

PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Sponsor
Lund - Chase to Jackson 1	na	Kitsap County
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

Project Contact Information

Name	Phone	Email
David Forte	13603377210	dforte@kitsap.gov

Project Description

Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

Construct sidewalks, bike lanes, protective median, buffer/stormwater, and illumination on Lund Ave. from vicinity Chase Rd. to vicinity approximately 800' west of Jackson Avenue.

Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

Lund Avenue lacks safe and accessible pedestrian and bike accessibility and connections due to existing rural design and impacts from pass through traffic. Lund Avenue supports transit routes and serves as a major east-west arterial connecting the neighborhood and southeast Kitsap County to the adjacent Local/Countywide Center on Lund/Tremont/Bethel and corridor connections to Centers on Bethel Rd., downtown Port Orchard, and the Regional Center of Bremerton via transit/foot ferry and SR 16.

Lund Avenue is within walking distance to the Local Center with retail (Safeway, Walmart, Walgreens, restaurants) services, schools, transit, and 209-acre South Kitsap Regional Park. The Lund neighborhood has:

- Higher residential density than the City of Port Orchard
- Lowest assessed property valuation per person in the County (26% of the valuation of Bainbridge Island, 55% of Poulsbo and Silverdale, and 66% of Port Orchard),
- Higher than County or State average of Persons with a Disability, below Federal Poverty Levels, and No Vehicle Available.

The corridor has significant pass through traffic impacts on non-motorized users and serves as a bypass to the congested SR 166, SR 160 (Sedgwick Rd.), and Bethel Road corridors.

The Lund Corridor was identified as the top transportation improvement priority in South Kitsap in the South Kitsap Implementation Strategy (SK-TIS, 2021) which analyzed and periodized the County transportation needs in South Kitsap. The County's Non-Motorized Community Advisory Committee (NMC) identified Lund Avenue as a "High Priority" for pedestrian improvements (NMC, 2020) and "Medium Priority" for bicycles improvements (2017) based on need and proximity to schools, libraries, parks, and commercial centers.

This project will extend non-motorized improvements within the corridor to provide a safe and accessible non-motorized network within the Lund neighborhood, connection to Center(s), parks, schools, and transit.

Project Location

Location	County/Counties
Lund Avenue	Kitsap
Beginning Landmark	Ending Landmark
Chase Road	Jackson Avenue

Map and Graphics

f-132-552-18671048_90qME4FH_Lund_-_Chase_to_Jackson_1_graphics_.pdf

Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

The project is specifically identified in the following:

- 2023-2028 TIP: #35, pg. 9 (part of Capital Facilities Plan)
- South Kitsap Transportation Implementation Strategy (SK-TIS), (2021), #1 priority project, pgs. 50-52

Consistency with Comprehensive Plan Goals and Policies:

- Land Use Policy Goal 1: Focus current and future planning on infill and redevelopment of existing Urban Growth Areas.
- Land Use Policy Goal 2: Promote health in the built environment.
- Land Use Policy Goal 3: Support more dense residential areas with access to transportation, urban amenities, goods and services, physical activity and healthy foods.
- Transportation Goal 1. Provide a safe and reliable multi-modal transportation system for people of all ages and abilities. (pg. 5-61)
- Transportation Goal 3: Provide a transportation system that will expand and improve multimodal transportation service for economic development and defective and appropriate routes for commerce and national defense. (pg. 5-62)

- Transportation Goal 4. Ensure that the public has the opportunity to participate in transportation planning decisions and has the understanding of their choices and the implementation of their decisions. (pg. 5-62)
- Transportation Goal 5: Provide opportunities for people to make choices among alternative modes of travel with an emphasis on moving people rather than vehicles, and maximize opportunities for non-motorized travel. (pg. 5-62)
- Transportation Goal 6: Design a multi-modal transportation system that supports and enhances neighborhood identities. (pg. 5-620)
- Transportation Goal 9: Develop a system of non-motorized transportation facilities that are constructed primarily within the right-of-way of existing and proposed public streets or roads.

If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Minor Arterial

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

The Tremont/Lund/Bethel Mixed Use District primarily serves as the retail, services, and employment center for the Port Orchard UGA and SE Kitsap County. Employment and services growth within the Center are heavily dependent on providing services and employment to the UGA and SE Kitsap.

The existing roadway design and “pass through” vehicles significantly impact non-motorized access to the Center from the Lund neighborhood and SE Kitsap. Lack of non-motorized facilities limits access to transit and force people to utilize vehicles to access activities, services, and work that are within easy walking distance. The Lund improvements will promote growth within the Center through a higher capture of local demand for services by making the local Center more accessible without having to utilize a vehicle thus supporting the planned employment and commercial densities within the Center(s).

This project also promotes planned infill residential growth within the Center(s) by making parks and schools more accessible via non-motorized facilities.

The project improves pedestrian/bike access to transit and transit travel time reliability to downtown Port Orchard (Countywide Center) and via foot-ferry to downtown Bremerton (Regional Center) and Naval Base Kitsap – Bremerton (Military Center).

Traffic calming and management elements of the corridor improve non-motorized safety with the elimination of left turns by medians and roundabouts promote increase time reliability for “pass through” traffic to the Center and transit service.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center

Growth within the Tremont/Lund/Bethel Mixed Use District (Local Center) is significantly dependent on a higher capture of local demand for services from the Lund Neighborhood and SE Kitsap. The Lund Corridor project integrates into existing and planned non-motorized facilities to support the Center. Port Orchard’s Bethel Corridor plan provides for north-south non-motorized connectivity within the Center and to the Segwick/Bethel Center (Candidate Countywide Center) to the south. Port Orchard’s Bethel Corridor improvements (non-motorized network) are currently in PE with a phase in construction).

The project and corridor improvements support growth objectives within the Center by:

- Improving pedestrian and bicycle connectivity, access and safety to:
 - oMajor retail (Safeway, Walmart, Walgreens, restaurants, services)
 - oSouth Kitsap Regional Park (209 acres, skate-park, sports fields, trails, and small-scale railroad)
 - oSenior housing
 - otransit stops.
 - oSchools (East Port Orchard Elementary, Whitman Middle School, bus barn)
- Improving Center access to “pass through” traffic safety by:
 - oReducing the potential and severity of crashes and conflicts with pedestrians and bicycles.
 - oSupporting “traffic calming” within the corridor.
 - olmproving access and travel times for transit.

Category-Specific Criteria: Pedestrian and Bicycle Projects

Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.

The Lund project is the sixth of eight phases of the Lund Corridor improvements to construct sidewalks, bike lanes, and safety improvements within the corridor. The County will construct the 4-western phases (from the City Limits to Chase) in 2024. This included the “Lund & Hoover” roundabout, “Lund – Hoover to Harris” road segment, “Lund & Harris” roundabout, and “Lund – Harris to Chase” road segment. The fifth phase is the “Lund & Chase” roundabout scheduled for construction in 2026. The seventh and eight phases are the “Lund – Chase to Jackson 2” road segment and “Lund & Jackson” roundabout.

The Lund Corridor improvements connects to Port Orchard’s existing sidewalks and planned non-motorized facilities on Lund and Bethel. Port Orchard’s Bethel Corridor planned non-motorized improvements (new sidewalks, added bike lanes) are currently in PE with a phase south of Lund under construction. This work will expand the non-motorized network south to the Segwick/Bethel Center (Candidate Countywide Center).

The road segment (including this project) between Chase and Jackson is segmented in two for project delivery and cost scaling. The “logical termini” of this project supports temporary transition of the south sidewalk to the existing south sidewalk and transition of the north sidewalk to existing side path on the north. The terminus also marks the beginning of the road travel lanes transition to local land uses and shift to an intersection lane configuration.

To the east, the Lund Corridor connects to planned sidewalk and bike lane improvement on Jackson Avenue; north to Mile Hill Dr. and south to Salmonberry Rd. (SK-TIS pgs. 26, 50, 56, 59, 61, 64).

Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

The Lund Corridor is a Minor Arterial with a posted speed of 30 mph, 85th percentile speed of 41 mph, and 13,000 to 19,000 ADT. Lund Avenue lacks safe and accessible pedestrian and bike connections for vulnerable users due to existing “rural” design and impacts from “pass through” traffic.

- No sidewalks,
- No bike lanes,
- Primitive bus stops (sign only)
- Major destinations (services, employment, transit, schools, and recreation) within walking distances
- “cut-through” traffic,
- High traffic volumes and average speeds,
- High reliance on vehicles.

This project and other corridor projects will improve access and safety for vulnerable users by:

- Constructing buffered sidewalks,
- Constructing bike lanes (the project is exploring buffering the bike lanes),
- Narrowing actual and perceived travel lanes and constructing a median to promote traffic calming and to prohibit left turns across sidewalks and bike lanes,
- Illumination,
- Improved access to transit stops and transit travel times,
- Constructing roundabouts to calm traffic, reduce crossing to a single lane, mid-road pedestrian refuges, and improve intersection crossings, and
- Buffer/stormwater facilities to separate users from traffic.

The project and corridor improvements will improve vulnerable users’ access:

- Improve pedestrian and bicycle connectivity and safety to:
 - oMajor retail (Safeway, Walmart, Walgreens, restaurants, services)
 - oSouth Kitsap Regional Park (209 acres, skate-park, sports fields, trails, and small-scale railroad)
 - oSenior housing
- Improve access to:
 - otransit stops.
 - oSchools (East Port Orchard Elementary, Whitman Middle School, and District bus barn which uses Lund as a primary transit route)
- Improve intersection safety by reducing the potential and severity of crashes and conflicts with pedestrians and bicycles.
- Calm traffic within the corridor.

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.

Kitsap Transit operates 2 fixed route (#9 & #81) and 2 worker-driver buses during peak hours within the Lund Corridor. The project provides pedestrian and bicycle connections and access to bus stops at the Chase and Jackson intersections. Improved access to transit will increase ridership and corridor improvements will increase

transit times and reliability.

Transit connects the Lund Corridor to the Tremont/Lund/Bethel Mixed Use District (Local Center), Port Orchard downtown, and via foot-ferry Bremerton Regional Center and Naval Base Kitsap – Bremerton.

It is anticipated that non-motorized and transit use will significantly increase within the corridor with the proposed improvements.

Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

Despite having only paved shoulder facilities within the Lund Corridor there is a great deal of non-motorized usage (no counts available) by users who are able-bodied, more comfortable mixing with vehicles, and/or have no other option but to walk/bike regardless of their comfort level.

The project has major attractors within walking distance and will:

- Improve pedestrian and bicycle connectivity and safety to:
 - oMajor retail (Safeway, Walmart, Walgreens, restaurants, services)
 - oSouth Kitsap Regional Park (209 acres, skate-park, sports fields, trails, and small-scale railroad)
 - oSenior housing
- Improve access to:
 - otransit stops.
 - oSchools (East Port Orchard Elementary, Whitman Middle School, bus barn)
 - oTransit will increase ridership and corridor improvements will increase transit times and reliability.

It is anticipated that non-motorized and transit use will significantly increase within the corridor with the proposed improvements.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

Non-funding of the project will delay completion of the corridor, not complete the non-motorized connections, reduce anticipated use, and decrease potential for annexation to Port Orchard. Delays will increase costs, require “restarting” PE to update plans, and increase construction impact times for residents within the corridor.

Category-Specific Criteria: Equity

Section 1

Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.

The SK-TIS conducted demographic analysis for topics most pertinent to the development of transportation infrastructure: elderly population, disabled population, impoverished population, and household vehicle ownership. Some census tracts include portions of Port Orchard and Bremerton.

The project is within Census Tract 923.

- 65% Persons 65 or older. Understanding the age breakdown of a community assists in determining a community's unique challenges and needs. When evaluating age, it is also important to consider other complimentary metrics, such as Health and Ability, Income, and Employment. Some communities with a large elderly population are high income and access to resources while other senior communities have a high rate of poverty and disability.

- 6.4% Persons with a disability.

- 10.6% Persons below Federal poverty level, higher than County average. The County average for percent of people with income below the Federal poverty level is 8.7%. Among the Census Tracts that are within South Kitsap area it ranges from a low of 3.2% to as high of 19.4% (Tract 810). Most tracts are still below the State average of 10.8% except 810 and the Rural Tracts 928.03, 929.02, 926, and 929.01. Poverty status only considers income earned in the 12 months prior to the survey; wealth (assets) is not a factor.

- 9.4% No Vehicle Ownership. The percentage of households with no vehicle available ranges from 0.3% to 9.4% in South Kitsap. Of the three highest Census tracts, two (924, 923) include a full-service grocery store and the third (810) has a full-service grocery store across the street from the Census tract. Of the three lowest only one includes a full-service grocery store.

- “Moderate” Opportunity Index.

- Higher residential density than the City of Port Orchard.

- Lowest assessed property valuation per person in the County (26% of the valuation of Bainbridge Island, 55% of Poulsbo and Silverdale, and 66% of Port Orchard),

Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

Lund Avenue lacks safe and accessible pedestrian and bike connections for vulnerable users due to existing “rural” design and impacts from “pass through” traffic.

- No sidewalks,
- No bike lanes,
- Primitive bus stops (sign only)
- Major destinations (services, employment, transit, schools, and recreation) within walking distances
- “cut-through” traffic,
- High traffic volumes and average speeds,
- High reliance on vehicles.

Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.

The Lund Corridor is a Minor Arterial with a posted speed of 30 mph, 85 percentile speed of 41 mph, and 13,000 to 19,000 ADT. Lund Avenue lacks safe and accessible pedestrian and bike connections for vulnerable users due to existing “rural” design and impacts from “pass through” traffic.

This project and other corridor projects will improve access and safety for vulnerable users by:

- Constructing buffered sidewalks,
- Constructing bike lanes (the project is exploring buffering the bike lanes),
- Narrowing actual and perceived travel lanes and constructing a median to promote traffic calming and to prohibit left turns across sidewalks and bike lanes,
- Illumination,
- Improved access to transit stops and transit travel times,
- Constructing roundabouts to calm traffic, reduce crossing to a single lane, mid-road pedestrian refuges, and improve intersection crossings, and
- Buffer/stormwater facilities to separate users from traffic.

The project and corridor improvements will improve venerable users' access:

- Improve pedestrian and bicycle connectivity and safety to:
 - oMajor retail (Safeway, Walmart, Walgreens, restaurants, services)
 - oSouth Kitsap Regional Park (209 acres, skate-park, sports fields, trails, and small-scale railroad)
 - oSenior housing
- Improve access to:
 - otransit stops.
 - oSchools (East Port Orchard Elementary, Whitman Middle School, bus barn)
- Improve intersection safety by reducing the potential and severity of crashes and conflicts with pedestrians and bicycles.
- Calm Traffic.

Section 2

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

The Lund Corridor projects were developed and prioritized through a series of planning and public outreach processes.

- Lund Corridor Study (2021). Study analyzed the corridor and developed a preferred alternative design. Direct public outreach and open houses.
- South Kitsap – Transportation Implementation Strategy (2021) analyzed the full range of transportation needs in South Kitsap and prioritized the solutions for incorporation into the County's Transportation Improvement Program (TIP) process. Direct public outreach and open houses.
- The Kitsap County Non-Motorized Facilities Community Advisory Committee (NMC) conducted a systematic analysis of pedestrian facilities in South Kitsap (2021). Utilizing a context sensitive analysis process based on access to schools, parks, and commercial uses, the NMC identified and prioritized pedestrian improvements on Lund as a high priority for South Kitsap. The analysis and prioritization were conducted in a series of public meetings.
- The NMC conducted a public process in 2017 to prioritize improvements to Non-Motorized Routes within the County. The analysis and prioritization were conducted in a series of public meetings.

- The corridor was identified as a Non-Motorized Route in the planning and outreach processes for the Kitsap County Non-motorized Facilities Plan (2016, 18);

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

The public outreach process identified the needs and proposed solutions for the corridor projects. Outreach identified the corridor and this project as a high pedestrian priority (NMC, 2021), medium bike priority (NMC, 2017), and highest transportation improvement priority in South Kitsap (SK-TIS, 2021). This public outreach needs identification, proposed solutions, and prioritization aided the corridor project's competitions for funding in the County's Transportation Improvement Program (TIP) process and prioritization for grant funding opportunities.

Section 3

Is the project in an area of low, medium, or high displacement risk?

The project is within a moderate displacement risk area according to PSRC mapping.

If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

This project will not displace any individuals. This project will reduce displacement risk factors by providing enhanced accessibility and connections.

- Provides non-motorized and transit access identified populations and economic categories (socio-demographics);
- Increases access and connection to services and employment (transportation)
- Improve neighborhood walkability and access to parks and schools (neighborhood characteristics)
- Displaces not house/individuals, supports existing housing stock, and promotes infill development such as ADUs (housing).
- Supports active engagement within the community in identification of the needs and solutions (civil engagement).

The County has an array of housing policies and assistance programs and actively works to address affordable house issues within the County.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The project and corridor projects will improve safety for users by:

- Constructing buffered sidewalks, separating pedestrians from travel lanes.
- Constructing bike lane. The project is exploring buffering the bike lane and will analyze the conflicting safety concerns associated with placement of the bike lanes.
- Narrowing actual and perceived width of travel lanes to calm traffic.
- Constructing a median to promote traffic calming and to prohibit left turns across sidewalks and bike lanes.
- Illumination for night activities.

- Improved access to transit stops, moving stop off the shoulder.
- Constructing roundabouts to calm traffic, reduce crossing to a single lane, mid-road pedestrian refuges, and improve intersection crossings, and
- Buffer/stormwater facilities to separate users from traffic.

Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

The Lund Corridor is a Minor Arterial with a posted speed of 30 mph, 85 percentile speed of 41 mph, and 13,000 to 19,000 ADT. Lund Avenue lacks safe and accessible pedestrian and bike connections for vulnerable users due to existing “rural” design and impacts from “pass through” traffic.

This project and other corridor projects will improve access and safety for vulnerable users by:

- Constructing buffered sidewalks,
- Constructing bike lanes (the project is exploring buffering the bike lanes),
- Narrowing actual and perceived travel lanes and constructing a median to promote traffic calming and to prohibit left turns across sidewalks and bike lanes,
- Illumination,
- Improved access to transit stops and transit travel times,
- Constructing roundabouts to calm traffic, reduce crossing to a single lane, mid-road pedestrian refuges, and improve intersection crossings, and
- Buffer/stormwater facilities to separate users from traffic.

This project and other corridor improvements will improve vulnerable users’ access:

- Improve pedestrian and bicycle connectivity and safety to:
 - oMajor retail (Safeway, Walmart, Walgreens, restaurants, services)
 - oSouth Kitsap Regional Park (209 acres, skate-park, sports fields, trails, and small-scale railroad)
 - oSenior housing
- Improve access to:
 - otransit stops.
 - oSchools (East Port Orchard Elementary, Whitman Middle School, bus barn)
- Improve intersection safety by reducing the potential and severity of crashes and conflicts with pedestrians and bicycles.
- Calm traffic.

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

Yes. The County’s Safety Plan was developed and is updated through extensive County specific crash data analysis. Crash data is analyzed to identify the type, nature, and cause of crashes within the County and to develop project specific and systemic best practices. The best practices are incorporated into the County’s Road Design Standards, maintenance, operations, and transportation planning activities.

Crash data within the Lund Corridor was analyzed and incorporated in the planning and project design. Sidewalk, bike lane, buffering, median control, and roundabouts were identified as the best practices to address the specific and systemic safety issues within the corridor.

Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

All Kitsap County projects are designed to manage and encourage travel behavior within the designed speed specifications and context sensitive design without a reliance on enforcement. The Lund Corridor is a Minor Arterial with a posted speed of 30 mph, 85th percentile speed of 41 mph, and 13,000 to 19,000 ADT. This project and other corridor projects are designed to calm and manage vehicle speeds within the corridor and reduce pedestrian/bike and vehicle conflicts:

- Travel lane width is reduced and constrained between curb/gutter and median. Currently the road design is wide travel lanes and paved shoulders.
- Raised central median will calm traffic speeds and eliminate unsafe left turn movements across sidewalks and bike lanes.
- Illumination will improve pedestrian and bicycle visibility.
- Roundabouts will calm traffic within the corridor.

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
No	

PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2026	\$2000000
		\$
		\$

Total PSRC Funding Request: \$2000000

Total Estimated Project Cost and Schedule**Planning Phase**

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Planning Phase Cost: \$0

Expected year of completion for this phase:

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Local		Secured	\$245000

			\$
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost: \$245000

Expected year of completion for this phase: 2026

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
Local		Secured	\$50000
			\$
			\$
			\$
			\$

Total Right of Way Phase Cost: \$50000

Expected year of completion for this phase: 2026

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Local		Secured	\$312000
Federal	TAP(PSRC)	Reasonably Expected	\$2000000
			\$
			\$
			\$

Total Construction Phase Cost: \$2312000

Expected year of completion for this phase: 2027

Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Other Phase Cost: \$0

Expected year of completion for this phase:

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$2607000	October, 2027

Financial Documentation

Please enter a description of your financial documentation in the text box below.

2023-2028 TIP, #29. Schedule will be adjusted in the 2024-2028 TIP to reflect proposed grant funding and schedule.

Board of County Commissioner commitment letter to project schedule and budget.

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

f-132-346-18671048_9iL8dOlt_2023-2028_TIP_Resolution_196-2022.pdf, f-132-346-18671048_8FcvKZkl_Lund_-_BOCC_ltr.pdf

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?

No

What is the actual or estimated start date for preliminary engineering/design?

January, 2024

Is preliminary engineering/design complete?

No

What was the date of completion (month and year)?

April, 2026

Have preliminary plans been submitted to WSDOT for approval?

No

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

Prior projects within the corridor will complete NEPA for the corridor in 2024.

When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

April, 2026

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

Documented Categorical Exclusion (DCE)

Has NEPA documentation been approved?

No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

April, 2024

Right of Way

Will Right of Way be required for this project?

Yes

What is the actual or estimated start date for right of way (month and year)?

January, 2025

What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

April, 2026

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

Minor strip and temporary easements.

What is the zoning in the project area?

UL- Urban Low density

P- Park

NC - Neighborhood Commercial

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

There is no anticipation for the need for condemnation.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

Yes

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

No relocation is anticipated.

Minor ROW needs.

ROW will start approximately Jan. 2024 and be completed by April 2026

Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

Please attach the engineer's estimate.

f-132-540-18671048_ToaWwhJ6_Lund_-_Chase_to_Jackson_Estimate_draft.pdf

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

PE begins Jan. 2024 and will end around April 2026. Standard permits.

Are Plans, Specifications & Estimates (PS&E) approved?

No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

April, 2026

When is the project scheduled to go to bid (month and year)?

May, 2026

Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

This project is the next phase in the Lund Corridor improvements. Starting from the Port Orchard City Limits, the County will complete the initial approximately 2,000' of non-motorized improvements and two roundabouts in 2024. The roundabout at Lund and Chase is scheduled for 2026 construction to coincide with this project.

Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

Public outreach has been extensive for this project. Through a public process, the Lund Corridor was identified as the #1 priority for improvements within South Kitsap during the 2021 South Kitsap Implementation Strategy (SK-TIS) which analyzed the full range of transportation needs in South Kitsap and prioritized the solutions for incorporation into the County's Transportation Improvement Program (TIP) competitive project selection process.

The County's Non-Motorized Facilities Community Advisory Committee (NMC) is a citizens advisory committee to the Board of Commissioners and County staff on non-motorized transportation. The NMC conducted a public analysis of non-motorized Transportation needs in South Kitsap and identified the Lund corridor as a high priority for non-motorized improvements.

Please upload any relevant documents here, if they have not been uploaded previously in this

application.

f-132-480-18671048_LtuqPATT_South_Kitsap_TIS_-_Final.pdf

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at njohnson@psrc.org to have it returned to you.

RESOLUTION 196 -2022
Resolution Adopting the 2023 through 2028
Six-Year Transportation Improvement Program

WHEREAS, in compliance with RCW 36.81.121 and WAC 136-14, the Board of Kitsap County Commissioners hereby certifies that a priority array of potential projects and a bridge condition report were prepared by the County Engineer and made available to the Board of County Commissioners during the preparation of a proposed six-year comprehensive road construction program for the period January 1, 2023 to December 31, 2028 and,

WHEREAS, in further compliance with said law the Board has held thereon a public hearing this 28th day of November, 2022,


BE IT HEREBY RESOLVED, by the Board of Kitsap County Commissioners, in regular session assembled, that the attached Six-Year Transportation Improvement Program (TIP) for 2023 to 2028 for Kitsap County Roads be adopted as set forth in detail, consisting of projects numbered 1 through 55 which are incorporated and made part of this resolution.

BE IT FURTHER RESOLVED, that, pursuant to RCW 36.70A.130(2)(a)(iv) and KCC 21.08 the Board of County Commissioners hereby incorporates portions of the Six-Year Transportation Improvement Program into the Kitsap County Comprehensive Plan, Appendix A – Capital Facilities Plan. This incorporation by reference replaces and updates the Transportation section, specifically the subsection entitled “Capital Facilities Projects and Financing: 2014-2019.” The portions of the TIP that are incorporated are only those components necessary for the Capital Facilities Plan, as set forth in the current Capital Facilities Plan.

ADOPTED this 28th day of November, 2022.



**BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON**



EDWARD E. WOLFE, Chair

NOT PRESENT

CHARLOTTE GARRIDO, Commissioner


ROBERT GELDER, Commissioner

ATTEST:


Dana Daniels, Clerk of the Board

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2023 TO 2028



Kitsap County Department of Public Works

614 Division Street, MS-26 • Port Orchard, WA 98366-4699



Andrew Nelson, P.E., Director

KEY TO INFORMATION CONTAINED IN THE SIX YEAR TIP

Functional Class This is the federal functional classification for the road on which the project is located as listed in the current Kitsap County Road Log. The numeric codes used are as follows:

06=Rural Minor Arterial	14=Urban Principal Arterial
07=Rural Major Collector	16=Urban Minor Arterial
08=Rural Minor Collector	17=Urban Collector Arterial
09=Rural Local Access	19=Urban Local Access

Project Identification This is a listing of the project name and a summary of the work in general and a description of the work to be accomplished in the program year. Note that the Federal Aid Number is a Contract number assigned to the project when Federal Funds are scheduled to be spent. Also, the Road Log or Bridge Numbers are identification numbers that are assigned to roads and bridges within our road database.

Improvement Type Codes

01=New construction on new alignment	08=New Bridge Construction	21=Transit Capital Project
02=Relocation Project	09=Bridge Replacement	22=Transit Operational
03=Reconstruction	10=Bridge Rehabilitation	23=Transit Planning
04=Major Widening	11=Minor Bridge Rehabilitation	24=Transit Training/Administration
05=Minor Widening	12=Safety/Traffic Operation/TSM	31=Non-Capital Improvement
06=Other Enhancements	13=Environmentally Related	32=Non-Motor Vehicle Project
07=Resurfacing	14=Bridge Program – Special	

Funding Status

S – Project is selected by the appropriate selection body and funding has been secured by the lead agency.

P – Project is subject to selection by an agency other than the lead and is listed for planning purposes. (Funding has not been determined.)

Total Length This is the project length in miles to the nearest hundredth.

TIF Eligibility Indicate whether or not we can spend Transportation Impact Fees on this project. TIF eligible projects are system improvements (but not maintenance or operations) that will reasonably benefit new development. Impact fees may also be used to recoup public improvement costs previously incurred by the county to the extent that new growth and development will be served by the previously constructed improvements or incurred costs. (Kitsap County Code 4.110.100, codifying Ord. 600-2021)

Project Phase This column contains the row headings for the three main phases of a project. These phases are Preliminary Engineering (**P.E.**) which consist of all Engineering Study and Design Activities for the project. Next is the Right of Way Acquisition (**R/W**) which consists of all activities related to negotiating and purchasing Rights of Way needed for the project. Lastly is the Construction (**Const**) phase which entails all of the construction activities associated with the project.

Month/Year Phase Starts This column lists the estimated dates that a project phase will start. If a date is not entered next to a project phase, then that phase is assumed to be complete, not required or the specific project scope does not anticipate additional work until some other action is taken, i.e., Concept Evaluations show that only P.E. is being done, until it is determined to go

forward with the project. **Federal Fund Code & Federal Cost by Phase** These columns reflect the federal funding program and the amount of these funds to be applied to a project, and the number following the grant name indicates the deadline year for obligation of that phase. A listing of the program codes and their descriptions follows:

STP this abbreviation refers to the Federal Surface Transportation Program. This Federal program is currently funding under the Infrastructure Investment and Jobs Act (IIJA) of 2021. The program is administered by the Washington State Department of Transportation (WSDOT) Local Programs Division in conjunction with the Puget Sound Regional Council (PSRC) and the Regional Federal Highway Engineer.

The Surface Transportation Program (STP) has the objective to fund construction, reconstruction, resurfacing, restoration, and rehabilitation of roads that are not functionally classified as local or rural minor collectors, with certain exceptions (23 U.S.C. 133(c)). STP also supports funding for transportation enhancements, operational improvements, highway and transit safety improvements, surface transportation planning capital and operating cost for traffic management and control, carpool projects, development and establishment of management systems, electric vehicle charging infrastructure, bicycle facilities and pedestrian walkways. The deadline year runs from Nov. 1st of the previous calendar year to June 1st of the indicated calendar year.

STP funds have regional allocation through PSRC. Then PSRC sub-allocates funds by county region based on the percentage of the population. The Kitsap (Cities and County) allocation is typically around 6.5% of the STP funds allocated to PSRC. (6.4% in 2022)

RAP, CAPP ... Other & State or Other Funds These two columns refer to the various funding sources and their amounts. A listing of these sources and their descriptions follows:

SEPA these are fees collected from land development projects for mitigation of site specific impacts identified during the land use approval process. These fees can only be used for projects that are specifically identified during the land use process.

RAP This abbreviation refers to the Rural Arterial Program. The Rural Arterial Program (RAP) was established in 1983 to provide funding to counties for improvements on rural major and minor collector arterials. This program is administered by the County Road Administration Board (CRAB). The program utilizes a portion of the Motor Vehicle Fuel Tax to finance projects and generates approximately \$31 million dollars each biennium. Proposed Kitsap County projects are rated in conjunction with proposed projects from other counties in the CRAB's Northwest Region (NWR). Proposed projects are rated according to several factors including accident history, roadway alignment, traffic volume, roadway structural condition and service to the community. The NWR consists of Kitsap, Clallam, Jefferson, Whatcom, Skagit, Island, and San Juan Counties.

TIB This abbreviation refers to the Transportation Improvement Board which administers the Transportation Improvement Account and Urban Arterial Trust Account. The Transportation Improvement Account (TIA), created by the State Legislature in 1988, is funded by 1.5 cents of the Motor Vehicle Fuel Tax. Through its project selection process, the TIB requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State. Projects selected for funding must be attributable to congestion caused by economic development or growth; consistent with state, regional and local transportation plans (including transit and rail); and be partially funded by local contributions.

The Urban Arterial Trust Account (UATA) program was established in 1967. The intent of the UATA program is to improve the urban arterial street system of the state by improving mobility and safety while supporting an environment essential to the quality of life of the citizens of the State.

Projects are eligible for cost reimbursement up to 80 percent with higher priority given to those projects with local contributions (including private sector financing) greater than 20 percent.

DOT This abbreviation refers to participation by the State Department of Transportation in projects that involve County Roads and State Highways. These funds are programmed dollars which are listed in the State DOT 6-year and biennial highway construction programs.

STORM Stormwater Utility Funds come from local revenue generated through a fee assessed to all developed land within unincorporated Kitsap County. The revenue is used to plan, manage, construct, maintain Stormwater management facilities within Kitsap County and carry out activities as allowed under RCW 36.89.

CRID All counties have the authority to create County Road Improvement Districts (RCW 36.88) for the acquisition of rights of way and improvement of county roads. Such counties have the authority to levy and collect special assessments against the real property specially benefited thereby for the purpose of paying the whole or any part of the cost of such acquisition of rights of way, construction, or improvement.

TBD It is the intent of the legislature to encourage joint efforts by the state, local governments, and the private sector to respond to the need for transportation improvements on state highways, county roads, and city streets. This is achieved by allowing cities, towns, and counties to establish Transportation Benefit Districts in order to respond to the special transportation needs and economic opportunities resulting from private sector development for the public good. The legislature also seeks to facilitate the equitable participation of private developers whose developments may generate the need for those improvements in the improvement costs.

Grant This project will be submitted to a grant process at a later date.

Grant(A) This project was submitted to a grant process and the results are not yet known.

Grant(C) This project was submitted to a grant process, was not chosen, but remains on a contingency list.

Impact Fees this column denotes the portion of Development Impact Fees which are set aside for road improvements from the fees collected under the County's impact fee ordinance. Impact fees are collected to offset system wide impacts that are created by development, which cannot specifically be attributed to a specific land development project.

Local Funds this column shows the amount of local funds which are to be used on a project. These funds come primarily from the property tax road levy, and the County's share of the State Motor Vehicle Fuel Tax (gas tax) as well as minor contributions from other sources that amount to approximately 1% of the road fund annual revenues.

Total this column reflects the total amount of funding required for each phase. This represents the total estimated project cost for that phase. You will also notice that there is a Total row at the bottom of each project. This row totals the amount of funding from the various sources for the entire project.

Expenditure Schedule These six columns represent the estimated total dollar amounts to be spent on a particular project phase in a given year. Some projects will have expenditures before and/or after the time period of the six-year TIP which are not shown here.

