



SR 303 Corridor Study

Stakeholder Advisory Group Meeting #4

January 30, 2020

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Agenda

Introductions

Schedule

First level screening results

Develop corridor alternatives

Second level screening criteria

Next steps

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Study purpose and success

- Use the practical solutions approach to identify short, medium, and long term improvements along the corridor that can meet the project needs.
- Success includes reaching concurrence about corridor needs, identification of phased solutions, development of a long term plan including potential funding opportunities

Stakeholder advisory meeting schedule



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Screening process

First Level Screening

Corridor element review & screening (10/31)

88 corridor elements evaluated

32 corridor elements did not meet criteria

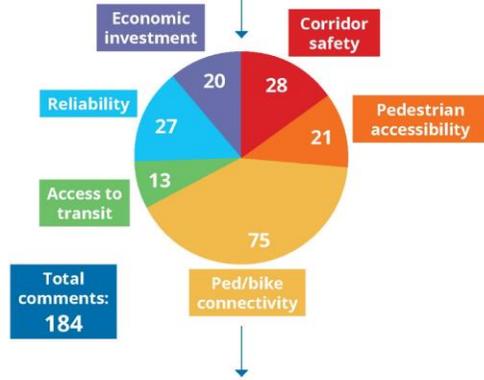
56 corridor elements combined into alternatives

- *Does the corridor element meet the project need?*
- *Is the corridor element feasible?*
- *Is it within the scope of this study?*

SR 303 Corridor Study



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Alternatives	Corridor Needs					
	Corridor safety	Pedestrian accessibility	Ped/bike connectivity	Access to transit	Reliability	Economic investment
Boulevard	<ul style="list-style-type: none"> Roundabouts Left turn improvements Lighting Slower speed limits 	<ul style="list-style-type: none"> Bury utilities Wider sidewalks ADA ramps 	<ul style="list-style-type: none"> Complete gaps Neighborhood connectivity Remove utilities from sidewalks Pedestrian crossings 	<ul style="list-style-type: none"> Neighborhood connectivity 	<ul style="list-style-type: none"> Roundabouts 	<ul style="list-style-type: none"> Green space Public art Wider sidewalks
Multimodal	<ul style="list-style-type: none"> Pedestrian crossings Lighting Wider shoulders 		<ul style="list-style-type: none"> Neighborhood connectivity Remove utilities from sidewalks Wider sidewalks Bike lanes 	<ul style="list-style-type: none"> Neighborhood connectivity Relocate bus stops closer to crossings Increased, more reliable transit service Improve transit access 	<ul style="list-style-type: none"> Signal timing for transit 	<ul style="list-style-type: none"> Bury utilities Greenery and other aesthetics
Traffic Management	<ul style="list-style-type: none"> Pedestrian crossings Lighting 		<ul style="list-style-type: none"> Complete gaps 		<ul style="list-style-type: none"> Green wave signal timing 	

Alternative Development

Corridor alternatives

Boulevard Alternative

- Variation with non-motorized

Multi-modal Alternative

- 3 BAT lane alignments
- BAT lane limits

Traffic Management Alternative

- Adaptive signal timing
- Greenwave

Level 2 screening

Safety

Non-Motorized

Traffic Operations

Transit

ROW

Economic Vitality

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Next steps

Finalize corridor alternatives with stakeholder input

Additional alternative layouts

Evaluate and screen alternatives

Begin project phasing discussion

SAG Meeting #5 (3/19)

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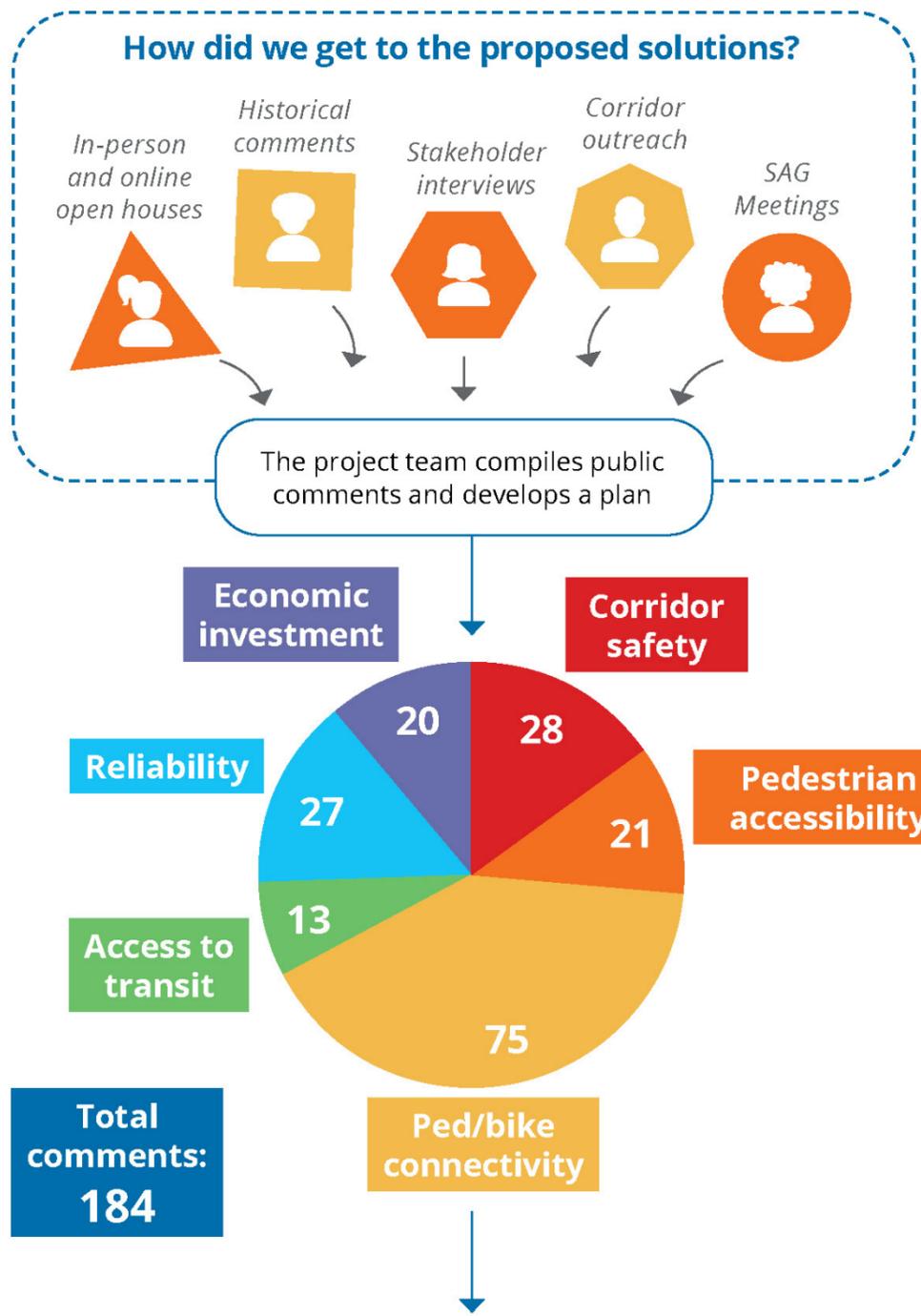
Q&A



