

City of Bremerton

Warren Avenue Bridge Multimodal Project

Open House | June 12, 2023



SCJ ALLIANCE
CONSULTING SERVICES



Welcome!

Today's Webinar will:

1. Recap the Need, Intent and Budget for the Project
2. Outline the public outreach process
3. Present the Community Survey Results
4. Explain the alternatives analysis screening process
5. Present the results of the three-part screening process

Enter your questions into the chat and we will work our way through those at the conclusion of the presentation.



Project Need and Intent

PROJECT NEED

While the Warren Avenue Bridge is the major connection between east and west Bremerton, its pedestrian and bicycle facilities are substandard.

- At 3.5' wide, current walkways do not meet minimum ADA requirements and are too narrow for wheelchairs and pedestrians to safely pass
- With no bike lanes, cyclists are forced to contend with high-speed traffic or use walkways

Improvements are also important because the bridge:

- Is a central link in Bremerton's Bridge-to-Bridge urban trail system
- Needs a pedestrian and bicycle connection to be consistent with the City's comprehensive and non-motorized transportation plans
- Provides access to facilities including Olympic College, healthcare and social services, Puget Sound Naval Shipyard (PSNS), and the ferry terminal

PROJECT INTENT

To add ADA-accessible pedestrian and bicycle facilities where none currently exist.

- Other improvements may include lighting and other features to enhance traffic safety and aesthetics.



Project Budget

FUNDING

The current available budget for design and construction is **\$26.5M**, which includes:

- » A \$1.5M Washington State grant to design the project, including preliminary engineering and permitting, was awarded to the City in 2020
- » \$25M in construction funding, secured through the Moving Ahead Washington funding package was approved during the 2022 legislative session



Previous Planning Studies

SR 303 CORRIDOR STUDY (2021)

- 2-year study included a stakeholder advisory group and community outreach
- Warren Avenue Bridge identified as top priority project
 - » SR 303 Corridor Study Phase 1B – see project description from study in box at right

RECOMMENDED IMPROVEMENTS INCLUDED:

- » 10' clear width both sides of bridge
- » wayfinding
- » Center barrier
- » lighting

EASTSIDE VILLAGE SUBAREA PLAN (2020)

- Examined alternative for the future of the Eastside Village subarea (located immediately east of SR 303). With consideration and coordination of the SR 303 Corridor Study

RECOMMENDED PEDESTRIAN AND BICYCLE INFRASTRUCTURE IMPROVEMENTS INCLUDED:

- » SR 303 Warren Avenue Bridge – new 8-foot shared use pathways on both sides of bridge
- » Lower Wheaton Way from Lebo Boulevard to Sheridan Road (alternative to Cherry Avenue) – new shared use lane
- » Callahan Drive from SR 303 to Wheaton Way – new bike lane connecting between priority bike routes
- » Clare Avenue – Bike route connecting from SR 303 to the Bridge to Bridge Trail at Lebo Boulevard
- » Sheridan Road – new shared use lane

SR 303 Corridor Study Phase 1B

PROJECT DESCRIPTION

Improve safety for vehicles crossing Warren Avenue Bridge by reducing lane width and installing center barrier. Improve active transportation connectivity across the Port Washington Narrows by improving active transportation facilities across the Warren Avenue Bridge and providing additional connections north and south of the bridge. Active transportation improvements on the bridge will enhance the bridge to bridge trail connection for the City of Bremerton.

| | |
|-----------------------|--|
| Jurisdiction | City of Bremerton |
| Corridor Need | Improve corridor safety Improve pedestrian and bicycle connectivity |
| Location | Warren Avenue Bridge |
| Project Length | 2,400 feet |
| Mode | Auto, transit, active transportation |
| Facility Type | Roadway, sidewalk, active transportation, bicycle |

PROJECT ATTRIBUTES

| | |
|-------------------------|---|
| Project Elements | <ul style="list-style-type: none"> ▪ Widen Warren Avenue Bridge to include 10' sidewalks on both sides ▪ Manage lane widths on Warren Avenue Bridge with a minimum of 10.5' ▪ Center barrier on Warren Avenue Bridge ▪ Construct a 3' wide low-maintenance landscape or hardscape buffer between curb and sidewalk and widen sidewalks to 10' on east side of SR 303 from north of 17th Street to the Warren Avenue Bridge ▪ Update lighting on the structure for both roadway and active transportation users ▪ Sidewalks at both north and south ends that are forward-compatible with long-term plan ▪ Active transportation facility to connect to Lebo Boulevard on the north side of the bridge ▪ Provide wayfinding for active transportation ▪ Bicycle facilities south of the bridge between SR 303 and Park Avenue |
| Benefits | <ul style="list-style-type: none"> ▪ Provides safe width for cyclists and pedestrians to cross Port Washington Narrows ▪ All active transportation facilities provide a key link for a fully functional bridge to bridge trail connection ▪ Improves accessibility across corridor |
| Issues and Risks | <ul style="list-style-type: none"> ▪ Cost ▪ Constructability of the cantilever section ▪ Optimizing existing bridge widths ▪ Maintenance ▪ Efficient off bridge pedestrian and bicycle routes |
| Notes | <ul style="list-style-type: none"> ▪ Warren Avenue Bridge improvements would include new decking material in response to recent potholes on the bridge that impacted traffic flow and reliability ▪ Consider overlooks on either side of the bridge near the uphill end ▪ The bicycle connection between SR 303 and Park Avenue needs to be constructed after the Warren Avenue Bridge improvements ▪ Appropriate lighting will be provided for active transportation facilities |

PROJECT AREA



Note: Conceptual drawing only. Channelization and sidewalk improvements north of the Warren Avenue Bridge are not included in this phase.



Note: Conceptual drawing only. Bicycle facilities along 18th Street and tunnel undercrossing are not included in this phase.

