



# 6<sup>TH</sup> STREET



Active Transportation Improvement Project

## **DISTRICT 4 TOWN HALL MEETING** **JUNE 6, 2024**

Public Works & Utilities  
Engineering Division  
Nick Ataie, P.E.



# INFORMATION BEING SHARED

- Project Overview
- Project Need & Previous Studies
- Project Benefits
- Project Considerations
- Construction Costs
- Project Status & Next Steps



# PROJECT OUTCOME

Improve active transportation connectivity and safety of all road users through a re-channelization of 6<sup>th</sup> Street



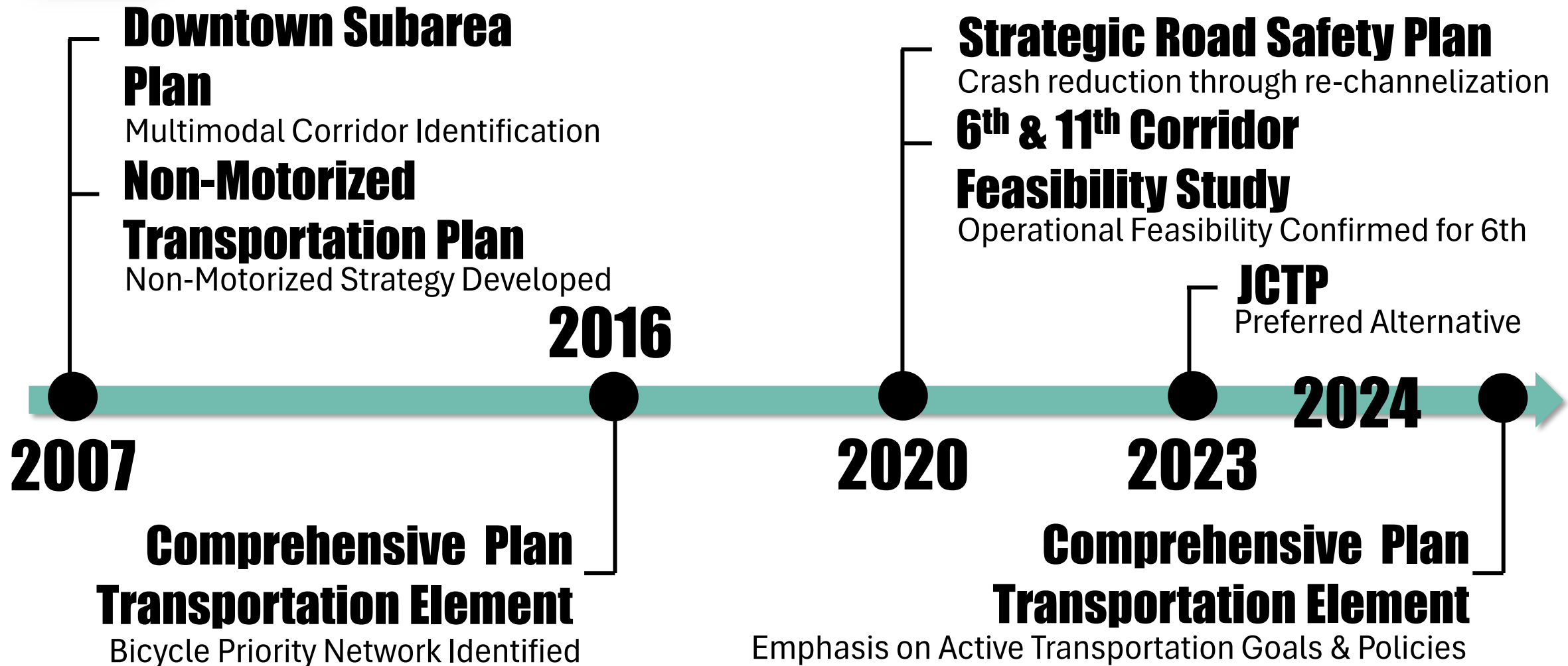
“Active transportation networks—including bike lanes, sidewalks, and multi-use trails—help create vibrant communities by providing safe, comfortable, convenient, reliable, efficient, and affordable ways for people to get around”

SOURCE: USDOT – Active Transportation

<https://www.transportation.gov/mission/office-secretary/office-policy/active-transportation/active-transportation>

