



# Kitsap Regional Coordinating Council

Chair  
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*City of Poulsbo*

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*Naval Base Kitsap\*\**

Mary McClure  
*Executive Management  
McClure Consulting LLC*

\* *Alternate*  
\*\* *Ex Officio Member*  
\*\*\* *Associate Member*

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Kingston, WA 98346  
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[www.KitsapRegionalCouncil.org](http://www.KitsapRegionalCouncil.org)

Executive Board Study Session:  
July 7, 2009

*Topic:*  
Transportation 2040 Alternatives  
KRCC Member Agency Comments

*Intent:*  
Provide a Forum for Discussion  
of Agencies' Perspectives

**Attachments:** Participants: June 25 Public Meeting  
Sponsored by KRCC, PSRC & Kitsap Transit  
Kitsap County comments (*not included in this packet ~*)  
Kitsap Transit draft comments  
City of Bainbridge Island preliminary comments  
Dale Rudolph comments

**Format:** Brief presentation of key points (from above)  
Discussion

**Note:** In preparation for this discussion, information about the  
Transportation 2040 Alternatives can be found at two  
websites:

Puget Sound Regional Council: [www.psrc.org](http://www.psrc.org)

Kitsap Regional Coordinating Council: [www.KitsapRegionalCouncil.org](http://www.KitsapRegionalCouncil.org)

On the KRCC home page:

Click the *Transportation* button on left of page.

*Kitsap Transportation 2040 Resources* are shown  
in the box at the top of the page.



# Kitsap Regional Coordinating Council

## 6a-iv. Trails Ad Hoc Work Group

July 7, 2009

This May, the Kitsap Regional Council's Executive Board approved a proposal to establish a multi-jurisdictional Trails Ad Hoc Work Group to review existing & planned cross-jurisdictional trail plans in Kitsap County.

- Work will focus on:**
- Currently planned routes
  - Gaps & overlaps
  - Planning level cost
  - Revenue sources
  - Feasibility

**First Meeting:**  
July 13th

### Invited to participate in the Ad Hoc Work Group:

#### Member Agencies:

<b>City of Bremerton</b>	Larry Matel, PW
<b>City of Port Orchard</b>	<i>will track &amp; participate as relevant</i>
<b>City of Poulsbo</b>	Linda Berry Maraist, City Council Ryan Farncomb, PW
<b>City of Bainbridge Island</b>	Chris Hammer, PW Jennifer Sutton, DCD
<b>Kitsap County</b>	Greg Cioc, PW Bill Zupancic, PW Matt Keough, P&R
<b>Port of Bremerton</b>	Tim Thompson

#### Trails Groups/Proponents:

<b>Clear Creek Trail</b>	<i>tba</i>
<b>Hansville Greenway</b>	Ken Shawcroft
<b>NK Trails Association</b>	John Willett
<b>Olympic Property Group</b>	<i>tba</i>
<b>Sinclair Inlet Trail</b>	Jay Spady, PSNS Donald L. Larson Clifford Olin, PSNS
<b>BI Trails Association</b>	Don Willott
<b>BI Parks &amp; Recreation</b>	<i>tba</i>

### Meeting Schedule:

<b>#1 mid-July</b>	Introduce work program, members, identify needed info
<b>#2 September</b>	Presentations of trail systems: routes ~ existing & currently planned. Discussion of overlaps
<b>#3 TBA</b>	Discussion of costs, revenue sources
<b>#4 TBA</b>	Initial report to TransPOL & TransTAC (9/10)
<b>#5 TBA</b>	TransPOL & TransTAC questions & concepts
<b>→ November 12</b>	Report to TransPOL & TransTAC

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# Kitsap Regional Coordinating Council

## 6a-i. Federal Funding Summary:

July 7, 2009

	ARRA Funds	Federal Funding Cycle 2011-2012			Total
		Regional Competitive Program	Countywide Program		
			STP (U) & (R)	Non-Motorized	
<b>Bremerton</b>	~	<b>\$3,000,000</b>	<b>\$1,905,000</b>	~	<b>\$4,905,000 ***</b>
<b>Port of Bremerton</b>	<b>\$3,000,000</b>	~	~	~	<b>\$3,000,000 ***</b>
<b>Bainbridge Island</b>	<b>\$150,000</b>	~	<b>\$200,000</b>	<b>\$221,687</b>	<b>\$ 571,687 ***</b>
<b>Port Orchard</b>	~	~	<b>\$1,017,000</b>	~	<b>\$1,017,000 ***</b>
<b>Poulsbo</b>	<b>\$3,800,000</b>	~	~	<b>\$219,760</b>	<b>\$4,019,760 ***</b>
<b>Kitsap Transit</b>	<b>\$6,423,882</b>	~	<b>\$300,000</b>	<b>\$350,000</b>	<b>\$7,073,882 ***</b>
<b>Kitsap County</b>	~	~	<b>\$1,356,535</b>	~	<b>\$1,356,535 **</b>
<b>Total</b>	<b>\$13,373,882</b>	<b>\$3,000,000</b>	<b>\$4,778,535</b>	<b>\$791,447</b>	<b>\$21,943,864</b>

\* Cost of Opticom Project (\$200,000) split between Bremerton and Kitsap Transit

\*\* Includes Rural Set-aside funds: \$238,535 (mid-2008) and \$493,000 (2009) + Southworth Drive Bridge reconstruction

\*\*\* Plus project(s) on the Contingency List

*Each project as put forward:*

- ✓ Is achievable within the PSRC timing parameters
- ✓ Finishes a segment or phase of the project
- ✓ Has local match funding available



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## Transportation 2040 Alternatives Presentation

Thursday, June 25, 2009  
The Eagles Nest, Silverdale

### Moderator:

Mary McClure, Kitsap Regional Coordinating Council

### Presenters:

Charlie Howard, Puget Sound Regional Council  
Dick Hayes, Kitsap Transit

### Attendees:

Robin Mayhew, Puget Sound Regional Council  
John Clauson, Kitsap Transit  
Dale Rudolph, City of Poulsbo  
Linda Berry Maraist, City of Poulsbo  
Becky Erickson, City of Poulsbo  
Darlene Kordonowy, City of Bainbridge Island  
Kim Brackett, City of Bainbridge Island  
Vicky Clarke, Kitsap Regional Coordinating Council  
Greg Cioc, Kitsap County  
Pete DeBoer, Port of Kingston  
Mendy Droke, Special Assistant to Jay Inslee for Kitsap County  
Chuck Shank, KAPO  
Donald Palmer, Kitsap Resident  
Jim Craswell, Kitsap Resident  
Greg Wheeler, Kitsap Resident  
Sunny Wheeler, Kitsap Resident  
Gene Hart, Kitsap Resident  
Matt Ryan, Kitsap Resident  
Roger Gray, Kitsap Resident  
Edward Saftich, Kitsap Resident  
Douglas Rauh, Kitsap Resident  
Ann Reed, Kitsap Resident  
Frank Reed, Kitsap Resident  
Ann Erickson, Bremerton Ferry Advisory Committee  
Rita DiEnno, Amalgamated Transit Union  
Michael Hank, Kitsap Resident  
Rex Nelson, Kitsap Transit Citizen Advisory Committee

