

Candidate Map #	Project Name, Location and Limits	CIP #	Project Description	IF = Impact Fee Project List**	Comments
Current fully funded 2019-2030 TFP Roadway Projects					
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.	IF	Project expected to begin construction in 2021.
TFP-215	NE Spring Blvd (Zone 4)/130th to 132nd Avenues NE	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.	IF	Project expected to begin construction in 2021.
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.		Project expected to begin construction in 2021.
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.	IF	Project expected to begin construction in 2022.
Candidate Roadway Projects					
Current 2019-2030 TFP Roadway 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.	IF	
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.		Project description may be re-evaluated based on outcome of current I-405 South Downtown Access Study.
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.		
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).		Reconsider project's inclusion in TFP; no further scope definition process conducted to date.
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. The project will also evaluate upgraded pedestrian and bicycle crossings along with gateway treatments. (Elements of this project are being advanced associated with CIP Plan PW-R-198)	IF	Project description to be updated based on what has been advanced via CIP Plan PW-R-198 (Congestion Reduction Levy).

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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.		Project description and/or inclusion in TFP may be re-evaluated based on outcome of current I-405 South Downtown Access Study.
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>		Alternate project termini at 116th Ave NE under consideration associated with the current Willburton Study.
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.)	IF	Project description and/or inclusion in TFP may be re-evaluated based on outcome of current I-405 South Downtown Access Study.
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.		
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.	IF	
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.	IF	
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.	IF	
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.)	IF	Northbound right turn lane implemented by private development in 2020. Project scope may be re-evaluated based on outcome of current I-405 South Downtown Access Study.
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.	IF	Current and Preliminary 2021-2027 CIP include full design funding and partial ROW funding in out years.

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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 pre-design work or early implementation.		
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.		Preliminary design study underway with Metro and Bellevue College partners. Very limited CIP funding allocated; implementation phasing options under development.
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.		Project description to be updated based on Eastgate area study advanced via CIP Plan PW-R-198 (Congestion Reduction 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.		
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).		
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.		Project awarded a grant in 2020 that fully funds design phase.

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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.		Project description to be refined - 2nd left turn lanes on all legs. Now to be funded by CIP Plan No. PW-R-198 (Congestion Reduction Levy).
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.		
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).		
TFP-270	Spring Blvd (Zone 3) - 124th Ave NE to 130th Ave NE		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.		
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.		
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.		No needs assessment or further scope definition process conducted to date.
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.		Project description likely to be revised to include northbound to westbound left turn.
Candidate Projects from the Comprehensive Transportation Project List					
CTPL-1	134th Ave NE/Bel-Red Rd to Spring Blvd		Reconstruct as three lanes; modify signalization.		No project proponent(s) advocating for TFP inclusion at this time.
CTPL-2	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		

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CTPL-3	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.		No project proponent(s) advocating for turn lane TFP inclusion at this time. Recommend combining bike facilities into the Growth Corridor Bicycle Network project.
CTPL-4	I-90 /Lakemont Blvd SE / West Lake Sammamish Pkwy SE		The Lakemont Blvd SE/West Lake Sammamish Pkwy SE Interchange Improvements identified in the WSDOT I-90 Bellevue to North Bend Corridor Study include the following project elements: (1) widen existing WLSP roundabout; (2) addition of a new roundabout at the westbound ramp terminal; and, (3) addition of a new EB slip ramp on the existing EB to NB WLSP off-ramp		(1) Widening existing roundabout needs further analysis; (2) Roundabout already exists; (3) Delete element, does not work per Traffic Engineering.
CTPL-5	Factoria Blvd / SE 40th Ln		Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane.		No project proponent(s) advocating for TFP inclusion at this time.
CTPL-6	Factoria Blvd / SE 38th St		Improve the at-grade pedestrian crossing of the Factoria Boulevard at SE 38th St intersection considering options such as: installing special paving types or markings, or providing longer pedestrian phases.		Recent redevelopment approval for Factoria Mall requires improvements to this intersection.
CTPL-7	Northup Way/156th Avenue NE to 164th Avenue NE		Add median left-turn lane; bike lanes.		No project proponent(s) advocating for median left turn lane TFP inclusion at this time. Recommend combining bike facilities into the East Bellevue Bicycle Network project.
CTPL-8	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.		
CTPL-9	130th Ave NE / NE 20th St		Conduct a needs assessment to determine whether southbound right turn and westbound right turn lanes should be added at 130th Ave NE / NE 20th St.		Southbound RT lane exists; No project proponent(s) advocating for westbound RT lane TFP inclusion at this time. No needs assessment or further scope definition process conducted to date.
CTPL-10	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		No project proponent(s) advocating for TFP inclusion at this time. No needs assessment or further scope definition process conducted to date.
CTPL-11	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 <u>signalization need</u> .		No project proponent(s) advocating for TFP inclusion at this time. No needs assessment or further scope definition process conducted to date.
CTPL-12	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.		

