

| Prelim Staff Prioritization Order | Candidate Map # | Project Name, Location and Limits | CIP # | Project Description | Total Proj Score (max 100) | Estimated Costs (\$000s) (All Costs Subject to Update, Inflation, etc.) 2022 \$ | Costs funded in CIP (\$000s) | Proposed TFP Funding Allocation (\$000s) | Accum Total (\$000s) Projected Discretionary Revenue: \$125.7M | 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. The project will be developed in coordination with potential private development in the immediate vicinity. | | 21,307 | 21,307 | | | Impact Fee Project in current TFP |
| | 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. The project will be developed in coordination with potential public and/or private development in the immediate vicinity. | | 21,663 | 21,663 | | | Impact Fee Project in current TFP |
| | 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. The project will be developed in coordination with potential public and/or private development in the vicinity. | | 27,100 | 27,100 | | | |
| | TFP-265 | 124th Avenue NE/Ichigo Way (NE 18th Street) to Northup Way | R-191 | This project will design and construct improvements to 124th Avenue NE between Ichigo Way (NE 18th Street) and Northup Way. The project will widen and raise the profile for 124th Avenue NE between Ichigo Way (NE 18th Street) and Northup Way and will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, install curb, gutter, and sidewalk on both sides, maintaining existing signal at Metro driveway, and illumination, ITS, signing, landscaping, irrigation, storm drainage, and water quality treatment, retaining walls, culvert replacement, wetland buffer and critical area mitigation, landscaping, underground utilities, urban design treatments, and provisions for gateways as well as 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 with the West Tributary regional detention facilities. The project will be developed in coordination with potential public and/or private development in the vicinity. | | 33,121 | 33,121 | | | Impact Fee Project in current TFP |
| | OCRP-2 | SE 8th Street / 114th Avenue SE | R-207 | 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. | 59.2 | 3,410 | 3,410 | | | |
| | New OCRP-3 | 112th Avenue NE at McCormick Park | R-208 | This project will design and construct of the frontage improvements on 112th Avenue NE at McCormick park in order to match this roadway section to the frontage improvements being made during construction of Fire Station 10. Improvements include some widening, installation of separated bike facilities, planter strip and corner improvements at McCormick Park (112th Avenue NE and NE 12th Street.) Bike facility improvements will tie into the multi-purpose path being built on NE 12th Street. | | | 1,000 | | | |
| 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 add a second northbound left turn pocket to increase the queuing space for this movement and will convert the existing dedicated eastbound left turn lane to a westbound through lane to receive traffic from the new northbound left turn pocket. | | 1,900 | 1,900 | | | |
| | TFP-263 | NE 8th Street/148th Avenue NE | | This project will widen all four approaches to provide a second left turn pocket serving each direction. | 30.6 | 3,300 | 3,300 | | | |
| | 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 an approximately 250 foot receiving lane that will merge back into the existing through lane. | | 1,600 | 1,600 | | | |
| | CR-4 | 148th Avenue SE - Kelsey Creek Shopping Center | | This project will improve intersection delay at 148th Ave SE/Main St. and access to and from the shopping center from 148th Avenue SE by adding a new traffic signal and a southbound left turn lane accessing the south driveway and a left turn lane accessing southbound 148th Avenue SE from the driveway. | | 2,380 | 2,380 | | | |

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| | CR-5 | Lake Hills Blvd/148th Avenue SE | | This project will add a second westbound left turn pocket to increase the queuing space for this movement and to allow the eastbound and westbound through movements to run concurrently, reducing the overall intersection delay. | | 1,300 | 1,300 | | | |
| | | 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. | | | | | | |
| Neighborhood Sidewalk Program Projects - Funded for Implementation | | | | | | | | | | |
| | 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. | | 4,550 | 4,550 | | | Funded by Neighborhood Sidewalk Program and Levy funds |
| | 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. | | 450 | 450 | | | Funded by Neighborhood Sidewalk Program and Levy funds |
| | 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. | | 370 | 370 | | | Funded by Neighborhood Sidewalk Program and Levy funds |
| | 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. | | 1,700 | 1,700 | | | Funded by Neighborhood Sidewalk Program and Levy funds |
| | 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. | | 1,600 | 1,600 | | | Funded by Neighborhood Sidewalk Program and Levy funds |
| | | 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. | | | | | | |
| | Projects are fully funded within the 2021-2027 CIP, and will be automatically included in the 2022-2033 TFP update. | | | | | | | | | |

