

PHASING TO FUNDING

SR 303 CORRIDOR STUDY AND PHASING PLAN
CITY OF BREMERTON AND WSDOT

10/25/21

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Parametrix
ENGINEERING · PLANNING · ENVIRONMENTAL SCIENCES

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SUMMARY

- Project understanding
- Project Vision & Goals
- Practical Solutions Approach
- Stakeholder and community outreach
- Alternative development and Preferred Alternative
- Phasing
- Q&A

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PROJECT AREA



- City of Bremerton
 - About 41,400 people
- Large Employers
 - Naval Base Kitsap
 - Puget Sound Naval Shipyard
 - City Government
 - Olympic College
- SR 303/Warren Avenue
 - Primary north/south corridor
 - Connects from Bremerton to east Kitsap County
 - Gateway to Olympic National Forest
- Traffic
 - Growth forecast at 30% by 2040

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SR 303 CORRIDOR/WARREN AVE



Riddell Rd to Fairground Road
 Low density residential
 Some large retail at south end and at key intersections
 Higher speeds

Warren Ave Bridge to Riddell Rd
 Larger retail with large parking lots setback from road
 Higher vacancy

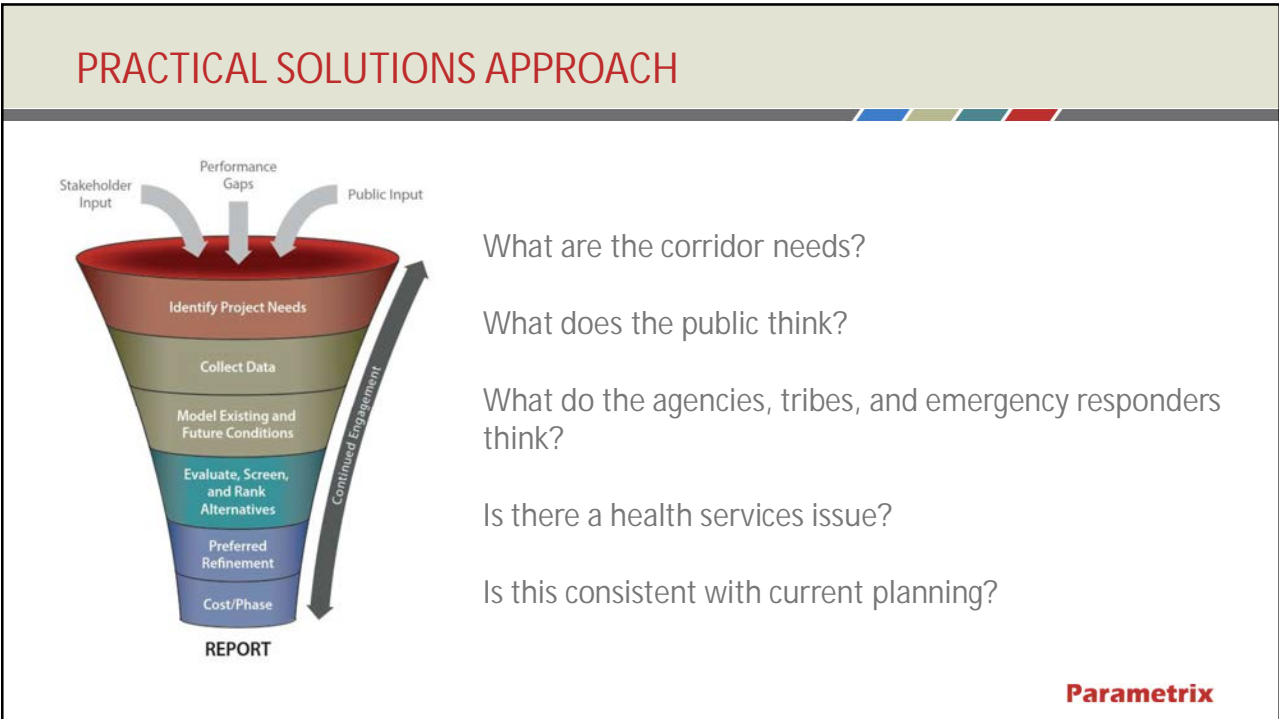
Burwell to Warren Ave Bridge
 Higher density residential and business
 Olympic College

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STAKEHOLDERS

The slide displays logos for the following stakeholders: City of Bremerton, Washington State Department of Transportation, The Suquamish Tribe, Bremerton Chamber of Commerce, Naval Base Kitsap, Kitsap Transit (Connecting Communities), Kitsap County Washington, Olympic College, and Parametrix.