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CTPL-13	136th Ave NE - Bel-Red Rd to Spring Blvd		Coordinate with private development to construct new three-lane road; signalize.		No project proponent(s) advocating for TFP inclusion at this time.
CTPL-16	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.		No project proponent(s) advocating for TFP inclusion at this time. No needs assessment or further scope definition process conducted to date.
CTPL-17	Main St / 148th Ave		Conduct a needs assessment to determine whether a westbound right turn lane should be added at 148th Ave / Main St.		No project proponent(s) advocating for TFP inclusion at this time. The new, funded signal on 148th at the west entrance to the Kelsey Creek Shopping Center will alleviate need for this project.
CTPL-18	156th Ave SE/ SE Eastgate Way to I-90 westbound off-ramp		Redesign 156th Ave SE and SE Eastgate Way intersection establish a gateway treatment, potentially to include developing a modern roundabout.		No project proponent(s) advocating for TFP inclusion at this time. WSDOT recently improved channelization of I-90 westbound off ramp intersection with Eastgate Way.
CTPL-19	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.		Bicycle facilities essentially complete. Pedestrian system completion may be shifted to Other Candidate Pedestrian Projects section. No needs assessment for added turn lanes conducted to date.
CTPL-20	Newport Way SE - 164th Ave SE to Lakemont Blvd extension		Conduct a needs assessment to determine whether left-turn pockets should be constructed at key intersections along Newport Way SE between 164th Ave SE and Lakemont Blvd.		No project proponent(s) advocating for TFP inclusion at this time. No needs assessment or further scope definition process conducted to date.
CTPL-21	164th Ave SE - Newport Way to Lakemont Blvd		Upgrade the existing two-lane road to higher standards; provide safety features; and provide left-turn pockets at key intersections including Newport Way.		No project proponent(s) advocating for TFP inclusion at this time. No needs assessment or further scope definition process conducted to date.
CTPL-22	164th Ave / Newport Way		Conduct a needs assessment to determine whether the south and east approach legs of 164th Ave SE and Newport Way should be channelized.		A mini-roundabout has been constructed at this intersection; project to be removed from candidate list.