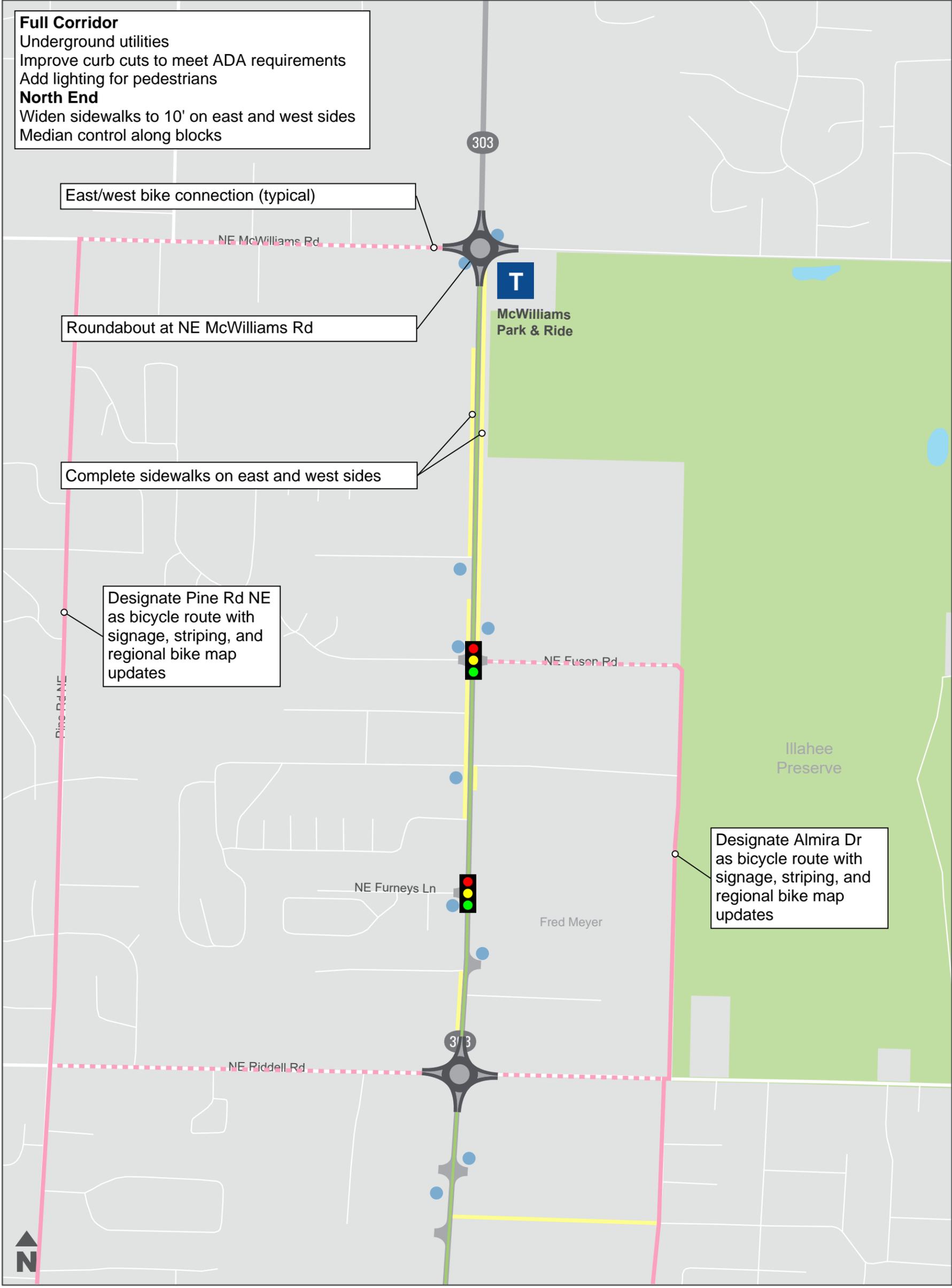
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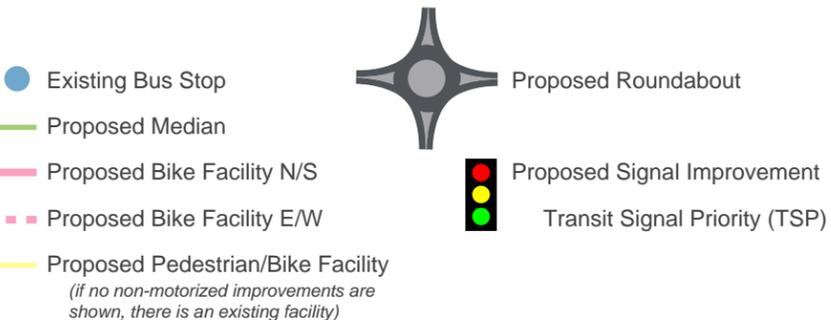
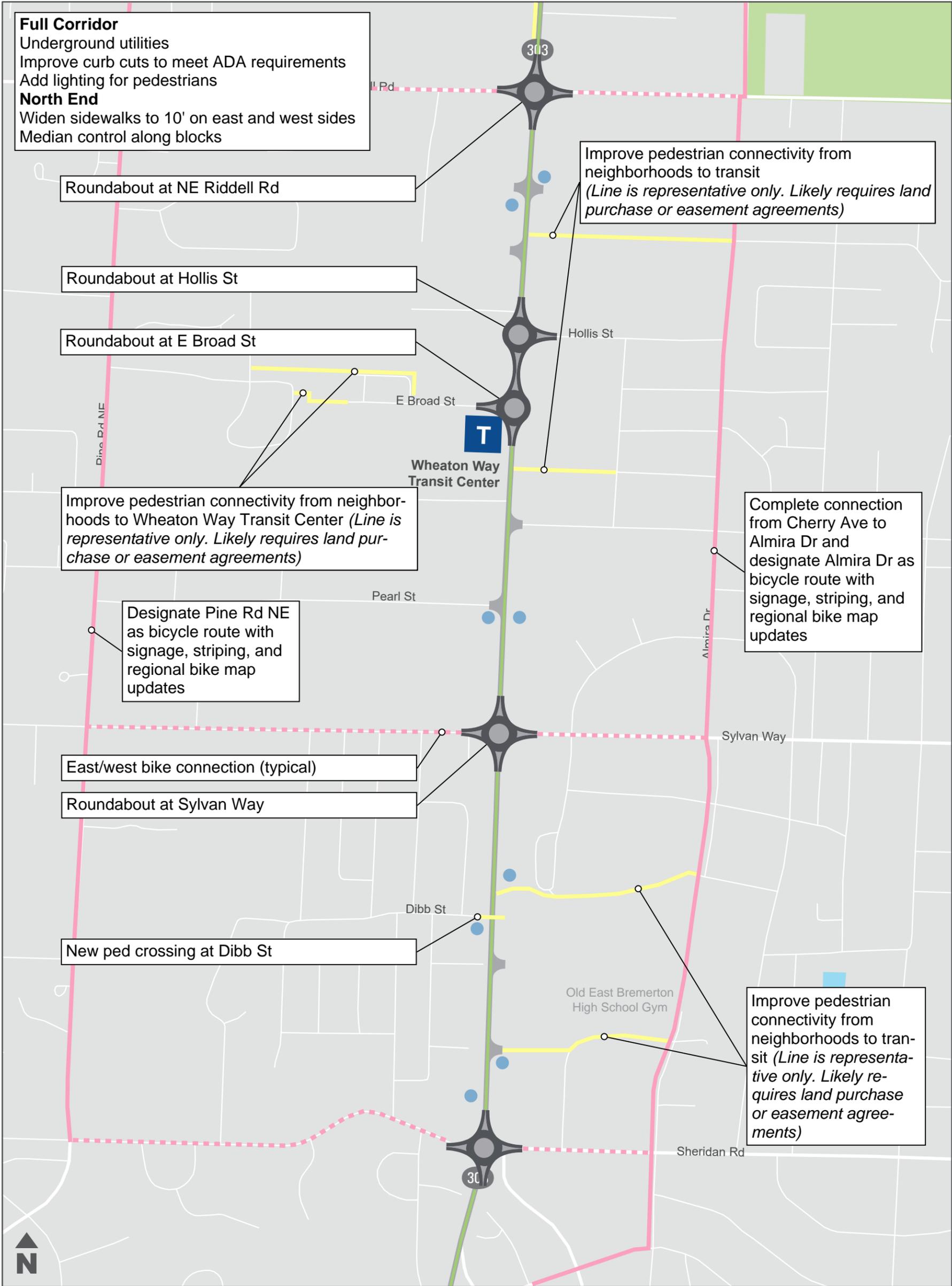
Corridor Needs						
Alternatives	Corridor safety	Pedestrian accessibility	Ped/bike connectivity	Access to transit	Reliability	Economic investment
Boulevard	<ul style="list-style-type: none"> Roundabouts Left turn improvements Lighting Slower speed limits 	<ul style="list-style-type: none"> Bury utilities Wider sidewalks ADA ramps 	<ul style="list-style-type: none"> Complete gaps Neighborhood connectivity Remove utilities from sidewalks Pedestrian crossings 	<ul style="list-style-type: none"> Neighborhood connectivity 	<ul style="list-style-type: none"> Roundabouts 	<ul style="list-style-type: none"> Green space Public art Wider sidewalks
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Traffic Management	<ul style="list-style-type: none"> Pedestrian crossings Lighting 		<ul style="list-style-type: none"> Complete gaps 		<ul style="list-style-type: none"> Green wave signal timing 	



-  Existing Bus Stop
-  Proposed Median
-  Proposed Bike Facility N/S
-  Proposed Bike Facility E/W
-  Proposed Pedestrian/Bike Facility
(if no non-motorized improvements are shown, there is an existing facility)
-  Proposed Roundabout
-  Proposed Signal Improvement
-  Transit Signal Priority (TSP)

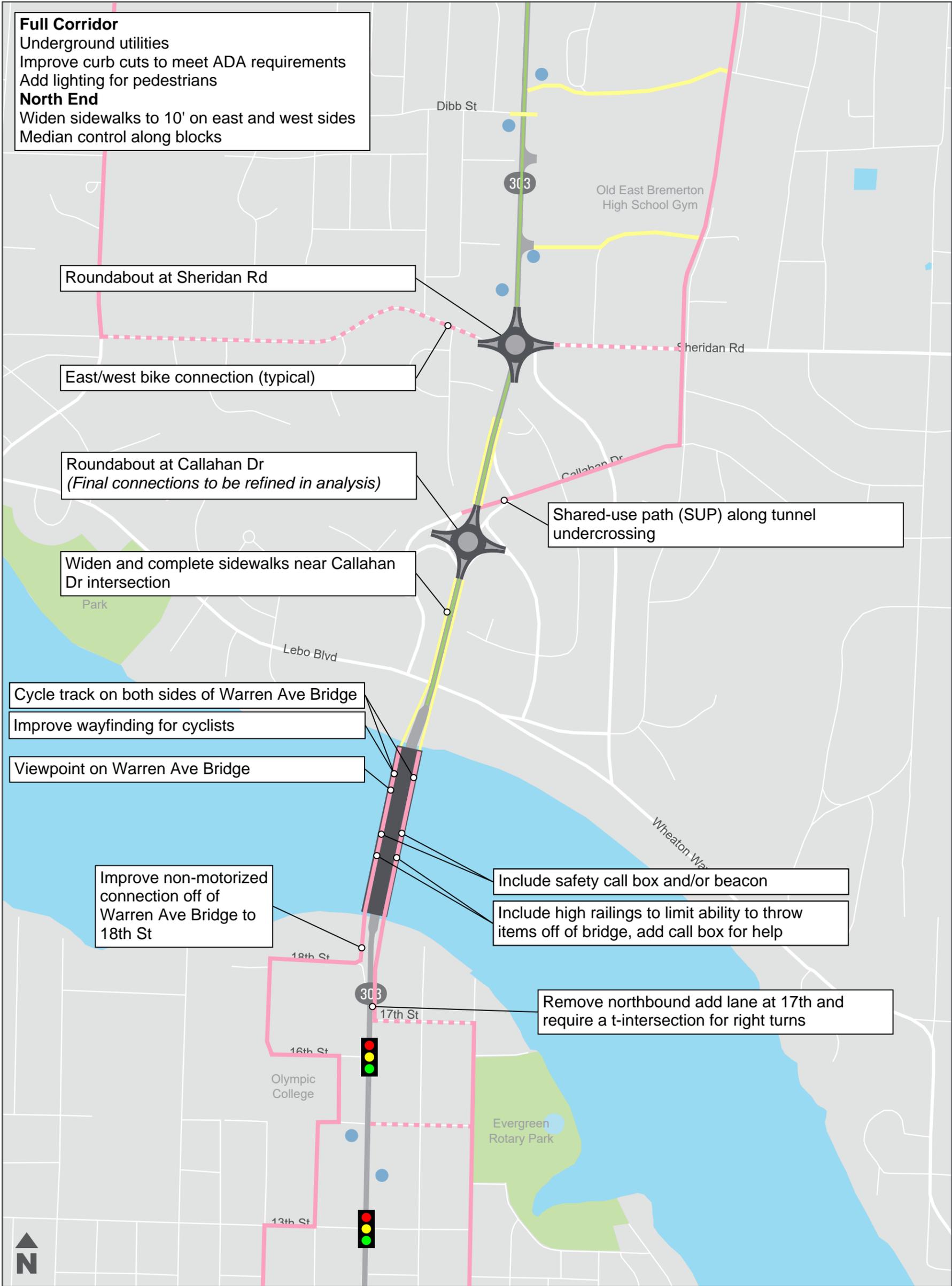
SR 303 Corridor Study
BOULEVARD ALTERNATIVE
 Segment 4: NE Riddell Road to NE McWilliams Road

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SR 303 Corridor Study
BOULEVARD ALTERNATIVE
Segment 3: Sheridan Road to NE Riddell Road

