

TFP-158

SE 16th Street | 148th Avenue SE to 156th Avenue SE

- Obstacles may not be entirely applicable to the project because out of 60 feet of right of way, only estimated 42 feet is needed for the full project, so some obstacles may be far enough out of the way that they do not impact the project. Considerations will be made to travel lane widths.
- Obstacles are presented in north-side and south-side columns.



Map of SE 16th Street. Determined obstacles are marked and connected to image boxes via colored arrows.

North Side



North Side: Planter and sidewalk up to road line, need consideration to make room for a bike lane. Driveway is within right of way of townhouse parcel. Currently mostly absent of trees.

South Side: Mostly no physical obstacles, just driveways and shallow ditches of dirt, grass, or small boulders.



North Side: Six-foot sidewalk, with four-foot planter. Shoulder is not currently wide enough for a 5-foot bike lane.

South Side: Trees and bushes up to the current road line, significant obstacle. Many trees are older and would be a significant project to remove. Additionally, hill steepens towards these houses, significant slope.



North Side: Pre-existing but non-compliant sidewalk. Steep slope into houses and fences on the northern edge, may need wall. Sidewalk curb acts as road line.

South Side: Large retaining wall and a sidewalk, as well as a shoulder.



North Side: Pre-existing six-foot sidewalk and four-foot planter. Unimpacted by project plan.

South Side: PSE utilities center, massive rain ditches immediately off of SE 16th Street, wraps all the way to 156th Ave SE.

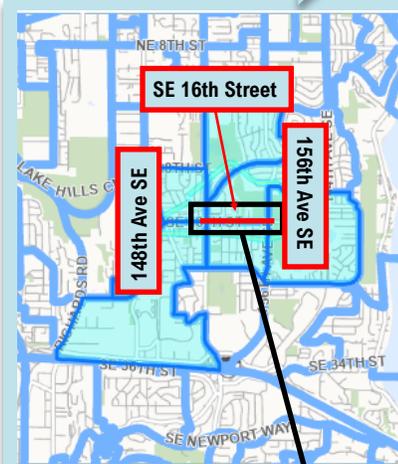
South Side



TFP-158

SE 16th Street | 148th Avenue SE to 156th Avenue SE

This project will add 5-foot-wide bicycle lanes outside of 11-foot-wide vehicle lanes on both sides of SE 16th Street. The project will construct new curb, gutter, and 6-foot-wide sidewalk and 4-foot-wide planter on the north side between 148th Avenue NE and 154th Avenue NE. This is a component of priority bicycle corridor EW-3 Lake to Lake Trail.



This data collection region was determined by the project's impact on traffic flow while under construction, which would slow west-east traveling on it. Additionally, this would cause traffic issues on 148th due to construction vehicles and road closures to construct new bike lanes, thus expanding the data collection region.



Current sidewalk condition on most of the north side of SE 16th Street



Stretch of SE 16th Street to be adjusted outlined in red. Obstacles are explored on the next page. Green portion indicates where a sidewalk is already properly placed, pictured below.

Language: Limited English Proficiency Safe Harbor threshold met for multiple groups, Languages to Consider: *Chinese (Simplified, Traditional), Spanish, Arabic, Russian, Urdu, Korean.*

No Vehicle Ownership: Threshold met. Polarized, some blocks have high rates of No Vehicle Ownership, others have full vehicle ownership. Sidewalk and bicycle improvements are beneficial.

Disability: Multiple thresholds met. Especially important is Cognitive Disability and Walking Disability, project information and sidewalk access need to be considered for these groups.

Construction Drawbacks: Lane closures, sidewalk closures. Could cause backup issues on 156th and 148th. Possible tree removals, ditch and drainage adjustments on the south side near the intersection of SE 16th St. and 156th Ave. SE.

Completion Benefits: Sidewalk and bike lane improvements/additions. More friendly to non-motorized users.



East facing view, unimpacted part of the road. Proper sidewalk and planter spacings.

| Disability Information | |
|------------------------|---------|
| Disability Type | Percent |
| Any type | 15.53% |
| Cognitive dis. | 8.31% |
| Hearing dis. | 3.84% |
| Individual Living | 8.05% |
| Self-Care dis. | 4.12% |
| Vision dis. | 2.42% |
| Walking dis. | 7.12% |

| Limited English Proficiency | | |
|-----------------------------|------|---------|
| Language Spoken | Pop. | Percent |
| Total | 1636 | 43.29% |
| Asian American | 398 | 10.53% |
| Indo-European | 838 | 22.18% |
| Other Languages | 135 | 3.57% |
| Spanish | 265 | 7.01% |

| No Vehicle Ownership | |
|----------------------|---------|
| Household | Percent |
| 317 | 8.39% |

Obstacles and their impact on page 2.

TFP-158

SE 16th Street/148th Avenue SE to 156th Avenue SE

Extended catalogue for full demographic report information and additional mapping and imagery.

Population by Race and Ethnicity

| Race or Ethnicity | Pop. | Percent |
|----------------------------------|-------|---------|
| Total | 11241 | 100.00% |
| American Indian/Alaskan Native | 55 | 0.49% |
| Asian | 2798 | 24.89% |
| Black | 953 | 8.48% |
| Hispanic | 1344 | 11.96% |
| Native Hawaiian/Pacific Islander | 75 | 0.67% |
| Other Race | 0 | 0.00% |
| Two or More | 436 | 3.88% |
| White | 5580 | 49.64% |

Age Information

| Age Group | Pop. | Percent |
|-----------|------|---------|
| Under 5 | 727 | 6.47% |
| 5-17 | 1508 | 13.42% |
| 18-24 | 813 | 7.23% |
| 25-34 | 2208 | 19.64% |
| 35-44 | 1223 | 10.88% |
| 45-64 | 2673 | 23.78% |
| 65+ | 2089 | 18.58% |

Limited English Proficiency

| Language Spoken | Pop. | Percent |
|---------------------------------|------|---------|
| Total | 1636 | 43.29% |
| Asian American/Pacific Islander | 398 | 10.53% |
| Indo-European | 838 | 22.18% |
| Other Languages | 135 | 3.57% |
| Spanish | 265 | 7.01% |

Disability Information

| Disability Type | Percent |
|-------------------|---------|
| Any type | 15.53% |
| Cognitive dis. | 8.31% |
| Hearing dis. | 3.84% |
| Individual Living | 8.05% |
| Self-Care dis. | 4.12% |
| Vision dis. | 2.42% |
| Walking dis. | 7.12% |

Poverty Information

| Status | Pop. | Percent |
|------------------------------|------|---------|
| In Poverty | 1237 | 11% |
| Income < \$35,000 | 676 | 17.89% |
| Income \$35,000 - \$49,000 | 162 | 4.29% |
| Income \$50,000 - \$99,000 | 817 | 21.63% |
| Income \$100,000 - \$124,000 | 618 | 16.36% |
| Income > \$125,000 | 1505 | 39.84% |

Education Information

| Education Information | Pop. | Percent |
|-----------------------|------|---------|
| No High School Degree | 901 | 8.02% |
| High School Degree | 1066 | 9.48% |
| Some College | 1109 | 9.87% |
| Associates Degree | 720 | 6.41% |
| Bachelor's Degree | 2347 | 20.88% |
| Advanced Degree | 2029 | 18.05% |