# **KITSAP TRANSIT**

## **Response to the Puget Sound Regional Council's V2040 Plan Alternatives**

Kitsap Transit prefers the following combination of elements

1. From Alt. 5: The transit emphasis but with the following substitutions:
  - Bus Rapid Transit (BRT) for light rail
  - High-capacity transit funds for Sound Transit dollars
2. From Alt. 2: the HOV lanes and funding
3. From Alt. 3:
  - A. The limited tolling from Alt. 3 because
    - very few tolling sites work in Kitsap (Gorst, Agate Pass and ??)
    - funds must be kept on the tolled corridor but could/should be used for transit facilities and operations
  - B. Evaluation of limited tolling as a longer-term funding source because
    - the required state approval process is difficult and slow, esp. for transit uses such as BRT
    - grant funding will be equally slow
  - C. Consider using limited tolling as a funding source that collects from users outside of Kitsap County so that is fair to our taxpayers

General Comments/Additional Elements:

1. Kitsap County will see up to 150,000 new residents (a 60% increase) by 2040. This is the challenge that KT's recommended combination of elements is designed to address.
2. Bus Rapid Transit is a highly enhance bus service that features at its lower levels, intersection treatments such as signal pre-emption and queue by-pass lanes, and, at its higher levels, continuous bus lanes and larger, purpose-built buses matched to a network of at-floor-height terminal platforms and platform-based fare collections. BRT has many of the features and advantages of light rail without the huge land requirements and construction costs. KT is proposing this because:
  - We won't have the population densities, even by 2050, to support light rail and
  - We cannot begin to afford light rail

3. These key service corridors will require:
  - significantly increased park-and-ride lot capacity, particularly at their starting points and
  - for BRT, established stations as part of major Transit-Oriented Development/mixed-use development (park-and-rides, residential and commercial)
  
4. The development of these BRT corridors and the pursuit of denser development (including Transit-Oriented Development) along the corridors to allow them to be as effective as possible will be the focus of a joint planning effort between KT, the Kitsap Regional Coordinating Council and the planning staffs of Kitsap County and the four incorporated cities.

This process has begun and its success is crucial to developing the density to support higher levels of transit service, such as 15-minute headways, and to create the transit-supported environments we will need to accommodate the expected growth.
  
5. There will be other routes, both connectors and feeders, but transit staff and the KT Board of Commissioners Planning Sub-Committee believe it is best to focus on the key services that are the heart of the plan and account for the bulk of its cost.



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**From City of Bainbridge Island:** “As promised, here’s a broad summary of key points. Please note that these are incomplete—not all the involved planning staff have responded yet, Public Work’s comments are not included, and this has not been reviewed by the administration. So these should be considered very much a rough and unfinished draft” :

- **Bus Rapid Transit (BRT):** According to the 2040 Plan, the primary affected arterial on the island is SR305, which is discussed as a potential location for BRT. This proposal is largely consistent with the City’s overall planning goals and we agree that BRT probably has a more limited impact on the environment than expansion of the existing transit network. However, implementation of the system needs to be coordinated with land use actions (more detail on this later). BRT could also impact the accessibility and control of local access streets that cross SR305, and could potentially lead to grade-separated intersections or access limitations that could conflict with the City’s goal of preserving the 305 corridor as a bicycle-friendly greenway.
- **Ferry Ridership:** Alternative 5 calls for a significant increase above the baseline in ferry ridership on the BI-Seattle route. Although not explicitly identified in the plan, this ridership increase appears to be the result of potential tolling and transit alternatives on both sides of the route that make ridership more attractive. Ferry traffic and parking congestion directly affects the City’s downtown; we would encourage policies that improve access for pedestrian ridership, as well as allowing incentives to increase the use of smaller and/or alternative fuel vehicle ridership. There should be improved scheduling for ferry-transit connections on both sides of the route.
- **Non-Motorized Transportation:** Alternative 5 supports the City’s approach to improving transportation choices by proposing maintenance and retrofit of existing routes for motorized & non-motorized routes and facilities. The City is pursuing this same approach by using federal funding through PSRC to retro-fit Winslow Way as a “complete street”, with expanded pedestrian and non-motorized facilities, sustainable drainage, and low energy lighting.

**Initial, Draft, and Personal Comments by Dale Rudolph, KRCC “Other Cities” Representative to PSRC Growth Management Policy Board & Numerous Sub-committees over time**

**Comment on the Transportation 2040  
Draft Environmental Impact Statement**

1. The various components in the six alternatives.

The range of alternatives presented certainly provokes the needed policy level discussion, including a wide range of technical and financial solutions.

As presented, it is very difficult to determine how the various alternative elements will be phased over the 30 year period. Any Preferred Alternative needs to clearly show the phasing of investments (especially ferries, roads and transit improvements), as well as the phasing of funding measures, including tolling.

It is important to clarify the issue of equity. It needs to be clear that “equity” means fairly distributing both benefits and costs. Although this comment is primarily directed at geographic equity, the principle needs to also apply more broadly to ensure benefits are returning to those who are paying, generally to where they are paying, especially within corridors.

2. The environmental impacts of the alternatives.

The transportation plan needs to be careful to not over-reach in resolving environmental issues. Land Use Planning and Transportation Planning can certainly have a positive impact on the environment; however, it is important to consider the cost/benefit aspect of recommendations. The vast majority of improvement in environmental impacts will clearly come from technology, that is, improved emission standards, gas mileage and alternative fuels. It would be a mistake to over-reach and significantly over-spend on transportation improvements to achieve environmental improvements, vs. promoting alternative technologies for vehicles and the infrastructure they will need to be viable.

