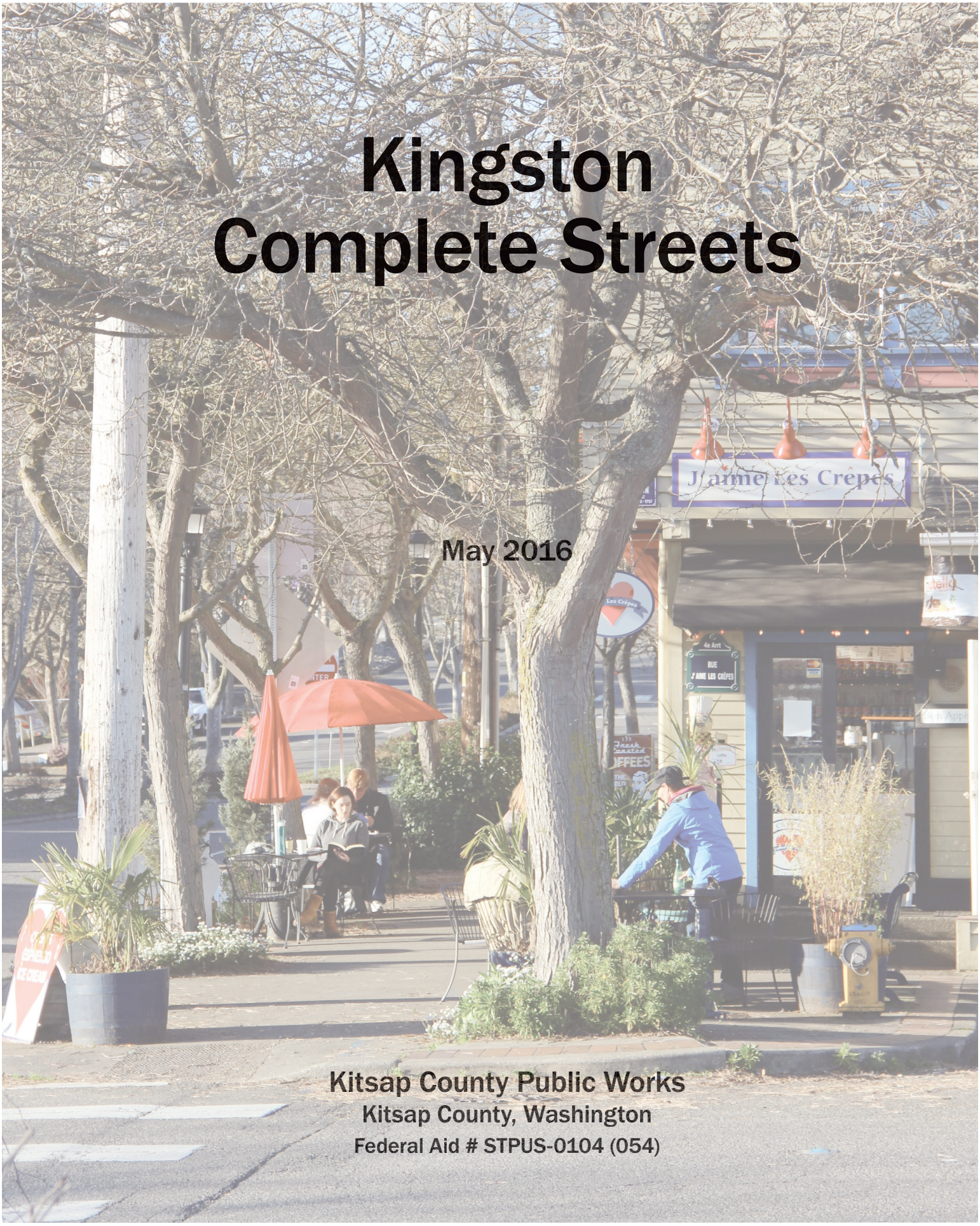


Kingston Complete Streets

May 2016

Kitsap County Public Works

Kitsap County, Washington

Federal Aid # STPUS-0104 (054)

Kingston Complete Streets

Prepared for:
Kitsap County Public Works
614 Division Street, MS-26
Port Orchard, WA 98366

May 2016

Prepared by :
MacLeod Reckord PLLC
110 Prefontaine Place South, Suite 600
Seattle, WA 98104

Federal Aid # STPUS-0104 (054)

ACKNOWLEDGMENTS

This report would not have been made possible without the assistance of a great number of individuals. We would like to thank the following for their time and input:

Kitsap County Board of Commissioners
Commissioner Robert Gelder, District 1
Commissioner Charlotte Garrido, District 2
Commissioner Edward E. Wolfe, District 3

Kitsap County Staff
Andrew Nelson, PE, Director, Public Works
Jon Brand, PE, Assistant Director, Public Works
Jeff Shea, PE, County Traffic Engineer
Chris May, Stormwater Management Division Program Director
Greg Cioc, Senior Transportation Planner
David Forte, Transportation Planning Supervisor

Kingston Complete Streets Advisory Committee
Colleen Carey
Keith Gurnee
MaryAnn Harris
Don Hutchins
Nick Jewett
Jerry Kirschner
Nancy Langwith
David Malone
Bim Prince
Dan Smith

Port of Kingston
Commissioner Bruce MacIntyre
Commissioner Walt Elliott
Commissioner Mary McClure
Commissioner Pete DeBoer (Ret.)

Kingston Citizens Advisory Council
Mark Libby, At Large
Naomi Maasberg, At Large
Betsy Tarpley, At Large
MaryAnn Harris, At Large
Dennis Hedlund, At Large
Steve Heacock, At Large
Don Hutchins, Rotary Club
Dave Wetter, Village Green Foundation
Nancy Langwith, Greater Kingston Economic Development Committee
Mary Gleysteen, Friends of the Library
Glenn Malin, Kiwanis Club
Libby Roundy, Kingston Youth
Colleen Carey, Kingston Chamber of Commerce
Patty Page, North Kitsap School District
Chris Placentia, Port Gamble S'Klallam Tribe
Bobbie Moore, Village Green Metropolitan Park District

Consultants

MacLeod Reckord
Connie Reckord, PLA, ASLA, LEED AP, Project Manager
Terry Reckord, PLA, FASLA, Principal in Charge
Tatyana Vashchenko, ASLA, ecoPRO, Project Designer

Beckwith Consulting
Tom Beckwith, FAICP, Principal

Heffron Transportation
Jennifer Barnes, PE, Senior Transportation Engineer
Marni Heffron, PE, Principal

KPFF Consulting Engineers
Pat Sloan, PE, Associate Civil Engineer

TABLE OF CONTENTS

INTRODUCTION

PROJECT OVERVIEW

In cities and neighborhoods around the country, residents and community leaders are redefining transportation networks to break down the traditional separations among driving, riding transit, bicycling and walking.

Local Complete Streets efforts are being developed as part of public health campaigns to create safe, attractive environments for travel and physical activity; as a way to address safety concerns; or as part of an economic development strategy.

Kitsap County and the local community have embarked on a Complete Streets planning study in the community of Kingston, in the area generally known as the Urban Village Center.

The general scope of this project is to develop a Complete Streets plan for the Community that is consistent with, and builds upon, previous County and local planning/design efforts. Complete Streets is a design approach that requires streets to be planned, designed, operated, and maintained to facilitate safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets principles do not mandate that every street must accommodate every transportation mode, rather the transportation system is evaluated as a whole to ensure all modes can reach their destination as safely and efficiently as possible. Complete Streets provide balanced solutions and allow for safe travel by those walking, bicycling, driving automobiles or riding public transportation.


KINGSTON
EDMONDS
POULSBO
BAINBRIDGE ISLAND
SEATTLE
Vicinity Map


ESPRESSO
ONE WAY

BACKGROUND

The Kingston Urban Growth Area (UGA) was established in 1998 through adoption of the *Kitsap County Comprehensive Plan* and the *Kingston Sub Area Plan*, which was adopted in 2003, and has been periodically revised and is currently being updated. The Comprehensive Plan provides a policy basis for the Complete Streets project within the area identified as the Urban Village Center (UVC), including support for improving safety for all modes of travel, reducing the adverse effects of ferry traffic, and balancing parking in the downtown center.

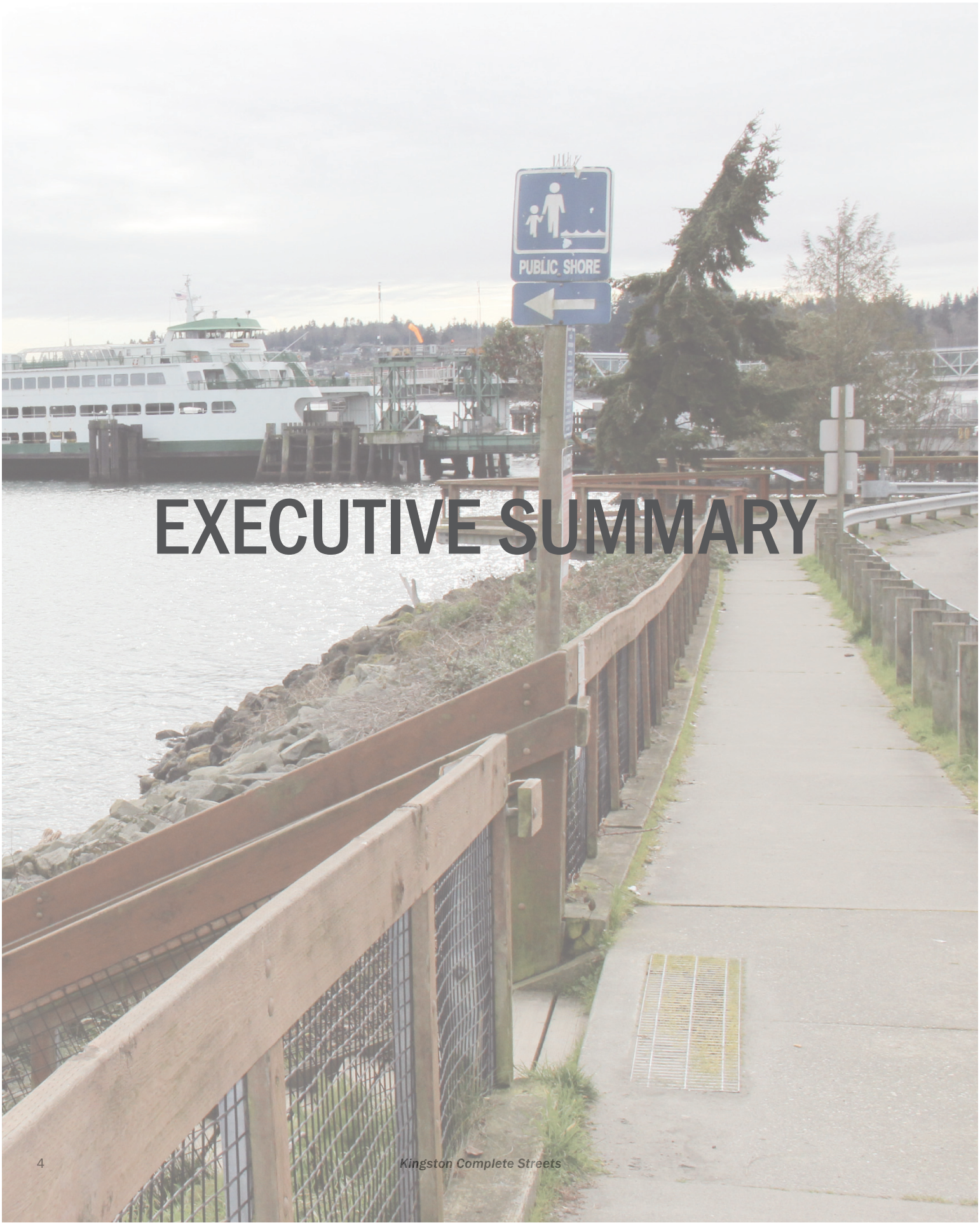
Implementation strategies include exploring the feasibility of relocating SR 104 ferry traffic in order to relieve congestion in the downtown. The Kingston community developed a *Downtown Master Plan* in 2009, and advanced the visioning in the *Miller Bay Road Corridor Project: Downtown Kingston Report* (Cascade Design Collaborative, 2012). In 2014, Kitsap County developed a *Green Streets Plan* that identifies and recommends Green Stormwater Solutions (GSS) for treatment of stormwater in the public realm.

This Complete Streets plan builds upon the earlier work, and develops more detailed recommendations for achieving the multi-modal vision established earlier, strikes a better and safer balance among all modes of transportation, examines ways to mitigate the effects of ferry traffic flows on local corridors and explores a potential alternative that realigns both directions of ferry traffic to the north couplet, thus freeing the primary downtown street for community use and economic development. It also makes recommendations for stormwater collection and treatment, analyzes parking issues, and explores economic development opportunities in the Study Area.

GRANTS

This Complete Streets plan is funded primarily by a 2013 Rural Town Centers & Corridors Program grant from the Puget Sound Regional Council (PSRC). The grant application described the intent of the Complete Streets planning process and outlined the expected outcomes to include the following: "...planning for a range of transportation options including walking, bicycling, riding on transit and...in private automobiles", and "...upgrading of local access streets to promote...pedestrian safety, provide traffic calming, and enhance the aesthetic values of the streetscape." It also included the intent to address the issue of ferry traffic intrusion in the UVC and exploration of alternative solutions.

A second application to the PSRC's Rural Town Centers & Corridors Program, for a project entitled the *Washington Boulevard Improvement Project,* was submitted in the spring of 2015 and was similarly successful. This grant is intended to fund the construction of specific improvements within the Washington Boulevard corridor, including bicycle and pedestrian facilities that comply with Americans with Disability Act (ADA), improved lighting, and stormwater facilities The schedule is for the design phase to be completed in the fall of 2017, and construction completed in the summer of 2018.



EXECUTIVE SUMMARY

COMPONENTS OF THE PLAN

The purpose of this study is to develop planning strategies, design recommendations and projects that will make downtown Kingston a safer, more accessible, more distinct, more vibrant and more attractive place to be through the application of *Complete Streets* principles and concepts.

The Plan identifies appropriate solutions within the public right-of-way to the extent possible to achieve the goals of a balanced transportation system. Specific focus is on:

- Potential redevelopment or new development of streets and sidewalks;
- Evaluation of parking demand and availability;
- Conceptual design of bicycle and pedestrian corridors and/or urban streetscape improvements;
- Opportunities for stormwater/low impact development (LID) improvements;
- Traffic analysis, operational modeling for SR 104 modifications;
- Related tasks associated with Complete Streets policies; and,
- Analysis and recommendations for economic development.

The final product describes and documents the process and identifies a series of recommendations and specific projects, prioritized for development.

The study approaches the planning effort through a detailed analysis and assessment of these five distinct, but related, components:

Complete Streets

Transportation

Urban Design

Stormwater

Economic Development

LEFT: Convertible street

RIGHT: Activating public plazas

COMPLETE STREETS

The Complete Streets plan for Kingston provides important background information on the history and definition of Complete Streets and identifies with numerous examples the full range of physical improvements that could be implemented to achieve a more balanced solution for all transportation modes.

The Plan provides a full analysis of the community's assets and challenges illustrated in a series of analysis maps and described in greater detail in technical reports. Key is the evaluation of Kingston's existing (and potential future) circulation patterns, both motorized and non-motorized, which begins to identify priority corridors that require significant change to be truly Complete Streets, and those that require little change to be successful. The Plan acknowledges that the physical and organizational character of Kingston is, and should remain, unique, which requires restraint in the application of standard roadway design detail in certain areas of the community, specifically the downtown business district and the nearby residential neighborhoods. There is opportunity to establish and enliven street frontages with more pedestrian and properly scaled solutions that are less auto-centric, while still accommodating the significant volume of ferry traffic.

The Plan provides concept level plans showing specific improvements, whether separated trail, bicycle lanes, narrowed travel lanes, sidewalks, improved crossings, consolidated parking, paved shoulders, gathering areas, gateways, and other concepts in each block of the Study Area. These are conceptual in nature and will require further community input and adjustment to actual conditions before design can be finalized. Funding opportunities, phasing, and future development will all affect final design.

Work beyond the Study Area is important to the success of the Plan and recommendations are made to develop plans in conjunction with those underway by Washington State Department of Transportation (WSDOT), Washington State Ferries (WSF), the Port of Kingston, and Kitsap County. Not only is there benefit of continuity and integration of facilities, but of funding opportunities in such partnerships. There is enthusiasm growing among all groups to support a more Complete Streets development in and beyond the community.

TRANSPORTATION

The Complete Streets projects would provide a comprehensive pedestrian and bicycle network within the Study Area, improving safety and mobility for non-motorized travelers, improving transit accessibility, and supporting local, regional and statewide transportation policies to encourage alternatives to automobile travel and to increase walk-on ferry ridership.

The Plan would provide the facilities and capacity needed to accommodate ferry-generated automobile and truck traffic, as well as local vehicle traffic. The existing couplet configuration (Alternative A) favors the major vehicle flow on SR 104 (also called Main Street in the downtown core), and vehicles traveling through Kingston to and from the ferry would be relatively unimpeded. However, combined with the other Complete Streets projects, this alternative would still improve conditions for non-motorized travelers. Reconfiguration to accommodate both directions of ferry vehicle traffic on NE 1st Street (Alternative B) more strongly supports the project goals by physically separating ferry vehicle traffic from non-motorized and local vehicle traffic, and also provides more space on Main Street to accommodate pedestrians and bicyclists. With this configuration, traffic signal control is recommended where the local traffic intersects the ferry traffic, because it would maintain acceptable vehicle operations during peak ferry conditions and provide protected crossings for local pedestrian, bicycle, and vehicle traffic.

Removal of some parking spaces resulting from the Complete Streets improvements would increase peak parking utilization in downtown Kingston, but the area is still expected to have excess parking capacity even during typical peak conditions. Parking efficiency could potentially be improved through provision of signage that clearly identifies long-term and short-term parking options in the area, and improving pedestrian connections between the parking areas and activity centers.

LEFT: Bike share parking

RIGHT: Convertible street with transit

Widened sidewalk accommodates takes and activates downtown street

LEFT: Lighting and protective awning; pergola and significant trees at town center

BELOW: Urban design details: paving, planting, lighting provide unique street character

URBAN DESIGN

While the primary components of a Complete Streets plan are focused on transportation and the enhanced movement of people and goods through the community, the development of such a plan also presents the opportunity to design improvements in the larger transportation corridor to make it more safe, comfortable, and interesting. Comprehensive and cohesive design of the entire streetscape should include not just circulation but consideration of such elements as wayfinding, lighting, pavement types, furniture, art, planting, public gathering places, signing, and management, all of which can contribute positively to the character and identity of the community, foster social interaction, and contribute to economic vitality.

This Plan, while including detailed examination of opportunities for multi-modal transportation improvements in Kingston, including major modifications to ferry traffic circulation, suggests a series of urban design improvements in the downtown core that are intended to capitalize on the unique history and character of Kingston in ways that enliven the public realm and make it an authentic and attractive place for public interaction and economic development.

RIGHT: Raingardens behind the parapet wall and wide plant bed at the street improves water quality and street aesthetics

STORMWATER

With any proposed streetscape improvements, there will be necessary stormwater improvements to retrofit the roadway for conveyance and treatment. This study builds upon earlier work that had been developed by Kitsap County including the *Kingston Low Impact Development (LID) Stormwater Retrofit Study* (2012). The goal is to identify stormwater retrofit opportunities within the Study Area that could be implemented with the Complete Streets program.

A secondary goal of this Plan is to identify storm drainage issues in the Urban Village Center and to determine whether proposed improvements would exacerbate these problems and develop concepts to address them. These conceptual projects may be independent of specific street improvement projects.

Kingston's waterfront location, with the presence of a WSF Terminal, makes it a key location for addressing treatment of stormwater due to a high volume of transient vehicular traffic. The community and its stakeholders, including the Port of Kingston and WSDOT have acknowledged the importance of protecting the natural resources of the area.

The Plan makes recommendations for specific LID strategies and identifies opportunities for partnering with other stakeholders to maximize efficient conveyance and treatment of stormwater, all in the broader context of Complete Streets improvements.

