



CITY OF KENMORE

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# PEDESTRIAN FACILITIES PLAN

(SIDEWALK PLAN)

2022

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# INTRODUCTION

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In 2012, the Kenmore City Council identified a goal to establish a 20 - 30 Year Sidewalk Plan, now called the Pedestrian Facilities Plan. City staff assembled this plan in 2013. The plan has been used as a guide for sidewalk construction and sidewalk grant applications since its development. Since the development of the 2013 plan, the City has constructed or is in the design/construction phase of constructing over 21,000 linear feet of sidewalk identified in the 2013 plan. This represents approximately 1/3 of the total sidewalk identified in the 2013 plan completed or funded for completion in just 9 years.

For 2022, City Council's number 6th priority is *"to focus and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel"* and a sub-bullet of this goal is the Sidewalk Plan. To facilitate this goal, address the progress made since the 2013 creation of the plan, update the costs consistent with recent sidewalk projects in the City, and follow the recommended updates to this plan from the original 2013 document, the following is a 2022 update to the plan

This update includes revising the following elements of the 2013 Sidewalk Plan:

- Priority criteria developed by staff based on the City's 2015 Comprehensive Plan Transportation Element and updated to reflect current Council priorities;
- A matrix listing road segments, scoring based on the priority criteria, and a planning level cost estimate to construct pedestrian facilities;
- Unit Cost Estimate based on existing field conditions and construction costs for recently completed sidewalk projects

The Pedestrian Facilities Plan should be revisited approximately every two-five years to note completed segments, address changes in network continuity from continued private development, and adjust priorities based on feedback received and changes to city policy.

## SIDEWALK POLICY DIRECTION

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The City's policy direction to provide sidewalks can be found in the Comprehensive Plan's Transportation Element. Within this document, two goals, T-1 and T-4, are addressed, both directly and indirectly, by the creation and continued expansion of a sidewalk network.

**Goal T-1:** *Provide a complete transportation network that serves local and regional circulation needs and safely accommodates all users.*

**Goal T-4:** *Encourage public transportation, non-motorized travel, and other transportation strategies that reduce the need for automobile travel, especially by single-occupant vehicles (SOV).*

Other Objectives and Policies within these goals, included in the Transportation Element, are addressed by an established sidewalk and trail network. The City's Target Zero and Complete Streets policies are strongly supported by a sidewalk network. Objective T-4.3 directly addresses this, citing a need for a network of sidewalks and trails to link neighborhoods, the Downtown, and community destinations.

The Transportation Element contains a Pedestrian Priority Network (Chapter 6, Figure 15) which identifies arterial and collector roadways to have sidewalks on at least one side.

In addition to these written policies, this Pedestrian Facilities Plan has been developed in response to Council Goal #6 to address pedestrian safety and implement the Sidewalk Plan.

## PROJECTS

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Projects limits were based off the following criteria:

- Intersection to intersection
- Sidewalk end to intersection
- Closing gaps between two separate sidewalks

Project locations were selected based upon extending the existing sidewalk network, connections to the existing sidewalk network, and creating sidewalk on both sides of arterial and collector roads (except Juanita Dr.). Projects were also added in other jurisdictions if they were adjacent to City of Kenmore residences. Trails were also added to the project list. Projects in the previous plan were carried over and included in this plan. Projects listed do not take into account sidewalks constructed as part of private development.

Projects cost was not a factor in determining if a project should or should not be on the list. Projects may be added if grant funding becomes available and are awarded.

## SIDEWALK UNIT COST

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Kenmore’s 2021 Road Standards describe the minimum pedestrian improvement as curb, gutter and a 6-foot wide sidewalk with 4-foot amenity strip. Cost estimates assume projects will construct improvements per the 2021 Road Standards, however, at the time of implementation, alternative designs may be utilized based upon site conditions and available funding. The cost estimates included in this update are from a mix of recently completed City projects meeting the minimum standards and regional unit pricing from WSDOT projects. The costs included in this plan should be increased if a larger sidewalk section is desired on a segment.

A planning level estimate of probable cost is not based on design plans. It is an estimated linear foot cost of sidewalk applied to a length of segment (*linear foot cost x linear feet of sidewalk = estimated cost*). The planning level estimate of probable cost includes survey, design, typical right of way easements, construction, construction management, and typical staff costs. The linear foot cost for installing sidewalk often seems high, but the costs included in this update reflect the latest cost of recent City sidewalk projects, inflated to adjust to the time period this document was created. The high cost of sidewalks is typically due to any of several factors including retaining walls of various heights (the taller, the more expensive), right of way takes, increasingly complex and expensive drainage requirements to address stormwater and other environmental requirements, utility undergrounding and difficult terrain. Note that utility undergrounding was assumed only for those projects where undergrounding is required per the 2021 Road Standards.

### Linear Foot Cost

- Easy Project: \$,1,425/LF
- Medium Project: \$2,400/LF
- Hard Project: \$3,040/LF

The costs for this update were determined based upon typical design requirements for a range of project types. Easy projects which are projects that require basic elements common to most all projects typically consist of:

- Sidewalk
- Curb/Gutter
- Standard storm drainage
- Site preparation
- Traffic control
- Pavement/stripping restoration
- Temporary construction easements
- Walls <2' high
- Curb ramps
- Driveway approaches
- Landscaping
- Private property restoration
- Grading and backfill
- Design, construction management

Medium complex projects typically consist of those elements noted above for easy with the following additions/alterations:

- Stormwater detention
- Sidewalk scoring
- Handrailing
- Mailbox consolidation
- Bike lanes
- Walls <6' high, < 50% of project length
- Larger storm drainage (type II CB/18"+ pipe)
- Large quantity of large tree removals
- Property acquisition (2' strip takes)
- Critical areas (no impact)

Hard (complex) projects consisted of those elements noted above for easy and medium projects with the following additions/alterations:

- Irrigation system
- Illumination
- Utility Undergrounding\*
- Critical areas (impacts to streams/wetland)
- Walls <6' high, > 50% of project length
- Pavement (road widening/half street overlay)
- Property acquisition (2'-5' strip takes)

\*Utility undergrounding is included in a Hard project however an additional \$1,000 per LF needs to be added to the LF cost noted above.

