

Prelim Staff Prioritization Order	Candidate Map #	Project Name, Location and Limits	CIP #	Project Description	Project primary mode(s) served	Project Source (see below for links)	Project Need	Project Benefits	Additional considerations for prioritization
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.	Motor vehicle, Bicycle, Pedestrian	CIP			
	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.	Motor vehicle, Bicycle, Pedestrian	CIP			
	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.	Motor vehicle, Bicycle, Pedestrian	CIP			
	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.	Motor vehicle, Bicycle, Pedestrian	CIP			
	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.	Motor vehicle, Bicycle	CIP			
	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.	Motor vehicle, Bicycle	CIP			
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.	Motor vehicle	CIP - Congestion Reduction Program			

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	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.	Motor vehicle	CIP - Congestion Reduction Program			
	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.	Motor vehicle	CIP - Congestion Reduction Program			
	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.	Motor vehicle	CIP - Congestion Reduction Program			
	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.	Motor vehicle	CIP - Congestion Reduction Program			
		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.	Pedestrian, Bicycle	CIP - Neighborhood Sidewalk Program			
	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.	Pedestrian	CIP - Neighborhood Sidewalk Program			
	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.	Pedestrian	CIP - Neighborhood Sidewalk Program			
	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.	Pedestrian	CIP - Neighborhood Sidewalk Program			
	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.	Pedestrian, Bicycle	CIP - Neighborhood Sidewalk Program			
		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								
	Projects needing further discussion								

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.	Motor vehicle, Bicycle, Pedestrian	Ped-Bike Plan (2009); community process in early 2000s.	Roadway is deteriorated, ped, bike accommodation substandard or missing	Rehabilitates roadway, fills gap in ped and bike networks (Priority Bicycle Corridor NS-6)	Next logical phase of implementation for corridor improvements, which were identified through comprehensive community process. Strong public support.
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.	Motor vehicle, Bicycle, Pedestrian	BelRed Subarea Plan (2010)	Provide E-W connectivity in area redeveloping at higher density	Allows more direct vehicular movement, reduces impacts on parallel streets; fills gap in ped and bike networks (Priority Bicycle Corridor EW-2)	Need to refine project scope (roadway cross-section, configuration of ped, bike facilities)
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.	Bicycle, Pedestrian	Ped-Bike Plan (2009)	Provide N-S bicycle accommodation for a broad range of users. Enhance predestrian connectivity. Expand recreational opportunities.	Provides high-comfort, separated facility for biking, walking. Spans entire city, north to south (Priority Bicycle Corridor NS-3). Regional facility (Renton to Woodinville).	2018-2020 Council priority. Strong support in TFP public outreach. Bellevue coordination with county and other jurisdictions will yield project that best addresses needs of community.
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.	Bicycle, Pedestrian	Ped-Bike Plan (2009); Eastgate I-90 Land Use & Transportation Project (2012)	Gap exists in I-90/Mountains to Sound Trail between 142nd Place and Lakemont Blvd. Ped, bike accommodation substandard or missing through this area.	Provides high-comfort, separated facility for biking, walking. Spans entire city, west to east (Priority Bicycle Corridor EW-4). Regional facility (Seattle to Eastern Washington).	Strong support in TFP public outreach. Recent Council approval for segments to the west.