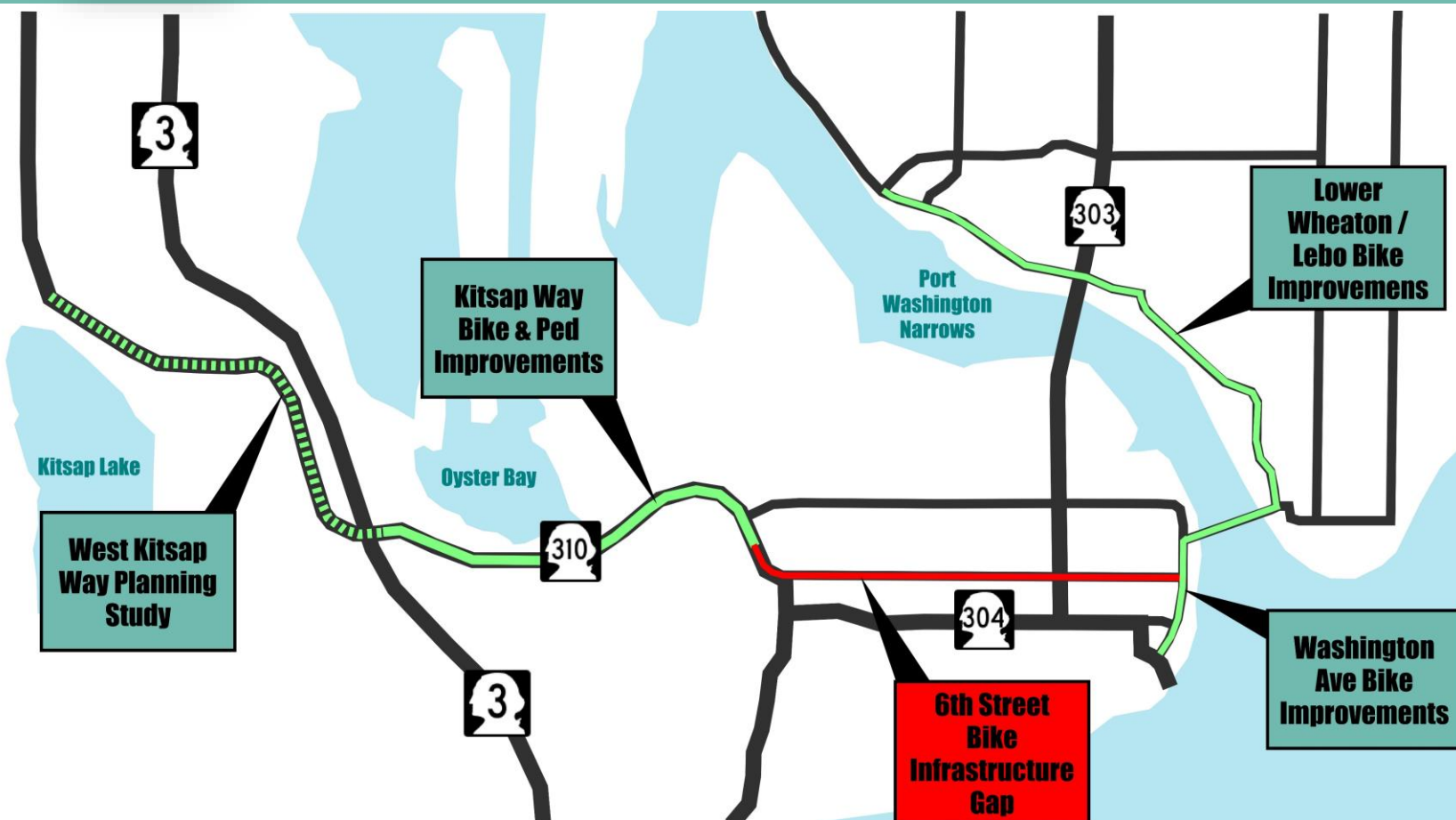


# PREVIOUS PLANNING & STUDIES





# CONNECTING A CRITICAL GAP



“Traffic in the City is estimated to grow by 20 percent by year 2050.