LEFT: Convertible street transforms to a weekend market

RIGHT: Wayfinding sign guides visitors

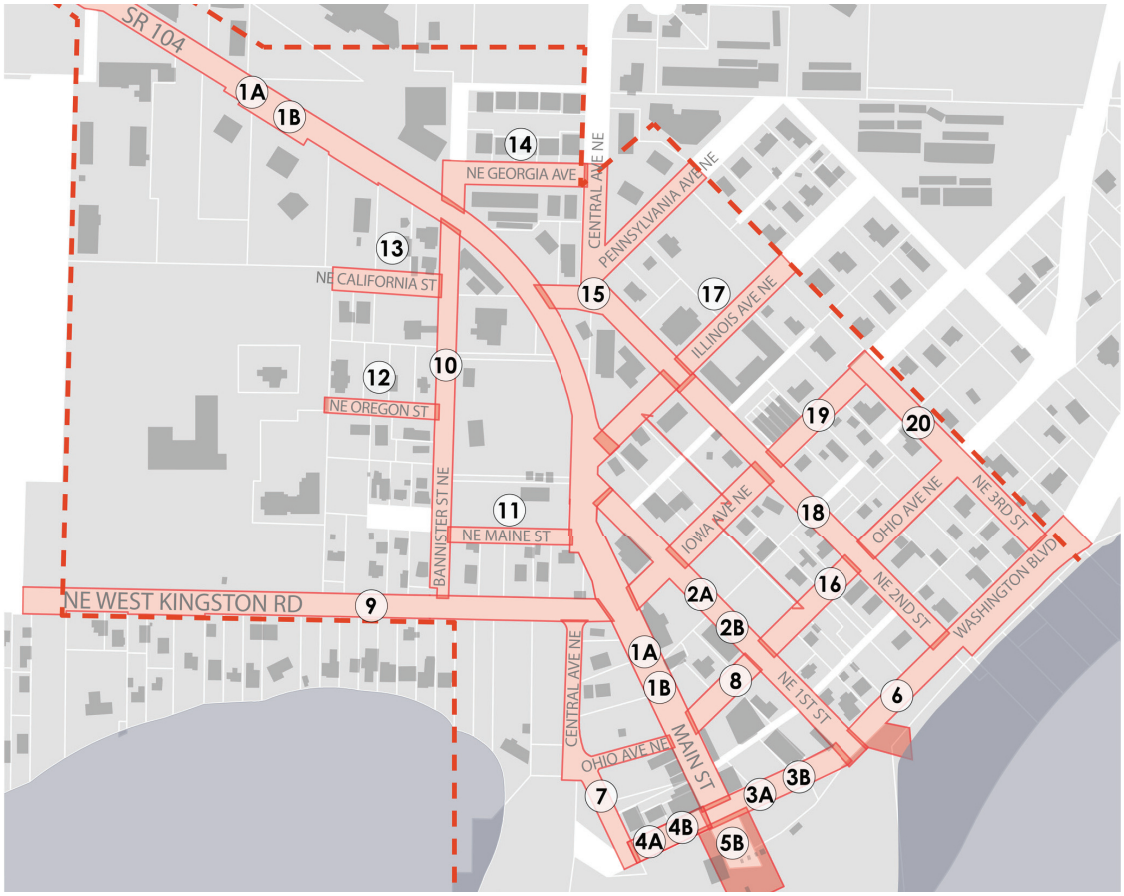
ECONOMIC DEVELOPMENT

The review of economic development issues includes a variety of socio-economic data and notes that Kingston's Urban Village Center currently has a fairly high number of vacant or "underutilized" properties, as well as a shortage of specialty stores in the retail mix to serve local, commuter and tourist consumers. The report recommends expanding that retail mix, and focuses on a series of "catalytic sites" (significant properties that are vacant, underdeveloped, for sale, under public/agency ownership or otherwise available for development) that have the potential to stimulate economic development elsewhere in the downtown core. Conceptual Plans or "Envelope Studies," have been developed for each catalytic site that suggest potential ways they can be utilized to meet market interest and development requirements.

One of the overarching goals of the Complete Streets planning process is to create a physical environment that attracts new business, enhances street life, draws consumers, and stimulates the local economy by utilizing available tools:

- **Fully accessible pedestrian circulation and connections**
- **Properly located, configured and distributed parking**
- **Places for social interaction**
- **Clear and legible wayfinding**
- **Comfortable public space**
- **A strong sense of local identity/authenticity**
- **Provision for a broad user demographic**

Creative utilization of these tools can transform the public realm in ways that make these public spaces authentic, unique to the Kingston community and desirable to residents and visitors alike.



#	Project Name	from	to	length (LF)	cost	priority
1A	**SR 104**	Lindvog Road NE	Washington Blvd NE	2,530	2,418,000	H
2A	**NE 1st Street**	SR 104	Washington Blvd NE	600	1,605,000	H
3A	**Washington Blvd NE**	Main St	NE 1st St	390	1,042,000	H
4A	**Washington Blvd NE**	Central Ave NE	Main St	200	384,000	M
1B	**SR 104**	Lindvog Road NE	Washington Blvd NE	2,530	4,760,000	H
2B	**NE 1st Street**	SR 104	Washington Blvd NE	600	3,586,000	H
3B	**Washington Blvd NE**	Main St	NE 1st St	390	1,091,000	H
4B	**Washington Blvd NE**	Central Ave NE	Main St	200	383,000	M
5B	**Main St**	Washington Blvd NE	Ticket Booths	130	787,000	H
6	**Washington Blvd NE**	NE 1st St	NE 3rd St	680	782,000	H
7	**Central Ave NE + Ohio Ave NE**	Washington Blvd NE	NE West Kingston Rd/Main St	880	693,000	H
8	**Ohio Ave NE**	Main St	NE 1st St	220	452,000	M
9	**NE West Kingston Rd**	Lindvog Road NE	Main St	1,540	2,247,000	H
10	**Bannister St NE**	NE West Kingston Rd	SR 104	950	846,000	L
11	**NE Maine St**	Bannister St NE	Main St	310	193,000	L
12	**NE Oregon St**	Village Green	Bannister St NE	280	317,000	M
13	**NE California St**	Village Green	Bannister St NE	270	185,000	L
14	**NE Georgia Ave**	Bannister St NE	Central Ave NE	400	639,000	M
15	**Central Ave NE + Pennsylvania Ave NE + NE 2nd St**	SR 104	Illinois Ave NE	1,120	1,156,000	M
16	**Illinois + Iowa + Ohio Aves NE**	NE 1st St	NE 2nd St	830	878,000	M
17	**Illinois Ave NE**	NE 2nd St	ext. of NE 3rd St	340	351,000	L
18	**NE 2nd St**	Pennsylvania Ave NE	Washington Blvd NE	950	1,781,000	H
19	**Iowa Ave NE**	NE 2nd St	NE 3rd St	300	330,000	L
20	**NE 3rd St + Ohio Ave NE**	NE 2nd St	Iowa Ave NE & WA Blvd NE	980	964,000	L

PROJECT RECOMMENDATIONS

The Plan integrates the five components of the study into a series of Projects recommended for implementation.

These 20 Projects, ranging from one block to ten blocks in length, illustrate conceptual level design recommendations that will provide a balanced transportation system throughout the Study Area. Each Project Sheet includes recommended design standards and guidelines, a statement of purpose, project description, estimated cost, and its relative priority ranking. These conceptual Projects provide the basis for further public discussion that will advance final design, and as a means to pursue funding for final design and construction.

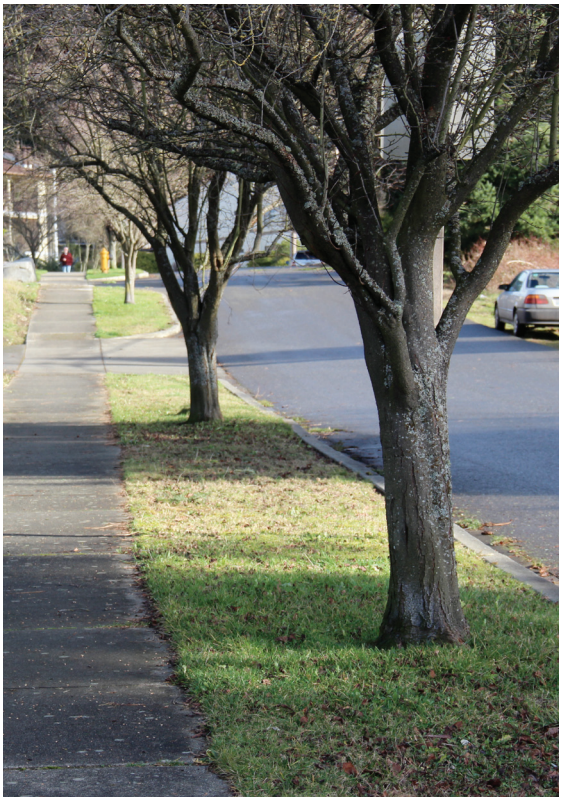
A Project Summary matrix identifies the 20 featured Projects and provides length, cost, and priority ranking. The Project Map locates the 20 Projects within the Study Area, and the Project Sheets show more detailed information for each project.

LEFT: Enhancements along Main Street will activate use of the downtown core

RIGHT: The Port of Kingston's shoreline trail and connection to ferries is an important extension of the Complete Streets Plan

There are a number of overarching strategies of Complete Streets planning that inform the specific recommendations noted in the Project sheets, some of which are outlined below.

- Street improvements can be made throughout the project Study Area even in anticipation of future changes in the circulation system in the downtown core. However limited capital expenditure should be dedicated to interim projects that would be displaced with future changes to ferry access and operations.
- When and if ferry ingress is relocated to NE 1st Street, the recommended solution is for a signalized intersection treatment (rather than roundabout) in order to achieve:
  - Most efficient overall operation for vehicular and non-motorized traffic
  - Greatest flexibility to accommodate ferry queues
  - Safest and most active protection for pedestrian and bicycle crossing of SR 104, providing gaps in ferry traffic surges for all crossing traffic
  - Proper scale and aesthetic character for the community
- Complete the linkages between major traffic generators or destinations, even if an entire block cannot be completed as one project. There is exponential benefit in providing safe and complete non-motorized facilities to downtown/uptown commercial, business, civic, and residential communities for visitors, commuters, and residents alike.
- Highlight Kitsap County's growing regional off-road trail system by extending shared use paths from the ferry to surrounding trail systems. Improve the routes from the ferry through Port property, NE West Kingston Road, Barber Cut-Off to the Stillwaters Environmental Center and neighboring schools, Sound to Olympics Trail, Mosquito Fleet Trail, and the established NE West Kingston Road on-road system and future Miller Bay Road corridor.
- Collaborate with WSDOT and the Port of Kingston to establish a Shoreline Trail that ties into the surrounding street system, strategic viewpoints, and beach access.



- Encourage Main Street pedestrian use by removing on-street parking and encouraging business use of the corridor to the extent it does not hamper ferry access. Work with business owners to develop alleyway or interior courtyard plazas for outdoor use where appropriate. Include discussion about programmatic or operational strategies that would encourage or activate use of these areas.
- Move ahead with development of Washington Blvd development per the scope of the grant, incorporating design elements that can be integrated throughout the downtown area as redevelopment and updates occur. Incorporate design standards that will establish this street as a convertible street and establish a cohesive streetscape with the redevelopment of the Port of Kingston Park.
- Collaborate with the Port of Kingston to address storm drainage challenges and opportunities, access improvements between downtown and Port parking, and business development strategies.
- Encourage WSDOT to advance planning and development of non-motorized facilities to improve safety along the SR 104 corridor between downtown and uptown. This segment is highly used by pedestrians and cyclists to access businesses and virtually no facilities are provided. Focus on reducing the number and width of driveways, removing head-in parking, establishing consistent street tree planting, providing safe access to transit, and improving accessibility at crossings.
- Develop non-motorized facilities and storm drainage solutions in the residential areas that are in character with the scale and aesthetics of the neighborhood. Provide extensions of existing sidewalks, improve accessibility, define shoulders and sharrows where appropriate, without overdeveloping. Ensure storm drainage solutions enhance the aesthetic of the neighborhood and do not adversely impact the condition of the waterfront bluff.

LEFT: Bicycle and pedestrian improvements along SR 104 are needed

RIGHT: Improvement to neighborhood streets should respect the scale and aesthetic of the existing corridor


MAJESTIC MOUNTAIN
COFFEE ROASTERS
ESPRESSO
ESPRESSO
COFFEE
PASTRIES

THE PLAN

PROCESS

The Complete Streets planning process is a logical and sequential one that includes the following tasks: document and data search, Study Area definition, public outreach, evaluation and analysis of data and public input, development of summary reports on focused project issues, and development of final project planning recommendations.

DOCUMENT SEARCH AND DATA COLLECTION

Generating a comprehensive Complete Streets Plan required extensive analysis of existing conditions, utilization, gaps and opportunities, and relied on a range of resources for data collection and inventory. The following outlines documents and strategies used for inventory and analysis.

Data and Mapping:

- Partial field survey, provided by Kitsap County: a composite of County parcel and Rights-of-Way (ROW) data, previously developed existing survey, and new survey, it delineates SR 104 from Bannister Street NE to Cleo's Landing, NE Oregon Street, NE 2nd Street, Ohio Avenue NE, Washington Blvd NE, and short segments of NE 1st Street, NE Maine Street, NE West Kingston Road, and Iowa Avenue NE.
- Field observation to verify locations of driveways, sidewalks, trees, and bike lanes in those ROW with no survey or old/inaccurate survey.
- Kitsap County GIS Data describing ROW, Tax ID Parcels, Streams, Topography, Shoreline, Buildings, Ownership, and Storm Drainage Infrastructure.
- Wide range of maps, documents and related studies, as identified in documentation in the Appendix and as listed in the Bibliography

Rights-of-Way (ROW), Property and Infrastructure Ownership: County-generated maps of ROW, parcel delineations, and ownership helped identify Kitsap County and Port of Kingston properties, ROW limits and private parcels. Parcel maps in conjunction with ownership data, building footprints and field survey identified ROW with current conflicting uses or private encroachment.

Utilities/Stormwater: County data was used to assess existing storm drainage infrastructure. County and public input during outreach events combined with field survey were used to generate an inventory of storm drainage issues including poor drainage, flooding and erosion. Following inventory analysis, opportunities for Low Impact Development (LID) solutions were refined and vetted through dialogue with Kitsap County and the Port of Kingston.

LEFT: One of several of Kingston's crosswalks without sidewalk connections

RIGHT: Parking inventory and utilization analysis informed decisions about on-street improvements

Destination/Traffic Generation: Non-motorized circulation and vehicular traffic within the Kingston Urban Growth Area is generated by destinations located within and adjacent to the Study Area as well as beyond. Significant "destinations" or traffic generators were identified in order to establish a hierarchy and rationale for non-motorized and vehicular connections.

Circulation analysis necessitated the review of existing and proposed trail systems, both regional and local, and their relationship to local connections. Previously generated reports and data on ferry use, traffic studies, and historic collision reports contributed to the evaluation of ferry traffic reconfiguration options and their potential impact on vehicular, public transit, pedestrian and cyclist circulation. Gaps in connectivity and ADA accessibility were identified through a combination of field survey and observation.

Obstacles/Hazards: Limited survey was supplemented by field observation to identify gaps in connectivity and access, as well as hazards and obstacles to non-motorized circulation. Historic collision data was obtained for a 5–year period (2010 to 2015) and was evaluated to determine if existing traffic conditions pose a hazard to safe circulation. Additional information is provided in Appendix B.2. Transportation.

Parking: Parking supply, distribution and utilization of public lots and on-street parking was assessed on four different occasions: off-peak season at midday, peak season midday, peak season during Saturday Farmer's Market, and peak season during a Saturday Concert. The parking inventory identified capacity, number of vehicles parked and the resulting utilization rate, distinguishing each rate by parking facility type and event. Parking supply of private lots was inventoried for informational purposes, but not assessed for utilization. Additional information is provided in Appendix B.2. Transportation.

Views: Through a combination of field observation and review of tree canopy, topography, and building configuration a few prominent viewsheds within the Study Area were identified for consideration in planning new development, street tree planting and other urban design amenities.

Vegetation: To the extent that field survey coupled with observation would allow, significant trees within the ROW were inventoried and identified on all proposed projects.

Sensitive Areas: While the Complete Streets effort did not undertake any new wetland delineation, previously generated wetland delineations and County maps provided adequate information along the Village Green Creek and County shoreline buffer to develop a comprehensive map of streams, wetlands, wetland buffer and the shoreline management area within the project Study Area.

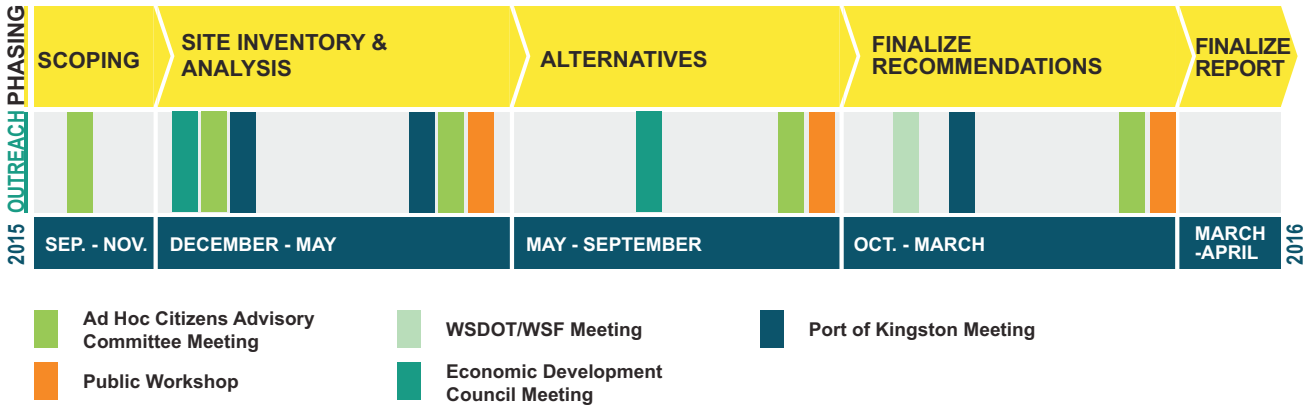
Lighting: Field observation at night, combined with limited field survey informed analysis of night-time visibility conditions along popular pedestrian routes such as the connection between parking lots and the Kingston Ferry Terminal.

Character/Branding Kingston: While this Plan did not undertake a formal branding analysis, recent work completed for the Kingston Economic Development Committee was integrated into the overall analysis of branding and issues of community design standards, identification, and aesthetics.

The above elements were inventoried, mapped and overlaid to generate a series of plans, demonstrating site analysis at public meetings, serving as exhibits to engage in public discussion, and informing the Complete Streets planning and reporting process.

LEFT: Existing and potential viewing areas and wayfinding signs were inventoried

RIGHT: Significant tree in the residential area



ABOVE: Schedule presented to the public

PLANNING

Once all of the relevant data and fieldwork information is collected, the exploration of alternative design solutions and their applications within and around the Study Area advances. The process is iterative, involving collaboration with staff, team members, outside resources, and the public. As strategies coalesce and alternatives are adopted or rejected, the planning process reveals comprehensive approaches as well as particular project level solutions to developing Complete Streets throughout the Study Area.

LEFT: September 2015 public meeting; photo Don Willott

OUTREACH

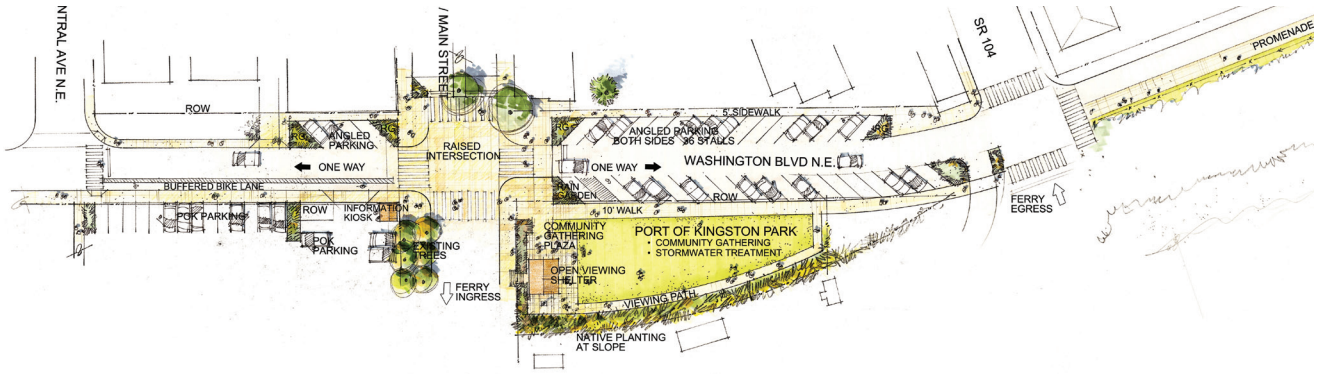
The Complete Streets Plan is the product of a collaborative public process involving the Kingston Complete Streets Citizen's Advisory Committee (CAC), the Kingston Citizens Advisory Council (KCAC), the Kingston Economic Development Council (EDC), the Port of Kingston, WSDOT, WSF, as well as the general public. In committing to the implementation of Complete Streets policies in the Kingston community, Kitsap County invited the community to engage in a process to identify strategies and prioritize projects to meet those needs.

CAC, KCAC, and EDC Outreach

The County assembled an ad hoc CAC comprised of stakeholders representative of the Kingston community. The CAC was engaged in all phases of the planning process including review of draft analysis and alternatives prior to public meetings. This effort informed data gathering and inventory efforts, and helped anticipate some public concerns and priorities which in turn focused public outreach efforts and selection of materials. CAC input and observations were recorded in meeting notes and made available to all parties involved for reference. County and CAC comments informed adjustments made to alternatives and draft project plans prior to presentation to the larger community.