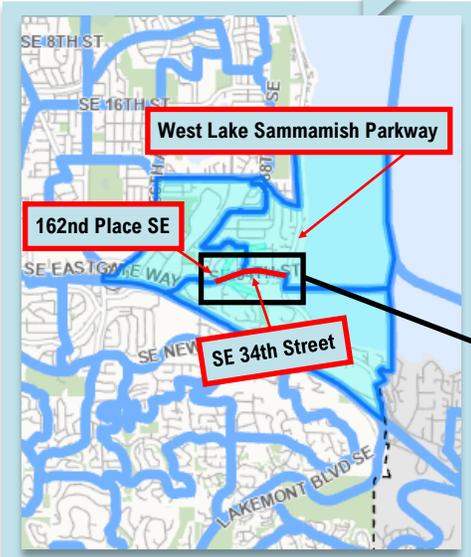
No Vehicle Ownership

| Household | Percent |
|-----------|---------|
| 317 | 8.39% |

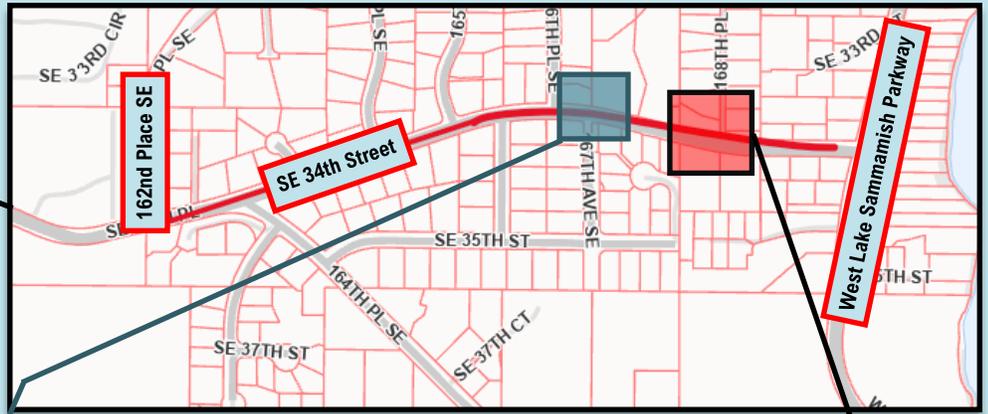
TFP-175

SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy

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.



The data collection region was chosen as blocks that are immediately adjacent to the road, since SE 34th Street is a block line, 3 blocks were included. Low volume traffic reduces demographic zone.



Map of the location, outlined in red is the project road. The eastmost north-south road is West Lake Sammamish pky.

Language: Limited English Proficiency Safe Harbor threshold met for multiple groups, Languages to Consider: Chinese (Simplified, Traditional), Spanish, Korean, Arabic, Portuguese, Russian.

Disability Information: Percent triggers of threshold occurs 4 times, important to consider. Includes Any Disability Type, Cognitive Disability, Individual Living, and Walking Disability.

Potential Obstacles: Most of the north side has grass, brush, ditches and tree cover up to the road line, so earth removal would be required to make space for a sidewalk and a bike lane. On the eastern portion of this project's area has a preexisting sidewalk with no bikeline. On the south side of the road there are some steep drop offs from the road line, which could make a wide curb lane difficult.

| Limited English Proficiency | | |
|-----------------------------|------|---------|
| Language Spoken | Pop. | Percent |
| Total | 511 | 34.59% |
| Asian Am. | 243 | 16.45% |
| Indo-European | 190 | 12.86% |
| Other Languages | 12 | 0.81% |
| Spanish | 66 | 4.47% |

| Disability Information | |
|------------------------|---------|
| Disability Type | Percent |
| Any type | 11.68% |
| Cognitive dis. | 5.32% |
| Hearing dis. | 4.71% |
| Individual Living | 5.30% |
| Self-Care dis. | 3.44% |
| Vision dis. | 2.91% |
| Walking dis. | 7.12% |



South-east facing view of roadside geography, steep drop-offs from the road.



East-facing view of an existing sidewalk at the intersection of SE 34th St and 168 Place SE.

Construction Drawbacks: Could limit road to a single lane, slowing through traffic. Lots of earth/vegetation removal.

Construction Benefits: Foot traffic made possible and safer, especially considering there are bus stops along this road and community usage. Bikes would be safer because of bike lanes.

TFP-175

SE 34th Street/162nd Pl SE to West Lake Sammamish Pkwy

Extended catalogue for full demographic report information and additional mapping and imagery.

Population by Race and Ethnicity

| Race or Ethnicity | Pop. | Percent |
|----------------------------------|------|---------|
| Total | 4094 | 100% |
| American Indian/Alaskan Native | 1 | 0.02% |
| Asian | 1080 | 26.38% |
| Black | 57 | 1.39% |
| Hispanic | 283 | 6.91% |
| Native Hawaiian/Pacific Islander | 7 | 0.17% |
| Other Race | 0 | 0.00% |
| Two or More | 155 | 3.79% |
| White | 2511 | 61.33% |

Age Information

| Age Group | Pop. | Percent |
|-----------|------|---------|
| Under 5 | 226 | 5.52% |
| 5-17. | 671 | 16.39% |
| 18-24 | 300 | 7.33% |
| 25-34 | 399 | 9.75% |
| 35-44 | 607 | 14.83% |
| 45-64 | 1286 | 31.41% |
| 65+ | 605 | 14.78% |

Limited English Proficiency

| Language Spoken | Pop. | Percent |
|---------------------------------|------|---------|
| Total | 511 | 34.59% |
| Asian American/Pacific Islander | 243 | 16.45% |
| Indo-European | 190 | 12.86% |
| Other Languages | 12 | 0.81% |
| Spanish | 66 | 4.47% |

Disability Information

| Disability Type | Percent |
|-------------------|---------|
| Any type | 11.68% |
| Cognitive dis. | 5.32% |
| Hearing dis. | 4.71% |
| Individual Living | 5.30% |
| Self-Care dis. | 3.44% |
| Vision dis. | 2.91% |
| Walking dis. | 7.12% |

Poverty Information

| Status | Pop. | Percent |
|------------------------------|------|---------|
| In Poverty | 269 | 6.57% |
| Income < \$35,000 | 138 | 9.34% |
| Income \$35,000 - \$49,000 | 85 | 5.75% |
| Income \$50,000 - \$99,000 | 286 | 19.36% |
| Income \$100,000 - \$124,000 | 122 | 8.26% |
| Income > \$125,000 | 846 | 57.28% |

Education Information

| Education Information | Pop. | Percent |
|-----------------------|------|---------|
| No High School Degree | 75 | 1.83% |
| High School Degree | 197 | 4.81% |
| Some College | 404 | 9.87% |
| Associates Degree | 121 | 2.96% |
| Bachelor's Degree | 1165 | 28.46% |
| Advanced Degree | 935 | 22.84% |

