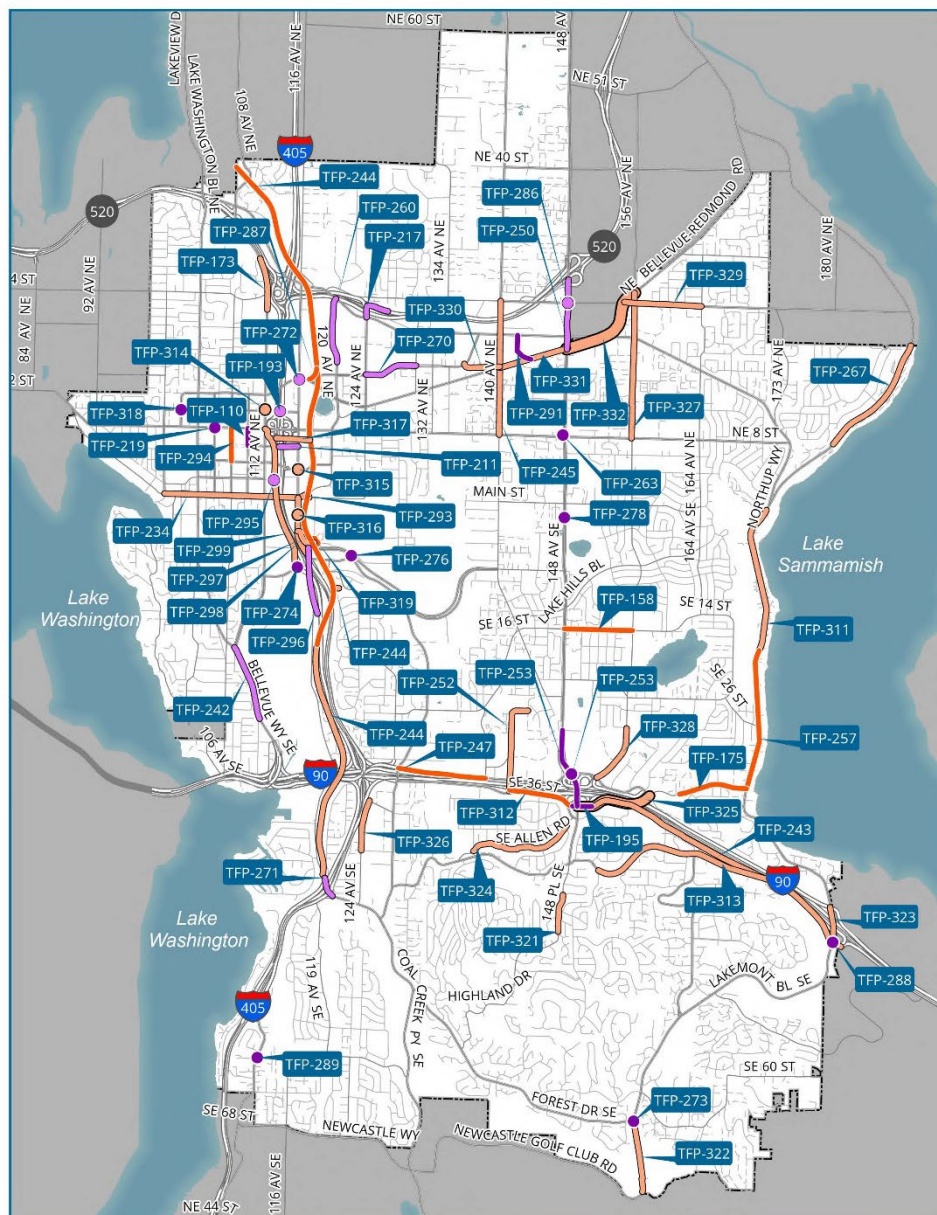




2026-2045 TRANSPORTATION FACILITIES PLAN

November 2025



CITY OF BELLEVUE, WASHINGTON

RESOLUTION NO. 10557

A RESOLUTION adopting the 2026-2045 Transportation Facilities Plan.

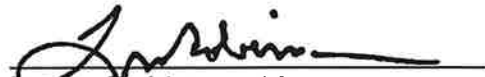
THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The City Council hereby adopts the 2026-2045 Transportation Facilities Plan, a copy of which plan has been given Clerk's Receiving No. _____.

Passed by the City Council this 25th day of NOVEMBER, 2025, and signed in authentication of its passage this 25th day of NOVEMBER, 2025.

(SEAL)




Lynne Robinson, Mayor

Attest:


Charmaine Arredondo, City Clerk

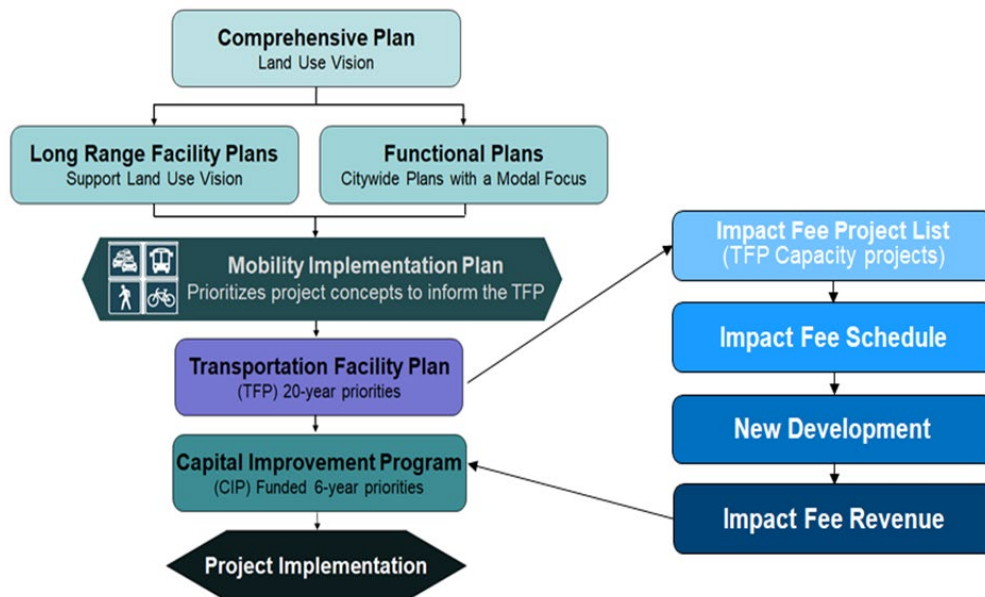
City of Bellevue Proposed 2026-2045 Transportation Facilities Plan

As Adopted by the City Council on November 25, 2025
(Resolution No. 10557)

INTRODUCTION

The Transportation Facilities Plan (TFP) is a twenty-year transportation program; a listing of high priority 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/Mobility Implementation Plan.** 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 2009), the Eastgate I-90 Land Use & Transportation Project study (completed in 2012) and the Bellevue Transit Plan (update adopted in 2014). Key projects from these plans and studies are included in the City's Transportation Improvement Program, which is required by state law and updated annually.) The Mobility Implementation Plan (MIP) identifies performance targets citywide for vehicular, transit, pedestrian and bicycle travel modes. Network locations that fall short of target performance levels are evaluated and potential projects are identified to improve performance.

- ◆ The **Transportation Facilities Plan (TFP)**, reflecting a comprehensive, citywide study, collects the priority projects identified in the long-range plans and the MIP, 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 20 years.
- ◆ The **Capital Improvement Program (CIP) Plan** reflects funding to implement the City's highest priority capital needs, such as Transportation, Parks and Utility facilities for a six-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 as follows:

- 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)
- 2013 (the 2013-2024 Plan, Resolution No. 8617, amended by Resolution No. 8623)
- 2015 (the 2016-2027 Plan, Resolution No. 9032)
- 2019 (the 2019-2030 Plan, Resolution No. 9637)
- 2022 (the 2022-2033 Plan, Resolution No. 10112).

With the 2026-2045 TFP, the City is shifting to a 20-year plan horizon, which aligns with the timeline of the City's Comprehensive Plan and encompasses an additional eight years of anticipated revenue.

PURPOSE

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

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

Intermediate-Range Planning Tool

The TFP serves as a bridge between the long-range transportation facility plans and the network performance targets in the MIP and the fully-financed transportation sections of the City's Capital Improvement 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.

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 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. Also refer to Figure A above.

TFP DEVELOPMENT

REVENUE FORECAST

The TFP is a “financially constrained” plan, where the amount of estimated project costs identified in the TFP are considered along with projected revenues. The total cost of projects listed in the TFP far exceeds the projected revenue for the 20-year TFP period. While a few projects have specific funding allocations to advance them to full or partial implementation, most projects listed are priorities for advancing as opportunities arise to secure and allocate funding for their design, property acquisition and construction. Funding for transportation facilities comes from a variety of sources as outlined below.

Funding Sources. Over the next 20 years, the transportation projects and ongoing capital programs in this Plan are projected to receive approximately \$501.9 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.

Note: For purposes of the TFP, the percentage of these two revenue categories are combined as neither category is a “project specific” revenue and adjustments are often made to balance project budgets once programmed in the CIP. Combined, the General CIP and transportation dedicated revenue sources account for approximately 26 percent of the funding for projects and programs included in the TFP.