The County also involved the KCAC in evaluating the project team's preliminary analysis, recommendations and presentation materials which were used in public workshops. The KCAC participated in a targeted interview to identify key issues and concerns and develop effective outreach strategies, expanding on information provided from previous consultation.

The EDC helped identify issues of concern and opportunities to the business community, and provided previously compiled local business survey data and analysis.



ABOVE: Early concept study for Washington Blvd NE

Port of Kingston, WSDOT, WSF

The Port of Kingston was engaged in three meetings with the project team, informing the analysis and design of Washington Blvd NE, the Kingston Town Center plan and evaluating a range of collaborative stormwater management alternatives intended to refine and improve distribution of stormwater runoff within the Study Area. Other issues discussed included collaborative opportunities for a continuous shoreline trail, improved bicycle access on and off the ferry, wayfinding concepts, and overall economic revitalization of the Port and downtown core.

The project team also met with and sustained periodic communication with WSDOT and WSF, which supplied the team with additional data and identified constraints/opportunities in transportation planning alternative.

Public

The public was engaged in the analysis, planning and project recommendation stages of the Kingston Complete Streets effort through a series of public meetings, taking the form of two open houses and a workshop.

The Kingston community at large was invited to attend the initial open house in May of 2015, featuring inventory work progress and observations from the Site Inventory and Analysis phase. The project team's presentation included a summary of the project scope, schedule, and brief overview of inventory and opportunities and constraints. Attendance was high and questions and concerns were addressed in a group setting and followed by focused discussions by topic of interest at related information "stations." Individual stations were identified by topic, including Complete Streets Design and Policies, Urban Design Issues, Economic Development Issues, and Traffic/Parking Issues.

ABOVE: Public meeting #2 in September 2015

The second public meeting took place towards the end of the alternative generating period, in September 2015. The event was held in the format of a workshop, aimed at engaging the community through small group discussions at a number of "stations" including: Urban Design, Traffic Circulation, Stormwater/Utilities, Kingston Town Center, and Economic Development. The public was encouraged to record comments, suggestions and observations on notepads or directly on exhibits. . Public comments and concerns were taken into consideration as project concept plans were developed, priority lists were refined and exhibits were adjusted to reflect new information.

The public outreach process culminated in a third open house held in April 2016, providing an opportunity for the Kingston community to review and comment on project recommendations and priorities.

Public comments at each meeting were recorded and compiled into meeting notes which were made available to the County for posting on-line and/or distributing to a wider audience as desired. Public input helped inform a final round of adjustments to opportunities and constraints exhibits and finalized inventory/analysis information.

The Kingston Complete Streets planning effort was on display at the Kingston Community Open House, in September 2015, providing another opportunity to raise public awareness of the planning effort.


LINDVOG RD NE
NE ST HWY 104
BANNISTER ST NE
CENTRAL AVE NE
NE GEORGIA AVE
PENNSYLVANIA AVE NE
ILLINOIS AVE NE
NE 4TH ST
NE CALIFORNIA ST
OREGON ST
IOWA AVE NE
NE 3RD ST
NE MAINE ST
NE WEST KINGSTON ST
NE STATE HWY 104
NE 1ST ST
NE 2ND ST
WASHINGTON BLVD NE
OHIO AVE NE
CENTRAL AVE NE
WASHINGTON BLVD NE
STUDY AREA LIMITS

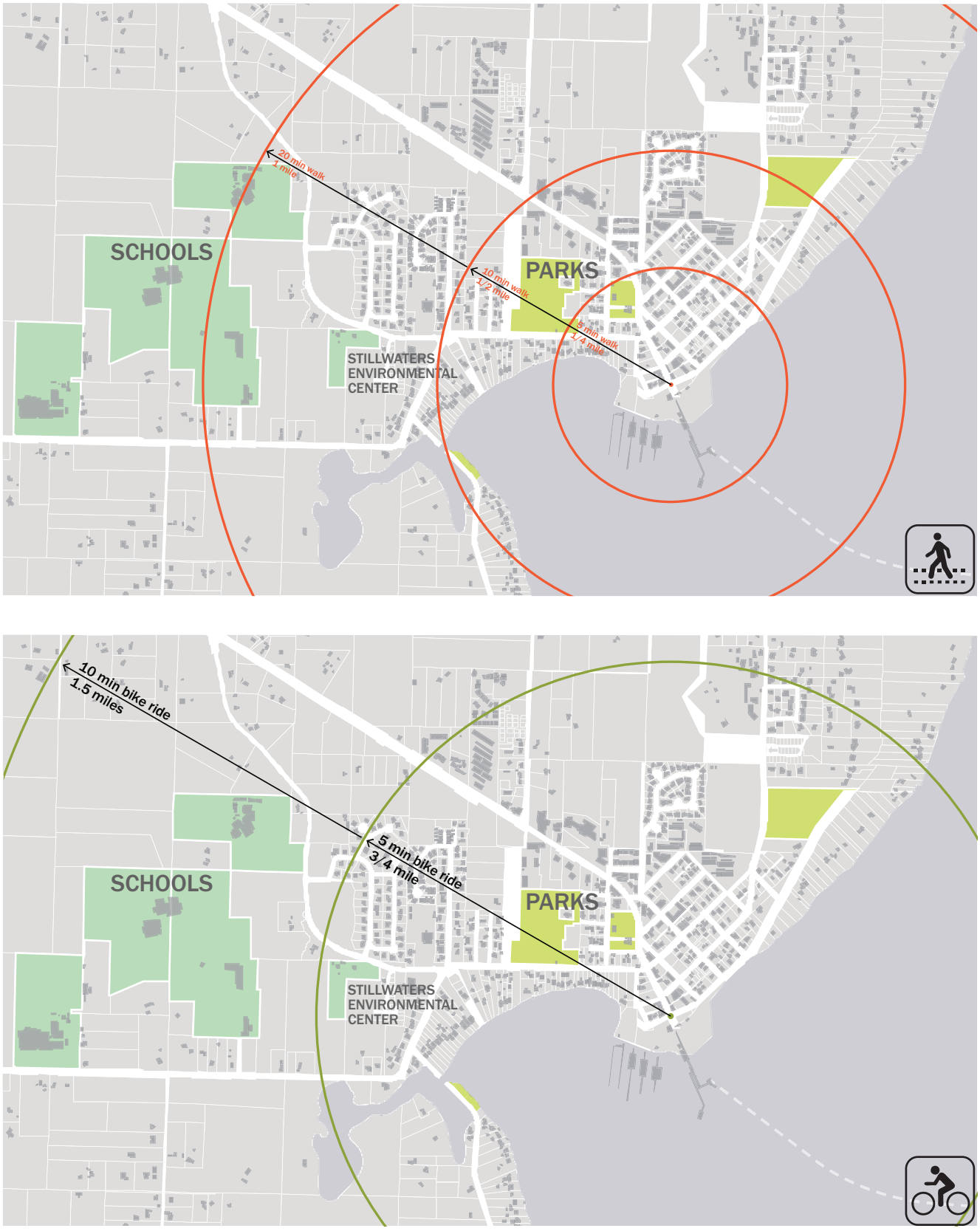
STUDY AREA

The Study Area limits were based in part on the Urban Village Center (UVC) zoning designation, a product of the Kingston Sub Area Plan.

The UVC encompasses Kingston from the northern edge of the Port of Kingston property to its northern limit at Pennsylvania Avenue NE, and NE California Street. The Study Area extends beyond the UVC zone at its northern and western edges, to Lindvog Road NE and the north edge of SR 104, and Georgia Avenue NE ROW. At its southern limits the Study Area is bounded by Port of Kingston property, much of which is leased to Washington State Ferries. Between Washington Blvd NE and the ferry queueing area, lies the future site of the Port of Kingston Park. The remaining Port property outside of the ferry service area consists of Mike Wallace Park, a two-lane boat launch, paid parking lots, and three undeveloped parcels west of Port parking.

Project analysis and recommendations do take into consideration existing conditions and proposed improvements beyond the Study Area, even if not explicitly shown in the analysis mapping or on the project sheets. Specifically considered were new or planned housing, civic, and commercial developments that could increase the need for non-motorized traffic along certain streets; extension of/connection to regional and local trail plans; and routes to schools, parks, and open space areas beyond.

Specific information about these adjacent lands is provided, however it should be noted that the Complete Streets final recommendations and cost estimates cover only the projects that are wholly contained within the Study Area.



Proximity traffic generators via walking and biking

ADJACENCIES

Downtown Kingston is a nexus for much of the motorized traffic flow between King/Snohomish County and the Olympic Peninsula. As such, Kingston's circulation, land use and economic development are all significantly influenced by factors reaching beyond the limits of the Study Area defined above. The operations of the Kingston-Edmonds Ferry have a profound impact on recurring periodic congestion and parking supply within the Study Area. During weekends and special events in peak season, ferry queuing occurs west of Lindvog Road NE, requiring Washington State Patrol traffic control to facilitate local traffic circulation into downtown Kingston. As a strategy to address the long-standing congestion challenges associated with peak season ferry use, WSF is considering employing a Reservation System in the future. The likely timeline for implementing such a system is currently unknown. For additional information on regional transportation issues affecting the project recommendations, refer to Appendix B.2. Transportation.

At a more sustained, though less dramatic level, adjacent school, civic and community resources impact, and are impacted by, local traffic and development patterns. Kingston Junior High School, Kingston High School, Spectrum Community High School and Richard Gordon Elementary School are all located within 1–2 miles of downtown Kingston, its Community Center, Library, park facilities, and open space. The four schools and the Stillwater Environmental Center are all positioned west of the Study Area and are most directly reached by way of NE West Kingston Street.

Directly north of the Study Area, along NE Central Avenue, Cherry Hill residential development comprised of approximately 50 homes, will increase the number of trips being made to businesses within the Study Area, consequently increasing the demand for non-motorized facilities along those routes. Another primarily residential neighborhood lies northeast of the Study Area, with Ohio Avenue NE serving as its sole connection to downtown Kingston and SR 104.

The Port of Kingston is currently undertaking the process of master planning its property, and may choose to develop portions of the recently acquired parcels, located northwest of the existing Port parking lot. If future development were to generate a new destination on Port Property, it would impact circulation, and potentially increase all modes of transportation across Port properties. The Port has also advanced plans and secured funding to build a new park between Washington Blvd NE and the ferry holding lanes. The new park, along with existing Mike Wallace Park will continue to host community events on Port property, drawing residents as well as visitors.

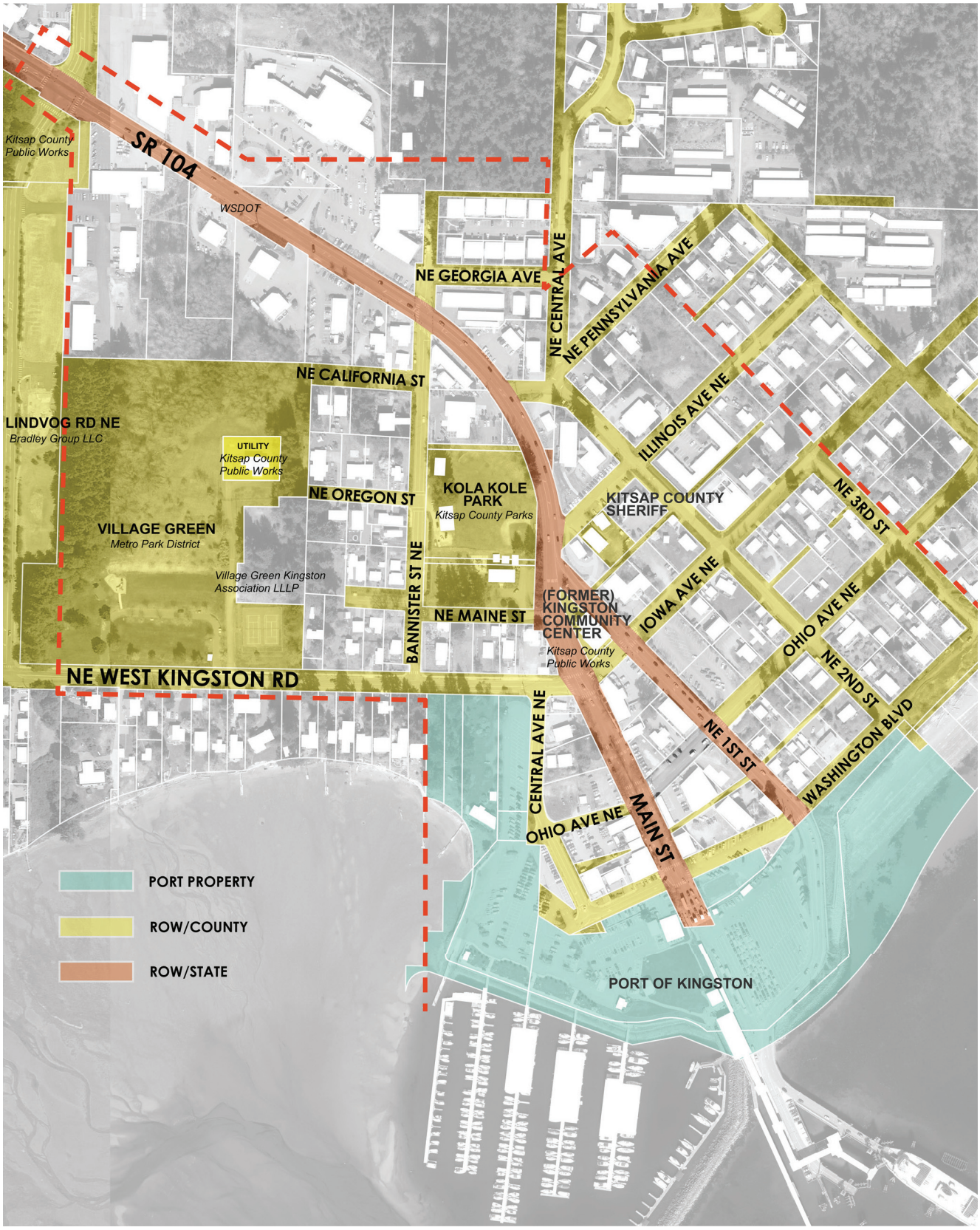
All of these properties and projects influence future planning and were important considerations in the evaluation of existing conditions and the recommendations for improvement projects in the Study Area.

OPPOSITE: The two diagrams serve to illustrate relative proximity of Kingston's traffic generators via two modes:

ABOVE: Five, ten, and twenty minute walk distances from downtown Kingston

BELOW: Five and ten minute cycling distances from downtown Kingston

This informs decisions about extent of various types of facility improvements



Ownership within the Study Area

EVALUATION/ANALYSIS

The evaluation and analysis segment covers a range of issues that inform different aspects of the study. Each is addressed in narrative below and mapped for additional clarity. Maps shown in this section are shown at a larger scale in Appendix B.1. Complete Streets .

RIGHTS-OF-WAY, PROPERTY AND INFRASTRUCTURE OWNERSHIP

While the project Study Area defines the extent of project recommenda-tions, ROW width and proximity to other public lands dictate the range of improvements that will fit in each street ROW. The Ownership Map at left provides a scaled overlay of Washington State ROW in orange; Kitsap County ROW, Metropolitan Park District lands, and other County lands in yellow; and Port of Kingston properties in blue. Building footprints, aerial and topographic information are also represented and provide a useful reference when evaluating the nature of each ROW.

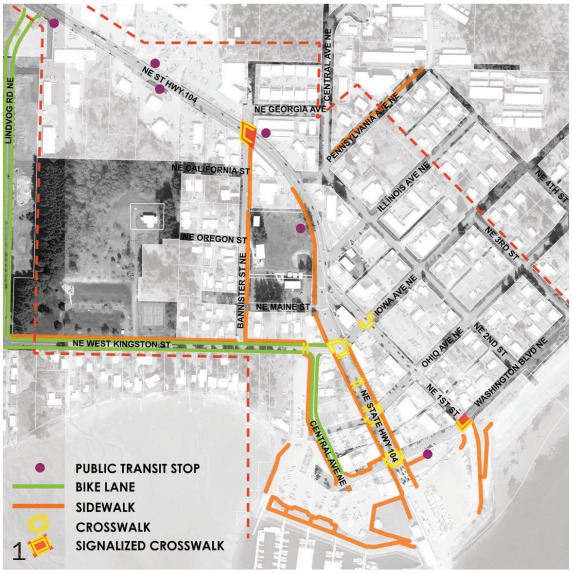
Evaluation and Analysis Maps are shown at a larger scale in Appendix B.1.

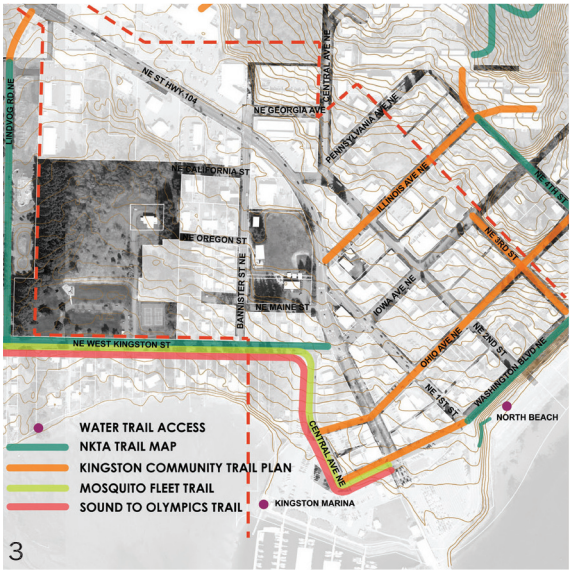
DESTINATION / TRAFFIC GENERATORS

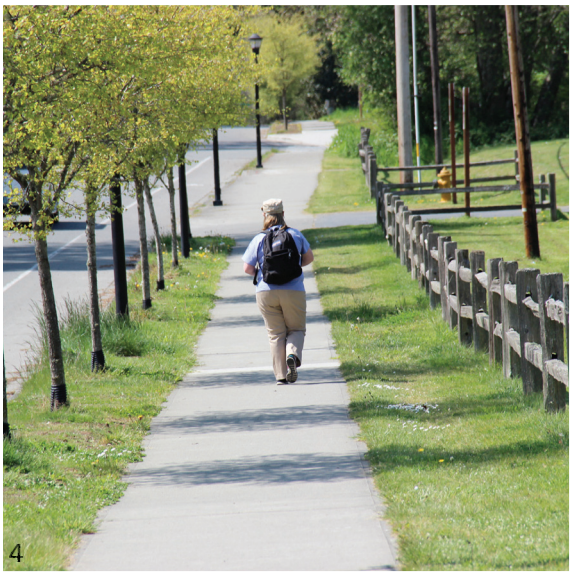
Destinations Identified:

- Ferry Terminal/Waterfront, including Port of Kingston parks and boat launch
- Main Street downtown business core
- Outlying commercial area extending west along SR 104
- Residential and mixed small business community north of downtown
- Village Green (its community center/library, park, senior housing, skate park) and Kola Kole Park (sports field, recreational facilities, historic school house, and scout hall)

These identified destinations or traffic generators, when evaluated with the mapped circulation, highlight some very specific challenges for non-motorized access to and between these destinations. The destination mapping begins to inform a rationale and hierarchy for non-motorized and vehicular connections.







1. Existing bicycle and sidewalk system
2. Shoreline trail to North Beach Park
3. Existing trail systems
4. Sidewalk along NE West Kingston Road

CIRCULATION

The Kingston Ferry Terminal is the largest traffic generator in the Study Area, and SR 104 is a principal arterial that provides regional access for Kingston and the rest of Kitsap County. Currently, motorized traffic on SR 104 is divided at Illinois Avenue NE into a couplet, with the mainline SR 104 (Main Street) providing one-way access toward the ferry, and NE 1st Street providing one-way access away from the ferry. Ferry surges in traffic generate significant and periodic congestion along SR 104 that affect all modes of travel along its length, but also in the design and proximity of crossing opportunities. The roadway network, including functional classifications, and detailed information about ferry operation, traffic volumes, and transit is more fully described in Appendix B.2. Transportation.

Most of the existing non-motorized infrastructure in the Study Area is located in the southern and western areas. Existing sidewalks and bike lanes are scarce and often discontinuous. Main Street has 14' wide sidewalks on both sides of the street, which narrow to 6' wide segments in order to accommodate parallel parking stalls. The sidewalk on the west side continues only as far as Kola Kole Park. Sidewalks are also present on one side of Bannister Street NE and Central Avenue NE, and along the shoreline on Port property. Bicycle facilities consist of on-road painted bicycle lanes on NE West Kingston Road, Central Avenue NE, and Lindvog Road NE.

Short segments of sidewalk, usually a result of new development frontage improvements, exist throughout other neighborhoods. On most of the low volume, low speed, residential neighborhoods walking and cycling occurs in the travel lane or on a paved or gravel shoulder, sometimes conflicting with on-street parking. In many areas, a narrow shoulder or roadway buffer strip is interrupted by a utility pole or vegetation which further fragments continuous routes of non-motorized circulation.

