

2008 State Interest "No Net Loss" In Pedestrian and Bicycle Safety Projects

Tier I, II, III	Hwy #	Region	County	City	TPA or Nickel Project	Year	Length	BMP	EMP	Existing Conditions	TPA or Nickel Project Cost	Recommendation	Est. Cost
I	14	SC	Benton	Benton Co. vicinity	SR 14 Benton County Safety Improvements.	2009	28.53	152.15	180.68	No sidewalks or marked crossings. No bike lanes. Shoulders. 700-1500 ADT. 65 posted speed. 40-65% trucks. Elem. school near Patterson off SR 14.	800,000	Install Share the Road signs in the VIC: MP 155.07 and MP 161.91	\$10,000
I	2	ER	Spokane	Spokane	US 2/Colbert Road Intersection Improvements	2009		299.86		Four lane separated highway. 55 mph posted speed. 20,000 ADT. Area suburbanizing. Two schools in the Vic - Colbert Elementary and Faith Christian School.	\$1,000,000	In addition to locally identified need, install trail connection from Vic of project to Boston Rd. to make a safe connection from residential areas to schools across US 2. Also, include pedestrian and bicycle accomodation in roundabout design.	50000
I	2	ER	Spokane	Spokane	US 2/North Glen-Elk Chattaroy Road	2009		302.3		Four lane separated highway. 55 mph posted speed. 20,000 ADT. Area suburbanizing. Two schools in the Vic - Colbert Elementary and Faith Christian School.	1,000,000	In addition to locally identified need, install trail connection from Vic of project to Boston Rd. to make a safe connection from residential areas to schools across US 2. Also, include pedestrian and bicycle accomodation in roundabout design.	\$50,000
I	Ferry Terminal	NW	Jefferson	Port Townsend	Port Townsend Ferry Terminal improvements.	2009	N/A	12.56	12.56	Sidewalks from SR 20 to ferry loading dock. No bike lanes or shoulders approaching loading dock. Commercial/downtown core area.	\$13,400,000	Stripe bike lane into ferry terminal. Consider blue bike lanes.	\$50,000
I	I-5 SR 11	NW	Skagit	South of Bellingham	I-5/ SR 11 Interchange/ Josh Wilson Road Realignment	2009	0.01	0.11	0.12	5000 ADT, 7% trucks, 55 mph posted speed. Paved shoulders approx. 5 ft, rural area with no crossings. SR 11 popular bicycle route.	10,000,000	Include "Share the Road" signs at the entry point to all legs of the roundabouts and at the overpass crossing I-5 for both roundabouts. Use a raised pedestrian crossing or some other traffic calming measure where path crosses Burling Boulevard on the south side of the round about. Provide traffic calming measure on the east side of the west roundabout where SR 11 by-passes the roundabout. Provide bike lanes on SR 11 north of the round about and along Burlington Boulevard up to the round about. In the design, do not preclude future pedestrian improvements through the round abouts to allow for pedestrian travel over the bridge.	\$50,000
I	SR 17	NC	Grant	Othello to Soap Lake	SR 17/ Intersection Illumination	2011	21.8	75	53.2	Moses Lake: two to four lane road. Six crossings, all are striped and signalized. Sidewalks at curb radii only. 2800 - 8500 ADT. Trucks 11 - 37%. Posted speed 50 - 60. School, mall and retail close to corridor in Moses Lake, but with large setback from SR 17. Fast food restaurants and other retail clustered between MP 50.97 and MP 51.40.	400,000	Construct sidewalk on west side of road from MP 51.00 to MP 51.20.	\$58,000

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I		NW	Skagit	South of Bellingham	Chuckanut Park and Ride	Not Given					4,000,000	Include crossing improvements of major arterials adjacent to the Park and Ride. Include pedestrian lighting, refuge islands and designaged pedestrian walkways to and through the Park and Ride.	\$100,000
I	14	SW	Clark	Camas vicinity	SR 14/Camas/Washougal Widening and Interchange	2009	4.89	12.17	17.06	Crossings and 2 marked, signalized crossings. No sidewalk. ADT 7000-12,000. Trucks 9-13%. Central Elementary School and Columbia School 1/3 mile off SR 14. Some commercial development.	\$40,000,000	Add pedestrian level illumination at two intersections.	160000
I	SR 28; US 2	NC	Douglas	East Wenatchee	SR 28/Junction US 2/97 to 9th Street	2011	8 mi.	0	8	Two to six lanes. 36 crossings, only one is striped and signalized. No sidewalks. Paved shoulder conditions vary from none to 9 ft. ADT 4800 - 8900. Posted speed 25 - 60 MPH. Trucks 5 - 15%. One elementary school approx. .10 mi. off corridor. Schools and parks .5 to 1.0 mi. off corridor. Park n' Ride on corridor.	47,300,000	Construct local project.	\$200,000
I	5/529	NW	Snohomish	Everett	East Everett Avenue (529) Crossing	2016	I-5 194.05 Vic			17,000 ADT; 5% truck traffic. 30 mph posted speed. Sidewalk and signalized crossings on grid. Mixed use commercial area. Pedestrian crash history on SR 529, Everett Ave. Two schools on Everett Ave west of I-5.	\$2,500,000	Mitigate freight and rail impacts to pedestrian and bicycle safety by contribution/match for locally identified needs.	\$300,000
I	SR 542	NW	Whatcom	Nugents Corner	SR 542/Everson Goshen Rd Vicinity to SR 9 Vicinity- Passing Shoulder	2010	5.0 mi	4.8	10	Two lane road, paved shoulders 6 - 10 ft. Seven crossings, none striped or signalized. 4000 - 5500 ADT. Trucks 10%. Posted speed 55 MPH. Pedestrian crash history on Sand Rd. near intersection. Elem. School one-half mile off corridor. Low density residential, suburbanizing. Suburban commercial at MP 7.13.	5,400,000	Pedestrian lighting and refuge island at MP 7.13 Sand Rd.	\$200,000
I	SR 160	OR	Kitsap	Port Orchard	SR 160/SR 16 to Longlake Road Vicinity	2009	2.54	0	2.54	Two lanes. Paved shoulders majority of section are 4 ft. with sections of 0, 8 ft. Sixteen crossings, 2 striped and signalized. No sidewalk. ADT 6000 - 9800. Trucks 3 - 5.3%. Posted speed 35 - 45 MPH. Residential development.	3,900,000	Complete locally identified need.	\$441,000
I		NW	King	Seattle	Lander Street Overcrossing	2014				Lander Street crosses BNSF at least 4 places in downtown Seattle. Mixed use commercial/industrial. Some residential in the area as well. There are a number of fatal and serious pedestrian and bicyclist involved crashes in the Vic.	8,400,000	In addition to the locally identified need, all efforts should be made to improve pedestrian and bicycle safety in this area within any transportation project. Ensure connection to bicycle and pedestrian facilities from the project area to those on either side.	\$500,000

