COMPREHENSIVE TRANSPORTATION PROJECT LIST

Adopted August 3, 2015.

Projects on this list guide the design of public investments and private-sector projects. These transportation projects span the entire city, as shown on the Map CTPL 1. Where there are several projects in close geographic proximity, separate maps provide more details, see Maps CTPL 2 and 3. For details on Downtown Bellevue projects, refer to the **Downtown Transportation Plan**. Projects related to "functional plans", such as the **Pedestrian and Bicycle Transportation Plan** and the **Transit Master Plan** are located in those documents.

Figure CTPL-1. Comprehensive Transportation Project List

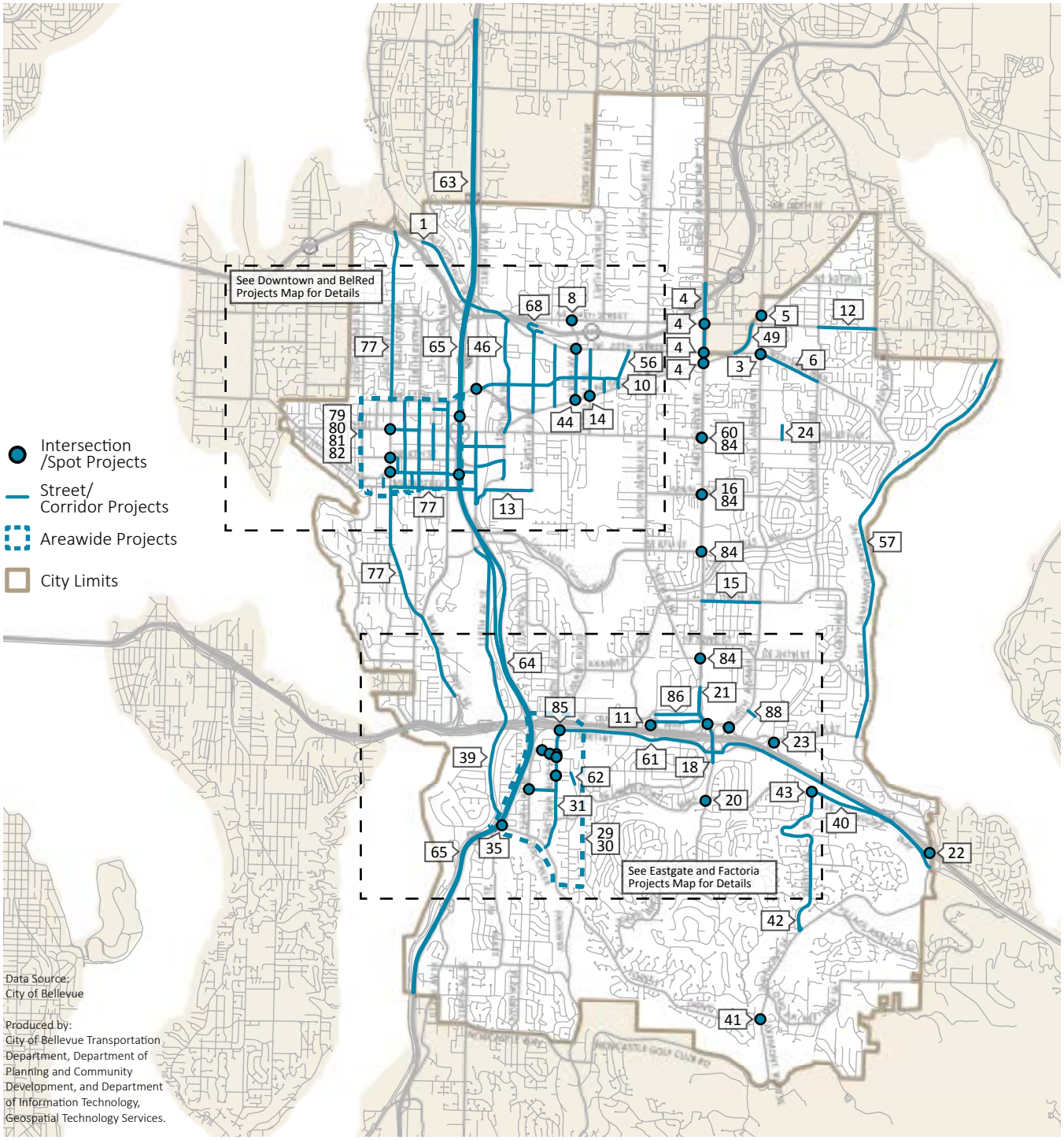


Figure CTPL-2. Downtown and BelRed Projects

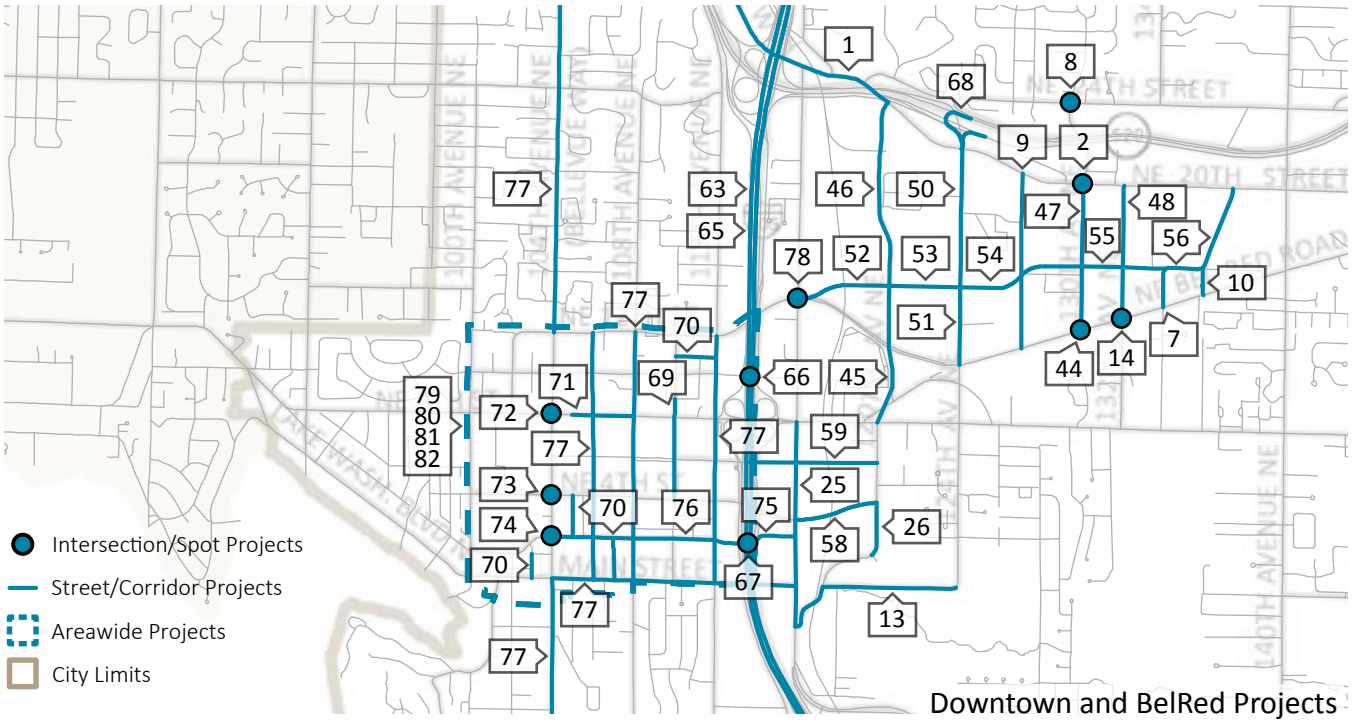
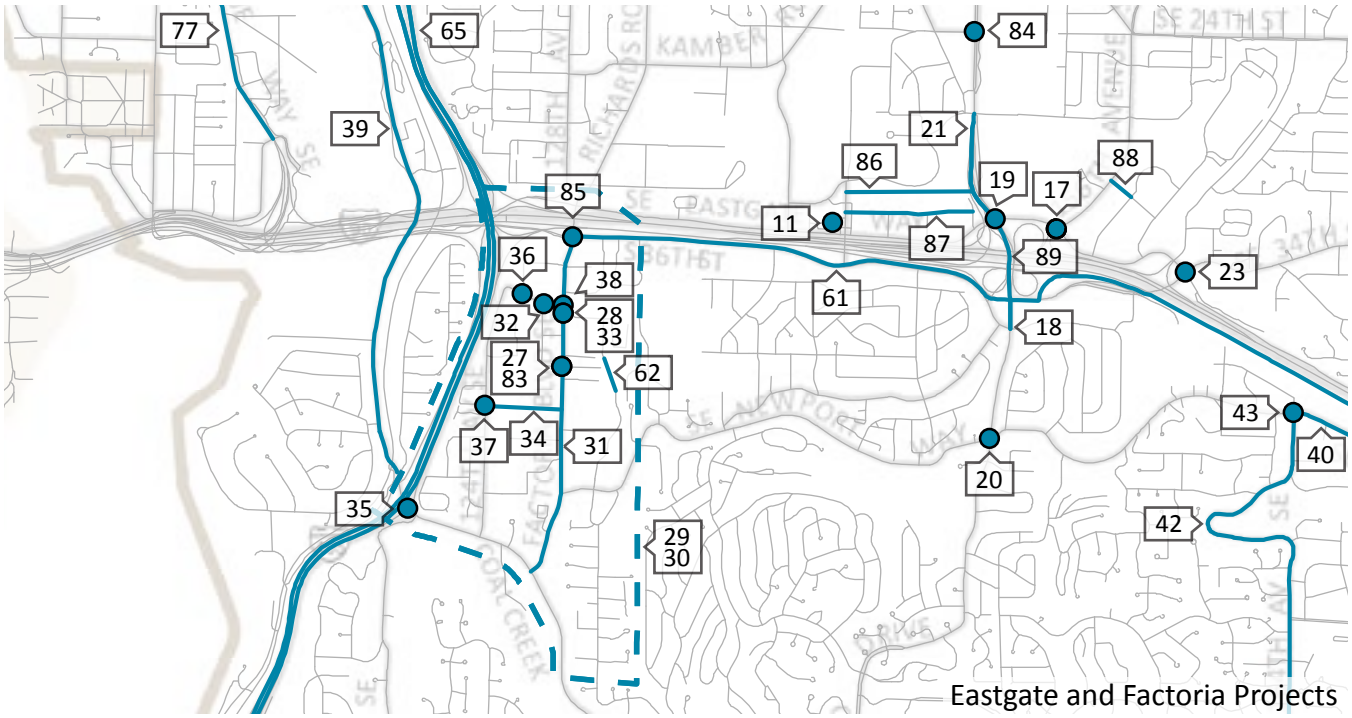


