

3A KINGSTON COMPLETE STREETS: WASHINGTON BLVD NE- BETWEEN MAIN ST AND NE 1ST ST

ACTIVE SHARED USE MAJOR

PURPOSE:

Washington Boulevard lacks definition of travel lanes, parking areas, and pedestrian space, making it difficult and unsafe to traverse. Defined travel lanes, parking spaces, and the addition of sidewalks will improve safety and allow for better access to businesses and transit. This corridor is identified on the North Kitsap Trails Association map.

DESCRIPTION / FEATURES:

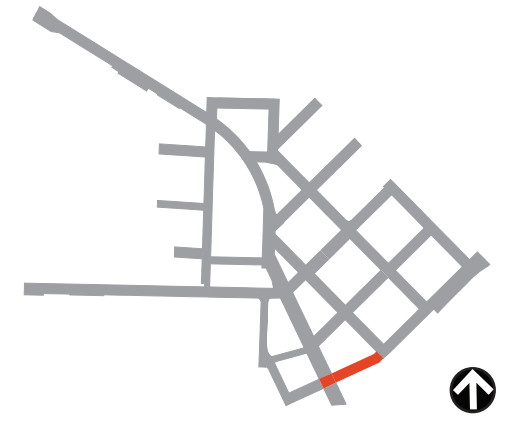
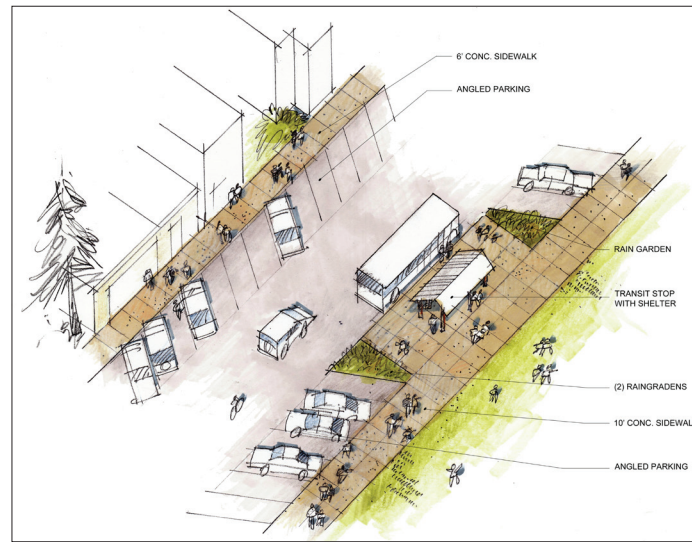
One way NE bound travel is retained, angled parking is defined both sides, and sidewalks are provided both sides. Sidewalks are widened, adjacent to the Port Park, at the transit stop, and at intersection corners to accommodate ADA ramps and a higher volume of people. Planting strips adjacent to parking are sized to accommodate rain gardens or trees. Potential for convertible street this block, with flush or mountable curbs one or both sides. Integrate sidewalk frontage with Port Park design elements. Potential for move of transit stop to lower Port parking lot would allow for increased parking.

