

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.

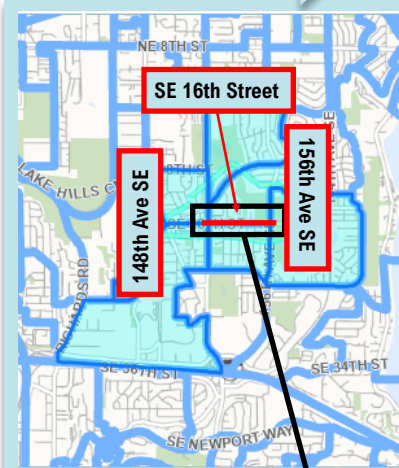
South Side: PSE utilities center, massive rain ditches immediately off of SE 16th Street, wraps all the way to 156th Ave SE.

South Side



TFP-158

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



This 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%

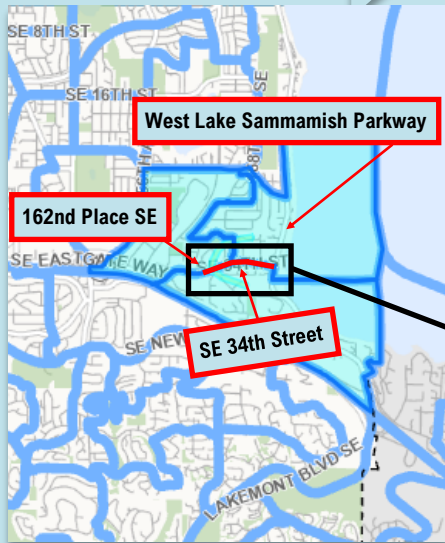
No Vehicle Ownership

Household	Percent
317	8.39%

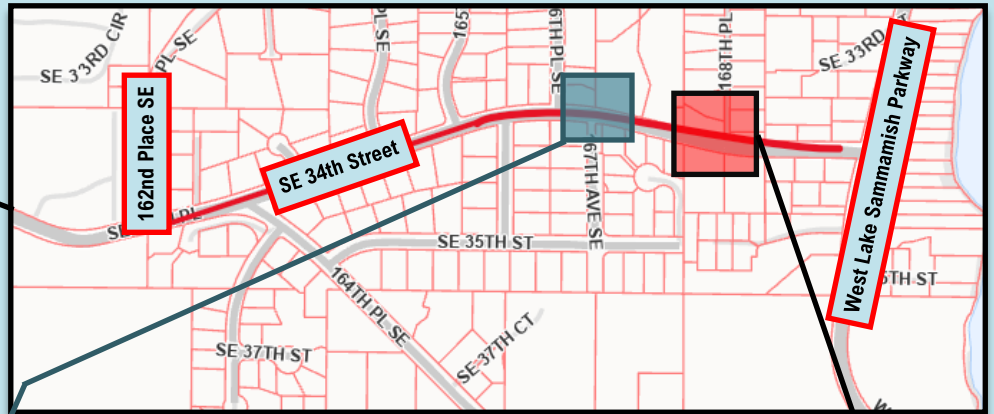
TFP-175

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 Pkwy.

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%

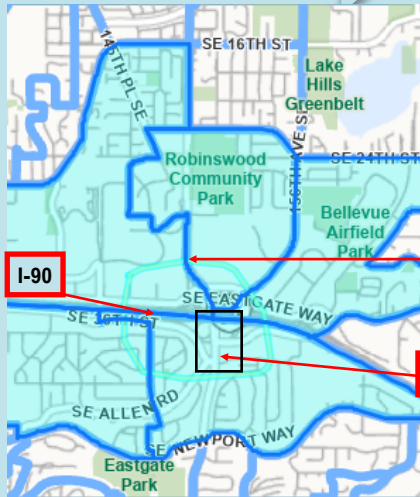
No Vehicle Ownership

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.



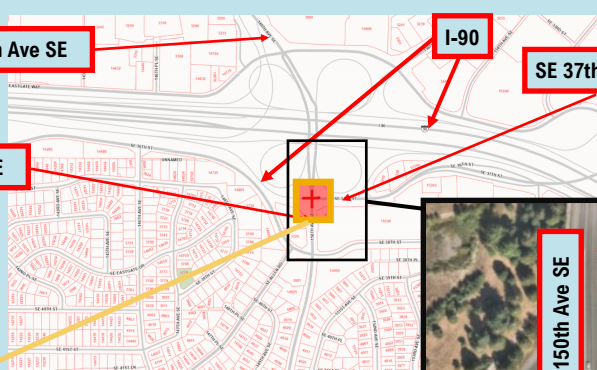
This data collection region was determined to be blocks nearby this clover exchange because they span to alternative highway entrances and exits, providing a region of people who would use this section of the I-90 for entrance or exit.

