

Segment	Element	Benefit	Issues
Burwell to 16 th Street	Remove center median between 4th and 5th Street	Provides width for adding northbound lane without impacting right of way	4 th and 5 th are part of the designated bicycle route through Bremerton and cyclist would be required to use pedestrian crossing.
	RRFB at 4 th and 5 th 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 6 th Street and 11 th 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
16 th 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



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 60 120 160 200 feet

DRAFT



Broadway Ave

12th St

11th St

9th St

10th 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

0 20 40 80 120 160 200 feet



DRAFT



17th St

16th St

15th St

Broadway Ave

Elizabeth Ave

13th St

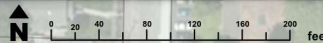
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Alternatives are subject to change.

Segment 1

Sheet 3 of 13 - 13th St to 17th St



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SR 303 Corridor Study

Alternatives are subject to change.

Segment 2

Sheet 4 of 13 - Warren Ave Bridge

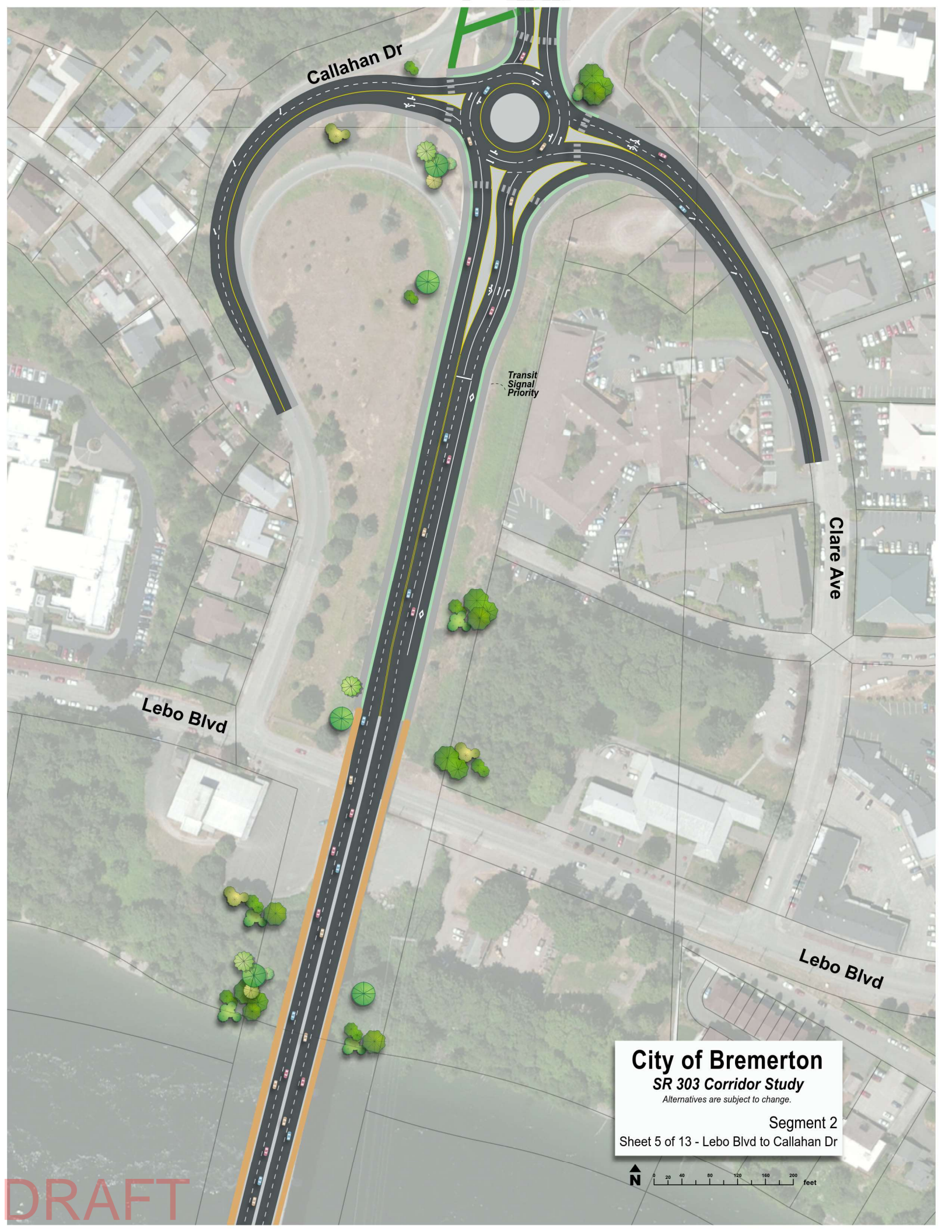


0 20 40 60 80 100 120 140 160 180 200 feet

Scenic
Viewing
Overlook

18th St

DRAFT



Callahan Dr

Transit
Signal
Priority

Clare Ave

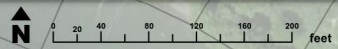
Lebo Blvd

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



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Sheridan Rd

Sheridan Rd

Wheaton Way

Clare Ave

Callahan Dr

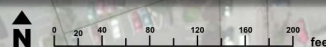
City of Bremerton

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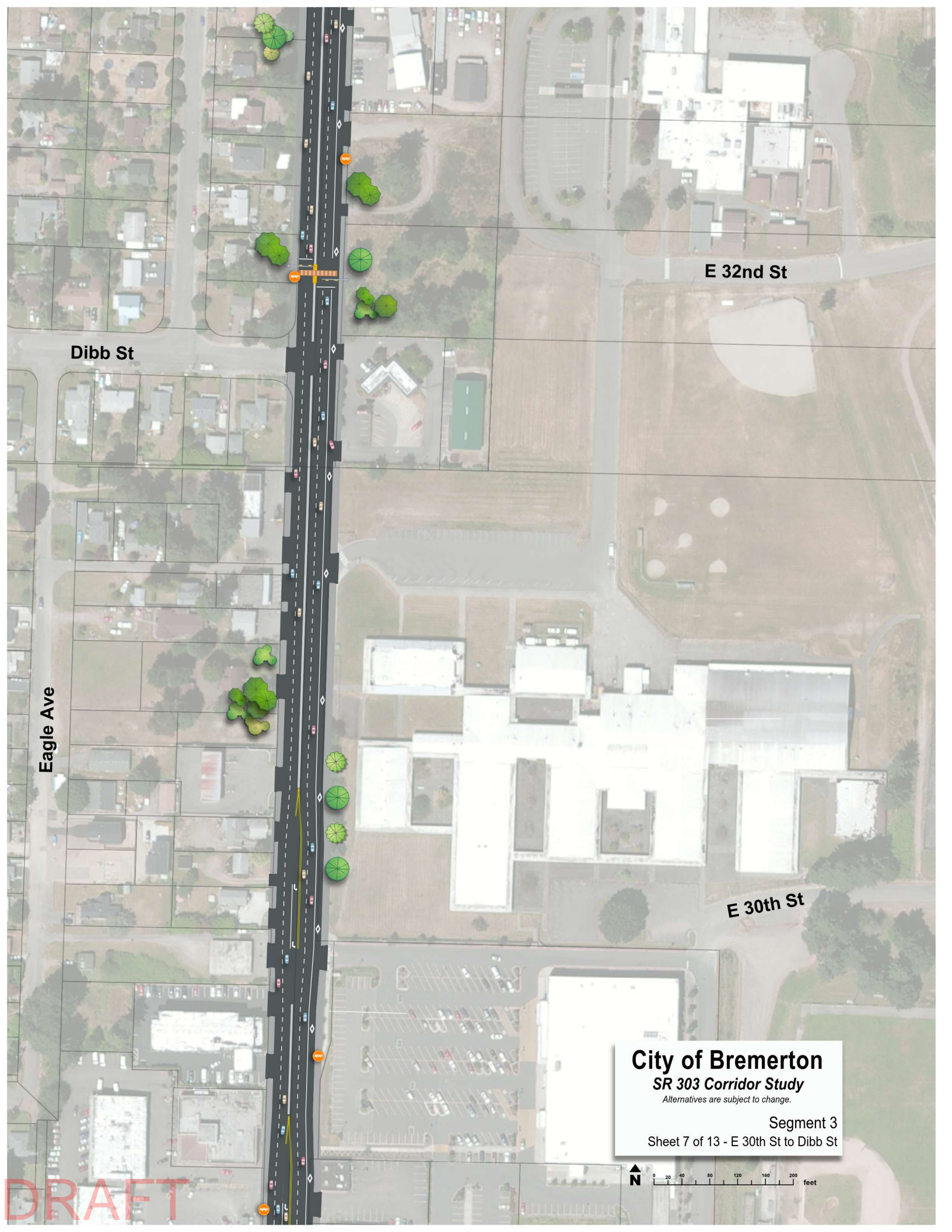
Alternatives are subject to change.