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# SIDEWALK PRIORITY SCORING CRITERIA

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The improvement prioritization process ranks potential sidewalk projects based on a scoring of the five criteria related to policies and objectives identified in the Comprehensive Plan Transportation Element and other appropriate measures. These scores represent an analysis of the recommended prioritization for construction of sidewalk segments to address the most significant gaps in the existing City sidewalk network.

The five criteria include pedestrian safety, connecting the community, network continuity links, proximity to schools, connecting the community to services and public places, and the potential population served. Because the Comprehensive Plan Transportation Element Policy T-4.3.1 identifies sidewalks on Urban Avenues (arterials) to be the highest priority, sidewalk segments adjacent to arterial and collector roads were inherently given higher scores because of their classification, truck routes, and higher speeds and volumes. City policy and the Transportation Element consider residential roads to be an environment where pedestrians are expected, speeds are lower, and traffic volumes are lower, so although they are considered, they do not potentially score as high as arterial/collector roads.

Project cost was not taken into account in prioritizing the projects. Adjustments to actual project scope may be necessary to construct projects within available budget. Projects may be elevated in priority if grant funds can be secured for any project listed. The Pedestrian Facilities Plan and the project list are living documents that are subject to change and will help guide the City in determining what projects should be focused on first. While each project is given a priority number, other factors such as grant fund availability, human factors that can't be quantified, changes in site conditions, or re-evaluation of the criteria may push a project higher or lower in priority.

## PROXIMITY TO SCHOOLS

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This criterion addresses Policy T-4.3.2. A numerical score is assigned to each segment based on both the physical distance between the segment and a Kenmore public school, focusing on elementary schools, and the designation of the route on Northshore School District walk maps for each elementary school. Walk maps for each school were obtained from the Northshore School District website in March of 2022 for this analysis. Segments must be within a half mile of a public school to receive a score, according to the rubric shown and staff consideration of the following criteria:

Points	Description
12	Segment is less than 500 feet from any school
10	Segment is 501 – 1,250 feet from elementary school
8	Segment is 501 -1,250 feet from middle school
6	Segment is 1,251 – 2,000 feet from elementary school
4	Segment is 1,251 - 2,000 feet from middle school
2	Segment is 501 – 2,000 feet from high school

- Segment provides access to a school
- Segment provides a safe route for schoolchildren to and from school
- Segment is on a listed school walk route or bus line

Points	Description
2	Segment is within 1/4 of a school bus stop

Points	Description
6	School district designated walk route for multiple schools
4	School district designated walk route for elementary schools
2	School district designated walk route for middle schools
1	School district designated walk route for high schools

## PEDESTRIAN SAFETY

This criterion addresses Policy T-4.3.2.1 and T-4.3.2 and the City’s Target Zero resolution. Each segment is assigned a numerical score based on the engineering opinion of City staff that the criteria is likely to effect pedestrian safety. To develop this qualitative opinion and assign a score, according to the rubric shown, staff considered if the improved segment:

- Separates pedestrians from vehicular traffic, especially in high traffic and speed areas
- Improves width of pedestrian areas and surface conditions
- Addresses potential conflicts at street crossings
- Acknowledges truck routes and possible conflicts with pedestrians

Points	Description
6	<b>High concern:</b> shoulder is less than 2 feet wide
5	<b>High concern:</b> shoulder is 2-3 feet wide
4	<b>Moderate concern:</b> shoulder is 3-5 feet wide without protection
3	<b>Moderate concern:</b> shoulder is 3-5 feet wide with protection
2	<b>Low concern:</b> shoulder is over 6 feet wide without protection
1	<b>Low concern:</b> shoulder is over 6 feet wide with protection

Points	Description
6	<b>High concern:</b> segment is adjacent to a state highway
5	<b>High concern:</b> segment is adjacent to a principal arterial
4	<b>Moderate concern:</b> segment is adjacent to a minor arterial
3	<b>Moderate concern:</b> segment is adjacent to a collector
2	<b>Low concern:</b> segment is adjacent to a local road
1	<b>Low concern:</b> segment is adjacent to a local road with a dead end

Points	Description
6	<b>High concern:</b> average daily traffic is over 7501 vehicles
5	<b>High concern:</b> average daily traffic is between 5001 and 7500 vehicles
4	<b>Moderate concern:</b> average daily traffic is between 2001 and 5000 vehicles
3	<b>Moderate concern:</b> average daily traffic is between 1001 and 2000 vehicles
2	<b>Low concern:</b> average daily traffic is between 500 and 1000 vehicles
1	<b>Low concern:</b> average daily traffic is less than 500 vehicles

Points	Description
6	<b>High concern:</b> segment is in a 35+ mph zone
4	<b>High concern:</b> segment is in a 35 mph zone
2	<b>Moderate concern:</b> segment is in a 30 mph zone
1	<b>Low concern:</b> segment is in a 25 mph zone

## CONNECTING THE COMMUNITY

This criterion addresses Policy T-4.3.2. For this criterion, numerical scores are based on the connectivity of a segment to community facilities or commercial centers, such as public parks, school campuses, the Kenmore downtown core area and transit. Scores, according to the rubric shown, are based on a qualitative engineering opinion analyzing if a segment:

- Provides direct access to commercial centers, facilities, parks, and transit
- Ensures that the route links to a safe direct access to facilities and centers

Points	Description
4	Segment is less than 500 feet away from transit
3	Segment is between 501-1,000 feet away from transit
2	Segment is between 1,001-1,500 feet away from transit
1	Segment is more than 1,501-2,000 feet away from transit

Points	Description
4	Segment is less than 500 feet away from downtown
3	Segment is between 501-1,000 feet away from downtown
2	Segment is between 1,001-1,500 feet away from downtown
1	Segment is more than 1,501-2,000 feet away from downtown

Points	Description
4	Segment is less than 500 feet away from public services
3	Segment is between 501-1,000 feet away from public services
2	Segment is between 1,001-1,500 feet away from public services
1	Segment is more than 1,501-2,000 feet away from public services

Points	Description
4	Segment is less than 500 feet away from parks
3	Segment is between 501-1,000 feet away from parks
2	Segment is between 1,001-1,500 feet away from parks
1	Segment is more than 1,501-2,000 feet away from parks

## POPULATION SERVED

This criterion addresses goal T4 by prioritizing sidewalks where large numbers of the community may be served. Placing sidewalk near facilities is just as important as placing sidewalk near densely populated residential areas. This encourages people to use non-motorized forms of travel by making sidewalks more accessible to the largest number of individuals. The City’s zoning map was used to estimate the scale of population the sidewalk would serve.