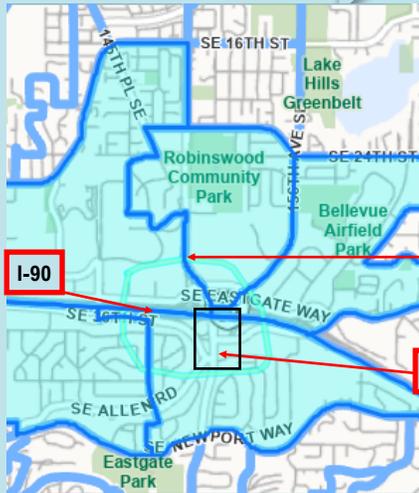
No Vehicle Ownership

| Household | Percent |
|-----------|---------|
| 43 | 2.91% |

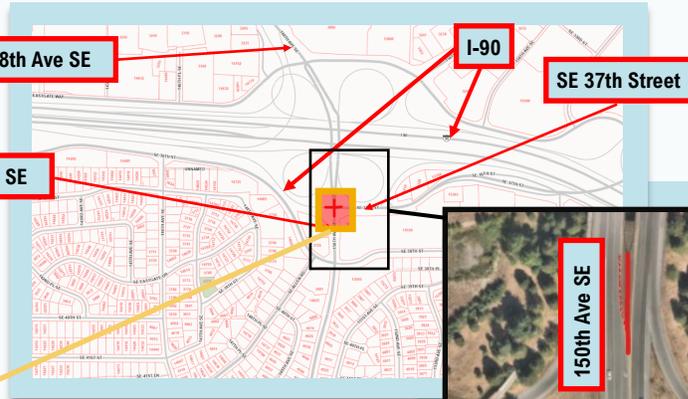
TFP-195

150th Avenue SE/SE 37th Street/I-90 off-ramp

Add a second eastbound right turn lane, extend the southbound left turn lane, extend the southbound through lane from the loop ramp to SE 38th Street, restrict the eastbound left turn movement, add a second westbound left turn lane and extend the westbound right turn lane. The project will also evaluate upgraded pedestrian and bicycle crossings along with gateway treatments.



This data collection region was determined to be blocks nearby this clover exchange because they span to alternative highway entrances and exits, providing a region of people who would use this section of the I-90 for entrance or exit.



The map shows the placement of this project in relation to a larger zone, lane modifications are outlined, excluding the southbound through lane extension.



North facing view of just south of the intersection. Important obstacles to keep in mind are the physical barriers, such as the yellow curb here, and a white curb at the right turn off of I-90 (behind the white truck in this picture)

Potential Obstacles: Large, flat barriers take up space on the road, which may be needed for lane expansion and addition.

The Southeast corner of this intersection is lined with a sidewalk, will be evaluated with design.

Additionally, right of way is very expansive here, so outward expansion of the road is feasible.

Language: Limited English Proficiency Safe Harbor Threshold met for multiple groups. Languages to Consider: Chinese (Simplified, Traditional), Spanish, Korean, Arabic, Russian.

Disabilities: Multiple thresholds met, includes Walking Disability. However, this intersection is inaccessible to pedestrians.

| Limited English Proficiency | | | |
|-----------------------------|------|---------|--|
| Language Spoken | Pop. | Percent | |
| Total | 1378 | 48.66% | |
| Asian American | 657 | 23.22% | |
| Indo-European | 376 | 13.25% | |
| Other Languages | 40 | 1.41% | |
| Spanish | 305 | 10.78% | |

| Disability Information | |
|------------------------|---------|
| Disability Type | Percent |
| Any type | 9.67% |
| Cognitive dis. | 3.12% |
| Hearing dis. | 3.19% |
| Individual Living | 4.70% |
| Self-Care dis. | 2.58% |
| Vision dis. | 2.10% |
| Walking dis. | 6.33% |

Construction Drawback and Benefits:

Drawbacks come from highway proximity, blocking traffic may slow or prevent highway access because this is a direct outlet of I-90. However, benefits come from more optimized lane structure, expanding a through lane, and increasing turning capacity onto southbound traffic

TFP-195

150th Avenue SE/SE 37th Street/I-90 off-ramp

Extended catalogue for full demographic report information and additional mapping and imagery.

Population by Race and Ethnicity

| Race or Ethnicity | Pop. | Percent |
|----------------------------------|------|---------|
| Total | 8004 | 100% |
| American Indian/Alaskan Native | 6 | 0.07% |
| Asian | 2759 | 34.47% |
| Black | 527 | 6.58% |
| Hispanic | 802 | 10.02% |
| Native Hawaiian/Pacific Islander | 16 | 0.20% |
| Other Race | 93 | 1.16% |
| Two or More | 272 | 3.40% |
| White | 3529 | 44.09% |

Age Information

| Age Group | Pop. | Percent |
|-----------|------|---------|
| Under 5 | 619 | 7.73% |
| 5-17 | 1022 | 12.77% |
| 18-24 | 529 | 6.61% |
| 25-34 | 1650 | 20.61% |
| 35-44 | 890 | 11.12% |
| 45-64 | 2345 | 29.30% |
| 65+ | 949 | 11.86% |

Limited English Proficiency

| Language Spoken | Pop. | Percent |
|---------------------------------|------|---------|
| Total | 1378 | 48.66% |
| Asian American/Pacific Islander | 657 | 23.22% |
| Indo-European | 376 | 13.25% |
| Other Languages | 40 | 1.41% |
| Spanish | 305 | 10.78% |

Disability Information

| Disability Type | Percent |
|-------------------|---------|
| Any type | 9.67% |
| Cognitive dis. | 3.12% |
| Hearing dis. | 3.19% |
| Individual Living | 4.70% |
| Self-Care dis. | 2.58% |
| Vision dis. | 2.10% |
| Walking dis. | 6.33% |

Poverty Information

| Status | Pop. | Percent |
|------------------------------|------|---------|
| In Poverty | 454 | 5.67% |
| Income < \$35,000 | 229 | 8.09% |
| Income \$35,000 - \$49,000 | 187 | 6.61% |
| Income \$50,000 - \$99,000 | 607 | 21.48% |
| Income \$100,000 - \$124,000 | 315 | 11.13% |
| Income > \$125,000 | 1491 | 52.69% |

Education Information

| Education Information | Pop. | Percent |
|-----------------------|------|---------|
| No High School Degree | 390 | 4.87% |
| High School Degree | 1011 | 12.63% |
| Some College | 973 | 12.16% |
| Associates Degree | 444 | 5.55% |
| Bachelor's Degree | 1690 | 19.87% |
| Advanced Degree | 1426 | 17.82% |

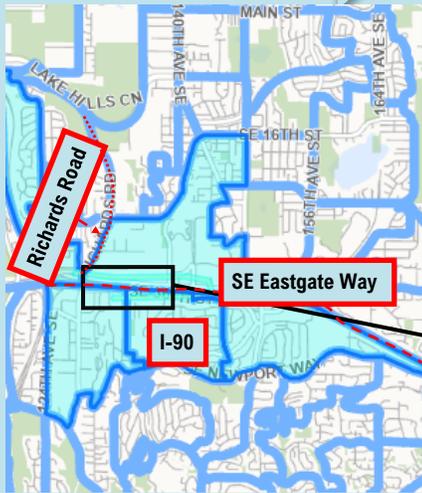
No Vehicle Ownership

| Household | Percent |
|-----------|---------|
| 196 | 6.93% |

TFP-247

Eastgate Way/Richards Road to Sunset Corporate Campus

This project will complete the missing link in the sidewalk between Richards Road and 139th Avenue SE; may be implemented in coordination with adjacent development.