COSTS: \$1,042,000

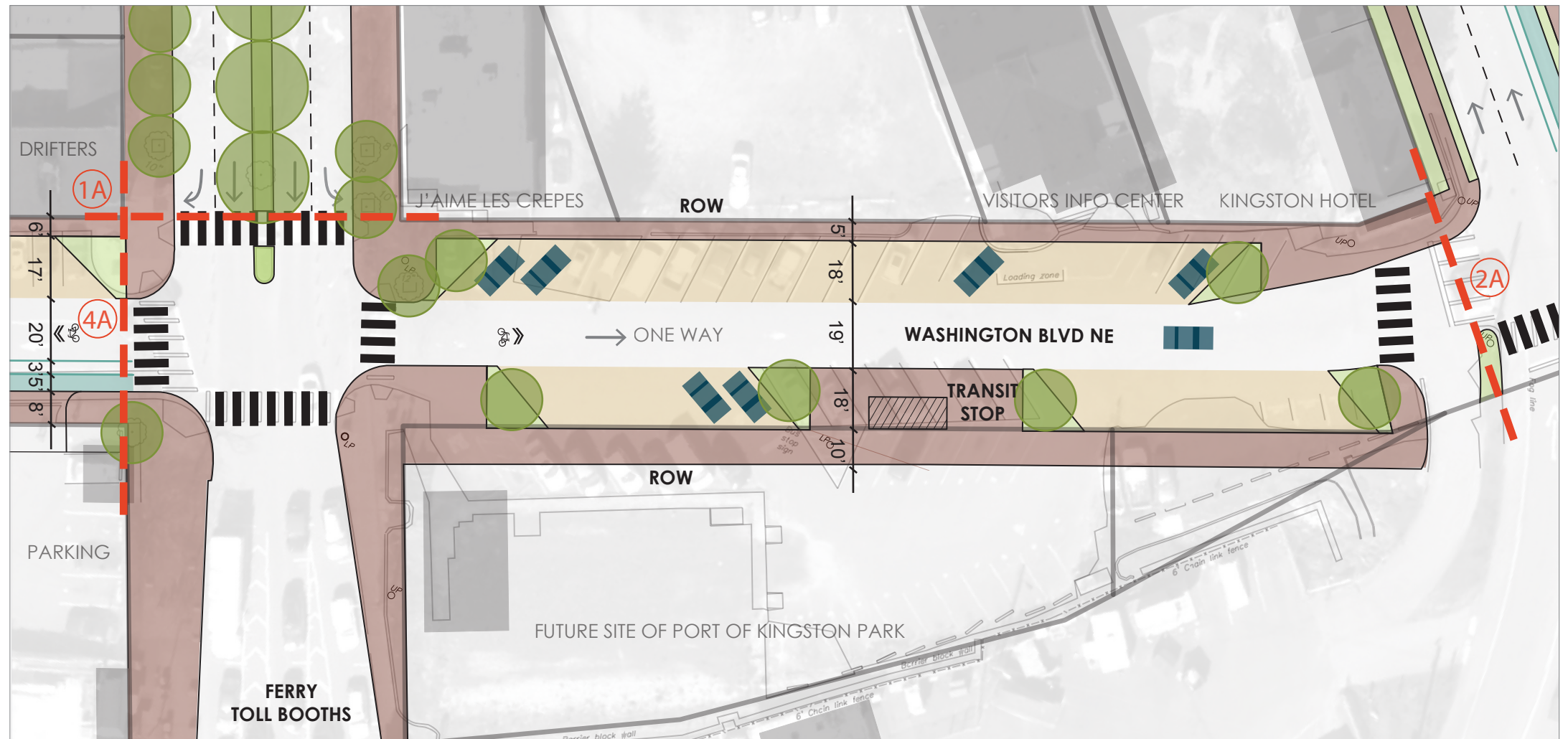
RANKING: HIGH



above: convertible street when open for vehicles, but can be closed for public events.



PROJECT KEY



PLAN VIEW



1"=40'

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



3B KINGSTON COMPLETE STREETS: WASHINGTON BLVD NE - BETWEEN MAIN ST AND NE 1ST ST

ACTIVE SHARED USE MAJOR

PURPOSE:

Washington Boulevard lacks definition of travel lanes, parking areas, and pedestrian space, making it difficult and unsafe to traverse. Defined travel lanes, parking spaces, and the addition of sidewalks will improve safety and allow for better access to businesses. With ferry ingress moved to NE 1st Street, transit can provide access, in the holding lanes, closer to the ferry. This corridor is identified on the North Kitsap Trails Association map.

