SR 303 Corridor Study

Stakeholder Advisory Group Meeting #5

March 30, 2020

WSDOT

City of Bremerton

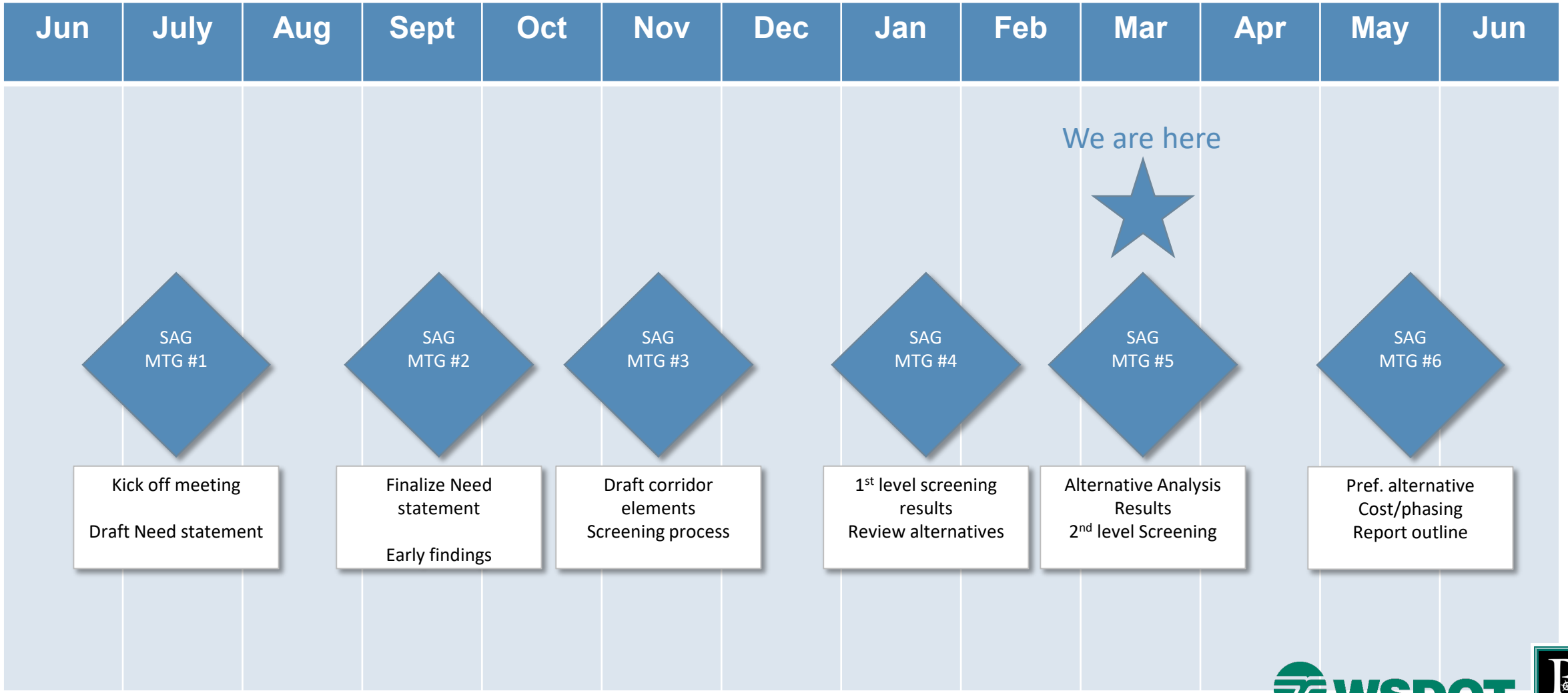
Agenda

- Introduction
- Needs Review
- Alternative Review
- Second level screening
- Cost
- Open House
- Next Steps

Meeting Protocols

- Always mute microphone unless speaking
- Questions and comments can be shared via the comment button in the Skype window
- Please be courteous with other members and try not to talk over each other

Stakeholder advisory meeting schedule



Meeting Goals

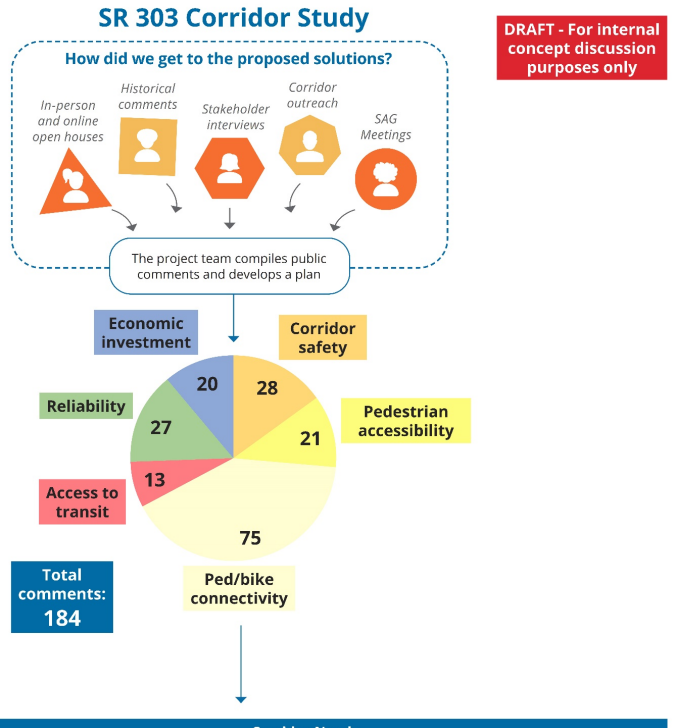
Review alternatives

Understand screening process and findings

Begin conversation about preferred alternative

Consider phasing options

Alternative Development



Alternatives	Corridor Needs					
	Corridor safety	Pedestrian accessibility	Ped/bike connectivity	Access to transit	Reliability	Economic investment
Traffic Management	• Pedestrian lighting	• ADA ramps	• Complete gaps in bike network		• Green wave or adaptive signal timing • Improve signal phasing	• Placemaking and wayfinding
Multi-modal	*Includes Traffic Management improvements* • Pedestrian crossings • Lighting • Wider shoulders	*Includes Traffic Management improvements* • Remove utilities from sidewalks • Widen sidewalks	*Includes Traffic Management improvements* • Complete gaps in sidewalk network • Pedestrian crossings • Neighborhood connectivity	• Neighborhood connectivity • Relocate bus stops closer to crossings	• Signal timing for transit • Transit-only lane	*Includes Traffic Management improvements* • Remove utilities from sidewalks • Widen sidewalks • Viewpoint on Warren Ave Bridge • Public art
Boulevard	*Includes Multi-modal improvements* • Roundabouts • Median control	*Includes Multi-modal improvements* • Bury utilities	*Includes Multi-modal improvements*	• Neighborhood connectivity	• Roundabouts	*Includes Multi-modal improvements* • Bury utilities

Corridor Needs

EXISTING CONDITIONS		PROJECT NEEDS
	▪ 1,200 crashes in 5-year period ▪ Two pedestrian fatalities	Improve corridor safety
	▪ Existing PM Peak Hour: 7 intersections ≥ LOS D / 1 intersections at LOS F ▪ 2040 PM Peak Hour: 9 intersections ≥ LOS D / 1 intersections at LOS F	Improve corridor reliability
	▪ Sidewalks are narrow ▪ 90 obstructions south of bridge ▪ 30 obstructions north of bridge ▪ Narrow walk on bridge ▪ 1 mile of sidewalk gaps	Improve pedestrian and bicycle connectivity
	▪ 10% office space vacancy rate ▪ 6% retail space vacancy rate ▪ 3% multifamily vacancy rate ▪ 24% of the total parcel acreage is vacant (including parks)	Increase economic investment
	▪ Limited accessibility ▪ Impacted by traffic operations ▪ No bus bypass options	Improve access to transit