3. Funding strategies, for raising revenue and paying for transportation needs.

It is very important that the consideration of the technical alternatives be separated from the funding strategies. We need to choose the right technical solution, then the right funding strategy for that solution. As presented, these are mixed together, making, especially Alternatives 4 and 5 look like the technical solutions are tied to the broad tolling funding strategy.

Generally, there needs to be a nexus between the revenue source (cost) and the end user (benefit). This concept applies to corridors – income generated needs to stay within a corridor, such as, keeping toll revenue to the corridor in which it is generated, whether using for capacity improvements or alternative modes. This also needs to apply to geographies (i.e. fair share).

For system efficiency and maintenance, a more fair approach for supplemental funding would be to allow the establishment of “street utilities”. This would allow jurisdictions the authority

to more fairly collect revenues, locally, from users, based on use, and is more equitable than the current gas tax approach.

For strategic expansion, the current proposal for supplemental funding using tolling has the affect of making existing users pay for growth, vs. growth paying for growth. A more fair approach would be to have a regional traffic impact fee. Furthermore, it is doubtful that voters will support tolling on existing travel lanes, including existing HOV lanes.

For gas tax replacement, a more fair approach for supplemental funds would be a VMT tax. Collection could be through self-reporting upon license renewal, much like the federal income tax process. Renewal applicants could be subject to random audit or visual verification of odometer readings by licensing offices. Perhaps technology could ultimately report odometer readings annually.

General comment on tolling: new capacity - OK, but impact fees are more appropriate for growth; conversion of existing general purpose or HOV lanes – NO – voters are very unlikely to be willing to pay more for status quo; gas tax revenue replacement – NO – VMT tax is much more fair – if we want to punish gas/diesel users, then that should happen through an emissions tax, if we want to incentivize non-gas/diesel users, then retaining the current level of gas tax will do that.

#### 4. The information contained in the analysis.

It has been very difficult to determine the impact of alternatives on my county and city. This needs to be much clearer in the Preferred Alternative, as well as, the analysis, discussion and record established during the development of the Preferred Alternative. It is quite possible that many jurisdictions, including Kitsap County and many smaller cities, wouldn't be significantly, differently impacted by Alternatives 3-5, especially in the first 20 years.

The cost/benefit information needs to be able to be combined and sorted by regional geography. Environmental cost/benefit information is needed. Again, the discussion of technical solutions and funding methods needs to be separated or clearly shown where they are necessarily tied together (such as, tolling for capacity improvements).

5. The alternative you think best accomplishes our regional needs out to 2040. Technically, I prefer Alternative 3, for Kitsap County, including the Passenger Only Ferry package. Plus the Bus Rapid Transit on SR 3, Poulsbo to Bremerton and SR 305, Poulsbo to Bainbridge, or Alternative 4 or 5, without the Suquamish and Port Orchard POF.

Financially, if forced to choose, I prefer Alternative 3. I consider tolling limited access highways and arterials infeasible in Kitsap County, except, perhaps, SR 16, Tacoma to Bremerton, and the SR 305/Agate Pass Bridge, and I oppose general tolling for anything other than capacity. A better financial package is discussed in answer to question 3.

#### 6. Other comments.

None.

T2040 Update - Kitsap County Projects (see legend at end of list)															
D20301 D	Title	Description	Comp Year	From	To	On	Approval Status	Lead Sponsor	Type	Basel ine	Alt1	Alt2	Alt3	Alt4	Alt5
1667	SR 3	Interchange improvements at Waaga Way per study. WSDOT participation is \$6.86 M. Total cost is \$13.70 M	2008	SR 3/SR 303 Interchange Vic (Waaga Way)		SR 3	Candidate	WSDOT	Roadway Related	X					
1832	SR 3	Add a NB general purpose lane between Big Valley and the SR 3/SR 104 intersection.	2025	Kinman/Big Valley Road	SR 104	SR 3	Candidate	WSDOT	Roadway Related		X				
