

6 KINGSTON COMPLETE STREETS: WASHINGTON BLVD - BETWEEN NE 1ST ST AND NE 3RD ST

ACTIVE SHARED USE MAJOR

PURPOSE:

Washington Boulevard is a low volume, low speed one-way road, signed for no street parking between NE 1st Street and NE 2nd Street, and closed to traffic between NE 2nd Street and NE 3rd Street. There is little need or interest for increasing vehicular traffic, and considerable support for further limiting vehicular access to take full advantage of the quiet walkway with expansive views of Puget Sound and the Cascade Range. This corridor is identified on the North Kitsap Trails Association map.

DESCRIPTION / FEATURES:

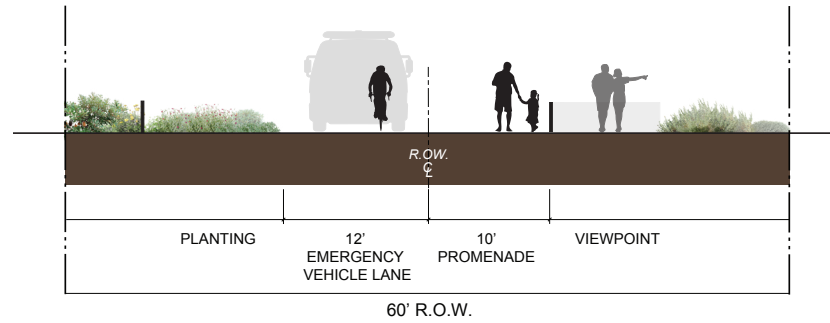
Improvements include closing the street to all but emergency vehicle access, and resurfacing the roadway to improve the walking/biking surface as a shared use path. Where there is existing bank failure, the path alignment curves away from the bank. Storm drainage improvements will minimize infiltration into the subgrade, helping to reduce the potential for further bank failure. Viewpoints are shown in two areas and the southernmost viewpoint provides a new stair connection to the beach.

COSTS: \$782,000

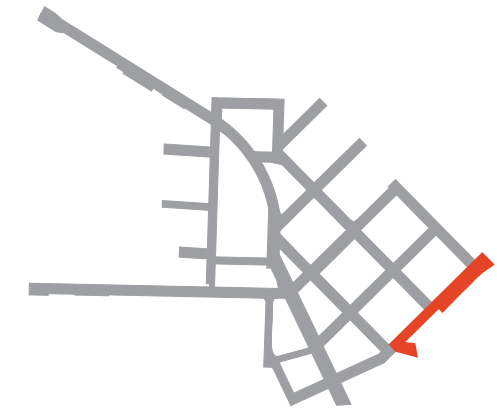
RANKING: HIGH



above: beach access stair

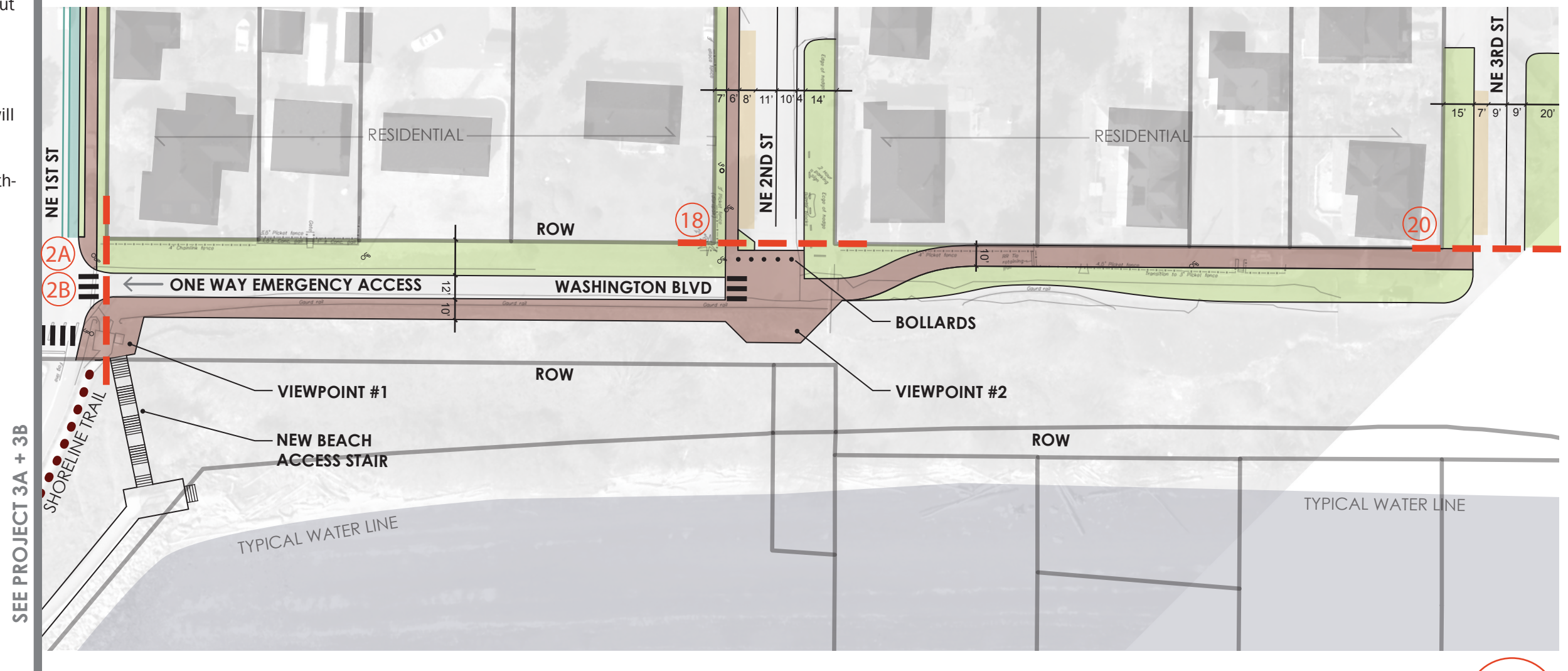


above: shared use path with delineation at two surfaces



PROJECT KEY

TYPICAL SECTION



PLAN VIEW



1"=60'

