



Naval Ave



1st to 15th Bicycle & Ped Enhancement Project

Council Study Session January, 2025

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Discussion Agenda

- Amendment # 4 ROW
- Project Overview
- Project Goals & Objectives
- Public Works Committee Concerns
- Q/A – Open Discussion





Amendment #4 ROW

This Contract Modification #4 covers time and expenses for the Right-of-Way (ROW) phase, including project management, ROW acquisition support, design adjustments from ROW changes, and grant support.

Tasks Include:

- **Pre-Acquisition and Data Management:** Title reports, ROE agreements, and initial data collection.
- **Management and Administration of ROW Process:** Coordination, reporting, and QA/QC of ROW tasks.
- **Valuation Process:** AOS, appraisals, and parcel documentation for up to 83 parcels.
- **Acquisition and Negotiation Services:** Offer preparation, negotiations, and parcel acquisitions.
- **Relocation Services:** Relocation planning, execution, and appeals for affected parties.
- **Right-of-Way Certification:** Certification file preparation and WSDOT compliance.

ROW Needs

Permanent Acquisition (FEE) – **39** Parcels 224,709 S.F.
Temporary Construction Easement (TCE) – **79** Parcels 26,333 S.F.
Total of **83** unique parcels

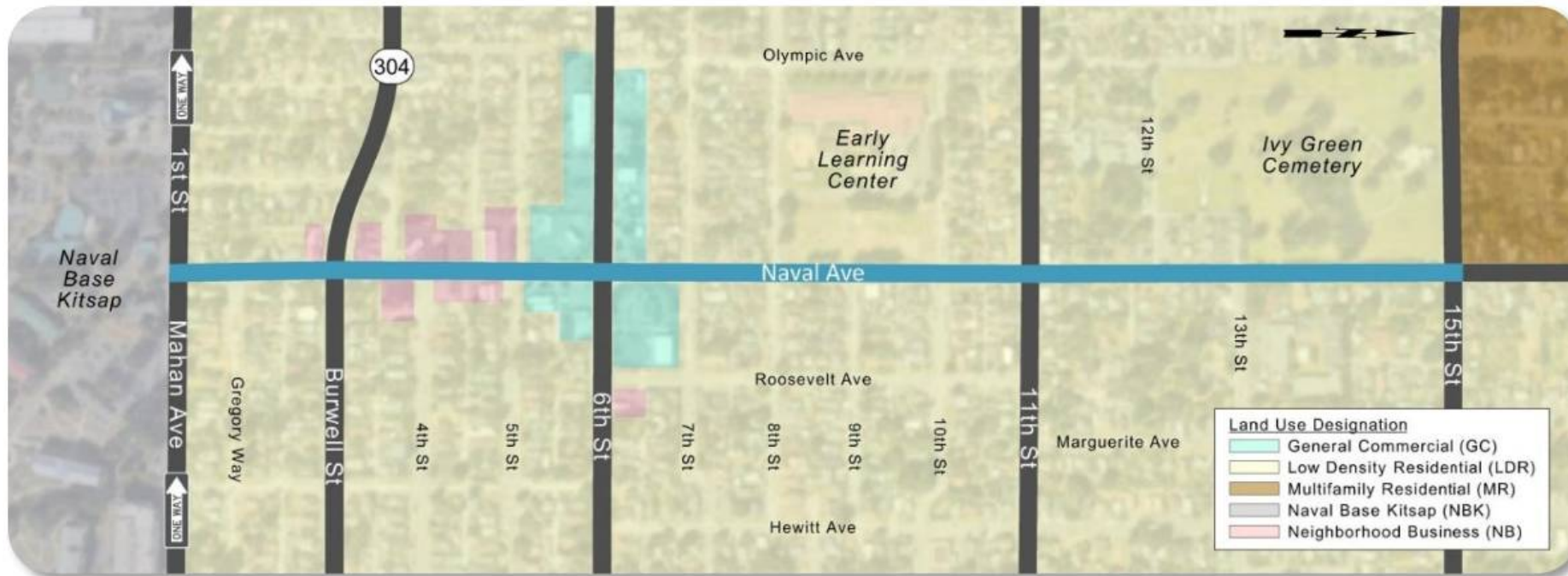
Contract Cost

\$1,460,952



PROJECT OVERVIEW

- Re-channelize to 3 lane cross section
- Widen Sidewalks
- Improve ADA access
- Add enhanced pedestrian crossings
- Add bicycle facilities



