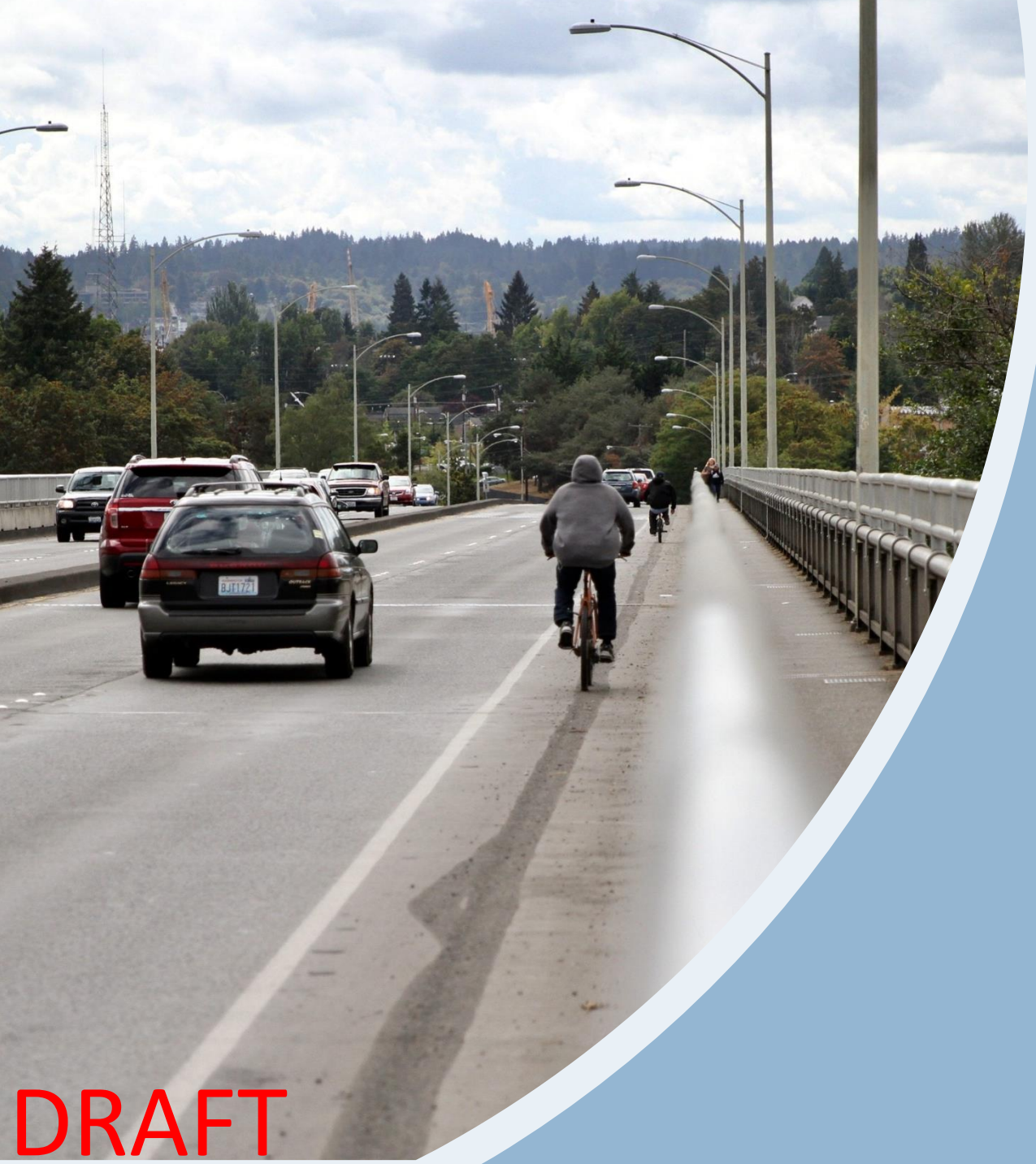

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SR 303 Corridor Study

Stakeholder Advisory Group Meeting #5

June 5, 2020

WSDOT

CITY OF BREMERTON

Agenda

- Schedule
- SAG #5 meeting summary
- Online open house review
- Discuss phasing
- Review preliminary preferred alternative
- Discuss refinements
- Next steps

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Meeting Goals

Shared understanding about schedule

Concurrence on preliminary preferred alternative

Shared understanding about phasing possibilities

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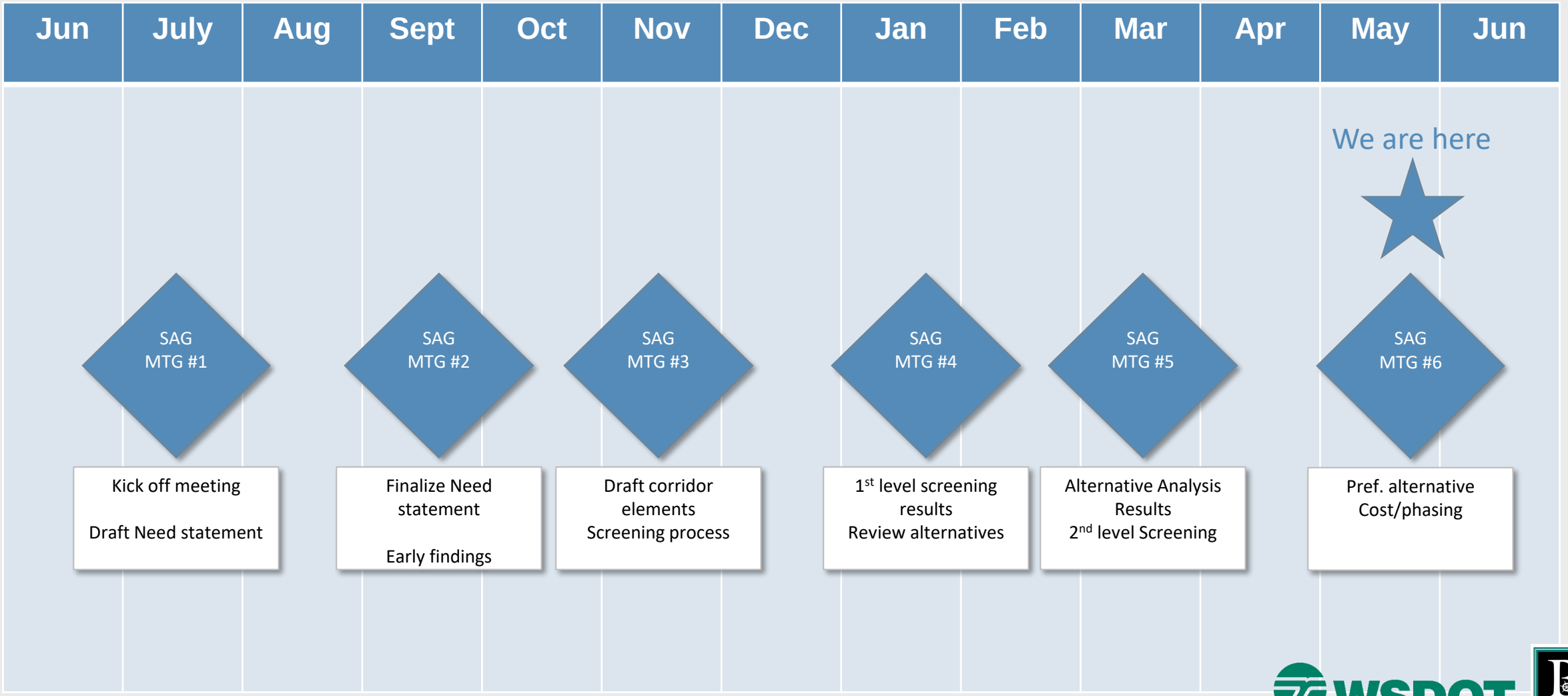
Stakeholder advisory meeting schedule