Points	Description
20	Segment serves business/commercial zoning areas
16	Segment serves downtown residential/urban corridor zoning areas
14	Segment serves public zones and parks
12	Segment serves R-24 and manufactured housing zoning areas
10	Segment serves R-18 zoning areas
8	Segment serves R-12 zoning areas
6	Segment serves R-6 zoning areas
4	Segment serves R-4 zoning areas
2	Segment serves R-2 zoning areas

## NETWORK CONTINUITY LINKS

This criterion addresses Objective T-4.3. Segment scoring for this criterion is based on an assessment of the location of the segment relative to other existing or in-design sidewalk segments. The City is seeking to create a connected network of sidewalks and prioritizes segments which can help reach this goal. City staff assigned scoring based on the rubric shown, addressing the following characteristics of constructing sidewalk on a segment:

- Segment connects two or more existing sidewalk networks
- Segment extends an existing sidewalk
- Segment contributes to developing a network of walkways

Points	Description
6	Connecting segments creates over 2000 feet of continuous sidewalk
4	Connecting segments creates 1000 to 2000 feet of continuous sidewalk
2	Connecting segments creates 1000 feet of continuous sidewalk

Points	Description
4	Segment closes a gap that is <500 feet
3	Segment closes a gap that is 501-1000 feet
2	Segment closes a gap that >1,000 feet

Points	Description
6	Segment connects 3 or more sidewalk networks
4	Segment connects 2 sidewalk networks

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# SIDEWALK PROJECTS

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This document identifies the most current list of projects as of the date this document was prepared. Also included is a list of those projects completed since the previous plan was implemented.

## CURRENT PROJECTS

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The improvement prioritization process ranks potential sidewalk projects based on a scoring of the five criteria. Appendix A lists the projects in order from the highest to lowest priority. In addition, each project lists the location and an estimated cost for each segment. These segments are ranked demonstrating the highest need based on safety, network connectivity, continuity, proximity to schools, and population served. These segments are assumed to be designed/constructed to the 2021 Road Standards, but actual design may vary depending upon topography, location, available funding, and other unforeseen circumstances.

## COMPLETED PROJECTS

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Projects that were completed or under construction at the time of the development of this plan were moved from the projects list to the completed projects list in Appendix B.

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# PUBLIC INVOLVEMENT

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Information regarding the update to the Pedestrian Facilities Plan (Sidewalk Plan) was sent to the public through the City's E-News, the winter quarterly newsletter, and the project webpage. In April 2022, a mailer was sent to all Kenmore addresses to review and comment on the draft plan. A 30-day comment period was provided. City Council was briefed on the plan at its November 21, 2021, March 14, 2022 and the May 9, 2022 council meetings.

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# FEE IN-LIEU PROGRAM

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Some private developments may be approved for a fee in-lieu over constructing frontage improvements. The cost for fee in-lieu shall be based upon the same means and methods used to determine the cost for each project within this plan. Frontage improvements for private development projects shall be evaluated for what improvements would be required for the city to construct the frontage improvements. Cost per linear foot of frontage charged shall be between the cost range of "easy" and "hard" noted in the Sidewalk Unit Cost section. Total cost per linear foot shall be determined at the discretion of the City.