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| | Projects recommended to be included in the TFP with either full implementation funding, partial implementation funding or a TBD placeholder amount | | | | | | | | | |
| | Projects recommended to be included in the TFP with a minimal placeholder amount | | | | | | | | | |
| | Projects not recommended for inclusion in the 2022-2033 TFP update | | | | | | | | | |

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|---|---------|--|--------|--|------|--------|-------|--------|--------|--|
| 1 | TFP-257 | West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4) | R-194 | This project will design and construct of the third and fourth phase of the West Lake Sammamish Parkway corridor improvements (two of five phases), between SE 34th Street and the NE 2nd block. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in areas adjacent to sensitive critical areas (approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2 to 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street (if warranted); and signalized pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will make storm drainage, water quality, and fish passage improvements throughout the corridor. This project will also provide a preliminary design analysis with cost estimates to determine the exact location and scope of the next phases of construction on West Lake Sammamish Parkway. Preliminary design activities will include coordination with the community and other stakeholders leading to a complete design. | 48.5 | 30,900 | 2,500 | 10,000 | 10,000 | Fully funded in current TFP (Old = \$24M). Significant public support. \$10M Alloc. to construct from SE 34th to SE 26th Street; full implementation amount too great relative to all priorities. |
| 2 | TFP-270 | Spring Blvd (Zone 3) - 124th Ave NE to 130th Ave NE | | Multi-modal corridor incorporating east-west arterial capacity (2 or 4 through-lanes); sidewalks; bicycle facilities with regional trail connections; and “green” elements, including urban open spaces, tree canopy and landscaping features, and natural drainage features where feasible. The project will be developed in coordination with potential public and/or private development in the immediate vicinity. | 60 | 600 | | 600 | 10,600 | Placeholder in current TFP; Propose funding for feasibility/alternatives analysis and pre-design phase to determine roadway profile and ped/bike accommodation |
| 3 | TFP-244 | Eastrail 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 project is an outside agency-led effort in which the City may choose to participate financially and is part of a planned regional trail that will connect Eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the city of Bellevue. The regional trail will include connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 Trail, Woodridge, Wilburton, Downtown Bellevue, BelRed, the West Tributary Trail, and the SR 520 Trail. Project identified as priority bicycle corridor NS-3: BNSF Trail Corridor. Funding allocation is to support City's scoping and development of projects connecting to or supporting the Eastrail mainline path, including coordination with the community and property owners and/or acquisition. | | | 2,500 | 500 | 11,100 | King County lead agency; Propose including committed KC funding within TFP in addition to modest additional City contribution. City project will advance additional connections to corridor. |
| 4 | TFP-243 | Mountains to Sound Greenway/142nd Place 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 142nd Place 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. | | 7,313 | | 7,313 | 18,413 | Propose full implementation funding to 150th Ave SE. |
| 5 | 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. | | 664 | | 664 | 19,077 | Propose full implementation funding; strong grant candidate. |
| 6 | TFP-211 | NE 6th Street Extension | | 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, potentially including HOV, frequent transit bus service, non-motorized, and vehicle access to express toll lanes. Conceptual design alternatives have been completed to coordinate with WSDOT's I-405 improvements and Sound Transit's East Link route. The route crosses Sturdevant Creek, which is in a pipe at this location. The project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used for additional predesign or other early implementation efforts. <u>For the 2019 TFP SEPA analysis, implementation of a segment to 116th Avenue NE was evaluated.</u> | 67 | | | 500 | 19,577 | Placeholder in current TFP. Propose funding to further analyze east terminus/pre-design (116th or 120th Avenue NE) in context of Wilburton Study. |

