

Bremerton2044

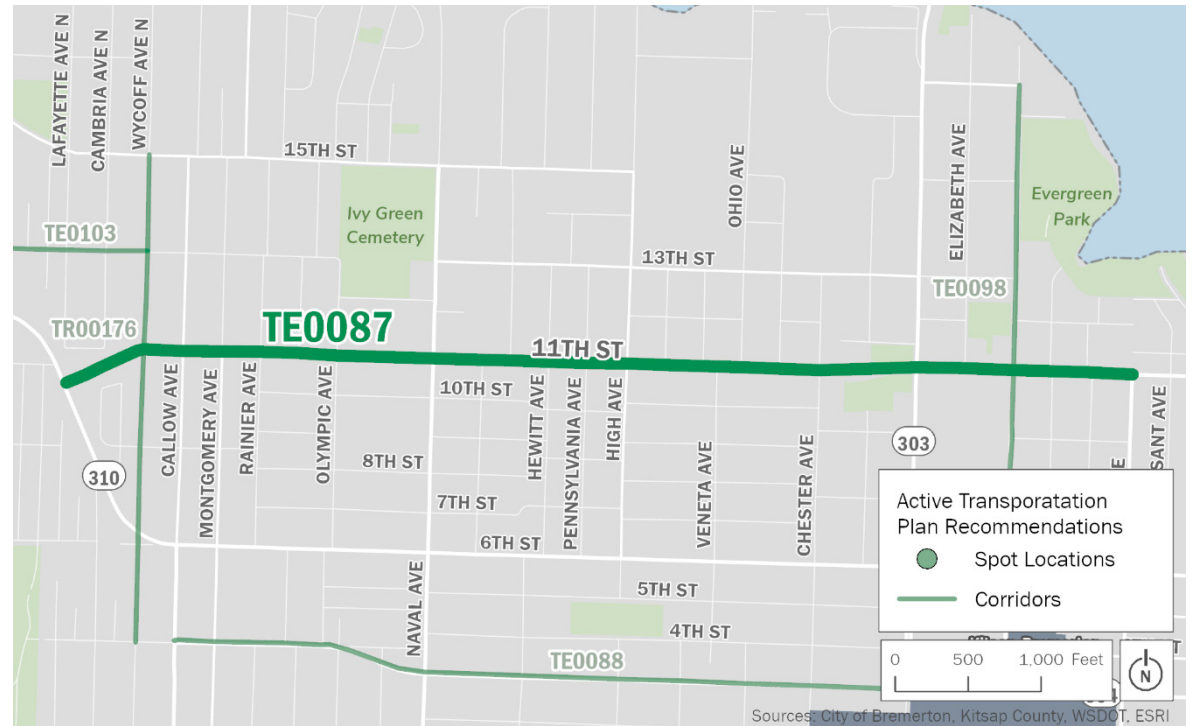
Attachment D. New Active Transportation Projects

Project Description

Study potential pedestrian improvements to 11th Street between Pacific Avenue to Kitsap Way including capital projects that would improve pedestrian safety and comfort on the 11th Street corridor.

Project Benefits	<p>Improves pedestrian mobility along 11th Street, a designated corridor in the Pedestrian Priority Network</p> <p>Identifies more comfortable facilities to address existing active transportation gap classified as PLTS 4</p> <p>Provides opportunity to tailor recommendations that meet needs specific to this location</p>
Considerations	<p>Improvements focused on pedestrian users only</p>
Project Type	<p>Pedestrian</p>
Partner Agencies	<p>None</p>
Project Length	<p>1.4 miles</p>
Crash History	<p>Crash history at project location includes one crash that resulted in a serious injury and ten crashes involving an active transportation user</p>
Relationship to Other Projects	<p>Corridor study should precede and coordinate with 11th Street improvements, preservation and community boulevard.</p>

Project Area



Potential Funding Sources

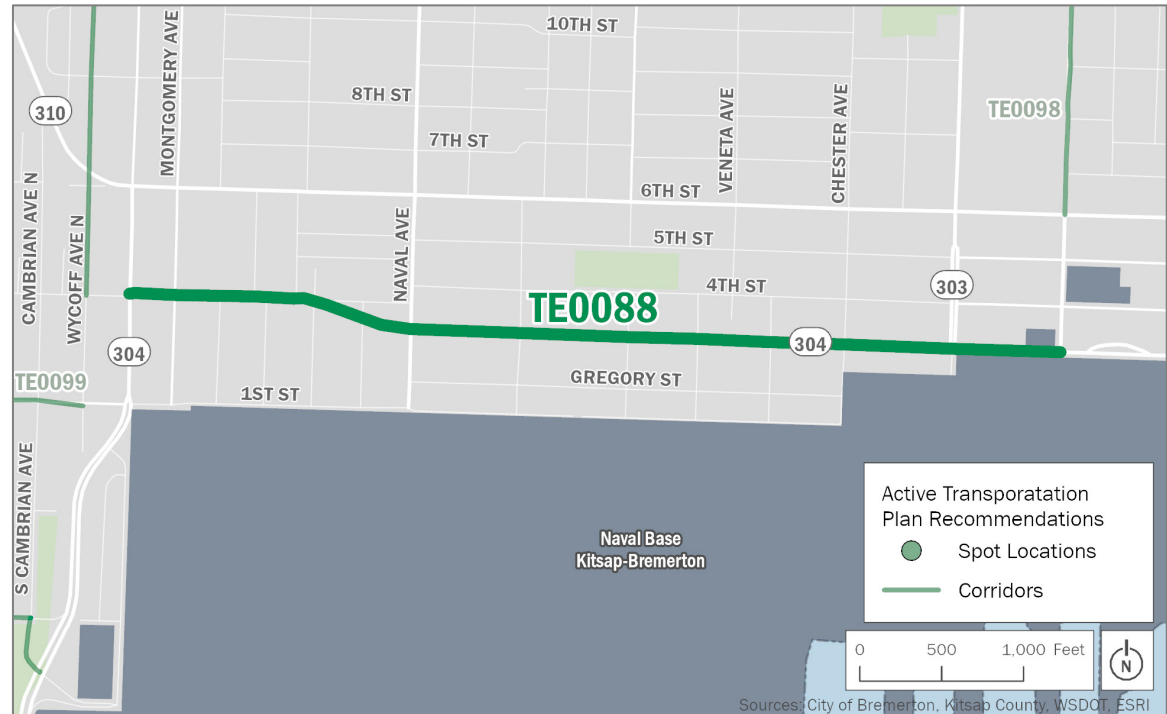
- Pedestrian/Bicyclist Program (WSDOT)
- Urban Active Transportation Program (TIB)
- Transportation Alternatives Program (PSRC)
- Local Funding

Project Description

Examine potential expansion of Burwell Street for vehicle capacity and expanded sidewalks or pedestrian improvements on the south side of Burwell Street from Park Avenue to N Callow Avenue.

Project Benefits	<p>Expands opportunities for pedestrian access to NBK-BR</p> <p>Provides opportunity to tailor recommendations that meet needs specific to this location</p>
Considerations	<p>Improvements focused on pedestrian users only</p> <p>Coordination with WSDOT required for improvements in state ROW</p>
Project Type	Pedestrian
Partner Agencies	WSDOT
Project Length	1.1 miles
Crash History	Crash history at project location includes one crash that resulted in a serious injury and three crashes involving an active transportation user
Relationship to Other Projects	NA