DESCRIPTION / FEATURES:

Two way traffic on Washington Boulevard improves access for local traffic, but left turn from ferry egress is not permitted. Angled or parallel parking, and sidewalks are provided both sides. Sidewalks are widened along the south side, adjacent to the Port Park, and at intersection corners to accommodate ADA ramps and a higher volume of people. Both lanes also accommodate sharrow on this low volume, low speed roadway. Planting strips adjacent to parking and alongside the transit access lane are sized to accommodate rain gardens. Potential for a convertible street, with flush or mountable curbs, could expand function of a civic/community space adjacent to the Port Park. Potential for elevated crosswalks to carry convertible street across intersection.

COSTS: \$1,091,000

RANKING: HIGH



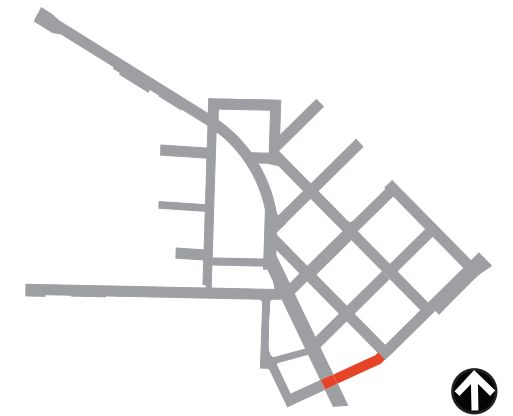
above: parking area rain gardens



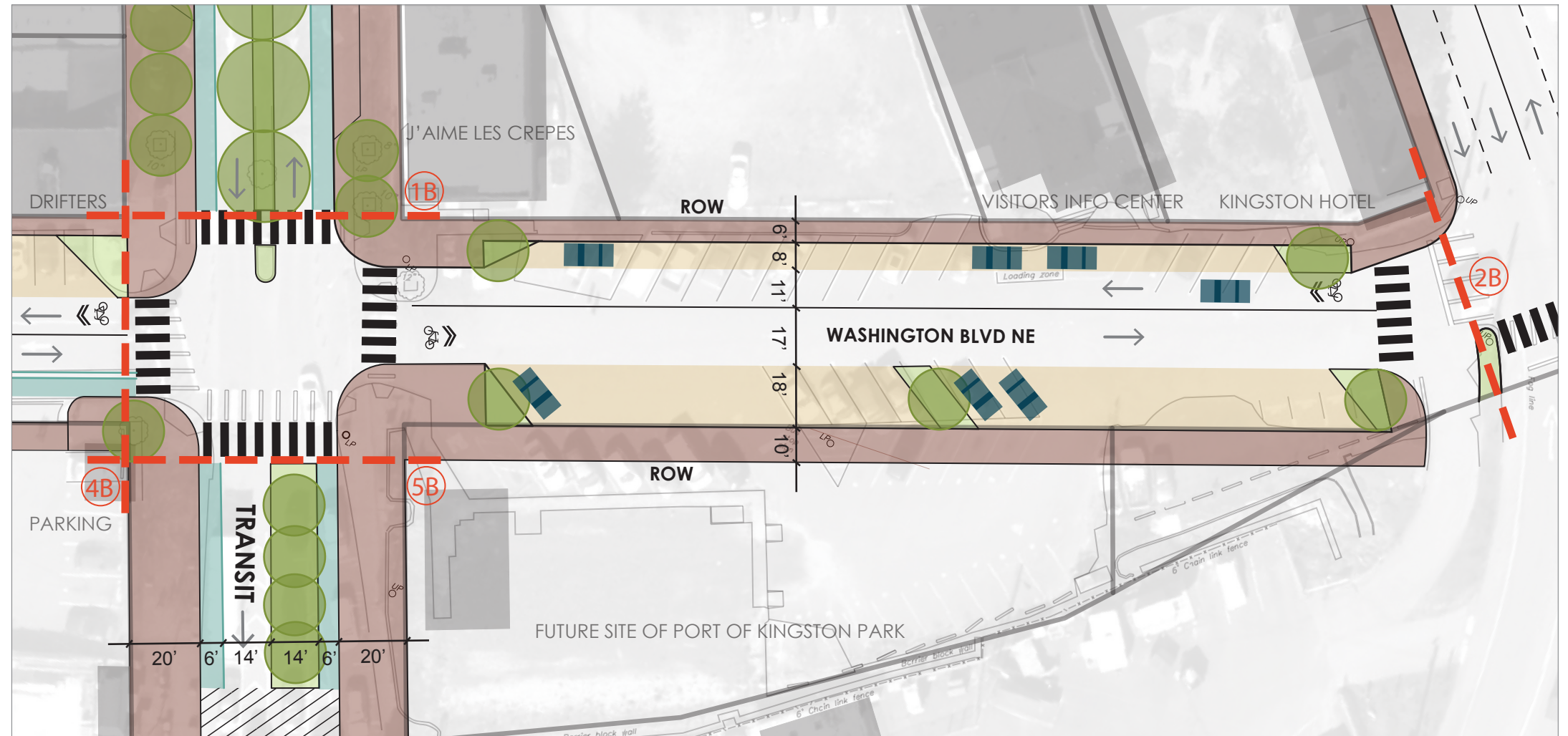
above: crosswalks at sidewalk level improve accessibility and calm traffic