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| 7 | New TFP-250a | 148th Avenue NE/Master Plan improvements at Bel Red Road, NE 20th Street, and NE 24th Street | | This project initiates implementation of priority elements of the 148 th Master Plan (see TFP-250) and will be implemented in coordination with the City of Redmond and private developers in the immediate vicinity. This project will widen the 148 th Avenue NE/NE 24 th Street intersection to accommodate dual eastbound and westbound left turn lanes and extend the northbound and westbound right turn lanes. The project will also modify the traffic signal and channelization on the northeast corner to accommodate a third northbound through lane which will extend north to the eastbound SR 520 on ramp. A private development is conditioned to construct the third northbound lane south of the intersection. Improvements at the intersection will accommodate a planned ped-bike path along the east side of 148th Ave NE, between NE 24th Street and the SR 520 path. | 66.1 | 12,685 | | 1,348 | 20,925 | Propose design phase funding allocation for NE 24th St. intersection improvements - Full P/E phase \$2.695M (split with Redmond 50-50, \$1.348M each). Requires coordination with the City of Redmond. Keep placeholder for the master plan (TFP-250), see peach section below. |
| 8 | 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. | | | | 500 | 21,425 | Within the geographic area of the Growth Corridor Bike Network, propose to retain as separate project, owing to scope of project (capital funds needed). Propose allocation to support design and partial implementation. Community Development Department funds will support 108th to 112th improvements. |
| 9 | TFP-260 | 120th Avenue NE (Stage 4)/NE 16th Street and to Northup Way | R-186 | This project will widen 120th Avenue NE, between the future NE 16th Street and Northup Way, from an existing two-lane arterial roadways (one lane in each direction) to create a new five-lane roadway (two lanes in each direction with turn pockets or center turn-lane). Improvements include, but are not limited to, additional travel lanes as well as new sidewalks, bicycle facilities, urban design and landscaping, utility upgrades, stormwater management, a fish passable replacement culvert and associated stream restoration on the West Tributary of Kelsey Creek, retaining walls, illumination, traffic signal system, signing, and channelization. Construction of this project may be phased. The project will be developed in coordination with potential public and/or private development in the immediate vicinity. | 59.6 | 33,116 | 4,456 | 28,660 | 50,084 | Placeholder in current TFP; Final design phase funded with grant; Propose funding for full implementation; evaluating potential developer frontage "share". Competitive grant candidate. |
| 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. | 59.4 | 2,678 | | 2,678 | 52,762 | Impact Fee Project in current TFP; Propose funding for full implementation. May be implemented in conjunction with the Levy Congestion Reduction program. |
| 11 | 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 design and construct a transitway connection through the Bellevue College campus to improve transit speed and reliability from SE 24th Street to SE 32nd Street along Snoqualmie River Road SE.This partnership between King County Metro Transit, Bellevue College and the City, will reconstruct campus and City roadways to support frequent transit bus service, construct sidewalks and accessible bus stops and modify the 142nd Place SE/SE 32nd Street intersection. It will include a separated, multi-use, (bike accessible) paved path connecting 145th Place SE to the Mountains to Sound Greenway Trail. It will provide weather protection on 142nd Place SE for transit users, pedestrians and cyclists. A Bellevue College Transit Center is envisioned to be developed along the corridor. | 44 | 13,390 | 307 | 1,525 | 54,287 | Placeholder in current TFP; Propose allocation for full design, in partnership with College and Metro. Competitive grant candidate. \$1.525M for COB design portion. |
| 12 | TFP-158 | SE 16th Street/148th Avenue SE to 156th Avenue SE | | This project will add 5-foot-wide bicycle lanes outside of 11-foot-wide vehicle lanes on both sides of SE 16th Street. The project will construct new curb, gutter, and 6-foot-wide sidewalk and 4-foot-wide planter on the north side between 148th Avenue NE and 154th Avenue NE. This is a component of priority bicycle corridor EW-3 Lake to Lake Trail. | | 7,475 | | 1,000 | 55,287 | Propose funding for feasibility/alternatives analysis; potentially completing design. |
| 13 | 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. | | 6,180 | 1,283 | 4,841 | 60,128 | ~\$1.3 million secured; Propose funding for full implementation. Competitive grant candidate. |