Baseline Needs

Category	Metric	Measure	Target
Safety	**Total Crash Frequency**	Total number of crashes	Improved compared to No Build
	Crash Severity	Number of serious and fatal crashes	Zero serious injury or fataliites
Non-Motorized	**Gaps in non-motorized system**	Number of gaps in non-motorized system along SR 303	Zero gaps in non-motorized system
	Obstructions to non-motorized facilities	Number of obstructions to non-motorized facilities along SR 303	Zero obstructions to non-motorized facilities
	Walkability	Marked pedestrian crossings per mile along SR 303	Improved compared to No Build
Traffic Operations	**Segment Delay**	Delay	Improved compared to No Build
	Person Mobility	Ratio of number of persons to person travel time for SOV	Improved compared to No Build
	Freight Access	Number of impacted freight routes	Zero diversions

Baseline Needs

Category	Metric	Measure	Target
Transit	**Accessibility**	Pedestrian accessibility directly to transit facilities	Improved compared to No Build
	Person Mobility	Ratio of number of persons to person travel time for bus	Improved compared to No Build
Economic Vitality	**Adjacent Property Values**	Value of property adjacent to SR 303	Improve value
	Access to Business	Access to existing businesses	Improved compared to No Build

Comparative Measures

Category	Metric	Measure	Target
ROW	**Property Impacts**	Number of properties impacted by alternative	Zero impacts
	Property Acquisitions	Number of full property aquistions	Zero impacts

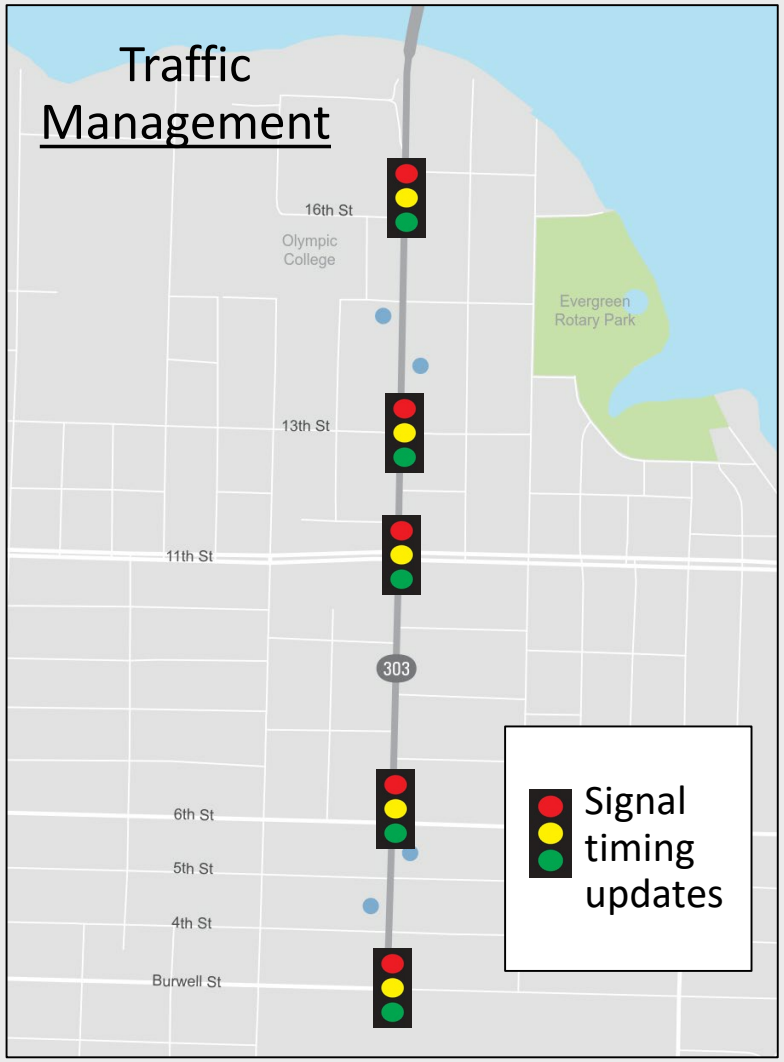
Review Alternatives

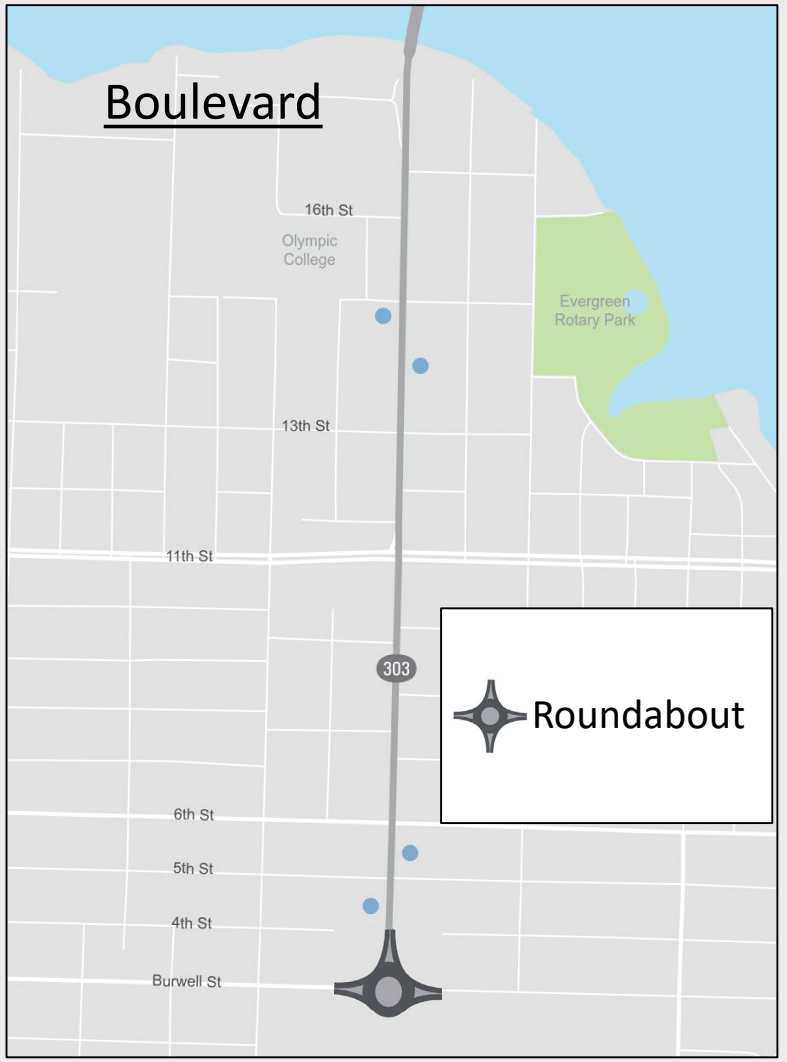
Overall Rankings

	Alternative	Cost	TOTAL Rating
TOTAL CORRIDOR	No Build		
	Traffic Management	$	
	Multi-modal	$$	
	Boulevard	$$$	