Without opportunities for alternative modes of travel to driving alone, congestion will increase proportionately with the increase in traffic volumes, resulting in significant congestion throughout Bremerton.”

SOURCE: Bremerton – Joint Compatibility Transportation Plan  
<https://bremertonwa.gov/1356/Joint-Compatibility-Transportation-Plan>





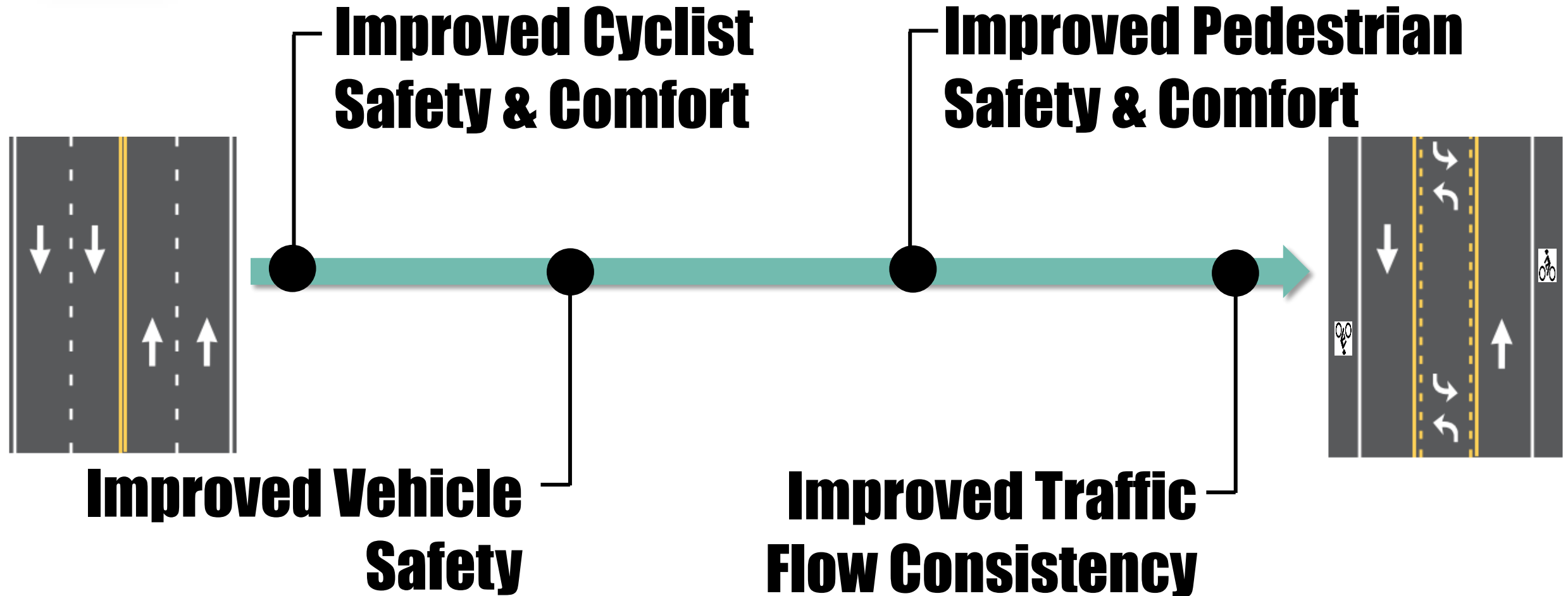