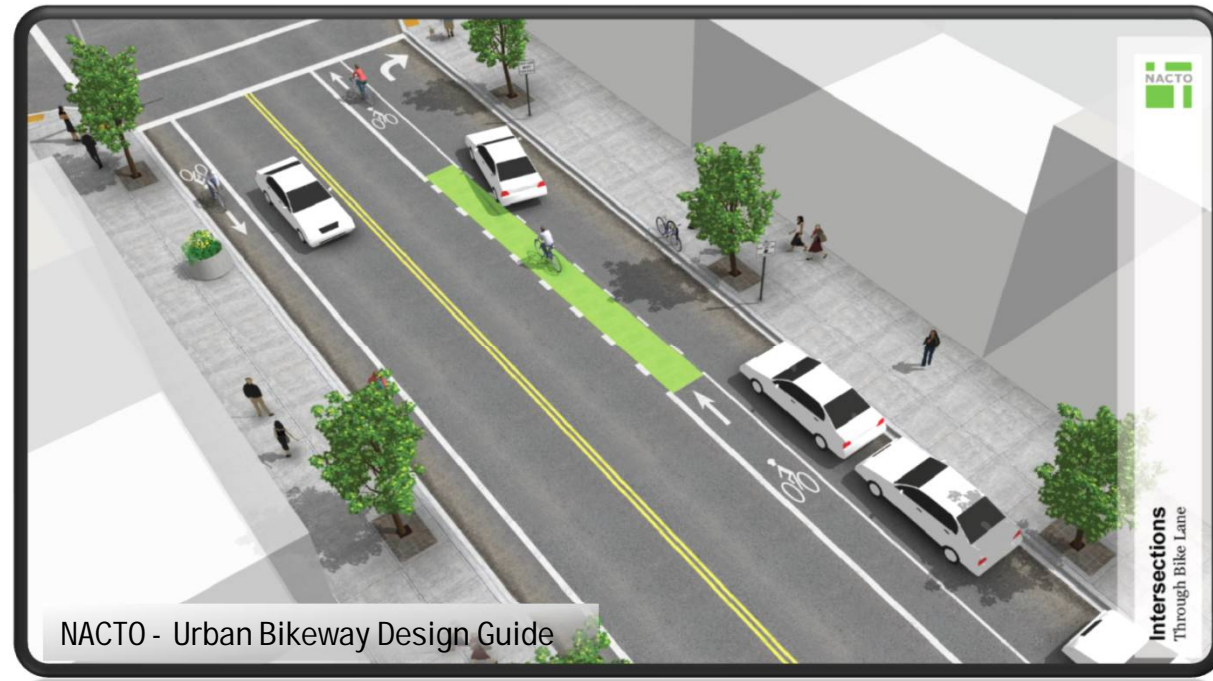
Promote safety and accessibility for all users through repurposing excessive vehicle capacity



PROJECT GOALS & OBJECTIVES


The project repurposes excess vehicle capacity to enhance mobility, safety, and accessibility along Naval Avenue, a key route connecting residential neighborhoods, schools, and community destinations. The project upgrades infrastructure to support all users, including pedestrians, bicyclists, and drivers, while improving overall traffic flow and ensuring ADA compliance.

- Reduce Vehicle Speeds
- Enhance safety for pedestrians
- Provide safe cycling facility
- Connecting networks
- Maintain Access for all





MILESTONES TO DATE

- 
- **WSDOT Bike Ped Grant** 2018
 - **Start Design** Q1 2020
 - **1st Virtual Online Open House** – 6-26-2020 – online survey open and open house website (June 26th – July 10th)
 - **SAG Meeting 1** – 10-5-2020
 - **SAG Meeting 2** – 11-5-2021
 - **PSRC Grant Application (Not selected)** – December 2021
 - **2nd Online Open House and Webinar** – 10-10-2022
 - **PSRC Grant Attempt 2** – July 2023
 - **PSRC Grant for ROW Awarded** - November 2023
 - **SEPA Approval** 12/15/2023
 - **NEPA Approval** 03/25/2024
 - **WSDOT ROW Approval** 04/30/2024



Deliverables

- **30% Design Submittal** – June 2020
- **60% Design Submittal** – Sept 2021
- **90% Design Submittal** – April 2024

Estimated Schedule

- ROW Acquisition 2025 - 2026
- Go to Ad – 12/2026 → 2027
- Construction – 2027 → 2028



STAKEHOLDER INPUT

SAG Meeting Feedback / Outcome

Pedestrian and Bicycle Enhancements:

- Wide, ADA-compliant wider sidewalks;; shared-use path near the Naval Base gate.
- Install RRFBs at key crossings (13th, 8th, 10th, 4th Streets) and bike boxes at major intersections.
- Buffered or raised bike lanes requested. Balanced against desire for wider sidewalks.