Figure CTPL-3. Eastgate and Factoria Projects



Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-1	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.	Northup Way	NE 24th St to NE 33rd Pl	PW-R-146, TFP-079
CTPL-2	Conduct a needs assessment to determine whether southbound right turn and westbound right turn lanes should be added at 130th Ave NE / NE 20th St.	130th Ave NE / NE 20th St		
CTPL-3	Conduct a needs assessment to determine whether eastbound and westbound through lanes and a second northbound left turn lane should be added at 156th Ave NE / NE 20th St and signalization modified. Also assess whether the eastbound through lane should be extended 800 feet (plus transition) east of 156th	156th Ave NE / NE 20th St	From intersection to east of 156th Ave NE	
CTPL-4	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.	148th Ave NE	At Bel-Red Rd, NE 20th St, and NE 24th St	TFP-250
CTPL-5	Coordinate with private development to construct a southbound right turn lane at 156th Ave NE and Bel-Red Rd.	156th Ave NE / Bel-Red Rd		
CTPL-6	Conduct a needs assessment to determine whether a median left-turn lane should be added on Northup Way between 156th Ave NE and 164th Ave NE where not complete.	Northup Way	156th Ave NE to 164th Ave NE	

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-7	Reconstruct as three lanes; modify signalization.	134th Ave NE	Bel-Red Rd to Spring Blvd	
CTPL-8	Conduct a needs assessment to determine whether left-turn pockets should be added on all legs of 130th Ave NE / NE 24th St except the north leg. Also monitor for potential future	130th Ave NE / NE 24th St		
CTPL-9	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.	127th Ave NE	Bel-Red Rd to Northup Way	
CTPL-10	Coordinate with private development to construct new three-lane road; signalize.	136th Ave NE	Bel-Red Rd to Spring Blvd	
CTPL-11	Create a high capacity transit (HCT) station facility at the Eastgate Park & Ride.	Eastgate Park-and-Ride		
CTPL-12	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	NE 24th St	164th Ave NE to 172nd Ave NE	
CTPL-13	Upgrade to urban standards (2/3 lanes) with curbs, gutters, bicycle facilities, and sidewalks. Provide intersection left turn lanes or two-way left turn lanes as required at selected locations.	Main St and SE 1st St	116th Ave NE to 124th Ave NE	
CTPL-14	Conduct a needs assessment to determine whether northbound and southbound right turn lanes should be added at 132nd Ave NE / Bel-Red Rd.	132nd Ave NE / Bel-Red Rd		
CTPL-15	The 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.	SE 16th St	148th Ave SE to 156th Ave SE	TFP-158
CTPL-16	Conduct a needs assessment to determine whether a westbound right turn lane should be added at 148th Ave / Main St.	Main St / 148th Ave		
CTPL-17	Redesign 156th Ave SE and SE Eastgate Way intersection to enhance traffic flow, upgrade pedestrian and bicycle crossings, and establish a gateway treatment, potentially to include developing a modern roundabout.	156th Ave SE / SE Eastgate Way		