# PROJECT LOCATION



## 11<sup>th</sup> St & Kitsap Way to Washington Ave



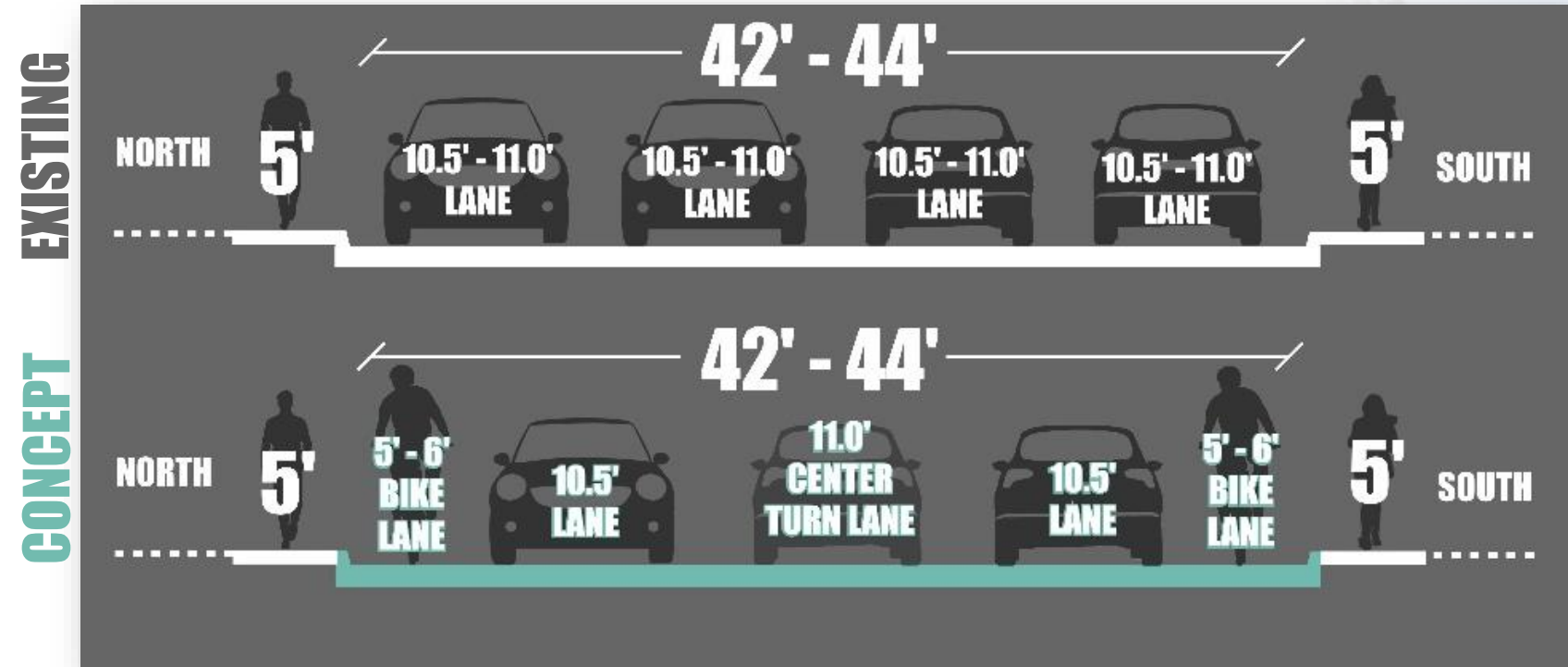
# ROADWAY RE-CHANNELIZATION OVERVIEW





# CONCEPTUAL ROADWAY SECTIONS

## West of Park Ave



Roadway re-channelization depicted is conceptual (not proposed) and subject to design, development of alternatives, public / stakeholder input, etc.