Project Area



Potential Funding Sources

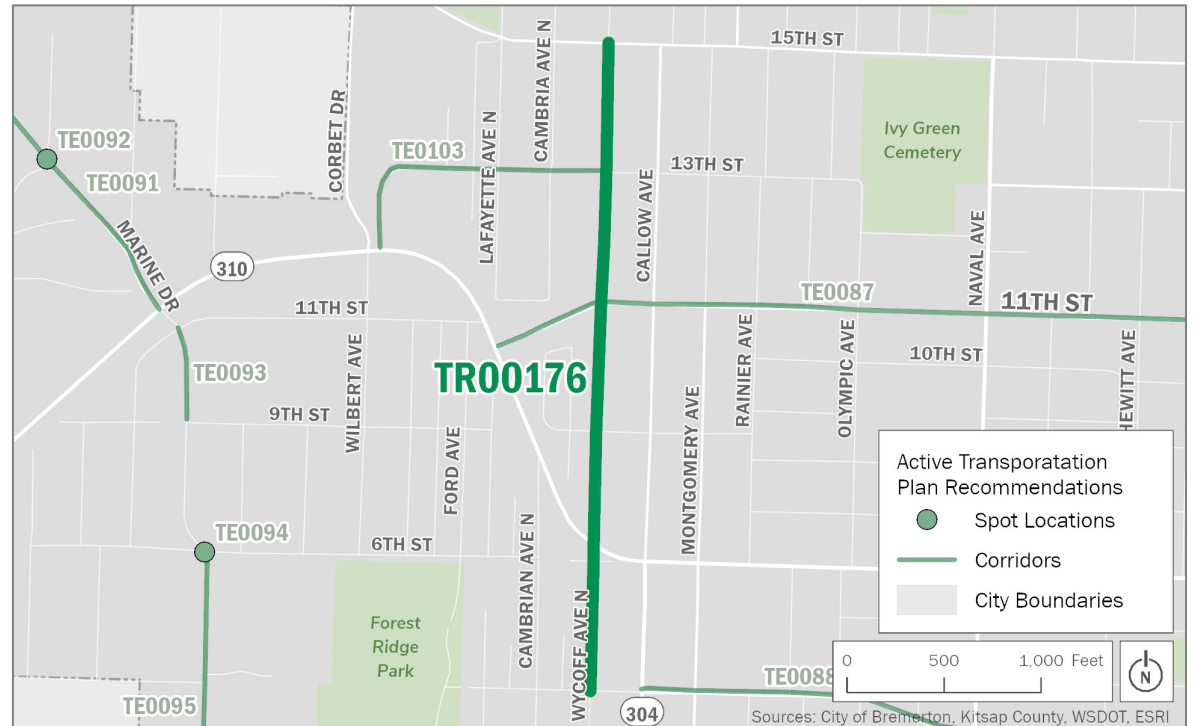
- Pedestrian/Bicyclist Program (WSDOT)
- Urban Active Transportation Program (TIB)
- Transportation Alternatives Program (PSRC)
- Local Funding

Project Description

Sidewalk replacement and new sidewalk from 6th Street to 15th Street; active transportation crossing improvements north and south at Kitsap Way/SR 310; traffic calming at intersections with Burwell Street, 13th Street and 15th Street.

Project Benefits	<p>Provides north-south connection alternative to Callow Avenue along roadway with lower volumes</p> <p>Includes crossing improvements at Kitsap Way/SR 310</p> <p>Expands network connectivity for underserved communities</p>
Considerations	Segment not a designated active transportation gap
Project Type	Bicycle and Pedestrian
Partner Agencies	NA
Project Length	0.6 miles
Crash History	Crash history at project location did not include crashes that resulted in a serious injury or fatality or crashes that involved an active transportation user
Relationship to Other Projects	NA

Project Area



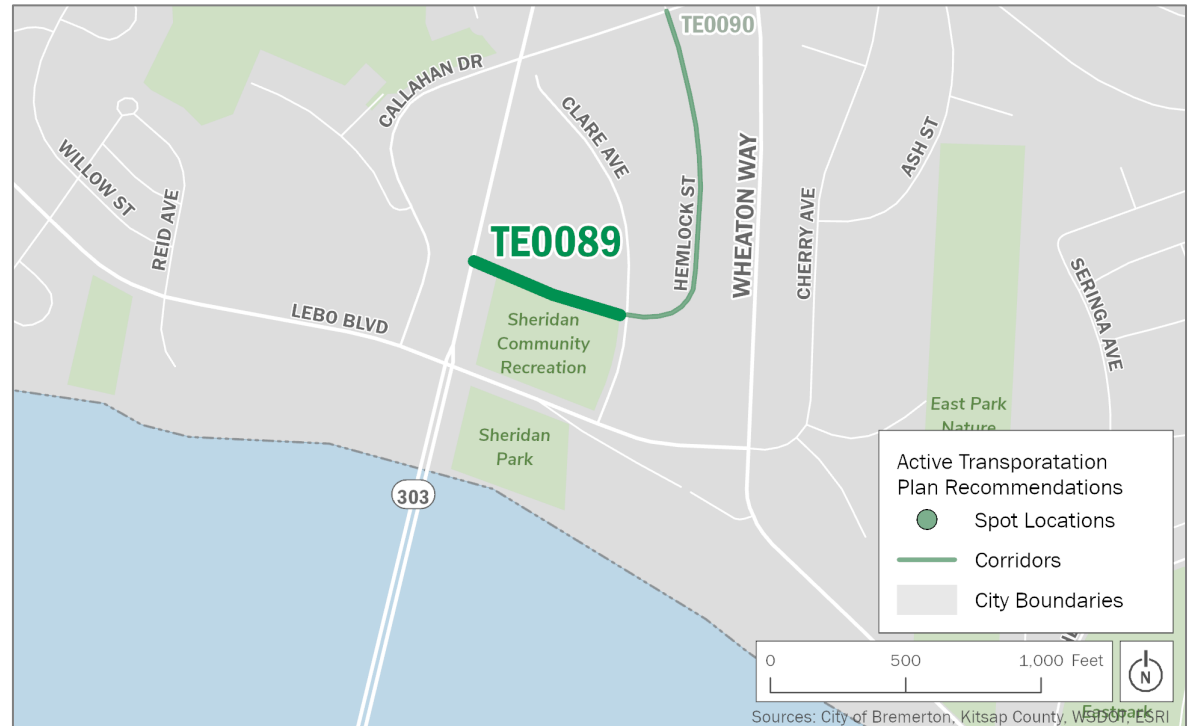
- Potential Funding Sources**
- Pedestrian/Bicyclist Program (WSDOT)
 - Urban Active Transportation Program (TIB)
 - Transportation Alternatives Program (PSRC)
 - Local Funding

Project Description

Neighborhood greenway improvements, including shared roadway signage, pavement markings, intersection treatments, traffic calming, and crossing improvements at Clare Avenue.

Project Benefits	<p>Recommendation consistent with public input</p> <p>Dedicated facility for active transportation users provides greater separation from vehicles using off-ramps</p>
Considerations	<p>Coordination with WSDOT required to implement facilities within SR 303 ROW</p> <p>Connection compatible with users along west side of SR 303 only</p>
Project Type	Bicycle
Partner Agencies	WSDOT
Project Length	580 feet
Crash History	Crash history at project location did not include crashes that resulted in a serious injury or fatality or crashes that involved an active transportation user
Relationship to Other Projects	Recommended for implementation prior to TE0090

Project Area



Potential Funding Sources

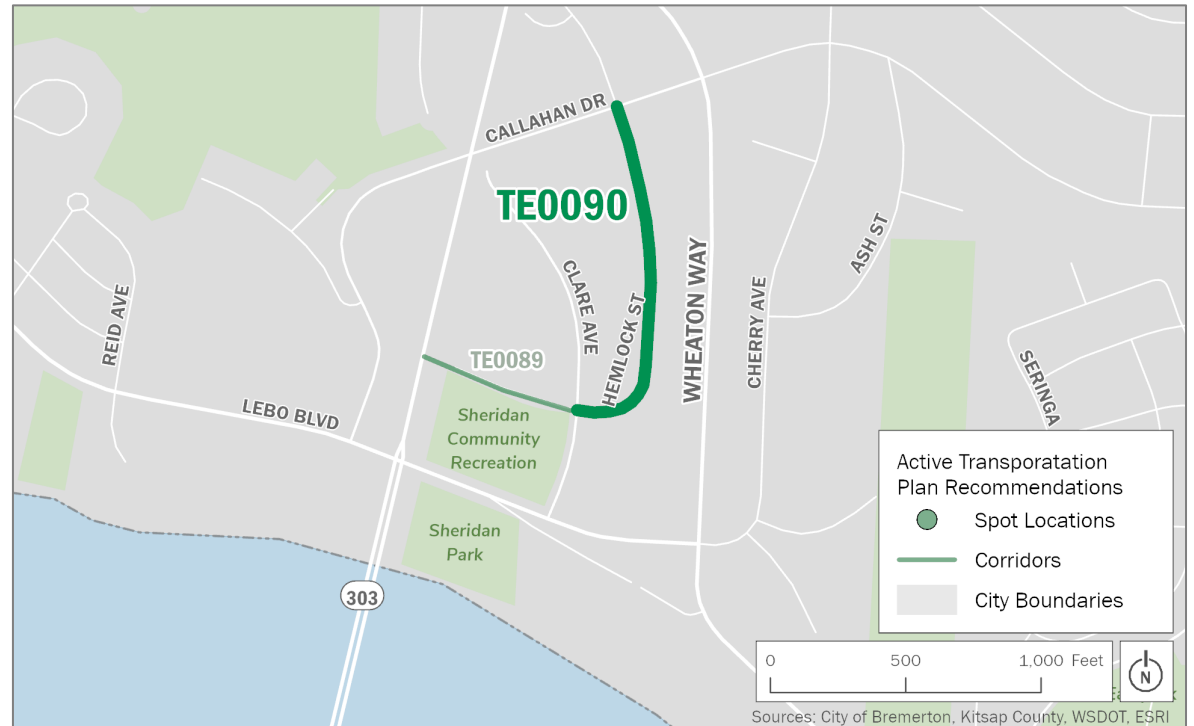
- Pedestrian/Bicyclist Program (WSDOT)
- Urban Active Transportation Program (TIB)
- Transportation Alternatives Program (PSRC)
- Local Funding