Existing Bridge Conditions

- 1,700' long (1/3 mile)
- 67.5' overall width
- 4 lanes of vehicle travel
 - » 11' inside lane, 11.5' outside lane
- Non-ADA compliant pedestrian access route on each side
 - » Widths vary from 3'-2" to 3'-11"
 - » ADA compliance requires 5' each side

STRUCTURE IS OWNED AND MAINTAINED BY WSDOT

- Three different structure types
 - » Concrete T-Beam
 - » Concrete Box Girder
 - » Steel Plate Girder
- Eligible for National Register of Historic Places
 - » Bridge constructed in 1958



Public Process Overview

Five Stakeholder Advisory Group Meetings

- 2022: February, March, September, November
- 2023: June

City Committees

- November 2021: Complete Streets Committee
- March 2023: ADA Committee

Public Feedback

- April 2023 survey
- April 2023 Public Open House

WSDOT Coordination

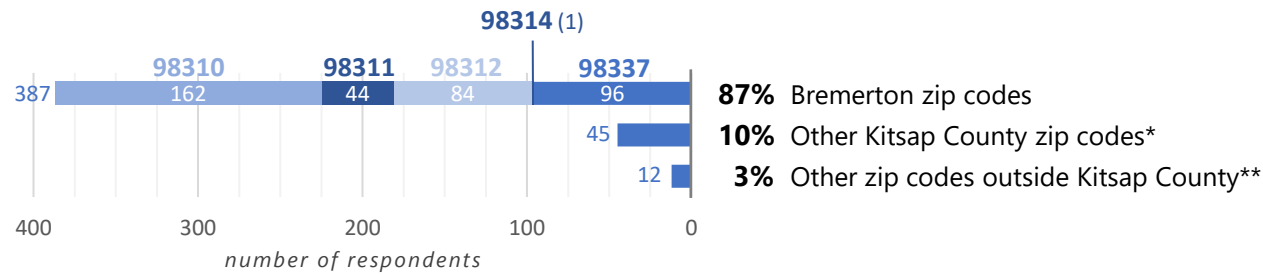
- Project Duration



Survey Results (April 10-28, 2023)

417 completed surveys and 53 partial responses were received.

1) What is the zip code where you live?



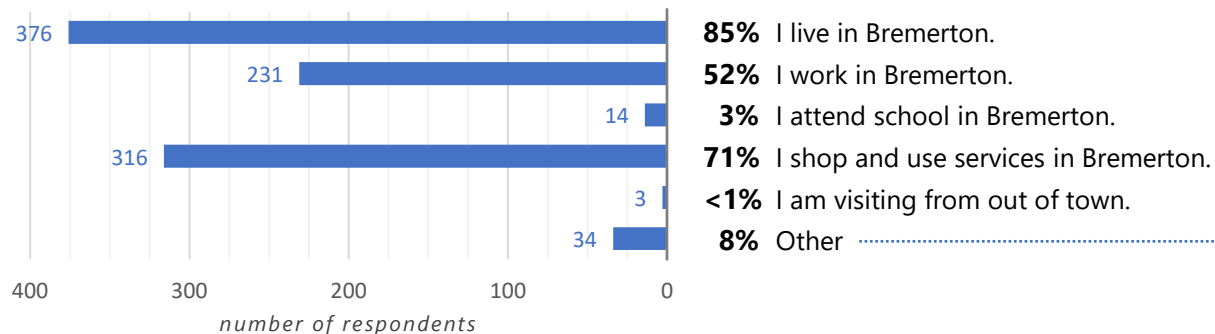
Notes:

* Other Kitsap County zip codes identified by respondents included: 98110 (4), 98366 (13), 98367 (4), 98370 (9), 98380 (5), 98383 (9), and 98392 (1).

** Zip codes identified by respondents outside Kitsap County included: 80303 (1), 90026 (1), 98105 (1), 98335 (1), 98349 (1), 98368 (1), 98412 (1), 98528 (4), and 98862 (1).

Total responses received for Question 1: **444**

2) What is your relationship to Bremerton? Select all that apply.



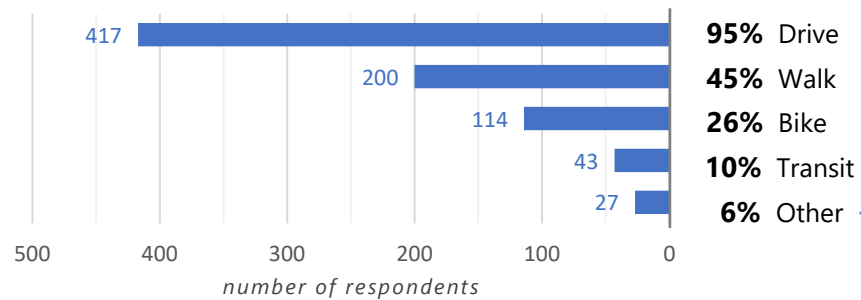
Open-ended "Other" responses included:

- My kids attend school or play sports in Bremerton
- I own a business in Bremerton
- I visit Bremerton for recreation
- I attend church in Bremerton
- I visit friends/family in Bremerton
- I frequent Bremerton restaurants and businesses

Total responses received for Question 2: **443**

Survey Results (April 10-28, 2023)

3) How do you currently use the Warren Avenue Bridge? Select all that apply.

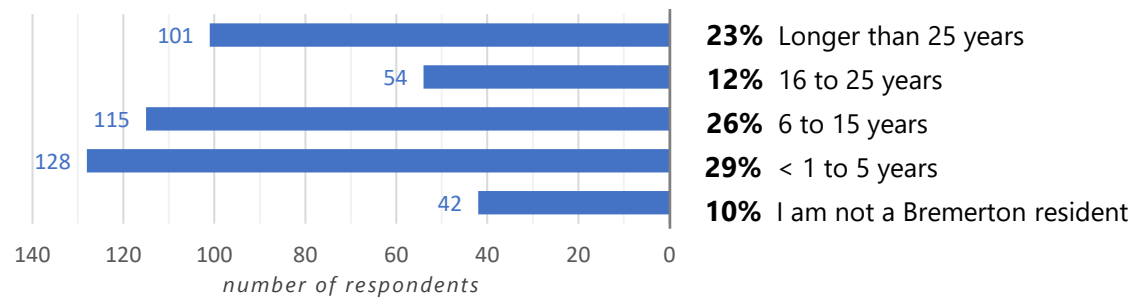


Open-ended "Other" responses included:

- Running/jogging
- Wheelchair
- Stroller
- Walking with my dog
- I avoid walking/biking because it's unsafe