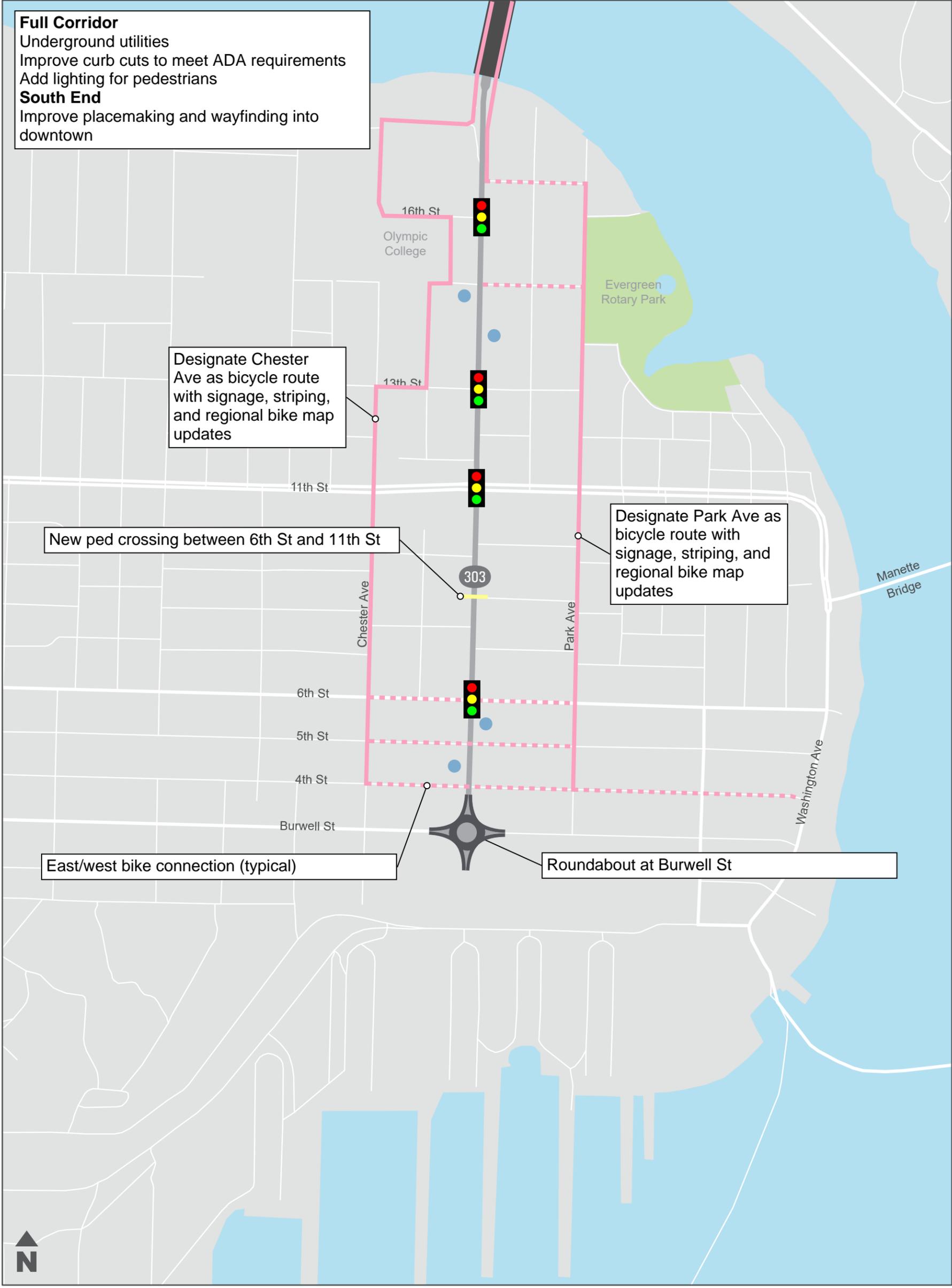
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- Existing Bus Stop
- Proposed Median
- Proposed Bike Facility N/S
- Proposed Bike Facility E/W
- Proposed Pedestrian/Bike Facility
(if no non-motorized improvements are shown, there is an existing facility)
- Proposed Roundabout
- Proposed Signal Improvement
- Transit Signal Priority (TSP)

SR 303 Corridor Study
BOULEVARD ALTERNATIVE
 Segment 2: 16th Street to Sheridan Road

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Full Corridor
 Underground utilities
 Improve curb cuts to meet ADA requirements
 Add lighting for pedestrians
South End
 Improve placemaking and wayfinding into downtown

Designate Chester Ave as bicycle route with signage, striping, and regional bike map updates

New ped crossing between 6th St and 11th St

Designate Park Ave as bicycle route with signage, striping, and regional bike map updates

East/west bike connection (typical)

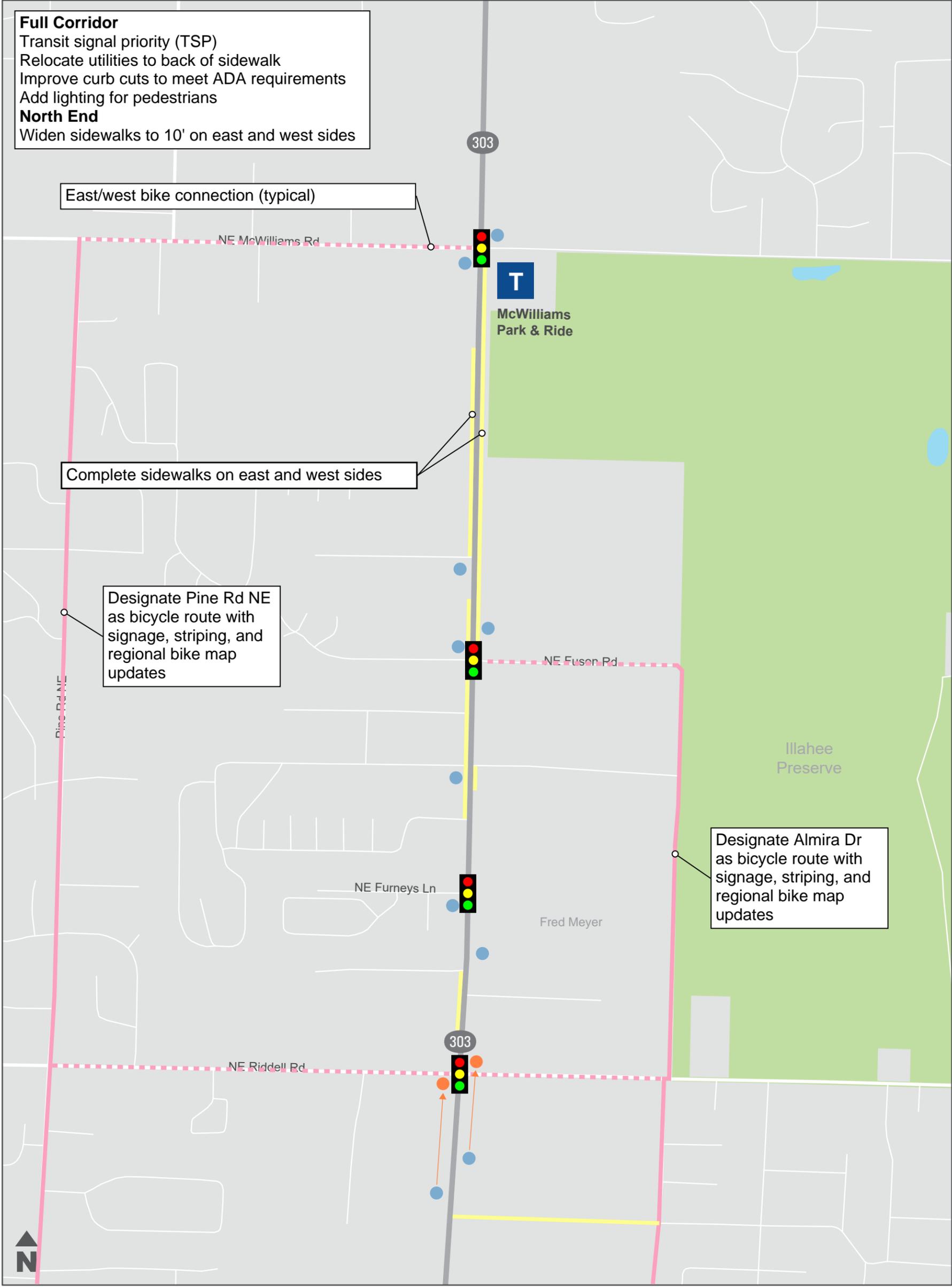
Roundabout at Burwell St



- Existing Bus Stop
- Proposed Median
- Proposed Bike Facility N/S
- Proposed Bike Facility E/W
- Proposed Pedestrian/Bike Facility
(if no non-motorized improvements are shown, there is an existing facility)
- Proposed Roundabout
- Proposed Signal Improvement
- Transit Signal Priority (TSP)

SR 303 Corridor Study
BOULEVARD ALTERNATIVE
 Segment 1: Burwell Street to 16th Street

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Full Corridor
 Transit signal priority (TSP)
 Relocate utilities to back of sidewalk
 Improve curb cuts to meet ADA requirements
 Add lighting for pedestrians
North End
 Widen sidewalks to 10' on east and west sides

East/west bike connection (typical)

Complete sidewalks on east and west sides

Designate Pine Rd NE as bicycle route with signage, striping, and regional bike map updates

Designate Almira Dr as bicycle route with signage, striping, and regional bike map updates