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-18	This project will evaluate and determine a preferred intersection improvement option. Options may include: Option A: Add second EB right turn lane, add second WB left turn lane, add EB through lane past I-90 eastbound on-ramp, extend SB left-turn pocket, and extend 3rd SB lane from I-90 on-ramp to SE 38th St. Option B: Construct multi-lane roundabout. Option C: Construct roundabout per Option B plus construct multilane roundabout at 150th Ave SE/SE 38th St and landscaped median between SE 38th St and SE 37th St. The project will also evaluate upgraded ped and bike crossings and gateway treatments.	150th Ave SE	SE 37th St to I-90 off-ramp	TFP-195
CTPL-19	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.	Eastgate Way / 148th Ave SE		TFP-253
CTPL-20	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	Newport Way	Somerset Ave SE to 150th Ave SE	TFP-255
CTPL-21	Provide a third southbound lane along 148th Avenue SE from the ramp to westbound I-90 north of Eastgate Way south over the 150th Avenue SE overpass to SE 38th St. The ramp from eastbound I-90 immediately south of Eastgate Way would merge with the third southbound lane as the overpass of I-90 already has three lanes. TFP Project 253 (CTPL-26) has identified alternatives for intersection improvements at 148th Ave SE and Eastgate Way, and TFP Project 195 (CTPL-25) has identified alternatives for intersection improvements at 150th Ave SE at SE 36th St and SE 38th St. This project should be studied in the context of those intersection improvements.	148th Ave SE	I-90 WB on-ramp to SE 38th St	
CTPL-22	The Lakemont Blvd SE/West Lake Sammamish Pkwy SE Interchange Improvements identifed in the WSDOT I-90 Bellevue to North Bend Corridor Study include the following project elements: (1) widen existing WLSP roundabout; (2) addition of a new roundabout at the westbound ramp terminal; and, (3) addition of a new EB slip ramp on the existing EB to NB WLSP off-	I-90 / Lakemont Blvd SE / West Lake Sammamish Pkwy SE		

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-23	Conduct a warrant study to determine the need and potential benefit of a traffic signal in improving traffic flow at the intersection of Eastgate Way and SE 35th Pl.	Eastgate Way / SE 35th Pl		
CTPL-24	Improve 160th Avenue NE with landscaping, street trees and street edge enhancements that extend the character of the Crossroads Park. The connection at 156th Avenue NE should include landscaping and design features that act as a park "gateway." 160th Avenue NE is an easement on private property used by Crossroads Park. To facilitate improvements to 160th Avenue, it may be appropriate for the city to acquire the right of way for 160th Avenue NE from NE 8th Street to Crossroads Park.	160th Ave NE	North of NE 8th St to Crossroads Park	
CTPL-25	Improve the 116th Avenue NE streetscape, including select median landscaping areas.	116th Ave NE	NE 8th St to SE 1st St	
CTPL-26	Improve the 120th Ave NE streetscape, including select median landscaping areas, between NE 4th St to NE 1st St.	120th Ave	NE 1st St to NE 4th St	
CTPL-27	Improve the pedestrian crossing of Factoria Boulevard at SE 40th Lane, considering options such as: installing special paving types or markings, and providing longer pedestrian signal phases or priority or an eastbound left-turn only signal phase.	Factoria Blvd / SE 40th Ln		
CTPL-28	Improve the at-grade pedestrian crossing of the Factoria Boulevard at SE 38th St intersection considering options such as: installing special paving types or markings, or providing longer pedestrian phases.	Factoria Blvd / SE 38th St		
CTPL-29	Improve wayfinding signage for pedestrians throughout the Factoria area. This project may be implemented by the city on public right-of-way, or by private property owners.	Factoria		
CTPL-30	Consider installing vehicle stop lines in advance of crosswalks and driveway access points where vehicle encroachment is documented and consistent.	Factoria		
CTPL-31	Provide pedestrian-scale lighting fixtures above Factoria Boulevard sidewalks.	Factoria Blvd		
CTPL-32	Consider relocating the existing mid-block crosswalk on SE 38th St west of Factoria Boulevard when Factoria Mall redevelopment changes the pedestrian and vehicular circulation pattern. This project's timing would be coincident with that of Mall redevelopment.	SE 38th St west of Factoria Blvd		
CTPL-33	Consider the feasibility and design of a grade-separated pedestrian crossing of Factoria Boulevard at SE 38th St. from the northeast corner to southwest corner of the intersection. This project could be developed in association with an enhanced transit facility at this location, and with private redevelopment on each side of the intersection where the skybridge would "land" on private	Factoria Blvd / SE 38th St		