Segment 1: Burwell to 16th

Segment 1: Burwell to 16th – Key Segment Concepts





Existing bus stops

Segment 1: Burwell to 16th

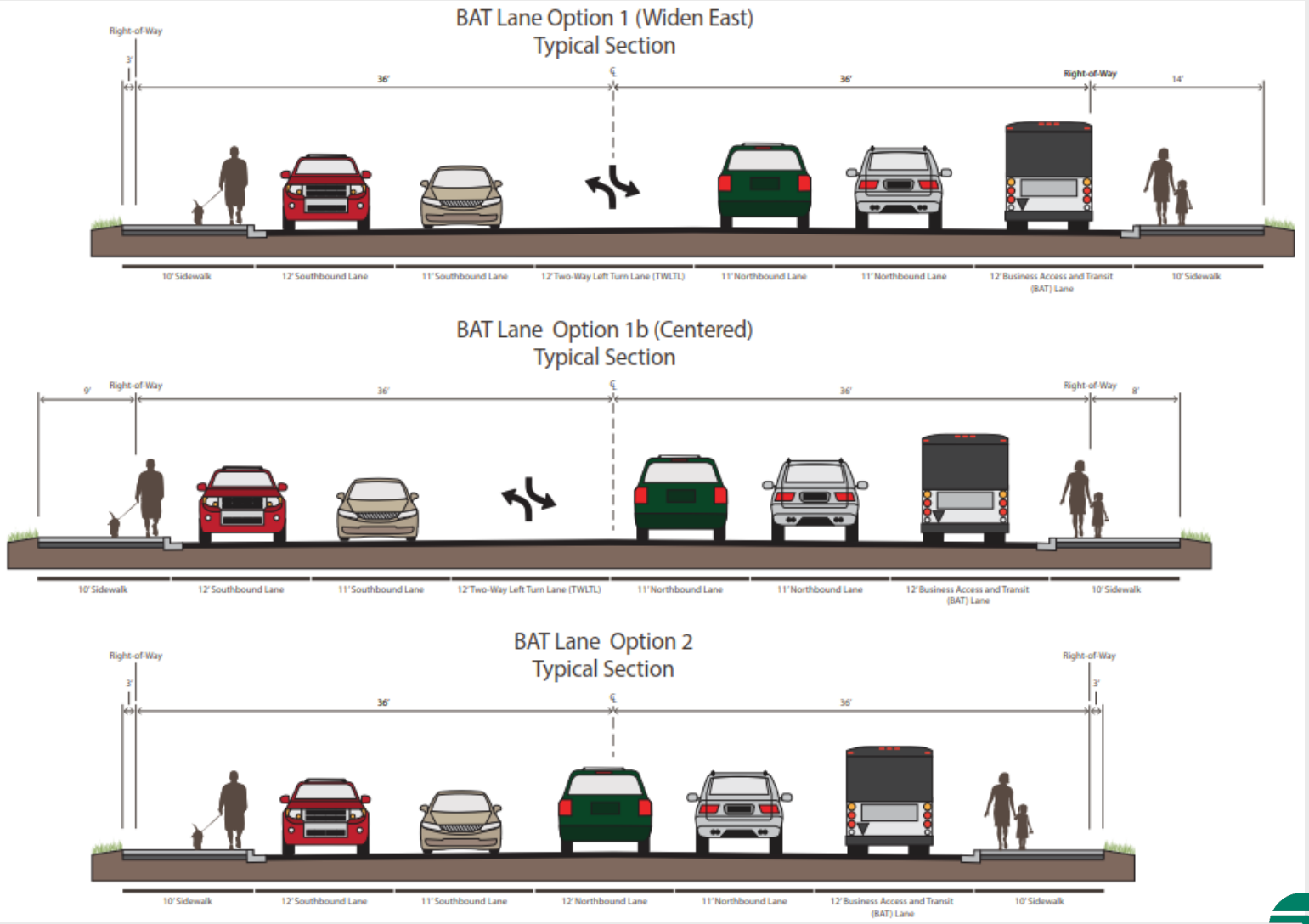
Segment	Alternative	Cost	Safety		Non-Motorized			Traffic Operations			Transit		ROW		Economic Vitality		TOTAL
			Total Crash Frequency	Crash Severity	Gaps	Obstructions	Walkability	Segment Delay	Person Mobility	Freight Access	Accessibility	Person Mobility	Property Impacts	Property Acquisitions	Adjacent Property Values	Access to Business	
			Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rating
1: Burwell to 16th	No Build		○	○	●	○	◕	○	○	●	◔	○	●	●	○	●	◔
	Traffic Management	$	●	◕	●	◔	◕	●	●	●	◔	●	◔	●	◔	●	●
	Multi-modal	$$	◔	◔	●	●	●	◔	◔	●	●	◔	◕	◕	●	●	◕
	Boulevard	$$$	◕	●	●	◕	●	◕	◕	●	◕	◕	○	●	◕	●	●

Key Findings

- Traffic Management: largest reduction in segment delay (5% larger than Boulevard)
- Boulevard: largest reduction in crash severity (60% larger than Traffic Management)
- Multi-modal: highest transit accessibility benefit

Business Access Transit Lane Concepts

BAT Lane Options



BAT Lane Options

Segment	Alternative	Safety		Traffic Operations	Transit	ROW		TOTAL
		Total Crash Frequency	Crash Severity	Segment Delay	Transit Delay	Property Impacts	Property Acquisitions	
		Rank	Rank	Rank	Rank	Rank	Rank	Rating
TOTAL	Opt A1: Sheridan Add (East)	◕	◕	◕	◔	◔	◕	○
	Opt A1b: Sheridan Add (Center)	◕	◕	◕	◔	◕	◔	○
	Opt A2: Sheridan No TWLTL	●	●	○	○	●	●	◔
	Opt B1: Callahan Add (East)	◕	◕	●	●	◔	◕	◕
	Opt B2: Callahan No TWLTL	●	●	◔	◕	●	●	●