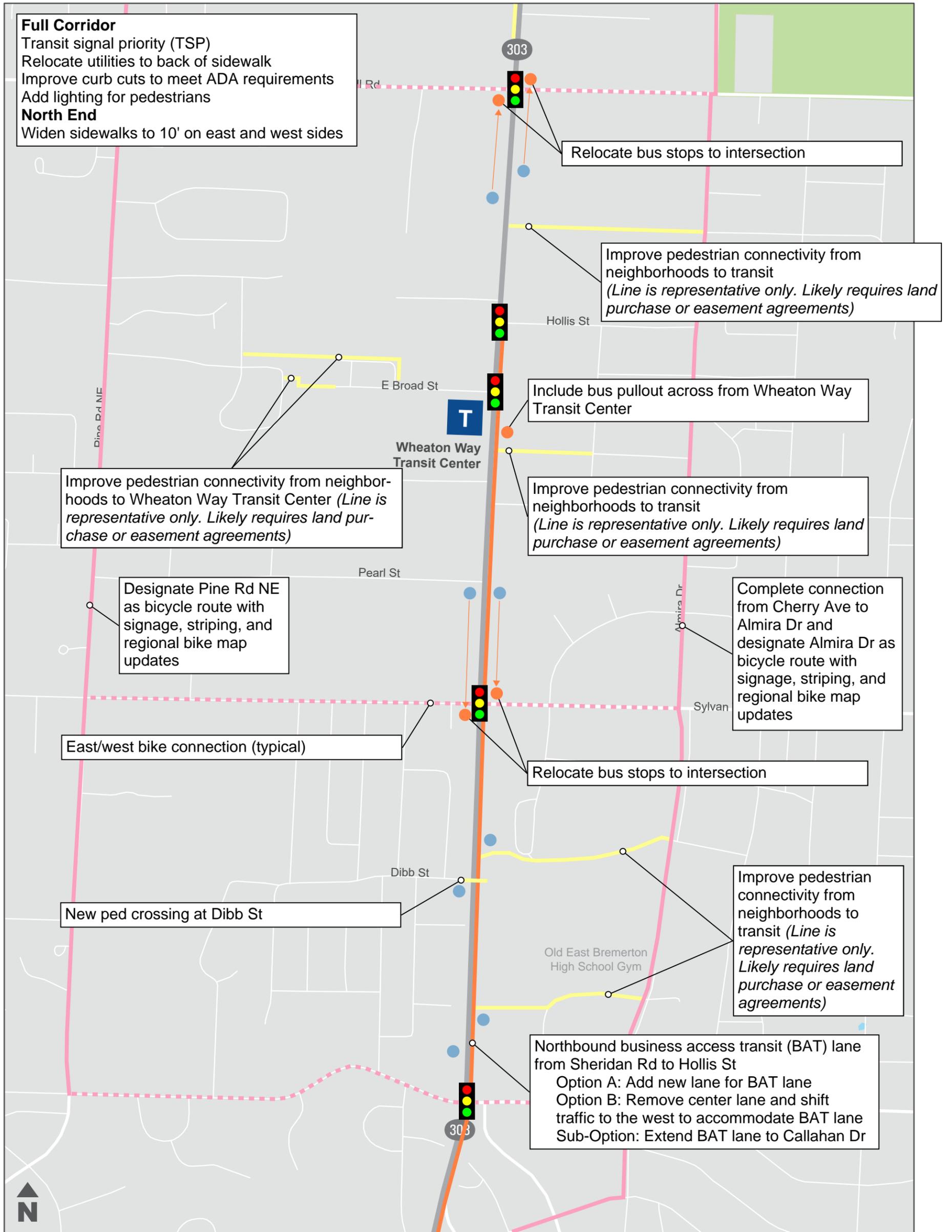


**SR 303 Corridor Study
 MULTI-MODAL ALTERNATIVE**

Segment 4: NE Riddell Road to NE McWilliams Road

- Existing Bus Stop
- Proposed Bus Stop
- ▬ Proposed C Curb
- ▬ Proposed Business Access Transit (BAT) Lane
- ▬ Proposed Bike Facility N/S
- - - Proposed Bike Facility E/W
- ▬ Proposed Pedestrian/Bike Facility
(if no non-motorized improvements are shown, there is an existing facility)
- Proposed Signal Improvement
- Transit Signal Priority (TSP)

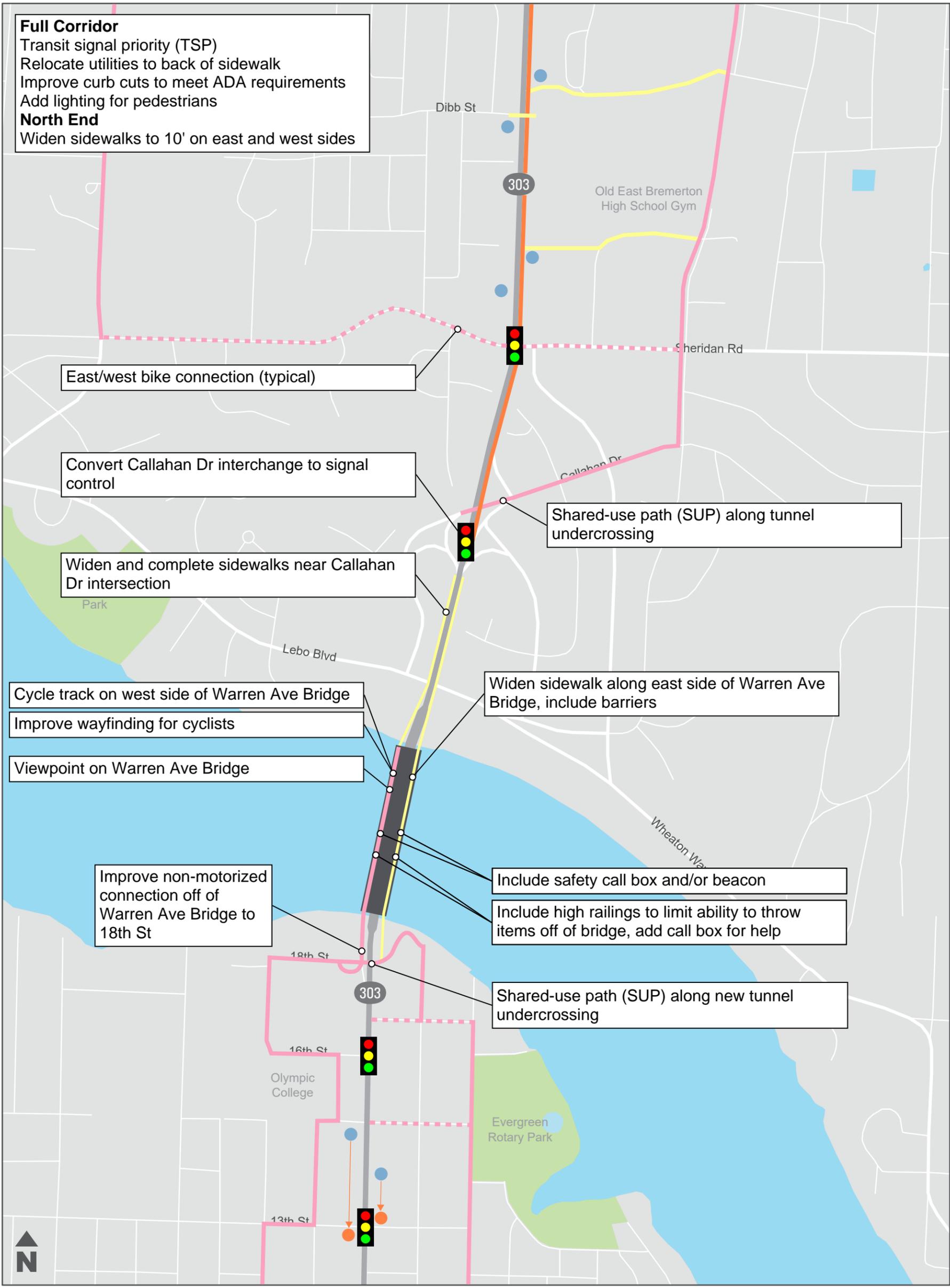
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SR 303 Corridor Study
MULTI-MODAL ALTERNATIVE
 Segment 3: Sheridan Road to NE Riddell Road

- Existing Bus Stop
- Proposed Bus Stop
- Proposed Signal Improvement
- Transit Signal Priority (TSP)
- Proposed C Curb
- Proposed Business Access Transit (BAT) Lane
- Proposed Bike Facility N/S
- Proposed Bike Facility E/W
- Proposed Pedestrian/Bike Facility
(if no non-motorized improvements are shown, there is an existing facility)

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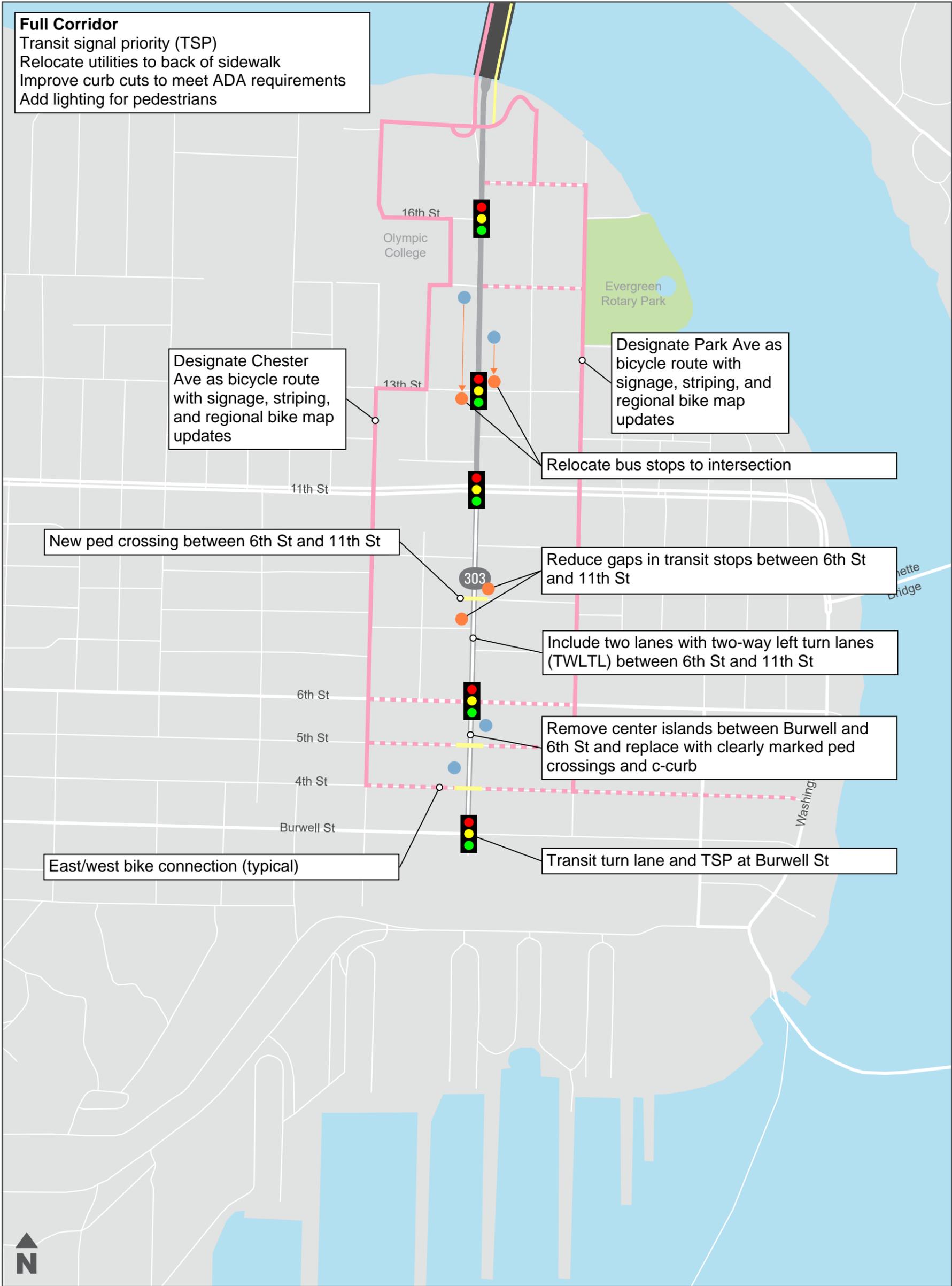