Project Description

Neighborhood greenway improvements, including shared roadway signage, pavement markings, intersection treatments, traffic calming, and crossing improvements at Callahan Drive.

Project Benefits	Provides low-stress connection to Callahan Drive along local roadway with lower traffic volumes
Considerations	Improvements focused on bicycle users only Shared facility may not be comfortable for users
Project Type	Bicycle
Partner Agencies	NA
Project Length	1,330 feet
Crash History	Crash history at project location did not include crashes that resulted in a serious injury or fatality or crashes that involved an active transportation user
Relationship to Other Projects	Recommended for implementation with TE0089

Project Area



Potential Funding Sources

- Pedestrian/Bicyclist Program (WSDOT)
- Urban Active Transportation Program (TIB)
- Transportation Alternatives Program (PSRC)
- Local Funding

TE0091: Marine Drive Sidewalks



Project Description

Construct sidewalks on the west side of Marine Drive from Kitsap Way to Rocky Point Road.

Project Benefits	<ul style="list-style-type: none"> Improved pedestrian access to Crownhill Elementary School Provides safety improvement for vulnerable users Expands network connectivity for underserved communities
Considerations	Improves access to Crownhill Elementary
Project Type	Pedestrian
Partner Agencies	NA
Project Length	1,620 feet
Crash History	Crash history at Marine Drive intersection with Kitsap Way location includes 4 crashes involving active transportation users
Relationship to Other Projects	Design should be coordinated with TE0092 crossing improvements

Project Area



- Potential Funding Sources**
 - Pedestrian/Bicyclist Program (WSDOT)
 - Urban Active Transportation Program (TIB)
 - Transportation Alternatives Program (PSRC)
 - Safe Routes to School (SRTS) Program (FHWA)
 - Local Funding

TE0092: Crossing Improvements at Dora Avenue and Marine Drive



Project Description

Construct crosswalk and curb bulb out across Dora Avenue on the north leg of the intersection between Marine Drive and Dora Avenue.

Project Benefits	<ul style="list-style-type: none"> Improved access to Crownhill Elementary School Safety improvements would benefit vulnerable users Expands network connectivity for underserved communities
Considerations	Destinations limited along corridor
Project Type	Crossing Improvement
Partner Agencies	WSDOT
Project Length	NA
Crash History	Crash history at project location did not include crashes that resulted in a serious injury or fatality or crashes that involved an active transportation user
Relationship to Other Projects	Design should be coordinated with TE0091 corridor improvement

Project Area



- Potential Funding Sources**
 - Pedestrian/Bicyclist Program (WSDOT)
 - Urban Active Transportation Program (TIB)
 - Transportation Alternatives Program (PSRC)
 - Safe Routes to School (SRTS) Program (FHWA)
 - Local Funding

TE0093: Adele Avenue Sidewalks

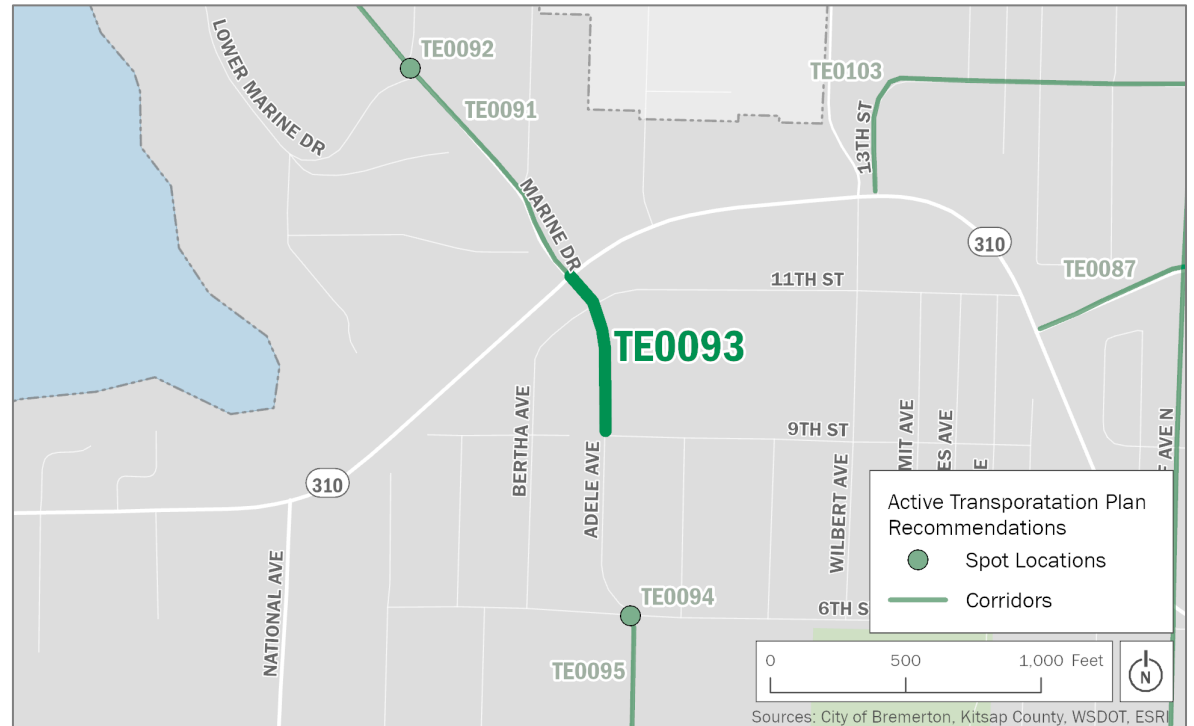


Project Description

Replace sidewalks on the east side of Adele Avenue and fill sidewalk gaps from Kitsap Way/SR 310 to 9th Street.