- sharrow
- parcel line
- bioretention swale
- vegetated buffer
- parking
- sidewalk/path
- bike lane
- project limit
- adjacent project number



7 KINGSTON COMPLETE STREETS: CENTRAL AVE NE + OHIO AVE NE - WEST OF MAIN ST

SHARED USE MAJOR

PURPOSE:

Central Avenue NE serves as the main access to the Port of Kingston parking and Mike Wallace Park, but is also identified as the Kingston terminus of both the Sound to Olympics Trail and the Mosquito Fleet Trail. This route is an important connector between waterfront activities and upland civic/community center facilities and both pedestrian and bicycle facilities should be completed through these two blocks.

DESCRIPTION / FEATURES:

Bike lanes and the sidewalk on the west side are existing, and should be retained. An additional sidewalk on the east side would serve to complete sidewalk connections on Ohio Avenue, linking to the Main Street businesses. Full width improvements may require rechannelization and relocation of curb lines. Travel lane widths may be substandard, but this is a low volume/low speed roadway.

COSTS: \$693,000

RANKING: HIGH



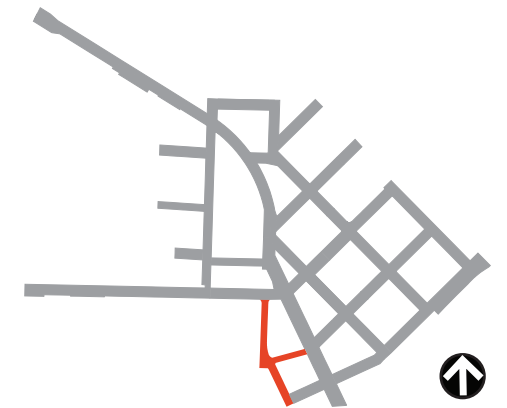
above: with existing bike lanes both sides, this street only lacks a sidewalk on east side



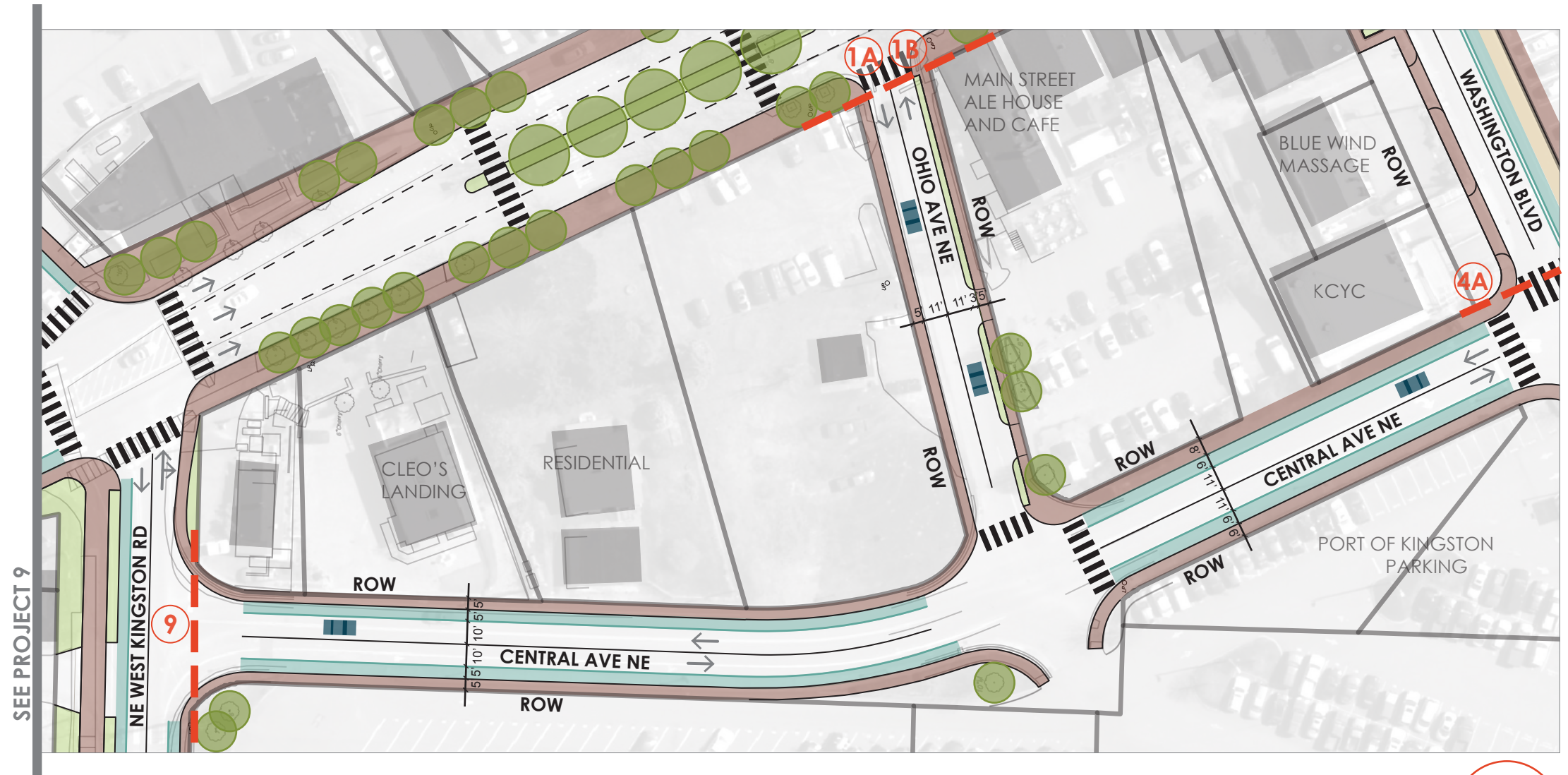
above: informational signage strategically placed