Burwell Intersection:

- Roundabout: Traffic efficiency but safety concerns for pedestrians/cyclists and gate queuing.
- Signal: Preferred for pedestrian and bicycle safety, less ROW impacts and consistent with neighborhood character.

School Zone Improvements:

- Wider sidewalks and placemaking at school corners.
- Evaluate one-way street conversions to improve safety and flow on 8th and 9th.

Gate and Traffic Flow:

- Address vehicle queuing and enhance bike/pedestrian access at the Naval Base gate.
- Add speed humps for safer pedestrian crossings near the gate.

General Corridor Upgrades:

- Align with city non-motorized plans and improve pedestrian safety with raised crosswalks and curb bulb-outs.
- Ensure efficient traffic management near the base and schools.



West Sound Cycle Club





DISCUSSION TOPICS

Topics raised during Public Works Committee meetings

- Consider eliminating right turn pockets and left turn pockets
- Consider “No Right Turn On Red” at intersections
- Consider moving the bike lane to the curb line at the right turn pockets
- Consider forward compatibility for future protected bike lanes



Right Turn Pockets

WSDOT Standard

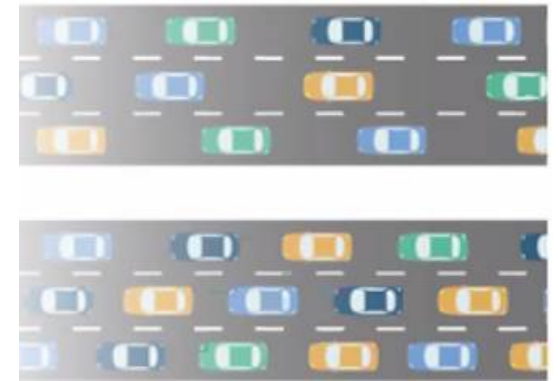
LOS D or Better
LOS E mitigated

City Standard

LOS E or Better

LOS D - Traffic flow is approaching capacity, with noticeable delays, reduced speeds, and limited maneuverability, but still functioning.

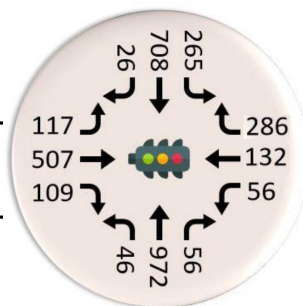
LOS E - Traffic flow is unstable, with significant delays and minimal capacity remaining, nearing gridlock.



Proposed Design

No Right Turn Lane

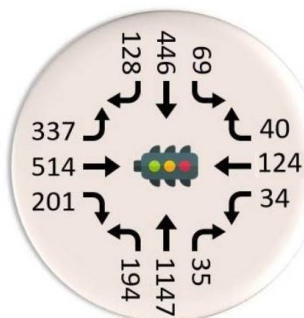
Burwell St



E

E

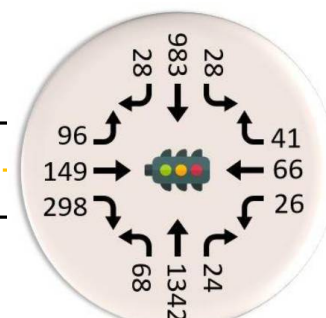
6th St



C

E

11th St



C

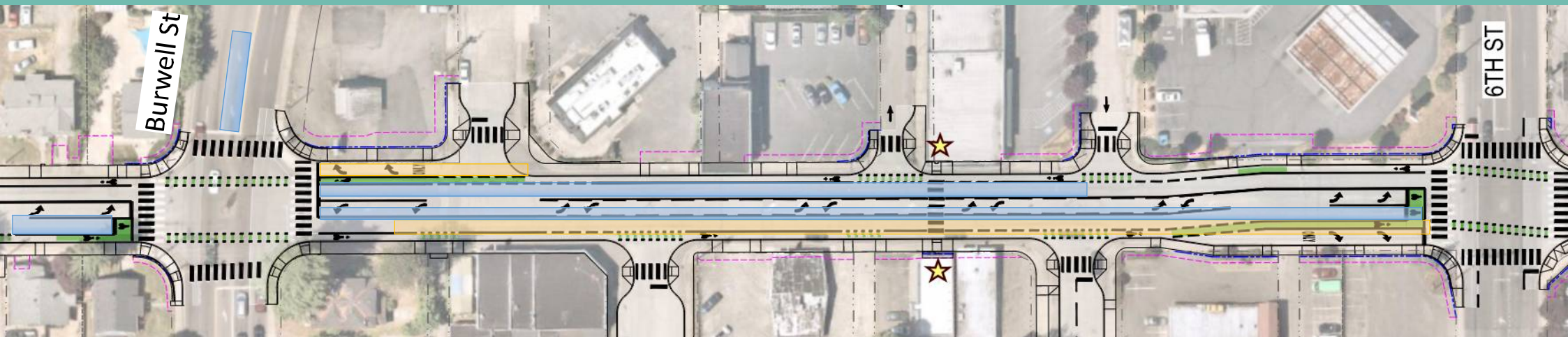
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2040 DESIGN YEAR VOLUMES