0 750 1,500 3,000 Feet

- Existing Bus Stop
- Proposed Bus Stop
- Proposed Signal Improvement
- Transit Signal Priority (TSP)
- Proposed C Curb
- Proposed Business Access Transit (BAT) Lane
- Proposed Bike Facility N/S
- Proposed Bike Facility E/W
- Proposed Pedestrian/Bike Facility
(if no non-motorized improvements are shown, there is an existing facility)

SR 303 Corridor Study
MULTI-MODAL ALTERNATIVE
 Segment 2: 16th Street to Sheridan Road

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Full Corridor
 Transit signal priority (TSP)
 Relocate utilities to back of sidewalk
 Improve curb cuts to meet ADA requirements
 Add lighting for pedestrians

Designate Chester Ave as bicycle route with signage, striping, and regional bike map updates

Designate Park Ave as bicycle route with signage, striping, and regional bike map updates

Relocate bus stops to intersection

New ped crossing between 6th St and 11th St

Reduce gaps in transit stops between 6th St and 11th St

Include two lanes with two-way left turn lanes (TWLTL) between 6th St and 11th St

Remove center islands between Burwell and 6th St and replace with clearly marked ped crossings and c-curb

East/west bike connection (typical)

Transit turn lane and TSP at Burwell St



- Existing Bus Stop
- Proposed Bus Stop
- Proposed C Curb
- Proposed Business Access Transit (BAT) Lane
- Proposed Bike Facility N/S
- - - Proposed Bike Facility E/W
- Proposed Pedestrian/Bike Facility
(if no non-motorized improvements are shown, there is an existing facility)
- ● ● Proposed Signal Improvement
- Transit Signal Priority (TSP)

SR 303 Corridor Study
MULTI-MODAL ALTERNATIVE
 Segment 1: Burwell Street to 16th Street

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Full Corridor
 Signal control
 Option A: Adaptive signal timing
 Option B: Green wave signal timing
 Add lighting for pedestrians

East/west bike connection

Designate Almira Dr as bicycle route with signage, striping, and regional bike map updates

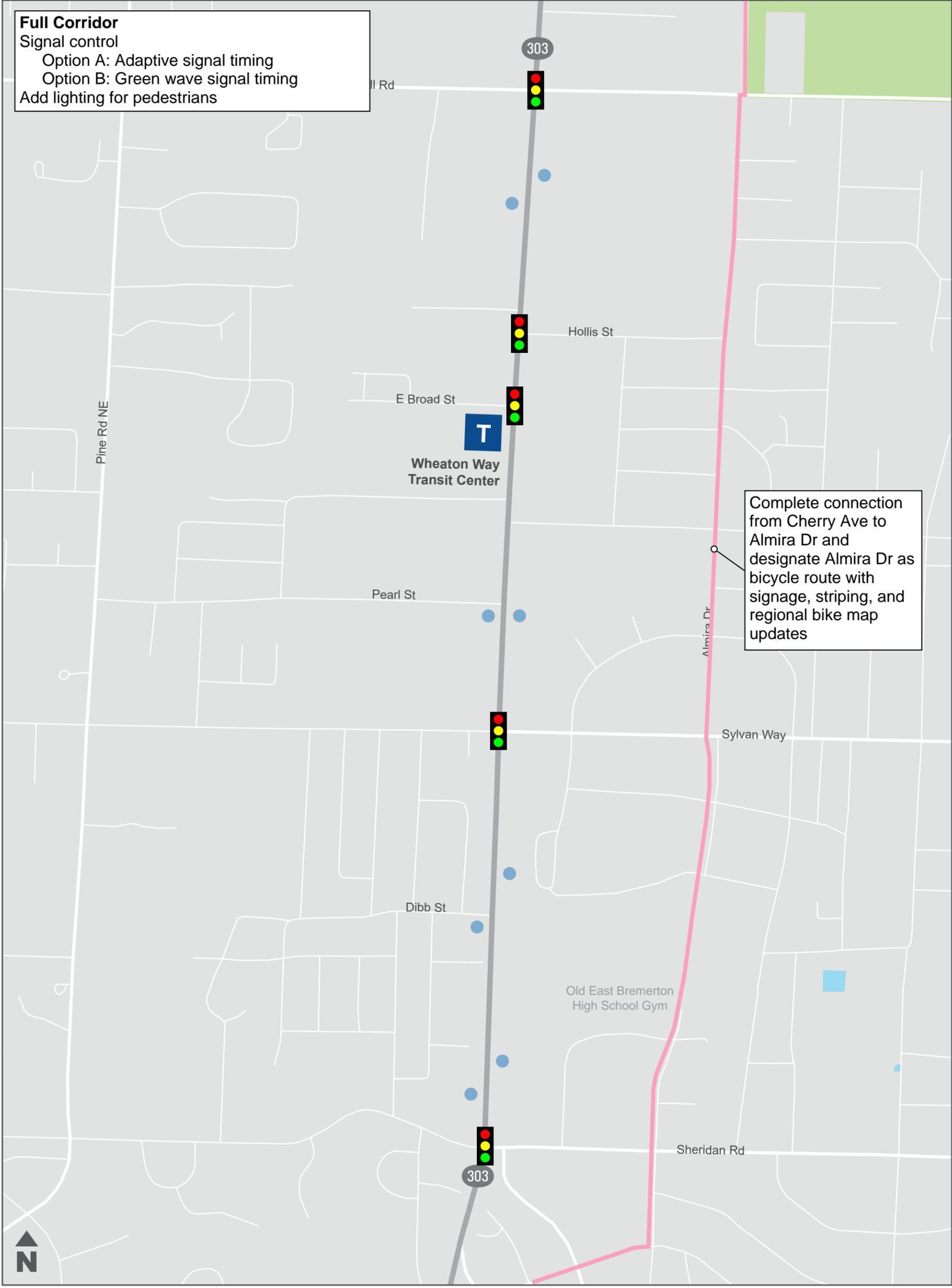
Add left turn lane from southbound SR 303 to eastbound NE Riddell Rd, add receiving lane along eastbound NE Riddell Rd



SR 303 Corridor Study
TRAFFIC MANAGEMENT ALTERNATIVE
 Segment 4: NE Riddell Road to NE McWilliams Road

- Existing Bus Stop
- Proposed Bike Facility N/S
- - - Proposed Bike Facility E/W
- Proposed Signal Improvement
- Option A: Adaptive signal timing
- Option B: Green wave signal timing

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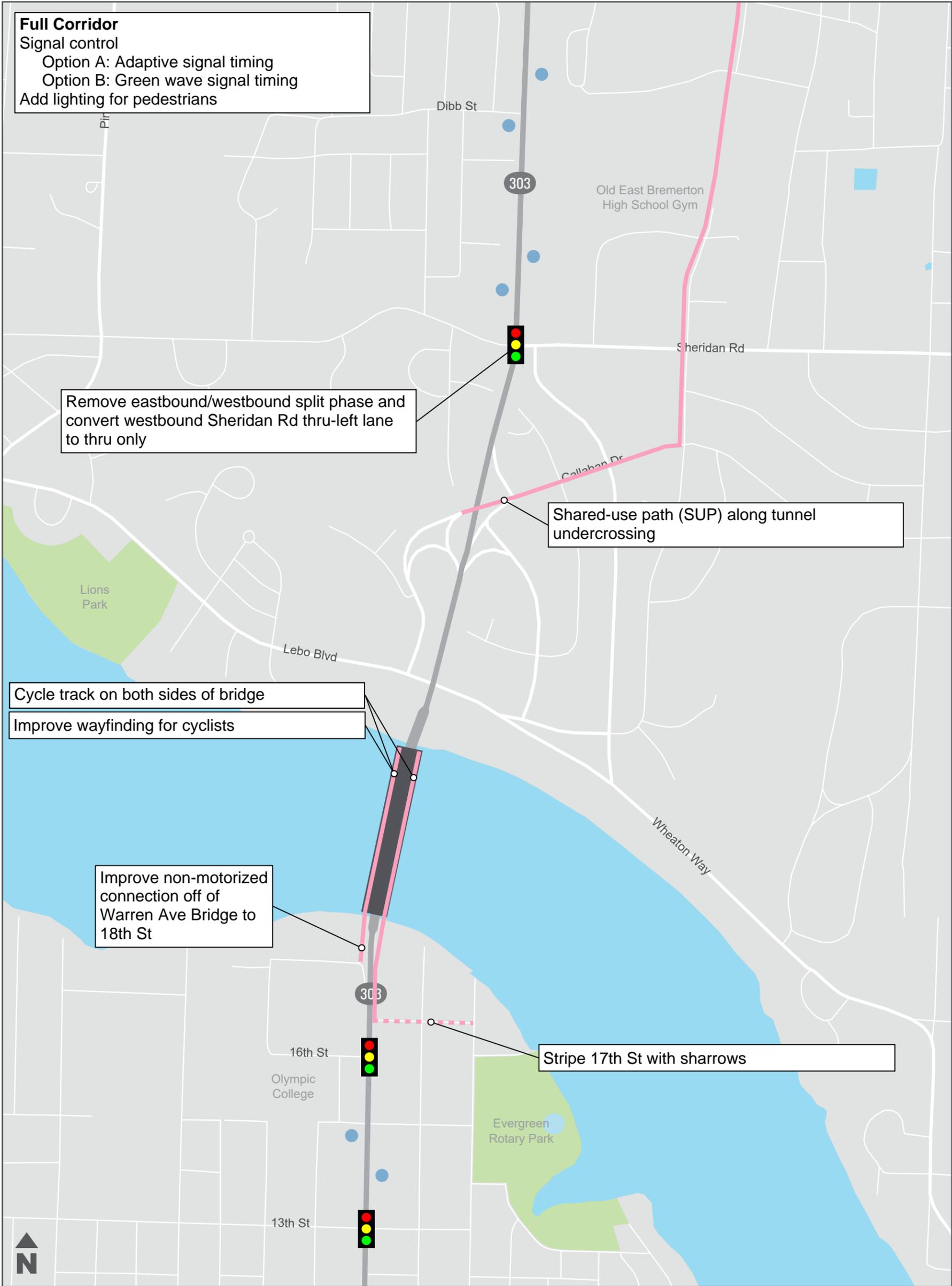
Complete connection from Cherry Ave to Almira Dr and designate Almira Dr as bicycle route with signage, striping, and regional bike map updates



SR 303 Corridor Study
TRAFFIC MANAGEMENT ALTERNATIVE
 Segment 3: Sheridan Road to NE Riddell Road