above: convertible street allows for flexible use



PROJECT KEY



PLAN VIEW



1"=40'

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



4A KINGSTON COMPLETE STREETS: WASHINGTON BLVD NE- BETWEEN CENTRAL AVE NE AND MAIN ST

ACTIVE SHARED USE MAJOR

PURPOSE:

Washington Boulevard and its angled parking serves as an informal 'kiss and ride' for ferry commuters. It is low volume, low speed, and can continue to serve this function until volumes increase. Non-motorized improvements are lacking or discontinuous and pedestrian and bicyclist safety would be improved with the addition of these dedicated facilities.

DESCRIPTION / FEATURES:

One way west bound travel is retained, angled parking is retained, but sidewalks are provided both sides. The sidewalk along the south side may need a flush or mountable curb in order to retain Port parking on the adjacent property. A contra-flow bicycle lane with a buffer is provided for east bound, uphill cyclists. Expanded crosswalk striping at Washington Blvd. and Central Avenue provide continuity from the bike route through Port parking to Central Avenue. Planting strips adjacent to parking are sized to accommodate rain gardens or trees.

COSTS: \$384,000

RANKING: MEDIUM



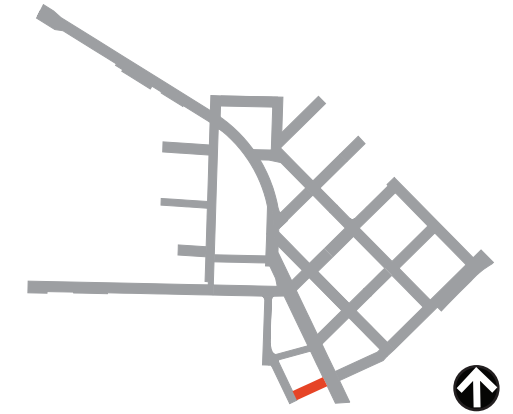
above: rain garden and angled parking



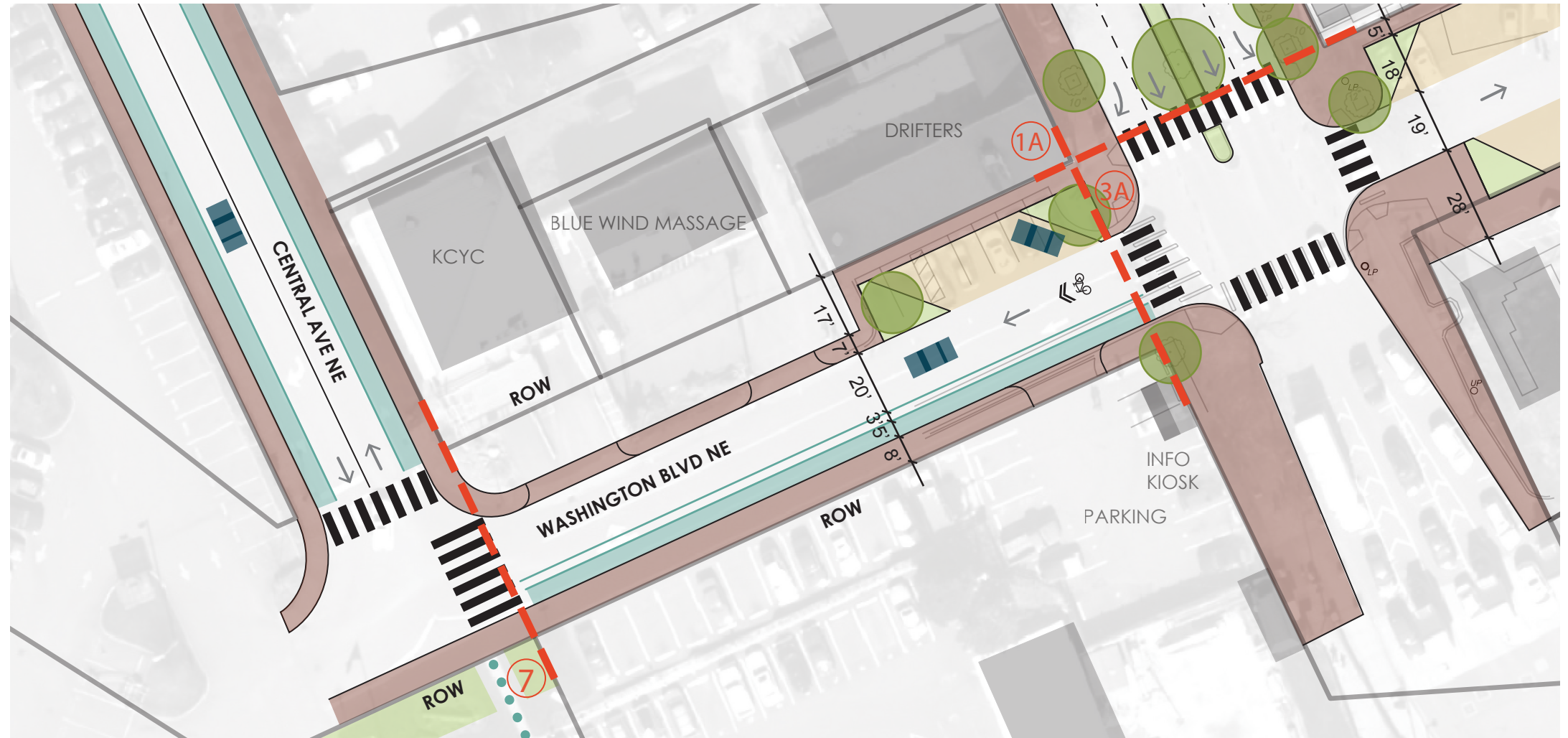
above: existing mountable curb at Port parking would remain



above: contra-flow bicycle lane












PROJECT KEY



PLAN VIEW



1"=40'

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



4B KINGSTON COMPLETE STREETS: WASHINGTON BLVD NE- BETWEEN CENTRAL AVE NE AND MAIN ST.

ACTIVE SHARED USE MAJOR

PURPOSE:

With ferry ingress moved to NE 1st Street, Washington Boulevard could benefit from transition to a two-way street, improving access for local traffic. As redevelopment may occur on Port property, the addition of short-term or service parallel parking may be a good alternative to head-in parking.

DESCRIPTION / FEATURES:

Two way traffic on Washington Boulevard improves access for local traffic, angled parking is retained, and parallel parking is added as an option to head-in parking. Buffered bike lane and sidewalks maintain a strong non-motorized connection between Central Avenue and Main Street. Potential for a convertible street, with flush or mountable curbs, could expand function of a civic/community space across the intersection at Main Street.

