

Funding Application

Competition Regional FHWA

Application Type Designated Growth Centers

Status submitted

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Prepopulated with screening form? Yes

Project Information

1. Project Title

Ridgetop - Mickelberry to Myhre Phase 1

2. Regional Transportation Plan ID

5611

3. Sponsoring Agency

Kitsap County

4. Cosponsors

N/A

5. Does the sponsoring agency have "Certification Acceptance" status from WSDOT?

Yes

6. If not, which agency will serve as your CA sponsor?

N/A

Contact Information

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Project Description

1. Project Scope

Phase 1 Construction project will construct the Ridgetop & Myhre intersection to corridor design, signals, lighting, ITS system; a 2nd eastbound lane and uphill bike lane to the vicinity of Sid Uhinck Drive; stormwater and installation of the main stormwater trunk line to vicinity Mickelberry Road.

The Ridgetop – Mickelberry to Myhre corridor project will add a travel lane and bike lane in each direction, widen sidewalks, improve Mickelberry and Myhre intersections, add a midblock intersection, lighting, and ITS.

2. Project Justification, Need, or Purpose

The Silverdale Transportation Implementation Strategy (S-TIS, 2018) identified the "Ridgetop - Mickelberry to Myhre" project as the highest priority need to address existing transportation needs and support anticipated growth and development of the Silverdale Regional Center.

Ridgetop Blvd. is the primary east-west corridor for all travel modes within the Center. The existing conditions and characteristics of the corridor cannot support the level of planned and expected activity within the Center. Within the corridor project:

- Congestion: Segment is failing, vehicle-to-capacity ratio (v/c) is 1.1 (failure 0.89), projected 2036 v/c will raise to 1.4.
- Travel lanes: Corridor is "piped down" from four travel lanes to two travel lanes and turn lane
- on both sides, creating a network gap within Silverdale.

 Unreliable transit travel times and access to new Silverdale Transit Center due to congestion.
- Segment crashes have high frequency, low severity caused by primarily congestion and high-volume turning movements conflicts.

Intersections' level of service projected to fail by 2036.

- Intersection crashes are primarily congestion and high-volume turning movements conflicts. Myhre ranks 8th and Mickelberry 6th of all intersections on the County's Intersection Safety list.
- The narrow and exposed existing sidewalks and "super blocks" in the corridor do not promote pedestrian movement between uses or with transit.

The corridor lacks bicycle facilities.

 As noted above, the congestion, safety, biking, and walkability issues within the Ridgetop Corridor create conflicts between modes.

Phase 1 construction will build the Ridgetop & Myhre intersection, improved access to the Silverdale Transit Center, and stormwater transmission to support the corridor improvements. This project phasing has independent utility within the Ridgetop - Mickelberry to Myhre corridor project. This section can be constructed as a stand-alone improvement and addresses the needs of the intersection and completes the gap in facilities connecting to SR 303.

Project Location

1. Project Location

Ridgetop Blvd. NW

2. Please identify the county(ies) in which the project is located. (Select all that apply.)

Kitsap

3. Crossroad/landmark nearest the beginning of the project Myhre Rd,

4. Crossroad/landmark nearest the end of the project

Mickeberry Rd.

5. Map and project graphics

Ridgetop_Maps_24.pdf

Local Plan Consistency

1. Is the project specifically identified in a local comprehensive plan? Yes

- 2. If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.
 - Regional Capacity List, project #5611
 - Kitsap County Comprehensive Plan (2016, pg. 4-106);
 - Draft Kitsap County Comprehensive Plan (2024 draft, pg. 110)

- Kitsap County Capital Facilities Plan (2016, pgs. 4-109-10);
 Non-motorized Facilities Plan (2016, 2018, Non-Motorized Facilities Map);
- Kitsap County 2024-2029, 6-year TIP project #32 "Ridgetop Mickelberry to Myhre Phase 1" (pg.9);
- Silverdale Transportation Implementation Strategy (STIS, 2018), #1 priority project (pgs. 7, 9, 12-15)
- 3. If no, please describe how the project is consistent with the applicable local

comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan. $\ensuremath{\mathsf{N/A}}$

Federal Functional Classification

1. Functional class name

14 Urban Principal Arterial

Support for Centers

1. Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).

The project is located within the Silverdale Regional Center. Ridgetop Boulevard is the primary east-west corridor within the Silverdale Regional Center and serves as the primary eastern entrance from SR 303 (Waaga Way) and is one of two roads that provide access from the Regional Center to SR3 and SR 303. Ridgetop Blvd. provides regional connections to Bremerton (Regional Center, Local Centers), Naval Base Kitsap – Bangor and Keyport (Military Centers), Poulsbo (Local Centers), Kitsap County, as well as the Olympic Peninsula.

The draft 2044 Comprehensive Plan, targeted growth for the overall Silverdale UGA includes 11,416 new people (56% increase) and 9,911 new jobs (73% increase) in the 20-year time horizon through 2044; pushing Silverdale to the 3rd largest urban area within Kitsap County by 2044. The growth planned the Regional Center emphasis dramatically increasing residential within an integrated and dynamic commercial, services, and employment community. Ridgetop Boulevard - Kitsap Mall Blvd is the primary east-west corridor within the Center, with "Ridgetop - Mickelberry to Myhre" serving as the eastern entrance from SR 303 (Waaga Way) and Kitsap Mall Blvd. providing western access to SR 3. Ridgetop Blvd. is anticipated to experience 40%-52% growth in traffic volumes by 2036 - the highest growth within the Regional Center. Ridgetop Blvd. is also critical to internal circulation for vehicles and transit with 91% of trips on this corridor beginning or ending within Silverdale. (S-TIS, 2018). The existing corridor design and multi-model access is not sufficient to support population and employment growth within the Center. To support existing uses and planned growth in the Regional Center, the "Ridgetop - Mickelberry to Myhre" project was identified as the #1 priority in the Silverdale Transportation Implementation Strategy (S-TIS).

Improving multi-modal access and circulation to and within the Center is critical to residential and employment growth and to supporting access and livability for older adults, people with disabilities, and people with low incomes. The project addresses each multi-modal need with tailored solutions based on user needs.

Identification of Population Groups

 Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.

People of Color

• The project census tract is near the regional average (32%, -3.9%). Adjacent census tracts directly served by this project: one is above the regional average (43%, +7.1%), two are near the regional average (32%, -3.9% & 31%, -4.9%)

People with Low Income

• The project census tract is above the regional average (23%, +2.3%). An adjacent census tract directly served by this project is near the regional average (20%, -0.7%)

Older Adults

• The project census tract is above the regional average (20%, +6.6%). Adjacent census tracts directly served by this project: two are above the regional average (17%, +3.6% & 17%, +3.8%).

 The project census tract is near the regional average (12%, -3.4%). Adjacent census tracts directly served by this project: one is above the regional average (19%, +3.6%), two are near the regional average (14%, -1.4% & 15%, -0.4%)

People with Disabilities

- The project census tract is above the regional average (15%, +4%). Two adjacent census tracts directly served by this project are above the regional average (14%, +3% & 17%, +6%). One adjacent census tract directly served by this project is near the regional average (9%, -2%)
- 2. Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.

Within the project census tract three populations have intersectional needs and are above the regional averages for:

• Older Adult, 20%, +6.6% above the regional average.

- People with Disabilities, 15%, +4% above the regional average.
 People with Low Income, 23% +2.3% above the regional average.

Four census tracts are directly served by this project and have impacted populations with intersectional needs. People with Disabilities and Older adults are present above the regional average in three of the four census tracts.

- People with Disabilities are present above the regional average in three census tracts served by the project: 17%, $\pm 6\%$ above the regional average; 15%, $\pm 4\%$ above the regional average; 14%, +3% above the regional average.
- Older Adults are present above the regional average in three census tracts served by the project: 20%, +6.6% above the regional average; 17%, +3.8% above the regional average, and 17%, +3.6% above the reginal average.

People of Color, Youth, and People with Low Income are present above the regional average in one of the four census blocks.

- People of Color are present above the regional average in one census tract served by the project, 43%, +7.1% above the regional average.
- Youth are present above the regional average in one census tract served by the project, 19%, +3.6% above the reginal average.
- People with Low Income are present above the regional average in one census tract served by the project: 23%, +2.3% above the reginal average.

Opportunity Index

The project census tract and two adjacent census tracts directly served by this project have a "Moderate" opportunity index and one adjacent census tract directly served by this project has a "Low" opportunity index.

Criteria: Development of Regional Growth Center

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

The Silverdale Regional Center is the dominate commercial, services, and medical centers for Kitsap County and the Olympic Peninsula and directly supports the 2nd (Central Kitsap UGA, 25,254 population) and 4th largest (Silverdale UGA, 20,217 population) urban populations in Kitsap County.

The draft 2044 Comprehensive Plan, targeted growth for the overall Silverdale UGA includes 11,416 new people (56% increase) and 9,911 new jobs (73% increase) in the 20-year time horizon through 2044; pushing Silverdale to the 3rd largest urban area within Kitsap County by 2044. The growth planned the Regional Center emphasis dramatically increasing residential within an integrated and dynamic commercial, services, and employment community. Ridgetop Boulevard - Kitsap Mall Blvd is the primary east-west corridor within the Center, with "Ridgetop - Mickelberry to Myhre" serving as the eastern entrance from SR 303 (Waaga Way) and Kitsap Mall Blvd. providing western access to SR 3. Ridgetop Blvd. is anticipated to experience 40%-52% growth in staffic volumes by 20.66 - the planet growth within the Bouleval Center Bidgeton Blvd. is also critical to integral circulation for web idea and within the Regional Center. Ridgetop Blvd. is also critical to internal circulation for vehicles and transit with 91% of trips on this corridor beginning or ending within Silverdale. (S-TIS, 2018). The existing corridor design and multi-model access is not sufficient to support population and employment growth within the Center. To support existing uses and planned growth in

the Regional Center, the "Ridgetop - Mickelberry to Myhre" project was identified as the #1 priority in the Silverdale Transportation Implementation Strategy (S-TIS).

Improving multi-modal access and circulation to and within the Center is critical to residential and employment growth and to supporting access and livability for older adults, people with disabilities, and people with low incomes. The project addresses each multi-modal need with tailored solutions based on user needs.

The elements of the project include adding a new travel lane in each direction: this solution is primarily supportive of increasing internal, external, and Express bus service to support the Center and the region. The project supports the #223, #332, and #333 bus routes and the newly constructed Silverdale Transit Center adjacent to SR 303. The added travel lanes significantly enhance reliable travel times, access stops within the travel lane for local and Express Bus routes to support growth within the Center, and increased linkage of the Silverdale/Central Kitsap UGA's to Silverdale to support use of transit as a viable daily transportation alterative. Once the Ridgetop Corridor is complete the added lane could potentially convert to a BAT lane to further support increased transit services. Increased performance, reliability, and access to transit will significantly assist Older Adults, People with Disabilities, and People with Low Income the mobility and access to jobs, services, and medical services within the Center as well as supporting residential living within Silverdale by reducing dependency on vehicles for daily transportation needs within the Center.

The non-motorized facilities (sidewalks, bike lanes, new mid-block crossing, and improved intersection crossings) will support pedestrian and bike movements within the Center, supporting residential growth, use of transit, allowing for trip chaining without using a vehicle, and increasing mobility Older Adults, People with Disabilities, and People with Low Income.

The Phase 1 Myhre Intersection has independent utility within the corridor to supports residential development and access; broad based, destination commercial (Costco, Trader Joe's, Best Buy), and medical services employment; and directly supports the Silverdale Transit Center. The Phase 1 project will significantly improve access to medical service at St. Michael Medical Center, surrounding medical services, Silverdale Transit Center, and destination regional commercial services that are specifically essential to older adults, people with disabilities, and people with low incomes throughout the County and the Center.

2. Describe how the project will support the development/redevelopment plans and activities of the center.

To address the transportation needs identified in the Regional Center Plan, Kitsap County developed a "Transportation Implementation Strategy" (S-TIS, 2018) for Silverdale. The S-TIS is a comprehensive technical analysis of existing and future transportation needs to support the Regional Center. The S-TIS identified and prioritized needed multi-modal transportation system improvements within the Regional Center to support the Regional Center Plan and the County's Transportation Implementation Program (TIP) project selection and programing process.

The S-TIS identified the Ridgetop Boulevard Corridor and specifically "Ridgetop – Mickelberry to Myhre" as the highest priority need to address existing transportation needs and support anticipated growth and development of the Silverdale Regional Center. "Ridgetop – Mickelberry to Myhre Phase 1 Construction" is the first construction phase of the corridor project. The phasing of the corridor project is based on supporting the current and anticipated long-term growth within the Regional Center; provide critical links for older adults, people with disabilities, and people with low incomes improved access to regional medical services, destination retail, and commercial services; and to provide independent utility within each phase to support growth within the Center.

The project will support the non-motorized Silverdale Regional Center Plan Goals and Policies listed in the Comprehensive Plan by:

- o Construct expanded sidewalks, bike lanes, and improved intersection crossing to link and enhancing walkability and bikability within and connections to the Center; linkage to the dense urban residential areas, Clear Creek Trail system within Silverdale and to the Markwick Trail extension of the Clear Creek Trail Shared Use Path.
- o Improve access to transit services.
- o Construct new mid-block intersection to break up the big-box retail super block to promote pedestrian, bike, and transit accessibility
- pedestrian, bike, and transit accessibility.
 o Construct new intersections to Improve safety for non-motorized crossing and vehicles.
 o Non-motorized facilities within the corridor will significantly assist Older Adults, People with Disabilities, and People with Low Income the mobility and access to jobs, services, and especially medical services within the Center.
- SRC Urban Community Goal 1. Create a compact, visually attractive, mixed use, urban community that prioritizes pedestrian safety and comfort and enhances the quality of life for all who live, work, or visit the Silverdale Regional Center.
- SRC Policy 11. Improve the Non-motorized Routes and Parks. The expanded and improved system shall increase mobility within Silverdale, provide transportation benefits, emphasize

récreational benefits and connect to the larger, regional land and water trail systems.

• SRC Policy 13. Promote the development of Complete Streets and Green Streets throughout Silverdale.

• SRC Policy 27. Expand the system of dedicated transportation facilities for pedestrians and bicyclists Non-motorized Routes and Parks that improve safety, comfort, and usability.

• SRC Policy 29. Maintain a seamless, safe and convenient pedestrian and bicycle network.

• SRC Policy 59. Support a multi-modal transportation system so that all people who live and work in the SRC have a variety of convenient low- or no-emission transportation options.

The project will support the Transit Silverdale Regional Center Plan Goals and Policies listed in the Comprehensive Plan by:

- o Constructing a second travel lane in each direction to reduce bus/vehicle conflicts, enhance transit access, travel time, and service reliability within the Center and support employee transit access to the Center and the Silverdale Transit Center
- o Breaking up the big-box retail super block with a new mid-block intersection to promote pedestrian, bike, and transit accessibility

o Improving safety at intersections and roadway segments.

- o Alleviating existing and future roadway segment capacity failure LOS.
- o Alleviating existing degraded and future failure intersections LOS levels.
- SRC Policy 22. Commit to local and regional transit that is supportive of a non-motorized component mode split.
- SRC Policy 23. Create urban centers that link with a high-capacity transit system, busses and other transit modes.
- SRC Policy 25. Promote transit ridership to reduce greenhouse gas emissions.
- SRC Policy 26. Collaborate with Kitsap Transit to improve the speed and reliability of transit service in Silverdale.

The project will support the following circulation and capacity Silverdale Regional Center Plan Goals and Policies listed in the Comprehensive Plan by:

- o Constructing a second travel lane in each direction to reduce bus/vehicle conflicts, enhance transit access, travel time, and service reliability within the Center and support employee transit access to the Center and the Silverdale Transit Center
- o Breaking up the big-box retail super block with a new mid-block intersection to promote pedestrian, bike, and transit accessibility.

o Improving safety at intersections and roadway segments.

- o Alleviating existing and future roadway segment capacity failure LOS.
- o Alleviating existing degraded and future failure intersections LOS levels.
- SRC Connectivity and Mobility Goal 6: Create a street system that supports the land use and transportation vision for the re-development of Silverdale.
- SRC Policy 33. Improve all modes of transportation within the Silverdale Regional Center and provide transitions to regional connections.
- SRC Policy 36. Interconnect all modes of transportation within the Silverdale Regional Center circulation network.
- SRC Policy 38. Design and construct circulation facilities and streetscapes to be an inviting pedestrian environment that supports an urban community and a variety of transportation choices.
- SRC Policy 39. Improve circulation and access for persons with disabilities.
- SRC Connectivity and Mobility Goal 9: Improve mobility for all modes of transportation and create a gateway at Silverdale's urban growth area or regional center edges.
- SRC Policy 45. Partner with Washington State Department of Transportation (WSDOT) and local property owners to improve connections between arterial streets and state highways.
- SRC Economic Development Goal 16: Maintain Silverdale's economic engine by accommodating and attracting a majority of anticipated job and housing growth for the Silverdale Urban Growth Area in the Regional Growth Center.
- SRC Policy 68. Phase development so that transportation, open space, and other infrastructure are in place or committed to serve the needs of growth.
- SRC Policy 69. Invest in infrastructure to encourage new development or re-development.
- 3. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.

Ridgetop Boulevard is the primary east-west corridor within the Silverdale Regional Center and serves as the eastern entrance from SR 303 (Waaga Way). The corridor is supports existing businesses of all sizes and industries: the project will allow the corridor to support the growth of the existing and new businesses of all sizes and industries.