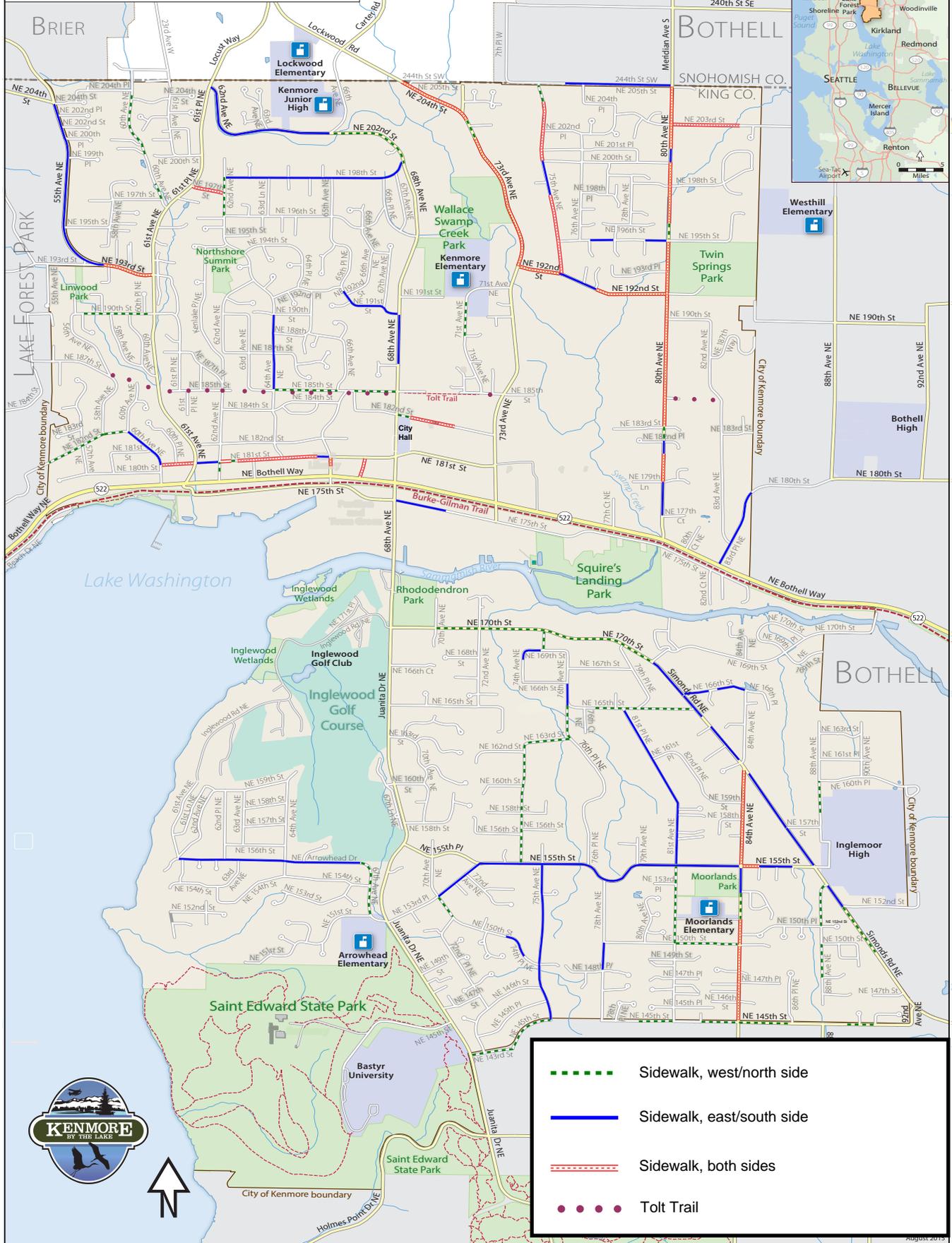
# APPENDIX A

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PROJECT LIST

PROJECT MAPS

# City of Kenmore



	Sidewalk, west/north side
	Sidewalk, east/south side
	Sidewalk, both sides
	Tolt Trail



## CITY OF KENMORE

ENGINEERING DEPARTMENT  
(425) 398-8900

## Pedestrian Facility Projects

## FIGURE A-1

NOT TO SCALE

Date: 5/2/2022

# PEDESTRIAN FACILITIES PLAN PROJECTS

Introduction: The following projects have been listed in order of priority based upon the criteria established in the PFP. The PFP and the project list are living documents that will help guide the City in determining what projects should be focused on first. While each project is given a priority number, other factors such as grant fund availability, changes in site conditions, or re-evaluation of the criteria may push a project higher or lower in priority than what is presented here.

Priority	Segment On...	From...	To...	Length	Pedestrian Safety	Connecting the Community	Network Continuity Links	Proximity to Schools	Population Served	Total Points	Unit Cost	Planning-Level Cost Estimate (2020)
1	Simonds Rd (East Side)	88th Ave NE	NE 152nd St	400'	23	2	13	20	14	72	\$ 2,157	\$ 862,800
2	Simonds Rd (East Side)	NE 157th St	NE 155th St	670'	23	4	12	20	4	63	\$ 2,157	\$ 1,445,190
3	Simonds Rd (West Side)	NE 152nd St	NE 151st St	780'	18	4	12	20	6	60	\$ 2,433	\$ 1,897,740
4	Simonds Rd (East Side)	84th Ave NE	NE 157th St	1070'	23	1	11	20	4	59	\$ 2,298	\$ 2,458,860
5	84th Ave NE (East Side)	NE 151st Pl	NE 150th Pl	155'	15	7	11	20	6	59	\$ 1,697	\$ 263,035
6	84th Ave NE (East Side)	NE 155th St	Simonds Rd	1500'	17	8	10	18	4	57	\$ 1,423	\$ 2,134,500
7	73rd Ave NE (East Side)	NE 201st Pl	NE 192nd St	1910'	19	4	11	16	6	56	\$ 1,998	\$ 3,816,180
8	65th Ave NE (East Side)	NE 181st St	SR 522	128'	15	10	9	2	20	56	\$ 3,033	\$ 388,224
9	NE 155th St (North Side)	84th Ave NE	86th Ave	163'	12	8	13	18	4	55	\$ 1,437	\$ 234,231
10	NE 181st St (South Side)	61st Ave NE	62nd Ave NE	290'	10	15	6	2	20	53	\$ 3,050	\$ 884,500
11	NE 155th St (South Side)	81st Ave NE	84th Ave NE	910'	12	8	0	28	4	52	\$ 1,423	\$ 1,294,930
12	84th Ave NE (West Side)	NE 151st St	NE 150th St	380'	14	8	4	20	6	52	\$ 1,696	\$ 644,480
13	84th Ave NE (East Side)	NE 146th St	NE 150th Pl	1080'	15	7	6	18	6	52	\$ 2,284	\$ 2,466,720
14	67th Ave NE (West Side)	NE 181st St	SR 522	260'	13	14	3	2	20	52	\$ 3,033	\$ 788,580
15	67th Ave NE (East Side)	NE 181st St	SR 522	260'	13	14	3	2	20	52	\$ 3,033	\$ 788,580
16	NE 150th St (North Side)	81st Ave NE	84th Ave NE	300'	10	7	0	20	14	51	\$ 1,423	\$ 426,900
17	84th Ave NE (East Side)	NE 153rd St	NE 155th St	330'	15	8	4	18	6	51	\$ 1,600	\$ 528,000
18	73rd Ave NE/NE 204th St (West Side)	City Limits	NE 192nd St	3660'	17	4	0	16	14	51	\$ 2,242	\$ 8,205,720
19	NE 155th St (South Side)	84th Ave NE	87th Pl NE	620'	12	8	6	18	6	50	\$ 1,969	\$ 1,220,780