Right Turn Pockets



Proposed Design

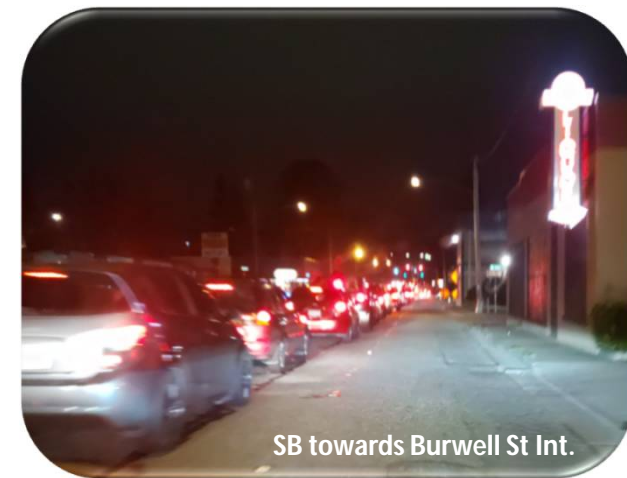
No Right Turn Lane

Burwell St / Naval Ave

SB Approach queue is anticipated to increase from 175' to 500', extending 5th St. Motorist will take multiple cycles to clear the intersection during peak periods.

6th St / Naval Ave

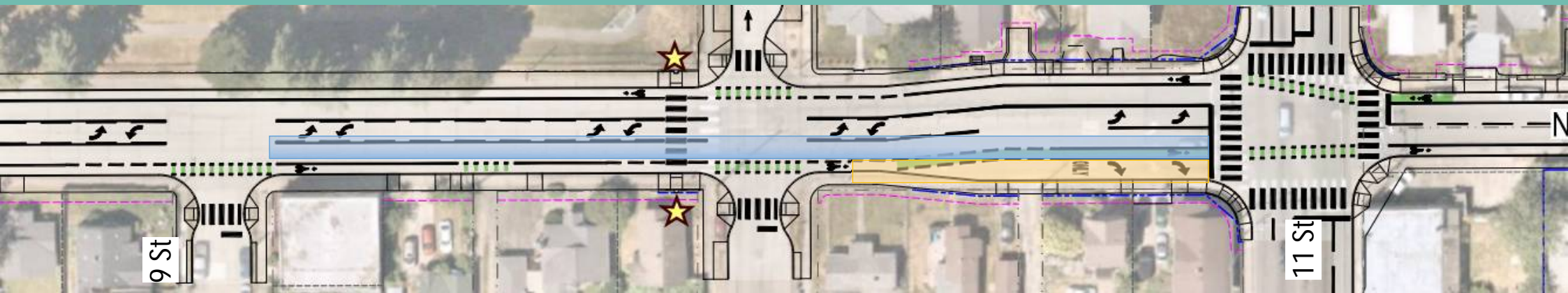
NB Approach Queue is anticipated to increase from 675' to 875', extending back through the intersection of Burwell St. Motorist will take multiple cycles to clear the intersection during peak periods and increase congestion and delays on Burwell St (SR 304).



SB towards Burwell St Int.



Right Turn Pockets



Proposed Design

No Right Turn Lane

11 St / Naval Ave

NB Approach queue is anticipated to increase from 200' to 425', extending nearly to 6th Street. Motorist will take multiple cycles to clear the intersection during peak periods.

Required to Implement

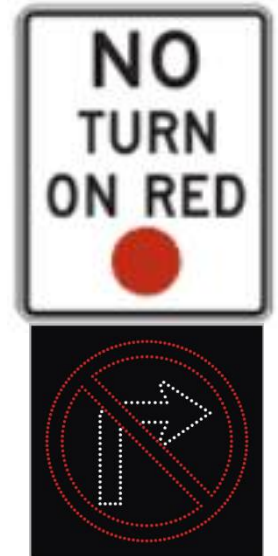
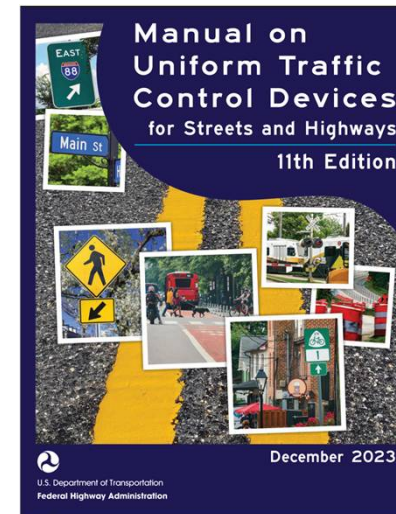
- Engineering Evaluation
- Stakeholder Updates
- Impacts to operations
- Project schedule / Budget



