

12 KINGSTON COMPLETE STREETS: NE OREGON ST

SHARED USE- MINOR

PURPOSE:

NE Oregon Street is a low volume/low speed road that serves residential, small businesses, and is an alternate connection into Village Green. The corridor is an ideal non-motorized connection between the Village Green and Kola Kola Park.

DESCRIPTION / FEATURES:

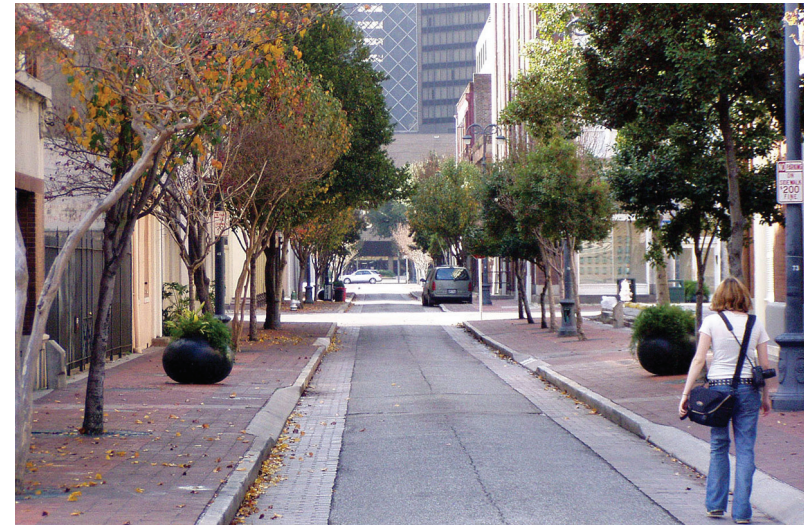
The plan shows a Shared Street, with mixed uses over its full width, and includes alternate surfacing, curbless edges, planting, and amenities that allow for pedestrian use of the street. The elevated crossing of Bannister Street, with potential ADA improvements to access Kola Kola Park will further enhance the connection to the neighborhood and between the two parks.

COSTS: \$317,000

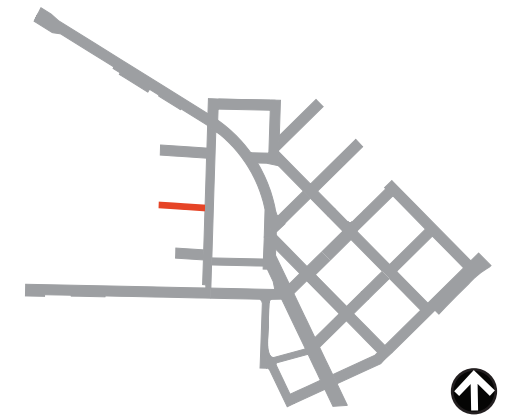
RANKING: MEDIUM



above: shared street



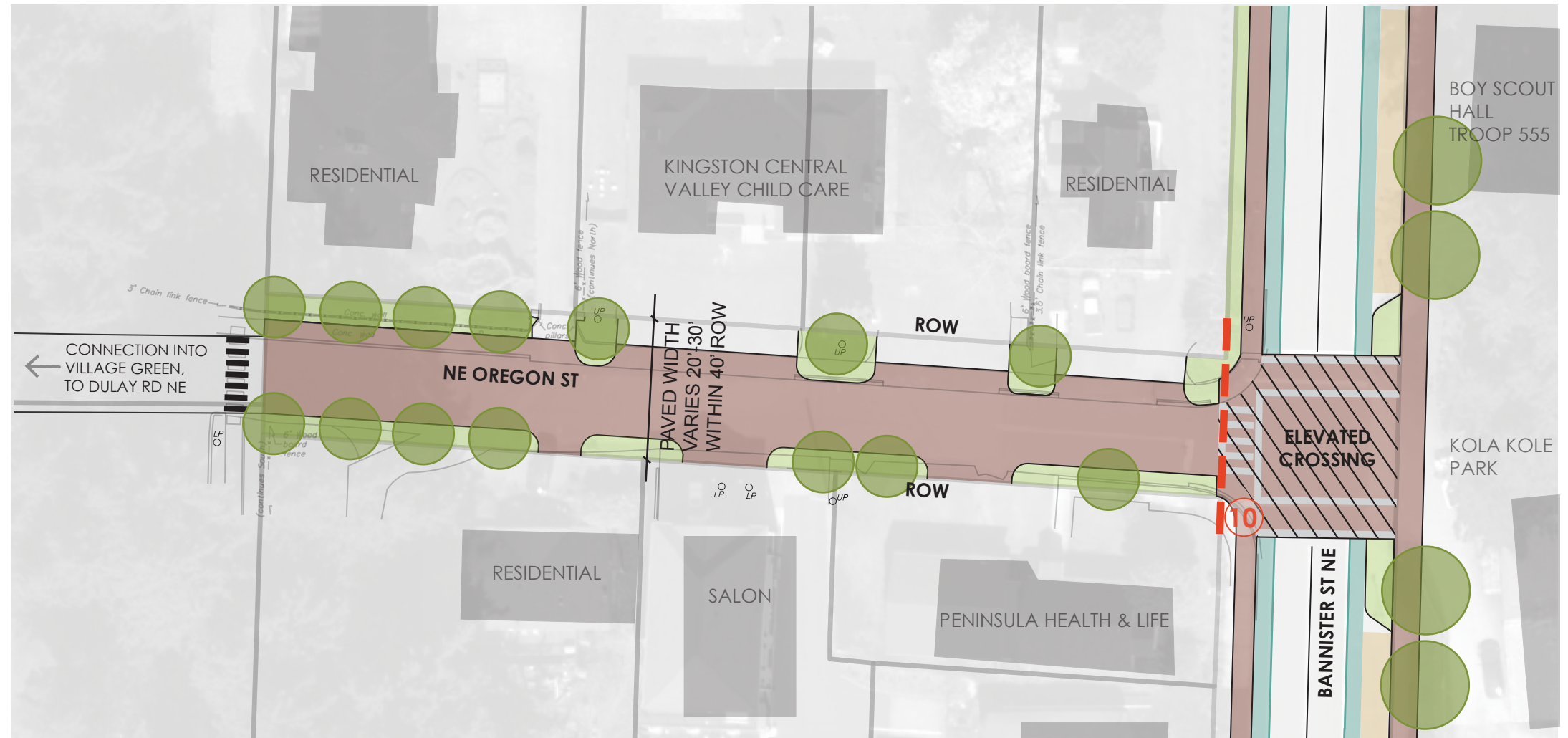
above: shared street



PROJECT KEY



above: shared street



PLAN VIEW



1"=40'

- sharrow
- parcel line
- bioretention swale
- vegetated buffer
- parking
- sidewalk/path
- bike lane
- project limit

16 adjacent project number

13 KINGSTON COMPLETE STREETS: NE CALIFORNIA ST

RESIDENTIAL

PURPOSE:

NE California Street functions primarily as an egress for the 3 businesses that front SR104, and prefer an alternate access into the residential street network. The ROW abuts Village Green property, but has no accommodation for pedestrians. There is adequate room for both uses on this low volume, low speed road end.

DESCRIPTION / FEATURES:

A sidewalk on the south side makes the connection between Village Green and Bannister Street, while still allowing for parallel parking on the same side. The north road edge is retained as existing to allow the steep slope to remain undisturbed. If additional street parking (for business or residential) were to be accommodated, a wall would be required on the north side of the street. Heavily vegetated areas shown on the west side preclude use for biofiltration swales.