The strategic importance of the Ridgetop corridor to Silverdale (and the County) was noted in the prioritization of the project in the Silverdale Transportation Implementation Strategy (S-TIS, 2018). The S-TIS noted that Ridgetop Blvd. is anticipated to experience 40%-52% growth in traffic volumes by 2036 – the highest growth within the Regional Center and that it is critical

to internal circulation for vehicles and transit with 91% of trips on this corridor beginning or ending within Silverdale. Characteristics of the travel demand and volumes show that the existing uses are not clustered within a monolithic industry dominating the volumes and peaks of traffic. Traffic volumes on Ridgetop Boulevard build during the morning and peak between 10:00 am and 12:00 and remain at a steady high until it begins to lessen after 6:00 pm. The constant high-volume level seems to show a mixture of retail and employment characteristics. The corridor supports a diversity of businesses types and sized within the corridor. Recent traffic counts indicate that traffic volumes are increasing faster than long range traffic modeling predictions. These recent traffic counts indicate an accelerated volume increase and pattern shift that will broaden the peak period to earlier in the morning and longer into the evening to reflect anticipated growth in medical services employment and shifts in retail and other services uses.

The corridor is experiencing growth at a higher than anticipated rate with significant developments related to regional medical services. The County's medical services is clustered around the corridor with St. Michael Medical Center (largest private employer in Kitsap County), Veteran's Clinic (2020), and extensive medical offices. The destination retail/commercial accessed via the corridor include the County's only Costco, Trader Joe's, and Sportsman Warehouse as well as Lowes, Goodwill, PetSmart, Best Buy, and Tractor Supply Company. Numerous small service and retail businesses operate within the Center. While seemingly dominated by large businesses, the Center has a healthy mix of business sized and types. The growth in residential within the Center and increased internal access/mobility of the project's non-motorized facilities and improvements to access, operations, and reliability will be specifically supportive of growth in smaller, community scale businesses.

4. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.

As noted above, the Regional Center has diversified from its origins as a commercial center and retail jobs to support a high wage boom in medical, financial, and regional commercial services. Improving multi-modal access and circulation to and within the Center is critical to residential and employment growth and to supporting access and livability for older adults, people with disabilities, and people with low incomes. The project addresses each multi-modal need with tailored solutions based on user needs.

The project improvements addressed in the prior questions support older adults and people with disabilities. First, they are the consumers of good and services within the center. From medical treatment to food to home improvement projects; they require convenient and reliable multi-modal transportation systems within the Ridge top corridor access those services and support livable job creation within the Cener. The flip side is that these population ae seeking to provide those goods and services and with support of the project have viable and realistic modal options to be job creators or the good/service provide paid a living wage. People with low incomes may have a more focused need to have viable and realistic modal options to access living wage jobs within the Center or regionally through a connected transportation system.

5. Describe how project expands job access

The project will benefit all user groups by:

• Reducing congestion, improving safety, and improving access for all modes.

Commuters will experience less congestion and safer corridor and transit performance:

- Adding two travel lanes and median controls will reduce segment LOS below failing.
- Reduced future intersection LOS to meet intersection LOS standard.
- Improved transit performance and reliability.
- Improved transit access.
- Improved access to Silverdale Transit Center.
- Improved bike connectivity to adjacent residential areas.

Residents will experience improved non-motorized access and connectivity:

- Reconstruct and widen sidewalks with upgraded ADA facilities and bus stops,
- A new mid-block intersection will be evaluated to provide an additional pedestrian crossing point.
- Connections with new Sid Uhinck Dr. signal providing direct pedestrian access for St. Michael Medical Center to the Silverdale Transit Center
- Added bike lanes in both directions. The project will explore low stress bike lane designs such as raised bike lanes.
- Connected with the new bike lanes on Ridgetop Blvd. north of Sid Uhinck Drive/SR 303.
- The project will explore "protected intersection" and roundabout designs for enhanced safety and efficient connectivity for pedestrians and bicycles.

Commercial users will experience:

• Reducing congestion and transit travel times by adding a travel lane in each direction from Mickelberry Rd. to Myhre Rd. and an east bound travel lane from Myhre Rd. to the new Sid Uhinck Dr. intersection (this will provide 4 travel lanes from Myhre Rd. to SR 303).

- Further reduce congestion and improve transit travel times by improving traffic flow, reliability, capacity, and safety on the roadway by use of a divided median, access control, and left/U-turn capacity at intersections.
- Improved intersection LOS at the Mickelberry Rd. and Myhre Rd. by restructuring turn movements and signalization. A new mid-block intersection will be investigated to support traffic circulation relative to the Myhre St. intersection and access within the super-block.
- Improved sidewalks and added bike lanes will promote a walkable community and improve access to transit.
- Supported transit services to a "High Demand" transit community.
- Provides direct access to the new Silverdale Transit Center. Freight benefits:
- Easier to make a right turn in & out of businesses with a semi-truck after we build the second lane each direction.
- The wider sidewalk will improve sight distance for vehicles exiting parking lots by pushing the shrubbery further back from the travel lanes.

Criteria: Mobility and Accessibility

1. Describe how the project improves access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.

The Ridgetop Blvd./Kitsap Mall Blvd. is the primary east-west corridor within the Regional Center with the Silverdale Way the primary north-south corridor. The Silverdale Regional Center is the dominate commercial, services, and medical centers for Kitsap County and the Olympic Peninsula and directly supports the 2nd (Central Kitsap UGA, 25,254 population) and 4th largest (Silverdale UGA, 20,217 population) urban populations in Kitsap County.

The corridor and Phase 1 Myhre Intersection project supports residential development and access; broad based, destination commercial (Costco, Trader Joe's, Best Buy), and medical services employment; and directly supports the Silverdale Transit Center. The Phase 1 project will most significantly improve multi-modal access to medical service at St. Michael Medical Center, surrounding medical services, Silverdale Transit Center, and destination regional commercial services that are specifically essential to older adults, people with disabilities, and people with low incomes throughout the County and the Center.

Between Myhre Rd./Sid Uhinck Dr. and Silverdale Way, Ridgetop Blvd's two-travel lane configuration is a constricting segment and gap within the Center's circulation network. The "piping down" of the corridor causes congestion and safety issues along the segment and intersections as well as the secondary road network feeding in the corridor. Specifically, the existing and forecasted congestion levels significantly impact transit travel times/reliability, vehicle access, emergency services, and Transit Center operations. The added travel lanes will allow transit to "stop in lane" to load/unload passengers within the corridor and reduce total vehicle congestion within the corridor. Improved transit access and reliability will support internal transit speed and reliability within the Center, within the Silverdale UGA, and regional connecting transit services.

The Ridgetop corridor has a "super block" configuration with a 5' existing sidewalk network does not support pedestrian movements well nor provide good access to transit. The project will widen the sidewalks and improve pedestrian crossings and ADA facilities at the existing intersections. A new midblock crossing is added to break-up the "super block" and provide additional pedestrian crossing points.

The Ridgetop corridor lacks bike facilities. The project will add bike lanes in both directions to support bike access to major destinations and an uphill bike lane to Sid Uhinck Dr. to provide bike access to the Transit Center.

 Describe how the project will improve mobility within the center and enhance opportunities for active transportation that can provide public health benefits.
 For example, through providing or improving: walkability; public transit access, speed and reliability; bicycle mobility; streetscapes; traffic calming; TDM; ITS and other efficiencies, etc.

Ridgetop Blvd. is the primary east-west corridor for all travel modes within the Center. The existing conditions and characteristics of the corridor cannot support the level of planned and expected activity within the Center. Within the project:

- Congestion: Segment is failing, vehicle-to-capacity ratio (v/c) is 1.1 (failure 0.89), projected 2036 v/c will raise to 1.4.
- Travel lanes: Corridor is "piped down" from four travel lanes to two travel lanes and turn lane.
- Unreliable transit travel times and access to new Silverdale Transit Center due to

congestion.

• Segment crashes have high frequency, low severity caused by primarily congestion and high-volume turning movements conflicts.

Intersections' level of service projected to fail by 2036.

- Intersection crashes are primarily congestion and high-volume turning movements conflicts. Myhre ranks 8th and Mickelberry 6th of all intersections on the County's Intersection Safety list.
- The narrow and exposed existing sidewalks and "super blocks" in the corridor do not promote pedestrian movement between uses or with transit.

The corridor lacks bicycle facilities.

• Congestion, safety, biking, and walkability issues within the Ridgetop Corridor create conflicts between modes.

Pedestrian circulation within Silverdale is hampered by a "super block" land use pattern, minimal geometrics of the existing sidewalks, ADA issues, and minimal pedestrian geometrics at intersections. Silverdale has a nearly complete system of narrow, exposed sidewalks which provide a low level of support for walkability within the Center.

The Regional Center is divided north-south by the Clear Creek natural area. The Ridgetop Blvd. corridor projects will connect the eastern portion of the Center to the Clear Creek Trail system of soft trails and shared use paths. The corridor projects builds off recently completed non-motorized facilities connecting Old Town Silverdale (Bayshore Dr. and Bucklin Hill Bridge projects) to the Clear Creek Trail system and Ridgetop Blvd. within the central part of the Center.

North the SR 303 along Silverdale Way, the Clear Creek Trail becomes shared use path (paved) connecting the Silverdale Way entrance of the Center to Naval Base Bangor Regional/County Military Center (via Trigger Avenue Gate). The Clear Creek Trail - Markwick Extension (currently a wide, gravel trail between Silverdale Way and Ridgetop Blvd.) is planned for improvement to a paved shared use path (within an enhanced/reclaimed wetland complex) connecting to the new bike lanes and sidewalk improvements on Ridgetop Blvd. (2016 & 2020) (north of SR 303). The sidewalk and bike lane improvements to Ridgetop Blvd. north of SR 303 connect high density residential, Ridgetop Middle School, and Silver Ridge Elementary School areas to the Regional Center.

The Ridgetop Blvd. corridor is the primary east-west connector and transit corridor within the Center. The project will:

- Construct widened sidewalks, ADA enhancements, safer intersection crossings, and add bike lanes.
- Support pedestrian and bicycle linkage to the Clear Creek Trail system within Silverdale and to the Clear Creek Trail Markwick Trail extension shared use path.

Add a mid-block intersection to break up the "super-block".

• Improve pedestrian connections to transit stops and improve transit speed, reliability, and access to the Silverdale Transit Center.

Transit

Ridgetop Boulevard is the "transit corridor" within Silverdale for Kitsap Transit. Silverdale Regional Center is served by seven Kitsap Transit routes: 202, 212, 223, 235, 237, 332, 333. Routes 223, 332, and 333 currently utilize Ridgetop Boulevard and 235 crosses it on Mickelberry. Kitsap Transit moved the Silverdale Transit Center to property accessing Ridgetop Blvd. near SR 303 (Waaga Way). With this move, the Ridgetop Boulevard role as the "transit corridor" in Silverdale will increase.

The "Ridgetop – Mickelberry to Myhre" segment is currently failing with a vehicle-to-capacity ratio (v/c) of 1.100 (failure v/c level is 0.890) and with a projected ADT growth of 42% by 2036, the v/c will raise to 1.375. Congestion within the corridor disrupts three Kitsap Transit bus routes and reduces the potential for transit ridership growth and high-capacity transit service within the "transit corridor" Regional Center.

This project will support transit by:

- Reducing congestion and transit travel times by adding a travel lane in each direction from Mickelberry Rd. to Myhre Rd. and an east bound travel lane from Myhre Rd. to the new Sid Uhinck Dr. intersection (this will provide 4 travel lanes from Myhre Rd. to SR 303).
- Further reducing congestion and improve transit travel times by improving traffic flow, reliability, capacity, and safety on the roadway by use of a divided median, access control, and left/U-turn capacity at intersections.
- Improving intersection LOS at the Mickelberry Rd. and Myhre Rd. by restructuring turn movements and signalization. A new mid-block intersection will be investigated to support traffic circulation relative to the Myhre St. intersection and access within the super-block.
- Improving sidewalks and adding bike lanes will promote a walkable community and improve access to transit.
- Supporting transit services to a "High Demand" transit community.
- Providing direct access to the new Silverdale Transit Center.

The Phase 1 project will significantly improve mobility via all modes for older adults, people with disabilities, and people with low incomes within Center and access to the Center.

3. Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).

Congestion

All roadway segments within the Ridgetop Blvd. corridor are failing with v/c ratios greater than 0.890 (Kitsap County LOS level). The corridor is identified as a "Recommended Roadway Improvement" in the Kitsap County Comprehensive Plan (2016, pg. 4-110) and the highest priority project in the draft Silverdale Transportation Implementation Strategy (S-TIS, 2018).

The "Ridgetop – Mickelberry to Myhre" segment is currently failing with a vehicle-to-capacity ratio (v/c) of 1.100 (failure v/c level is 0.890) and with a projected ADT growth of 42% by 2036, the v/c will raise to 1.375. Congestion within the corridor disrupts three Kitsap Transit bus routes and reduces the potential for transit ridership growth and high-capacity transit service within the "transit corridor" of the Regional Center. As soon as this summer, Kitsap Transit's proposed route changes will increase the number of routes using Ridgetop Blvd from three to seven.

Mickelberry Rd. to Myhre Rd.

Existing ÁDT: 12,600
Existing v/c: 1.100
Future ADT: 15,750
Future v/c: 1.375
% Change: +42%

Traffic volumes on Ridgetop Blvd. build during the morning and peak between 10:00 am and 12:00 and remain at a steady high until it begins to lessen after 6:00 pm. The constant high-volume level seems to show a mixture of retail and employment characteristics with a district draw of trips during lunch time. However, recent traffic counts indicate that traffic volumes are increasing faster than long range traffic modeling predictions. These recent traffic counts indicate an accelerated volume increase and pattern shift that will broaden the peak period to earlier in the morning and longer into the evening to reflect anticipated growth in medical services employment and shifts in retail and other services uses.

The trip types within the corridor demonstrates its nature as an entry point to the and primary corridor within the Regional Center. Between Myhre and SR 303, The trips are predominately trips entering or leaving (83%) the Regional Center, reflecting a commuter and destination type of trip. As the corridor moves west its nature transitions support internal trips (34%), trips moving within the Regional Center.

Trip characteristics by segment:

Myhre Rd. to SR 303 • Internal Trips: 4%

Start/End with Regional Center: 83%

Pass Thru Regional Center: 13%

Recent traffic counts indicate that traffic volumes are increasing faster than long range traffic modeling predictions noted above. These recent traffic counts indicate an accelerated volume increase and pattern shift that will broaden the peak period to earlier in the morning and longer into the evening to reflect anticipated growth in medical services employment and shifts in retail and other services uses.

Between Myhre Rd./Sid Uhinck Dr. and Silverdale Way, Ridgetop Blvd's travel lane configuration is a constricting segment and gap within the Center's circulation network. The "piping down" of the corridor causes congestion and safety issues along the segment and intersections as well as the secondary road network feeding in the corridor. Specifically, the existing and forecasted congestion levels significantly impact transit travel times/reliability, vehicle access, emergency services, and Transit Center operations. The added travel lanes will allow transit to "stop in lane" to load/unload passengers within the corridor and reduce total vehicle congestion within the corridor. Improved transit access and reliability will support internal transit speed and reliability within the Center, within the Silverdale UGA, and regional connecting transit services.

• Adding two travel lanes and access controls will reduce segment LOS below failing; improve transit travel time and reliability; and complete the gap in the road network.

The level of service (LOS) of the signalized intersection at Myhre Rd. and Mickelberry Rd. are currently operating at LOS C (D is failing). By 2036 all the signalized intersections within the corridor will be failing.

Intersection LOS

Myhre Rd./Ridgetop Blvd.

 Existing LOS: C Future LOS: E

Mickelberry Rd./Ridgetop Blvd.

 Existing LOS: C • Future LOS: E

The project will:

Improve multi-modal access and connectivity within and to the Center.

 Reduce existing and future segment LOS to meet roadway congestion standards by: o Adding a travel lane in each direction from Mickelberry Rd. to Myhre Rd. and an east bound travel lane from Myhre Rd. to the new Sid Uhinck Dr. intersection (this will provide 4 travel lanes from Myhre Rd. to SR 303).

o Improving traffic/transit flow, reliability, capacity, and safety by use of access management.
• Reduce future intersection LOS to meet intersection LOS standards by:

o Expanded and improved geometric design of intersections at Mickelberry Rd. and Myhre Rd. and restructuring turn movements.

o The signal controls will be integrated into the Regional Center's "Code Greem" ITS optimization system being installed in 2024.

o A new mid-block intersection will be added to support traffic circulation relative to the Myhre St. intersection and access within the supper-block. This intersection may in in lieu of a second south-bound left-turn lane from Myhre Rd.

 Reduce crashes and conflicts at intersections through improved intersection design and geometrics.

Incomplete sidewalk system:

Pedestrian circulation within Silverdale is hampered by the "super block" land use pattern, minimal geometrics of the existing sidewalks, and minimal pedestrian geometrics at intersections. Silverdale has a nearly complete system of sidewalks, Clear Creek Trail system of soft trails, and connections to the Clear Creek Trail Shared Use Path and Markwick Trail extension. The existing sidewalks on Ridgetop Boulevard provide a low level of support for walkability within the corridor.

The project will:

 Reduce crashes and conflicts at intersections through improved intersection design and geometrics. Protected intersection design will be explored to enhance pedestrian and bicycle safety, reduce conflicts, and provide lower stress facilities.

• Rebuild and expand the sidewalks on Ridgetop Boulevard to Silverdale Design Standards with increased urban design widths. The sidewalk improvements will significantly increase walkability within the corridor and increase use of walking for internal trips within Silverdale.

• Add bike lanes from Mickelberry Rd. to Myhre Rd. on both side and an up-hill bike lane from Myhre Rd. to the new Sid Uhinck Rd. intersection.

• Support pedestrian and bicyclist linkage to the Clear Creek Trail system within Silverdale and to the Markwick Trail extension of the Clear Creek Trail Shared Use Path.

Transit

Ridgetop Boulevard is the "transit corridor" within Silverdale for Kitsap Transit. Silverdale Regional Center is served by seven Kitsap Transit routes: 202, 212, 223, 235, 237, 332, 333. Routes 223, 332, and 333 currently utilize Ridgetop Boulevard and 235 crosses it on Mickelberry. Kitsap Transit's Silverdale Transit Center is located at Ridgetop Way near SR 303 Waaga Way. With this Transit Center location, the Ridgetop Blvd's role as the "transit corridor" in Silverdale will increase.