20	NE 155th St (South Side)	79th Ave NE	81st Ave NE	470'	12	6	0	28	4	50	\$ 1,423	\$ 668,810
21	NE 145th St (North Side)	79th Pl NE	81st Ave NE	460'	11	3	10	20	6	50	\$ 1,423	\$ 654,580
22	70th Ave NE (West Side)	NE 153rd St	72nd Pl NE	430'	10	5	13	16	6	50	\$ 1,423	\$ 611,890
23	NE 195th St (South Side)	76th Ct NE	77th Pl NE	210'	12	0	13	18	6	49	\$ 1,423	\$ 298,830
24	NE 182nd St (North Side)	68th Ave NE	73rd Ave NE	1040'	8	12	11	2	16	49	\$ 1,532	\$ 1,593,280
25	88th Ave NE (West Side)	NE 152nd St	Simonds Rd	650'	9	2	12	20	6	49	\$ 1,423	\$ 924,950
26	NE 202nd St (South Side)	61st Pl NE	66th Ave NE	2260'	15	0	11	16	6	48	\$ 1,556	\$ 3,516,560
27	NE 182nd St (South Side)	68th Ave NE	73rd Ave NE	1400'	7	12	11	2	16	48	\$ 1,668	\$ 2,335,200
28	84th Ave NE (West Side)	NE 156th St	NE 155th St	465'	16	8	0	18	6	48	\$ 1,423	\$ 661,695
29	84th Ave NE (West Side)	NE 158th St	NE 156th St	260'	16	8	0	18	6	48	\$ 1,423	\$ 369,980
30	81st Ave NE (west Side)	NE 155th St	NE 150th St	1330'	7	6	11	20	4	48	\$ 1,423	\$ 1,892,590
31	NE 192nd St (South Side)	73rd Ave	80th Ave	2240'	14	3	10	16	4	47	\$ 1,808	\$ 4,049,920
32	NE 175th St (South Side)	68th Ave NE	73rd Ave NE	800'	18	13	8	2	6	47	\$ 1,750	\$ 1,400,000
33	NE 155th St (South Side)	75th Ave	78th Ave	1050'	19	4	10	8	6	47	\$ 1,423	\$ 1,494,150
34	84th Ave NE (West Side)	NE 150th St	NE 148th Pl	450'	14	7	0	20	6	47	\$ 1,440	\$ 648,000
35	NE 181st St (South Side)	60th Ave NE	61st Ave NE	490'	11	11	6	2	16	46	\$ 2,371	\$ 1,161,790
36	NE 170th St (North Side)	70th Ave	72nd Ave	1250'	23	7	0	2	14	46	\$ 1,683	\$ 2,103,750
37	84th Ave NE (West Side)	NE 153rd St	NE 151st St	370'	14	8	0	20	4	46	\$ 1,696	\$ 627,520
38	80th Ave NE (East Side)	NE 179th Ln	NE 177th St	255'	17	8	13	2	6	46	\$ 1,423	\$ 362,865
39	78th Ave NE (East Side)	NE 150th St	NE 148th St	200'	11	2	13	14	6	46	\$ 1,423	\$ 284,600
40	NE 192nd St (North Side)	73rd Ave	75th Ave	220'	12	2	13	12	6	45	\$ 1,423	\$ 313,060
41	NE 181st St (South Side)	63rd Ave NE	65th Ave NE	950'	14	9	0	2	20	45	\$ 3,421	\$ 3,249,950
42	NE 145th St (North Side)	84th Ave NE	86th Pl NE	475'	7	4	4	24	6	45	\$ 1,423	\$ 675,925
43	65th Ave NE (West Side)	NE 181st St	SR 522	200'	11	12	0	2	20	45	\$ 3,033	\$ 606,600
44	NE 181st St (South Side)	62nd Ave NE	63rd Ave NE	460'	13	9	0	2	20	44	\$ 3,050	\$ 1,403,000
45	88th Ave NE (West Side)	NE 150th St	NE 148th Pl	345'	9	0	11	18	6	44	\$ 1,563	\$ 539,235
46	84th Ave NE (West Side)	NE 148th Pl	NE 147th Pl	205'	14	6	0	18	6	44	\$ 1,423	\$ 291,715
47	Simonds Rd (East Side)	NE 163rd Pl	84th Ave NE	690'	23	1	10	3	6	43	\$ 2,284	\$ 1,575,960
48	NE 202nd St (North Side)	198th St	66th Ave NE	1230'	15	0	6	16	6	43	\$ 1,760	\$ 2,164,800
49	NE 181st St (North Side)	64th Ave	65th Ave	500'	12	9	0	2	20	43	\$ 3,694	\$ 1,847,000
50	NE 181st St (North Side)	62nd Ave NE	64th Ave NE	870'	10	10	0	2	20	42	\$ 3,596	\$ 3,128,520