Segment 2

Sheet 6 of 13 - Callahan Dr to Sheridan Rd



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E 32nd St

Dibb St

Eagle Ave

E 30th St

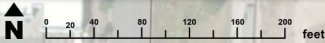
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SR 303 Corridor Study

Alternatives are subject to change.

Segment 3

Sheet 7 of 13 - E 30th St to Dibb St



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Pearl St

Spruce Ave

Sylvan Way

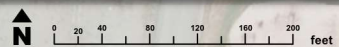
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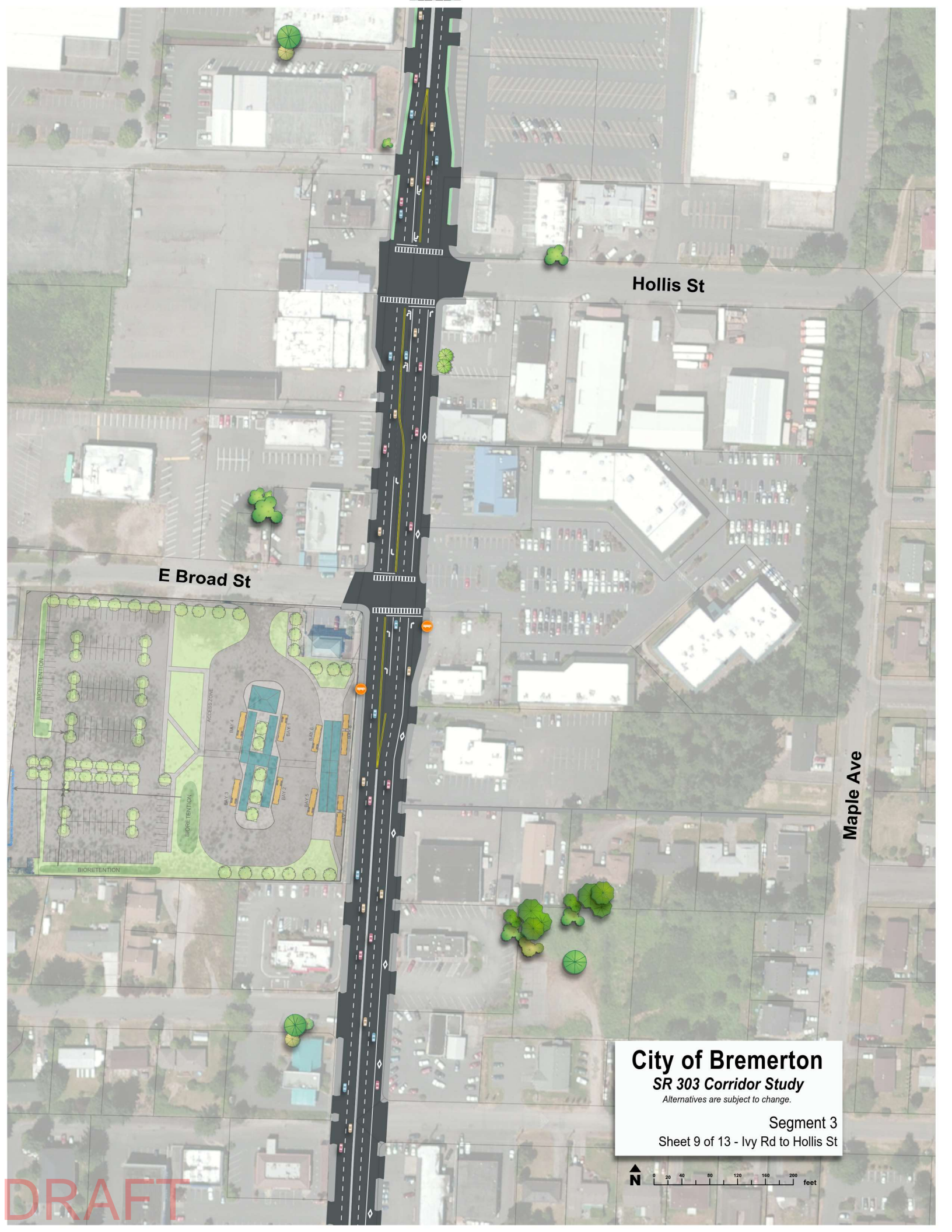
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Segment 3