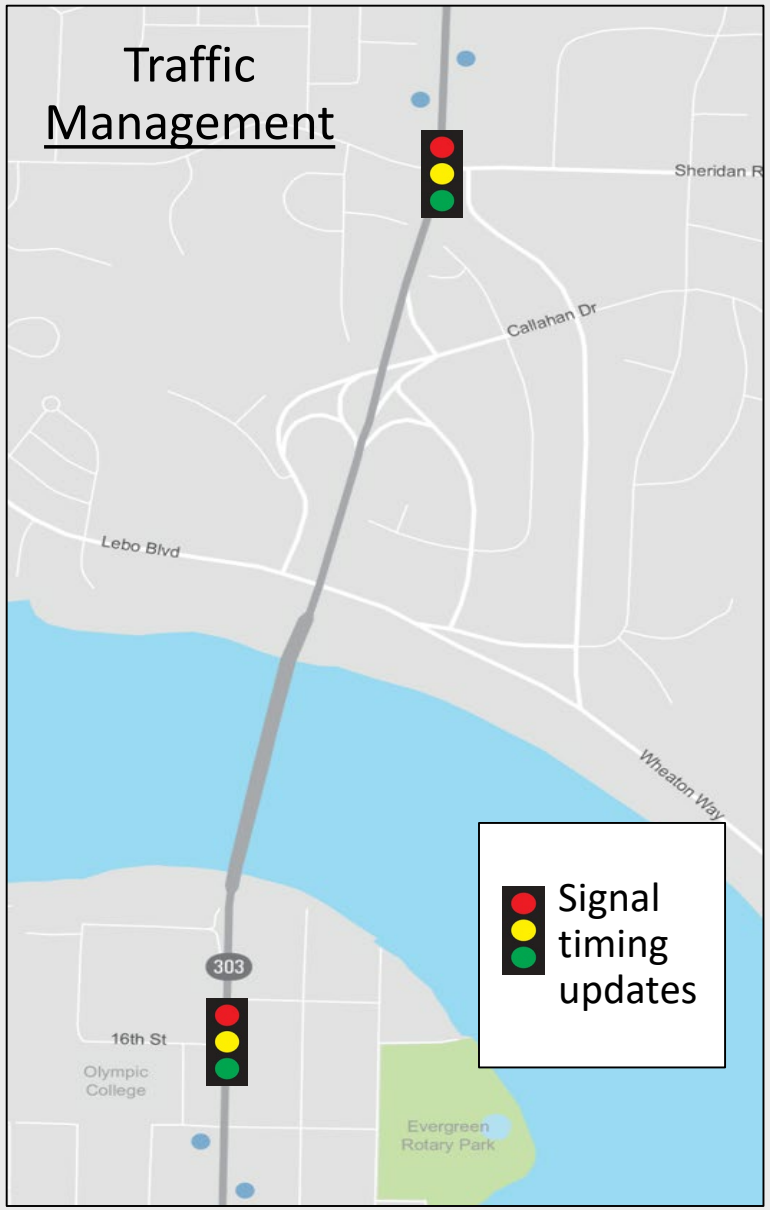
Recommended BAT Lane

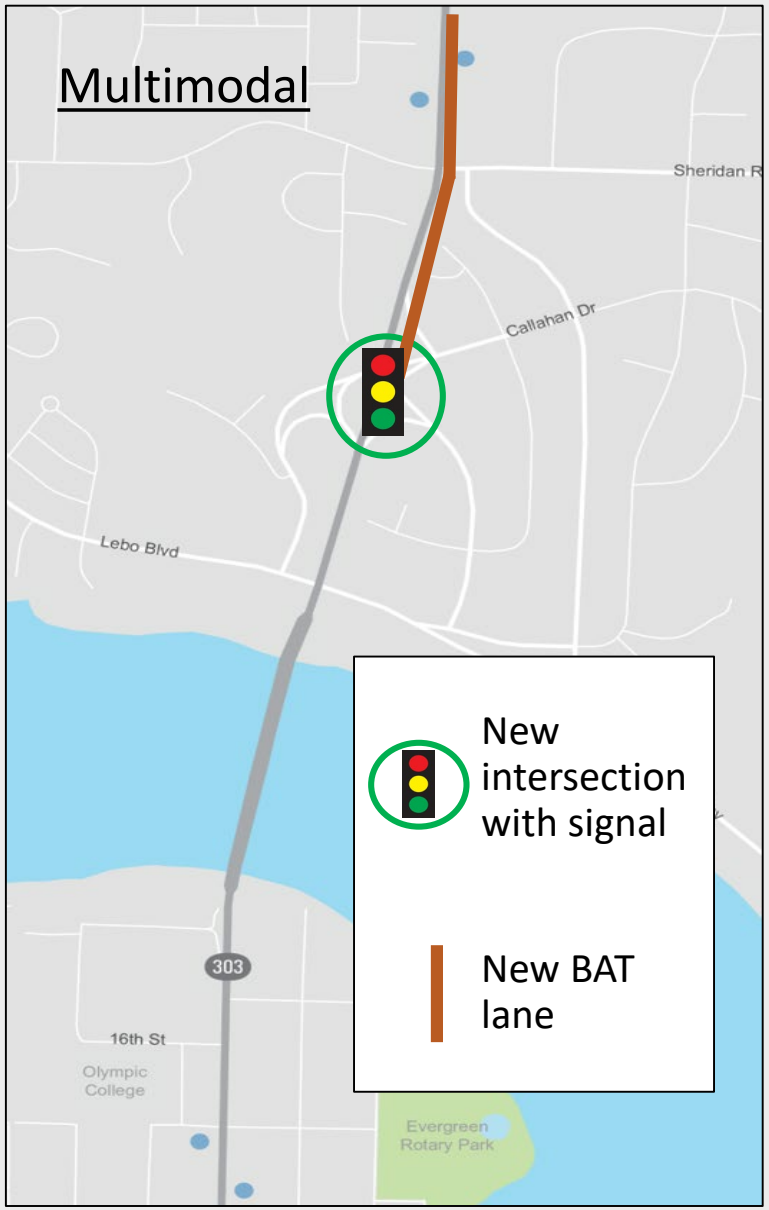
Option B2: north of Callahan to south of Hollis, remove TWLTL and shift traffic west

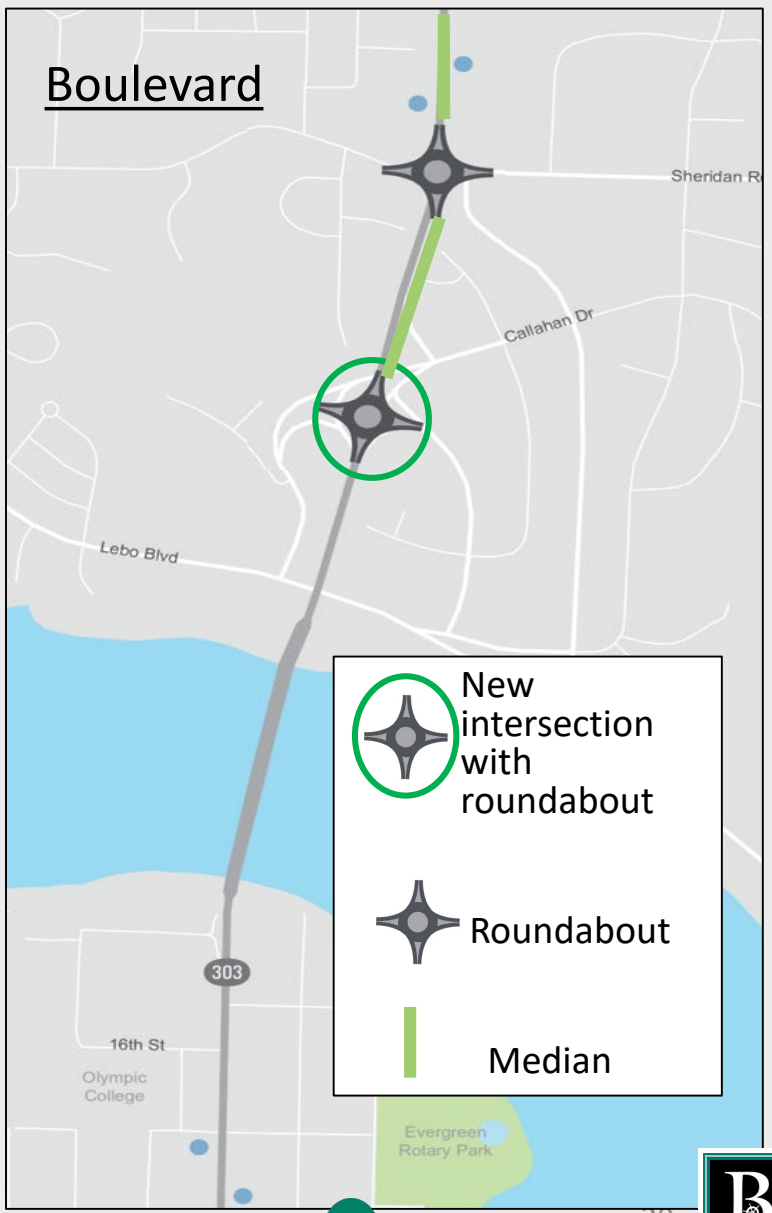
- Largest reduction in total crash frequency (20% reduction from No Build)
- Largest reduction in crash severity (15% reduction from No Build)
- Lowest property impacts and acquisitions