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I	92	NW	Snohomish	Granite Falls (Jordon Rd Vic)	Granite Falls Alternate Route			0	Ext.	SR 92 is 2 lanes. 55 mph posted speed. 13,000 ADT. 12-13% truck traffic. 4-5 foot shoulders. Residential and suburbanizing area. Pedestrian crash history on Jordon Rd. in Vic of project. High speed freight route in the area could cut off pedestrian and bicycle access from west side residential to schools and downtown (less than one mile).	3,200,000	Make contribution/match to local area trail connection from westside to schools - Saratoga to Alpine.	\$500,000
I	525	NW	Snohomish	Lynnwood	I-5 / SR 525 Interchange New Ramp Phase 1	2010		182.5	183.4	Alderwood Mall area. 25,000 ADT. 7 recent pedestrian and bicyclist involved crashes on 184th in Vic.	18,200,000	Maintain and improve if possible connections to Interurban pedestrian and bicycle trail and make bicycle safety improvements 164th and pedestrian improvements to 184th.	\$500,000
I	US 12, SR 124	SC	Walla Walla	Pasco	US 12/SR 124 Burbank Interchange	2009	2.54	291.14	293.68	Pedestrian crash history in the vicinity. Four-lane highway. Two grade-separated intersections. No signalized or marked crossings. Paved shoulders 4 ft except on Snake River Bridge; narrow to 1-2 ft. 6355 - 9600 ADT. Trucks 16%. One park close to US 12. Three schools within 1/2 mile of SR 12.	\$20,000,000	Contribute to area trail connection to schools. Maintain 4 ft shoulder on all interchange facilities.	500000
I	SR 823	SC	Yakima	Selah vicinity	Wenas Corridor/SR 823 Improvements	not given	1.07	1.93	3	Four lanes, with .10 mi. section of two lanes. No shoulder or bike lane. Sidewalks. 14 crossings; 4 striped, 2 striped and signalized. 5200 - 12,500 ADT. Trucks 6%. Posted speed 25 - 30 MPH. Residential along most of corridor, with retail. Many schools 1/4 mi. off corridor.	7,300,000	Complete missing sidewalk connection, install lighting and refuge islands at MP 2.36 and 2.54. Sections of corridor with 5200 ADT do not require four lanes; in this section use two vehicle lanes, center turn, leaving a paved shoulder for accommodating bikes.	\$500,000
I	I-82	SC	Yakima	Yakima vicinity	I-82/Valley Mall Blvd Interchange Improvements	2009	0.6	35.97	36.57	Four lane freeway section. One grade-separated intersection. 13,000 - 19,000 ADT. Trucks 14%. 60 MPH. WSDOT office .10 mile off corridor. Commercial area.	\$24,600,000	Ensure that pedestrian and bicycle accomodation is incorporated into interchange design.	500000
I	21, 25, 395	ER	Stevens/ Ferry		State Highways in North Stevens and Ferry Counties - Roadside Safety Improvements	2009					900,000	In addition to locally identified needs, where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure 4 feet of useable shoulder remains between rumble strip and outside edge of shoulder. If guardrail or barrier is present, use 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	\$445,000

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I	5	NW	Snohomish	Everett	41 Street / Riverfront Parkway (Phase 2)	2011		192 VIC		Pedestrian crash history on 41st street in project Vic	\$4,300,000	Mitigate freight and rail impacts to pedestrian and bicycle safety by contribution/match for locally identified needs.	600000
II	529	NW	Snohomish	Everett	E. Marine View Drive Widening (529)	2009		4.89 VIC		12,000 ADT (MP 4.79) 32,000 ADT (3.82). 9% truck traffic. Collisions involving pedestrians in the vicinity. Schools in the vicinity. Residential.	6,000,000	Incorporate 6' sidewalks and 5' bike lanes. Consider contribution/match for local pedestrian and bicycle safety improvements identified in TIP.	\$601,000
II	I-5	NW	Snohomish	Smokey Point	I-5 / 172nd St Street (SR 531 Smokey Point) Interchange Improvements	2009		205.5	207.5	Various ADT volumes reported by WSDOT. Mixed use commercial. SR 531 posted speeds 35 mph. The SR 531 bike lane ends at I-5 Ramps (MP 6.20 to 6.40) and bicycling on I-5 is allowed in this area.	\$17,800,000	Connect SR 531 sidewalk and bikelanes from MP 6.20 to 6.40. Install additional pedestrian illumination and refuge islands.	\$500,000
II	I-5	NW	Whatcom	East of Deming	Nooksack / SR 542	2009	34.97	22	56.97	Two lane road. 31 crossings, none striped or signalized. Paved shoulders 1 - 3 ft. Eastern half of route 200 - 350 ADT; western half 950 - 2100 ADT. Trucks 6 - 10%. Posted speed 25 - 50 MPH. Maple Falls Elementary School at MP 25.84 Silver Lake Rd. Campgrounds and service center on corridor; campgrounds off corridor.	13,400,000	Rural Center from MP. 25.68 to 25.87, including school crossing on walk route to local elementary. Pedestrian lighting, refuge islands and sidewalk needed.	\$500,000
II	SR 28; US 2	NC	Douglas	East Wenatchee	SR 28/Junction US 2/97 to 9th Street	2011	8 mi.	0	8	Two to six lanes. 36 crossings, only one is striped and signalized. No sidewalks. Paved shoulder conditions vary from none to 9 ft. ADT 4800 - 8900. Posted speed 25 - 60 MPH. Trucks 5 - 15%. One elementary school approx. .10 mi. off corridor. Schools and parks .5 to 1.0 mi. off corridor. Park n' Ride on corridor.	47,300,000	Urban area trail bypass, Top Foods vicinity	\$700,000
II	SR 20	NC	Okanogan	Wintrop, Twisp, Tonasket	SR 20 Roadside safety improvements.	2009	3.02	185.74	278.31	1st section: Several crossings. Small sidewalk lengths in Wintrop and Twisp. Paved shoulders 2-7 ft; mostly 2-3 ft. ADT 700-1200. 2nd second: Crossings; short sidewalks section in Tonasket. Shoulders same. ADT 400-770. Crossings 400 ft north of Tonasket on SR 97. Some striped. Tourism related businesses and some residential in all towns. Diagonal parking in Wintrop	1,200,000	Construct shoulder improvements.	\$400,000

