

## Project Description

The project would reconstruct the intersection of Kitsap Way and Marine Drive to convert the existing signalized intersection to a roundabout.

<b>Project Benefits</b>	Would improve traffic operations at an intersection with existing congestion issues.
<b>Project Issues and Risks</b>	Construction may require closures along Kitsap Way and Marion Dr.
<b>Project Type</b>	Traffic
<b>Partner Agencies</b>	WSDOT
<b>Relationship to Other Projects</b>	Approximately 1,000 feet from Corbet Dr intersection with proposed roundabout by 2044.
<b>Project Length</b>	N/A
<b>Cost Estimate</b>	\$5,327,700
<b>Crash History</b>	Minor and serious injury crashes nearby.
<b>Identified in a Planning Study or addresses citizen comments in Cartegraph</b>	Identified as below motor vehicle intersection LOS standards in 2023.
<b>Does the project meet existing concurrency needs?</b>	Short-term 6-year concurrency needs for existing deficiency.
<b>Would the project improve stormwater management and water quality?</b>	Project could integrate new stormwater facilities with the reconstruction of this intersection.

## Project Area



	SIDEWALK		ASPHALT		CENTERLINE
	PROPERTY/ROW LINES		PLANTER STRIP		

**Project Scoring**

Category	Criteria	Score
Safety and Security	1.1 Is the project located in an area with a history of serious or fatal crashes?	5
	1.2 Does the project improve safety of the transportation network?	10
System Preservation and Modernization	2.1 Does the project upgrade or maintain existing infrastructure?	10
Complete Streets and Accessibility	3.1 Does the project include a dedicated facility for bicyclists or pedestrians?	0
	3.2 Does the project close an identified network gap for walking and biking networks?	0
	3.3 Is the project on the bicycle or pedestrian priority network?	4
	3.4 Does the project expand multimodal access to key active transportation destinations?	0
	3.5 Does the project include transit improvements?	2
Concurrency	4.1 Does the project meet existing concurrency needs? (short-term)	15
	4.2 Does the project meet future concurrency needs? (long-term)	0
Efficient Mobility	5.1 Does the project provide efficiency and/or reliability for transit? (Including ferries)	5
	5.2 Does the project address existing congestion?	4
	5.3 Does the project provide for a cross-jurisdictional and coordination opportunity?	4
Equity and the Environment	6.1 Proximity to Hazardous Waste Treatment Storage and Disposal Facilities	0
	6.2 Proximity to Heavy Traffic Roadways	2
	6.3 People of Color (Race/Ethnicity)	2
	6.4 Population living in Poverty	2
	6.5 Unaffordable Housing	2
	6.6 Would the project improve stormwater management and water quality?	0
	<b>Total Score</b>	<b>67</b>

## Project Description

This project would update signal infrastructure along the SR 304 corridor at 12 intersections and implement adaptive signal control along the corridor.

<b>Project Benefits</b>	Would improve traffic flow on SR 304 and replace signal cabinets that are past their service life
<b>Project Issues and Risks</b>	
<b>Project Type</b>	Traffic
<b>Partner Agencies</b>	WSDOT, NBK-BR
<b>Relationship to Other Projects</b>	Project includes the intersection of Burwell Street and Warren Avenue, also part of the SR 303 adaptive signals project.
<b>Project Length</b>	12 intersections
<b>Cost Estimate</b>	\$3,500,175
<b>Crash History</b>	History of serious injury and fatal crashes
<b>Identified in a Planning Study or addresses citizen comments</b>	Identified in the 2040 Regional Transportation Plan as part of the transportation system management and operations program.
<b>Does the project meet existing concurrency needs?</b>	Long-term 20-year concurrency needs only.
<b>Would the project improve stormwater management and water quality?</b>	New stormwater facilities are not anticipated but could be incorporated with ADA upgrades.