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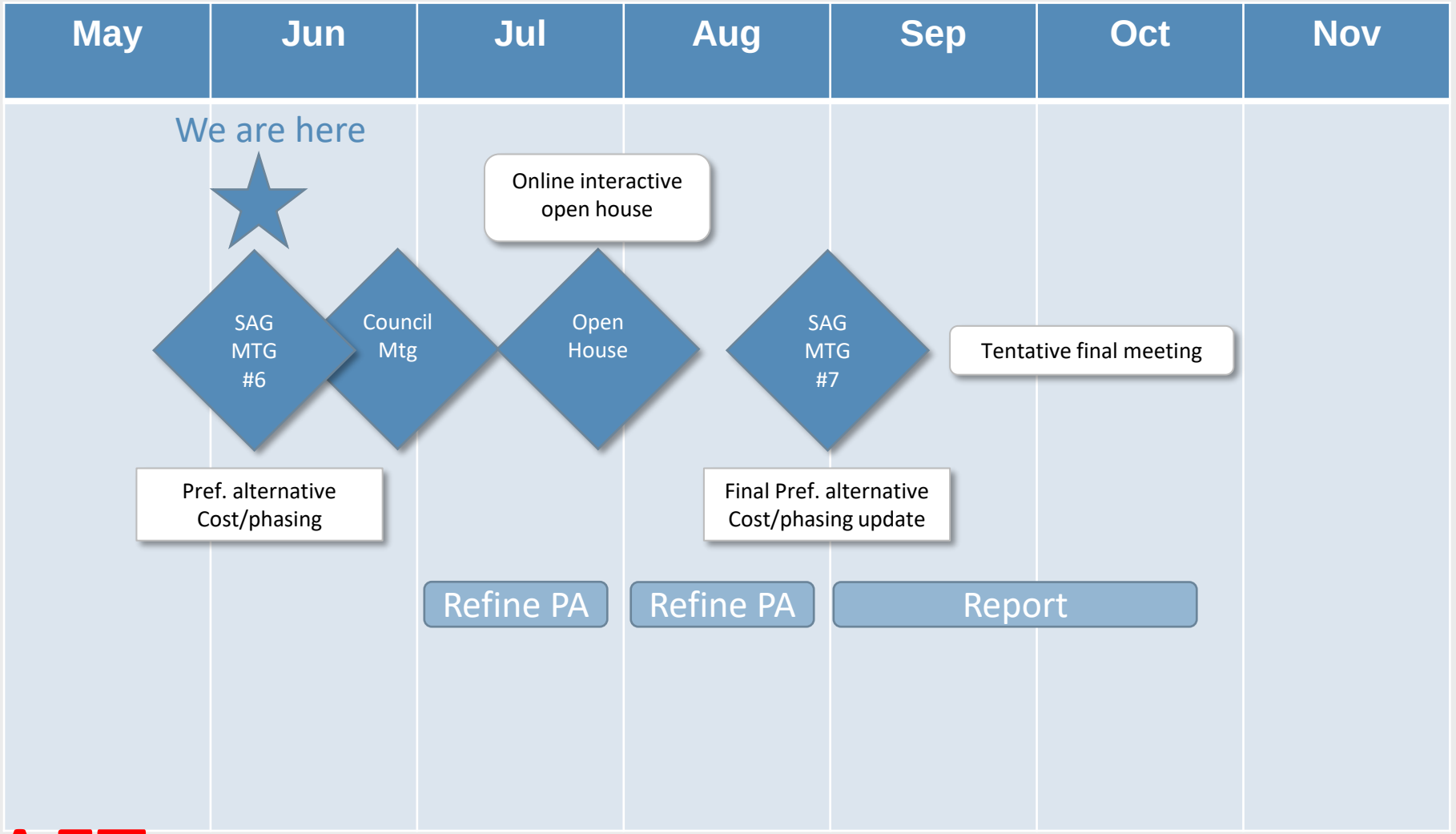
Revised schedule looking forward



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Summary of alternatives

Traffic Management	Multimodal	Boulevard
Adaptive Signal Timing Transit Signal Priority Placemaking and wayfinding ADA improvements Improve pedestrian lighting	*Traffic Management Alternative +* BAT lane northbound Improve pedestrian access New mid-block crossings Realign bus stops Relocate utilities to back of sidewalk	*Traffic Management Alternative +* Roundabouts north of Warren Ave Bridge Median control from McWilliams to Sheridan Improve pedestrian access Bury utilities
$	$$	$$$

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SAG #5 Summary

Use Multimodal alternative as the base

- Add roundabouts where reasonable
- Include median as shown in Boulevard alternative
- Maintain business access
- Add more mid-block ped crossing with refuge areas
- Improve 11th Street intersection