- Existing Bus Stop
- Proposed Bike Facility N/S
- - - Proposed Bike Facility E/W
- Proposed Signal Improvement
- Option A: Adaptive signal timing
- Option B: Green wave signal timing

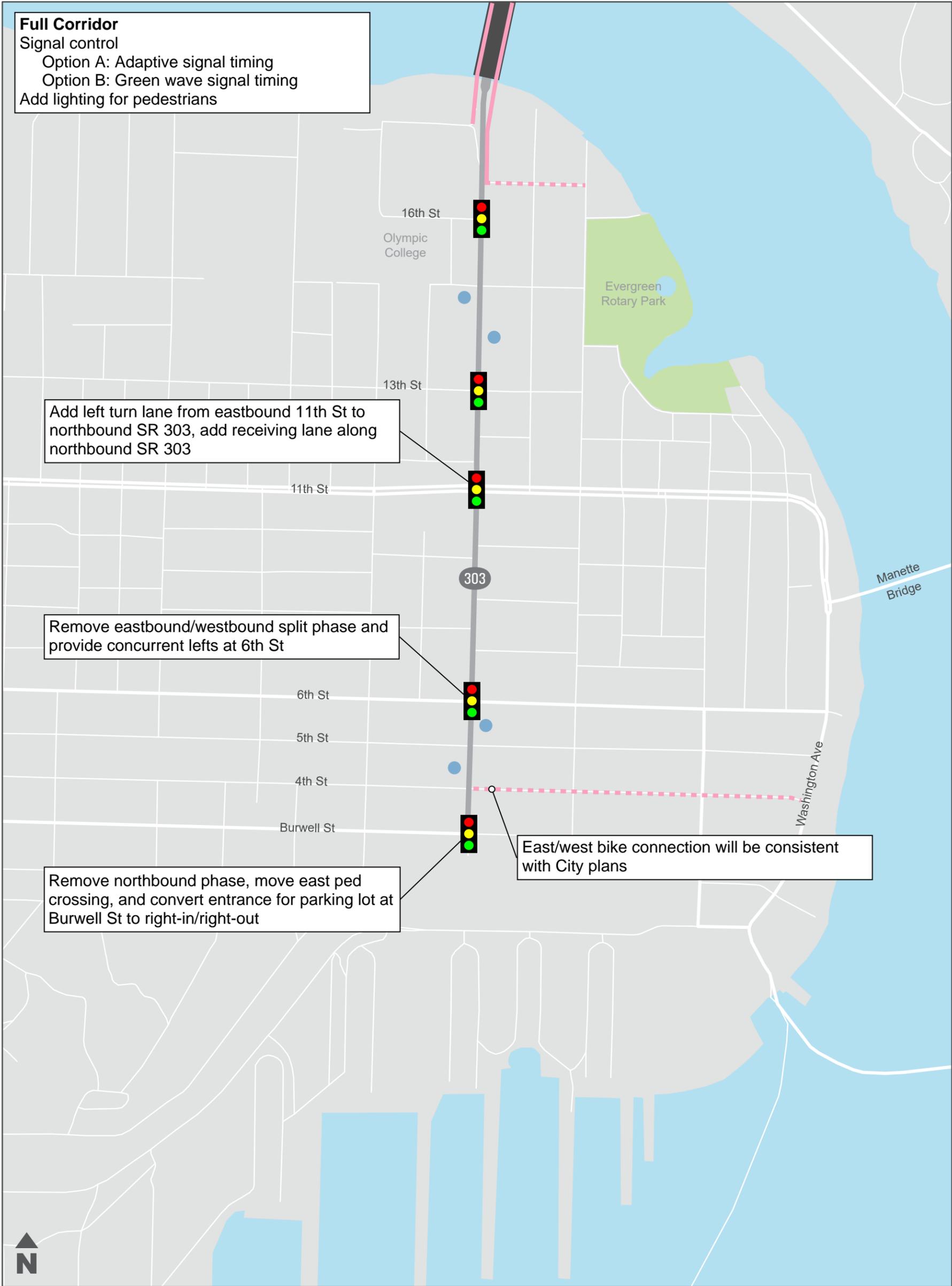
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SR 303 Corridor Study
TRAFFIC MANAGEMENT ALTERNATIVE
 Segment 2: 16th Street to Sheridan Road

- Existing Bus Stop
- Proposed Bike Facility N/S
- Proposed Bike Facility E/W
- Proposed Signal Improvement
- Option A: Adaptive signal timing
- Option B: Green wave signal timing

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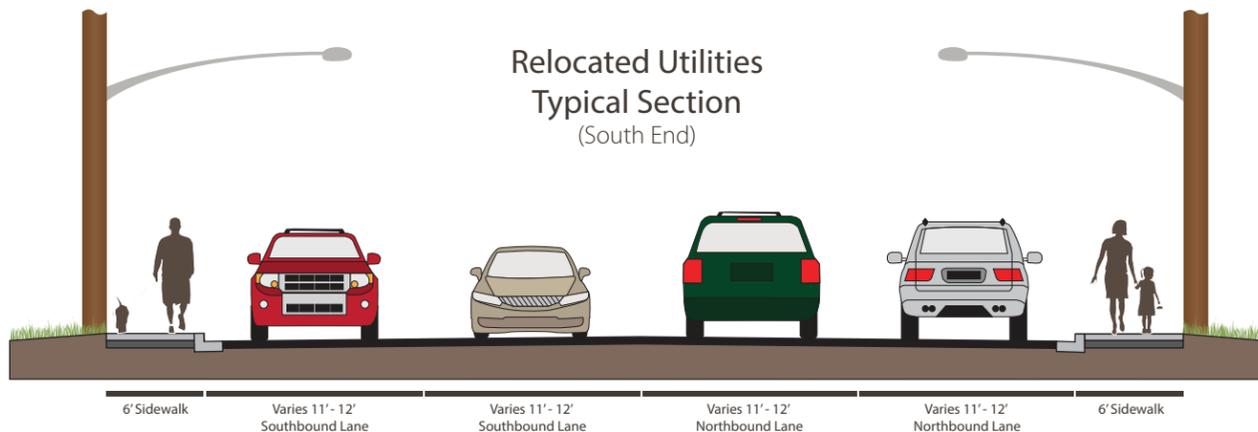
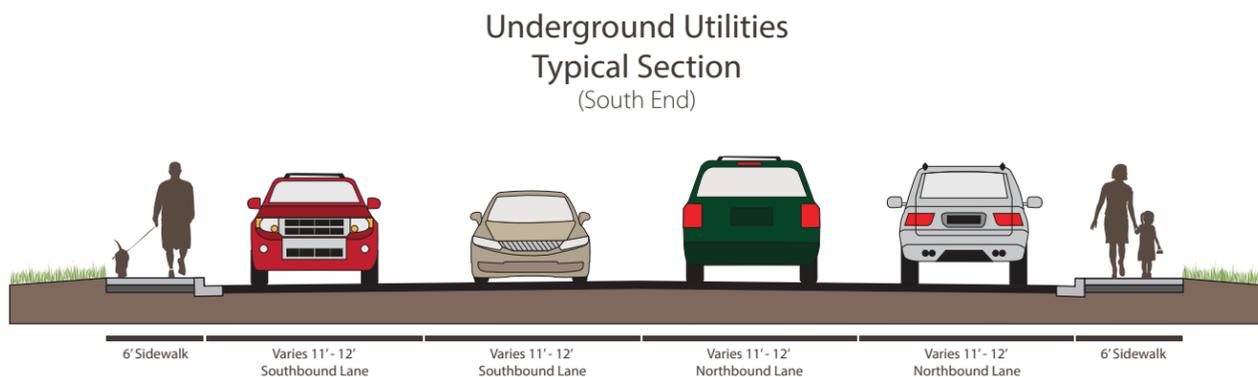
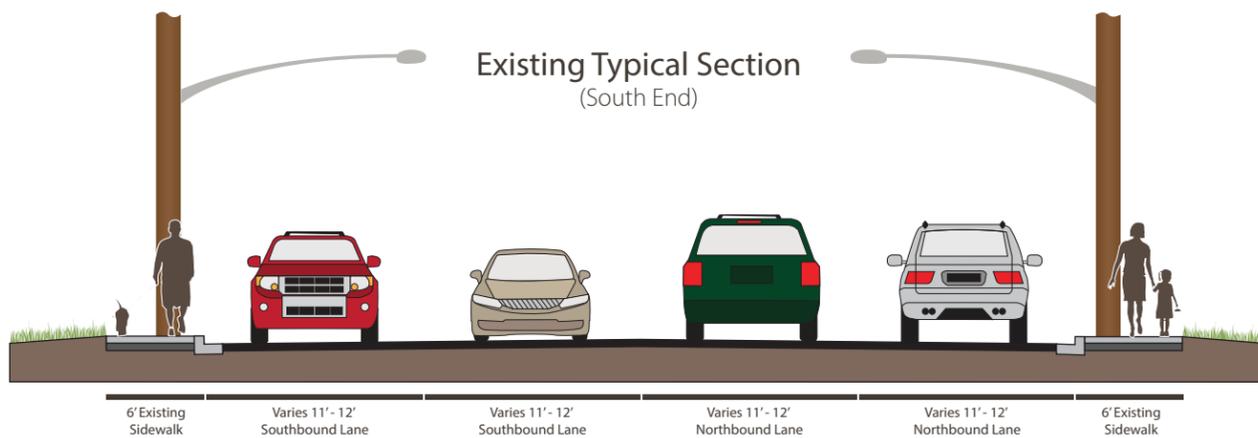


SR 303 Corridor Study
TRAFFIC MANAGEMENT ALTERNATIVE
 Segment 1: Burwell Street to 16th Street