4186	SR 3	Reconstruct the SR 3/SR 16 Interchange.	2030	SR 16 I/C		SR 3	Candidate	WSDOT	Roadway Related		X	X			
4185	SR 3	Eliminate lane drop on SR 16 to northbound SR 3 by extending the lane north of the railroad bridge and extending the northbound SR 3 on-ramp.	2020	SR 3/ SR 16 Vicinity	SR 3/ SR 16 Vicinity	SR 3	Candidate	WSDOT	Roadway Related		X	X	X		
4184	SR 3	Widen from four to six-lane divided facility (creating one HOV lane in each direction) between the SR 3/SR 16 Interchange and the SR 3/SR 304 Interchange.	2030	SR 16	SR 304	SR 3	Unprogram med	WSDOT	Roadway Related		X	X			
4182	SR 3	Widen SB SR 3 under bridge, ramp meter WB SR 304 onto SR 3 and extend on ramp to SB SR 3	2020	SR 3/SR 304 Interchange Vicinity	SR 3/SR 304 Interchange Vicinity	SR 3	Candidate	WSDOT	Roadway Related		X	X			
4183	SR 3	Reconstruct the SR 3/SR 304 Interchange.	2030	SR 3/SR 304 Interchange Vicinity	SR 3/SR 304 Interchange Vicinity	SR 3	Candidate	WSDOT	Roadway Related		X	X			
1828	SR 3	Widen from 4 lanes to 6 lanes creating HOV lanes, ITS, interchange improvements, enhanced transit. Cost not included for new Park and Ride Lots West Bremerton.	2030	SR 3/SR 304 Interchange Vicinity	Bremerton NCL (Erland Pt Rd)	SR 3	Unprogram med	WSDOT	Roadway Related		X				
1829	SR 3	Widen from 4 lanes to 6 lanes creating HOV lanes, ITS, enhanced transit	2035	Bremerton NCL (Erland Pt. Rd)	Newberry Hill Rd U-xing Vic	SR 3	Unprogram med	WSDOT	Roadway Related		X				
4180	SR 3	Widen to a 4-lane, median divided facility	2025	SR 305	SR 104	SR 3	Unprogram med	WSDOT	Roadway Related		X				
4181	SR 3	Southbound truck/climbing lane between Pioneer Way and Kinman-Big Valley Road.	2025	Pioneer Way	Kinman-Big Valley Road	SR 3	Unprogram med	WSDOT	Roadway Related		X				
4179	SR 3	Flyover jug-handle	2025	SR 104 I/C		SR 3	Candidate	WSDOT	Roadway Related		X				
4187	SR 3	Study underway to determine future mobility needs and improvement strategies.	2030	Mason/Kitsap County Line	SR 304	SR 3	Candidate	WSDOT	Other						
1668	SR 16	Widen from 6 lanes to 8 lanes creating HOV lanes and Access Management	2020	SR 166	SR 3	SR 16	Unprogram med	WSDOT	Roadway Related		X				
1727	SR 16	Widen from 4 lanes to 6 lanes creating HOV lanes, I/C improvements, TDM, ITS, enhanced transit. Cost not included for Park and Ride Lots at Armory and Landfill.	2035	SR 160 (Sedgwick Rd) Vicinity	SR 166	SR 16	Unprogram med	WSDOT	Roadway Related		X				
1833	SR 16	Widen from 4 lanes to 6 lanes creating HOV lanes, I/C improvements, TDM, ITS, enhanced transit. Cost unknown for expansion of Park and Ride Lot at Mullenix, therefore not in estimate	2035	Pierce/Kitsap County Line	SR 160 (Sedgwick Rd) Vicinity	SR 16	Unprogram med	WSDOT	Roadway Related		X				
3620	SR 16 @ Burley Olalla Interchange	This safety project will remove an at grade intersection connecting SR 16 and Burley-Olalla Road and replace it with a full interchange. An overpass will be provided for through traffic on Burley-Olalla Road, and all movements between SR 16 and Burley-Olalla Road, and all movements between SR 16 and Burley Olalla will be accommodated.	2010	SR 16 and Burley-Olalla Road		SR 16 and Burley-Olalla Road intersection, SRMP 20.16	Approved	WSDOT	Roadway Related	X					
3570	SR 304--Bremerton--South Segment	WIDEN, REALIGN, LIMIT ACCESS, ADD ONE LANE WB HOV LANE BETWEEN FARRAGUT ST AND SR-3, LANDSCAPING, PHASES UNDER DESIGN/ROW ACQUISITION AND CONSTRUCTION. This is Section B as described in FEIS and ROD. Total 5 lanes; 2NB, 2SR and 1SR HOV.	2008	SR 3	Farragut Ave.	SR 304	Approved	Bremerton	Roadway Related	X					
1834	SR 104	Further Study: Pending regional and local discussions. Widen from 2 lanes to 4/5 lanes OR intermittent passing lanes OR Port Gamble alternate route, access management	2030	SR 3/SR 104 Jct	SR 307	SR 104	Unprogram med	WSDOT	Roadway Related		X				
1728	SR 104	Construct a new park and ride/remote ferry holding lot for passenger ferry traffic and seasonal peaks in automobile ferry traffic.	2025	Miller Bay	Kingston Ferry	SR 104	Candidate	WSDOT	Roadway Related		X				
1669	SR 104	Construct additional lanes and signals per SR 104 Corridor Traffic Circulation Improvements	2020	Lindvog Rd	Kingston Ferry and Couplet	SR 104	Candidate	WSDOT	Roadway Related		X				
1670	SR 160	Widen from 2 lanes to 4 lanes, widen bridge 160/5 at interchange to 5/6 lanes--Route Development Plan in progress	2020	SR 160/SR 16 Interchange	Bethel Rd Vicinity	SR 160	Unprogram med	WSDOT	Roadway Related		X				