As an alternative, and if pedestrian access to Village Green is improved, this corridor could be modified to a Shared Street, similar to Project 12. Business access needs would have to be addressed.

COSTS: \$185,000

RANKING: LOW



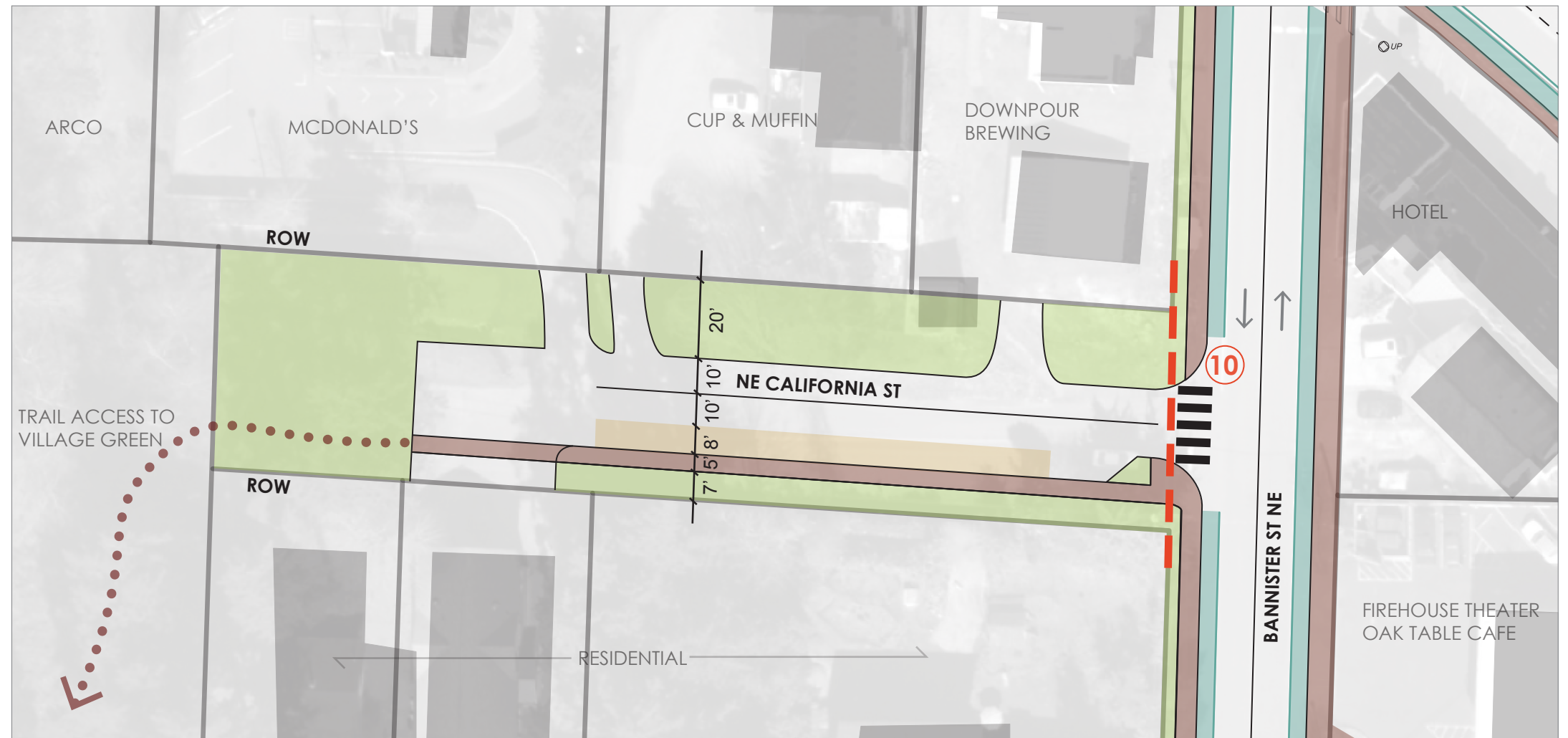
above: soft-surface path



above: shared street



PROJECT KEY



PLAN VIEW



1"=40'

- sharrow
- parcel line
- parking
- sidewalk/path
- bioretention swale
- bike lane
- vegetated buffer
- project limit
- adjacent project number

13

14 KINGSTON COMPLETE STREETS: NE GEORGIA AVE - BANNISTER ST NE TO CENTRAL AVE NE

SHARED USE- MINOR

PURPOSE:

NE Georgia Avenue serves as a bypass or frontage street to SR 104, with undefined parking and no non-motorized facilities. It is an important east/west corridor, heavily used by pedestrians, connecting residential to the commercial area on the north side of SR 104 that requires safety improvements.

DESCRIPTION / FEATURES:

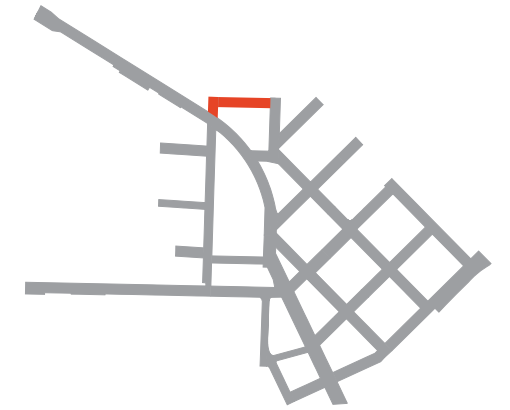
A sidewalk on the north side (required as part of the Kings Loop Road development) makes the necessary east/west connection, and provides connection to stairs up the slope to residential apartments. Travel lanes are striped as sharrows, and parallel parking is provided adjacent to the apartments. A wide buffer of planting is shown along the south edge, to provide a screen of the adjacent mini storage facility, but if parking on one side is inadequate, lane widths could be reduce to 10' and a portion of this buffer could be utilized for additional parallel stalls.