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CTPL-23	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.		Section d) completed. No project proponent(s) advocating for TFP inclusion of the others at this time. Private development will be required to construct segment frontage improvements as redevelopment occurs.
CTPL-24	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		No project proponent(s) advocating for TFP inclusion at this time.
CTPL-25	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.		No project proponent(s) advocating for TFP inclusion at this time.
CTPL-26	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		No project proponent(s) advocating for TFP inclusion at this time.
CTPL-27	SE 36th Street/I-90 eastbound off-ramp to Factoria Blvd to 131st Avenue SE		Add variable channelization for eastbound approach (1 eastbound through lane and 1 eastbound through/right turn lane in AM), 1 eastbound through lane and 1 eastbound right turn lane in the PM. plus 1 additional eastbound receiving lane.		No project proponent(s) advocating for TFP inclusion at this time.
CTPL-28	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		Westbound improvements are in design and will be constructed in 2021; no project proponent(s) for the eastbound improvements advocating for inclusion TFP at this time.
CTPL-29	Eastgate Way/SE 37th Street		Add traffic signal and modify channelization, when warranted.		No project proponent(s) advocating for TFP inclusion at this time.
CTPL-30	142nd Place SE/SE 32nd Street		Add a southbound right turn lane.		No project proponent(s) advocating for TFP inclusion at this time.
CTPL-31	139th Avenue SE/SE 32nd Street		Add a traffic signal at the intersection		No project proponent(s) advocating for TFP inclusion at this time.
CTPL-32	Richards Road/Factoria Boulevard from SE 26th Street to Coal Creek Parkway		Conduct a multimodal transportation analysis of the Richards Road/Factoria Boulevard Corridor between SE 26th Street and Coal Creek Parkway to ascertain potential ways to improve level-of-service for all modes while retaining and enhancing access to adjacent parcels and the existing/intended urban design. Refer to the Factoria Area Transportation Study (2005) and the Factoria Boulevard Urban Design Guidelines (2005/2006). Consider planned improvements to I-405 and the Interchange at Coal Creek Parkway.		No needs assessment or further scope definition process conducted to date. Analysis area not shown on map.
Other Candidate Roadway Projects					
OCR-1	NE 2nd Street / 114th Avenue NE		This project will 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. with a crossing. Project implementation will be coordinated with potential private development in the immediate vicinity.		Project scope to be reviewed/refined.

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OCRP-2	SE 8th Street / 114th Avenue SE		<u>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.</u>		<u>Full implementation funding proposed in the Preliminary 2021-2027 CIP. Project scope to be reviewed/refined.</u>
Congestion Reduction Levy Projects					
CR-1	Lake Hills Connector/SE 8th St		This project will widen the east leg of the intersection to provide two dedicated westbound left turn pockets. This modification will allow the eastbound and westbound left turns and the eastbound and westbound through movements to run concurrently.		Full implementation funding for each of these projects allocated by CIP Plan Nos. PW-R-198 (Congestion Reduction Levy) and/or PW-R-200 (Neighborhood Congestion Management Project Implementation).
CR-2	NE 8th Street/148th Avenue NE		This project will do minor widening on all four approaches to provide the width needed to fit a second left turn pocket in each direction.		
CR-3	NE 8th Street/140th Avenue NE		This project will convert the existing southbound right turn lane to a through-right lane and will widen the south leg to create space for a receiving lane that will merge back into the existing through lane south of the drug store property.		
CR-4	148th Avenue SE - Kelsey Creek Shopping Center		This project will improve access to the shopping center by adding a new traffic signal at the south driveway. This driveway will provide left turns off the property to southbound 148th Avenue SE and left turns onto the property from southbound 148th Avenue SE.		
CR-5	Lake Hills Blvd/148th Avenue SE		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.		
	Placeholder for Future Congestion Reduction Projects yet to be identified, scoped and costed		This line does not represent a specific congestion reduction project. Congestion reduction projects have dedicated levy and/or other CIP funding allocated to them. The projected amount of funding available within the TFP plan period, above and beyond the cost of the defined projects listed above in this section, will be reserved for allocation to future projects once identified and prioritized by the Congestion Reduction Program.		
Candidate Pedestrian Projects					
Current 2019-2030 TFP Pedestrian Projects					
TFP-175	SE 34th Street/162nd Pl 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.		
Current 2019-2030 TFP Pedestrian Reserve Projects					
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 <u>EW-3 Lake to Lake Trail</u> .		
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.		Bike lanes complete. Sidewalks from NE 12th to NE 24th to be complete in 2021. Revise description for missing sidewalk north of NE 24th St. and move to Other Candidate Pedestrian Projects section.
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.		Bikelanes complete. Sidewalk segments still missing; revise description and move to Other Candidate Pedestrian Projects section.

