

Candidate Map #	Project Name, Location and Limits	CIP #	Project Description	Total Proj Score (max 100)	Safety Raw Score (max 100)	Safety Adj Score (max 30)	LOS Raw Score (max 100)	LOS Adj Score (max 20)	Transit Raw Score (max 100)	Transit Adj Score (max 20)	Non-Motorized Raw Score (max 100)	Non-Motorized Adj Score (max 20)	Plan Consistency & Outside Funding Raw Score (max 100)	Plan Consistency & Outside Funding Adj Score (max 10)	Notes
Current fully funded 2021-2027 Capital Investment Program (CIP) plan projects - not scored, automatically included in the 2022-2033 TFP															
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.												
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.												
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.												
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.												
OCRP-2	SE 8th Street / 114th Avenue SE	R-207	<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>	59.2	100	30	100	20	21	4.2	25	5	0	0	
Currently funded Congestion Reduction Levy Projects in the CIP - not scored, automatically included in the 2022-2033 TFP															
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.												
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.	30.6	0	0	100	20	33	6.6	-10	-2	60	6	Project also listed as TFP-263
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.												

Projects with shaded number/name cells are fully funded within the 2021-2027 CIP, and will be automatically included in the 2022-2033 TFP update.

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2022-2033 TFP Candidate Roadway Projects															
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 pre-design or other early implementation efforts. For the 2019 TFP SEPA analysis, implementation of a segment to 116th Avenue NE was evaluated.	67	100	30	10	2	50	10	75	15	100	10	LOS and Transit raw scores assume freeway access only, no through movement except for transit.
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.	66.1	100	30	100	20	58	11.6	-15	-3	75	7.5	
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.	60	100	30	20	4	0	0	100	20	60	6	
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.	59.6	100	30	35	7	13	2.6	50	10	100	10	
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)	59.4	100	30	100	20	17	3.4	0	0	60	6	
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.	50	100	30	0	0	0	0	95	19	10	1	
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.	49.1	100	30	35	7	33	6.6	10	2	35	3.5	
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.	48.6	100	30	10	2	33	6.6	20	4	60	6	
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).	48.5	100	30	0	0	0	0	75	15	35	3.5	LOS raw score not applicable. Corridor/intersection unsignalized; evaluation methodology does not apply.

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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.	48.5	100	30	0	0	0	0	75	15	35	3.5	LOS raw score not applicable. Corridor/intersection unsignalized; evaluation methodology does not apply.
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	47.9	100	30	0	0	17	3.4	55	11	35	3.5	
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.	47.4	100	30	10	2	17	3.4	30	6	60	6	
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.	46	0	0	100	20	100	20	0	0	60	6	
TFP-252	Bellevue College Connection: Kelsey Creek Rd/ Snoqualmie River Road/142nd PI 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 PI SE/SE 32nd St intersection. Included is a separated multi-use paved path connecting 145th PI SE bike lanes to the Mountains to Sound Greenway Trail. Also included is weather protection on 142nd PI SE for transit users, pedestrians and bicyclists. A Bellevue College Transit Center will be developed along the corridor. The project 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.	44	10	3	0	0	80	16	75	15	100	10	LOS raw score not applicable. Corridor/intersection unsignalized; evaluation methodology does not apply.
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).	44	0	0	100	20	100	20	-10	-2	60	6	
TFP-217	124th Avenue NE at SR 520	R-192	This project will construct ramps to and from the east. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to initiate project pre-design or early implementation.	43.4	100	30	0	0	17	3.4	0	0	100	10	LOS raw score not applicable. Freeway access ramps; evaluation methodology does not apply.
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.	43	100	30	10	2	0	0	50	10	10	1	
TFP-193	NE 10th Street at I-405		This project will add a southbound off-ramp. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	40	100	30	0	0	0	0	0	0	100	10	
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 pre-design or early implementation.	37.5	100	30	0	0	0	0	0	0	75	7.5	Project location and scope is under evaluation. No score given.
OCRP-1	NE 2nd Street / 114th Avenue NE		This project will add a traffic signal and <u>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.</u> Project implementation will be coordinated with potential private development in the immediate vicinity.	37	100	30	0	0	0	0	35	7	0	0	LOS raw score not applicable. Corridor/intersection unsignalized; evaluation methodology does not apply.
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.	36.4	100	30	0	0	17	3.4	10	2	10	1	
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.	33.7	0	0	100	20	51	10.2	0	0	35	3.5	

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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.	31	100	30	0	0	0	0	0	0	10	1	LOS raw score not applicable. Corridor/intersection unsignalized; evaluation methodology does not apply.
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.	30.6	0	0	100	20	33	6.6	-10	-2	60	6	Project also listed as CR-2, fully funded for implementation via Neighborhood Congestion Reduction Levy.
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.)	29.6	100	30	0	0	8	1.6	-15	-3	10	1	
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.	23.6	0	0	10	2	58	11.6	0	0	100	10	Evaluation methodology unable to fully analyze 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.	20.6	0	0	75	15	33	6.6	-10	-2	10	1	
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).	16.5	5	1.5	0	0	0	0	75	15	0	0	LOS raw score not applicable. Corridor/intersection unsignalized; evaluation methodology does not apply.
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.	14.4	10	3	0	0	67	13.4	-15	-3	10	1	
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.	6.4	10	3	10	2	17	3.4	-15	-3	10	1	
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.)	3.6	0	0	0	0	33	6.6	-15	-3	0	0	