Total responses received for Question 3: **441**

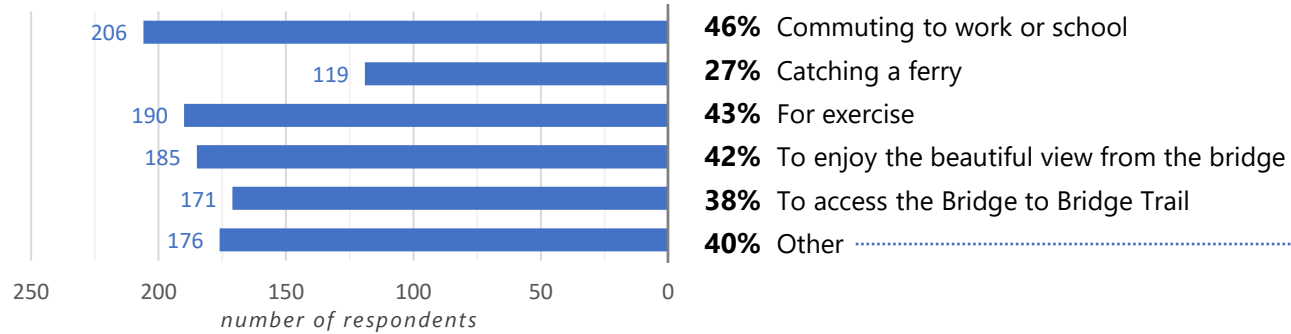
4) If you live in Bremerton, how long have you been a part of the community?



Total responses received for Question 4: **440**

Survey Results (April 10-28, 2023)

5) Why do you typically use the Warren Avenue Bridge? Select all that apply.

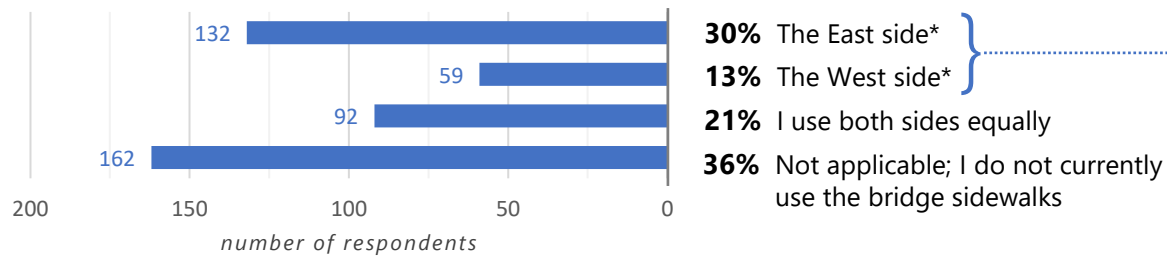


Open-ended "Other" responses included:

- To access shopping/businesses/services
- Getting from one side of town to the other
- Running errands
- Driving to other regional locations (Belfair, Tacoma, Gig Harbor, Silverdale, etc.)

Total responses received for Question 5: **445**

6) When utilizing the existing sidewalks on the bridge, is there one side that you prefer to use?



* Respondents who selected "the East side" or "the West side" were asked why they prefer to use the sidewalks on that side of the bridge. Responses included:

East side preference:

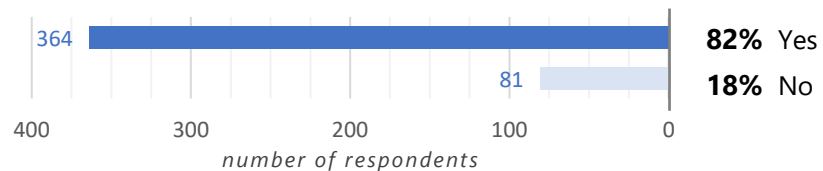
- Ease of access to/from my neighborhood
- Feels safer to walk on
- Easier access for a bicycle
- More convenient for my running/walking route
- Easier to connect to the Bridge to Bridge Trail

West side preference:

- Ease of access to/from my neighborhood
- Better view of the mountains
- Has direct stair access
- Path is more offset from road, feels safer
- Easier to access with a stroller

Total responses received for Question 6: **445**

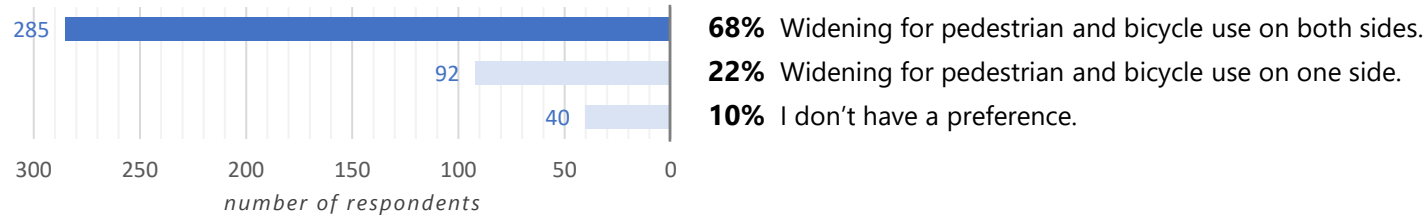
7) Do you anticipate using the bridge as a pedestrian or bicyclist once the project is complete?



Total responses received for Question 7: **445**

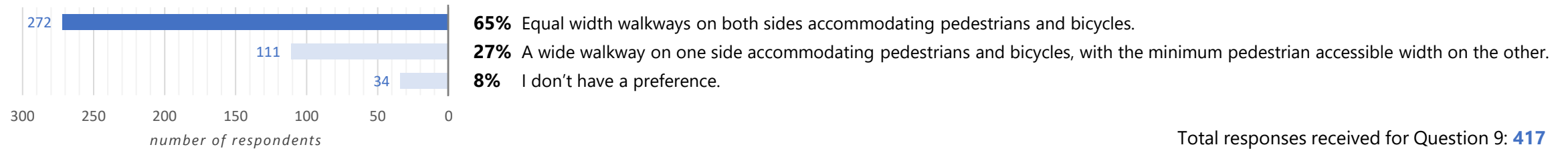
Survey Results (April 10-28, 2023)

8) Do you have a preference for widening the walkways on only one side of the bridge or on both sides of the bridge?