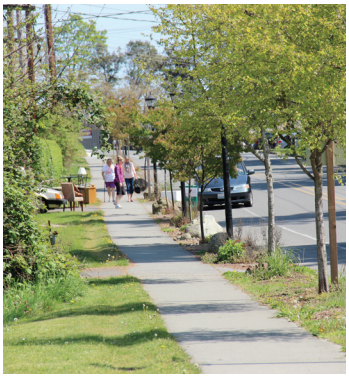
Several streets and alleys serve as direct and convenient routes for cyclists and pedestrians, and provide connection between destinations as noted in the previous section:

- **Ohio Avenue NE and Iowa Avenue NE serve as direct routes between residential neighborhoods, parking lots, and commercial establishments along Main Street**
- **NE 2nd Street offers a direct connection from the Washington Blvd NE trail to residential neighborhoods, to the outlying commercial area north of SR 104 and provides separation from the high volume traffic and congestion associated with Ferry traffic**
- **Bannister Street NE, in conjunction with NE West Kingston Road and NE Oregon Street, provide connection between established**

LEFT: Main Street local and ferry traffic

MIDDLE: Narrow sidewalks on Main Street

RIGHT: Illinois Ave NE lacks sidewalks and paved shoulders



LEFT: SR 104 lacks sidewalks and bike lanes

MIDDLE: NE West Kingston Road is a busy non-motorized corridor and regional trail route

RIGHT: Transit stop located in parking lot on Washington Blvd NE

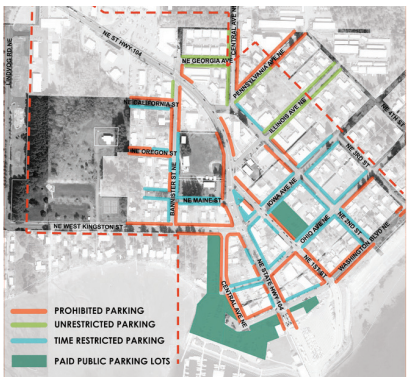
residential, new senior housing, community center, Village Green Park, Kola Kole Park, and SR 104 commercial area.

Commuter and recreational cyclists riding to or from the ferry typically use (1) Ohio Avenue NE to reach the residential neighborhood north of Kingston, (2) NE West Kingston Road to access Indianola and Suquamish, or (3) SR 104 to reach North Kitsap, Poulsbo and beyond. These three corridors have incomplete or non-existent bike facilities.

Numerous regional trail plans including the *North Kitsap String of Pearls*, *Mosquito Fleet Trail* and *Sound to Olympics Trail* have identified NE West Kingston Street and Central Avenue NE as the preferred non-motorized connection to North Kitsap's planned and existing regional trail system. Non-motorized facilities on these corridors include sidewalks of varying width on only one side of the roads and bike lanes on both sides.

Other local trail corridors are identified, including those mapped by North Kitsap Trails Association and also as shown in the Kingston Community Trail Plan. Most of these routes have mixed facility types, or no defined facilities, rather the routes are highlighting pedestrian friendly corridors on existing low-volume, low-speed roadways, or that make connection to adjacent off-road trails, or connection to parks and open space.

Kitsap Transit bus routes 91 and 92 serve Kingston along SR 104, terminating at the Kingston Ferry Terminal, with inbound stops south of the intersection of Lindvog Road NE and SR 104, at the ARCO gas station and at Kola Kole Park, and outbound stops at Bannister Street NE and the Kingston Food Market shopping center. Currently, the transit stop for the ferry is located on Washington Blvd NE, between Main Street and NE 1st Street, approximately 750 feet from the ferry covered walkway. The current transit stop location and condition requires pedestrians to travel through a parking lot, along a shared roadway, and cross 3 lanes of ferry loading traffic before reaching the sidewalk that leads to the covered walkway, posing a challenge and inconvenience for seniors and many other users who use public transit.



PARKING

Parking in the project Study Area is accommodated by a combination of public on-street spaces, paid public lots, and privately-owned lots. In the downtown area, on-street parking has a two-hour time limit to discourage long-term commuter parking and ensure that spaces are available for customers of downtown businesses. The majority of private lots provide free customer parking for adjacent businesses, although some are paid lots that appear to accommodate long-term commuter parking. Paid public lots in the Study Area accommodate both commuter and short-term parking. The largest public lot is located on the Port of Kingston property. There is also a WSDOT commuter lot at NE 1st Street and Ohio Avenue NE. The smallest public lot is located along Washington Blvd NE, between Main Street and NE 1st Street.

An inventory of public parking was completed, which included a count of on-street spaces as well as spaces in public lots. A detailed assessment of public parking utilization was conducted on four different occasions: off-peak season at midday, peak season midday, peak season during Saturday Farmer's Market, and peak season during a Saturday Concert. The four events chosen for parking counts reflect a range of recurring conditions affecting parking utilization. Midday use during off-peak season represents parking demand for local residents and commuters, midday use during peak season reflects local, commuter and tourist parking demand, while the Farmer's Market and Saturday Concert are recurring high traffic events which mark the peak parking demand driven by both local residents and tourists.

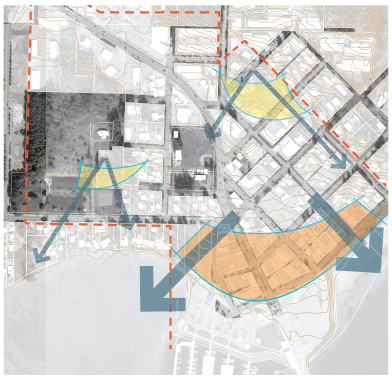
An informal inventory of private parking was completed, which included a count of spaces located on private businesses but not on private residential property. This additional information on private business parking stall counts was at the request of the Kingston Complete Streets Citizen's Advisory Committee and only for purposes of informing the relative number of total available parking stalls in the community. For additional information on the details and results of the parking study, refer to Appendix B.2. Transportation.

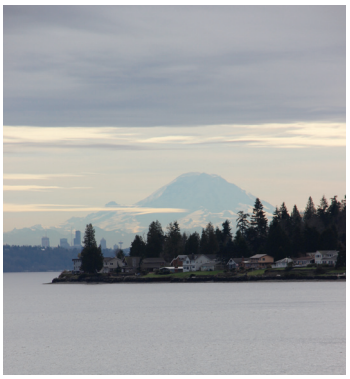
LEFT: Disorganized parking on Washington Blvd NE

MIDDLE: Parking Study Map

RIGHT: Port of Kingston parking lots

SR 104 Main Street street tree planting





VIEWS

Much of Kingston is oriented on a south to southeast facing slope, offering views of Apple Tree Cove, Edmonds, Seattle and Mount Rainier. Washington Blvd NE, Main Street and portions of NE 1st Street command expansive views across the relatively open Port of Kingston property. Future development of the Port property should consider and preserve, to the extent possible, views from upland areas.

The Village Green and upper elevations of the residential properties in the north end of the Study Area have partial views along street corridors and over some buildings and trees. Vegetation management for views is done selectively by property owners in some areas. Proposed street tree plans for residential areas will require more detailed discussion with residents.

TREES

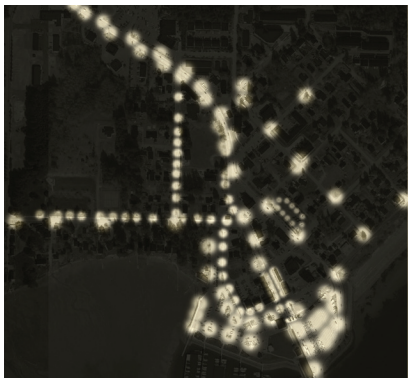
While some streets in the Study Area do feature street trees, tree planting in Kingston is discontinuous and fragmented by distinct residential or commercial tree planting efforts. Main Street is planted with an allée of trees along the sidewalks and its median. NE 2nd Street features a row of Sweetgum trees. Several other trees, some of which are mature and significant in size, are planted sporadically within the remaining street ROW.

Proposed ROW improvements prioritize the preservation of existing street trees where possible and a coordinated/cohesive tree planting plan to guide future planting. Street trees can provide wildlife habitat, mitigate heat-island effect, enhance views and highlight important connections or entries.

LEFT: View Analysis Map

MIDDLE: Mt. Rainier view from downtown Kingston

RIGHT: NE 2nd Street established trees



LEFT: Street lighting downtown with Kingston's standard fixture

MIDDLE: Lighting Study Map

RIGHT: Store frontage lighting

LIGHTING

A Lighting Study Map shows a simulated aerial view of Kingston's street lighting, its relative size and distribution. Street lighting is currently organized around higher volume vehicular corridors, such as NE West Kingston Road, SR 104, Bannister Street NE, and Port of Kingston parking lots. Much of downtown Kingston northeast of SR 104 and Main Street lacks pedestrian level lighting. Existing lighting in this area consists solely of Cobrahead light fixtures positioned at intersections.

STORMWATER

The process to evaluate the stormwater system that exists today, to identify its issues, and to develop solutions that could be implemented as part of the Complete Streets program included review of previous studies, survey and base mapping, site review and research, and input from stakeholders, business owners and residents. Earlier studies have identified LID Best Management Practices (BMP) that are suitable for the Kingston UVC area. The stormwater evaluation for this study used this as a menu to select from for appropriateness when evaluating each specific street improvement project. In addition, standalone projects were identified to address specific drainage issues that were not specifically identified in the previous studies.

Site Assessment

Site assessment is the initial step in the process of designing LID stormwater solutions with the purpose of identifying the topographic, geologic, vegetative and hydrologic features of a site that are beneficial to LID implementation and equally important, those features that pose challenges.

Due to Kingston's topography, with typical grades on the order of 5% or greater, design of LID facilities such as bioretention and porous pavement in some areas may be challenging or require supplemental facilities to be successful. One of the most significant topographic features of the area, and the one that poses significant concern, is the exposed bluff north of North Beach Park along the waterfront. It is prone to subsidence

LEFT: Typical drainage swales in the residential area

RIGHT: Bank failure at the bluff above North Beach Park

and restrictions have been made to vehicular access on Washington Blvd NE. Infiltration of stormwater in the vicinity of the bluff is not recommended as it could contribute to the instability.

Other elements of the site assessment to inform stormwater solutions include evaluation of soils, water bodies and critical areas, and vegetation. More detailed information is provided in Appendix B.3. Stormwater.

Alternatives Identification

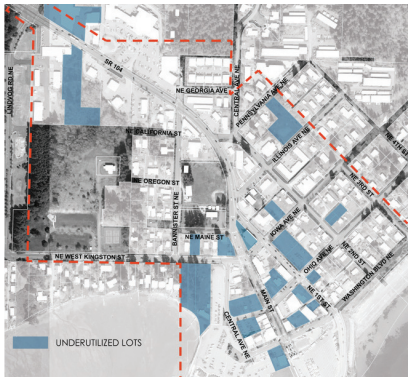
A range of alternatives for BMP for implementing LID stormwater management throughout the Kingston area were evaluated. These included traditional as well as emerging new technologies in treatment of stormwater:

- **Bioretention, whether cells (rain gardens), swales, or proprietary boxed tree planters**
- **Porous Pavement**
- **Narrow streets**
- **Amended soils**
- **Filterra Bioscape™, one of two "end of pipe" solutions evaluated**
- **Large sand filter vaults, not necessarily an LID approach to stormwater, but worthy of comparison against the Filterra system**

Two potential scenarios were identified for incorporation of the "end-of-pipe" approaches. One, along NE West Kingston Road where there have been drainage problems due to apparent capacity constrictions and a second, related to the relocation of SR 104 ferry traffic to NE 1st Street. For more detailed information, including evaluation and supporting calculations refer to Appendix B.3. Stormwater.

Evaluation and Analysis Maps are shown at a larger scale in Appendix B.1.

Kingston business/commercial properties with varying degrees of success



LEFT: Underutilized Properties Analysis Map

RIGHT: Clear information, but from limited vantage points

ECONOMIC DEVELOPMENT

Assessment of opportunities for economic development within the Study Area required a comprehensive analysis of population and socioeconomic data, as well as retail sales projections. The following information summarizes the most relevant information from data assembled in Appendix B.4. Economic Development.

Population Projections

Washington State Office of Financial Management (OFM) projects Kitsap County's number of deaths will gradually surpass the number of births as the county's resident population ages beyond child bearing and middle family households for the period 2010 to 2040. Kitsap County will continue to increase in population from net migration that will increase from 5,410 persons for the 2010-2015 period to 10,091 persons by the 2035-2040 period.

Socioeconomic Characteristics

The American Community Survey (ACS) socioeconomic characteristics were compared for the United States, Washington State, Puget Sound (King, Kitsap, Pierce, and Snohomish Counties), Kitsap County and Kingston.

Kingston has accumulated an older and aging population in nonfamily and empty-nester households, in service industry employments, with lower house values and rents, with lower family and per capita incomes, in more multifamily housing units, with self-employment, working at home that are primarily Caucasian, English speaking.

Retail Sales Projections

Retail sales estimates were derived for Kingston for 2013 and 2025 by correlating ACS population totals and projections with the retail sales per capita estimates for Bainbridge Island (Winslow - the closest comparable developed retail area oriented to ferry traffic) and the retail sales per square foot for specialty and neighborhood shopping centers (the closest store type comparable).

The projected 2013 sales per store were subtracted from the 2025 projected retail sales to derive the additional square footage sales potential that population growth will create between the time periods.

Kingston proper has recruited limited and full-service restaurants and drinking establishments oriented to local, commuter, and tourist consumers. This segment however is a constantly changing, fluid market.

Kingston has not recruited, however, other residual specialty stores including sporting goods, pets, books, sewing, art, and hobby of local resident, commuter, and tourist consumer potential.

Successful Complete Streets
1. Cycle track and protected pedestrian islands
2. Wide Sidewalk accommodates multiple modes
3. Accessible Crossings
4. Shared Street / Convertible Street

ISSUE REPORTS

The five Issue reports that follow address Complete Streets, Transportation, Urban Design, Stormwater, and Economic Development. Data and observations for each issue are expanded upon in the Appendices.

COMPLETE STREETS

Complete Streets is, as described previously, a transportation design approach that suggests streets be planned, designed, managed, and maintained to balance safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation, including those walking, bicycling, driving automobiles or riding public transportation. Benefits can include improved safety, health, economic, and environmental outcomes

History

Since World War II, communities in the United States have become increasingly automobile-centric, designed to facilitate easy and fast access to destinations via automobile. In rural and suburban communities, people often rely on the automobile as their sole means of transportation, even in areas with public transportation and safe places to walk and bicycle. While many communities remain in a state of “automobile dependence” in which automobiles are the central focus of transportation planning, often at the expense of other modes of transportation such as walking, cycling and mass transit, the Complete Streets movement has opened the thinking to be more inclusive and even-handed in planning for all modes of travel.

Design elements

The specific design elements of Complete Streets vary based on context and project goals, but they may include:

- Pedestrian infrastructure such as sidewalks, traditional and raised crosswalks,median crossing islands,corner sidewalk extensions,curb ramps, and Americans with Disabilities Act (ADA) compliant facilities, including pushbuttons, audible cues, etc.
- Traffic calming measures to lower speeds of automobiles and to define the edges of automobile travel lanes, including road diet, center medians, shorter curb corner radii, elimination of free-flow right-turn lanes, angled parking, street trees, and planter strips.
- Bicycle accommodations, such as protected or dedicated bicycle lanes, cycle tracks, sharrows, shared-use paths, neighborhood greenways, wide paved shoulders, bicycle boulevards, and bicycle parking.

ABOVE Wide sidewalks and street tree plantings allow for more activated space fronting businesses and separation from parked cars

- **Mass transit accommodations, such as Bus Rapid Transit, bus pullouts, transit signal priority, bus shelters, and dedicated bus lanes.**
- **Green Street improvements, including rain gardens and stormwater collection and infiltration strategies to reduce flooding and improve water quality;**
- **Corridor improvements that contribute to and enhance the character and identity of the community and create more livable, usable, comfortable and attractive public space that serves the community and supports economic development.**

Benefits

Complete Streets strategies improve safety, provide transportation alternatives, encourage health through walking and biking, stimulate local economies, create a sense of place and enhance social interaction. Benefits include:

Safety : Complete Streets design approaches are meant in part to improve safety, and various studies suggest that Complete Streets principles have done so. A Federal Highway Administration safety review found that designing the street with pedestrians in mind—sidewalks, raised medians, turning access controls, better bus stop placement, better lighting, traffic calming measures, and treatments for disabled travelers—all improve pedestrian, bicyclist and motorist safety. Rates of pedestrian injuries and fatalities decrease 88% when sidewalks are added, 69% when hybrid beacon signals are added, and 39% when medians are added.

Health: A variety of reports and organizations have suggested that Complete Streets policies improve public health by promoting walking and bicycling. A report of the National Conference of State Legislatures named Complete Streets policies as the most effective policy avenue for encouraging bicycling and walking. The U.S. Centers

ABOVE Convertible streets, elements of urban design, and dedicated bicycle facilities all contribute to safer, pleasant, and more interesting streets

for Disease Control and Prevention recommend adoption of a Complete Streets policy as a strategy to reduce obesity.

Economic Development: Proponents of Complete Streets believe that as communities become safer, more attractive, and provide more transportation choices, local economies thrive and land values rise.

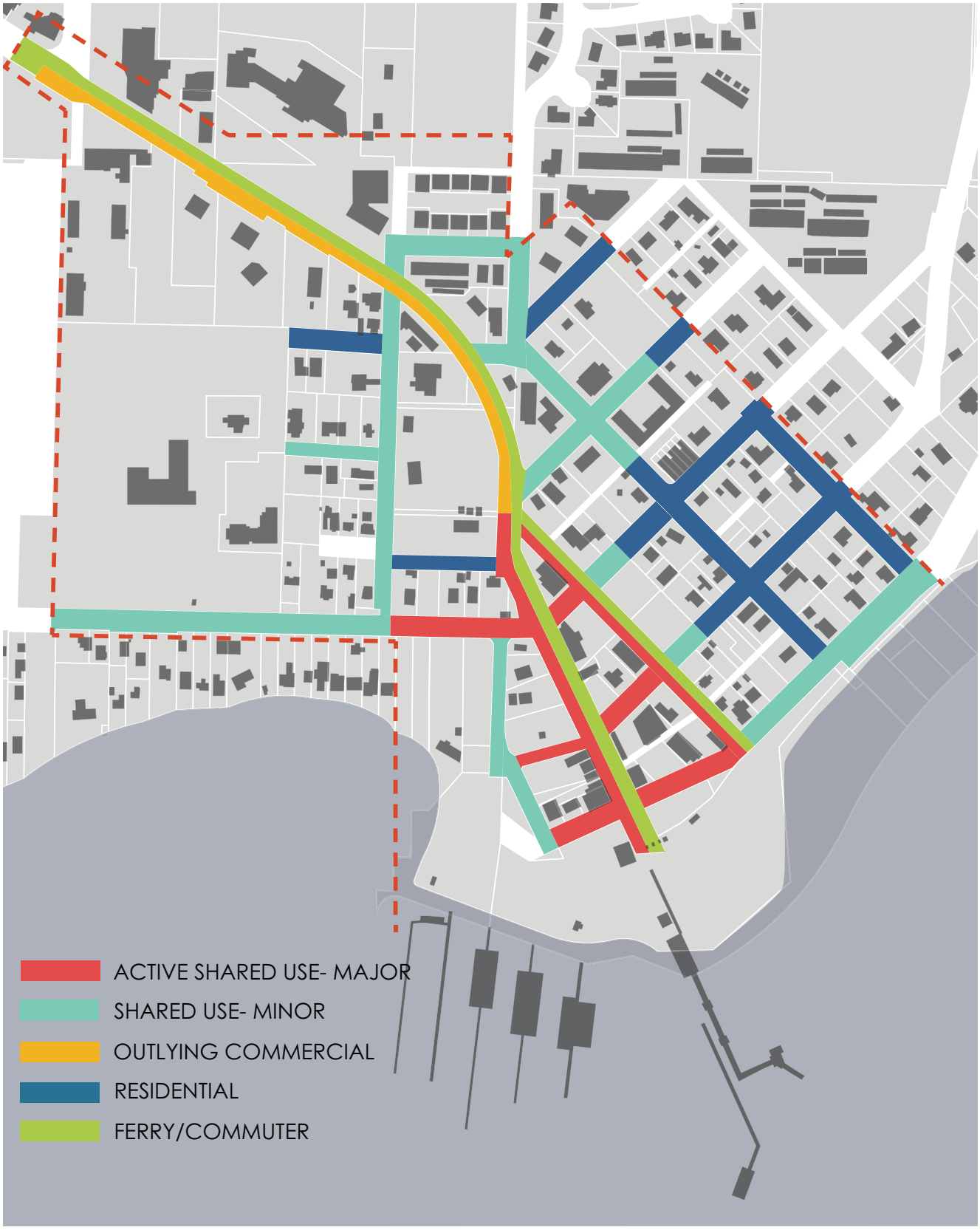
Environment: Complete Streets can also have a positive effect on the environment. By providing safe options for people to walk and bike, Complete Streets can lead to fewer people driving, which means fewer emissions from automobiles, which in turn benefits all residents. The 2009 National Household Travel Survey found that 39% of all trips in metropolitan areas are three miles or less and 17% of all trips are one mile or less. Many of these trips can easily be made on foot or bicycle and Complete Streets provide the infrastructure to allow people to do so safely, resulting in zero-emission travel.