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| 14 | 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 | 29,588 | 6,400 | 23,188 | 83,316 | Impact Fee Project in current TFP; Proposed maintain full implementation funding. |
| 15 | TFP-253 | 150th Avenue SE/Eastgate Way SE | | This project will add a second northbound left turn lane with a short westbound receiving lane and a third southbound through lane starting north of Eastgate Way and extending across the I-90 overpass. The southbound left turn lane will also be extended. | 44.2 | 5,000 | | 5,150 | 88,466 | Placeholder in current TFP; Propose full implementation funding. May be implemented in conjunction with the Levy Congestion Reduction program. |
| 16 | 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 | 3,763 | | 3,876 | 92,342 | Impact Fee Project in current TFP; Propose maintain full implementation funding. |
| 17 | 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 | 1,633 | | 1,682 | 94,024 | Impact Fee Project in current TFP; Propose maintain full implementation funding. |
| 18 | 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 | 2,307 | | 2,376 | 96,400 | Impact Fee Project in current TFP; Propose maintain full implementation funding. |
| 19 | New | Lakemont Blvd/Newport Way SE | | Un-split the southbound and northbound traffic signal phasing by changing the center lane on the southbound approach to a dedicated left turn lane instead of a shared left/through lane. | | 1,545 | | 1,545 | 97,945 | New Levy Congestion Reduction candidate. Propose full funding. |
| 20 | New | Lake Washington Blvd/SE 60th St | | Replace existing offset four way stop with a traffic signal that improves the east-west alignment into the intersection. | | 2,678 | | 2,678 | 100,623 | New Levy Congestion Reduction candidate. Propose full funding. |
| 21 | TFP-273 | Lakemont Blvd/Forest Dr | | Install a new traffic signal and widen Lakemont Blvd for a northbound to westbound left turn lane. | 31 | 1,751 | | 1,751 | 102,374 | Placeholder in current TFP; Levy Congestion Reduction candidate. Propose full funding. |
| 22 | 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. | | 5,558 | | 5,558 | 107,932 | Full implementation funding in current TFP. Propose full funding. Potential to coordinate with Utilities water line project. |
| 23 | OCRP-4 | Future Vision Zero road safety projects along Bellevue's High Injury Network corridors. | R-205 | In Bellevue 83% of fatal and serious injury traffic collisions occur on 8% of the City’s total street network. This density of fatal and serious injury traffic collisions comprise the city's High Injury Network (HIN). To strive to achieve Council’s Vision Zero goal on Bellevue’s roadways, the City will fund safety projects along HIN corridors. Based on a comprehensive Road Safety Assessment review of HIN corridors, the City will implement interim rapid build solutions (funded by CIP PW-R-205). Solutions will focus on systemic and spot countermeasures that involve minor infrastructure construction so that they can be more rapidly built. Additionally, the City will aim to create long-term visions for selected HIN corridors that will enhance the safety improvements seen in initial Vision Zero rapid build solutions. | | | 2,500 | 2,142 | 110,074 | New Project added by staff; project not scored nor included on current map. Propose additional funding allocation of \$357K/yr (current CIP allocation) for six additional years. |

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| 24 | TFP-247 | Eastgate Way/Richards Road to SE 35th Place <u>Sunset Corporate Campus</u> | | This project will complete the missing link in the sidewalk between Richards Road and 139th Avenue SE; may be implemented in coordination with adjacent development. | | 10,410 | | 700 | 110,774 | Proposed allocation supports coordination with WSDOT for Sunset Creek crossing. Preliminary design of remaining gaps, including Richards Road to Seattle Humane Society property. |
| 25 | OCRP-6 | 143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal | | This project will conduct a feasibility and/or pre-design study for the implementation of a new two-lane roadway connection with bike lanes and sidewalks between the NE 20th Street/143rd Place NE traffic signal and extending to the improved section of NE 20th Place north of its intersection with Bel-Red Road. Install signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing Bel-Red Road and NE 20th Place intersection. New roadway segments may be implemented with future private development in the immediate vicinity. | | 9,187 | | 1,872 | 112,646 | Propose funding to support design, will facilitate construction of north segment by private developers. Evaluating potential developer frontage "share". \$3.438M to construct south portion of project (City responsibility) |
| 1BN | OCBNP-1 | Growth Corridor Bicycle Network | W/B-85 | 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, <u>140th Avenue NE</u> , Bel-Red Rd, and Northup Way. | | | 1,500 | 1,500 | 114,146 | \$1.5m funding in 2021-2027 CIP (\$500K in 2021, 2022, 2023). |
| 2BN | 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. | | | | 1,500 | 115,646 | |
| 3BN | 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. | | | | 1,500 | 117,146 | |

