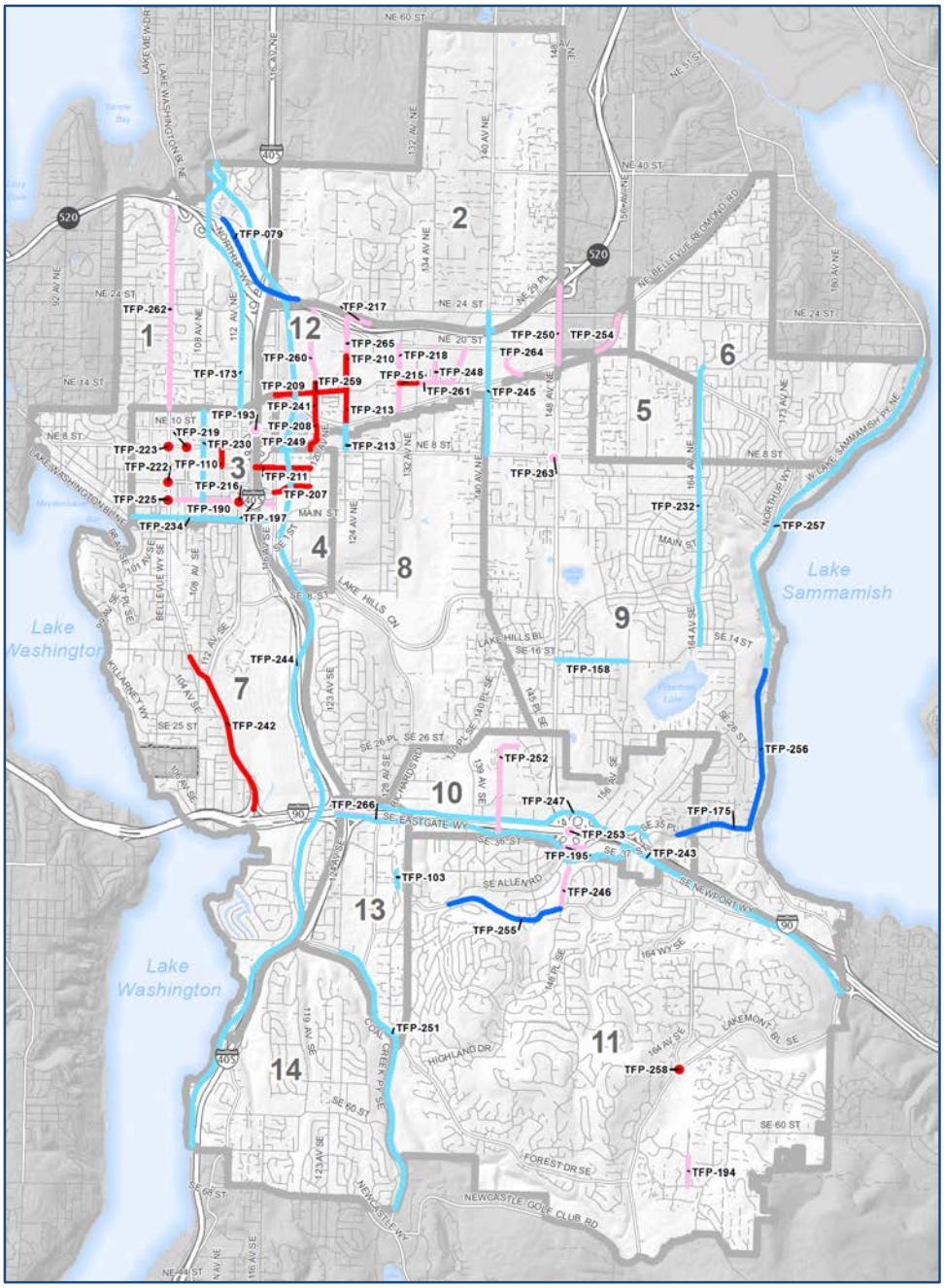
2016–2027

TRANSPORTATION FACILITIES PLAN



Revised DRAFT October 2015

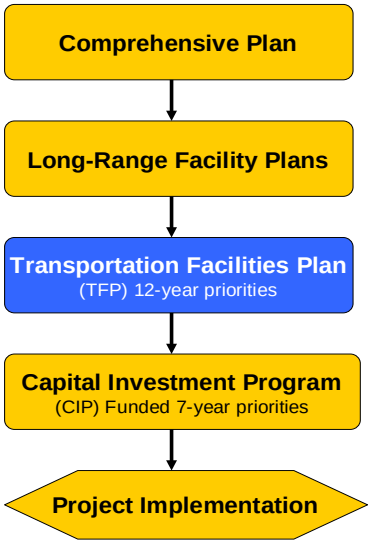
City of Bellevue
2016–2027
Transportation Facilities Plan

DRAFT

INTRODUCTION

The Transportation Facilities Plan is a 12-year transportation program; a listing of planned improvements balanced to projected revenues. This program is one phase in the City's multi-phased approach to planning for future transportation improvements – See Figure A, below, as well as the component descriptions that follow.

Figure A: Transportation Planning Process



- **Comprehensive Plan/Long-range transportation facility plans.** The City's Comprehensive Plan outlines Bellevue's long-term (20+ years) land use and transportation visions. Long-range transportation plans are prepared for various subareas of the City or for specific components of the transportation system. These plans include a wide range of improvement projects designed to meet the mobility goals of the plan area. Examples are the Bel-Red Plan (adopted Feb 2009), the Eastgate I-90 Land Use & Transportation Project study (completed in 2012) Pedestrian and Bicycle Transportation Plan (update adopted Feb 2009), and the Bellevue Transit Plan (update adopted in 2014). Key projects from these

plans and studies are included in the Comprehensive Transportation Project list, which is an element of the Bellevue Comprehensive Plan.

- The **Transportation Facilities Plan (TFP)**, reflecting a comprehensive, citywide study, collects the priority projects identified in the long-range plans, as well as other emerging transportation facility needs and opportunities. The TFP serves as an implementation plan constrained by identified City and other revenues that are projected for the next 12 years.

- The **Capital Investment Program (CIP) Plan** reflects funding to implement the City's highest priority capital needs, such as Transportation, Parks and Utility facilities for a seven-year period. The CIP is adopted by the Bellevue City Council every two years through the biennial budget update process. Transportation projects funded in the CIP represent projects identified in the TFP that are likely to be needed in the short term. It may also include projects, based on operational, safety and maintenance needs identified by City staff, the public or other sources, that were not included in the TFP.