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II		NW	King	Auburn	M Street SE Grade Separation Project	2011				Both residential and commercial area in downtown Auburn. Three elementary schools within the vic. At least three recent injury crashes involving pedestrians and bicycles on M St. on N side of BNSF tracks.	\$6,000,000	As identified by city, make contribution/match for E-W connection (Green River Trail adjacent to Auburn-Black Diamond Rd) to Interurban Trail passing through project area to Transit Station west of M St. Maintain 6' sidewalks and 5' bike lane on both sides of M Street. Add pedestrian lighting. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	1000000
II	SR 9	NW	Snohomish	Clearview	SR 9 / 212th to 176th St	2011	1.39	1.83	4.22	Five crossings, 2 are striped and signalized. Pedestrian/bicyclist crash history at 180th. Two short sections of sidewalk. Paved shoulders 6 ft for most of project section; narrows to 0 in spots; widens to 8 - 9 ft in spots. ADT 9100 - 11,200. Trucks 16%. Posted speed 45 MPH. Suburbanizing area.	62,300,000	Add sidewalks from MP 3.50 to 4.20. Consider pedestrian refuge island and lighting at MP 3.86 and 4.0 respectively. For bicycle traffic, stripe 5' bike lane or at a minimum maintain 5' shoulder.	\$1,000,000
II		OR	Pierce	Sumner	8th Street East UP Railroad Undercrossing	2016				Within Sumner City Limits. Suburban area. Dieringer Middle Schools in Vic. Sumner/Pacific Trail within Vic.	\$5,600,000	Complete or make significant match contribution to locally identified need	\$1,000,000
II		NW	King	Fauntleroy Ferry	Fauntleroy Ferry Terminal Preservation	2017				Downtown Seattle. Residential and some commercial in area. Pedestrian and Bicyclist involved crashes on Fauntleroy in the Vic. School in the Vic.	24,300,000	Improve pedestrian and bicycle connections from the terminal to the local system. Include additional pedestrian lighting.	\$1,000,000
II	502	SW	Clark	Battle Ground	SR 502 Widening from I-5 to Battle Ground	2010	3.04	2.12	5.16	Rapidly suburbanizing area. Several legal crossings. One marked, signalized crossings at MP 5.04. No sidewalks. Paved shoulders 4 - 9 ft. ADT 5800-7500. Trucks 9%. 35-50 posted speed. Low density residential development along corridor. Two suburban commercial centers.	50,000,000		\$1,150,000
II	524	NW	Snohomish	Lynnwood	I-5 / 196th Street (SR 524) Interchange SB Braided Ramp	2010		181.06	182.06	South of Alderwood Mall area. 25,000 ADT. Pedestrian and bicyclist involved crashes in Vic.	44,000,000	Maintain and improve if possible connections to Interurban pedestrian and bicycle trail and connect to recent bicycle and pedestrian improvements on 200th.	\$2,000,000

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II	532	NW	Snohomish	Stanwood vicinity	SR 532-Camano Island to I-5 Corridor Improvements	2011		0	10.09	16,000 to 20,000 ADT. 8% truck traffic. 35-45 mph posted speed in urban/urbanizing area, 55 from MP 6 to 10.09. 3 signalized marked crossings. Pedestrian/bicycle crash history at 102nd and 72nd intersections. Schools, commercial and residential along the corridor.	51,300,000	Install sidewalk, refuge islands, and pedestrian lighting from MP. 3.79 to 4.65. Install additional pedestrian lighting at intersections with 102nd and 72nd. Install share the road signs before bridges when shoulder width is less than 5' including: MP 3.38 and 4.97.	\$2,000,000
II	SR 285	NC	Douglas	Wenatchee	SR 285/George Sellar Bridge - Additional Eastbound Lane	2009	0.28	1.14	0.86	Four lanes. Three crossings, none striped or signalized. Sidewalks on bridge but not on west end from bridge to corner. 1 - 2 ft paved shoulder. ADT 19,000. Trucks on SR 285 2 - 5%; no truck data for bridge. Posted speed 40 MPH. Project section has one attractor, a park .25 mi. north of corridor. Schools, retail, on SR 285 beginning .5 mile from project.	6,000,000	Construct local requested project. Construct 950 lineal ft. of sidewalk and curb to fill gap between corner of eastbound SR 285 and beginning of bridge	\$2,066,500
II		OR	Pierce	Fife	North Canyon Road Extension/BNSF Overcrossing	2009				Downtown Fife. Commercial and some residential. Three pedestrian/bicyclist involved crashes in the Vic, including on on the BNSF line.	\$2,000,000	In addition to making a contribution/match for locally identified need, ensure 6' sidewalks and 5' bike lane on both sides of Canyon Road. Ensure connection to bicycle and pedestrian facilities on either side of project.	2000000
II	SR 20	NC	Okanogan	Wintrop, Twisp, Tonasket	SR 20 Roadside safety improvements.	2009	3.02	185.74	278.31	1st section:Several crossings. Small sidewalk lengths in Winthrop and Twisp. Paved shoulders 2-7 ft; mostly 2-3 ft. ADT 700-1200. 2nd second: Crossings; short sidewalks section in Tonasket. Shoulders same. ADT 400-770. Crossings 400 ft north of Tonasket on SR 97. Some striped. Tourism related businesses and some residential in all towns. Diagonal parking in Winthrop.	1,200,000	Susie Stephens Trail	\$1,600,000
II	I-5	OR	Pierce	Fife	I-5, Port of Tacoma Rd to King Co Line	2009	3.0 mi	136.67	139.67	Eight lane freeway section. Sidewalks on one cross street. ADT on this street is 15,000. Posted speed 30 MPH. Schools within .15 mi of corridor.	\$33,600,000	Puyallup River Trail - new trail - Contribute to locally identified need.	2000000
II	SR 3	OR	Mason	Shelton	SR 3 / Fairmont Ave to Goldsborough Creek.	2010	0.68	1.82	2.5	Several crossings, 2 marked, 1 signalized. Sidewalk on east side of road. Two vehicle lanes. 25-30 posted speed. ADT low. Approx. 4 ft paved shoulder. Bordeaux Elementary School in VIC. Retail, residential.	9,900,000	Maintain paved shoulders at least 4 ft wide. Bring existing pedestrian facilities up to ADA compliance. Add sidewalks on west side of SR 3 through project. Install pedestrian lighting and school zone flashers.	\$2,500,000