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-34	Provide a landscaped median where feasible to enhance the streetscape on SE 41st Pl between Factoria Boulevard and 124th Ave SE. This project could be coordinated with future Mall expansion.	SE 41st Pl	Factoria Blvd to 124th Ave SE	
CTPL-35	Conduct a study to determine whether adopted, projected 2030 vehicle level of service standards are anticipated to be met at the I-405 / Coal Creek Pkwy intersection. If these standards are not projected to be met, further study what types of improvements could be pursued to achieve this end.	Coal Creek Pkwy / I-405		
CTPL-36	Coordinate with private property owners to develop a primary access driveway from SE 38th St to Factoria Mall at time of redevelopment. Align this driveway with the major driveway (private road SE 37th St) on the north side of SE 38th St to create a 4-way intersection. Install traffic controls at this intersection if warrants are met. Provide pedestrian crosswalks at this intersection. The timing of this project is dependent on Factoria Mall redevelopment.	SE 38th St	At entrance to Factoria Mall	
CTPL-37	Install a new traffic signal at SE 124th Ave and 41st Pl SE, if signal warrants are met.	124th Ave SE / 41st Pl SE		
CTPL-38	Coordinate with King County Metro Transit and adjacent property owners to develop a "Factoria Station" transit center on Factoria Boulevard, near SE 38th St. In the short-term, the transit center could consist of enhanced service, rider information, and facilities. In the longer-term, a more substantial transit center may need to be designed and coordinated together with private redevelopment projects. To facilitate pedestrian crossings of Factoria Boulevard and SE 38th St, a grade-separated crossing (skybridge) may be considered in the long-term. A grade-separated pedestrian crossing would be integrated with adjacent	Factoria Blvd / SE 38th St		
CTPL-39	Provide pedestrian/bicycle facilities while maintaining existing general purpose travel lanes. Conduct traffic analysis to assess the need for added turning lanes at selected intersections.	118th Ave SE	SE 8th St to Coal Creek Pkwy	
CTPL-40	Conduct a needs assessment to determine whether left-turn pockets should be constructed at key intersections along Newport Way SE between 164th Ave SE and Lakemont Blvd.	Newport Way SE	164th Ave SE to Lakemont Blvd extension	
CTPL-41	Provide a new traffic signal and turn lane on Forest Drive.	Lakemont Blvd / Forest Dr		
CTPL-42	Upgrade the existing two-lane road to higher standards; provide safety features; and provide left-turn pockets at key intersections including Newport Way.	164th Ave SE	Newport Way to Lakemont Blvd	

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-43	Conduct a needs assessment to determine whether the south and east approach legs of 164th Ave SE and Newport Way should be channelized.	164th Ave / Newport Way		
CTPL-44	Conduct a needs assessment to determine whether a westbound-to-northbound right-turn lane and a second southbound-to-westbound right-turn lane should be added and signalization modified at Bel-Red Rd and 130th Ave NE.	130th Ave NE / Bel-Red Rd		TFP-218
CTPL-45	This project 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. The project will also be coordinated with private development in the vicinity and with development of the 120th Ave NE Improvements projects south of NE 8th St and from NE 12th Street to the north.	120th Ave NE	NE 8th St to NE 12th St	PW-R-164, TFP-208

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-46	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. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project implementation will also be coordinated with private development in the vicinity and the development of 120th Ave NE Improvements – NE 8th to NE 12th Streets and the NE Spring Blvd improvements to the west and east of the 120th Ave NE corridor. Pre-design work on Stage 4 of the 120th Avenue NE corridor between NE 16th Street and Northup Way 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.	120th Ave NE	NE 12th St to Northup Way	PW-R-168, TFP-241
CTPL-47	This project will redevelop 130th Avenue NE between Bel-Red Road and NE 20th Street. The segment north of the planned intersection with Spring Blvd will include a retail focused/pedestrian-oriented design with a two-lane cross-section, bike lanes, and on-street parking. The segment south of the Spring Blvd intersection will transition from the retail street design to the north to a three lane section. Along both segments, the project will design new or redeveloped curb, gutter and sidewalk on both sides of the street, future intersection improvements including turn lanes, potential mid-block crossings, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed in coordination with the Sound Transit East Link light rail line project crossing 130th Avenue NE at the Spring Blvd alignment and the planned light rail station and park & ride facility between 130th and 132nd Avenues NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of Spring Blvd -	130th Ave NE	Bel-Red Rd to NE 20th St	TFP-218