The Silverdale Transportation Implementation Strategy (S-TIS) identified the eastern part of the Regional Center as a "High Demand" area for transit. The Transit Demand Index utilized the combined densities of low-income populations, zero vehicle households, renters, people with disabilities, seniors, and youth at the block level to identify areas of higher transit needs.

The limited roadway capacity, congestion, and intersection LOS limits transit travel times, reliability, and ability to expand service within the Center.

This project will:

 Reduce congestion and transit travel times by adding a travel lane in each direction from Mickelberry Rd. to Myhre Rd. and an east bound travel lane from Myhre Rd. to the new Sid Uhinck Dr. intersection (this will provide 4 travel lanes from Myhre Rd. to SR 303). Transit can stop "in lane" reducing transit conflicts and merge wait times.

- Further reduce congestion and improve transit travel times and reliability by improving traffic flow, reliability, capacity, and safety on the roadway by use of access control, and refined intersection operations.
- Improve the intersection LOS at the Mickelberry Rd. and Myhre Rd. and new mid-block intersection.

Modal conflicts:

As noted above, the congestion, safety, biking, and walkability issues within the Ridgetop Corridor create conflicts between modes. Vehicle congestion impacts transit travel times and reliability and safety conflicts between pedestrians/bikes and vehicles limit walkability within the Center.

The "Ridgetop - Mickelberry to Myhre" project will reduce modal conflicts by:

- Alleviating existing and future roadway segment capacity failure LOS,
- Alleviating existing degraded and future failure intersections LOS levels,
- Improving safety and removing two intersections from the County's Intersection Safety List,
- Enhancing transit travel time and service within the Center's transit corridor and support the proposed Silverdale Transit Center,
- Enhancing walkability and modal shift within the corridor.
- Adding bicycle connectivity to and within the Regional Center.

Ridgetop Boulevard is a Tier 3 Freight Route providing local freight access. Ridgetop Blvd. is the primary east-west freight corridor within the Center. This project incorporates design criteria to support freight movements within the Ridgetop Corridor and Silverdale Regional Center.

4. Identify existing gaps

Older adults and people with disabilities within the project area have heightened mobility constraints to live in, work, and access the Silverdale Regional Center due to existing and forecasted congestion, safety, walkability, biking, and transit constraints detailed previously. People with low incomes share the heightened mobility constraints with regards to reasonable modal choice options for support daily transportation needs. Lower wage employers can be less forgiving to minor 2-3 minutes lateness and day care facilities have significant penalties for late pickups of children.

The added mobility elements such as adding travel lanes, new mid-block crossing, and intersection improvements to improve transit reliability and speed, reduced congestion, and improved safety will significantly reduce or eliminate existing barriers to access critical services needed for older adults and people with disabilities such a medical services (St. Joseph's Medical Center, Veterans Clinic, medical offices), destination retail, and services provided in the Center. People with low incomes will experience significantly improved transportation options that support their daily transportation needs and access to employment opportunities within the Center or through improved access to regional transit services.

Widened sidewalks, added midblock crossing, intersection improvements, and added bike lanes will significantly enhance integration of housing, employment, and transportation opportunities within the Center and use of walking, biking, and rolling as primary modes within the Center and UGA to access daily needs, services, and enhanced working options. The walk, bike, and roll facilities will reduce or eliminate barriers to multi-modal integration and options for older adults, people with disabilities, and people with low incomes.

Criteria: Outreach and Displacement

1. Describe the public outreach process that led to the development of the project.

The Ridgetop – Mickelberry to Myhre project is the result of continuous and long-term community driven involvement and engagement for the Kitsap County Comprehensive Plan, Silverdale Sub-Area Plan, Silverdale Regional Center Plan, Silverdale Transportation Implementation Strategy, and Transportation Improvement Program processes.

The primary and supportive planning processes individually identify impacted communities and developed strategies to involve and engage the communities in development of the policies, plans, and strategies for the County and Silverdale. Census based population data resources are used to identify formal populations for targeted engagements with additional assessments based on the specific nature of the planning purpose, area, and process. The engagement processes are reviewed annually in Title 6 reporting and through national Public Works certification processes.

Engagement methods vary in scale from Countywide, subarea, or project levels with targeted strategies development based on the population and nature of the process. The County engaged the community directly through social media, community gatherings, open houses, group and individual engagements, and formal public hearings to help shape the community

visions to County policies, plans, and projects. Each process assessed EFA equity populations and tailored public engagement to support participation in the planning processes.

The County utilized Community Advisory Council/Committees thought the planning process as liaisons with communities and to assist in assessing and identifying populations, concerns, and ideas.

2. Describe how this outreach influenced the development of the project.

The Comprehensive Planning process established the community goals and policies for the County, setting the land use, transportation network, and community scope and purpose. Those goals and policies were further refined in a follow-on outreach process to concentrate on the Silverdale UGA Sub-Area Plan. The plan developed a strategic vision for Silverdale refining the purpose, function, and design of areas within the UGA. The subarea plan set the framework and functional intent of the Ridgetop/Kitsap Mall Blvd. and Silverdale Way corridors as the primary east-west and north-south transportation corridors in Silverdale, which allows for the community scaling of the other segments of the road network. The Silverdale Regional Center Plan worked with the community on strategies to intensive land use, design, and transportation network needs and solutions to accommodate further concentration of house and employment within the core of Silverdale. Through engagement approaches noted above, community input directly shaped the Communities' visions and provided the framework for project level design and prioritization.

Within this framework project-level planning processes occurred, some moving to construction and others to "pre-design" level planning. To address the transportation needs identified in the Regional Center Plan and emerging needs identified through target outreach, Kitsap County developed a "Transportation Implementation Strategy" (S-TIS, 2018) for Silverdale. The S-TIS is a comprehensive technical analysis of existing and future transportation needs to support the Regional Center. The S-TIS identified and prioritized needed multi-modal transportation system improvements within the Regional Center to support the Regional Center Plan. The S-TIS identified the Ridgetop Boulevard Corridor and specifically "Ridgetop – Mickelberry to Myhre" as the highest priority need to address existing transportation needs and support anticipated growth and development of the Silverdale Regional Center.

The Phase 1 Myhre Intersection Construction has independent utility within the corridor to support residential development and access; broad based, destination commercial (Costco, Trader Joe's, Best Buy), and medical services employment; and directly supports the Silverdale Transit Center. The Phase 1 project will significantly improve access to medical service at St. Michael Medical Center, surrounding medical services, Silverdale Transit Center, and destination regional commercial services that are specifically essential to older adults, people with disabilities, and people with low incomes throughout the County and the Center.

The S-TIS process conducted extensive engagement with community-based organizations and targeted populations via social media, community gatherings, open houses, and group and individual engagements to help shape the strategy to implement the community transportation vision for the Center. A working group of residents representing non-motorized, economic development, and transit interests assisted in identifying transportation needs and solutions. Community-based groups assisting the identification and recommendations include: Central Kitsap Community Advisory Council, Kitsap County Non-Motorized Facility Community Advisory Committee, Clear Creek Trail Association, and Rotary Club.

Key to the prioritization and solution design, the project includes adding a new travel lane in each direction: this solution came from the public's desire to have improved transit service and less congestion and is primarily supportive of increasing internal, external, and Express bus service to support the Center and the region. The project supports the #223, #332, and #333 bus routes and the newly constructed Silverdale Transit Center adjacent to SR 303. The added travel lanes will significantly enhance reliable travel times, retain stops within the travel lane for local and Express Bus routes to support growth within the Center, and increase linkage of the wider Silverdale/Central Kitsap UGA's to the Silverdale Regional Center to support use of transit as a viable daily transportation alterative. Increased performance, reliability, and access to transit will significantly improve Older Adults, People with Disabilities, and People with Low Income's mobility and access to jobs, services, and medical services within the Center as well as supporting residential living within Silverdale by reducing dependency on vehicles for daily transportation needs within the Center.

The non-motorized facilities (sidewalks, bike lanes, new mid-block crossing, and improved intersection crossings) were included in the project solution to support the desire and need for pedestrian and bike movements within the Center, supporting residential growth, use of transit, allowing for trip chaining without using a vehicle, and increasing mobility for Older Adults, People with Disabilities, and People with Low Income.

The Ridgetop - Mickelberry to Myhre project was assessed as a candidate project in the County's annual TIP process for potential programming and funding of the project. The TIP

process is a competitive process which evaluates candidate projects throughout the County for how the project supports multiple County Policies and selects the projects that will advance to construction utilizing limited County revenue and identified grant opportunities.

3. Identify topology of location

The project is within a Low Displacement Risk area. No residential properties are directly impacted by ROW needs for the project. A primary intent of the project is supporting increased housing and affordable housing within the Regional Center through improving transit service and access: walk, bike, and roll system linkages and improvements; and promoting affordable transportation alternatives.

The project is within a "Promote Investment & Opportunity" typology. The Draft Kitsap County Comprehensive Plan proposed use of low-income housing tax incentives to promote inclusion of affordable housing and increased housing development within the Center.

Criteria: Safety and Security

 Describe how the project addresses safety and security. Identify if the project incorporates one or more of <u>FHWA's Proven Safety Countermeasures</u>, and specifically address the following:

Ridgetop Blvd. is the primary east-west corridor within the Silverdale Regional Center with a single travel lane in each direction, continuous center turn lane that transitions to a left turn lane at intersections between Silverdale Way and Myhre Rd. Between Myhre Rd., there are 5' sidewalk on both sides, and no bike lane. This configuration results in congestion and access management related safety issues, bus-vehicle conflicts, and pedestrian access safety issues within the corridor.

• Crashes within the corridor have high frequency, low severity are primarily congestion and high-volume turning movements conflicts.

• There were two serious injury crashes within the corridor between 2017-21.

• The Ridgetop/Best Buy driveway is #8 on the County's Driveway Safety Locations prioritization list.

• Speed limit is 30 mph. Speed is not identified as a significant contributing factor to corridor crashes or serious injuries.

• Ridgetop Blvd. has a "super block" design with limited crossing opportunities, an existing 5' sidewalk and no bike lanes.

• Intersection safety ranking (S-TIS): Myhre ranks 8th and Mickelberry 6th of all intersections within unincorporated Kitsap County.

The project analyzed FHWA "Proven Safety Counter Measures" to address segment safety within the Corridor and utilized data-driven incorporation of best management practices such as:

- Widening the roadway to 4 travel lanes to reduce transit operations conflict points and congestion related crashes.
- Corridor access management by elimination of continuous left turn lane to manage left turn conflicts to address high frequency, low severity crashes which are primarily congestion and high-volume turning movements conflicts.
- Corridor access management by adding a midblock intersection to provide a mid-block pedestrian crossing point, manage driveway access, calm traffic, and manage left turns. Location addresses Best Buy driveway safety issues.
- Widen sidewalks to 10' north side and 8' south side to improve pedestrian safety, improve ADA facilities and access to transit.
- Add bike lanes in both directions to improve bike safety and access. The project evaluated alternative lower stress bike facility designs; however, due to the some of the following locational constraints inclusion of transit and pedestrian supportive facilities were emphasized.

Overall, additional widening would most likely be required for all low stress bike facility options looked at (shared use paths, cycle tracks, and buffered road-grade bike lanes).
 With the bike lane section, there is already significant right of way acquisition and private property impacts and limited space to widen out further due to building impacts, parking lot impacts, and other private improvements, and possibly require other full parcel acquisitions.

o Conflict Points:

Several 'conflict points' (driveways) along both sides of the project make shared use paths and cycle tracks a safety concern.

The highest risk is with shared use paths (or combined 2-way cycle track on one side only) due to 2-way bike and ped traffic mixing across driveway entrances.

due to 2-way bike and ped traffic mixing across driveway entrancés.

There are several more driveway conflict points between the project and the future phases extending west all the way to Silverdale Way. Need to make sure whatever design is established now can be carried through to future phases to avoid facility

disconnect/inconsistency (i.e. if a two-way facility is provided on one side only, and future phases don't match, could be confusing to cyclists and require moving them to other sides of the street)

Coming downhill westbound from Myhre will add to bike speeds, further increasing risk/safety at conflict points for shared use paths and cycle tracks in the downhill direction.
o One-way Cycle Tracks: Previously looked at one-way cycle tracks (one on each side), but the tightest configuration
possible is 5' sidewalk + 5' cycle track + ~3' buffer; this minimum section is not
recommended and could feel quite tight/uncomfortable for users.
An adequate cycle track section would require further widening; the recommendation is for
a cycle track to be at least 6.5' to allow side by side riding and/or passing, and only down to 5
at pinch points/obstacles. A buffer strip is also required between the cycle track and the PAR. [] It may be possible to fit in some kind of cycle track within current section footprint, but only
by reducing other widths, i.e. interior travel lanes (i.e. 10.5' vs 11'), buffers (i.e. 6" vs. 12"
between cycle track and PAR), and minimizing sidewalk/PAR to 5'.
o Striped buffer:
Adding 2' buffers between bike lane and travel lane would require reducing the sidewalk
widths.

- Rebuild Myhre and Mickelberry intersections to improve pedestrian, reduce vehicle conflict points and add mid-block crossing.
- o Round about v. signalized intersection. A roundabout design was the preferred alternative entering the project design phase; however, analysis of roundabout design alternatives could not meet operational needs.
- o Dedicated left turn lanes are provided at the intersections to provide separation between turning traffic movements and through traffic.
- o ITS signalization will be integrated into the County's "Code Green" signalization management system to improve safety through signal timing interaction, yellow time periods, and pedestrian crossings.

Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.

The prior question describes how the project will improve safety and address safety issues currently being experienced by the community. Older adults, people with disabilities, and people with low incomes share all the previously noted issues and will significantly experience improved safety through the proposed solutions.

Older adults, people with disabilities, and people with low incomes share similar desires to have multiple and integrated transportation mode choices available to them to support daily living. The non-motorized, transit, and vehicle improvements will significantly improve safety for these users whether it is last mile connections between transit and walking/rolling to the hospital or medical appointment or walk, bike, or roll connections/access to better employment opportunities the EFA populations will experience a significantly safer, more convenient, and more reliable transportation-of-choice experience.

3. Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?

Yes. The County Comprehensive Plan has specific safety policies and the County has a Local Road Safety Plan (LRSP).

The County Comprehensive Plan's emphasis on safety led to the development of the County's data driven safety tracking, analysis, and prioritization process identified the County Safety Plan.

The Local Road Safety Plan consists of two parts. Part One focuses on serious injury and fatal collision occurring in the County. Part Two focuses on the county-wide analysis of the total reported collisions on Kitsap County roads. The county traffic safety efforts are aligned with The Washington State Strategic Highway Safety Plan 2019 and Target Zero Priorities. By identifying locations with calculated risk factors and proactively applying known countermeasures for focused collision types, the County's goal is to reduce the number and severity of all roadway collisions. By the year 2030, the County hopes to have zero serious injury and fatal collisions.

The prioritization process of the Local Road Safety Plan is used to identify project and to rate projects within the County's Transportation Implementation Plan (TIP) selection process. This data was incorporated into the Silverdale Transportation Implementation Strategy (S-TIS) analysis and prioritization process for transportation project within the Silverdale Regional Center. Safety was a significant criterion within the S-TIS analysis and prioritization process. The "Ridgetop - Mickelberry to Myhre" project was identified as the #1 priority for Silverdale.

The Local Road Safety Plan identified counter measures based on the crash analysis. These counter measures (as well as those listed in the "Safe System Approach" are analyzed and incorporated within the project design.

4. (not scored) USDOT is developing a framework for assessing how projects align

with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries? Yes.

The County currently has a robust Local Road Safety Plan and is working toward incorporating applicable element of the Safe Systems Approach in the upcoming year.

Criteria: Air Quality and Climate Change

1. Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.

Roadway / Intersection / ITS, Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Roadway / Intersection / ITS

1. What is the length of the project?

2,200'

2. What is the average daily traffic before the project?

Existing ADT: 12,600

3. What is the average daily traffic after the project?

Future 2036 ADT: 19,200

4. What is the average speed before the project?

The roadway has a posted speed of 30 mph.

The mean peak speed is 25.4 mph (14:00-14:59)

5. What is the average speed after the project?

The mean peak speed is 25.4 mph (14:00-14:59)

Average speed is not anticipated to change significantly but will be able to be maintained in future conditions.

6. What is the level of service before the project?

Existing v/c: 1.100

7. What is the level of service after the project?

v/c 0.80

- 8. What are the existing number of lanes (total, both directions)?
 - one in each direction and continues center turn lane.
- 9. How many lanes are being added (total, both directions)?
 - 2, the roadway will have two travel lanes in each direction. The center turn lane will converted to dedicated left turn lanes and median.
- 10. How many intersections are along the length of the project?

- 11. How many intersections are being improved?
 - 3, two existing and one new.
- 12. What is the percentage of freight truck traffic on the facility? 3-5%
- 13. Will the project result in shorter trips and reduced VMT? If so, please explain.

This project will reduce VMT and shorten trips by: Increasing modal share to transit by enhancing transit access and travel time reliability within the corridor and direct access to the Silverdale Transit Center.

- Increased modal share to non-motorized by improvements to sidewalks and added bikelanes will promote a walkable community and improve access to transit.

 • Reduce trip lengths by reducing "out of direction" travel to avoid congestion.

 • Reducing idle time by reducing congestion and improved intersection performance.

14. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).

Kitsap County traffic data program, Silverdale Transportation Implementation Strategy (2018)

15. What is the average daily transit ridership along the corridor?

Current ridership by route serving this segment. 332 – 2023 Annual Ridership 33,014

223 - 2023 Annual Ridership 21,302

333 - no data available

New Silverdale Transit Center Routes: 212, 266 planned with service frequency each of every $\frac{1}{2}$ hour. Effectively 15-minute frequencies on this portion of Ridgetop after June of 2024 (projected opening of the new transit center). 217, 265, and 301 will also be added.

16. How many daily peak period transit trips service the corridor?

New Silverdale Transit Center Routes: 212, 266 planned with service frequency each of every ½ hour. Effectively 15-minute frequencies on this portion of Ridgetop after June of 2024 (projected opening of the new transit center). 217, 265, and 301 will also be added.