## Project Area

### CORRIDOR MAP



Project Scoring

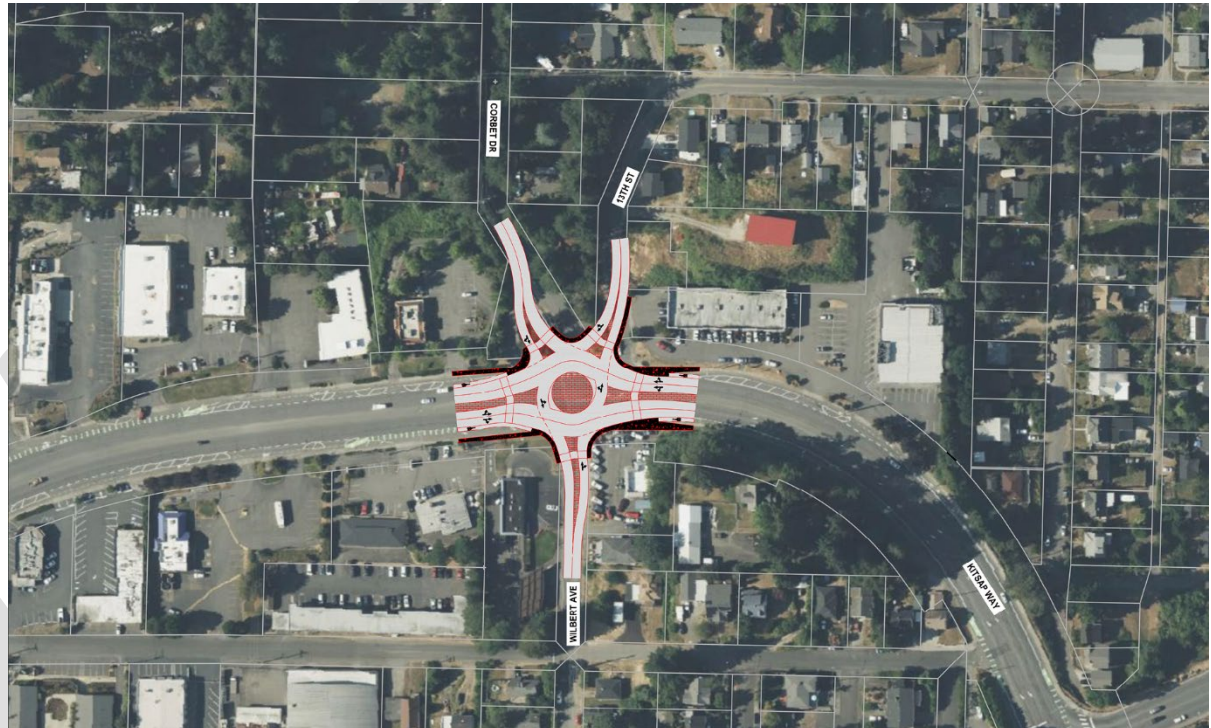
Category	Criteria	Score
Safety and Security	1.1 Is the project located in an area with a history of serious or fatal crashes?	10
	1.2 Does the project improve safety of the transportation network?	10
System Preservation and Modernization	2.1 Does the project upgrade or maintain existing infrastructure?	10
Complete Streets and Accessibility	3.1 Does the project include a dedicated facility for bicyclists or pedestrians?	0
	3.2 Does the project close an identified network gap for walking and biking networks?	0
	3.3 Is the project on the bicycle or pedestrian priority network?	4
	3.4 Does the project expand multimodal access to key active transportation destinations?	0
	3.5 Does the project include transit improvements?	2
Concurrency	4.1 Does the project meet existing concurrency needs? (short-term)	0
	4.2 Does the project meet future concurrency needs? (long-term)	5
Efficient Mobility	5.1 Does the project provide efficiency and/or reliability for transit? (Including ferries)	5
	5.2 Does the project address existing congestion?	4
	5.3 Does the project provide for a cross-jurisdictional and coordination opportunity?	4
Equity and the Environment	6.1 Proximity to Hazardous Waste Treatment Storage and Disposal Facilities	2
	6.2 Proximity to Heavy Traffic Roadways	2
	6.3 People of Color (Race/Ethnicity)	0
	6.4 Population living in Poverty	2
	6.5 Unaffordable Housing	2
	6.6 Would the project improve stormwater management and water quality?	2
	<b>Total Score</b>	<b>62</b>

**Project Description**

This project would reconfigure the intersection of Kitsap Way with Corbet Dr, Wilbert Ave, and 13th St, replacing the existing intersection with a roundabout.

