downtown I-405 Access Study (ongoing).
TFP-217	124th Avenue NE at SR 520	R-192	This project will construct ramps to and from the east. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Roadway	550			No Change
TFP-218	130th Avenue NE/NE 20th Street to NE Bel-Red Road	R-170	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.	Roadway and Pedestrian-Bicycle System	26,700			Project in final design; will go to construction by 2021.
TFP-219	NE 8th Street/106th Avenue NE		This project will realign NE 8th Street to the south to extend the third westbound travel lane to the west of 106th Avenue NE and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway	5,205	IF	5,205	No Change
TFP-222	Bellevue Way/NE 4th Street		This project will add a southbound to westbound right-turn lane, and convert a northbound through lane to a create a second northbound to westbound left-turn lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway	2,100	IF	2,100	No Change
TFP-223	Bellevue Way/NE 8th Street		This project will add a southbound to westbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway	3,218	IF	3,218	No Change
TFP-225	Bellevue Way/NE 2nd Street		This project will add a northbound to eastbound right-turn lane and create a second southbound to eastbound left-turn lane by converting an existing through lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	Roadway	4,315	IF	4,315	Northbound to eastbound right turn lane constructed by adjacent development. Remaining project scope subject to further analysis.

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TFP-242	Bellevue Way HOV lane/107th Ave SE Segment A:Park&Ride to Winters House	R-184	This project will design and construct a new inside southbound HOV lane and a planter at the base of a retaining wall. Proposed funding would construct from the Winter’s House to the future South Bellevue light rail station (formerly the South Bellevue park-and-ride lot). It would connect to the section of Bellevue Way, including an HOV lane that extends to I-90, which will be built by Sound Transit. The design phase will include a public engagement process to help ensure the informed consent of the local community and other stakeholders in the Bellevue Way SE corridor. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other capital investments in the area.	Roadway and Transit	28,726	IF	28,946	No Change
TFP-246	150th Avenue SE/south of SE 38th Street to Newport Way	R-202	The project will construct a 600’ southbound right turn pocket with sidewalk the length of the pocket to serve the six properties on the west side of 150th Ave SE.	Roadway and Pedestrian-Bicycle System	4,234	IF	4,234	Project under construction and will be completed in 2020.
TFP-250	148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th Street, and NE 24th Street		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.	Roadway and Transit	2,000			Interagency coordination needed with Redmond
TFP-252	Bellevue College Connection: Kelsey Creek Rd/Snoqualmie River Road/142nd Pl SE from 145th Place SE to SE 36th St	R-201	This project will reconstruct the roadway to support frequent transit bus service, construct sidewalks and accessible bus stops and modify the 142nd Pl SE/SE 32nd St intersection. Included is a separated multi-use paved path connecting 145th Pl 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 will likely be implemented in partnership with Bellevue College and other agencies. The funding allocation will advance the design in partnership with potential project partners.	Roadway, Transit and Pedestrian-Bicycle System	400			Jointly funded pre-design process underway with Metro and Bellevue College. A Final Report planning report with 10% design plans and cost estimates for the preferred alternative will be complete in October 2020.
TFP-253	150th Avenue SE/Eastgate Way SE		This project will evaluate and determine a preferred intersection improvement option. Options may include: Option A: Add second northbound left turn lane; add second eastbound through lane; add second westbound through lane past 148th Ave SE; add third southbound through lane across overpass. Option B: Construct multilane roundabout. The project will also evaluate/accommodate upgraded ped and bike crossings, planned Eastgate Way bike lanes, and gateway treatments. The funding allocation represents only a placeholder that may be used to evaluate improvement options.	Roadway and Pedestrian-Bicycle System	300			Description to be updated based on Eastgate Transportation Study. Get WSDOT concurrence at 10% and package with TFP-195 to 60% design. Funded by the Neighborhood Congestion Levy.
TFP-254	Bel-Red Road/NE 20th Street to NE 24th Street		This project will widen the roadway to five lanes, including two travel lanes in each direction, with a center turn lane, and bicycle lanes. The funding allocation is a placeholder that may be used to support project pre-design or early implementation. Project implementation may be coordinated with the City of Redmond and with potential future private development in the immediate vicinity.	Roadway and Pedestrian-Bicycle System	300			No Change