Environmental Data Type For Federally funded projects the type of environmental documentation required for the project is indicated as follows:

EIS=Environmental Impact Statement
EA=Environmental Assessment
CE=Categorical Exclusion

Agency: Kitsap County
County No. 18

SIX YEAR
TRANSPORTATION IMPROVEMENT PROGRAM
2023 TO 2028

Hearing Date: 11/28/2022
Adoption Date: 11/XX/2022
Resolution No. XXX-2022

FUNC. CLASS	TIP PROJECT NO.	PROJECT IDENTIFICATION A. Road Log Number - BMP - EMP B. Bridge Number - FGTS - CRP C. Beginning and End D. Project / Road Name E. Description of Work	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT COSTS IN THOUSANDS OF DOLLARS																		FED. PROJ. ONLY							
					PROJECT PHASE	FUND STATUS	MONTH / YEAR PHASE STARTS	FUNDING SOURCE INFORMATION																						
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL																
								FEDERAL FUND CODE	FEDERAL COST BY PHASE																					
09	1	19000 MP 0.10-0.15 Nonfreight Bridge #41 CRP# 3697 Taylor Road Bridge Prepare and paint the steel girders and deck soffit of the bridge superstructure	11	0.05	P.E. R/W Const. Total	S S	1/21 5/21 7/23	LBP-21 LBP-21 LBP-21	30 823 853					30 823 853	30 823 853															CE Y 7/22
09	2	03036 MP 0.30-0.35 Nonfreight CRP# 2598 160th Street Replace fish barrier culvert on Purdy Creek Participation on grant match with Pierce County	13	0.05	P.E. R/W Const. Total	 S	 7/22								45 45 45	45 45 45														
07 09	3	32170 MP 3.15-3.2 / 30519 MP 5.3-5.35 Nonfreight/T3 CRP# 2623 Orchard & Olalla Valley Intersection realignment	02	0.10	P.E. R/W Const. Total	S S	1/22 4/22							5 40 45	5 40 45	5 40 45														
03	4	03003 MP 0.00-0.10 Nonfreight CRP# 2622 Alpinwood Improvements Paving and improvements through CRID 41	03	0.13	P.E. R/W Const. Total	S S	9/22 7/23			CRID CRID	5 220 225			5 220 225	5 220 225															
16	5	16330 MP 0.00-0.95 / 17400 MP 0.00-0.35 T3/T4/Nonfreight CRP# 2612 W. Hills STEM School – Nat'I Ave. Roadway Improvement Loxie Eagers: City limits to Arsenal and National: Charleston Beach to City limits. Pedestrian and Intersection Improvements and overlay	06	1.32	P.E. R/W Const. Total	 S	9/19 6/20 10/22								339 339	2,100 2,100	2,100 2,100													CE Y 10/22
16 17	6	57768 MP 0.00-0.05 / 57810 MP 0.35-0.45 T3 CRP# 3696 Greaves Way NW / Old Frontier Road NW Intersection Improvement	12	0.15	P.E. R/W Const. Total	S S	1/21 1/22 3/23							5 1,094 1,094	5 1,574 1,579	5 2,668 2,673														
19	7	59725 MP 0.45-0.50 Nonfreight CRP# 1630 Scandia Road Replace deteriorated 18" & 24" culverts at Little Scandia Crk Meet fish passage requirements (ID #s 25265 & 25266)	06 13	0.05	P.E. R/W Const. Total	S S	1/21 1/20 1/23							10 600 610	10 600 610	10 600 610														

Agency: Kitsap County
County No. 18

SIX YEAR
TRANSPORTATION IMPROVEMENT PROGRAM
2023 TO 2028

Hearing Date: 11/28/2022
Adoption Date: 11/XX/2022
Resolution No. XXX-2022

FUNC. CLASS	TIP PROJECT NO.	PROJECT IDENTIFICATION A. Road Log Number - BMP - EMP B. Bridge Number - FGTS - CRP C. Beginning and End D. Project / Road Name E. Description of Work	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS																FED. PROJ. ONLY
								FUNDING SOURCE INFORMATION																
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2023	YEAR 2 2024	YEAR 3 2025	YEAR 4 2026	YEAR 5 2027	YEAR 6 2028	ENVIRO TYPE ROW REQ. ? DATE COMPLETE			
								FEDERAL FUND CODE	FEDERAL COST BY PHASE															
N/A	8	CRP# 1631 STO - Port Gamble Trail Segments A, B & D Construct paved multi-use path in Port Gamble Forest Heritage Park	32	3.40	P.E. R/W Const. Total	S	1/21			KPFD-20	150			150	150									CE N
						S	6/23	STP-23	1,992				1,083	3,075	3,075									
									1,992		150		1,083	3,225	3,225									
N/A	9	NSTO - Port Gamble Trail Segment C Shared use path	32	4.00	P.E. R/W Const. Total	P	1/24	Grant	571					571		321	250							CE N
						S	1/26						50	50					50					
						P	6/26	Grant	2,586				404	2,990				2,990						
									3,157				454	3,611		321	250	3,040						
07	10	21320 MP 1.50-1.55 / 21310 MP 0.00-0.05 T3/Nonfreight CRP# 2589 Lake Helena Road / Wicks Lake Road - Culverts Replace 36" culverts 11215 & 11217 with structures meeting WDFW Fish Passage Design Criteria	13	0.05	P.E. R/W Const. Total		1/15 3/19																	
						S	6/23						1,450	1,450	1,450									
													1,450	1,450	1,450									
06	11	25009 MP 0.960-3.529 T3 CRP# 2628 Lake Flora - City Limits to J M Dickinson Repave	07	2.60	P.E. R/W Const. Total	S							10	10	10									
						P		Grant(C)	762				119	881	881									
									762				129	891	891									
16	12	19515 MP 1.00-2.05 / 57740 MP 0.25-0.55 T2/T3 CRP# 3686 Silverdale Way Preservation Project Overlay and ADA Compliance: Silverdale Way - Waaga Way to Bucklin Hill Road Bucklin Hill Road - Silverdale Way to Blaine Ave	07	1.34	P.E. R/W Const. Total	S	1/18						70	70	70									
						S	4/23						3,100	3,100	2,900	200								
													3,170	3,170	2,970	200								
19	13	CRP# 1633 Woodbridge - Woodbridge to Ridgetop Woodbridge road extension	01	0.25	P.E. R/W Const. Total	S	1/23						500	500	500									
													500	500	500									
N/A	14	North STO Planning Study Planning study	32		P.E. R/W Const. Total	S	1/22	STP 21	175				24	199	199									CE N
									175				24	199	199									

Agency: Kitsap County
County No. 18

SIX YEAR
TRANSPORTATION IMPROVEMENT PROGRAM
2023 TO 2028

Hearing Date: 11/28/2022
Adoption Date: 11/XX/2022
Resolution No. XXX-2022

FUNC. CLASS	TIP PROJECT NO.	PROJECT IDENTIFICATION A. Road Log Number - BMP - EMP B. Bridge Number - FGTS - CRP C. Beginning and End D. Project / Road Name E. Description of Work	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT COSTS IN THOUSANDS OF DOLLARS																		FED. PROJ. ONLY					
					PROJECT PHASE	FUND STATUS	MONTH / YEAR PHASE STARTS	FUNDING SOURCE INFORMATION						YEAR 1 2023	YEAR 2 2024	YEAR 3 2025							YEAR 4 2026	YEAR 5 2027	YEAR 6 2028	ENVIRO TYPE ROW REQ. ? DATE COMPLETE		
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS														TOTAL	
								FEDERAL FUND CODE	FEDERAL COST BY PHASE																			
14	15	MP 24.25-24.85 T3 CRP# 1635 SR 104 Realignment Move inbound ferry lane to NE 1st Street County participation on State project	06	0.65	P.E.	S	1/19			WSDOT																	EA Y 6/23	
					R/W	S	11/20			WSDOT		10		10	10													
					Const.					WSDOT																		
					Total							10		10	10													
14	16	MP 23.65-23.85 T3 CRP# 1636 SR 104 Holding Lane/ATMS Kingston Active Traffic Management System	12	0.20	P.E.	S	1/23	STP-23	223					223	223													
					R/W																							
					Const.	S	5/24	STP-24	1,178					1,178		1,178												
					Total				1,401					1,401	223	1,178												
07	17	56409 MP 0.50-0.90 T3 CRP# 3664 Hansville - Delaney to Salish Corridor improvements	07	0.40	P.E.	S	1/23						10	10	10													
					R/W																							
					Const.																							
					Total								10	10	10													
07	18	70400 MP 0.00-0.05 T3 CRP# 1599 Hansville Road - Right Turn Lane Intersection improvement to facilitate traffic turning from Hansville Road onto westbound SR 104	12	0.05	P.E.	S	4/18					65		65	35	30												
					R/W																							
					Const.	P	4/24			SEPA&Oth	409	50		459		459												
					Total						409	115		524	35	489												
16	19	56409 MP 0.50-0.90 T3 CRP# 3664 Fairgrounds Road - Sidewalk Improvements Construct sidewalk both sides and eastbound bike lane from Woodridge Lane to Nels Nelson Road	32	0.40	P.E.	S	6/15						494	494	494													CE Y 8/23
					R/W	S	1/23						50	50	50													
					Const.	S	3/24	STP-24	2,300				1,649	3,949		3,949												
					Total				2,300				2,193	4,493	544	3,949												
19	20	32800 MP 0.05-0.10 Nonfreight CRP# 2588 Horizon Lane SE Replace Deteriorated 42" Culvert (Culvert ID # 12310)	06	0.05	P.E.	S	1/16						70	70	50	20												
					R/W	S	6/22						5	5	5													
					Const.	S	1/24						500	500		500												
					Total								575	575	55	520												
19	21	49660 MP 0.15-0.20 T4 CRP# 2624 East Hilldale Road - Culvert Replace existing deteriorated 36" culvert (Culvert ID #16482)	13	0.05	P.E.	S	1/22						40	40	35	5												
					R/W	S	6/23						10	10	5	5												
					Const.	S	5/24						700	700		700												
					Total								750	750	40	710												

Agency: Kitsap County
County No. 18

SIX YEAR
TRANSPORTATION IMPROVEMENT PROGRAM
2023 TO 2028

Hearing Date: 11/28/2022
Adoption Date: 11/XX/2022
Resolution No. XXX-2022

FUNC. CLASS	TIP PROJECT NO.	PROJECT IDENTIFICATION A. Road Log Number - BMP - EMP B. Bridge Number - FGTS - CRP C. Beginning and End D. Project / Road Name E. Description of Work	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS																FED. PROJ. ONLY
								FUNDING SOURCE INFORMATION																
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL										
								FEDERAL FUND CODE	FEDERAL COST BY PHASE															
YEAR 1 2023	YEAR 2 2024	YEAR 3 2025	YEAR 4 2026	YEAR 5 2027	YEAR 6 2028	ENVIRO TYPE ROW REQ.?	DATE COMPLETE																	
09	22	23640 MP 0.60-0.65 T4 CRP# 2625 Oak Road (SE) - Culvert Replace deteriorated 18" culvert (Culvert ID #10544)	13	0.05	P.E. R/W Const. Total	S	1/22					20	20	15	5									
						S	6/23					5	5											
						S	5/24					100	100		100									
												125	125	20	105									
07	23	20509 MP 2.75-3.35 T3 CRP# 2618 Glenwood Road Lake Helena Road to Wildwood Road Resurface and pave shoulders	05 12	0.51	P.E. R/W Const. Total	S	1/21			RAP-20		78	78	68	10									
						S	1/23			RAP-23	45	15	60	50	10									
						S	5/24			RAP-24	1,917	583	2,500		2,300	200								
										1,962	676	2,638	118	2,320	200									
16	19	24	40700 MP 1.30-1.40 / 40490 MP 0.25-0.30 T3/T4 CRP# 2583 Lund & Harris Roundabout	12	0.20	P.E. R/W Const. Total	S	1/20		TIB 22	210	52		262	262					CE Y 6/24				
S							1/22		TIB 22	78	20		98											
S							6/24		TIB 23	1,396	350		1,746		1,646	100								
									1,684	422		2,106	360	1,646	100									
16	19	25	40700 MP 1.40-1.50 / 41130 MP 0.00-0.05 Nonfreight/T3 CRP# 2630 Lund & Hoover Roundabout & segment 1 sidewalk and bike lane	12	0.20	P.E. R/W Const. Total	S	1/20				362	10	372	181	181	10			CE Y 5/26				
S							1/25				40		40		40									
S							6/24	STP 26	2,279		587		2,866		2,566	300								
									2,279		989	10	3,278	181	2,787	310								
09	26	89400 MP 0.00-0.05 / 70400 MP 7.35-7.40 Nonfreight CRP# 1638 Hansville Road - Finn Creek culvert #16118 Replace culvert 16118 with large box culvert	13	0.10	P.E. R/W Const. Total	S	1/23					100	100	5	95									
						S	1/24				100	100		100										
						P	6/25	Grant	1,300			1,300		1,300										
									1,300			200	1,500	5	195	1,300								
09	27	41409 MP 0.00-0.15 Nonfreight CRP# 2626 Harper Estuary Restoration Remove fish barrier, road fill, and shoreline armoring. Replace with a 120-foot bridge.	13	0.15	P.E. R/W Const. Total	P	1/23	Grant(A)	60	ECY/COM	230		290	90	200									
						P	1/23	Grant(A)	133			133	54	79										
						P	1/25	Grant(A)	5,600			5,600		1,000	1,800	2,800								
									5,793		230	6,023	144	279	1,000	1,800	2,800							
16	28	40700 MP 0.80-1.30 / 40550 MP 0.20-0.25 Nonfreight/T3 CRP# 2629 Lund - Harris to Chase Median, sidewalk, bike lane, & roundabout @ Chase	06	0.55	P.E. R/W Const. Total	P	1/20	Grant(A)	797				797	390	390	17				CE Y 5/27				
						P	1/25	Grant(A)	50			50		50										
						P	6/26	Grant(A)	3,580			3,580			3,580									
									4,427			4,427	390	390	67	3,580								

Agency: Kitsap County
County No. 18

SIX YEAR
TRANSPORTATION IMPROVEMENT PROGRAM
2023 TO 2028

Hearing Date: 11/28/2022
Adoption Date: 11/XX/2022
Resolution No. XXX-2022

FUNC. CLASS	TIP PROJECT NO.	PROJECT IDENTIFICATION A. Road Log Number - BMP - EMP B. Bridge Number - FGTS - CRP C. Beginning and End D. Project / Road Name E. Description of Work	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS										YEAR 1 2023 YEAR 2 2024 YEAR 3 2025 YEAR 4 2026 YEAR 5 2027 YEAR 6 2028						FED. PROJ. ONLY
								FUNDING SOURCE INFORMATION																
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL										
								FEDERAL FUND CODE	FEDERAL COST BY PHASE															
16 29		40700 MP 0.80-1.05 Nonfreight/T3 Lund - Chase to Jackson Median, sidewalk, bike lane, & u-turn	06	0.25	P.E. R/W Const. Total	S	1/20					386		386					86	300		CE Y 5/27		
						P	6/28	Grant	2,090			326	2,416				2,416							
									2,090			712	2,802				86	300	2,416					
16 30		42510 MP 0.00-0.35 T4 CRP# 2557 Beach Drive #2 Main St to Clam Bay Ct Bike/ped improvements with drainage improvements	06	0.37	P.E. R/W Const. Total	S	8/23						250	250		25	225							
						S	1/24					150	150			150								
						S	6/25					1,700	1,700				1,700							
											2,100	2,100			25	375	1,700							
09 31		23760 MP 1.02-2.49 T3 CRP# 2627 Burley Olalla - Bandix to Fagerud Paving and shoulder work	05 07	1.50	P.E. R/W Const. Total	P	4/23		Grant(A)	45			5	50	20	30								
						P	4/25		Grant(A)	709		79	788				788							
										754		84	838	20	30	788								
07 32		86671 MP 0.00-1.15 T3 CRP# 1637 2025 Pavement Preservation - West Kingston Rd. Repave	07	1.16	P.E. R/W Const. Total	S	1/23						15	15	15						CE N			
						S	3/23	STP 23	485			76	561	561										
									485			91	576	576										
06 33		13429 MP 0.35-0.45 T3 CRP# 3684 Newberry Hill Road - Culvert Replace 54" culvert with structure meeting WDFW Fish Passage Design Criteria (Culvert ID #18807)	06 13	0.10	P.E. R/W Const. Total	S	1/17						95	95	85	10								
						S	8/23					25	25	20	5									
						P	1/26			GRANT	2,600			2,600				2,600						
											2,600			120	2,720	105	15		2,600					
16 34		50909 MP 0.00-0.80 T3 CRP# 3699 Perry - Stone to Sheridan Sidewalks & bike lanes	32	0.81	P.E. R/W Const. Total	P	8/23	Grant(A)	277					277	190	87					CE Y 5/27			
						P	1/24	Grant(A)	400				400		100	300								
						P	6/26	Grant(A)	2,531				141	2,672				2,672						
									3,208				141	3,349	190	187	300	2,672						
16 35		21109 MP 5.95-6.45 T3 CRP# 2585 Sidney Road - Shoulders Port Orchard city limits to Lider Road Construct paved shoulders	05	0.56	P.E. R/W Const. Total	S	5/23						50	50		25	25							
						S	1/24						15	15			15							
						S	4/26						850	850				850						
												915	915		25	40	850							

SIX YEAR
TRANSPORTATION IMPROVEMENT PROGRAM
2023 TO 2028

FUNC. CLASS	TIP PROJECT NO.	PROJECT IDENTIFICATION A. Road Log Number - BMP - EMP B. Bridge Number - FGTS - CRP C. Beginning and End D. Project / Road Name E. Description of Work	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT COSTS IN THOUSANDS OF DOLLARS																		FED. PROJ. ONLY		
					PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	FUNDING SOURCE INFORMATION																	
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL											
								FEDERAL FUND CODE	FEDERAL COST BY PHASE																
16	36	21109 MP 5.85-5.95 / 20225 0.55-0.65 T3 Sidney & Lider Intersection improvements	12	0.20	P.E. R/W Const. Total	S S S	1/24 1/25 6/26							255 300 745 1,300		255 300 1,445 2,000		20 300 1,445 535							
08 16 17	37	21109 MP 1.05-1.15 / 20250 MP 1.00-1.10 T3 Sidney & Pine Intersection improvements	12	0.20	P.E. R/W Const. Total	P P P	1/24 1/25 6/26	Grant Grant Grant	152 24 1,024 1,200				38 6 256 300	190 30 1,280 1,500		140 30 1,280 140	50 30 1,280 80								
16 19	38	54600 MP 1.65-1.70 / 53975 MP 0.00-0.05 T3/T4 Riddell & Almira Intersection improvement	12	0.15	P.E. R/W Const. Total	S S S	1/24 1/25 6/26					225 50 1,225 1,500		225 50 1,225 1,500		175 50 1,225 175	50 50 1,225 100								
17 19	39	13549 MP 3.15-3.25 / 13820 MP 0.00-0.05 T3/Nonfreight CRP# 3698 Anderson Hill Road / Apex Airport Road Intersection Corridor study and intersection improvement	12	0.20	P.E. R/W Const. Total	P S S	1/20 1/25 5/26	Grant	432				68 100 588 112	500 100 1,000 300	250	250		85 15 800 815		15 200 200					
16	40	13847 MP 3.25-3.80 T3 Anderson Hill - Old Frontier to Apex Airport Design per corridor study	TBD	0.51	P.E. R/W Const. Total	S S P	1/24 1/25 6/26			Grant		2,422	400 300 378 1,078	400 300 2,800 3,500		300 300 400 300	100 300 2,000 2,000			800 800					
09	41	20509 MP 1.23-1.98 T3 Glenwood - Pine to Christmas Tree Paving and shoulder work	05 07	0.75	P.E. R/W Const. Total	P S P	3/25 1/26 3/27			Grant(A) Grant(A)	135 1,551 1,686		15 50 172 237	150 50 1,723 1,923			50 25 1,723 50	100 25 1,748 125							
16	42	74200 MP 1.80-1.85 / 59900 MP 1.55-1.60 Nonfreight/T3 Viking & Sherman Hill Intersection improvement	12	0.10	P.E. R/W Const. Total	S S P	1/25 1/26 6/27					1,133 1,133	240 50 177 467	240 50 1,310 1,600			130 50 1,310 130	110 50 1,310 160							

SIX YEAR
TRANSPORTATION IMPROVEMENT PROGRAM
2023 TO 2028

FUNC. CLASS	TIP PROJECT NO.	PROJECT IDENTIFICATION A. Road Log Number - BMP - EMP B. Bridge Number - FGTS - CRP C. Beginning and End D. Project / Road Name E. Description of Work	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT COSTS IN THOUSANDS OF DOLLARS												YEAR 1 2023						FED. PROJ. ONLY
					PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	FUNDING SOURCE INFORMATION						YEAR 1 2023	YEAR 2 2024	YEAR 3 2025	YEAR 4 2026	YEAR 5 2027	YEAR 6 2028	ENVIRO TYPE ROW REQ.? DATE COMPLETE			
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS								TOTAL		
								FEDERAL FUND CODE	FEDERAL COST BY PHASE														
16	43	74200 MP 1.85-2.10 T3 Viking - Sherman Hill to city limits Left turn lane, non-motorized improvements	06	0.25	P.E. R/W Const. Total	S	1/25						240	240	480				240	240			
						S	1/26					50	450	500				500					
						P	6/27	Grant	2,353			367		2,720					2,720				
									2,353			657	690	3,700			240	740	2,720				
09	44	86250 MP 2.90-2.95 Nonfreight Little Boston Road - Shipbuilder's Creek culvert #15115 Replace culvert with wider culvert for fish passage	13	0.05	P.E. R/W Const. Total	P	1/26			Tribe	500			500					200	200	100		
						P	6/27			Tribe	1,000			1,000					500	500			
											1,500			1,500					200	700	600		
14	45	56791 MP 0.35-0.60 T3 CRP# 3694 Ridgetop Boulevard - NW Improvements (All Phases) Mickelberry Road NW to NW Myhre Road Widen to 4 lanes, sidewalks, bike lanes	04	0.34	P.E. R/W Const. Total	S	8/19	STP 21	1,173			183		1,356	265	265	213	160	240	213	CE Y 5/27		
						S	1/24	CRRSAA	4,873			5,177	4,500	14,550		2,817	4,817	2,000	2,500	2,416			
						P	6/27	Grant	3,000			3,000		6,000					5,000	1,000			
									9,046			8,360	4,500	21,906	265	3,082	5,030	2,160	7,740	3,629			
16	46	70310 MP 1.55-1.60 / 70320 MP 0.00-0.25 T3/T4 Suquamish/Augusta - South to Geneva Sidewalk & bike lane, repave	05	0.27	P.E. R/W Const. Total	S	1/24							240	240			120	120				
						S	1/26							300	300				150	150			
													540	540		120	120	150	150				
16	47	13429 MP 2.10-2.20 / 19800 MP 2.15-2.20 / 13770 MP 0.00-0.05 T3 Newberry Hill / Dickey / Eldorado Intersection improvement	12	0.20	P.E. R/W Const. Total	S	1/27					100		100						100			
												100		100					100				
N/A	48	CRP# 1632 North Kitsap Service Center New North Road Shop	06	N/A	P.E. R/W Const. Total																		
						S	1/22							19,149	19,149	9,000	10,149						
													19,149	19,149	9,000	10,149							
N/A	49	Various Locations CRP# 5043 Project Close-Out and Plant Establishment	06	00	P.E. R/W Const. Total																		
						S	varies																

Agency: Kitsap County
County No. 18

SIX YEAR
TRANSPORTATION IMPROVEMENT PROGRAM
2023 TO 2028

Hearing Date: 11/28/2022
Adoption Date: 11/XX/2022
Resolution No. XXX-2022

FUNC. CLASS	TIP PROJECT NO.	PROJECT IDENTIFICATION A. Road Log Number - BMP - EMP B. Bridge Number - FGTS - CRP C. Beginning and End D. Project / Road Name E. Description of Work	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS																FED. PROJ. ONLY
								FUNDING SOURCE INFORMATION																
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2023	YEAR 2 2024	YEAR 3 2025	YEAR 4 2026	YEAR 5 2027	YEAR 6 2028	ENVIRO TYPE ROW REQ. ? DATE COMPLETE			
								FEDERAL FUND CODE	FEDERAL COST BY PHASE															
N/A	50	Various Locations CRP# 5044 County Wide Sidewalk Sidewalks and pedestrian ramps at various locations	32	00	P.E. R/W Const. Total	S S S	varies varies varies						120 1,080 1,200	120 1,080 1,200	20 180 200	20 180 200	20 180 200	20 180 200	20 180 200	20 180 200				
N/A	51	Various Locations CRP# 5048 County Wide Culvert Projects Replacement of emergent structurally or capacity deficient culverts	06	00	P.E. R/W Const. Total	S S S	varies varies varies						120 60 420 600	120 60 420 600	20 10 70 100	20 10 70 100	20 10 70 100	20 10 70 100	20 10 70 100	20 10 70 100				
N/A	52	Various Locations CRP# 5045 County Wide Surfacing Upgrades Base stabilization and paving of structurally deficient pavements at various locations	07	00	P.E. R/W Const. Total	S S S	varies varies varies						1,200 1,200	1,200 1,200	200 200	200 200	200 200	200 200	200 200	200 200	200 200			
N/A	53	Various Locations CRP# 5046 County Wide Safety Improvements Spot improvements for guardrail, and traffic safety improvements	12	00	P.E. R/W Const. Total	S S S	varies varies varies						180 180 840 1,200	180 180 840 1,200	30 30 140 200	30 30 140 200	30 30 140 200	30 30 140 200	30 30 140 200	30 30 140 200				
N/A	54	Various Locations CRP# 5028 County Wide Bicycle/Ped. Improvements Spot improvements for bicycle/pedestrian County Force Electrical Work < \$40,000	32	00	P.E. R/W Const. Total	S S S	varies varies varies						1,250 1,250	1,250 1,250	250 250	250 250	250 250	250 250	250 250	250 250	250 250			
N/A	55	Various Locations CRP# 5047 WSDOT Project Participation County participation in State Projects involving County Roads	06	00	P.E. R/W Const. Total	S S S	varies varies varies						600 600	600 600	100 100	100 100	100 100	100 100	100 100	100 100	100 100			
								48,569		12,406	16,010	50,580	127,565	29,167	30,697	12,590	27,718	19,658	7,735					

P.E.	3,890	1,275	2,508	2,382	10,055	3,237	2,774	1,785	966	910	383
R/W	5,480	123	5,997	6,571	18,171	837	3,196	6,137	2,830	2,715	2,456
Const.	39,199	11,008	7,505	41,627	99,339	25,093	24,727	4,668	23,922	16,033	4,896
Total	48,569	12,406	16,010	50,580	127,565	29,167	30,697	12,590	27,718	19,658	7,735



KITSAP COUNTY BOARD OF COMMISSIONERS

Efficient, accessible and effective county services

July 18, 2023

Katie Walters
DISTRICT 1

Charlotte Garrido
DISTRICT 2

Christine Rolfes
DISTRICT 3

Eric Baker
Interim County
Administrator

Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

RE: Lund – Chase to Jackson 1

As the sponsor of the **Lund – Chase to Jackson 1** project application to the 2023 Transportation Alternatives Program grant process, the Kitsap County Board of Commissioners acknowledge the commitment of the County to the project's funding and schedule identified in the grant application. We are requesting \$2,000,000 in STP funding and have \$312,000 in secured local match for the project.

The Lund – Chase to Jackson is the sixth of eight phases of the Lund Corridor improvements and has independent utility to support residents of the neighborhood with safe and accessible pedestrian, bike, and transit access to parks, schools, and commercial activities; while supporting regional east-west connections between Southeast Kitsap County and Centers within Port Orchard and Bremerton.

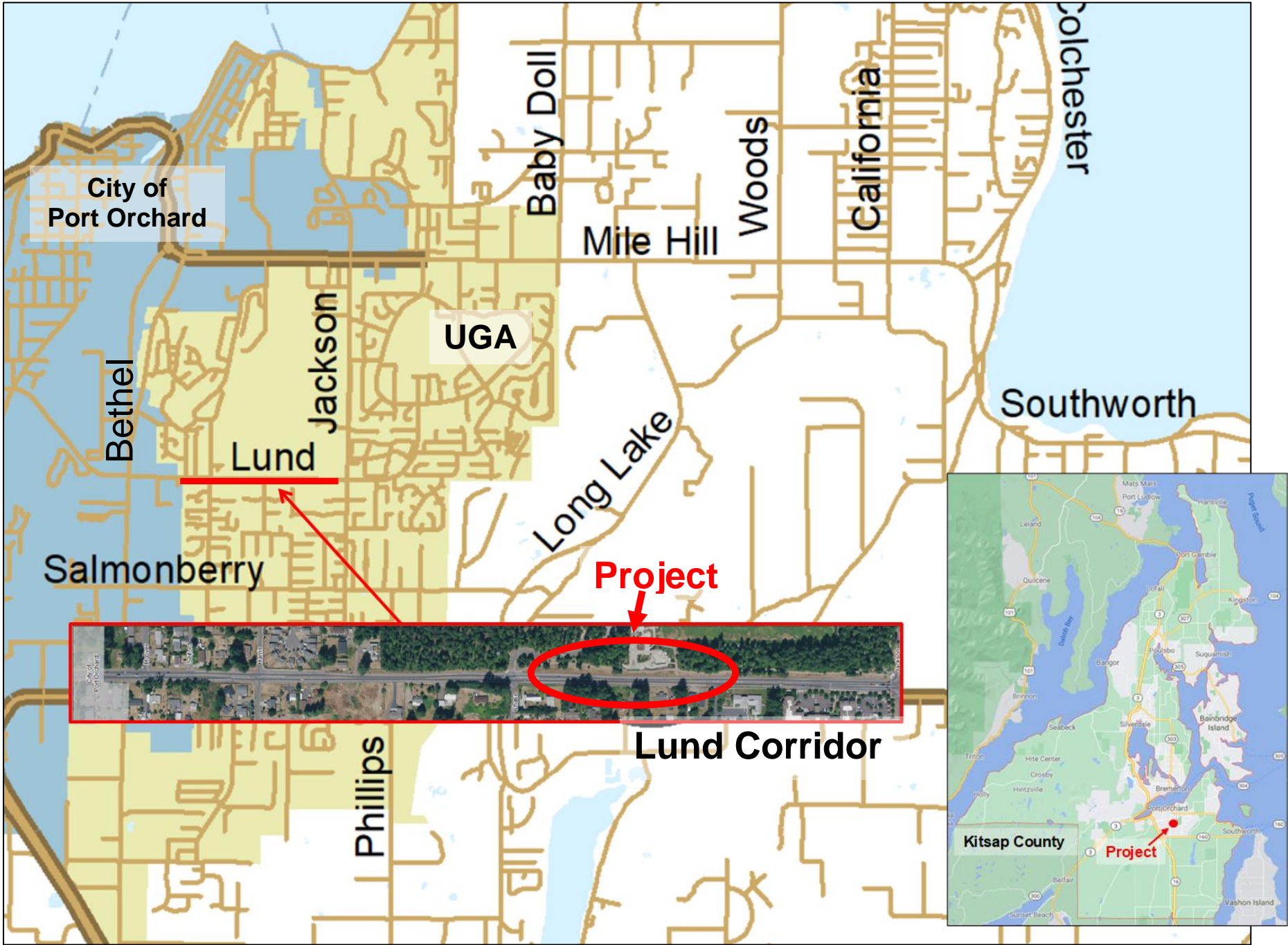
This corridor was identified as the #1 priority in the South Kitsap Transportation Implementation Strategy (SK-TIS, 2021) and a "High Priority" project (2020) by the County's Non-Motorized Committee in an assessment and prioritization of pedestrians' needs in South Kitsap.

Thank you for your support in delivering this important transportation improvement to our community and the region.

Sincerely,

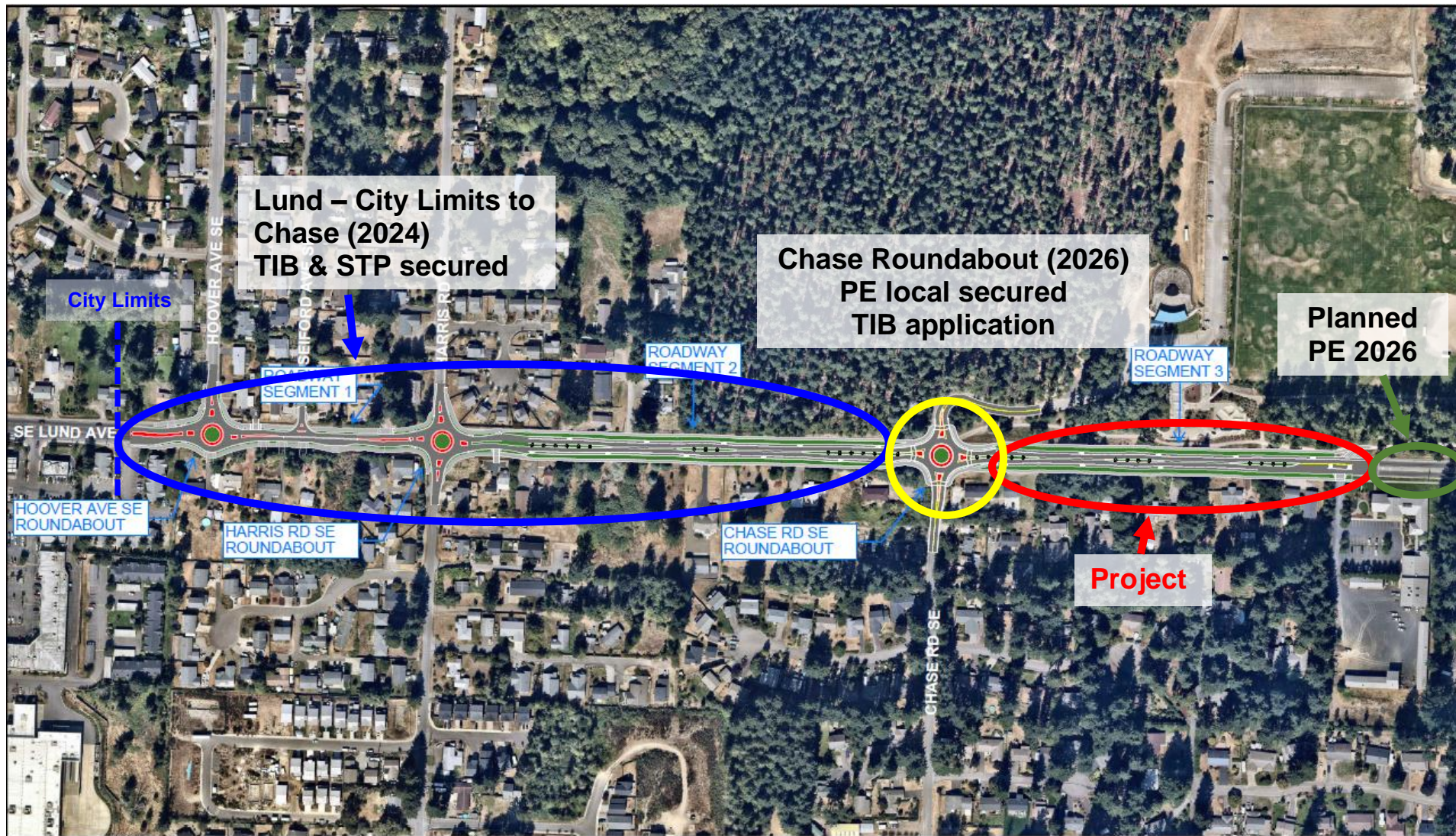
Charlotte Garrido, Chair
Kitsap County Board of County Commissioners

Copy: Andrew Nelson, PE, Public Works Director

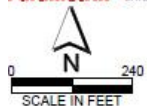


Vicinity Map, Lund: Chase to Jackson 1





Parametrix DATE: March 4, 2022 FILE: XPS1578159C-DE(FULLCORRIDOR)



LEGEND:

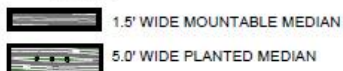


EXHIBIT 04
SE LUND AVENUE TRAFFIC STUDY
CONCEPTUAL CORRIDOR PLAN



Lund - City Limits
to Chase (2024)
TIB & STP

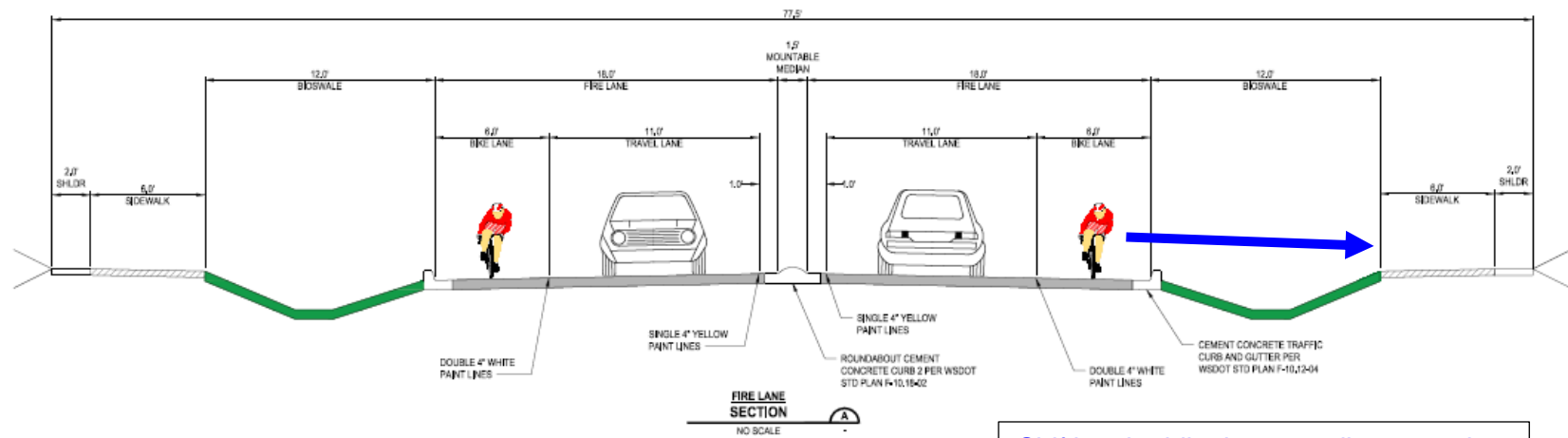
ROADWAY
SEGMENT 3

Project

Planned
PE 2026

RD SE
ABOUT

Chase Roundabout (2026)



Shifting the bike lane to adjacent to the sidewalk is under consideration.