<b>Project Benefits</b>	Would create a safer connection to local streets at a complicated 5-leg intersection.
<b>Project Issues and Risks</b>	Construction may require closures along Kitsap Way.
<b>Project Type</b>	Traffic
<b>Partner Agencies</b>	WSDOT
<b>Relationship to Other Projects</b>	Approximately 1,000 feet from Marine Dr intersection with proposed roundabout.
<b>Project Length</b>	N/A
<b>Cost Estimate</b>	\$5,647,775
<b>Crash History</b>	Serious and minor injury crashes nearby.
<b>Identified in a Planning Study or addresses citizen comments in Cartegraph</b>	Identified as below motor vehicle intersection LOS standards by 2044.
<b>Does the project meet existing concurrency needs?</b>	Long-term 20-year concurrency needs only.
<b>Would the project improve stormwater management and water quality?</b>	Project could integrate new stormwater facilities with the reconstruction of this intersection.

**Project Area**



	SIDEWALK		ASPHALT		CENTERLINE
	PROPERTY/ROW LINES		PLANTER STRIP		

Project Scoring

Category	Criteria	Score
Safety and Security	1.1 Is the project located in an area with a history of serious or fatal crashes?	5
	1.2 Does the project improve safety of the transportation network?	10
System Preservation and Modernization	2.1 Does the project upgrade or maintain existing infrastructure?	10
Complete Streets and Accessibility	3.1 Does the project include a dedicated facility for bicyclists or pedestrians?	0
	3.2 Does the project close an identified network gap for walking and biking networks?	0
	3.3 Is the project on the bicycle or pedestrian priority network?	4
	3.4 Does the project expand multimodal access to key active transportation destinations?	0
	3.5 Does the project include transit improvements?	2
Concurrency	4.1 Does the project meet existing concurrency needs? (short-term)	0
	4.2 Does the project meet future concurrency needs? (long-term)	5
Efficient Mobility	5.1 Does the project provide efficiency and/or reliability for transit? (Including ferries)	5
	5.2 Does the project address existing congestion?	0
	5.3 Does the project provide for a cross-jurisdictional and coordination opportunity?	4
Equity and the Environment	6.1 Proximity to Hazardous Waste Treatment Storage and Disposal Facilities	2
	6.2 Proximity to Heavy Traffic Roadways	2
	6.3 People of Color (Race/Ethnicity)	2
	6.4 Population living in Poverty	2
	6.5 Unaffordable Housing	2
	6.6 Would the project improve stormwater management and water quality?	0
	<b>Total Score</b>	<b>59</b>

# Callow Avenue Streetscape Improvements between Burwell St and 13<sup>th</sup> St



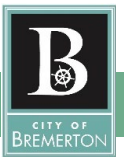
## Project Description

This project would reconstruct Callow Avenue and improve the streetscape based on the Charleston Areawide Planning Study. Reconstruction would also be consistent with roadway engineering standards.

<b>Project Benefits</b>	Community festival street and improved sidewalks and streetscape on Callow Ave.
<b>Project Issues and Risks</b>	Stormwater facilities will need to be carefully designed for festival street section from 6 <sup>th</sup> to 9 <sup>th</sup> .
<b>Project Type</b>	Pedestrian
<b>Partner Agencies</b>	
<b>Relationship to Other Projects</b>	Connects with planned projects on 6 <sup>th</sup> Street and West Kitsap Way.
<b>Project Length</b>	2,650 linear feet
<b>Cost Estimate</b>	\$10,572,800
<b>Crash History</b>	Minor injury crashes on this section
<b>Identified in a Planning Study or addresses citizen comments in Cartegraph</b>	Identified in the 2021 Charleston Areawide Planning Study.
<b>Does the project meet existing concurrency needs?</b>	Callow Ave does not have identified deficiencies.
<b>Would the project improve stormwater management and water quality?</b>	New stormwater facilities could be integrated with street reconstruction.