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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.	Pedestrian	Ped-Bike Plan (2009)	Gap in sidewalk on south side. No pedestrian accommodation in gap area.	Fills gap in sidewalk. Provides accommodation for people walking, improves ADA access to East Link Wilburton station (accessible via new Eastrail overcrossing to be constructed by King County in 2022).	Opening of East Link light rail and Eastrail in 2023 will increase numbers of people walking in this area. Strong support in TFP public outreach. Good candidate for grant funding.
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>	HOV, Pedesrian (potentially), Bicycle (potentially)	WSDOT, Downtown Transportation Plan (2013), Bellevue Transit Plan (2014)	Currently, there is uncertainty about the eastern terminus. Current scope specifies terminus at 120th Ave NE. Wilburton Citizen Advisory Group specified a clear preference for terminus at 116th Ave NE. Additional analysis needed to determine trade-offs, facilitate decision-making.	Increased access to HOT lanes, new connection for peds, bikes across I-405.	2018-2020 Council priority (identified among several WSDOT projects).
7	New TFP- 250a	148th Avenue NE/ <del>Master Plan improvements at Bel-Red Road, NE 20th Street, and</del> NE 24th Street		This project initiates implementation of priority elements of the 148 <sup>th</sup> 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 <sup>th</sup> Avenue NE/NE 24 <sup>th</sup> 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.	Motor vehicle	148th Ave NE Master Plan (2009)	Significant peak period congestion, additional growth coming in Overlake	Will relieve peak-period congestion and support growth.	Located on Bellevue-Redmond border. Requires coordination with Redmond; allocating funding for design work syncs with Redmond priority.
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.	Pedestrian, Bicycle	Ped-Bike Plan (2009)	Bicycle accommodation is spotty, facilities not not connected.	Facilitates access to East Main light rail station. Supports buildout of bike network (Priority Bicycle Corridor EW-3).	Segment from 112th Ave to 108th Avenue funded for implementation via station area access funds (Dept of Community Development). Corridor is element of the Lake to Lake Trail (Parks Dept).
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.	Motor vehicle, Bicycle, Pedestrian	BelRed Subarea Plan (2010)	Anticipate significant land use growth in BelRed area, added traffic.	Supports growth in BelRed area	Good candidate for grant funding.



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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.	Motor vehicle	Eastgate Transportation Study (2019)	Significant PM peak period congestion, including for commuters traveling to neighborhoods in south Bellevue.	Allieviates peak period congestion	This is one of three key areas associated with PM peak SB congestion on 150th Ave SE. Recent improvements at Newport Way intersection address one of the areas. TFP-253 150th Ave SE/Eastgate Way is the third.
11	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 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.	Transit, Ped, Bicycle, Pedestrian	Bellevue Transit Plan (2014); Eastgate I-90 Land Use & Transportation Project (2012); Ped-Bike Plan (2009)	Buses serving Bellevue College currently follow circuitous routing, imposing travel time penalty for all riders and incurring excess operating costs for King County Metro. Snoqualmie River Rd offers direct route through college, but must be upgraded to support bus traffic.	Significantly enhances bus speed to/from Eastgate P&R by reducing out of direction travel. Removes buses from congested intersections at 148th/SE 28th, 150th/Eastgate Way. New multiuse path on west side of rebuilt roadway will fill gap in ped and bike networks.	Supports 3-way collaborative process already underway involving city, college and King County Metro. Good candidate for grant funding.
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.	Bicycle, Pedestrian	Ped-Bike Plan (2009)	Pedestrian facilities are irregular and variable. No bicycle accommodation. Several school bus stops on corridor.	Fills gap in ped and bike networks (Priority Bicycle Corridor EW-3 Lake to Lake route).	City Council specifically considered this project in 2019-2030 cycle, directed it be included.
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.	Bicycle, Pedestrian	Ped-Bike Plan (2009); BelRed Subarea Plan (2010)	Spring Blvd passes over the Eastrail corridor. There is a 35' grade difference and users of these two major facilities have no direct or efficent way to move from one to the other.	Connects two Priority Bicycle Corridors: Eastrail (NS-3) and Spring Blvd (EW-2).	Spring Blvd opened in 2020; Eastrail in this area will open in 2022 or 2023. Good candidate for grant funding.
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.	Motor vehicle, Transit	Bellevue Transit Plan (2014); Downtown Transportation Plan (2013)	Significant PM peak period congestion.	Will alleviate peak period congestion, facilate HOV mobility (transit, carpools).	City Council has previously directed this project be included in TFP, provided CIP funding for project development.