17. What is the expected increase in transit speed due to the BAT/HOV lanes?

Once complete to Silverdale Way, the added travel lanes can potentially be converted to BAT

18. What is the expected increase in transit ridership due to the BAT/HOV lanes?

Once complete to Silverdale Way, the added travel lanes can potentially be converted to BAT lanes.

19. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).

Kitsap Transit

20. What are the ITS improvements being provided?

The project is part of Kitsap County's "Code Green" ITS system syncing all the signalized intersection within Silverdale.

21. What is the expected improvement to average vehicle delay?

Estimated 20% reduction.

22. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)

Kitsap Transit, S-TIS

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. Describe the facilities being added or improved

- The "Ridgetop Mickelberry to Myhre" project will:
 Widen the roadway to 4 travel lanes with divided median, access control, and intersection turn pockets.
- Reconstruct and widen sidewalks with upgraded ADA facilities.
- Add bike lanes in both directions.
- Reconstruct the intersections at Mickelberry and Myhre
- A new mid-block intersection and provide an additional pedestrian crossing point.
- East of Myhre, a 2nd east-bound lane and uphill bike lane will be added to the new Sid Uhinck Drive alignment.
- 2. What is the length of the proposed facility? 2,200'
- Describe the connections to existing bicycle/pedestrian facilities and transit.

Ridgetop Boulevard is the "transit corridor" within Silverdale Regional Center.

• The Center is served by eight Kitsap Transit routes with routes 223. 332. and 333 currently

utilize Ridgetop Boulevard.

- Kitsap Transit's Silverdale Transit Center is on the Ridgetop Blvd. corridor (adjacent to the project) near SR 303 Waaga Way. The corridor will support significantly more transit routes as the routes currently utilizing the existing transit center will shift to the Ridgetop Blvd. Transit Center.
- Bus stops are present and will be improved throughout the corridor.
- Added travel lanes in the corridor will improve transit travel time reliability and operational
- Improved sidewalks and added bike lanes will promote a walkable community and improve access to transit.

Non-motorized connectivity.

New wider sidewalks, ADA enhancements, and safer intersection crossings connect to the

nearly complete sidewalk network within the Center.

· The Ridgetop Blvd. corridor projects will connect the eastern portion of the Center to the Clear Creek Trail system of soft trails and shared use paths. The corridor projects build off recently completed non-motorized facilities connecting Old Town Silverdale (Bayshore Dr. and Bucklin Hill Bridge projects) to the Clear Creek Trail system and Ridgetop Blvd. within the central part of the Center.

 The Ridgetop Blvd. corridor project improvements will link to the planned Clear Creek Trail -Markwick Extension shared use path north of SR 303. Currently a gravel access road, the planned paved trail will connect to the Clear Creek Trail shared use path near Silverdale Way and continues north to Naval Base Bangor Regional/County Military Center (via Trigger Avenue

Gate).

- The project connects to the new bike lanes and sidewalks improvements on Ridgetop Blvd. (2018 & 2020) north of SR 303. The sidewalk and bike lanes improvements to Ridgetop Blvd. north of SR 303 connect high density residential, Ridgetop Middle School, and Silver Ridge Elementary School areas to the Regional Center.
- 4. Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.

No data is available. Pedestrian activity is moderate, bike activity is low. The improved pedestrian and bike facilities and integration with transit, new Transit Center, and added speed and reliability for transit due to the added lanes will make alternatives to SOV a viable option.

5. What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles

No data is available. The added bike lane will make biking within the corridor a viable option; especially from the Ridgetop residential area north of SR 303 and as multi-modal transfers at the Transit Center.

6. What is the average bicycle trip length?

7. What is the average pedestrian trip length?

Not known

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)

Transit and transportation planning analysis and planning processes.

Total Estimated Project Cost and Schedule

1. Estimated project completion date

12-2029

2. Total project cost

\$13.990.768.00

Funding Documentation

1. Documents

2024-2029 TIP Resolution 209-2023.pdf, BOCC LTR. RMM.pdf

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

Kitsap County 2024-2029 TIP, projects #31 and #32. The TIP will be amended in the annual

TIP amendment process which begins in April of each year with adoption of the TIP in November. \$900,000 in local match will be added to the construction phase. As identified in the current TIP, there is sufficient anticipated Road Fund and Transportation Impact Fee revenue within the 6-year TIP and specifically in 2027 to fully fund Phase 1 construction.

Phase	Year	Alternate Year	Amount
construction	2027		\$5,460,000.00

Total Request: \$5,460,000.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$42,435.00
STBG(PSRC)	Secured	\$314,333.00
		\$356.768.00

Expected year of completion for this phase: 2026

ROW

Funding Source	Secured/Unsecured	Amount
STBG(PSRC)	Secured	\$4,873,000.00
Local	Secured	\$961,000.00
		\$5,834,000.00

Expected year of completion for this phase: 2026

Construction

Funding Source	Secured/Unsecured	Amount
STBG(PSRC)	Reasonably Expected	\$5,400,000.00
Local	Secured	\$2,400,000.00
		\$7,800,000.00

Expected year of completion for this phase: 2029

Summary

- 1. Are you requesting funds for ONLY a planning study or preliminary engineering? $_{\mbox{\scriptsize No}}$
- 2. What is the actual or estimated start date for preliminary engineering/design? 8/19
- 3. Is preliminary engineering complete?
- 4. What was the date of completion (month and year)? $_{\text{N}/\Delta}$
- 5. Have preliminary plans been submitted to WSDOT for approval? $_{\mbox{No}}$
- 6. 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.

The project is at +30% design.

7. When are preliminary plans expected to be complete? 5/26

Project Readiness: NEPA

1. Documents

2024-2029 TIP Resolution 209-2023.pdf, BOCC LTR. RMM.pdf

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

Kitsap County 2024-2029 TIP, projects #31 and #32. The TIP will be amended in the annual TIP amendment process which begins in April of each year with adoption of the TIP in November. \$900,000 in local

match will be added to the construction phase. As identified in the current TIP, there is sufficient anticipated Road Fund and Transportation Impact Fee revenue within the 6-year TIP and specifically in 2027 to fully fund Phase 1 construction.

Project Readiness: Right of Way

1. Will Right of Way be required for this project?

Yes

2. What is the actual or estimated start date for right of way?

11/2023

3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?

5/25

4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.

The project requires property acquisitions along the length of the project (with the potential for full

take) and temporary construction easements. ROW will include portions of Phase 2/3 ROW to support Phase 1 construction scope and stormwater facilities.

5. What is the zoning in the project area?

UHIC Urban High Intensity Commercial/Mixed Use

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

It is unlikely that condemnation will be necessary, but the schedule has time for the process if necessary.

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

Yes

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

N/A

9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.

ROW plan complete - May 2025 Relocation Plan - Nov. 2026 Acquisitions - Aug. 2025 Certification - May 2026

Project Readiness: NEPA

1. What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?

Documented Categorical Exclusion (DCE)

2. Has the NEPA documentation been approved?

No

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

5/25

Project Readiness: Right of Way

1. Will Right of Way be required for this project?

Yes

2. What is the actual or estimated start date for right of way?

11/2023

3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?

5/25

4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.

The project requires property acquisitions along the length of the project (with the potential for full

take) and temporary construction easements. ROW will include portions of Phase 2/3 ROW to support Phase 1 construction scope and stormwater facilities.

5. What is the zoning in the project area?

UHIC Urban High Intensity Commercial/Mixed Use

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

It is unlikely that condemnation will be necessary, but the schedule has time for the process if necessary.

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

Yes

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

Ν/Δ

9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.

ROW plan complete - May 2025 Relocation Plan - Nov. 2026 Acquisitions - Aug. 2025 Certification - May 2026

Project Readiness: Construction

1. Are funds being requested for construction?

Yes

2. Do you have an engineer's estimate?

Yes

3. Engineers estimate document

RMM Phase 1 Construciton Est. 2-21-24.pdf

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

The project is currently under review by NMFS. It is not anticipated that there will be required changes to the project. A NMFS determination is expected by spring 2025.

No other environmental permits are anticipated to be needed beyond standard County permitting.

- 5. Are Plans, Specifications & Estimates (PS&E) approved?
- 6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).
- 7. When is the project scheduled to go to ad (month and year)?

			Original	Phase 1			
Bid Item No.	Spec	Description	Quantity	Quantity	Unit	Unit Cost	Total
1	1-04	Minor Change	1	0.4	CALC	\$400,000	\$160,000
2	1-05	Construction Surveying	1	0.5	LS	\$200,000	\$100,000
3	1-05	Record Drawings	1	1	LS	\$2,000	\$2,000
4	1-07	SPCC Plan	1	1	LS	\$1,500	\$1,500
5	1-09	Mobilization	1	0.6	LS	\$950,000	\$570,000
6	1-10	Project Temporary Traffic Control	1	1	LS	\$1,100,000	\$1,100,000
7	2-01	Clearing and Grubbing	1	0.5	LS	\$100,000	\$50,000
8	2-02	Removal of Structures and Obstructions	1	0.5	LS	\$50,000	\$25,000
9	2-02	Remove/Abandon Storm System	1	1	LS	\$50,000	\$50,000
10	2-02	Asphalt Conc. Pavement Removal	15370	7963	SY	\$25	\$199,075
11	2-02	Cement Conc. Pavement Removal	130	0	SY	\$30	\$0
12	2-02	Cement Conc. Sidewalk Removal	2700	1000	SY	\$30	\$30,000
13	2-02	Cement Conc. Curb Removal	5880	1800	LF	\$10	\$18,000
14	2-02	Adjust Existing Utility to Grade	30	10	EA	\$1,000	\$10,000
15	2-03	Roadway Excavation incl Haul	1	0.5	LS	\$400,000	\$200,000
16	2-03	Gravel Borrow Incl. Haul	500	250	TN	\$50	\$12,500
17	2-09	Shoring or Extra Excavation Cl. B	1	1	LS	\$50,000	\$50,000
18	4-04	Crushed Surfacing Base Course	7180	2522	TN	\$65	\$163,930
19	5-04	HMA Cl. 1/2 in. PG 58H-22	7990	2787	TN	\$180	\$501,660
20	5-04	Commercial HMA Driveway	250	49	TN	\$250	\$12,250
21	5-05	Decorative Cement Conc. Crosswalk	840	273	SY	\$275	\$75,075
22	6-02	Decorative Wall Treatment	500	0	SY	\$50	\$0
23	6-16	Soldier Pile Wall	5880	0	SF	\$150	\$0
24	7-03	Stormwater Quality Units	1	0	LS	\$115,000	\$0
25	7-04	Corrugated Polyethylene Storm Sewer Pipe 8 In. Diam	20	0	LF	\$200	\$0
26	7-04	Corrugated Polyethylene Storm Sewer Pipe 12 In. Diam	720	0	LF	\$150	\$0
27	7-04	Corrugated Polyethylene Storm Sewer Pipe 18 In. Diam	350	350	LF	\$175	\$61,250
28	7-04	Corrugated Polyethylene Storm Sewer Pipe 30 In. Diam	1420	1420	LF	\$250	\$355,000
29	7-05	Catch Basin Type 1	19	4	EA	\$2,500	\$10,000
30	7-05	Catch Basin Type 2 54 In. Diam.	8	8	EA	\$8,000	\$64,000
31	7-14	Hydrant Assembly	4	1	EA	\$10,000	\$10,000
32	7-15	Service Connection	3	1	EA	\$4,000	\$4,000
33	8-01	Erosion Control and Water Pollution Prevention	1	0.5	LS	\$200,000	\$100,000
34	8-02	Topsoil Type A	230	100	CY	\$75	\$7,500
35	8-02	Bark or Wood Chip Mulch	10	10	CY	\$100	\$1,000
36	8-02	PSIPE Decidous Tree; 2.5" Cal.,12'-24' ht	34	5	EA	\$750	\$3,750
37	8-02	PSIPE Decidous Tree; 2" Cal.,10'-12' ht	34	5	EA	\$700	\$3,500
38	8-02	PSIPE Shrubs, Grasses and Groundcovers	40	20	SY	\$28	\$560
39	8-02	Property Restoration	1	0.5	LS	\$50,000	\$25,000
40	8-02	Root Barrier	190	95	LF	\$12	\$1,140
41	8-02	Irrigation System, Complete	1	0.5	LS	\$25,000	\$12,500
42	8-04	Cement Conc. Traffic Curb and Gutter	5570	1800	LF	\$50	\$90,000
43	8-04	Cement Conc. Traffic Curb	490	100	LF	\$60	\$6,000
44	8-04	Cement Conc. Pedestrian Curb	60	20	LF	\$50	\$1,000
45	8-04	Extruded Curb	980	0	LF	\$50	\$0
46	8-05	Potholing	20	10	EA	\$1,000	\$10,000
47	8-06	Cement Conc. Driveway Entrance	380	20	SY	\$180	\$3,600
48	8-12	Coated Chain Link Fence	1580	200	LF	\$60	\$12,000
49	8-14	Decorative Cement Conc. Median	180	0	SY	\$200	\$0
50	8-14	Cement Conc. Sidewalk	4410	1600	SY	\$90	\$144,000
51	8-14	Cement Conc. Curb Ramp	300	38	SY	\$175	\$6,650
52	8-14	Scored Cement Conc. Sidewalk Treatment	4410	2205	SY	\$50	\$110,250
53	8-14	Detectable Warning Surface	250	62.5	SF	\$50	\$3,125

54	8-20	Decorative Illumination System, Complete	1	0.3	LS	\$1,130,000	\$339,000
55	8-20	Signal System, Complete (Mickelberry)	1	0	LS	\$660,000	\$0
56	8-20	Signal System, Complete (Bushlac)	1	0	LS	\$610,000	\$0
57	8-20	Signal System, Complete (Myhre)	1	1	LS	\$670,000	\$670,000
58	8-20	ITS System, Complete	1	0.5	LS	\$145,000	\$72,500
59	8-21	Channelization & Signing	1	0.5	LS	\$50,000	\$25,000
60	8-24	Modular Block Wall	2100	425	SF	\$60	\$25,500
61	8-28	Tree Grate	65	10	EA	\$4,000	\$40,000
62	8-30	Waste Receptacles	8	2	EA	\$2,200	\$4,400
63	8-31	Bench	4	0	EA	\$2,500	\$0

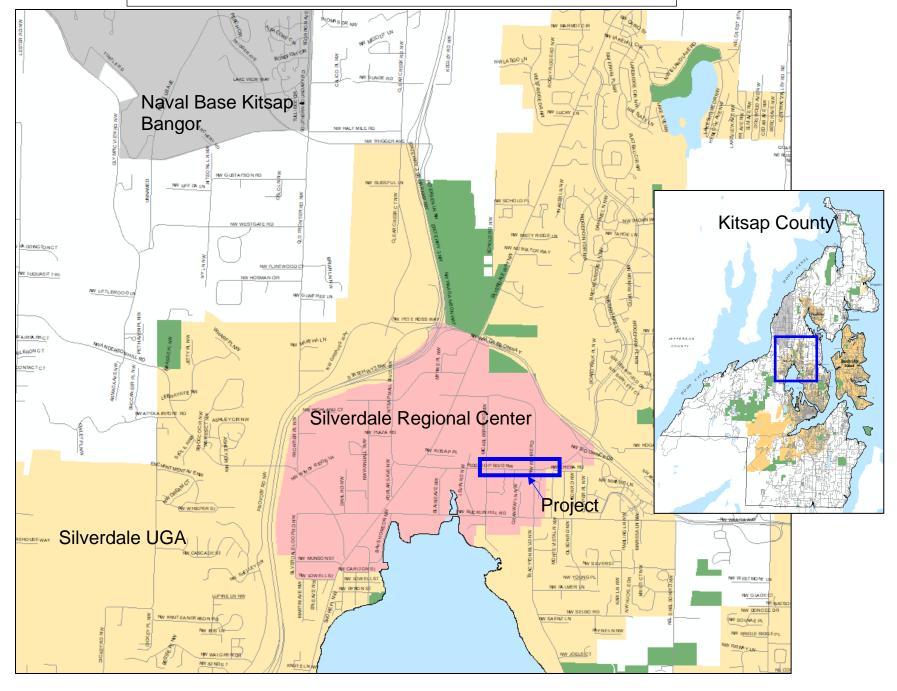
 SUBTOTAL
 \$5,553,215

 CONSTRUCTION CONTINGENCY (30%)
 \$1,665,965

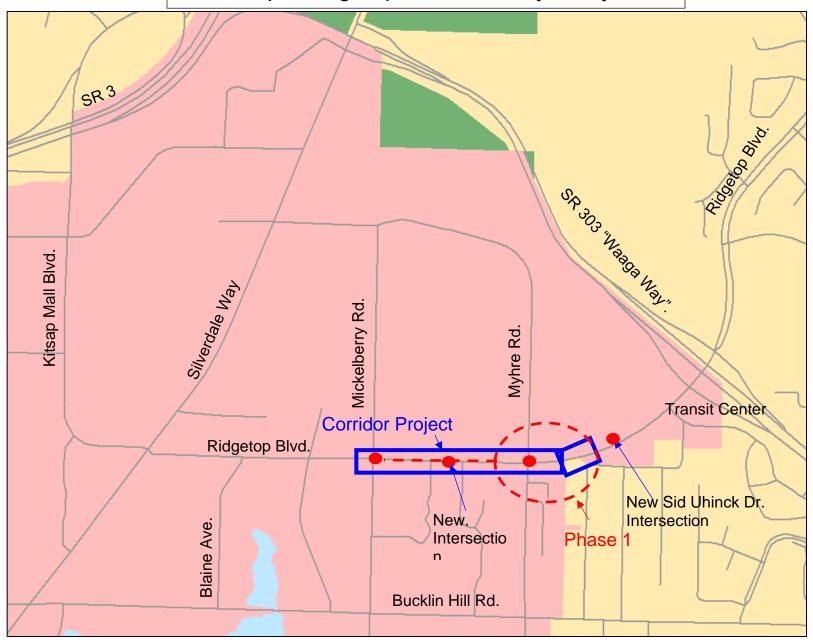
 ESCALATION (5% PER YEAR TO 2026)
 \$555,322