## Project Area





## Project Scoring

Category	Criteria	Score
Safety and Security	1.1 Is the project located in an area with a history of serious or fatal crashes?	5
	1.2 Does the project improve safety of the transportation network?	10
System Preservation and Modernization	2.1 Does the project upgrade or maintain existing infrastructure?	10
Complete Streets and Accessibility	3.1 Does the project include a dedicated facility for bicyclists or pedestrians?	4
	3.2 Does the project close an identified network gap for walking and biking networks?	4
	3.3 Is the project on the bicycle or pedestrian priority network?	4
	3.4 Does the project expand multimodal access to key active transportation destinations?	4
	3.5 Does the project include transit improvements?	0
Concurrency	4.1 Does the project meet existing concurrency needs? (short-term)	0
	4.2 Does the project meet future concurrency needs? (long-term)	0
Efficient Mobility	5.1 Does the project provide efficiency and/or reliability for transit? (Including ferries)	0
	5.2 Does the project address existing congestion?	0
	5.3 Does the project provide for a cross-jurisdictional and coordination opportunity?	0
Equity and the Environment	6.1 Proximity to Hazardous Waste Treatment Storage and Disposal Facilities	2
	6.2 Proximity to Heavy Traffic Roadways	0
	6.3 People of Color (Race/Ethnicity)	2
	6.4 Population living in Poverty	2
	6.5 Unaffordable Housing	2
	6.6 Would the project improve stormwater management and water quality?	0
	<b>Total Score</b>	<b>49</b>

## Project Description

This project would add sidewalks and planting strips on the west side of Trenton Avenue and improve crossings at Holman Street and Trenton Avenue.

<b>Project Benefits</b>	Safety benefits for pedestrians.
<b>Project Issues and Risks</b>	The northeast quadrant of the intersection at Trenton Ave / Holman Street is under County jurisdiction.
<b>Project Type</b>	Pedestrian
<b>Partner Agencies</b>	Kitsap County
<b>Relationship to Other Projects</b>	Could be integrated with planned bicycle improvements on Holman St and Trenton Ave
<b>Project Length</b>	750 linear feet
<b>Cost Estimate</b>	\$2,591,575
<b>Crash History</b>	No recent bike/ped crashes
<b>Identified in a Planning Study or addresses citizen comments in Cartegraph</b>	Safe Routes to School Improvements were identified in the 2007 Non-Motorized Transportation Plan.
<b>Does the project meet existing concurrency needs?</b>	Trenton Ave does not have identified deficiencies.
<b>Would the project improve stormwater management and water quality?</b>	New stormwater facilities could be incorporated in project design but are not assumed.

## Project Area





## Project Scoring

Category	Criteria	Score
Safety and Security	1.1 Is the project located in an area with a history of serious or fatal crashes?	0
	1.2 Does the project improve safety of the transportation network?	10
System Preservation and Modernization	2.1 Does the project upgrade or maintain existing infrastructure?	10
Complete Streets and Accessibility	3.1 Does the project include a dedicated facility for bicyclists or pedestrians?	4
	3.2 Does the project close an identified network gap for walking and biking networks?	4
	3.3 Is the project on the bicycle or pedestrian priority network?	4
	3.4 Does the project expand multimodal access to key active transportation destinations?	4
	3.5 Does the project include transit improvements?	2
Concurrency	4.1 Does the project meet existing concurrency needs? (short-term)	0
	4.2 Does the project meet future concurrency needs? (long-term)	0
Efficient Mobility	5.1 Does the project provide efficiency and/or reliability for transit? (Including ferries)	0
	5.2 Does the project address existing congestion?	0
	5.3 Does the project provide for a cross-jurisdictional and coordination opportunity?	4
Equity and the Environment	6.1 Proximity to Hazardous Waste Treatment Storage and Disposal Facilities	0
	6.2 Proximity to Heavy Traffic Roadways	0
	6.3 People of Color (Race/Ethnicity)	2
	6.4 Population living in Poverty	2
	6.5 Unaffordable Housing	2
	6.6 Would the project improve stormwater management and water quality?	0
	<b>Total Score</b>	<b>48</b>

# National Avenue Reconstruction from 1<sup>st</sup> Street to Kitsap Way

## Project Description

This project would reconstruct National Avenue from south of Kitsap Way to City limits, adding bicycle and pedestrian facilities on the west side of the street.

<b>Project Benefits</b>	Would add sidewalk and bicycle lanes from 1st Street to just south of Kitsap Way
<b>Project Issues and Risks</b>	Anticipated gap in bicycle and pedestrian facilities in unincorporated Kitsap County.
<b>Project Type</b>	Corridor – bicycle and pedestrian
<b>Partner Agencies</b>	Kitsap County
<b>Relationship to Other Projects</b>	Connects to National Avenue reconstruction by Kitsap County
<b>Project Length</b>	1,500 linear feet
<b>Cost Estimate</b>	\$2,219,875
<b>Crash History</b>	Minor injury crashes and one fatal crash reported on this section.
<b>Identified in a Planning Study or addresses citizen comments in Cartegraph</b>	Identified for reconstruction and bicycle and pedestrian improvements by Kitsap County.
<b>Does the project meet existing concurrency needs?</b>	National Ave does not have identified deficiencies.
<b>Would the project improve stormwater management and water quality?</b>	New stormwater facilities could be integrated with street reconstruction.