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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.	Motor vehicle	Eastgate I-90 Land Use & Transportation Project (2012); Eastgate Transportation Study (2019)	Significant PM peak period congestion, including for commuters traveling to neighborhoods in south Bellevue.	Will alleviate peak period congestion.	This is one of three key areas associated with PM peak SB congestion on 150th Ave SE. Recent improvements at Newport Way intersection address one of the areas. TFP-195 150th Avenue SE/SE 37th Street/I-90 off-ramp is the third (listed above).
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.	Motor vehicle	Downtown Street Plan (2008)	Anticipate future increase in traffic, pressure on available road space.	Supports growth in Downtown.	Current Impact Fee project. Adjacent properties likely to redevelop.
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 <sup>th</sup> and NE 8 <sup>th</sup> Streets. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Motor vehicle	Downtown Street Plan (2008)	Anticipate future increase in traffic, pressure on available road space.	Supports growth in Downtown.	Current Impact Fee project. Adjacent properties likely to redevelop.
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.	Motor vehicle	Downtown Street Plan (2008)	Anticipate future increase in traffic, pressure on available road space.	Supports growth in Downtown.	Current Impact Fee project. Adjacent properties likely to redevelop.
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.	Motor vehicle	Neighborhood Congestion Reduction Program	Significant peak period congestion, impacts residents.	Will alleviate peak period congestion	Anticipated to be included in next set of Neighborhood Congestion Reduction projects (following those listed in gray section, above).
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.	Motor vehicle	Neighborhood Congestion Reduction Program	Significant peak period congestion, impacts residents.	Will alleviate peak period congestion	Anticipated to be included in next set of Neighborhood Congestion Reduction projects (following those listed in gray section, above).
21	TFP-273	Lakemont Blvd/Forest Dr		Install a new traffic signal and widen Lakemont Blvd for a northbound to westbound left turn lane.	Motor vehicle	Neighborhood Congestion Reduction Program	Significant peak period congestion, impacts residents.	Will alleviate peak period congestion	Anticipated to be included in future phase of Neighborhood Congestion Reduction projects
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.	Pedestrian	Ped-Bike Plan (2009)	Currently, there is no pedestrian accommodation on this segment. No shoulder. Ditch directly adjacent to roadway.	Provides accommodation for people walking, improves conditions for bicycling.	Strong community support.

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23	New 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.	Motor vehicle, Bicycle, Pedestrian	Bellevue Vision Zero Action Plan (2020)	City analysis for Vision Zero initiative has identified 8% of the roadway network where vast majority (83%) of serious injury/fatality collisions occur ("High Injury Network").	Provides resources to focus on analysing problem locations, scoping, designing interventions, as well as support implementation, where intervention is low-cost.	City Council allocated \$357K/year in 2021-2027 CIP. Proposed allocation would support continued funding at same level for remaining 6 years of TFP.
24	TFP-247	Eastgate Way/Richards Road to <del>SE 35th Place</del> <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.	Pedestrian	Ped-Bike Plan (2009)	Currently, there are gaps in pedestrian accommodation on this segment. New housing, homeless shelter planned for this area will create a larger need.	Fills gap in sidewalk.	Opportunity to coordinate with WSDOT project that will rebuild crossing of Sunset Creek in next few years, ensure city needs, plans are accommodated as much as possible.
25	New 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.	Motor vehicle, Pedestrian	Staff proposal (2015 TFP process)	Local access and connectivity	Supports higher density development, provides added connectivity in area with only a few roadways.	Development expected to construct north segment. Public funds needed to connect to existing NE 20th Place roadway stub and improve intersection at Bel-Red Rd. Anticipate this will be a minor arterial roadway.
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.	Bicycle	Bicycle Rapid Implementation Program	Significant gaps exist in bicycle faciliy network, segments of existing facility have level of traffic stress too high for broad appeal.	Scopes and implements (as funding allows) relatively low-cost improvements to create connected routes with broad appeal. May also scope and conduct preliminary analysis of larger scale projects.	\$1.5m funding in 2021-2027 CIP (\$500K in 2021, 2022, 2023). Project corresponds to the current manner in which bicycle improvements are primarily identified and implemented in Belleuve.
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.	Bicycle	Bicycle Rapid Implementation Program	Significant gaps exist in bicycle faciliy network, segments of existing facility have level of traffic stress too high for broad appeal.	Scopes and implements (as funding allows) relatively low-cost improvements to create connected routes with broad appeal. May also scope and conduct preliminary analysis of larger scale projects.	Project corresponds to the current manner in which bicycle improvements are primarily identified and implemented in Belleuve.