- Neighborhood Safety, Connectivity and Congestion Levy – Voters in the City of Bellevue passed this levy in the November of 2016 general election. Levy revenue generated is divided into two distinct accounts for allocation, 1) dedicated for neighborhood congestion reduction project development, and 2) dedicated for neighborhood safety and connectivity projects. The latter category is further divided into multiple focus areas including neighborhood sidewalks, bicycle facilities, traffic safety or system operational improvements, Intelligent Transportation Systems (ITS), and system maintenance. Levy revenue will provide approximately 39 percent of the funding during the Plan period.
- Impact fees and other developer contributions required from new development are projected to provide approximately 11 percent of the funding for new improvements.

- Grants and contributions from other agencies account for approximately 24 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 2025-2030 CIP Plan, adopted in November 2024. Actual revenue collected from any source listed may vary significantly.

The 2016 levy expires in 2035, during this TFP plan period. This TFP, being a planning document, assumes that the levy revenue source will be reapproved by Bellevue voters, for 2036 and beyond, at a constant revenue generating level.

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 20-year transportation revenue from WSDOT and local or regional agencies, revenue is shown only for projects underway or committed based on existing agreements; no revenue from future cost sharing agreements has been assumed or projected.

There are a few additional potential new revenue sources or expansions of existing sources including Transportation Benefit District with Sales and Use Taxes and/or Vehicle License Fees, Property Taxes, and Tax Increment Financing, but none of these are assumed.

Table 1 displays a summary of the revenue assumptions used to develop the 2026-2045 TFP.

Table 1: Summary of 2026-2045 Bellevue Transportation Capital Funding Forecast

General CIP	\$110.4
-Sales Tax	
-B & O Tax	
Transportation Dedicated	\$22.2
-Motor Vehicle Fuel Tax	
-Real Estate Excise Tax	
Neighborhood Safety, Connectivity and Congestion Levy	\$196.0
Impact Fees & Developer Contributions	\$55.1
Grants & Outside Agency Contributions	\$118.2
Total Projected Revenue	\$501.9

Note 1: Amounts above do not include funding for actual expenditures through 2025 for TFP projects budgeted in the adopted CIP and for which implementation has already begun. Total project costs for projects already begun are included in the TFP project list, Table 3.

Note 2: Capital revenue allocated to pay debt service for long-term debt issued to in part fund transportation projects is not reflected in the TFP revenue forecast amounts reflected above.

Note 3: Developer contribution revenue (\$5.5 million) is assumed within the Impact Fees & Developer Contribution line item above. This revenue will offset the combined cost of two TFP Impact Fee Projects on the project list (TFP Nos. 110 and 219).

Table 2 displays the allocation of funding projected for the 2026-2045 planning period.

Table 2: Summary of 2026-2045 Transportation Funding Allocations

Total Projected Revenue (millions)	\$501.9
Less Committed Revenue	\$137.9
-Allocations to 2026-2030 CIP Projects and Ongoing Programs (\$132.4M)	
-Allocation of assumed Developer Contribution revenue to specific TFP projects (\$5.5M)	
Less Reserved Revenue	\$157.5
-Revenue beyond 2030 reserved to fund CIP project costs that are offset by the Transportation CIP Contra which is included in the adopted 2025-2030 CIP Plan	
Less Constrained Revenue	\$180.0
-Continuation of Ongoing CIP Programs (2031-2045)	
Balance Available for Allocation to 2026-2045 TFP Projects	\$26.5

Note 1: Project cost allocation for projects included in the 2025-2030 CIP have been inflated to year of expenditure values; cost allocation to any non-CIP TFP projects have been stated in 2026 dollar values. Actual allocations in future CIP updates will likely spread these project costs over the years 2031-2045 with additional inflationary adjustments by year.

Note 2: Though significant budget allocations have been made to specific transportation projects and programs in the adopted 2025-2030 CIP Plan, the Plan is underfunded by \$157.5 million. This underfunding is represented by a "Transportation CIP Contra" line in the capital budget.

Note 3: Continuation of Ongoing CIP Programs beyond the adopted CIP is assumed at \$12 million per year, or cumulatively, \$180 million. This annual amount is a reduction from the cumulative allocation in the adopted CIP (approximately \$16 million per year).

For this TFP, after allocation of forecast revenue to CIP projects and programs, including counter-funding the “Transportation CIP Contra” line, a negative \$157.5 million, and continuation funding of ongoing capital programs beyond the CIP Plan years, there is a balance of only \$26.5 million remaining. This forecast revenue balance is extremely limited for the duration of the TFP plan period beyond the 2030 outyear of the adopted CIP.

This revenue outlook has led to two significant changes to the intermediate transportation facilities planning conducted as the basis of the 2026-2045 TFP update process.

1. The limited revenue forecast was the primary reason for extending the TFP planning period from 12 to 20 years. In fact, without this plan term extension, the revenue outlook would show a negative revenue picture for the TFP period. An additional consideration for extending the TFP plan period to 20 years was guidance from the Puget Sound Regional Council (PSRC), who certifies the Comprehensive Plans for agencies across the region, including for Bellevue. The PSRC strongly recommended developing a revenue constrained facilities plan to match the Comprehensive Plan planning horizon, 20 years. This horizon helps to illustrate how Bellevue can meet the transportation demands of the land use growth forecast targeted for the city.
2. A secondary outcome of the limited revenue picture was, for the first time, to include ongoing capital programs within the project listing of the TFP. Ongoing programs do deliver new, or improvements to existing, transportation facilities. Several of the ongoing programs included in the project list, Table 3, include a sub-listing of specific facility improvements that have been identified at the time of development of this Plan. Due to the nature of these programs, the priorities of each program are identified, prioritized and implemented as program funding allows.

Primarily due to the revenue constraints described above, the majority of projects in this TFP are not allocated funding for full or even partial implementation costs. The exception is that a total of \$16.0M is allocated among six Congestion Reduction Levy projects, all designated as an Impact Fee Program project, as the costs of these projects exceed revenue in the current 2025-2030 CIP. **This leaves a balance of approximately \$10.5 million.** This balance is held in reserve for future allocation to projects emerging as the highest priorities in future CIP and TFP updates. Project locations, descriptions, and, for some projects, TFP (non-CIP) funding allocations for facilities identified in the 2026-2045 TFP are listed in **Table 3**.

All other listed projects without any specific TFP funding allocation are included in this Plan as “Placeholder” projects. The placeholder projects, and any partially funded CIP

projects, will all be considered candidates for additional funding if or when additional revenue is identified and secured or reasonably forecast.

Table 4 lists a subset of recently completed TFP projects, the cost of which continue to be eligible for inclusion in the Transportation Impact Fee Program. These projects are not active TFP projects, and their revenue and costs are excluded from the figures in Tables 1 and 2 above.

PROJECT PRIORITIZATION AND SELECTION

In developing the list of projects for the 2026-2045 TFP, Transportation Department staff worked closely with the Bellevue Transportation Commission and the public to identify and prioritize candidate TFP projects before selecting the 77 projects for the new TFP project list. Included are 25 funded projects from the current [2025-2030 CIP Plan](#) (adopted by the City Council in November 2024) or identified as priorities for implementation via ongoing transportation programs (some funded via the Transportation Levy). Also included are two projects assumed to be implemented by adjacent private development, consistent with provisions of the Transportation Impact Fee Program. The other 50 projects included in this TFP were prioritized and selected from a candidate pool drawn from the 2022-2033 TFP, from ongoing work of the city's Congestion Reduction program, from ongoing work of the city's [Neighborhood Sidewalk Program](#), from work of the Bike Bellevue initiative and through identifying performance "gaps" in the City's [Mobility Implementation Plan](#) (MIP) networks for vehicles, pedestrians and bicycles. Additional candidate projects, primarily developed to address emerging safety or congestion 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 guided by performance targets specified in the MIP, which are informed by goals and policies in the Transportation Element of the Comprehensive Plan. As an initial step, candidate projects were scored using the MIP scoring system. Details of the scoring vary by mode (vehicular, pedestrian, bicycle), but follow the overall framework in the graphic below, excerpted from the MIP Implementation Guide.

Table 5: Accumulating Scores for MIP Goals



Each scoring element is further defined as follows:

- The Growth Score concerns the area of the city where a project is located.
- The Access/Mobility Score concerns the land uses and density in the area where the project is located.
- The Equity Score concerns the economic and social circumstances of residents in the project area.
- The Safety Score concerns the level of existing safety issues at a project location.
- The Supplemental Score considers existing conditions (intersection capacity and travel time for vehicular mode, absence of sidewalks for pedestrian mode) or, for

the bicycle mode, whether a project fills a gap on a designated bicycle network corridor.

In addition to project scoring, considerations in the TFP prioritization process included public input, Council priorities and the extent which projects involve collaboration with other parties or agencies to implement time-sensitive projects.

2026-2045 Transportation Facility Plan projects are illustrated in **Figure B1** (roadway, intersection, sidewalk and bicycle projects) and **B2** (transit projects). Project descriptions and funding allocations for improvements identified in the 2026-2045 TFP are listed in **Table 3**. Table 3 also indicates which projects are in the current 2025-2030 CIP Plan. In the final columns, the table indicates which projects are considered Impact Fee Projects – roadway and intersection vehicular capacity projects - and the portion of the project's total project cost estimate (TFP Funding Allocation) that will be used to calculate impact fees. In some cases, the impact fee project cost will exceed the TFP Funding Allocation due to the inclusion of debt service costs (required by Section 22.16.020.V of the Bellevue City Code) or other costs eligible to the Transportation Impact Fee Program.

A SEPA checklist was prepared for the 2026-2045 TFP and a Determination of Non-Significance was issued on October 22, 2025. Projects in the TFP are evaluated for SEPA environmental impacts at time of implementation.