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II	395	SW	Benton	Kennewick	US 395/Columbia Drive to SR 240 Interchange	2012		18.25		4 Lane divided highway. 55 mph posted speed.	\$6,000,000	Complete WSDOT Region recommendations	2000000
III	I-5	SW, OR	Lewis, Thurston	Centralia	I-5 / Mellen St. to Grand Mound.	2009	6.24	81.07	87.57	Grade-separated interstate freeway. ADT 30,000. Posted speed 60-70. Trucks 18-20%. No sidewalks or shoulders on intersecting road within project section. 10 schools within VIC also parks and hospital along corridor.	160,000,000	Lewis, Thurston, Cowlitz Connector Trail - Old Jackson Hwy east of I-5 (Lewis County)	\$3,000,000
III	20	NW	Skagit	South Of Anacortes	SR 20/ Sharpes Corner Vicinity - Interchange	2011		47.89		4 Lane separated highway. Commercial area. Signalized intersection. 20,000 ADT. 9% truck traffic. 55 mph posted speed. Commercial development.	\$19,200,000	Make contribution/match for locally identified trail need and ensure connections from the project to the trail are made. Install ped crossing at 51.92.	\$2,528,000
III	SR 28; US 2	NC	Douglas	East Wenatchee	SR 28/Junction US 2/97 to 9th Street	2011	8 mi.	0	8	Two to six lanes. 36 crossings, only one is striped and signalized. No sidewalks. Paved shoulder conditions vary from none to 9 ft. ADT 4800 - 8900. Posted speed 25 - 60 MPH. Trucks 5 - 15%. One elementary school approx. .10 mi. off corridor. Schools and parks .5 to 1.0 mi. off corridor. Park n' Ride on corridor.	47,300,000	Construct local project.	\$2,906,550
III	704	OR	Pierce	Tacoma	SR 704/Cross Base Highway - New Alignment	2009				New highway through residential area south of military installation. Suburban residential development.	15,000,000	Connector Steilacoom Blvd., Tacoma Way 84th from Farwest to 58th E (Cascade Bike Club)	\$3,000,000
III	SR 4, SR 401		Wahkiakum	Naselle vicinity	SR 4 and SR 401 Roadside Safety Improvements	2009		31.9		Grays River School and High School located at SR 401/4. Residential development in the area.	700,000	At a minimum, provide match for local trail project, install Share the Road signs, sidewalk, intersection improvements, lighting and pedestrian refuge	\$3,000,000

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III	05, SR 167, SR 1	NW	King	Tukwila, Renton	I-405 / SR 167 to SR 169	2009	2.47	2	4.47	SR 169 has sidewalks under I-405. No marked crossings or pedestrian signals across on- and off-ramps. No ADA facilities. ADT on SR 169 15,000; trucks 10%. Schools, parks, residential and commercial development.	\$20,000,000	In addition to trail connections, at SR 169 make accessibility improvements, maintain sidewalks and install pedestrian safety warnings.	3500000
III	SR 161	OR	Pierce	Eatonville	SR 161 / Clear Lake North Rd to Tanwax Cr	2010	0.67	9.46	10.13	Three crossings, none marked or signalized. Two lane road. Paved shoulders 2 - 3 ft. Posted speed 45 MPH. ADT 2600. 12% trucks. Rural residential.	29,700,000	Foothills Trail Connection/Extention	\$3,000,000
III	SR 3	OR	Mason	Belfair	SR 3/Belfair Area Improvements	2011	2.63	24.42	27.05	35 mph posted speed. 4 ft paved shoulders. 2 lane. No sidewalks. Two signalized crossings and two marked crossings. 2 elementary schools. Residential and commercial development meets urban criteria.	\$15,700,000	Install 6' sidewalks and 5' marked and signed bike lanes. Drop speed limits to 30 mph. Install or maintain crossings at : MP 25.42, 25.55, 25.66, 26.01, 26.28, 26.55. Install curb extensions at each crosswalk location and include pedestrian refuge islands at MP 26.01, 26.28, 26.34 and 26.55. Install pedestrian lighting throughout.	\$5,000,000
III	302	OR	Pierce	Pierce County	SR 302 Establish New Corridor.	not given	6.27	10.6	16.87	Two to four lanes. 17 crossings, none marked or signalized. Paved shoulders 3 - 5 ft. Posted speed 40 - 50 mph. ADT 9300 - 11,075. Trucks 6-7%. Elementary and High Schools at Purdy. Park n Rides.	5,000,000	Include 6' sidewalks with ADA-compliant facilities throughout project with additional lighting and curb extensions near attractors; signalized pedestrian crossings. Include at least five-foot shoulder to accommodate bicyclists along length of corridor.	\$5,000,000
III	I-405	NW	King	Kirkland vicinity	I-405 / NE 132nd St. interchange.	2018	1	20.49	21.49	Freeway section, grade-separated. ADT 63,000-78,000. Posted speed 60 mph. Trucks 7%. Park n ride on each side of corridor at project MP. Schools, church, hospital and parks nearby.	\$60,000,000	In addition to trail connections, construct accessible, marked pedestrian facilities across all on- and off-ramps; include pedestrian signals if needed. Connect to local sidewalks if currently existing.	\$ 6,000,000
III	US 12	SC	Yakima	West of Yakima	US 12, Old Naches Highway Interchange	2011	1.03	197.26	198.29	Four lanes. Paved shoulders 4 ft. One crossing, striped and signalized. No sidewalks. ADT 6100 - 8600. Trucks 10 - 11.4 %. One park .10 mi. off corridor.	37,300,000	Construct sidewalks, curb ramps, striped and signalized pedestrian facilities on Old Naches Highway portion of new interchange to connect with future County-built sidewalks in local request.	\$5,030,000
III	I-405	NW	King	Renton & Bellevue	I-405/44th St. to 112th Ave.	2015	2.05	6.97	9.47	Freeway section, grade separated. ADT 70,000. Trucks 7%. Posted speed 60. Conditions for intersecting streets unknown. Schools, parks, retail nearby. Three local arterials intersect project section. Park n ride at northern end of section	150,000,000	In addition to trail connections, maintain safe and accessible pedestrian and bicycle conditions at NE 30th, NE 44th and 112th SE.	\$10,000,000