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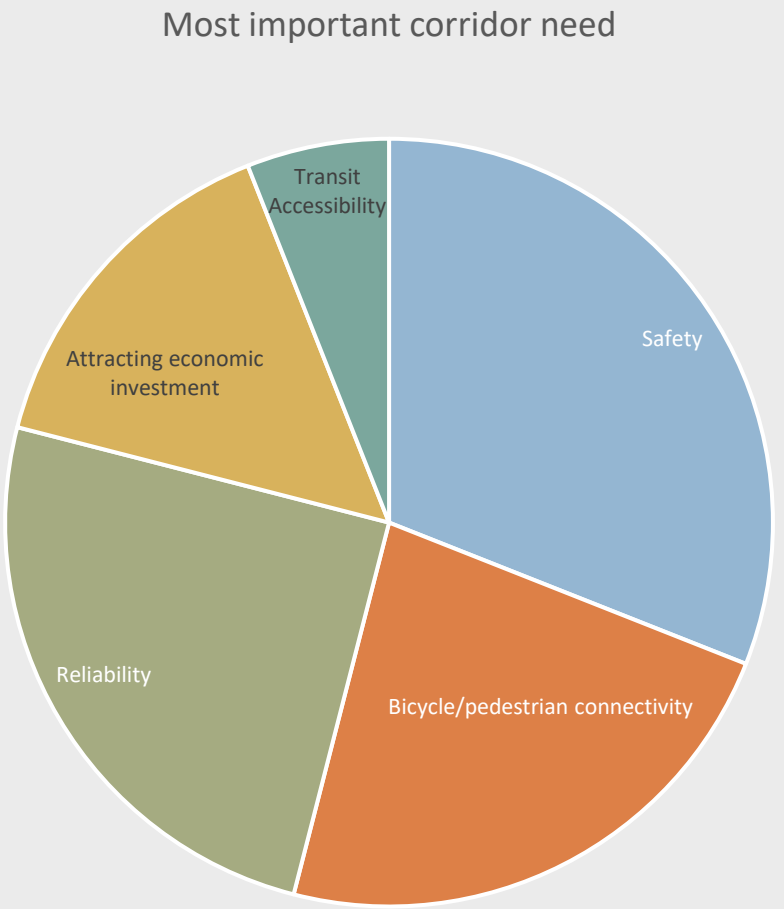
Online Open House Summary



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Online Open House Summary

Which option do you prefer for…	Alternative		
	Traffic Management	Multimodal	Boulevard
improving safety for people walking, biking, and driving?	21	39	40
improving accessibility for people walking, rolling, accessing transit, and biking?	14	47	39
improving travel time reliability?	31	27	41
improving bicycle and pedestrian connectivity?	13	45	39
attracting new economic investment?	18	29	50

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Phasing

Invest in the right place at the right time

Balance benefits, costs, citywide plan integration

Consider early actions with highest benefit

Choose forward compatible action plan

Outline funding opportunities

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Preliminary Preferred Alternative

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Meeting Goals

Shared understanding about schedule

Concurrence on preliminary preferred alternative

Shared understanding about phasing possibilities

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Q&A

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Dr M.L.K. Way
Chester Ave
6th St
6th St
5th St
5th St
4th St
4th St
Burwell St
City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.
Segment 1
Sheet 1 of 13 - Burwell St to 6th St
N
0 20 40 80 120 160 200
feet