Segment 2: 16th to Sheridan

Segment 2: 16th to Sheridan– Key Segment Concepts







Existing bus stops

Segment 2: 16th to Sheridan

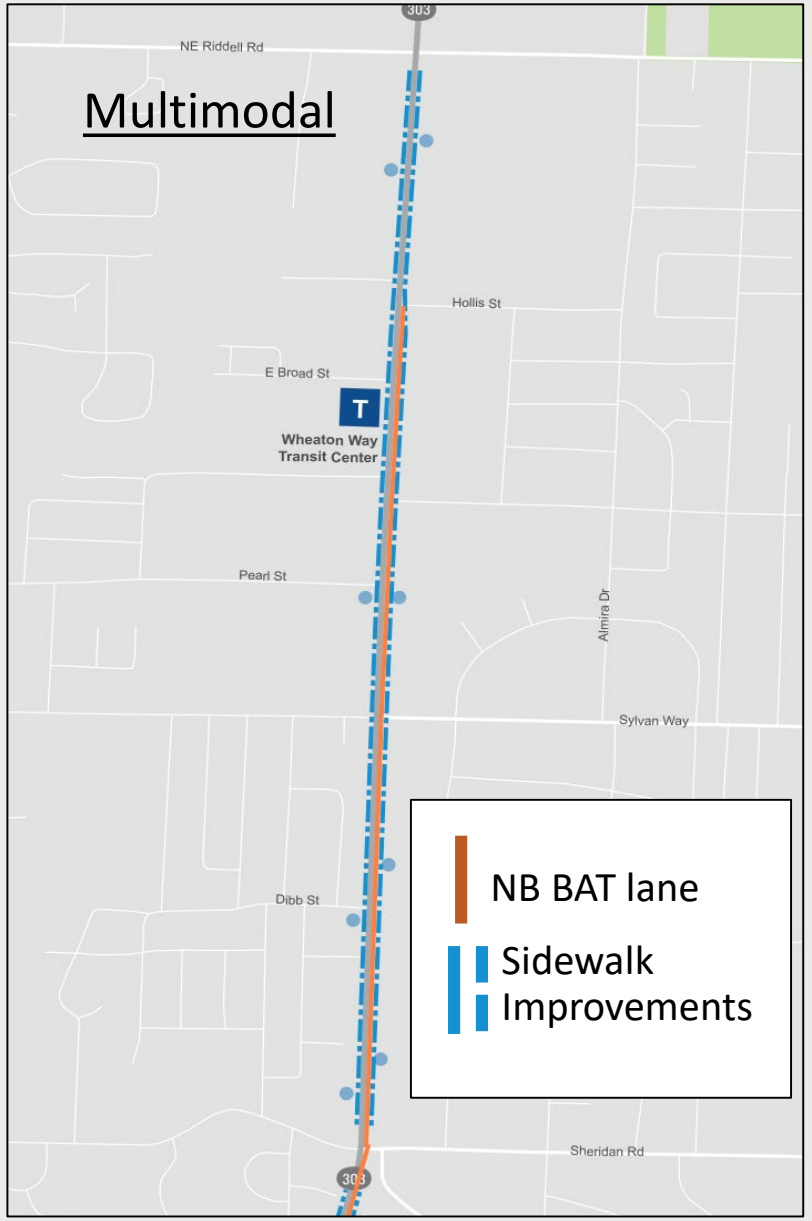
Segment	Alternative	Cost	Safety		Non-Motorized			Traffic Operations			Transit		ROW		Economic Vitality		TOTAL
			Total Crash Frequency	Crash Severity	Gaps	Obstructions	Walkability	Segment Delay	Person Mobility	Freight Access	Accessibility	Person Mobility	Property Impacts	Property Acquisitions	Adjacent Property Values	Access to Business	
			Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rating
2: 16th to Sheridan	No Build		○	◕	◔	◕	◔	◔	◔	●	◔	○	●	●	○	●	○
	Traffic Management	$	◔	◕	◕	◕	◕	●	●	●	◔	●	●	●	◔	●	◕
	Multi-modal	$$	◕	◔	●	●	●	○	○	●	●	◔	◕	●	◕	●	◔
	Boulevard	$$$	●	●	●	●	●	◕	◕	●	◕	◕	◔	◕	●	●	●

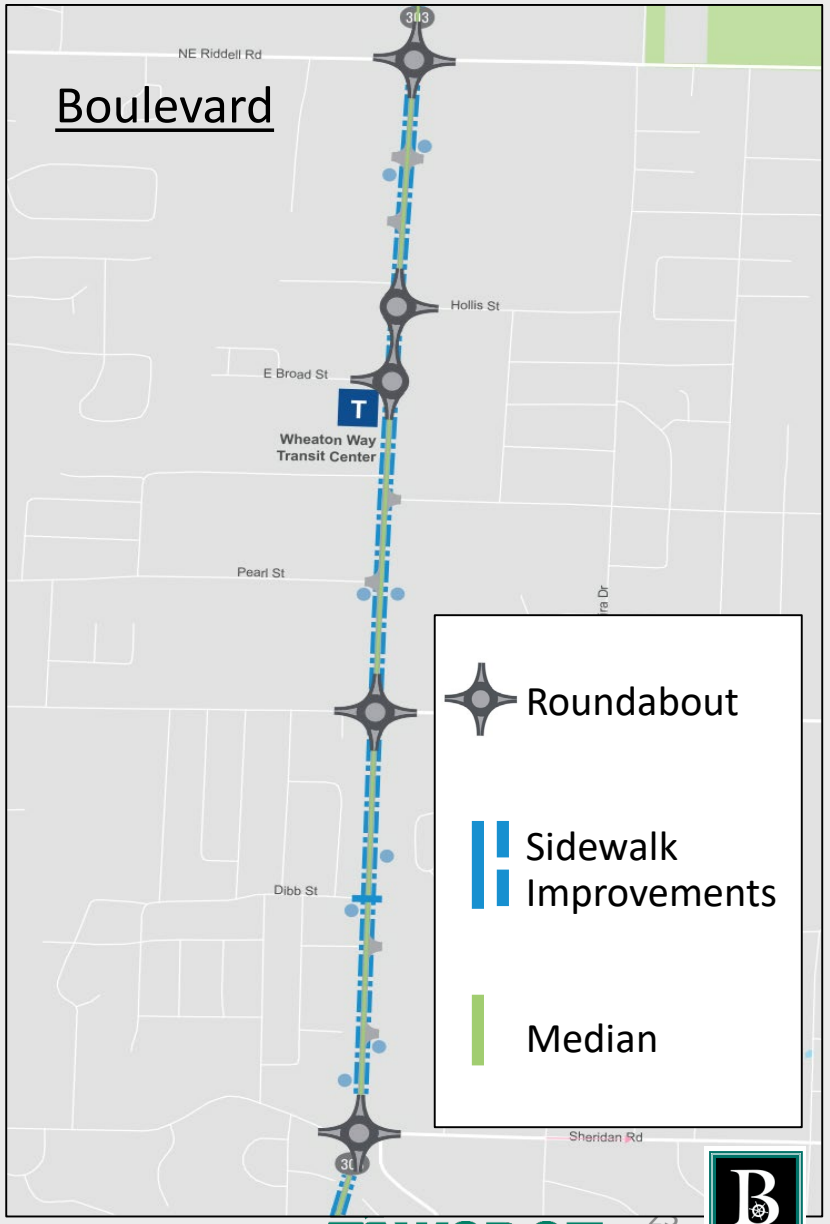
Key Findings

- Boulevard: largest reduction in crash severity (50% reduction from No Build)
- Traffic Management: largest reduction in segment delay (10% larger than Boulevard)
- Multi-modal:
  - Highest segment delay (20% increase from No Build)
  - Transit person mobility would likely benefit from extending proposed BAT lane south of Callahan intersection