Project Benefits	Improves north-south connectivity south of Kitsap Way/SR 310 Expands network connectivity for underserved communities
Considerations	Steep slopes may be challenging to navigate for some users Improvements aimed to improve connectivity for bicycle users only
Project Type	Pedestrian
Partner Agencies	NA
Project Length	610 feet
Crash History	Crash history at project location did not include crashes that resulted in a serious injury or fatality or crashes that involved an active transportation user
Relationship to Other Projects	Design should be coordinated with TE0091 corridor improvement

Project Area



Potential Funding Sources

- Pedestrian/Bicyclist Program (WSDOT)
- Urban Active Transportation Program (TIB)
- Transportation Alternatives Program (PSRC)
- Local Funding

TE0094: Improve Crossing of Adele Street and 6th Street

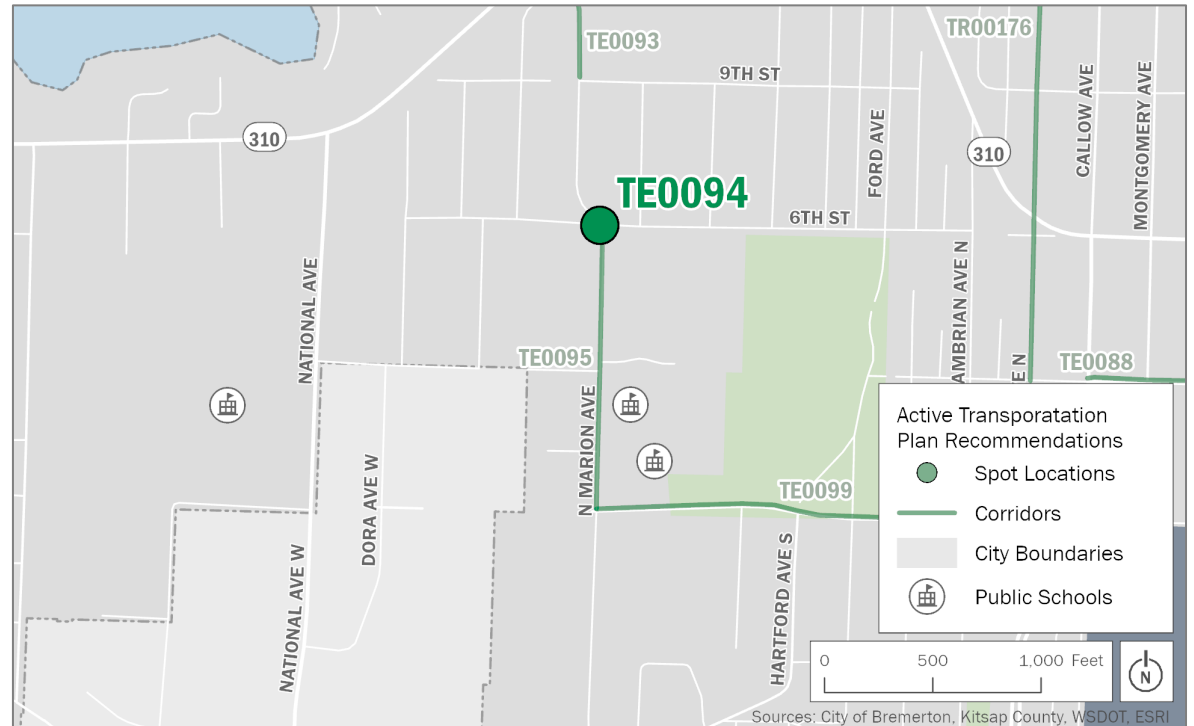


Project Description

Add pedestrian island between Adele, 6th and Marion in the middle of the intersection, add crossings of Marion Ave N and 6th Street at Adele and install sidewalks through the intersection on the south side of 6th Street.

Project Benefits	<ul style="list-style-type: none"> Improved connectivity for southbound connections to Renaissance High School and Forest Ridge Park Provides safety improvement for vulnerable users Expands network connectivity for underserved communities
Considerations	<ul style="list-style-type: none"> Improvements should address sight distance challenges Steep slopes may be challenging to navigate for some users
Project Type	Crossing Improvement
Partner Agencies	NA
Project Length	NA
Crash History	Crash history at project location did not include crashes that resulted in a serious injury or fatality or crashes that involved an active transportation user
Relationship to Other Projects	Design should be coordinated with TE0095 corridor improvement

Project Area



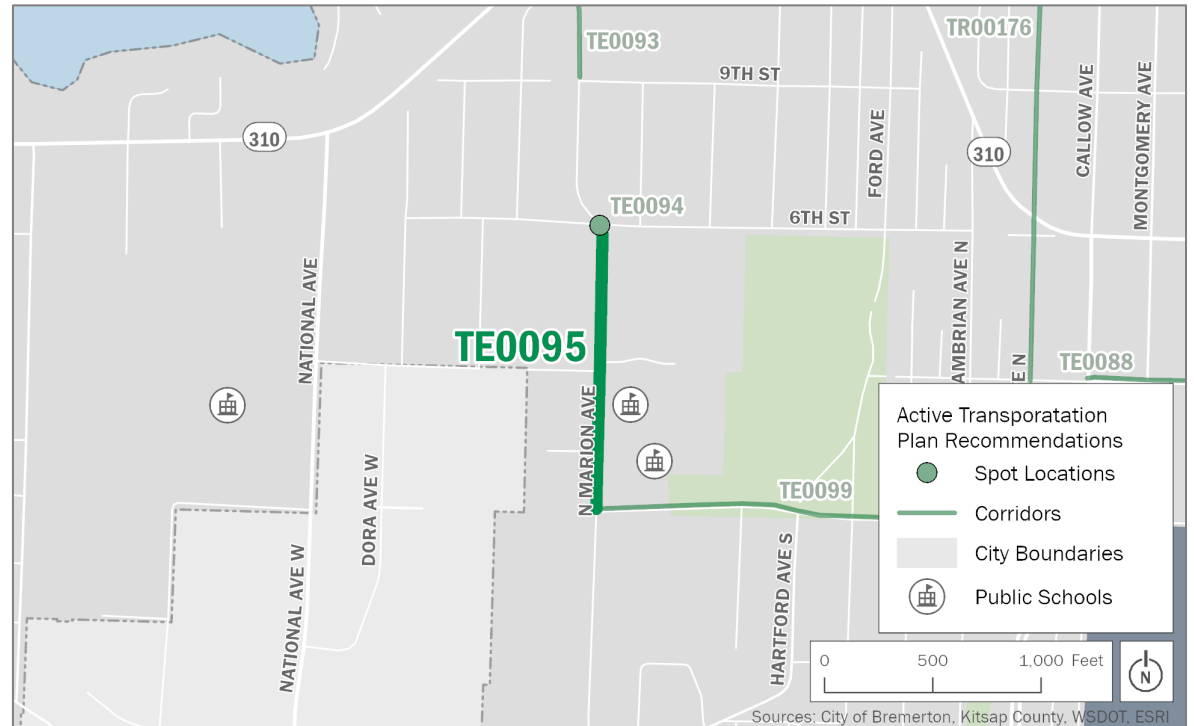
- Potential Funding Sources**
- Pedestrian/Bicyclist Program (WSDOT)
 - Urban Active Transportation Program (TIB)
 - Transportation Alternatives Program (PSRC)
 - Safe Routes to School (SRTS) Program (FHWA)
 - Local Funding

Project Description

Construct sidewalks to the west side of Marion Avenue from 6th Street to 1st Street.

Project Benefits	<ul style="list-style-type: none"> Improved pedestrian access to Renaissance High School and Forest Ridge Park Provides safety improvement for vulnerable users Expands network connectivity for underserved communities
Considerations	<ul style="list-style-type: none"> Improvements should address sight distance challenges Steep slopes may be challenging to navigate for some users
Project Type	Pedestrian
Partner Agencies	NA
Project Length	1,310 feet
Crash History	Crash history at project location includes two crashes that resulted in a serious injury and one crash involving an active transportation user
Relationship to Other Projects	Design should be coordinated with TE0094 crossing improvement