above: existing signage/informational kiosk



PROJECT KEY



SEE PROJECT 9

PLAN VIEW

1"=60'

- sharrow
- parking
- adjacent project number
- parcel line
- sidewalk/path
- bioretention swale
- bike lane
- vegetated buffer
- project limit



8 KINGSTON COMPLETE STREETS: OHIO AVE NE - BETWEEN MAIN ST AND NE 1ST ST

ACTIVE SHARED USE MAJOR

PURPOSE:

Ohio Avenue is designated in the Kingston Community Trail Plan as an important corridor. It provides a connection between upland residential and the business district. Continuity in non-motorized facilities along this route is a priority.

DESCRIPTION / FEATURES:

A wide sidewalk is proposed on the north side of Ohio between Main Street and NE 2nd Avenue, providing a generous corridor for passage. While not fully compliant with the requirements for a shared use path, the 8' width allows for walkers, strollers, and kids on bikes to pass easily. The uphill (south) side has a bike lane to provide a protected corridor for cyclists. Parallel parking is provided where it doesn't conflict with driveway access, and planter strips are large enough for rain gardens or trees. The sidewalk along the south side could have a flush or mountable curb in order to retain head-in parking to Harbor View Plaza.

COSTS: \$452,000

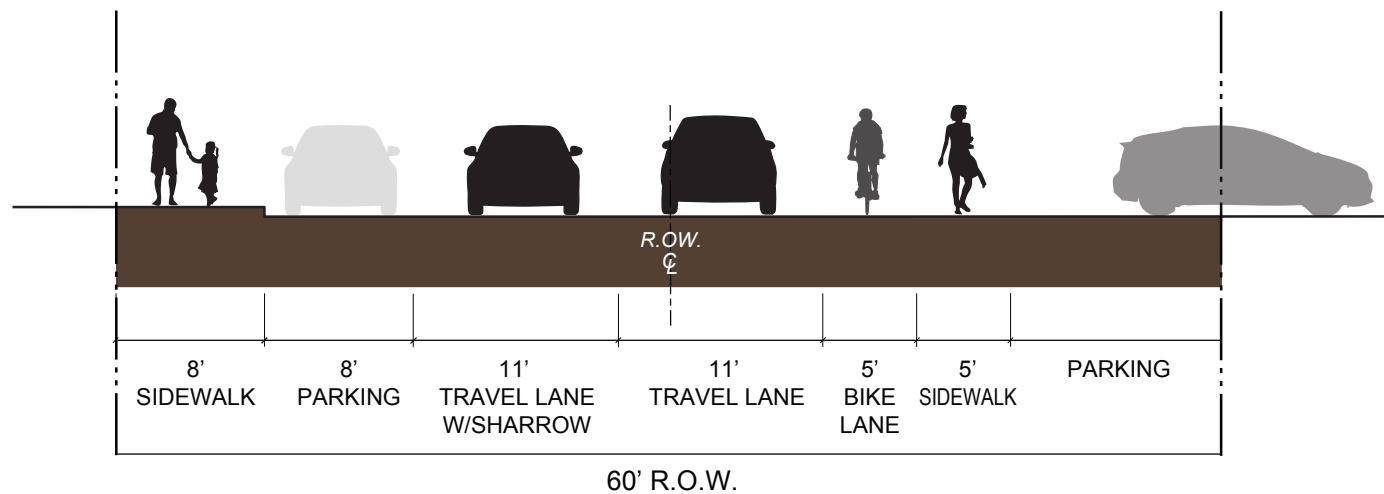
RANKING: MEDIUM



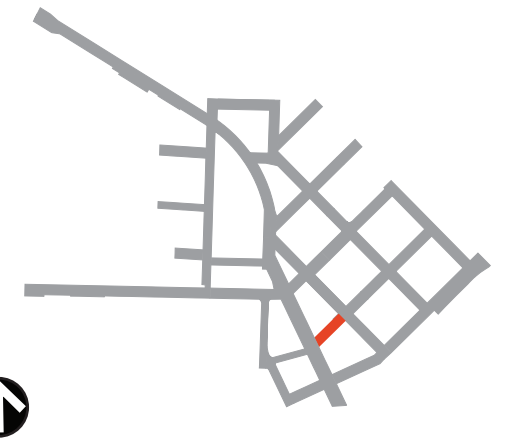
above: uphill bike lane and downhill sharrow