BACKGROUND

In December 1989, the City Council passed Ordinance No. 4104 directing the City to develop and adopt a transportation funding program by joining public and private sources, including a mechanism to charge and collect transportation impact fees. The impact fees were to provide a portion of the funding for reasonable and necessary transportation system improvements to mitigate the cumulative impacts of growth and development on the transportation system. On July 23, 1990, the City Council adopted Bellevue's first TFP, the 1991-2002 TFP (Resolution No. 5292). That same day Council adopted the City's first Impact Fee Project List and Impact Fee Rate Schedule (Ordinance No. 4161). Subsequently, City Council adopted updated TFPs in 1994 (the 1994-2005 Plan; Resolution No. 5802); 1996 (the 1996-2007 Plan; Resolution No. 6034); 1998 (the 1998-2009 *Interim* TFP; Ordinance No. 5110); 2001 (the 2001-2012 Plan; Ordinance No. 5311); 2004 (the 2004-2015 Plan; Ordinance No. 5524); 2006 (the 2006-2017 Plan, Resolution No. 7482); 2009 (the 2009-2020 Plan, Resolution No. 7896, amended by Resolution No.7914) and 2013 (the 2013-2024 Plan, Resolution No. 8617, amended by Resolution No. 8623).

PURPOSE

By prioritizing transportation improvements for the City over the next twelve years, the TFP serves three important purposes:

- Intermediate-Range Planning Tool
- Environmental Review
- Basis for Impact Fee Program

Intermediate-Range Planning Tool

The TFP serves as a bridge between the long-range transportation facility plans (projects are listed in the Comprehensive Transportation Project list component of the Bellevue Comprehensive Plan as well as in functional plans, including the Pedestrian and Bicycle Transportation Plan and the Transit Master Plan) and the fully-financed transportation sections of the City's Capital Investment Program (CIP) Plan.

The CIP contains four transportation related program areas: Roadways, Intersections, Walkways/Bikeways, and Minor Capital/Maintenance. Facility improvement projects included in the transportation program areas of the CIP are also included in the mid-range TFP.

Environmental Review

A key component of the transportation infrastructure planning process is the identification and evaluation of potential environmental impacts. These identification and analysis activities occur primarily with production of the 12-year TFP, and are reported in the TFP Environmental Impact Statement (EIS). A TFP EIS documents the potential citywide impacts – to traffic, air quality, noise and, to a lesser extent, land use, aesthetics and the natural environment – that could occur if or when two things happen:

- The City's 12-year land use growth projections are realized, and
- The City's transportation network is upgraded based on the implementation of the transportation facility improvements, or projects identified in the 12-year TFP.

Between updates of the TFP and its EIS, the City grants land use development approvals, gradually fulfilling the land use growth projections made for the 12-year planning period. City development review staff and developers rely on disclosure in the TFP EIS of the cumulative impacts of growth to the built and natural environment. This information is used for the review and approval (or denial) of public and private development applications. At the same time, the addition (or deletion) of single or inter-related roadway and intersection projects to the proposed TFP network can have impacts Citywide. Therefore, it is crucial that the City frequently update existing and projected land use data; the existing and planned transportation network; and the analysis that documents the associated, cumulative impacts.

Environmental analysis conducted on the 2027 land use forecast and the modest updates to the transportation facilities list in the 2016-2027 TFP concluded that there are not new, significant impacts beyond what was disclosed in the Final EIS prepared for the 2013-2024 TFP. That EIS was issued on July 25, 2013 and an Addendum to the Final EIS was issued on August 29, 2013. For this 2016-2027 TFP, it was determined that a new Addendum to the 2013-2024 TFP Final EIS would adequately address the required review under the State Environmental Policy Act (SEPA). The Addendum for the 2016-2027 TFP Update was published on October 8, 2015.

Environmental impacts, especially to the natural environment, of specific private development proposals and/or public transportation facility improvements are evaluated in much greater detail at the time of development application or project design, pursuant to the SEPA.

Basis for Impact Fee Program

The City collects transportation impact fees from developers to pay for facilities needed to serve new growth and development. The impact fee ordinance (Chapter 22.16 of the Bellevue City Code) specifies the 12-year TFP as the comprehensive transportation capital facilities plan for the purpose of identifying facility improvements to meet future development needs. Through the Transportation Impact Fee Program, developers pay a portion of the project costs for the roadway and intersection capacity projects that have full implementation funding allocated to them within the TFP.

TFP DEVELOPMENT

REVENUE FORECAST

The TFP is a "financially constrained" plan, where the amount of estimated project costs identified in the TFP is balanced with projected revenues, consistent with the City's seven-year CIP plan. Not all projects in the TFP are allocated funding for the total estimated cost to fully implement the project, therefore, the TFP project descriptions identify those project elements that are funded by the constrained resources projected for the 12-year TFP period. Funding for transportation facilities comes from a variety of sources as outlined below.

Funding Sources. Over the next 12 years, the transportation projects in this Plan are projected to receive approximately $315.7 million in funding from a variety of sources, including:

- General CIP revenue, comprised of the portion of the City's sales tax, business & occupation tax and long-term debt dedicated to capital improvements.
- Transportation dedicated revenue, various taxes and fees, such as fuel taxes and real estate excise taxes. Combined with General CIP revenue, the two categories account for approximately 46 percent of the funding for projects included in the TFP.

  Note: For purposes of the TFP, the percentage of these two revenue categories is combined as neither category is a "project specific" revenue and adjustments are often made to balance project budgets once programmed in the CIP.

- Impact fees and other developer contributions required from new development are projected to provide about 27 percent of the funding for new improvements.
- Grants and contributions from other agencies also account for approximately 27 percent of projected transportation funding. The primary sources are the federal government, the state, and transit agencies.

Future revenue projections can be volatile and depend on many factors, such as the local and regional economies; state or local legislation affecting taxes or fees; and the relative investment priorities of both public agencies and private entities. With adjustments made for known changes, the amounts and percentages of the funding categories listed above were calculated based on the revenue allocations in the 2015-2021 CIP Plan, adopted in December, 2014. Actual revenue collected from any source listed may vary significantly.