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III	395	ER	Spokane	Spokane	North Spokane Corridor			0	10.28	Downtown area with mixed use commercial and residential; some suburban development on north end. 12 Schools within 1/4 mile of the proposed corridor. New highway through downtown Spokane about 2 miles east of and running parallel to US 2.	152,000,000	Shared use path along the corridor (WSDOT Eastern Region) - \$10 Million	\$10,000,000
III	I-90	NW	King	East of North Bend	I-90 Eastgate to 465th Corridor Study.	not given	15.41	16.27	31.68	Separated Paths exist from approximately MP 22 through the Cascade Mountains to the Columbia River portions along I-90. SR 900 also has separated paths and connections in design.	\$2,000,000	Make sure any improvements do not create barriers to local bike or pedestrian crossings.	10000000
III	9	NW	Snohomish	Clearview/Marysville	SR 9 Corridor Improvements	2010		6.97	26.05	10,000 to 15,000 ADT. 40-55 mph posted speed. 2 lane with 4-6 foot shoulder. Few sidewalks (<.5 mile) located on curb radii at 3 signalized intersections only. Rapidly suburbanizing area. Two schools very near SR 9.	123,000,000	Maintain a 5' shoulder. Upgrade sidewalks/ramps to ADA standards. Install sidewalks from MP 15.77 to 16.48. Install share the road signs at bridge locations where shoulder width is less than 5' including: 8.86, 91.4, 10.66, 11.84, 21.05. Extend the Centennial Trail for the length of the project and connect the Snohomish River and Centennial Trails.	\$18,000,000
III	I-5	NW	Whatcom	Bellingham	I-5/36th Street Vicinity to SR 542 Vicinity	2010	3.1	252.32	255.42	At I-5, SR 542 has sidewalks, and three crossings within 1/4 mi. of interstate. One striped, two are striped and signalized. ADT on SR 542 8000 - 15,000. Trucks 9%. Posted speed 35 mph. Pedestrian crash history on SR 542/Sunset Drive in the vicinity. Two elementary schools, Parkview and Sunnyland, parks and retail in corridor of both I-5 and SR 542.	\$4,700,000	All pedestrian facilities should be maintained on new on- and off-ramps, and brought up to ADA compliance. Any local streets crossing I-5 should remain pedestrian accessible. Contributions/match for local trail projects should be considered.	700000
III	21, 25, 395	ER	Ferry	Regionwide	State Highways in North Stevens and Ferry Counties	2009					900,000	Where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	\$0

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III		ER	Pend Oreille	Regionwide	State Highways in Spokane, Stevens and Pend Oreille Counties – Roadside Safety Improvements	2009					1,000,000	Where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
III	290	ER	Spokane	Spokane	SR 290/Spokane River	2014		0.82	0.92	8,000 to 12,000 ADT. 9% truck traffic. Mixed use commercial area.	34,000,000	Include 6' sidewalks and 5' bike lane on both sides. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	TBD
III		ER	Spokane	Spokane	Park Road BNSF Grade Separation Project	2016		Near MP 1.44 of SR 290		Downtown Spokane. Pedestrian involved crash in the Vic.	\$5,000,000	Include 6' sidewalks and 5' bike lane on both sides of Park Road. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	TBD
III		ER	Spokane	Spokane	Havana Street / BNSF Separation Project	2013		Near MP 3.2 of SR 290		Downtown Spokane. Pedestrian involved crash in the Vic.	4,000,000	Include 6' sidewalks and 5' bike lane on both sides of Park Road. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	TBD
III	26	NC	Adams	Othello	SR 26 roadside safety improvements	2009	21.5	31.9	53.4	Many legal crosswalks. No sidewalks. No marked, signed or signalized crossings. No pedestrian illumination. Paved shoulders of varying width; sections of < 4 ft. Posted speed 50-65. 1000-2500 ADT. 13% trucks. Elem. and high schools not on SR 26; retail	\$700,000	Complete locally identified sidewalk improvement and add signage. Consider developing a pedestrian crossing on SR 26 in Othello.	\$35,000
III	US 97	NC	Douglas	South of Chelan Falls	US 97 South of Chelan Falls Passing Lane	2010	0.44	223.2	223.63	No crossings, or sidewalks. 60 mph posted speed. Paved shoulders 6 ft. ADT 2000. Trucks 15%.	1,000,000	Maintain 6 foot shoulder width. This may require ROW.	TBD
III	2	NC	Douglas	South of Orondo	US 2 South of Orondo Passing Lane	2009	0.95	134.85	135.8	No crossings, sidewalks. ADT 3100. Trucks 16%. 45 mph posted speed. Shoulders 8 - 9 ft. Low density residential	\$2,600,000	Maintain 6 foot shoulder width. This may require ROW.	TBD
III	US 97	NC	Kittitas	Blewett Pass	US 97 / Blewett Pass passing lane.	2010	154.2	155.25	1.05	Paved shoulders 8 ft wide. No sidewalks or crossings. ADT 2500. Trucks 20%. Posted speed 60 mph.	1,700,000	Maintain 6 ft shoulders to accommodate bicycle travel.	TBD