This data collection region was determined to be multiple adjacent blocks to the affect road because, despite the relatively minor impact it may have as a sidewalk improvement, each of these regions have fairly direct access to this improved sidewalk, thus they are accounted for in the data collection.



The marked areas are missing sidewalks, and instead are just guardrails with no walkable path.

Language: Limited English Proficiency Safe Harbor Threshold met for multiple groups, Languages to Consider: Spanish, Chinese (Simplified, Traditional), Korean, Japanese, Arabic, Russian.

Disability: Safe Harbor threshold met for walking disability. Sidewalk addition is important for this group.

No Vehicle Ownership: Threshold met. Non-motorized infrastructure needed.

Potential Obstacles: The main obstacle along the missing sidewalk route are physical obstacles, such as barriers, rocks, grass, and fenced driveways. There is also a bicycle lane on the north side of the road, sidewalk construction may interfere with bicycle traffic.

Limited English Proficiency

| Language Spoken | Pop. | Percent |
|-----------------|------|---------|
| Total | 1630 | 46.32% |
| Asian American | 971 | 27.60% |
| Indo-European | 410 | 11.65% |
| Other Languages | 4 | 0.11% |
| Spanish | 245 | 6.96% |

No Vehicle Ownership

| Household | Percent |
|-----------|---------|
| 216 | 6.14% |



Northeast facing view from SE Eastgate Way. The bike lane is behind the cones, and the fenced driveway and parking lot is in the center of the image. However, google maps street data is from 2019, in 2022 the sunset corporate campus developed, creating a sidewalk through this driveway. Other obstacles, such as power poles and trees remain throughout the site.

Google Maps street view has not been updated since 2019, significant development has occurred since then, namely a large portion of sidewalk can be seen from satellite but not street view.



Northwest facing view, a guard rail preventing a drop off the road into trees and foliaged hills.

Construction Drawbacks and Benefits:

Potential drawbacks in needing driveway easements. Beneficial in providing a more walkable city,

TFP-247

Eastgate Way/Richards Road to Sunset Corporate Campus

Extended catalogue for full demographic report information and additional mapping and imagery.

Population by Race and Ethnicity

| Race or Ethnicity | Pop. | Percent |
|----------------------------------|------|---------|
| Total | 9110 | 100% |
| American Indian/Alaskan Native | 0 | 0.00% |
| Asian | 3458 | 37.96% |
| Black | 362 | 3.97% |
| Hispanic | 609 | 6.68% |
| Native Hawaiian/Pacific Islander | 16 | 0.18% |
| Other Race | 226 | 2.48% |
| Two or More | 278 | 3.05% |
| White | 4161 | 45.68% |

Age Information

| Age Group | Pop. | Percent |
|-----------|------|---------|
| Under 5 | 553 | 6.07% |
| 5-17 | 1057 | 11.60% |
| 18-24 | 613 | 6.73% |
| 25-34 | 1966 | 21.58% |
| 35-44 | 1205 | 13.23% |
| 45-64 | 2698 | 29.62% |
| 65+ | 1018 | 11.17% |

Limited English Proficiency

| Language Spoken | Pop. | Percent |
|---------------------------------|------|---------|
| Total | 1630 | 46.32% |
| Asian American/Pacific Islander | 971 | 27.60% |
| Indo-European | 410 | 11.65% |
| Other Languages | 4 | 0.11% |
| Spanish | 245 | 6.96% |

Disability Information

| Disability Type | Percent |
|-------------------|---------|
| Any type | 8.25% |
| Cognitive dis. | 2.39% |
| Hearing dis. | 2.02% |
| Individual Living | 3.48% |
| Self-Care dis. | 1.83% |
| Vision dis. | 1.75% |
| Walking dis. | 5.01% |

Poverty Information

| Status | Pop. | Percent |
|------------------------------|------|---------|
| In Poverty | 545 | 5.98% |
| Income < \$35,000 | 463 | 12.88% |
| Income \$35,000 - \$49,000 | 256 | 7.28% |
| Income \$50,000 - \$99,000 | 764 | 20.86% |
| Income \$100,000 - \$124,000 | 257 | 7.31% |
| Income > \$125,000 | 1818 | 51.68% |

Education Information

| Education Information | Pop. | Percent |
|-----------------------|------|---------|
| No High School Degree | 293 | 3.22% |
| High School Degree | 917 | 10.17% |
| Some College | 1185 | 13.01% |
| Associates Degree | 653 | 7.17% |
| Bachelor's Degree | 2168 | 23.80% |
| Advanced Degree | 1671 | 18.34% |

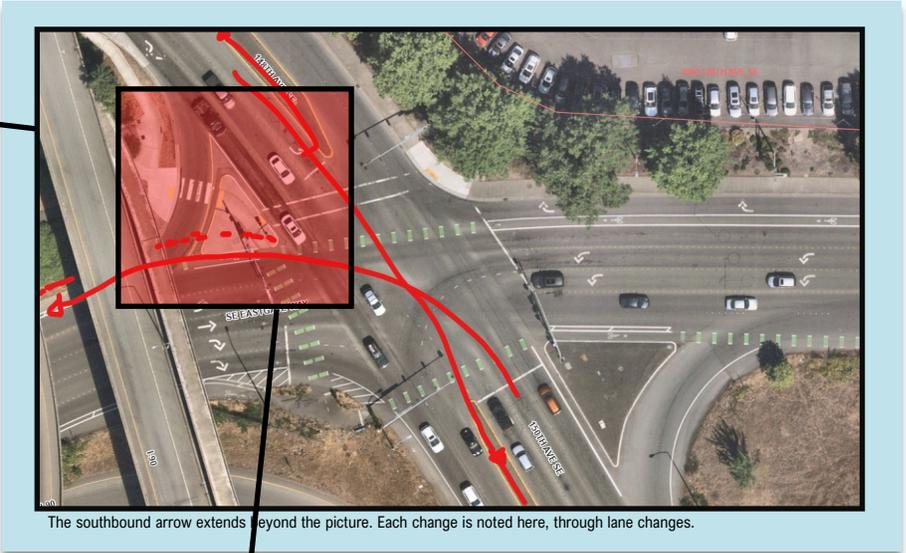
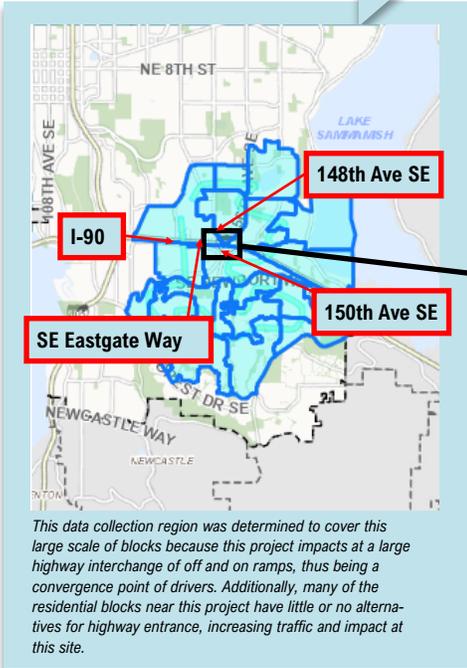
No Vehicle Ownership

| Household | Percent |
|-----------|---------|
| 216 | 6.14% |

TFP-253

150th Avenue SE/Eastgate Way SE

This project will add a second northbound left turn lane with a short westbound receiving lane and a third southbound through lane starting north of Eastgate Way and extending across the I-90 overpass. The southbound left turn lane will also be extended.