148th Ave SE

150th Ave SE

I-90

SE 37th Street



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.



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

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%

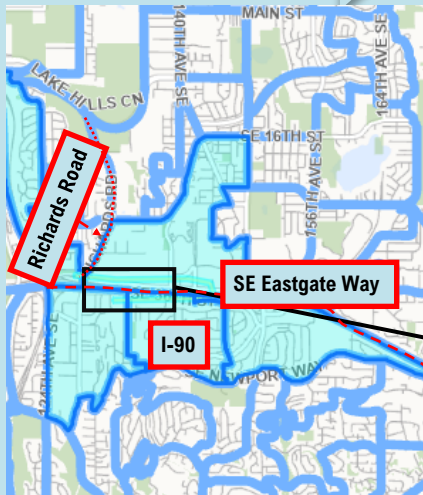
No Vehicle Ownership

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.

Construction Drawbacks and Benefits:

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



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

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%

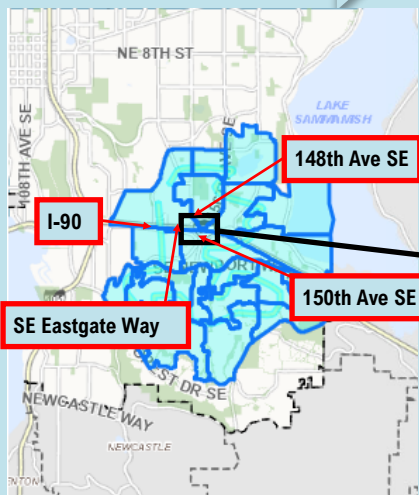
No Vehicle Ownership

Household	Percent
216	6.14%

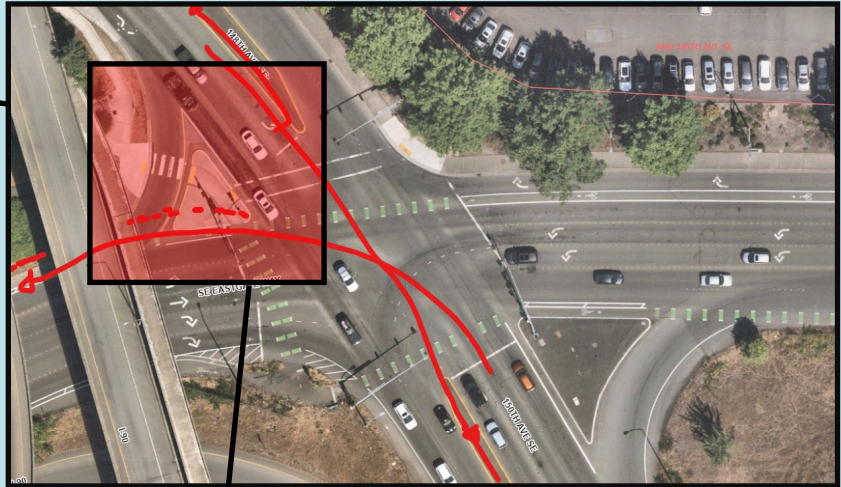
TFP-253

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.



This data collection region was determined to cover this large scale of blocks because this project impacts at a large highway interchange of off and on ramps, thus being a convergence point of drivers. Additionally, many of the residential blocks near this project have little or no alternatives for highway entrance, increasing traffic and impact at this site.



The southbound arrow extends beyond the picture. Each change is noted here, through lane changes.

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

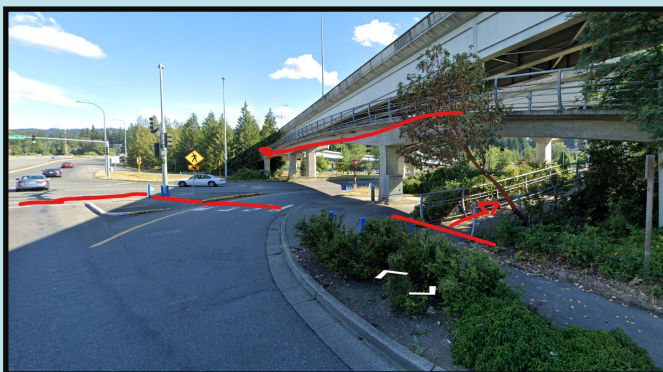
Language Spoken	Pop.	Percent
Total	3865	41.79%
Asian American	1954	21.13%
Indo-European	1258	13.60%
Other Languages	120	1.30%
Spanish	533	5.76%