Project Area



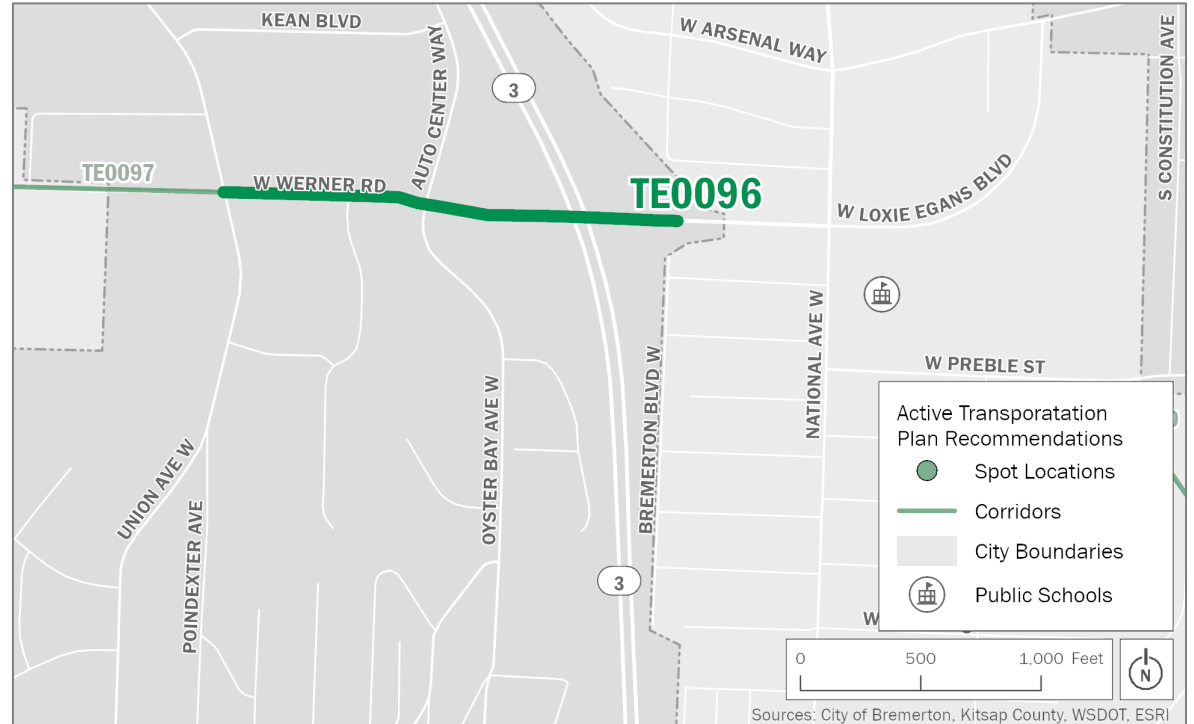
- Potential Funding Sources**
- Pedestrian/Bicyclist Program (WSDOT)
 - Urban Active Transportation Program (TIB)
 - Transportation Alternatives Program (PSRC)
 - Safe Routes to School (SRTS) Program (FHWA)
 - Local Funding

Project Description

Study bicycle and pedestrian facility options along Werner Road/Loxie Eagens Boulevard from northbound SR 3 ramps to Union Avenue W.

Project Benefits	<p>Improved network connectivity between residential areas east and west of SR 3</p> <p>Connection to W Loxie Eagens Boulevard, a designated non-motorized route by Kitsap County</p> <p>Provides opportunity to tailor recommendations specific to the needs of this location</p>
Considerations	<p>Significant vehicular traffic along and across the segment</p> <p>Likely to require ROW acquisition</p> <p>Coordination with WSDOT required within SR 3 ROW</p>
Project Type	Planning Study
Partner Agencies	WSDOT
Project Length	0.4 miles
Crash History	Crash history at project location includes one crash that resulted in a serious injury
Relationship to Other Projects	Coordination with widening project along W Loxie Eagens Boulevard

Project Area



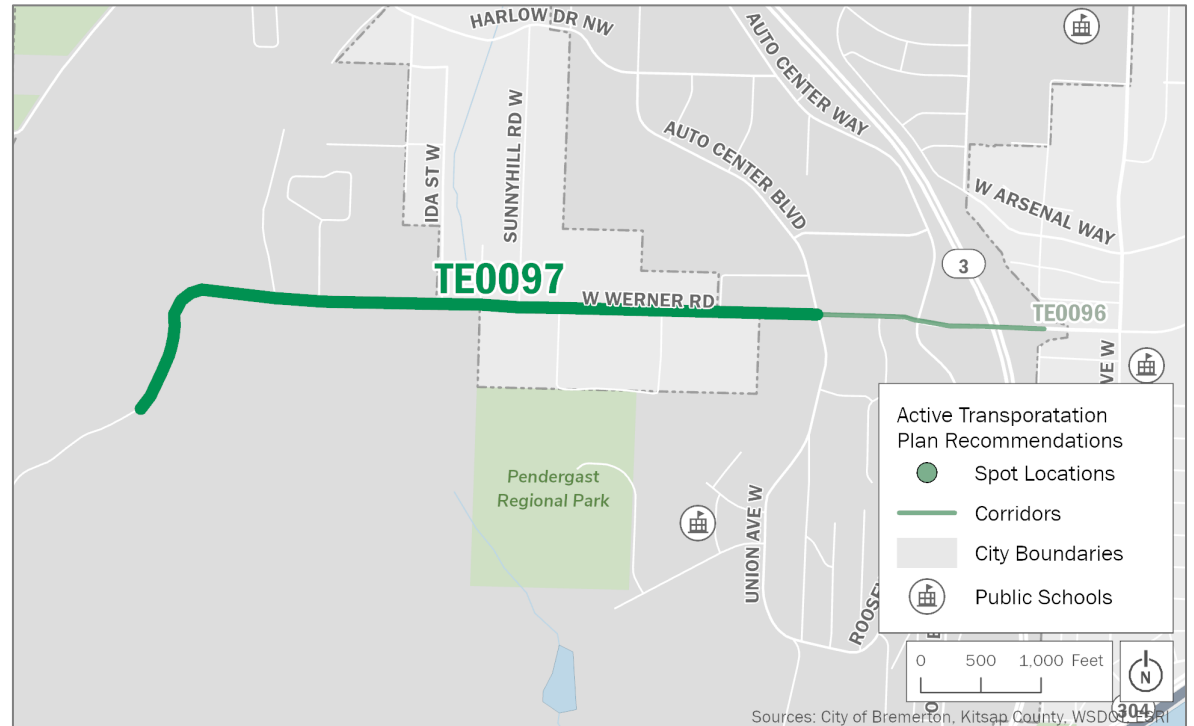
- Potential Funding Sources**
- Pedestrian/Bicyclist Program (WSDOT)
 - Urban Active Transportation Program (TIB)
 - Transportation Alternatives Program (PSRC)
 - Local Funding

Project Description

Construct shared-use path along Werner Road from Union Avenue W/Auto Center Way to Panoramic Loop.

Project Benefits	Improved network connectivity expanding to new residential developments west of SR 3
Considerations	Opportunity for coordination for segment within unincorporated Kitsap County
Project Type	Shared-use Path
Partner Agencies	Kitsap County
Project Length	1.2 miles
Crash History	Crash history at project location did not include crashes that resulted in a serious injury or fatality or crashes that involved an active transportation user
Relationship to Other Projects	Design should be coordinated with TE0096 planning study to determine connection east of project study area

Project Area



Potential Funding Sources

- Pedestrian/Bicyclist Program (WSDOT)
- Urban Active Transportation Program (TIB)
- Transportation Alternatives Program (PSRC)
- Local Funding

Project Description

Implement neighborhood greenway improvements to indicate shared roadway use between bicyclists and vehicles, including shared roadway signage, pavement markings, intersection treatments, traffic calming, and crossing improvements from 6th Street to 17th Street.

Project Benefits	Improves access to downtown Bremerton Expands network connectivity for underserved communities
Considerations	Improvements accommodate bicycle users only Shared facility may not be comfortable for users
Project Type	Bicycle
Partner Agencies	NA
Project Length	0.6 miles
Crash History	Crash history at project location includes one crash that resulted in a serious injury and three crashes involving an active transportation user
Relationship to Other Projects	NA