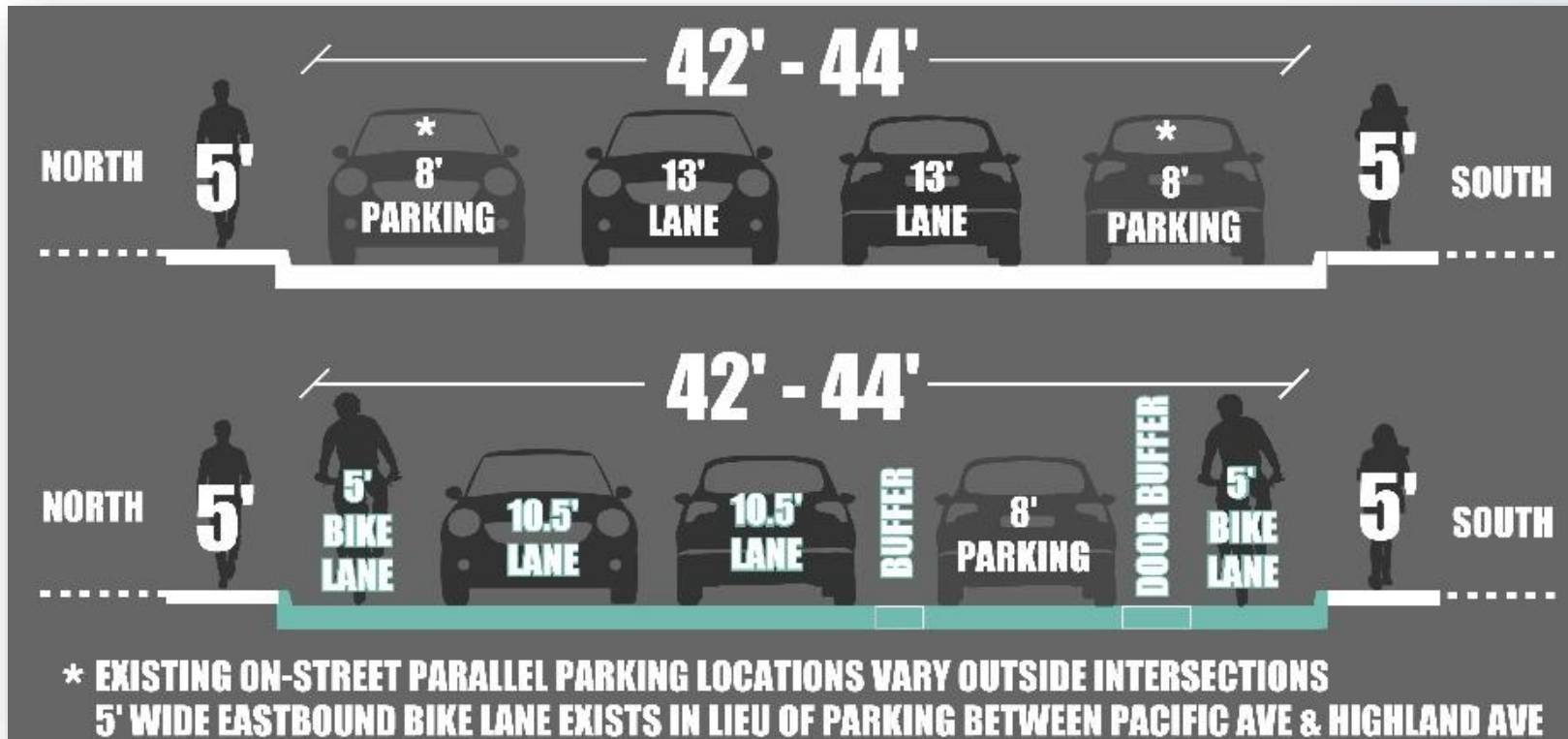


# CONCEPTUAL ROADWAY SECTIONS

## East of Park Ave

EXISTING

CONCEPT

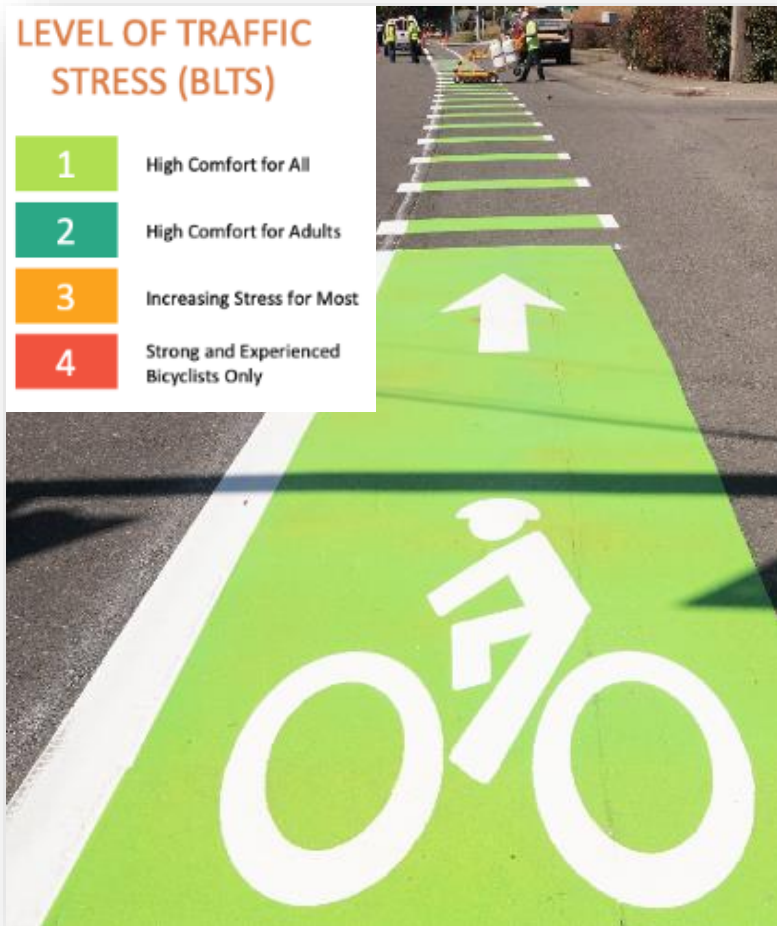


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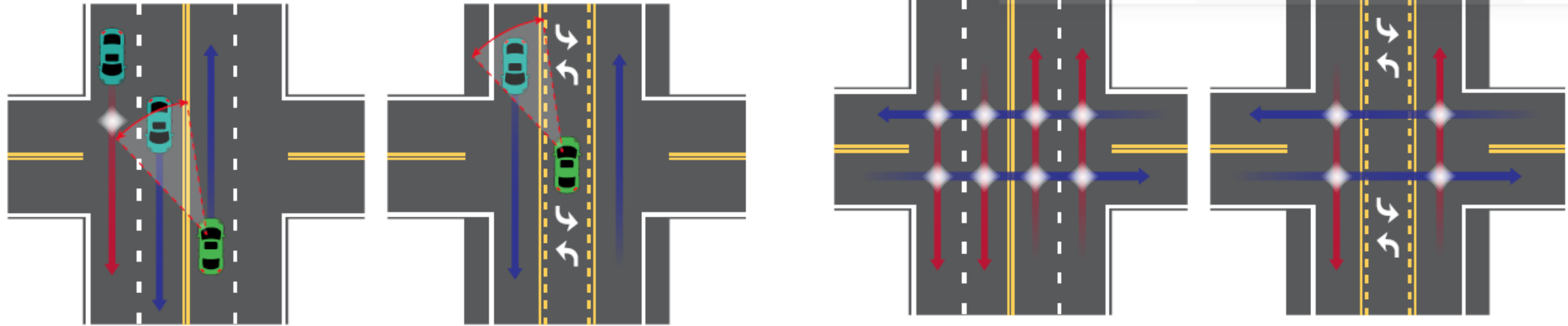