Urban Design: The process of developing and advancing Complete Street principles and modifying transportation corridors in the downtown core area presents the opportunity to consider streetscape improvements that enhance and expand public space by adding elements, features and amenities that support pedestrian uses and activities that will make Kingston's core a distinctive, attractive, comfortable and more vibrant place to be.

Contextually Driven Approach

The Complete Streets model does not promote or prescribe a comprehensive solution for all mixed-use streets; rather, it is a contextually driven approach to accommodating the full range of users of a given corridor in order to provide continuously accessible routes throughout the area, taking into consideration street context and character. The analysis and inventory effort helped describe the differences in use, infrastructure and character of Kingston's street corridors. In order to illuminate these patterns and guide the recommendation process, a range of five street typologies were identified, providing the means to categorize streets, and identify the types of facilities appropriate to each.

The street typologies are distinguished by their range of users, presence or lack of civic/public gathering space, planned development and architectural context. Each street within the Study Area was assigned a typology. The Street Typologies coupled with the Improvement Matrix shown on the following page are tools intended to guide the rationale for subsequent recommendations. The intent is for each resulting project to provide facilities which fit the space and complement the scale and character of each street, with an eye towards continuity and connection. Following is a description of each street typology.



Each street typology has a range of contextually appropriate improvements/amenities associated with it.

Street Type	Amenities: Paved Shoulder	Soft Surface Trail	Paved Trail	Pedestrian Improvements: Sidewalk	Curbless Sidewalk	Buffered Sidewalk	Expanded Sidewalk	Bicycle Improvements: Paved Shoulder	Sharrow	Bike Lane	Buffered Bike Lane	Cycle Track	Shared Use Path	Contraflow Bike Lane	Crosswalks: Standard	Flush/Raised	Curbless	Storm Drainage: Biofiltration Swales	Rain Gardens	Vaults	Street Furniture: Lighting (pedestrian level)	Wayfinding	Seating (not incl. Transit)	Bike Parking	Drinking Fountain	Outdoor Dining	Other: Convertibility	Gateway	Parking
Active Shared Use - Major				■	■		■		■	■	■	■	■	■	■	■	■		■	■	■	■	■	■	■	■	■	■	■
Shared Use - Minor	■			■	■	■	■	■	■	■	■		■		■	■		■	■	■	■	■	■				■		■
Outlying Commercial	■			■		■		■		■	■		■		■	■		■	■	■								■	■
Residential	■	■	■	■		■		■	■						■			■	■										■
Ferry/Commuter	■			■		■		■		■	■		■		■	■		■	■	■		■					■		

Street Typologies

ABOVE: Matrix above represents the type of amenities appropriate to each typology

Active Shared Use-Major streets are set within a context of mixed civic, commercial and recreational development. Users include drivers, transit riders, cyclists, pedestrians, travelers, and sightseers. The facilities in demand include: street furniture, bike parking, expanded sidewalks, bike lanes, enhanced/raised crosswalks, and street planting, all features which serve as traffic calming measures. Because such streets are prime venues for special events, there is rationale for designing them as convertible streets, featuring mountable curbs or eliminating curbs altogether, relying on enhanced paving to guide users. A convertible street creates a more inviting environment for non-motorized users and can better accommodate special events such as outdoor markets, festivals, concerts, or parades, during which the street is often closed to traffic.

Shared Use-Minor streets also accommodate a wide range of users though with a less urban and less densely developed urban context. With a reduced emphasis on gathering space and street furniture, more ROW is made available for vegetated buffers, bioretention swales and street parking to serve mixed use development. In Kingston, Shared Use Minor streets are characterized by a context of mixed commercial, recreational and residential development. Where a street serves as an important connection to regional trails, schools or recreational facilities, accommodating users ranging in age and ability, a shared-use path can provide additional separation from vehicular traffic, and commuter cyclists.

Outlying Commercial streets are characterized by higher traffic volumes and speeds, situated within a context of suburban strip mall development prioritizing customers travelling by car. Though development along such corridors has historically prioritized motorized users, these businesses also serve local residents living within walking distance (.5 mile). Such users are likely to walk or bike to the commercial complex and should be accommodated at a minimum with sidewalks and sharrows, (bike lanes along uphill stretches or in higher use areas). The increased traffic volumes along the outlying commercial street may limit space for non-motorized improvements, but they are no less critical to provide safe access to bicyclists and pedestrians.

Residential streets are more homogenous, as they are primarily residential in character. Such streets carry lower traffic volumes, travelling at lower speeds and also serve pedestrians and cyclists. All residential streets should provide safe, continuously ADA accessible routes for non-motorized users, while respecting the residential character and aesthetic of a given street corridor. The priority in this street typology is to bridge gaps in, and eliminate barriers to, accessibility using sidewalks, shoulders and bike lanes where appropriate, and improving stormwater quality with street planting and bioretention swales where space allows.

Issues Maps with cross sections are shown at a larger scale in Appendix B.1.

Street Typologies
1. Active Shared Use - major combined with Ferry/Commuter
2. Shared Use - minor
3. Outlying Commercial
4. Residential

Ferry/Commuter streets primarily serve as vehicular ferry access routes, designed to accommodate higher traffic volumes, more truck traffic, and periodic congestion. Greater prioritization of efficient vehicular traffic circulation does not preclude the provision of pedestrian facilities, especially for those accessing the ferry by foot or bike. Kingston's ferry commuter corridor is situated adjacent to businesses, the Port of Kingston Park, and residential neighborhoods. Pedestrians will invariably use the ferry/commuter corridor to access adjacent businesses, the WSDOT commuter parking lot on 1st Street and residential neighborhoods, with or without pedestrian facilities.

Routing and Facility Determination

The next step in the process is the evaluation of routing and determination of facility type, which requires consideration of facility type continuity, user needs, topography and sight lines, community character, known destinations, and likely future development.

Continuity in the type of facility makes a route easier to navigate and understand. If existing facilities serve the user's purpose, and there is adequate room in the ROW, expanding upon that existing facility type is usually preferred.

Anticipated volume and existing mix of users informs facility type and width, and guides whether facilities are dedicated to one user type, or intended to serve multiple modes. More information on facility types is presented in the Recommendations section.

Topography often dictates preferred routing for given facilities. Visibility, of others on the route, or the intended destination, is closely related. Providing options in routing based on user abilities is sometimes preferred, improving accessibility for all user groups and expanding on the non-motorized system.

Just as in the motorized vehicle environment, non-motorized facility type has a big impact on community character. Wide travel lanes and too-wide sidewalks in low volume neighborhoods can create a sterile, overbuilt environment not in keeping with rural or small community character. Material selection, discussed in more detail in Recommendations, contributes to community character.

Both existing and likely future destinations in the community inform routing, but primarily to ensure continuity and connectivity in the larger non-motorized system. In this Complete Streets Plan, the overarching goal is to provide balanced planning for all modes of transportation within the Study Area, not necessarily to focus on specific destination service improvements.

RIGHT: Off-loading ferry traffic pulses through the center of town influence design of non-motorized facilities

BELOW: Lack of pedestrian facilities on secondary roads increases conflict

TRANSPORTATION/PARKING

To successfully assess potential effects the Complete Streets plan will have on mobility and safety, it is necessary to have a comprehensive under-standing of the existing transportation conditions in the Study Area. Appendix B.2. Transportation presents full detail on transportation and parking issues in current conditions and with implementation of project improvements. Some of the key points of the Issues report include:

- Kingston, while retaining a small town character, simultaneously serves as a regional transportation gateway, with the major regional corridor physically dividing the community. Implementing any transportation improvements on SR 104 will require coordination with WSDOT. Data is presented on ferry operation, vehicle volumes and operations, and collision history.
- WSDOT and the Kingston community have been in discussion for decades about the potential shift of ferry ingress traffic off Main Street, to a two-way configuration of ingress/egress on NE 1st Street. This Plan does not make a recommendation on whether that change should occur, rather evaluates Complete Streets solutions under both alternatives in the downtown area: (A) no change to ferry routing, and (B) move all ferry ingress/egress to NE 1st Street. Under Alternative B to move the ferry routing, the study presents two Options to addressing the difficult intersection of SR 104 with NE West Kingston Road, Main Street, NE 1st Street, and Iowa Avenue NE: (1) provide a Traffic Signal, and (2) provide a Roundabout. The Transportation Issues segment recommends Option 1, a Traffic Signal, if the decision is made to move ferry ingress.
- The location, type, and availability of parking is assessed, as is the topic of transit.

LEFT: Buildings, structures, and furnishings that should inform the character and quality of design in the Urban Village

URBAN DESIGN

Complete Street efforts inherently include urban design elements. Modifying travel corridors and streetscapes to better accommodate the movement by all modes and abilities affects the larger public realm, particularly in downtown cores. A common goal of many small towns, Kingston included, is to preserve and enrich the identity, character and walkability of their downtowns. As we examine and consider modifications to the travel corridors and streetscapes, it is clear that the opportunity exists to take physical steps to improve the quality of life downtown – the place where people can meet, see others and be seen – and thus foster and encourage social interaction while recognizing and celebrating those things that make Kingston unique and memorable. Kingston's downtown core has several positive attributes that can be at the heart of a successful and inclusive streetscape revitalization effort:

- The town's waterfront location, beach and ferry terminal
- The unique small town character resulting from over 100 years of history and evolution
- A number of architecturally and historically interesting buildings
- The presence of the Post Office, new Community Center, senior housing, library, grocery store, restaurants and Parks
- Puget Sound views

CLOCKWISE FROM ABOVE LEFT: Challenges to address include lack of pedestrian facilities in the outlying commercial area; conflicts between pedestrians in the busy downtown core and on-loading ferry traffic; narrow sidewalks at business frontages; and lack of clear connection between a major waterfront park and the downtown core

Downtown also faces some difficult issues:

- **Poorly designed public streetscape**
- **Confusing circulation and shortage of wayfinding**
- **Intermittent ferry traffic congestion, particularly in the summer**
- **Lack of commercial diversity and nighttime uses**
- **Ill-defined parking for both automobiles and bicycles**
- **Shortage of smaller public gathering places downtown**
- **Poor pedestrian connections between the commercial downtown and public amenities (i.e. Mike Wallace Park, North Beach Park).**

Within the context of Complete Streets planning, as we rethink and modify the public corridors downtown, this process will also make suggestions for addressing these urban design issues. The Complete Streets Plan Projects include design recommendations and specific elements aimed at the issues above, with the goal of improving circulation in a way that contributes to the revitalization and the vitality of the public realm. Suggestions include:

- **Promoting pedestrian-oriented activity and the ability to move comfortably through these corridors by the removal of obstacles and barriers as well as the infusion of legible connections, seating and street furniture, information systems, curb ramps, median islands, lighting, weather protection, bicycle parking, tree grates, art and seasonal amenities (planting, etc.).**
- **Providing a clear and cohesive signing and wayfinding system for visitors and residents alike. Developing an informational kiosk downtown for ferry visitors that maps destinations, features, routes, etc.**

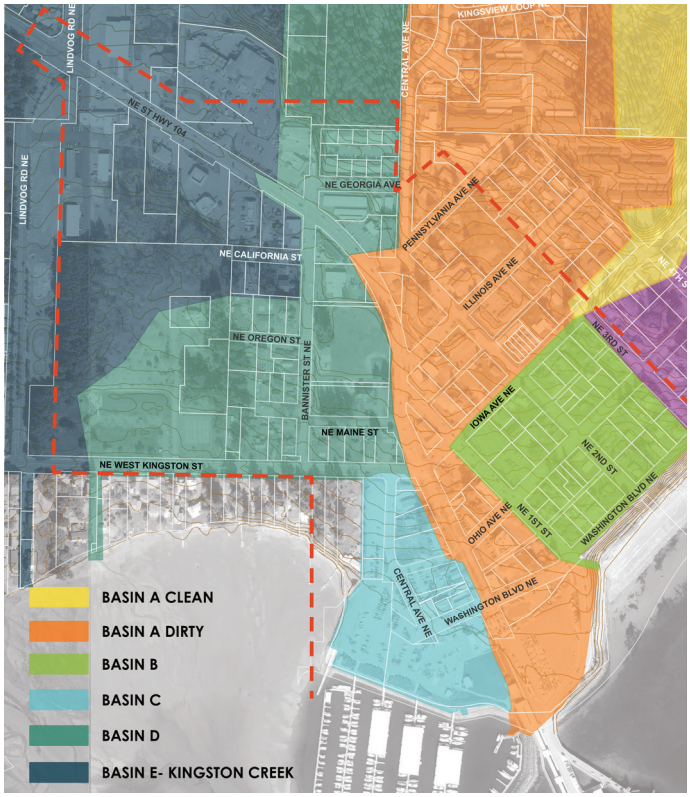
- Planning ferry ingress/egress corridors to accommodate safe pedestrian activity and crossings.
- Taking steps that will promote infill and expand commercial diversity downtown, in part by making the public spaces more comfortable and attractive. Widen sidewalks to allow business expansion into the street realm (i.e. seasonal outdoor dining, displays, etc.), promote building façade improvements to eliminate blank walls, enhance lighting, etc.
- Clarifying for visitors, merchants and residents alike the location and distribution of both on-street and accessible surface lot parking, short and long-term.
- Taking advantage of opportunities to expand flexible public gathering space within the corridors, including wide sidewalks, corner curb extensions, small plazas/courtyards where space allows (i.e. alleys, street ends). Design key downtown streets and/or intersections such as Main/104 to feature different paving and low or non-existent curbs in order to be "convertible" from traffic flow to pedestrian use for events, celebrations, or for regular shared-use (see the Recommendations for description of the "Woonerf" concept). Raised paving at key intersections to calm traffic and facilitate safer and more accessible pedestrian flow.
- Creating wider, better, more direct and accessible pedestrian connections among key public destinations in or near downtown.
- Providing cohesive and coordinated street tree planting.

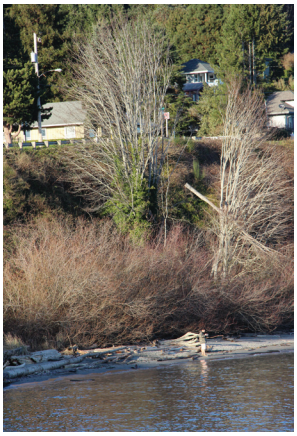
All of these streetscape interventions are targeted at improving non-motorized circulation as well as enhancing the vitality and function of the public realm in downtown Kingston (see also Appendix B.4. Economic Development). Many of the Complete Street Projects described herein have some number of these elements included in their descriptions and design palette, and as all of these projects advance through a more detailed design process, these will be refined and expanded upon.

LEFT: Convertible Street accommodates parking, walking, special events

ABOVE RIGHT: Wayfinding signs help visitors find destinations and inform about local features

BELOW RIGHT: Wide sidewalks allow businesses to capture more space and can activate the street





RIGHT: Storm drainage basin mapping

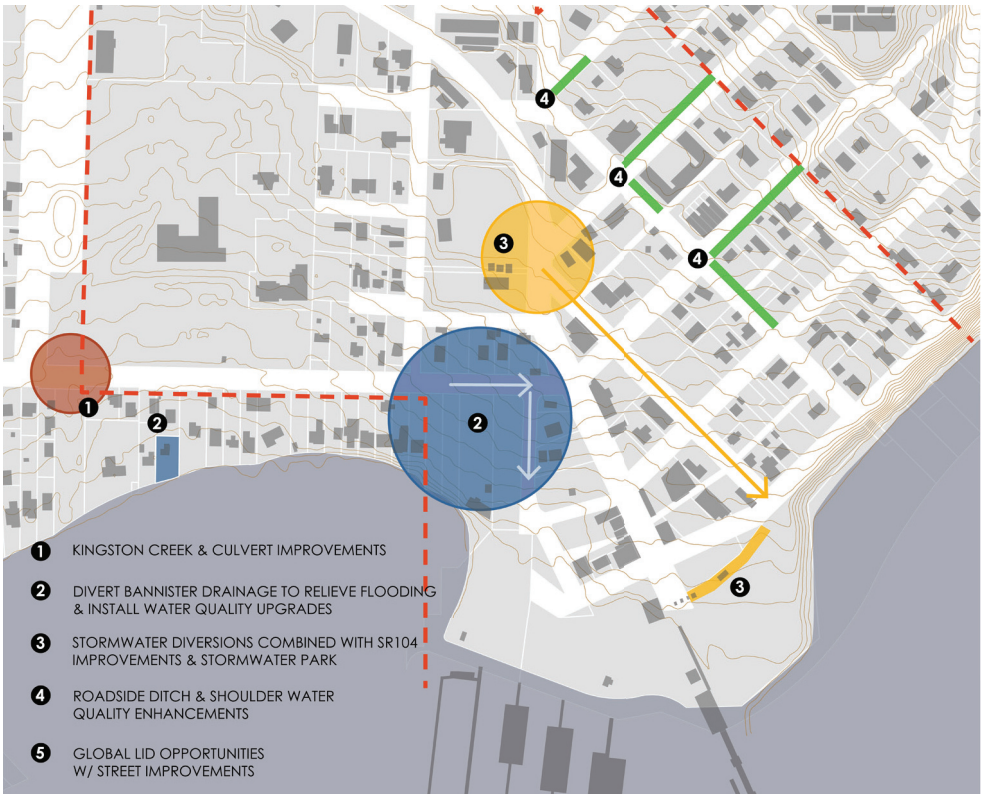
FAR RIGHT: Steep bluff above North Beach Park should not have new infiltration features located directly upslope

BELOW: Improved bioretention facilities along Lindvog Street

STORMWATER

There has been a movement in recent years to make transportation projects more sustainable and reduce their impact on the environment. This is accom-plished throughout the process of planning, design, and construction of any street improvement, but it begins with steps to reduce congestion and improve the circulation for all users. It also includes reducing the impervious footprint of an existing street where the opportunity exists, which in turn directly impacts the water quality of surrounding water bodies. A component of this Complete Street plan is to identify "green" opportunities for stormwater retrofits. As the streets are reconstructed with any given project the stormwater systems and other utilities will be impacted and likewise require reconstruction. This is where the LID retrofits can be implemented.

The Kingston area has a number of features that make these retrofits feasible. These include geology that is conducive for infiltration, and in some cases available right of way to construct these facilities. There are also issues that need to be considered in the selection of green stormwater Best Management Practices (BMP). Infiltration of runoff near the bluff adjacent to Washington Blvd NE should be avoided. The existing longitudinal slopes of many of the roadways within Kingston exceed desirable grades for adequate infiltration. On grades exceeding 5%, the volume of runoff may exceed the ability of the subgrade to infiltrate, particularly in disturbed urban environments. The path of least resistance for water may be to follow the slope of the subgrade layer as opposed to infiltrating directly downward. Bioretention will need to be designed with a terraced or cascading profile to provide a more level grade. Pervious pavement, where applied, will need to account for this by constructing a level subgrade and possibly impermeable barriers at a prescribed spacing to promote infiltration downward.



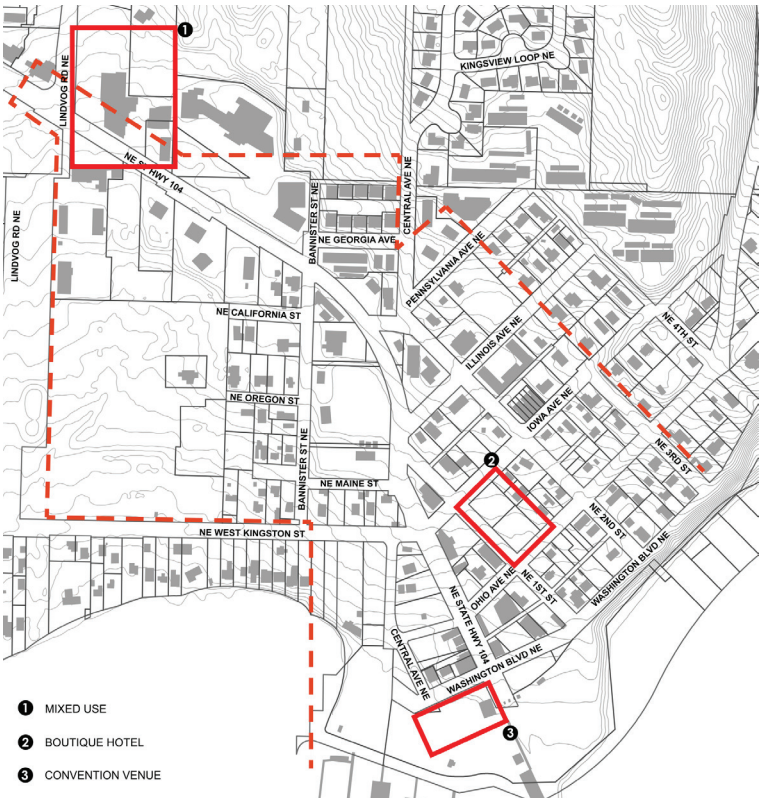
LEFT: Storm drainage improvements identified by area

RIGHT: Typical drainage ditch in residential area

The stormwater should be designed in tandem with the landscape elements. Street trees and planters can serve dual purposes of improving the visual appeal of streetscapes while providing benefits such as pollutant removal and heat island reduction.