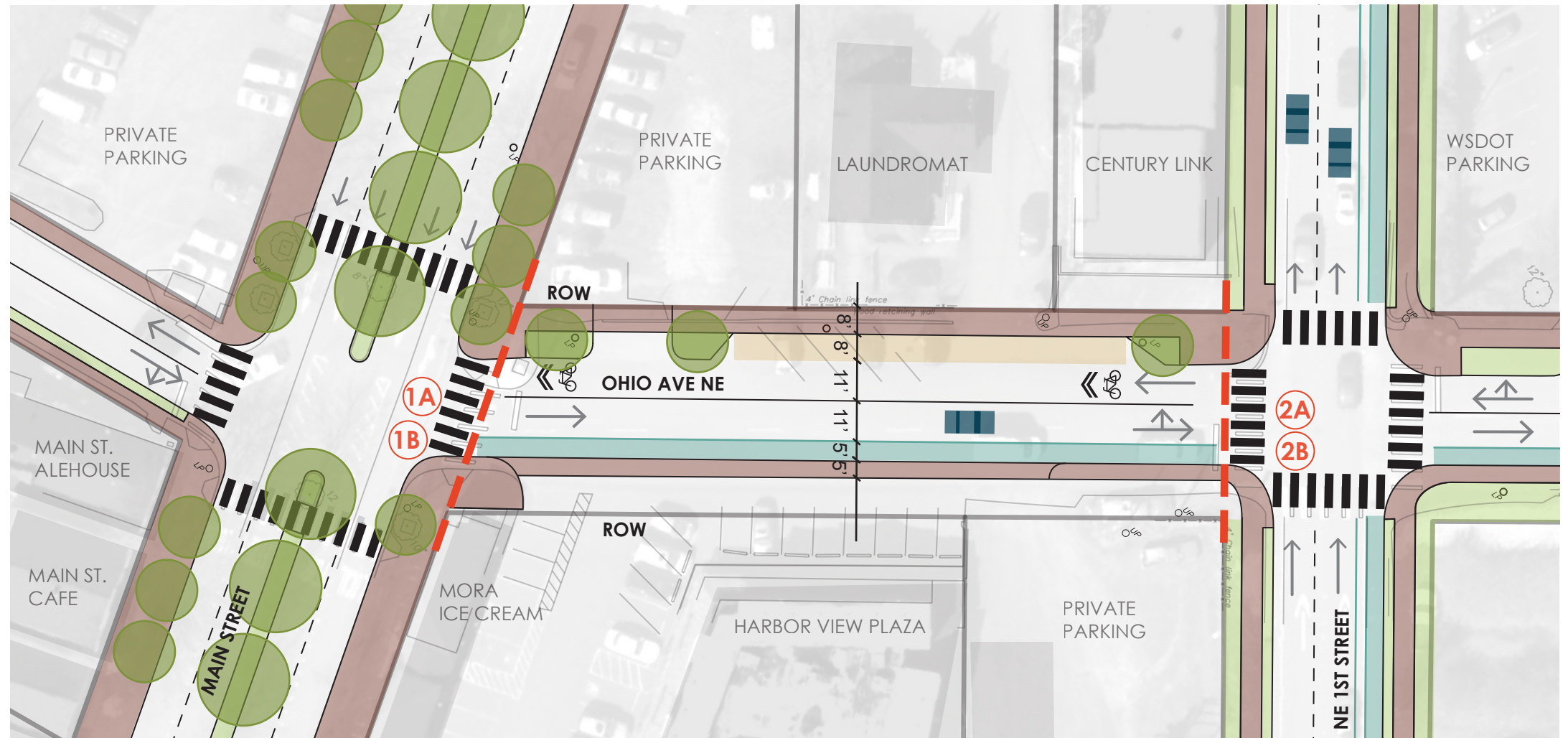
above: wide sidewalk for multiple users



TYPICAL SECTION



PROJECT KEY



PLAN VIEW 1"=40'

- sharrow
- parcel line
- bioretention swale
- vegetated buffer
- parking
- sidewalk/path
- bike lane
- project limit
- 16 adjacent project number

9 KINGSTON COMPLETE STREETS: NE WEST KINGSTON ROAD

ACTIVE SHARED USE MAJOR

PURPOSE:

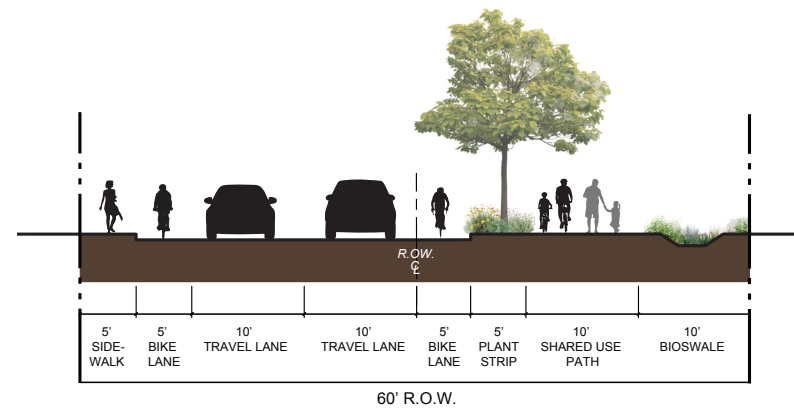
NE West Kingston Road is already a corridor heavily used by bicyclists and pedestrians. Existing bike lanes and sidewalk one side provide good non-motorized access. This corridor is also identified as both the Sound to Olympics Trail and the Mosquito Fleet Trail, two important regional trails. The corridor provides connection between the business district, community center, senior housing, and further west, schools, clinic, and an environmental center. Improvements to this corridor are warranted as the population grows and non-motorized use expands.