COSTS: \$639,000

RANKING: MEDIUM



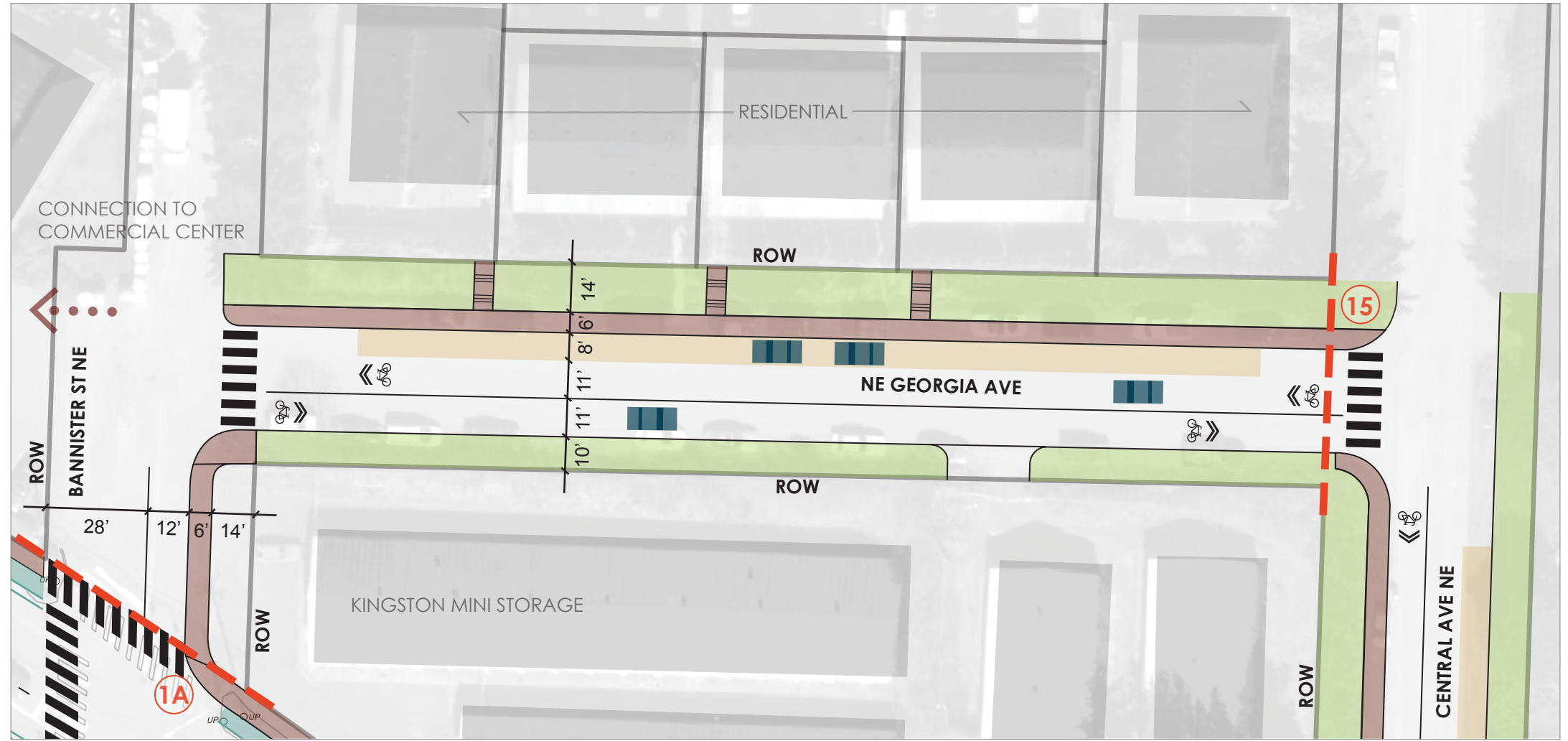
above: sharrow



PROJECT KEY












above: existing condition



PLAN VIEW



1"=40'

-  sharrow
-  parking
-  adjacent project number
-  parcel line
-  sidewalk/path
-  bioretention swale
-  bike lane
-  vegetated buffer
-  project limit

14

15 KINGSTON COMPLETE STREETS: CENTRAL AVE NE + PENNSYLVANIA AVE NE + NE 2ND ST

SHARED USE- MINOR + RESIDENTIAL

PURPOSE:

This 'Y' intersection has discontinuous sidewalks and no bicycle facilities, making non-motorized movement through the intersections difficult and unsafe. The level of pedestrian traffic is high, with the church, office building, animal hospital, pet shop, and higher density residential surrounding the intersection. System continuity and well-marked crossings will help to slow traffic and improve safety.

DESCRIPTION / FEATURES:

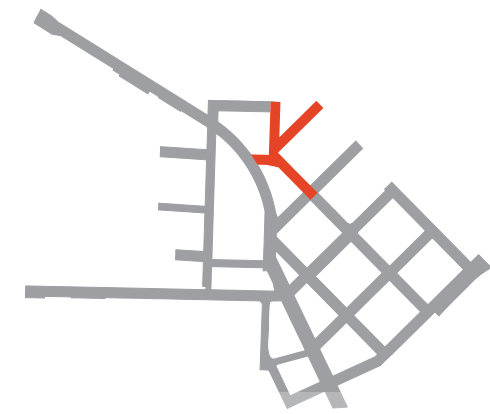
A sidewalk on the west side of Central Avenue (required as part of the Kings Loop Road development), on the east side of Pennsylvania Avenue, and along both sides of NE 2nd Street will complete the pedestrian system, and sharrows on all roadways will improve bicycle movement. Sidewalk width widens at the church to accommodate high pedestrian volumes, on-street parking remains where possible, and bioretention swales are enhanced where existing roadside ditches exist.

COSTS: \$1,156,000

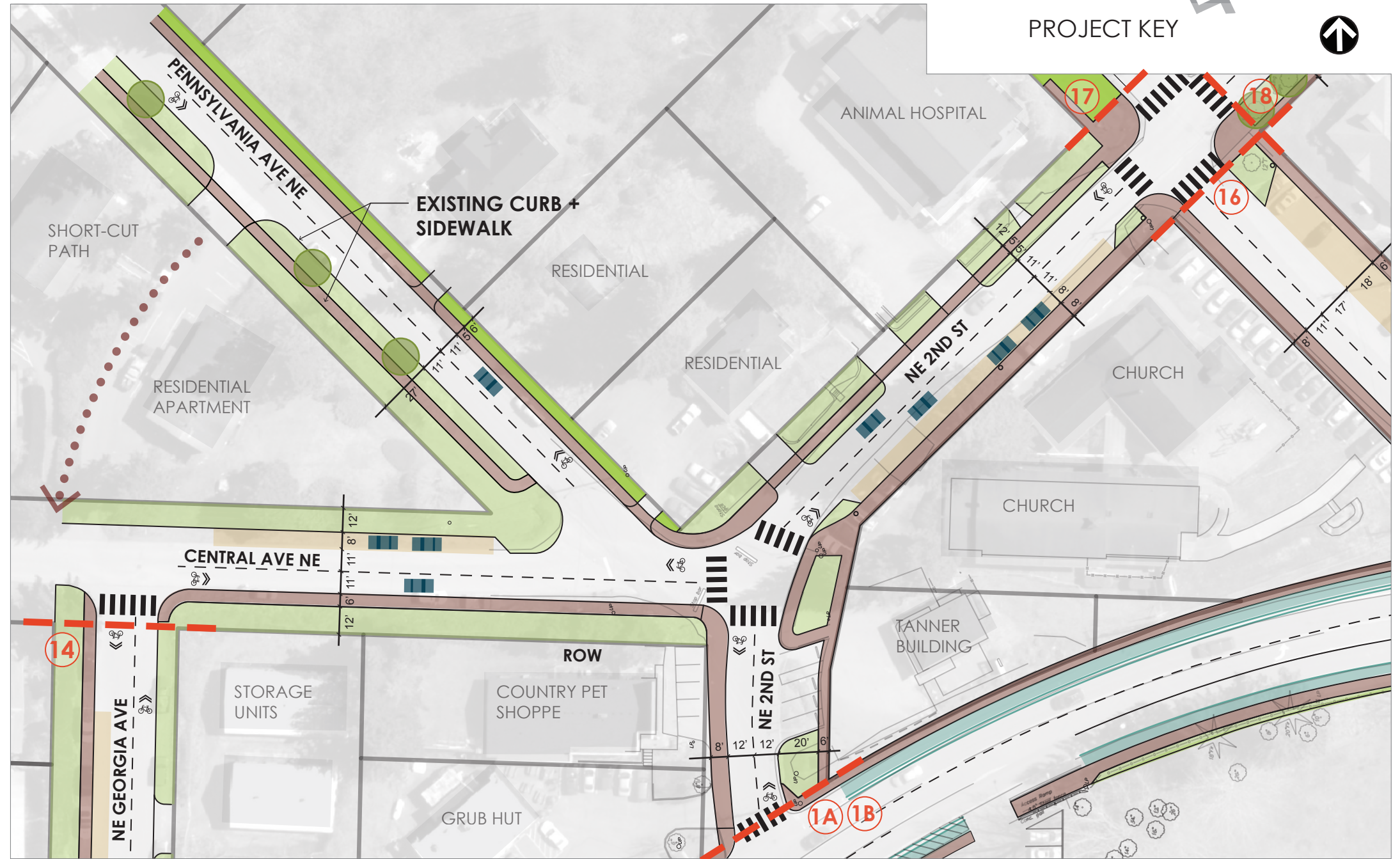
RANKING: MEDIUM



above: bioswale and sidewalk



PROJECT KEY



PLAN VIEW



1"=60'