Impact fees are dependent on the amount of development activity and the costs of facilities needed to support this development. Because of the variations in annual development activities and the status of the economy, transportation impact fee

revenue is difficult to forecast. Grant revenue is projected based on historical grant award averages, but past performance is no guarantee of future results. In projecting 12-year transportation revenue from WSDOT and local or regional agencies including Sound Transit, revenue is shown only for projects underway or committed based on existing agreements; no revenue from future cost sharing agreements has been projected.

Table 1 displays a summary of the revenue assumptions used to develop the 2016–2027 TFP. Note: the revenue categories and amounts listed in the table cover all 2016–2027 transportation expenditures. The sum exceeds the total funding allocation to projects in the TFP since ongoing CIP programs and other "non-facility" capital investments are not included in the TFP.

Table 1: Summary of 2016–2027 Bellevue Transportation Capital Funding Package

Source	Revenue (Millions)
General CIP	$124.1
-Sales Tax -B & O Tax -Long-term Debt	
Transportation Dedicated	$147.9
-1990 Gas Tax -Transportation B & O Tax -¼% Real Estate Excise Tax -Local Revitalization Funding	
Impact Fees & Developer Contributions	$85.4
Grants & Outside Agency Contribution	$87.6
Total Projected Revenue	**$445.0**

Note: Amounts above include funding for projected expenditures through 2015 ($116.3m) for TFP projects budgeted in the adopted CIP and for which implementation has already begun.

Table 2 displays the allocation of funding projected for the 2016–2027 planning period. Committed revenue reflects funding approved through the 2015-2021 CIP (including funds expended for CIP/TFP projects already begun). Constrained revenue covers continued funding commitments anticipated by the City which may or may not be included in the TFP. Unconstrained revenue is allocated to priority non-CIP projects in the TFP.

Table 2: Summary of 2016–2027 Transportation Funding Allocations

	(Millions)
Total Projected Revenue	**$445.0**
Less Committed Revenue	$76.0
-Allocations to Non-TFP CIP Projects and Ongoing Programs	
Less Constrained Revenue	$53.3
-Continuation of Ongoing CIP Programs (2022-2027)	
Balance: Allocation to 2016-2027 TFP Projects	**$315.7**

-Includes:

- Committed to CIP TFP projects - $210.9m
- Unconstrained Funding (not part of adopted CIP) - $104.8m

Total TFP funding allocation above includes the portion of CIP-funded project costs that are projected to be expended prior to 2016, if a project's implementation had already begun. Project cost allocation for projects included in the 2015-2021 CIP have been inflated to year of expenditure values; cost allocations for all other TFP projects have been inflated to 2022 dollar values, the year immediately following the adopted CIP. Actual allocations in future CIP updates will likely spread these project costs over the years 2022-2027 with additional inflationary adjustments by year.

Primarily due to revenue constraints, not every project is allocated TFP funding for its total estimated cost. Project descriptions, cost estimates, and TFP funding allocations for facilities identified in the 2016–2027 TFP are listed in **Table 3**. An indication has been included within the project description of those projects for which only placeholder funding is allocated.

PROJECT PRIORITIZATION AND SELECTION

Transportation Department staff worked closely with the Bellevue Transportation Commission and the public to identify and prioritize candidate TFP projects before selecting the new TFP project list. The TFP provides the first level of citywide prioritization of transportation improvement projects recommended by long-range transportation studies conducted for various subareas of the City. The funded projects from the current 2015–2021 CIP Plan (adopted by the City Council in December 2014) provides the foundation for the 2016–2027 TFP project list. The remainder of the 54 projects included in this TFP were prioritized and selected from the hundreds of projects recommended by long-range plans such as the Downtown Plan, Wilburton Subarea Plan, and East Bellevue Transportation Plan. Additional unfunded projects, primarily developed to address emerging safety and maintenance needs identified by City staff, or projects elevated through the public involvement component of the TFP update process, were also given thorough consideration.

The priorities for addressing long-range needs are determined by many of the specific goals and policies in the Transportation Element of the Comprehensive Plan. Based on those goals and policies, the following criteria have been established for use in developing a preliminary ranking of candidate TFP projects. There are two sets of criteria, one set for Roadway and Intersection projects, the second for Walkway/Bikeway projects. The Roadway and Intersection project criteria, with brief explanations and criteria weighting percentages, are listed below:

Roadway/Intersection TFP Project Scoring Criteria

- **Safety** (vehicular, pedestrian, bicycle - 20%)
- **Level of Service** (i.e., congestion management - 30%)
- **Transit** (improving service, facilities and/or access - 15%)
- **Non-Motorized** (serving key locations and populations, providing connected facilities - 20%)
- **Regional Partnerships & Outside Funding** (Integration with local and regional plans, likelihood of attracting non-local funds - 15%)

For the 2016-2027 TFP update process, no new evaluation and prioritization of candidate pedestrian and bicycle projects was undertaken; instead, existing ped/bike projects from the 2013-2024 TFP were carried forward and will be prioritized for funding and implementation via the City's new Pedestrian-Bicycle Implementation Initiative (PBII) process. The 2016-2027 TFP project list includes a "Ped-Bike Implementation Reserve" line item which represents a recommended TFP revenue "set-aside" of $22.5 million for future allocation to these Ped/Bike priorities. Below is a description of the process used to screen and prioritize Ped/Bike projects for the 2013-2024 TFP (i.e., the projects that were carried forward into this 2016-2027 TFP).

With few exceptions only projects rated as "High Priority" in the Ped/Bike Plan development process were considered for TFP inclusion. The TFP process further prioritized the Ped/Bike Plan high priority projects based on Ped/Bike Plan policy language, included below:

POLICY PB-2. Work towards specific short and mid-term implementation objectives intended to be completed following the adoption of the 2009 plan update. Specifically:

1. Within 10 years, implement at least two completed, connected, and integrated north-south and at least two east-west bicycle routes that connects the boundaries of the city limits, and connects to the broader regional bicycle system.
2. Within 5 years, implement at least one completed and connected east-west and north-south bicycle route through Downtown Bellevue.
3. Within 10 years, reduce pedestrian/vehicle and bicycle/vehicle accidents by 25 percent from 2007 levels.
4. Within 10 years, construct 25 more miles of sidewalks along arterial streets including collector arterials above 2007 levels.
5. Within 10 years, increase trips by bicycle and foot by 10 percent over 2009 levels.

All 2016–2027 City of Bellevue Transportation Facility Plan projects are illustrated on the map in **Figure B**. Project descriptions and funding allocations for improvements identified in the 2016–2027 TFP are listed in **Table 3.** Table 3 also indicates which projects are in the current 2016–2021 CIP Plan. In the final columns, the table indicates which projects are considered Impact Fee Projects – roadway and intersection capacity projects - and the portion of the project's total project cost estimate that will be used to calculate impact fees.