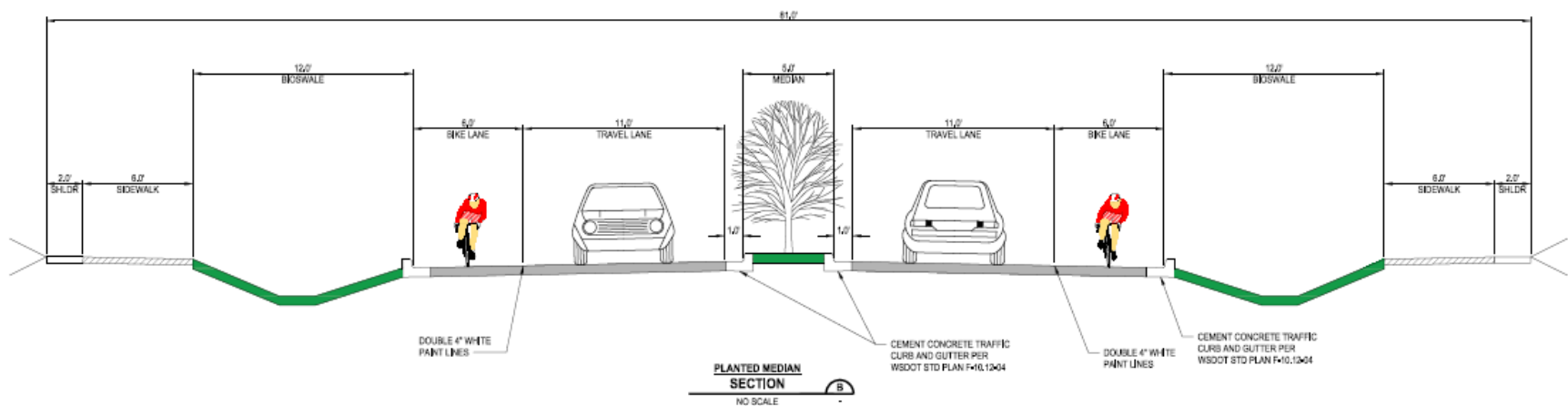
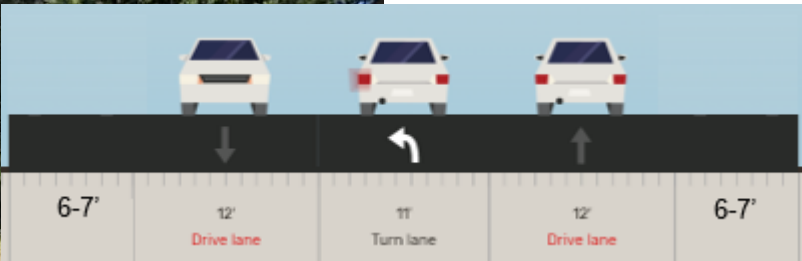
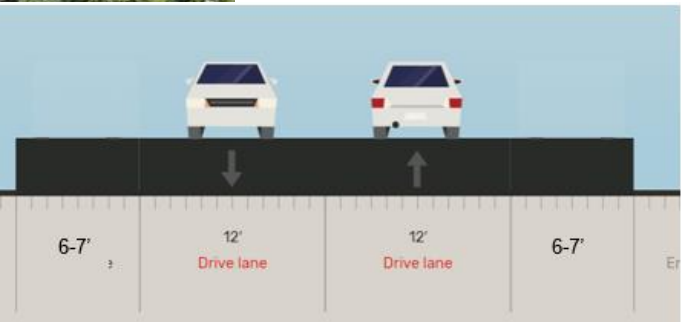


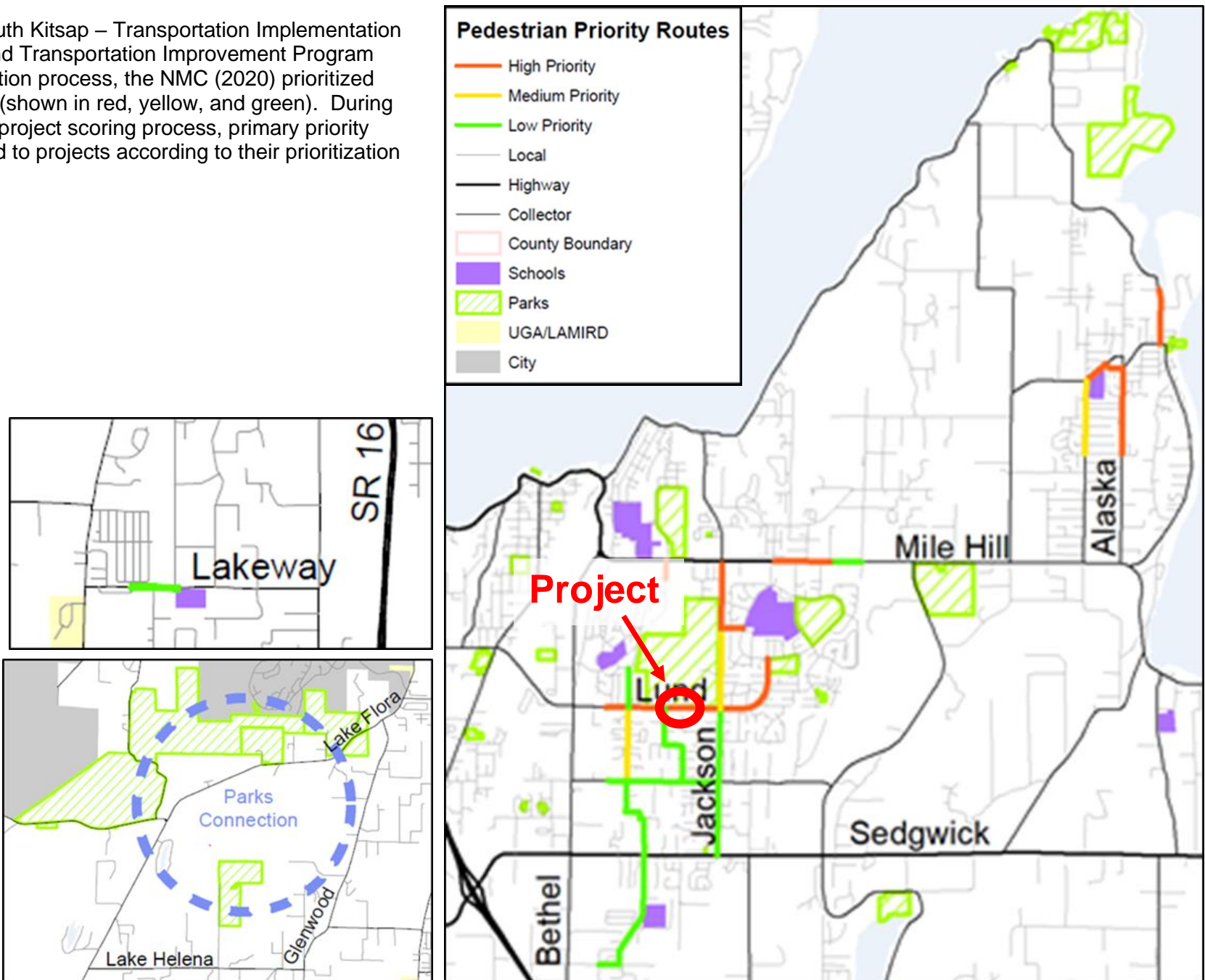
FIGURE 2:
TYPICAL SECTIONS FOR
ROADWAY SEGMENTS
SE LUND AVENUE TRAFFIC STUDY

Existing Lund Cross Section



Kitsap County Non-Motorized Facilities Community Advisory Committee (NMC) – South Kitsap Pedestrian Facility Prioritization (2021)

To support the South Kitsap – Transportation Implementation Strategy (2021) and Transportation Improvement Program (TIP) project selection process, the NMC (2020) prioritized roadway segment (shown in red, yellow, and green). During the TIP candidate project scoring process, primary priority points are awarded to projects according to their prioritization rank.



South Kitsap – Transportation Implementation Strategy (SK-TIS, 2021) – Project Periodization

<i>SKTIS Priority</i>	<i>UGA/LAMIR</i>	<i>"Need"</i>	<i>Project Name</i>	<i>Description</i>
1	PO UGA	TIP	Lund - city limits to Harris (TIP)(TIF)	Median Access Control, sidewalk and bike lanes, RBT at Hoover & Harris, RIRO at Seiford (900')
2	PO UGA	TIP	Lund - Harris to Jackson (TIP)(TIF)	Median Access Control, sidewalk and bike lanes, RBT at Chase (3,230')
3	WB/G UGA	Current Cap	National & Arsenal (TIF)	Intersection improvement
4	R South	#1 Safety Inter	Sidney & Pine	Intersection improvement
5	R South	Current Cap	Sidney & Lider (TIF)	Intersection improvement
6	PO UGA	Current Cap	Mile Hill _{1,3} Fircrest to Village	Sidewalk, bike lane, access management intersection improvements @ Fircrest & Village (900')
7	R South	#1 Safety Seg	Lake Flora ₂ - Hidden Acres to J M Dickinson (TIF)	Widen shoulders and left turn lanes where warranted (1.68 miles)
8	M LAMIRD	Community	Alaska - Mile Hill to Madrone	6' paved shoulder on west side with painted buffer. (1.33 miles)
9	PO UGA	Current Cap #3 Safety Inter	Lund & Jackson	Intersection and approaches improvement
10	R South	Future Cap	Lake Flora ₁ - Glenwood to Hidden Acres (TIF)	Widen shoulders and left turn lanes where warranted (1.05 miles) Culvert (22759)
11	PO UGA	Future Cap	Jackson ₃ - Lund to Salmonberry (TIF)	Sidewalks, bike lane, access management intersection improvements (2,650')
12	R South	Current Cap	Mullenix - SR 16 WB ramps to Horizon (TIF)	Widen Shoulders and EB climbing lane to Horizon (1,600') (continue to Deeridge? 2,800')
13	M LAMIRD	Community SRTS	Chester/Madrone - California to Alaska	Sidewalk, intersection improvements @ California & Chester (1,630')
14	PO UGA	Future Cap / Safety	Jackson ₁ - city limits to Ash	Sidewalks, bike lane, access management, -intersection improvements (Ash, Maple, Tamarack) (2,330').
15	R South	#10 Safety Inter	Mile Hill & Woods	Intersection improvements

**Lund
Corridor**

South Kitsap – Transportation Implementation Strategy (SK-TIS)



Segment 3 Opinion (Estimate) of Probable Cost

Project Name SE Lund Ave Improvements TIB Grant

Project # 233-1578-156

Location Port Orchard

Owner Kitsap County

Date of Estimate 07/21/21

By: D. Dinkuhn, P.E.

Checked By: Eddie Soto, P.E.

Date: 07/19/21

ITEM NO.	SPEC SECTION	DESCRIPTION	UNIT	TOTAL QTY	UNIT PRICE	TOTAL COST	Comments
1	1-04	Minor Change	FA	1	\$30,000.00	\$30,000.00	
2	1-05	Roadway Surveying	LS	1	\$25,000.00	\$25,000.00	2-man crew \$2.5K/day, 10 days total
3	1-07	SPCC Plan	LS	1	\$1,000.00	\$1,000.00	Engineer's Estimate
4	1-07	Pothole Existing Utilities	Each	10	\$400.00	\$4,000.00	Engineer's Estimate
5	1-09	Mobilization	LS	1	\$147,677.99	\$147,677.99	10%.
6	1-10	Project Temporary Traffic Control	LS	1	\$150,000.00	\$150,000.00	3/4 Roundabout, Salmonberry and Jackson Bid Tab (May 2020) Escalated 16%
7	2-01	Clearing and Grubbing	ACRE	0.30	\$40,000.00	\$12,000.00	Engineer's Estimate
8	2-02	Removal of Structures and Obstructions	LS	1	\$10,000.00	\$10,000.00	Engineer's Estimate
9	2-02	Removing Asphalt Concrete Pavement	SY	4320	\$8.00	\$34,560.00	Salmonberry and Jackson Bid Tab (May 2020) Escalated 16%
10	2-02	Removing Drainage Structure	EA	2	\$710.00	\$1,420.00	JBLM Bid Tab (March 2021) Escalated 16%
11	2-03	Roadway Excavation Incl. Haul	CY	1,652	\$40.00	\$66,080.00	Assumes 1' Cut Ave Pavement Areas, Salmonberry Escalated 16%
12	4-04	Crushed Surfacing Top Course	TON	1,363	\$45.00	\$61,335.12	Salmonberry and Jackson Bid Tab (May 2020) Escalated 16%
13	4-04	Crushed Surfacing Base Course	TON	1,390	\$41.00	\$56,975.90	Salmonberry and Jackson Bid Tab (May 2020) Escalated 16%
14	5-04	HMA CL 1/2 In. PG 58H-22	TON	1,154	\$150.00	\$173,150.97	Salmonberry and Jackson Bid Tab (May 2020) Escalated 16%
15	5-05	Cement Conc. Pad for Bus Stop	SY	0	\$90.00	\$0.00	Engineer's Estimate
16	5-05	Cement Conc. Truck Apron	SY	0	\$150.00	\$0.00	Engineer's Estimate
17	5-05	Cement Conc. Splitter Island	SY	0	\$150.00	\$0.00	Engineer's Estimate
18	5-05	Cement Conc. Median	SY	52	\$150.00	\$7,816.67	Engineer's Estimate
19	7-04	Schedule A Storm Sewer Pipe 12 In. Diam.	LF	1,000	\$83.00	\$83,000.00	Full Conveyance S. Side, Salmonberry and Jackson Bid Tab (May 2020) Escalated 16%
20	7-04	Connection to Existing Storm Pipe	EACH	2	\$1,200.00	\$2,400.00	Engineer's Estimate
21	7-05	Catch Basin Type 1	EACH	8	\$1,800.00	\$14,400.00	Salmonberry and Jackson Bid Tab (May 2020) Escalated 16%
22	7-05	Catch Basin Type 2 with Standpipe	EACH	0	\$4,000.00	\$0.00	Engineer's Estimate
23	7-05	Biopod Curb Inlet Unit 4 ft x 4 ft	EACH	0	\$18,000.00	\$0.00	Vendor Information
24	8-01	Erosion Control and Water Pollution Prevention	LS	1	\$16,000.00	\$16,000.00	Salmonberry and Jackson Bid Tab (May 2020) Escalated 16%
25	8-02	Seeding, Fertilizing, and Mulching	ACRE	0.30	\$20,000.00	\$6,000.00	Engineer's Estimate
26	8-02	Bioretention Cell	SF	3,899	\$26.76	\$104,335.47	Includes 43% sidewalk planter area. Engineer's Estimate
27	8-02	Sidewalk and Median Planter Landscaping	SF	9,840	\$11.81	\$116,257.78	Engineer's Estimate
28	8-02	Roundabout Center Median Landscaping	SF	0	\$11.81	\$0.00	Engineer's Estimate
29	8-03	Irrigation System	LS	1	\$20,800.00	\$20,800.00	JBLM Bid Tab (March 2021) Escalated 10%
30	8-04	Cement Conc. Traffic Curb and Gutter	LF	2,647	\$35.00	\$92,645.00	Salmonberry and Jackson Bid Tab (May 2020) Escalated 16%
31	8-04	Roundabout Truck Apron Cem. Conc. Curb and Gutter	LF	0	\$38.00	\$0.00	WSDOT Curb 1 JBLM Bid Tab (March 2021) Escalated 10%
32	8-04	Median Concrete Curb and Gutter	LF	456	\$38.00	\$17,328.00	WSDOT Curb 2 JBLM Bid Tab (March 2021) Escalated 10%
33	8-04	Roundabout Center Island Cem. Conc. Curb and Gutter	LF	0	\$47.00	\$0.00	WSDOT Curb 3 JBLM Bid Tab (March 2021) Escalated 10%
34	8-06	Cement Conc. Driveway Entrance Type 1	SY	133	\$75.00	\$9,975.00	Salmonberry and Jackson Bid Tab (May 2020) Escalated 16%
35	8-12	Wood Fence Under 6 Ft. Tall	LF	0	\$60.00	\$0.00	Engineer's Estimate
36	8-14	Cement Conc. Sidewalk	SY	1,526	\$50.00	\$76,300.00	JBLM Bid Tab (March 2021) Escalated 10%
37	8-14	Cement Conc. Curb Ramp Type Perpendicular	EACH	0	\$3,000.00	\$0.00	Engineer's Estimate

ITEM NO.	SPEC SECTION	DESCRIPTION	UNIT	TOTAL QTY	UNIT PRICE	TOTAL COST	Comments
38	8-14	Cement Conc. Curb Ramp Type Single Direction	EACH	0	\$3,000.00	\$0.00	Engineer's Estimate
39	8-14	Cement Conc. Curb Ramp Type Parallel	EACH	0	\$3,000.00	\$0.00	Engineer's Estimate
40	8-14	Detectable Warning Surface	SF	0	\$55.00	\$0.00	Salmonberry and Jackson Bid Tab (May 2020) Escalated 16%
41	8-20	Illumination System, Complete	LS	1	\$256,000.00	\$256,000.00	16 Light Standards 100 ft O.C. Each Side, \$16,000 Each
42	8-21	Permanent Signing	LS	1	\$16,000.00	\$16,000.00	Salmonberry and Jackson Bid Tab (May 2020) Escalated 16%
43	8-22	Pavement Markings	LS	1	\$12,000.00	\$12,000.00	Engineer's Estimate
44	8-30	Bus Shelter	EACH	0	\$10,000.00	\$0.00	Engineer's Estimate

Notes: All costs in \$2023.
Escalation = 5%/year

\$1,624,457.90 CONSTRUCTION SUBTOTAL
\$406,114.48 CONSTRUCTION CONTINGENCY (25%)
\$2,030,572.38 CONSTRUCTION TOTAL

\$0.00 Kitsap Lake Elementary (January 2020) Escalated 16%
\$0 ROW Services (3%)

\$243,669 DESIGN ENGINEERING (12%)
\$142,140 CONSTRUCTION ENGINEERING (7%)

\$2,416,381 GRAND TOTAL

Right of Way SF 0 \$12.00

Appendix E

Draft Preliminary Drainage Technical Memorandum



South Kitsap – Transportation Implementation Strategy (SK-TIS)



Kitsap County Public Works
August 31, 2021

Google Earth





Transportation Planning Kitsap County Public Works

David Forte

DForte@co.kitsap.wa.us

Melissa Mohr

mmohr@co.kitsap.wa.us

South Kitsap – Transportation Implementation Strategy (SK-TIS) Table of Contents

Introduction	1
Transportation Needs	2
2021-2026 Transportation Improvement Program Projects	2
Sample Projects Completed in 2020	3
Existing and Future Conditions	5
Capacity (Congestion)	6
Segment and Intersection “Level of Service”	6
Current Deficiencies	7
Future Deficiencies (2036)	8
Existing and Future (2036) Segment LOS	10
Safety	17
Preservation	18
Culverts	18
Pavement	20
Walk/Bike	22
Non-Motorized Routes Prioritization	22
Paved Shoulders	23
Prioritized Pedestrian Emphasis Areas	24
Freight	29
Transit & Ferries	31
South Kitsap Demographic	34
Elderly Population	34
Disability	35
Income	37
Vehicle Ownership	38
Projects	39
Project Analysis	40
Project Ideas	41
Project Lists by Area	43
Project List by Area (Map)	46
SK-TIS Project Prioritization Recommendations	47
Project Prioritization Process	48
Project Prioritization List	49
Project Prioritization (Map)	50
Project Summaries	51

(blank page)

Introduction

The South Kitsap Transportation Implementation Strategy (SK-TIS) is a technical analysis to identify and prioritize strategies and projects for South Kitsap. The technical analysis is based on the growth assumptions identified in the 2016 Kitsap County Comprehensive Plan Update, 2020 Travel Demand Model update, program prioritization lists, and public input.

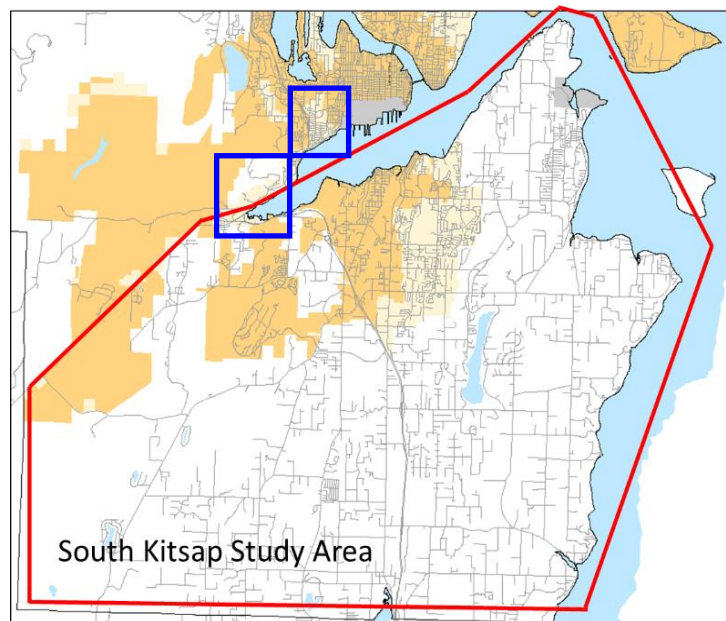
The intent of the South Kitsap TIS is to:

- Validate prior transportation circulation and performance analysis and refine or rework analysis, as needed, to support multimodal needs identification.
- Validate prior design/engineering concepts and identify/analyze alternative strategies and projects based on identified needs.
- Identify strategies and projects for detailed operational and circulation analysis, planning level engineering/design, and cost estimating.
- Support multimodal connectivity.
- Provide specific scope, design, phasing, and estimates to support program management, systems management, and project delivery.
- Be financially implementable based on short-term (1-6 years), mid-term (7-12 years), and long-term transportation revenue strategies.
- Support the County's Transportation Improvement Program (TIP) selection process.

The SK-TIS prioritized project list will be advanced as candidate projects in the County's Transportation Improvement Program (TIP). The TIP is a competitive program to select projects throughout the County to be funded and constructed with limited County Road Funds and grant opportunities.

Study Area

The study area includes the unincorporated area of South Kitsap east of SR 3. The prioritized project list also includes the Gorst and West Bremerton Urban Growth Area (UGA) within the South Commissioner District.



Transportation Needs

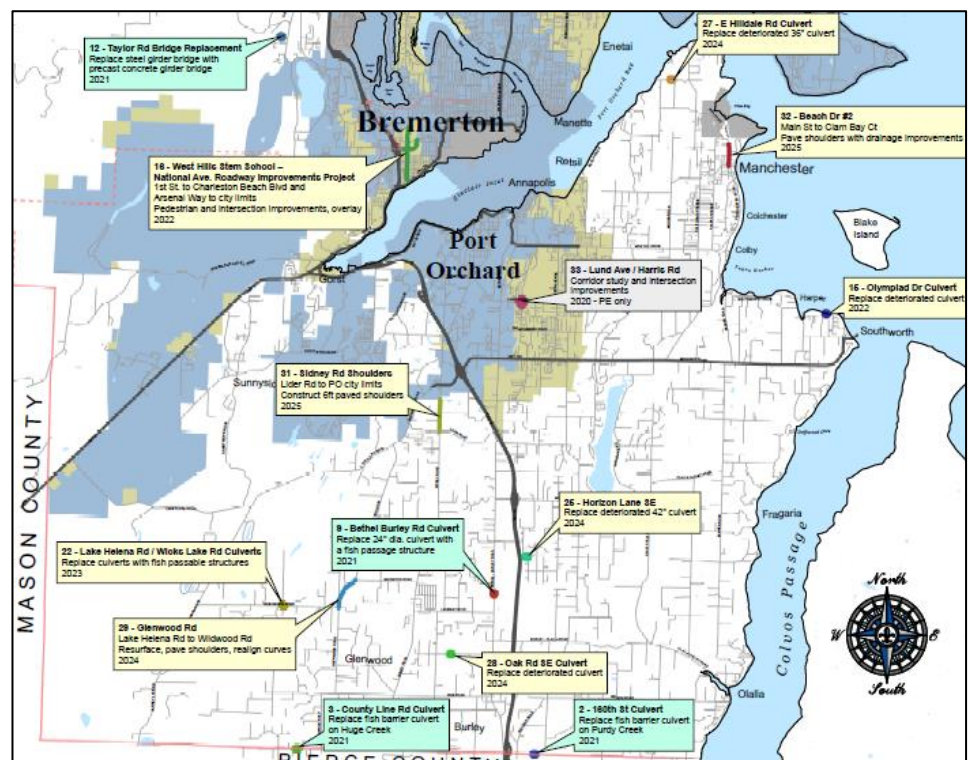
“Need” is an identified deficiency. The following are the basic categories of “needs”:

- **Safety:** Roadways and intersections with a documented history of crashes or existing conditions that exhibit potential safety concerns.
- **Capacity (congestion):** Roadways and intersections where the existing and/or future Level of Service (LOS) is/will exceed the capacity of the intersection.
- **Walking and biking:** Providing “connections within communities and between communities” for non-motorized users.
- **Transit, Ferries, and Freight:** Supporting other transportation modes
- **Preservation:** Preserving the existing transportation infrastructure, such as culverts and pavement.
- **Subarea plans:** Transportation needs identified in subarea plans.

2021-2026 Transportation Improvement Program (TIP) Projects

The following projects are identified on the 2021-2026 TIP:

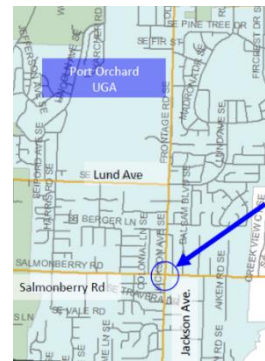
- **E. Hilldale Rd. Culvert** – Replace culvert.
- **Beach Drive #2** – Main St. to Clam Bay Ct., paved shoulders.
- **Olympia Dr. Culvert** – Replace culvert.
- **Lund Ave. / Harris Rd.** – Corridor study and intersection improvements (PE only).
- **Horizon Lane** – Culvert replacement.
- **Oak Rd. Culvert** – Culvert replacement.
- **Sidney Rd. Shoulders** – Lider Rd. to Port Orchard city limits, construct 6’ paved shoulders.
- **Bethel Burley Culvert** – Culvert replacement.



- **Lake Helena Rd. / Wicks Lake Rd. Culvert** – Culvert replacement with fish passage structure.
- **Glenwood Rd.** – Lake Helena Rd. to Wildwood Rd. resurface, pave shoulders, and realign curves.
- **County Line Rd.** – Culvert replacement with fish passage structure (with Pierce County).
- **160th St. Culvert** – Culvert replacement with fish passage structure (with Pierce County).

Sample Projects Completed in 2020

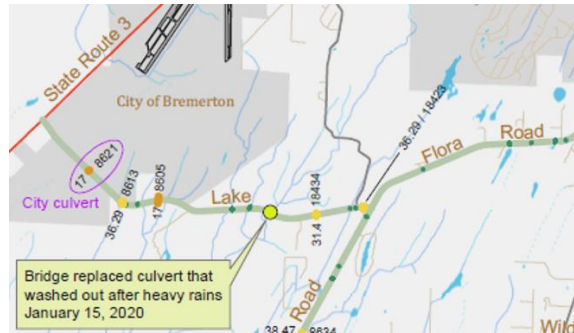
- **Jackson/Salmonberry Roundabout**



- **Olalla Valley Road Repave** - Mullenix Rd. to Orchard Ave. (3.4 miles)

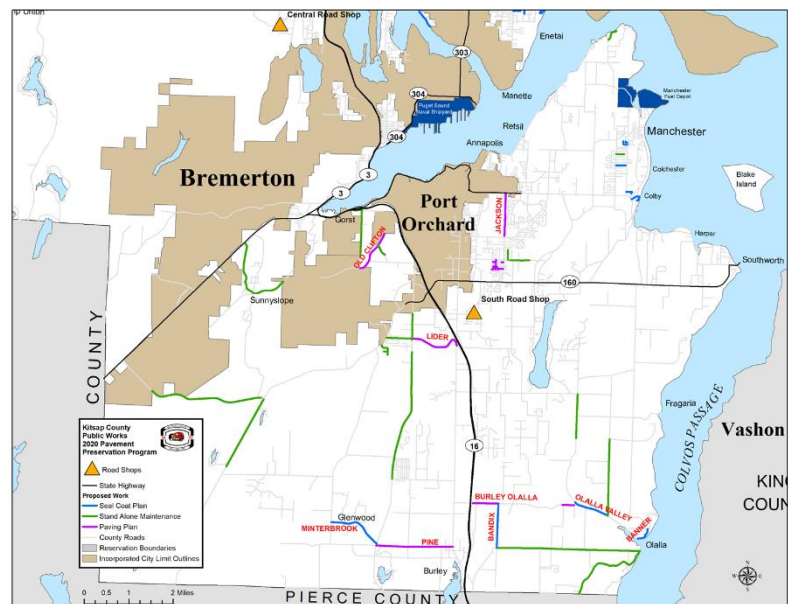


- **Lake Flora Bridge** - Emergency culvert replacement.



- **Road Repaving:** Covid-19 required modification of the planned 2020 repaving and chip seal plan (graphic). No chip seal was conducted. The following repaving projects were completed by County work forces totaling **9.89** miles.

- Jackson Ave.
- Pine Rd.
- Burley Olalla Rd.
- Linder Rd.
- Old Clifton Rd.
- Travera Plat



Existing and Future Conditions

Capacity (Congestion) - Segment and Intersection “Level of Service” (LOS)

The following maps show existing (2019) and future (2036) Travel Demand Model segment “Level of Service” (LOS) outputs for selected roadway segments.



Level of Service (LOS) is a qualitative description of the operating performance of a roadway or intersection. LOS is typically expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown of flow or gridlock with high delays.

Per the County’s Comprehensive Plan, roadway segments are considered “deficient” when:

- Urban Areas: LOS is “E” or “F”
- Rural Areas: LOS is “D”, “E”, or “F”
- The Board of Commissioners may modify the deficiency threshold for specific areas.

The County’s Travel Demand Model is a planning level tool. In other words, the outputs from the model are used to help identify existing and future areas where the levels of traffic are or may be deficient, but further analysis is needed to verify “real world” operations of the roadway.

Between the first and second SK-TIS Open Houses the County updated its Travel Demand Model, changing platforms and further incorporating model inputs from all the Cities within the County. The update has resulted in some differences between findings presented at the first Open House and this report.

Intersection LOS utilizes outputs from the Travel Demand Model, but are analyzed in a separate, intersection-specific modelling program.