Segment 3: Sheridan to Riddell

Segment 3: Sheridan to Riddell – Key Segment Concepts





Existing bus stops

Segment 3: Sheridan to Riddell

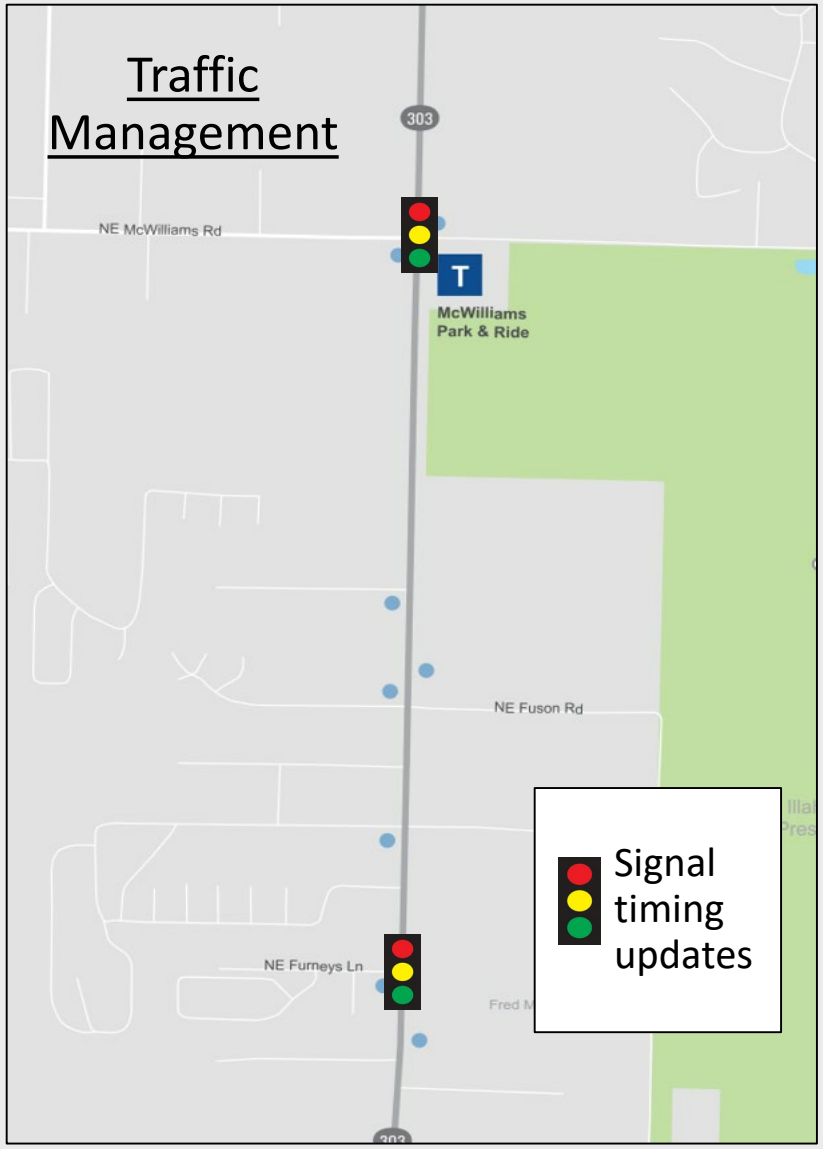
Segment	Alternative	Cost	Safety		Non-Motorized			Traffic Operations			Transit		ROW		Economic Vitality		TOTAL
			Total Crash Frequency	Crash Severity	Gaps	Obstructions	Walkability	Segment Delay	Person Mobility	Freight Access	Accessibility	Person Mobility	Property Impacts	Property Acquisitions	Adjacent Property Values	Access to Business	
			Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rating
3: Sheridan to Riddell	No Build		○	○	●	◔	◔	◔	◔	●	◔	○	●	●	○	◕	○
	Traffic Management	$	◔	◔	●	◔	◔	◕	◕	●	◔	◔	◕	●	◔	◕	◔
	Multi-modal	$$	◕	◕	●	◕	◕	○	○	●	●	●	◔	◔	●	◕	◕
	Boulevard	$$$	●	●	●	●	●	●	●	◕	◕	◕	○	◕	◕	●	●