Another consideration is the magnitude of street improvement, whether the project be a retrofit or a total reconstruction. With total reconstruction, there is opportunity to change the cross slope of road. This would allow, in selected cases, the ability to accommodate on-street parking on one side of the street and bioretention on the opposite. The entire width of roadway could be treated, as opposed to just one half, by removing the crown. With retrofits, the degree to which the treatment can be provided may be more limited.

A partnership between Kitsap County and the Port of Kingston would create the potential for a centralized system that may provide significant benefit to water quality near the downstream end of the storm sewer system. Creation of a stormwater park or other combination of usable open space and stormwater treatment on Port property has been evaluated for feasibility. Available space will be a constraint and a project of this sort would be part of a larger retrofit to reroute conveyance in the upper reaches of the basin. A number of scenarios and possible locations were evaluated and are described in more detail in Appendix B.3. Stormwater.



RIGHT: Catalytic Sites Map

ECONOMIC DEVELOPMENT

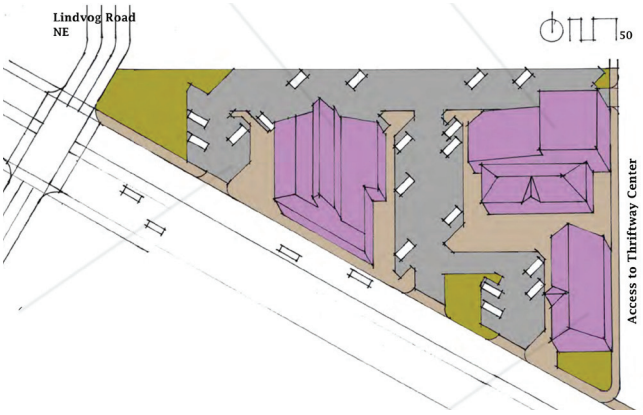
Based on the data compiled addressing population projections, socio-economic characteristics, and retail sales projections for the Kingston area, a range of business development recruitment observations have been presented.

- **Kingston proper has recruited a number of limited and full-service restaurants and drinking establishments oriented to local, commuter, and tourist consumers. This segment is however a constantly changing, fluid market.**
- **Kingston has not recruited, however, other residual specialty stores including sporting goods, pets, books, sewing, art, and hobby of local resident, commuter, and tourist consumer potential.**

For purposes of relating this information to the Complete Streets planning effort, potential development sites for new or re-established business development were identified. A broad range of properties were noted as vacant, underdeveloped, for sale, under public ownership, or otherwise available for development. From this range of properties, three were identified as potential "Catalytic Sites". Development of these sites creates the potential to stimulate development elsewhere in Kingston. These three sites offer different development and land use impacts of most interest and immediate impact:

- **The former Kingston Lumber Yard on SR 104**
- **WSDOT public parking lot on NE 1st Street**
- **Port of Kingston property on Washington Blvd NE**

Issues Maps and envelop analysis diagrams are shown at a larger scale in Appendix B.4.



LEFT: Unique signage

RIGHT: Envelope analysis map for the Kingston Lumber site

Identifying these potential sites informs the Complete Streets planning effort in that recommendations will include these areas as potential new destinations or traffic generators, and the most appropriate blend of Complete Streets improvements will be integrated into the plan.

In addition to identification of these sites, a quick sketch assessment, or "Envelope Analysis" of the potential ways a property can be utilized for development has been offered. The purpose of an envelope analysis is to determine alternatives by which the property can be developed or reutilized to meet market interest, parking and access requirements, development regulations, and economic feasibility.

Envelope studies are not final design documents. There are numerous variations possible during a project design and development process that may refine the results of an envelope analysis or even create entirely different configurations and uses to meet market interests and economic feasibilities as well as development regulations. It is also possible that the results of the envelope analysis may lead to revisions in development regulations that better fit practical physical constraints and market opportunities and feasibilities. The three sites are described below, and graphics with supporting information is provided in Appendix B.4. Economic Development.

Kingston Lumber – focuses on the potential retrofitting of the 2–story building fronting on SR 104 for a brewery, wine, and coffee house and the 1–story building behind Kingston Financial Center adjacent to the access road into Kingston Market shopping center for bicycle, kayak, and outdoor outfitting.

WSDOT ferry parking lot - focuses on the potential redevelopment for 1) a low-density mixed-use retail/housing development, 2) a high-density housing development, and 3) a boutique hotel with retail components all of which have view potentials of the marina, Edmonds, and Mount Rainier as well as direct walking access to the retail core on SR 104.

Port of Kingston property – focuses on the potential development of 1) a mixed-use retail and conference facility and 2) a mixed-use retail, boutique hotel, conference center over parking platform with direct access to and expansion of the grassy park area and views of the marina, Edmonds, and Mount Rainier.

While envelope analyses and market studies are useful, they are not necessarily predictors of potential developer or investor interests. They can be useful, however, to stimulate potential developer or investor interest that will lead to immediate, and thus catalytic project results.

RECOMMENDATIONS

Plan recommendations include a discussion of Design Standards and Guidelines, Design Elements, and illustrative Project Sheets, as well as cost information and priority ranking.

DESIGN STANDARDS AND GUIDELINES

The Kingston community, with Kitsap County, has developed and implemented design standards and guidelines for a wide range of conditions relating to Complete Streets improvements over the years. These design standards and guidelines provide a starting point for recommendations moving forward with this Plan.

Kingston Community Design Standards

The *Kingston Community Design Study* developed in 1993 served to advance a set of Design Standards that was prepared by the Kingston Revitalization Association for the Kingston Citizens Advisory Committee. This document is comprehensive in its definition of vision and goals as well as its specific recommendations for a range of issues related to development and redevelopment in the community. While published over 20 years ago, it remains a reasonably accurate representation of the Community's vision and desires for a development strategy today, as expressed by many in the public meetings held for this Complete Streets project.

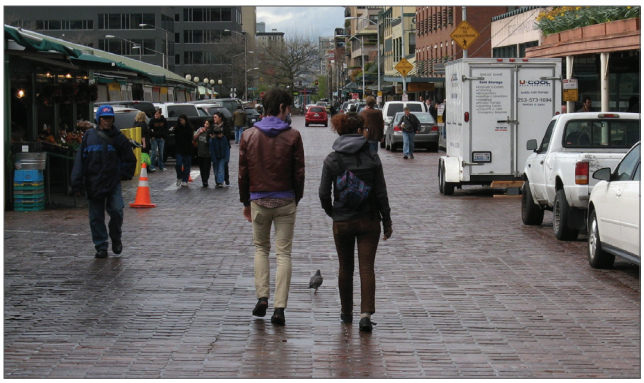
The Design Standards address such relevant issues as:

- Roadway and parking design
- Bicycle and pedestrian circulation
- Sidewalk and pedestrian-oriented space design
- Access to transit
- Planting design and tree protection
- Lighting standards
- Signage and wayfinding
- Architectural materials and detailing

Of particular interest and applicability is the designation of zones of the Urban Growth Area of Kingston identified in the Design Standards, which closely reflects this project's Study Area, and include:

- Old Town/Waterfront District
- Village Green District
- Lindvog Commercial District

The definition of these sub-zones may still be appropriate to consider, in conjunction with the street typologies described in this report, in the application of design standards.



LEFT: UGA zones as depicted in Kingston Community Design Study

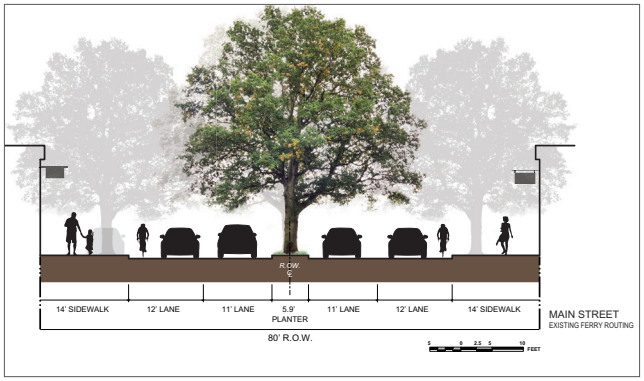
RIGHT: Shared streets defy recognized street design standards, but work for pedestrians

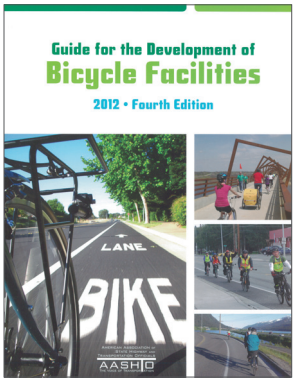
Kitsap County Road Standards

Kitsap County Road Standards apply to all newly constructed or reconstructed public roads within the Kitsap County ROW, which includes all the road ROW within the Study Area except SR 104. Because of the nature of Complete Streets planning and design, in which improvements to historically auto-centric streets are intended to accommodate a more balanced range of transportation modes, some of these established road design standards may be difficult to achieve. Kitsap County does allow for some discretion in implementing modified road standards under certain conditions, as long as a rationale with supporting analysis is provided for the proposed design. Such a request for a Technical Deviation may be required in some instances where the only way to provide for, or improve, the non-motorized use of the corridor is to alter the current road standard. Some challenges to meeting Kitsap County Road Standards include:

- **The widths of travel lanes and clear zones may necessarily be reduced to intentionally promote traffic calming as well as to define dedicated space for pedestrians and bicycles.**
- **Substandard right-of-way widths for local roads may not allow for full build-out of features deemed necessary, such as adequate travel lane width, bike lanes, shoulders, sidewalks, ditches, and utilities.**
- **Shoulders, whether paved or unpaved, may be the preferred pedestrian and/or bicycle zone alongside the lowest volume/lowest speed roadways.**
- **Surfacing may not be the standard Hot Mix asphalt on some roads that are intended to be convertible streets or pedestrian plazas that double as service alleys.**
- **Elevated pedestrian crossings may be appropriate in areas where improved pedestrian visibility and traffic calming is desired.**
- **Curbs may not be the standard 6” height vertical curb on all streets, so as to allow for improved accessibility or convertibility to temporal pedestrian use.**
- **Corner radii, established in County standards at minimum 35’, may be reduced in order to shorten crossing distance and time, to slow turning traffic at corners, and to improve the pedestrian experience at crossings.**
- **Driveway width and curb cut radii may be reduced to lessen the visual impact of the roadway and reduce crossing time for pedestrians and cyclists.**
- **Street trees may be located closer to street intersections, driveways, or power poles than recommended, in an effort to maintain significant existing trees in the community or establish a continuous canopy effect.**

As Complete Streets project designs are advanced, there may be other recommendations that require review and adjustment of the County Road Standards to accommodate non-motorized improvements.





LEFT: Typical existing cross-section of Main Street

RIGHT: AASHTO Guide is one of the more common references

WSDOT Highway Design Standards

SR 104 (including the mainline, couplet, and cross-sound ferry route) is a designated Highway of Statewide Significance (WSDOT, 2009). Codified in the Revised Code of Washington (RCW) Chapter 47.06.140, Highways of Statewide Significance are those highways and other transportation facilities needed to promote and maintain significant statewide travel and economic linkages in Washington State. The legislation emphasizes that these significant facilities should be planned from a statewide perspective, and they are not subject to local standards. Planning for Highways of Statewide Significance is led by the state, so any proposed changes to SR 104 must be closely coordinated with WSDOT.

Non-Motorized Facility Design Guidelines

There are established design guidelines for the development of the various non-motorized facilities that are proposed in this plan including:

- American Association of State Highways and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, 2012
- American Association of State Highways and Transportation Officials (AASHTO) *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, 2004
- Washington State Department of Transportation (WSDOT) *Design Manual for Pedestrian and Bicycle Facilities,* current edition
- National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide*, 2011
- National Association of City Transportation Officials (NACTO) *Urban Street Design Guide*, 2011
- National Standards for Traffic Control Devices *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD), current edition
- Architectural and Transportation Barriers Compliance Board Proposed *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way* (PROWAG), 2011

These standards and guidelines include dimensional recommendations for widths, cross-slopes, grades, surface treatments, separation of elements, marking, signage and other elements generally comprising new or retrofitted facilities. The guidelines define minimum dimensional criteria for development of safe facilities functioning under normal conditions. Since potential grants to fund bicycle and pedestrian facilities often mandate compliance with state and/or federal guidelines, design flexibility may be limited. This is an important consideration as project planning and implementation evolves.

Shared Use Path with delineation for users

LEFT: Wide Sidewalk

MIDDLE: Paved Shoulder

RIGHT: Shared Use Path

Non-Motorized Facility Types

Design and descriptions of several types of facilities are presented in the following pages. Nomenclature may vary among standards and jurisdictions, but all are facilities that will advance development of Complete Streets.

Sidewalks

Minimum sidewalk width should be 5', and preferably wider, at 6' or 8' along principal arterials or where space in the right-of-way allows. In the commercial/ business districts the width may be 10' or more, depending on desired level of service.

In some areas a planting strip may be provided between the sidewalk and the curb. Providing a buffer between the sidewalk and travel lane enhances pedestrian safety. This buffer is often utilized for curb ramps, street light poles, trash pick-up, traffic signs, and other obstacles. Recommended width for landscape buffers on local or collector streets is 2' to 4' wide and on arterials or major streets is 5' to 6' wide. Where there exists a likely upgrade of the sidewalk to a Shared Use Path, the buffer should be a minimum of 5'.

Paved Shoulder

Expansion of the paved roadway surface, outside the edge stripe that designates the edge of the travel lane, provides additional space for bicyclists to operate. While the AASHTO Guide identifies a minimum 4' with as acceptable to accommodate bicycle travel, any additional shoulder width is deemed better than none. Directional travel for cyclists should match that of automobiles, with no bicycle travel against traffic recommended. Minimum recommended width of the paved shoulder is variable depending on volume of bicycle traffic, volume and speed of the road, and percentage of truck traffic. While it is not recommended paved shoulders accommodate both bicycles and pedestrians, on low volume, low speed roadways paved shoulders will invariably serve both.

Shared Use Path

The recommended minimum width for a Shared Use Path is 10'. In rare instances, an 8' width can be adequate, such as where the following conditions prevail: (1) bicycle traffic is low, even on peak days or hours; (2) pedestrian use of the facility is not expected to be more than occasional; (3) there is good horizontal and vertical alignment allowing for frequent passing opportunities; and (4) normal maintenance procedures would not include vehicle loading conditions that would cause pavement edge damage. If there is substantial bicycle and pedestrian use and/or steep grade, the desirable width may be 12' to 14'.

In some cases where there is high volume mixed use of the Shared Use Path, it may be desirable to delineate users or direction of travel with striping, signage,

LEFT: Side Path

MIDDLE: Bike Lane

RIGHT: Buffered Bike Lane

or additional separation. Adequate sight distance through vegetation management and alerting bicycle traffic to slow in congested areas are recommended.

Side Path

A Shared Use Path located immediately adjacent to the roadway is called a Side Path. It requires a minimum 5' separation between the travel lane and the paved edge of the path. Where the separation is less than 5', a physical barrier or railing of at least 42" height should be provided.

While a Side Path is considered safer than on-road facilities, there is greater potential for conflict and confusion between path users and vehicles. Intersections and driveways are especially hazardous, as motorists may not notice cyclists approaching from their right; motor vehicles can block the path in a driver's attempt to gain visibility; sign orientation can be confusing to motorists and cyclists alike; barriers may require additional setback from travel lanes or paths to keep them from being obstructions.

Bike Lane

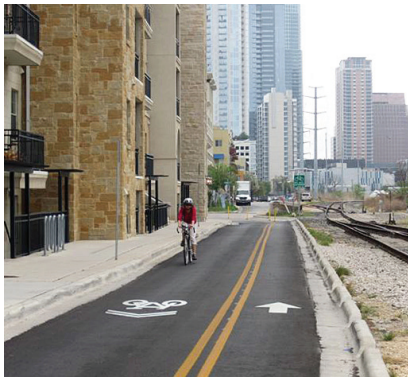
Bike lanes are recommended as one-way facilities, provided on both sides of two-way streets (or one side of a one-way street), adjacent to and separated from the travel lane by a 4" to 6" wide solid white stripe. Minimum width is 4' in most locations or 5' if the bike lane is adjacent to a vertical curb or guardrail, where vehicle speeds are higher, or substantial truck traffic is present.

Bike lanes are most helpful on streets with more than 3,000 motor vehicle average daily traffic (ADT) and with a posted speed greater than 25 mph. Bike Lanes increase the predictability of bicyclist and motorist positioning and interaction. Designated lanes increase the total capacity of streets carrying mixed bicycle and motor vehicle traffic.

Buffered Bike Lane

The AASHTO *Guide for Development of Bicycle Facilities* does not specifically differentiate between Buffered Bike Lanes and Bike Lanes, however recommendations for additional width are addressed. A striped buffer dimension is preferable to simply widening bike lanes in order to prohibit parking in the Bike Lane. On high speed roads, especially with truck traffic, a buffer zone provides lateral separation between motor vehicles and bicycles to minimize wind blast and other effects.

NACTO *Urban Bikeway Design Guide* provides detailed design guidance for Buffered Bike Lanes in a variety of travel lane and parking configurations. While Buffered Bike Lanes increase both the actual and perceived safety of cyclists, they may present challenges when incorporated on streets with multiple transit stops or loading zones.



LEFT: Contra-Flow Bike Lane

MIDDLE: Two-Way Cycle Track

RIGHT: Sharrow

Contra-Flow Bike Lane
A Contra-Flow Bike Lane is a traditional Bike Lane that allows cyclists to ride in the opposite direction of motor vehicle traffic. This design standard essentially converts a one-way street for motorists to a two-way street for cyclists. Separation between the Contra-Flow Bike Lane and the travel lane is typically a double yellow line, or may be a raised median if added protection from on-coming traffic is desired.

The benefits include better connectivity without a significant increase in facility development; cyclists using safer, less trafficked streets; and a decrease in sidewalk riding. Potential problems can arise with the addition of conflict points as motorists may not expect on-coming cyclists. These facilities are not yet recognized in the AASHTO Guide, but are recognized in the NACTO Guide as an innovative solution to managing bicycle traffic in urban settings or where there are significant routing problems.

Cycle Track
A Cycle Track is physically separated from motor vehicle traffic and distinct from the sidewalk. It is an exclusive bike facility that may be one-way or two-way, may be at street level or sidewalk level, or partly between, and is typically on one side of the roadway. Separation between the Cycle Track and other modes may be defined with curbs, raised medians, planting strips, or differences in pavement color or texture. In situations where on-street parking is allowed, Cycle Tracks are located to the curbside of the parking (in contrast to Bike Lanes).

Cycle Tracks provide the user with the safety of a separated path and the convenience of the on-street infrastructure. These facilities are not yet recognized in the AASHTO Guide, but are recognized in the NACTO Guide as an innovative solution to managing bicycle traffic in urban settings or where there is significant bicycle volume.

Marked Shared Lane or Sharrow
The Marked Shared Lane is now recognized in the AASHTO Guide for Development of Bicycle Facilities and is known in many communities as a Sharrow. Its use is becoming widespread and accepted in many communities. The Marked Shared Lane provides a higher level of guidance to bicyclists and motorists in corridors where there is insufficient width to provide Bike Lanes. Markings may include single or multiple chevrons, a bicycle symbol painted in or to one side of the travel lanes, and/or posted signs. The intent is to provide additional recognition that the route is suitable and designated for bicycles.

Marked Shared Lanes are useful to close gaps between Bike Lanes in a system. Marked Shared Lanes may be used asymmetrically, in a downhill lane, with Bike Lanes in the uphill direction.