# PEDESTRIAN FACILITIES PLAN PROJECTS

Introduction: The following projects have been listed in order of priority based upon the criteria established in the PFP. The PFP and the project list are living documents that will help guide the City in determining what projects should be focused on first. While each project is given a priority number, other factors such as grant fund availability, changes in site conditions, or re-evaluation of the criteria may push a project higher or lower in priority than what is presented here.

Priority	Segment On...	From...	To...	Length	Pedestrian Safety	Connecting the Community	Network Continuity Links	Proximity to Schools	Population Served	Total Points	Unit Cost	Planning-Level Cost Estimate (2020)
51	80th Ave NE (West Side)	NE 179th Ln	NE 181st St	450'	17	6	13	2	4	42	\$ 1,423	\$ 640,350
52	80th Ave NE (West Side)	NE 200th St	NE 198th St	350'	19	0	15	2	6	42	\$ 1,468	\$ 513,800
53	80th Ave NE (East Side)	NE 182nd Pl	NE 179th Pl	125'	19	4	11	2	6	42	\$ 1,682	\$ 210,250
54	75th Ave NE (East Side)	NE 192nd St	NE 195th St	85'	9	2	13	12	6	42	\$ 1,423	\$ 120,955
55	Simonds Rd (East Side)	NE 163rd St	NE 166th St	420'	23	0	9	3	6	41	\$ 1,454	\$ 610,680
56	NE 155th St (South Side)	78th Ave	79th Ave	650'	12	5	4	14	6	41	\$ 1,423	\$ 924,950
57	71st Ave NE (West Side)	NE 188th Ct	School	630'	5	4	0	18	14	41	\$ 1,423	\$ 896,490
58	NE 190th St/NE 191st St (South Side)	65th Pl NE	68th Ave NE	670'	11	3	12	8	6	40	\$ 1,983	\$ 1,328,610
59	Arrowhead Dr (West Side)	NE 154th St	NE 151st St	450'	10	6	0	18	6	40	\$ 1,969	\$ 886,050
60	84th Ave NE (West Side)	Simonds Rd	NE 159th St	390'	16	4	0	14	6	40	\$ 1,423	\$ 554,970
61	84th Ave NE (West Side)	NE 159th St	NE 158th St	280'	16	4	0	14	6	40	\$ 1,423	\$ 398,440
62	84th Ave NE (East Side)	NE 146th St	NE 145th St	300'	15	5	0	14	6	40	\$ 1,697	\$ 509,100
63	73rd Ave NE/NE 204th St (East Side)	City Limits	NE 202nd Pl	300'	17	2	11	4	6	40	\$ 1,808	\$ 542,400
64	68th Ave NE (East Side)	NE 190th St	NE 187th St	650'	15	7	6	2	10	40	\$ 1,710	\$ 1,111,500
65	NE 185th St (North Side)	67th Ave NE	68th Ave NE	560'	8	11	12	2	6	39	\$ 1,423	\$ 796,880
66	NE 153rd Pl (South Side)	70th Ave NE	72nd Ave NE	480'	12	5	0	16	6	39	\$ 1,423	\$ 683,040
67	84th Ave NE (West Side)	NE 146th St	NE 145th St	320'	14	5	0	14	6	39	\$ 1,423	\$ 455,360
68	84th Ave NE (West Side)	NE 147th St	NE 146th St	170'	14	5	0	14	6	39	\$ 1,423	\$ 241,910
69	84th Ave NE (West Side)	NE 147th Pl	NE 147th St	130'	14	5	0	14	6	39	\$ 1,423	\$ 184,990
70	NE 155th St (South Side)	NE 153rd Pl	NE 75th Ave	930'	12	5	0	14	6	37	\$ 1,423	\$ 1,323,390
71	81st Ave NE (East Side)	NE 155th St	NE 158th Pl	840'	7	6	8	12	4	37	\$ 1,423	\$ 1,195,320
72	80th Ave NE (West Side)	NE 184th St	NE 190th St	1460'	18	0	11	2	6	37	\$ 1,423	\$ 2,077,580
73	80th Ave NE (East Side)	NE 196th St	NE 198th St	280'	16	0	13	2	6	37	\$ 1,468	\$ 411,040
74	Arrowhead Dr (South Side)	64th Ave	NE 154th St	1550'	10	4	0	16	6	36	\$ 1,969	\$ 3,051,950
75	75th Ave NE (West Side)	NE 192nd St	NE 198th Pl	1390'	17	1	0	12	6	36	\$ 1,423	\$ 1,977,970
76	NE 170th St (North Side)	72nd Ave	NE 169th St	2700'	23	5	0	3	4	35	\$ 1,760	\$ 4,752,000
77	88th Ave NE (West Side)	NE 159th Ct	NE 160th Pl	180'	10	0	3	15	6	34	\$ 1,423	\$ 256,140
78	60th Ave NE (West Side)	NE 198th St	NE 197th St	125'	11	2	13	2	6	34	\$ 1,969	\$ 246,125
79	NE 192nd St (North Side)	75th Ave	80th Ave	930'	14	1	0	12	6	33	\$ 1,956	\$ 1,819,080
80	75th Ave (West Side)	NE 202nd Pl	NE 203rd Ln	400'	12	0	13	2	6	33	\$ 1,437	\$ 574,800
81	81st Pl NE (East Side)	NE 158th Pl	NE 161st Pl	630'	7	3	6	12	4	32	\$ 1,423	\$ 896,490
82	80th Ave NE (East Side)	NE 195th St	NE 192nd St	900'	16	0	0	2	14	32	\$ 1,545	\$ 1,390,500
83	75th Ave (West Side)	NE 202nd Pl	NE 200th St	270'	11	0	9	6	6	32	\$ 1,423	\$ 384,210
84	NE 203rd St (North Side)	83rd Pl NE	80th Ave	980'	13	0	10	2	6	31	\$ 1,710	\$ 1,675,800
85	NE 145th St (North Side)	82nd Ct NE	84th Ave NE	440'	8	3	0	14	6	31	\$ 1,423	\$ 626,120
86	Simonds Rd (East Side)	NE 166th St	NE 169th St	400'	23	0	0	3	4	30	\$ 2,298	\$ 919,200
87	NE 166th St (South Side)	Simonds Rd	84th Ave NE	570'	12	0	9	3	6	30	\$ 1,983	\$ 1,130,310
88	NE 143rd St (North Side)	Juanita Dr	NE 145th St	340'	11	7	0	6	6	30	\$ 1,423	\$ 483,820
89	75th Ave NE (East Side)	NE 195th St	NE 198th Pl	555'	8	0	10	6	6	30	\$ 1,696	\$ 941,280
90	74th Pl NE (South Side)	73rd Ave	75th Pl NE	485'	10	1	7	6	6	30	\$ 1,809	\$ 877,365
91	55th Ave NE (East Side)	NE 198th Pl	NE 204th St	1280'	16	2	4	2	6	30	\$ 1,423	\$ 1,821,440
92	NE 185th St (Trail)	68th Ave NE	63rd Ave NE	2170'	0	13	0	2	14	29	\$ 1,809	\$ 3,925,530
93	NE 185th St (Trail)	73rd Ave	71st Ave NE	450'	0	7	0	8	14	29	\$ 1,423	\$ 640,350
94	81st Pl NE (East Side)	NE 165th St	NE 161st Pl	310'	8	0	7	8	6	29	\$ 1,423	\$ 441,130
95	NE 181st St (North Side)	60th Ave NE	61st Ave NE	500'	9	11	0	2	6	28	\$ 2,371	\$ 1,185,500
96	NE 145th St (North Side)	NE 143rd St	75th Ave NE	820'	10	6	0	6	6	28	\$ 1,423	\$ 1,166,860
97	80th Ave NE (West Side)	NE 198th St	NE 195th St	900'	16	0	4	2	6	28	\$ 1,528	\$ 1,375,200
98	75th Ave NE (East Side)	NE 153rd Pl	NE 155th St	300'	10	4	6	2	6	28	\$ 1,423	\$ 426,900
99	55th Ave NE (East Side)	NE 193rd St	NE 195th St	890'	16	4	0	2	6	28	\$ 1,423	\$ 1,266,470