## Project Area



## Project Scoring

Category	Criteria	Score
Safety and Security	1.1 Is the project located in an area with a history of serious or fatal crashes?	10
	1.2 Does the project improve safety of the transportation network?	0
System Preservation and Modernization	2.1 Does the project upgrade or maintain existing infrastructure?	10
Complete Streets and Accessibility	3.1 Does the project include a dedicated facility for bicyclists or pedestrians?	4
	3.2 Does the project close an identified network gap for walking and biking networks?	4
	3.3 Is the project on the bicycle or pedestrian priority network?	4
	3.4 Does the project expand multimodal access to key active transportation destinations?	4
	3.5 Does the project include transit improvements?	2
Concurrency	4.1 Does the project meet existing concurrency needs? (short-term)	0
	4.2 Does the project meet future concurrency needs? (long-term)	0
Efficient Mobility	5.1 Does the project provide efficiency and/or reliability for transit? (Including ferries)	0
	5.2 Does the project address existing congestion?	0
	5.3 Does the project provide for a cross-jurisdictional and coordination opportunity?	4
Equity and the Environment	6.1 Proximity to Hazardous Waste Treatment Storage and Disposal Facilities	0
	6.2 Proximity to Heavy Traffic Roadways	2
	6.3 People of Color (Race/Ethnicity)	0
	6.4 Population living in Poverty	0
	6.5 Unaffordable Housing	0
	6.6 Would the project improve stormwater management and water quality?	0
	<b>Total Score</b>	<b>44</b>

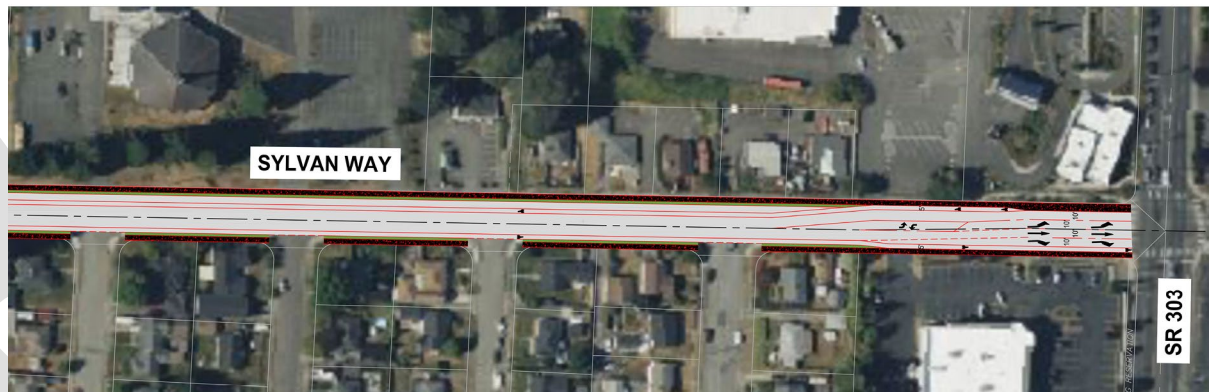
# Sylvan Way Reconstruction between SR 303 and Pine Rd

## Project Description

Sylvan Way would be reconstructed from SR 303 to Pine Road to add sidewalks and bicycle lanes consistent with the City of Bremerton’s standards for arterial streets.

<b>Project Benefits</b>	Improve safety for people walking and biking
<b>Project Issues and Risks</b>	Limited right-of-way for to separate buffering of bike lines from traffic.
<b>Project Type</b>	Corridor – bicycle and pedestrian
<b>Partner Agencies</b>	
<b>Relationship to Other Projects</b>	Connects to SR 303 and planned active transportation improvements.
<b>Project Length</b>	2,600 linear feet
<b>Cost Estimate</b>	\$13, 928,425
<b>Crash History</b>	Minor injury crashes in this section.
<b>Identified in a Planning Study or addresses citizen comments in Cartograph</b>	Identified in the 2007 Non-Motorized Transportation Plan.
<b>Does the project meet concurrency needs?</b>	Sylvan Way does not have identified deficiencies.
<b>Would the project improve stormwater management and water quality?</b>	New stormwater facilities could be integrated with street reconstruction.