- sharrow
- parcel line
- bioretention swale
- vegetated buffer
- parking
- sidewalk/path
- bike lane
- project limit
- adjacent project number

15

16 KINGSTON COMPLETE STREETS: ILLINOIS + IOWA + OHIO AVENUES NE - BETWEEN 1ST AND 2ND ST NE

SHARED USE- MINOR + RESIDENTIAL

PURPOSE:

These three blocks, between NE 1st Street and NE 2nd Street are important connectors between downtown businesses and the residential area, and each have incomplete sidewalks and inadequate bicycle facilities.

DESCRIPTION / FEATURES:

All streets require completion of sidewalks, accommodating driveways, and ADA ramps at the corners. Iowa Avenue, due to lower volume, is appropriate for sharrow striping both directions, but Ohio has a bike lane uphill and sharrow downhill, to facilitate bicycle travel. Existing trees, wide buffer planting, and on-street angled and parallel parking remain where possible.

COSTS: \$878,000

RANKING: MEDIUM



above: existing Illinois Ave



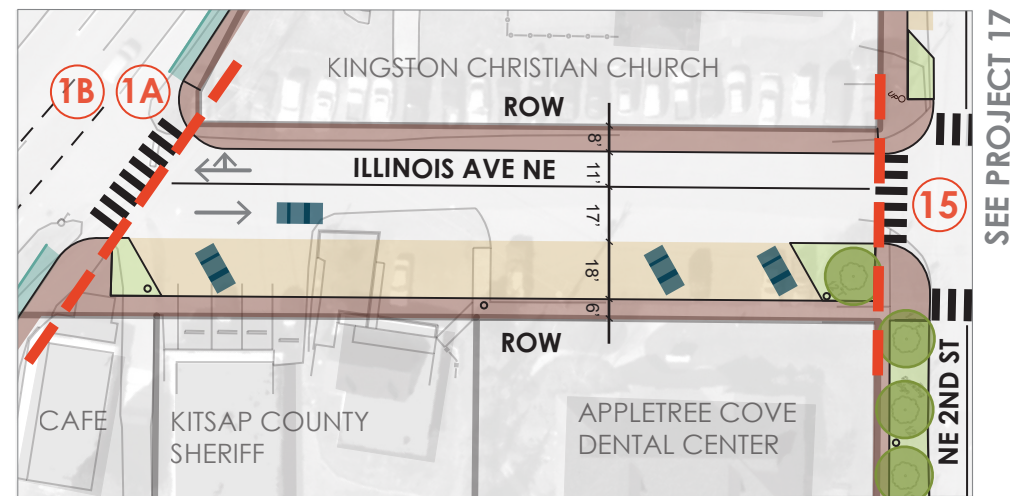
above: existing Iowa Ave



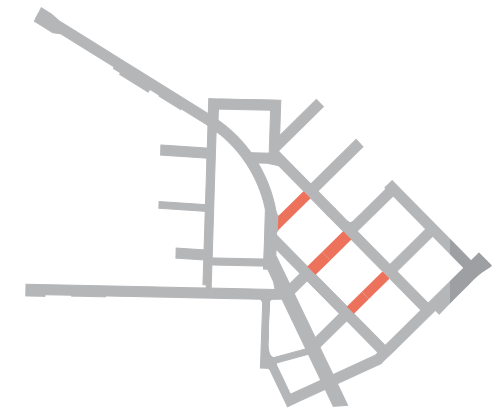
above: existing Ohio Ave



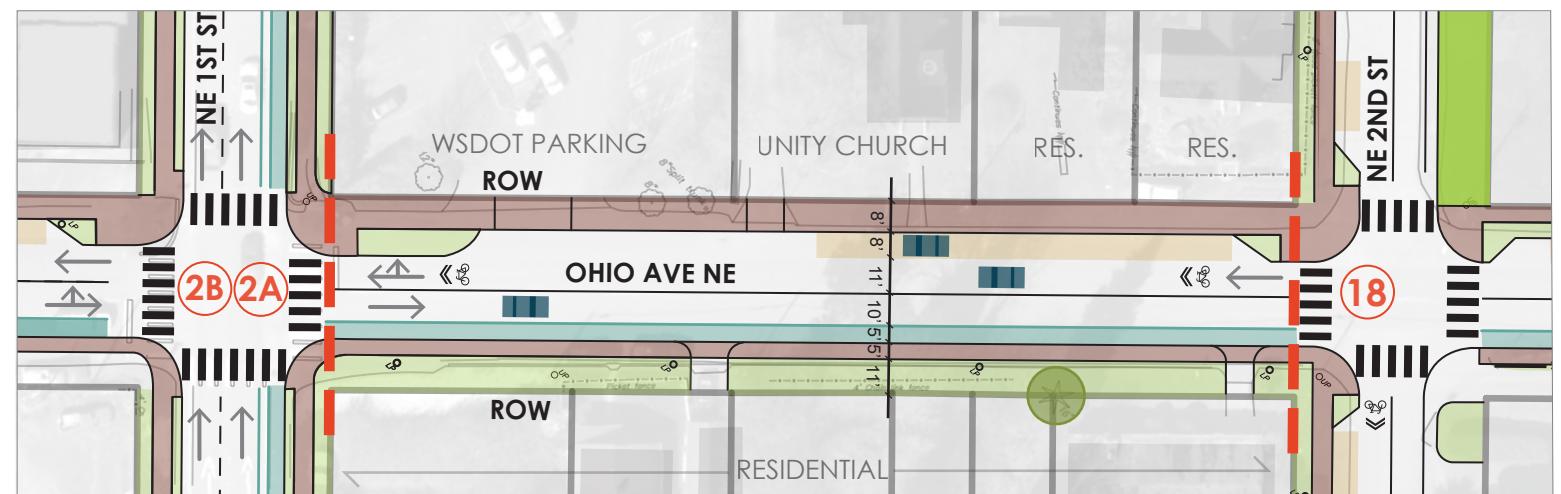
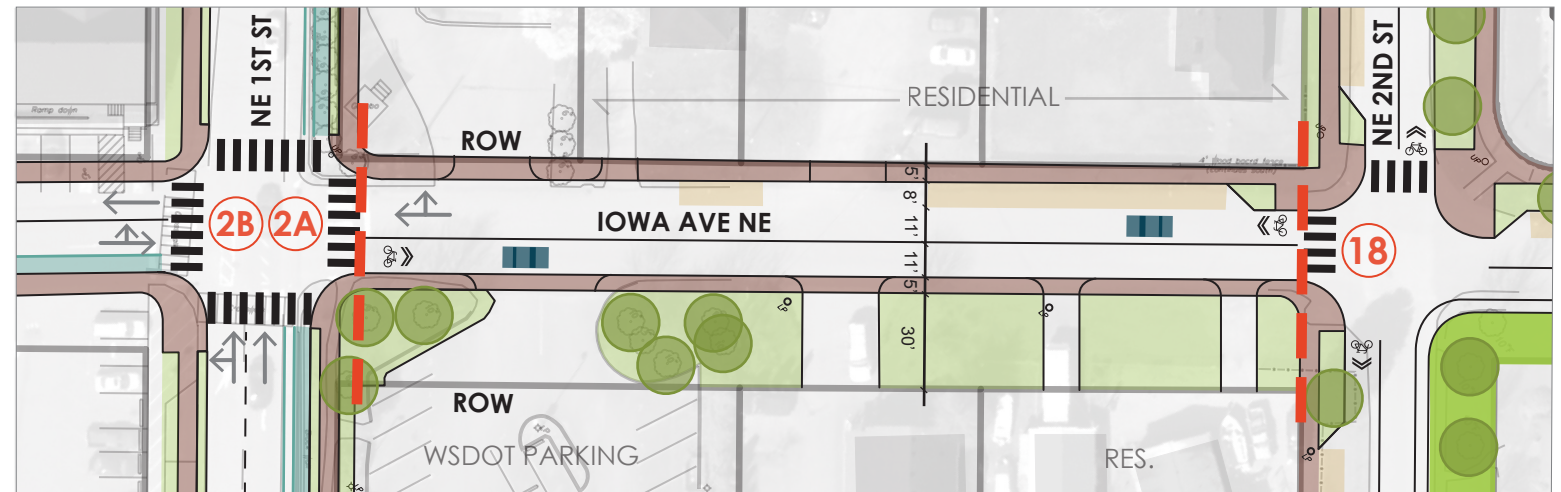
above: sharrow transitions to bike lane uphill; sharrow downhill