 CONSTRUCTION TOTAL
 \$7,774,501

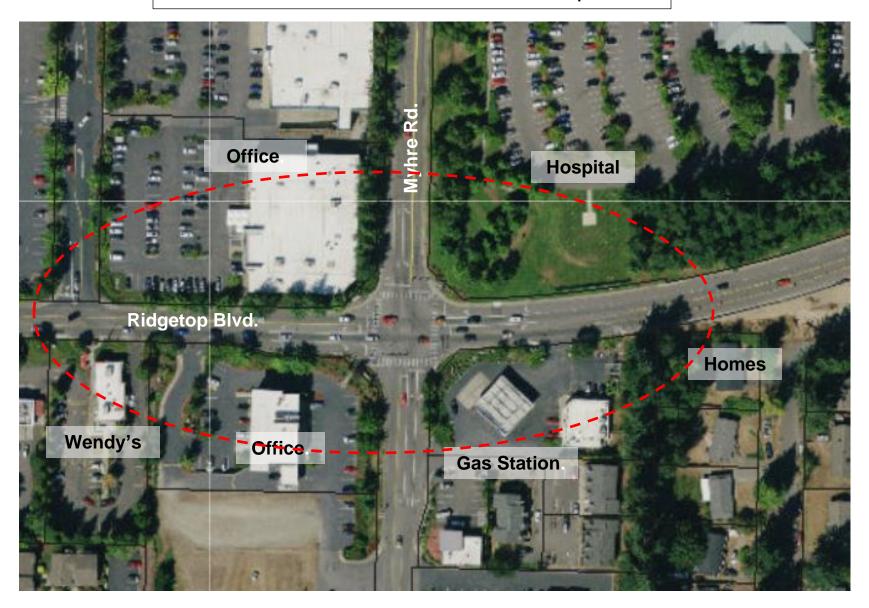
Vicinity Map: "Ridgetop – Mickelberry to Myhre"



Area Map: "Ridgetop – Mickelberry to Myhre"



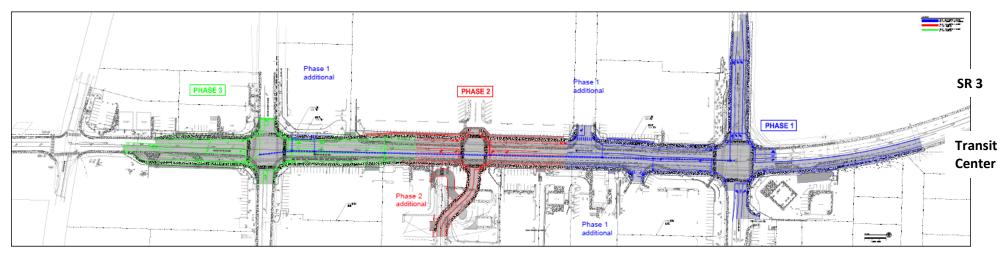
"Phase 1 Construction" Area Map



Aerial Map: "Ridgetop – Mickelberry to Myhre"



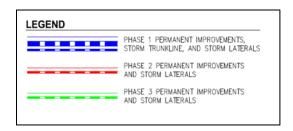
Ridgetop - Mickelberry to Myhre, with construction phasing



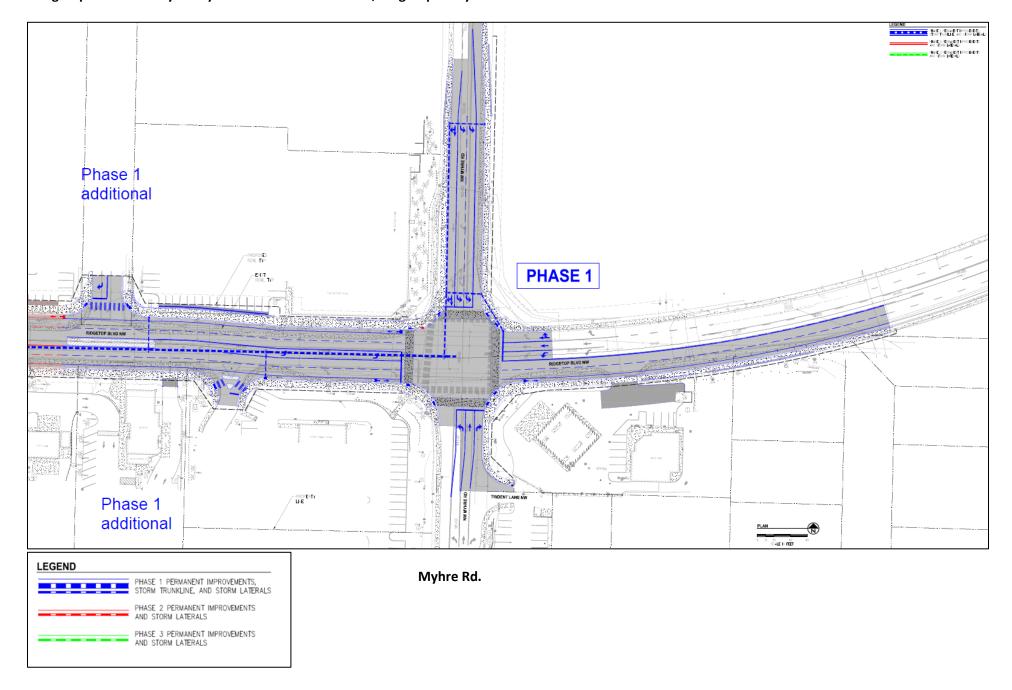
Mickelberry Rd.

New Mid-Block Intersection

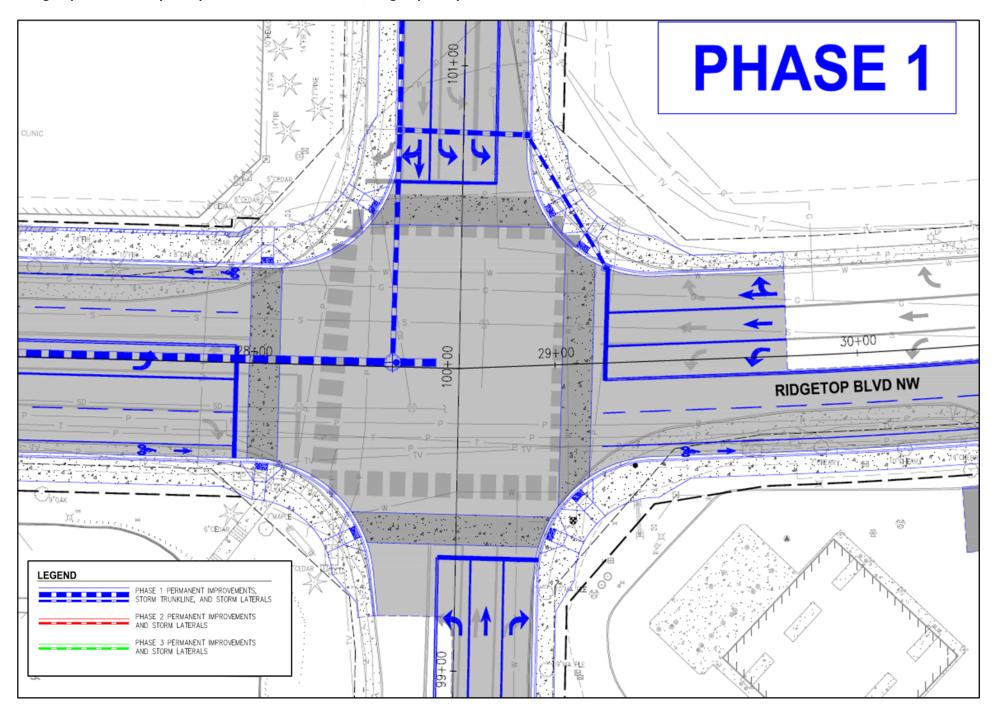
Myhre Rd.



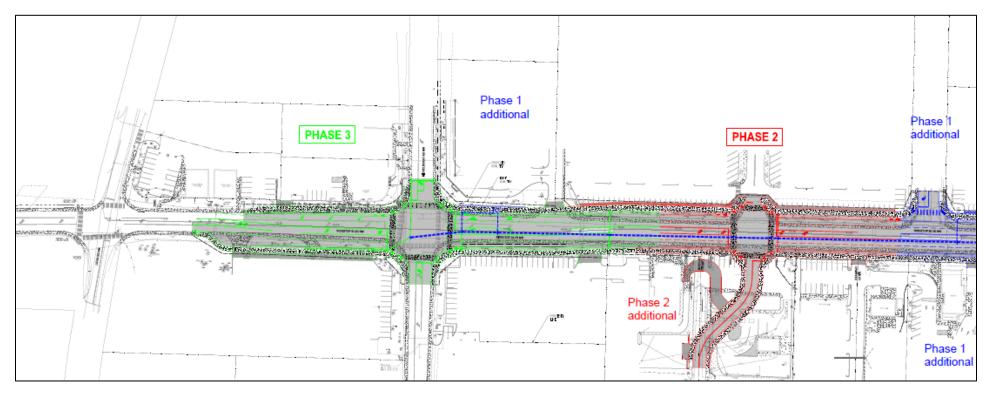
"Ridgetop – Mickelberry to Myhre Phase 1 Construction", Ridgetop & Myhre intersection.



"Ridgetop – Mickelberry to Myhre Phase 1 Construction", Ridgetop & Myhre intersection.



"Ridgetop – Mickelberry to Myhre Phase 1 Construction", Stormwater mainline, Mickelberry to Myhre.



PHASE 1 PERMANENT IMPROVEMENTS,
STORM TRUNKLINE, AND STORM LATERALS

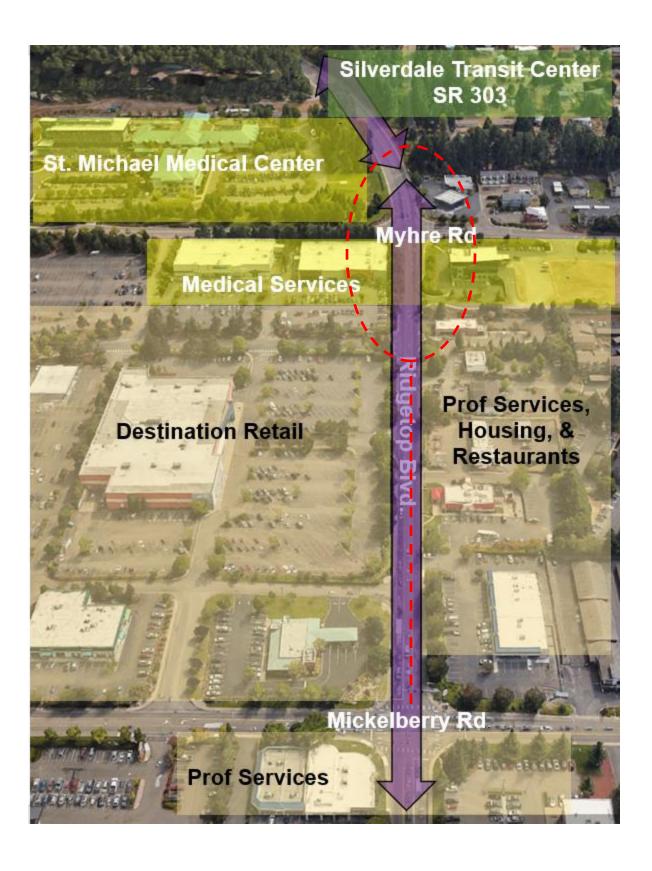
PHASE 2 PERMANENT IMPROVEMENTS
AND STORM LATERALS

PHASE 3 PERMANENT IMPROVEMENTS
AND STORM LATERALS

Mickelberry Rd.

New Mid-Block Intersection





Ridgetop & Myhre Intersection Photos: Google Maps) **Ridgetop looking to Sid Uhinck**



Ridgetop looking to New Mid-block Intersection



Myhre looking to Bucklin Hill



Myhre looking to Hospital/Costco



Ridgetop & Mickelberry Intersection



Ridgetop Blvd.



Ridgetop Blvd. vicinity new intersection.

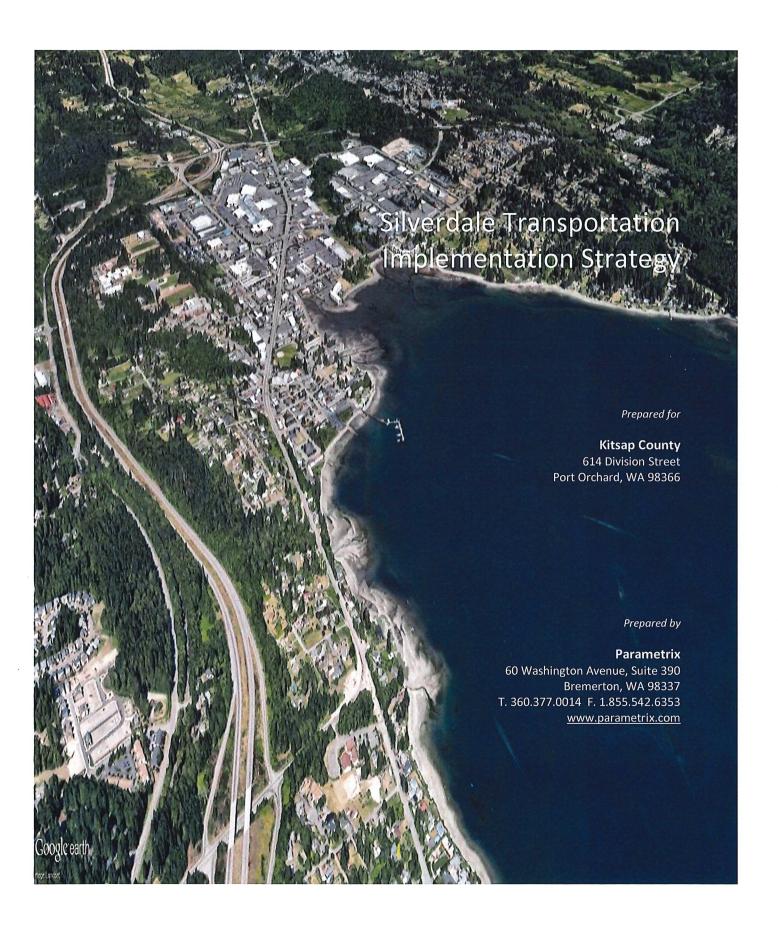


Ridgetop Blvd. – Myhre Rd. Intersection



Ridgetop Blvd. vicinity of new Sid Uhinck Dr. intersection





Implementation and project delivery strategies were developed for new projects to guide investment beyond the projects currently planned and funded. The investment goals and guidelines developed from public input and the project working group include:

- Invest in the transportation corridors with the highest needs for additional multi-modal capacity, circulation, mobility and safety improvements
- Provide multi-modal capacity for the expected growth
- Prioritize improvements that address immediate short term needs and provide the foundation for longer term improvements that address expected growth
- Provide strategies that move projects forward and allow flexibility to deliver different sized projects that provide incremental benefits
- Provide a list of projects and priorities that can be carried forward into the County's Transportation Improvement Program (TIP)
- Provide strategies that implement the vision of complete streets within Silverdale

The implementation strategies presented are guided by these goals and identify discrete projects that could be funded by Kitsap County in varying sizes (small and large projects). The implementation strategies direct investment into key transportation corridors and address the highest priorities for connectivity, safety, and circulation for all modes.



Figure 2. Silverdale Transportation Implementation Strategy Project Outcomes

PRIORITIZED LIST OF PROJECTS

The prioritized list of projects for Silverdale fall into four broad categories:

Ridgetop Boulevard Corridor Improvements: This category provides improvements in the Ridgetop Boulevard corridor from SR 303 to Silverdale Way.

Silverdale Way Corridor Improvements: This category provides improvements in the Silverdale Way corridor from SR 303 to Anderson Hill Road.

Spot Improvements: This category provides spot improvements at locations throughout Silverdale but are not necessarily focused on corridor-wide needs.

Opportunity Improvements: This category identifies projects that could be funded as redevelopment occurs and/or through funding partnerships with Silverdale stakeholders and private interest groups.

Each category of improvements is divided into discrete projects that align with the priorities within that category. For each project, there may be multiple delivery options that provide flexibility to right-size the scope of the project to match the available funding.

In addition to these broad categories, specific improvements and delivery strategies were developed for the two hub intersections within Silverdale: Silverdale Way at Ridgetop Boulevard and Silverdale Way at Bucklin Hill Road. The hub intersections were identified as the two critical nodes within Silverdale's transportation network that are critical for circulation, access, and mobility within Silverdale. The hub intersections experience the highest levels of congestion (LOS E or F) within Silverdale. These intersections provide connectivity for autos, cyclists, freight, and pedestrians, and connect to key destinations within Silverdale including Kitsap Mall, East Silverdale, Old Town, and Central Kitsap Schools.

The Implementation Strategies identify the priority projects from the array of recommended improvements within Silverdale that will be targeted for funding by Kitsap County. The priorities developed for the Silverdale Regional Center are listed in Table 2.