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Broadway Ave
12th St
11th St
10th St
9th St
8th St
8th St
Broadway Ave
Dr M.L.K. Way
City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.
Segment 1
Sheet 2 of 13 - 7th St to 12th St
N
0 20 40 80 120 160 200 feet
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17th St
16th St
15th St
Broadway Ave
Elizabeth Ave
13th St
City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.
Segment 1
Sheet 3 of 13 - 13th St to 17th St
N
0 20 40 80 120 160 200
feet
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City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.
Segment 2
Sheet 4 of 13 - Warren Ave Bridge
N
0 20 40 80 120 160 200
feet
Scenic Viewing Overlook
18th St
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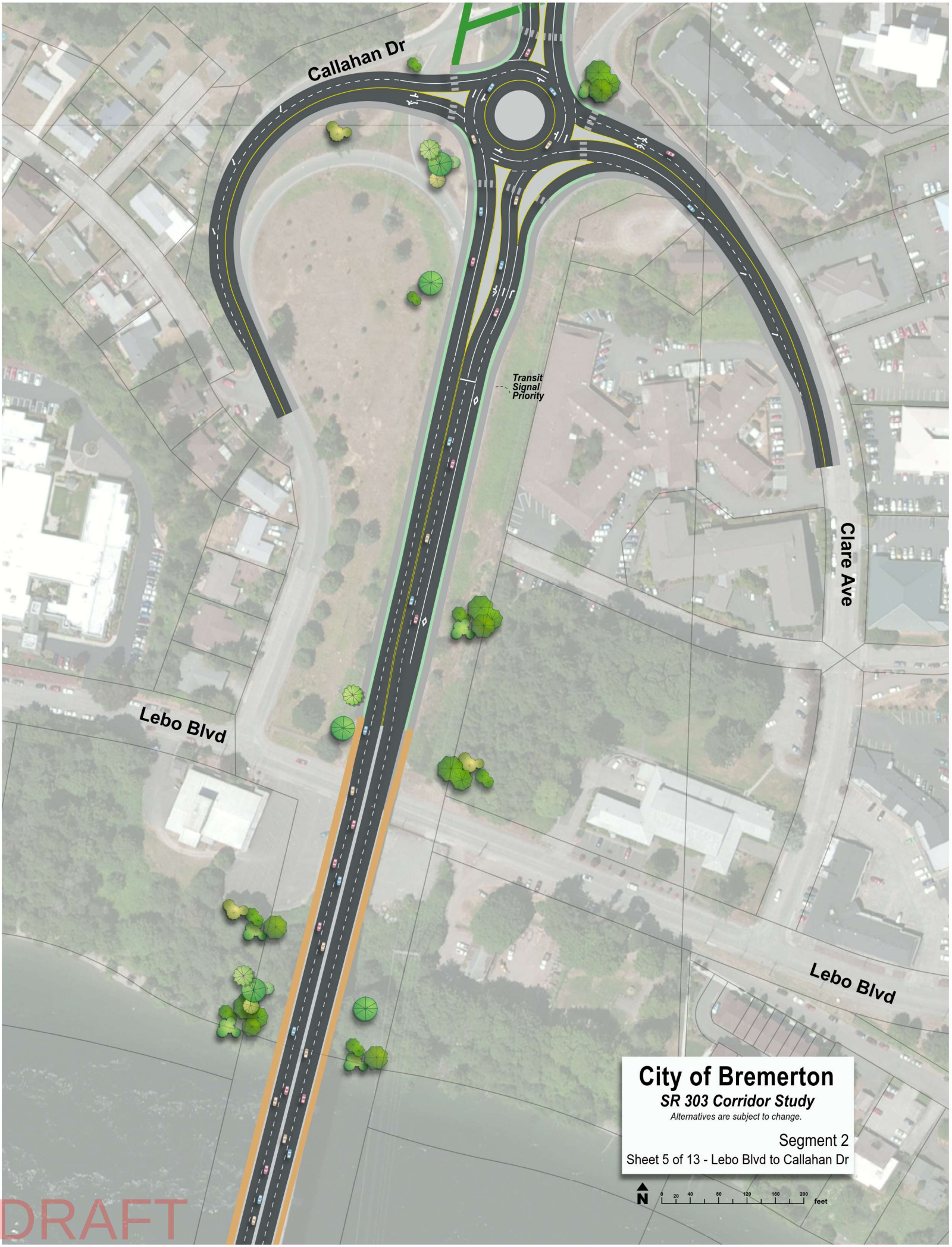
Callahan Dr
Transit Signal Priority
Clare Ave
Lebo Blvd
Lebo Blvd
City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.
Segment 2
Sheet 5 of 13 - Lebo Blvd to Callahan Dr
N
0 20 40 80 120 160 200 feet
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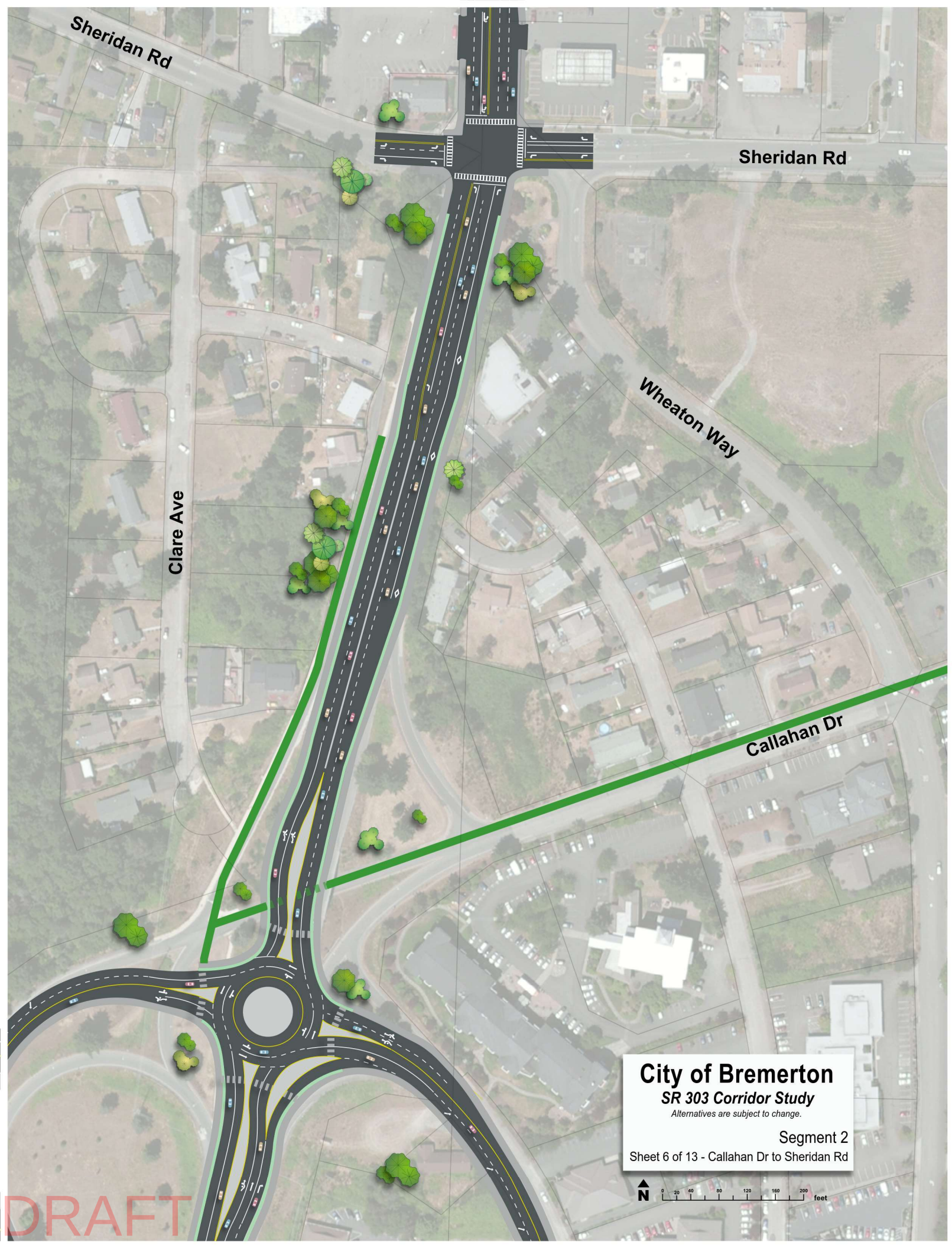
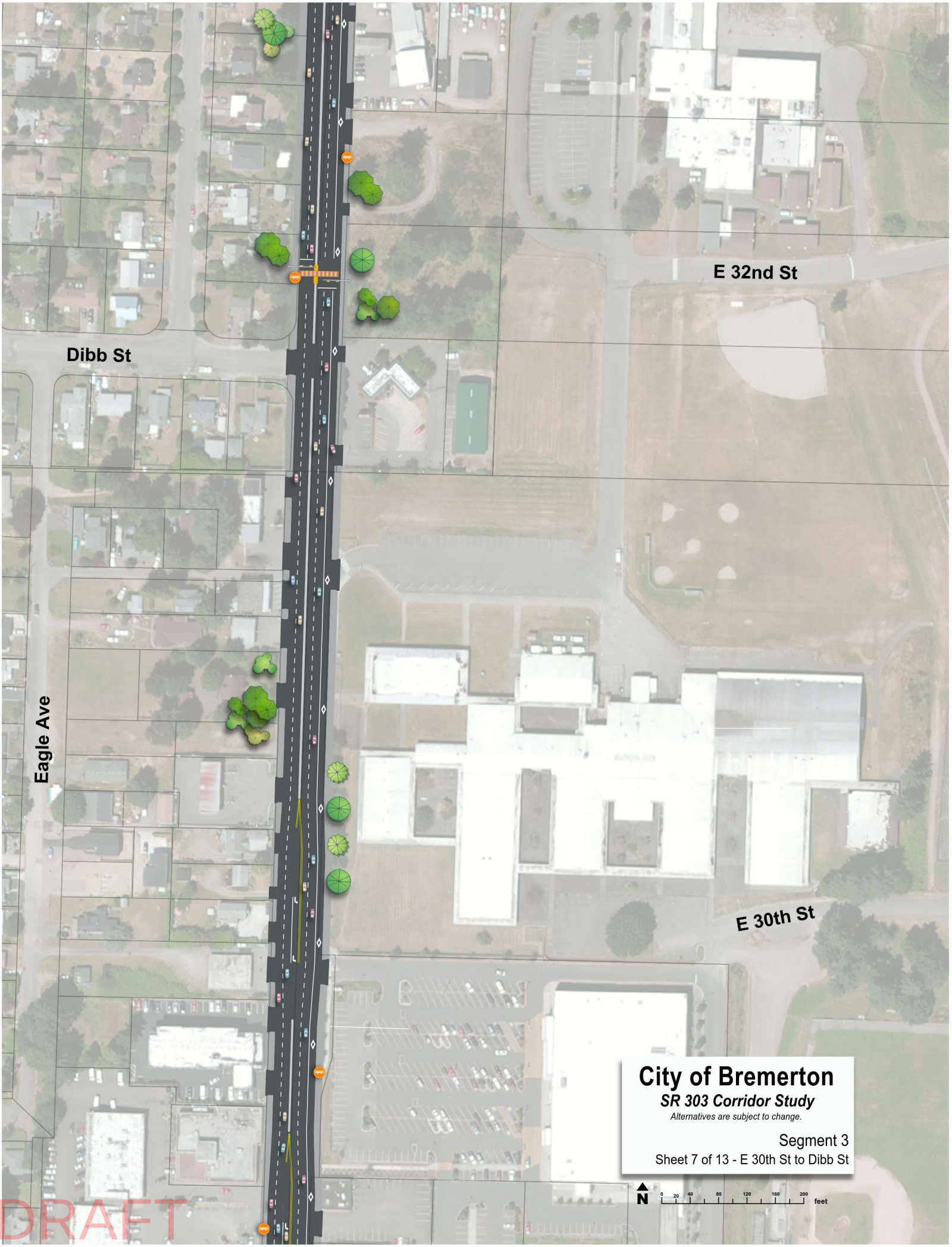