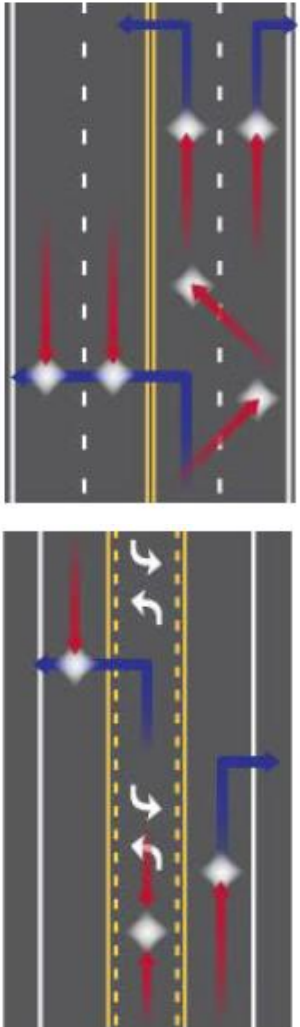


# BICYCLE SAFETY AND CONNECTIVITY IMPROVEMENTS

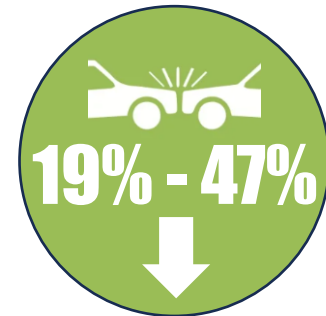


- Added separation of vehicle and bicycle traffic
- Reduced Bicycle Level of Traffic Stress (BLTS)
- Connection of critical bike network gap