TFP-255	Newport Way SE/Somerset Blvd SE to 150 th Avenue SE	R-185	This project will construct improvements to SE Newport Way between Somerset Blvd & 150th Ave SE, including: 10-ft wide multiuse path on the north side and a 5-ft bike lane on the south side, pedestrian crossings, turn lanes where necessary & other potential roadway amenities.	Pedestrian-Bicycle System	9,723			Project under construction. Anticipated completion, Spring 2021
TFP-256	West Lake Sammamish Parkway Improvements - "North Central" segment: SE 2nd block to NE 8th block (Phase 2)	R-183	This project will conduct a design alternatives analysis in coordination with the community and other stakeholders, complete design and construct roadway improvements on West Lake Sammamish Parkway generally between the SE 200 Block and the NE 800 Block. Full width improvements will be limited to this segment of West Lake Sammamish Parkway and include from east to west: a minimum 4-foot shoulder; two, 10-foot wide travel lanes; 0-5 foot wide buffer; and, 8-10 foot wide multiuse path. The project will also make storm drainage, water quality and fish passage improvements as needed throughout the project corridor.	Roadway and Pedestrian-Bicycle System	8,000			Project under construction. Anticipated completion, December 2021
TFP-257	West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4)	R-194	This project will conduct a design alternatives analysis in coordination with the community and other stakeholders, complete design, and includes a full implementation placeholder for construction of the third and fourth phase of the corridor improvements (of five total), between SE 34th Street and the SE 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 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-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor. This funding allocation is to complete design and includes a full implementation placeholder for a third and fourth phase of improvements (of five total).	Roadway and Pedestrian-Bicycle System	24,000			No Change
TFP-259	NE Spring Blvd/120th Avenue NE to 124th Avenue NE (Zone 2)	R-173	This project will complete design and construction of a new multi-modal arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with turn pockets or center medians, sidewalks with buffered bicycle paths on both sides, landscaping and irrigation, urban design elements, illumination, storm drainage improvements and water quality treatment, and other underground utilities. On-street parking will be provided along the north side of the roadway.	Roadway and Pedestrian-Bicycle System	18,346	IF	41,954	Project under construction and will be completed in 2020.
TFP-260	120th Avenue NE (Stage 4)/NE 16th Street and to Northup Way	R-186	This project will conduct an alignment alternatives analysis and pre-design process in coordination with Sound Transit and their potential development of an Operations and Maintenance Satellite Facility on the west side of the project alignment. Pre-design work on Stage 4 of the 120th Avenue NE corridor conducted through 2014 has assumed the current roadway alignment and would widen the roadway and transition from a 5-lane section to a 4-lane section in proximity of NE 18th Street. North of NE 18th Street the cross-section may consist of two northbound through lanes, a center turn lane, and one southbound lane with sidewalks on both sides and a separated bicycle path on the west side. The project includes a stream crossing of the West Tributary. The project will follow Bel-Red urban design standards.	Roadway and Pedestrian-Bicycle System	3,000			Project undergoing preliminary phase; final design funding secured via a 2020 grant award.
TFP-263	148th Avenue NE/NE 8th Street		This project will evaluate potential intersection improvement options and identify a preferred alternative and update cost estimates. Options may include: Option A: Add 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway. Option B: All features of Option A, plus add 2nd northbound and southbound left turn lanes on 148th Avenue NE. With either option, evaluate configuring queue jumps for transit in existing NB, SB and EB right-turn lanes; and evaluate impacts to Kelsey Creek which crosses under NE 8th Street east of 148th Avenue NE. The funding allocation represents only a placeholder that may be used to evaluate improvement options.	Roadway and Transit	300			No Change; project elements maybe funded by the Neighborhood Congestion Levy
TFP-265	124th Avenue NE/Ichigo Way (NE 18th Street) to Northup Way	R-191	This project will complete design 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 finish design for 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. The project will also support evaluating environmental and open-space enhancements/trail connections along the West Tributary regional detention facilities.	Roadway and Pedestrian-Bicycle System	30,796	IF	36,414	Project in final design; will go to construction by 2022.

