

Pedestrian Project Costs (No Existing Curb/Gutter - 60th Avenue W from 176th St. SW to 188th St. SW)							
Cross Section Type	Example	Cross Section Description	Both Sides of Street		One Side of Street		Impacts
			Total Cost (000)	Cost per Lineal Foot	Total Cost (000)	Cost per Lineal Foot	
		Option 1 – 5' concrete sidewalk both sides with Low Impact Development (LID) standards	\$3,135	\$810	\$1,568	\$405	<ul style="list-style-type: none"> Improved sustainable environment Improved pedestrian safety Better walking experience / environ. Less impact to drainage system Highest cost option Requires greater maintenance Requires most Right of way Location specific due to ROW and soil
		Option 2 – 5' concrete sidewalk both sides, curb/gutter, with 4' landscape strip	\$2,491	\$640	\$1,246	\$320	<ul style="list-style-type: none"> Improved pedestrian safety Moderate sustainability Lower maintenance than asphalt Longer life span for concrete Addtl maintenance for landscaping Detention required Additional ROW needed Moderately high cost
		Option 3 – 5' concrete sidewalk both sides, curb/gutter, both sides of road	\$2,178	\$560	\$1,060	\$280	<ul style="list-style-type: none"> Moderate cost Lowest maintenance needs Less ROW required Less safe for pedestrians More obstructions in walkway likely Reduced aesthetics
		Option 4 – 5' asphalt walkway w/ Extruded Curb both sides of road	\$1,655	\$430	\$828	\$215	<ul style="list-style-type: none"> Lowest cost option Easiest option to construct Less ROW required Less safe for pedestrians High Maintenance costs More obstructions in walkway likely Reduced aesthetics Shortest lifespan

Bicycle Project Costs and Issues (No Existing Curb and Gutter - 60th Avenue W from 176th St. SW to 188th St. SW)							
Cross Section Type	Example	Cross Section Description	Both Sides of Street		One Side of Street		Impacts
			Total Cost (000)	Cost per Lineal Foot	Total Cost (000)	Cost per Lineal Foot	
		Existing - 11' lanes both sides; 5-7' asphalt walkway one side, 40' to 60' right of way	NA	NA	NA	NA	
		Option 1 – 5' Bike Lane (Class II) and 11' lane (16' total) both sides	\$1,310	\$340	\$655	\$170	<ul style="list-style-type: none"> Provides maximum bike space Increases site distance at intersection Improves bike awareness Likely to attract more bicyclists Larger buffer for pedestrians Most expensive option Moderate maintenance needs More ROW required
		Option 2 – Wide outside Curb Lane (14') both sides, Signage (Class III)	\$880	\$230	\$440	\$115	<ul style="list-style-type: none"> Lower cost option Slightly lower maintenance needs Less ROW requirement Less safe for bicyclists Reduced bike awareness Less buffer for pedestrians Debris more likely to affect bike area

Bicycle Project Costs and Issues (Existing Curb and Gutter - 52nd Avenue W from SR 99 to 196th St SW)							
Cross Section Type	Example	Cross Section Description	Both Sides of Street		One Side of Street		Impacts
			Total Cost (000)	Cost per Lineal Foot	Total Cost (000)	Cost per Lineal Foot	
		Existing - 40' Curb to Curb	NA	NA	NA	NA	
		Option 1 – Widen Road a total of 8' to keep On-Street Parking and 5' bike lane both sides (Class II)	\$4,882 (Widen to both sides) \$3,412 (Widen to one side)	\$1,030 (Widen to both sides) \$720 (Widen to one side)	\$2,441 (Widen to both sides)	\$515 (Widen to both sides)	<ul style="list-style-type: none"> Retains parking both sides Completes the Street Improved buffer for pedestrians Most expensive option Adds more pervious surface Requires more ROW Greater pavement maintenance
		Option 2 – Retrofit by removing On-Street Parking one side to Provide 5' bike lane both sides (Class II)	\$85	\$18	\$43	\$9	<ul style="list-style-type: none"> Least expensive option No major construction needed No ROW Needed No conflict w/ parked cars one side Loss of parking one side No pervious surface added