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STAKEHOLDER ADVISORY MEETING SCHEDULE

Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
We are here												
	★											
	SAG MTG #1	SAG MTG #2	SAG MTG #3				SAG MTG #4	SAG MTG #5			SAG MTG #6	
	Kick off meeting Draft Need statement	Finalize Need statement Early findings	Draft alternatives Screening process				Screening results Refine alternatives	Pref. alternative Cost/phasing Report outline			Review report	

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OUTREACH



- Open House**
- In Person
 - Virtual
 - On-line



Project Web Page

Corridor Interviews

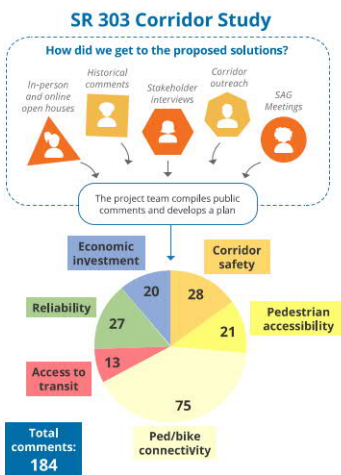
- On corridor
- At ferry terminal



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ALTERNATIVE DEVELOPMENT



Corridor Elements Workshop

Alternatives	Corridor Needs					
	Corridor safety	Pedestrian accessibility	Ped/bike connectivity	Access to transit	Reliability	Economic investment
Traffic Management	<ul style="list-style-type: none"> Pedestrian lighting 	<ul style="list-style-type: none"> ADA ramps 	<ul style="list-style-type: none"> Complete gaps in bike network 		<ul style="list-style-type: none"> Green wave or adaptive signal timing Improve signal phasing 	<ul style="list-style-type: none"> Placemaking and wayfinding
Multi-modal	<ul style="list-style-type: none"> Includes Traffic Management improvements Pedestrian crossings Lighting Wider shoulders 	<ul style="list-style-type: none"> Includes Traffic Management improvements Remove utilities from sidewalks Widen sidewalks 	<ul style="list-style-type: none"> Includes Traffic Management improvements Complete gaps in sidewalk network Pedestrian crossings Neighborhood connectivity 	<ul style="list-style-type: none"> Neighborhood connectivity Allocate bus stops closer to crossings 	<ul style="list-style-type: none"> Signal timing for transit Transit-only lane 	<ul style="list-style-type: none"> Includes Traffic Management improvements Remove utilities from sidewalks Widen sidewalks Viewpoint on Warren Ave Bridge Public art
Boulevard	<ul style="list-style-type: none"> Includes Multi-modal improvements Roundabouts Median control 	<ul style="list-style-type: none"> Includes Multi-modal improvements Bury utilities 	<ul style="list-style-type: none"> Includes Multi-modal improvements 	<ul style="list-style-type: none"> Neighborhood connectivity 	<ul style="list-style-type: none"> Roundabouts 	<ul style="list-style-type: none"> Includes Multi-modal improvements Bury utilities

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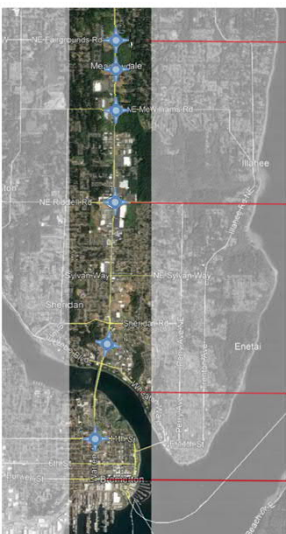
SECOND LEVEL SCREENING

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	Rating	Rating
			Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank
1. Burwell to SR 303	No Build		5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
	Traffic Management	\$	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
	Multi-modal	\$\$	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
	Boulevard	\$\$\$	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
2. SR 303 to Division	No Build		5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
	Traffic Management	\$	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
	Multi-modal	\$\$	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
	Boulevard	\$\$\$	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
3. Division to Riddell	No Build		5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
	Traffic Management	\$	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
	Multi-modal	\$\$	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
	Boulevard	\$\$\$	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
4. Riddell to McWilliams	No Build		5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
	Traffic Management	\$	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
	Multi-modal	\$\$	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
	Boulevard	\$\$\$	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
TOTAL	No Build		5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
	Traffic Management	\$	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
	Multi-modal	\$\$	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
	Boulevard	\$\$\$	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	

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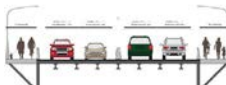
STUDY PREFERRED ALTERNATIVE



Riddell Rd to Fairground Road
 Two roundabouts to replace signals
 Improve transit stops
 Curb, gutter, sidewalk on both sides of SR 303



Warren Ave Bridge to Riddell Rd
 Two roundabouts
 10' wide sidewalk with buffer where possible
 Off corridor marked bike route
 Center median
 Northbound BAT Lane
 U-turns at signals



Burwell to Warren Ave Bridge
 One roundabout
 Widened Warren Ave bridge for active transportation
 10' wide sidewalk where possible
 Continued coordination for off-corridor bicycle route

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PHASING APPROACH

How to get from today to the vision?