# VEHICLE SAFETY IMPROVEMENTS



- Reduced roadway conflict points that contribute to crashes
- Improved driver visibility of traffic
- Reduced travel speeds



SOURCE: FHWA – Road Diet Informational Guide  
<https://highways.dot.gov/safety/other/road-diets/road-diet-informational-guide>

# PEDESTRIAN SAFETY IMPROVEMENTS



- Increased buffer from vehicles
- Improved visibility
- Reduced crossing conflict area
- Reduced Pedestrian Level of Traffic Stress (PLTS)



# TRAFFIC FLOW IMPROVEMENTS



- Separated left-turn lanes outside of signalized intersections
- Safer ingress/egress from side streets
- More predictable and consistent traffic flow (“Speed Harmony”)





# PROJECT CONSIDERATIONS

## General Project Considerations to Keep In Mind

This is a **re-channelization** focused project and not a reconstruction project

Design decisions need to consider **all road users**

Improvements must provide for **realistic operations and maintenance** based on available policies and resources

Design elements may be dictated by **regulatory requirements**

The project is not fully-funded and overall **cost must be managed appropriately**





# PROJECT CONSIDERATIONS

## Understand and Balance User Needs & Perspectives

Examples include:

- Physically protected bike lanes and access / maintenance abilities
- Vehicle intersection operations and bicycle level of traffic stress (BLTS)
- Business operations and altered configuration of roadway
- Transit stops and bike lanes
- Pedestrian crosswalks and intersections

### PRIMARY USERS

Pedestrians

Cyclists

Vehicles

Buses

Other Users \*

\* Scooters,  
Wheelchairs, etc.

### KEY STAKEHOLDERS

Residents

Commuters

Businesses

Transit

City Operations

WSDOT



# PROJECT CONSIDERATIONS

## Develop Technically Feasible Alternatives Where Warranted

Stakeholder and Public Input Focused

Examples include:

- Lane Widths
- Bike Lane Buffers and Protection
- Intersection Treatments
- Pedestrian Crossings & RRFBs
- On-Street Parking
- Transit Stops and Other Bike Conflict Zones
- Traffic Signal and Timing Modifications
- Compatibility with Future Projects



N Rosa Parks Way (Portland, OR)