Table 2. Implementation Priorities within Silverdale

Priority	Rationale for Priority
Ridgetop Boulevard Corridor	The Ridgetop Boulevard corridor is experiencing rapid growth in traffic from continued development and increases in retail traffic. The corridor has three of the highest accident intersections in Kitsap County. Currently the corridor does not include bike lanes and has a less than desirable non-motorized environment. Improvements in the corridor are needed to improve mobility and safety, provide non-motorized connections to the future Silverdale Transit center, and ease congestion.
Silverdale Way Corridor	The Silverdale Way corridor is the primary north-south route through Silverdale for all modes of transportation. This corridor also experiences significant congestion from traffic entering and exiting the many commercial driveways along the corridor. Maintaining mobility and access to businesses and destinations along the corridor is essential for economic vitality, connectivity and circulation. Improvements are needed to improve the non-motorized environment (particularly for pedestrians crossing Silverdale Way) and better manage access along the corridor.
Spot Improvements	Spot improvements address specific non-corridor needs and gaps in the transportation network. They may include improvements to intersections or segments of the transportation network. The highest priority spot improvements identified in the Silverdale TIS were: Bucklin Hill Road Gap, Kitsap Mall/Randall Way intersection, Anderson Hill Road (Bucklin Hill Road to Provost Road) and the Newberry Hill Road/Silverdale Way intersection.
Opportunity Projects	These projects could be implemented as stand-alone projects or in conjunction with other improvements. They identify non-motorized project opportunities that enhance and complete the non-motorized network. These projects are envisioned as projects that would be funded in whole or in part through partnerships with property owners, stakeholders and private interest groups. As opportunity projects, priorities are flexible and are subject to change as opportunities for funding and implementation develop over time.

Within these priorities, there are a mix of roadway, access management, and non-motorized improvements. Not all improvements within a corridor or category received the highest priority, nor will they be constructed at the same time or funded as a single package. Improvements within Silverdale will be constructed in logical packages that allow for the completion of discrete elements that advance the highest priorities over time. Phased implementation is the process of implementing the recommended improvement priorities in stages as funding becomes available. The phasing process provides for the implementation of buildable segments that balance needs, costs, and benefits. Table 3 summarizes a prioritized list of projects in Silverdale.

Table 3. Prioritized List of Projects

Priority Rank	Location	Project Name	Project Improvements	Total Cos (M)
1	Ridgetop Corridor	Ridgetop Phase 1 (Mickelberry to Myhre)	 4-lane Ridgetop with center median access control Sidewalk, landscaping, low stress bike lane Protected intersections with U-Turn capability Add 2nd EB GP lane and bike lane from Myhre to realigned Sid Uhnick Dr Storm water, sanitary sewer and utilities 	\$13.7
2	Silverdale Way Corridor	Silverdale Way Phase 1 (Silverdale Way @ Bucklin Hill)	 Add 2nd WB left-turn lane Protected intersection improvements Access control on WB and EB approaches 	\$2.8
	Spot Improvement	Bucklin Hill Gap (Mickelberry to Myhre)	 Complete 5-lane Bucklin Hill Complete bike lane gap Sidewalk, landscaping, storm water, utilities Protected intersection improvements 	\$2.6
3	Ridgetop Corridor	Ridgetop Phase 2 (SR 303 Interchange)	 4-lane Ridgetop with bike lanes, sidewalks, landscaping Add dual EB left turn to NB SR 303 on-ramp Provide a 5-lane Ridgetop beneath the SR 303 overpass Add dual NB left turn from NB SR 303 on-ramp to WB Ridgetop 	\$1.1 \$5.8
	Spot Improvement	Kitsap Mall Boulevard/Randall Turn Lane	Provide dual EB to NB left turn lanes	\$1.9
4	Ridgetop Corridor	Ridgetop Phase 3 (Silverdale Way to Blaine)	 4-lane Ridgetop with center median access control Sidewalk, landscaping, low stress bike lane Protected intersections 	\$7.1
	Silverdale Way Corridor	Silverdale Way Phase 2 (Silverdale Way @ Ridgetop)	 Add NB right turn lane Protected intersection improvements 	\$1.5
	Opportunity Project	Central Silverdale Multi-Use Pathway Phase 1	 Provide multi-use pedestrian/bike pathway from Central Kitsap Schools to YMCA 	Unknowi
5	Ridgetop Corridor	Ridgetop Phase 4 (Blaine to Mickelberry)	 4-lane Ridgetop with center median access control New bridge over Clear Creek Sidewalk, landscaping, low stress bike lanes Protected intersections Clear Creek trail connections 	\$17.2
	Opportunity Project	North Silverdale Multi-Use Pathway	Provide multi-use pedestrian/bike pathway from Randall, across Kitsap Mall to Harrison Hospital	Unknow
6	Silverdale Way Corridor	Silverdale Way Phase 3 (Randall Way Extension)	 Randall extension from Bucklin Hill to Silverdale Way New sidewalks, landscaping, low stress bike lanes on Randall extension New protected intersections at Randall/Bucklin and Randall/Silverdale Way 	\$6.0

Priority Rank	Location	Project Name	Project Improvements	Total Cost (M)
			 Access management on Bucklin Hill between Silverdale Way and Randall Way Restrict WB left turn from Bucklin Hill to Randall Extension and EB left turn from Bucklin Hill to Silverdale Way 	
	Silverdale Way Corridor	Silverdale Way Phase 3 (Complete Street Strawberry Creek to Bucklin)	 Sidewalk, landscaping, low stress bike lane on Silverdale Way from Strawberry creek to Bucklin Center median with access control on Silverdale Way Restrict NB LT from Silverdale Way to Bucklin No fish passage 	\$2.0
7	Spot Improvement	Anderson Hill Road (Bucklin to Provost)	 Center turn lane, median and access control New SB left turn lane Protected intersection improvements at Anderson Hill/Bucklin Hill 	\$3.0
8	Silverdale Way Corridor	Silverdale Way Phase 4 (Poplars Extension)	 Poplars Ave extension to Silverdale Way New protected intersections and pedestrian crossings at Silverdale Way/Poplars Ave and Kitsap Mall Boulevard/Poplars Ave 	\$7.7
	Silverdale Way Corridor	Silverdale Way Phase 4 (Complete Street Bucklin to Ridgetop)	 Sidewalk, landscaping, low stress bike lane on Silverdale Way from Bucklin to Ridgetop Center median with access control on Silverdale Way Restrict NB left turn from Silverdale Way to Ridgetop Boulevard 	\$2.9
	Opportunity Project	Central Silverdale Multi-Use Pathway Phase 2	 Provide multi-use pedestrian/bike pathway from YMCA to Silverdale Plaza, connecting to clear creek trails and the Bucklin Hill bridge 	Unknowr
9	Silverdale Way Corridor	Silverdale Way Phase 5 (Complete Street Anderson Hill to Strawberry Creek)	 Sidewalk, landscaping, low stress bike lane on Silverdale Way from Anderson Hill to Strawberry Creek Center median with access control on Silverdale Way Strawberry Creek fish passage 	\$5.9
10	Silverdale Way Corridor	Silverdale Way Phase 6 (Complete Street Ridgetop to SR 303)	 Sidewalk, landscaping, low stress bike lane on Silverdale Way from Ridgetop to SR 303 Center median with access control on Silverdale Way Protected intersections at Kitsap Mall entrance, Myhre and Randall 	\$6.8
	Spot Improvement	Silverdale Way/Newberry Hill Roundabout	 Add SB to WB slip lane from Silverdale Way to Newberry Hill Protected intersection improvements 	\$2.1
	Opportunity Project	Randall Way Bike Lane	Provide bike lanes on Randall Way from Bucklin Hill to Silverdale Way	Unknown

The timeline for the implementation of the prioritized list of improvements is shown below (Figure 3).

SILVERDALE TIS PROJECTS

			RIDGETOP BLVD	SILVERDALE WAY	SPOT IMPROVEMENTS	OPPORTUNITY PROJECTS
ATION		1	Ridgetop Phase 1			
EARLY IMPLEMENTATION		2		Silverdale Way Phase 1	Bucklin Hill Gap	
IMPL		3	Ridgetop Phase 2		Kitsap Mall / Randall	
LINE		4	Ridgetop Phase 3	Silverdale Way Phase 2		Central Silverdale Multi-Use Pathway Phase 1
IMPLEMENTATION TIMELINE	PRIORITY RANKING	5	Ridgetop Phase 4			North Silverdale Multi-Use Pathway
TATIO	SITY RA	6		Silverdale Way Phase 3		
LEMEN	PRIOF	7			Anderson Hill Road, Bucklin to Provost	
IMP		8		Silverdale Way Phase 4		Central Silverdale Multi-Use Pathway Phase 2
		9		Silverdale Way Phase 5		
↓	ļ	10		Silverdale Way Phase 6	Newberry Hill Roundabout	Randall Way Bike Lane

Figure 3. Silverdale TIS Projects and Implementation Timeline

The project costs for the prioritized list of improvements is summarized in Table 4.

Table 4. Prioritized List of Improvements Project Costs

	_			Cost	
Priority	Project	PE	ROW	Construction	Total
1	Ridgetop Phase 1	2.5	1.2	10.0	13.7
	Silverdale Way Phase 1 (Bucklin Hill/Silverdale Way Intersection)				
	2nd WB Lane	0.2	0.1	1.2	1.5
	Protected Intersection	0.1	0.0	0.5	0.6
2	Access Management	0.1	0.0	0.6	0.7
	Silverdale Way Phase 1 Total	0.4	0.1	2.3	2.8
	Bucklin Hill Gap	0.3	0.4	1.9	2.6
	Phase Totals	0.7	0.5	4.2	5.4

PROJECT DETAILS AND DELIVERY OPTIONS

Ridgetop Corridor Improvements

The Ridgetop Boulevard corridor provides critical access and circulation to east Silverdale for businesses, transit, and employment. Improvement strategies in the corridor include additional roadway capacity, non-motorized, safety, and access management improvements from Silverdale Way to SR 303.

Today, Ridgetop Boulevard carries some of the highest traffic volumes in Silverdale (approximately

18,000 vehicles per day west of SR 303). As a key east-west link between east and west Silverdale, it provides one of three crossings over Clear Creek and provides the only direct connection to SR 303 on the east side of Silverdale.

Three of Kitsap County's top ten highest accident intersections are in this corridor (Myhre Road, Mickelberry Road, and Silverdale Way intersections). These accidents are primarily driven by congestion and high volume turning movements that occur at these intersections. Corridor traffic volumes are high throughout the day with peaks around noon and again in the 4:00 to 6:00 pm periods, as shown on Figure 4. In addition, peak hour traffic volumes are forecasted to increase in the traditional AM and PM peak hours with the growth of medical services and employment in

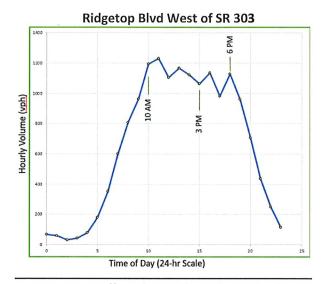


Figure 4. Traffic volumes throughout the day at Ridgetop Blvd west of SR 303

the Ridgetop Boulevard corridor. Ridgetop Boulevard is also considered a key transit corridor by Kitsap Transit and will provide the primary access to Kitsap Transit's future transit center located on Ridgetop Boulevard at Sid Uhnick Drive.

Implementation strategies identified in the Ridgetop Boulevard Corridor are listed in Table 5.

Table 5. Ridgetop Corridor Implementation Strategies	Table 5.	Ridgetop	Corridor	Impl	ementation	Strategies
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Strategy	Improvements
Add Roadway Capacity	Provide 4 traffic lanes + center median for left turns and access management
Improve Safety	Provide managed access with left turn/U-turn capability at select intersections
Improve Non-Motorized Connections	 Provide protected intersections Provide low stress bike lanes Provide sidewalk and landscaping improvements Improve connections to the Clear Creek and Markwick trails
Enhance Transit Access	Improve access and non-motorized connections to Kitsap Transit's new transit center
Complete Streets	Provide landscaping, sidewalk, bike lanes, storm water and utilities

Phased Implementation

A four-phase implementation strategy is envisioned for the Ridgetop Boulevard Corridor to allow for the funding of discrete projects with independent utility over time. The four phases of implementation are shown in Figure 5.

Ridgetop Phase 1

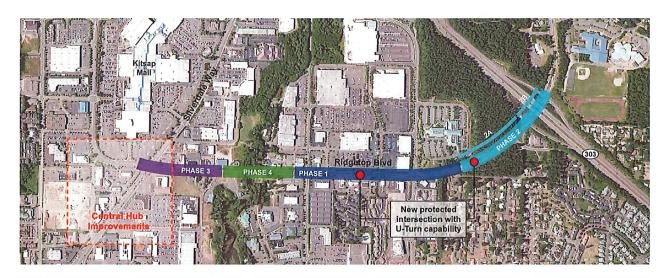
Ridgetop Phase 1 would provide four general purpose traffic lanes with a center median on Ridgetop Boulevard from Mickelberry Road to the realigned Sid Uhnick Drive intersection. The center median would provide access management of the many commercial driveways along Ridgetop Boulevard. Access would be restricted to right turn in/right turn out at all intersections except:

- Mickelberry Road/Ridgetop Boulevard
- Myhre Road/Ridgetop Boulevard
- Midblock Access to Best Buy and Costco

The midblock access to Best Buy and Costco would be signalized with U-turn capability. This signalized midblock intersection would provide important system benefits:

- U-turn and left turn access
- Midblock pedestrian crossing (also important for access to transit stops)
- Protected intersection

Silverdale Transportation Implementation Strategy Kitsap County



Central Hub Improvements

- Poplars extension, sidewalk, ADA treatments, low stress bike lane
- Protected intersections with U-turn and left turn at:
- Poplars/Kitsap Mall Blvd. (with shared use path)
- _ Poplars/Silverdale
- Silverdale/Way Poplars to Ridgetop Complete Streets
- 3. Silverdale Way to Blaine
- 4-Lane Ridgetop with center median access control
- Sidewalk, landscaping, low stress bike lane
- Protected intersections with U-turn and left turn at:
- Blaine/Ridgetop
- Silverdale/Ridgetop
- 4. Blaine to Mickelberry
- 4-Lane Ridgetop with center median access control
- Sidewalk, landscaping, low stress bike lane
- Protected intersections with U-turn and left turn at Levin/Ridgetop
- New bridge
 - Clear Creek Trail connections

1. Mickelberry to Myhre

- 4-Lane Ridgetop with center median access control
- Sidewalk, landscaping, low stress bike lane
- Protected intersections with U-turn and left turn at:
- Mickelberry/Ridgetop
- Myhre/Ridgetop
- Potential New midblock feasibility TBD
- Add 2nd EB GP lane and uphill bike lane from Myhre to realigned Sid Uhnick Dr
- Storm water, sanitary sewer and utilities

2a. Realignment of Sid Uhinck Drive

- Realign Sid Uhinck Drive to align with Harrison Hospital entrance
- Add new EB lane on Ridgetop Boulevard

2b. New SR 303 Improvements

- 4 to 5 lane, bike lane, sidewalks (w/ WSDOT)
- Add dual EB LT and 2 receving lanes on NB SR 303 on-ramp and dual WB LT off SR 303

Figure 5. Ridgetop Corridor Phased Implementation Strategies

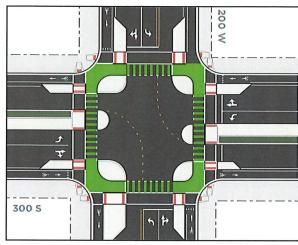
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An important benefit of the midblock intersection is to reduce the southbound left turn demand at the Myhre Road/Ridgetop Boulevard intersection. Without a signalized left turn from the Best Buy/Costco driveways onto Ridgetop Boulevard (heading east to SR 303), high volumes of traffic exit the parking lots from Costco and Best Buy onto Myhre Road to make a signalized left turn from Myhre Road onto Ridgetop Boulevard (heading east to the SR 303 interchange).

Bike lanes on Ridgetop Boulevard would be low stress with some level of vertical and/or horizontal separation from traffic. The bike lanes could be integrated with the sidewalk and landscaping or raised next to the traveled lane. Protected intersections would provide at-grade separation for non-motorized movements. An example of a protected intersection is provided in Figure 6.

Ridgetop Phase 1 Delivery Options

Ridgetop Phase 1 would connect to developer funded improvements on Ridgetop Boulevard from Sid Uhnick Drive to SR 303. Phase 1 improvements provide capacity to accommodate expected growth, improve safety, and ease congestion on this key segment of Ridgetop Boulevard. A critical component of the project is improving and managing the access to the high demand big box retail outlets adjacent to Ridgetop Boulevard. Managing access will improve throughput and safety, and ease congestion. The Phase 1 project provides the foundation for additional improvements in the corridor that will connect to developer funded improvements near Harrison Hospital.



Source: Evolution of the Protected Intersection, 2015 ALTA Planning

Figure 6. Protected Intersection Example

Ridgetop Phase 2

Ridgetop Phase 2 would provide four to five general purpose traffic lanes on Ridgetop Boulevard from the northbound SR 303 on- and off-ramps to the southbound SR 303 on and off-ramps.

Harrison Hospital is constructing an eastbound travel lane and bike lane from east of Myhre to the SR 303 southbound ramp terminal. The improvement will also realign Sid Uhnick Drive to match the hospital access and will include a new signal. The project also includes a westbound bike lane from SR 303 to Mickelberry Road.

Bike lanes on Ridgetop Boulevard would be integrated into the design of the roadway. The Ridgetop improvements will improve non-motorized connections to the transit center, Harrison Hospital and the proposed Markwick trail.

Ridgetop Phase 2 Delivery Options

Ridgetop Phase 2 would complete improvements on Ridgetop Boulevard from Sid Uhnick Drive to SR 303. Phase 2 improvements provide capacity to accommodate expected growth and improve safety and ease congestion from east Silverdale to SR 303. Ridgetop Phase 2 would be implemented in two stages: 2a and 2b (see Figure 5). 2a would consist of the realignment of Sid Uhnick Drive, a new eastbound lane

on Ridgetop and new entrance to Harrison Hospital. 2b would provide improvements to the SR 303 interchange.

A critical component of the stage 2b project is improving the capacity and operation of the SR 303 interchange. There are two options considered for the SR 303 interchange improvements:

1. Provide a four-lane section between the southbound and northbound SR 303 on-ramps: The four-lane section would provide a single westbound through lane on Ridgetop Boulevard, two eastbound to northbound left turn lanes on Ridgetop Boulevard at the northbound on-ramp, a single eastbound through lane at the northbound on-ramp, and a single westbound to southbound left turn lane at the southbound on-ramp.