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-48	Widen 132nd Avenue NE to three lanes between Bel-Red Road and NE 20th Street. Modify traffic signals.	132nd Ave NE	Bel-Red Rd to NE 20th St	
CTPL-49	The 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.	Bel-Red Rd	NE 20th St to NE 24th St	TFP-254
CTPL-50	This project will widen 124th Avenue NE from NE Spring Boulevard to Northup Way. The roadway cross-section 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 or multipurpose trail on both sides, planter strips, a bridge structure, retaining walls, illumination, landscaping, irrigation, storm drainage, water quality treatment, and install a new signal at NE 16th Street. The project will be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity and will reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. Implementation will be coordinated with private development in the vicinity and the development of 124th Ave NE Improvements – Main St to NE Spring Blvd and the NE Spring Blvd improvements to the west of the 124th Ave NE corridor.	124th Ave NE	Spring Blvd to Northup Way	PW-R-166, TFP-210

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-51	This project will widen 124th Ave NE from NE 12th St (Bel-Red Rd) to NE Spring Blvd. 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 paths on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection, and signal system improvements. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any new and/or relocation of existing utility infrastructure and will be coordinated with the design and implementation of 124th Ave NE Improvements – NE Spring Blvd to NE 18th St. This project will also construct non-motorized improvements between NE 8th and NE 12th Streets. South of NE 8th St, the project has evaluated, designed, and will complete implementation of mitigation measures to protect residential communities south of NE 8th St from potential traffic impacts of Bel-Red growth and the associated major roadway projects in the vicinity. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Bel-Red area capital investments or private developments.	124th Ave NE	NE 8th St to Spring Blvd	PW-R-169, TFP-213

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-52	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. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of NE Spring Boulevard - 120th to 124th Avenues NE and 120th Avenue NE Improvements – NE 12th Street to NE 16th Street.	Spring Blvd	116th Ave NE to 120th Ave NE	PW-R-172, TFP-209
CTPL-53	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.	Spring Blvd	120th Ave NE to 124th Ave NE	PW-R-173
CTPL-54	Multi-modal corridor incorporating east-west arterial capacity (2 through-lanes in each direction, potentially with an interim improvement limited to a single through-lane in each direction); light rail guideways and stations; urban sidewalks; a bicycle trail/pathway with regional trail connections; and “green” elements, including urban open spaces, tree canopy and landscaping features, and natural drainage features where	Spring Blvd	124th Ave NE to 130th Ave NE	

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-55	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, sidewalk and bike lane, 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 project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with potential future private development in the vicinity, and designs for 130th Avenue NE – Bel-Red Road to NE 20th Street and NE Spring Boulevard – 132nd Avenue NE to NE 20th Street project. An eastbound lane and other roadway improvements to the south of the planned 130th Avenue NE LRT station will also be completed in the future. This may occur in phases in coordination with other Sound Transit facilities, Bel-Red area capital	Spring Blvd	130th Ave NE to 132nd Ave NE	PW-R-174, TFP-215

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-56	This project will construct 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. The project will be designed to reflect Bel-Red urban design criteria, the 130th Avenue NE Light Rail Station Area Plan Report, and will also be coordinated with private development in the vicinity and the design of the 130th Avenue NE – Bel-Red Road to NE 20th Street, 134th Avenue NE – NE Spring Boulevard to NE 20th Street, and NE Spring Boulevard – 130th to 132nd Avenues NE projects. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Sound Transit facilities, Bel-Red area capital investments or private	Spring Blvd and 136th Pl NE	132nd Ave NE to NE 20th St	PW-R-175, TFP-215
CTPL-57	The project 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.	West Lake Sammamish Pkwy	North City Limits to SE 34th St	PW-R-183, TFP-078

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-58	This project will implement a new five lane arterial, with two travel lanes in each direction and a center turn lane where necessary, between 116th Avenue NE and 120th Avenue NE. The project will include bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping and irrigation, storm drainage and detention. The project will accommodate other utility infrastructure as needed. The final roadway alignment was determined in coordination with existing and potential future development and with the ownership interests of the Eastside Rail Corridor (ERC). The project has been designed not to preclude potential future uses of the ERC corridor. The project will include a new signalized intersection at NE 4th Street/120th Avenue NE and modifies the existing signalized intersection at NE 4th Street/116th Avenue NE. Implementation of the project will be closely coordinated with the complementary 120th Avenue NE Improvements project. A neighborhood protection plan, to address potential traffic impacts along NE 5th Street to the east of 120th Avenue NE, may be developed in coordination with the neighborhood. The current project budget is intended to fully fund all phases of the project. The construction phase of the project will be completed in stages.	NE 4th St	116th Ave NE to 120th Ave NE	PW-R-160, TFP-207
CTPL-59	The project will extend the existing NE 6th St transit and carpool ramp, which is accessible to and from Interstate 405 in both directions, eastward from the middle of the freeway. The new road would extend above the northbound lanes of Interstate 405 and 116th Ave NE to a new intersection at 120th Ave NE. The facility will be designed to accommodate multiple uses, including HOV, frequent transit, general purpose, and a 14-ft wide non-motorized pathway along the south side of NE 6th St between 112th Ave NE and 120th Ave NE. The project will also include street lighting, landscaping, irrigation, storm drainage/detention.	NE 6th St Multi-Modal Corridor	112th Ave NE to 120th Ave NE	PW-R-162, TFP-211
CTPL-60	Conduct a needs assessment to determine whether westbound right turn lanes and double left-turn lanes should be added at 148th Ave NE and NE 8th St. The latter improvement would also include widening to the north, with new curb, gutter, and	NE 8th St / 148th Ave NE		