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 crosswalks 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

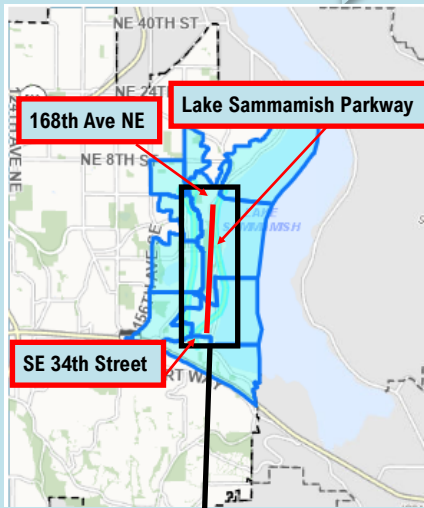
Education Information	Pop.	Percent
No High School Degree	766	2.66%
High School Degree	1882	6.53%
Some College	2195	7.61%
Associates Degree	1247	4.33%
Bachelor's Degree	7444	25.82%
Advanced Degree	7210	25.01%

No Vehicle Ownership

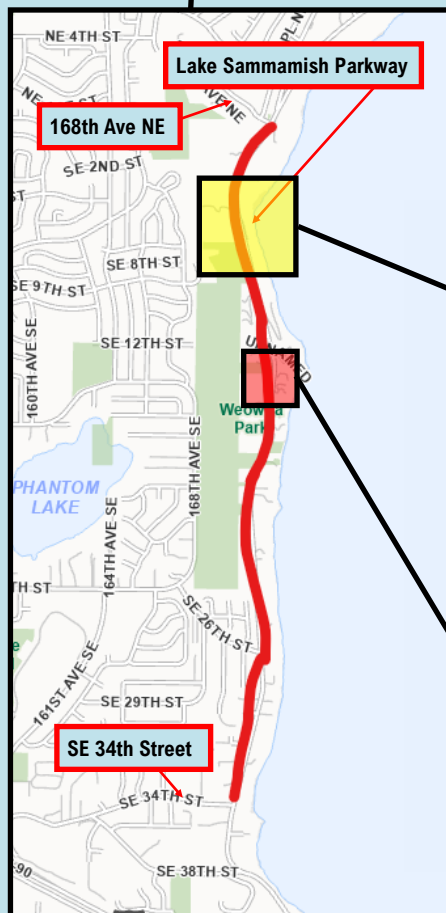
Household	Percent
360	3.53%

TFP-257,267

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



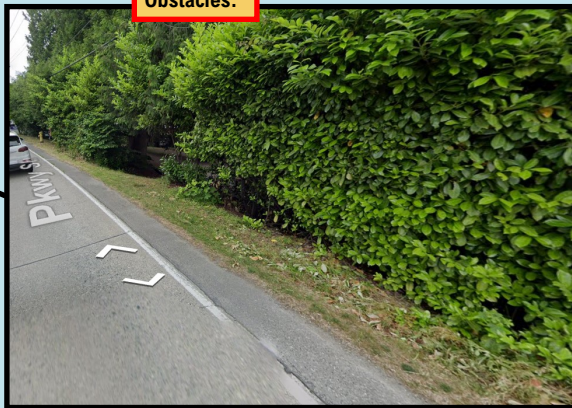
This data collection region was determined to consist of multiple nearby blocks because West Lake Sammamish Parkway is a through road for many people going north or south through Bellevue. Additionally, it is a popular biking line, so people from beyond the adjacent blocks would benefit from corridor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