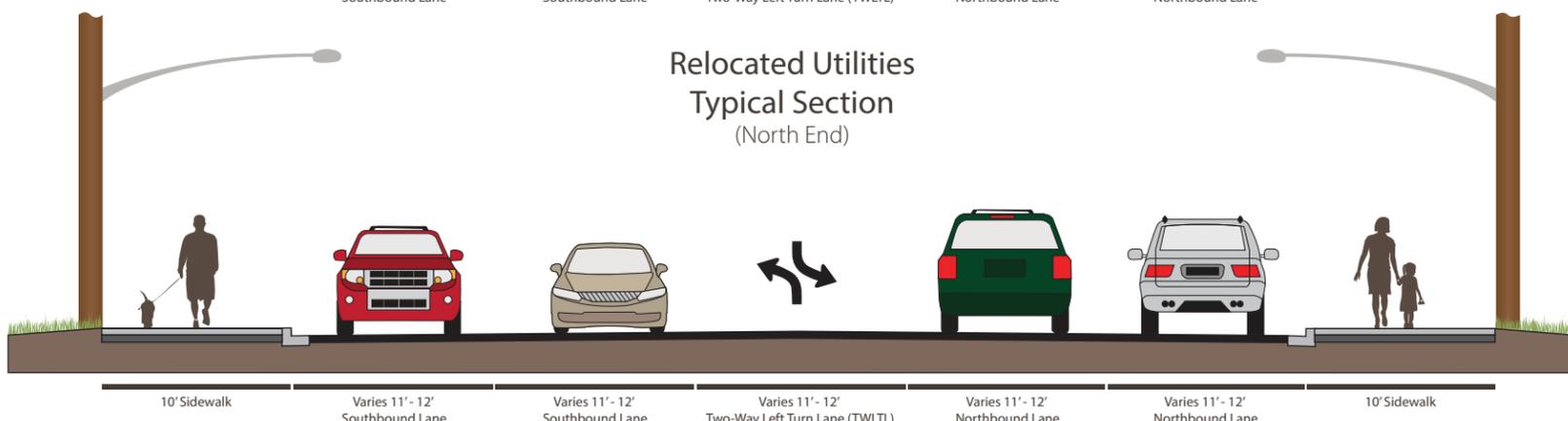
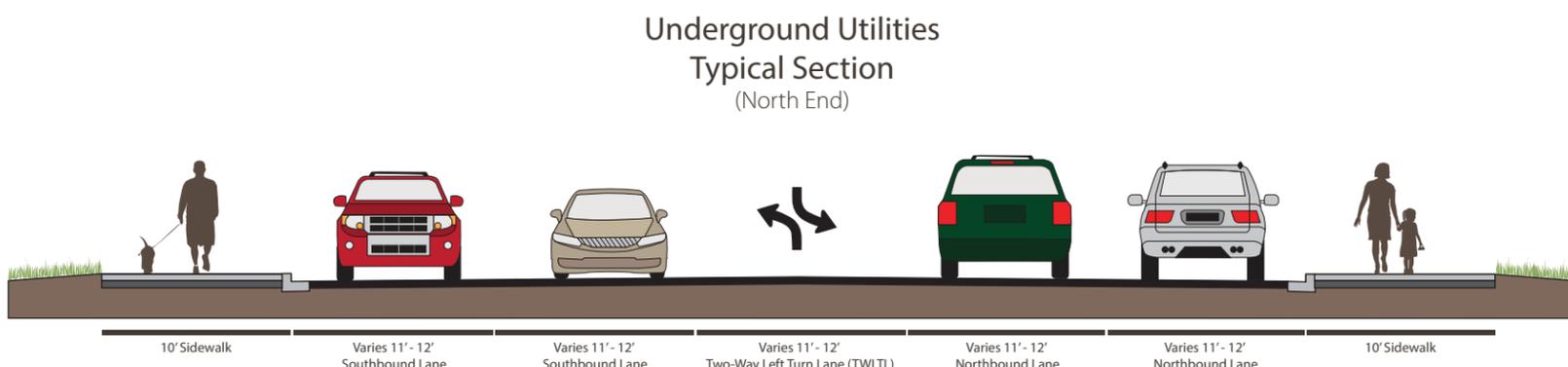
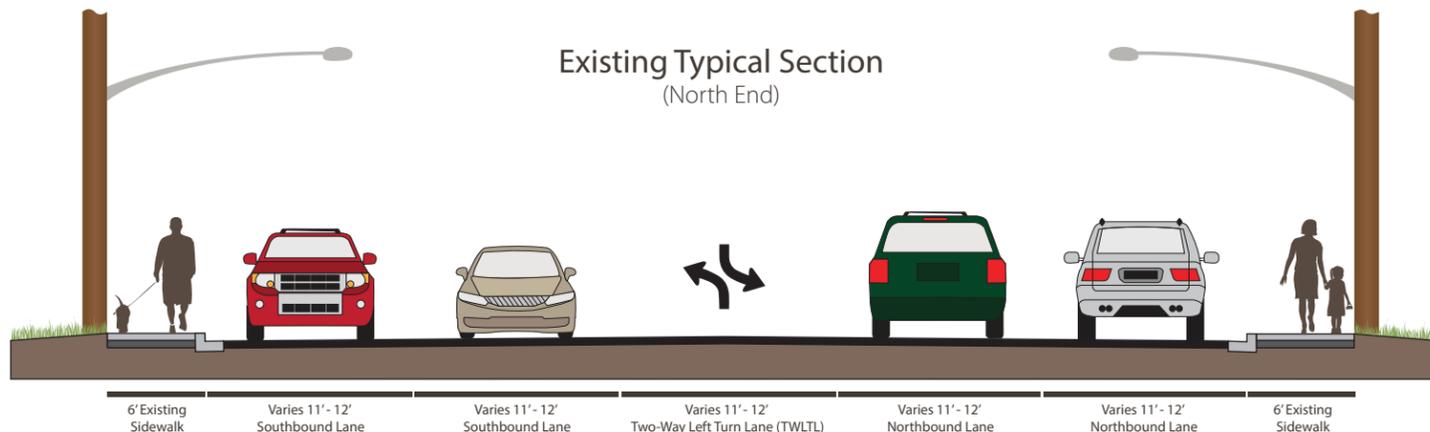
- Existing Bus Stop
- Proposed Bike Facility N/S
- - - Proposed Bike Facility E/W
- Proposed Signal Improvement
- Option A: Adaptive signal timing
- Option B: Green wave signal timing

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SR 303 CORRIDOR STUDY
Typical Sections - South of the Warren Ave Bridge



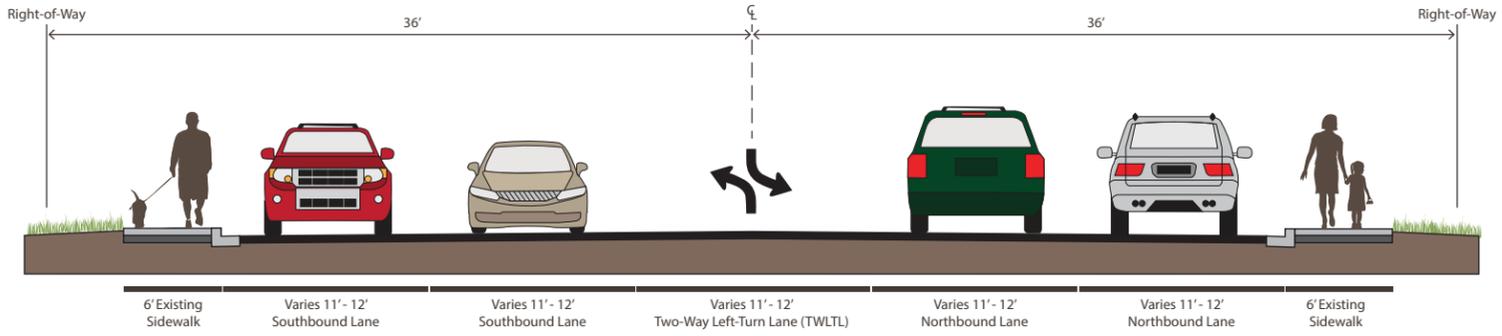
SR 303 CORRIDOR STUDY
Typical Sections - North of the Warren Ave Bridge



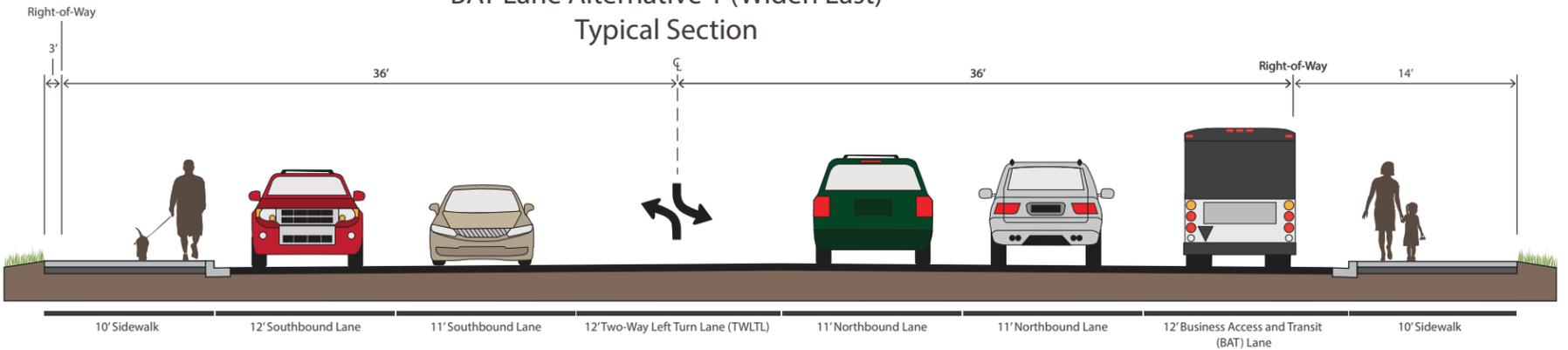
Notes:
According to City Standards, light poles may be located 5' from the back of the curb.