COSTS: \$383,000

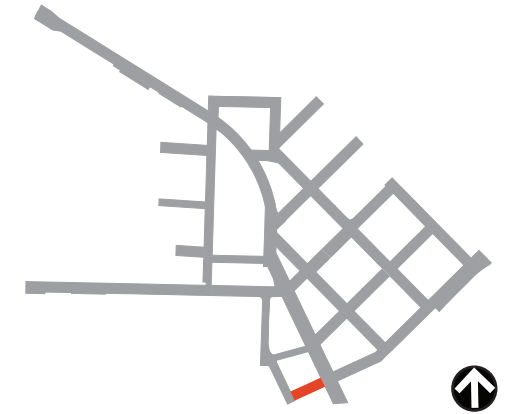
RANKING: MEDIUM



above: sharrow



above: buffered bike lane



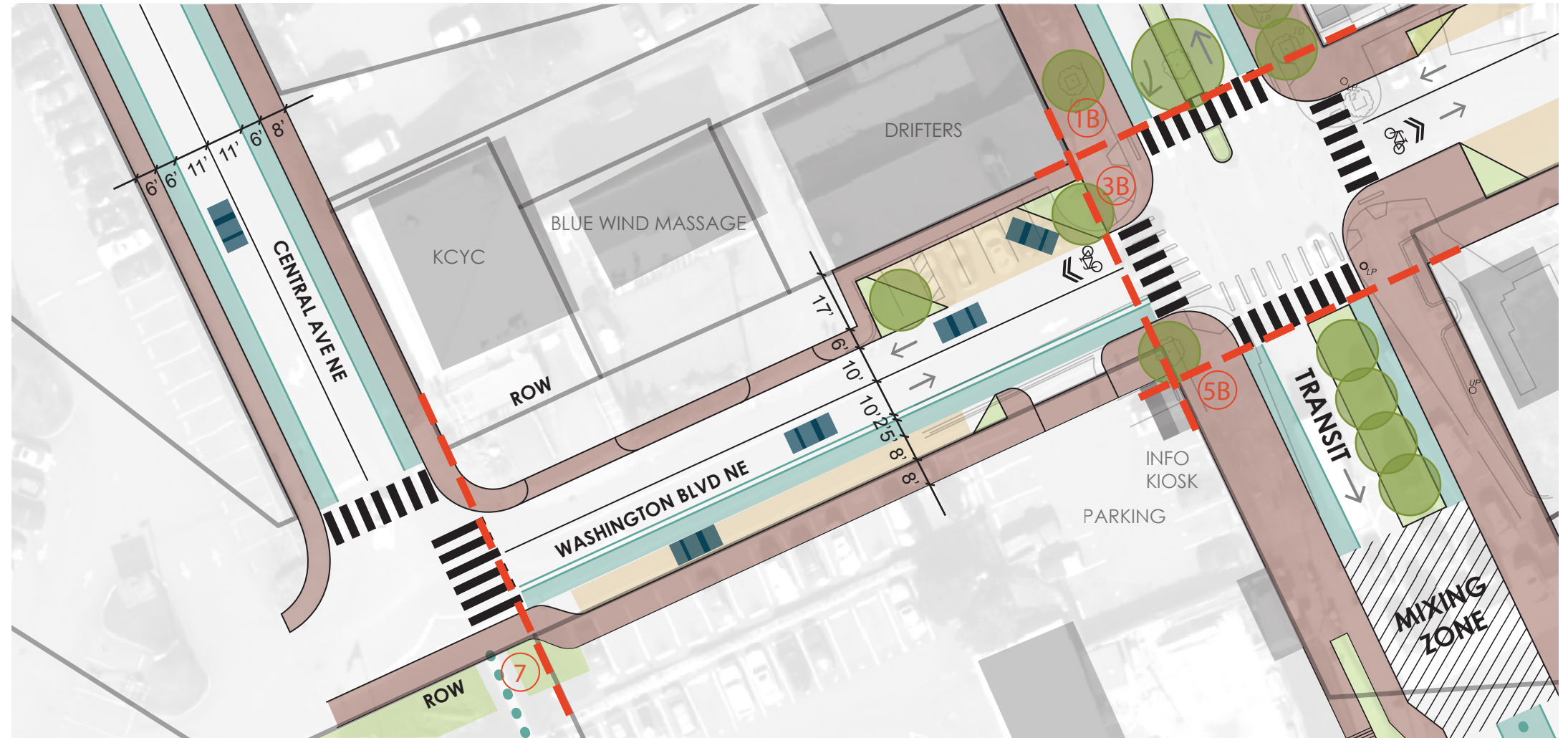
PROJECT KEY



above: convertible street allows flexibility



above: parking area rain gardens



PLAN VIEW 1"=40'

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



5B KINGSTON COMPLETE STREETS: WASHINGTON BLVD NE- BETWEEN MAIN ST AND HOLDING LANES

ACTIVE SHARED USE MAJOR

PURPOSE:

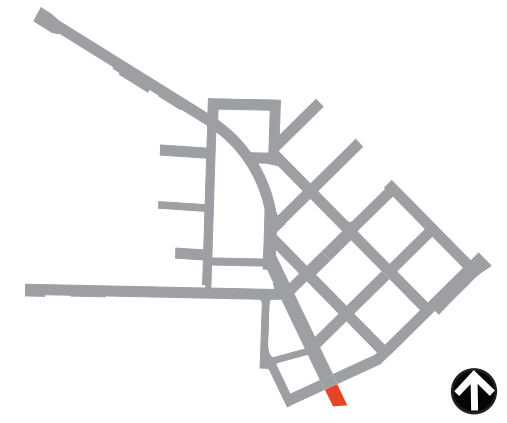
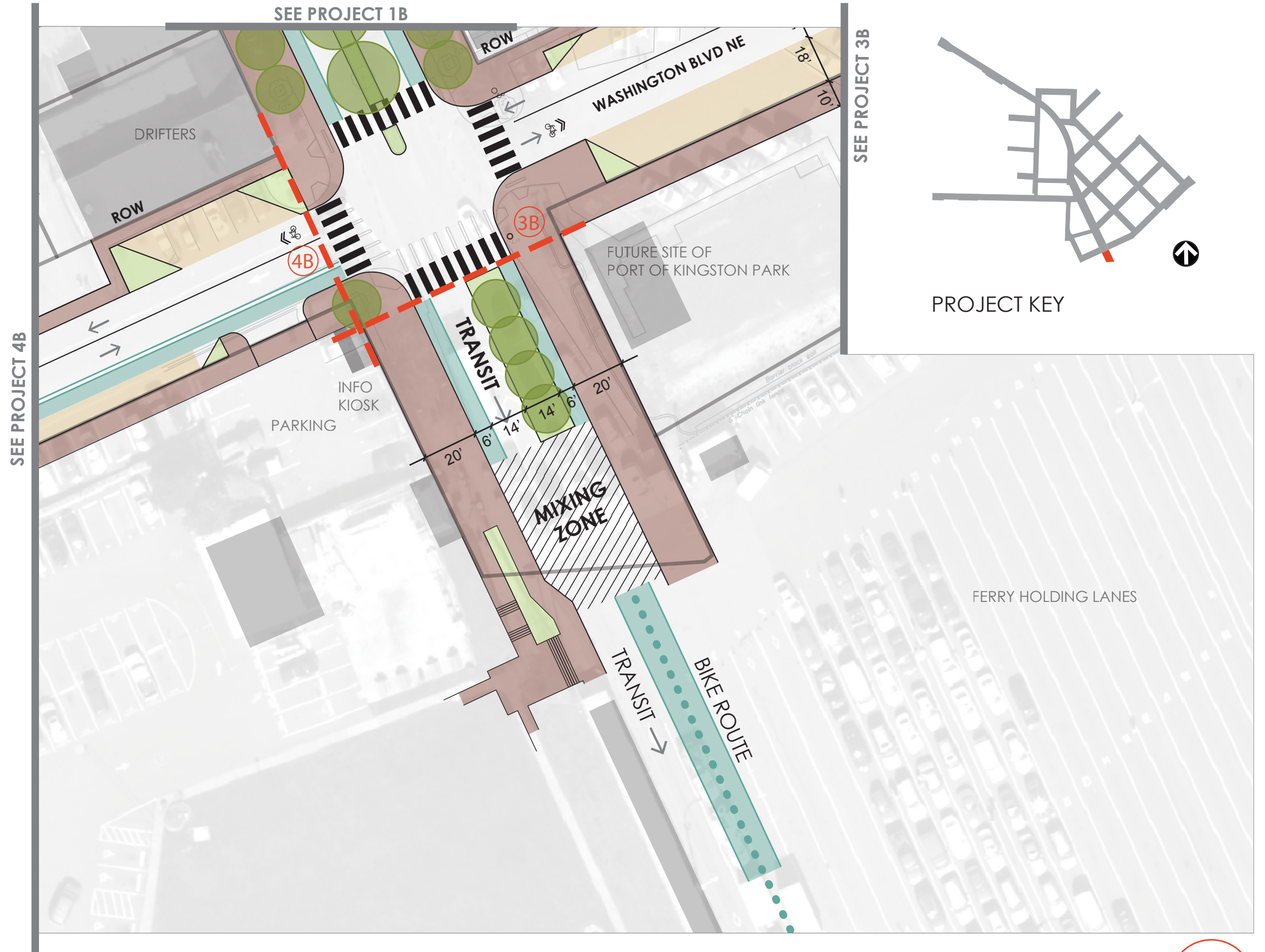
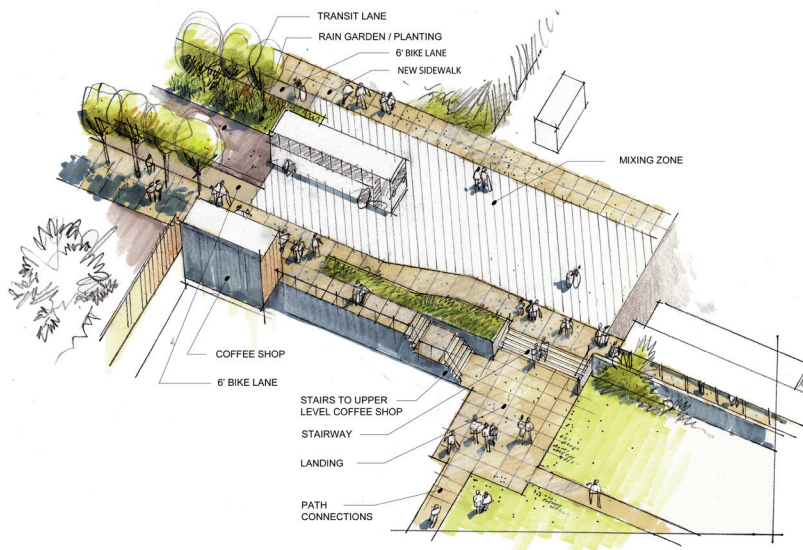
With ferry ingress moved to NE 1st Street, the current access to the ferry holding lanes at the end of Main Street can be dedicated to transit, bicycle, and pedestrian use. This area can be an extension of the urban street improvements proposed along Main Street and Washington Boulevard, creating a more contiguous space for pedestrians.

DESCRIPTION / FEATURES:

Access through this corridor is limited to one-way (in) transit, and two-way bicycle and pedestrian traffic. Transit holds the inside lane, adjacent to the existing sidewalk. On-street two-directional bike lanes merge in a 'mixing zone' before becoming a two-way cycle track onto the ferry. A new grand stair connection is created between the lower Mike Wallace Park and the upper sidewalks, making a more obvious connection between the park and the business district.

COSTS: \$787,000

RANKING: HIGH



PROJECT KEY

PLAN VIEW **1"=40'**

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

5B