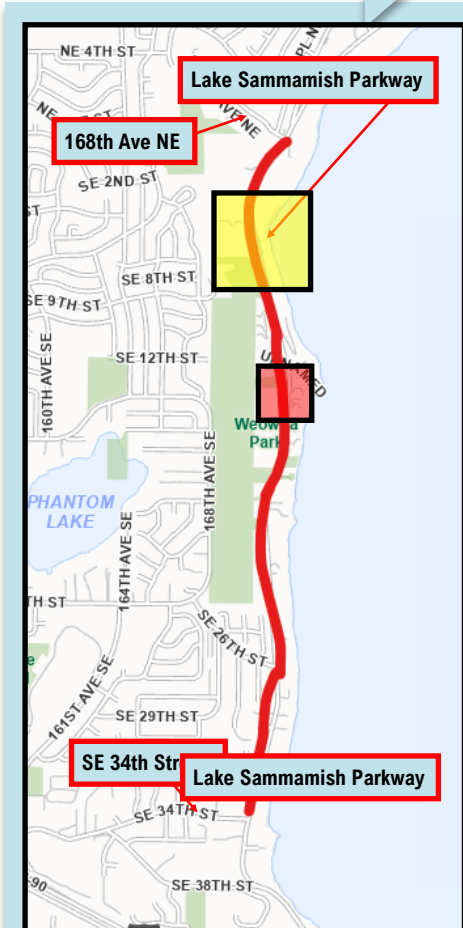
Northeast facing view, grass and bushes grow near the road, preventing immediate expansion.



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



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

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

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

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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 - \$99,000	846	18.10%
Income \$100,000 - \$124,000	442	9.46%
Income > \$125,000	2911	62.28%

Education Information

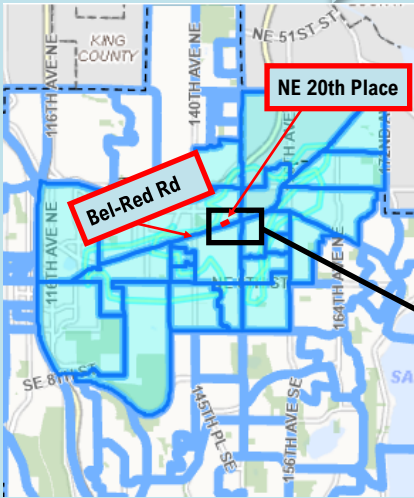
Education Information	Pop.	Percent
No High School Degree	327	2.43%
High School Degree	773	5.75%
Some College	1279	9.51%
Associates Degree	499	3.71%
Bachelor's Degree	3704	27.55%
Advanced Degree	2984	22.19%

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 data collection region was determined to be very large because Bel-Red is an arterial road, so any interference with it on any major section of it will impact a large area.

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.



Map of the site, the intersection/turn is marked in red.



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

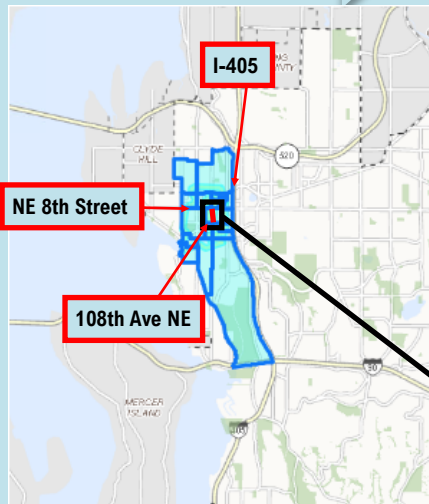
Education Information	Pop.	Percent
No High School Degree	1134	3.76%
High School Degree	2207	7.32%
Some College	2029	6.73%
Associates Degree	919	3.05%
Bachelor's Degree	7968	26.41%
Advanced Degree	8074	26.77%

No Vehicle Ownership

Household	Percent
1573	11.93%

TFP-294

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

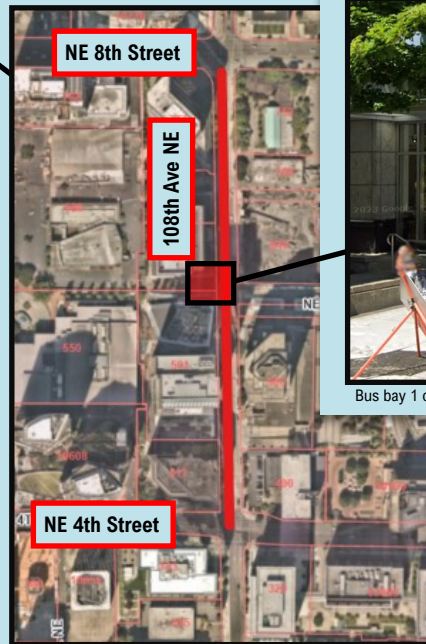


This data collection region was determined to span across the majority of urban development across downtown Bellevue as that is where the highest concentration of impact from the transit zone improvements would occur.

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.



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 - \$99,000	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%