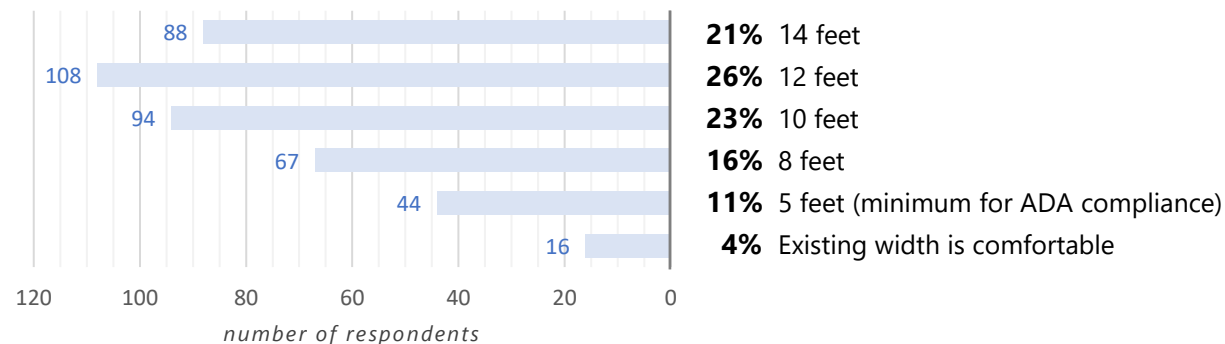
Total responses received for Question 8: **417**

9) If the project widens the walkways on both sides of the bridge, which would you prefer?



Total responses received for Question 9: **417**

10) From your perspective, what minimum walkway width is needed to comfortably accommodate all pedestrians and bicyclists on the bridge?

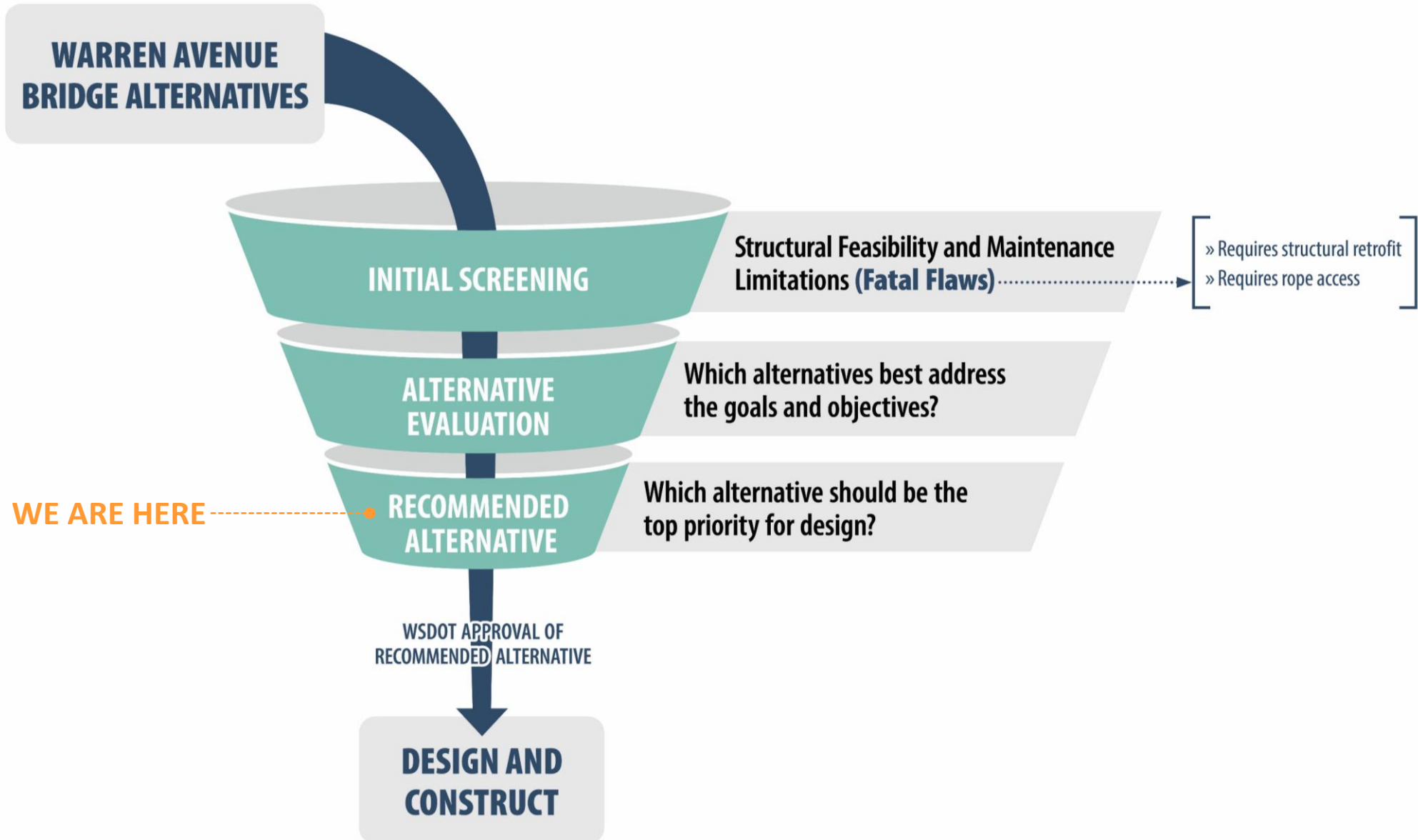


Total responses received for Question 10: **417**

April Open House Comments

- Comments from 24 individuals were received at the April 24, 2023 Open House
- General comment themes included:
 - **Widen both sides of the bridge equally (8 comments)**
 - 10'–12' minimum needed for both bikes and pedestrians
 - Widen both sides of the bridge equally as wide as possible within the budget – both sides are probably equally used and it feels annoying to widen one but not both
 - Especially with more dense housing on both sides of the bridge, it is important to keep traffic flow / maintain bicycle and pedestrian access on both sides
 - **Widen only one side as much as possible (8)**
 - Safe bike lanes on one side and ADA accessible on both
 - Narrower bridge paths can result in conflicts between users of the path
 - Save the money by widening only one side, and use it to allow for safe connections to the bridge (off bridge improvements)
 - **Safer bike/pedestrian facilities are needed (4)**
 - Existing bike lanes and sidewalks are narrow, dangerous
 - It's an equity issue – critical for households without a vehicle
 - **Consider Juniper Street bike/ped access to bridge (4)**
 - Prefer long, gentler path along Juniper Street to access the bridge – no switchbacks through park (Lebo Blvd. pathway)
 - Don't cut through the madronas in Sheridan Park for a shared use path – use part of Juniper Street to make a longer curved path down through the park
 - **Crossing options – under-/overcrossing needed (3)**
 - Tunnel on south side of bridge allows better access for people at Olympic College
 - Difficult to cross the street to get to the other side; connect east and west sides – maybe with a pedestrian/bike bridge or overpass at either end of the bridge
 - **Build off bridge connectivity projects at the same time as the project (3)**
 - Off bridge connectors and sidewalks should be built together – no one is going to use the bridge if it's annoying to get to; doing it after the project seems inefficient
 - Without safe connections to the bridge, we won't be able to use it