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| Candidate Transit Projects - recommend a funding allocation for Transit and include all seven projects | | | | | | | | | | |
| | | | | Projects in this category contains the following attributes: <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. | | | | 2,000 | 119,146 | Propose placeholder allocation for all Transit corridor projects. |
| | 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. | | | | | | TFP-252 Bellevue College Connection located on this alignment. Rapid Ride "K Line" is on this alignment; Metro currently has K Line project on hold. |
| | 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. | | | | | | |
| | 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. | | | | | | |
| 101 | TFP-267 | West Lake Sammamish Parkway/"North" segment; (phase 5) | | This project will design and construct the fifth phase of the West Lake Sammamish Parkway corridor improvements (last of five phases), between SE 34th Street and the NE 2nd block. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in areas adjacent to sensitive critical areas (approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2 to 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street (if warranted); and signalized pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will make storm drainage, water quality, and fish passage improvements throughout the corridor. This project will also provide a preliminary design analysis with cost estimates to determine the exact location and scope of the next phases of construction on West Lake Sammamish Parkway. Preliminary design activities will include coordination with the community and other stakeholders leading to a complete design. | 48.5 | 19,110 | | 300 | 119,446 | Placeholder in current TFP |

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|---|--------------------|---|-------|--|-------------------------------------|---|---------------------------------|---|---|--|
| 102 | 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 | | | 300 | 119,746 | Placeholder in current TFP |
| 103 | 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. | 43.4 | | 250 | 300 | 120,046 | Placeholder in current TFP |
| 104 | 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. | 40 | | | 300 | 120,346 | Placeholder in current TFP |
| 105 | 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. | 20.6 | | | 300 | 120,646 | Placeholder in current TFP |
| 106 | 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. | | | | 300 | 120,946 | Elements of this corridor are included in green section projects TFP-234 Main Street, TFP-158 SE 16th Street, OCBNP-2 East Bellevue Bicycle Network and peach section project OCBP-2 Eastrail Connection at Main Street. |
| 107 | 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. Project may be implemented in phases. Scope of connection to 116th Ave may extend westward along south side of Main Street to connect with multiuse path to be constructed by WSDOT at I-405 crossing. | | | | 300 | 121,246 | Funded with \$100K for conceptual design with CIP #G-103 |
| 108 | OCRP-5 | 108 th Avenue NE Downtown Spine / NE 4 th Street to NE 8 th Street | | This project will construct multimodal roadway enhancements along 108 th Avenue NE. Design elements include enhanced floating transit platforms and related transit amenities for Bay 1 and Bay 12 of the Bellevue Transit Center, protected bike lanes, upgraded communications & signals, channelization, and pedestrian scale lighting. This project is based on the 2020 Downtown Spine Corridor Study. Some elements may be constructed in coordination with adjacent development. | | 3,000 | | 300 | 121,546 | Propose placeholder funding; to be partially implemented by adjacent private development. |
| 109 | TFP-269 | 124th Avenue NE/NE 8th to 12th Streets | | An interim project, finished in 2021, made Americans with Disabilities Act sidewalk and curb improvements and street lighting upgrades. This placeholder funding allocation may be used to determine and begin design on preferred pedestrian and bicycle facility improvements such as widening sidewalks, on-street bicycle lanes or a multi-purpose pathway on one or both sides. The project may also replace the lattice transmission line tower within the project limits with a new monopole. | | | | 300 | 121,846 | Current project in this location is for interim improvements; this project describes proposed final buildout to fill gap in bicycle facilities per corridor plan. |
| 110 | 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 | | | 300 | 122,146 | Placeholder in current TFP Coordinate with Redmond |