Capacity (Congestion) - Current Deficiencies

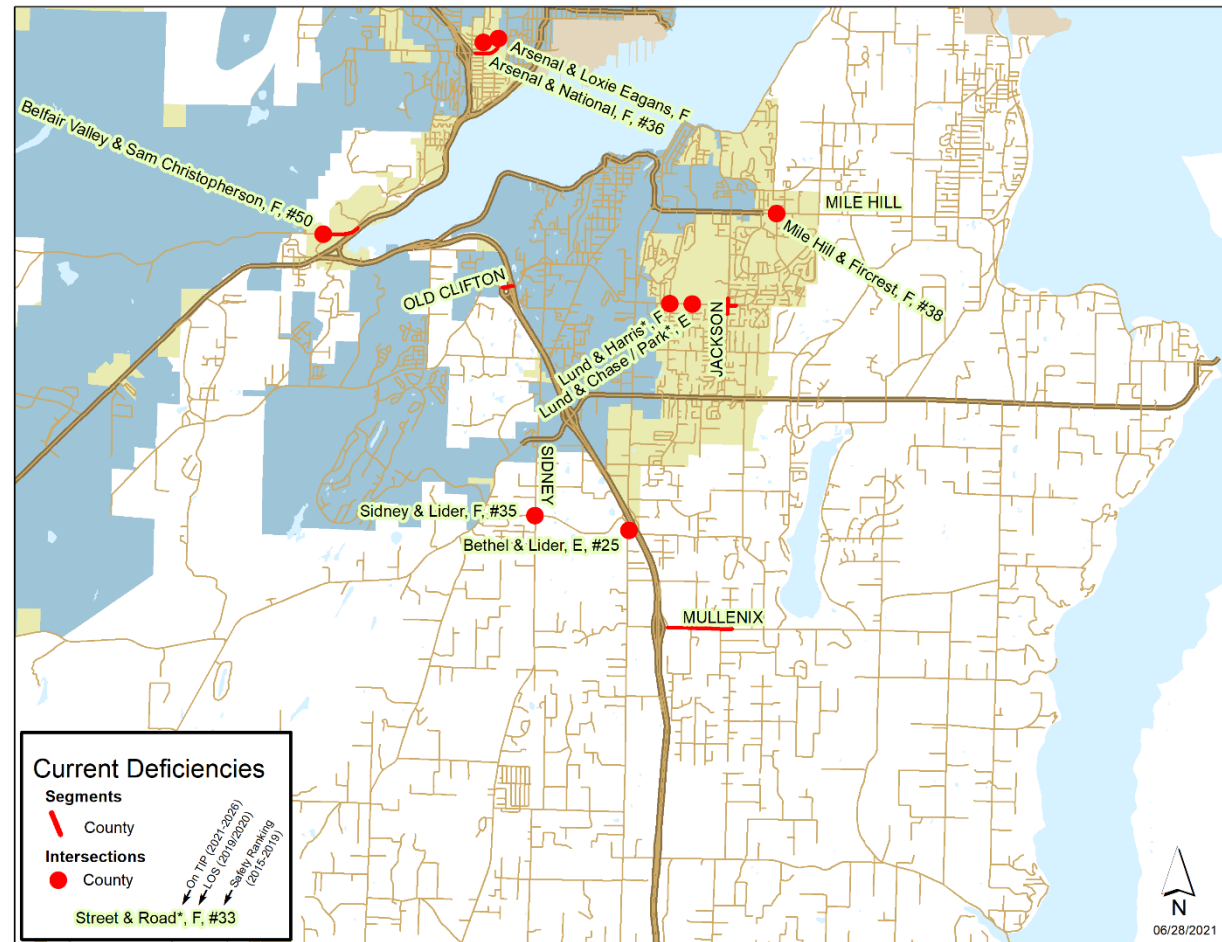
The “Current Deficiencies Map” shows the road segments and intersections that are identified by Kitsap County’s travel demand model as being currently deficient. Within the County’s jurisdiction, the following are identified as currently below the accepted LOS:

Roadway Segments:

- Jackson & Lund (intersection related)
- Mullenix – SR3 to Pelican Ln.
- Belfair Valley – SR3 to Sam Christopherson
- Old Clifton – between SR 16 ramps
- Loxie Eagans – city limits to city limits

Intersections:

- Lund & Harris
- Lund & Chase
- Mile Hill & Fircrest
- Sidney & Lider
- Bethel & Lider
- Belfair Valley & Sam Christopherson (SR 3 related)
- Arsenal & Loxie Eagans
- Arsenal & National



Capacity (Congestion) - Future Deficiencies (2036)

The County Comprehensive Plan's planning horizon is 2036. Within the County's travel demand model and jurisdiction, the following segments and intersections are identified as being below the accepted LOS by 2036:

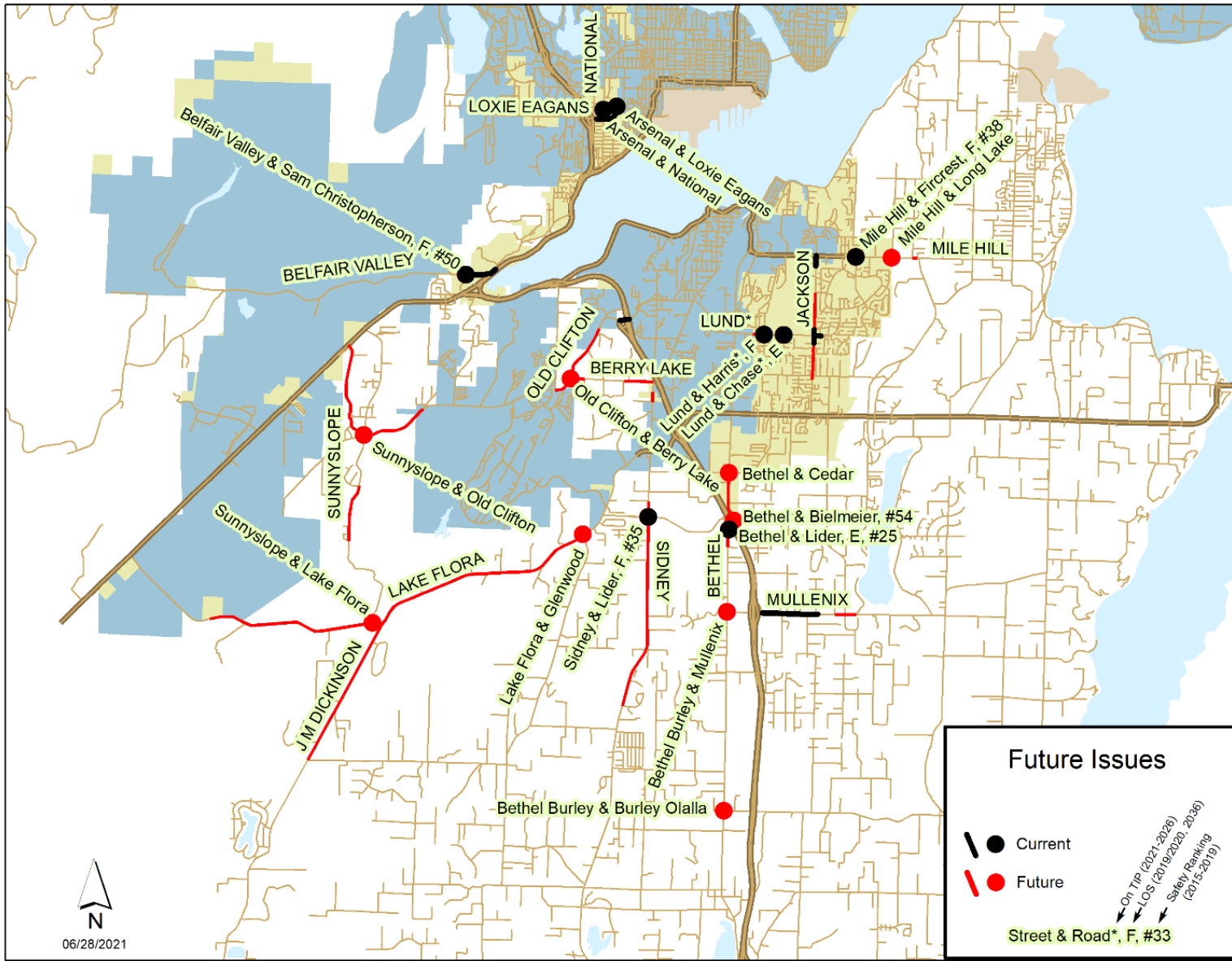
Roadway Segments:

- Bethel – Oregon to Kira
- J M Dickinson – Lake Helena to Lake Flora
- Lake Flora – Glenwood to ½ mile east of Bremerton city limits
- Jackson – Ash to Colvea
- Old Clifton – Anderson Hill to city limits
- Old Clifton – Sunnyslope to city limits
- Sunnyslope – Old Clifton to SR 3 & Crossings to Cynthia
- Lund – Harris to city limits
- Berry Lake – Old Clifton to Oakhurst & Weyers to Sidney
- Sidney – city limits gap & Winter Springs to Littletree
- Mile Hill – Saddle Club to Woodridge

Intersections:

- Mile Hill & Long Lake
- Sunnyslope & Lake Flora
- Sunnyslope & Old Clifton
- Bethel & Cedar
- Bethel & Bielmeier
- Bethel Burley & Mullenix
- Bethel Burly & Burley Olalla
- Old Clifton & Berry Lake

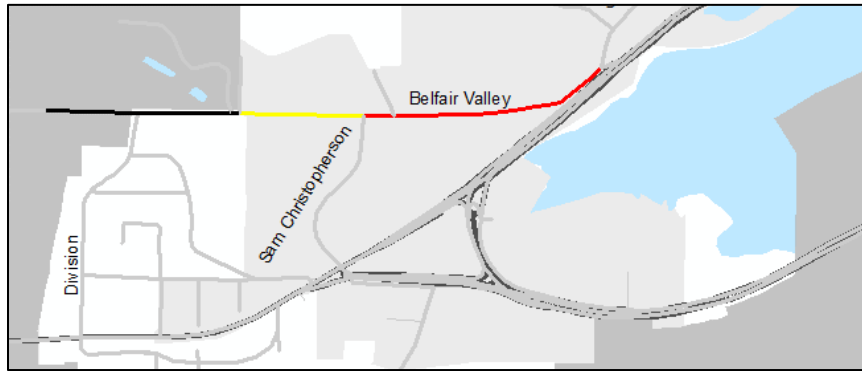
Capacity (Congestion) - Future Deficiencies (2036) Map



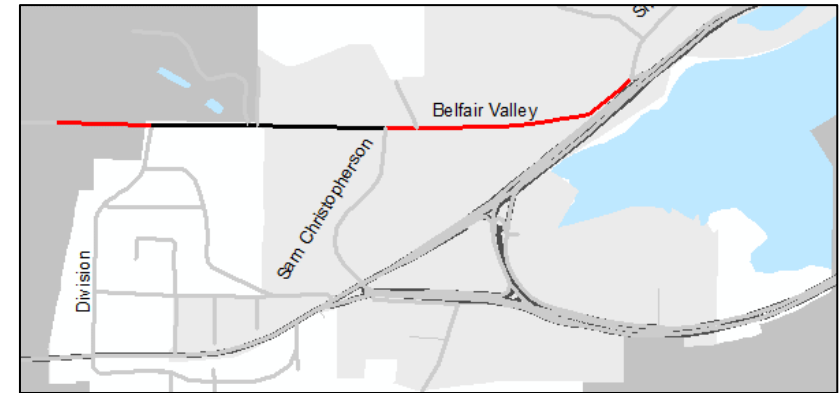
Capacity (Congestion) - Existing and Future (2036) Segment LOS

Belfair Valley - SR 3 to Division

2019

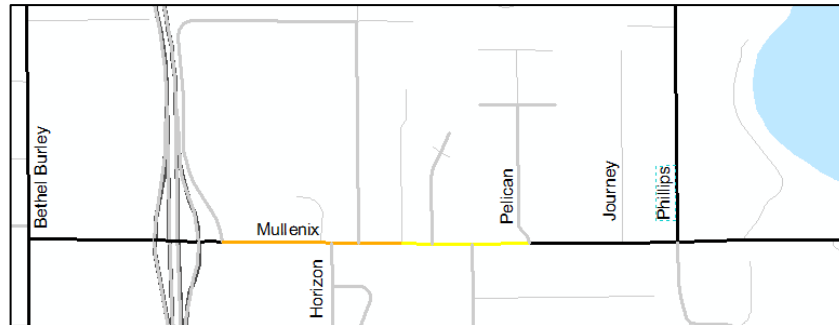


2036

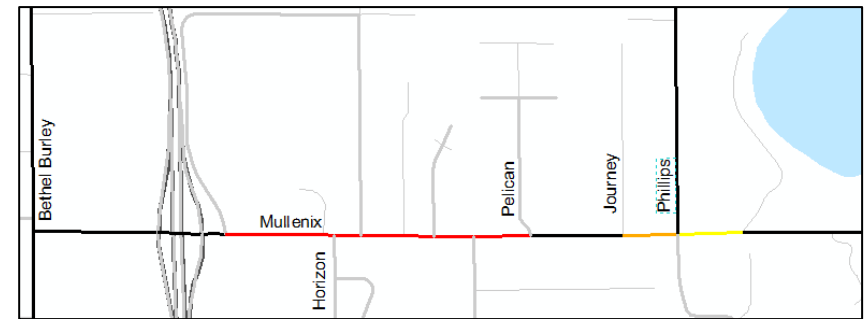


Mullenix – SR 3 to Phillips

2019

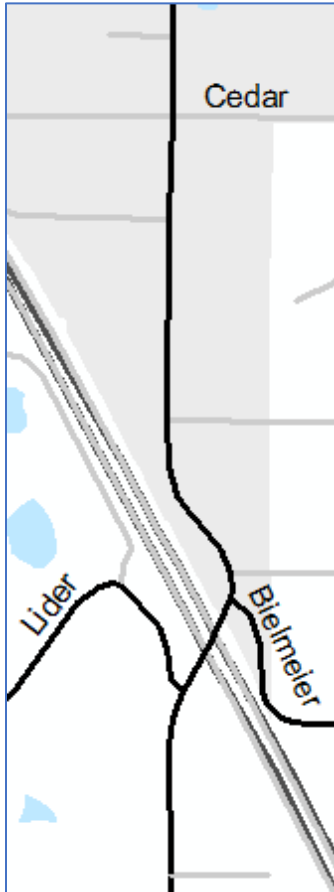


2036

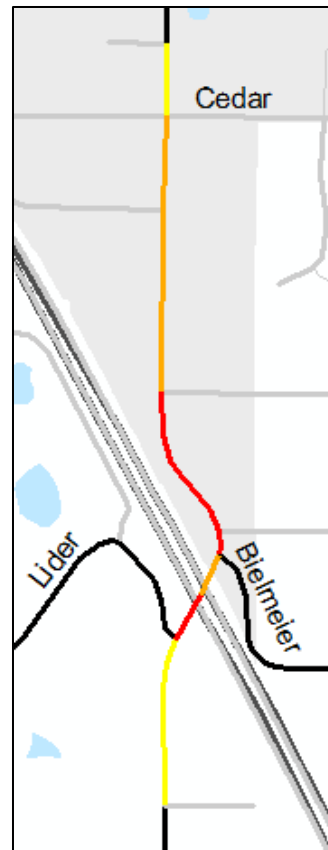


Bethel – Cedar to Lider

2019

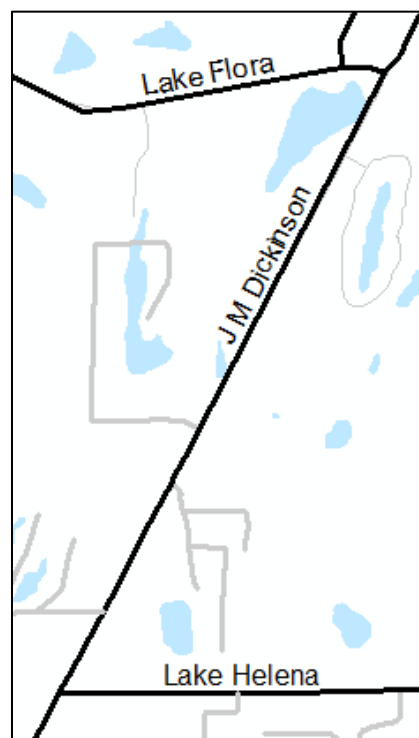


2036

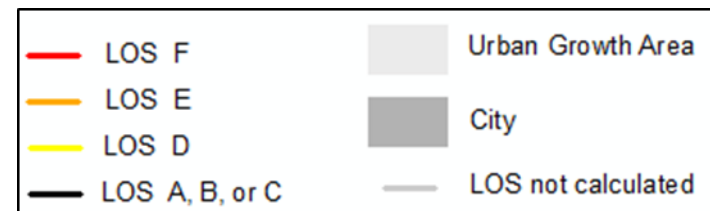
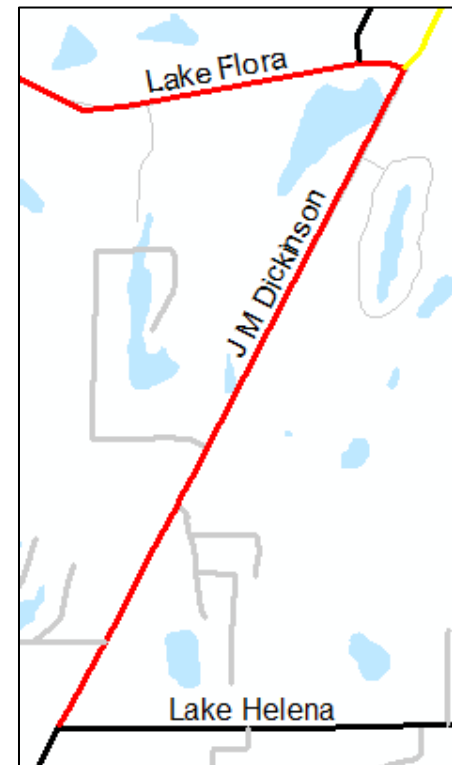


J M Dickinson – Lake Helena to Lake Flora

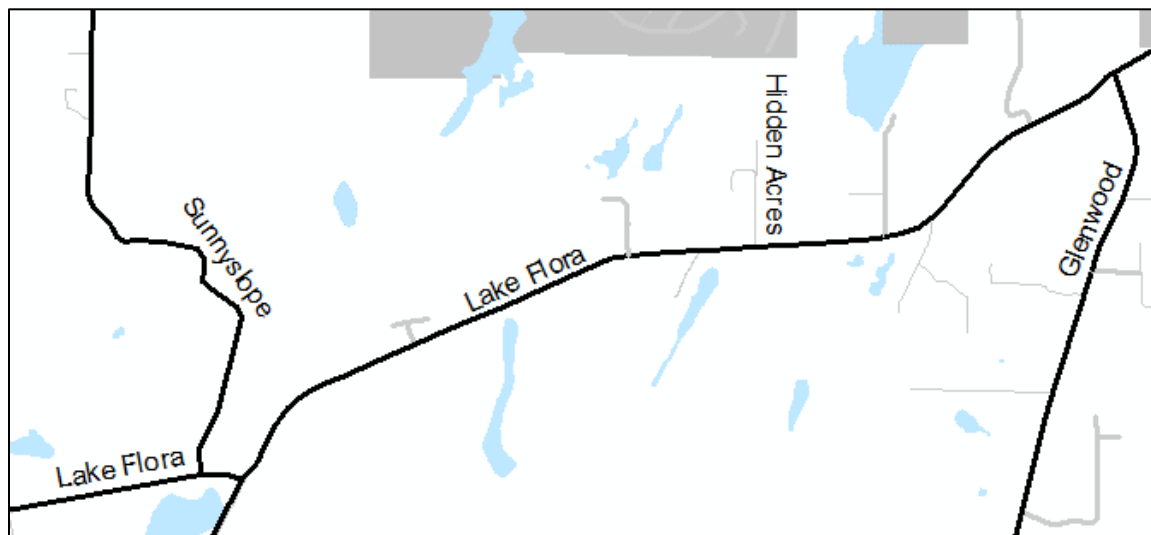
2019



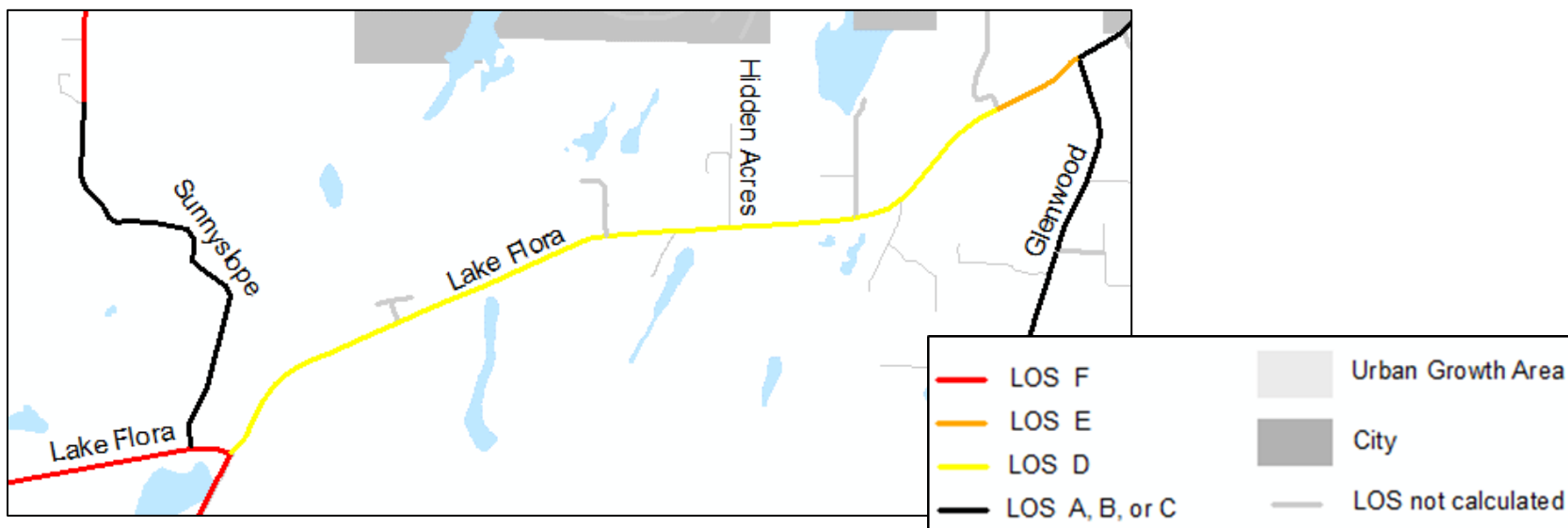
2036



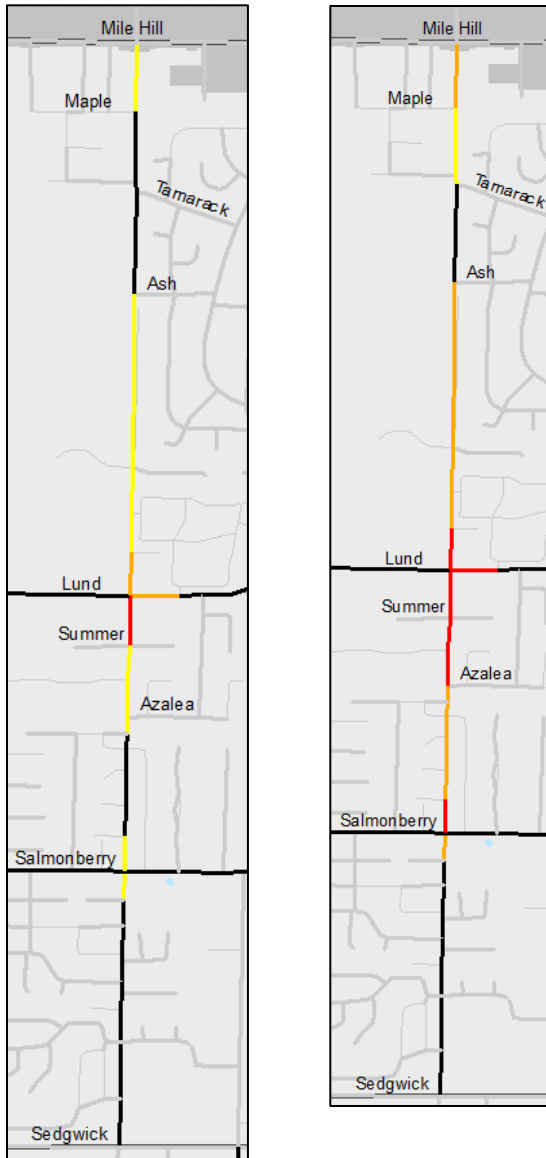
Lake Flora – Glenwood to Sunnyslope
2019



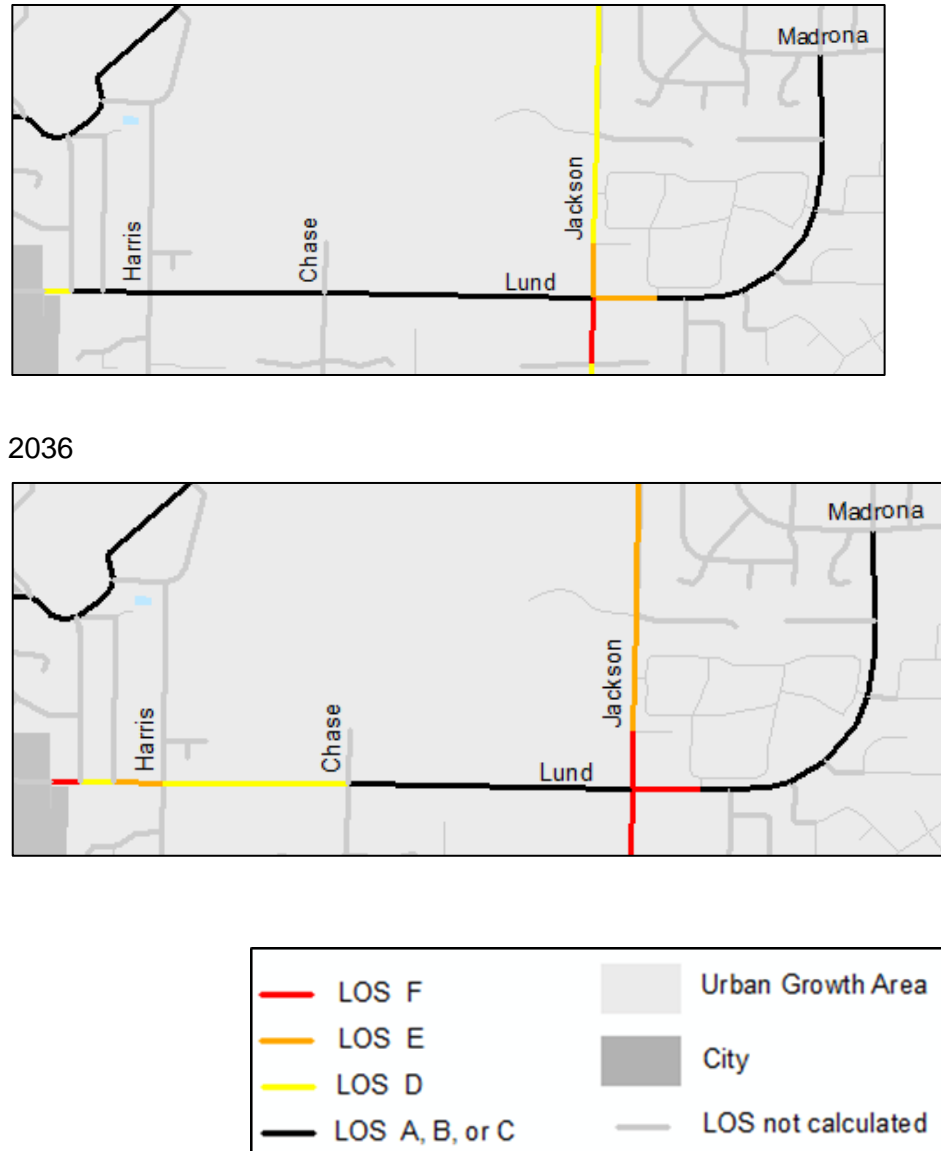
2036



Jackson – City Limits to Salmonberry
2019 2036

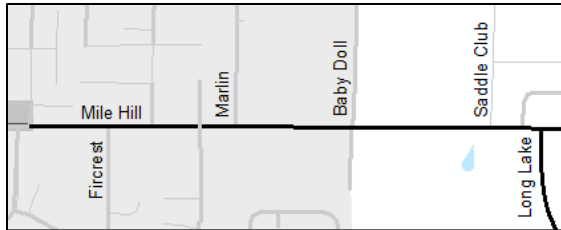


Lund – City Limits to Madrona
2019 2036

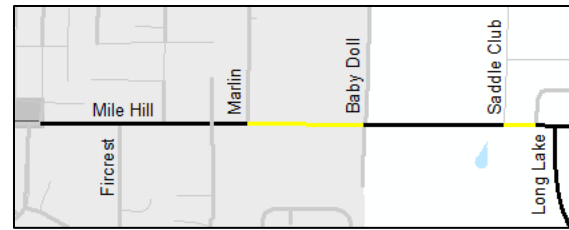


Mile Hill – City Limits to Village

2019

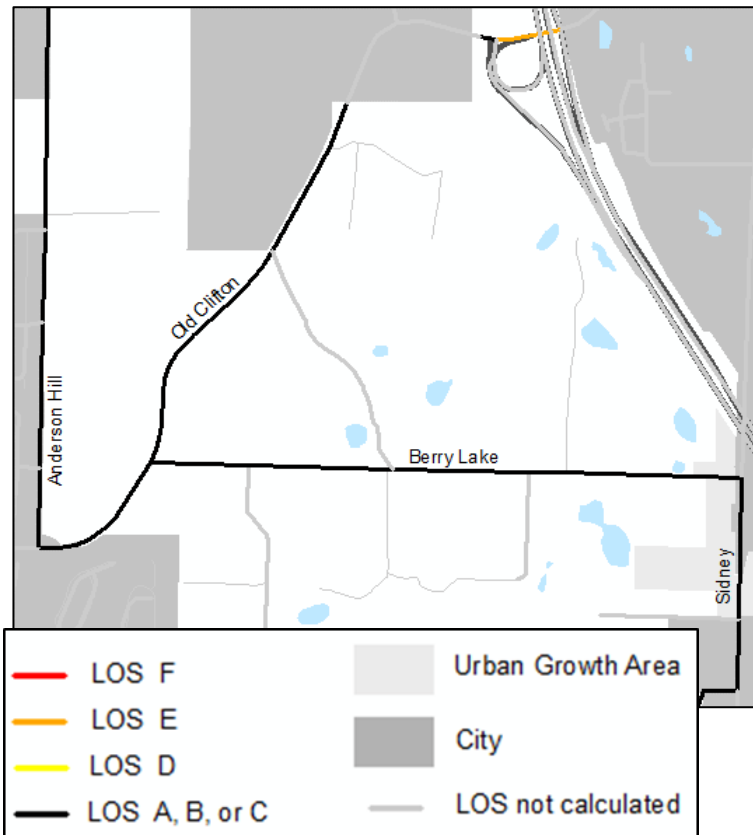


2036

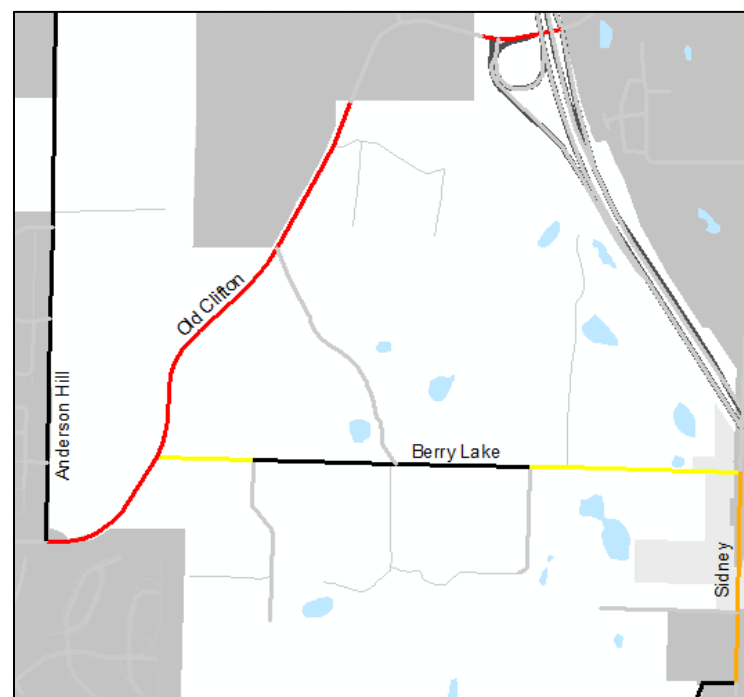


Old Clifton – Anderson Hill to City Limits

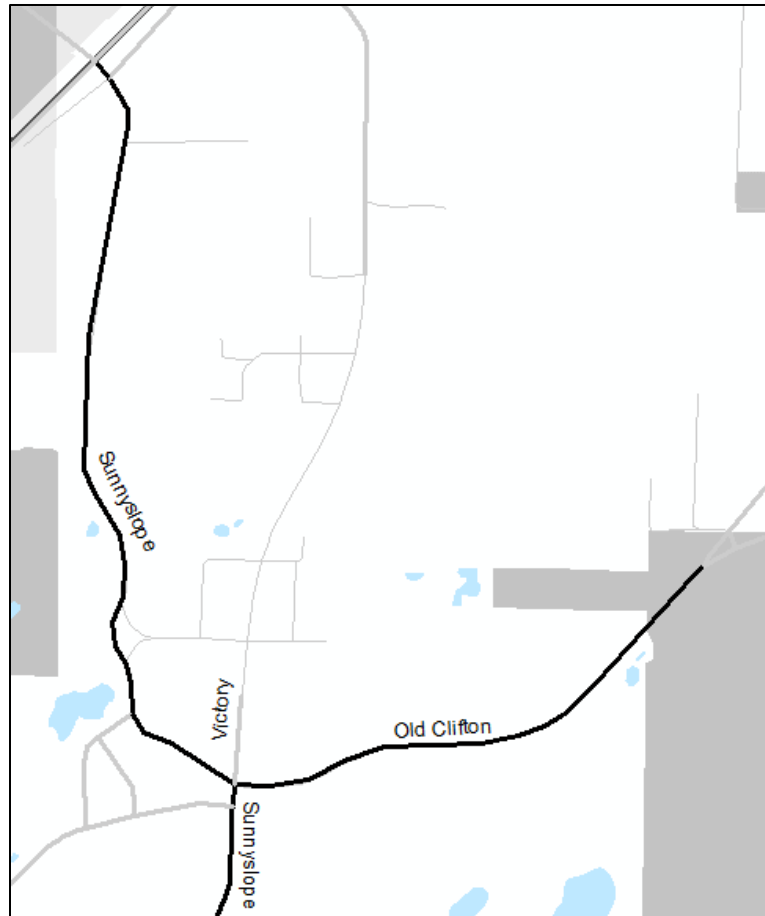
2019



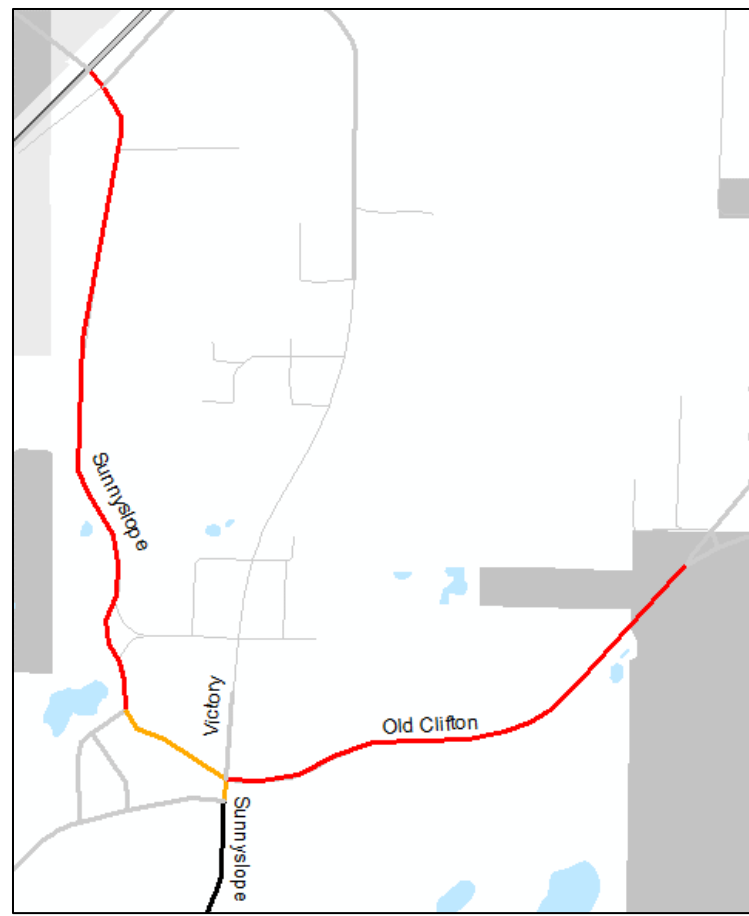
2036



Sunnyslope – Old Clifton, SR 3 to City Limits
2019

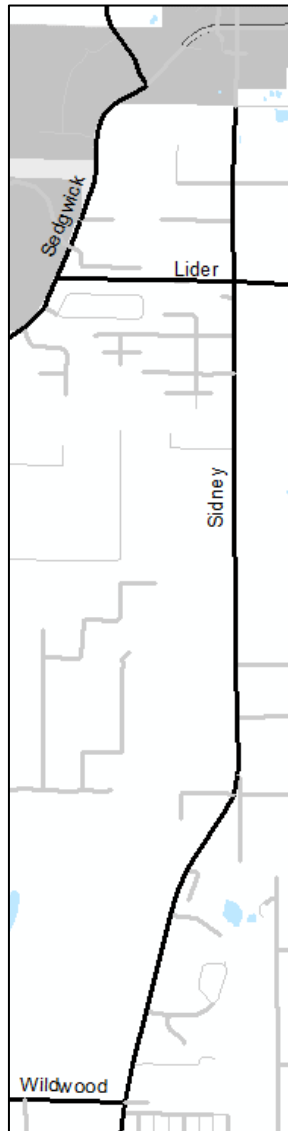


2036

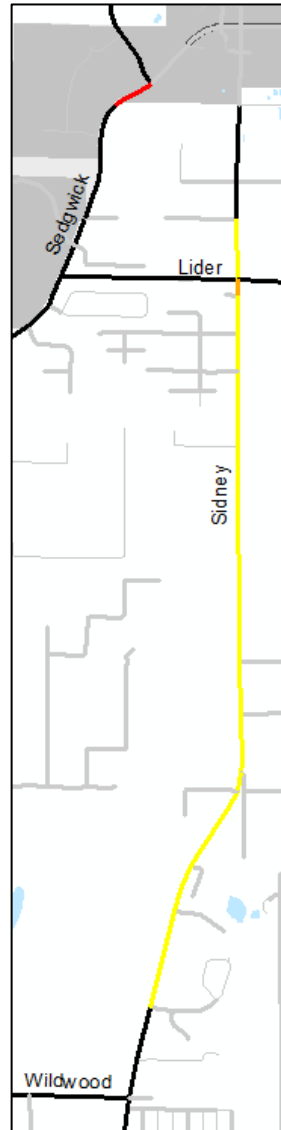


Sidney – City Limits to Wildwood

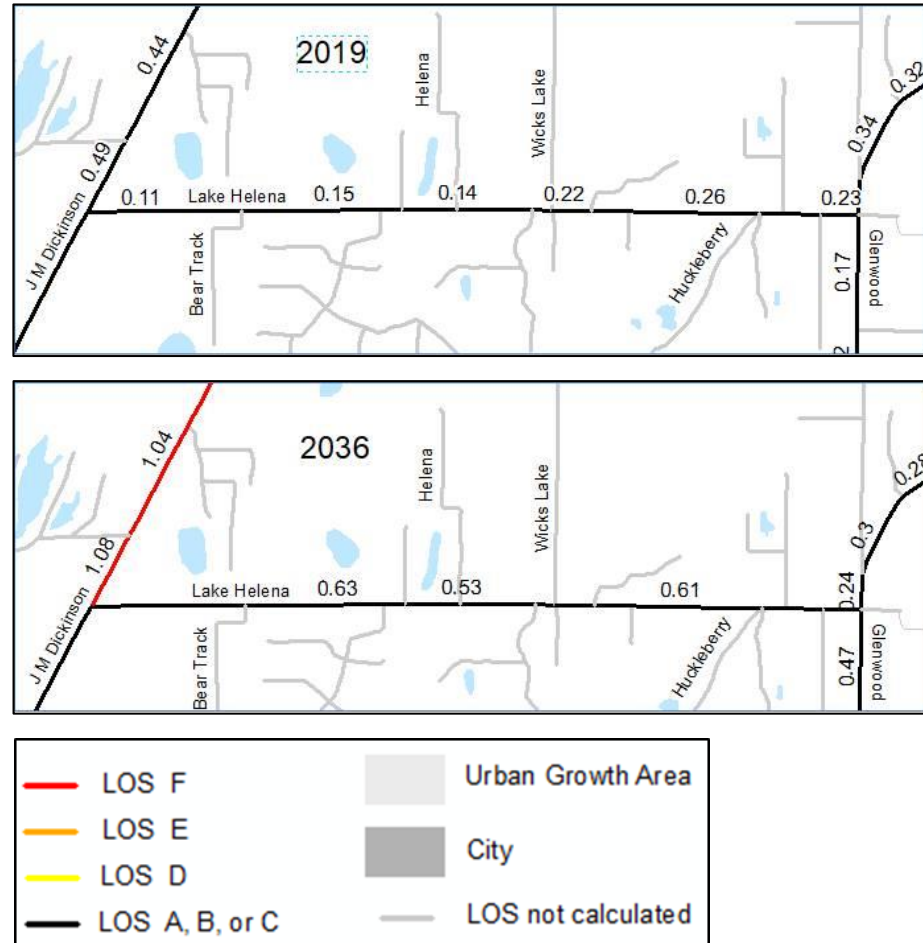
2019



2036



Lake Helena



Safety - Current Intersection & Segment Safety Lists, (April 2021)