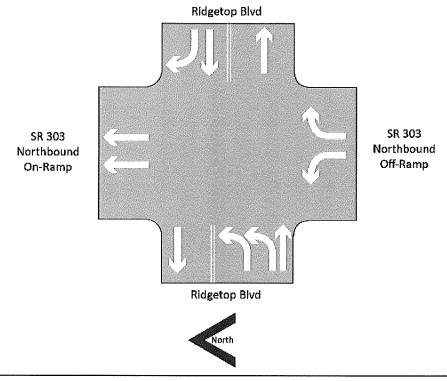


Figure 7. SR 303 Interchange Improvements, Option 1

2. **Provide a five-lane section between the southbound and northbound SR 303 on-ramps:** The five-lane section would provide two westbound through lanes and two northbound to westbound left turn lanes on the SR 303 northbound off-ramp.

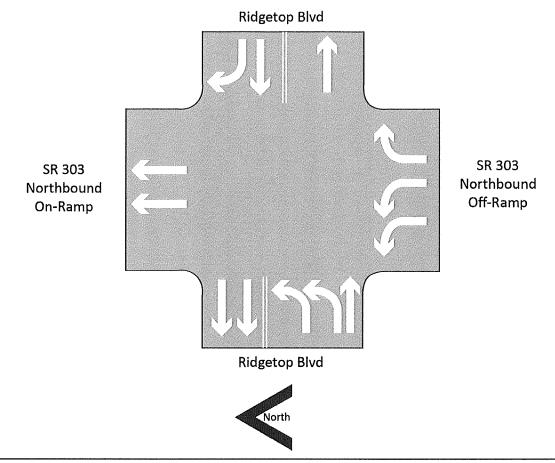


Figure 8. SR 303 Interchange Improvements, Option 2

While the four-lane option would not require the widening of the existing roadway, the five-lane option would require roadway widening and modifications to the existing wing walls that support the SR 303 overpass structure. The five-lane option would require modifications to both the northbound off- and on-ramps and may require storm water and utility work. The four-lane option is estimated at \$1.1M while the five-lane option is estimated to cost \$5.8M. Additional study is needed to determine the actual costs of each alternative and identify potential funding sources and partners (i.e., WSDOT). One strategy is to build the less costly four-lane section first until funding is available to build the five-lane option. Since the four-lane option primarily involves restriping the existing pavement, there would be little throw away when the five-lane section is built.

Ridgetop Phase 3

Ridgetop Phase 3 would provide four general purpose traffic lanes on Ridgetop Boulevard from Silverdale Way to Blaine Avenue. Access would be restricted to right turn in/right turn out at all intersections except:

- Silverdale Way/Ridgetop Boulevard
- Blaine Avenue/Ridgetop Boulevard

Protected intersections with U-turn and left turn capabilities would be provided at both Silverdale Way and Blaine Avenue. The improvements would include low stress bike lanes, landscaping and storm water/utility work.

Ridgetop Phase 3 Delivery Options

Ideally, Ridgetop Phase 3 would be constructed before the Central Hub improvements. The Ridgetop Phase 3 improvements would build infrastructure improvements at the Silverdale Way intersection to accommodate the future hub improvements. This would include the protected intersection improvements and the northbound right turn lane. If funding becomes available sooner for the hub intersection improvements at Silverdale Way, the project could be modified to eliminate elements that would be built as part of the hub intersection work.

Ridgetop Phase 4

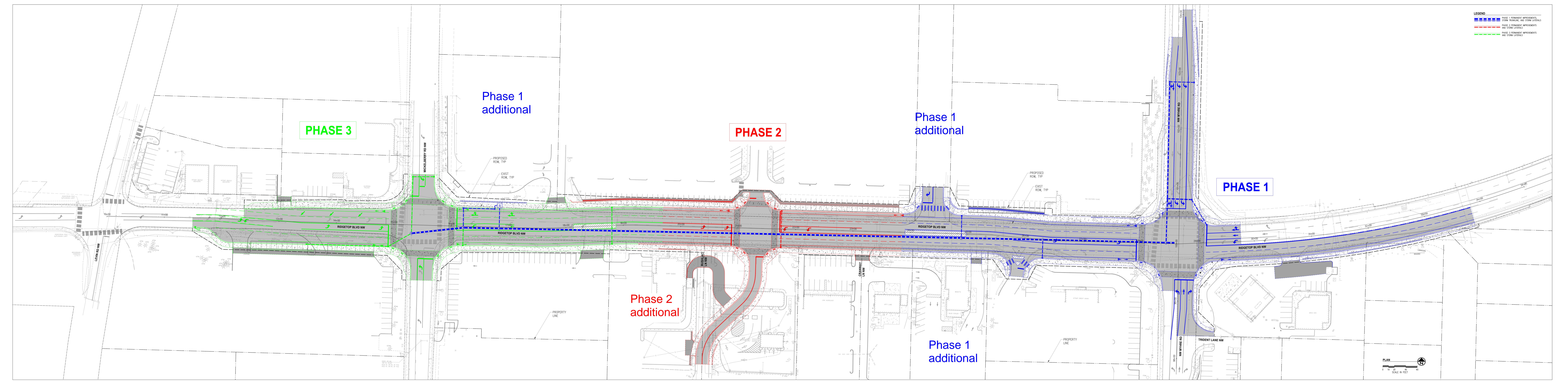
Ridgetop Phase 4 would provide four general purpose traffic lanes on Ridgetop Boulevard from Blaine Avenue to Mickelberry Road. A critical component of the Phase 4 project is the construction of a new bridge over Clear Creek. Access would be restricted to right turn in/right turn out at all intersections except:

- Blaine Avenue/Ridgetop Boulevard
- Mickelberry Road/Ridgetop Boulevard

A protected intersection with U-turn and left turn capabilities would be provided at Blaine Avenue. The improvements would include low stress bike lanes, landscaping, and connections to the Clear Creek trail system.

Silverdale Way Corridor Improvements

The Silverdale Way corridor is used by autos, bikes, trucks, and transit to access the major retail, business, and residential centers within Silverdale. It is used for trips that are entirely local (walking, biking, and auto trips staying within the Silverdale Regional Center) as well as trips that are passing through Silverdale destined to locations outside of the Regional Center. The two hub intersections on



RESOLUTION

209

Resolution Adopting the 2024 through 2029 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, 2024 to December 31, 2029 and,

WHEREAS, in further compliance with said law the Board has held thereon a public hearing this 27th day of November, 2023.

THEREFORE, 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 2024 to 2029 for Kitsap County Roads be adopted as set forth in detail, consisting of projects numbered 1 through 62 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 27th day of November, 2023.

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON

COMMISSON ON THE ONE OF THE ONE OF THE ONE OF THE ONE OF THE ORDER OF

CHARLOTTE GARRIDO, Chair

Charlette Thris

KATHERINE T. WALTERS, Commissioner

bristine Robes

Katherine T. Wolker

CHRISTINE ROLFES, Commissioner

ATTEST:

Dana Daniels, Clerk of the Board

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2024 TO 2029





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

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)

<u>Project Phase</u> 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. <u>Federal Fund Code & Federal Cost by Phase</u> 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.

<u>DOT</u> 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.

<u>CRID</u> 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.

IED 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.

<u>Impact Fees</u> 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.

<u>Total</u> 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

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2024 TO 2029

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SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2024 TO 2029

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NA		32	4.00	RW	s	1/26						50				50]
ŀ	Shared use path			Const.	₽	6/26	Grant	4200				1550	5750				5750			1 .
				Totai				5000				1660	6660		430	480	5750			
	23760 MP 1.02-2.49 T3 CRP# 2627				\vdash		ļ													1
ا ا	1			P.E.	s	4/23			RAP	28	<u> </u>	2	30	30	<u> </u>					1
"	1 1 · · · · · · · · · · · · · · · · · ·	05	1.50	R/W	L						<u> </u>								1	1
l I	Laving and anough Molk	07		Const.	s	4/24	1	ļ	RAP	709		79		788						1
\vdash	52690 MP 0.33-0,38			Total	\vdash					737	<u> </u>	81	818	818						
	Nonfreight CRP# 3701	i	j		Ļ	0100	-				₩	ļ								1
اءا	lade a since and a			P.E.	\$	8/23	-			ļ		50	50	50						1
ا " ا	14 Could Alem Olina Cabatt	19	0.05	RW	H	F 10.4		ļ			 	ļ								1
		- 1		Const.	S	5/24	-			 	.	450		450		ļ				4
		- 1	1	Total	1		1	ı	1	i	1	500	500	500	i	ı	l	1	I .	1

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2024 TO 2029

	Т							PROJE	CT COSTS I	N THOUSA	NDS OF D	DLLARS	i								FED.
				ł l					FL	NDING SO	URCE INFO	ORMATIC	ON								PROJ.
ı	١.				l			FEDER	AL FUNDS												ONLY
FUNC. CLASS	TIP PROJECT NO.		IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027	YEAR 5 2028	YEAR 6 2029	ENVIRO TYPE ROW REQ.? DATE COMPLETE
Г		MP 23.65-23.85			Î							•									<u> </u>
l		T3 CRP# 1636			P.E.	S	1/23	STP-23	112	WSDOT	356			468	468						CE
14	15	SR 104 Holding Lane/ATMS	12	0.20	RW															1	1 Y
ı	1	Kingston Active Traffic Management System		j	Const.	S	5/24	STP-24	1178					1178	1178					i -	12/23
ᆫ	\bot				Totaí				1290		356			1646	1646						1
•		MP 24.25-24.85																			1
		T3 CRP# 1635			P.E.	S	1/19						20	20	10	10					1 EA
14		SR 104 Realignment	06	0.65	RW		11/20														1 v
1		Move inbound ferry lane to NE 1st Street			Const.	S	1/26						20	20			10	10		·	6/23
ட	L	County participation on State project			Total								40	40	10	10	10	10			1
Γ	Ţ	20509 MP 2.75-3,35				П											İ				
ı		T3 CRP# 2618			P.E.	S	1/21						10	10	10						1
7	17	Glenwood Road	05	0.51	R/W	S	1/23			RAP-23	7		3	10	10					1	1
l		Lake Helena Road to Wildwood Road	12		Const.	S	5/24			RAP-24	2097		403	2500	2300	200				1	1
L		Resurface and pave shoulders			Total	П				· ·	2104		416	2520	2320	200				1	1
·		25009 MP 0.960-3.529				П															†
		T3 CRP# 2628			P.E.	s	1/23						30	30	20	10				1	1
6	18	Lake Flora - City Limits to J M Dickinson	07	2.60	R/W												†				1
1	į	Repave			Const.	P	3/25	Grant(C)	762				119	881		881					1
ᆫ				ļ	Total		, i		762				149	911	20	891				1	1
l		19515 MP 1.00-2.05 / 57740 MP 0.25-0.55																		1	
ı		T2/T3 CRP# 3686		[₽.ፎ.	s	1/18						10	10	10					 	1
		Silverdale Way Preservation Project	07	1.34	R/W	S	1/20						50	50	50						1
14	1	Overlay and ADA Compliance: Silverdale Way - Wasga Way to Bucklin Hill Road		Į.	Const.	S	4/25						3100	3100		3000	100				1
닎	1_	Bucklin Hill Road - Sliverdale Way to Blaine Ave			Total								3160	3160	60	3000	100				1
ı		41409 MP 0.00-0.15																			T
1		Nonfreight CRP# 2626			P.E.	s	5/23	PROTEC'	100				90	190	190						CE
9	20	Harper Estuary Restoration	13	0.15	RW	s	10/22			ECY	79			79	79						1 Y
		Remove fish barrier, road fill, and shoreline armoring. Replace with a 120-foot			Const.	S	1/25	PROTEC*	5840					5840		5140	700				5/24
<u></u>		bridge.			Total				5940		79		90	6109	269	5140	700				1
		40700 MP 1.15-1.35 / 40490 MP 0.25-0.30 / 41130 MP 0.00-0.05																	1		\vdash
11		T3/T4/Nonfreight CRP# 2583/2629			P.E.	S	1/20			TJB 21-22		112		556							CE
11	21	Lund - Harris to Chase	06	0.25	R/W	S	1/22			TIB 22	78	20		98	49	49			<u> </u>	T	1 Y
1	İ	Median, sidewalk, and bike lane from Harris to Chase	12		Const.	S	2/25			TIB 21-22	3142		790	3932		3932					6/24
L		Roundabout @ Harris			Total	\Box					3664	132	790	4586	605	3981		·	· · · · · · · · · · · · · · · · · · ·	T	1

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2024 TO 2029

Г			•	1				PRO IF	CT COSTS :	M THATES	NDS OF C	YOULADE		-	T						FED.
1										NDING SO			NN .		l						PROJ.
1								EEDED/	AL FUNDS	1101110 00	OROL IN) N		l						
FUNC. CLASS	TIP PROJECT NO.		IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	CODE	FEDERAL COST BY PHASE	RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027	YEAR 5 2028	YEAR 6 2029	ENVIRO TYPE O ROW REQ.? Z DATE COMPLETE A
\vdash	_	40700 MP 1.35-1.50 / 41130 MP 0.00-0,05		ļ .		-	— u.		ш.	OHIEK											- 5
16		T3/Nonfreight CRP# 2630		· i	P.E.	s	1/20					165	197	362	181	454					
19	22	Lund & Hoover	06	0.20	RW	s	1/25					163	90			181 90					CE
1	1	Median, sidewalk, and bike lane from city limits to Harris	12	0.20	Const.	S	1/26	STP 26	2279			173	414	2866	ļ	90					Y
ł		Roundabout @ Hoover			Total		1,120	311 10	2279			338	701		181	271	2866 2866				6/24
		40700 MP 1.05-1.15 / 40550 MP 0.00-0.05			1000				22/3			336	/01	3318	181	271	2866				
1		Nonfreight/T3 CRP# 2629			P.E.	Р	1/20			Grant (A)	317	79		396	80	316					Į
16	23	Lund & Chase	06	0.20	RW	P	1/25			Grant (A)	61	15		76		76					ł
19		Roundabout	•••	1 3.23	Const.	Р	4/26			Grant (A)	2290	573		2863		76	1000	4000			ł
					Total	- 	7120			Grant (A)	2668	667		3335	80	200		1863 1863			ł
		40780 MP 0.75-1.05			,,,,,,,						2008	6671		3333	80	392	1000	1863			
1		Nonfreight/T3			P.E.	s	1/20		-			310		310			<u> </u>				
16	24	Lund - Chase to Jackson	06	0.55	RW	s	1/27					65		65			60	250 65			CE V
1		Median, sidewalk, bike lane, & u-turn		0.00	Const.	P	6/28	Grant	2500			400		2900				65			a '
1 -					Total	-	0.20	Osant	2500			775		3275			60	315	2900 2900		5/27
		50909 MP 0.00-0.80			10.27	\vdash			2300			113		32/3			60	315	2900		
i i		T3 CRP# 3699			P.E.	s	8/23	SRTS	87			 	138	225	125	100				-	
16	25	Perry - Stone to Sheridan	32	0.81	R/W	s	1/24	SRTS	400				130	400		300					CE
1		Sidewalks & bike lanes			Const.	s	6/26	SRTS	2531				141	2672	100	300	2672				
1					Total	Ť			3018			-	279	3297	225	400					5/27
		21109 MP 1.05-1.15 / 20250 MP 1.00-1.10	•	i	,,,,,,,,	-			3010				2/3	3297	223	400	26/2				
8		T3 CRP# 2631		i i	P.E.	s	9/23	HSIP	460					460	167	288	5				
16	26	Sidney & Pine	12	0.20	RW	s	1/25	HSIP	50				****	50		50					CE
17		Roundabout			Const.	s	6/26	HSIP	2680			 		2680		50	2653	27			1 '
1		•			Total	-	0,20	11011	3190		****	-		3190	167	338		27			6/25
		89400 MP 0,00-0,05 / 70400 MP 7,35-7,40							3130					3130	167	330	2658			ļ	
1		Nonfreight CRP# 1638			P.E.	s	1/23						300	300	100	100	100				ł
9	27	Norweigian Point Restoration	13	0.10	RW	S	1/25		******			 	100	100		50					ł
1	1	Replace culvert 16118 with large box culvert		51.15	Const.	P	6/27	Grant	1300				100	1300	<u> </u>	30	50	1300			ł
L		<u>-</u>			Total		<u>-</u>		1300			 	400	1700	100	150	150			-	
		42510 MP 0.00-0,35		1-	17.27	-			,500			-	400	1,00	100	130	150	1300			
1		T4 CRP# 2557			P.E.	s	8/23		••••				250	250	25	225					l
16	28	Beach Drive - Main to Clam Bay Ct	6	0.37	RW	s	1/26					 	400	400		223	200	200			1
1		Bike/ped Improvements with drainage improvements	-		Const.	P	6/28	Grant	2160			 	340	2500	—		200	∠00	2500		i
L					Total			ψ	2160				990	3150	25	225	200	200	2500		ł
_	_			Ц.,	, 3441				2100			<u> </u>	990	3150	25	223	200	200	2500		L