- Break the alternatives back into elements
- Address early and interim needs for safety and mobility
- Consider forward compatibility to reduce reconstruction
- Cost estimates


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PHASING EXAMPLE

SR 303 Corridor Study Phase 3B

Project Description
Reconfigure roadway section to replace two-way left-turn lanes with medians. Provide median breaks at select locations and u-turns at intersections to maintain access to businesses.

Project Area


Project Attributes

Jurisdiction	City of Bremerton
Corridor Need	Improve corridor safety Improve economic investment
Location	South of Sheridan Road through Sylvan Way
Project Length	2,750 feet
Mode	Auto
Facility Type	Roadway
Version	
Date Last Modified	

Cost Range* \$1,95M - \$3.45M

Project Elements

- Replace two-way left turn lane (TWLTL) with 3' - 5' side median with breaks at intersections. Provide a median break for southbound left turn at Old East Bremerton High School entrance
- Provide southbound u-turn at Sheridan Road
- Provide northbound and southbound u-turns at Sylvan Way
- Provide low-maintenance landscape or hardscape buffer between curb and sidewalk at various locations

Benefits

- Median provides early safety benefit by reducing unprotected left turn movements to and from the center lane

Issues and Risks


- Impacts to right-of-way
- Coordination with property owners

Notes

*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

SR 303 Corridor Study Phase 4B

Project Description
Convert 11th Street intersection to a roundabout.

Project Area


Project Attributes

Jurisdiction	City of Bremerton
Corridor Need	Improve corridor safety Improve corridor reliability
Location	11th Street
Project Length	
Mode	Auto
Facility Type	Intersection
Version	
Date Last Modified	

Cost Range* \$7.7M - \$13.45M

Project Elements

- Replace signal at 11th Street with a 2 lane roundabout including pedestrian crossings at all four quadrants

Benefits

- Roundabouts reduce crash severity, improve pedestrian safety, and provide a sustainable solution for traffic control

Issues and Risks

- Impacts to right-of-way
- Modifications to access
- Public education required
- Cost
- Moderate traffic interruption during construction
- Additional mitigation may be required to address environmental impacts not evaluated in this study
- Design will need to address cross slopes to meet ADA standards

Notes

- Design should support and include all City of Bremerton active transportation planning improvements
- Design should value engineer the roundabout to reduce impacts to right-of-way
- Traffic analysis shows existing traffic operations would improve from implementation of a roundabout. As traffic demand grows in the future the roundabout would continue to provide operation and safety benefits.
- This roundabout meets City concurrency requirements

*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

21 separate phases

Costs range between \$200k to \$16m

Phases can be combined if in the right order

Information provided supports initial funding application

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CITY APPLICATIONS FOR FUNDING

- \$150M Notification of Need to Senator Patty Murray as part of the Federal Stimulus package
- Notification of Need to House Representatives in the 35th and 23rd Districts
 - Warren Ave Bridge Pedestrian & Bicycle Improvements – \$25M
 - Kitsap Way West – Kitsap Lake Junction to SR3 - Phase 1 – \$15M
 - Werner Road in the West Bremerton Auto Center Retail Center – \$30M
 - Kitsap Way West – Kitsap Lake Junction to SR3 - Phase 2 – \$15M
 - W Belfair Valley Rd – \$15M
 - Warren Ave Bridge preservation – \$16M
- Request to Senate Democratic Caucus for \$1.9M to upgrade to fiber optic system and Adaptive Signal Control

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LESSONS LEARNED

- Regular conversations with stakeholders are necessary
- Clearly define project boundaries
- Recognize different jurisdictional roles/needs
- Keep one additional stakeholder meeting in reserve

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THANK YOU!

City Staff

- Mayor Wheeler – City Mayor
- Katie Ketterer – City PM
- Tom Knuckey – City Engineer
- Shane Weber – City Traffic Engineer

All of the stakeholders

Our consultant team partners

- PRR, Fehr and Peers, Community Attributes

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QUESTIONS

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