Language: Limited English Proficiency Safe Harbor Threshold met for multiple groups, Languages to Consider: Chinese (Simplified, Traditional), Spanish, Korean, Arabic, Hindi, Russian.

No Vehicle Ownership: Threshold not met, high vehicle ownership especially in Southern Bellevue. Highway interchange, entrance, and off ramp location, combined with high vehicle ownership indicates area should still be accessible during construction.

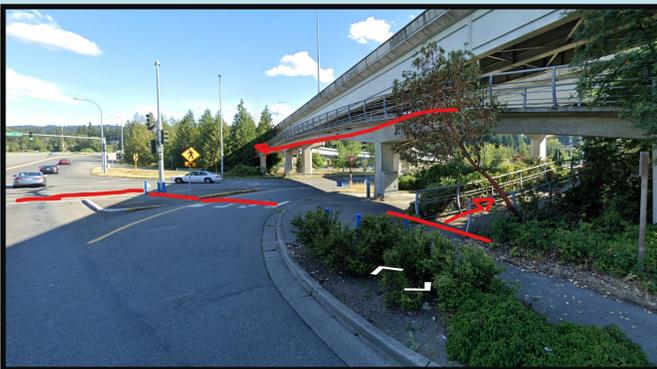
Potential Obstacles: Heavy traffic location, construction management. Additionally, bicycle accommodations like bike lanes and bike crossings may need to be moved to make space for lane expansions and implementations. Otherwise, very few crosswalks due to highway proximity, so very little pedestrian interruption. There is a transportation trail to the west that should stay open, its north entrance is just north of the crosswalk across 148th Ave SE on the north side of the intersection.

| Limited English Proficiency | | |
|-----------------------------|------|---------|
| Language Spoken | Pop. | Percent |
| Total | 3865 | 41.79% |
| Asian American | 1954 | 21.13% |
| Indo-European | 1258 | 13.60% |
| Other Languages | 120 | 1.30% |
| Spanish | 533 | 5.76% |

| No Vehicle Ownership | |
|----------------------|---------|
| Household | Percent |
| 579 | 6.26% |

Construction Drawbacks and Benefits: Construction process will slowdown this area for highway drivers and others crossing over I-90. Additionally, dual left turn lanes may be confusing in this intersection. However, the optimization of flow of volume through this intersection is a benefit, especially for backup that occurs when trying to get onto or off the highway.

One concern of note is a short second receiving lane on the westbound roads to account for the dual left could result in congestion for the need to eventually merge back into one lane further west of Eastgate Way.



South facing view of the intersection of 150th Ave SE and Eastgate Way. Underlined are cross walks in the intersection, and arrows underline and point towards the transportation trail.

TFP-253

150th Avenue SE/Eastgate Way SE

Extended catalogue for full demographic report information and additional mapping and imagery.

Population by Race and Ethnicity

| Race or Ethnicity | Pop. | Percent |
|----------------------------------|-------|---------|
| Total | 28831 | 100% |
| American Indian/Alaskan Native | 52 | 0.18% |
| Asian | 10485 | 36.37% |
| Black | 728 | 2.53% |
| Hispanic | 2090 | 7.25% |
| Native Hawaiian/Pacific Islander | 33 | 0.11% |
| Other Race | 195 | 0.68% |
| Two or More | 970 | 3.36% |
| White | 14278 | 49.52% |

Age Information

| Age Group | Pop. | Percent |
|-----------|------|---------|
| Under 5 | 1406 | 4.88% |
| 5-17 | 4918 | 17.06% |
| 18-24 | 1763 | 6.11% |
| 25-34 | 3329 | 11.55% |
| 35-44 | 3817 | 13.24% |
| 45-64 | 9116 | 31.62% |
| 65+ | 4482 | 15.55% |

Limited English Proficiency

| Language Spoken | Pop. | Percent |
|---------------------------------|------|---------|
| Total | 4387 | 43.00% |
| Asian American/Pacific Islander | 2630 | 25.78% |
| Indo-European | 1180 | 11.57% |
| Other Languages | 126 | 1.23% |
| Spanish | 451 | 4.42% |

Disability Information

| Disability Type | Percent |
|-------------------|---------|
| Any type | 8.41% |
| Cognitive dis. | 3.46% |
| Hearing dis. | 2.86% |
| Individual Living | 4.12% |
| Self-Care dis. | 2.10% |
| Vision dis. | 1.72% |
| Walking dis. | 4.58% |

Poverty Information

| Status | Pop. | Percent |
|------------------------------|------|---------|
| In Poverty | 1248 | 4.33% |
| Income < \$35,000 | 613 | 6.01% |
| Income \$35,000 - \$49,000 | 419 | 4.11% |
| Income \$50,000 - \$99,000 | 1894 | 18.56% |
| Income \$100,000 - \$124,000 | 938 | 9.19% |
| Income > \$125,000 | 6339 | 62.13% |

Education Information

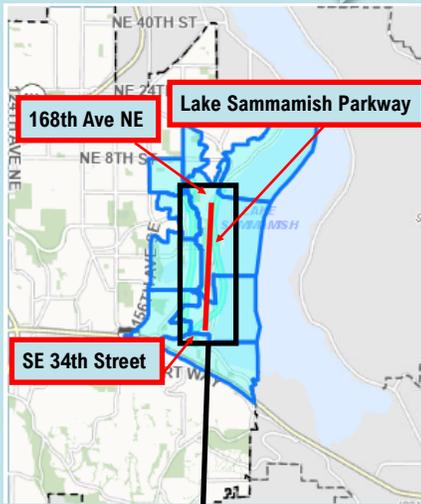
| Education Information | Pop. | Percent |
|-----------------------|------|---------|
| No High School Degree | 766 | 2.66% |
| High School Degree | 1882 | 6.53% |
| Some College | 2195 | 7.61% |
| Associates Degree | 1247 | 4.33% |
| Bachelor's Degree | 7444 | 25.82% |
| Advanced Degree | 7210 | 25.01% |

No Vehicle Ownership

| Household | Percent |
|-----------|---------|
| 360 | 3.53% |

TFP-257,267

West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4)

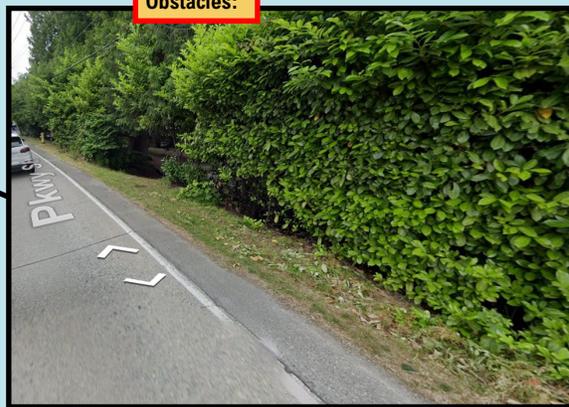


This data collection region was determined to consist of multiple nearby blocks because West Lake Sammamish Parkway is a through road for many people going north or south through Bellevue. Additionally, it is a popular biking line, so people from beyond the adjacent blocks would benefit from corridor improvement for bicycles.