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D2030I D	Title	Description	Comp Year	From	To	On	Approval Status	Lead Sponsor	Type	Basel ine	Alt1	Alt2	Alt3	Alt4	Alt5
1835	SR 160	Widen from 2 lanes to 4 lanes-- Route Development Plan in progress	2030	Bethel Rd Vic	Jackson Ave Vic	SR 160	Unprogram med	WSDOT	Roadway Related			X			
1836	SR 160	Widen from 2 lanes to 4 lanes-- Route Development Plan in progress	2030	Jackson Ave Vic	Long Lake Rd Vic	SR 160	Unprogram med	WSDOT	Roadway Related			X			

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D20301 D	Title	Description	Comp Year	From	To	On	Approval Status	Lead Sponsor	Type	Basel ine	Alt1	Alt2	Alt3	Alt4	Alt5
1837	SR 166	Further study: Pending regional and local discussions (Widen from 2 to 4 lanes)	2040	SR 16	Port Orchard Blvd.	SR 166	Unprogram med	WSDOT	Roadway Related			X			
4100	SR 166	Further study: Pending regional and local discussions. Assume widening from 2/3 lanes to 4/5 lanes.	2040	Port Orchard Blvd.	Bethel Burley Road	SR 166	Unprogram med	WSDOT	Roadway Related			X			
4095	SR 303	Construct Business Access and Transit Lanes.	2030	11th Street	Fairground s Road	SR 303	Candidate	WSDOT	Roadway Related			X			
1674	SR 307	Phase 1, widen southern segment from 2 lanes to 4 lanes (termini pending further study), intermittent passing lanes along the route, and access control.	2030	SR 305	Foss Road	SR 307	Unprogram med	WSDOT	Roadway Related			X			
1731	SR 307	Phase 2, complete the route widening from 2 lanes to 4 lanes (termini pending Phase 1), access control (cost estimate excludes developer contributions and a new park & ride lot in Indianola vicinity).	2030	Foss Road	SR 104	SR 307	Unprogram med	Agency not identified	Roadway Related		X	X		X	X
3646	Bethel Road SE	Widen the roadway from 2 lanes to 4 lanes with a planted median island, bike lanes, street lighting, and sidewalks separated from the roadway by a planting strip. Bus pullouts will be constructed at major intersections, traffic signals will be installed at the intersections of Blueberry/Bethel Road and Salmonberry/Bethel Road. The existing signals at Sedgwick Road, Wal-Mart, and Lund Ave will be retrofitted to accommodate the additional traffic lanes. The intersection of Bethel/Mitchell/Lund Rd will be replaced with a roundabout. Blueberry and Salmonberry Rd will be widened at the intersection to provide right and left turn lanes and U-turn movements. Property purchase will be approximately 60 acquisitions. Of the 60 acquisitions approximately 55 are 10'-20' wide frontage strips and 5 are total takes with relocation assistance.	2010	Lincoln Ave SE	Ives Mill Rd SE	Bethel Road	Approved	Kitsap County	Roadway Related	X					
3647	Bethel Road/Bethel Ave SE	Widen the roadway from 2 lanes to 5 lanes (center lane likely to be median interspersed with turn lanes) with bike lanes, street lighting, and sidewalks	2010	Lincoln Ave SE	Bay St	Bethel Road/Bethel Ave SE	Approved	Port Orchard	Roadway Related	X					
485	Bucklin Hill Rd	Widen to 5 lanes, new bridge	2010	Tracyton Blvd	Silverdale Way	Bucklin Hill Rd	Candidate	Kitsap County	Roadway Related			X			
4008	Cross SKIA Connector	New construction, Urban Collector 2 lanes with turn pockets.	2020	SR3	Lake Flora Road	Cross SKIA Connector	Candidate	Kitsap County	Roadway Related			X			
3619	Downtown Bremerton Pedestrian/Bremerton Transit Center Access Improvements	Construct a two-lane, one-directional tunnel for ferry traffic egress, and reconfigure and reconstruct the surface alignments of Burwell Street (between Warren and Pacific Ave), Pacific Ave (between 1st St. and Burwell St), and 1st St to accommodate ferry traffic ingress. The tunnel will exit on to WB Burwell St (Pacific and Burwell are part of SR 304). Pacific Ave will be one-way SB and will carry ferry ingress traffic via one HOV lane and one GP lane. A third lane will serve local through traffic. Washington Ave between the terminal and Burwell will be reconfigured to two NB lanes with parking on the left from terminal to Burwell.	2009	Warren Ave, 1st St, Pacific (respectively)	Pacific Ave, Burwell St, Burwell St (respectively)	Burwell St, Pacific Ave, 1st St (SR 304)	Approved	Bremerton	Roadway Related	X					
1264	Newberry Hill Rd	Widen to 4 lanes	2015	Chico Way NW	SR 3 SB on Ramp	Newberry Hill Rd	Candidate	Kitsap County	Roadway Related			X			
1274	Perry Ave	Widen to 3 lanes	2020	Magnuson Way	Riddell Rd	Perry Ave	Candidate	Kitsap County	Roadway Related			X			
1273	Riddell Rd	Widen to 3 lanes	2020	Pine Rd	Perry Ave	Riddell Rd	Candidate	Kitsap County	Roadway Related			X			
491	Silverdale Way	Widen to 5 lanes	2015	Byron	Chico Way NW	Silverdale Way	Candidate	Kitsap County	Roadway Related			X			
3571	SR 304--Bremerton--North and East Segment	WIDEN, REALIGN, LIMIT ACCESS, LANDSCAPING, PHASES UNDER DESIGN/ROW ACQUISITION /CONSTRUCTION. This is Section C as described in FEIS and ROD. Segments vary from 3 - 4 lanes.	2006	Farragut Ave.	Bremerton Ferry Landing	SR 304 (Cambrian-Wycoff-Callow Burwell)	Approved	Bremerton	Roadway Related	X					
1874	SR 310	Widen existing road to 7 lanes for entire length and provide intersection improvements	2015	Callow Ave	SR 3	SR 310	Candidate	Bremerton	Roadway Related						
1276	Sylvan Way	Widen to 3 lanes	2020	SR 303	Trenton Ave	Sylvan Way	Candidate	Kitsap County	Roadway Related			X			
1262	Viking Way	Widen to 5 lanes	2015	City Limits	SR 308	Viking Way	Approved	Kitsap County	Roadway Related	X					
3432	Warren Ave SB Off-Ramp	Design and construction of off-ramp.	2007	Port Washington Narrows Bridge	Sheridan Road	SR 303	Candidate	Bremerton	Roadway Related			X			

