

## DISCUSSION

### ADA and Pedestrian Safety Issues:

- Both sidewalks are less than 4-ft wide and there is no way for pedestrians in wheelchairs, pedestrians pushing strollers, etc., to pass each other. This is a particular problem because the bridge length is 1,718-ft long (approximately 1/3-mile), and takes the average healthy person over 8-minutes to cross.
- Pedestrians walking bicycles have been observed climbing onto the bridge handrail to pass wheelchairs.

### Bridge Usage and Geometry:

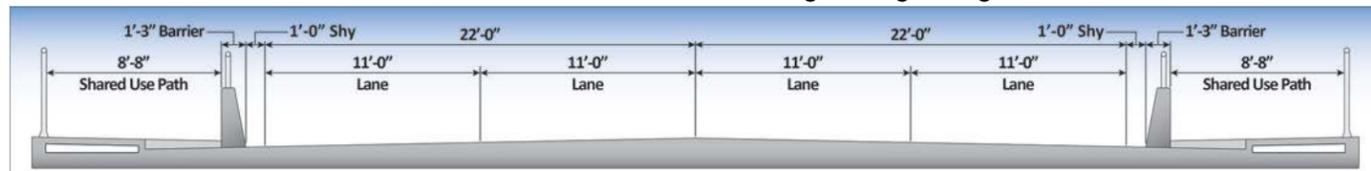
- The 2014 bridge ADT (Average Daily Traffic) was 38,000. A one hour count at the north end of the bridge on June 16, 2015 totaled 3,341 vehicles, 36 pedestrians and 1 bicycle. This count indicates that some pedestrian and bicycle use of the bridge is present, but is not representative of the demand and need given the lack of facilities. Non-motorized use will increase when the facility is enhanced.
- The posted speed limit is 35-mph; however, the 12-ft lanes and wide median result in average speeds in excess of 45-mph.
- The bridge's existing curb-curb width is 56-ft, and the overall bridge width is approximately 67.5-ft.

### Importance of Pedestrian Facilities on the Warren Avenue Bridge:

- The bridge is a central link in the City's Bridge to Bridge Urban Trail system, and needs a shared use path to be consistent with the City's Comprehensive and Non-motorized Transportation Plans.
- East and west Bremerton facilities connected by the bridge:
  - Olympic College at the southern terminus,
  - East Bremerton Healthcare facilities (Harrison Hospital, Dental Facilities, Advanced Imaging, etc.)
  - West Bremerton social services (Kitsap Community Resources, YWCA, Salvation Army, Catholic Community Services, etc.)
  - Naval Base Kitsap, downtown Bremerton (the Regional Growth Center), the ferry terminal and other designated City Centers.
- Bremerton has the greatest need regionally for ADA compliant facilities based on demographics:
  - The percent of the population with an ambulatory disability is higher in Bremerton than in Kitsap County, or statewide ([http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS\\_13\\_5YR\\_S1810&prodType=table](http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_13_5YR_S1810&prodType=table)):
    - 9.4% of Bremerton residents age 18 – 64 and 30.5% older than 65 are disabled
    - 6.2% of Kitsap County residents age 18 – 64 and 21.9% older than 65 are disabled
    - 4.8% of Washington State residents age 18 – 64 and 22.5% older than 65 are disabled
  - Vehicle ownership is likely lower in Bremerton than in Kitsap County, or Statewide since Bremerton has the highest poverty level (<http://quickfacts.census.gov/qfd/states/53/53035.html>):
    - 20.4% of Bremerton residents live below poverty level,
    - 10.4% of Kitsap County residents live below poverty level,
    - 13.4% of Washington State residents live below poverty level
- Transit is not a reliable alternative to making this connection because it generally operates on weekdays between 5:00 am and 9:00 pm at one-hour intervals. Saturday service is generally between 10:00 am and 6:00 pm, and there is no service on Sundays.

### Request:

- Reconfigure the lanes and sidewalks for ADA compliant pedestrian facilities on both sides of the bridge.
- Cost is estimated at \$4.7M, and includes road deck strengthening, design and construction services.