Map of the segment, marked in red. Follows along Lake Sammamish parkway

This project will design and construct of the third and fourth phase of the West Lake Sammamish Parkway corridor improvements (two of five phases), between SE 34th Street and the NE 2nd block. Full funding allocation is intended to implement improvements on the segment from SE 34th to SE 26th Streets. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in areas adjacent to sensitive critical areas (approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2 to 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street (if warranted); and signalized pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will make storm drainage, water quality, and fish passage improvements throughout the corridor. This project will also provide a preliminary design analysis with cost estimates to determine the exact location and scope of the next phases of construction on West Lake Sammamish Parkway. Preliminary design activities will include coordination with the community and other stakeholders leading to a complete design.



Obstacles:

Northeast facing view, grass and bushes grow near the road, preventing immediate expansion.

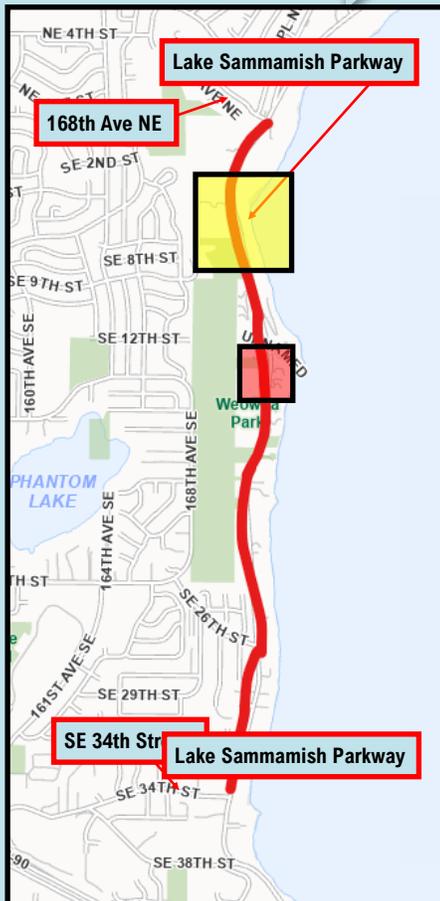


South facing view, steep hills and ivy, along with some trees near the road. Much of the west side of the road is like this. However, a decent sized shoulder already exists here/.

Demographic Analysis on page 2

TFP-257,267

West Lake Sammamish Parkway/"North" segment; (phase 5)



Map of the segment, marked in red. Follows along Lake Sammamish parkway

This project will design and construct the fifth phase of the West Lake Sammamish Parkway corridor improvements (last of five phases), between SE 34th Street and the NE 2nd block. The full West Lake Sammamish Parkway project, between I-90 and the north city limit, will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in areas adjacent to sensitive critical areas (approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2 to 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street (if warranted); and signalized pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will make storm drainage, water quality, and fish passage improvements throughout the corridor. This project will also provide a preliminary design analysis with cost estimates to determine the exact location and scope of the next phases of construction on West Lake Sammamish Parkway. Preliminary design activities will include coordination with the community and other stakeholders leading to a complete design. The funding allocation is a placeholder that may be used to initiate project predesign or early implementation.

Limited English Proficiency

| Language Spoken | Pop. | Percent |
|-----------------|------|---------|
| Total | 1604 | 34.31% |
| Asian American | 653 | 13.97% |
| Indo-European | 726 | 15.53% |
| Other Languages | 31 | 0.66% |
| Spanish | 194 | 4.15% |

Disability Information

| Disability Type | Percent |
|-------------------|---------|
| Any type | 13.03% |
| Cognitive dis. | 6.57% |
| Hearing dis. | 3.44% |
| Individual Living | 7.53% |
| Self-Care dis. | 3.75% |
| Vision dis. | 2.25% |
| Walking dis. | 6.43% |

No Vehicle Ownership

| Household | Percent |
|-----------|---------|
| 100 | 2.14% |

Potential obstacles: As shown on the previous page, there are mostly two types of major obstacles that are along this road, however they repeat in multiple locations, the chosen locations are just examples. Additionally, aside from steep hills and plant growth, there are very few obstacles and quite a bit of space in some spots where large shoulders already exist.

Language: Limited English Proficiency Safe Harbor threshold met for multiple groups, Languages to Consider: *Spanish, Chinese (Simplified, Traditional), Telugu, Russian, Japanese, Arabic, Korean, Hindi.*

Disability: Safe Harbor Threshold met for multiple groups. A multi-purpose path will help non-motorized user for both pedestrian and bicycling purposes and will create a separation from the vehicles on the heavily traveled roadway.

No Vehicle Ownership: Very few households with no vehicle ownership, so vehicle use is high across the region. Road access is important to maintain throughout the project.

Construction Drawbacks and Benefits: West Lake Sammamish Parkway is a through road for many people, being the only access road to most houses along the lake, so temporary lane closures and other road impacts will be a drawback. However, with the improvement completed, the bicycle and pedestrian access benefits greatly at no expense of vehicle traffic. Additionally, with new bicycle accommodations, flow of traffic can increase bicycles and cars will not be sharing lanes.

TFP-257, 267

West Lake Sammamish Parkway/"South Central" & "Central" segment (phases 3 & 4), West Lake Sammamish Parkway/"North" segment; (phase 5)

Extended catalogue for full demographic report information and additional mapping and imagery.

| Population by Race and Ethnicity | | |
|----------------------------------|-------|---------|
| Race or Ethnicity | Pop. | Percent |
| Total | 13447 | 100% |
| American Indian/Alaskan Native | 1 | 0.01% |
| Asian | 2848 | 21.18% |
| Black | 179 | 1.33% |
| Hispanic | 812 | 6.04% |
| Native Hawaiian/Pacific Islander | 7 | 0.05% |
| Other Race | 17 | 0.13% |
| Two or More | 800 | 5.95% |
| White | 8783 | 65.32% |

| Age Information | | |
|-----------------|------|---------|
| Age Group | Pop. | Percent |
| Under 5 | 591 | 4.40% |
| 5-17. | 2382 | 17.71% |
| 18-24 | 908 | 6.75% |
| 25-34 | 1214 | 9.03% |
| 35-44 | 1962 | 14.59% |
| 45-64 | 4182 | 31.10% |
| 65+ | 2208 | 16.42% |

| Limited English Proficiency | | |
|---------------------------------|------|---------|
| Language Spoken | Pop. | Percent |
| Total | 1604 | 34.31% |
| Asian American/Pacific Islander | 653 | 13.97% |
| Indo-European | 726 | 15.53% |
| Other Languages | 31 | 0.66% |
| Spanish | 194 | 4.15% |

| Disability Information | |
|------------------------|---------|
| Disability Type | Percent |
| Any type | 13.03% |
| Cognitive dis. | 6.57% |
| Hearing dis. | 3.44% |
| Individual Living | 7.53% |
| Self-Care dis. | 3.75% |
| Vision dis. | 2.25% |
| Walking dis. | 6.43% |