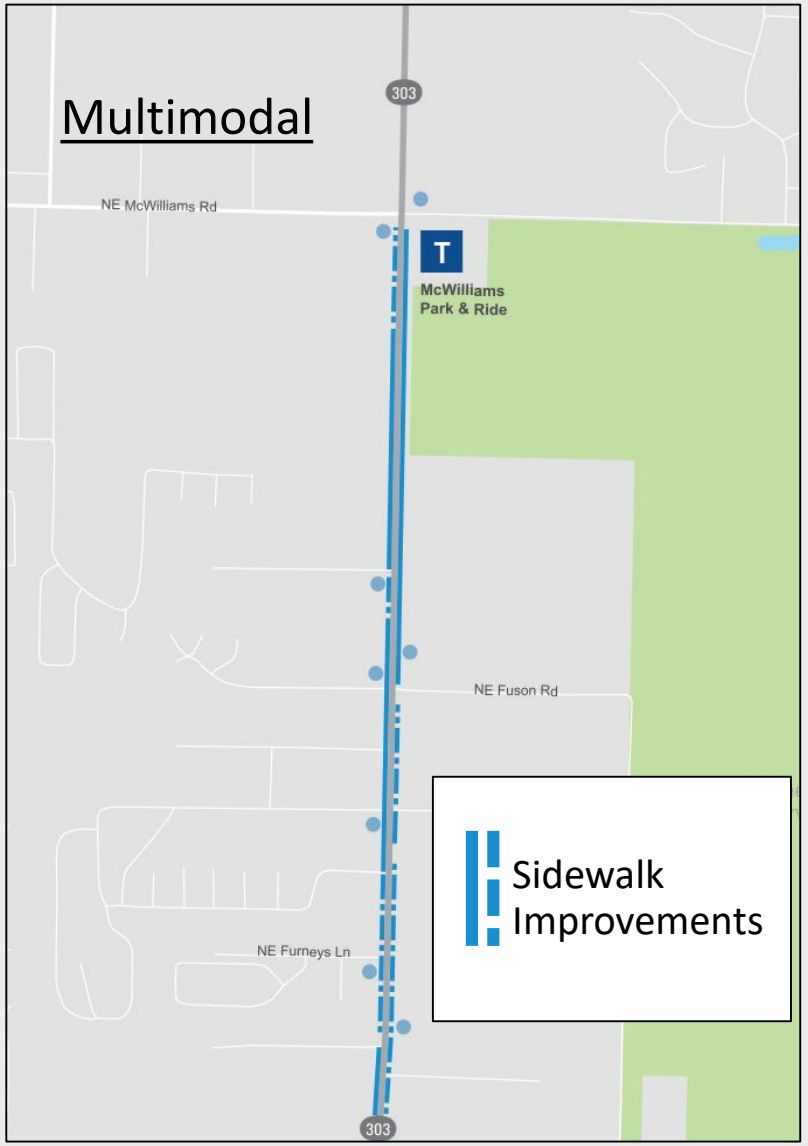
Key Findings

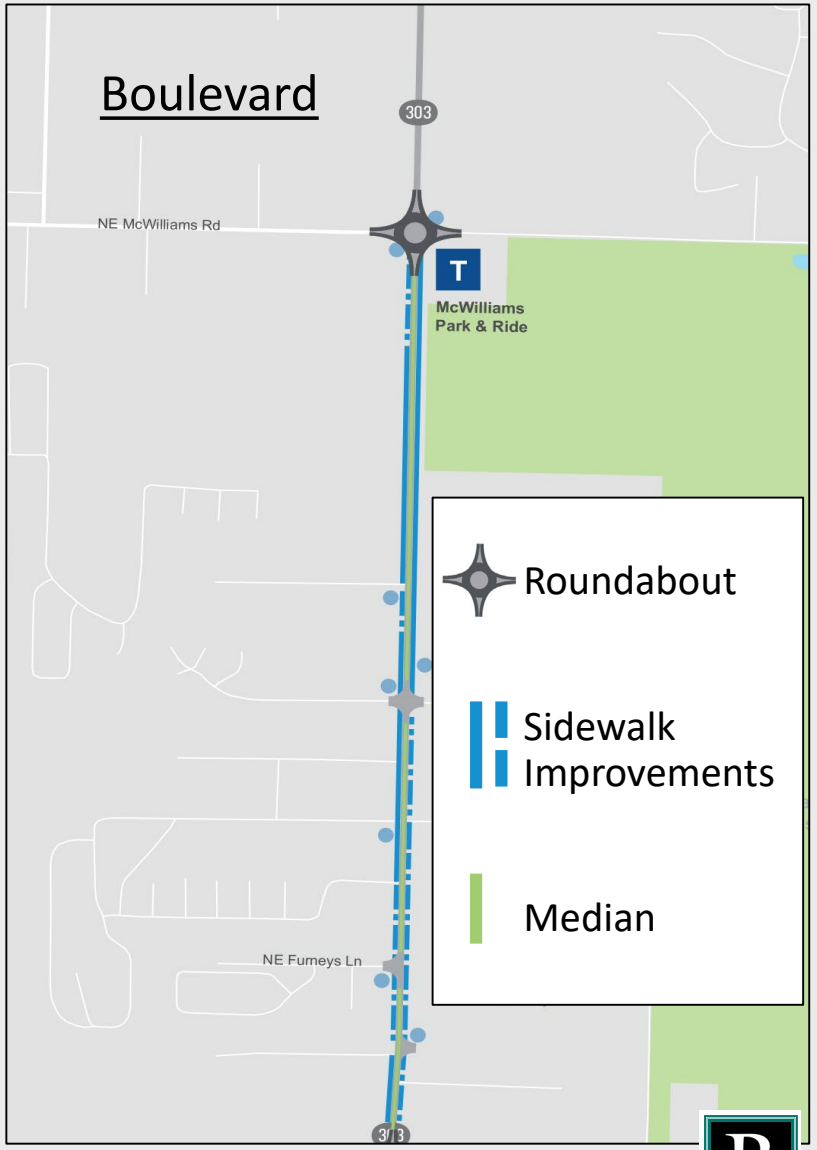
- Boulevard:
  - Largest safety benefit (8x larger than Traffic Management)
  - Largest reduction in segment delay (2x larger than Traffic Management)
  - Highest property impacts (30% larger than Multi-modal)
  - Improves access to business
- Multi-modal: highest transit accessibility and person mobility
- Traffic Management: smallest property impact and acquisitions

Segment 4: Riddell to McWilliams

Segment 4: Riddell to McWilliams – Key Segment Concepts







Existing bus stops

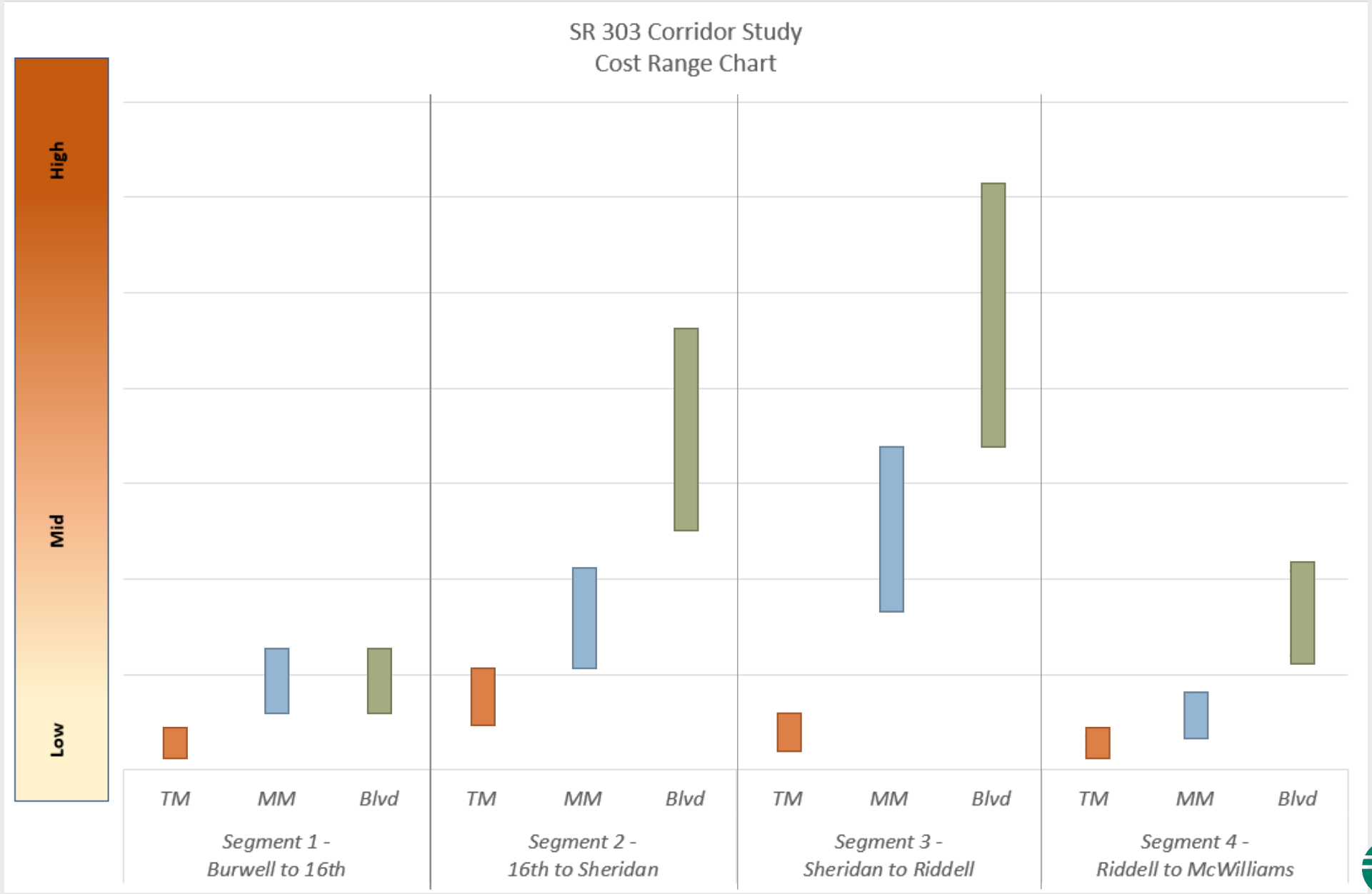
Segment 4: Riddell to McWilliams

Segment	Alternative	Cost	Safety		Non-Motorized			Traffic Operations			Transit		ROW		Economic Vitality		TOTAL
			Total Crash Frequency	Crash Severity	Gaps	Obstructions	Walkability	Segment Delay	Person Mobility	Freight Access	Accessibility	Person Mobility	Property Impacts	Property Acquisitions	Adjacent Property Values	Access to Business	
			Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rating
4: Riddell to McWilliams	No Build		○	◔	◕	◕	●	○	○	●	◕	○	●	●	○	◕	○
	Traffic Management	$	◔	◕	◕	◕	●	◔	◔	●	◕	◔	●	●	◔	◕	◔
	Multi-modal	$$	◕	◕	●	●	●	◕	◕	●	●	◕	●	●	◕	◕	◕
	Boulevard	$$$	●	●	●	●	●	●	●	◕	●	●	●	●	●	●	●