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|---|--------------------|--|--------|--|-------------------------------------|---|---------------------------------|---|---|---|
| 111 | 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 | 1,827 | | 300 | 122,446 | Impact Fee Project in current TFP Traffic study may be required, in coordination with adjacent development. |
| 112 | TFP-250 | 148th Avenue NE Master Plan | | The project will evaluate and refine improvements to the 148th Avenue NE Master Plan. Potential improvements include the following: 1) a third northbound through lane on 148th Avenue NE from 350 feet south of Bel-Red Road to the SR 520 eastbound on-ramp, 2) a northbound right-turn lane, and eastbound and westbound dual left-turn lanes at 148th Avenue NE and Bel-Red Road, 3) eastbound and westbound dual left-turn lanes at NE 20th Street and 148th Avenue NE, 4) extend the northbound and westbound right-turn lanes at NE 24th Street and 148th Avenue, 5) eastbound and westbound dual left-turn lanes at NE 24th Street and 148th Avenue NE, 6) configure the northbound 3-lane approach on 148th Avenue NE at the SR 520 eastbound on-ramp to right turn only, through/optional HOV right turn, and through only, and 7) convert and extend southbound right-turn lane on 148th Ave NE between NE 24th and NE 20th into a BAT lane. Improvements at NE 24th Street will accommodate or implement a wide-lane east-west bicycle facility. The project may be phased with the initial phase focusing on the north end of the 148th Avenue NE corridor. Scope and cost may be modified based future analysis and coordination with the City of Redmond associated with the 148th Avenue NE Master Plan. Funding allocation will support work in coordination with Redmond to identify project phasing and conduct predesign work or early implementation. | | | | 300 | 122,746 | NE 24th St. intersection improvements split off as a proposed separate project (TFP- 250a). Propose maintaining balance of Master Plan as placeholder. |
| 113 | OCRP-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.- Project implementation will be coordinated with potential private development in the immediate vicinity. | 37 | | | 300 | 123,046 | Significant elements to be implemented by private development. |
| 114 | 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. | 34.1 | | | 300 | 123,346 | Propose placeholder funding to support coordination with WSDOT project. |
| 115 | TFP-173 | 108th/112th Avenue NE/ north city limit to NE 12th Street | W/B-81 | This project will add a 6-foot-wide sidewalk on the west side from NE 24th Street to the transportation trail to the north. A sidewalk will be constructed on the east side from NE 24th Street to connect to the existing sidewalk 450 feet south. | | 2,476 | | 300 | 123,646 | Propose placeholder funding to address remaining sidewalk gaps. |
| 116 | New | South Downtown I-405 Access: Lake Hills Connector southbound on-ramp | | This project will build a new southbound on-ramp from the Lake Hills Connector to I-405 south | | 150,000 | | 300 | 123,946 | Propose placeholder funding to support coordination with WSDOT project. Access location and configuration to be discussed at April 5 Council meeting. |
| Projected Funding Line | | | | | | | | | \$125,700 | |
| Funding Balance | | | | | | | | | \$1,754 | |
| 201 | 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 | | | | | |
| 202 | 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 | | | | | |
| 203 | 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 | | | | | Placeholder in current TFP |
| 204 | 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 | | | | | |

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|---|--------------------|--|-------|---|-------------------------------------|---|---------------------------------|---|---|--|
| 205 | TFP-197 | NE 2nd Street Extension and I-405 interchange | | <i>Note: Project currently undergoing separate evaluation (South Downtown I-405 Access Study).</i> 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. | 37.5 | | | | | Placeholder in current TFP Potentially substitute newly identified alternative from Downtown South I-405 Access Study |
| 206 | TFP-216 | 112th Avenue NE/NE 2nd Street | | <i>Note: Project need and scope may be affected by South Downtown I-405 Access Study now underway.</i> 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 | | | | | Impact Fee Project in current TFP |
| 207 | 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 | | | | | Placeholder in current TFP Modest ongoing costs due to improved practices for maintenance |
| 208 | TFP-225 | Bellevue Way/NE 2nd Street | | This project will create a second southbound to eastbound left-turn lane by converting an existing northbound through lane, subject to further analysis. Project to be coordinated with future private development in the immediate vicinity. | 3.6 | | | | | Impact Fee Project in current TFP |
| 209 | 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. | | | | | | Recommend deleting project. Most elements complete or funded through other projects. Remaining sidewalk gaps listed as OCPP-1 (below). |
| 210 | 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 with East Bellevue Bike Network (project OCBNP-2). |
| 211 | 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 with Growth Corridor Bile Network and East Bellevue Bike Network (project OCBNP-2). |
| 212 | 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 with South Bellevue Bike Network (project OCBNP-3). |