Project Area



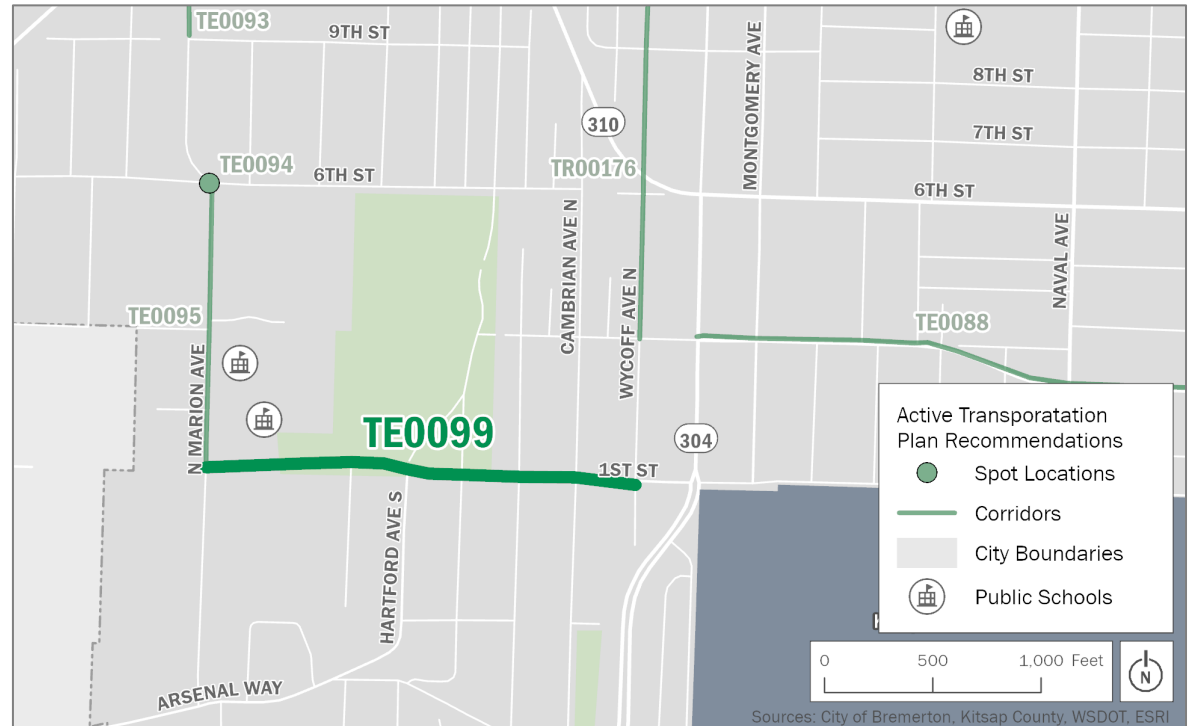
- Potential Funding Sources**
- Pedestrian/Bicyclist Program (WSDOT)
 - Urban Active Transportation Program (TIB)
 - Transportation Alternatives Program (PSRC)
 - Local Funding

Project Description

Replace sidewalks on the north side between N Wycoff Ave and N Lafayette Ave; add sidewalk along south side of 1st Street from N Wycoff Avenue to Marion Avenue.

Project Benefits	<ul style="list-style-type: none"> Expands network connectivity for underserved communities Improved pedestrian access to Renaissance High School Provides safety improvement for vulnerable users
Considerations	Steep slopes may be challenging for some users
Project Type	Pedestrian
Partner Agencies	NA
Project Length	0.4 miles
Crash History	Crash history at project location includes two crashes that resulted in a serious injury and one crash involving an active transportation user
Relationship to Other Projects	Design should be coordinated with TE0095 to facilitate connections to school properties along N Marion Avenue

Project Area



- Potential Funding Sources**
- Pedestrian/Bicyclist Program (WSDOT)
 - Urban Active Transportation Program (TIB)
 - Transportation Alternatives Program (PSRC)
 - Safe Routes to School (SRTS) Program (FHWA)
 - Local Funding

TE0100: S Summit Avenue Bicycle Corridor

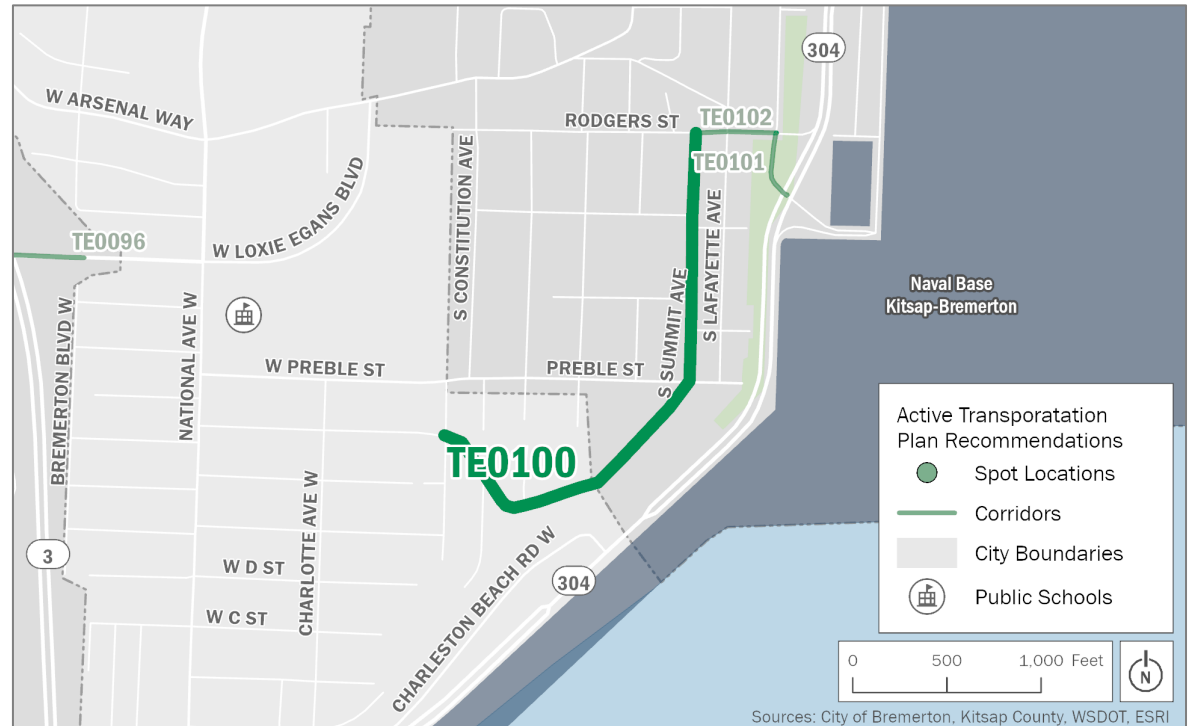


Project Description

Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from Rodgers Avenue to city limits.

Project Benefits	Provides east-west connection with relatively less steep slopes Expands network connectivity for underserved communities
Considerations	Narrow roadway may not be comfortable for all users Topography may be challenging for some users
Project Type	Bicycle
Partner Agencies	Kitsap County, WSDOT
Project Length	0.6 miles
Crash History	Crash history at project location did not include crashes that resulted in a serious injury or fatality or crashes that involved an active transportation user
Relationship to Other Projects	Design should be coordinated with TE0102 and TE0101 to facilitate crossing of SR 304 and access to NBK-BR

Project Area



Potential Funding Sources

- Pedestrian/Bicyclist Program (WSDOT)
- Urban Active Transportation Program (TIB)
- Transportation Alternatives Program (PSRC)
- Local Funding