# PROJECT CONSIDERATIONS



Business  
Loading/Unloading



Roadway Grades



High Volume Peak  
Hour Vehicle Turn  
Locations \*



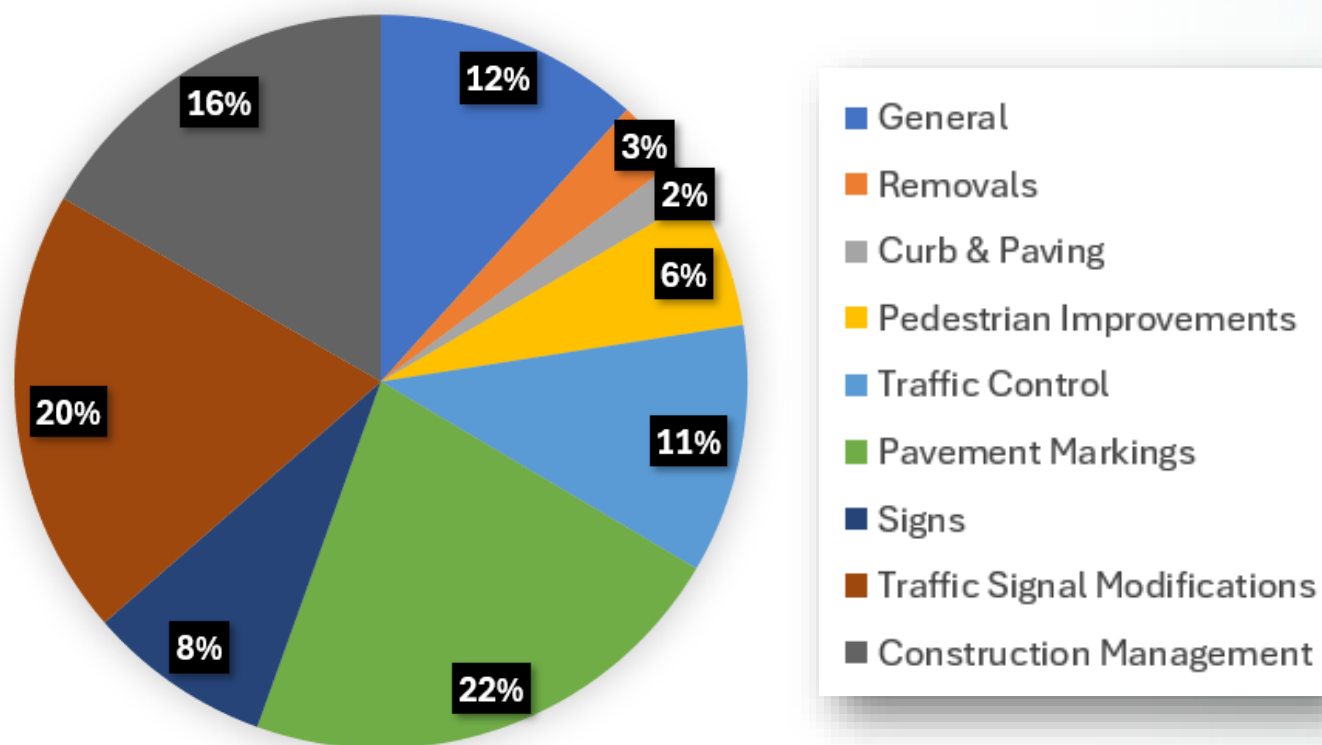
Offset Intersections

*\* Based on Intersection Operations for Current and Future Peak Hour Traffic Volumes*



# ESTIMATING PROJECT CONSTRUCTION COSTS

An early estimate has been developed and refined for the purposes of budgeting project construction costs. All costs include a 30% planning level contingency and assume cost inflation for 2026



**\$2,450,000**

Estimated construction cost are subject to a refined scope of improvements and market conditions





# PROJECT STATUS

## DESIGN PHASE

- Cost for Project Design is Locally Funded (Transportation CIP)
  - HDR, Inc has been selected as the most qualified engineering firm to deliver the design
  - An initial contract with HDR will be brought to City Council in early July for stakeholder coordination, alternatives development, and public outreach
  - A public meeting will be scheduled later this year to receive input on the proposed improvements and alternatives prior to starting formal design in late 2024
  - Detailed design is expected to be underway in 2025



# PROJECT STATUS

## CONSTRUCTION PHASE

- Cost for Construction is Currently Unfunded
  - City has submitted a grant application to WSDOT in May 2024 (Bike / Ped Program) which requires no local match
  - ± \$23 million expected for the 2025-2027 biennium
  - Project selection expected by July 2025
- Construction estimated to occur in 2026 \*



*\* Assumes secured construction funding and all improvements can be constructed within the existing right-of-way*



# NEXT STEPS

## Next Month

- City Council to approve contract with HDR, Inc
- Existing Conditions Audit & Project Data Collection

## Summer 2024

- Targeted Stakeholder Interviews & Virtual Project Meeting
- Alternatives Development & Evaluation
- Develop Design Concepts

## Fall 2024

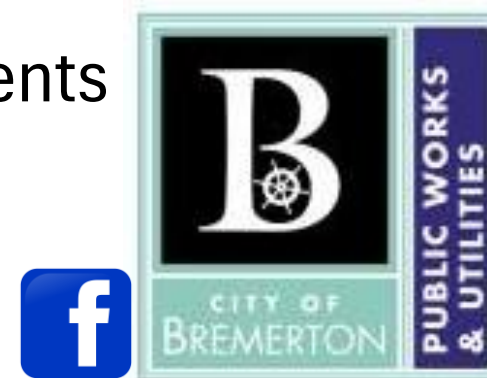
- Public Meeting & Online Survey
- Develop contract with HDR for design of preferred alternatives



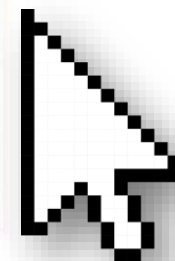


# HOW TO STAY INFORMED

[www.bremertonwa.gov/404/Projects](http://www.bremertonwa.gov/404/Projects)  
6th Street Active Transportation Improvements



[www.facebook.com/BremertonPublicWorks](https://www.facebook.com/BremertonPublicWorks)



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