SEE PROJECT 17



PROJECT KEY



- sharrow
- parcel line
- bioretention swale
- vegetated buffer
- parking
- sidewalk/path
- bike lane
- project limit
- adjacent project number

PLAN VIEW



1"=60'

17 KINGSTON COMPLETE STREETS: ILLINOIS AVE NE - NE OF 2ND ST

SHARED USE- MINOR + RESIDENTIAL

PURPOSE:

Illinois Avenue is a low volume residential street with potential to accommodate non-motorized improvements as well as a significant storm drainage improvement facilities within its wide right of way. This corridor is also identified as an important corridor in the Kingston Community Trail Plan.

DESCRIPTION / FEATURES:

A sidewalk is proposed for the south side, and a narrow paved shoulder is proposed for the north side, as the volumes of pedestrian traffic may not warrant construction on both sides. Travel lanes are striped as sharrows. This street is far enough from the bluff to safely accommodate a wide biofiltration swale along one side. If a narrower biofiltration swale provides adequate treatment, the remaining area can be simple buffer planting.

COSTS: \$351,000

RANKING: LOW



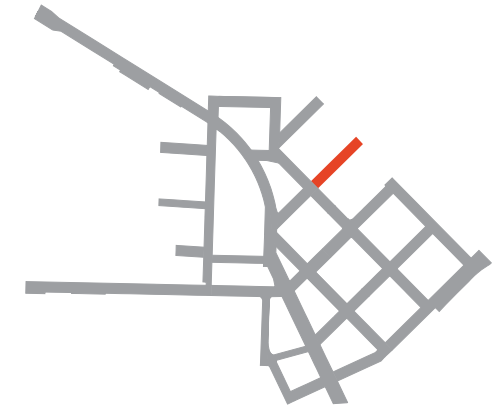
above: bioretention swale



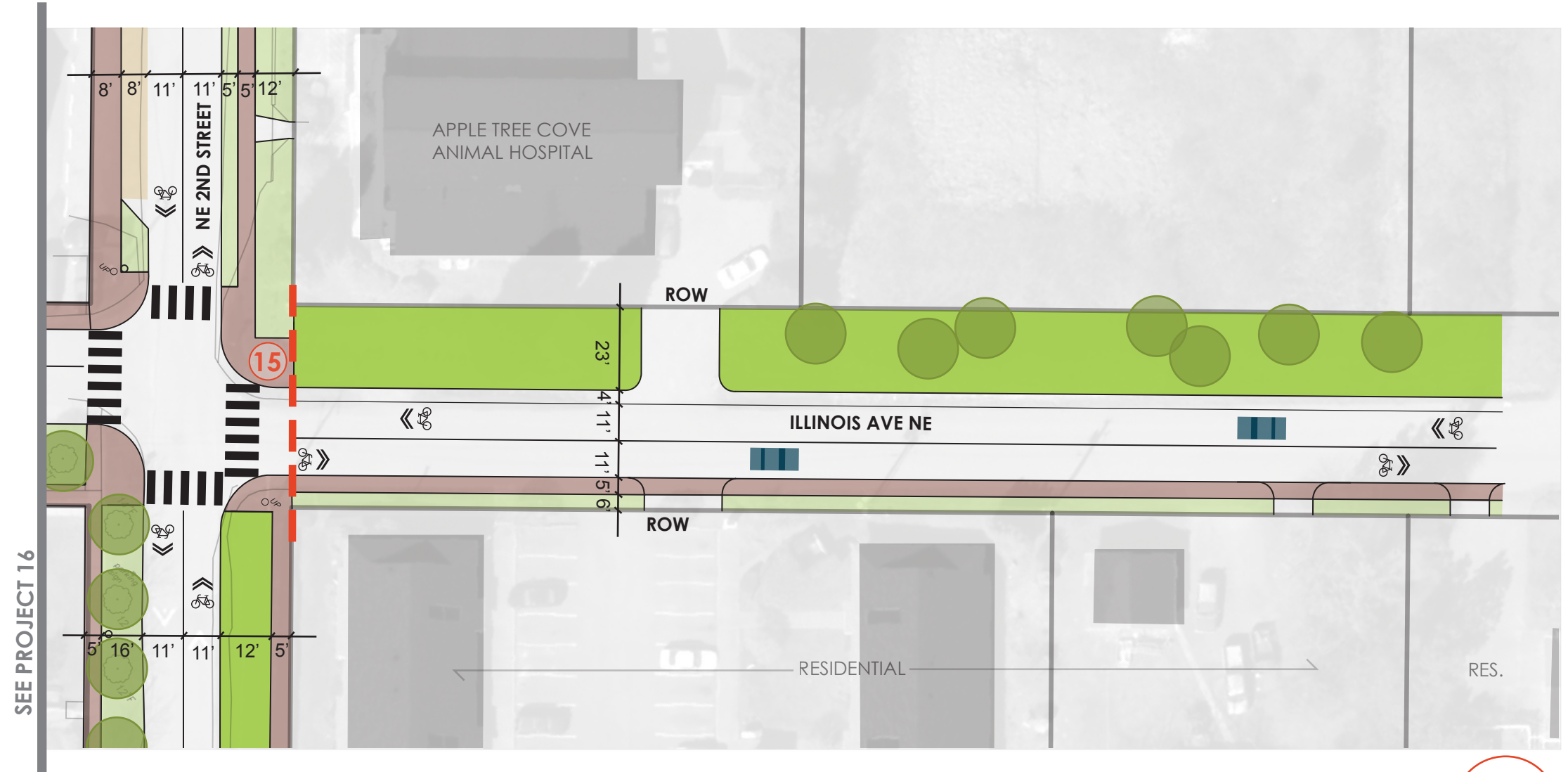
above: sharrow



above: paved shoulder












PROJECT KEY



SEE PROJECT 16

PLAN VIEW  1"=40'