Examples of Shared Streets

ABOVE: Elevated and surfaced crosswalk – photo by Dan Burden

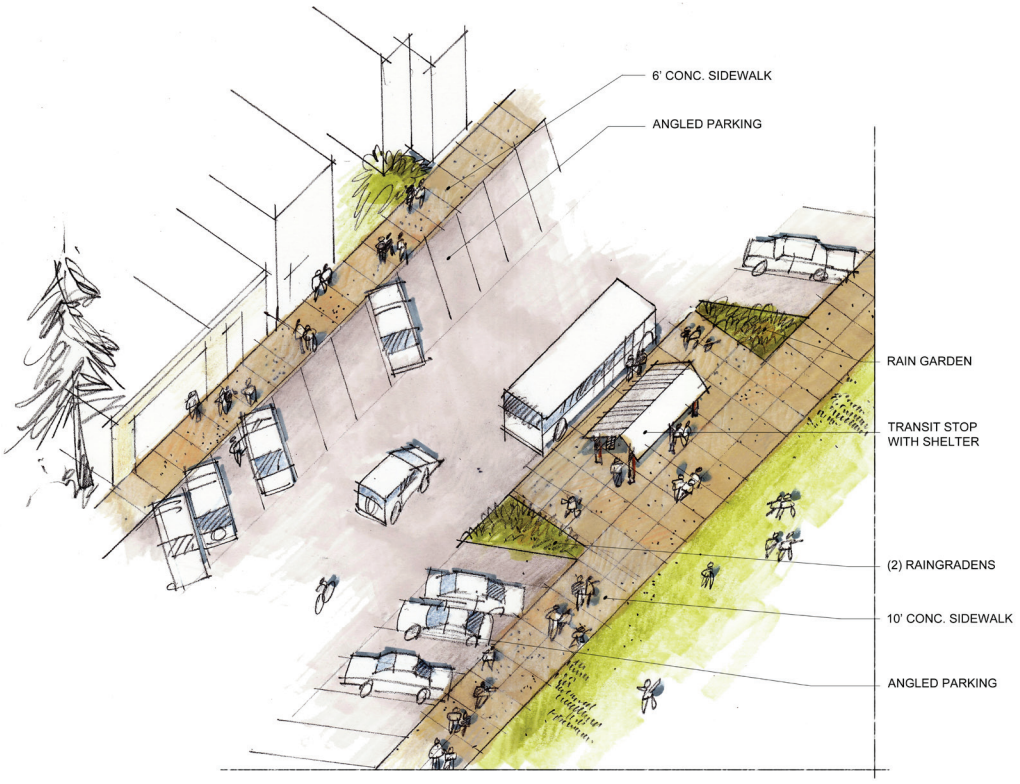
Intersection Treatments

Intersection treatments are as varied as the types of roadways and non-motorized facilities and are addressed in the Plan and in Appendix B.2 Transportation specifically for the location. Some examples of Intersection treatments to facilitate non-motorized movement include bike boxes, bike signals, median refuges at mid-block crossings, through-bike lanes at right turn pockets, elevated crossings, and others.

New and Emerging Street Design Concepts

This Plan also goes beyond the use of established standards and concepts described above, and explores innovative new street design concepts that are gaining popularity in communities nationwide, aimed at not only accommodating non-motorized travel, but also creating more livable, comfortable and attractive downtown cores. Concepts include:

- Shared streets (the Dutch "Woonerf") that are shared by all modes of travel concurrently
- Expanded sidewalk frontage to encourage business use (i.e. sidewalk cafes, displays,) as well as seasonal furniture, bike parking, art, etc.
- Convertible streets (described earlier) that allow for temporal closures for events, shared use, etc.
- Small plazas and internal courtyards in alleys, wide rights-of-ways, etc.
- Facilitation of business frontage improvements through façade grants.



RIGHT: Concept sketch of Washington Blvd NE between Main Street and NE 1st Street

DESIGN ELEMENTS

There are a wide variety of specific street design "tools," within the stan-dards described previously and evolving as circumstances and goals change, that are available to implement the recommended Complete Street Projects:

Intersections/Crossings

All intersections and crossings are proposed to be ADA compliant, with curb ramps as necessary, meeting required grades and situated to avoid obstacles such as power poles, drainage features, utility cabinets, trees, and similar features. A smaller corner curb radius of 15' is recommended at some intersections in order to slow turning movements and enhance pedestrian visibility. High visibility crosswalks and markings, consistent with Kitsap County standards, are recommended, as well as bicycle facility markings as described herein. (Advance bicycle signals are not currently proposed based on low volumes of bicycle traffic).

Raised intersections are proposed in locations where pedestrian traffic crossing is emphasized as a priority, where traffic calming is desired, and/or as an extension of sidewalk/plaza space. These proposed locations include:

- **Main Street and Washington Blvd NE (Option B)**
- **Main Street and Ohio Ave NE**
- **NE 2nd Street and Washington Blvd NE**

Landmark/gateway opportunity sites

Main Street and Washington Blvd NE, at the site of the Port of Kingston Park, provides an ideal location for a community landmark site with wayfinding signage and a place from which to enjoy the expansive waterfront view. Thematic design concepts might include nautical or historical features in keeping with the Kingston community's history and character.

SR 104 at the transition to couplet, at the intersection of NE 1st Street and

LEFT: Variety of design elements for Complete Streets

Main Street at the (current) community center site, provides an opportunity for a prominent gateway at the entry to the downtown core.

Lindvog Road NE and SR 104, an ideal location to introduce traffic calming upon entry to the community with a gateway that is in scale with vehicular traffic, as well as wayfinding for pedestrian and bicycle traffic. This could be accomplished with curb extensions, planting, and signing.

Parking

Adequate parking capacity currently exists within the Study Area (see Appendix B.2. Transportation), but opportunities exist to consolidate and clarify parking by removing some isolated/ individual stalls and shifting parking to appropriate and logically distributed locations that don't interfere with pedestrian movement. It is also true that in some downtown corridors, where roadway widths allow, angled parking rather than parallel parking can consolidate stalls and free up more pedestrian space by parking more efficiently.

Signing/Wayfinding

Businesses/business district signage is critical to the health and vitality of the commercial areas located along SR 104 (uptown) as well as along Main Street and NE Central Street in the core. Providing pedestrian-level signage at gathering areas, viewpoints, in close proximity to ferry off-loading, and near pay stations in the larger parking areas will be most beneficial. Wayfinding should also provide direction to local destinations, features, parking and landmarks as well as connections to community-wide and regional trail systems.

Lighting

Some portions of the downtown commercial core are adequately lighted, using the fixtures adopted in the Kingston Design Standards. These fixtures do not include

Examples of paving and curb alternatives

ABOVE: Variation in color and materials adds interest and refines routes

full cut-offs/shades, thus some glare may interfere with nighttime views from neighborhoods above. This Plan recommends revisiting the standard fixtures for retrofit or replacement, as well as adding additional new fixtures to close gaps in illumination downtown as well as on key pedestrian corridors and crossings.

Paving

A variety of paving/surfacing materials are available for use in the travel corridor, most of which meet common standards for strength and durability, and some of which add such attributes as increased durability, visibility, character and permeability.

Streets and travel lanes are, for the most part, recommended to be Hot Mix Asphalt (HMA) for its cost effectiveness and consistency with the established street grid in Kingston. Certain locations, such as the "convertible" street and raised intersections on Main Street in the downtown core, as well as local public gathering areas, should be considered for special paving in order to distinguish those areas for shared use and enhance their historic character. Special paving materials include a variety of unit pavers or tinted and differently scored concrete.

Sidewalks existing in downtown Kingston are predominately scored concrete, and the recommendation is to continue with concrete as sidewalks are added through the Study Area projects. Concrete is very durable, relatively low cost, and can be finished in consistent ways to enhance continuity throughout the Study Area. Concrete curb ramps are required to have a tactile warning element embedded on the ramp surface, and dark colored cast iron or cast panels are recommended, rather than the more commonly used bright yellow panels.

Driveways and curb cuts are also recommended to be concrete, but sized below County standards in some cases where constrained available space or circumstances dictate (although they must accommodate emergency vehicle access requirements per the Kitsap County Fire code). Where feasible, 12' driveway widths in residential areas and 24' widths in commercial areas, with 5' radius curb cuts, are recommended to accommodate pedestrians and to slow turning movements. Consolidation of some driveways in the upper SR 104 commercial area is recommended.

Crosswalks

Crosswalks and lane/corridor street markings shall be consistent with Kitsap County standards as well as AASHTO/NACTO guidelines, and readily visible in terms of color and intensity. In certain high volume circumstances, particularly in the downtown core, special paving of crosswalks with contrasting colored material rather than typical paint or thermoplastic is recommended.

Examples of a range of street amenities

ABOVE: Examples of a range of street amenities

Amenities

There are a variety of street furnishings and amenities which, if strategically located, will improve the pedestrian-friendly character, walkability, comfort, and aesthetics of the community. It is important that selection of the various materials and equipment, most of it manufactured, be of a type, quality and character that is durable, consistent with community character and exportable throughout the balance of the Kingston community as expansion of the Complete Streets concept occurs over time. Elements include:

Street furniture such as benches, tables, trash receptacles, and bollards

Weather protection which may include awnings, screens, small shelters, even table umbrellas.

Plantings both permanent and seasonal.

Bike parking which may include racks around town or long-term storage lockers at or near the ferry terminal.

Wayfinding/signing at appropriate scales and in strategic locations.

Art, either permanent or temporal, and stand-alone or incorporated into structures or furniture.

Stormwater

Creative and innovative solutions to the collection and treatment of stormwater include introduction of biotreatment, rain gardens and infiltration systems throughout the Study Area, consistent with Kitsap County standards and using currently available technology (see Appendix B.3. Stormwater).

Examples of these elements and some specific design recommendations are included herein. As the component projects of the Complete Streets plan are advanced further through the design process, the use, treatment and detailing of these will advance as well.

PROJECTS

OVERVIEW

The illustrative depictions of Projects that result from described analysis and recommendations are presented in this section.

Projects are presented as conceptual plans, some with alternatives, and are meant to provide the basis for future design. Additional input, such as targeted public outreach, in-depth operational analysis, and information required for particular grants, is necessary to finalize design.

This section also identifies opportunities for improvements beyond Project boundaries, which are described as Adjacencies. Projects are not developed in a vacuum; they inform, and are informed by, changes in the community.

Finally, a rationale for Project prioritization is described, with a discussion about evaluation criteria that led to project ranking. This element of the study may prove to change the most dramatically over time, as community focus, funding opportunities, and priorities change.

Projects Map

ABOVE: Alternative A retains ferry traffic access on Main Street

PROJECTS

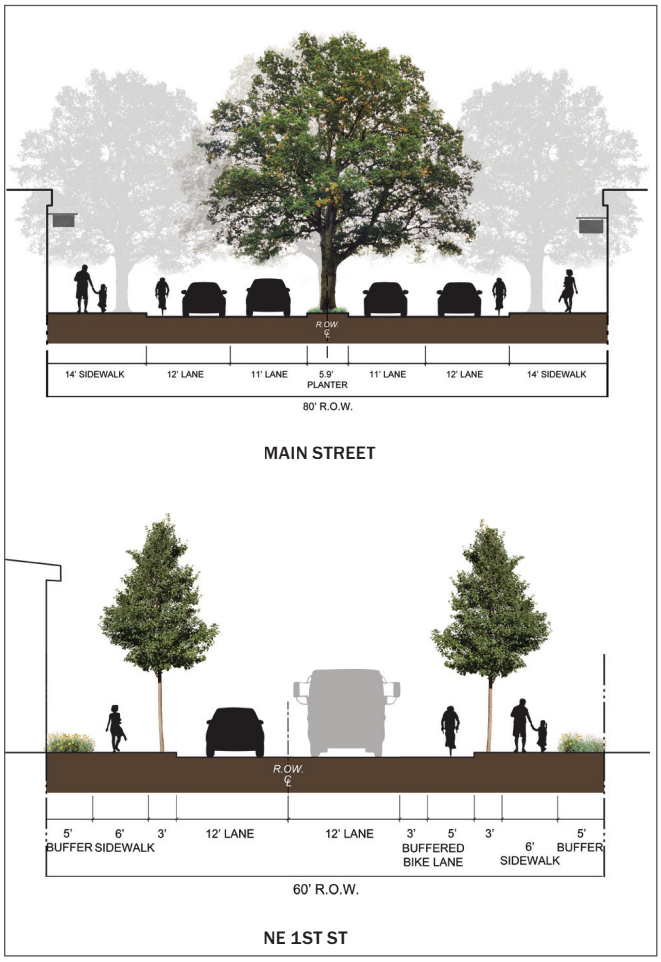
The Complete Streets plan consists of a series of Projects numbered 1 through 20, with locations shown on the Projects Map at left, and described in greater detail on individual 11" x 17" Project sheets that follow. Projects are generally numbered from waterfront to upland but in no particular order. The proposed Projects would provide a complete pedestrian and bicycle network within the Study Area, as well as green stormwater facilities on some streets, while also providing the facilities and capacity needed to accommodate local and ferry-generated automobile and truck traffic.

For Projects numbered 1 through 5, there are alternatives A and B, reflecting two options in routing for the ferry. Both alternatives include non-motorized improvements, but vary due to differences in ROW width, travel direction, and resulting changes in traffic volumes and on-street parking. The two alternatives are:

Alternative A: Existing SR 104 Configuration

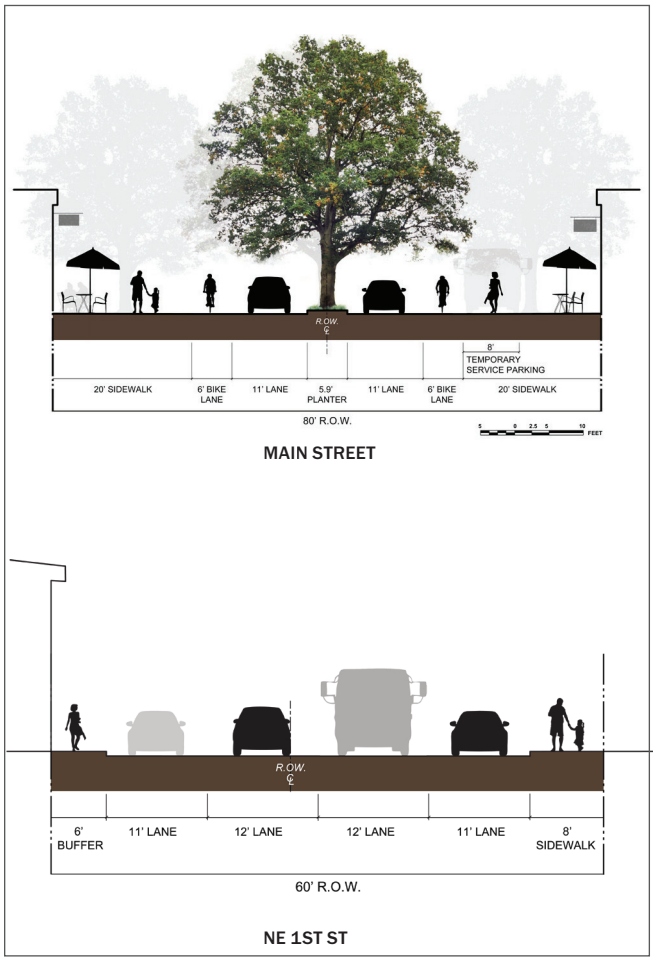
With this alternative, the configuration of SR 104 would remain unchanged, with ferry traffic access occurring via Main Street, and ferry traffic egress occurring via NE 1st Street. This alternative may serve as an interim solution while funding is being pursued for the Alternative B reconfiguration, or may be the long term solution in the event WSDOT or the community desire no changes to ferry traffic routing be made.

ALTERNATIVE A



No change to ferry traffic with one-way ingress on Main Street and egress on NE 1st Street

ALTERNATIVE B



Ferry traffic moves off Main Street to a bidirectional ingress and egress on NE 1st Street

Alternative B: Reconfigured SR 104

This alternative would reconfigure SR 104, widening NE 1st Street to four lanes, converting it from one-way to two-way operation, and reconfiguring the roadway and ferry dock so that all vehicles accessing and exiting the ferry would use this street. The ferry toll booths would be moved to NE 1st Street. Main Street would be converted to local use. Main Street south of NE West Kingston Road, and Washington Blvd NE between Central Avenue NE and NE 1st Street, would be converted from one-way to two-way operation. With this alternative, the County would apply for NE 1st Street to be re-designated as the SR 104 mainline, and Main Street to be removed from the state highway system and re-designated as a collector street.

With this alternative, NE 1st Street/ SR 104 would be widened to have two westbound lanes between the ferry dock and Bannister Street NE, where the left lane would drop to a left-turn lane. West of Bannister Street NE, SR 104 would continue to have the same three lane section that currently exists (one lane in each direction plus a center two-way left turn lane). Decoupling these one-way streets and making them both two-way streets would require traffic control where they intersect.

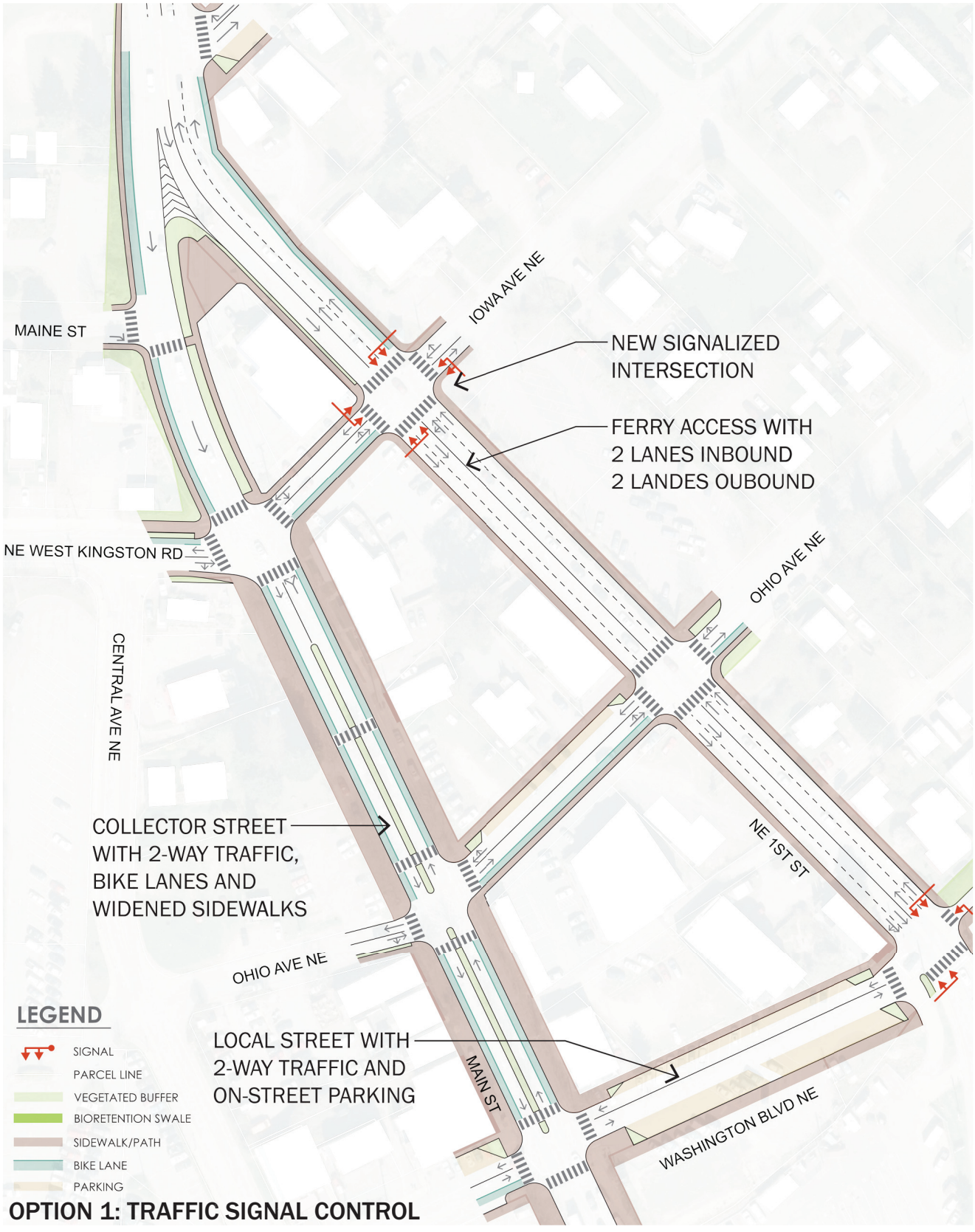
The following two traffic control options were evaluated and are shown in the following pages:

Option 1: Traffic Signal Control – A traffic signal would be installed at the NE 1st Street/Iowa Avenue NE intersection.

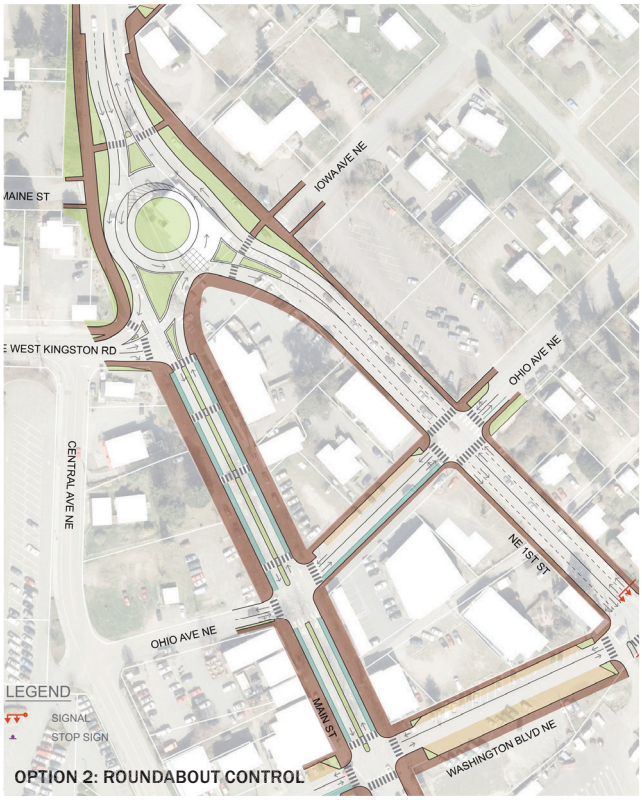
Option 2: Roundabout Control – A roundabout would be installed just north of NE West Kingston Road. To provide sufficient right-of-way to accommodate the roundabout, Iowa Avenue NE would need to be closed where it currently intersects with NE 1st Street; this would prohibit direct vehicle access at this location, but a non-motorized connection would still be maintained.