Figure B1: Location of 2026-2045 Transportation Facilities Plan Roadway, Intersection, Sidewalk and Bicycle Projects

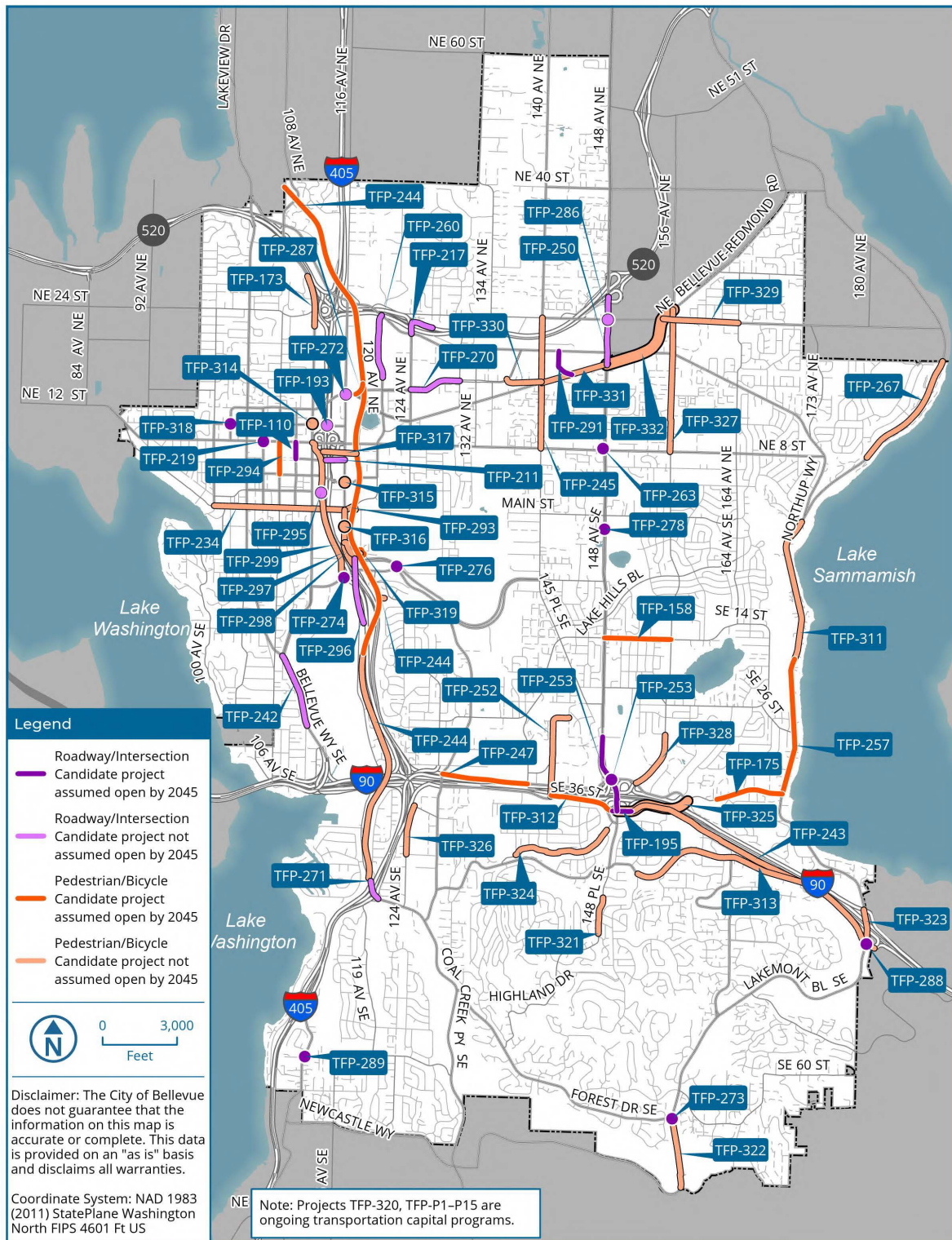


Figure B2: Location of 2026-2045 Transportation Facilities Plan Transit Projects

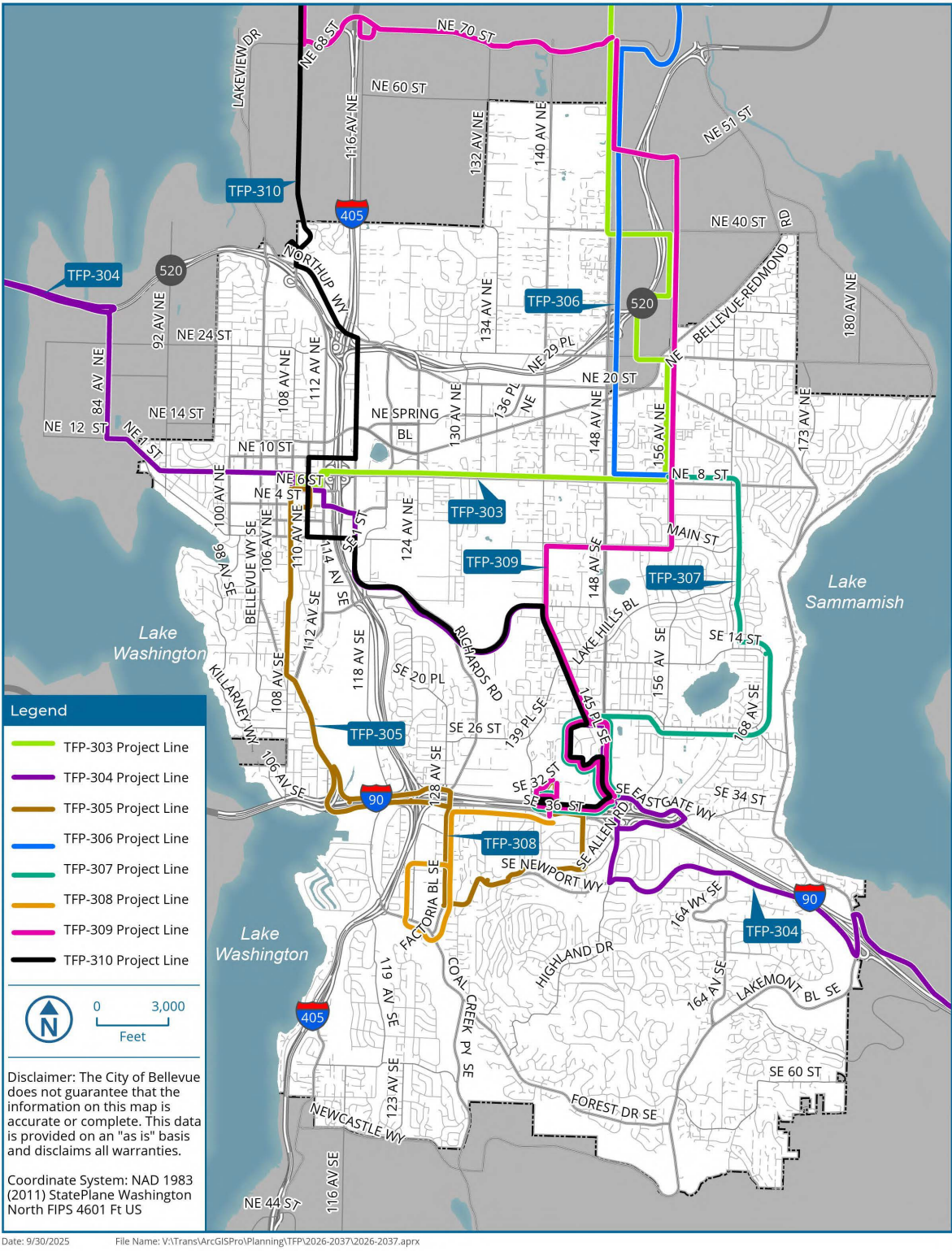


TABLE 3: 2026-2045 Transportation Facilities Plan
Project List

2026-2045 TFP Project Map #	Project Name, Location and Limits	CIP #	Project Description	Project Type	Primary Project Category	IF = Impact Fee Project (2)	2025-2030 CIP Funding Allocation (\$000s) (1)	Total TFP Funding Allocation (\$000s) (1)/(3)
TFP-110	110th Avenue NE/NE 7th Street to NE 8th Street		This project will complete implementation of a five-lane roadway section with sidewalks where missing between NE 7 th and NE 8 th Streets. Project implementation will be coordinated with approved and potential future private development in the immediate vicinity. This project is located on the anticipated alignment of the future Rapid Ride K Line bus route.	Roadway Pedestrian Transit	Support continued development in the city's growth areas	IF		\$1,500
TFP-158	SE 16th Street/148th Avenue SE to 156th Avenue SE	WB-90	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	Build out the pedestrian and bicycle facility network		\$11,980	\$11,980
TFP-173	108th/112th Avenue NE/ SR520 to NE 12th Street		This project will add a 6-foot-wide sidewalk on the west side from NE 24th Street to the transportation trail to the north. A sidewalk will be constructed on the east side from NE 24th Street to connect to the existing sidewalk 450 feet south.	Pedestrian	Build out the pedestrian facility network			
TFP-175	SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy	WB-88	This project will design and construct a five foot bike lane, curb, gutter and six foot sidewalk on north side and curb, gutter and a wide curb lane, where feasible, on the south side of SE 34th Street from West Lake Sammamish Parkway to 162nd Place SE.	Pedestrian	Build out the pedestrian facility network		\$6,300	\$6,300
TFP-193	NE 10th Street at I-405		This project will add a southbound off-ramp. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially.	Roadway	Led by other agencies that advance city interests			
TFP-195 TFP-253	150th Avenue SE/SE 37th Street/I-90 off-ramp	R-212	The project funds the complete design, property acquisition and construction of a new southbound vehicle travel lane from Landerholm Circle to SE 38th Street. Intersection improvements are planned at SE 38th, SE 37th and Eastgate Way, and roadway improvements along SE 37th at the I-90 eastbound on-ramp. Project work includes roadway design plans, storm drainage, geotechnical engineering, survey, permit applications, environmental impact report, traffic analysis, utility relocation plans, property acquisition plans and project cost estimates. Project under construction as of mid 2025.	Roadway	Mitigate impacts to residents of growth and congestion	IF	\$12,197	\$12,197
TFP-211	NE 6th Street Extension	R-211	This project will extend NE 6th Street from the I-405 HOV interchange to 116th Avenue NE. The facility will be designed to accommodate HOV, frequent transit bus service, and vehicle access to express toll lanes. Conceptual design alternatives have been completed to coordinate with WSDOT's I-405 improvements and Sound Transit's East Link route. The project-would likely be a regional or outside agency-led effort in which the City may choose to participate financially. Funding allocation supports city coordination with WSDOT.	Roadway	Led by other agencies that advance city interests		\$300	\$300
TFP-217	124th Avenue NE at SR 520	R-192	This project will construct ramps to and from the east. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. Funding allocation supports city coordination with WSDOT.	Roadway	Led by other agencies that advance city interests		\$108	\$108