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TFP-266	Mountains to Sound Greenway - Factoria Crossing (includes I-90 exit expansion)	W/B-83	This project will construct the first phase of the Mountains to Sound Greenway Trail from I-405 to 132nd Avenue SE. The trail design includes a 12-foot wide paved trail, a grade separated crossing over Factoria Blvd. SE, a tunnel under the I-405/I-90 ramps, walls, storm system improvements, natural storm drainage practices where feasible, landscaping, street lighting, street furniture and wayfinding. The project will also add storage capacity to the Eastbound I-90 off-ramp at Factoria Blvd. SE by relocating the existing trail and adding one additional storage lane. The project also will partner with WSDOT I-405 Renton to Bellevue Widening project to construct a single wall for the benefit for both projects.	Roadway and Transit and Pedestrian-Bicycle System	17,555			Project under construction and will be completed in 2020.
TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)		This project will conduct a preliminary design of the fifth phase of the corridor improvements (of five total), between NE 8th Street and the north City limits. 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 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-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor.	Roadway and Pedestrian-Bicycle System	1,000			No Change
TFP-268	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).	Roadway and Transit	300			No Change
TFP-269	124th Avenue NE/NE 8th Street to NE 12th Street	R-190	The project will complete design and construct a separated multipurpose pathway on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment. The project will be designed and constructed to accommodate any new and/or relocation of existing utility infrastructure and will be coordinated with the design and implementation of 124th Avenue NE Improvements to the north.	Pedestrian-Bicycle System	2,415			Project description to be updated to reflect current project elements. Bid ad in September.
TFP-270	Spring Blvd - 124th Ave NE to 130th Ave NE (zone 3)		Multi-modal corridor incorporating east-west arterial capacity (2 through-lanes in each direction, potentially with an interim improvement limited to a single through-lane in each direction); light rail guideways and stations; urban sidewalks; a bicycle trail/pathway with regional trail connections; and “green” elements, including urban open spaces, tree canopy and landscaping features, and natural drainage features where feasible. The funding allocation represents only a placeholder that may be used to initiate project design.	Roadway and Pedestrian-Bicycle System	300			No Change
TFP-271	Coal Creek Parkway/120th Ave SE - I-405 - 119th Ave SE		Convert the three signalized intersections on Coal Creek Parkway at I-405 (2) and 119th Avenue SE and also the intersection of 120th Avenue SE to a series of roundabouts.	Roadway	2,000			No Change
TFP-272	NE 12th St / 116th Ave NE		Conduct a needs assessment to determine whether westbound to southbound dual left-turn lanes should be added or other revisions made at NE 12th St and 116th Ave NE. This funding allocation represents only a placeholder that may be used to conduct a needs assessment.	Roadway	300			No Change
TFP-273	Lakemont Blvd/Forest Dr		Provide a new traffic signal and eastbound to northbound left turn lane on Forest Drive. This funding allocation represents only a placeholder that may be used to initial project design.	Roadway	300			Description update needed; funded by the Neighborhood Congestion Levy
Pedestrian - Bicycle Implementation Initiative (PBII) Reserve Projects								
N/A	Ped/Bike Implementation Reserve		This line does not represent a facility project. It represents a recommended funding "reserve" for the implementation of priority pedestrian and bicycle projects to be determined by the City's ongoing <i>Pedestrian & Bicycle Implementation Initiative</i> . Candidate projects for the allocation of a portion of this reserve include the Ped/Bike TFP projects listed below and notated with "PBII" in the "Total TFP Funding Allocation" column.		21,740			Funding balance recommended for Ped/Bike Implementation "Reserve"
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	Pedestrian-Bicycle System	PBII			No Change
TFP-173	108th/112th Avenue NE/ north city limit to NE 12th Street	W/B-81	This project will add 5-foot-wide bicycle lanes on both sides of 108th/112th Avenue NE from north city limit to NE 12th Street. A 6-foot-wide sidewalk will be constructed along the west side of 112th Avenue NE from the end of the transportation trail south to NE 24th Street. A sidewalk will be constructed on the east side from NE 24th Street to connect to the existing sidewalk 450 feet south. Turn pockets will be widened at the NE 24th Street intersection. This is a component of priority bicycle corridor NS-2: Lake Washington Loop. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System	PBII			Portions of the project along 112th Avenue NE from NE 12th to NE 24th streets is currently in design. Bid ad, late-fall 2020 and construction completion mid-summer 2021.
TFP-230	108th Avenue NE/NE 12th Street to Main Street		This project will conduct a corridor study to identify, prepare preliminary designs, and potentially implement multimodal improvements to enhance the 108th Avenue NE corridor through Downtown. Improvements to be considered may include mid-block crossings, intersection treatments (including the NE 6th Street Pedestrian Corridor interface), bicycle facilities, transit way improvements (also refer to the recommendations of the Bellevue Transit Master Plan), landscaping and lighting. This roadway segment is a component of priority bicycle corridor NS-1: Enatai-Northtown Connection.	Pedestrian-Bicycle System	PBII			Description to be updated to reflect interim improvements that are currently under construction as a permanent installation.
TFP-232	164th Avenue NE/SE-NE 18th Street to SE 14th Street		This project will designate a bicycle facility on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. The 5-foot-wide bicycle lanes between Northup Way and NE 6th Street will be striped and signed. On-street parking will be accommodated on the east side of the street from NE 6th Street to SE 14th Street. This is a component of priority bicycle corridor NS-5: Spirit Ridge-Sammamish River Connection.	Pedestrian-Bicycle System	PBII			No Change
TFP-234	Main Street/100th Avenue to 116th Avenue		This project will conduct a corridor study to identify, prepare preliminary designs, and potentially implement multimodal improvements to enhance the Main Street corridor through Downtown. Improvements to be considered may include mid-block crossings, intersection treatments, bicycle facilities, landscaping and lighting. This roadway segment is a component of priority bicycle corridor EW-3: Lake to Lake Trail. The segment between 110th and 112th Avenues NE is being coordinated with implementation of the East Link project in this vicinity.	Pedestrian-Bicycle System	PBII			Implementation status and description update needed.
TFP-243	Mountains to Sound Greenway/132nd Avenue SE to Lakemont Boulevard	W/B-78	This project will advance the design and construction of priority segments of the Mountains to Sound Greenway Trail between 132nd Avenue SE and Lakemont Boulevard SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012. Trail design will typically include a 12 foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices. Project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment.	Pedestrian-Bicycle System	PBII			Additional grant funding awarded fully funds construction through 142nd Place SE; this segment will go to construction by 2021. No funding secured for east of 142nd.
TFP-244	Eastside Rail Corridor multi-use path/southern city limits to northern city limits	G-103	This project will add a 10- to 14-foot-wide off-street path along the BNSF right-of-way from the southern city limits to the northern city limits. This 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 shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 Trail, Woodridge, the Wilburton area, Downtown Bellevue, Bel-Red, Spring Boulevard, the West Tributary Trail, and the SR 520 Trail. Identified as priority bicycle corridor NS-3: BNSF Trail Corridor. Funding allocation is to support the initial scoping of the project, including coordination with the community and property owners and/or acquisition.	Pedestrian-Bicycle System	PBII			Eastrail project currently under development, in phases. North end segment open in Bellevue from city limit south to Sound Transit OMF-E/120th Ave. Sound Transit to construct extension to NE 8th St by 2023. King County to construct trail bridge over NE 8th St by 2023. South end segment from city limit to Coal Creek Parkway to be constructed by 2021. I-405 crossing and Wilburton Trestle to be completed by 2023.