Candidate Map #	Project Name, Location and Limits	CIP #	Project Description	IF = Impact Fee Project List**	Comments
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.		KC Eastrail overcrossing of NE 8th Street to be completed in 2022. Station area access needs largely addressed, recommend removing from TFP.
Neighborhood Sidewalk Program Projects					
NS-1	100th Avenue NE/NE 14th to 24th Streets		This project will add a 10-foot-wide multipurpose path with a five-foot planter on the east side of 100th Avenue NE. Reduce roadway width to 21 feet. Raised intersections at NE 15th, NE 18th and NE 21st Streets. RRFB at NE 14th Street.		Priority project funded by the Neighborhood Sidewalk Program and Levy
NS-2	NE 18th Street/98th to 100th Avenues NE		This project will add curb, gutter and six-foot-wide sidewalk on the north side of the street.		Priority project funded by the Neighborhood Sidewalk Program and Levy
NS-3	98th Avenue NE/NE 18th to NE 20th Streets		This project will add curb, gutter and six-foot-wide sidewalk on the east side of the street. Parking bay accommodation between NE 18th and NE 19th Streets.		Priority project funded by the Neighborhood Sidewalk Program and Levy
NS-4	123rd Avenue SE/SE 60th Street to SE 65th Place		This project will complete the missing segments of sidewalk along the west side of 123rd Avenue SE from SE 60th Street to SE 65th Place.		Priority project funded by the Neighborhood Sidewalk Program and Levy
NS-5	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.		Priority project funded by the Neighborhood Sidewalk Program and Levy
	Placeholder for Future Neighborhood Sidewalk projects yet to be identified, scoped and costed		This line does not represent a specific Neighborhood Sidewalk project. Neighborhood Sidewalk projects have dedicated levy and/or other CIP funding allocated to them. The projected amount of funding available within the TFP plan period, above and beyond the cost of the defined projects listed above in this section, will be reserved for allocation to future projects once identified and prioritized by the Neighborhood Sidewalks Program.		
Other Candidate Pedestrian Projects					
OCP-1	NE 8th Street/116th Ave to 120th Ave		This project will construct interim sidewalks in locations on the north and south sides of NE 8th Street where there are gaps in the sidewalk.		This is in vicinity of the Wilburton light rail station.
Candidate Bicycle Projects					
Current 2019-2030 TFP Bicycle Reserve Projects					
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.		Recommend combining this project into the East Bellevue Bicycle Network project.
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.		Recommend combining this project into the Growth Corridor Bicycle Network project.

Candidate Map #	Project Name, Location and Limits	CIP #	Project Description	IF = Impact Fee Project List**	Comments
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.		Trail segment between 132nd Avenue SE and 142nd Place SE is fully funded and likely to be fully constructed in 2021; update project termini.
TFP-244	Eastrail 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.		The King County Parks Department is the primary owner of the Eastrail corridor and the primary implementer of trail improvements.
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.		Recommend combining this project into the East Bellevue Bicycle Network project.
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.		Recommend combining this project into the South Bellevue Bicycle Network project.
Other Candidate Bicycle Projects					
OCBP-1	Eastrail to Spring Blvd Trail Link		This project will construct a trail linking the N-S Eastrail to the E-W ped-bike path that runs along Spring Blvd.		Provides a connection from Eastrail to north side of Downtown and to the Spring District.
OCBP-2	Eastrail Connection at Main Street		This project will construct a trail at the Main Street alignment to connect the Eastrail west to 116th Ave, as well as another connection east to upper Main Street.		Provides connection from Eastrail to south side of Downtown and to Botanical Garden.
OCBP-3	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.		Potentially combine portions of this project into the Growth Corridor and East Bellevue Bicycle Network projects.