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TFP-219	NE 8th Street/106th Avenue NE		This project will realign NE 8th Street to the south to extend the third westbound travel lane to the west of 106th Avenue NE and preserve the existing large sequoia tree. This realignment will allow NE 8th Street three through lanes westbound from I-405 to Bellevue Way. Project implementation will be coordinated with potential future private development in the immediate vicinity.	Roadway	Support continued development in the city's growth areas	IF		\$4,000
TFP-234	Main Street/100th Avenue to 116th Avenue	R-224	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 108th Avenue and the east side of I-405 is separately being improved with an off-street shared-use path facility on the south side. The segment from 116th Avenue to 110th Avenue is on the anticipated alignment of the future Rapid Ride K Line bus route.	Bicycle	Build out the bicycle facility network		\$500	\$500
TFP-242	Bellevue Way SE HOV Lane - 112th Avenue SE 'Y' to I-90 Segment A: Park&Ride to Winters House	R-184	This project will design and construct a new inside southbound HOV lane and a planter at the base of a retaining wall. This phase would construct segment from the Winter's House to the South Bellevue light rail station (formerly the South Bellevue park-and-ride lot). It would connect to the section of Bellevue Way, including an HOV lane that extends to I-90 (built by Sound Transit). The design phase will include a public engagement process to help ensure the informed consent of the local community and other stakeholders in the Bellevue Way SE corridor. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other capital investments in the area. Funding allocation advances preliminary design.	Roadway	Support continued development in the city's growth areas		\$2,463	\$2,463
TFP-243	Mountains to Sound Greenway Future Phases: 150th Avenue SE to Lakemont Boulevard	WB-94	This project will advance the design and construction of priority segments of the Mountains to Sound Greenway Trail between 150th Avenue SE and Lakemont Boulevard SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012. Trail design will typically include a 12 foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices. Project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment. Funding allocation will support preliminary design and early implementation of priority segments.	Pedestrian Bicycle	Build out the pedestrian and bicycle facility network		\$1,750	\$1,750

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TFP-244	Eastrail Corridor shared-use path/southern city limits to northern city limits	G-103	This project will add a 14-foot-wide off-street path along the Eastrail from the southern city limits to the northern city limits. This project is an outside agency-led effort in which the City may choose to participate financially and is part of a planned regional trail that will connect Eastside communities from Renton to Woodinville. Approximately 7.5 miles of the trail is located within the city of Bellevue. The regional trail will include connections to pedestrian and non-motorized city facilities and be compliant with current trail standards. Potential trail connections include Newcastle Beach Park, Greenwich Crest, the I-90/MTSG Trail, Woodridge, Wilburton, Downtown Bellevue, BelRed, the West Tributary Trail, and the SR 520 Trail/Northup Way. Project identified as priority bicycle corridor NS-3: Eastrail. Funding allocation is to support City's scoping and development of projects connecting to or supporting the Eastrail mainline path, including coordination with the community and property owners and/or acquisition.	<i>Pedestrian Bicycle</i>	<i>Build out the pedestrian and bicycle facility network; Led by other agencies that advance city interests</i>		\$8,845	\$8,845
TFP-245	140th Avenue NE/NE 24th Street to NE 8th Street		This project will evaluate development of an off-street shared-use paved path along the east side of 140th Avenue NE between NE 24th Street and NE 8th Street, 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. The project will include addition of a 10- to 14-foot-wide off-street path connecting the SR 520 Trail to 140th Avenue NE, if feasible. Project located on Priority Bicycle NS-4.	<i>Bicycle</i>	<i>Build out the bicycle facility network</i>			
TFP-247	Eastgate Way/Richards Road to Sunset Corporate Campus	WB-91	This project will complete the missing link in the sidewalk between Richards Road and 139th Avenue SE.	<i>Pedestrian</i>	<i>Build out the pedestrian facility network</i>		\$4,400	\$4,400
TFP-250	148th Avenue NE Master Plan		The project will evaluate and refine improvements to the 148th Avenue NE Master Plan. Potential improvements include the following: 1) a third northbound through lane on 148th Avenue NE from 350 feet south of Bel-Red Road to the SR 520 eastbound on-ramp, 2) a northbound right-turn lane, and eastbound and westbound dual left-turn lanes at 148th Avenue NE and Bel-Red Road, 3) eastbound and westbound dual left-turn lanes at NE 20th Street and 148th Avenue NE, 4) extend the northbound and westbound right-turn lanes at NE 24th Street and 148th Avenue, 5) eastbound and westbound dual left-turn lanes at NE 24th Street and 148th Avenue NE, 6) configure the northbound 3-lane approach on 148th Avenue NE at the SR 520 eastbound on-ramp to right turn only, through/optional HOV right turn, and through only, and 7) convert and extend southbound right-turn lane on 148th Ave NE between NE 24th and NE 20th into a BAT lane. Improvements at NE 24th Street will accommodate or implement a wide-lane east-west bicycle facility. The project may be phased. Scope and cost may be modified based future analysis and coordination with the City of Redmond associated with the 148th Avenue NE Master Plan. Improvements in vicinity of 148th Ave/Bel-Red Rd intersection to be coordinated with Utilities stormwater projects, as feasible.	<i>Roadway</i>	<i>Support continued development in the city's growth areas</i>			

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2026-2045 TFP Project Map #	Project Name, Location and Limits	CIP #	Project Description	Project Type	Primary Project Category	IF = Impact Fee Project (2)	2025-2030 CIP Funding Allocation (\$000s) (1)	Total TFP Funding Allocation (\$000s) (1)+(3)
TFP-252	Bellevue College Connection: Kelsey Creek Rd/ Snoqualmie River Road/142nd Pl SE from 145th Place SE to SE 36th St	R-201	This project will design and construct a transitway connection through the Bellevue College campus to improve transit speed and reliability from SE 24th Street to SE 32nd Street along Snoqualmie River Road SE. This partnership between King County Metro Transit, Bellevue College and the City, will reconstruct campus and City roadways to support frequent transit bus service, construct sidewalks and accessible bus stops and modify the 142nd Place SE/SE 32nd Street intersection. It will include a separated, shared-use, (bike accessible) paved path connecting 145th Place SE to the Mountains to Sound Greenway Trail. It will provide weather protection on 142nd Place SE for transit users, pedestrians and cyclists. A Bellevue College Transit Center is envisioned to be developed along the corridor. This project is located on the anticipated alignment of the future Rapid Ride K Line bus route. Funding allocation will support project design phase.	Transit Pedestrian Bicycle	Support transit mobility		\$3,003	\$3,003
TFP-257	West Lake Sammamish Parkway/South Central" segment (phase 3)	R-194	This project will design and construct the third phase of the West Lake Sammamish Parkway corridor improvements (three of five phases), between the SE 34th Street and the SE 1800 block. Full funding allocation is intended to implement improvements on the segment northward from SE 34th Street to approximately the SE 1800 block. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in areas adjacent to sensitive critical areas (approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2 to 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street (if warranted); and signalized pedestrian crossings at SE 26th Street, Northrup Way, NE 24th Street, and at five other locations along the parkway.	Pedestrian Bicycle	Build out the pedestrian and bicycle facility network		\$12,500	\$12,500
TFP-260	120th Avenue NE (Stage 4)/NE 16th Street and to Northrup Way	R-186	This project will widen 120th Avenue NE between NE 16th Street and Northrup Way. The existing two-lane roadway will be widened to four lanes between NE 16th Street and the future NE 18th Street to include one northbound lane, two southbound lanes, and a center two-way left-turn lane. From the future NE 18th Street to Northrup Way, the widening will consist of one northbound lane, one southbound lane and a center lane that will be channelized as a two-way left-turn lane or a center median depending on the land use and will be utilized as a left-turn pocket at the intersections. The project will add new roadside planters along the full length of the project that separate vehicle traffic from bicycle lanes and sidewalks. The project will also provide illumination, pedestrian crossings, a modified traffic signal system at the Northrup Way intersection, intelligent transportation systems, signing, irrigation, and landscaping improvements. This project will install stormwater drainage, flow control and water quality facilities, reconstruct and relocate underground utilities, and realign and improve an existing culvert crossing to provide a new fish and wildlife passable roadway crossing structure. Construction of this project may be phased. Funding allocation supports project design and ROW phases.	Roadway Pedestrian Bicycle	Support continued development in the city's growth areas		\$9,683	\$9,683