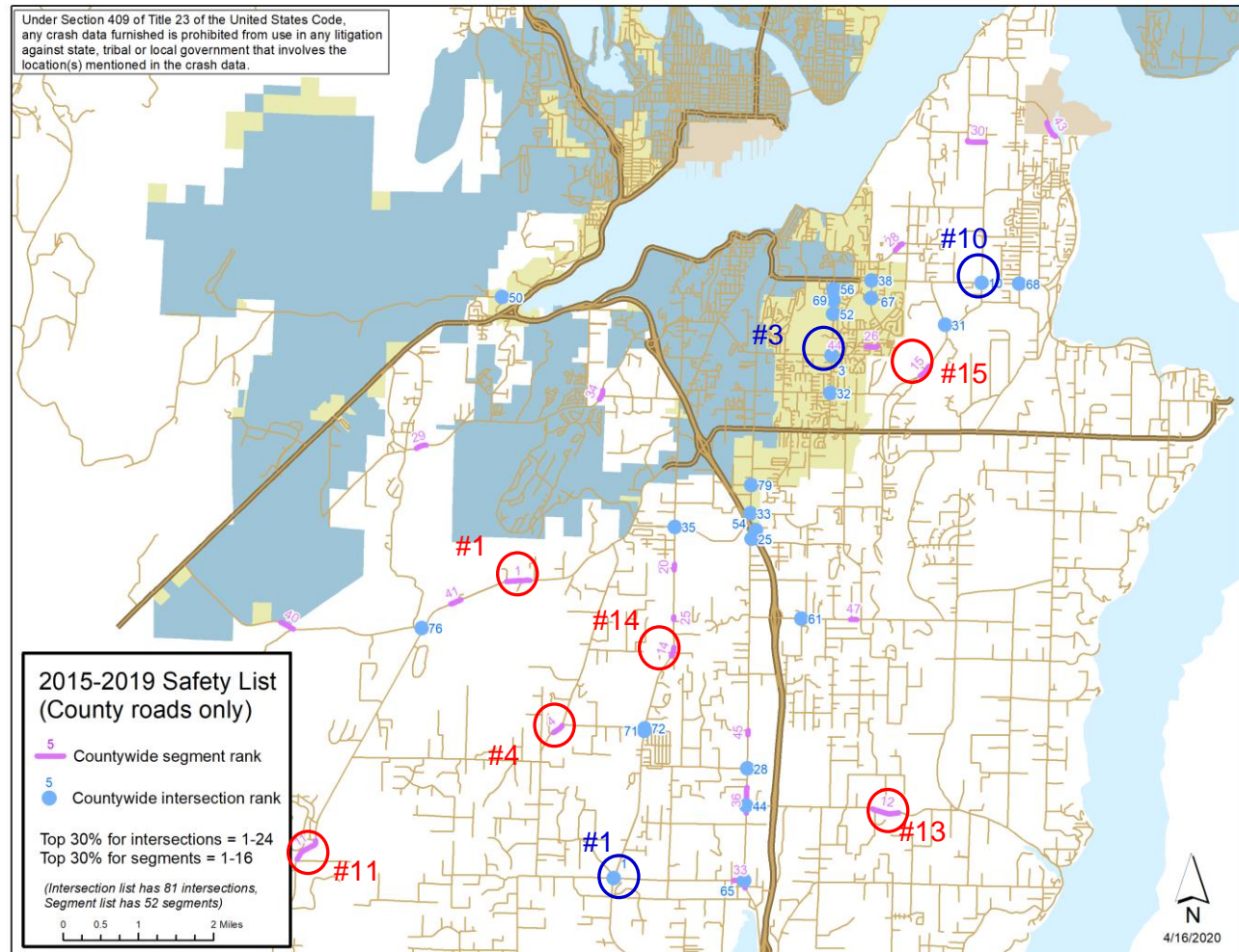
The County continually monitors crashes within the whole County. Intersections and roadway segments are ranked countywide based on reported crashes. The list is updated annually.

Intersections:

- #1 Sidney - Pine
- #3 Lund – Jackson
- #10 Mile Hill – Woods

Roadway Segments:

- #1 Lake Flora
- #4 Glenwood
- #11 Carney Lake
- #12 Burley Olalla
- #14 Sidney



Preservation: Culvert List (April 2021)

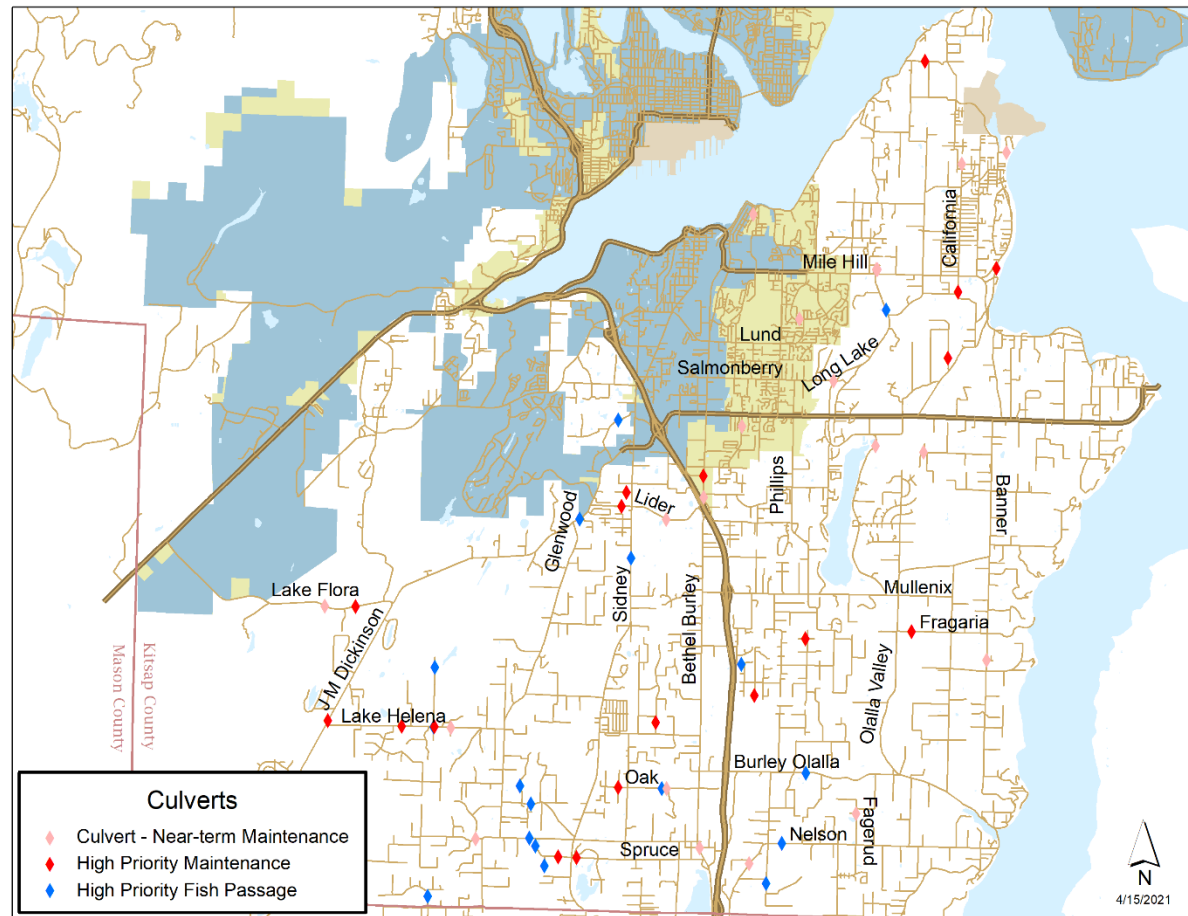
Culverts are a key element of the roadway that allow water to safely pass under our roads. There are 1,671 culverts on County roads in South Kitsap.

The County regularly examines and rates the condition of the culverts and ranks the culverts based on need for repair or replacement.

Culverts are also ranked based on whether the stream is fish bearing and whether the culvert supports or hinders fish passage.

Culvert preservation is addressed as a program (prioritized within the maintenance program unless part of another roadway project or is large or complex in nature such as replacing a culvert with a bridge for fish passage improvements.)

The SK-TIS did not prioritize stand-alone culvert or fish passage projects.



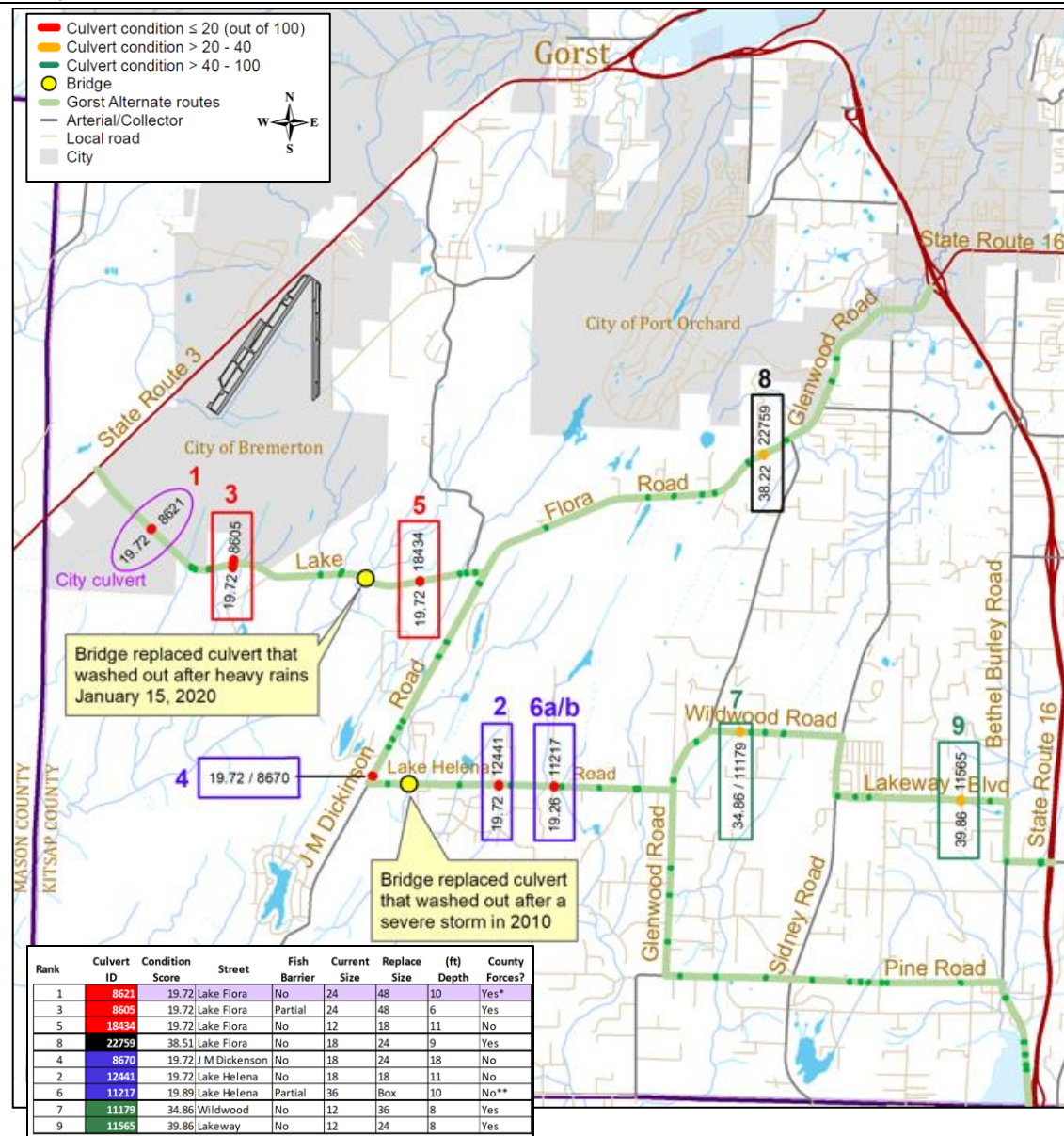
Preservation: County Road Network Resiliency

The primary regional link between SR 3 (Mason County, Belfair, Shelton, SR 101) and SR 16 (Port Orchard, Pierce County, Southworth Ferry, Gig Harbor) is SR 3/SR 16 through Gorst.

The Gorst area is highly susceptible to long-term closure due to earthquake, tsunami, ground liquefaction, and flooding. There are three Kitsap County Road routes (connecting to a single road, Lake Flora) that serve as the alternative to Gorst. **This SK-TIS is not proposing a “Gorst bypass”** but acknowledging that the County Road System does serve a regional role and would be impacted if the State Route within Gorst were closed for a short or extended period.

Culverts along the County Road routes are susceptible to storm loss due to age and condition. The storm related loss of a culvert in 2010 and 2020 blocked the route and cost \$1.4m for emergency replacement in 2020.

This analysis demonstrates a method to bundle and prioritize preservation projects based on multiple criteria, with an emphasis on how to best preserve the existing transportation network.

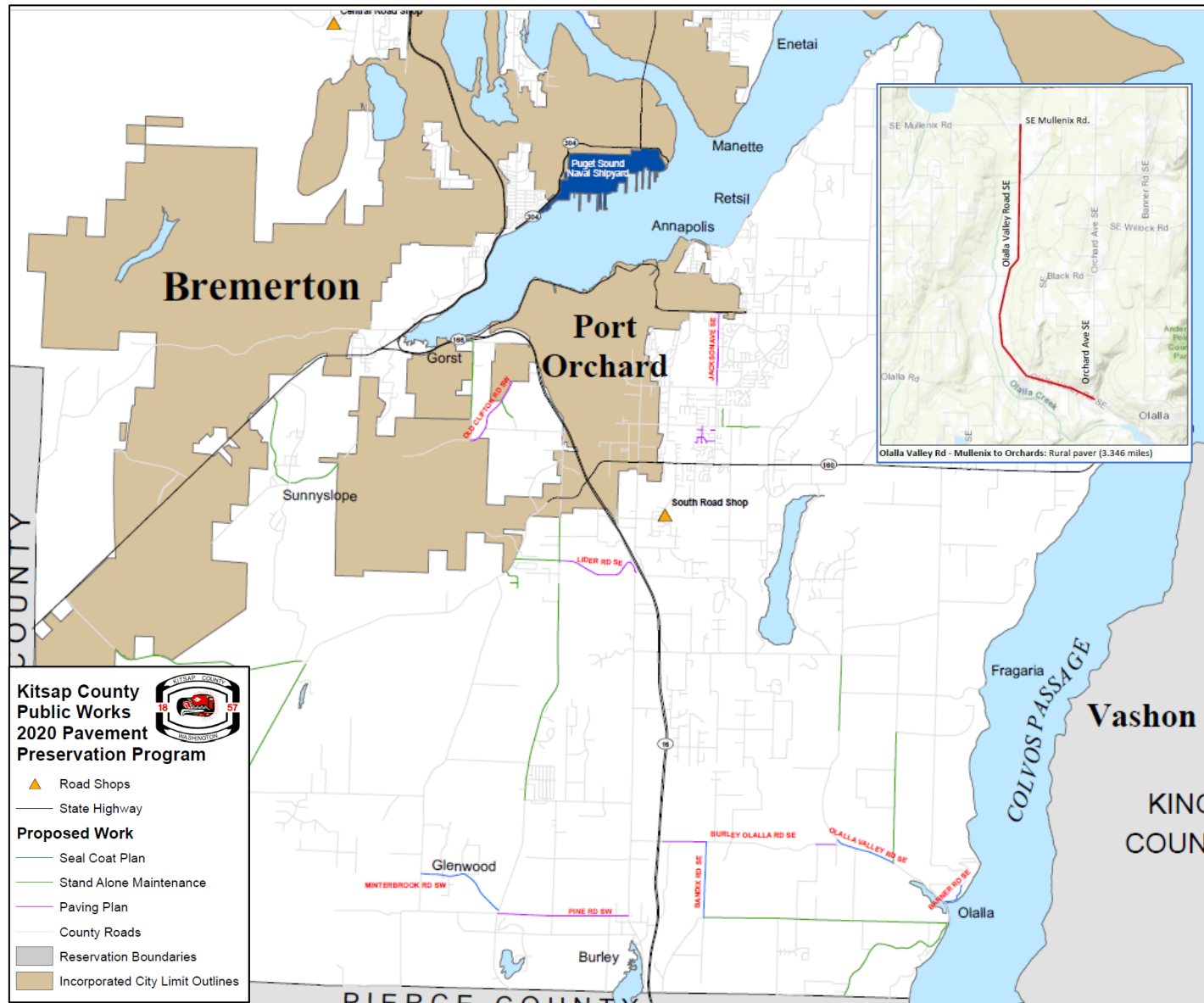


Preservation: Repave, Chip Seal, Stand Alone (deep patching etc.) Projects (2020, planned)

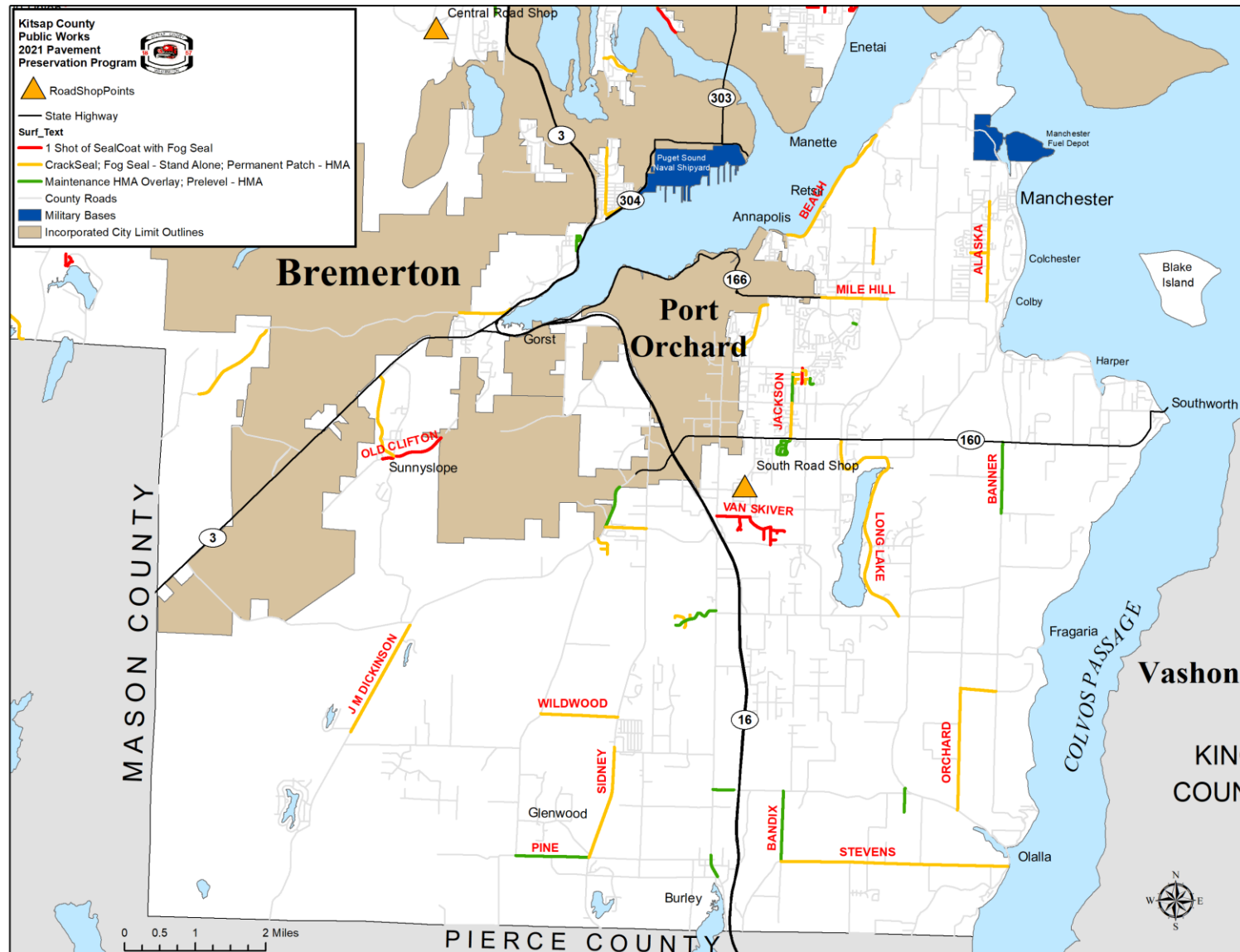
Preservation of the roadway is a top priority for Kitsap County. This map shows the repave, chip seal, and stand-alone pavement projects planned by County work forces in 2020. Due to Covid-19, some 2020 projects had to be postponed.

In addition, the County was awarded a “quick action” grant to repave 3.5 miles of Olalla Valley Road. This grant award shifted County work schedules.

Public Works monitors the conditions of roadway pavements and schedules maintenance to maximize the life cycle of the roadway within budget constraints.



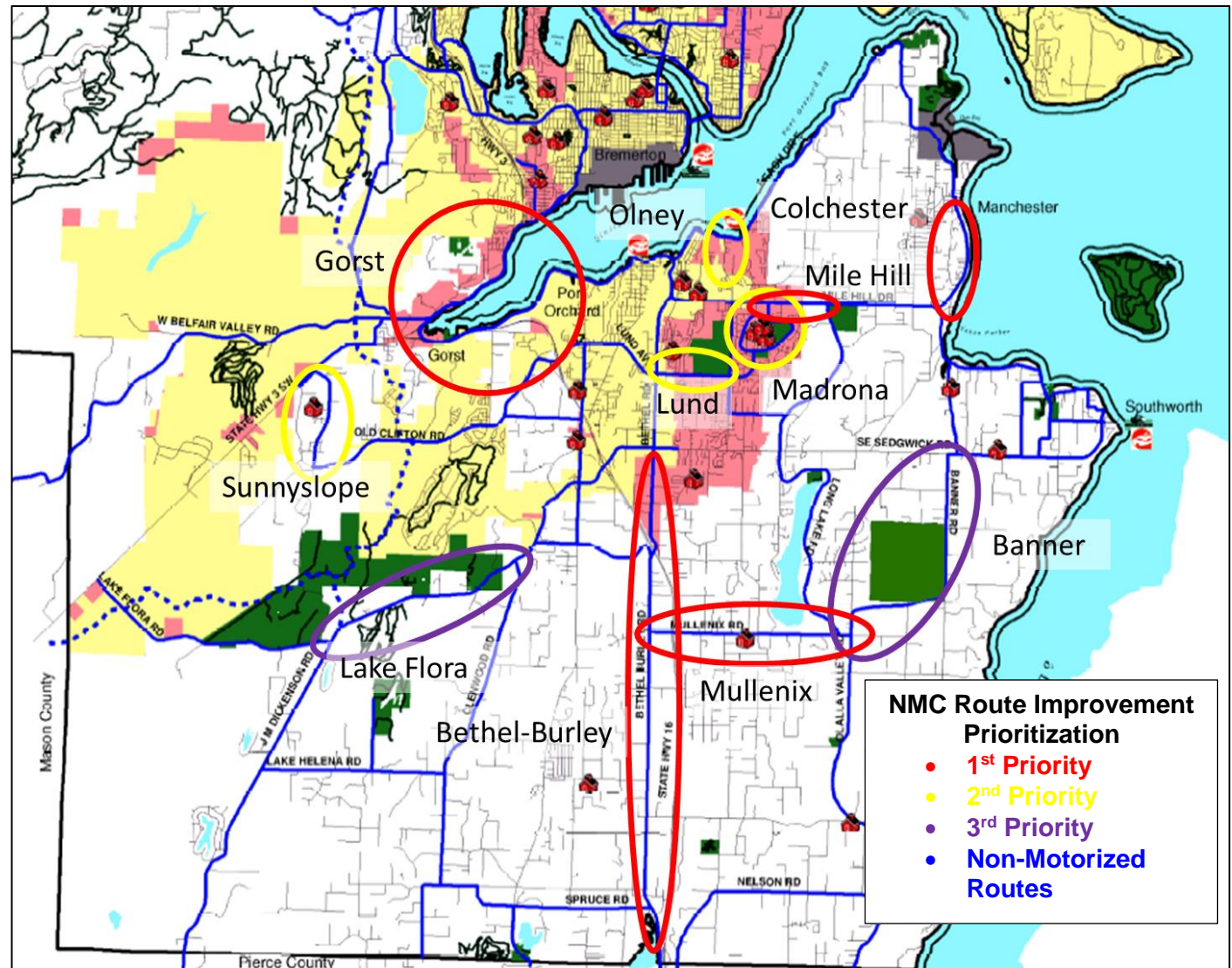
Preservation: Repave, Chip Seal, Stand Alone (deep patching etc.) Projects (2021, planned)



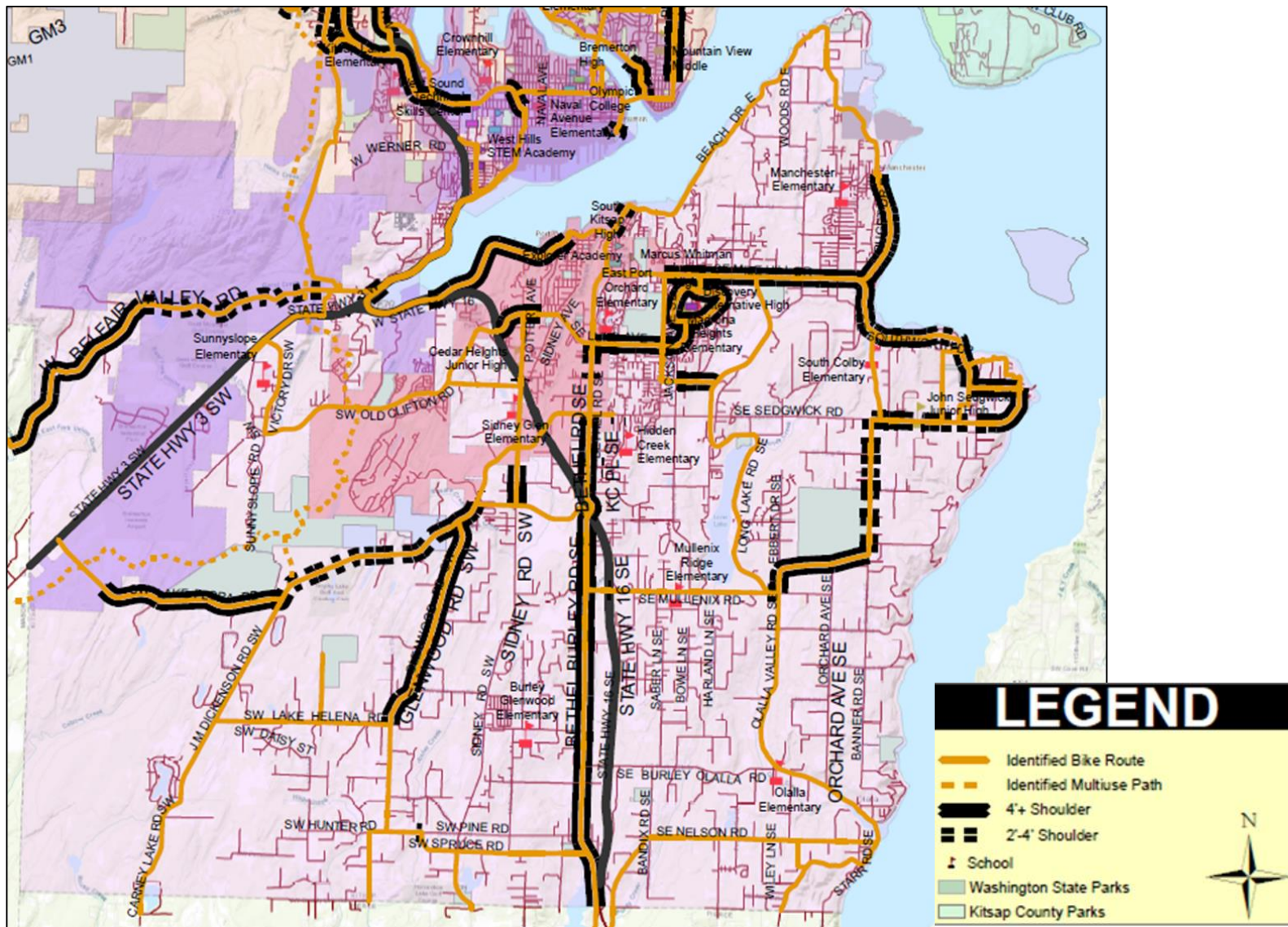
Walk/Bike - Non-Motorized Routes Prioritization (NMC, 2017)

Non-Motorized Routes (blue lines) are identified in the County's Non-Motorized Facility Plan (2013, 2018). The County's Non-Motorized Facilities Citizen Advisory Committee (NMC) advises the Commissioners and Public Works Department on what routes support non-motorized movements "within and between communities".

To support the TIP project selection process, the NMC prioritized NM Routes (shown in red, yellow, and purple). During the TIP project candidate scoring process additional points are awarded to projects that provide non-motorized facilities on a priority NM Route.



Walk/Bike - Paved Shoulders



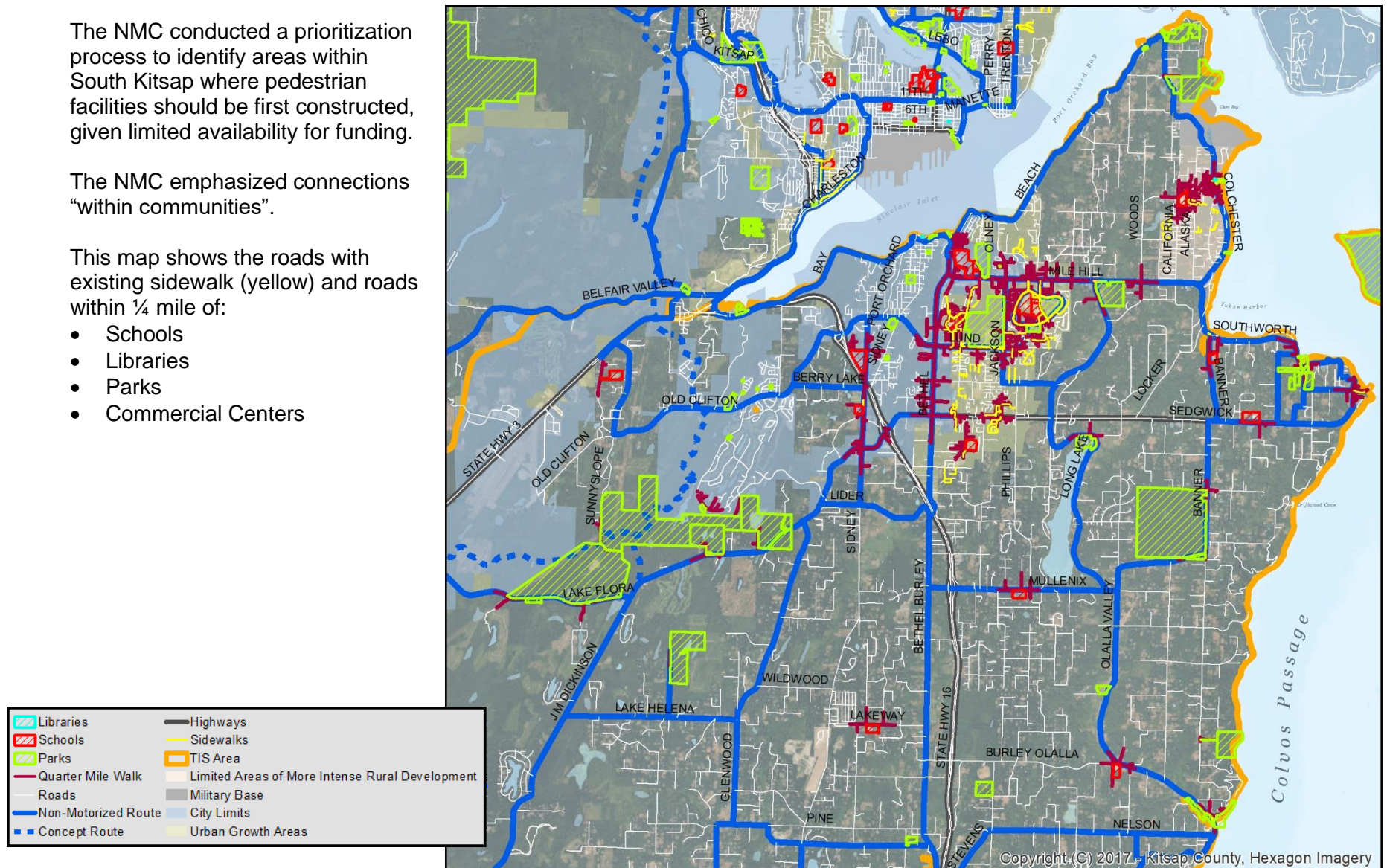
Walk/Bike - Prioritized Pedestrian Emphasis Areas

The NMC conducted a prioritization process to identify areas within South Kitsap where pedestrian facilities should be first constructed, given limited availability for funding.