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Tier I, II, III	Hwy #	Region	County	City	TPA or Nickel Project	Year	Length	BMP	EMP	Existing Conditions	TPA or Nickel Project Cost	Recommendation	Est. Cost
III	SR 20	NC	Okanogan	Wintrop, Twisp, Tonasket	SR 20 Roadside safety improvements.	2009	3.02	185.74	278.31	1st section: Several crossings. Small sidewalk lengths in Wintrop and Twisp. Paved shoulders 2-7 ft; mostly 2-3 ft. ADT 700-1200. 2nd section: Crossings; short sidewalks section in Tonasket. Shoulders same. ADT 400-770. Crossings 400 ft north of Tonasket on SR 97. Some striped. Tourism related businesses and some residential in all towns. Diagonal parking in Wintrop.	\$1,200,000	Where rumble strips applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure at least 4 feet of useable shoulder between rumble strip and outside edge of shoulder. If guardrail or barrier is present, USE 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
III	11, 525, 900	NW	Island	Regionwide	SR 11, SR 525 and SR 900 Roadside Safety Improvement	2010					800,000	Where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
III	20, 530	NW	Island	Regionwide	SR 20 and SR 530 Roadside Safety Improvement	2010					1,000,000	Where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
III	169, 410, 525, 900, 520	NW	Island	Regionwide	SR169, SR410, SR525, SR900 and SR 520 Roadside Safety Improvement	2010					1,200,000	Where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
III	I-405; SR 522	NW	King	Bothell vicinity	I-405 / NE 124th Street to SR 522	2017	4.0 mi.	19.49	23.49	Typical urban freeway section. Six lanes with grade-separated intersections. Schools, parks, Park n' Rides within corridor and just off corridor.	\$170,000,000	TBD	

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Tier I, II, III	Hwy #	Region	County	City	TPA or Nickel Project	Year	Length	BMP	EMP	Existing Conditions	TPA or Nickel Project Cost	Recommendation	Est. Cost
III	SR 203	NW	King	Duvall	SR 203/SR 203/268th to NE Big Rock.	2009	1.99	12	13.99	Two crossings, none marked or signalized. Paved shoulders <4 ft. 3800-6400 ADT. Trucks 10%. Posted speed 40-60 mph. Park. Roundabout.	3,800,000	Maintain paved shoulder at least 4 ft wide.	TBD
III	I-5	NW	King	Federal Way	I-5 / 272 nd Interchange	not given	2.0 mi	146.06	148.06	Typical urban freeway section with grade-separated intesections. Six lanes. ADT 86,000-95,000. Trucks 9%. Posted speed 60 MPH. Schools, church, Park n' Ride along intersecting street .5 mi.outside of corridor.	\$10,000,000	TBD	
III	I-5	NW	King	Federal Way	I-5/SR 161 Interchange & SR 18 Interchange	2009	0.75	141.31	142.06	Typical urban freeway section with grade-separated intesections. eight lanes. ADT 85,000. Trucks 9%. Posted speed 60 MPH.	100,000,000	TBD	
III		NW	King	Kent	S. 212th Street Grade Separation	2011				Downtown Kent. Commercial and residential area. Less than 500 feet from Interurban trail and recent non-motorized improvements on 212th. This project may cross Interurban Trail. Obrien School. Three pedestrian/bicyclist involved crashes at intersection of 212th and Rail.	10,000,000	Ensure connections to bicycle and pedestrian facilities are added/improved. Improve connectivity to Interurban Trail.	TBD
III		NW	King	Kent	Willis Street Grade Separation	2016				Downtown Kent. Kent Elementary and St. Christopher Achademy in Vic. This project may cross the Interurban Trail	4,000,000	Improve connections to Interurban Trail. Include 6' sidewalks and 5' bike lane on both sides of Willis Street. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	TBD
III	203, 522	NW	King	Monroe Vicinity	SR 203 and SR 522 Roadside Safety Improvement	2009					600,000	Where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	

2008 State Interest "No Net Loss" In Pedestrian and Bicycle Safety Projects

Tier I, II, III	Hwy #	Region	County	City	TPA or Nickel Project	Year	Length	BMP	EMP	Existing Conditions	TPA or Nickel Project Cost	Recommendation	Est. Cost
III	11, 525, 900	NW	King	Regionwide	SR 11, SR 525 and SR 900 Roadside Safety Improvement	2010					800,000	Where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	\$0
III	92, 520, 530, 534	NW	King	Regionwide	SR 92, SR 520, SR 530 and SR 534 Roadside Safety Improvement	2010					\$1,000,000	Where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
III	169, 410, 525, 900, 520	NW	King	Regionwide	SR169, SR410, SR525, SR900 and SR 520 Roadside Safety Improvement	2010					1,200,000	In addition to locally identified need -- where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
III		NW	King	Seattle	Duwamish Truck Mobility Improvement Project	2016					\$2,300,000	TBD	
III	99	NW	King	Seattle	SR 99/Spokane Street OC Timber	2009					3,000,000	Include 6' sidewalks and 5' bike lane on both sides of bridge. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	