## Project Area



 SIDEWALK	 ASPHALT	 CENTERLINE
 PROPERTY/ROW LINES	 PLANTER STRIP	



**Project Scoring**

Category	Criteria	Score
<b>Safety and Security</b>	1.1 Is the project located in an area with a history of serious or fatal crashes?	0
	1.2 Does the project improve safety of the transportation network?	10
<b>System Preservation and Modernization</b>	2.1 Does the project upgrade or maintain existing infrastructure?	10
<b>Complete Streets and Accessibility</b>	3.1 Does the project include a dedicated facility for bicyclists or pedestrians?	4
	3.2 Does the project close an identified network gap for walking and biking networks?	4
	3.3 Is the project on the bicycle or pedestrian priority network?	4
	3.4 Does the project expand multimodal access to key active transportation destinations?	4
	3.5 Does the project include transit improvements?	0
<b>Concurrency</b>	4.1 Does the project meet existing concurrency needs? (short-term)	0
	4.2 Does the project meet future concurrency needs? (long-term)	0
<b>Efficient Mobility</b>	5.1 Does the project provide efficiency and/or reliability for transit? (Including ferries)	0
	5.2 Does the project address existing congestion?	0
	5.3 Does the project provide for a cross-jurisdictional and coordination opportunity?	0
<b>Equity and the Environment</b>	6.1 Proximity to Hazardous Waste Treatment Storage and Disposal Facilities	0
	6.2 Proximity to Heavy Traffic Roadways	0
	6.3 People of Color (Race/Ethnicity)	2
	6.4 Population living in Poverty	2
	6.5 Unaffordable Housing	2
	6.6 Would the project improve stormwater management and water quality?	0
	<b>Total Score</b>	<b>42</b>

# 12th Street Reconstruction between Warren Ave and Elizabeth Ave

## Project Description

This project would reconstruct 12th Street between Warren Avenue and Elizabeth Avenue with new roadway surface and sidewalks.

<b>Project Benefits</b>	Replace sidewalks and resurface roadway.
<b>Project Issues and Risks</b>	
<b>Project Type</b>	Multimodal
<b>Partner Agencies</b>	
<b>Relationship to Other Projects</b>	Connection to Warren Avenue / SR 303 improvements.
<b>Project Length</b>	280 linear feet
<b>Cost Estimate</b>	\$640,150
<b>Crash History</b>	Minor injury crashes on this segment.
<b>Identified in a Planning Study or addresses citizen comments in Cartograph</b>	N/A
<b>Does the project meet existing concurrency needs?</b>	This section of 12 <sup>th</sup> Street does not have identified deficiencies.
<b>Would the project improve stormwater management and water quality?</b>	New stormwater facilities could be integrated with street reconstruction.

## Project Area



Project Scoring

Category	Criteria	Score
Safety and Security	1.1 Is the project located in an area with a history of serious or fatal crashes?	0
	1.2 Does the project improve safety of the transportation network?	0
System Preservation and Modernization	2.1 Does the project upgrade or maintain existing infrastructure?	10
Complete Streets and Accessibility	3.1 Does the project include a dedicated facility for bicyclists or pedestrians?	4
	3.2 Does the project close an identified network gap for walking and biking networks?	0
	3.3 Is the project on the bicycle or pedestrian priority network?	0
	3.4 Does the project expand multimodal access to key active transportation destinations?	4
	3.5 Does the project include transit improvements?	0
Concurrency	4.1 Does the project meet existing concurrency needs? (short-term)	0
	4.2 Does the project meet future concurrency needs? (long-term)	0
Efficient Mobility	5.1 Does the project provide efficiency and/or reliability for transit? (Including ferries)	0
	5.2 Does the project address existing congestion?	0
	5.3 Does the project provide for a cross-jurisdictional and coordination opportunity?	0
Equity and the Environment	6.1 Proximity to Hazardous Waste Treatment Storage and Disposal Facilities	0
	6.2 Proximity to Heavy Traffic Roadways	0
	6.3 People of Color (Race/Ethnicity)	2
	6.4 Population living in Poverty	2
	6.5 Unaffordable Housing	2
	6.6 Would the project improve stormwater management and water quality?	0
<b>Total Score</b>		<b>24</b>