Figure B: Location of 2016–2027 Transportation Facilities Plan Projects

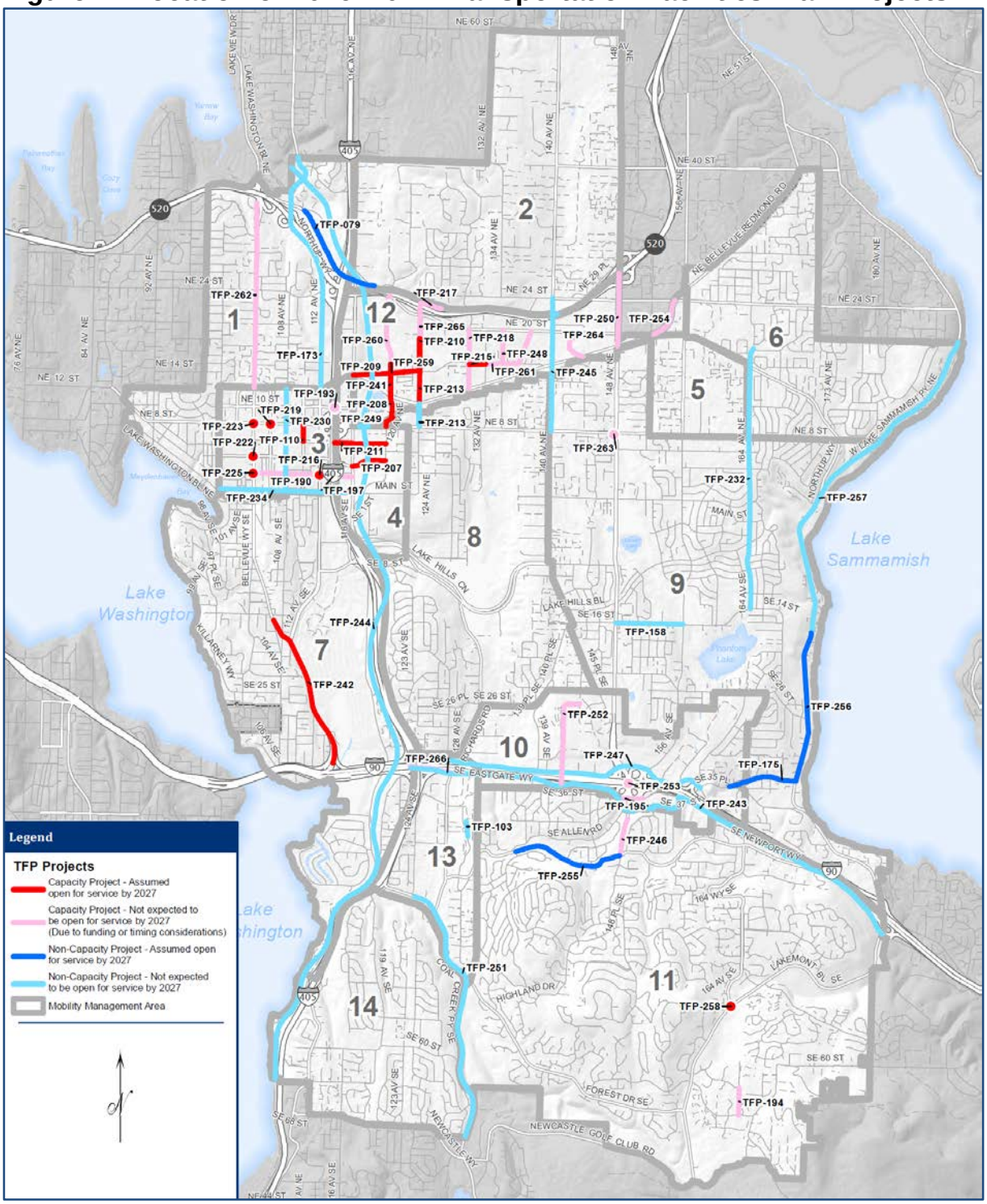


Table 3: 2016-2027 Transportation Facilities Plan Project List

TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation ($000)*	IF = Impact Fee Project List**	Impact Fee Project Cost ($000)
TFP-079	Northup Way/NE 33rd Place to NE 24th Street	1,2	R-146	This project will design and construct bike lane and sidewalk improvements on both sides of Northup Way between NE 24th Street and NE 33rd Place. This project will also incorporate other work elements including a pedestrian bridge at the Eastside Rail Corridor crossing, retaining walls, storm drainage improvements and water quality treatment, landscaping and irrigation, traffic signal and street light modifications, and two mid-block pedestrian crossings.	Pedestrian-Bicycle System		11,726		0
TFP-103	129th Place SE/SE 38th Street to Newport Way	13		This project will connect the stub ends of 129th Place SE to provide a through north-south non-motorized connection between SE 38th Street and Newport Way. Project implementation will be coordinated with future private development in the immediate vicinity. The funding allocation is a placeholder that may be used for project predesign, property acquisition, or implementation of the non-motorized facility on this alignment.	Pedestrian-Bicycle System		250		0
TFP-110	110th Avenue NE/NE 6th Street to NE 8th Street	3		The project will complete implementation of a five-lane roadway section with sidewalks where missing between NE 6th and NE 8th Streets. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway	X	1,532	IF	1,532
TFP-175	SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy	9		This project will construct a curb, gutter, sidewalk and bikelane or wide curb lane on the north side where missing; accommodate a wide curb lane on the south side, if feasible.	Pedestrian-Bicycle System		5,000		
TFP-190	NE 2nd Street/Bellevue Way to 112th Avenue NE	3		This project will widen roadway from three lanes with parking and turn pockets to five lanes, consistent with the Main Street & NE 2nd Street Design Report (2009). The funding allocation is a placeholder that may be used to advance project pre-design or support early implementation. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway	X	250		0
TFP-193	NE 10th Street at I-405	3	R-149	This project will add a southbound off-ramp. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to support project predesign or early implementation.	Roadway	X	250		0
TFP-194	164th Ave SE/SE Cougar Mountain Way to SE 63rd Street	11		This project will evaluate options for improving the gravel-surfaced road with pavement, curb, gutter and sidewalk on one side, or alternative storm drainage and non-motorized facility treatments. Consider cost sharing with benefiting property owners through the use of a Local Improvement District (LID).	Roadway and Pedestrian-Bicycle System		250		0