TFP #	Project Name, Location and Limits	CIP #	Project Description	Project Type	TFP Funding Allocation (\$000s)*	IF = Impact Fee Project List**	Impact Fee Project Cost*** (\$000)	Status Updates/Comments
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street		This project will evaluate options for bicycle network implementation on 140th Avenue NE. This is a component of priority bicycle corridor NS-4: Somerset-Redmond Connection. Options may include: <u>Option A</u> : Addition of 5-foot-wide bicycle lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. <u>Option B</u> : Development of an off-street multi-use paved path along the east side of 140th Avenue NE, 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. With either option, the project will add a 10- to 14-foot-wide off-street path connecting the SR 520 Trail to 140th Avenue NE, if feasible.	Pedestrian-Bicycle System	PBII			No Change
TFP-247	Eastgate Way/Richards Road to SE 35th Place		This project will install bicycle lanes, where missing through the Eastgate corridor. Completion of the missing link in the sidewalk between Richards Road and 139th Avenue SE may be implemented in coordination with adjacent development.	Pedestrian-Bicycle System	PBII			Bikelanes are completed for the entire corridor; missing sidewalk segment remains unfunded.
TFP-249	Wilburton/NE 8th Street Station Access Improvements		This project will improve rider access to the East Link station at NE 8th Street, especially for pedestrians. An initial funding allocation may be used to identify and analyze potential access improvements, develop design concepts, and advance implementation of elements such as access links to 116th Avenue NE, sidewalks, street crossings, and other features to facilitate connections between the station and nearby employment, housing, shopping, and services.	Pedestrian-Bicycle System	PBII			No Change
TFP-251	Coal Creek Parkway/124th Avenue SE to the southern city limits		This project will add a 10- to 14-foot-wide off-street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate the path, existing bicycle lanes may be eliminated and the roadway narrowed. The project will coordinate with the City's Urban Boulevards program. This is a component of priority bicycle corridor EW-5: Coal Creek-Cougar Mountain Connection.	Pedestrian-Bicycle System	PBII			No Change
Neighborhood Congestion Reduction Levy Program Reserve								
N/A	Neighborhood Congestion Reduction Levy Program Reserve		This line does not represent a facility project. It represents a recommended funding "reserve" for the implementation of priority neighborhood congestion reduction levy program projects.	Roadway	24,000			
Transit Master Plan – Metro Connects Reserve								
N/A	Transit Master Plan – Metro Connects Reserve		This line does not represent a facility project. It represents a recommended funding "reserve" for the implementation of priority transit services and facilities.	Transit	4,000			
Totals:					\$388,065		\$296,866	

Notes:

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Allocations for projects included in the 2019-2025 CIP have been inflated to year of expenditure values; cost allocations for all other projects estimated in 2026 dollar values.

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Roadway capacity projects open for use by the end of 2030 are included in the Impact Fee Project List. There may be additional, completed TFP projects included on the Impact Fee Project List that are not listed here (Refer to Transportation Impact Fee Program Report, 2019 Update).

Impact Fee Project Cost may differ from TFP Funding Allocation due to the exclusion of ineligible Impact Fee Program costs or inclusion of additional eligible costs.

= Fully Funded Current 2019-2025 CIP Project

PBII

= Future TFP allocation to be determined by the City's ongoing Pedestrian & Bicycle Implementation Initiative