Alternatives Analysis



Level 1 Screening – Recap

Initial Screening Matrix

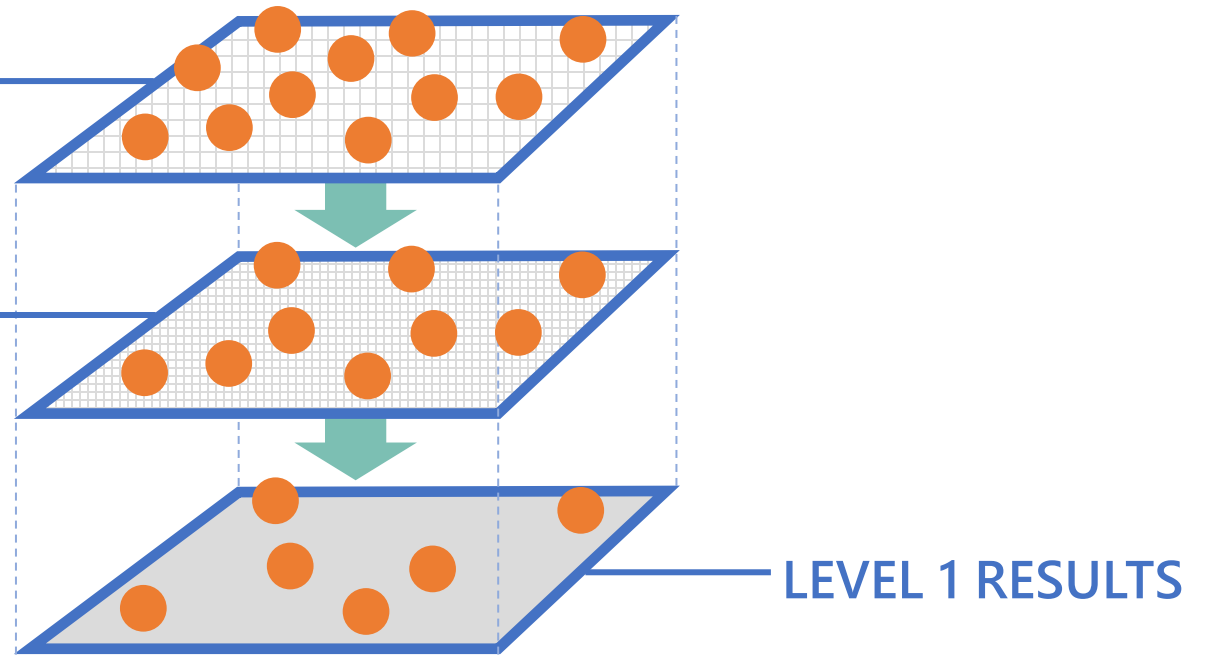
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| | Both sides | Both sides | Both sides | West side | East side | Both sides | Both sides | Both sides | East side * | Both sides | East side * |
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| Overlooks | 8'x24', 4 total | 6'x24', 4 total | No | No | No | N/A | N/A | No | No | No | No |
| Structural Feasibility | Yes | Yes | Yes | Yes | Yes | No | No | Yes | Yes | Yes | Yes |
| Bridge Fully ADA Compliant | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes | No |
| Maintenance/Inspection Access | Existing UBIT | Existing UBIT | Larger UBIT | Rope access required | Rope access required | Larger UBIT | Existing UBIT | Larger UBIT | Larger UBIT | Larger UBIT | Larger UBIT |
| Planning Level Project Cost (Design and Construction) | \$23.1M | \$25.6M | \$29.1M | N/A | N/A | N/A | N/A | \$23.0M | \$17.8M | \$25.6M | \$20.2M |

* Original West Sound Cycle Club (WSCC) proposal was for the improvement to be on the west side of the bridge but was subsequently revised to east side of the bridge at the request of WSCC.

Level 1 Screening – Recap

Screening Criteria:

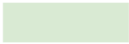

- **STRUCTURAL FEASIBILITY** — Is the alternative structurally feasible?
- **MAINTENANCE/INSPECTION ACCESS** — Does the alternative allow for maintenance and inspection without requiring rope access?



Level 1 Screening – Recap

Screening Criteria: Structural Feasibility

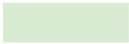

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 Feasible Alternative
 Eliminated Alternative

Level 1 Screening – Recap

Screening Criteria: Structural Feasibility

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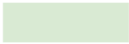

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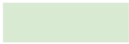

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| Alternatives | 8-foot clear width | 10-foot clear width | 12-foot clear width | 16-foot clear width | 16-foot clear width | 12-foot clear width on east side; 5-ft clear width on west side | 12-foot clear width | 14-foot clear width on east side; 5-ft clear width on west side | 14-foot clear width |
| | Both sides | Both sides | Both sides | West side | East side | Both sides | East side * | Both sides | East side * |
| Origin | WSDOT recommendation | SR 303 Corridor Study preferred alternative | Larger 2-sided alternative assuming purchase of new UBIT | Combined WSCC one-sided alternative with WSDOT standards for shared use path | Alternate to 4a, not requiring an undercrossing of SR 303 | WSCC option plus 5' for ADA access on opposite side | WSCC option as presented to Council (2021) | WSCC option plus 5' for ADA access on opposite side | WSCC option as presented to Council (2021) |
| Overlooks | 8'x24', 4 total | 6'x24', 4 total | No | No | No | No | No | No | No |
| Structural Feasibility | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Bridge Fully ADA Compliant | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes | No |
| Maintenance/Inspection Access | Existing UBIT | Existing UBIT | Larger UBIT | Rope access required | Rope access required | Larger UBIT | Larger UBIT | Larger UBIT | Larger UBIT |
| Planning Level Project Cost (Design and Construction) | \$23.1M | \$25.6M | \$29.1M | N/A | N/A | \$23.0M | \$17.8M | \$25.6M | \$20.2M |