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Tier I, II, III	Hwy #	Region	County	City	TPA or Nickel Project	Year	Length	BMP	EMP	Existing Conditions	TPA or Nickel Project Cost	Recommendation	Est. Cost
III	SR 99	NW	King	Shoreline	SR 99 / Aurora Avenue Improvements - Phase 2	2010	3.02	36.75	39.77	Sidewalks with many gaps. ADA improvements needed. Many crossings, some marked and signalized. Transit corridor. Posted speed 45mph. ADT 17,000-18,000. Trucks 3%. Busy urban corridor with retail, schools, commercial, housing. Transit corridor.	\$10,000,000		
III	SR 202	NW	King	SR 202 Corridor	SR 202/Sahalee to Duthie Corridor	not given	6 mi.	10.23	18.23	Two lanes. Paved shoulders of 1 - 5 ft. 13 crossings, none striped or signalized; no sidewalks. Several creeks whose bridges have no shoulder. 4600 - 6500 ADT. Trucks 7 - 9%. Posted speed 55 MPH. Pedestrian crash history in the Vic. Picnic area on corridor. Small amount of retail and one park from .5 mi. off corridor.	700,000	Bike lanes or paved shoulders at least six feet wide from MP 8.22 (E. Lake Sammamish Pkwy) to MP 13.00 (244th Ave NE). Requested by Cascade Bicycle Club in "Left By the Side of the Road" report.	TBD
III	I-5	NW	King, Pierce, Snohomish	various	I-5, Conc Rehab in Pierce, King, Snoh Co	2010		161.71	177.82	Urban freeway section 16 miles long. Bicycle and pedestrian attractors of all kinds close to this corridor: schools, retail, employment, parks, community and government centers.	\$134,000,000	Contribute to local area connections and safety improvements	TBD
III	SR 3	NW	Kitsap	Belfair	SR 3 / Belfair Bypass new alignment	not given	8	23.97	31.97	Several crossings, one striped and signalized. Small section of sidewalk. Posted speed 25 - 55 mph. ADT 6200-8300. Paved shoulders 3 - 6 ft wide. Trucks 7 -8%. One school on route. Parks in vicinity. New alignment may not include any attractors.	15,000,000	To improve traffic circulation, increase pedestrian and bicycle safety and mobility, and promote compact, efficient development make local street connections that improve the grid system.	
III	SR 509 I-5	NW	Pierce; King	Federal Way and SeaTac	SR 509/ I-5 - Freight & Congestion Relief Project	not given	9.19 B:	Part A: 0 Part B: various	Part A: 9.19 Part B: various	Part A: 2 - 4 lanes. Paved shoulders 0 - 4 ft. Seven crossings, none striped or signalized. Sidewalks at MP 4.05 - 6.43 w/obstruction at 5.76. Bike lanes at MP 2.66 - 3.88. ADT 2200 - 17,700. Posted speed 35 - 60 MPH. Trucks 4 - 9%. Part B: Four lanes. No crossings. Majority of corridor has no shoulder. Location at north end has 4 ft shoulders. ADT 7400 - 28,000. Trucks 3 - 7%. Posted speed at locations is 0 MPH.	30,000,000	TBD	

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Tier I, II, III	Hwy #	Region	County	City	TPA or Nickel Project	Year	Length	BMP	EMP	Existing Conditions	TPA or Nickel Project Cost	Recommendation	Est. Cost
III	11, 525, 900	NW	Skagit	Regionwide	SR 11, SR 525 and SR 900 Roadside Safety Improvement	2010					800,000	In addition to locally identified need -- where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
III	20, 530	NW	Skagit	Regionwide	SR 20 and SR 530 Roadside Safety Improvement	2009					\$1,000,000	In addition to locally identified need -- where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
III	92, 520, 530, 534	NW	Skagit	Regionwide	SR 92, SR 520, SR 530 and SR 534 Roadside Safety Improvement	2010					1,000,000	In addition to locally identified need -- where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
III	9	NW	Snohomish	North of Arlington	SR9/Pilchuck Creek	2011		34.85		Low density residential area. 35 mph posted speed. 2 lane road with 11 foot lanes. 1100 ADT. 11% truck traffic.	\$6,000,000	Include 6' minimum sidewalks and 5' bike lane.	TBD
III	I-5	NW	Snohomish	Tulalip	I-5 / 116th Street Interchange			202.2	202.7		900,000		
III	I-5	NW	Whatcom	Bellingham	I-5/Chuckanut Creek Vicinity	2009	3	247.06	250.06	Four-lane freeway section. No crossings or intersections within project boundaries. 21,000 ADT. Trucks 9%. Posted speed 60 mph. Two parks at least .10 mile outside corridor. No other attractors.	\$900,000	None.	