TABLE 3: 2026-2045 Transportation Facilities Plan
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TFP-267	West Lake Sammamish Parkway/"North" segment; (phase 5)		This project will design and construct the fifth phase of the West Lake Sammamish Parkway corridor improvements (last of five phases), between SE 34th Street and the NE 2nd block. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide shared-use trail (8 feet wide in areas adjacent to sensitive critical areas (approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2 to 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street (if warranted); and signalized pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will make storm drainage, water quality, and fish passage improvements throughout the corridor. This project will also provide a preliminary design analysis with cost estimates to determine the exact location and scope of the next phases of construction on West Lake Sammamish Parkway. Preliminary design activities will include coordination with the community and other stakeholders leading to a complete design.	<i>Pedestrian Bicycle</i>	<i>Build out the pedestrian and bicycle facility network</i>			
TFP-270	Spring Blvd (Zone 3) - 124th Ave NE to 130th Ave NE	R-210	Multi-modal corridor incorporating east-west arterial capacity (one through lane each direction); sidewalks; bicycle facilities with regional trail connections; and "green" elements, including urban open spaces, tree canopy and landscaping features, and natural drainage features where feasible. The project will be developed in coordination with potential public and/or private development in the immediate vicinity. Funding allocation supports project design phase.	<i>Roadway Pedestrian Bicycle</i>	<i>Support continued development in the city's growth areas</i>		\$7,300	\$7,300
TFP-271	Coal Creek Parkway/120th Ave SE - I-405 - 119th Ave SE		Convert the three signalized intersections on Coal Creek Parkway at I-405 (2) and 119th Avenue SE and also the intersection of 120th Avenue SE to a series of roundabouts. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially.	<i>Roadway</i>	<i>Led by other agencies that advance city interests</i>			
TFP-272	NE 12th St / 116th Ave NE		Conduct a needs assessment to determine whether westbound to southbound dual left-turn lanes should be added or other revisions made at NE 12th St and 116th Ave NE. This project is located on the anticipated alignment of the future Rapid Ride K Line bus route.	<i>Roadway</i>	<i>Support continued development in the city's growth areas</i>			
TFP-274	SE 8th Street / 114th Avenue SE and SE 8th Street/112th Avenue to Lake Hills Connector	R-207	This project will widen the intersection to add a second southbound left turn lane and dedicated space for bicycles in the northbound and southbound directions. Also included is improvement to bicycle accommodation on SE 8th Street from 112th Avenue to Lake Hills Connector.	<i>Roadway Bicycle</i>	<i>Mitigate impacts to residents of growth and congestion</i>	IF	\$4,995	\$4,995

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TFP-286	148th Avenue NE/NE 24th Street	R-214	This project initiates implementation of priority elements of the 148 th Master Plan (see TFP-250) and will be implemented in coordination with the City of Redmond and private developers in the immediate vicinity. This project will widen the 148 th Avenue NE/NE 24 th Street intersection to accommodate dual eastbound and westbound left turn lanes and extend the northbound and westbound right turn lanes. The project will also modify the traffic signal and channelization on the northeast corner to accommodate a third northbound through lane which will extend north to the eastbound SR 520 on ramp. A private development is conditioned to construct the third northbound lane south of the intersection. Improvements at the intersection will accommodate a planned ped-bike path along the east side of 148th Ave NE, between NE 24th Street and the SR 520 path. Funding allocation represents only the City of Bellevue's share of a portion of the design phase cost. Implementation of the improvements may be phased.	Roadway	Support continued development in the city's growth areas		\$250	\$250
TFP-287	Eastrail to Spring Blvd Trail Link	G-103	This project will construct a trail linking the N-S Eastrail to the E-W ped-bike path that runs along Spring Blvd.	Bicycle	Build out the bicycle facility network		\$7,203	\$7,203
TFP-291	143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal	M-23	This project will construct a new traffic signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing Bel-Red Road and NE 20th Place intersection and a design study for access management updates on NE 20th Street between 140th Avenue NE and 148th Avenue NE. A new road connection (142nd Avenue NE) would also be constructed from the terminus of NE 20th Place to the southern terminus of 142nd Avenue NE being constructed by private development.	Roadway	Support continued development in the city's growth areas	IF	\$6,250	\$6,250
TFP-293	Eastrail Connection at Main Street/116th Avenue to 118th Avenue	G-103	This project will construct a trail at the Main Street alignment to connect the Eastrail west to 116th Ave, as well as another connection east to upper Main Street and eastward to 118th Avenue/Bellevue Botanical Garden. Project may be implemented in phases.	Pedestrian Bicycle	Build out the pedestrian and bicycle facility network			
TFP-294	108 th Avenue NE Downtown Spine / NE 4 th Street to NE 8 th Street	R-223	This project will construct multimodal roadway enhancements along 108 th Avenue NE. Design elements include enhanced floating transit platforms and related transit amenities for Bay 1 and Bay 12 of the Bellevue Transit Center, protected bike lanes, upgraded communications & signals, channelization, and pedestrian scale lighting. This project is based on the 2020 Downtown Spine Corridor Study. Some elements may be constructed in coordination with adjacent development.	Transit Bicycles	Support transit mobility		\$4,250	\$4,250
TFP-295	NE 2nd Street / 114th Avenue NE to 112th Avenue NE		This project will add a traffic signal and roadway/intersection expansion at 114th Avenue NE/NE 2nd Street and realignment and channelization improvements, including accommodation of a north-south shared-use path crossing along the west side of 114th Avenue NE. The roadway segment between 114th Avenue and 112th Avenue will be expanded to three lanes, with bike facility behind the curb on each side. Project implementation will be coordinated with potential private development in the immediate vicinity.	Roadway Bicycle	Support continued development in the city's growth areas			
TFP-296	South Downtown I-405 Access: Lake Hills Connector southbound on-ramp		This project will build a new southbound on-ramp from the Lake Hills Connector to I-405 south. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially.	Roadway	Led by other agencies that advance city interests			
TFP-297	116th Avenue NE/Main Street to SE 8th Street shared-use path		Construct new shared-use path on west side of 116th Ave from Main Street to SE 5th Street. Upgrade existing shared-use path between SE 5th Street to SE 8th Street to current standards.	Bicycle	Build out the bicycle facility network			

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TFP-298	SE 5th Street - 116th Avenue SE to 118th Avenue SE shared-use path and signal		Install a new traffic signal at 116th Ave/SE 5th Street. Construct a shared-use path on the south side of SE 5th Street from 116th Ave to the Eastrail.	Pedestrian Bicycle	Build out the pedestrian and bicycle facility network			
TFP-299	114th Avenue/NE 8th Street to SE 8th Street		Construct shared-use path (12' wide + 2' shoulder on each side) with 5' wide planter strip on west side of 114th Ave from SE 8th Street to NE 8th Street.	Pedestrian Bicycle	Build out the pedestrian and bicycle facility network			
TFP-311	West Lake Sammamish Parkway/"Central" segment (phase 4)	R-213	This project will design and construct the fourth phase of the West Lake Sammamish Parkway corridor improvements (four of five phases), between the SE 1800 block and NE 2nd Street. The funding allocation is to complete final design of the fourth phase on the segment northward from the SE 1800 block to NE 2nd Street. 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 shared-use trail (8 feet wide in areas adjacent to sensitive critical areas (approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2 to 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street (if warranted); and signalized pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. Funding allocation supports preliminary design phase.	Pedestrian Bicycle	Build out the pedestrian and bicycle facility network		\$1,000	\$1,000
TFP-312	Mountains to Sound Greenway/142nd Place SE to 150th Avenue	W/B-86	This project will advance the design and construction of priority segments of the Mountains to Sound Greenway Trail between 142nd Place SE and 150th Avenue SE. This project will continue work initiated by the Mountains to Sound Greenway Trail Design Study, completed in 2012. Trail design will typically include a 12 foot wide, hard surface cross-section. Various trail corridor segments will include additional design elements that may include trailhead treatments, way-finding and signage; planted roadway medians, street trees, and/or landscaped trail buffers; bridges, crosswalks, and mid-block crossings; lighting, trail furniture, and public art; and natural storm drainage practices. Project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other public capital investments or private developments along the project alignment.	Pedestrian Bicycle	Build out the pedestrian and bicycle facility network		\$12,145	\$12,145
TFP-313	Newport Way SE/152nd Ave to Lakemont Blvd		Conduct a corridor analysis and identify preferred improvements for pedestrian and bicycle accommodation (target of LTS 3 for bicycles), as well as phasing for implementation.	Pedestrian Bicycle	Build out the pedestrian and bicycle facility network			
TFP-314	112th Avenue/NE 10th Street		Conduct a needs assessment to determine whether physical or operational changes are feasible and desirable to address potential future (2044) vehicular V/C performance "gap" (identified in analysis for Comprehensive Plan update). This project is located on the anticipated alignment of the future Rapid Ride K Line bus route.	Roadway Transit	Mitigate impacts to residents of growth and congestion			