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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.	Bicycle	Bicycle Rapid Implementation Program	Significant gaps exist in bicycle faciliy network, segments of existing facility have level of traffic stress too high for broad appeal.	Scopes and implements (as funding allows) relatively low-cost improvements to create connected routes with broad appeal. May also scope and conduct preliminary analysis of larger scale projects.	Project corresponds to the current manner in which bicycle improvements are primarily identified and implemented in Belleuve.
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"><li>Consistent with multimodal level of service guidance, improvements will strive to achieve the Transit LOS target speed of 14 MPH,</li><li>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.</li></ul>					Comprehensive Plan Policy support for transit investment. Policy TR-73: Implement infrastructure and technology to support reliable transit arrival time and travel time along the frequent transit network. Policy TR-80: Advocate for transit service enhancements paired with a city commitment to implement transit-supportive infrastructure.
	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.	Transit	Bellevue Transit Plan (2014)	Current average transit speed is below 14mph target.	Facilitates pursuing opportunities to enhance speed and reliability of transit.	
	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.	Transit	Bellevue Transit Plan (2014)	Current average transit speed is below 14mph target.	Facilitates pursuing opportunities to enhance speed and reliability of transit.	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.	Transit	Bellevue Transit Plan (2014)	Current average transit speed is below 14mph target.	Facilitates pursuing opportunities to enhance speed and reliability of transit.	
	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.	Transit	Bellevue Transit Plan (2014)	Current average transit speed is below 14mph target.	Facilitates pursuing opportunities to enhance speed and reliability of transit.	
	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.	Transit	Bellevue Transit Plan (2014)	Current average transit speed is below 14mph target.	Facilitates pursuing opportunities to enhance speed and reliability of transit.	



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	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.	Transit	Bellevue Transit Plan (2014)	Current average transit speed is below 14mph target.	Facilitates pursuing opportunities to enhance speed and reliability of transit.	
	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.	Transit	Bellevue Transit Plan (2014)	Current average transit speed is below 14mph target.	Facilitates pursuing opportunities to enhance speed and reliability of transit.	
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.	Motor vehicle, Bicycle, Pedestrian	Ped-Bike Plan (2009); community process in early 2000s.	Roadway is deteriorated, ped, bike accommodation substandard or missing	Rehabilitates roadway, fills gap in ped and bike networks (Priority Bicycle Corridor NS-6)	Priority is to first fill gap section to south (between SE 34th St and NE 2nd St), then pursue this segment at north end.
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.	Motor vehicle	Downtown Implementation Plan (early 2000s), Downtown Street Plan (2008)	Anticipate future increase in traffic, pressure on available road space.	Supports growth in Downtown.	
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.	Motor vehicle	WSDOT	Significant demand for access to/from east.	Provides more direct access for motorists to SR520, reduces impact on local street network of vehicles accessing freeway system. Supports growth of BelRed area.	WSDOT project. Including in TFP with placeholder funding can be useful to support city engagement with project development.
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.	Motor vehicle	Downtown Implementation Plan (early 2000s), WSDOT	Anticipate significant land use growth in Downtown, added traffic.	Disperses freeway access across additional locations, reduces pressure at NE 8th St, NE 4th St.	WSDOT project. Including in TFP with placeholder funding can be useful to support city engagement with project development.
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.	Motor vehicle	Staff proposal (2018)	Potential for congestion at this location, with new Spring Blvd roadway that starts just to the east.	Unknown. Further analysis to determine project need and scope.	