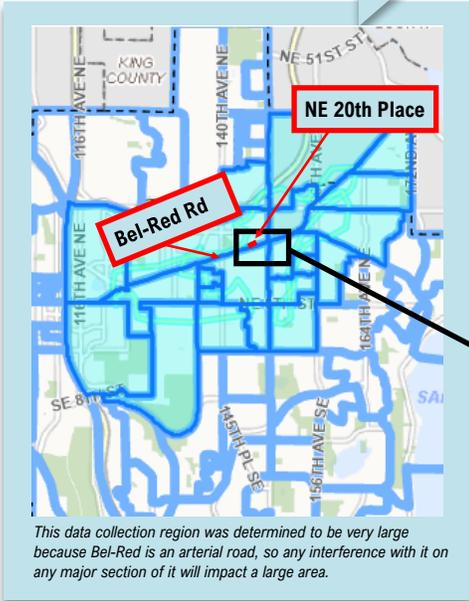
| Poverty Information | | |
|------------------------------|------|---------|
| Status | Pop. | Percent |
| In Poverty | 751 | 5.58% |
| Income < \$35,000 | 277 | 5.93% |
| Income \$35,000 - \$49,000 | 198 | 4.24% |
| Income \$50,000 - \$99,0000 | 846 | 18.10% |
| Income \$100,000 - \$124,000 | 442 | 9.46% |
| Income > \$125,000 | 2911 | 62.28% |

| Education Information | | |
|-----------------------|------|---------|
| Education Information | Pop. | Percent |
| No High School Degree | 327 | 2.43% |
| High School Degree | 773 | 5.75% |
| Some College | 1279 | 9.51% |
| Associates Degree | 499 | 3.71% |
| Bachelor's Degree | 3704 | 27.55% |
| Advanced Degree | 2984 | 22.19% |

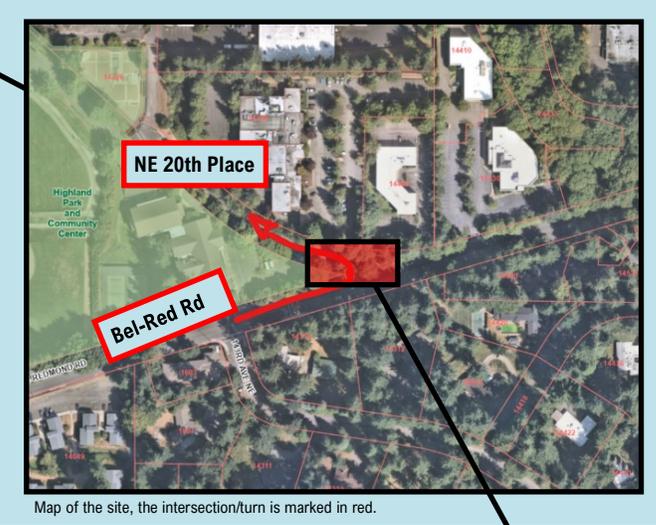
| No Vehicle Ownership | |
|----------------------|---------|
| Household | Percent |
| 100 | 2.14% |

TFP-291

143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal



This project will conduct a feasibility and/or pre-design study for the implementation of a new two-lane roadway connection with bike lanes and sidewalks between the NE 20th Street/143rd Place NE traffic signal and extending to the improved section of NE 20th Place north of its intersection with Bel-Red Road. Install signal, eastbound to northbound left turn pocket and pedestrian crossing at the existing Bel-Red Road and NE 20th Place intersection. New roadway segments may be implemented with future private development in the immediate vicinity.



Language: Limited English Proficiency Safe Harbor Threshold met for multiple groups, Languages to Consider: *Spanish, Japanese, Telugu, Russian, Hindi, Chinese (Simplified), Tamil, Marathi, Korean*

No Vehicle Ownership: Threshold met. Multiple blocks of high density housing. Some amount of the collection region sees no direct benefit.

| Limited English Proficiency | | |
|-----------------------------|------|---------|
| Language Spoken | Pop. | Percent |
| Total | 7639 | 57.92% |
| Asian American | 3931 | 29.81% |
| Indo-European | 2580 | 19.56% |
| Other Languages | 197 | 1.49% |
| Spanish | 931 | 7.06% |

| No Vehicle Ownership | |
|----------------------|---------|
| Household | Percent |
| 1573 | 11.93% |



Construction Drawbacks and Benefits: Installing a traffic signal at this intersection allows more reliable entry and exit from NE 20th Street. Additionally, implementing a left turn pocket for this is very beneficial, through traffic does not need to wait for left turners.

Construction on the intersection may cause delay getting to some facilities, like the Highland Skate Park and Community Center.



Potential Obstacles: South east facing view from the intersection at Bel-Red Road and NE 20th Street. A fence lines the sidewalk on the southern side of the road, possibly constraining some of the improvements.

TFP-291

143rd Place NE/ NE 20th Street to Bel-Red Road/NE 20th Place signal

Extended catalogue for full demographic report information and additional mapping and imagery.

| Population by Race and Ethnicity | | |
|----------------------------------|-------|---------|
| Race or Ethnicity | Pop. | Percent |
| Total | 30166 | 100% |
| American Indian/Alaskan Native | 8 | 0.03% |
| Asian | 14399 | 47.73% |
| Black | 461 | 1.53% |
| Hispanic | 2915 | 9.66% |
| Native Hawaiian/Pacific Islander | 26 | 0.09% |
| Other Race | 107 | 0.35% |
| Two or More | 1154 | 3.83% |
| White | 11096 | 36.78% |

| Age Information | | |
|-----------------|------|---------|
| Age Group | Pop. | Percent |
| Under 5 | 2083 | 6.91% |
| 5-17. | 3634 | 12.05% |
| 18-24 | 2023 | 6.71% |
| 25-34 | 7760 | 25.72% |
| 35-44 | 4578 | 15.18% |
| 45-64 | 6067 | 20.11% |
| 65+ | 4021 | 13.33% |

| Limited English Proficiency | | |
|---------------------------------|------|---------|
| Language Spoken | Pop. | Percent |
| Total | 7639 | 57.92% |
| Asian American/Pacific Islander | 3931 | 29.81% |
| Indo-European | 2580 | 19.56% |
| Other Languages | 197 | 1.49% |
| Spanish | 931 | 7.06% |

| Disability Information | |
|------------------------|---------|
| Disability Type | Percent |
| Any type | 7.70% |
| Cognitive dis. | 3.58% |
| Hearing dis. | 2.16% |
| Individual Living | 3.94% |
| Self-Care dis. | 2.48% |
| Vision dis. | 1.24% |
| Walking dis. | 3.58% |