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TFP-315	116th Avenue NE/NE 4th Street		Conduct a needs assessment to determine whether physical or operational changes are feasible and desirable to address potential future (2044) vehicular V/C performance "gap" (identified in analysis for Comprehensive Plan update).	Roadway	Mitigate impacts to residents of growth and congestion			
TFP-316	116th Avenue SE/SE 1st Street		Conduct a needs assessment to determine whether physical or operational changes are feasible and desirable to address potential future (2044) vehicular V/C performance "gap" (identified in analysis for Comprehensive Plan update). This project is located on the anticipated alignment of the future Rapid Ride K Line bus route.	Roadway Transit	Mitigate impacts to residents of growth and congestion			
TFP-317	Bellevue Grand Connection: I-405 Crossing (Downtown to Eastrail).	R-216	This project will advance the design, funding and development of a new non-motorized crossing (shared-use path) of I-405 in the vicinity of NE 6th Street, anticipated to be implemented through a public-private partnership. Funding allocation supports project design phase and early ROW acquisition.	Pedestrian Bicycle	Build out the pedestrian and bicycle facility network and advance the community development vision		\$46,115	\$46,115
TFP-318	NE 10th Street/102nd Avenue NE	R-222	Replace the existing signal with a compact roundabout at this intersection. Existing pedestrian and/or bicycle facilities at and approaching the intersection will be modified and reconstructed in the context of the roundabout design. This area is planned to be redeveloped with two large multifamily/mixed use projects on the northwest and southwest corners of the intersection. These projects will include over 3,000 dwelling units, a relocated supermarket, and other neighborhood retail which will significantly increase the amount of pedestrian traffic in the vicinity. An analysis of the intersection shows that a roundabout will provide a better and safer pedestrian experience than the existing signal. The developer of the two projects will contribute 50% of the cost of this improvement.	Roadway	Support continued development in the city's growth areas	IF	\$4,000	\$4,000
TFP-319	SE 5th Street & 118th Ave SE/Eastrail Improvements	R-221	Construct of safety and pedestrian improvements to the intersection of SE 5th St and 118th Ave SE at the crossing of Eastrail. Including pedestrian sidewalk connections to the Eastrail regional facility to 118th Ave SE to the north and to SE 5th St to the west and safety improvements to the alignment of the intersection of SE 5 St and 118th Ave SE which currently does not meet standards. Other project elements include a raised crosswalk at the Eastrail trail crossing, street lighting, landscaping, and irrigation.	Pedestrian Roadway	Build out the pedestrian and bicycle facility network		\$2,200	\$2,200
TFP-320	BelRed Corridor Local Street Network	R-193	This project will fund the planning and preliminary engineering necessary so street right-of-way needs can be documented for each BelRed Corridor parcel or group of parcels at the time of development. Funding is also included for the City to proactively pursue and acquire property for local streets at challenging locations to better ensure a complete street grid is ultimately completed. Challenges include property lines that do not align with the proposed street grid, topography concerns, smaller properties where street dedications affect development potential, and portions of the street grid that would be initially "land locked" until some future date that adjacent properties are developed. This project may also be used to deposit funds obtained from developers that are required to construct portions of the local street grid, but where that construction is not feasible at the time of development due the challenges outlined above.	Roadway	Support continued development in the city's growth areas		\$4,000	\$4,000

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TFP-321	148th Avenue SE: SE 46th Place to SE 44th Street		Install a sidewalk and landscape strip on either the east or west side of the street.	<i>Pedestrian</i>	<i>Build out the pedestrian facility network</i>			
TFP-322	Lakemont Boulevard: Forest Drive SE to Coal Creek Trail		Install a 8-foot-wide sidewalk and a 5-foot-wide planter strip, side to be determined during design process.	<i>Pedestrian</i>	<i>Build out the pedestrian facility network</i>			
TFP-323	Lakemont Boulevard: West Lake Sammamish Parkway to SE Newport Way (under I-90)		Install an 8-foot-wide sidewalk and a 5-foot-wide planter strip on west side of the street. Evaluate and implement bicycle improvements consistent with MIP target.	<i>Pedestrian Bicycle</i>	<i>Build out the pedestrian facility network</i>			
TFP-324	SE Allen Road: 138th Avenue SE to 300 feet south of SE 38th Street		Install a sidewalk and landscape strip on either the north or south side of the street.	<i>Pedestrian</i>	<i>Build out the pedestrian facility network</i>			
TFP-325	SE 37th Street: 150th Avenue SE to Eastgate Way (via I-90 tunnel)		Install shared-use path 10-14 feet wide on the south side of SE 37th Street and on the east side of 150th Avenue NE between SE 37th Street and SE 38th Street. Install barrier along sidewalk in tunnel to create 8'-9' wide shared ped-bike facility. MIP Performance target LTS 1. Priority Bicycle Corridor.	<i>Bicycle</i>	<i>Build out the bicycle facility network</i>			
TFP-326	124th Avenue SE: SE 41st Place to SE 38th Street		Install protected bike lanes on each side of 124th Avenue NE to provide a connection between the existing bike lanes south of SE 41st Place and the Factoria Trail (which connects to the Mountains to Sound Greenway Trail). MIP Performance target LTS 3.	<i>Bicycle</i>	<i>Build out the bicycle facility network</i>			
TFP-327	156th Avenue NE: NE 8th Street to Bel-Red Road		Protected bike lanes on each side of 156th Avenue NE. MIP Performance target LTS 3.	<i>Bicycle</i>	<i>Build out the bicycle facility network</i>			
TFP-328	156th Avenue SE: Eastgate Way to SE 27th Street		Standard or protected bike lanes on each side of the street. MIP Performance target LTS 3.	<i>Bicycle</i>	<i>Build out the bicycle facility network</i>			

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TFP-329	NE 24th Street: Bel-Red Road to 164th Avenue NE		MIP Performance Target LTS 3. Work with Redmond to identify and implement bicycle network facilities in Bellevue that will connect with planned facilities in Overlake, with connections to the Overlake Village light rail station.	Bicycle	Build out the bicycle facility network			
TFP-330	Spring Blvd & Bel-Red Rd/136th Place NE to 140th Avenue NE		Install 12-14' shared-use path on north side of Spring Blvd and Bel-Red Rd. (Connects Priority Bike Corridor EW-2 to Priority Bike Corridor NS-4.)	Bicycle	Build out the bicycle facility network			
TFP-331	Bel-Red Rd/140th Ave to 148th Ave NE		Conduct analysis to determine options to improve bicycle safety and comfort along corridor or nearby alignment. (Connects to proposed <i>BB12 project</i> segment west of 140th Ave.)	Bicycle	Build out the bicycle facility network			
TFP-332	Bel-Red Rd/148th Ave NE to 156th Ave NE		Conduct analysis to determine options to improve bicycle safety and comfort along corridor or nearby alignment. (Connects to existing bikelanes on BelRed Road east of 156th Avenue NE.) Analysis may also consider center turn lanes and left turn movements at intersections.	Bicycle	Build out the bicycle facility network			
N/A	Transportation Unfunded CIP ("Contra" Line Item)	R-999	This represents a gap in available resources to fund the Transportation CIP portfolio in the outyears of the General CIP Plan. This project will frame conversations on how to identify revenue opportunities to fund these projects and further refine estimated project costs in the Transportation CIP portfolio.				(\$157,500)	(\$157,500)
Transit Connection Projects								
	Transit Connections		This line does not represent a facility project. It represents a category of projects in support of the City's transit connections. Candidate connection projects are listed below. Projects in this category contain the following attributes: - Consistent with multimodal level of service guidance, improvements will strive to achieve a Transit LOS target speed of $\leq 2x$ the vehicle travel speed, - Examples of potential project elements include transit running way improvements like HOV (high-occupancy vehicle), BAT (business access and transit) lanes and spot improvements like queue jump lanes, turn restrictions, and transit signal priority.					
TFP-303	Downtown – Crossroads Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Crossroads activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include intersections along NE 8th Street from 120th Avenue NE to 156th Avenue NE.	Transit	Support transit mobility Led by other agencies that advance city interests			

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TFP-304	Downtown – Eastgate Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Eastgate activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include Main Street from 108th to 116th Avenue and intersections along 116th Avenue SE, Lake Hills Boulevard, and 145th Place SE.	Transit	Support transit mobility Led by other agencies that advance city interests			
TFP-305	Downtown – Factoria Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Factoria activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include Bellevue Way SE, Main Street from Bellevue Way to 108th Avenue, and the I-90 eastbound off-ramp at Factoria Boulevard SE.	Transit	Support transit mobility Led by other agencies that advance city interests			
TFP-306	Crossroads – Overlake Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Crossroads and Overlake activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include 156th Avenue NE from NE 8th Street to NE 24th Street.	Transit	Support transit mobility Led by other agencies that advance city interests			
TFP-307	Crossroads – Eastgate Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Crossroads and Eastgate activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include 148th Avenue SE from SE 24th Street to Lake Hills Boulevard.	Transit	Support transit mobility Led by other agencies that advance city interests			
TFP-308	Eastgate – Factoria Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Eastgate and Factoria activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include the intersection of SE 36th Street and 142nd Place SE.	Transit	Support transit mobility Led by other agencies that advance city interests			
TFP-309	Eastgate – Overlake Transit Connection		Evaluate, design, and implement transit speed and reliability improvements along Frequent Transit Network corridors connecting the Downtown and Crossroads activity centers. Consistent with the Transit Master Plan and the Downtown Transportation Plan, examples of potential project locations include 148th Avenue NE from Bel-Red Road to NE 24th Street.	Transit	Support transit mobility Led by other agencies that advance city interests			
TFP-310	Rapid Ride K Line (Eastgate to Downtown to Kirkland)		Coordinate with King County Metro to determine the routing for the K Line. Assess, and pursue as feasible, operational improvements along the route to support transit speed and reliability.	Transit	Support transit mobility Led by other agencies that advance city interests			