Key Findings

- Boulevard:
  - Largest safety benefit (6x larger than Traffic Management)
  - Largest reduction in segment delay (3x larger than Multi-modal)
  - Highest property impacts (30% larger than Multi-modal)
  - Improves access to business
- Multi-modal: highest benefit to non-motorized
- Traffic Management: lowest crash frequency benefit

Cost Data


SR 303 Corridor Study
Cost Range Chart
High
Mid
Low
TM
MM
Blvd
Segment 1 -
Burwell to 16th
Segment 2 -
16th to Sheridan
Segment 3 -
Sheridan to Riddell
Segment 4 -
Riddell to McWilliams

Meeting Goals

Review alternatives

Understand screening process and findings

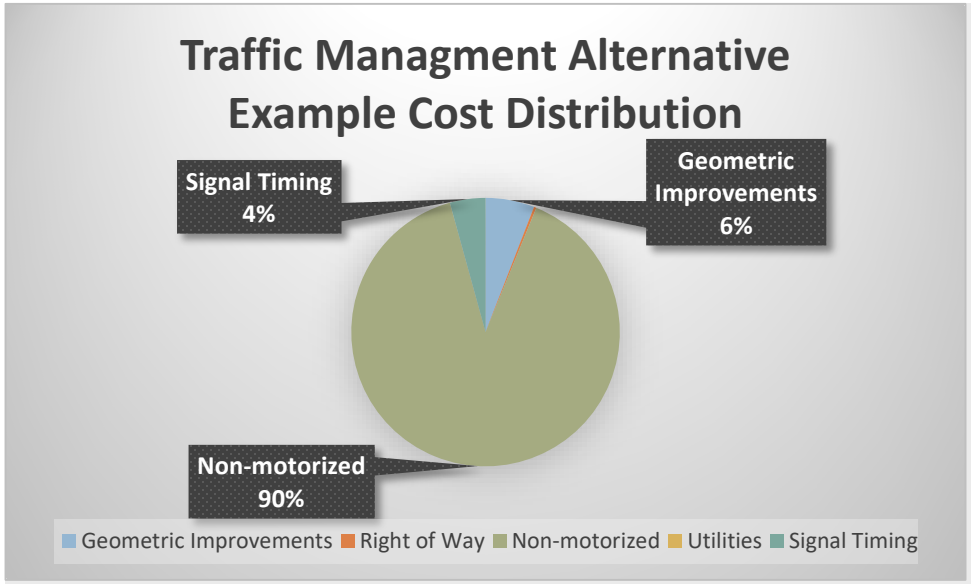
Begin conversation about preferred alternative

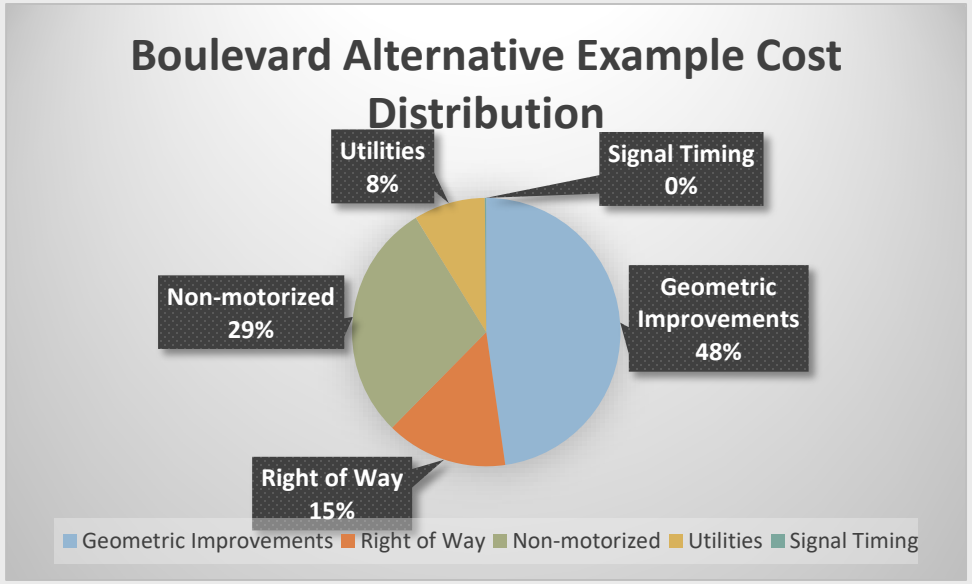
Consider phasing options

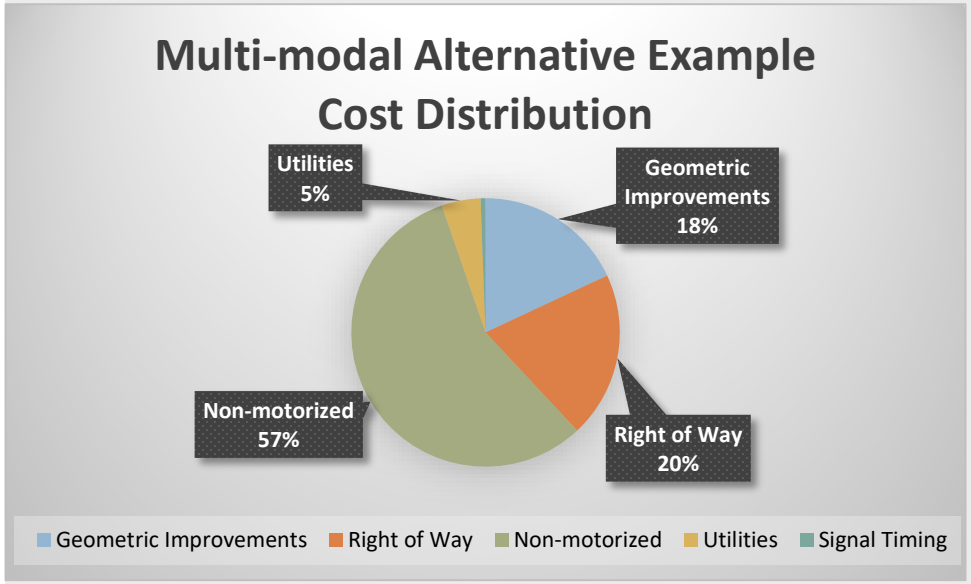
Alternative Comparison

Alternatives	Corridor Needs					
	Corridor safety	**Pedestrian accessibility**	**Ped/bike connectivity**	**Access to transit**	**Reliability**	**Economic investment**
Traffic Management	• Pedestrian lighting	• ADA ramps	• Complete gaps in bike network		• Adaptive signal timing • Improve signal phasing	• Placemaking and wayfinding
Multi-modal	*Includes Traffic Management improvements* • Pedestrian crossings • Lighting • Wider shoulders	*Includes Traffic Management improvements* • Remove utilities from sidewalks • Widen sidewalks	*Includes Traffic Management improvements* • Complete gaps in sidewalk network • Pedestrian crossings • Neighborhood connectivity	• Neighborhood connectivity • Relocate bus stops closer to crossings	• Signal timing for transit • BAT lane	*Includes Traffic Management improvements* • Remove utilities from sidewalks • Widen sidewalks • Viewpoint on Warren Ave Bridge • Public art
Boulevard	*Includes Multi-modal improvements* • Roundabouts • Median control	*Includes Multi-modal improvements* • Bury utilities	*Includes Multi-modal improvements*	• Neighborhood connectivity	• Roundabouts	*Includes Multi-modal improvements* • Bury utilities

Cost Element Comparison







Discussion

Online open house

Purpose

Timing

Survey questions

Next steps

Refine alternative

Public on-line open house

Categorize responses

Outline most likely Preferred Alternative

Outline Report

SAG #6

Finalize Report

Q&A