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Tier I, II, III	Hwy #	Region	County	City	TPA or Nickel Project	Year	Length	BMP	EMP	Existing Conditions	TPA or Nickel Project Cost	Recommendation	Est. Cost		
III	I-5	NW	Whatcom	Bellingham	I-5/Padden Creek Vicinity	2009	0.3	250.36	250.66	Four-lane freeway section. No crossings or intersections within project boundaries. 21,000 ADT. Trucks 9%. Posted speed 60 mph.	400,000	None.			
III	I-5	NW	Whatcom	Bellingham	I-5/Squalicum Creek Vicinity	2009	0.37	255.11	255.48	Four-lane freeway section. Grade-separated intersection w/SR 542, which has sidewalk.. 29,000 - 38,000 ADT. Trucks 9%. Posted speed 60 mph. Light commercial within corridor.	400,000	None.			
III	I-5	NW	Whatcom	Blaine	I-5/Dakota Creek Vicinity	2009	0.22	273.99	274.21	Four-lane freeway section. No crossings or intersections within project boundaries. 8,000 ADT. Trucks 11%. Posted speed 70 mph.	700,000	None.			
III	I-5	NW	Whatcom	South of Ferndale	I-5, Bakerview Rd to Nooksack R Bridge at the Slater Rd Interchange	2012	5 mi.	258	263	Four lane freeway section with grade-separated intersections. ADT 22,000 - 24,300. Trucks 9%. 60 - 70 MPH. Golf course near corridor at end of section. Pedestrian involved crash history on Meridian and Northwest.	\$700,000	Contribute to area trail connection and/or bike lane.	TBD		
III	US 101	OR	Clallam	Blyn	US 101, Corriea Rd to Zaccaro Rd	2009	1	269.89	270.89	Two lanes. Paved shoulders 8 ft. Four crossings, none striped or signalized. ADT 6423. Trucks 12%. Posted speed 55 MPH.	400,000	If rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at any bridge locations where shoulder width drops below 5'.			
III	SR 285	OR	Grays Harbor	Hoquiam	US 101/W Fork Hoquiam River Bridge	2009	2 @ .01	99.07	97.71	9.08	97.7	Two lanes. No shoulders. No crossings or sidewalks. ADT 2383. Trucks 18%. Posted speed 55 MPH.	\$5,000,000	Include 6' sidewalks and 5' bike lane on both sides of Washington Street. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	
III	SR 3	OR	Mason	Shelton	SR 3 / Jct 101 to Mill Creek.	2009	0.92	0	0.92	Many crossings; none marked or signalized. Two vehicle lanes. Paved shoulder <4 ft. ADT low. . Posted speed 40 mph. No shoulder on bridge Suburban residential and some commercial approaching Shelton.	2,000,000	Shoulders on new bridges should be at least 4 ft. Maintain 6' sidewalks. Share the road signs.	TBD		
III	302	OR	Pierce	Purdy	SR 302 / Creviston to Purdy vicinity.	2012	2	13	15	Two lane road; Several crossings; none marked or signalized. Paved shoulders 3 - 4 ft. ADT 9300-11,075. Trucks 7%. Posted speed 40 mph.	\$5,000,000	Maintain at least 4 ft wide shoulders.	TBD		
III	162	OR	Pierce	Puyallup River	SR 162 / Puyallup River Bridge.	2009	0.04	6.81	6.85	Two lane road. No crossings or shoulders. ADT 9200. Trucks 10%. Posted speed 50 mph.	15,000,000	Include 6' sidewalks and 5' bike lane on both sides bridge. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	TBD		

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III		SC	Benton	Kennewick	Washington Street Railroad Crossing	2016				One pedestrian crash in the Vic. Downtown Kennewick. Commercial and residential.	\$4,800,000	Include 6' sidewalks and 5' bike lane on both sides of Washington Street. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	
III	I-90	SC	Kittitas	Hyak - Easton vicinity	I-90 / Snoqualmie Pass passing lane.	2011	0.36	53.34	65.33	Separated trail - Mountains to Sound Greenway. Paved shoulders 5 ft wide. No sidewalks or crossings. ADT 13,500. Trucks 18%. Posted speed 65 mph. Campgrounds, access to parks and other recreation facilities.	387,700,000	Increase paved shoulder width to at least 6 ft.	TBD
III	SR 22	SC	Yakima	Toppenish	SR 22/I-82 to McDonald Road	2009	1.39	0.49	1.88	Two lanes. Paved shoulder 1 - 4 ft. Three crossings, none striped or signalized. ADT 3900 - 4900. Trucks 10 - 12%. No posted speed shown on GIS data. Suburbanizing.	6,800,000	Include 5' bike lane and share the road signs.	TBD
III	503	SW	Clark	Battle Ground	SR 503/Lewisville Climbing Lane	2009	21.5	8.66	10.98	Rural section. No crossings, sidewalks or bike lanes. 6300-7800 ADT. 8-10% trucks. Two camps approx. 1 mile off SR 503.	5,000,000	Maintain at least 4 ft. usable space on shoulder.	
III	SR 503/ 500	SW	Clark	Orchards	SR 503/SR 500 Intersection Improvements	2011	.2 mi.	0	0.2	Two lanes. Paved shoulders 3 ft. Intersection includes striped and signalized crossing. Sidewalks on 503. ADT 785. Trucks 14%. No posted speed shown on GIS data.	\$1,000,000	TBD	
III	I-205	SW	Clark	Vancouver	I-205 / Mill Plain Interchange to NE 28th Street	2011	1.0 mi.	2.33	3.33		58,000,000	TBD	
III	4, 401	SW	Cowlitz	Naselle Vicinity	SR 4 and SR 401 Roadside Safety Improvements	2009					\$700,000	Where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	\$0
III		SW	Cowlitz	Woodland	Woodland Industrial Area	Not Listed					300,000	Consider non-motorized safety and mobility	\$0
III	6	SW	Lewis	Pe Ell	SR 6/Rock Creek (6/102)	2012					6,000,000	Include 6' sidewalks and 5' bike lane on both sides of bridge. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	TBD

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III	6	SW	Lewis	Pe Ell	SR 6/Rock Creek (6/103)	2012					6,000,000	Include 6' sidewalks and 5' bike lane on both sides of bridge. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	TBD
III	4 & 401	SW	Pacific	Naselle Vicinity	SR 4 and SR 401 Roadside Safety Improvements	2009					700,000	Where rumble strips are applied, use bicycle friendly rumble skip pattern (12'/28' - H-4a WSDOT Standard Plans). Ensure that at least 4 feet of useable shoulder remains between the rumble strip and the outside edge of shoulder. If guardrail or barrier is present, increase the dimension to 5 feet of useable shoulder. Include share the road signs at bridge locations where shoulder width drops below 5'.	
III	101	SW	Pacific	North of Ilwaco	SR 101/Middle Nemah River Bridge	2012					4,000,000	Include 6' sidewalks and 5' bike lane on both sides of bridge. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	TBD
III	6	SW	Pacific	West of Raymond	SR 105/North River	2010					\$23,000,000	Include 6' sidewalks and 5' bike lane on both sides of bridge. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	TBD
III	6	SW	Pacific	West of Raymond	SR 105/Smith Creek						8,400,000	Include 6' sidewalks and 5' bike lane on both sides of bridge. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	TBD
III	101	SW	Pacific	West of South Bend	SR 101/Bone River	2012					\$12,800,000	Include 6' sidewalks and 5' bike lane on both sides of bridge. Ensure connection to bicycle and pedestrian facilities on either side of the bridge.	TBD