DESCRIPTION / FEATURES:

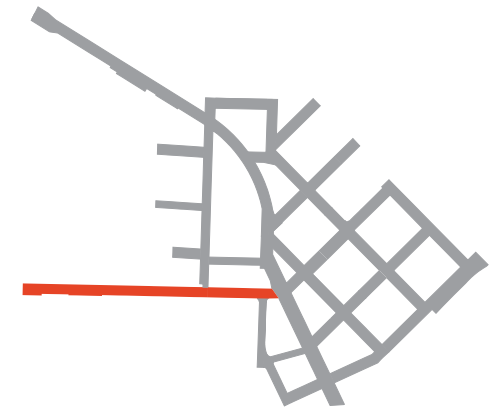
Proposed improvements include a fully compliant shared use path taking the place of the existing sidewalk on the north side of the road, and a new sidewalk on the south side. The shared use path will better accommodate the range of users, especially those not comfortable riding bikes in traffic. A new crosswalk on the east side of the Bannister Street intersection will provide access to the shoreline trails and connection to Central Avenue sidewalks. A new bioretention swale along the north side will also address drainage problems identified in the area.



above: rain garden planting



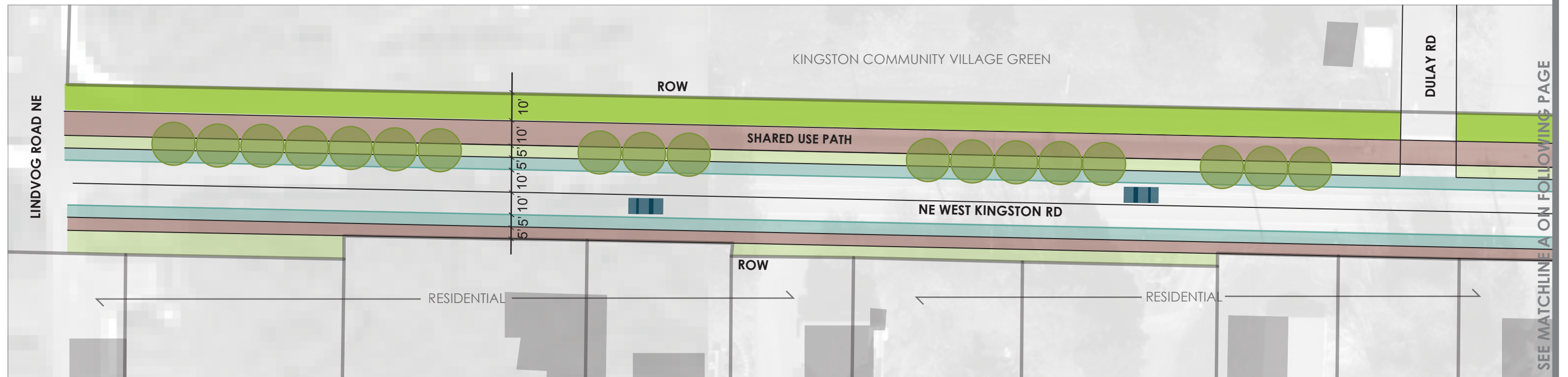
TYPICAL SECTION



PROJECT KEY

COSTS: \$2,247,000

RANKING: HIGH



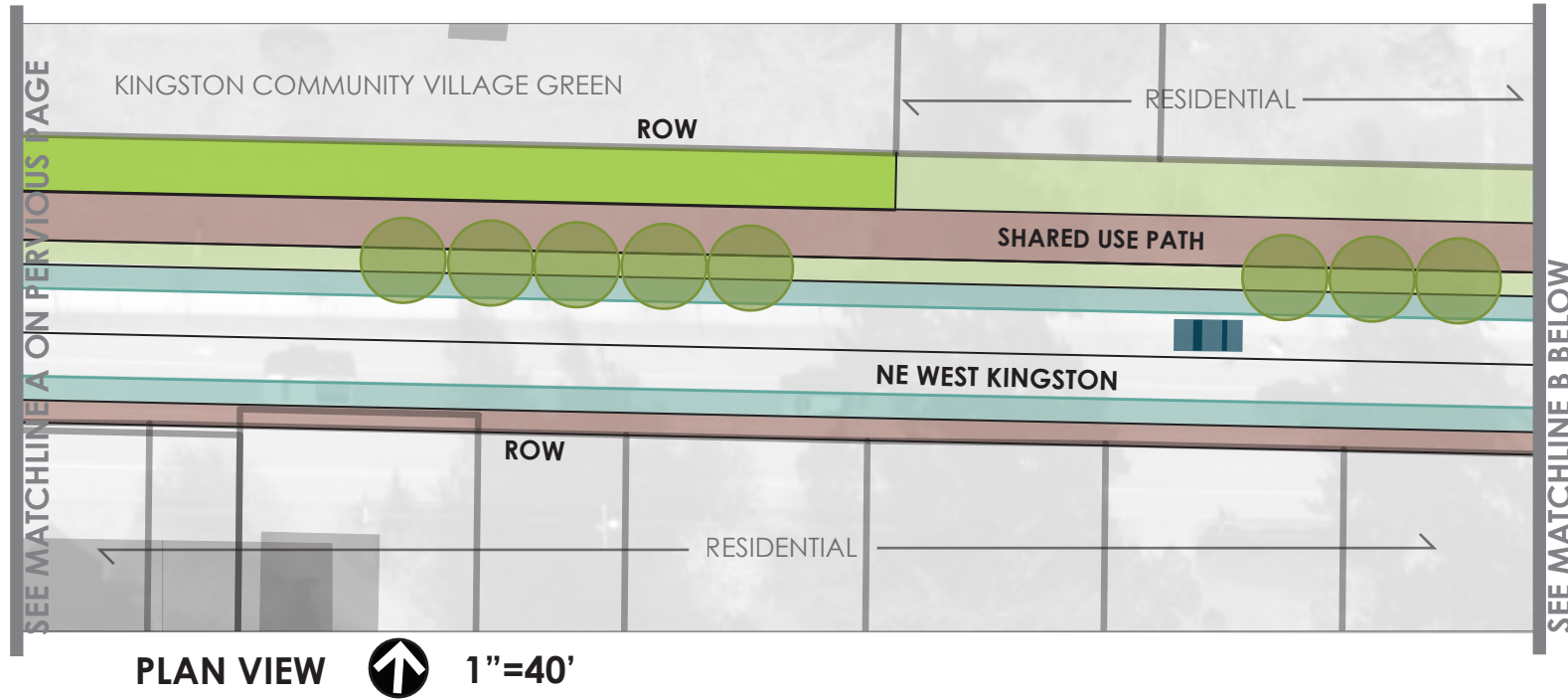
PLAN VIEW 1"=40'