The NMC emphasized connections “within communities”.

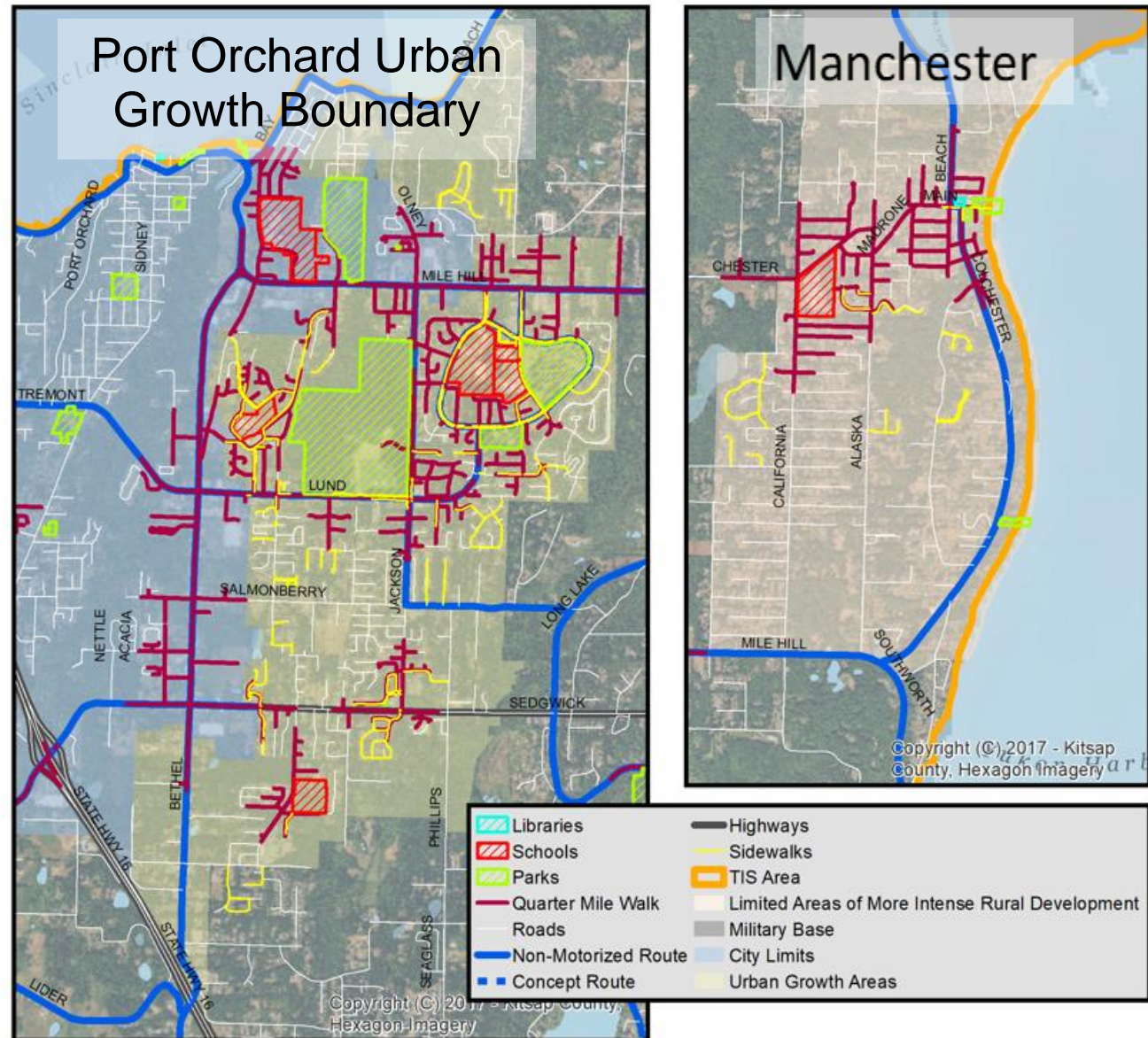
This map shows the roads with existing sidewalk (yellow) and roads within ¼ mile of:

- Schools
- Libraries
- Parks
- Commercial Centers



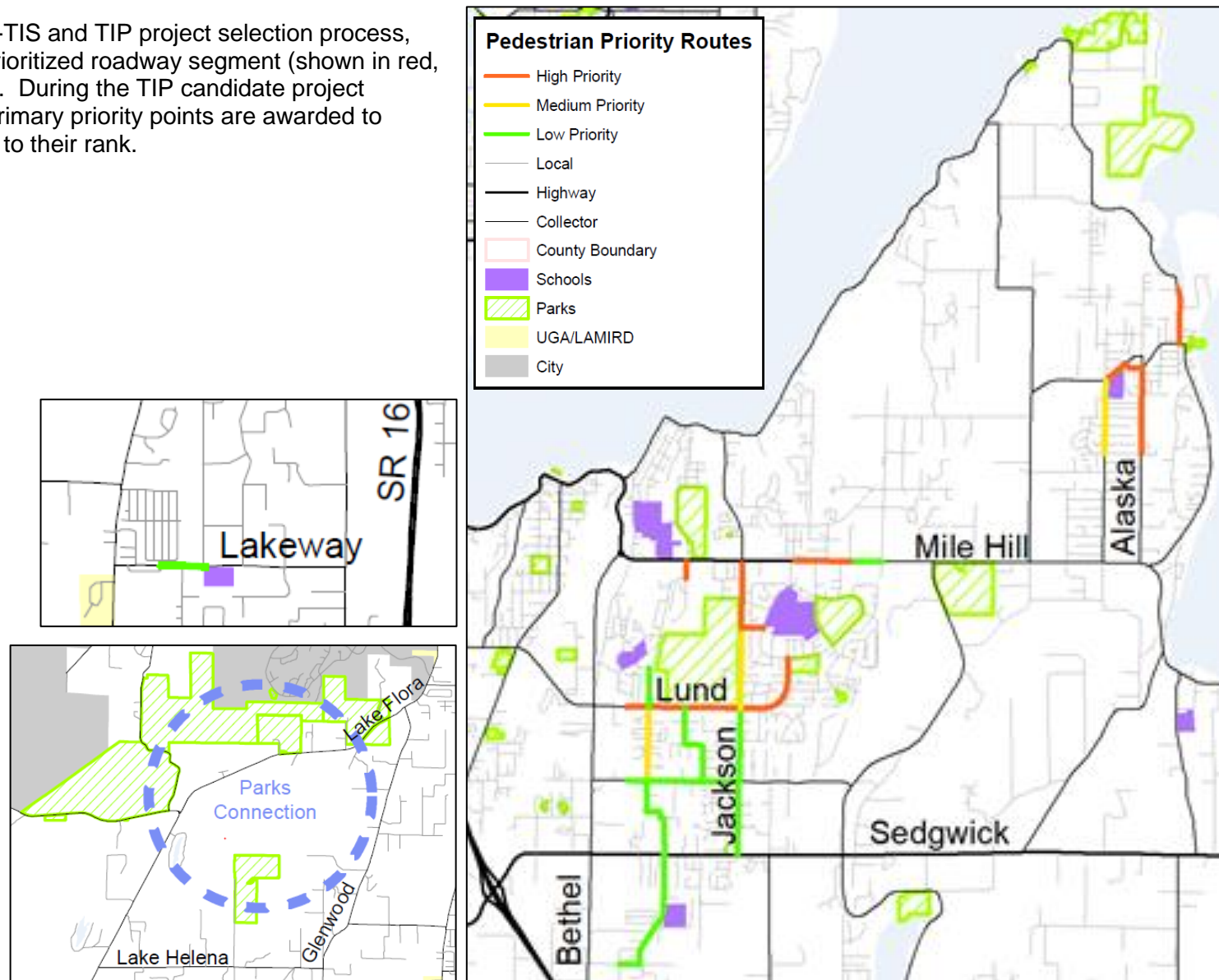
Walk/Bike - Prioritized Pedestrian Emphasis Areas

Enlargements of Port Orchard UGA and Manchester LAMIRD.



Walk/Bike - NMC Prioritized Pedestrian Emphasis Areas (NMC, 2020)

To support the SK-TIS and TIP project selection process, the NMC (2020) prioritized roadway segment (shown in red, yellow, and green). During the TIP candidate project scoring process, primary priority points are awarded to projects according to their rank.



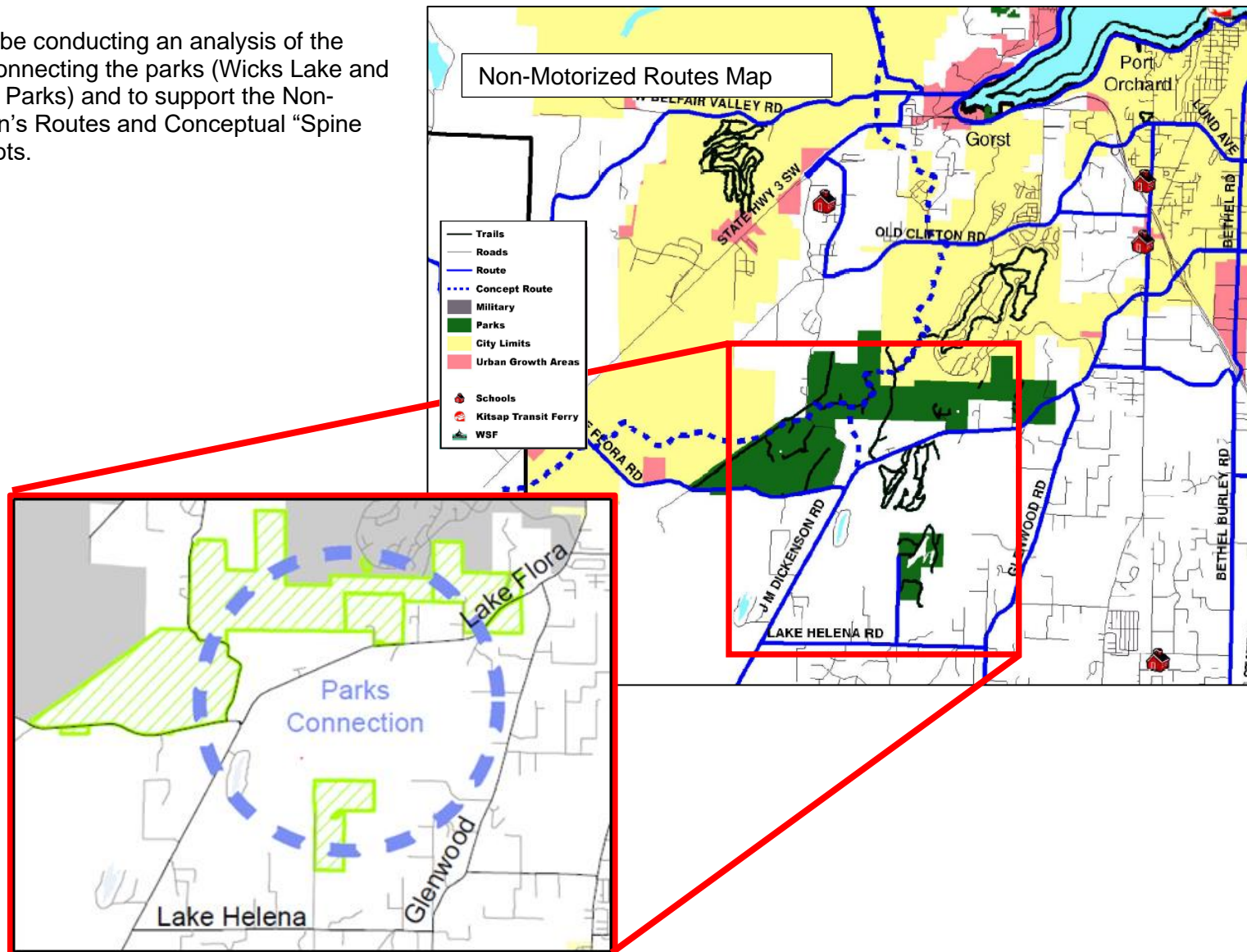
Walk/Bike - Prioritized Pedestrian Emphasis Areas

NMC 2020 pedestrian facility prioritization.

Road	From	To	Rank		Major Comm	Minor Comm	School	Park		ADT	Speed Limit	Already has sidewalks?	Already non-motorized?
Alaska	Madrone	Van Buren	High	17 MC	N	N	Y	N	1	2,000	35	No	No
Ash	Jackson	Madrona	High	Local	N	N	Y	Y	2	1,200	25	No	No
Beach	Clam Bay	Main	High	17 MC	N	Y	N	Y	1.5	1,700	25	No	Yes
Chester/Madrone	California	Main	High	17 MC	N	Y	Y	N	1.5	1,100	30	No	No
Jackson	Mile Hill	Tamarack	High	16 MA	Y	Y	N	Y	2	10,400	30	No	Yes
Karcher	Mile Hill	Lincoln	High	Local	Y	N	N	Y	2	2,200	25	No	No
Lund	city limits	Madrona	High	16 MA	Y	Y	Y	Y	3	13,400	35	Some	Yes, High
California	Chester	Van Buren	Medium	17 MC	N	N	Y	N	1	3,900	35	No	No
Harris	Lund	Salmonberry	Medium	Local	Y	N	N	N	1	1,300	25	Some	No
Jackson	Tamarack	Lund	Medium	16 MA	N	Y	Y	Y	2.5	11,200	35	Some	Yes
Cedar	Converse	Hillwood	Low	Local	N	N	N	N	0		35	No	No
Chase*	Lund	Salmonberry	Low	Local	N	N	N	Y	1	1,300	25	No	No
Converse	Sedgwick	Cedar	Low	Local	N	N	Y	N	1		35	No	No
Harris	McKinley	Lund	Low	Local	N	N	N	N	0	700	25	Some	No
Harris*	Salmonberry	Sedgwick	Low	Local	N	N	N	N	0		25	Some	No
Jackson	Lund	Sedgwick	Low	16 MA	N	Y	N	Y	1.5	10,200	35	Some	Yes, 1/2
Lakeway	Elder	B-G Elem	Low	07 RMC	N	N	Y	N	1	2,400	35	No	No
Salmonberry	city limits	Jackson	Low	17 MC	N	Y	N	N	0.5	1,600	30	No	No

Walk/Bike – Parks Connection

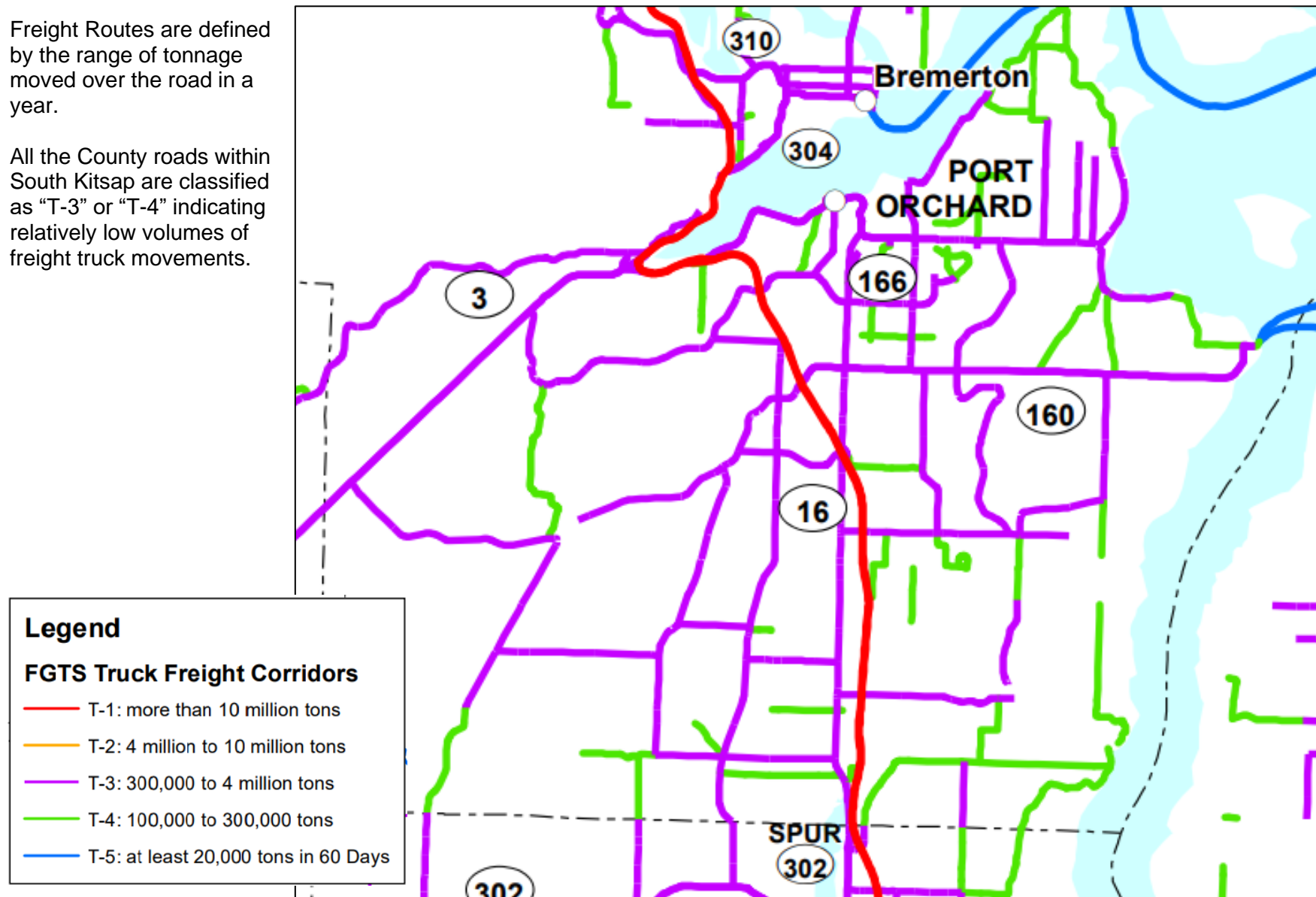
The NMC will be conducting an analysis of the feasibility of connecting the parks (Wicks Lake and Coulter Creek Parks) and to support the Non-Motorized Plan's Routes and Conceptual "Spine Route" concepts.



Freight - Kitsap Freight Routes

Freight Routes are defined by the range of tonnage moved over the road in a year.

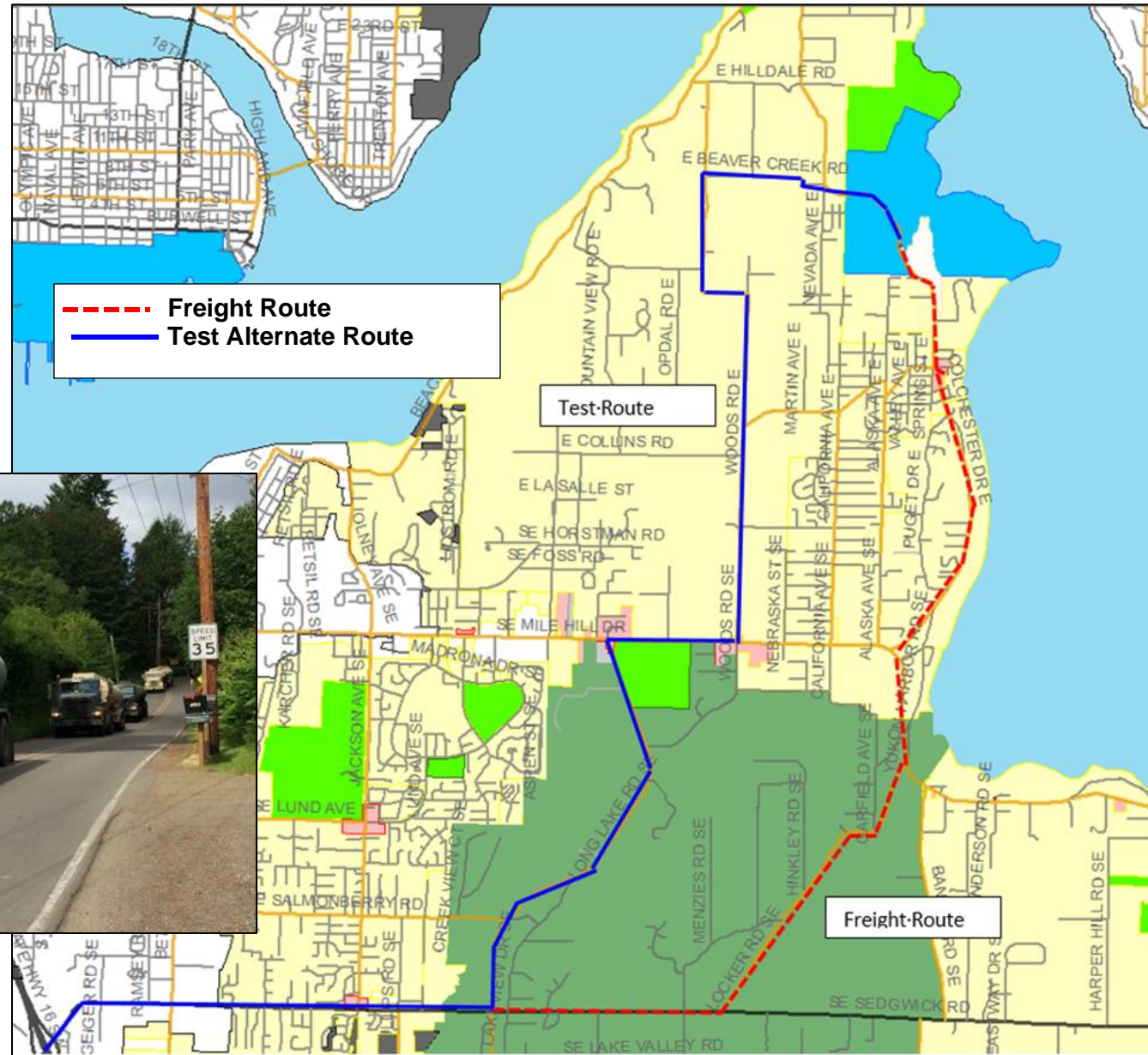
All the County roads within South Kitsap are classified as "T-3" or "T-4" indicating relatively low volumes of freight truck movements.



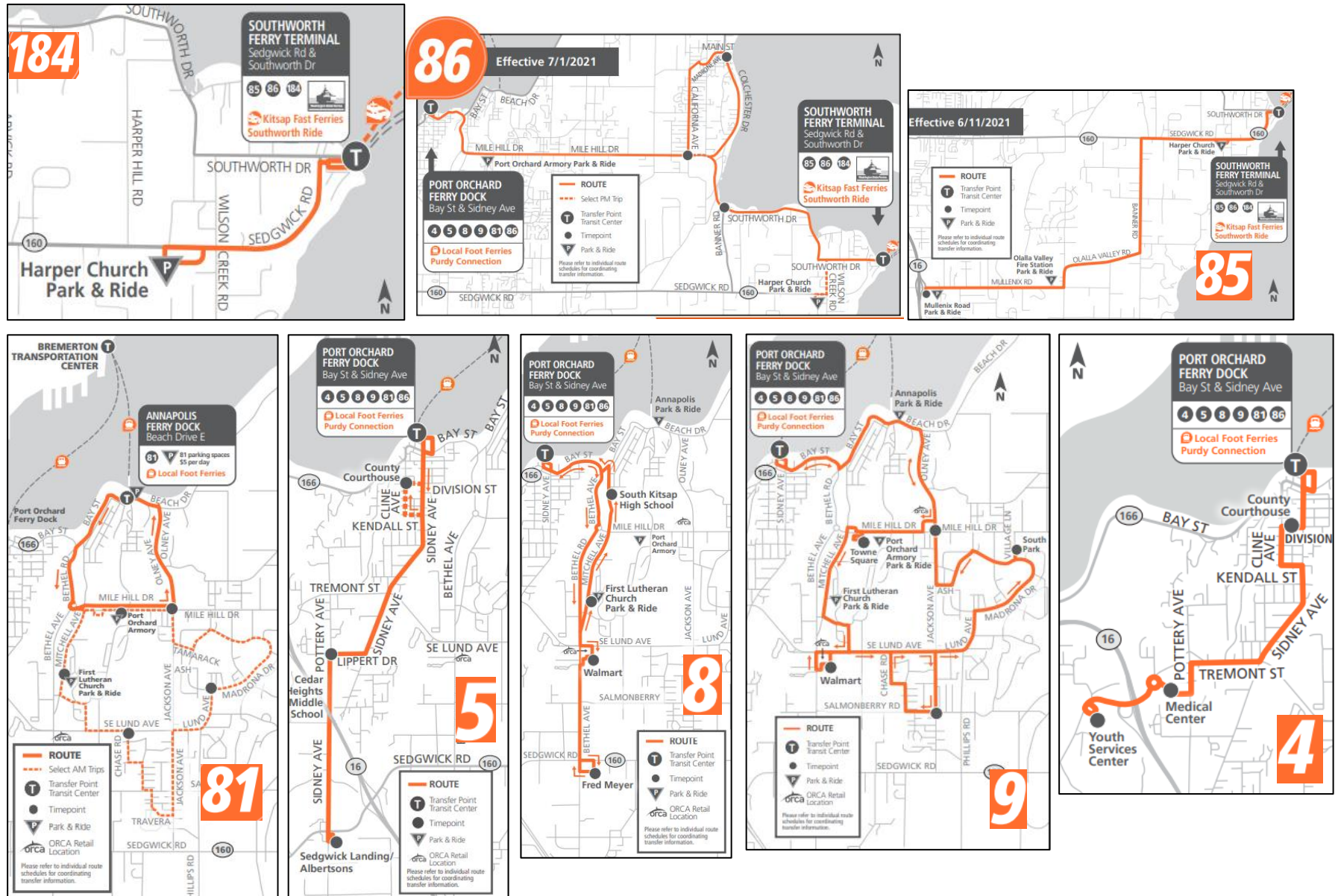
Freight – NBK – Manchester Fuel Depot

The Manchester Fuel Depot has an identified Freight Route to serve the base.

Over the past number of years, the Navy has been testing an alternative route for “surge” or emergency mass movements of fuels from the Depot.

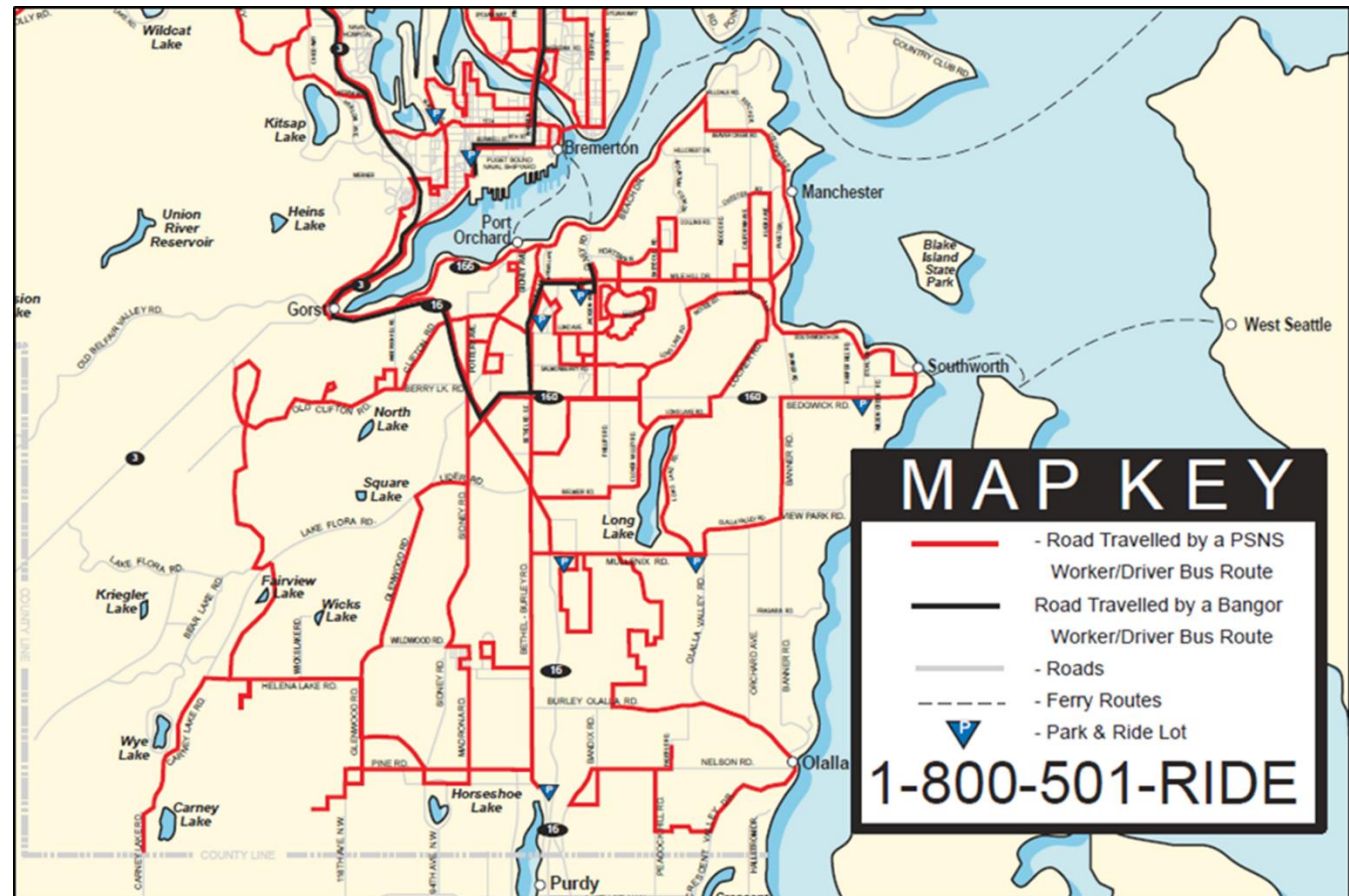


Transit - Kitsap Transit Fixed Routes



Transit - Kitsap Transit Worker Driver Routes

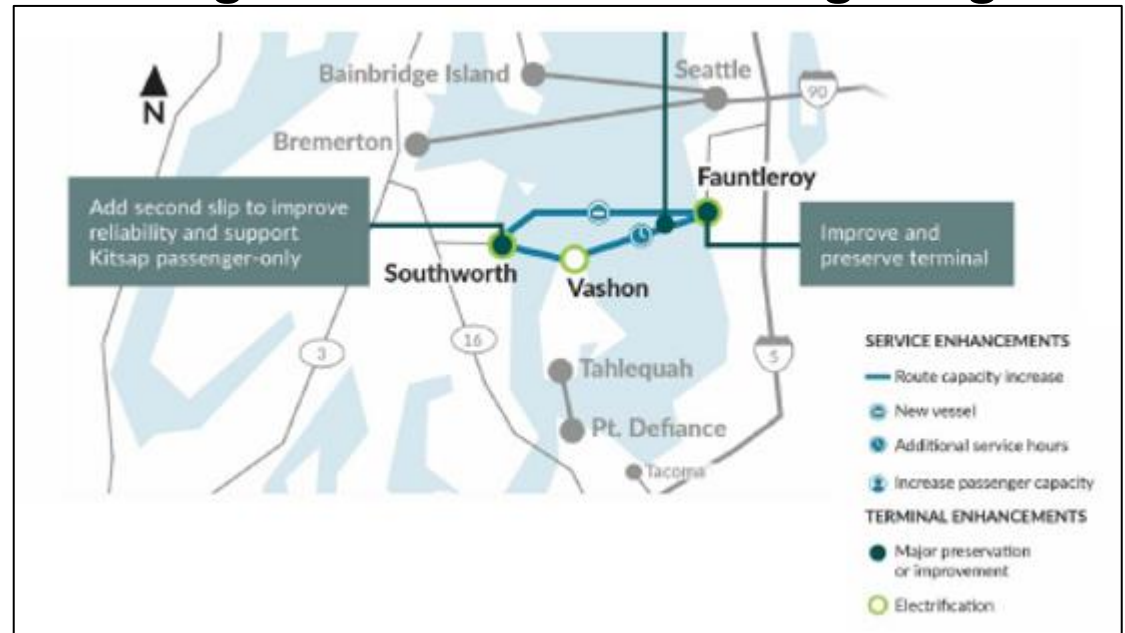
Kitsap Transit and Naval Base Kitsap operate a system of buses to that run fixed routes throughout the County to pick up/deliver workers to Naval Base Kitsap during commute hours. The bus drivers are worker at the base.



Fast Ferry



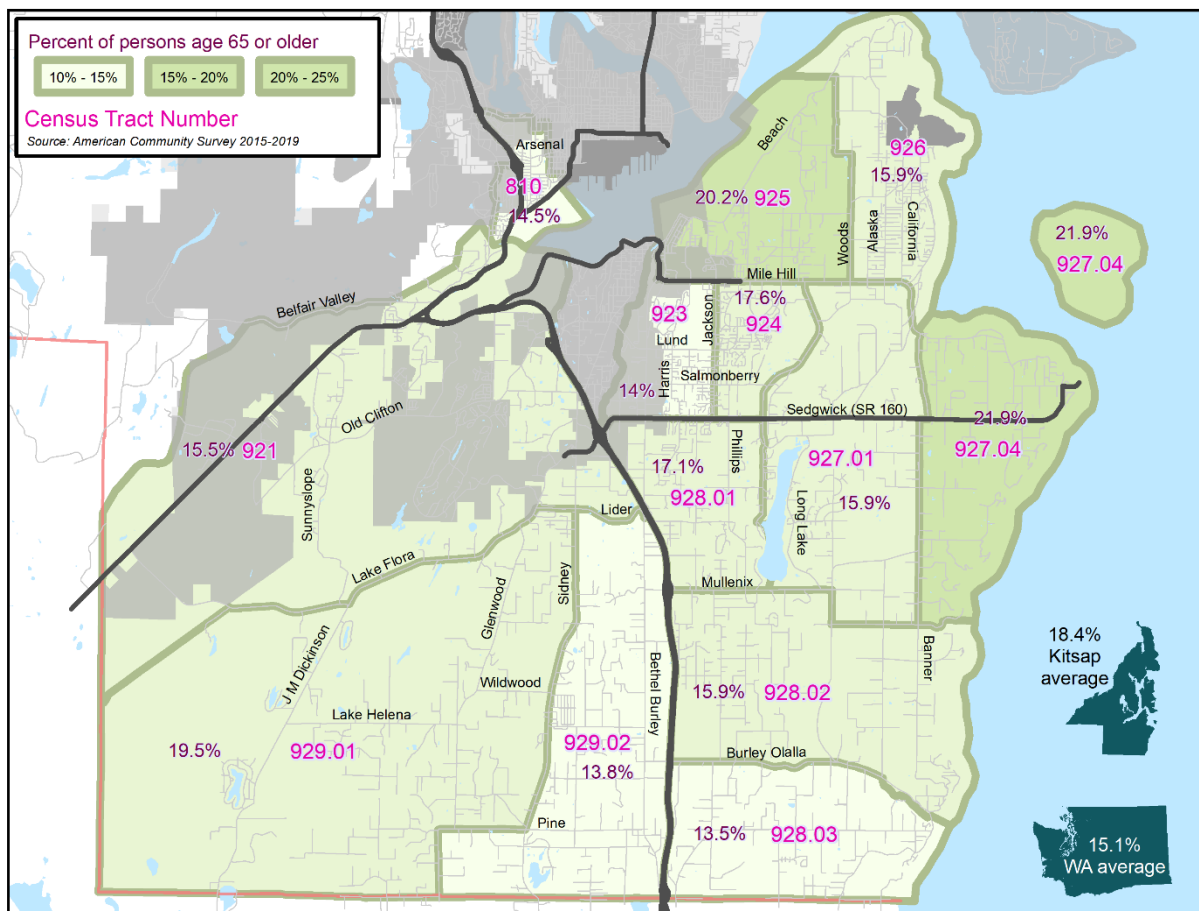
Washington State Ferries – Long Range Plan



Demographics – South Kitsap

The most recent demographic information from the American Community Survey (ACS) 2015-2019 Tract-level data was reviewed. Kitsap County Public Works Stormwater Division also maintains an online demographic information interactive map which includes additional sources that are more local or less frequently updated than US Census Bureau data. It is available at <https://storymaps.arcgis.com/stories/aead246c9d58409f9bd5bc9137f7b338>. The SK-TIS analysis was limited to topics most pertinent to the development of transportation infrastructure: elderly population, disabled population, impoverished population, and household vehicle ownership. Some census tracks include portions of Port Orchard and Bremerton.