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-61	Part 1: The project will construct the Mountains to Sound Greenway Trail as a 10-foot-wide or greater width paved multi-use trail beginning at the current end of the I-90 Trail at Factoria Boulevard. The route extends eastward along the north side of SE 36th Street, follows a new independent alignment along the I-90 off-ramp to the 150th Avenue SE at SE 37th Street intersection, crosses 150th Avenue SE, and continues along the south side of SE 37th Street, just east of the entrance to the I-90 on-ramp (crosses SE 37th Street opposite Eastgate Plaza). The trail route then turns north and continues eastward adjacent to I-90 in the WSDOT right-of-way to Lakemont Boulevard. The design of the Mountains to Sound Greenway I-90 Trail links should, to the extent feasible, preserve existing and/or enhance adjacent on-street bicycle facilities, especially in locations where these are most useful to bicyclists. Revisions will be considered to the Factoria Boulevard/SE 36th Street intersection to enhance pedestrian and bicycle crossings, which is identified as priority bicycle corridor EW-4. Part 2: The project will install boulevard treatment on roadway segments adjacent to the Mountains to Sound Greenway Trail, with elements likely to include street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping, and public art. The project will coordinate with the City's Urban	Mountains to Sound Greenway Trail	Factoria Blvd to Lakemont Blvd	PW-W/B-78, TFP-243
CTPL-62	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.	129th Ave SE	Newport Way to SE 38th St	TFP-103
CTPL-63	Construct an HOV lane and one or more additional lanes (general purpose, HOV, and/or HCT) in each direction to improve the person carrying capacity of the corridor with final designation of usage and number of lanes dependent on the results of the Growth Management Act, implementation of Transportation Demand Management legislation and analysis performed in the High Capacity Transit study. Refer to the I-405 Master Plan.	I-405	NE 8th St to NE 70th St	
CTPL-64	Construct an HOV lane and one or more additional lanes (general purpose, HOV and/or HCT) in each direction to improve the person carrying capacity of the corridor with final designation of usage and number of lanes dependent on the results of the Growth Management Act, implementation of Transportation Demand Management legislation and analysis performed in the High Capacity Transit study. Refer to the I-405 Master Plan.	I-405	SE 8th St to I-90	

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-65	Add two general purpose lanes on I-405 in each direction north of NE 10th St and south of NE 2nd St, with one additional lane in each direction between these streets. Refer to the I-405 Master	I-405		
CTPL-66	Add new I-405/SR-520 access at NE 10th St via collector-distributor lanes from and to the north. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. Refer to the WSDOT I-405 Master Plan.	I-405 / NE 10th St		TFP-193
CTPL-67	Add new I-405 access at NE 2nd St via collector-distributor lanes from and to the south. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. Refer to the WSDOT I-405 Master Plan.	I-405 / NE 2nd St		TFP-197
CTPL-68	Create a new full interchange at SR-520 near 124th Avenue NE.	SR-520 / 124th Ave NE		TFP-217
CTPL-69	Widen this section from three lanes to four or five lanes where not complete. Project is a component of the 2030 baseline scenario – final design subject to multimodal corridor analysis.	110th Ave NE	NE 4th St to NE 9th St	TFP-110
CTPL-70	Reconstruct the following sections to meet city design standards (sidewalks, lane width, etc.): a) 103rd Avenue NE between Main Street and NE 1st Street b) 105th Avenue NE between NE 2nd Street and NE 4th Street. c) 107th Avenue NE between Main Street and NE 2nd Street. d) NE 11th St between 110th Avenue NE and 112th Avenue NE.	103rd Ave NE, 105th Ave NE, 107th Ave NE, and NE 11th St		
CTPL-71	Add one westbound lane on NE 8th St between 105th Ave NE and 106th Ave NE (while preserving the large sequoia). 2030 Baseline scenario project.	NE 8th St	105th Ave NE and 108th Ave NE	TFP-219
CTPL-72	Add a new southbound to westbound right turn lane. Require project proponent to prepare a multimodal analysis prior to implementation to evaluate the aggregate mobility benefits.	NE 8th St / Bellevue Way NE		TFP-223
CTPL-73	Provide dedicated southbound to westbound and westbound to northbound right turn lanes. Add new dual northbound to westbound left turn lanes on Bellevue Way. Require project proponent to prepare a multimodal analysis prior to implementation to evaluate the aggregate mobility benefits.	NE 4th St / Bellevue Way NE		TFP-222
CTPL-74	a) Add new westbound to southbound left-turn lane on NE 2nd St. b) Add new northbound to eastbound right turn lane on Bellevue Way. c) Add new southbound to eastbound dual left turn lanes on Bellevue Way. For each of these, require project proponent to prepare a multimodal analysis prior to implementation to evaluate the aggregate mobility benefits.	NE 2nd St / Bellevue Way NE		TFP-225