Sheet 8 of 13 - E 33rd St to Pearl St



DRAFT



Hollis St

E Broad St

Maple Ave

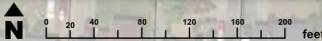
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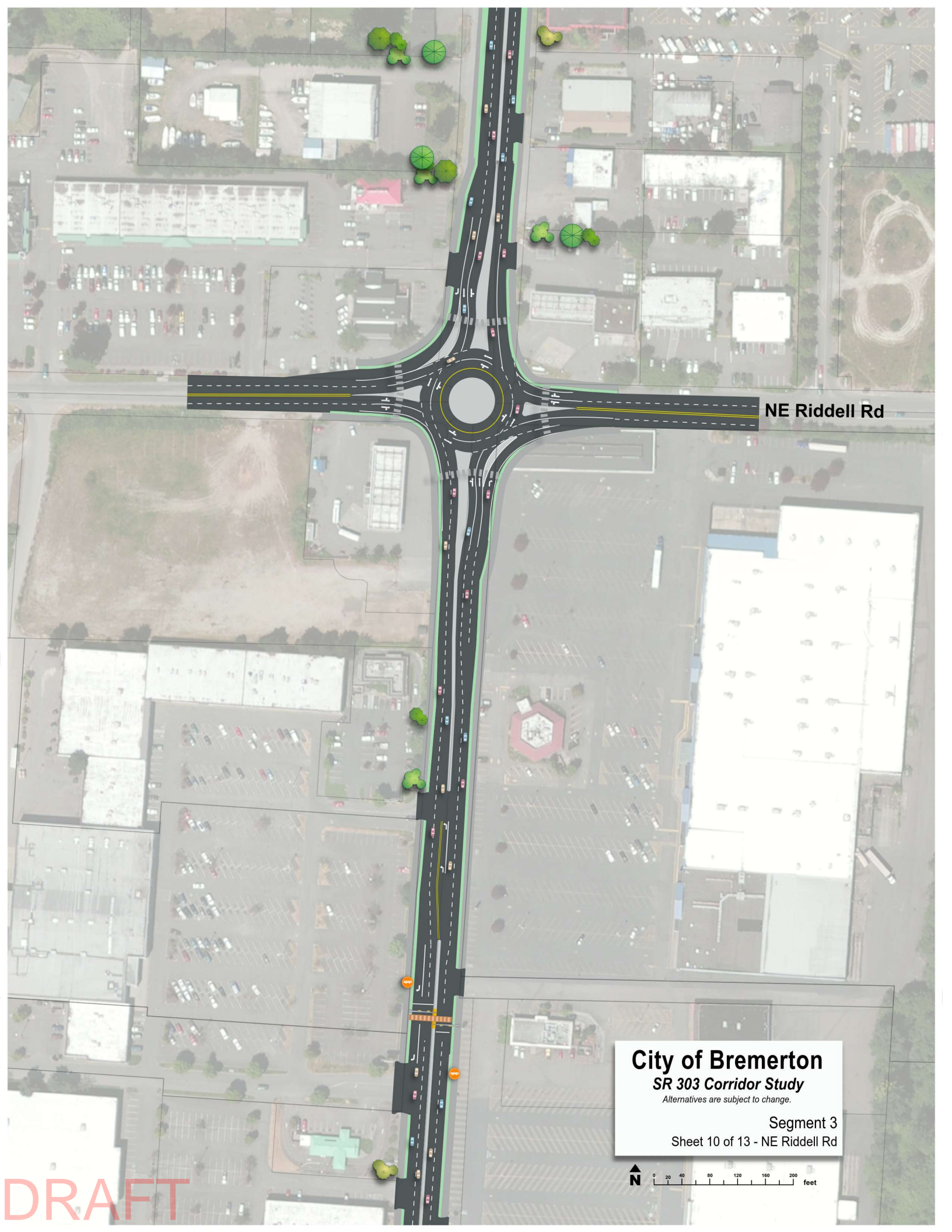
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Segment 3

Sheet 9 of 13 - Ivy Rd to Hollis St



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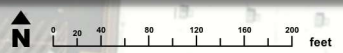


NE Riddell Rd

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Alternatives are subject to change.

Segment 3
Sheet 10 of 13 - NE Riddell Rd



DRAFT

NE Franklin Ave

NE Furneys Ln

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Alternatives are subject to change.

Segment 4

Sheet 11 of 13 - NE Furneys Ln at Fred Meyer



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NE Dawn Rd

NE Fuson Road

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Alternatives are subject to change.

Segment 4

Sheet 12 of 13 - NE Fuson Rd



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NE McWilliams Rd

NE McWilliams Rd

Park & Ride

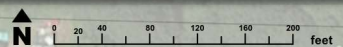
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Segment 4

Sheet 13 of 13 - NE McWilliams Rd at Illahee Preserve



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