Table 3: 2016-2027 Transportation Facilities Plan Project List

TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation ($000)*	IF = Impact Fee Project List**	Impact Fee Project Cost ($000)
TFP-195	150th Avenue SE/SE 37th Street/I-90 off-ramp	10		Option A: The project will add a second eastbound right-turn lane, add a second westbound left-turn lane, add an eastbound through lane past the I-90 eastbound on-ramp, extend the southbound left turn pocket, and extend the third southbound lane from the I-90 on-ramp to SE 38th Street. Option B: The project will construct a multi-lane roundabout. Option C: The project will construct a roundabout per Option B plus construct a multi-lane roundabout at 150th Avenue SE/SE 38th Street, and landscape median between SE 38th Street and SE 37th Street. With any of the three options, upgrade the pedestrian and bicycle crossings and install gateway treatment. The funding allocation will implement either Option A or B.	Roadway	X	250		0
TFP-197	NE 2nd Street Extension and I-405 interchange	3		This project will extend NE 2nd Street across I-405 from 112th Avenue NE to 116th Avenue NE, and add half interchange with I-405, to/from the south. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation represents only a placeholder that may be used to initiate project predesign or early implementation.	Roadway	X	250		0
TFP-207	NE 4th Street Extension/116th Avenue NE to 120th Avenue NE	4	R-160	This project will construct a new 5-lane arterial with two vehicle lanes in each direction and center turn lane, where necessary, with bicycle lanes and sidewalks on both sides. The project will include a new signalized intersection at NE 4th Street/120th Avenue NE and will modify the existing signalized intersection at NE 4th Street/116th Avenue NE. Project will be designed not to preclude potential future uses of the BNSF Railway corridor. Neighborhood traffic mitigation will be evaluated to discourage cut-through traffic on NE 5th Street east of 120th Avenue NE.	Roadway and Pedestrian - Bicycle System	X	36,210	IF	36,210
TFP-208	120th Avenue NE (stage 2)/south of NE 8th Street to NE 12th Street	4, 12	R-164	This project will will extend, realign and widen 120th Ave NE from south of NE 8th St to south of NE 12th Street. The project includes all intersection and signal improvements at NE 8th St and a new signalized intersection at Lake Bellevue Drive/Old Bel-Red Road. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. The project will be designed and constructed to reflect Wilburton/Bel-Red urban design criteria. The project includes new and/or relocation of utility infrastructure including a joint utility trench (JUT) to accommodate future underground utilities.	Roadway and Pedestrian-Bicycle System	X	39,791	IF	36,336

Table 3: 2016-2027 Transportation Facilities Plan Project List

TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation ($000)*	IF = Impact Fee Project List**	Impact Fee Project Cost ($000)
TFP-209	NE Spring Blvd/116th Avenue NE to 120th Avenue NE (Zone 1)	12	R-172	This project will complete the design and construct a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. NE 12th Street will be widened between 116th Avenue NE and the new street connection west of the Eastside Rail Corridor. The planned roadway cross-section for the new arterial street between NE 12th Street and 120th Avenue NE will include two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12th Street and at 120th Avenue NE intersections. This project will also incorporate other work elements including modifications to the existing NE 12th Street/116th Avenue NE intersection, a separated multi-purpose path along the north side and a sidewalk on the south side, landscaping and irrigation, illumination, storm drainage improvements and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit so that it may cross over the East Link light rail alignment and Eastside Rail Corridor.	Roadway and Pedestrian-Bicycle System	X	43,827	IF	43,827
TFP-210	124th Avenue NE/NE Spring Boulevard to NE 18th Street	12	R-166	This project will widen the roadway to five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will install curb, gutter, and sidewalk or multi-use trail on both sides, illumination, landscaping, irrigation, storm drainage and water quality treatment. This project will also install a new signal at NE 16th Street. Between Spring Boulevard and NE 16th Street, the project will include a bridge structure and be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity.	Roadway and Pedestrian-Bicycle System	X	20,349	IF	13,113
TFP-211	NE 6th Street Extension	4	R-162	The project will extend NE 6th Street from the I-405 HOV interchange to 120th Avenue NE. The facility will be designed to accommodate multiple uses, including HOV, frequent transit bus service, non-motorized, and limited general purpose traffic. Conceptual design alternatives have been completed to coordinate with WSDOT's I-405 improvements and Sound Transit's East Link route. The route crosses Sturtevant Creek, which is in a pipe at this location; it is anticipated the project may involve shifting the pipe slightly to the east (to accommodate a bridge pier). The project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used for additional predesign or other early implementation efforts.	Roadway and Pedestrian-Bicycle System	X	1,100		
TFP-213	124th Avenue NE/NE 8th Street to NE Spring Boulevard	8, 12	R-169	This project will widen 124th Avenue NE between Bel-Red Road and Spring Boulevard. The roadway cross-section of this segment will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, curb, gutter, and separated multi-use paths on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection and signal system improvements. The project design and implementation of this segment may be coordinated with adjacent development. Prior to 2016, the project also completed the conceptual design of non-motorized improvements between NE 8th Street and Bel-Red Road.	Roadway and Pedestrian-Bicycle System	X	15,537	IF	15,487