# PEDESTRIAN FACILITIES PLAN PROJECTS

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Priority	Segment On...	From...	To...	Length	Pedestrian Safety	Connecting the Community	Network Continuity Links	Proximity to Schools	Population Served	Total Points	Unit Cost	Planning-Level Cost Estimate (2020)
100	75th Ave NE (east Side)	74th Pl NE	NE 145th St	720'	12	1	2	6	6	27	\$ 1,423	\$ 1,024,560
101	75th Ave (East Side)	NE 203rd St	NE 204th Pl	190'	10	0	9	2	6	27	\$ 1,710	\$ 324,900
102	55th Ave NE (East Side)	NE 195th St	NE 198th Pl	690'	16	3	0	2	6	27	\$ 1,423	\$ 981,870
103	NE 185th St (North Side)	64th Ave NE	66th Ave NE	670'	12	6	0	2	6	26	\$ 1,710	\$ 1,145,700
104	83rd Pl NE (East Side)	SR 522	City Limits	560'	13	5	0	4	4	26	\$ 1,794	\$ 1,004,640
105	80th Ave NE (West Side)	NE 203rd St	NE 201st Pl	650'	18	0	0	2	6	26	\$ 1,808	\$ 1,175,200
106	80th Ave NE (West Side)	NE 205th St	NE 203rd St	320'	18	0	0	2	6	26	\$ 1,727	\$ 552,640
107	80th Ave NE (West Side)	NE 183rd St	NE 184th St	150'	18	2	0	2	4	26	\$ 1,423	\$ 213,450
108	80th Ave NE (West Side)	NE 182nd Pl	NE 183rd St	110'	18	2	0	2	4	26	\$ 1,423	\$ 156,530
109	80th Ave NE (East Side)	NE 203rd St	NE 198th St	980'	18	0	0	2	6	26	\$ 2,126	\$ 2,083,480
110	80th Ave NE (East Side)	NE 205th St	NE 203rd St	300'	18	0	0	2	6	26	\$ 1,710	\$ 513,000
111	74th Ave NE (East)/NE 169th St (South)	NE 167th Ct	75th Ave NE	130'	11	0	6	3	6	26	\$ 1,696	\$ 220,480
112	NE 193rd St (South Side)	55th Ave NE	61st Ave NE	560'	13	4	0	2	6	25	\$ 1,423	\$ 796,880
113	NE 193rd St (North Side)	55th Ave NE	61st Ave NE	620'	13	4	0	2	6	25	\$ 1,423	\$ 882,260
114	NE 145th St (North Side)	88th Pl NE	90th Pl NE	230'	7	1	3	8	6	25	\$ 1,710	\$ 393,300
115	80th Ave NE (East Side)	NE 190th St	NE 185th St	1330'	17	0	0	2	6	25	\$ 1,423	\$ 1,892,590
116	80th Ave NE (East Side)	NE 192nd St	NE 190th St	425'	17	0	0	2	6	25	\$ 1,451	\$ 616,675
117	80th Ave NE (East Side)	NE 185th St	NE 183rd St	385'	17	0	0	2	6	25	\$ 1,423	\$ 547,855
118	75th Ave NE (West Side)	NE 169th St	Simonds Rd	280'	9	2	0	8	6	25	\$ 1,532	\$ 428,960
119	NE 203rd St (South Side)	83rd Pl NE	80th Ave	1010'	16	0	0	2	6	24	\$ 1,969	\$ 1,988,690
120	NE 190th St (North Side)	57th Ave NE	61st Ave NE	490'	10	0	6	2	6	24	\$ 1,710	\$ 837,900
121	NE 185th St (Trail)	61st Ave NE	56th Ave NE	770'	0	8	0	2	14	24	\$ 1,970	\$ 1,516,900
122	80th Ave NE (West Side)	NE 195th St	NE 193rd Pl	390'	16	0	0	2	6	24	\$ 1,588	\$ 619,320
123	80th Ave NE (West Side)	NE 193rd Pl	NE 192nd St	240'	16	0	0	2	6	24	\$ 1,588	\$ 381,120
124	NE 198th St (South Side)	65th Ave NE	66th Pl NE	750'	11	0	0	6	6	23	\$ 1,696	\$ 1,272,000
125	NE 198th St (South Side)	66th Pl NE	68th Ave NE	400'	11	0	0	6	6	23	\$ 1,969	\$ 787,600
126	NE 185th St (Trail)	63rd Ave NE	61st Ave NE	1000'	0	7	0	2	14	23	\$ 1,970	\$ 1,970,000
127	80th Ave NE (West Side)	NE 192nd St	NE 190th St	335'	17	0	0	2	4	23	\$ 1,535	\$ 514,225
128	60th Ave NE (east Side)	NE 181st St	60th Ave NE	770'	7	8	0	2	6	23	\$ 1,423	\$ 1,095,710
129	NE 197th St (South Side)	61st Pl NE	62nd Ave NE	440'	12	2	0	2	6	22	\$ 1,423	\$ 626,120
130	NE 197th St (North Side)	61st Pl NE	62nd Ave NE	430'	12	2	0	2	6	22	\$ 1,423	\$ 611,890
131	75th Ave NE (East Side)	NE 153rd Pl	74th Pl NE	1120'	10	3	3	0	6	22	\$ 1,423	\$ 1,593,760
132	75th Ave NE (East Side)	NE 198th St	NE 201st Pl	580'	10	0	0	6	6	22	\$ 1,423	\$ 825,340
133	75th Ave (East Side)	NE 202nd Pl	NE 203rd St	300'	10	0	4	2	6	22	\$ 1,423	\$ 426,900
134	NE 165th St (North Side)	79th Pl NE	Simonds Rd	710'	6	0	6	3	6	21	\$ 1,494	\$ 1,060,740
135	NE 165th St (North Side)	77th Ave NE	79th Pl NE	640'	7	0	0	8	6	21	\$ 1,423	\$ 910,720
136	74th Ave NE (west Side)	NE 155th St	NE 156th St	400'	10	4	0	3	4	21	\$ 1,423	\$ 569,200
137	64th Ave NE (east Side)	NE 185th St	NE 187th St	590'	7	6	0	2	6	21	\$ 1,423	\$ 839,570
138	64th Ave NE (east Side)	NE 188th St	NE 190th St	280'	7	3	3	2	6	21	\$ 1,423	\$ 398,440
139	62nd Ave NE (west Side)	NE 196th St	NE 198th St	660'	11	2	0	2	6	21	\$ 1,423	\$ 939,180
140	NE 198th St (South Side)	62nd Ave NE	64th Ave NE	910'	11	1	0	2	6	20	\$ 1,423	\$ 1,294,930
141	NE 185th St (Trail)	82nd Ave NE	80th Ave	730'	0	4	0	2	14	20	\$ 1,809	\$ 1,320,570
142	NE 182nd St (North Side)	60th Ave NE	58th Ave NE	340'	7	5	0	2	6	20	\$ 1,423	\$ 483,820
143	NE 163rd St (West/North Side)	NE 162nd St	76th Pl NE	800'	10	0	0	6	4	20	\$ 1,983	\$ 1,586,400
144	75th Ave (West Side)	NE 203rd Ln	NE 205th St	250'	12	0	0	2	6	20	\$ 1,437	\$ 359,250
145	74th Ave NE (West Side)	NE 158th St	NE 162nd St	1000'	10	1	2	1	6	20	\$ 1,437	\$ 1,437,000
146	74th Ave NE (west Side)	NE 156th St	NE 158th St	390'	10	3	0	3	4	20	\$ 1,423	\$ 554,970
147	64th Ave NE (east Side)	NE 187th St	NE 188th St	310'	7	4	0	2	6	19	\$ 1,423	\$ 441,130
148	NE 205th St (South Side)	76th Ave NE	80th Ave NE	1280'	10	0	0	2	6	18	\$ 1,775	\$ 2,272,000
149	NE 205th St (South Side)	4th Pl W	76th Ave NE	630'	10	0	0	2	6	18	\$ 1,423	\$ 896,490