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2024 TO 2029

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1						ГΤ		111000			URCE INFO										PROJ.
1						ΙI		FEDER/	AL FUNDS		1	OTCHIE, I, I									ONLY
FUNC. CLASS	TIP PROJECT NO.		IMPROVEMENT TYPE(S)	TOTAL LENGTH (mî.)	PROJECT PHASE	FUND, STATUS	MONTH / YEAR PHASE STARTS	FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027	YEAR 5 2028	YEAR 6 2029	ENVIRO TYPE ROW REQ.? DATE COMPLETE
		86250 MP 2.90-2.95				H															
1		Nonfreight			P.E.	s	1/26			Tribe	500			500			200	200	100		1 /
9	29	Little Boston Road - Shipbuilder's Creek culvert #15115	13	0.05	R/W													200	100		1 1
-		Replace culvert with wider culvert for fish passage			Const.	s	6/27			Тпре	1000			1000				500	500		
\vdash]	Total	П					1500			1500			200	700	600		1 1
		20509 MP 1,23-1,98						· · · · · · · · · · · · · · · · · · ·									200				\vdash
1		T3	05		P.E.	Р	3/27			Grant	135		15	150				50	100		1 1
9		Glenwood - Pine to Christmas Tree	7	0.75	R/W	S	1/28						75	75					50	25	1 1
1		Resurface and pave shoulders			Const.	Р	3/29			Grant	1551		172	1723						1723	
⊢	₩				Total						1686		262	1948			_	50	150	1748	1 1
1		56791 MP 0.35-0.60								, i								- "			
L.,		T3 CRP# 3694			P.E.	S	8/19	STP 21	943			183		1126	600	526					1 EA
1 14		Ridgetop - Mickelberry to Myhre (All Phases)	05	0.34	R/W	Ш															1 Y
1		Mickelberry Road NW to NW Myhre Road			Const,	┙															5/27
-		Widen to 4 lanes, sldewalks, bike lanes 56791 MP 0,55-0,65 / 57720 MP 0,20-0,30			Total				943			183		1126	600	526					
1		73 CRP# 3694			l	Ш															
14	132	Ridgetop - Mickelberry to Myhre Phase 1			P.E.	Ш															EA
l '"		Ridgetop & Myhre Intersection improvements	05	0.20	R/W	S	1/24	CRRSAA	1500			134	100	1734	1000	734] Y [
	1	Magerop & Myrira intersection improvements			Const.	P	6/26	Grant	4500			1500		6000			5000	1000			5/27
⊢	+-	56791 MP 0.45-0.55			Total	\vdash			6000			1634	100	7734	1000	734	5000	1000			
1		T3 CRP# 3694			٠.	$\vdash \vdash$															
14	133	Ridgetop - Mickelberry to Myhre Phase 2	05		P.E.	اجا															EA
'		Ridgetop mid block intersection	US	0.10	R/W	S	1/24 6/28	CRRSAA	3373			196	531	4100	3000	1100					. Y
1		144 144 144 144 144 144 144 144 144 144			Const. Total	H	6/28	Grant	4000 7373				2000	6000					5000	1000	
\vdash	+	56791 MP 0.30-0.40 / 56770 MP 0.40-0.50	-	-	IQUAL	├			7373			196	2531	10100	3000	1100			5000	1000	
1		T3 CRP# 3694			P.E.	\vdash															1 _ 1
14	34	Ridgetop - Mickelberry to Myhre Phase 3	05	0.20	R/W	s	1/28					2060	2000	4055	-						EA
1		Ridgetop & Mickelberry Intersection improvements		3.20	Const,	-	1120					2060	2000	4060					2060	2000	
					Total	\vdash		<u> </u>				2060	2000	4060						2022	5/27
		70310 MP 1.55-1.60 / 70320 MP 0.00-0.50		 		┥					-	4000	2000	4080					2060	2000	
1		T3/T4 CRP# 1639			P.E.	s	1/24	STP-25	450				70	520	260	200	60				CE
16	35	Suquamish/Augusta - South St. to Winfred	05	0.52	RW	s	1/26		450				600	600	260	200	300	300			Y
1		Sidewalk & bike lane,			Const.	P	6/28	Grant	2500				704	3204			300	300	3204		1/26
L	1				Total				2950				1374	4324	260	200	360	300	3204		"2"

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2024 TO 2029

					Γ			PROJE	CT COSTS I	N THOUS	ANDS OF D	OLLARS	·····								FED.
									FL		DURCE INF										PROJ.
	o				1111				AL FUNDS												ONLY
FUNC. CLASS	TP PROJECT NO		IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND, STATUS	MONTH / YEAR PHASE STARTS	FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027	YEAR 5 2028	YEAR 6 2029	ENVIRO TYPE ROW REQ.? DATE COMPLETE
		74200 MP 1.85-2.10				\vdash													-	-	
		Т3			P.E.	S	1/27	T					480	480				240	240		1
16		Viking - Sherman Hill to city limits	06	0.25	RW	S	1/28						500	500					500		1
		Segment improvement, non-motorized			Const	$\vdash \vdash$								w]
		74200 MP 1.80-1.85 / 59900 MP 1.55-1.60			Total	┥							980	980			L	240	740		<u> </u>
		Nonfreight/T3			P.E.	5	1/27						240	240				130	110		1
16	37	Viking & Sherman Hill	12	0.10	RW									140	***************************************		·	130	110	<u> </u>	1
		Intersection improvement			Const.														******		1
-		56409 MP 0.50-0.90			Total	<u> </u>							240	240				130	110		1
		T3 CRP# 1637			P.E.	\$	1/23	ļ													
7	38	Hansville - Delaney to Salish	07	0.40	R/W	H	1/23						10	10	10		<u> </u>				4
		Corridor Improvements		"	Const.	H														-	1
Ш					Total								10	10	10			-			1
		32800 MP 0.05-0.10 Nonfreight CRP# 2588											ï								
19	39	Horizon Lane SE	96	0.05	P.E. R/W	S	1/16						70	70	50	20					1
		Replace Deteriorated 42" Culvert (Culvert ID # 12310)	96	0.05	Const.	-		-	****												1
		·			Total	\vdash						,	70	70	50	20				<u> </u>	ł
		70400 MP 0.00-0.05											7.0	70	30		-				
,		T3 CRP# 1599 Hansville and SR 104			₽.ፎ,	S	4/18			EPA&Oth	409			409	100	100	209				†
[Intersection Improvement - Pamership with WSDOT/Tribe	12	0.05	R/W]
					Const. Total	\vdash					400			10.0							1
П		13549 MP 3.25-3.80			10141	┪					409			409	100	100	209				
		T3 CRP# 3702		ļ	P.E.	P	6/24	Grant-C	432				68	500	250	250				 	1
16		Anderson Hill Road Corridor Study	12	j	R/W																1
		Corridor study - Apex Airport to Frontier Place			Const.	Щ															1
\vdash	-	13549 MP 3.15-3.25 / 13820 MP 0.00-0.05			Total				432				68	500	250	250					
		T3/Nonfreight CRP# 3898			P.E.	S	1/20			SEPA	112		388	500				255			
	42	Anderson Hill Road / Apex Alrport Road	12	0.20	R/W	-	1,20			SCPA	112		388	500			250	250		<u> </u>	
19		Design per corridor study			Const.						-										
				L	Totai						112		388	500			250	250		ļ	1

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2024 TO 2029

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1										NDING SO											PROJ.
1	١. ا							FEDERA	AL FUNDS												ONLY
FUNC. CLASS	TIP PROJECT NO.		IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027	YEAR 5 2028	YEAR 6 2029	ENVIRO TYPE ROW REQ.? DATE COMPLETE
Г		13549 MP 3.25-3.80	-													<u> </u>					- -
l		Т3			P.E.	s	1/26						400	400			300	100			1
16		Anderson Hill - Segment Phase 1	TBD	0.51	R/W																1
		Design per corridor study			Const.]
<u> </u>	—	-			Total								400	400			300	100			<u> </u>
16		54600 MP 1.65-1.70 / 53975 MP 0.00-0.05 T3/T4				<u> </u>]
		Brownsville - Gilberton Bridge (Bridge #2)		l l	P.E.	s	1/25					ļ	225	225		175	50		Ĺ		1
''		Study to plan for eventual replacement	12	0,15	RW	\vdash															1
1		Slody to plant for eventual replacement			Const. Total							<u> </u>		205	ļ				<u></u>	-	1
┣━	+	54600 MP 1.65-1.70 / 53975 MP 0.00-0.05		 	Iotai	\vdash							225	225		175	50				
16		T3/T4			P.E.	\$	1/25						225	225		175	50			ļ	ł
		Riddell & Almira	12	0,15	RW	ř	1,20						223	223		173	70			 	1
Г		Intersection improvement	-	"	Const.	H														-	ł
l					Total								225	225		175	50				1
Г	П	13429 MP 2.10-2.20 / 19800 MP 2.15-2,20 / 13770 MP 0.00-0.05																		 	
16		T3			P.E.	S	1/26						200	200			100	100			1
17		Newberry Hill & Dickey & Eldorado	12	0.20	R/W																1
19		Intersection improvement			Const.																1
⊢	_			1	Total								200	200			100	100			
1		21109 MP 5.85-5.95 / 20225 0.55-0.65		İ		<u> </u>	<u> </u>														<u> </u>
١.,		T3			P.E.	S	1/26				ļ	78	177	255			20	235			1
1,0	4/	Sidney & Lider	12	0.20	R/W	╙	ļ														1
ı		Intersection improvements			Const.		ļ								<u> </u>						4
⊢	-	21109 MP 5.95-6.45			Total							78	177	255			20	235			┞——
1		T3 CRP# 2585			P.E.	S	5/28		-			 	50	50	<u> </u>			ļ			
116		Sidney - City Limits to Lider	05	0.56	R/W	۲	3/20		 	-	 	 	50	20		-		 	25	2.5	4
		Port Orchard city limits to Lider Road Construct paved shoulders	"	""	Const.	\vdash	<u> </u>			-	ļ	 	 				 	 		 	1
L			l		Total	\vdash						<u> </u>	50	50			1		25	25	1
Г		19801 MP 2.55-2.65				1						<u> </u>		 			<u> </u>			<u> </u>	
		T3	1		P.E.	S	1/29					t	40	40				<u> </u>		40	1
17		Provost Rd Strawberry Creek Culvert	13	0.10	R/W		<u> </u>					—	1	<u> </u>					 	<u> </u>	1
ı		Replace culvert #2319 per WDFW standards per MOU Oct. 28, 2015			Const.														l	1	1
Ш	<u> </u>			<u> </u>	Total								40	40					ĺ	40	1

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2024 TO 2029

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WA	Non-Motroized pre-design study Non-Motroized pre-design study. SR 104 to Casino	90	N/A	R/W	<u> </u>	ļ			1		ļ									N
	tronsmonoled pre-design study. Sh 104 to Cashib		ĺ	Const. Total	⊢	 	-		ļ		ļ	 								
\vdash			+	Total		-	<u> </u>	1	-			20	20		10	10				
			1	P.E.	s	1/26	RAISE	500			 	 	500			250	250			CE
N/A 5	2 STO - Central Pre-Design Study	06	N/A	RW	<u> </u>		10.00		1	<u> </u>			300			230	230			N N
	Non-Motroized pre-design study. Poulsbo to Port Gamble Park		ì	Const.					1		—	1								1 "
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NI/A S	3 Suquamish to Gunderson NM Pre-Design Study		1	P.E.	S	1/28	RAISE	500		<u> </u>		ļ	500					250	250	
ا اسرا	Non-Motroized pre-design study. SR 104 to Kingston	06	N/A	R/W Const.	├ ─						ļ	 								N
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N/A 5	Little Boston NM Pre-Design Study	06	N/A	R/W												*****				N
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\vdash			 	Total	<u> </u>							20	20					10	10	
	CRP# 1632			P.E.	⊨				├		ļ									
N/A 5	North Kitsap Service Center	90	N/A	R/W	-				_	-		 								l
	New North Road Shop	"	"	Const.	S	1/22			 	<u> </u>		10149	10149	10149						l
oxdot				Total	一	T			1		 	10149	10149	10149						l
	Various Locations		1								1	T						-	-	
l.,, .	CRP# 5043			P.E.																ŀ
[WA] S	Froject Close-Out and Plant Establishment	90	00	R/W	<u> </u>			ļ	ļ		<u> </u>	ļ								
				Const, Total	s	varies			 		↓	240		40		40		40		
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SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2024 TO 2029

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FUNC, CLASS	TIP PROJECT NO.		IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND, STATUS	MONTH / YEAR PHASE STARTS	FEDERAL FUND CODE	FEDERAL COST BY PHASE	CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL,	YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027	YEAR 5 2028	YEAR 6 2029	ENVIRO TYPE ROW REQ.?
		Various Locations CRP# 5044																			1
3/Δ		County Wide Sidewalk		ا ۔۔ ا	P.E.	S	varies						120	120	20	20	20	20	20	20	3
		Sidewalks and pedestrian ramps at various locations	32	00	R/W	١ <u>ـ</u>															
		The state of the process of the state of the			Const.	<u>.s</u>	varies			***************************************			1080	1080	180	180				180	
-	┪	Various Locations		—	Total	-							1200	1200	200	200	200	200	200	200	1
		CRP# 5048			0.5	F															
I/A		County Wide Culvert Projects	06	00	P.E. R/W	S	varies						120	120	20						
		Replacement of emergent structurally or	06	"	i	S	varies						60	60	10						-
		capacity deficient cuiverts			Const. Total	s	varies		******				420	420	70		<u> </u>)
		Various Locations		-	total	\vdash							600	600	100	100	100	100	100	100	1
		CRP# 5045			P.E.	\vdash															
ľΑ	59	County Wide Surfacing Upgrades	07	00	R/W	\vdash															
		Base stabilization and paving of structurally	07	"	Const.	s	varies	-					4000	4000							1
		deficient pavements at various locations			Total	<u> ~</u>	varies						1200 1200	1200 1200	200	200	200	200		200	
		Various Locations			1000								1200	1,200	200	200	200	200	200	200	1
		CRP# 5046			P.E.	s	varies						180	180	30	30					-
ľΑ		County Wide Safety Improvements	12	00	R/W	s	varies						180	180	30	30 30					
		Spot improvements for guardrail,		''	Const.	s	varies						840	840	140	140	140	140		30 140	
		and traffic safety improvements			Total	- -							1200	1200	200	200	200		200	200	-1
		Various Locations											12,001	1200	200	200	200	200	200	200	'
		CRP# 5028			P.E.	-							1								-
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		Spot improvements for bicycle/pedestrian			Const.	S	varies						1350	1350	200	200	200	250	250	250	-
		County Force Electrical Work < \$40,000			Total		****		****				1350	1350	200	200	200		250		-
		Various Locations								·····		-	1330	1000	200	200	200	250	250	250	4—
	1 I	CRP# 5047			P.E.																1
I/A		WSDOT Project Participation	90	00	R/W				***	******		-	 						l		1
		County participation in State Projects			Const.	s	varies						600	600	100	100	100	100	100	100	1
		involving County Roads			Total								600	600	100	100	100	100	100	100	
						***************************************			53732		13315	6063	42269	115379	36774	21158	18735	13910	18639	6163	

L	P.E.
Г	R/W
Γ	Const.

4404	2301	927	4545	12177	3652	3186	2164	1875	905	395
5343	225	2490	4849	12907	4458	2489	640	605	2650	2065
43985	10789	2646	32875	90295	28664	15483	15931	11430	15084	3703
53732	13315	6063	42269	115379	36774	21158	18735	13910	18639	6163



KITSAP COUNTY BOARD OF COMMISSIONERS

Efficient, accessible and effective county services

March 29, 2024

Christine Rolfes DISTRICT 1

Charlotte Garrido DISTRICT 2

Katherine T. Walters DISTRICT 3 Puget Sound Regional Council 1011 Western Avenue, Suite 500 Seattle, WA 98104-1035 Kitsap Regional Coordinating Council 614 Division St. MS-4 Port Orchard, WA 98366

RE: Project obligations, Ridgetop - Mickelberry to Myhre

As the sponsor of the **Ridgetop** – **Mickelberry to Myhre** corridor project and "**Phase 1 Construction**" application to the 2024 Regional 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 \$5,400,000 in STP funding and have \$2,400,000 in secured local match for the "Phase 1 Construction" portion of the project.

As we work through design and project delivery options for the corridor, the anticipated costs have grown significantly. To address the increased cost of project delivery, we are dividing ROW and construction into three phases. The phases are designed to support delivery options and have independent utility as standalone projects within corridor.

Kitsap County is committed to delivery of this project to support the existing and anticipated residential, employment, services, and commercial activities within the Silverdale Regional Center and its importance to the County, PSRC region, and Olympic Peninsula. We have identified a financial strategy to complete the project based on anticipated Transportation Impact Fees, reasonable grant expectations, and existing Road Fund Levy/Gas Tax sources. Funding for this application can be determined to be "secured" and for the corridor "Reasonably Expected" since the project schedule extends beyond the County's Transportation Improvement Program (TIP) 6-year timeframe.

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

Sincerely

Katherine Walters

Kitsap County, Board of County Commissioners

Allerine Waster

Copy: Andrew Nelson, PE, Public Works Director

www.kitsap.gov

April 1, 2024

Kitsap County Board of Commissioners Commissioner's Office, MS-4 614 Division Street Port Orchard, WA 98366 60 Washington Ave. Ste. 200 Bremerton, WA 98337 Phone: 360.479.6962 Fax: 360.377.7086

www.kitsaptransit.com



Dear Commissioners:

I am writing on behalf of Kitsap Transit in support of Kitsap County's "Ridgetop-Mickelberry to Myhre" corridor improvement grant application for construction. The Ridgetop Boulevard Corridor withing the Silverdale Regional Center is Kitsap Transit's primary corridor, serving the Regional Center and providing connections to Kitsap Transit's system. The corridor directly serves our #223, #332 and #333 bus routes, and our new Silverdale Transit Center will be located near the Ridgetop-Boulevard SR-303 (Waaga Way) intersection. The Project will improve non-motorized connections to the new Transit Center, which will be the hub for a new High-Capacity Transit Corridor linking the Silverdale Regional Center with the Bremerton Regional Center.

Congestion, safety, and pedestrian access to our transit routes on Ridgetop Boulevard are significant concerns for Kitsap Transit. The "Ridgetop-Mickelberry to Myhre" project will substantially improve transit operations within the Regional Center. The added lane capacity and improved intersections will decrease travel times and increase reliability. Improved sidewalks and the addition of bike lanes will promote a walkable community and improve access to transit.

Kitsap Transit strongly supports this project and appreciates your efforts to build this project, helping to support the expected growth in the Silverdale Regional Center and Kitsap Transit's services to the residents of Kitsap County.

We look forward to working with County staff on this matter. Please feel free to contact me at (360) 478-6223 or JohnC@KitsapTransit.com.

Sincerely,

John W. Clauson

Executive Director, Kitsap Transit