No Right Turn On Red

No Right on Red should be considered when an engineering study finds that one or more of the following conditions exists:

- *Inadequate sight distance to vehicles approaching from the left*
- *Geometrics or operational characteristics of the intersection that might result in unexpected conflicts;*
- *An exclusive pedestrian phase*
- *An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers, especially involving children, older pedestrians, or persons with disabilities*
- *More than three right-turn-on-red accidents reported in a 12-month period for the particular approach*
- *The skew angle of the intersecting roadways creates difficulty for drivers to see traffic approaching from their left*



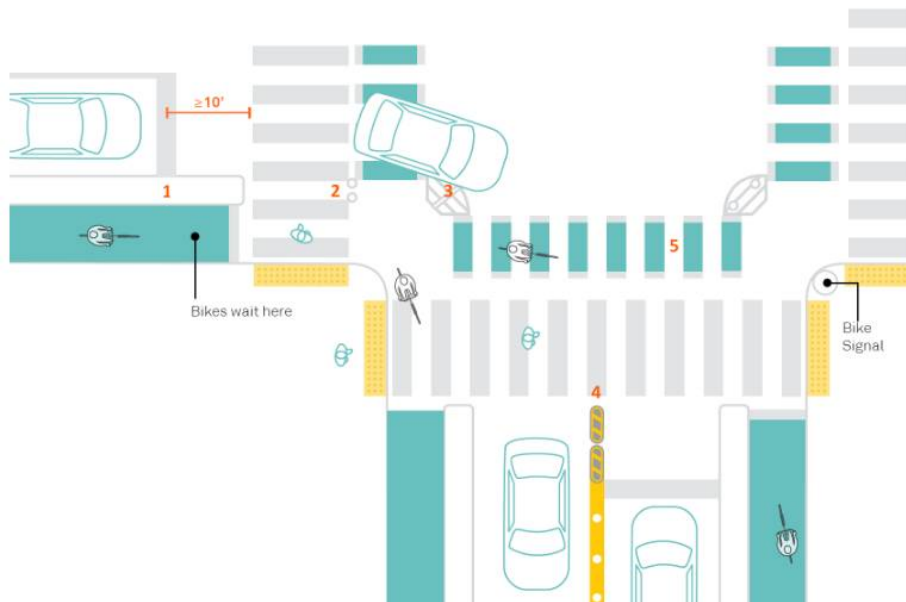
Required to Implement

- Engineering Evaluation
- Impacts to operations
- Project schedule / Budget



Bike Lane on the Curb

- Bike Lane on the curb of a right turn lane is not allowed per MUTCD, unless separated and signalized.



Design Requirements

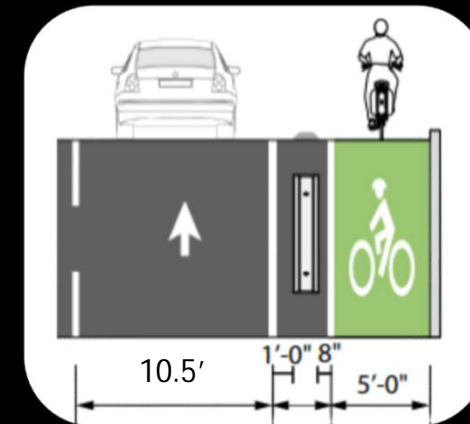
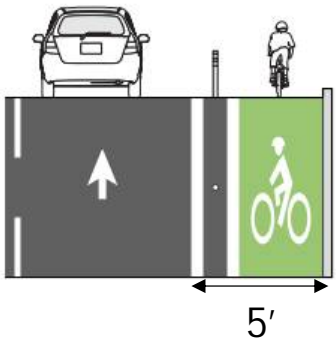
- Space for buffer
- Cost for signal improvements
- Further reduce signal operations
- Time and cost for design change



Protected Bike Lanes

- Forward compatibility of design to add physical bike protection

Delineator protected bicycle lane



- Protected Bike Lane Compromises
- Reduce Sidewalk widths



Questions / Discussion