# PEDESTRIAN FACILITIES PLAN PROJECTS

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Priority	Segment On...	From...	To...	Length	Pedestrian Safety	Connecting the Community	Network Continuity Links	Proximity to Schools	Population Served	Total Points	Unit Cost	Planning-Level Cost Estimate (2020)
150	NE 195th St (South Side)	79th Ct NE	80th Ave	220'	6	0	0	6	6	18	\$ 1,423	\$ 313,060
151	Arrowhead Dr (South Side)	61st Ave NE	63rd Ave NE	770'	10	0	0	2	6	18	\$ 1,969	\$ 1,516,130
152	75th Ave NE (east Side)	NE 201st Pl	NE 202nd Pl	180'	10	0	0	2	6	18	\$ 1,423	\$ 256,140
153	NE 198th St (South Side)	64th Ave NE	65th Ave NE	640'	11	0	0	0	6	17	\$ 1,969	\$ 1,260,160
154	NE 182nd St (North Side)	57th Ave NE	City Limits	540'	7	2	0	2	6	17	\$ 1,969	\$ 1,063,260
155	NE 182nd St (North Side)	58th Ave NE	57th Ave NE	300'	7	2	0	2	6	17	\$ 1,423	\$ 426,900
156	Arrowhead Dr (South Side)	63rd Ave NE	64th Ave NE	660'	9	0	0	2	6	17	\$ 1,696	\$ 1,119,360
157	60th Ave NE (West Side)	NE 200th Ct	NE 204th Pl	940'	8	0	0	2	6	16	\$ 1,983	\$ 1,864,020
158	76th Ave NE (East Side)	NE 165th St	NE 166th St	330'	6	0	0	3	6	15	\$ 1,423	\$ 469,590
159	76th Ave NE (West Side)	NE 163rd St	NE 166th St	846'	6	0	2	3	0	11	\$ 1,423	\$ 1,203,858
<b>TOTAL PROGRAM COST</b>											<b>\$ 177,956,603</b>	

# APPENDIX B

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COMPLETED PROJECT LIST

COMPLETED PROJECT MAPS



## COMPLETED PROJECTS

Road	Begin	End	Side of Road	Length, Ft	Project Cost	Year Completed
61st Ave NE	SR522	NE 181st St	Both sides	275	\$275K	2016
61st Ave NE	NE 175th St	SR522	East side	135	\$81K	2016
62nd Av NE	SR522	NE 185th St	East side	1580	\$1.07M	2018
66th Ave NE	NE 202nd St	Kenmore JR	Both sides	375	\$398K	2017
68th Ave NE	NE 182nd St	NE 185th St	East side	350	\$231K	2014
68th Ave NE	NE 182nd St	NE 185th St	West side	350	\$452K	2022
68th Ave NE	NE 185th St	NE 187th St	Both sides	420	\$1.1M	2022
68th Ave NE	NE 187th St	NE 198th St	West side	3595	\$4.6M	2022
68th Ave NE	NE 181st St	NE 182nd St	East side	615	\$338K	2010
68th Ave NE	NE 175th St	NE 181st St	Both sides	560	\$560K	2010
68th Ave NE	NE 170th St	NE 175th St	Both sides	2125	\$4.5M	2022
73rd Ave NE	SR522	NE 181st St	West side	535	\$268K	2010
73rd Ave NE	NE 185th St	NE 192nd St	Both sides	1735	\$1M	2006
Juanita Dr	NE 143rd St	NE 170th St	East side	7600	\$14.2M	2022
NE 153rd	72nd	Juanita	South side	790	\$750K	2019
NE 155th St/NE 153rd St	Juanita Dr	84th Ave NE	North side	5545	\$900K	2001
NE 170th St	68th Ave NE	Rhody Park	North side	530	\$39K	2001
NE 181st St	East of 68th Ave	Fire Station	North side	550	\$520K	2017
NE 181st St	67th Ave NE	68th Ave NE	North side	230	\$115K	2010
NE 181st St	68th Ave NE	East of 68th Ave	North side	140	\$77K	2010
NE 181st St	67th Ave NE	68th Ave NE	South side	375	\$188K	2010
NE 181st St	65th Ave NE	67th Ave NE	North side	475	\$720K	2019
NE 181st St	East of 68th Ave	73rd Ave NE	South Side	680	\$880K	2017
NE 202nd St	66th Ave NE	62nd Ave NE	North side	2330	\$3.0M	2022
NE 202nd St	NE 198th St	66th Ave NE	South side	1090	\$1.0M	2017
SR522	73rd Ave NE	83rd Ave NE	North Side	3745	\$2.8M	2009
SR522	65th Ave NE	73rd Ave NE	North Side	2400	\$1.8M	2010
SR522	61st Ave NE	65th Ave NE	Both sides	2025	\$3.6M	2016