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-75	Extend NE 2nd St from 112th Ave NE across I-405 to 116th Ave NE, including intersection improvements at 112th Ave NE and 116th Ave NE. Add new dual southbound to eastbound left turn lanes on 112th Ave at NE 2nd Street. The overpass is a component of the I-405 Master Plan (Project #108); the arterial projects are identified as "Beyond 2030" projects.	NE 2nd St	112th Ave NE to 116th Ave NE	TFP-197
CTPL-76	Widen this section from 3 or 4 to 5 lanes. This is a 2030 Baseline scenario project.	NE 2nd St	Bellevue Way NE to 112th Ave NE	TFP-190
CTPL-77	Conduct corridor studies and implement recommended multimodal improvements on the following streets: a) 108th Avenue NE between Main Street and NE 12th Street b) Main Street between Bellevue Way and 116th Avenue NE c) Bellevue Way between I-90 and Main Street d) Bellevue Way between NE 12th Street and SR 520 e) 112th Avenue between Main Street and NE 12th Street f) 106th Avenue NE between Main Street and NE 12th Street	106th Ave NE, 108th Ave NE, 112th Ave NE, Bellevue Way NE, Main St		TFP-230, TFP-234
CTPL-78	Conduct a needs assessment to determine whether a northbound to eastbound right-turn lane and eastbound to northbound dual left-turn lanes should be added at NE 12th St and 116th Ave NE.	NE 12th St / 116th Ave NE		
CTPL-79	Downtown crosswalks that incorporate “Standard”, “Enhanced” or “Exceptional” components according to the Crosswalk Types map that are designed in context to accommodate pedestrians in a safe and comfortable manner	Downtown		PW-R-182
CTPL-80	Downtown mid-block crossings that are at-grade (grade-separated mid-block crossings would be built by others) to facilitate pedestrian crossings of wide arterials between signalized intersections.	Downtown		PW-R-182, PW-R-182
CTPL-81	Comprehensive network of on-street bicycle facilities and wayfinding plus short-term on-street bicycle parking. For both commuting and recreation, projects will support connectivity within Downtown and connections to neighborhoods and regional facilities such as the I-90 Trail, the SR 520 Trail and the future Eastside Rail Corridor Trail.	Downtown		PW-R-182, PW-R-182
CTPL-82	Implement transit passenger comfort amenities, information, and access to transit improvements at and around bus stops and light rail station areas throughout Downtown.	Downtown		PW-R-182, PW-R-182
CTPL-83	Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane at SE 40th lane and Factoria	SE 40th Ln / Factoria Blvd		
CTPL-84	Replace aging wiring and poles at three signalized intersections along the 148th Avenue corridor, including SE 8th Street, Main Street, and NE 8th Street.	148th Ave NE/SE	SE 8th St, Main St, and NE 8th St	

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-85	Redesign the Factoria Blvd and SE 36th St intersection to enhance pedestrian and bicycle crossings.	Factoria Blvd SE / SE 36th St		
CTPL-86	Establish a new east-west roadway on the south edge of the Bellevue College campus between 142nd Place SE/Snoqualmie River Road and 148th Avenue SE along the south campus	Coal Creek Rd	142nd Pl SE to 148th Ave SE	
CTPL-87	A new east-west pedestrian connection is formalized through the Lincoln Executive Center to the Eastgate Park-and-Ride.	SE 32nd St	Eastgate P&R Rd to 148th Ave SE	
CTPL-88	Improve east-west pedestrian and bicycle connectivity to retail services by creating a 6 to 10' wide trail connection that links SE 33rd Street to 156th Avenue SE.	SE 33rd St	156th Ave SE to 158th Ave SE	
CTPL-89	As a major north-south corridor and a gateway point for regional traffic on I-90, 148th Avenue SE/150th Avenue SE between SE 28th St and SE 38th St receives "boulevard" treatments including street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping, and public art.	148th Ave SE / 150th Ave SE	SE 28th St to SE 38th St	