-  sharrow
-  parking
-  adjacent project number
-  parcel line
-  sidewalk/path
-  bioretention swale
-  bike lane
-  vegetated buffer
-  project limit

18 KINGSTON COMPLETE STREETS: NE 2ND ST

RESIDENTIAL

PURPOSE:

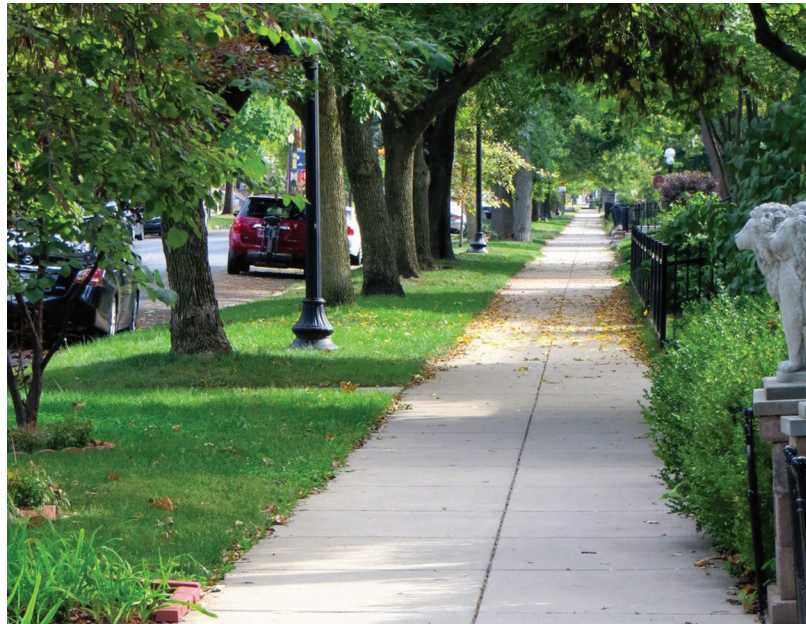
NE 2nd Street is a prime pedestrian and well used corridor that provides a moderate gradient between the bluff/shoreline trail, and the commercial area on the north side of SR 104. It is a residential street that should retain the blend of buffer planting, on-street parking, and narrow travel lanes that are in keeping with the scale and needs of the neighborhood, while making improvements to accommodate pedestrians and bicycles.

DESCRIPTION / FEATURES:

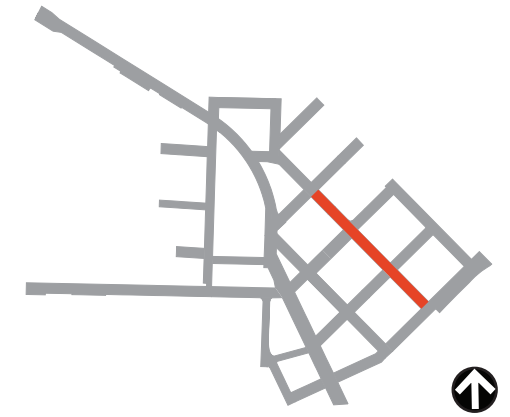
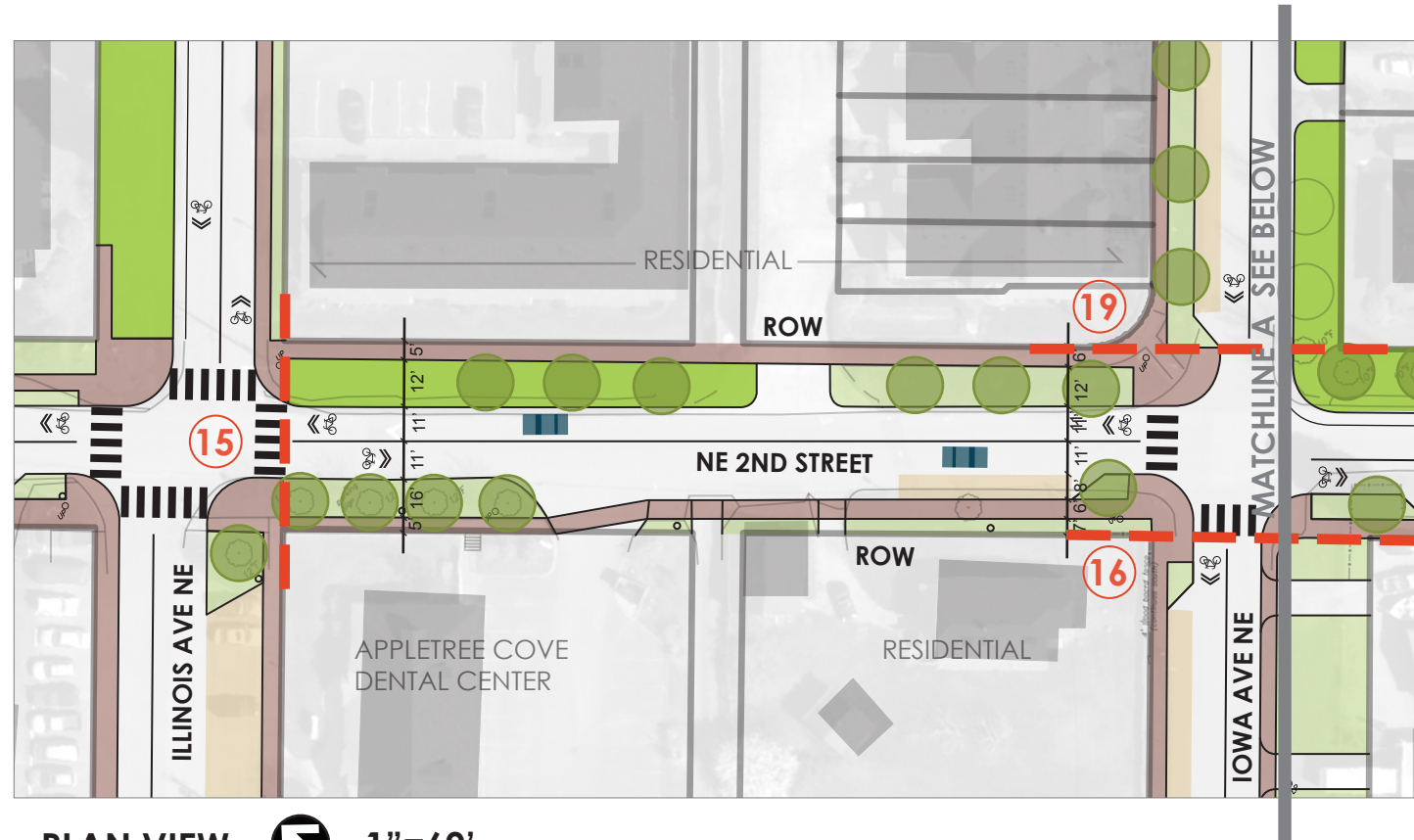
Between Iowa Ave NE and Washington Blvd NE a sidewalk is proposed for the south side, and a narrow paved shoulder is proposed for the north side, retaining planting and on-street parking where possible. Between Illinois and Iowa Avenues, existing sidewalks are retained and made continuous and ADA compliant. Travel lanes are striped as sharrows. Between Illinois and Ohio, bioretention swales are proposed to handle street drainage. Pedestrian level lighting in the corridor would improve visibility and encourage more use.