Feasible Alternative
 Eliminated Alternative

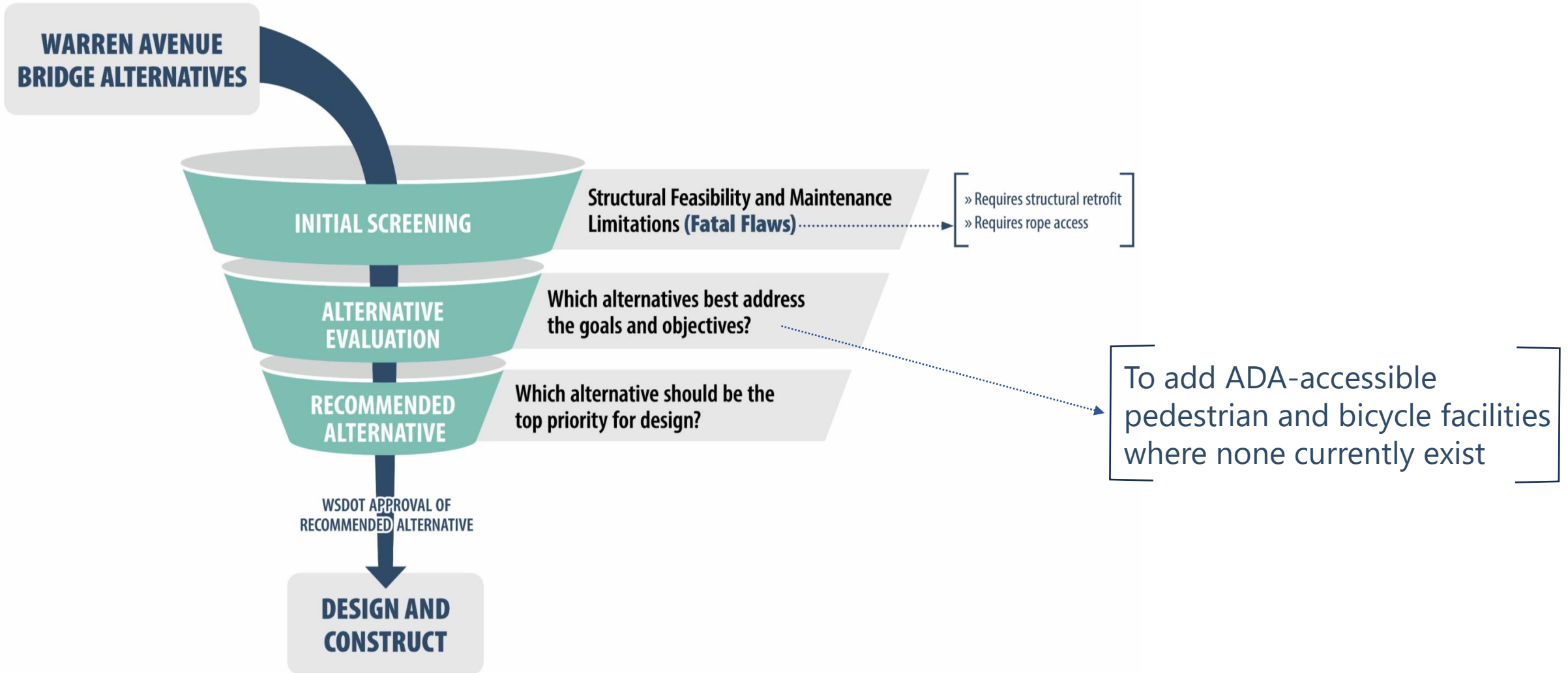
Level 1 Screening – Recap

Seven alternatives remaining after initial screening:

| | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 7 | Alternative 7a | Alternative 8 | Alternative 8a |
|---|--------------------------------------|---|--|---|--|---|--|
| Alternatives | 8-foot clear width Both sides | 10-foot clear width Both sides | 12-foot clear width Both sides | 12-foot clear width on east side; 5-ft clear width on west side Both sides | 12-foot clear width East side * | 14-foot clear width on east side; 5-ft clear width on west side Both sides | 14-foot clear width East side * |
| Origin | WSDOT recommendation | SR 303 Corridor Study preferred alternative | Larger 2-sided alternative assuming purchase of new UBIT | WSCC option plus 5' for ADA access on opposite side | WSCC option as presented to Council (2021) | WSCC option plus 5' for ADA access on opposite side | WSCC option as presented to Council (2021) |
| Overlooks | 8'x24', 4 total | 6'x24', 4 total | No | No | No | No | No |
| Structural Feasibility | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Bridge Fully ADA Compliant | Yes | Yes | Yes | Yes | No | Yes | No |
| Maintenance/Inspection Access | Existing UBIT | Existing UBIT | Larger UBIT | Larger UBIT | Larger UBIT | Larger UBIT | Larger UBIT |
| Planning Level Project Cost (Design and Construction) | \$23.1M | \$25.6M | \$29.1M | \$23.0M | \$17.8M | \$25.6M | \$20.2M |

Feasible Alternative
 Exceeds Project Budget

Level 2 Screening – Community and Agency Feedback



Key Preferences Determine Level 2 Screening

Washington State Department of Transportation (WSDOT) provided guidance on meeting accessibility (ADA) requirements:

- Federal ADA regulations require projects to remove barriers and to bring systems into compliance.
- City requested clarification on alternatives that leave one side unimproved, which currently does not meet ADA requirements.
- WSDOT Office of Equity and Civil Rights would not be supportive of a design that did not remove ADA barriers when there are other viable options being considered that do meet ADA requirements.



Level 2 Screening Criteria

PREFERENCE 1 – Widening for pedestrian and bicycle use on both sides

Key Preferences Determine Level 2 Screening

City ADA Committee met on March 20 and provided the recommendations:

- Unanimously **opposed** to options that only built improvements on one side.
- Unanimously **opposed** to a 5' wide improvement on the west side of the bridge with a wider shared use path on the east side of the bridge
- Unanimously **supported** alternatives (2 and 3) which proposed at least a 10' wide path on each side of the bridge



Level 2 Screening Criteria

PREFERENCE 1 – Widening for pedestrian and bicycle use on both sides

PREFERENCE 2 – Equal width walkways on both sides accommodating pedestrians and bicycles