T2040 Update - Kitsap County Projects (see legend at end of list)															
D20301 D	Title	Description	Comp Year	From	To	On	Approval Status	Lead Sponsor	Type	Basel ine	Alt1	Alt2	Alt3	Alt4	Alt5
2832	Beach Drive Trail	Shared use bike path	2010	city limits	city limits	Beach Drive Trail	Candidate	Port Orchard	Non-motorized						X
2811	Mosquito Fleet Trail	Shared use bike path	2010	Kingston ferry terminal	West Kingston Rd	Mosquito Fleet Trail	Candidate	Kitsap County	Non-motorized						X
2813	Mosquito Fleet Trail	Shared use bike path	2020	Port Orchard eastern city limits	Sacco Lane	Mosquito Fleet Trail	Candidate	Kitsap County	Non-motorized						X
2833	Mosquito Fleet Trail	Shared use bike path	2015	Anderson Rd SE	Southworth ferry terminal	Mosquito Fleet Trail	Candidate	Kitsap County	Non-motorized						X
2838	Mosquito Fleet Trail	Shared use bike path	2010	Southern Poulsbo city limits	Southwest Poulsbo city limits	Mosquito Fleet Trail	Candidate	Poulsbo	Non-motorized						X
2841	Mosquito Fleet Trail	Shared use bike path/pedestrian	2015	Northeast city limits	Southwest city limits	Mosquito Fleet Trail	Candidate	Bremerton	Non-motorized		X	X	X	X	X
2848	Mosquito Fleet Trail	Shared use bike path	2020	Bremerton city limits	Port Orchard city limits	Mosquito Fleet Trail	Candidate	Kitsap County	Non-motorized						X
2820	SR 305 Trail	Shared use bike path	2010	Winslow ferry terminal	High School Rd	SR 305 Trail	Candidate	Bainbridge Island	Non-motorized						X
4518	Puget Sound to Hood Canal Trail	The basic concept of this plan is to develop a shared use path from the WSF Bainbridge ferry terminal in Winslow to connect with the Discovery Trail in Jefferson County. Components of this concept on Bainbridge would include a shared use path on one side of the highway if safe and efficient crossing can be provided.	0	WSF Bainbridge ferry terminal in Winslow	Agate Pass Bridge	Puget Sound to Hood Canal Trail	Candidate	Bainbridge Island	Non-motorized						X
4519	Puget Sound to Hood Canal Trail - Supporting Investment A	a) Separated grade crossings would be preferable at intersections. Overhead bicycle/pedestrian bridges could be adapted to existing terrain in places. Microtunnels might be feasible in places.	0	-	-	-	Candidate	Bainbridge Island	Non-motorized						X
4520	Puget Sound to Hood Canal Trail - Supporting Investment B	b) A separated non-motorized facility should be constructed at the Agate Pass Bridge, either by cantilever off the existing bridge, or separate construction (possibly in conjunction with constructing a new facility for rapid transit).	0	-	-	Agate Pass Bridge	Candidate	Bainbridge Island	Non-motorized						X
5291	String of Pearls: Port Gamble to Hansville	The String of Pearls is a network of trails that are intended to connect across North Kitsap County. These links include connections to the Mosquito Fleet Trail and Bainbridge Island's Puget Sound to Hood Canal trail as well as other regional connections. This segment connects Port Gamble to Hansville around Port Gamble Bay.	0	Port Gamble	Hansville	String of Pearls Trail	Candidate	Kitsap County	Non-motorized						X
5292	String of Pearls: Port Gamble to Poulsbo	The String of Pearls is a network of trails that are intended to connect across North Kitsap County. These links include connections to the Mosquito Fleet Trail and Bainbridge Island's Puget Sound to Hood Canal trail as well as other regional connections. This segment connects Port Gamble to the Mosquito Fleet Trail near Poulsbo.	0	Port Gamble	Poulsbo (Mosquito Fleet Trail Connection)	String of Pearls Trail	Candidate	Kitsap County	Non-motorized						X
5362	Bicycle Path/ Track Bremerton	Develop a separated bicycle path/ track network with-in Bremerton's regional growth center boundary along 8th St from N Montgomery to Pacific Ave, along High Ave from 8th St to 13th St, along 13th St from High Ave to N. Montgomery Ave, from 13th St, to SR 304, along SR 304 to Naval, up Naval to 4th ST and along 4th St to Pacific Ave and along Pacific Ave from 6th St to Faragut Ave.	2020	Downtown Bremerton (see description)		Downtown Bremerton (see description)	Candidate	Agency not Identified	Non-motorized		X				X
5411	Bicycle Path/ Track Silverdale	Develop a separated bicycle path/ track network with-in Silverdale's regional growth center boundary. This begins at the corner of NW Myhre Rd and NW Randall Way. This continues east on Myhre Rd to Mickelberry Rd NW and continues south to Bucklin Hills Rd where it heads west to Silverdale Way NW. This continues north on Silverdale Way for a short distance and veers north on Poplars Ave NW and continues north on Kitsap Mall Blvd and eventually NE on Randall Way. This continues along Randall Way to Myhre Pl NW to Silverdale Way NW where the pathway continues north/ east until it connects to Clear Creek Trail	0	Downtown Silverdale (see description)		new	Candidate	Agency not Identified	Non-motorized		X				X
4237	SR 305	Intersection improvements with transit queue jump lanes.	2020	Bainbridge Ferry Terminal	Suquamish Way	SR 305	Candidate	WSDOT	Transit Related		X	X			X
3308	Bainbridge Island Multimodal Center	Replace old ferry terminal to new multimodal terminal at Winslow.	2007	Olympic Dr		Bainbridge Island Multimodal Center	Candidate	Kitsap Transit	Transit Related						X
3434	Bremerton Transportation Center	Bremerton Transportation Center is a multimodal transfer center located at the current Bremerton Ferry Terminal. Phase A/B/C/D will include such elements as expanded car holding, elevated transit deck, expanded waiting terminal, WSF tollbooths, terminal agent office, public parking, pedestrian amenities, kiss n'ride facility, and dedicated transit access.	2007	Bremerton Ferry Terminal		Bremerton Transportation Center	Approved	Kitsap Transit	Transit Related	X					
3310	East Bremerton Bus Transit Center	Relocated and improved intermodal transit center	2010	[Not submitted]		East Bremerton Bus Transit Center	Candidate	Kitsap Transit	Transit Related						X
2571	Harper Church - Sedgwick Road P&R	624 stalls upon completion.	2007	South Kitsap	SR 160	Harper Church - Sedgwick Road P&R	Approved	Kitsap Transit	Transit Related	X					
2576	Newberry Hill (Silverdale) P&R	200 new stalls	2008	Central Kitsap	SR 3	Newberry Hill Road	Candidate	Kitsap Transit	Transit Related		X			X	X
3602	SR 104 Kingston Park and Ride Expansion	100 additional stalls.	2030	SR 104@Kingston		Kingston P & R	Candidate	Kitsap Transit	Transit Related		X			X	X