Table 3: 2016-2027 Transportation Facilities Plan Project List

TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation ($000)*	IF = Impact Fee Project List**	Impact Fee Project Cost ($000)
TFP-215	NE Spring Blvd/130th to 132nd Avenues NE	12	R-174	This project will complete the design and construct the westbound lane and other improvements on the north half of a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The project includes traffic signals at the 130th Avenue NE and 132nd Avenue NE that will integrate traffic, pedestrian, and bicycle movements with the Sound Transit East Link Light Rail Transit (LRT) project. The roadway cross-section will include a single travel lane outside the LRT alignment in each direction, sidewalk and bike lanes, illumination, landscaping and irrigation, storm drainage and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit who will construct the 130th Avenue NE LRT station between the westbound and eastbound lanes and a park and ride facility to the north. The funding allocation will also include a placeholder for the design of the eastbound lane and the south half of the improvements.	Roadway and Pedestrian-Bicycle System	X	3,697	IF	3,397
TFP-216	112th Avenue NE/NE 2nd Street	3		This project will add dual southbound to eastbound left-turn lanes, and a northbound to eastbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	Roadway	X	2,966	IF	2,966
TFP-217	124th Avenue NE at SR 520	12		This project will construct ramps to and from the east. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.	Roadway	X	250		0
TFP-218	130th Avenue NE/NE 20th Street to NE Bel-Red Road	12	R-170	The segment from NE 20th Street to NE Spring Blvd will include two travel lanes, bicycle lanes, on-street parking, landscape strip, and sidewalks on both sides. The segment from NE Spring Blvd to Bel-Red Road will include one through lane in each direction, a center turn lane, landscape strip, and sidewalks on both sides. The project will be designed in accordance with the Bel-Red Corridor Plan and coordinated with the East Link light rail station and park & ride at 130th Avenue NE. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway and Pedestrian-Bicycle System	X	253		0
TFP-219	NE 8th Street/106th Avenue NE	3		This project will realign NE 8th Street to the south to better utilize the third westbound travel lane (between 108th Avenue NE and 106th Avenue NE; completed in 2009) and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway	X	2,746	IF	2,746
TFP-222	Bellevue Way/NE 4th Street	3		This project will add a southbound to westbound right-turn lane, a westbound to northbound right-turn lane, and convert a northbound through lane to a create a second northbound to westbound left-turn lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway	X	2,666	IF	2,666

Table 3: 2016-2027 Transportation Facilities Plan Project List

TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation ($000)*	IF = Impact Fee Project List**	Impact Fee Project Cost ($000)
TFP-223	Bellevue Way/NE 8th Street	3		This project will add a southbound to westbound right-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway	X	1,988	IF	1,988
TFP-225	Bellevue Way/NE 2nd Street	3		This project will add a northbound to eastbound right-turn lane and create a second southbound to eastbound left-turn lane by converting an existing through lane, subject to further analysis. Project implementation will be coordinated with potential future private development in the immediate vicinity. (Operation of the second southbound left-turn lane will not be active until the receiving lane is in place on NE 2nd Street.)	Roadway	X	1,404	IF	1,404
TFP-241	120th Avenue NE (Stage 3)/NE 12th to NE 16th Streets	12	R-168	This project will extend the 120th Avenue NE widening from NE 12th Street to NE 16th Street. This corridor segment includes all intersection improvements at NE 12th Street and will be designed to accommodate future intersections at Spring Boulevard, NE 16th Street, and potential property access near the NE 14th Street alignment. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th Streets, the project will include a bridge structure and be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity.	Roadway and Pedestrian-Bicycle System	X	26,132	IF	16,546
TFP-242	Bellevue Way HOV lane/107th Ave SE to I-90	7		Associated with construction of the East Link Light Rail Project, Sound Transit will construct a southbound inside HOV lane between I-90 and the main entrance to the South Bellevue Park and Ride at 112th Avenue SE. This project will widen Bellevue Way SE to add a southbound inside HOV lane and an outside sidewalk or shoulder from the main entrance to the South Bellevue Park and Ride to north of the "Y" intersection with 112th Avenue SE. The potential for landscaping treatments will be evaluated during the project design phase. The project may be implemented in two or more stages. Improvements may extend to all legs of affected intersections to accommodate or optimize the function of the HOV lane.	Roadway and Pedestrian-Bicycle System	X	23,752	IF	23,752
TFP-246	150th Avenue SE/south of SE 38th Street to Newport Way	11		The project will evaluate the need for improvements for the segment south of SE 38th Street to Newport Way, including the intersection at 150th Avenue SE and Newport Way SE. Issues to be considered include vehicular safety and circulation, pedestrian accommodation, and bicycle mobility. The project is located on priority bicycle corridor NS-4: Somerset-Redmond Connection. Project elements will be determined through the predesign process and may include roadway widening and channelization changes, sidewalks, bicycle facility, street lighting, and landscaping.	Roadway and Pedestrian-Bicycle System		250		0

Table 3: 2016-2027 Transportation Facilities Plan Project List

TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation ($000)*	IF = Impact Fee Project List**	Impact Fee Project Cost ($000)
TFP-248	134th Avenue NE/NE 20th Street to NE Spring Blvd	12	R-171	This project will develop a level cross section and alignment for future construction of 134th Avenue NE as a through street between NE Spring Blvd and NE 20th Street, as outlined in the Bel-Red Subarea Plan. The project will coordinate with the East Link project final design. Conceptual plans will be developed for roadway alignment to allow for future construction of 134th Avenue NE as a through street. The roadway will include three lanes, landscape strip, and sidewalks on both sides and is anticipated to be implemented with future private development in the immediate vicinity.	Roadway and Pedestrian-Bicycle System	X	267		0
TFP-250	148th Avenue NE Master Plan improvements at Bel-Red Road, NE 20th Street, and NE 24th Street	12	R-167	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.	Roadway	X	300		0
TFP-252	Bellevue College Connection: Kelsey Creek Rd/Snoqualmie River Road/142nd Pl SE from 145th Place SE to SE 36th St	10		This project will reconstruct the roadway to support frequent transit buses service, construct sidewalks and accessible bus stops and modify the 142nd Pl SE/SE 32nd St intersection. Included is a separated multi-use paved path connecting 145th Pl SE bike lanes to the Mountains to Sound Greenway Trail. Also included is weather protection on 142nd Pl SE for transit users, pedestrians and bicyclists. A Bellevue College Transit Center will be developed along the corridor. The project will likely be implemented in partnership with Bellevue College and other agencies. The funding allocation will advance the design in partnership with potential project partners.	Roadway and Pedestrian-Bicycle System		300		0

Table 3: 2016-2027 Transportation Facilities Plan Project List

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TFP-253	150th Avenue SE/Eastgate Way SE	10		This project will evaluate and determine a preferred intersection improvement option. Options may include: Option A: Add second NB left turn lane, add second EB right-turn lane, add second WB through lane past 148th Ave SE. Add E-W bike lanes through intersection. Option B: Construct multilane roundabout. The project will also evaluate/accommodate upgraded ped and bike crossings, planned Eastgate Way bike lanes, and gateway treatments.	Roadway and Pedestrian-Bicycle System	X	250		0
TFP-254	Bel-Red Road/NE 20th Street to NE 24th Street	12		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 will be coordinated with potential future private development in the immediate vicinity.	Roadway and Pedestrian-Bicycle System	X	250		0
TFP-255	Newport Way SE/Somerset Blvd SE to 150th Avenue SE	11	R-185	This project will conduct a design alternatives analysis in coordination with the community, complete design, and includes a placeholder for construction of the identified roadway and non-motorized improvements to SE Newport Way between Somerset Boulevard and 150th Avenue SE. Specific improvements may include sidewalks on at least one side, pedestrian crossing facilities, bike lanes on both sides, turn lanes where necessary, and other potential roadway amenities including illumination, landscaping, irrigation, storm drainage and water quality treatments.	Pedestrian-Bicycle System		8,100		0
TFP-256	West Lake Sammamish Parkway/SE 34th Street to approximately the SE 1700 block (Phase 2)	9	R-183	This project will conduct a design alternatives analysis in coordination with the community and other stakeholders, complete design, and includes a full implementation placeholder for construction of the second phase of the corridor improvements (of five total), between SE 34th Street and approximately the SE 1700 block of the parkway. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor.	Roadway and Pedestrian-Bicycle System		8,000		0