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ONGOING CAPITAL PROGRAMS								
Congestion Reduction Levy (CIP R-199 & R-200) Projects								
TFP-P1	Congestion Reduction Projects	R-198 R-200	This line does not represent a specific congestion reduction project. Congestion reduction projects have dedicated levy and/or other CIP funding allocated to them.				\$18,311	
TFP-263	NE 8th Street/148th Avenue NE	R-198 R-200	This project will widen all four approaches to provide a second left turn pocket serving each direction.	Roadway	Mitigate impacts to residents of growth and congestion	IF		\$10,050
TFP-273	Lakemont Blvd/Forest Dr	R-198 R-200	Install a new traffic signal and widen Lakemont Blvd for a northbound to westbound left turn lane.	Roadway	Mitigate impacts to residents of growth and congestion	IF		\$7,203
TFP-276	Lake Hills Connector/SE 8th St	R-198 R-200	This project will add a second northbound left turn pocket to increase the queuing space for this movement and will convert the existing dedicated eastbound left turn lane to a westbound through lane to receive traffic from the new northbound left turn pocket. This project is located on the anticipated route of the future Rapid Ride K Line bus.	Roadway	Mitigate impacts to residents of growth and congestion	IF		\$6,250
TFP-278	148th Avenue SE - Kelsey Creek Shopping Center	R-198 R-200	This project will improve intersection delay at 148th Ave SE/Main St. and access to and from the shopping center from 148th Avenue SE by adding a new traffic signal and a southbound left turn lane accessing the south driveway and a left turn lane accessing southbound 148th Avenue SE from the driveway.	Roadway	Mitigate impacts to residents of growth and congestion	IF		\$3,901
TFP-288	Lakemont Blvd/Newport Way SE	R-198 R-200	Un-split the southbound and northbound traffic signal phasing by changing the center lane on the southbound approach to a dedicated left turn lane instead of a shared left/through lane, subject to further analysis.	Roadway	Mitigate impacts to residents of growth and congestion	IF		\$4,250
TFP-289	Lake Washington Blvd/SE 60th St	R-198 R-200	Replace existing offset four way stop with a traffic signal that improves the east-west alignment into the intersection.	Roadway	Mitigate impacts to residents of growth and congestion	IF		\$2,678

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Neighborhood Sidewalk Program (CIP WB-76) Projects								
TFP-P2	Placeholder for Future Neighborhood Sidewalk projects yet to be identified, scoped and costed	R-199, WB-76	This line does not represent a specific Neighborhood Sidewalk project. Neighborhood Sidewalk projects have dedicated levy and/or other CIP funding allocated to them. The projected amount of funding available within the TFP plan period, above and beyond the cost of the defined projects listed below in this section, will be reserved for allocation to future projects once identified and prioritized by the Neighborhood Sidewalks Program.				\$18,143	\$18,143
	NE 40th Street/140th Avenue NE to the 14500 block	R-199, WB-76	This project will add sidewalk on the north side of the street between 140th Avenue NE and approximately the 14500 block on NE 40th Avenue.	Pedestrian	Build out the pedestrian facility network			
	173rd Avenue NE/Northup Way to Tam O'Shanter Park entrance	R-199, WB-76	This project will add curb, gutter and six-foot-wide sidewalk on the east side of the street.	Pedestrian	Build out the pedestrian facility network			
Bicycle Implementation Program (CIP WB-85) Projects								
TFP-P3	Placeholder for Future Bicycle Implementation projects yet to be identified, scoped and costed	R-199, WB-85	This line does not represent a specific Bicycle Implementation project. Bicycle Implementation projects have dedicated levy and/or other CIP funding allocated to them. The projected amount of funding available within the TFP plan period, above and beyond the cost of the defined projects listed below in this section, will be reserved for allocation to future projects once identified and prioritized by the Bicycle Implementation Program.				\$8,040	\$8,040
	NE 12th Street - 108th Avenue NE to 100th Avenue NE shared- use Path	R-225	Construct 12' wide shared-use Path on the north side of NE 12th Street from 108th Ave NE to 102nd Avenue NE and upgrade existing connection between 102nd Avenue and 100th Avenue NE. Project includes landscaping and signal modifications.	Bicycle	Build out the bicycle facility network			
	NE 1st/NE 2nd St/100th Ave to 112th Ave		Install sharrows and evaluate traffic calming for 100th Avenue NE to Bellevue Way. Bike lanes (protected or buffered, where feasible) for segment Bellevue Way to 112th Avenue NE.	Bicycle	Build out the bicycle facility network			
	Lake Washington Blvd/100th Ave to 99th Ave		Develop buffered bicycle lane on south side of street.	Bicycle	Build out the bicycle facility network			
	116th Ave & NE 4th St & 120th Ave/Main St to Spring Blvd		Install buffered bike lanes on 116th Avenue NE from Main Street to NE 4th Street. Upgrade existing bike lanes on NE 4th Street (116th Ave to 120th Ave) to buffered bike lanes. Upgrade existing bike lanes on 120th Ave (NE 4th Street to Spring Blvd) to buffered bike lanes.	Bicycle	Build out the bicycle facility network			

TABLE 3: 2026-2045 Transportation Facilities Plan
Project List

2026-2045 TFP Project Map #	Project Name, Location and Limits	CIP #	Project Description	Project Type	Primary Project Category	IF = Impact Fee Project (2)	2025-2030 CIP Funding Allocation (\$000s) (1)	Total TFP Funding Allocation (\$000s) (1)+(3)
Other Ongoing Capital Programs								
TFP-P4	Neighborhood Traffic Safety Program	M-7	This program funds design and construction of neighborhood traffic calming/safety improvements (e.g., speed humps, traffic circles, radar signs, turn restrictions, etc.) that change driver behavior and reduce excessive vehicle speeds, discourage motorists from cutting through neighborhoods and enhance pedestrian/bicycle safety. It also funds educational programs to encourage safe driving and best practices for staying safe walking and biking. Project locations are identified by community members and there has been an increased number of requests for solutions to traffic safety issues in neighborhoods. Projects are funded to address the critical issues at prioritized locations and support citywide initiatives such as Vision Zero.				\$2,525	\$2,525
TFP-P5	Transportation Infrastructure Reconstruction	M-19	This program will inventory, prioritize, and fund the rehabilitation, reconstruction, or replacement of significant transportation system components within the right-of-way. This program addresses high priority capital replacement and reconstruction needs including but not limited to, the repair, rehabilitation, or replacement of roadways, walkways, trails, retaining walls, rockeries, safety railings, City-owned fences, traffic signals and lighting systems.				\$10,250	\$10,250
TFP-P6	Minor Capital - Signals and Lighting	M-20	This program funds traffic signal and street lighting related projects that are not considered maintenance and are too small for individual CIP projects. Typical projects funded include new traffic signals; traffic signal upgrades including new signal phases and displays for increased efficiency and safety; pedestrian signal upgrades at traffic signals; roadway signage and channelization upgrades near traffic signals; new or revised street lighting, including the systematic upgrade to Light Emitting Diode (LED) street lights; upgrade of Emergency Vehicle Preemption technology to Global Positioning System (GPS) based hardware; and communication upgrades including fiber optic cable for citywide connectivity supporting all departments.				\$3,395	\$3,395
TFP-P7	Traffic Safety Implementation	R-46	This program funds capital transportation improvements throughout the City to address mobility operation issues and concerns. Typical projects include new crosswalk installations, sign upgrades, channelization improvements, access management improvements, new bike lanes, bicycle wayfinding signage, and sidewalk and new curb ramp installations. This program implements pilot projects using new, innovative traffic control devices and evaluates their effectiveness as well as funds projects to bring existing City infrastructure up to current engineering standards. This program often provides matching funds to grant-funded projects to improve pedestrian and bicycle mobility while observing ADA requirements. Projects funded by this program are often identified through resident identified safety concerns, the Collision Reduction Program, the Crosswalk Management Program, Road Safety Audits or the Mobility Implementation Plan.				\$2,310	\$2,310