- sharrow
- parcel line
- bioretention swale
- vegetated buffer
- parking
- sidewalk/path
- bike lane
- project limit
- adjacent project number

SEE MATCHLINE A ON FOLLOWING PAGE

9 KINGSTON COMPLETE STREETS: NE WEST KINGSTON ROAD

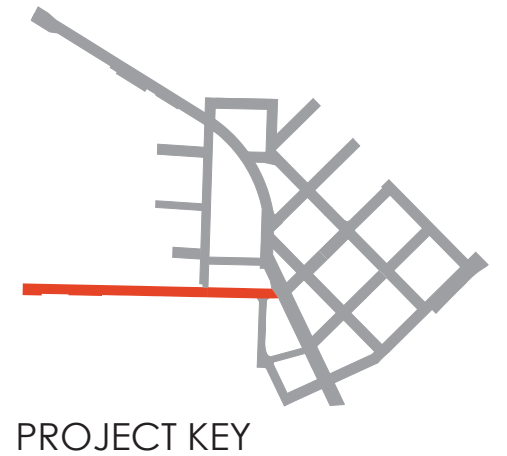
ACTIVE SHARED USE MAJOR



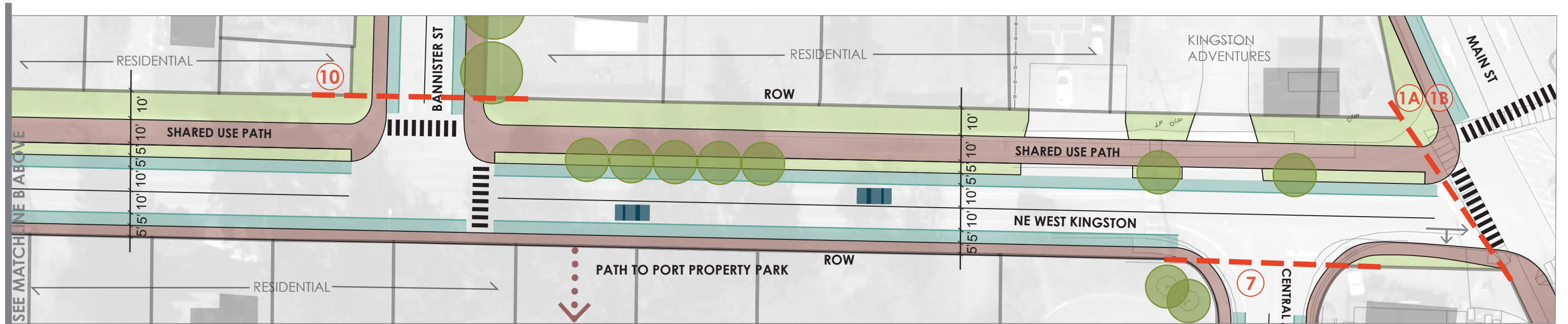
PLAN VIEW 1"=40'



above: bicycle lane, planting, and shared use path



above: new crosswalk



PLAN VIEW 1"=40'

- sharrow
- parcel line
- bioretention swale
- vegetated buffer
- parking
- sidewalk/path
- bike lane
- project limit
- adjacent project number

10 KINGSTON COMPLETE STREETS: BANNISTER ST NE

ACTIVE SHARED USE MAJOR

PURPOSE:

Bannister Road provides a lower speed, lower volume connection between shoreline trails, residential, senior housing, community center, and the commercial district along SR 104. The proposed improvements provide continuity in non-motorized facilities on both sides of the road.

DESCRIPTION / FEATURES:

Existing sidewalk, bike lane, and parallel parking along the east side are retained, but made continuous, while a new sidewalk and bike lane along the west side are completed. An elevated crossing is proposed at the intersection with Oregon Street in order to slow traffic and identify a strong connection between the community center/Village Green site and the Kola Kole Park site.