The operating and safety characteristics of each of these alternatives and options are outlined below, and described in more detail in Appendix B.2. Transportation.

- **The design peak hourly volume is not expected to increase significantly in the future, due to the anticipated consistency of ferry sailing frequency. While signalized and unsignalized intersection have different level of service threshold values, both options provide for an acceptable level of service operation based on WSDOT adopted standards.**



Option 1: Traffic signal control, preferred option for reconfigured SR 104



LEFT: Option 2: Roundabout Control is not the preferred option for a reconfigured SR 104

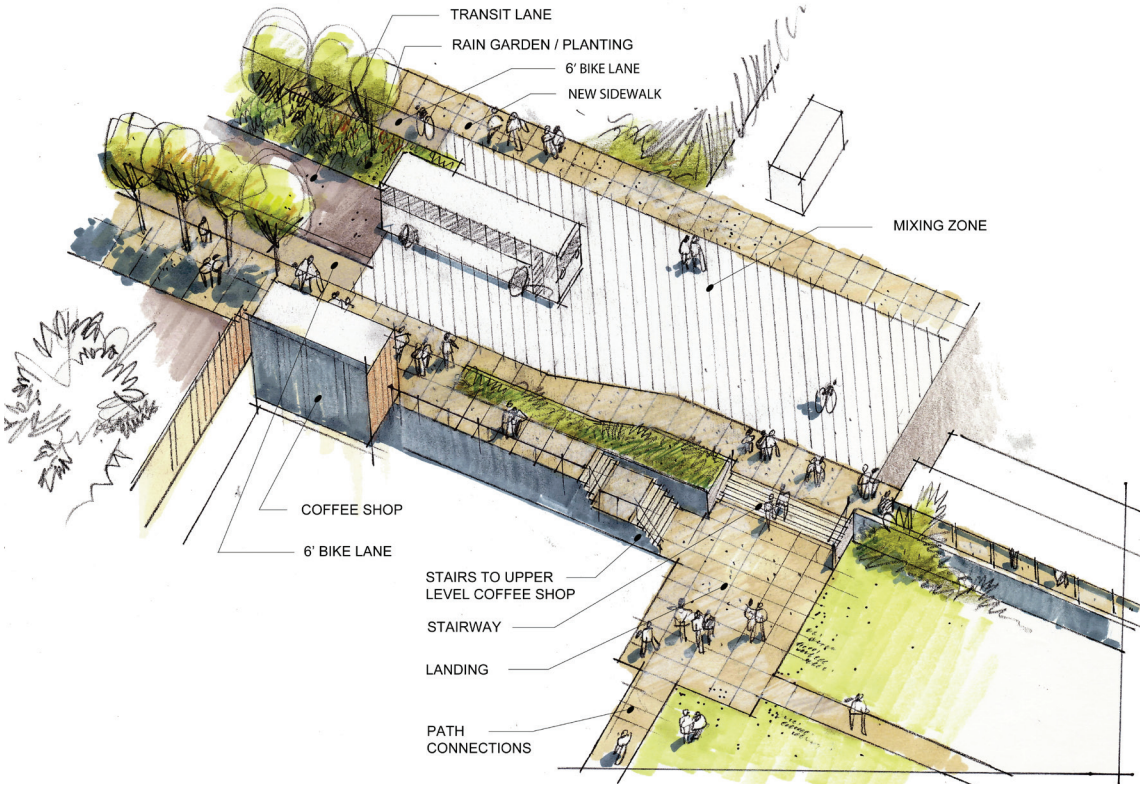
- A queuing analysis for the intersection option (A) informed that a permitted-protected left-turn phase from westbound NE 1st Street to Iowa Avenue NE, and north-south stop-control at Main Street/ NE West Kingston Road/Iowa Avenue NE, is expected to provide the most efficient overall operation , and the most flexibility to accommodate queues.
- While the calculated level of service for the roundabout indicates sufficient capacity to accommodate the projected vehicle volumes, the challenge would be in accommodating ferry vehicle queues through the roundabout. Local traffic through the roundabout would need to weave with ferry traffic, potentially slowing or completely stopping movement at the roundabout. Successful maneuvering through the roundabout would rely on traffic to not impede the "do not block" striped areas. Alternatively, traffic flow through the roundabout during peak ferry conditions might require traffic management by WSP, or supplemental traffic signal control. For these reasons, a roundabout is not recommended.

For Projects numbered 6 through 20, the improvements do not change based on which Alternative (A or B) is selected. Project sheets vary in scale and orientation based on the length of the project.

Planning level costs are shown on each project sheet, as is each project's relative priority based on evaluation criteria presented at the end of this section.

LEFT BLANK FOR INSERTS

LEFT BLANK FOR INSERTS



ADJACENCIES

Projects will necessarily have to be integrated with, and respond to, the development that occurs beyond the Study Area. New development will increase the need for all modes of transportation and, moving forward, Complete Streets strategies should be adopted to further improve the walkability and vitality of Kingston. Specific recommendations include:

- Collaborate with the Port of Kingston in their current master planning effort to identify balances between development of parking, business/commercial venues, and other opportunities that impact economic vitality of both the Port and the downtown area.
- Improve visual and physical connection between Port property and downtown business district with stair connections, elimination of visual and physical barriers, and bicycle and pedestrian connections to the surrounding street grid and parking areas. Improved pedestrian connections between the waterfront and downtown core will improve accessibility of many interdependent resources (parks, parking, transit, etc).
- Collaborate with the Port and WSDOT to resolve a comprehensive storm drainage plan to address the need for improved water quality treatment facilities.
- Work with the Port and WSF to evaluate alternatives for use, development, and layout of holding area and operations facilities. The interface of WSF maintenance and operations facilities with the commercial retail and public park areas of the downtown core presents conflicts of use that adversely impacts economic vitality, accessibility, and aesthetics of the downtown and Port properties.
- Work with WSDOT to move ahead with planning for ferry access revisions and future reservation system implementation, ensuring that business and residential community interests and concerns are addressed.

ABOVE: Concept study of connection to Port-owned Mike Wallace Park

BELOW: Port shoreline trail and drainage area

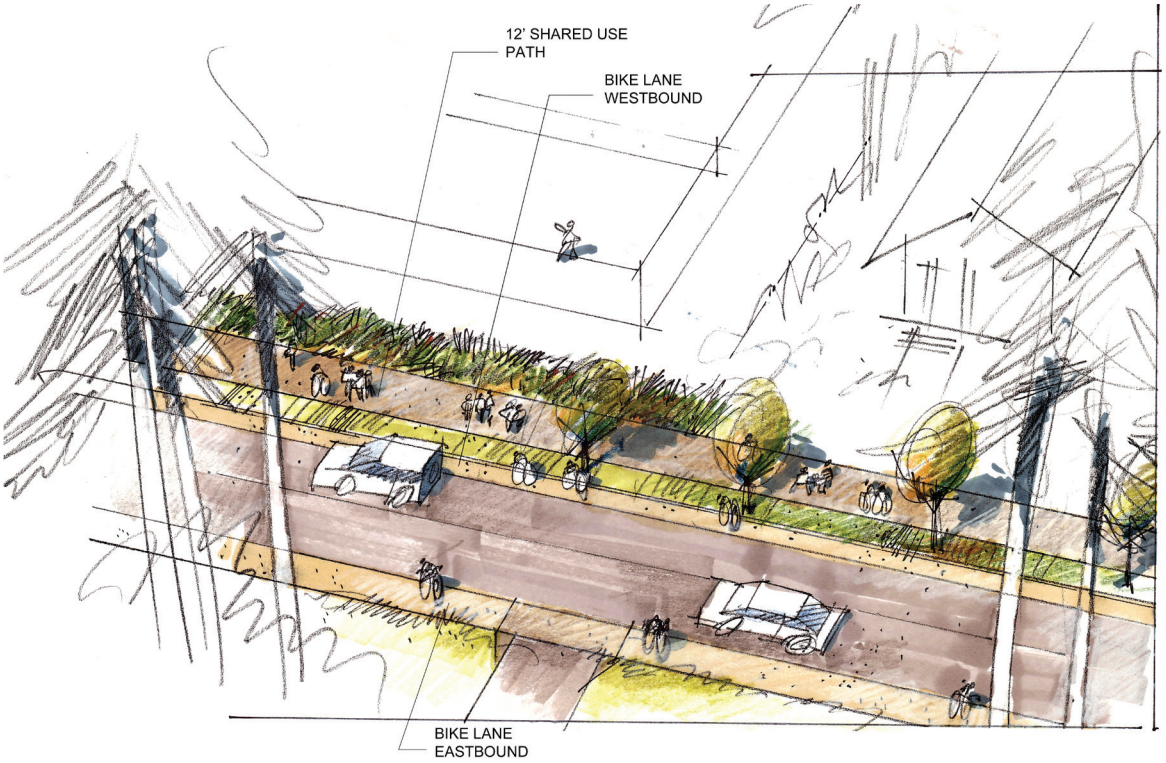
Concept Plan for Shoreline Trail

- Plan for mitigation to offset impacts of relocated ferry access, including such measures as tax-benefit for developing properties, public street and alleyway improvements, transfer of properties or transfer of development rights, storm drainage or bank stabilization improvements, view management, and other issues as identified by the community.
- Highlight Kitsap County's growing regional off-road trail system by extending shared use paths from the ferry to surrounding trail systems. Potential routes from the ferry might include Main Street, NE West Kingston Road, Barber Cut-Off to the environmental center and schools, Sound to Olympics Trail, Mosquito Fleet Trail, and the established NE West Kingston Road on-road system and future Miller Bay Road corridor. Routing through Port property would require further discussion to ensure trail development doesn't conflict with larger planning efforts.
- Collaborate with WSDOT and the Port to establish a Shoreline Trail that ties into the surrounding street system and strategic viewpoints and beach access. WSDOT and Port operations would inform the viability of such a system.

ABOVE LEFT: Concept illustration for Shared Use Path through terminal onto Port property

ABOVE RIGHT: NE West Kingston Road at end of non-motorized facilities

BELOW RIGHT: NE West Kingston Road, a recognized regional trail corridor



ABOVE: Concept plan for Shared Use Path and Bike Lanes along NE West Kingston Road

PRIORITIZATION

A series of Complete Street projects are recommended earlier herein, and a set of evaluation criteria have been established in order to evaluate and rank the projects for prioritization and implementation. It should be made clear here that this ranking is flexible and is intended as a guide only. As the Kingston community evolves over time, circumstances may change and opportunities arise that may shift priorities accordingly.

Evaluation criteria

Kitsap County Public Works has an established system for project evaluation for all transportation projects, with the emphasis on motorized transportation. Non-Motorized projects are one of the six ranked program or category divisions within the County's evaluation system. It is anticipated that most of the Complete Streets projects would fall under this category (although some, such as intersection improvements, might overlap with the Safety category or others, such as the addition of sharrows, could be included within the Roadway Preservation category).

The following is a list of evaluation criteria appropriate to determining an initial ranking for Projects identified in the Complete Streets planning effort. The Stakeholder Committee and County staff have participated in this effort and determined that the following evaluation criteria are appropriate to these projects in determining how they should rank in terms of priority. This ranking may change over time as circumstances change and priorities shift.

Safety
- Project reduces conflicts by providing separation from motorized traffic, or a defined and dedicated route, for pedestrians or bicycles
- Improves visibility of pedestrians and bicyclists within the travel corridor
- Clarifies intersection movements and priorities
- Eliminates or reduces local hazards/obstacles to non-motorized movement

Accessibility
- Project alters a previously non-accessible route to be accessible
- Enhances or expands upon accessibility

Constructability
- Project construction will have minimal impact on abutting uses, operations, traffic, access, detour requirements, etc.
- Project will have a relatively short construction duration

Destination Service
- Project improvements provide multi-modal/non-motorized service/access to a high value or high use destination

Continuity/Linkage
- Project closes a gap in an established system of non-motorized improvements
- Enhances connection to a larger/regional non-motorized system

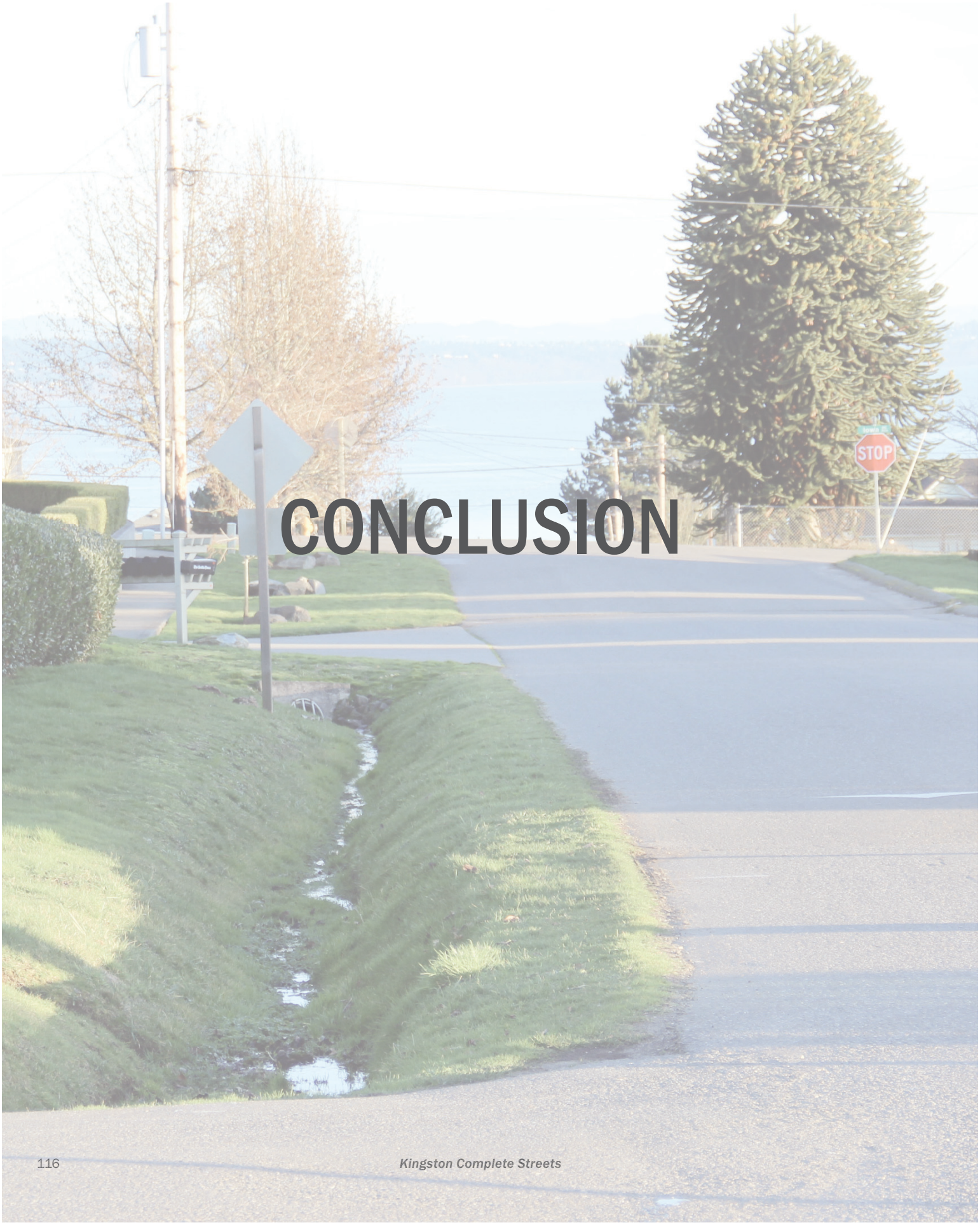
Environmental Impact
- Project has minimal impact on the environment
- Enhances environmental conditions (i.e. stormwater detention and/or treatment, utility upgrades that correct deficiencies, etc.)

Funding Opportunities
- Project represents an opportunity for outside (grant) funding
- Project has opportunity for more than one funding source (outside of local match)
- Project may be funded as part of a larger transportation project

Plan Concurrency
- Project is concurrent/consistent with other relevant planning overlays (Subarea Plan, TIP, etc.

These criteria were given equal weight, and all projects were evaluated under each criteria. Projects that were determined to satisfy a greater number of criteria to a greater degree ranked as “high priority” projects; those projects that satisfied fewer criteria and to a lesser degree ranked as “low priority” projects. Those in the middle rated “medium priority”. This methodology allows for more flexibility in identifying projects to advance to implementation.

It should also be noted that individual improvements or projects may be considered “Opportunity Projects” because they are part of other larger or differently funded transportation projects, and ranking for those projects will not necessarily apply. These may include lesser facilities or items (i.e. curb ramps, drain grate changes, obstacle removal, signing, etc.) or safety improvements that should be implemented when opportunities such as adjacent roadway projects, widening, unanticipated funding, etc. arise.



CONCLUSION

SUMMARY

The Projects recommended, taken in their entirety, will create a community of public streets that are thoughtfully planned and designed for safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. The Plan elements seek to complement the scale of the community, creating corridors and spaces that are unique to Kingston and appropriate to the established architectural style and detailing of the community.

IMPLEMENTATION

As a result of widespread community support and policies adopted at State and local level, Complete Streets projects are gaining support for implementation, whether as new development or retrofit of existing streets. As a result of Kitsap County's support of Complete Streets policies, the first project of the Plan has been funded for final design and construction. Washington Blvd NE, between Main Street and NE 3rd Street received a PSRC Rural Town Centers and Corridors Program grant and is scheduled for design in 2017. Other sources of funds to construction improvements may come from collaborative planning efforts with the Port of Kingston, WSDOT, and WSF.

Project costs presented on the Project Sheets are planning level costs that may assist in identifying appropriate grants and providing necessary information for short and long-term budgeting.

PROJECT SUMMARY SHEET

The Project Summary Sheet on the following page lists all projects proposed in the Study Area, numerically, showing limits, length, estimated planning level costs, and priority ranking based on the evaluation criteria established in the Plan.

Projects Map

Project Summary Sheet

#	Project Name	from	to	length (LF)	cost	priority
1A	**SR 104**	Lindvog Road NE	Washington Blvd NE	2,530	2,418,000	H
2A	**NE 1st Street**	SR 104	Washington Blvd NE	600	1,605,000	H
3A	**Washington Blvd NE**	Main St	NE 1st St	390	1,042,000	H
4A	**Washington Blvd NE**	Central Ave NE	Main St	200	384,000	M
1B	**SR 104**	Lindvog Road NE	Washington Blvd NE	2,530	4,760,000	H
2B	**NE 1st Street**	SR 104	Washington Blvd NE	600	3,586,000	H
3B	**Washington Blvd NE**	Main St	NE 1st St	390	1,091,000	H
4B	**Washington Blvd NE**	Central Ave NE	Main St	200	383,000	M
5B	**Main St**	Washington Blvd NE	Ticket Booths	130	787,000	H
6	**Washington Blvd NE**	NE 1st St	NE 3rd St	680	782,000	H
7	**Central Ave NE + Ohio Ave NE**	Washington Blvd NE	NE West Kingston Rd/Main St	880	693,000	H
8	**Ohio Ave NE**	Main St	NE 1st St	220	452,000	M
9	**NE West Kingston Rd**	Lindvog Road NE	Main St	1,540	2,247,000	H
10	**Bannister St NE**	NE West Kingston Rd	SR 104	950	846,000	L
11	**NE Maine St**	Bannister St NE	Main St	310	193,000	L
12	**NE Oregon St**	Village Green	Bannister St NE	280	317,000	M
13	**NE California St**	Village Green	Bannister St NE	270	185,000	L
14	**NE Georgia Ave**	Bannister St NE	Central Ave NE	400	639,000	M
15	**Central Ave NE + Pennsylvania Ave NE + NE 2nd St**	SR 104	Illinois Ave NE	1,120	1,156,000	M
16	**Illinois + Iowa + Ohio Aves NE**	NE 1st St	NE 2nd St	830	878,000	M
17	**Illinois Ave NE**	NE 2nd St	ext. of NE 3rd St	340	351,000	L
18	**NE 2nd St**	Pennsylvania Ave NE	Washington Blvd NE	950	1,781,000	H
19	**Iowa Ave NE**	NE 2nd St	NE 3rd St	300	330,000	L
20	**NE 3rd St + Ohio Ave NE**	NE 2nd St	Iowa Ave NE & WA Blvd NE	980	964,000	L

H High Priority

M Medium Priority

L Low Priority

Cost opinions should be considered planning level estimates on the order of magnitude of total costs, and in current (2016) dollars. More detailed cost estimates will be developed in subsequent phases of project development.

APPENDICES

APPENDICES