TABLE 3: 2026-2045 Transportation Facilities Plan
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2026-2045 TFP Project Map #	Project Name, Location and Limits	CIP #	Project Description	Project Type	Primary Project Category	IF = Impact Fee Project (2)	2025-2030 CIP Funding Allocation (\$000s) (1)	Total TFP Funding Allocation (\$000s) (1)(3)
TFP-P8	Smart Mobility Plan Implementation Program	R-156	This program will systematically implement the recommendations of the City's Smart Mobility Plan completed in 2018. The funding provides the resources to plan and implement Smart Mobility technology in 5 areas: share-user mobility; data management & integration; autonomous, connected electric vehicles; real-time traveler information & traffic management. Projects will be selected to provide cost effective measures to manage traffic congestion, improve safety, limit impact to neighborhoods from cut-through traffic and increase the availability of real-time traffic information to user of the transportation systems. Repairs, upgrades & new installations of the citywide fiber optic network are partially funded through R-156. This network supports the communication to every traffic signal in the city, every facility owned by the City of Bellevue, public WiFi, WIFI for low income housing and a consortium of public/private partners.				\$3,206	\$3,206
TFP-P9	Vision Zero Rapid Build	R-205	In Bellevue 83% of fatal and serious injury traffic collisions occur on 8% of the City's total street network. This budget proposal funds the first phase of Vision Zero rapid build road safety projects along these High Injury Network (HIN) corridors. Based on a comprehensive review of citywide crash data, five major streets have been initially identified among the HIN corridors to advance in this proposal: NE 8th St east of downtown, Factoria Blvd, Bellevue Way south of downtown, Bel-Red Rd in the Overlake area, and 116th Ave NE in the Wilburton area. Funding will implement safety countermeasures such as radar feedback signs, pedestrian crossings, left turn pockets, restricted turn movements, medians, and other elements that produce improved safety outcomes. Staff will conduct before/after assessments of these projects to inform future safety investments and support Vision Zero performance monitoring.				\$8,713	\$8,713
TFP-P10	Downtown Mobility Study Implementation	R-182 R-225	This program implements the Downtown Mobility Study that was commissioned by the City Manager's Office to engage stakeholders to better understand the mobility challenges people face while moving about Downtown, and to identify projects to improve mobility. A mobility challenge is the performance of the transportation network that does not meet the performance target adopted in the Mobility Implementation Plan. Stakeholders emphasized implementing projects that address a performance target gap and to provide exceptional pedestrian and bicycle access near light rail stations and along the Grand Connection. Intersection projects are prioritized to safely serve pedestrians. "Exceptional" intersections on both ends of the Transit Center and along the Grand Connection have created safe and seamless pedestrian crossings; more are planned. Also, the Study identifies locations and priorities for new at-grade mid-block crossings at high-demand locations.				\$8,585	\$8,585
TFP-P11	Vision Zero Safe Speeds Program	R-219	From 2012 to 2021, there were 23 speeding-related fatal and serious injury (FSI) crashes on our 30+ mph arterial network. This same network accounts for 88% of FSI crashes in all of Bellevue, yet represents 25% of street mileage. This budget would create a dedicated fund to advance projects targeted at reducing speeds on our arterial network to help move the city toward our 2030 goal of zero FSI crashes. Studies show that every small reduction in speed greatly reduces the potential of injury or death. The likelihood of a pedestrian hit by a car receiving a FSI jump from 40% to 73% with a speed change from 30 mph to 40 mph. This program will leverage recent work done by TR to update its speed limit setting approach and complete the 2023 Speed Management Plan to advance projects focused on managing arterial speeds. Funding would go toward implementing speed limit changes and constructing arterial speed mitigations such as radar feedback signs, raised intersections and median islands.				\$4,740	\$4,740

TABLE 3: 2026-2045 Transportation Facilities Plan
Project List

2026-2045 TFP Project Map #	Project Name, Location and Limits	CIP #	Project Description	Project Type	Primary Project Category	IF = Impact Fee Project (2)	2025-2030 CIP Funding Allocation (\$000s) (1)	Total TFP Funding Allocation (\$000s) (1)(3)
TFP-P12	Pedestrian Facilities Compliance Program	WB-49	This program provides a resource to identify, inventory, prioritize, design, and construct spot improvements to pedestrian facilities citywide to meet compliance standards stemming from the Americans with Disabilities Act (ADA). This program serves as the City's dedicated source for addressing citizen accessibility requests and, as funding is available, implementing high priority retrofits identified in the City's ADA Access infrastructure management program. Projects constructed under this program improve pedestrian accessibility and safety for people with disabilities and also reduce the City's vulnerability to litigation related to ADA compliance.				\$714	\$714
TFP-P13	Active Transportation Access and Connections	WB-56	This program funds projects consistent with the Mobility Implementation Plan intent to provide and improve safe, continuous and connected facilities for people walking and bicycling throughout the city and to serve specific types of destinations, including transit stations. Projects funded through this program enhance mobility for everyone and simultaneously promote community health, foster environmental sustainability and support transit ridership. The program provides access and enhances safety and connections for people walking and bicycling to schools, shopping, housing, jobs, transit, parks and other destinations. Program resources build discrete small projects and are often used to leverage grants, and to enable partnerships with other city programs, agencies, and the private sector to construct larger-scale projects.				\$5,720	\$5,720
TFP-P14	Arterial Sidewalks Program	WB-92	This program will design and construct gaps in sidewalks on arterial roadways that are not covered under existing programs such as the Neighborhood Sidewalk Program (PW-W/B-76) and the Levy (PW-R-199) but are too small scope to be a standalone CIP project. When gaps in sidewalks on arterial roadways are identified, there is currently no funding source to address these needs.				\$11,200	\$11,200
TFP-P15	Safe Routes to School	WB-93	This Safe Routes to School (SRTS) program funds roadway safety improvement projects near schools and supports the development of roadway safety education and encouragement programs. A SRTS program encourages active travel for kids by improving safety during the school commute for all modes of travel. Using the 7 E's framework, which includes education, encouragement, engagement, engineering, environment, equity, and evaluation, this proposal invests in a strategic approach to improving roadway safety on school routes.				\$2,320	\$2,320
TOTAL							\$124,409 (4)	\$483,430 (4)
Unallocated TFP Revenue held in reserve							\$10,479	

Notes:

- (1) Allocations for projects included in the 2025-2030 CIP have been inflated to year of expenditure values; cost allocations for all other projects estimated in 2026 dollar values.
 - (2) Roadway vehicular capacity projects open for use by the end of 2045 are included in the Impact Fee Project List.
 - (3) Projects with no funding allocation shown are placeholder projects; TFP or CIP funding may be allocated at a future date.
 - (4) Difference between revenue reflected in Table 2 is due to the exclusion of a non-TFP revenue source that funds the Transportation Grants Match Program (\$8M). There may be additional, completed TFP projects included on the Impact Fee Project List that are not listed here (Refer to Transportation Impact Fee Program Report, 2026 Update).
- = Current 2025-2030 CIP Project funded for full implementation or a priority project of an Ongoing Capital Program anticipated for full implementation by 2045.

TABLE 4: Completed Transportation Facilities Plan Projects
Listed in the Transportation Impact Fee Program

TFP Project #	Project Name, Location and Limits	CIP #	Project Description
TFP-207	NE 4th Street Extension / 116th Avenue NE to 120th Avenue NE	R-160	Construct a new five lane arterial with two travel lanes in each direction and a center turn lane where necessary between 116th and 120th Avenues NE; include bike lanes, curb, gutter and sidewalk on both sides, other standard roadway improvements*, a new signalized intersection at NE 4th Street/120th Avenue NE and signal modifications at NE 4th Street/116th Avenue NE.
TFP-208	120th Avenue NE (stage 2)/ south of NE 8th Street to NE 12th Street	R-164	Construct all intersection improvements at NE 8th St, Lake Bellevue Drive/Old Bel-Red Rd. The roadway cross section consists of five lanes, with two travel lanes in each direction and center turn lane or turn pockets; bike lanes, curb, gutter and sidewalk both sides and other standard roadway improvements*.
TFP-209	NE Spring Blvd/116th Avenue NE to 120th Avenue NE (Zone 1)	R-172	Construct a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. The roadway cross-section for the new arterial street between NE 12th Street and 120th Avenue NE includes two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12th Street and 120th Avenue NE intersections, a separated multi-purpose path along the north side and a sidewalk on the south side and other standard roadway improvements*.
TFP-210	124th Avenue NE/NE Spring Boulevard to NE 18th Street	R-166	Widen 124th Avenue NE from NE Spring Boulevard to NE 18th Street and reprofile the roadway in conjunction with Sound Transit East Link. The roadway cross section consists of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, install curb, gutter, and sidewalk or multi-use trail on both sides, other standard roadway improvements* and a new signal at NE 16th Street.
TFP-213	124th Avenue NE/NE 12th Street to NE Spring Boulevard	R-169	Widen roadway to five lanes with a separated multi-use path on both sides from Bel-Red Rd to NE Spring Boulevard and other standard roadway improvements*.
TFP-241	120th Avenue NE (Stage 3)/NE 12th to NE 16th Streets	R-168	Widen 120th Avenue NE from NE 12th Street to NE 16th Street, including all intersection improvements at NE 12th Street and reprofile the roadway in conjunction with Sound Transit East Link. The roadway cross-section consists of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, improvement to, or installation where missing, bike lanes, curb, gutter and sidewalk on both sides, and other standard roadway improvements*.
TFP-259	NE Spring Blvd/120th Avenue NE to 124th Avenue NE (Zone 2)	R-173	Construct a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The roadway cross-section includes 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, and other standard roadway improvements*. An on-street parking and transit vehicle layover space is provided along the north side of the roadway alignment.

TABLE 4: Completed Transportation Facilities Plan Projects
Listed in the Transportation Impact Fee Program

TFP Project #	Project Name, Location and Limits	CIP #	Project Description
TFP-265	124th Avenue NE/Ichigo Way (NE 18th Street) to Northup Way	R-191	Construct improvements to 124th Avenue NE between Ichigo Way (NE 18th Street) and Northup Way, which includes travel lanes, turn lanes, street lighting, traffic signals and other standard roadway improvements*.
TFP-279	Lake Hills Blvd/148th Avenue SE	R-198, 200	Add a second westbound left turn pocket to increase the queuing space for this movement and to allow the eastbound and westbound through movements to run concurrently, reducing the overall intersection delay.

*Other standard roadway improvements include but are not limited to landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities.

Title VI Assurances

It is the City of Bellevue's policy to assure that no person shall, on the grounds of race, color, or national origin (including limited English proficiency), as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any City of Bellevue program or activity. Any person who believes their Title VI protection has been violated may file a complaint with the City of Bellevue's Human Resources Director. For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact the Title VI Coordinator for the City of Bellevue Transportation Department at (425) 452-4496.