Table 3: 2016-2027 Transportation Facilities Plan Project List

TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation ($000)*	IF = Impact Fee Project List**	Impact Fee Project Cost ($000)
TFP-257	West Lake Sammamish Parkway/North City Limit to Approximately the SE 1700 block (phases 3, 4 & 5)	6, 9		The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor. This funding allocation is to complete design and includes a full implementation placeholder for a third phase of improvements (of five total).	Roadway and Pedestrian-Bicycle System		8,000		0
TFP-258	164th Avenue SE/Lakemont Blvd signalized intersection	11	M-20	This project will replace the existing all way stop with a new traffic signal. The new signal will be placed on the SCATS traffic adaptive signal system, and coordinated when warranted with adjacent traffic signals.	Roadway	X	200	IF	200
TFP-259	NE Spring Blvd/120th Avenue NE to 124th Avenue NE (Zone 2)	12	R-173	This project will complete design and construct a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and wide sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. An on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment. The project will be designed in coordination with the Sound Transit East Link light rail station in the vicinity of 120th Avenue NE.	Roadway and Pedestrian-Bicycle System	X	20,903	IF	20,903
TFP-260	120th Avenue NE (Stage 4)/NE 16th Street and to Northup Way	12	R-168	This project will conduct an alignment alternatives analysis and pre-design process in coordination with Sound Transit and their potential development of an Operations and Maintenance Satellite Facility on the west side of the project alignment. Pre-design work on Stage 4 of the 120th Avenue NE corridor conducted through 2014 has assumed the current roadway alignment and would widen the roadway and transition from a 5-lane section to a 4-lane section in proximity of NE 18th Street. North of NE 18th Street the cross-section may consist of two northbound through lanes, a center turn lane, and one southbound lane with sidewalks on both sides and a separated bicycle path on the west side. The project includes a stream crossing of the West Tributary. The project will follow Bel-Red urban design standards.	Roadway and Pedestrian-Bicycle System	X	2,719		0

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TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation ($000)*	IF = Impact Fee Project List**	Impact Fee Project Cost ($000)
TFP-261	NE Spring Boulevard & 136th Place NE - 132nd Avenue to NE 20th Street	12	R-175	This project will advance the design of future roadway improvements allowing for coordination and forward compatibility with Sound Transit who will be implementing the East Link project between the eastbound/northbound and westbound/southbound lanes NE Spring Boulevard and 136th Place NE. The project will interface with designs at 132nd and 134th Avenues NE, which will integrate traffic, pedestrian, and bicycle movements with the East Link crossings. The roadway cross-section outside of the LRT alignment includes one travel lane in each direction, on-street parking between 132nd Ave NE and 134th Ave NE, buffered bike lanes, curb, gutter, and sidewalk on each side, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities.	Roadway and Pedestrian-Bicycle System	X	165		0
TFP-262	Bellevue Way NE/NE 12th Street to the north city limits at SR-520	1		This project will conduct a corridor study and community involvement process to identify multimodal mobility improvements along Bellevue Way NE through the Northtowne neighborhood, between NE 12th Street and the north city limits at SR 520. This is identified as a multimodal corridor and as such, potential improvements include sidewalk enhancements, pedestrian crossings and bicycle facilities, together with addressing traffic speed and safety concerns.	Roadway	X	250		0
TFP-263	148th Avenue NE/NE 8th Street	9		This project will evaluate potential intersection improvement options and identify a preferred alternative and update cost estimates. Options may include: Option A: Add 2nd eastbound and westbound left turn lanes on NE 8th Street. All widening would be done to the north side of the roadway. Option B: All features of Option A, plus add 2nd northbound and southbound left turn lanes on 148th Avenue NE. With either option, evaluate configuring queue jumps for transit in existing NB, SB and EB right-turn lanes; and evaluate impacts to Kelsey Creek which crosses under NE 8th Street east of 148th Avenue NE.	Roadway and Transit	X	250		0
TFP-264	143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal	9, 12		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.	Roadway and Pedestrian-Bicycle System	X	250		0

Table 3: 2016-2027 Transportation Facilities Plan Project List

TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation ($000)*	IF = Impact Fee Project List**	Impact Fee Project Cost ($000)
TFP-265	124th Avenue NE/NE 18th Street to Northup Way	12	R-166	This project will widen the roadway to five lanes, curb, gutter, and sidewalks will be included consistent with the Bel-Red subarea plan and street corridor and urban design standards. The segment includes a stream crossing of the West Tributary and planned trail. Key intersections are at NE Spring Boulevard multi-modal corridor/East Link project and Northup Way. (Intersection improvements at NE Spring Boulevard will be included in the NE Spring Boulevard project.) Project implementation will be coordinated with approved and potential future private development in the immediate vicinity.	Roadway and Pedestrian-Bicycle System	X	313		0
TFP-266	I-90 Factoria Blvd Exit Expansion	13		In coordination with the Mountains to Sound Greenway project (TFP-243), this project will advance the design to relocate the current trail to allow a second I-90 Eastbound to Factoria Boulevard off ramp lane through the undercrossing of the interchange ramp between I-405 and I-90 Eastbound. The trail will be rerouted to new bridges crossing the I-405 to I-90 interchange ramps and the I-90 to Factoria Boulevard off ramp.	Roadway and Transit	X	0		0
PEDESTRIAN - BICYCLE IMPLEMENTATION INITIATIVE (PBII) RESERVE PROJECTS									
N/A	Ped/Bike Implementation Reserve			This line does not represent a facility project. It represents a recommended funding "reserve" for the implementation of priority pedestrian and bicycle projects to be determined by the City's ongoing *Pedestrian & Bicycle Implementation Initiative* . Candidate projects for the allocation of a portion of this reserve include the Ped/Bike TFP projects listed below and notated with "**PBII**" in the "Total TFP Funding Allocation" column.			22,500		
TFP-158	SE 16th Street/148th Avenue SE to 156th Avenue SE	9	W/B-82	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.	Pedestrian-Bicycle System		PBII		0
TFP-173	108th/112th Avenue NE/ north city limit to NE 12th Street	1	W/B-81	This project will add 5-foot-wide bicycle lanes on both sides of 108th/112th Avenue NE from north city limit to NE 12th Street. A 6-foot-wide sidewalk will be constructed along the west side of 112th Avenue NE from the end of the transportation trail south to NE 24th Street. A sidewalk will be constructed on the east side from NE 24th Street to connect to the existing sidewalk 450 feet south. Turn pockets will be widened at the NE 24th Street intersection. This is a component of priority bicycle corridor NS-2: Lake Washington Loop. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Pedestrian-Bicycle System		PBII		0