PREFERENCE 3 – Minimum walkway width of 10 feet or greater

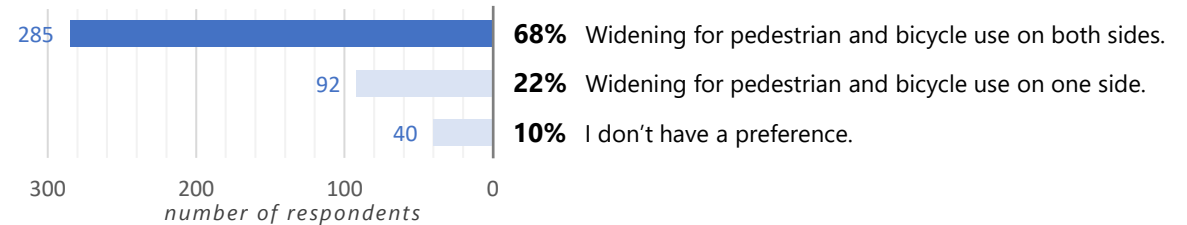
Survey and Open House Feedback-> Screening Criteria

Screening Criteria:

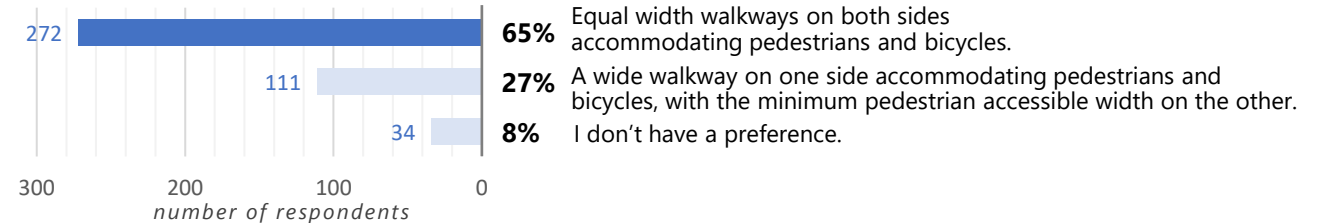
How closely does the alternative align with the public preferences expressed in the April 2023 survey and public open house?

- **Key preferences:**
 - Widening for pedestrian and bicycle use on both sides – **68%**
 - Equal width walkways on both sides accommodating pedestrians and bicycles – **65%**
 - Minimum walkway width of 10 feet or greater – **70%**

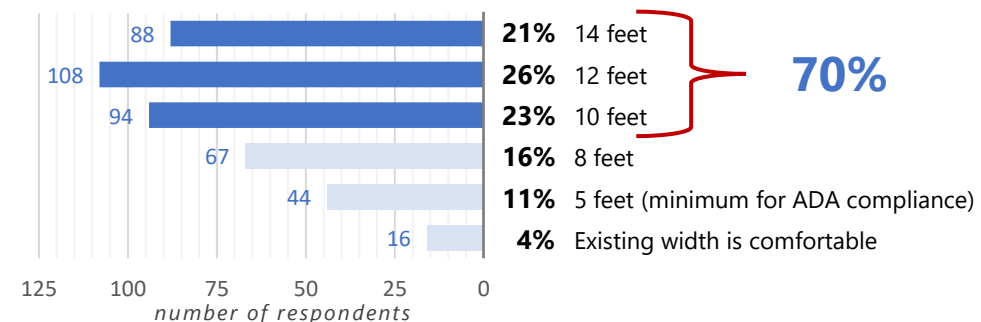
8) Do you have a preference for widening the walkways on only one side of the bridge or on both sides of the bridge?



9) If the project widens the walkways on both sides of the bridge, which would you prefer?



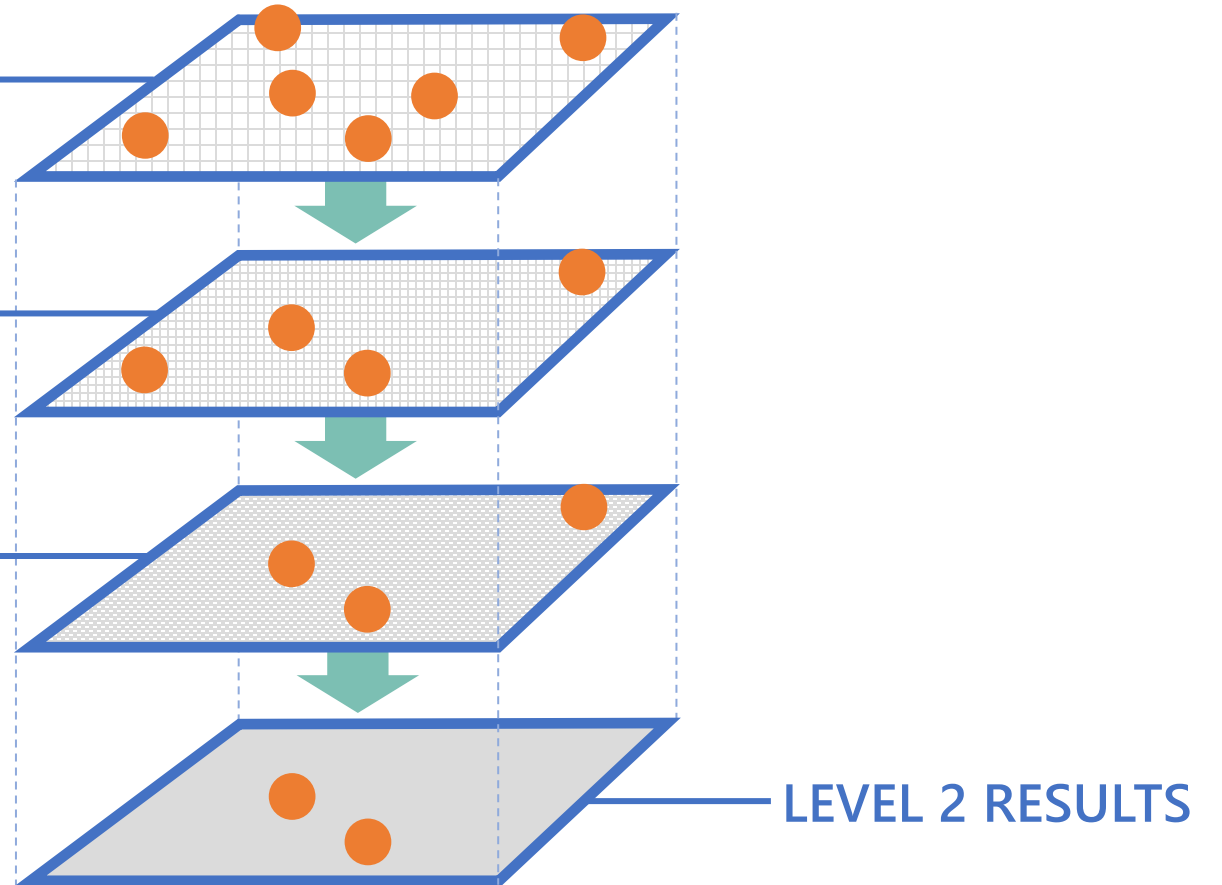
10) From your perspective, what minimum walkway width is needed to comfortably accommodate all pedestrians and bicyclists on the bridge?