SR 303 CORRIDOR STUDY Typical Sections

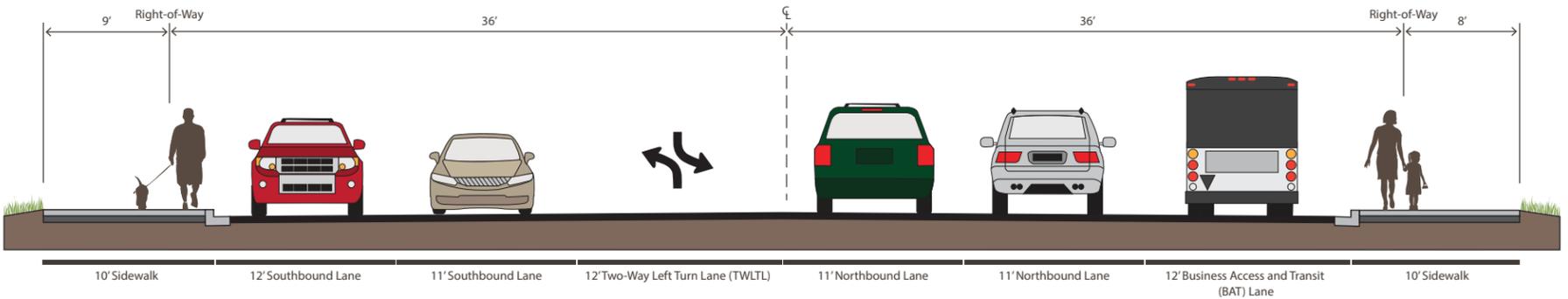
Existing Typical Section



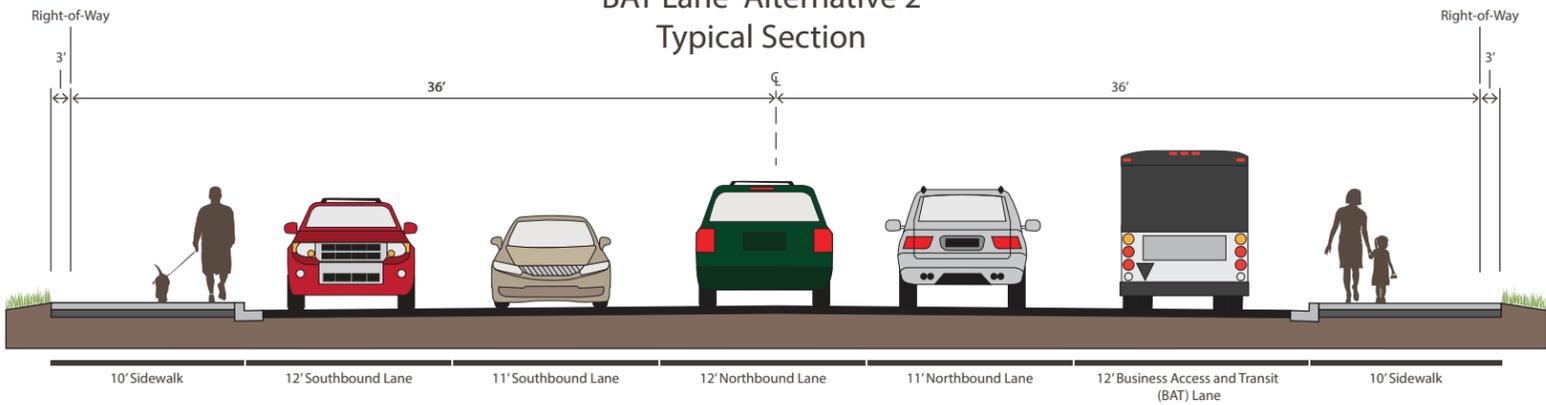
BAT Lane Alternative 1 (Widen East) Typical Section



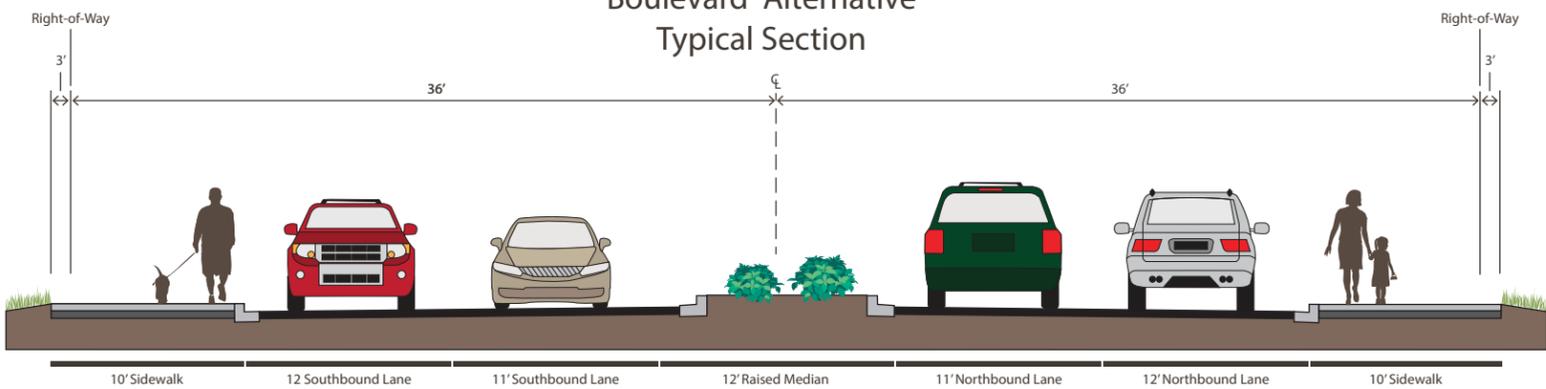
BAT Lane Alternative 1 (Centered) Typical Section



BAT Lane Alternative 2 Typical Section



Boulevard Alternative Typical Section



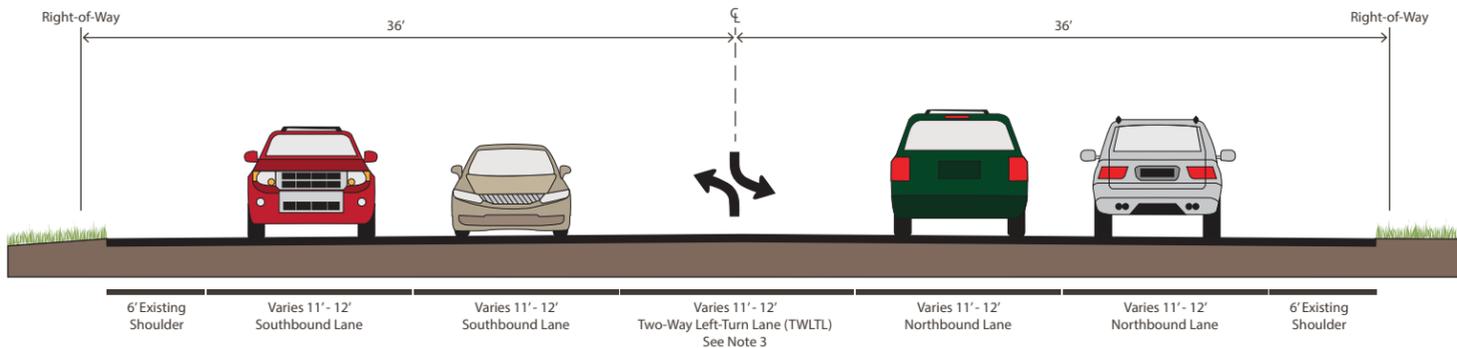
Notes:

1. A 'typical section' represents the predominant section of a roadway and does not represent every configuration present on a particular roadway.
2. The right-of-way lines shown here are based on the Kitsap County parcel map and represent a typical location along the SR 303 corridor north of the Warren Ave Bridge.

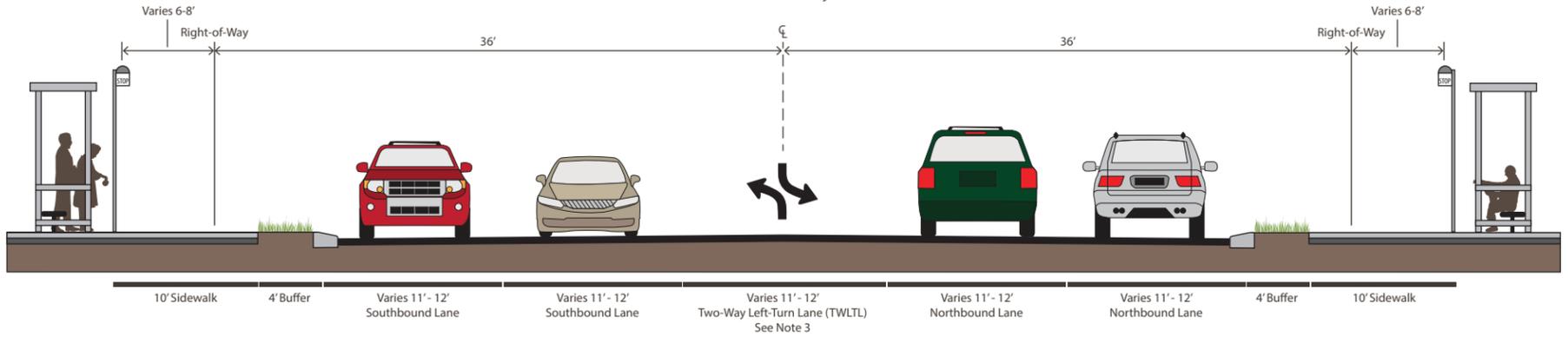
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SR 303 CORRIDOR STUDY Typical Sections

Existing Typical Section (North of NE Furneys Lane)



Proposed Typical Section (North of NE Furneys Lane)



Notes:

1. A 'typical section' represents the predominant section of a roadway and does not represent every configuration present on a particular roadway.
2. The right-of-way lines shown here are based on the Kitsap County parcel map and represent a typical location along the SR 303 corridor north of NE Furneys Lane.
3. Median type and width varies between NE Riddell Road and NE McWilliams Road.

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Table 1: SR 303 Corridor Study: Screening Metrics

		Metric	Method	Target	Ratings			
					1	2	3	4
Safety	Total Crash Frequency	Total number of crashes	Potential to reduce total crashes	Improved compared to No Build	Alternatives will be ranked on total number of crash reductions; reduction estimates based on predictive analysis			
	Crash Severity	Number of serious and fatal crashes	Potential to reduce serious and fatal crashes	Zero serious injury or fatalities	Alternatives will be ranked on total number of reductions in severe and fatal crashes; reduction estimates based on predictive analysis			
Non-Motorized	Gaps in non-motorized system	Number of gaps in non-motorized system	Measure length of gaps in non-motorized system	Zero gaps in non-motorized system	Alternatives will be ranked in order of reduction in gaps in non-motorized system			
	Obstructions to non-motorized facilities	Number of obstructions to non-motorized facilities	Count number of obstructions to non-motorized facilities	Zero obstructions to non-motorized facilities	Alternatives will be ranked in order of reduction in obstructions to non-motorized facilities			
	Walkability	Marked pedestrian crossings per mile	Count number of marked pedestrian crossings per mile	Improved compared to No Build	Alternatives will be ranked in order of benefit			
Traffic Operations	Segment Delay	Delay	Measure intersection and roadway delay with industry standard models	Improved compared to No Build	Alternatives will be ranked in order of delay time savings			
	Person Mobility	Ratio of number of persons to person travel time for SOV	Measure number of people and travel time by segment	Improved compared to No Build	Alternatives will be ranked in order of benefit			
	Freight Access	Number of impacted freight routes	Determine how many freight routes would be diverted	Zero diversions	Alternatives will be ranked in order of benefit			
Transit	Accessibility	Pedestrian accessibility directly to transit facilities	Measure shortest walking distance within 1/4 mile radius of transit facility	Improved compared to No Build	Alternatives will be ranked in order of benefit			
	Person Mobility	Ratio of number of persons to person travel time for bus	Measure number of people and travel time by segment	Improved compared to No Build	Alternatives will be ranked in order of benefit			
ROW	Property Impacts	Number of properties impacted by alternative	Estimate number of properties impacted	Zero impacts	Alternatives will be ranked in order of impact			
	Property Acquisitions	Number of full property acquisitions	Estimate number of properties impacted	Zero impacts	Alternatives will be ranked in order of impact			
Economic Vitality	Adjacent property values	Value of property adjacent to SR 303	Compare similar corridor impacts to property value	Improve value	Alternatives will be ranked in order of acquisition			

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