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TFP #	Project Location	MMA	CIP #	Project Description	Project Type	X = Capacity Project	TFP Funding Allocation ($000)*	IF = Impact Fee Project List**	Impact Fee Project Cost ($000)
TFP-230	108th Avenue NE/NE 12th Street to Main Street	3		This project will conduct a corridor study to identify, prepare preliminary designs, and potentially implement multimodal improvements to enhance the 108th Avenue NE corridor through Downtown. Improvements to be considered may include mid-block crossings, intersection treatments (including the NE 6th Street Pedestrian Corridor interface), bicycle facilities, transit way improvements (also refer to the recommendations of the Bellevue Transit Master Plan), landscaping and lighting. This roadway segment is a component of priority bicycle corridor NS-1: Enatai-Northtown Connection.	Pedestrian-Bicycle System		PBII		0
TFP-232	164th Avenue NE/SE-NE 18th Street to SE 14th Street	6, 9		This project will designate a bicycle shoulder on both sides between NE 18th Street and Northup Way and between NE 8th Street and SE 14th Street. The 5-foot-wide bicycle lanes between Northup Way and NE 6th Street will be striped and signed. On-street parking will be accommodated on the east side of the street from NE 6th Street to SE 14th Street. This is a component of priority bicycle corridor NS-5: Spirit Ridge-Sammamish River Connection.	Pedestrian-Bicycle System		PBII		0
TFP-234	Main Street/100th Avenue to 116th Avenue	3, 4		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 may be coordinated with implementation of the East Link project in this vicinity.	Pedestrian-Bicycle System		PBII		0
TFP-243	Mountains to Sound Greenway/ Factoria Boulevard to Lakemont Boulevard	10,11, 13	W/B-78	This project will advance the design of priority segments of the Mountains to Sound Greenway Trail between Factoria Boulevard SE and Lakemont Boulevard SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012 with funding from the Pedestrian and Bicycle Access Improvements program (CIP Plan No. PW-W/B-56). 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. The current project budget is intended to fully fund the design phase for all at-grade segments between Factoria Boulevard and Lakemont Boulevard , and the design of grade separated crossings of Factoria Boulevard and the interchange ramps between I-405, I-90, and Factoria Boulevard. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment.	Pedestrian-Bicycle System		PBII		0

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TFP-244	Eastside Rail Corridor multi-use path/southern city limits to northern city limits	1, 2, 4, 7, 8, 12, 14		This project will add a 10- to 14-foot-wide off-street path along the BNSF right-of-way from the southern city limits to the northern city limits. This is part of a proposed regional trail that would connect Eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the city of Bellevue. The regional trail shall have connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90 Trail, Woodridge, the Wilburton area, Downtown Bellevue, Bel-Red, NE 15th Street, the West Tributary Trail, and the SR 520 Trail, which is identified as priority bicycle corridor NS-3: BNSF Trail Corridor. Funding allocation is to support the initial scoping of the project, including coordination with the community and property owners and/or acquisition.	Pedestrian-Bicycle System		PBII		0
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street	2, 9, 12		This project will evaluate options for bicycle network implemenation on 140th Avenue NE. This is a component of priority bicycle corridor NS-4: Somerset-Redmond Connection. Options may include: Option A: Addition of 5-foot-wide bicycle lanes on 140th Avenue NE between NE 24th Street and NE 8th Street. Option B: Development of an off-street multi-use paved path along the east side of 140th Avenue NE, replacing a separated gravel path that exists on much of the segment; it may be a boardwalk for part of the Bel-Red Road to NE 20th Street segment. With either option, the project will add a 10- to 14-foot-wide off-street path connecting the SR 520 Trail to 140th Avenue NE, if feasible.	Pedestrian-Bicycle System		PBII		0
TFP-247	Eastgate Way/Richards Road to SE 35th Place	10		This project will install bicycle lanes, where missing through the Eastgate corridor. Completion of the missing link in the sidewalk between Richards Road and 139th Avenue SE may be implemented in coordination with adjacent development.	Pedestrian-Bicycle System		PBII		0
TFP-249	Hospital/NE 8th Street Station Access Improvements	4		This project will improve rider access to the planned East Link station at NE 8th Street, especially for pedestrians. An initial funding allocation may be used to identify and analyze potential access improvements, develop design concepts, and advance implementation of elements such as access links to 116th Avenue NE, sidewalks, street crossings, and other features to facilitate connections between the station and nearby employment, housing, shopping, and services.	Pedestrian-Bicycle System		PBII		0
TFP-251	Coal Creek Parkway/124th Avenue SE to the southern city limits	11, 13, 14		This project will add a 10- to 14-foot-wide off-street path along the west side of Coal Creek Parkway from 124th Avenue SE to the southern city limits. To accommodate the path, existing bicycle lanes may be eliminated and the roadway narrowed. The project will coordinate with the City's Urban Boulevards program. This is a component of priority bicycle corridor EW-5: Coal Creek-Cougar Mountain Connection.	Pedestrian-Bicycle System		PBII		0
					Totals:		$315,693		$223,073

* Allocations for projects included in the 2015-2021 CIP have been inflated to year of expenditure values; cost allocations for all other projects remain in 2022 dollar values.

**Capacity projects open for use by end of 2027 are included in the Impact Fee Project List.

= Fully Funded Current 2015-2021 CIP Project

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