TE0101: S Cambrian Avenue Shared Use Path

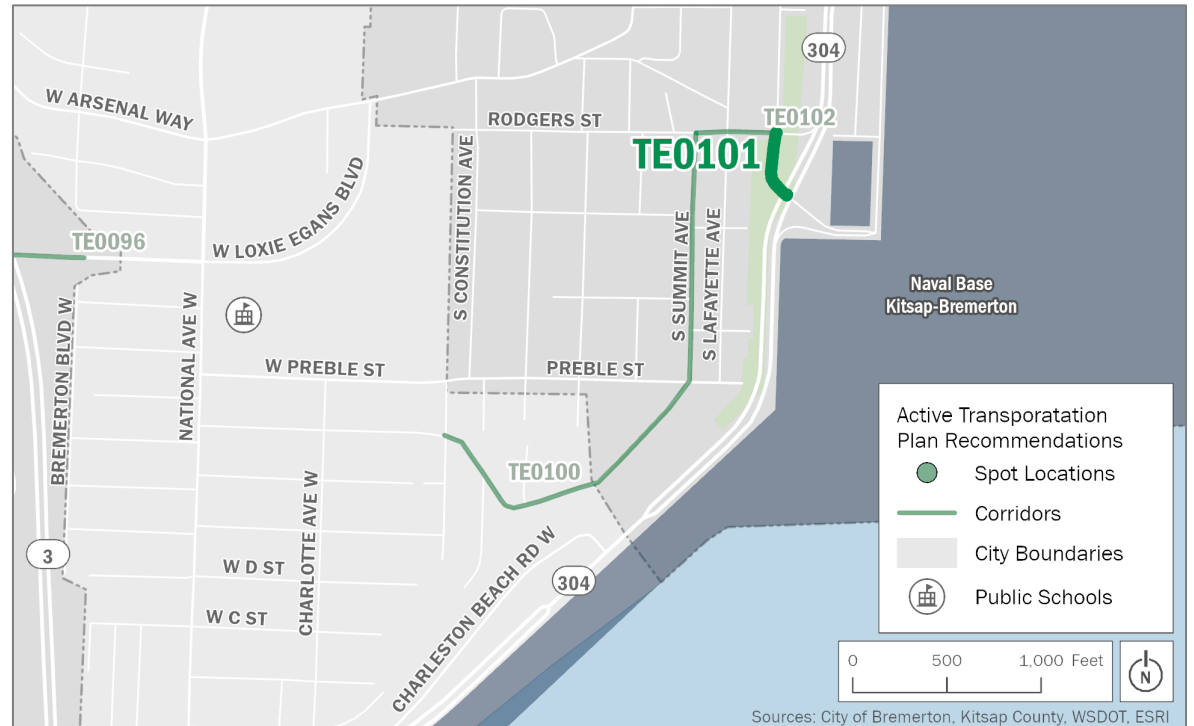


Project Description

Shared-use path connection on S Cambrian Avenue and bike crossing improvements across SR 304 to connect with existing 304 bike facilities.

Project Benefits	<p>Provides connection SR 304 to with existing SR 304 bike lanes, removing conflict zone from southbound SR 304 slip lane to Rodgers Street</p> <p>Expands network connectivity for underserved communities</p>
Considerations	Existing bicycle lanes along SR 304 are adjacent to heavy traffic volumes and are not comfortable for all users
Project Type	Shared-use Path
Partner Agencies	WSDOT
Project Length	370 feet
Crash History	Crash history at project location did not include crashes that resulted in a serious injury or fatality or crashes that involved an active transportation user
Relationship to Other Projects	Design should be coordinated with TE0102 and TE0100 to facilitate connections west of SR 304

Project Area



Potential Funding Sources

- Pedestrian/Bicyclist Program (WSDOT)
- Urban Active Transportation Program (TIB)
- Transportation Alternatives Program (PSRC)
- Local Funding

TE0102: Rodgers Street Bike Corridor

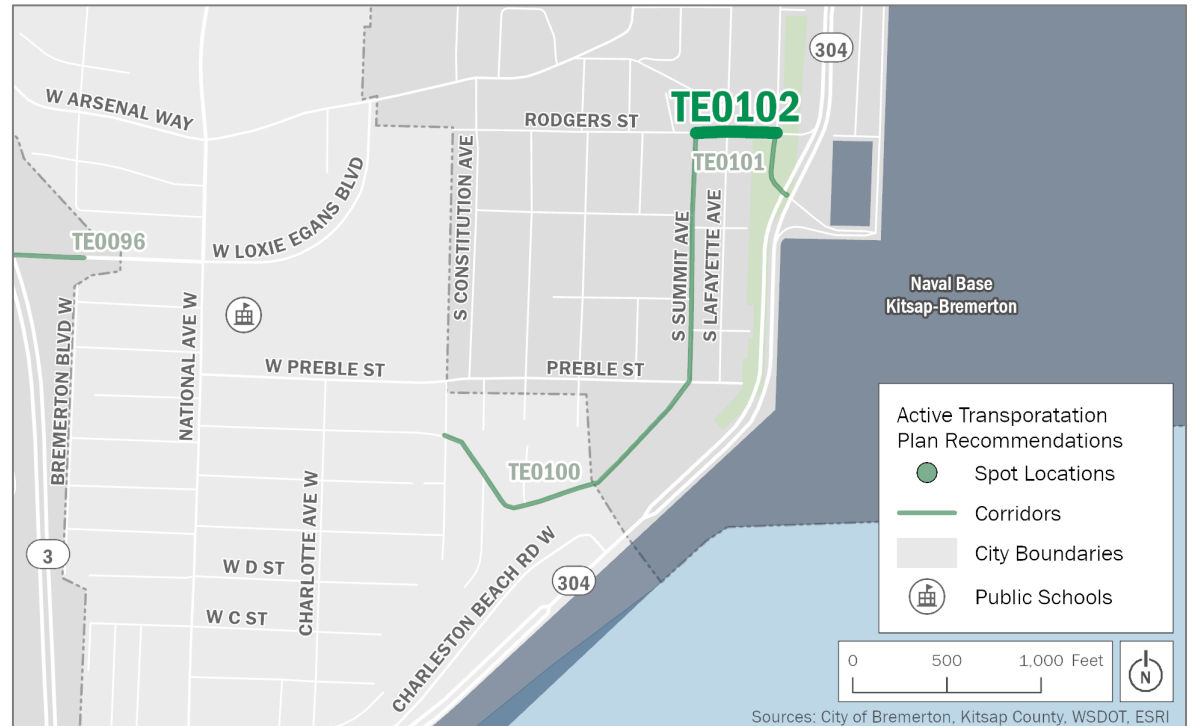


Project Description

Bicycle and shared roadway signage, pavement markings, intersection treatments, traffic calming from S Summit Street to S Cambrian Avenue.

Project Benefits	Expands network connectivity for underserved communities
Considerations	Recommended for implementation with TE0101 to provide separation from vehicles for eastbound travel
Project Type	Bicycle
Partner Agencies	WSDOT
Project Length	430 feet
Crash History	Crash history at project location did not include crashes that resulted in a serious injury or fatality or crashes that involved an active transportation user
Relationship to Other Projects	Design should be coordinated with TE0100 and TE0101 to facilitate connections west of SR 304 and to NBK-BR

Project Area



Potential Funding Sources

- Pedestrian/Bicyclist Program (WSDOT)
- Urban Active Transportation Program (TIB)
- Transportation Alternatives Program (PSRC)
- Local Funding

TE0103: 13th Street Sidewalks

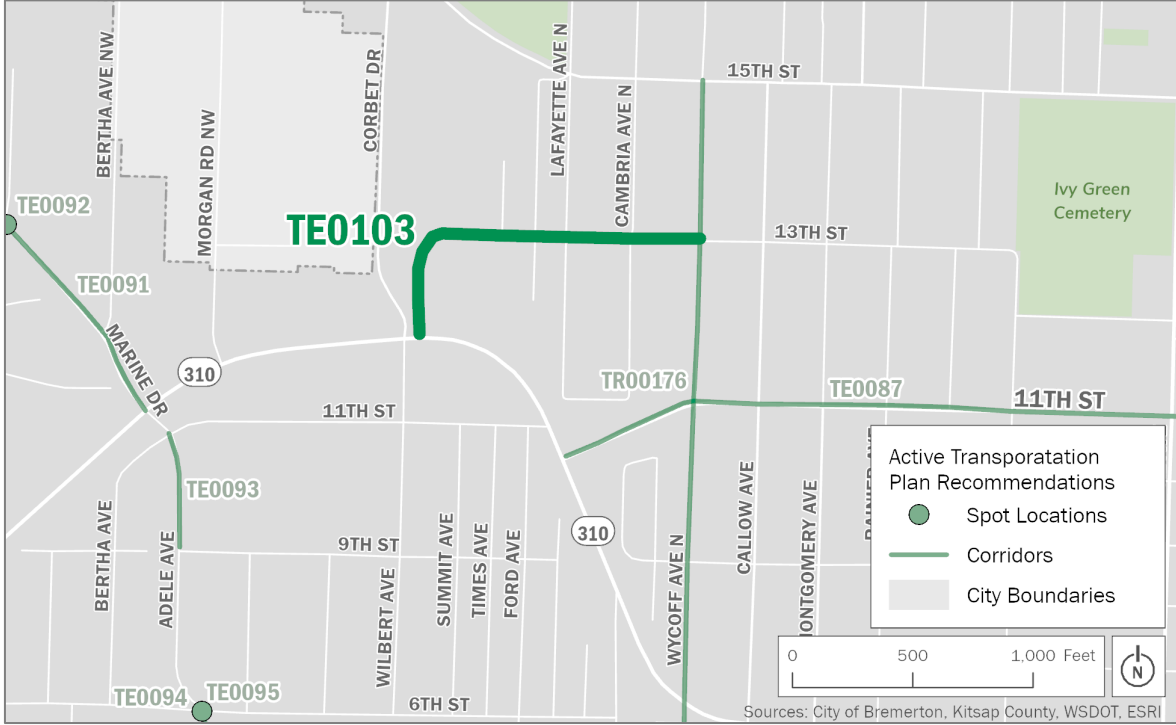


Project Description

Sidewalks on 13th Street from N Callow Avenue to Kitsap Way.