Candidate Map #	Project Name, Location and Limits	CIP #	Project Description	IF = Impact Fee Project List**	Comments
Other Candidate Bicycle Network Projects					
			<p>Projects in this category contains the following attributes:</p> <ul style="list-style-type: none"> • Filling in significant gaps and upgrading existing facilities to provide a grid of safe and comfortable bikeways for people of all ages and abilities. • The bike network will provide separation between the people bicycling, driving, walking, and rolling, to the greatest extent possible, should achieve or exceed the target Bicycle LOS, consistent with multimodal level of service guidance. • Project elements will primarily consist of lane striping, vertical separation (i.e., curb, planter boxes), pavement markings, signage and traffic revisions. 		
OCBNP-1	Growth Corridor Bicycle Network		Design and implement bicycle facility improvements in the Downtown, BelRed, and Wilburton neighborhood areas that provide residents, employees, and families with equitable access to the area’s key destinations. Consistent with the planned Bicycle Network, examples of potential project locations include 100th Avenue NE, 106th Avenue NE, NE 1st and 2nd Streets, 116th Avenue NE, 120th Avenue NE, BelRed Rd, and Northup Way.		Preliminary 2021-2027 CIP includes \$1.5 million for implementation of this network.
OCBNP-2	East Bellevue Bicycle Network		Design and implement bicycle facility improvements in the Lake Hills, Crossroads, Northeast Bellevue, and West Lake Sammamish neighborhood areas that provide residents, employees, and families with equitable access to the area’s key destinations. Consistent with the planned Bicycle Network, examples of potential project locations include 140th Avenue, 156th Avenue, 164th Avenue, Lake Hills Boulevard, Main Street, NE 8th Street, NE 24th Street, and neighborhood greenways.		
OCBNP-3	South Bellevue Bicycle Network		Design and implement bicycle facility improvements in the Eastgate, Factoria, Newport, Somerset, and Cougar Mountain/Lakemont neighborhood areas that provide residents, employees, and families with equitable access to the area’s key destinations. Consistent with the planned Bicycle Network, examples of potential project locations include Coal Creek Parkway SE, Forest Drive SE, Lakemont Boulevard SE, SE Newport Way, and Somerset Boulevard SE.		
Candidate Transit Projects					
			<p>Projects in this category contains the following attributes:</p> <ul style="list-style-type: none"> • Consistent with multimodal level of service guidance, improvements will strive to achieve the Transit LOS target speed of 14 MPH, • Examples of potential project elements include transit running way improvements like HOV (high-occupancy vehicle), BAT (business access and transit) lanes and spot improvements like queue jump lanes, turn restrictions, and transit signal priority. 		
CTP-1	Downtown – Crossroads Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Crossroads activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include intersections along NE 8th Street from 120th Avenue NE to 156th Avenue NE.		
CTP-2	Downtown – Eastgate Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Eastgate activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include Main Street from 108th to 116th Avenue and intersections along 116th Avenue SE, Lake Hills Boulevard, and 145th Place SE.		
CTP-3	Downtown – Factoria Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Factoria activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include Bellevue Way SE, Main Street from Bellevue Way to 108th Avenue, and the I-90 eastbound off-ramp at Factoria Boulevard SE.		
CTP-4	Crossroads – Overlake Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Crossroads and Overlake activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include 156th Avenue NE from NE 8th Street to NE 24th Street.		

Candidate Map #	Project Name, Location and Limits	CIP #	Project Description	IF = Impact Fee Project List**	Comments
CTP-5	Crossroads – Eastgate Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Crossroads and Eastgate activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include 148th Avenue SE from SE 24th Street to Lake Hills Boulevard.		
CTP-6	Eastgate – Factoria Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Eastgate and Factoria activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include the intersection of SE 36th Street and 142nd Place SE.		
CTP-7	Eastgate – Overlake Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Crossroads activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include 148th Avenue NE from Bel-Red Road to NE 24th Street.		

 Recommend not advancing this project in TFP process