Demographics - Elderly Population



Understanding the age breakdown of a community assists in determining a community's unique challenges and needs. When evaluating age, it is also important to consider other complimentary metrics, such as Health and Ability, Income, and Employment. Some communities with a large elderly population are high income and access to resources while other senior communities have a high rate of poverty and disability. Tract **927.04** has the highest proportion of residents age 65+ and income levels above the County average. Census Tract **925** has the second-highest percent of the population that is age 65 or older, income levels above the County average, but also includes a state-run veteran's skilled-nursing care home for 240 residents.

Demographics – Disability

ACS data tells us how many people in each Census Tract have at least one disability. The specific questions asked are:

18 a. Is this person deaf or does he/she have serious difficulty hearing?

☐ Yes

☐ No

b. Is this person blind or does he/she have serious difficulty seeing even when wearing glasses?

☐ Yes

☐ No

19 a. Because of a physical, mental, or emotional condition, does this person have serious difficulty concentrating, remembering, or making decisions?

☐ Yes

☐ No

b. Does this person have serious difficulty walking or climbing stairs?

☐ Yes

☐ No

c. Does this person have difficulty dressing or bathing?

☐ Yes

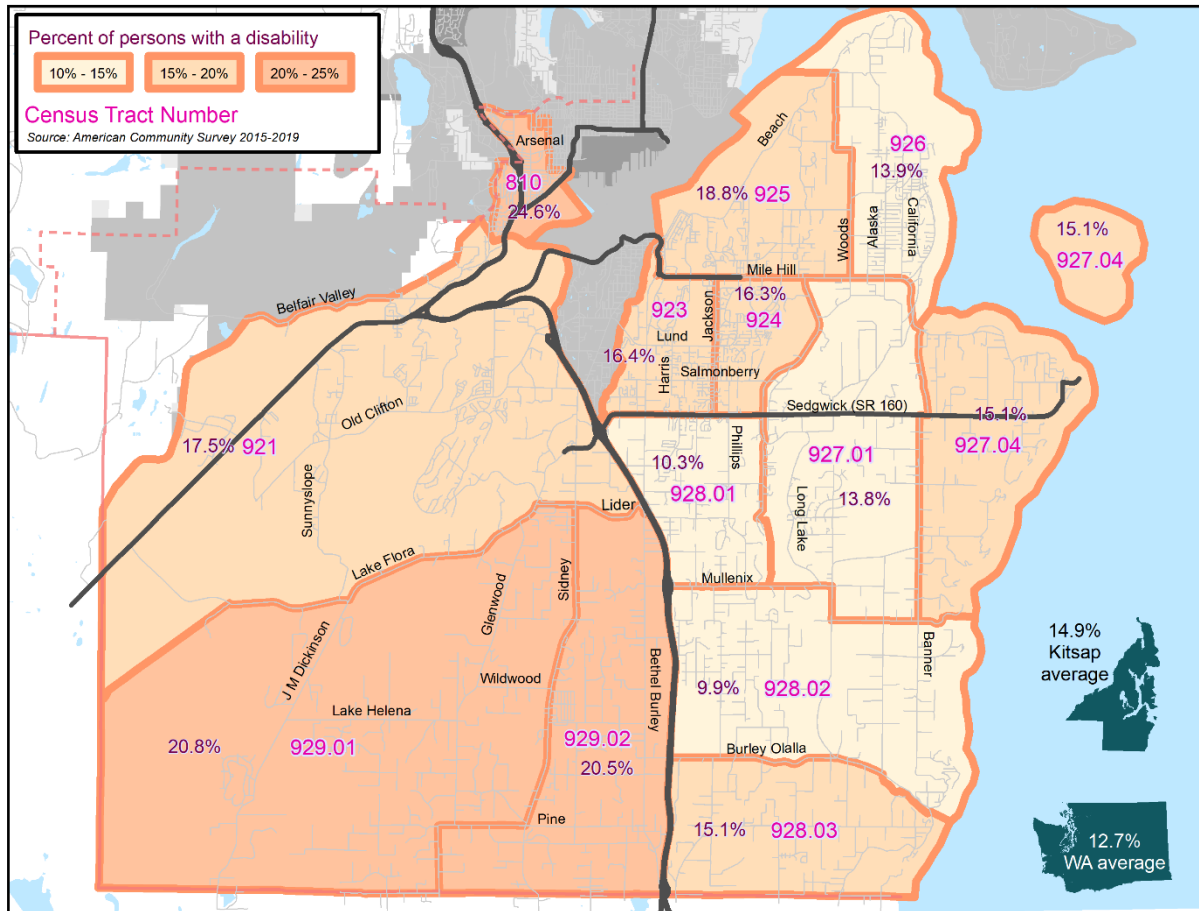
☐ No

20 Because of a physical, mental, or emotional condition, does this person have difficulty doing errands alone such as visiting a doctor's office or shopping?

☐ Yes

☐ No

ACS Table S1810 breaks that down by type of difficulty (hearing, vision, cognitive, ambulatory, self-care, and independent living) and by age, race, and ethnicity.



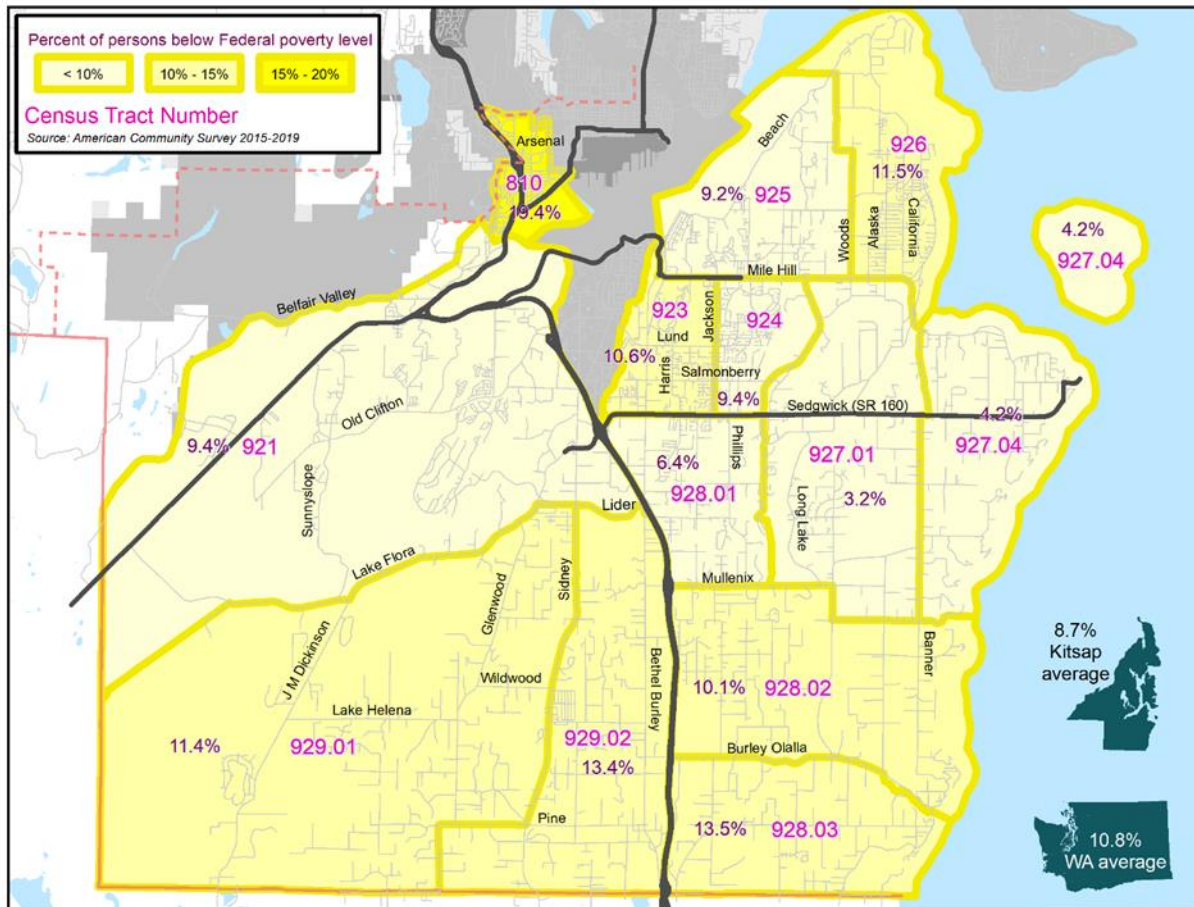
The three Tracts with the highest percent of the population with one or more disabilities are Tract 810 (“Navy Yard City” neighborhood) and the large rural Tracts 929.01 & 929.02 west of SR 16. Tracts 810 and the 929s present opposite advantages and disadvantages: 810 is densely populated with most homes within walking distance of businesses and regular bus service while the 929 Tracts are rural; goods and services are not within the neighborhood.

	Hearing	Vision	Cognitive	Ambulatory
810	6.4%	2.8%	14.2%	12.3%
929.01	6.2%	0.8%	10.2%	9.8%
929.02	8.3%	4.2%	7.4%	8.5%
Washington	3.9%	2.1%	5.3%	6.5%
Kitsap	4.9%	2.2%	6.2%	7.6%

The breakdown by specific disability and age group has high margins-of-error, often around half of the reported value (i.e. “6.4% ± 3.3%”) at the Tract level. In Tracts 810 & 929.01 for all ages, cognitive disability was the most common, while in Tract 929.02 ambulatory was the most common. Among children (persons under 18) by far the most commonly

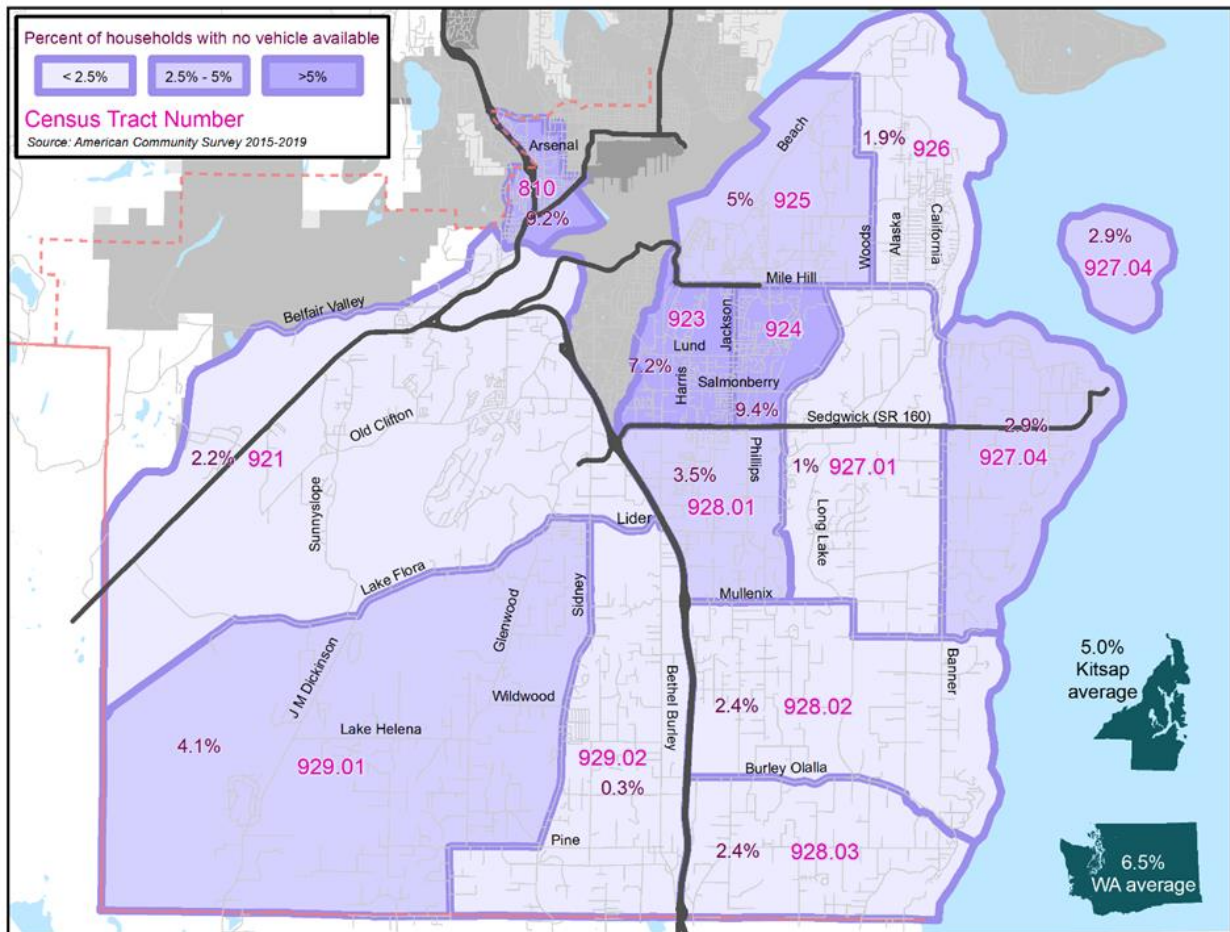
reported disability was cognitive. Among adults 18-64 cognitive was the most commonly reported in Tracts 810 and 929.01, but ambulatory was the most common in 929.02 and there was a higher incidence of the other disabilities. Among person 65 years old and older, ambulatory difficulty is the most commonly reported disability in 810 and 929.01 affecting nearly ¼ of the population in 810 and 1/8th in 929.01. In 929.02 hearing was the most commonly reported at 30.4% and ambulatory at 15.5%.

Demographics – Income



The County average for percent of people with income below the Federal poverty level is 8.7%. Among the Census Tracts that are within the study area it ranges from a low of 3.2% to as high of 19.4% (Track **810**). Most tracts are still below the State average of 10.8% except **810** and the Rural Tracts **928.03**, **929.02**, **926**, and **929.01**. Poverty status only considers *income* earned in the 12 months prior to the survey; *wealth* (assets) is not a factor.

Demographics – Vehicle Ownership



The percentage of households with no vehicle available ranges from 0.3% to 9.4%. Of the three highest Census tracts, two (**924, 923**) include a full-service grocery store and the third (**810**) has a full-service grocery store across the street from the Census tract. Of the three lowest only one includes a full-service grocery store.

Households with no vehicle available comes from the ACS question “How many automobiles, vans, and trucks of one-ton capacity or less are kept at home for use by members of this household?”. Note that this question excludes certain means of transportation that are vehicles but aren’t commonly used for the same purposes as a car/minivan/SUV/pick: extra large pickups such as the Ford F450, motorhomes, buses, motorcycles, mopeds, bicycles, and scooters.

Projects

Projects - Project Analysis

The South Kitsap Transportation Implementation Strategy (SK-TIS) is a technical analysis to identify and prioritize strategies and projects for South Kitsap. The technical analysis is based on the growth assumptions identified in the 2016 Kitsap County Comprehensive Plan Update, 2020 Travel Demand Model update, current program prioritization lists, and public input.

The intent of the South Kitsap TIS is to:

- Validate prior transportation circulation and performance analysis and refine or rework analysis, as needed, to support multimodal needs identification.
- Validate prior design/engineering concepts and identify/analyze alternative strategies and projects based on identified needs.
- Identify strategies and projects for detailed operational and circulation analysis, planning level engineering/design, and cost estimating.
- Support multimodal connectivity.
- Provide specific scope, design, phasing, and estimates to support program management, systems management, and project delivery.
- Be financially implementable based on short-term (1-6 years), mid-term (7-12 years), and long-term transportation strategies.
- Support the County's Transportation Improvement Program (TIP) selection process.

The Project List was identified through County program priority lists, area plans, traffic models, and public suggestions. The projects were initially scoped (project concept) and scored/ranked utilizing the County's Transportation Improvement Program (TIP) scoring criteria. The TIP scoring criteria is reviewed and approved annually by the County Board of Commissioners. The scoring criteria and point values are based on the priorities identified in the County Comprehensive Plan.

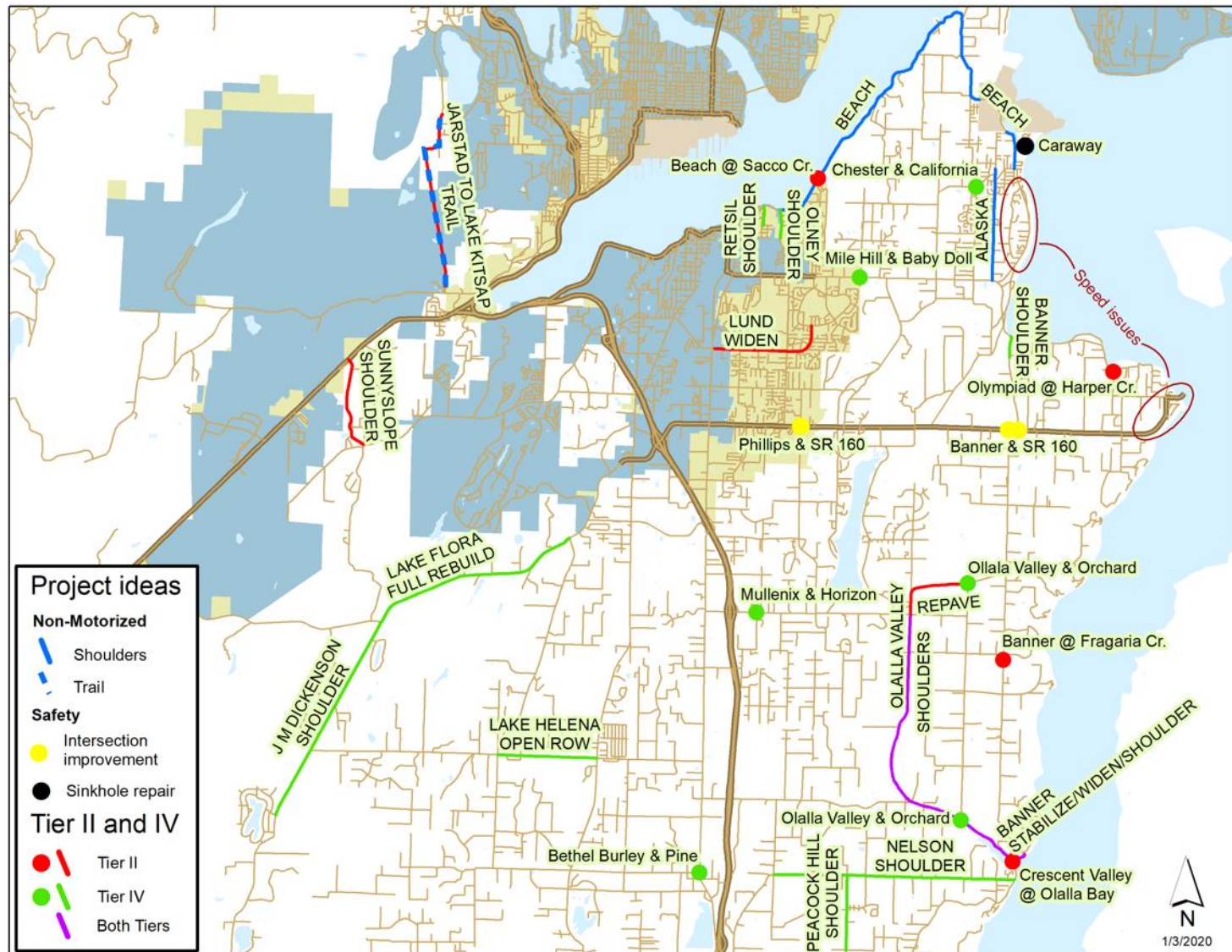
The ranked project list was segregated into four geographic areas: Rural (R South), Port Orchard Urban Growth Area (POUGA), Manchester (M LAMIRD), and West Bremerton/Gorst UGA (WB/G UGA).

The four geographic areas attempt to compare
"like conditions and comparable needs"

Projects - Ideas

The map shows project ideas that have been identified in prior years from the public and County Staff.

Tier II and IV are lists of projects that were considered in prior TIP processes but were not advanced.



The map shows project ideas identified by the public at the first Open House (1/2020)

Other project ideas were submitted in written comments.



Projects - Project List by Area (All projects scored for SK-TIS)

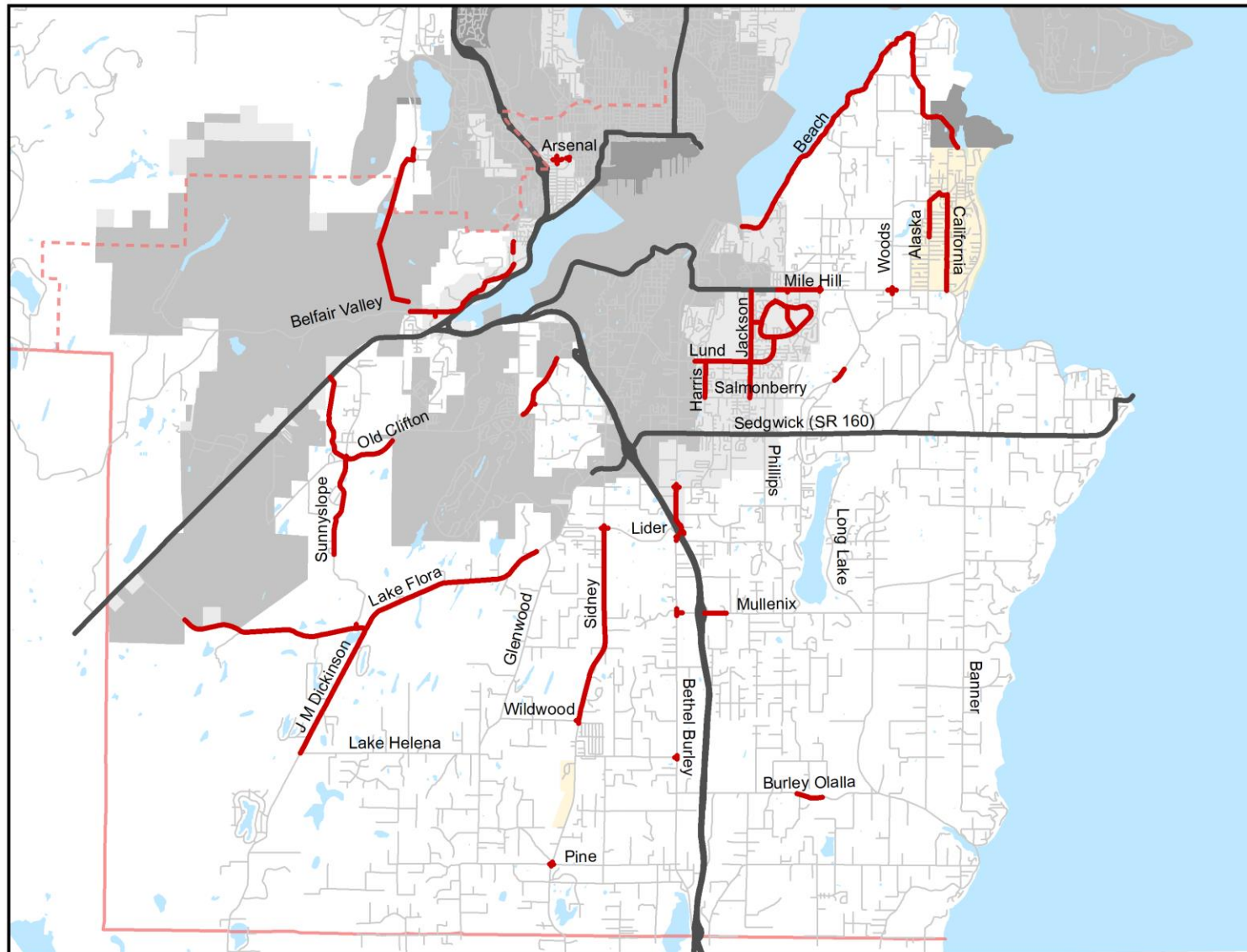
<i>South Point Rank</i>	<i>UGA-LAM-rural</i>	<i>Project Name</i>	<i>Description</i>
		Rural-South	
6	R South	J M Dickinson - Lake Helena to Lake Flora (TIF)	Widen shoulders and left turn lanes where warranted. (1.94 miles) (Culvert #867)
7	R South	Lake Flora ₂ - Hidden Acres to J M Dickinson (TIF)	Widen shoulders and left turn lanes where warranted (1.68 miles)
8	R South	Lake Flora ₁ - Glenwood to Hidden Acres (TIF)	Widen shoulders and left turn lanes where warranted (1.05 miles) Culvert (22759)
9	R South	Lake Flora ₃ - J M Dickinson to city limits (TIF)	Seperated side path
15	R South	Mullenix - SR 16 WB ramps to Horizon (TIF)	Widen Shoulders and EB climbing lane to Horizon (1,600') (continue to Deeridge? 2,800')
17	R South	Old Clifton - Anderson Hill to city limits (TIF)	Widen shoulders, intersection improvement @ Berry Lake (4,950')
18	R South	Old Clifton - Sunnyslope to city limits (TIF)	Widen shoulders and left turn lanes where warranted (3,840')
19	R South	Sidney & Lider (TIF)	Intersection improvement
20	R South	Sunnyslope - SR 3 to Old Clifton (TIF)	Widen shoulders (1.26 miles) (future monitoring of growth needed to determin potential project timeing)
22	R South	Burley Olalla - Shady Glen Segment	Widen shoulders from 201 ft. west of Shady Glen to 0.32 mi. east of Shady Glen (965')
26	R South	Bethel Burley & Lider (TIF)	Intersection improvement
29	R South	Sidney ₂ - Lider to Wildwood (TIF)	Widen shoulders and left turn lanes where warranted (2.75 miles)
32	R South	Sunnyslope & Old Clifton (TIF)	Intersection improvement
38	R South	Sidney & Pine	Intersection improvement
39	R South	Bethel Burley & Mullenix (TIF)	Intersection improvement
40	R South	Lake Flora & Sunnyslope (TIF)	Intersection improvement
42	R South	Old Clifton & Berry Lake	Intersection improvement
44	R South	Sunnyslope - Old Clifton to Cynthia	Widen shoulders (1.40 miles)
46	R South	Mile Hill & Woods	Intersection improvements
48	R South	Long Lake - Lakeview Segment	Segment safety improvements from 143 ft. NE of Lakeview to 0.21 mi. NE of Lakeview
49	R South	Beach Drive - city limits to Manchester	Spot shoulder widening
50	R South	Bethel Burley & Lakeway	Intersection improvement
51	R South	Sidney and Wildwood	Intersection improvement

<i>South Point Rank</i>	<i>UGA-LAM-rural</i>	<i>Project Name</i>	<i>Description</i>
		Port Orchard UGA	
1	PO UGA	Lund - city limits to Harris (TIP)(TIF)	Median Access Control, sidewalk and bike lanes, RBT at Hoover & Harris, RIRO at Seiford (900')
2	PO UGA	Lund - Harris to Jackson (TIP)(TIF)	Median Access Control, sidewalk and bike lanes, RBT at Chase (3,230')
3	PO UGA	Lund & Jackson	Intersection and approaches improvement
4	PO UGA	Mile Hill ₁ - city limits to Village	Sidewalks, bike lane, access management, intersection improvements @ Fircrest & Village (1,630')
5	PO UGA	Mile Hill _{1,3} Fircrest to Village	Sidewalk, bike lane, access mangement intersection improvements @ Fircrest & Village (900')
10	PO UGA	Bethel - Cedar to Bielmeier	Sidewalks, bike lane, access control (3,344')
12	PO UGA	Jackson ₃ - Lund to Salmonberry (TIF)	Sidewalks, bike lane, access managementl intersection improvements (2,650')
13	PO UGA	Jackson ₁ - city limits to Ash	Sidewalks, bike lane, access management, intersection improvements (Ash, Maple, Tamarack) (2,330').
21	PO UGA	Mile Hill & Fircrest	Intersection improvement
24	PO UGA	Jackson ₂ - Ash to Lund (TIF)	Sidewalks, bike lane, intersection improvements @ Navigation, Devonshire (2,900')
25	PO UGA	Bethel & Bielmeier (TIF)	Intersection improvement
27	PO UGA	Bethel & Cedar (TIF)	Intersection improvement
28	PO UGA	Mile Hill _{1,2} - city limits to Fircrest	Sidewalks, bike lane, access management (770')
30	PO UGA	Kent - Prospect to Earhart	Sidewalks (3,850')
35	PO UGA	Ash - Jackson to Madrona	Sidewalk (780')
37	PO UGA	Mile Hill ₃ & Baby Doll (TIF)	Intersection improvement
41	PO UGA	Mile Hill ₂ - Village to Baby Doll	Sidewalks, bike lane, intersection improvements @ Baby Doll (1,480')
43	PO UGA	Harris - Lund to Salmonberry	Sidewalk (2,660')
45	PO UGA	Lund - Jackson to Madrona	Sidewalk, bike lane (3,100')
47	PO UGA	Madrona - path loop	Complete/improve sidewalk/bike lane/sharrows along residential frontage and shared-use path along school/park frontage, including Fircrest from Madrona to Madrona (2.33 miles)

<i>South Point Rank</i>	<i>UGA-LAM-rural</i>	<i>Project Name</i>	<i>Description</i>
		Manchester - LAMIRD	
31	M LAMIRD	Alaska - Mile Hill to Madrone	6' paved shoulder on west side with painted buffer. (1.33 miles)
34	M LAMIRD	Chester/Madrone - California to Alaska	Sidewalk, intersection improvements @ California & Chester (1,630')
36	M LAMIRD	California - Van Buren to Chester	Buffered shoulder on one side (2,600')

<i>South Point Rank</i>	<i>UGA-LAM-rural</i>	<i>Project Name</i>	<i>Description</i>
West Bremerton & Gorst UGA			
11	WB/G UGA	National & Arsenal (TIF)	Intersection improvement
14	WB/G UGA	Sam Christopherson & Belfair Valley (TIF)	Intersection improvement (solution linked to Gorst Project)
16	WB/G UGA	Loxie Eagans & Arsenal (TIF)	Intersection improvement
23	WB/G UGA	Belfair Valley - SR 3 to Division (TIF)	Sidewalks, bike lane (3,850') (solution linked to Gorst Project)
33	WB/G UGA	Sherman Heights - Belfair Valley to Kent	Sidewalk (5,240')(solution linked to Gorst Project)

Projects - Project List by Area Map (All projects scored for SK-TIS)