Sheridan Rd
Sheridan Rd
Wheaton Way
Clare Ave
Callahan Dr
City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.
Segment 2
Sheet 6 of 13 - Callahan Dr to Sheridan Rd
N
0
20
40
80
120
160
200
feet
DRAFT


E 32nd St
Dibb St
Eagle Ave
E 30th St
City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.
Segment 3
Sheet 7 of 13 - E 30th St to Dibb St
N
0 20 40 80 120 160 200
feet
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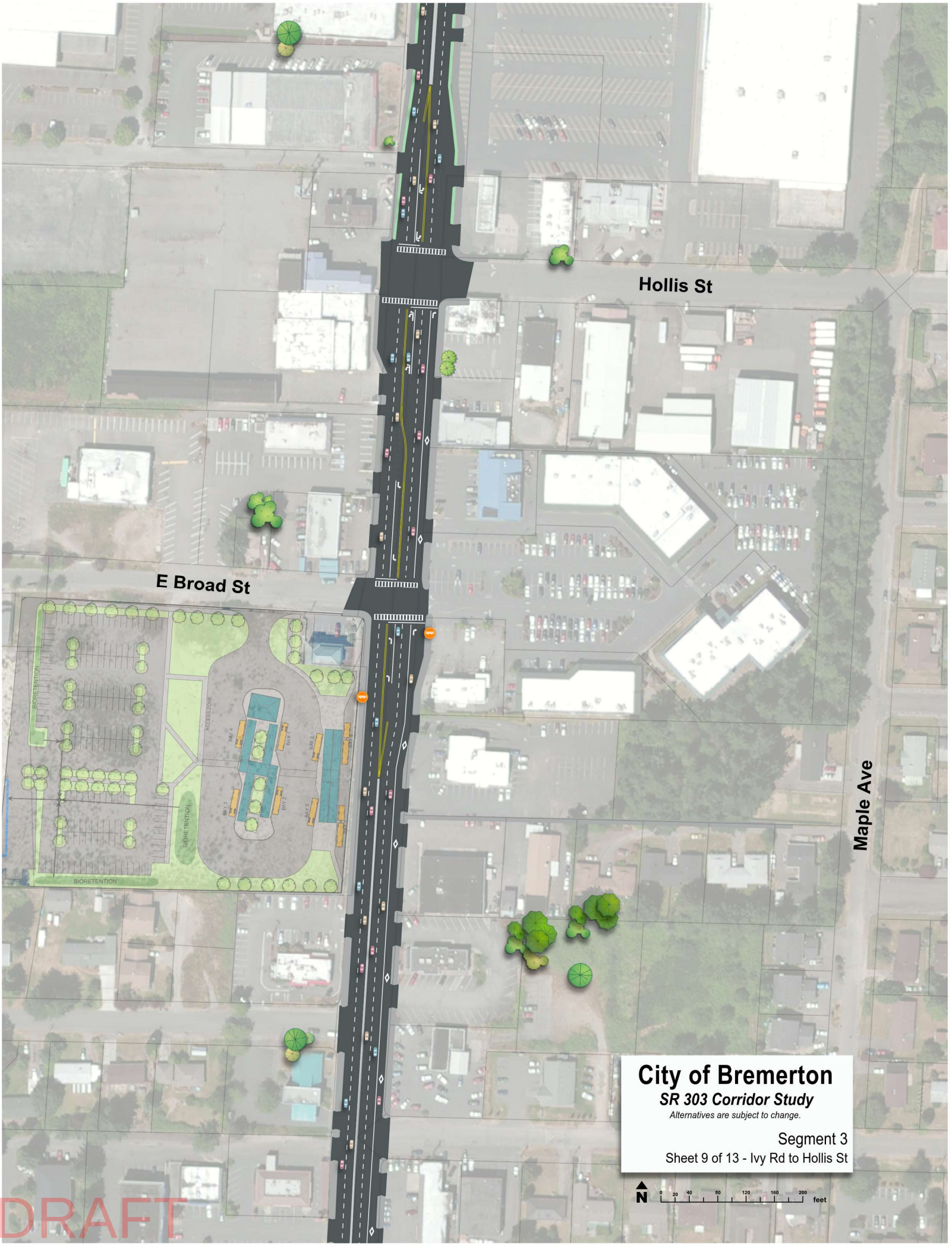
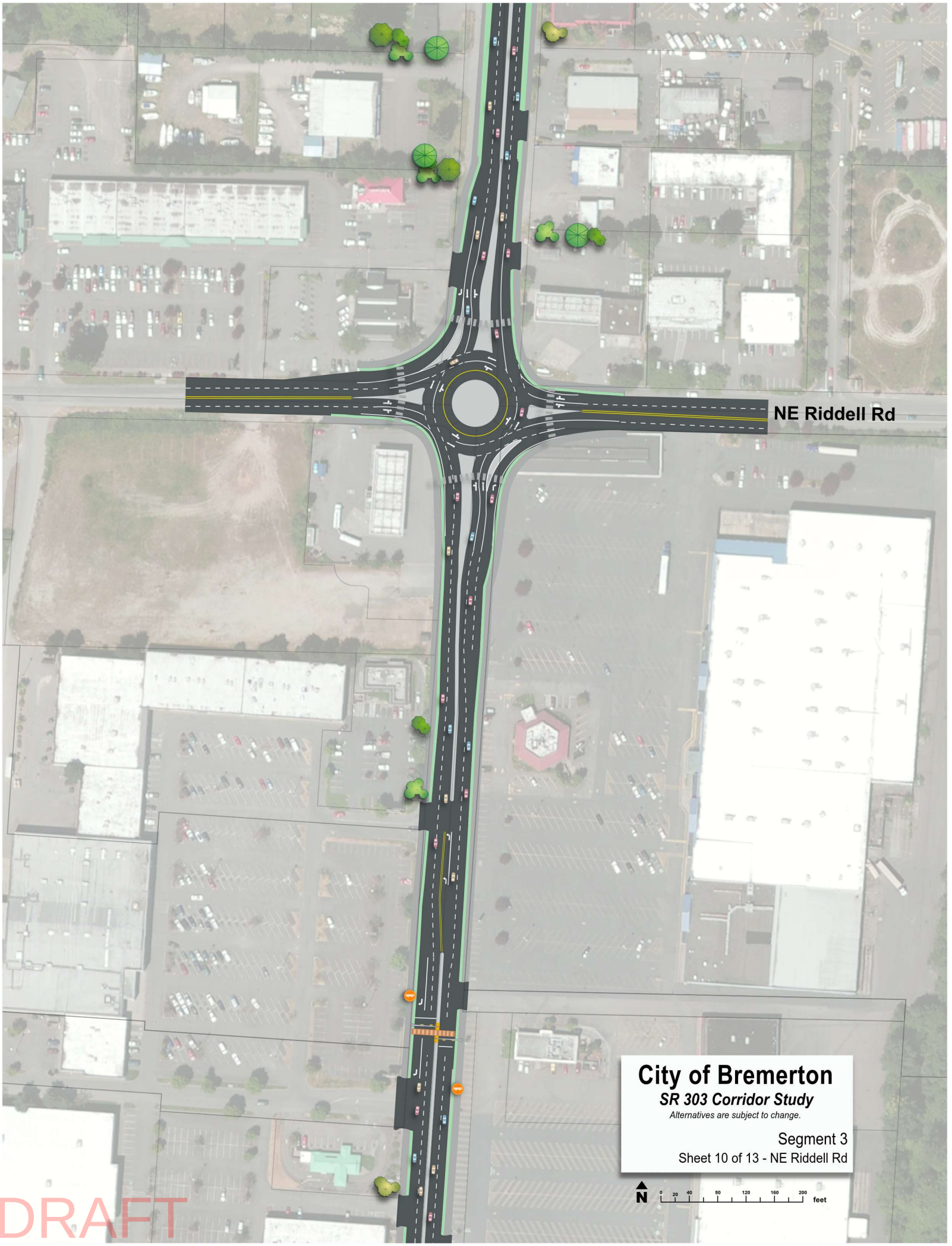
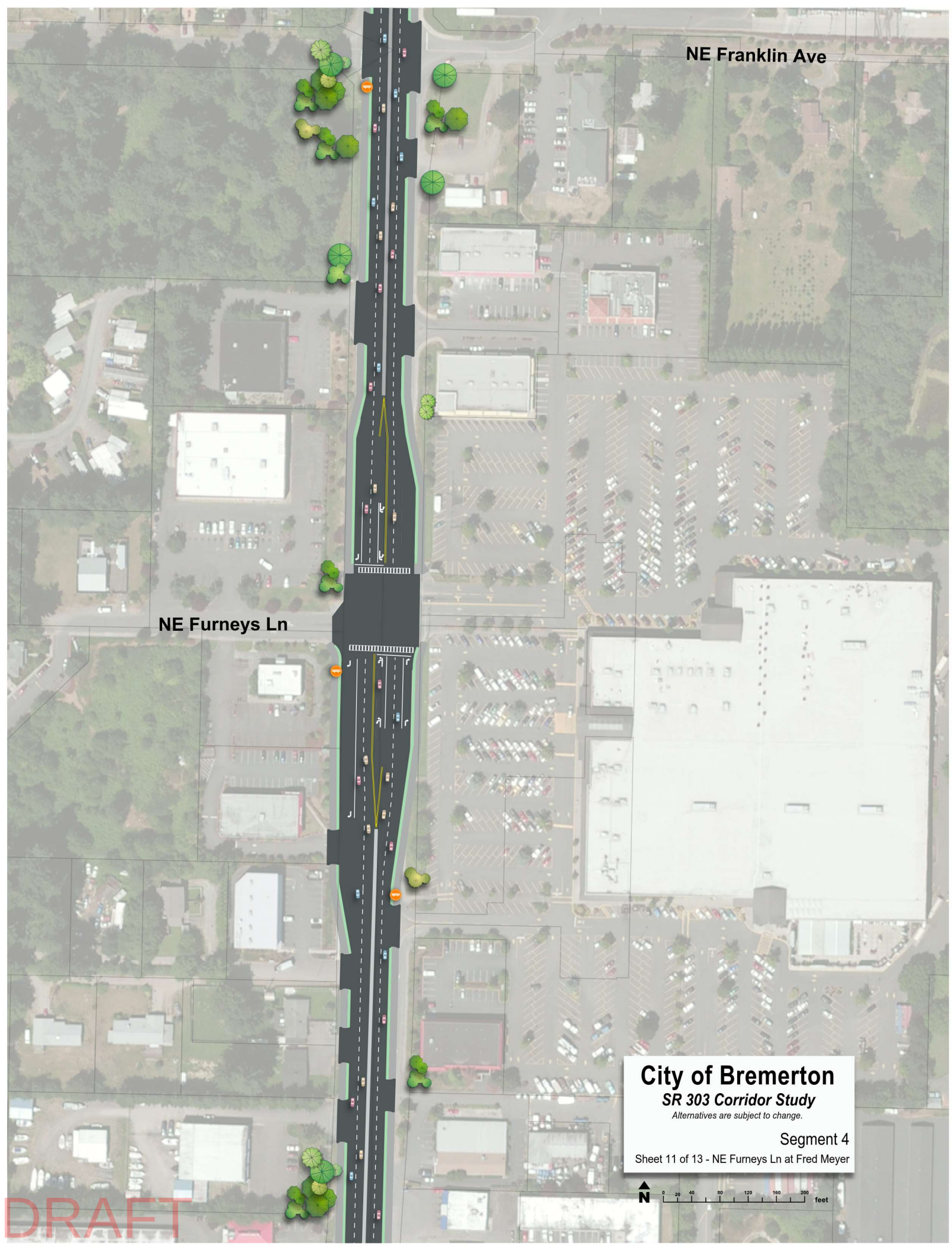
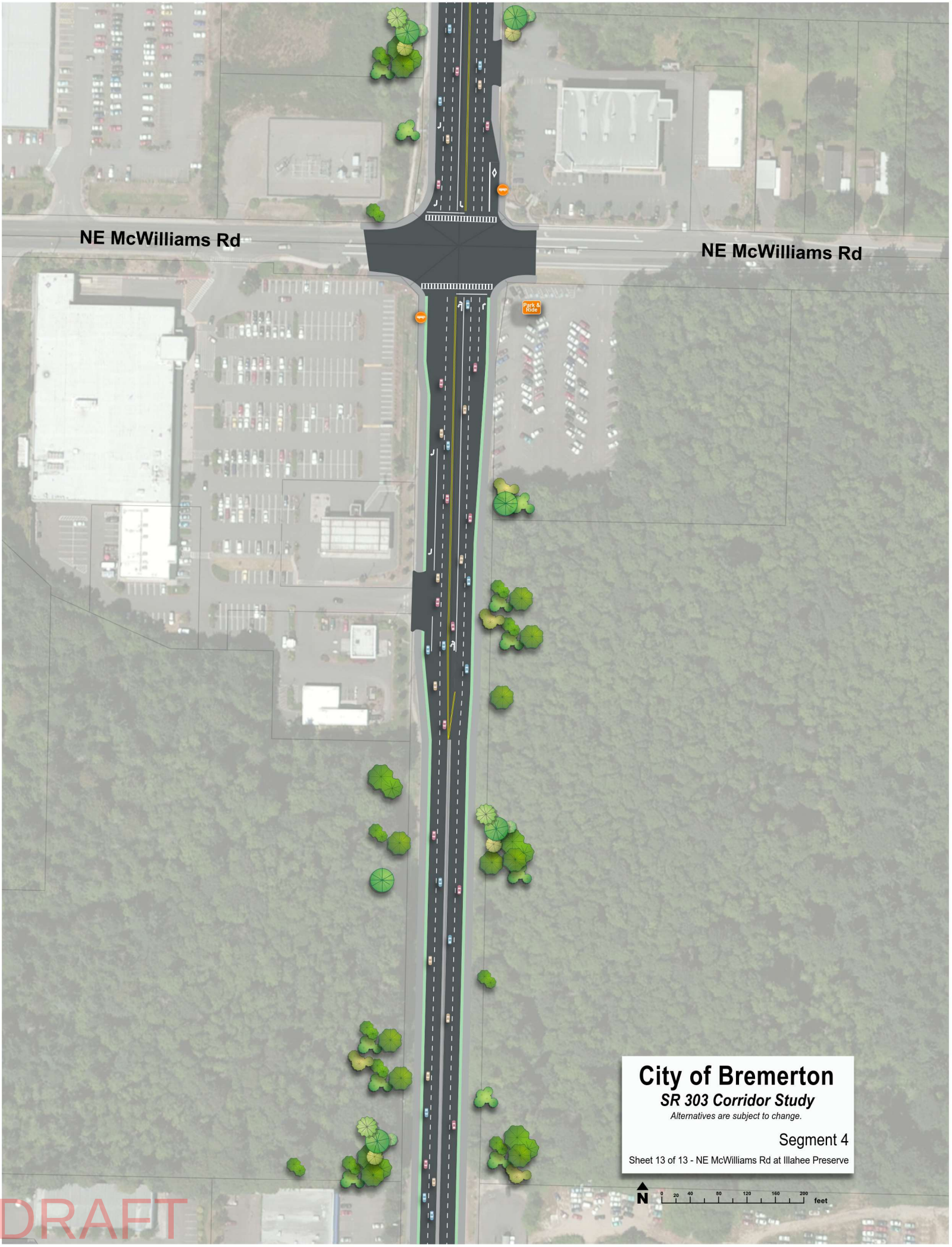
Pearl St
Spruce Ave
Sylvan Way
City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.
Segment 3
Sheet 8 of 13 - E 33rd St to Pearl St
N
0 20 40 80 120 160 200
feet
DRAFT