COSTS: \$1,781,000

RANKING: HIGH

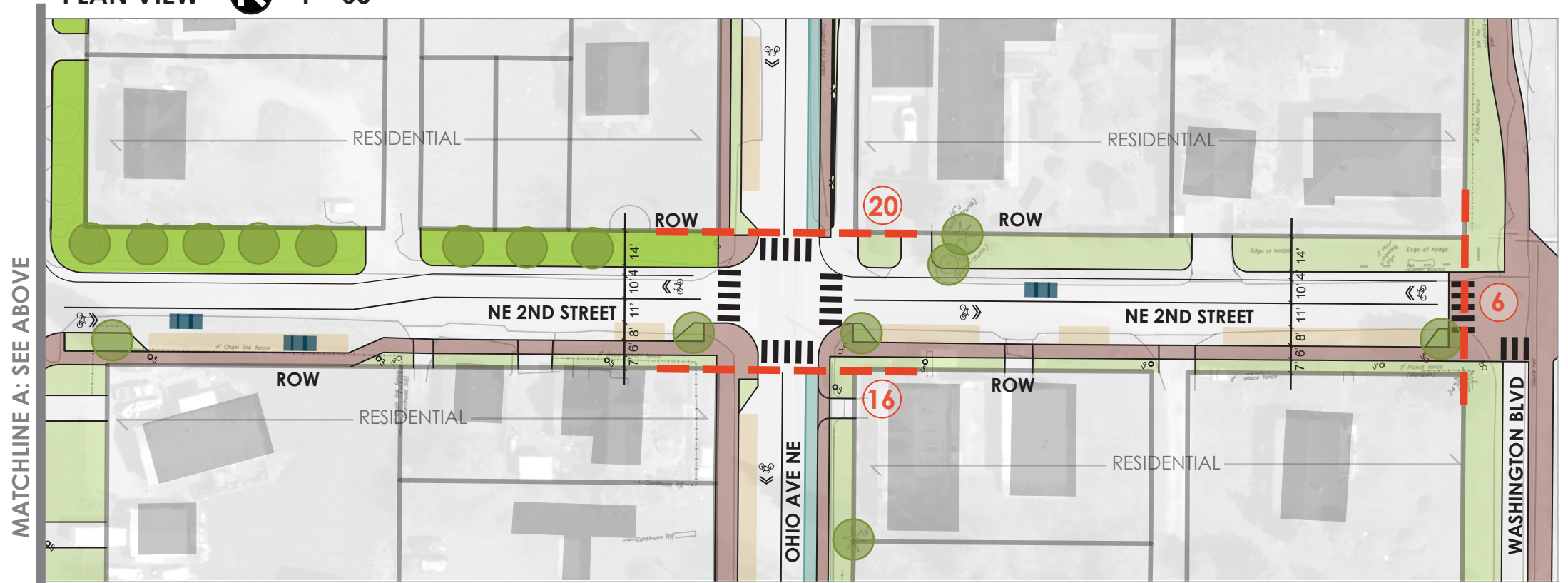


above: sidewalk, parallel parking, planting strips



PROJECT KEY

PLAN VIEW 1"=60'



PLAN VIEW 1"=60'

- sharrow
- parking
- adjacent project number
- parcel line
- sidewalk/path
- bioretention swale
- bike lane
- vegetated buffer
- project limit

19 KINGSTON COMPLETE STREETS: IOWA AVE NE - NE 2ND ST TO NE 3RD ST

RESIDENTIAL

PURPOSE:

This block of Iowa Avenue NE is part of an important connector between downtown businesses and the residential area, requiring continuity in the sidewalk system. There is also opportunity for significant bioretention swale improvements.

DESCRIPTION / FEATURES:

Proposed improvements include completion of sidewalks, accommodating driveways, and ADA ramps at the corners. Existing trees, wide buffer planting, biofiltration swales, and on-street parallel parking remain where possible.