T2040 Update - Kitsap County Projects (see legend at end of list)															
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3586	SR 104 Port Gamble Park and Ride	125 new stalls.	2020	SR 104@Port Gamble		Port Gamble P & R	Candidate	Kitsap Transit	Transit Related		X			X	X
3603	SR 104 Port Gamble Park and Ride Expansion	100 additional stalls.	2030	SR 104@Port Gamble		Port Gamble P & R	Candidate	Kitsap Transit	Transit Related		X			X	X
2582	SR 16 P&R	300 new stalls	2009	South Kitsap	SR 16	SR 16 P&R (Mullenix)	Candidate	Kitsap Transit	Transit Related		X			X	X
3604	SR 16/SR 160 Port Orchard Park and Ride Expansion	100 additional stalls.	2030	SR 16/SR 160@Port Orchard		Port Orchard P & R	Candidate	Kitsap Transit	Transit Related		X			X	X
3605	SR 16/SR 166 Park and Ride Expansion	100 additional stalls.	2030	SR 16@SR 166		SR 16/SR 166 P & R	Candidate	Kitsap Transit	Transit Related		X			X	X
2577	SR 3 / SR 16 P&R	250 new stalls	2015	Central Kitsap	SR 3 / SR 16	SR 3 / SR 16 P&R	Candidate	Kitsap Transit	Transit Related		X			X	X
2585	SR 3 / SR 303 P&R	300 new stalls	2030	Central Kitsap	SR 3 / SR 303	SR 3 / SR 303 P&R	Candidate	Kitsap Transit	Transit Related		X			X	X
2575	SR 303 (North of Bremerton) P&R	300 new stalls	2015	Central Kitsap	SR 303	SR 303 (North of Bremerton) P&R	Candidate	Kitsap Transit	Transit Related		X			X	X
2574	SR 304 (Bremerton) P&R	400 new stalls	2015	Central Kitsap	SR 304	SR 304 (Bremerton) P&R	Candidate	Kitsap Transit	Transit Related		X			X	X
2589	SR 305 / SR 307 / SR 3 (OLHAVA) P&R	800 new stalls	2030	SR 305	SR 305 / SR 307 / SR 3	SR 305 / SR 307 / SR 3 (OLHAVA) P&R	Candidate	Kitsap Transit	Transit Related		X			X	X
2581	SR 305 (Agate Pass-Bainbridge) P&R	700 new stalls split between Agate Pass - West Lot and Agate Pass - East Lot P&Rs	2030	SR 305	SR 305	SR 305 (Agate Pass-Bainbridge) P&R	Un-programmed	Agency not identified	Transit Related		X			X	X
2587	SR 16 (Burley / County Line) P&R	200 new stalls	2030	SR 16 @ Burley/County Line		SR 16 (Burley / County Line) P&R	Exempt	Kitsap Transit	Transit Related		X			X	X
2578	SR 160/SR 16 (South of Port Orchard) P&R	200 new stalls	2020	South Kitsap	SR 160	SR 160 (South of Port Orchard) P&R	Exempt	Kitsap Transit	Transit Related		X			X	X
2588	SR 166 (Port Orchard) P&R	200 new stalls	2030	SR 166 @ Bay St. in east Port Orchard		SR 166 (Port Orchard) P&R	Exempt	Kitsap Transit	Transit Related		X			X	X
2584	SR 3 (Keyport ) P&R	200 new stalls	2030	Central Kitsap	SR 3	SR 3 (Keyport ) P&R	Exempt	Kitsap Transit	Transit Related		X			X	X
3435	Port Orchard Intermodal Terminal Phase 1 and Phase 2	Prepare engineered documents and construct a dock and transit center for the passenger ferry that connects Port Orchard and Bremerton, on the Port Orchard (downtown) end of the connection. The transit transfer will be integrated with the passenger ferry terminal. The Dock will be covered and provide multiple moorage slips for 80 passenger to 149 passenger vessels.	2010	[Not submitted]		Port Orchard Passenger Ferry Terminal	Approved	Kitsap Transit	Ferry		X	X	X	X	X
3436	Annapolis Ferry Terminal	Purchase and improve existing passenger-only dock. Extend the dock 50 feet, provide ADA accessibility and build a larger float to accommodate both Bremerton ferries and smaller, fast POFs to Seattle.	2010	Marine Drive and Olney Rd		Annapolis Ferry Terminal	Candidate	Kitsap Transit	Ferry		X	X	X	X	X
2480	Bremerton POF Terminal Expansion	Terminal expansion	2008	[Not submitted]		Bremerton POF Terminal Expansion	Candidate	Kitsap Transit	Ferry		X	X	X	X	X
2485	Kingston POF Terminal Construction	Terminal construction	2010	[Not submitted]		Kingston POF Terminal Construction	Candidate	Kitsap Transit	Ferry		X	X	X	X	X
2478	Southworth POF Terminal Expansion	Terminal expansion	2010	[Not submitted]		Southworth POF Terminal Expansion	Candidate	Kitsap Transit	Ferry		X	X	X	X	X
2479	Bainbridge Terminal Expansion	Terminal Expansion	2017	[Not submitted]		Bainbridge Terminal	Candidate	WSDOT	Ferry						
2477	Southworth Terminal Expansion	Terminal expansion: Southworth Terminal Expansion - expanding the dock - trestle improvement, marine transportation widen trestle to increase capacity. One to Two slips, re-organizing routes, partially funds improv. increase marine trans. Const of second slip.	2010	[Not submitted]		Southworth Terminal	Candidate	WSDOT	Ferry						
3452	SR 3: 305 Interchange Vicinity	Realign horizontal and vertical access to SR 3 / 305 due to proposed mobility level of service that is predicted to drop below service objective because of Olhava development.	2010	SR 305		SR 3: 305 Interchange Vicinity	Exempt	WSDOT	Roadway Related						
4236	SR 303	Access management and intersection improvements.	2010	Riddell Rd.	McWilliams Rd.	SR 303	Exempt	WSDOT	Roadway Related						
4235	SR 303	Install two Closed Circuit Television (CCTV) units near Clear Creek Rd. and conduit from SR 304 to Clear Creek Rd.	2010	SR 304	Clear Creek Rd.	SR 303	Exempt	WSDOT	Other						
4234	SR 303	Construct Traffic System Management (TSM) improvements including signal coordination, channelization at intersections where needed and signal priority.	2010	SR 304	Brownsville Hwy.	SR 303	Exempt	WSDOT	Other						
4238	SR 305	Channelization: Noll Rd. - Add left turn lane and center merge lane to SR 305. Johnson Way - Add left turn lanes to SR 305.	2020	Noll Rd.	Poulsbo City Limits	SR 305	Exempt	WSDOT							
1268	Anderson Hill Rd	Widen to 4 lanes with channelization	2010	SR 3	Willamette-Meridian Rd	Anderson Hill Rd	Not in MTP	Kitsap County	Roadway Related						
1935	Anderson Hill Rd	Widen to 5 lanes	2020	Bucklin Hill Rd	SR 3	Anderson Hill Rd	Not in MTP	Kitsap County	Roadway Related						