Project Benefits	Provides accommodation for pedestrians along roadway with no current facilities Expands network connectivity for underserved communities
Considerations	Steep topography may be challenging for some users
Project Type	Pedestrian
Partner Agencies	NA
Project Length	1,530 feet
Crash History	Crash history at project location includes one crash involving an active transportation user
Relationship to Other Projects	Coordination with recent pedestrian improvements along Callow Avenue

Project Area



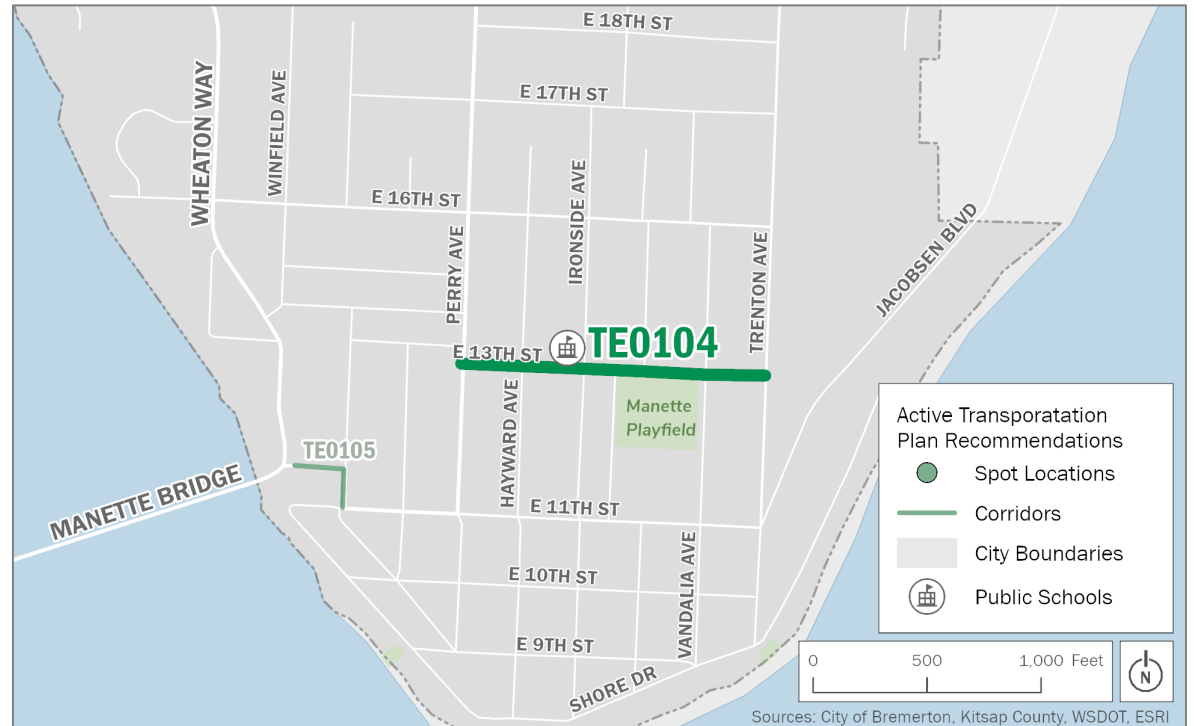
- Potential Funding Sources**
- Pedestrian/Bicyclist Program (WSDOT)
 - Urban Active Transportation Program (TIB)
 - Transportation Alternatives Program (PSRC)
 - Local Funding

Project Description

Sidewalks and bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from Perry Avenue to Trenton Avenue.

Project Benefits	Improved access to Catalyst Public School Provides safety improvement for vulnerable users
Considerations	Limited bicycle connections adjacent to segment
Project Type	Pedestrian
Partner Agencies	NA
Project Length	1,330 feet
Crash History	Crash history at project location did not include crashes that resulted in a serious injury or fatality or crashes that involved an active transportation user
Relationship to Other Projects	NA

Project Area



- Potential Funding Sources**
 - Pedestrian/Bicyclist Program (WSDOT)
 - Urban Active Transportation Program (TIB)
 - Transportation Alternatives Program (PSRC)
 - Safe Routes to School (SRTS) Program (FHWA)
 - Local Funding

TE0105: Harkins Street and Pitt Avenue Bicycle Improvements

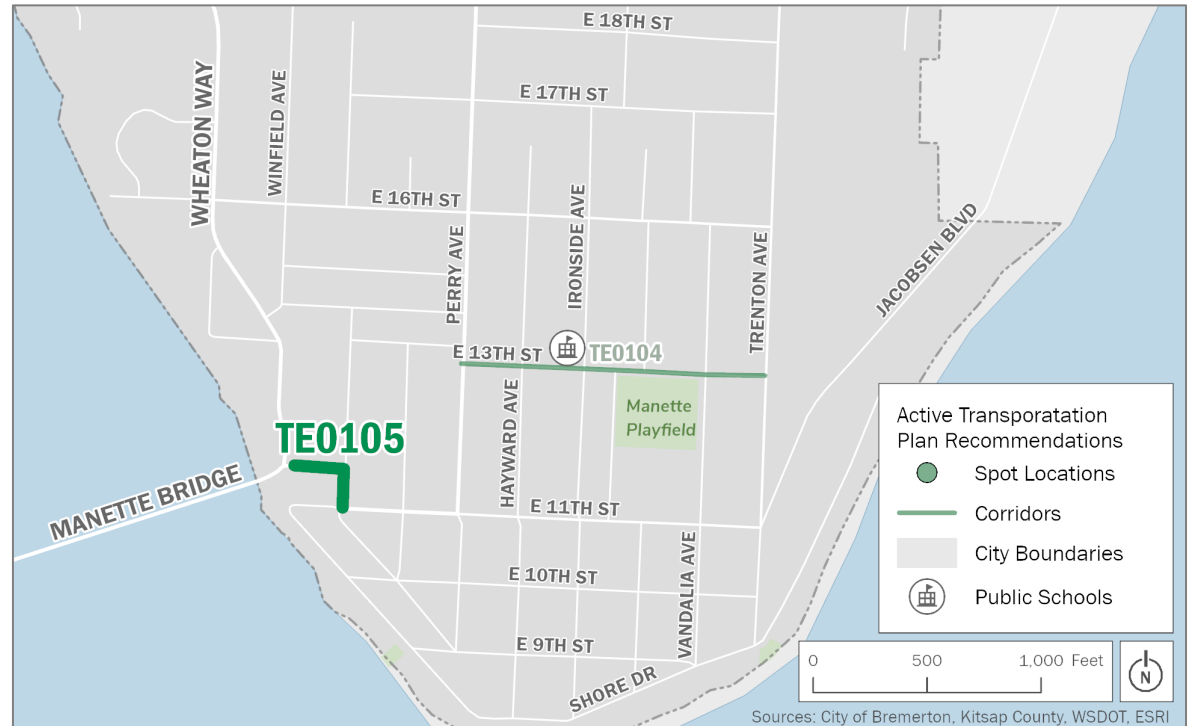


Project Description

Separated bike lanes on Harkins Street to Pitt Avenue and painted bike lanes on Pitt Avenue to E 11th Street; intersection improvements at Harkins Street and Pitt Avenue.

Project Benefits	Improved access to commercial areas in East Bremerton Provides network connection to Manette Bridge
Considerations	Limited ROW may require acquisition or elimination of on-street parking No bicycle facilities and steep topography east of the segment
Project Type	Bicycle
Partner Agencies	NA
Project Length	390 feet
Crash History	Crash history at project location includes one crash involving an active transportation user
Relationship to Other Projects	Should provide access to shared-use path along Mannette Bridge

Project Area



Potential Funding Sources

- Pedestrian/Bicyclist Program (WSDOT)
- Urban Active Transportation Program (TIB)
- Transportation Alternatives Program (PSRC)
- Local Funding