COSTS: \$846,000

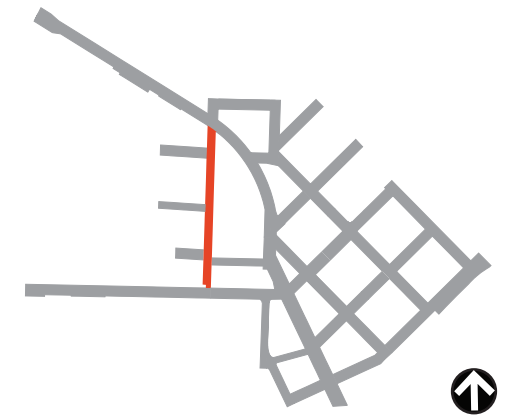
RANKING: LOW



above: raised crossing



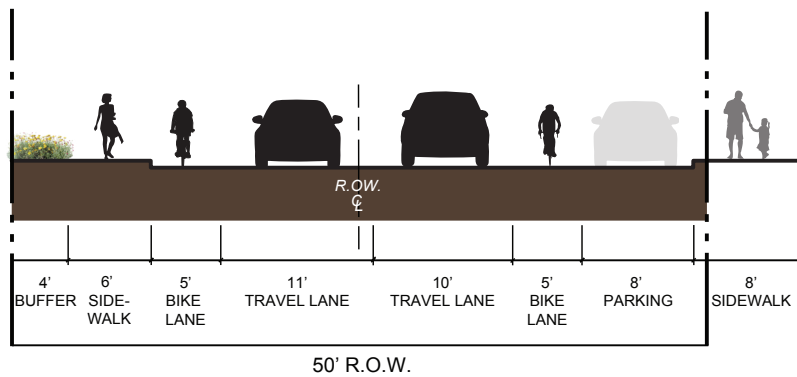
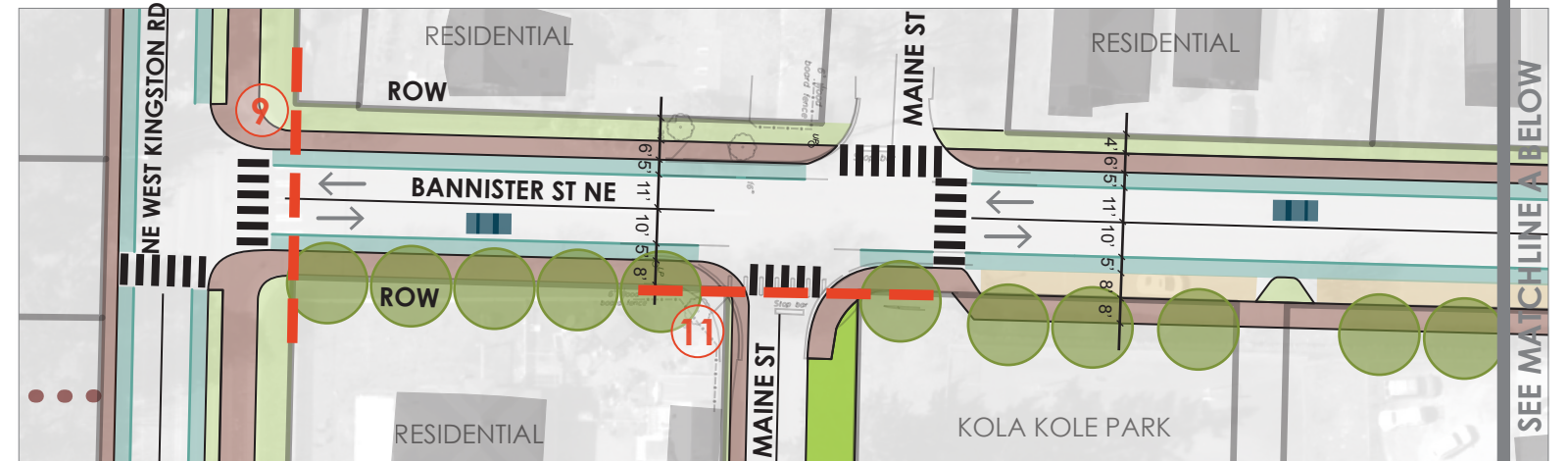
above: with existing bike lanes both sides, this street only lacks a sidewalk on the west side



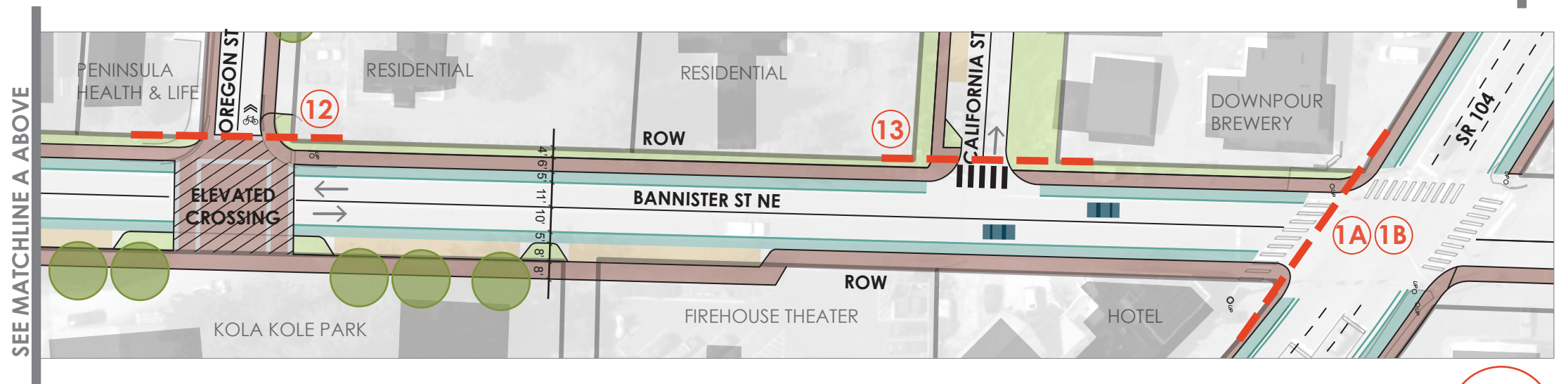
PROJECT KEY



above: crossing



TYPICAL SECTION



PLAN VIEW

1"=60'

- sharrow
- parcel line
- bioretention swale
- vegetated buffer
- parking
- sidewalk/path
- bike lane
- project limit
- 16 adjacent project number

10

11 KINGSTON COMPLETE STREETS: NE MAINE ST

RESIDENTIAL

PURPOSE:

The existing street has no accommodation for pedestrians, but includes a biofiltration swale and some significant trees along its northern edge. While this is not a high volume pedestrian corridor, sidewalks will improve the safety of the corridor.