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1934	Bucklin Hill Rd	Widen to 5 lanes	2014	Silverdale Way	Anderson Hill Rd	Bucklin Hill Rd	Not in MTP	Kitsap County	Roadway Related						
486	Burley - Belfair Connector	New 2 lane road with channelization	2020	SR 16	SR 3 at Flora Rd	Burley -Belfair Connector	Not in MTP	Kitsap County	Roadway Related						
1265	Clear Creek Connector - Waaga Way Extension	5 lane extension	2007	Clear Creek Rd	Old Frontier Rd	Waaga Way	Exempt	Kitsap County	Roadway Related						
1269	Fairgrounds Rd	Widen to 5 lanes, intersection improvements	2014	Tracyton Blvd	SR 303	Fairgrounds Rd	Not in MTP	Kitsap County	Roadway Related						
193	Finn Hill Rd	This project includes widening of lanes, installation of two-way turning lane, adding bicycle lanes, sidewalks and turning lanes.	2001	Viking Ave NW	SR 3	Finn Hill Rd	Not in MTP	Poulsbo	Roadway Related						
1288	Glenwood Rd	Widen to 4 lanes	2014	Lake Flora Rd	SR 16	Glenwood Rd	Not in MTP	Kitsap County	Roadway Related						
1258	Hansville Bypass	New 2 lane road with channelization	2020	Hansville Rd	Hood Canal Dr	Hansville Bypass	Not in MTP	Kitsap County	Roadway Related						
1257	Hansville Rd	Widen to 3 lanes	2020	SR 104	Eglon Rd	Hansville Rd	Not in MTP	Kitsap County	Roadway Related						
1284	Jackson Ave	Widen to 5 lanes; signals	2014	Sedgwick Rd	Mile Hill Dr	Jackson Ave	Not in MTP	Kitsap County	Roadway Related						
1285	Lund Ave	Widen to 5 lanes	2014	Bethel Rd	Jackson Ave	Lund Ave	Not in MTP	Kitsap County	Roadway Related						
1875	Manette Bridge Replacement	Replace existing deteriorated bridge	2006	Washington Ave	Wheaton Way	Manette Bridge Replacement	Exempt	WSDOT	Roadway Related						
1270	McWilliams Rd	Widen to 3 lanes	2020	Old Military Rd	Sunset Ave	McWilliams Rd	Not in MTP	Kitsap County	Roadway Related						
1927	Mickelberry Road	Widen to 5 lanes	2010	Bucklin Hill Rd	Myhree Rd	Mickelberry Road	Not in MTP	Kitsap County	Roadway Related						
1283	Mile Hill Dr	Widen to 3 lanes	2004	Long Lake Rd	California Rd	Mile Hill Dr	Not in MTP	Kitsap County	Roadway Related						
1928	Myhree Road	Widen to 5 lanes	2014	Tracyton Blvd	Silverdale Way	Myhree Road	Not in MTP	Kitsap County	Roadway Related						
1263	Newberry Hill Rd	Add WB truck climbing lane	2003	Provost Rd	Dickey Rd	Newberry Hill Rd	Not in MTP	Kitsap County	Roadway Related						
3433	Newberry Hill Rd West	Minor widening of 2.15 miles of Newberry Hill Rd to add left turn lane for approximately .75 miles. Other work includes the addition of AASHTO standard paved shoulders while maintaining existing lane widths, and reconstruction and extension of existing pedestrian facilities. Major intersections will be signalized where warrants are met. This project is proposed for the purpose of reducing left turn and rear-end accidents as well as improving bicycle and pedestrian movements in the vicinity of Klahoma High School. Matching funds will be provided by Kitsap County and will include road fund revenues, SEPA mitigation and Transportation Impact Fees.	2005	Seabeck Highway	Dickey Road	Newberry Hill Rd West	Not in MTP	Kitsap County	Roadway Related						
483	North Kitsap Heritage Park Connector Road	New 2 lane road with channelization	2015	S Kingston Rd	Miller Bay Rd	North Kitsap Heritage Park Connector Road	Exempt	Kitsap County	Roadway Related						
1267	Northlake Way	Widen to 5 lanes	2014	Seabeck Hwy	Kitsap Way	Northlake Way	Not in MTP	Kitsap County	Roadway Related						
1289	Phillips Rd	2 lane extension	2020	Mullenix Rd	Burley-Olalla Rd	Phillips Rd	Not in MTP	Kitsap County	Roadway Related						
1973	Port Blakely On-site Rd	New construction, roadway connecting Werner Road and Chico Way extensions	2010	Werner Rd	Chico Way / Northlake Way	Port Blakely On-site Rd	Not in MTP	Bremerton	Roadway Related						
1931	Randall Way	Widen to 5 lanes	2020	Silverdale Way	Mall Blvd	Randall Way	Not in MTP	Kitsap County	Roadway Related						
1932	Randall Way	Widen to 5 lanes	2020	Mall Blvd	Bucklin Hill	Randall Way	Not in MTP	Kitsap County	Roadway Related						
1272	Ridgetop Blvd	Widen to 5 lanes	2008	Silverdale Way	Waaga Way	Ridgetop Blvd	Not in MTP	Kitsap County	Roadway Related						
490	Sam Christopher son Rd	New 2 lane road with channelization	2020	Old Belfair Valley Rd	Werner Rd	Sam Christopher son Rd	Not in MTP	Kitsap County	Roadway Related						
1259	Silverdale Way	Widen to 3 lanes	2006	Schold Rd	Mt. View Rd	Silverdale Way	Exempt	Kitsap County	Roadway Related						
1260	Stottlmeayer Rd	Widen to 3 lanes	2014	Lincoln Rd	Gunderson Rd	Stottlmeayer Rd	Not in MTP	Kitsap County	Roadway Related						
1261	Suquamish Bypass	New 2 lane road with channelization	2020	Totten Rd	Columbia St	Suquamish Bypass	Not in MTP	Kitsap County	Roadway Related						
3376	SW Lake Flora Rd Widening	Widen to four lanes	2014	SR 3	Glenwood Rd SE	SW Lake Flora Rd	Not in MTP	Kitsap County	Roadway Related						
1968	Tremont St	Widen to four lanes with sidewalks and stormwater	2006	Port Orchard Blvd	SR 16	Tremont St	Not in MTP	Port Orchard	Roadway Related						
1277	Werner Rd	Widen to 4 lanes with channelization	2014	Sam Christopher son Rd	SR 3	Werner Rd	Not in MTP	Kitsap County	Roadway Related						
1970	Werner Rd	Widen existing Werner Road	2010	SR 3 @ Loxie Egnas Interchange	Port Blakely on-site Rd	Werner Rd	Not in MTP	Bremerton	Roadway Related						
3437	Liberty Bay Waterfront Trail	Construct portion of a nonmotorized trail along Liberty Bay from SR 305 to Viking Way. The overall trail project has two phases. The transportation enhancement funds will be for the second phase, which is the southern portion (SR 305 to Fjord Drive) and used to complete this segment, including paved asphalt trail, landscaping, sitting benches, minor drainage improvements and signage.	2010	Lemolo Shore Drive and Fjord Drive	Viking Way	Liberty Bay Waterfront Trail	Exempt	Poulsbo	Non-motorized						
4521	Puget Sound to Hood Canal Trail - Supporting Investment C	c) In addition to this shared use path, adequate shoulder should be maintained along the highway to assure options for cyclists. Access points for motor vehicles should be limited and designed to better accommodate bicycle and pedestrian use.	0	-	-	SR 305	Exempt	Bainbridge Island	Non-motorized						

Regional Roadway projects in Alternatives. Most are included in Alternatives... see comments field.  
Regional Trail projects in Alternatives  
Regional Transit Centers/ P&Rs in Alternatives  
Ferry Terminal projects that are NOT part of WSFerries Long Range Plan (therefore not in any alternative)  
Roadway projects that are NOT on 'regionally significant' facilities, these are 'Exempt'  
Trail projects that are considered 'local' or 'Exempt'

**T2040 Update - Kitsap County Projects (see legend at end of list)**

D20301 D	Title	Description	Comp Year	From	To	On	Approval Status	Lead Sponsor	Type	Basel ine	Alt1	Alt2	Alt3	Alt4	Alt5
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NOTE: Other bike lane, ITS and fleet expansion investments ARE included in the T2040 update but are not represented in the project lists. See the FINAL ALTERNATIVES REPORT.