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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.	Bicycle	Ped-Bike Plan (2009)	Significant facility gaps exist in E-W bicycle route.	Provides primary E-W bicycle link through the middle of Bellevue (Priority Bicycle Corridor EW-3)	The Growth Corridor and East Bellevue Bicycle Networks overlap with this corridor. Staff believe it useful to maintain this separate project listing in order to advance implementation of the cross-town scope of this corridor.
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.	Pedestrian, Bicycle	Ped-Bike Plan (2009); staff proposal (2019)	Only access from Eastrail to south part of Downtown is via SE 1st Street (very uncomfortable for peds (esp wheelchairs), bikes	Provides high-quality ADA connection between Eastrail and 116th Ave (via an existing unopened public right of way).	Connects to East Main light rail station, Main Street improvements (TFP-234) and new Main Street I-405 crossing to be constructed by WSDOT in 2022.
108	New OCRP-5	108 <sup>th</sup> Avenue NE Downtown Spine / NE 4 <sup>th</sup> Street to NE 8 <sup>th</sup> Street		This project will construct multimodal roadway enhancements along 108 <sup>th</sup> 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.	Transit	Staff proposal (2021)	Growth and development in Downtown will put additional pressure on this roadway segment, potentially degrade function.	Preserves function of roadway as key route for transit while also accommodating other needs (Priority Bicycle Corridor, pedestrian, general traffic).	Incorporating project in TFP (an adopted plan) will provide useful support for engaging with new development along the east side, secure added width needed to accommodate the revised corridor cross-section.
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.	Bicycle	Ped-Bike Plan (2009)	Fills gap in bicycle network (facilities exist south of NE 8th St, north of NE 12th St will be built in 2021-2022)	Completes a bicycle route, provides access to BelRed growth area.	
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.	Motor vehicle, Bicycle	Ped-Bike Plan (2009); BelRed Subarea Plan (2010)	Four-lane road, lacks turn lane. No bicycle accommodation. Segment is on High Injury Network identified in Vision Zero initiative.	TBD. Analysis needed to identify preferred future roadway cross-section and ped, bike accommodation.	Located on Bellevue-Redmond border. Requires coordination with Redmond.
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.	Motor vehicle	Downtown Street Plan (2008)	Anticipate future increase in traffic, pressure on available road space.	Potential to support growth in Downtown.	Project need, benefit is unclear. Transportation Study will identify, evaluate benefits and impacts.

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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.	Motor vehicle	148th Ave NE Master Plan (2009)	Significant peak period congestion, additional growth coming in Overlake	Will relieve peak-period congestion and support growth.	Located on Bellevue-Redmond border. Requires coordination with Redmond. Initial priority is 148th Ave/NE 24th St intersection, listed separately as TFP-250a in green section above.
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.		Proposed by adjacent landowners	Local access.	Supports higher density development on blocks between 112th Ave and 114th Ave, provides building access via 114th Ave, separate from the 112th Ave major arterial (where capacity is needed for thru movement).	Primary need for project is to support adjacent private development. Including in TFP with placeholder funding can be useful to support city engagement to determine form of the project. Anticipate private development will pay proportion of cost. NE 2nd and 114th Ave are designated as minor arterial roadways.
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.	Motor vehicle	WSDOT	Significant PM peak period congestion. Egress is difficult for residents of Greenwich Crest (120th Ave SE) and, to a lesser extent, Newport Hills (119th Ave SE). Located on High Injury Network.	Improved safety; improved traffic flow for freeway access and neighborhood ingress/egress.	WSDOT project. Including in TFP with placeholder funding can be useful to support city engagement with project development.
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.	Pedestrian	Ped-Bike Plan (2009)	Two gaps in pedestrian accommodation on this segment will remain, even after current project.	Fills sidewalk gap on west side north of NE 24th St, on east side south of NE 24th St.	
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	Motor vehicle	WSDOT	Anticipate significant land use growth in Downtown, added traffic.	Disperses freeway access across additional locations, reduces pressure at NE 8th St, NE 4th St.	WSDOT project. Including in TFP with placeholder funding can be useful to support city engagement with project development.