DESCRIPTION / FEATURES:

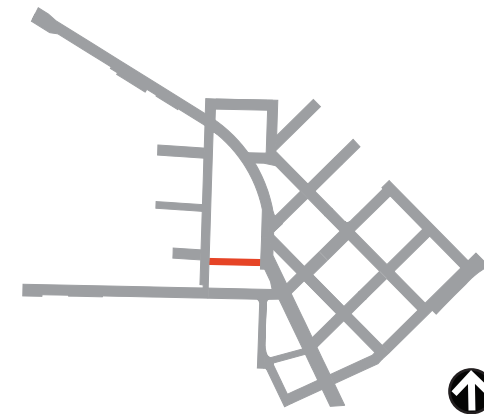
A new sidewalk along the southern edge connects the residential properties to Bannister and SR 104 non-motorized facilities. The existing bioretention swale and large trees are retained, leaving inadequate space for a sidewalk on the north side. East/west pedestrian and bicycle improvements may more readily be incorporated into the park design or any redevelopment that may occur.

COSTS: \$193,000

RANKING: LOW



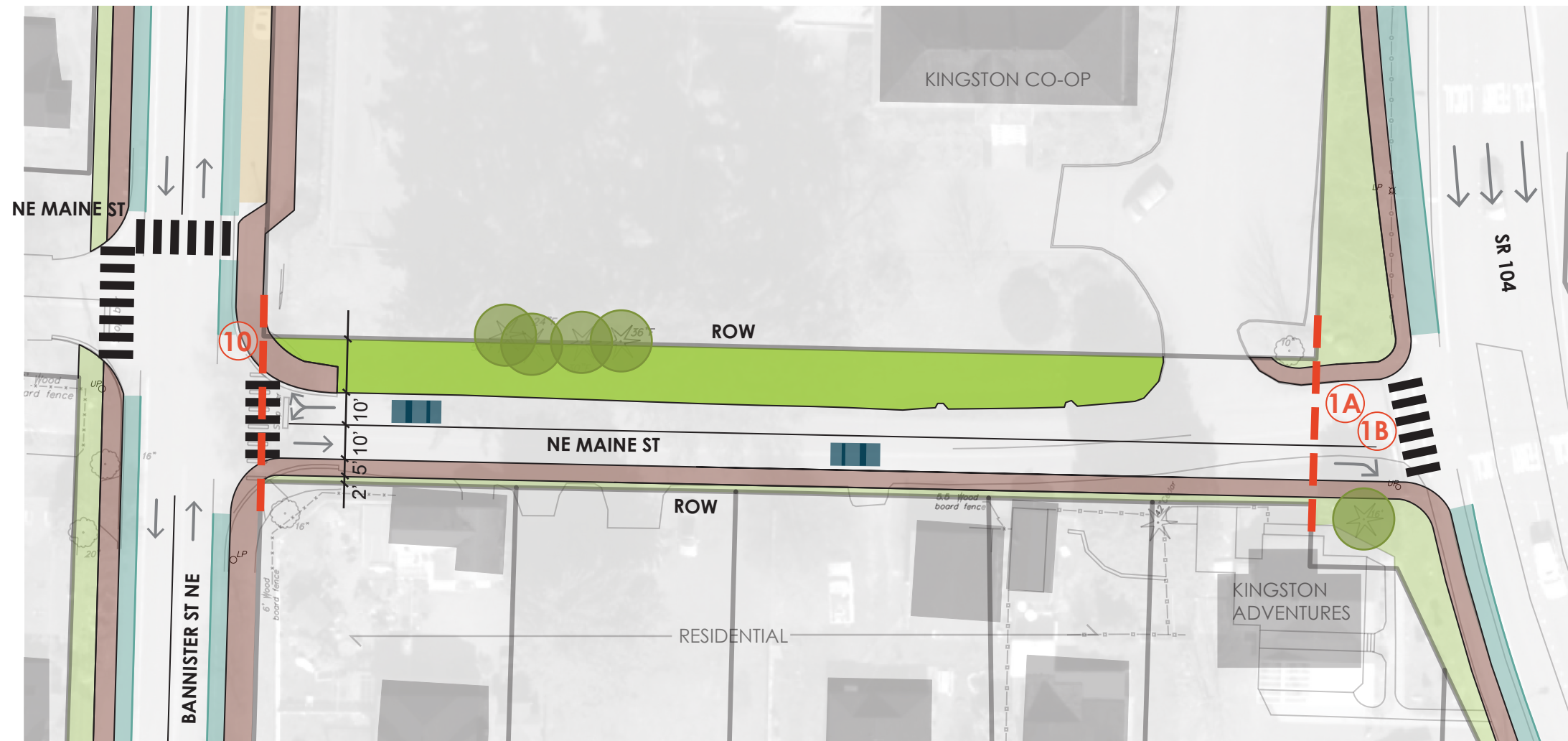
above: extension of sidewalk would provide pedestrians a place to walk



PROJECT KEY



above: existing biofiltration swale and large trees



PLAN VIEW



1"=40'

- sharrow
- parking
- adjacent project number
- parcel line
- sidewalk/path
- bioretention swale
- bike lane
- vegetated buffer
- project limit