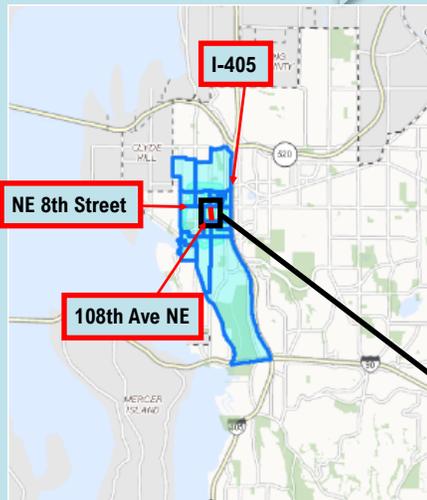
| Poverty Information | | |
|------------------------------|------|---------|
| Status | Pop. | Percent |
| In Poverty | 3032 | 10.05% |
| Income < \$35,000 | 2105 | 15.96% |
| Income \$35,000 - \$49,000 | 788 | 5.98% |
| Income \$50,000 - \$99,0000 | 2533 | 21.48% |
| Income \$100,000 - \$124,000 | 1096 | 8.31% |
| Income > \$125,000 | 6366 | 48.27% |

| Education Information | | |
|-----------------------|------|---------|
| Education Information | Pop. | Percent |
| No High School Degree | 1134 | 3.76% |
| High School Degree | 2207 | 7.32% |
| Some College | 2029 | 6.73% |
| Associates Degree | 919 | 3.05% |
| Bachelor's Degree | 7968 | 26.41% |
| Advanced Degree | 8074 | 26.77% |

| No Vehicle Ownership | |
|----------------------|---------|
| Household | Percent |
| 1573 | 11.93% |

TFP-294

108th Avenue NE Downtown Spine / NE 4th Street to NE 8th Street



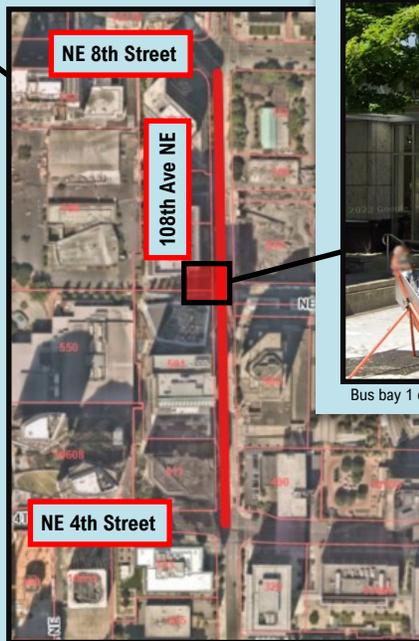
This data collection region was determined to span across the majority of urban development across downtown Bellevue as that is where the highest concentration of impact from the transit zone improvements would occur.

Language: Limited English Proficiency Safe harbor threshold met for multiple groups, Languages to Consider: Japanese, Chinese (Simplified, Traditional), Russian, Spanish, Korean.

Disability: Threshold met, transit amenities improvements would benefit met threshold groups.

No Vehicle Ownership: Threshold met. Transit improvements are beneficial to those without vehicles.

This project will construct multimodal roadway enhancements along 108th 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.



Map of the site, corridor marked by red line



Bus bay 1 currently, limited transit amenities.

| Disability Information | |
|------------------------|---------|
| Disability Type | Percent |
| Any type | 8.49% |
| Cognitive dis. | 2.89% |
| Hearing dis. | 2.69% |
| Individual Living | 3.88% |
| Self-Care dis. | 1.50% |
| Vision dis. | 0.87% |
| Walking dis. | 5.09% |

| Limited English Proficiency | | |
|-----------------------------|------|---------|
| Language Spoken | Pop. | Percent |
| Total | 6121 | 48.35% |
| Asian American | 3691 | 29.16% |
| Indo-European | 1898 | 14.99% |
| Other Languages | 151 | 1.19% |
| Spanish | 381 | 3.01% |

| No Vehicle Ownership | |
|----------------------|---------|
| Household | Percent |
| 2096 | 16.56% |

Potential Obstacles: The primary obstacles along this whole road are the transit accommodations and bus lanes that would be relocated or changed for the improvements described in this project. For example, there are benches and bus only lanes near the sidewalks of the bus bays. To improve the bus bay, these amenities will need to be considered.

Construction Drawbacks and Benefits: This project would be beneficial for the many groups that rely on transit throughout the city to move around, especially considering the high percentages of households with no vehicles. However, during the improvement process there would be drawbacks because certain transit amenities could be temporarily unavailable.



Image just inside of bus bay 12.

TFP-294

108th Avenue NE Downtown Spine / NE 4th Street to NE 8th Street

Extended catalogue for full demographic report information and additional mapping and imagery.

| Population by Race and Ethnicity | | |
|----------------------------------|-------|---------|
| Race or Ethnicity | Pop. | Percent |
| Total | 23124 | 100% |
| American Indian/Alaskan Native | 94 | 0.41% |
| Asian | 9116 | 0.39% |
| Black | 677 | 2.93% |
| Hispanic | 1428 | 6.18% |
| Native Hawaiian/Pacific Islander | 77 | 0.33% |
| Other Race | 168 | 0.73% |
| Two or More | 1025 | 4.43% |
| White | 10539 | 45.58% |

| Age Information | | |
|-----------------|------|---------|
| Age Group | Pop. | Percent |
| Under 5 | 984 | 4.26% |
| 5-17. | 1815 | 7.85% |
| 18-24 | 1710 | 7.39% |
| 25-34 | 7728 | 33.42% |
| 35-44 | 3482 | 15.06% |
| 45-64 | 4598 | 19.88% |
| 65+ | 2807 | 12.14% |

| Limited English Proficiency | | |
|---------------------------------|------|---------|
| Language Spoken | Pop. | Percent |
| Total | 6121 | 48.35% |
| Asian American/Pacific Islander | 3691 | 29.16% |
| Indo-European | 1898 | 14.99% |
| Other Languages | 151 | 1.19% |
| Spanish | 381 | 3.01% |

| Disability Information | |
|------------------------|---------|
| Disability Type | Percent |
| Any type | 8.49% |
| Cognitive dis. | 2.89% |
| Hearing dis. | 2.69% |
| Individual Living | 3.88% |
| Self-Care dis. | 1.50% |
| Vision dis. | 0.87% |
| Walking dis. | 5.09% |

| Poverty Information | | |
|------------------------------|------|---------|
| Status | Pop. | Percent |
| In Poverty | 1350 | 5.84% |
| Income < \$35,000 | 1213 | 9.58% |
| Income \$35,000 - \$49,000 | 776 | 6.13% |
| Income \$50,000 - \$99,0000 | 2587 | 20.44% |
| Income \$100,000 - \$124,000 | 1429 | 11.29% |
| Income > \$125,000 | 6654 | 52.56% |

| Education Information | | |
|-----------------------|------|---------|
| Education Information | Pop. | Percent |
| No High School Degree | 520 | 2.25% |
| High School Degree | 1460 | 6.31% |
| Some College | 1869 | 8.08% |
| Associates Degree | 891 | 3.85% |
| Bachelor's Degree | 6950 | 30.06% |
| Advanced Degree | 6925 | 29.95% |

| No Vehicle Ownership | |
|----------------------|---------|
| Household | Percent |
| 2096 | 16.56% |