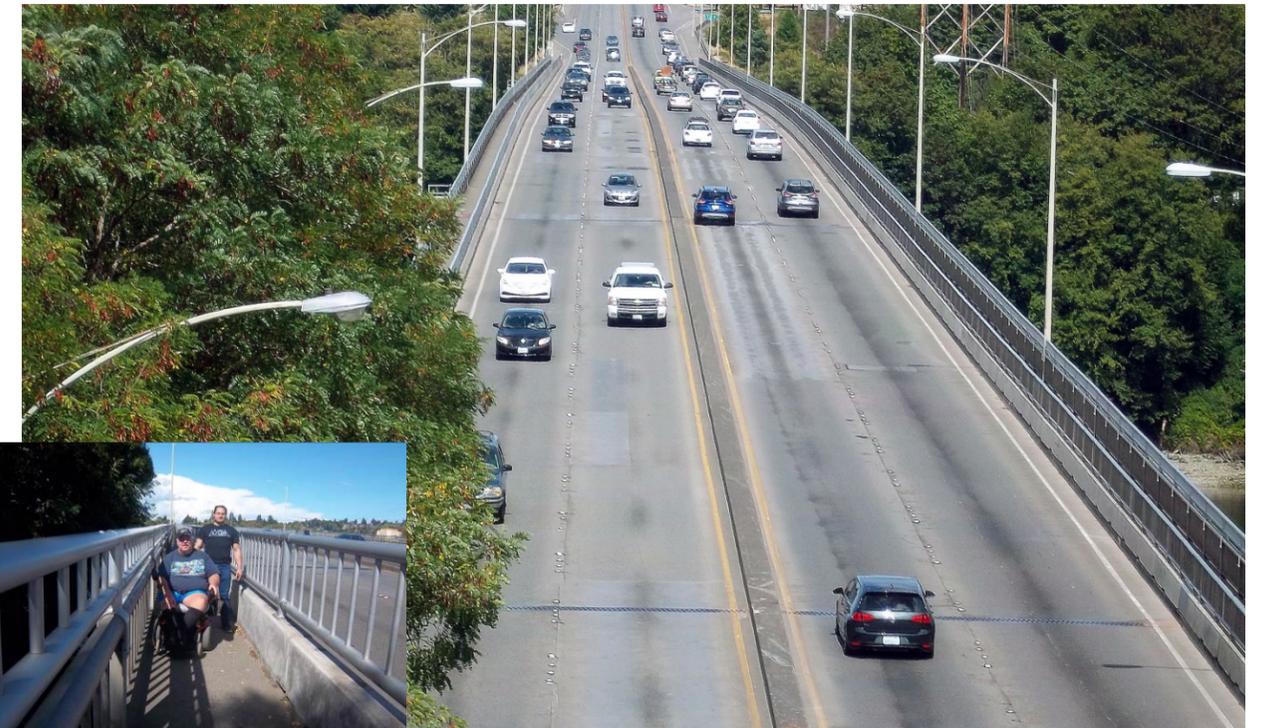
### PROPOSED CROSS-SECTION

## SR-303 Warren Avenue Bridge Proposal for ADA Compliant Upgrade



The SR 303 Bridge on Warren Avenue in Bremerton is a critical multimodal link within the City; however, the bridge does not meet minimum requirements for pedestrian access under the Americans with Disability Act (ADA). The existing sidewalks are 3 1/2 feet wide; minimum required width is 5 feet but a major facility like this bridge should have at least 8 foot wide shared-use sidewalks. There are no bike lanes, which forces bicyclists to use the sidewalks because of high vehicle volumes and speeds. With the narrow sidewalks, bicyclists, pedestrians, and wheelchair-bound individuals have great difficulty passing each other while on the bridge, and wheelchairs cannot pass each other at all. This problem is significant because the bridge is 1/3-mile long.

Warren Avenue is identified in the City's Comprehensive and Non-motorized Transportation Plans to become a shared use corridor. In the current configuration, the Warren Ave Bridge is a bottleneck for this corridor. An opportunity exists to modify the bridge in conjunction with the 2017-2018 deck re-surfacing project.



Good bridge; width OK – but outdated configuration