Hollis St
E Broad St
Maple Ave
BIORETENTION
ACCESS ZONE
BAY 1
BAY 2
BAY 3
BAY 4
BAY 5
BAY 6
BIORETENTION
BIORETENTION
City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.
Segment 3
Sheet 9 of 13 - Ivy Rd to Hollis St
N
0
20
40
80
120
160
200
feet
DRAFT


NE Riddell Rd
City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.
Segment 3
Sheet 10 of 13 - NE Riddell Rd
N
0 20 40 80 120 160 200
feet
DRAFT


NE Franklin Ave
NE Furneys Ln
City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.
Segment 4
Sheet 11 of 13 - NE Furneys Ln at Fred Meyer
N
0
20
40
80
120
160
200
feet
DRAFT

NE Dawn Rd
NE Fuson Road
City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.
Segment 4
Sheet 12 of 13 - NE Fuson Rd
N
0 20 40 80 120 160 200
feet
DRAFT


NE McWilliams Rd
NE McWilliams Rd
Park & Ride
City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.
Segment 4
Sheet 13 of 13 - NE McWilliams Rd at Illahee Preserve
N
0 20 40 80 120 160 200
feet
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Segment	Element	Benefit	Issues
Burwell to 16th Street	Remove center median between 4th and 5th Street	Provides width for adding northbound lane without impacting right of way	4th and 5th are part of the designated bicycle route through Bremerton and cyclist would be required to use pedestrian crossing.
	RRFB at 4th and 5th Street	Maintain pedestrian safety with signalize crossing over 4 lanes	
	Add southbound left turn lane at Burwell for Transit queue jump	Low benefit due to short storage length and longer queues in adjacent lanes	Right of way impacts
	Underground utilities	Improve pedestrian/bicycle mobility and safety by removing obstructions in sidewalk	Cost and traffic interruption
	Roundabout at 11th	Reduce delay and improve mobility by adding capacity	Impacts adjacent right-of-way. Moderate traffic interruption for construction.
	Include transit signal priority at signalized intersections	Improves transit mobility and travel times.	None identified
		Improves opportunity for FTA funding.	
	Include updated traffic signal equipment for active traffic management options	Provides flexibility for improved traffic operations and optimizing efficiency of existing roadway capacity.	Requires off-site control area with dedicated computer system and operator. Cost for O&M
	New pedestrian crossing between 6th Street and 11th Street	Improves pedestrian accessibility to existing land use and to transit.	Impacts properties to widen roadway a maximum of 3 feet on each side
		Improves overall walkability of the neighborhood.	