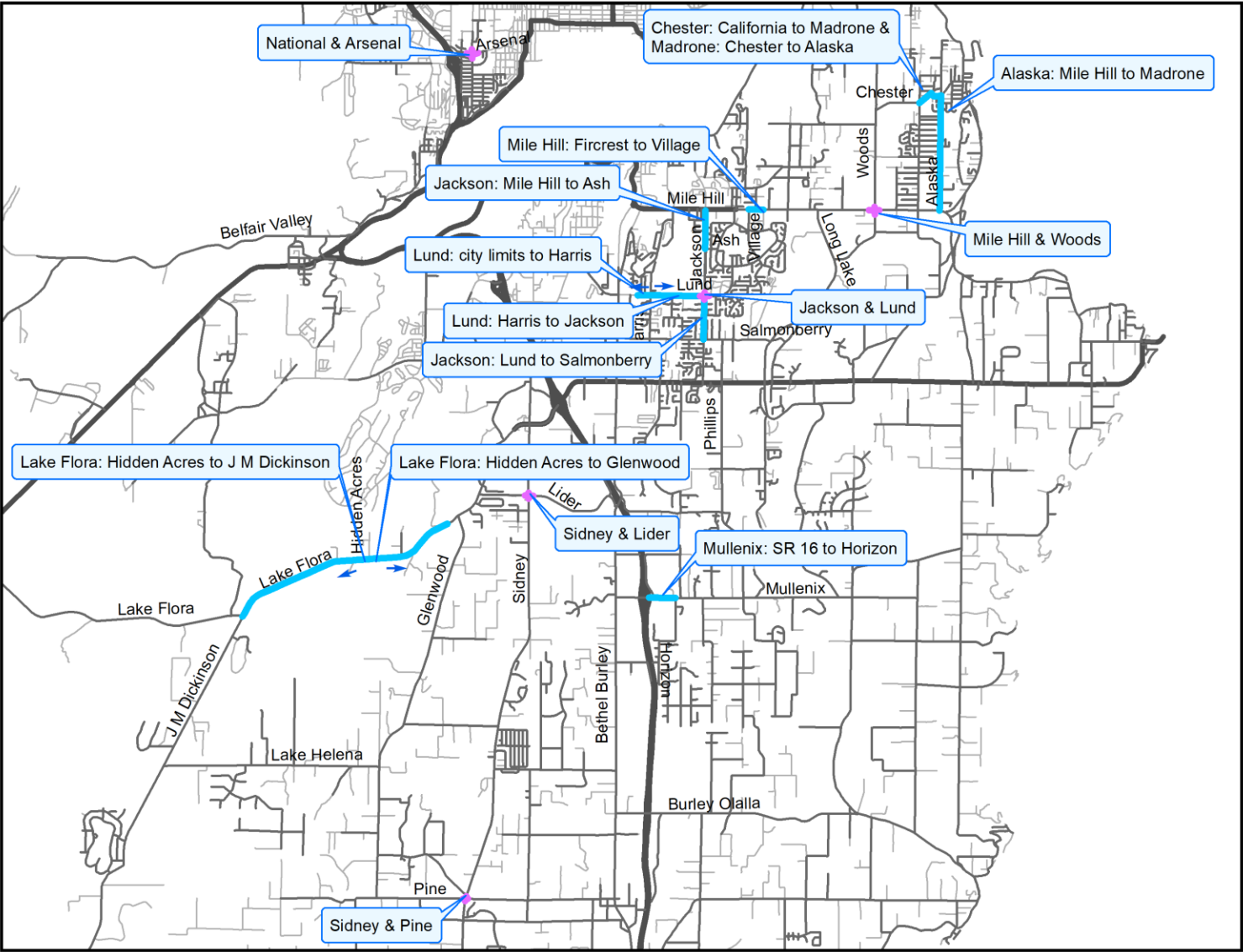


SK-TIS Project Prioritization Recommendations

SK-TIS Project Prioritization - List

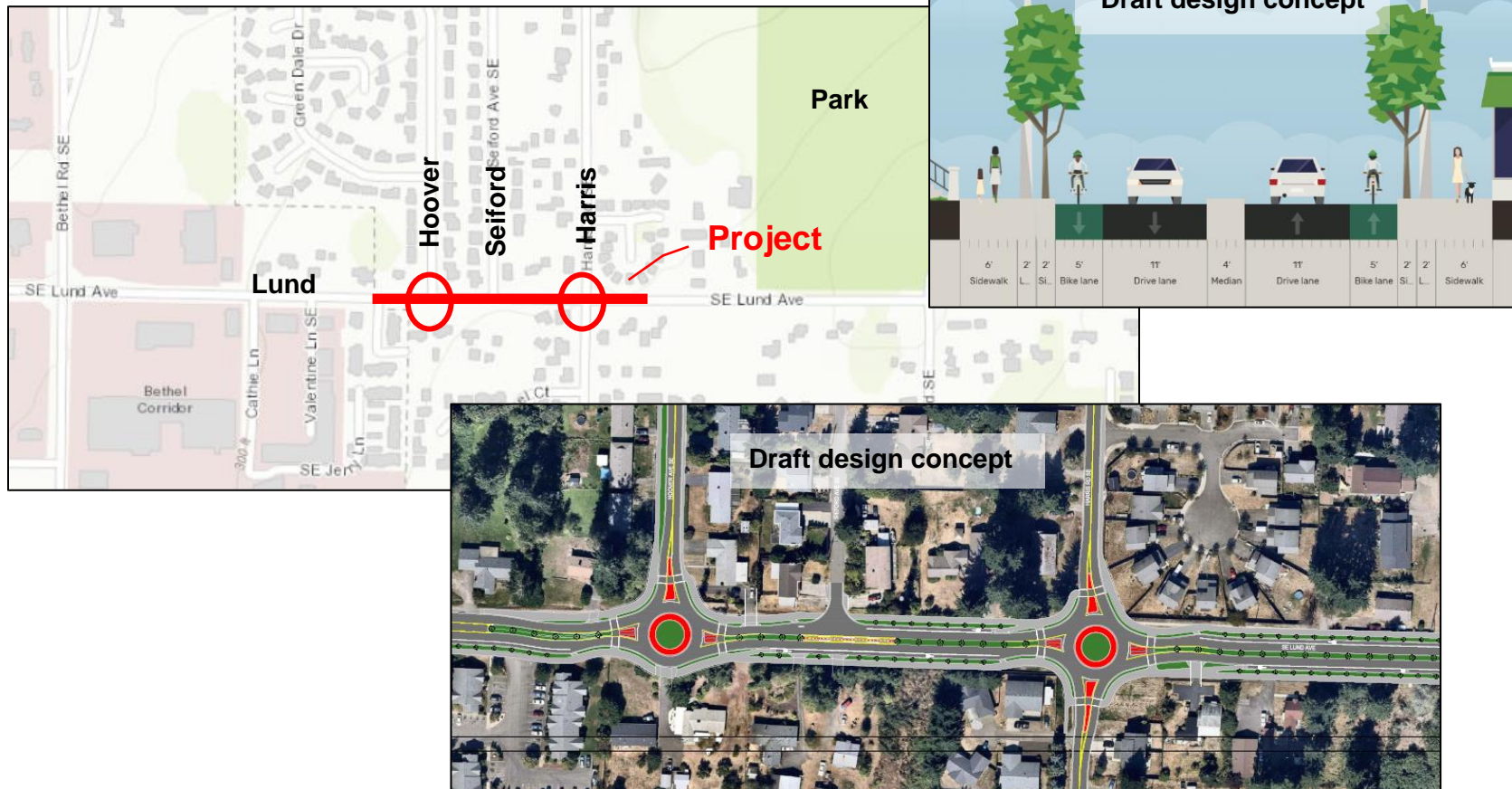
<i>SKTIS Priority</i>	<i>UGA-LAM -rural</i>	<i>"Need"</i>	<i>Project Name</i>	<i>Description</i>
1	PO UGA	TIP	Lund - city limits to Harris (TIP)(TIF)	Median Access Control, sidewalk and bike lanes, RBT at Hoover & Harris, RIRO at Seiford (900')
2	PO UGA	TIP	Lund - Harris to Jackson (TIP)(TIF)	Median Access Control, sidewalk and bike lanes, RBT at Chase (3,230')
3	WB/G UGA	Current Cap	National & Arsenal (TIF)	Intersection improvement
4	R South	#1 Safety Inter	Sidney & Pine	Intersection improvement
5	R South	Current Cap	Sidney & Lider (TIF)	Intersection improvement
6	PO UGA	Current Cap	Mile Hill _{1,3} Fircrest to Village	Sidewalk, bike lane, access management intersection improvements @ Fircrest & Village (900')
7	R South	#1 Safety Seg	Lake Flora ₂ - Hidden Acres to J M Dickinson (TIF)	Widen shoulders and left turn lanes where warranted (1.68 miles)
8	M LAMIRD	Community	Alaska - Mile Hill to Madrone	6' paved shoulder on west side with painted buffer. (1.33 miles)
9	PO UGA	Current Cap #3 Safety Inter	Lund & Jackson	Intersection and approaches improvement
10	R South	Future Cap	Lake Flora ₁ - Glenwood to Hidden Acres (TIF)	Widen shoulders and left turn lanes where warranted (1.05 miles) Culvert (22759)
11	PO UGA	Future Cap	Jackson ₃ - Lund to Salmonberry (TIF)	Sidewalks, bike lane, access management intersection improvements (2,650')
12	R South	Current Cap	Mullenix - SR 16 WB ramps to Horizon (TIF)	Widen Shoulders and EB climbing lane to Horizon (1,600') (continue to Deeridge? 2,800')
13	M LAMIRD	Community SRTS	Chester/Madrone - California to Alaska	Sidewalk, intersection improvements @ California & Chester (1,630')
14	PO UGA	Future Cap / Safety	Jackson ₁ - city limits to Ash	Sidewalks, bike lane, access management, -intersection improvements (Ash, Maple, Tamarack) (2,330').
15	R South	#10 Safety Inter	Mile Hill & Woods	Intersection improvements

SK-TIS Project Prioritization - Map

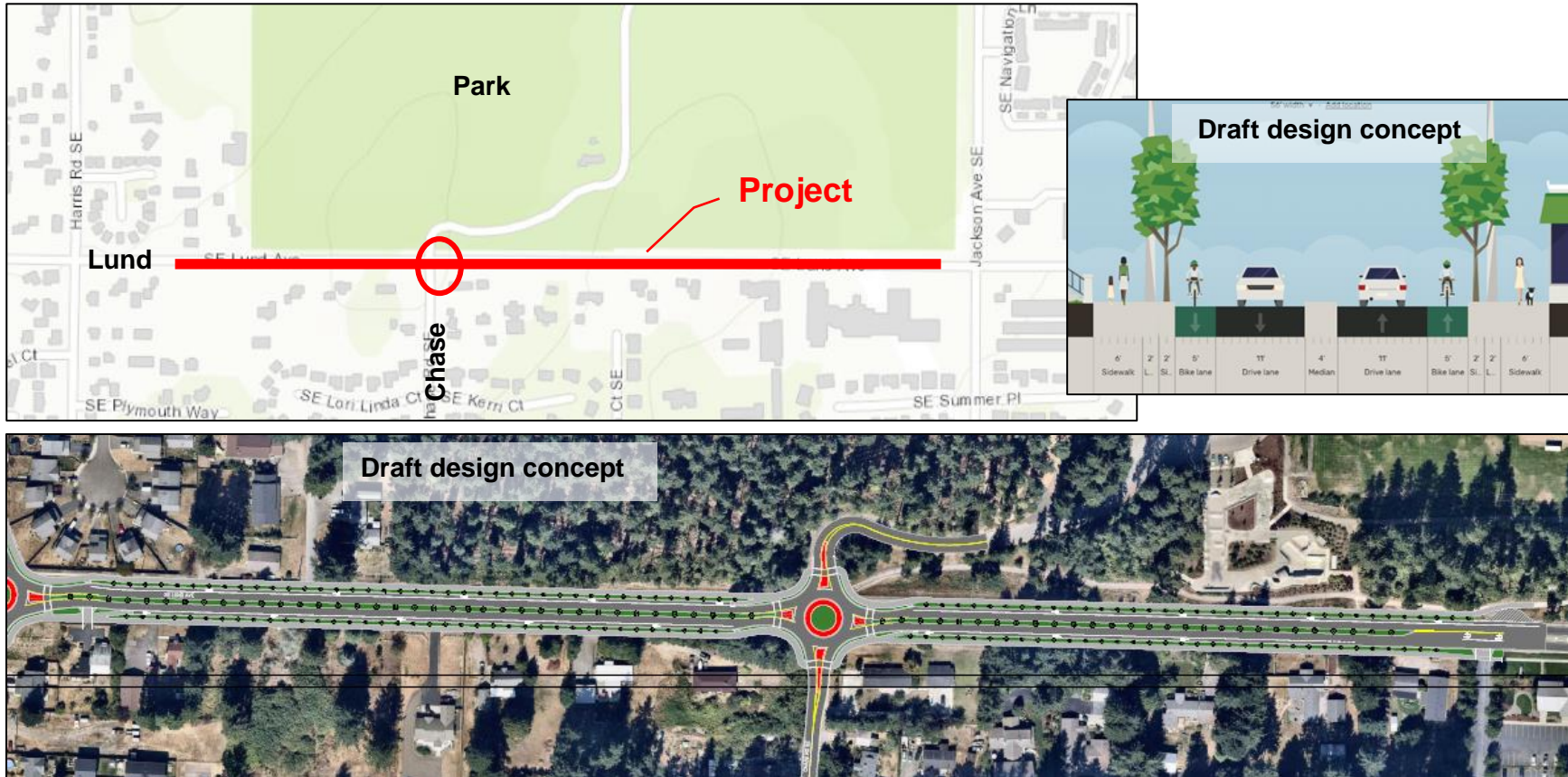


SK-TIS Project Prioritization - Project Summaries

- Lund – City Limits to Harris:** Median Access Control, sidewalk and bike lanes, roundabouts at Hoover & Harris, “right in – right out” at Seiford (900')
 - Existing TIP project (Design Only).
 - Capacity: Harris LOS = “F” in 2019, Segment LOS = “E” in 2036.
 - Transportation Impact Fee project.
 - High priority pedestrian facility (NMC, 2020), Medium priority NM Route (NMC, 2017)
 - Transit route/stops



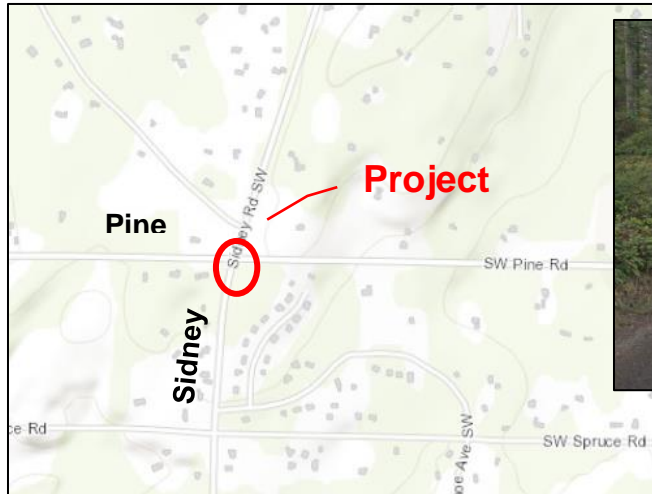
- **Lund – Harris to Jackson:** Median Access Control, sidewalk and bike lanes, roundabout at Chase (3,230')
 - Existing TIP project (Design Only).
 - Capacity: Chase LOS = “E” in 2019.
 - Transportation Impact Fee project.
 - High priority pedestrian facility (NMC, 2020), Medium priority NM Route (NMC, 2017)
 - Transit route/stops



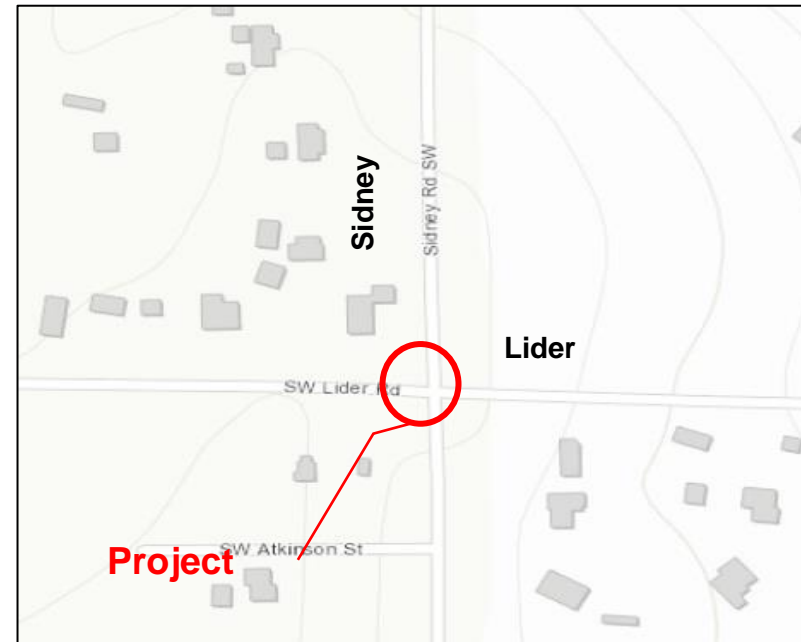
- **National & Arsenal:** Intersection improvement.
 - Capacity: LOS = “F” in 2019, Segment LOS = “E” in 2036.
 - Transportation Impact Fee project.
 - Safe Routes to School
 - Transit route/stops



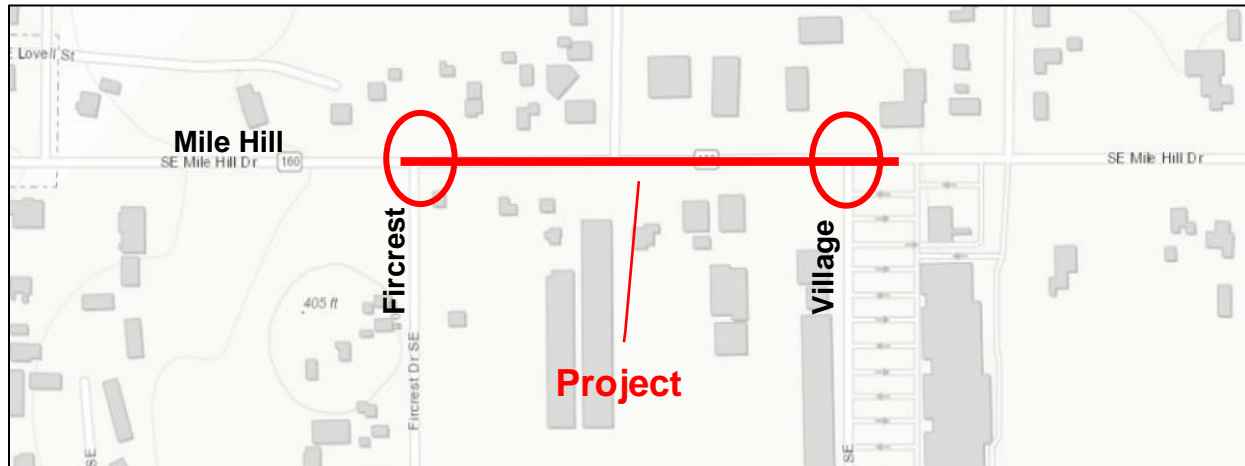
- **Sidney & Pine:** Intersection improvement.
 - #1 Safety intersection in County
 - Does not warrant signal



- **Sidney & Lider:** Intersection improvements
 - Capacity: LOS = "F" 2019.
 - Safety List (2019), low
 - Non-motorized Route
 - Transportation Impact Fee project
 - Doesn't meet signal warrants



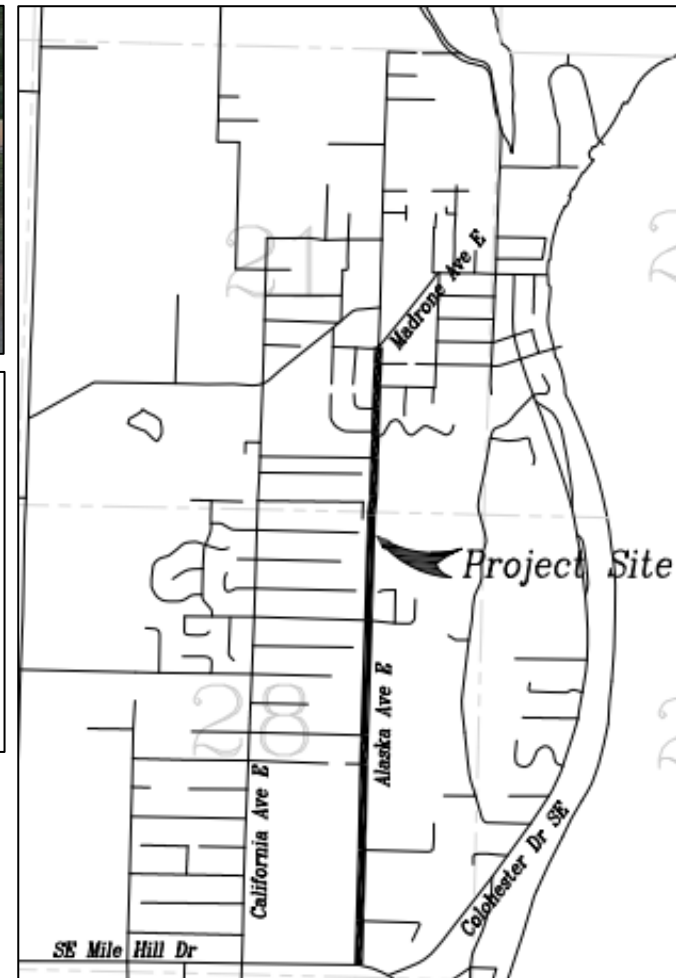
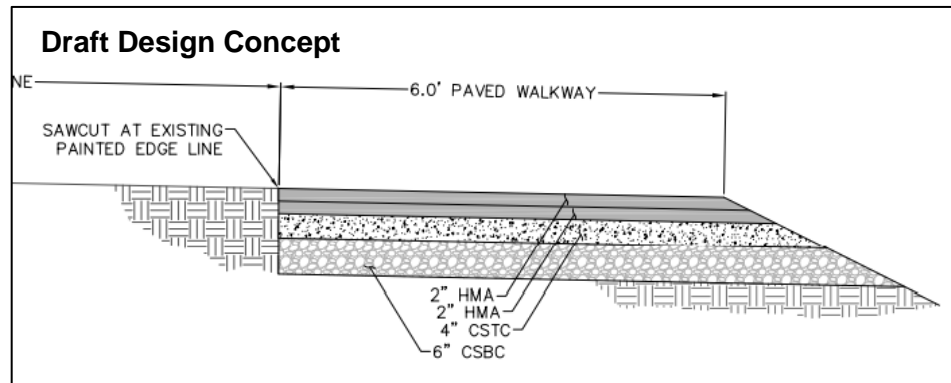
- **Mile Hill_{1.3} – Fircrest to Village.** Sidewalk, bike lane, access management, intersection improvements @ Fircrest & Village (900')
 - Capacity: Fircrest & Mile Hill LOS = “F” in 2019
 - #38 on Intersection Safety List.
 - Transportation Impact Fee project.
 - High priority NM Route (NMC, 2017)
 - Transit stop



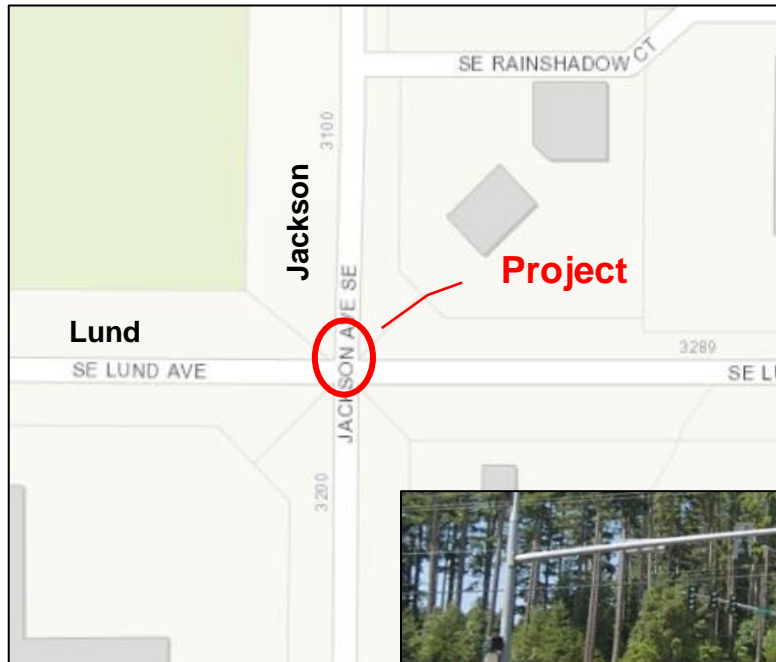
- **Lake Flora₂ - Hidden Acres to J M Dickinson:** Widen shoulders and left turn lanes where warranted.
 - #1 on Segment Safety List (2021).
 - Capacity: LOS = "F" in 2036.
 - Transportation Impact Fee project.
 - Critical culvert (Gorst Bypass List)
 - Park access
 - NM Route



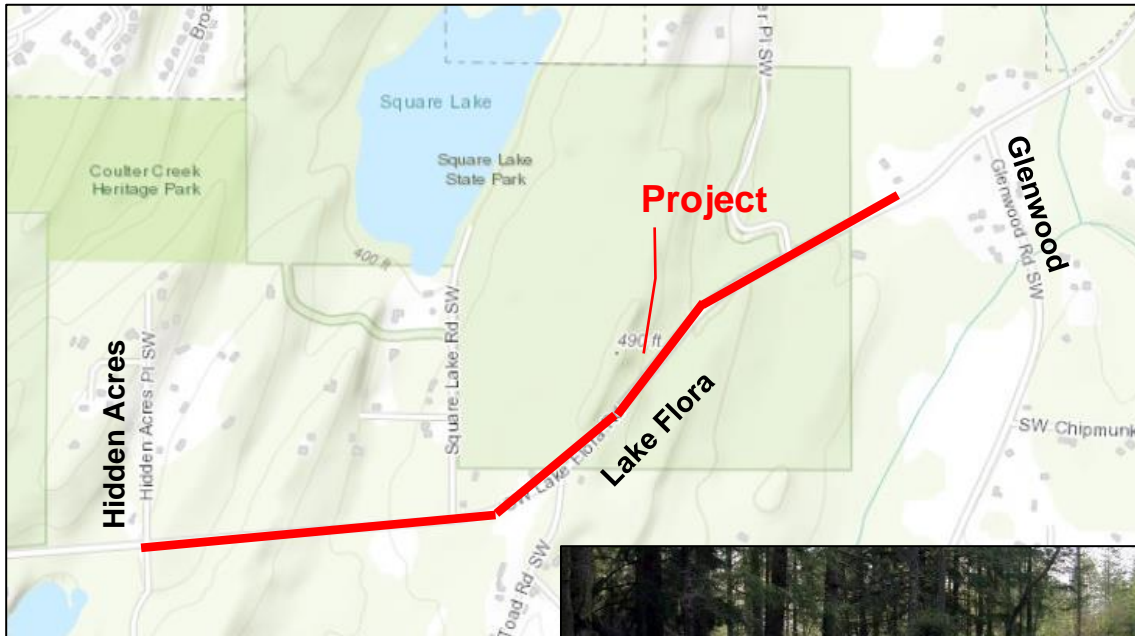
- **Alaska – Mile Hill to Madrone:** 6' paved shoulder on west side with painted buffer (1.33 miles).
 - Prior TIP project, cut for lack of funding
 - 30% designed
 - High priority pedestrian facility (NMC, 2020)
 - Culvert replacements



- **Lund & Jackson:** Intersection improvement.
 - #3 on Intersection Safety List (2021).
 - Capacity: Approaching segment LOS = “F” in 2019.
 - High priority pedestrian facility (NMC, 2020), Medium priority NM Route (NMC, 2017)
 - Transit stops



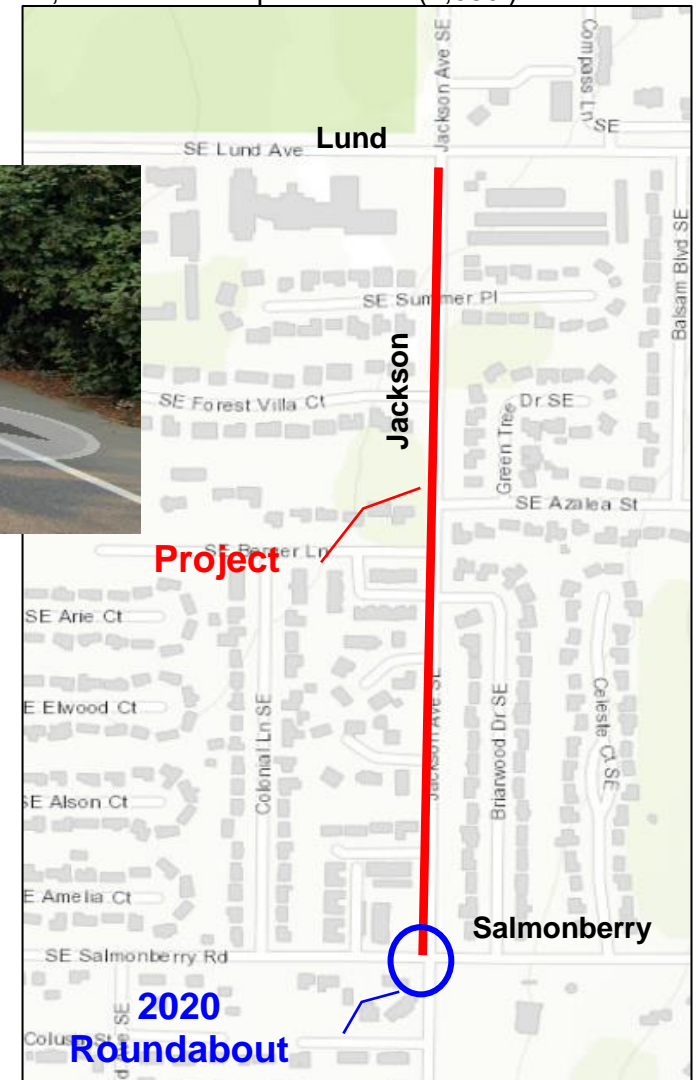
- **Lake Flora₁ – Glenwood to Hidden Acres** – Widen shoulder and add left turn lanes where warranted (1.05 miles)
 - Capacity: LOS = “E” & “D” in 2036.
 - Transportation Impact Fee project.
 - Fish Passage Barrier
 - Low priority NM Route (NMC, 2017)



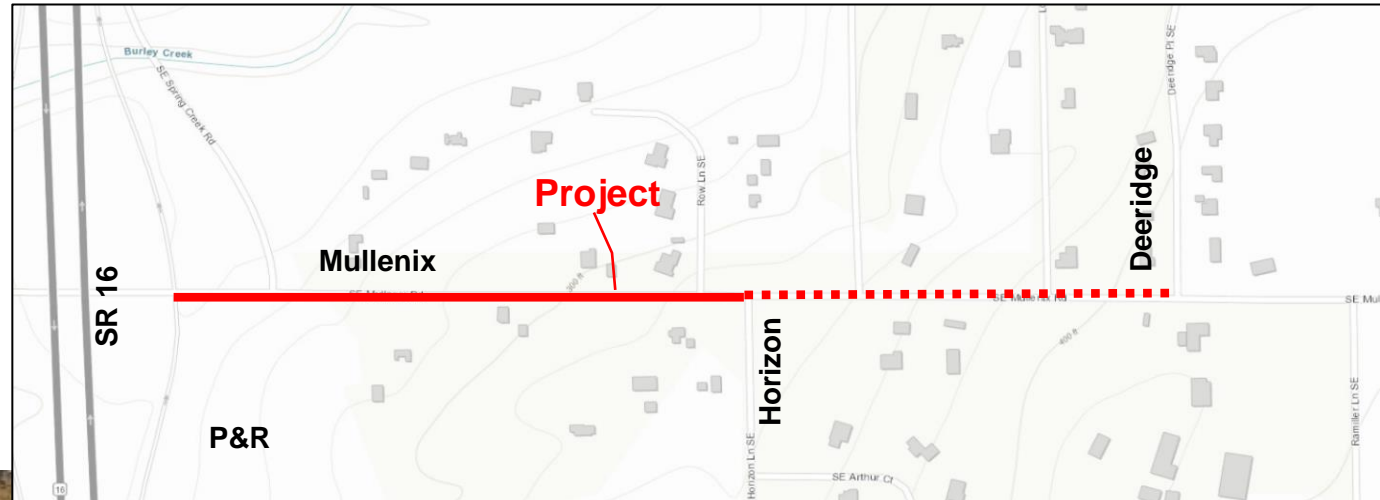
- **Jackson₃ – Lund to Salmonberry:** Sidewalks, bike lane, access management, intersection improvements (2,650')
 - Capacity: LOS = "D" in 2019.
 - Transportation Impact Fee project.
 - Low priority pedestrian facility (NMC, 2020), NM Route
 - Transit route/stops



Existing

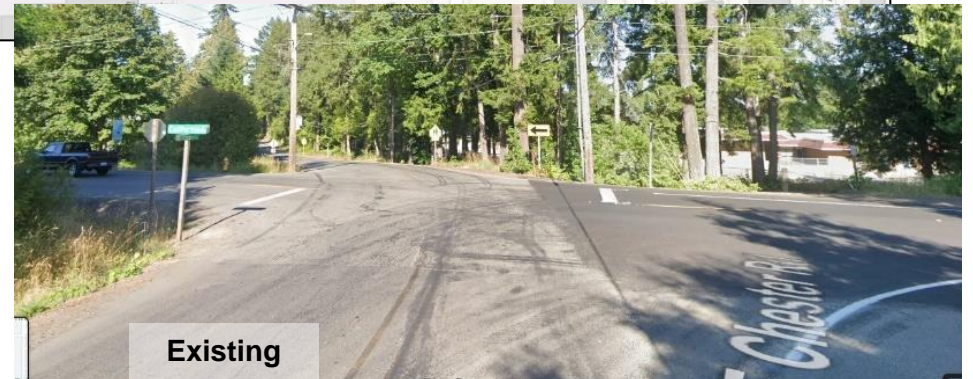
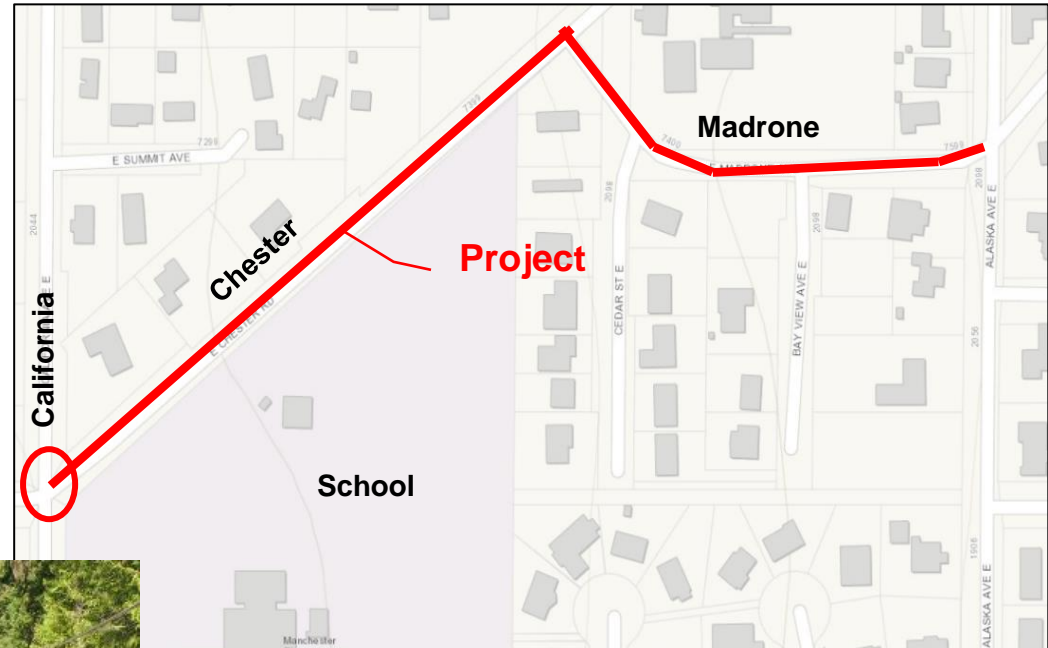


- **Mullenix – SR16 to Horizon:** Widen shoulder and eastbound climbing lane to Horizon (1,600') (continue to Deeridge 2,800')
 - Capacity: LOS = “E” & “D” in 2019, “F” 2036.
 - Transportation Impact Fee project.
 - Safety segment low.
 - High priority NM Route (NMC, 2017)
 - Park & Ride

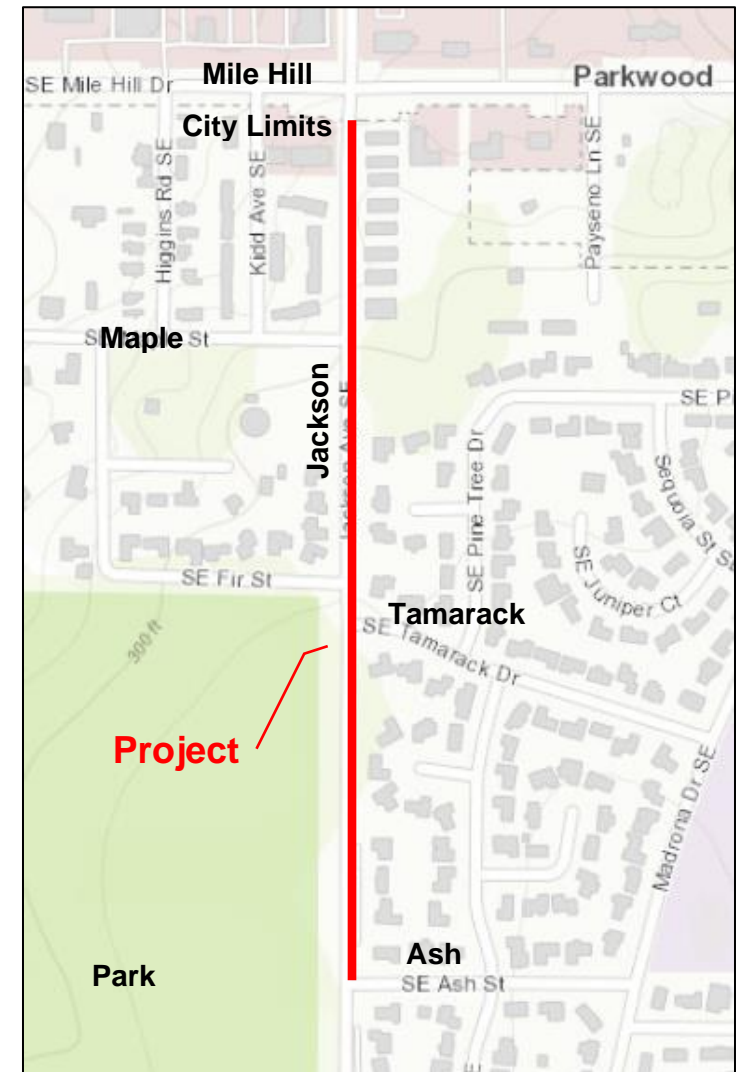


Existing

- **Chester/Madrone – California to Alaska:** Sidewalk, intersection improvements @ California & Chester
 - Safe Routes to School project
 - Transit route/stops



- **Jackson₁ – city limits to Ash: Sidewalks, bike lanes, access management, intersection improvements (Ash, Maple, Tamarack) (2,330')**
 - Capacity: LOS = “E” 2036.
 - Maple, Ash, & Tamarack on Safety List (2019), low
 - High priority Ped (NMC 2020) & NM Route (NMC, 2017)
 - Transit route & stops



- **Mile Hill & Woods:** Intersection improvement.
 - #10 Safety intersection in County
 - Naval Base Kitsap Freight Route
 - NM Route



(blank page)