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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.		Comprehensive Transportation Project List	Anticipate significant land use growth in BelRed, added traffic. Some gaps in sidewalk.	Added center turn lane supports higher density future development.	Intersections at north, south ends already configured with three lanes, including left-turn lane. Current roadway width may support rechannelizing to three lanes. Adjacent parcels likely to redevelop; frontage improvements (curb, gutter, planter, sidewalk) are typically secured in conjunction with new development.
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		Comprehensive Transportation Project List	Potential to improve the roadway, pedestrian and bicycle facilities. West end of segment on High Injury Network.	Modest safety improvements for all users.	Lower priority compared to other areas and needs.
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).	Motor vehicle, Transit	Bellevue Transit Plan (2014); Downtown Transportation Plan (2013)	Significant PM peak period congestion.	Will alleviate peak period congestion, facilate HOV mobility (transit, carpools).	Preliminary design process in 2018 determined segment to south (TFP-242) offers greatest benefit. This segment has lesser benefit and higher impacts to adjacent properties (in addition to high cost).
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.	Motor vehicle, Pedestrian	BelRed Local Street Plan (2020)	Local access and connectivity	Supports higher density development and finer grain of access in area with only a few roadways.	Not a TFP type project. Identified in BelRed Local Street Plan, will be implemented incrementally, with new development.
205	TFP-197	NE 2nd Street Extension and I-405 interchange		<i>Note: Project currently undergoing separate evaulation (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.	Motor vehicle	WSDOT	Anticipate significant land use growth in Downtown, added traffic.	Disperses freeway access across additional locations, reduces pressure at NE 4th St, NE 8th St.	Additional analysis has determined this is not the preferred located for added I-405 access to/from the south. Replaced by new project,
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.)	Motor vehicle	Downtown Street Plan (2008)	N/A	N/A	Project no longer considered needed, since I-405 access will not occur at NE 2nd St.
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).		Staff proposal (prior TFP cycle)	Gravel road is difficult to maintain, generates dust.	Brings street up to Bellevue standard, facilitates consistent maintenance practices.	Project would pave last gravel street in Bellevue. Community sentiment toward project is mixed (paved street would attract cut-through traffic).



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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.	Motor vehicle	Downtown Street Plan (2008)	N/A	N/A	Added width for NB right-turn lane secured with new condo project on SE corner. Dual SB left-turn lanes no longer considered needed, since I-405 access will not occur at NE 2nd St.
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.	Pedestrian	Ped-Bike Plan (2009)	East Link will attract significant numbers of pedestrians. City should anticipate the level of activity and connections needed.	Provides accommodation for people walking, improves access to East Link Wilburton station.	Most elements complete or funded through other projects (including King County Eastrail overcrossing of NE 8th Street). Remaining sidewalk gaps listed as OCPP-1 (green section, above).
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.	Bicycle	Ped-Bike Plan (2009)	Fills gap in bicycle facility network	Provides N-S bicycle link through the middle of Bellevue (Priority Bicycle Corridor NS-3)	Recommend combining with East Bellevue Bike Network (project OCBNP-2, in green section, above).
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.	Bicycle	Ped-Bike Plan (2009)	Fills gap in bicycle facility network between NE 8th St and SR 520 Trail	Provides N-S bicycle link through the middle of Bellevue (Priority Bicycle Corridor NS-4)	Recommend combining with Growth Corridor Bile Network and East Bellevue Bike Network (project OCBNP-1, in green section, above).
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.	Bicycle	Ped-Bike Plan (2009)	Coal Creek Parkway has high vehicle speeds, existing bike lanes are viable only for strong, confident riders. Alternative routes are not proximate.	Provides high-comfort N-S bicycle link in south Bellevue (part of segment included in Priority Bicycle Corridor EW-5).	Recommend combining with South Bellevue Bike Network (project OCBNP-3, in green section, above).

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**Plan documents referenced** (partial list, includes only source documents posted on internet):

- [Bellevue Transit Master Plan \(2014\)](#)
- [BelRed Subarea Plan \(2010\)](#)
- [Comprehensive Transportation Project List](#)
- [Downtown Transportation Plan \(2013\)](#)
- [Eastgate Land Use & Transportation Project \(2012\)](#)
- [Eastgate Transportation Study \(2019\)](#)
- [Pedestrian & Bicycle Transportation Plan \(2009\),](#)
- See also
- [Pedestrian & Bicycle Progress Report Story Map](#)
- [Priority Bicycle Corridor Completion Status map](#)
- [High Injury Network](#)