Segment	Element	Benefit	Issues
16th to Sheridan	Widen Warren Avenue Bridge to include 10' shared use path on both sides	Provides safe width for cyclists and pedestrians to cross Port Washington Narrows to access higher density population area in Eastside Employment Center and Olympic College. Would include new decking material in response to recent pothole.	Cost
	Narrow lanes on Warren Avenue Bridge to 11'	Reduces need for structural widening and provides traffic calming affect	
	Include Type 2 center barrier on Warren Avenue Bridge	Provides visual cue for traffic to travel at speed limit and reduces risk for cross-over and head-on crashes	
	Provide 10'sidewalks and planted buffer on both sides of SR 303 from north end of Warren Avenue Bridge to Sheridan	Continuation of the shared use path to maintain connectivity, accessibility, and context along the corridor	O&M
	Pedestrian tunnel under Warren Ave at bridge abutment	Improves pedestrian and bicycle mobility by providing seamless connectivity to the regional non-motorized system.	Cost, negotiation with Olympic College,
	Provide new roundabout intersection at Callahan	Provides managed access from SR303 to the Eastside Employment Center. Provide speed management for traffic traveling southbound. Integrates local context into the corridor.	Cost and constructability under traffic
	Include a northbound BAT lane from 500' south of the Callahan intersection to Sheridan Road – BAT lane will terminate at TSP signal (queue jump) and begin again just north of Callahan roundabout	BAT lane will provide transit with a queue bypass to enter the roundabout with less traffic and helps maintain travel time reliability	Education about transit queue jump and possibly enforcement
	Narrow the roadway to include curb, gutter, sidewalk from north end of Warren Ave Bridge to Sheridan	Could be done early with modifications to on- and off-ramps to introduce a more urban corridor context before the roundabout is constructed	
	Update landscaping adjacent to SR 303 consistent with corridor context and traffic calming strategies	Including landscape features early outlines the more urban feel and helps with traffic calming	O&M
	Underground utilities that would otherwise be obstructions in the sidewalks	Makes full sidewalk width available for pedestrian and cyclist use	Cost and traffic impacts during construction
	Include transit signal priority at signalized intersections	Improves transit mobility and travel times.	None identified
		Improves transit travel and encourages higher ridership.	
		Improves opportunity for FTA funding.	
	Include updated traffic signal equipment for active traffic management options	Provides flexibility for improved traffic operations and optimizing efficiency of existing roadway capacity.	See above

Segment	Element	Benefit	Issues
Sheridan to Riddell Road	Include northbound BAT lane from Sheridan to Hollis where it terminates as a right turn only lane	Improves transit travel time reliability and reduces overall traffic interruptions when buses stop for passenger loading and unloading	Right of way impacts would require negotiation for partial for full takes
	Provide southbound u-turn at Sheridan	Maintains business and residential access	Additional right of way required
	Replace two way left turn lane with 3' – 5' wide median with breaks at intersections and at specified locations	Improves safety along the corridor by reducing unprotected left turn movements to and from the center lane	Additional right of way required, modification to access
	Provide median break for southbound left at Old East Bremerton High School entrance	Provides access to large parcel that could be repurposed for higher use	
	Build a mid-block pedestrian crossing north of Dibb St and provide HAWK signal and pedestrian refuge	Reduces the distance between intersections for pedestrians to cross. Improves accessibility to/from transit stops. Improves safety for pedestrians.	Additional right of way required
	Widen sidewalks to 10' on both sides of SR 303	Extension of shared use path connectivity and provides a more walkable area thus increasing livability near the corridor	Additional right of way required, modification to access
	Include planting strip between curb and sidewalk at various locations	Provides safety buffer between sidewalk and traffic	Additional right of way required, modification to access
	Provide both northbound and southbound u-turn capability at Sylvan	Maintains business and residential access	Additional right of way required
	Provide northbound and southbound u-turns at Hollis	Maintains business and residential access	Additional right of way required
	Build a mid-block pedestrian crossing north of south of Riddell Road and provide HAWK signal and pedestrian refuge	Reduces the distance between intersections for pedestrians to cross. Improves accessibility to/from transit stops. Improves safety for pedestrians.	Additional right of way required
	Replace signal at Riddell Road with a 2-lane roundabout including pedestrian crossings at all four quadrants	Roundabouts reduce crash severity, improve pedestrian safety, and provide a sustainable solution for traffic control	Additional right of way required, modification to access, public education, cost, traffic impacts during construction

Segment	Element	Benefit	Issues
Riddell Road to McWilliams Road	Replace two way left turn lane and center median with a new 3’ – 5’ wide median with breaks at intersections and at specified locations	Improves safety along the corridor by reducing unprotected left turn movements to and from the center lane	Possible environmental issues/mitigation required at some locations due to widening
	Widen sidewalks or construct new sidewalks to be 10’ on both sides of SR 303	Extension of shared use path connectivity and provides a more walkable area thus increasing livability near the corridor	Possible environmental issues/mitigation required at some locations due to widening
	Include planting strip between curb and sidewalk	Provides safety buffer between sidewalk and traffic	Additional right of way required
	Provide northbound and southbound u-turn at E Furneys Lane	Maintains business and residential access	Additional right of way required
	Provide northbound and southbound u-turn at NE Fuson Road	Maintains business and residential access	Additional right of way required
	Provide u-turn at McWilliams Road	Maintains business and residential access	Additional right of way required

Segment	Element	Benefit	Issues
Off Corridor Improvements	Add bicycle lanes on McWilliams from SR 303 to Pine	Improves active transportation options, safety, and mobility.	Possible right of way impacts
	Add bicycle lanes on Pine from McWilliams to Riddell		Possible right of way impacts
	Add bicycle lanes on Fuson from SR 303 to Almira		Possible right of way impacts
	Add bicycle lanes on Almira from Fuson to Sylvan		
	Complete a paved shared use connection between Sylvan and Sherridan		Right of way impacts, permitting
	Connect with proposed realigned Wheaton Way outlined in the EEC DEIS		Right of way impacts, permitting
	Add bicycle lanes on Callahan to connect with grade separated bike crossing under SR 303		Maintain tunnel under SR 303
	Extend neighborhood connections from Almira to SR 303 Near Dibb St, through Old East Bremerton High School, and at Wheaton Way Transit Center		Right of way impacts, permitting
	Extend neighborhood connections from Pine Road to the Wheaton Way Transit Center		Right of way impacts, permitting
	Support and include all City of Bremerton non-motorized planning improvements		N/A