COSTS: \$330,000

RANKING: LOW



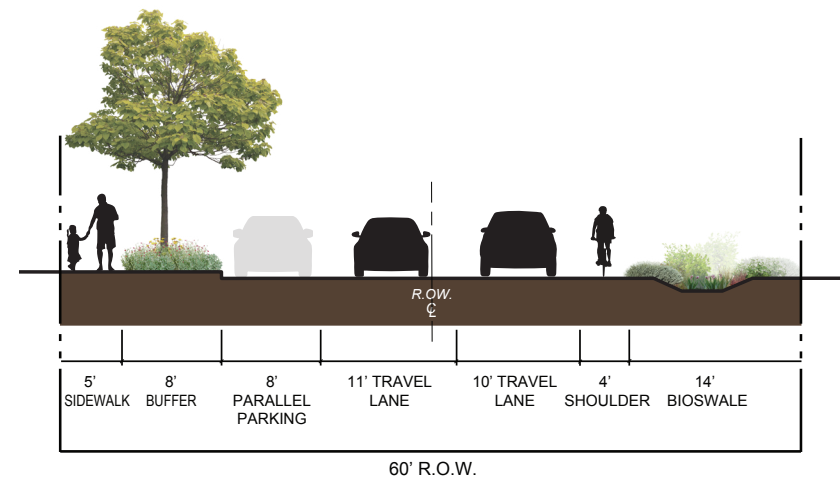
above: streetside rain garden



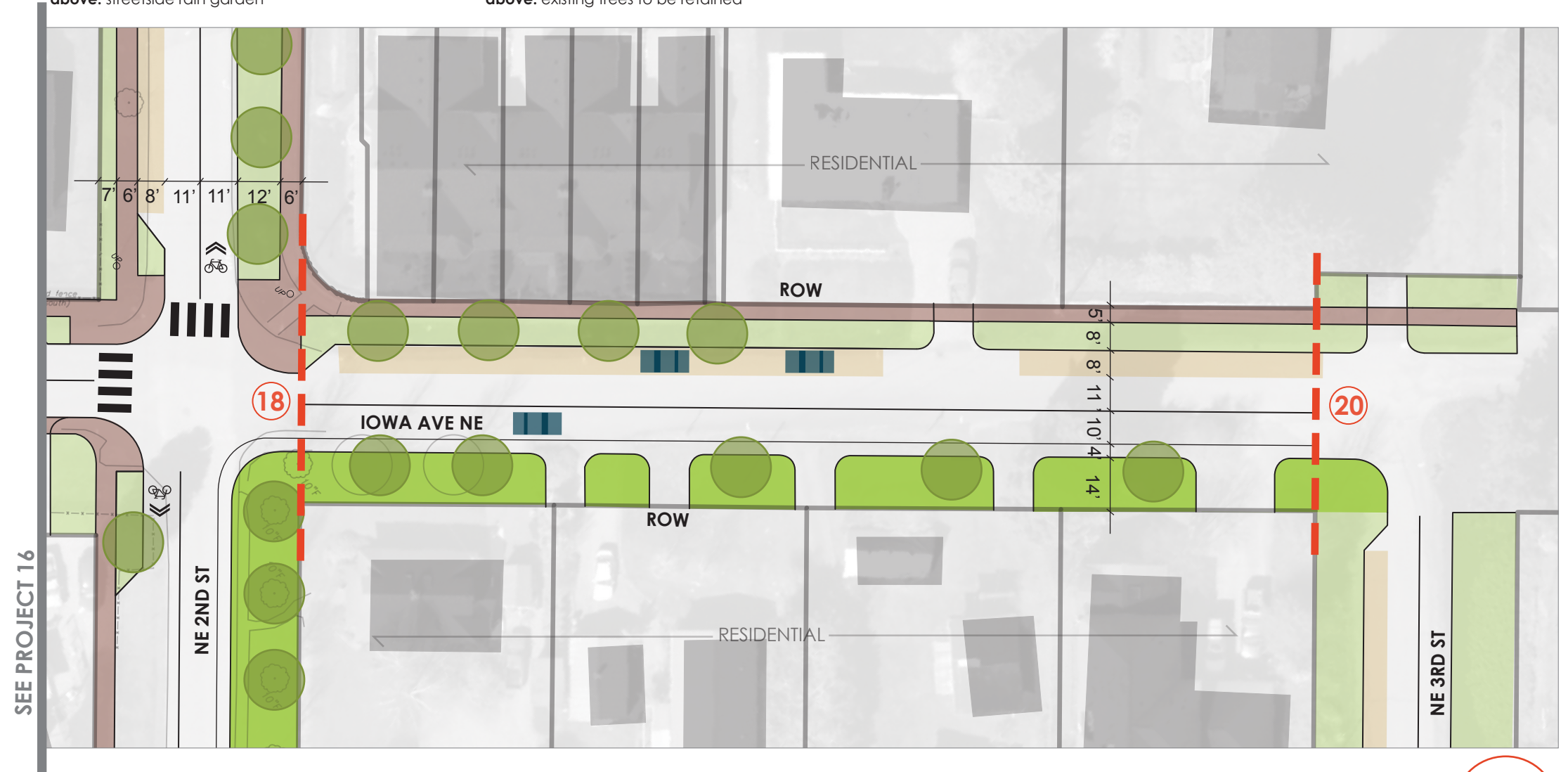
above: existing trees to be retained



PROJECT KEY



TYPICAL SECTION



PLAN VIEW

1"=40'

- sharrow
- parcel line
- bioretention swale
- vegetated buffer
- parking
- sidewalk/path
- bike lane
- project limit
- adjacent project number

19

20 KINGSTON COMPLETE STREETS: NE 3RD ST + OHIO AVE NE - NE OF 2ND ST

RESIDENTIAL

PURPOSE:

NE 3rd Street presents significant topographic challenges to providing separated non-motorized facilities. The street is low volume and, even though identified in Kingston's Community Trail Plan, may not be a good candidate for improvements that require widening. This corridor may be more appropriately signed as a Shared Street.

Ohio Avenue NE is a higher volume, higher speed connector that requires separated non-motorized facilities to the extent space allows, and should have continuity with the improvements further southwest.

DESCRIPTION / FEATURES:

NE 3rd Street could be modified to a Shared Street, with alternate surfacing, or if on-street parking is not necessary, that space could be given over to a paved shoulder, providing some refuge for pedestrians.

Ohio Avenue NE includes an uphill bike lane, downhill sharrow, and sidewalks both sides, continuing the same improvements proposed further southwest (projects #8 and #16). The south edge of Ohio will require a structural wall and guardrail to maintain access to the lower residential driveway.

COSTS: \$964,000

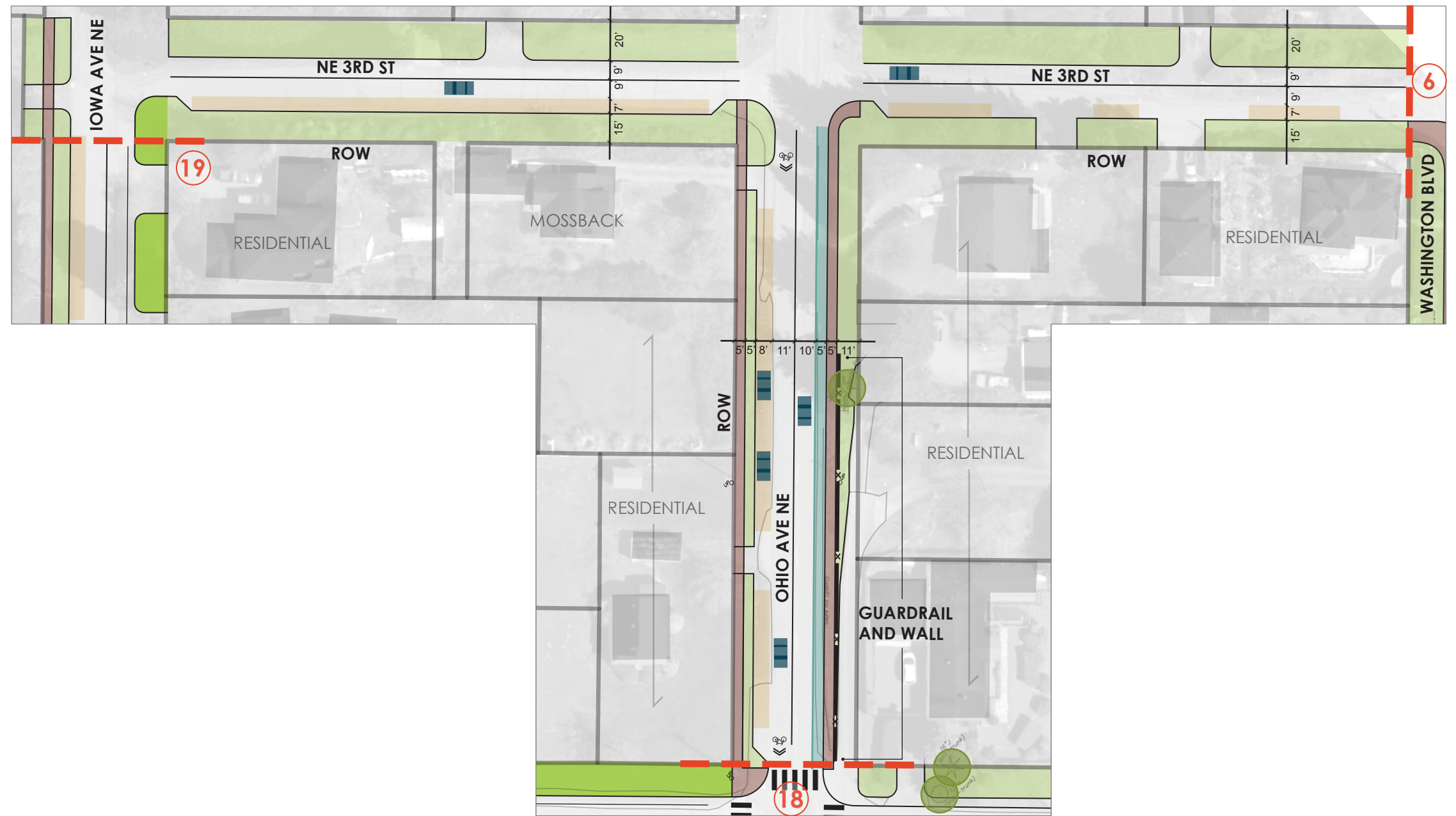
RANKING: LOW



above: bike lane uphill, sharrow downhill



PROJECT KEY



PLAN VIEW



1"=60'

- sharrow
- parcel line
- bioretention swale
- vegetated buffer
- parking
- sidewalk/path
- bike lane
- project limit
- adjacent project number