Level 2 Screening

Screening Criteria:

- **PUBLIC PREFERENCE 1** — Widening for pedestrian and bicycle use on both sides
- **PUBLIC PREFERENCE 2** — Equal width walkways on both sides accommodating pedestrians and bicycles
- **PUBLIC PREFERENCE 3** — Minimum walkway width of 10 feet or greater



Level 2 Screening

Screening Criteria:

- PUBLIC PREFERENCE 1**
 Widening for pedestrian and bicycle use on both sides
- PUBLIC PREFERENCE 2**
 Equal width walkways on both sides accommodating pedestrians and bicycles
- PUBLIC PREFERENCE 3**
 Minimum walkway width of 10 feet or greater

| | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 7 | Alternative 7a | Alternative 8 | Alternative 8a |
|---|--------------------------------------|---|--|---|--|---|--|
| Alternatives | 8-foot clear width Both sides | 10-foot clear width Both sides | 12-foot clear width Both sides | 12-foot clear width on east side; 5-ft clear width on west side Both sides | 12-foot clear width East side * | 14-foot clear width on east side; 5-ft clear width on west side Both sides | 14-foot clear width East side * |
| Origin | WSDOT recommendation | SR 303 Corridor Study preferred alternative | Larger 2-sided alternative assuming purchase of new UBIT | WSCC option plus 5' for ADA access on opposite side | WSCC option as presented to Council (2021) | WSCC option plus 5' for ADA access on opposite side | WSCC option as presented to Council (2021) |
| Overlooks | 8'x24', 4 total | 6'x24', 4 total | No | No | No | No | No |
| Structural Feasibility | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Bridge Fully ADA Compliant | Yes | Yes | Yes | Yes | No | Yes | No |
| Maintenance/Inspection Access | Existing UBIT | Existing UBIT | Larger UBIT | Larger UBIT | Larger UBIT | Larger UBIT | Larger UBIT |
| Planning Level Project Cost (Design and Construction) | \$23.1M | \$25.6M | \$29.1M | \$23.0M | \$17.8M | \$25.6M | \$20.2M |

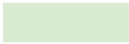

* Original West Sound Cycle Club (WSCC) proposal was for the improvement to be on the west side of the bridge but was subsequently revised to east side of the bridge at the request of WSCC.

Level 2 Screening

Screening Criteria:

- PUBLIC PREFERENCE 1**
 Widening for pedestrian and bicycle use on both sides
- PUBLIC PREFERENCE 2**
 Equal width walkways on both sides accommodating pedestrians and bicycles
- PUBLIC PREFERENCE 3**
 Minimum walkway width of 10 feet or greater

| | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 7 | Alternative 7a | Alternative 8 | Alternative 8a |
|---|----------------------|---|--|---|--|---|--|
| Alternatives | 8-foot clear width | 10-foot clear width | 12-foot clear width | 12-foot clear width on east side; 5-ft clear width on west side | 12-foot clear width | 14-foot clear width on east side; 5-ft clear width on west side | 14-foot clear width |
| | Both sides | Both sides | Both sides | Both sides | East side * | Both sides | East side * |
| Origin | WSDOT recommendation | SR 303 Corridor Study preferred alternative | Larger 2-sided alternative assuming purchase of new UBIT | WSCC option plus 5' for ADA access on opposite side | WSCC option as presented to Council (2021) | WSCC option plus 5' for ADA access on opposite side | WSCC option as presented to Council (2021) |
| Overlooks | 8'x24', 4 total | 6'x24', 4 total | No | No | No | No | No |
| Structural Feasibility | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Bridge Fully ADA Compliant | Yes | Yes | Yes | Yes | No | Yes | No |
| Maintenance/Inspection Access | Existing UBIT | Existing UBIT | Larger UBIT | Larger UBIT | Larger UBIT | Larger UBIT | Larger UBIT |
| Planning Level Project Cost (Design and Construction) | \$23.1M | \$25.6M | \$29.1M | \$23.0M | \$17.8M | \$25.6M | \$20.2M |

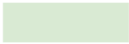

 Feasible Alternative
 Eliminated Alternative

Level 2 Screening

Screening Criteria:

- PUBLIC PREFERENCE 1**
 Widening for pedestrian and bicycle use on both sides
- PUBLIC PREFERENCE 2**
 Equal width walkways on both sides accommodating pedestrians and bicycles
- PUBLIC PREFERENCE 3**
 Minimum walkway width of 10 feet or greater

| | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 7 | Alternative 7a | Alternative 8 | Alternative 8a |
|---|----------------------|---|--|---|--|---|--|
| Alternatives | 8-foot clear width | 10-foot clear width | 12-foot clear width | 12-foot clear width on east side; 5-ft clear width on west side | 12-foot clear width | 14-foot clear width on east side; 5-ft clear width on west side | 14-foot clear width |
| | Both sides | Both sides | Both sides | Both sides | East side * | Both sides | East side * |
| Origin | WSDOT recommendation | SR 303 Corridor Study preferred alternative | Larger 2-sided alternative assuming purchase of new UBIT | WSCC option plus 5' for ADA access on opposite side | WSCC option as presented to Council (2021) | WSCC option plus 5' for ADA access on opposite side | WSCC option as presented to Council (2021) |
| Overlooks | 8'x24', 4 total | 6'x24', 4 total | No | No | No | No | No |
| Structural Feasibility | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Bridge Fully ADA Compliant | Yes | Yes | Yes | Yes | No | Yes | No |
| Maintenance/Inspection Access | Existing UBIT | Existing UBIT | Larger UBIT | Larger UBIT | Larger UBIT | Larger UBIT | Larger UBIT |
| Planning Level Project Cost (Design and Construction) | \$23.1M | \$25.6M | \$29.1M | \$23.0M | \$17.8M | \$25.6M | \$20.2M |

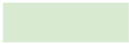

 Feasible Alternative
 Eliminated Alternative

Level 2 Screening

Screening Criteria:

- PUBLIC PREFERENCE 1**
 Widening for pedestrian and bicycle use on both sides
- PUBLIC PREFERENCE 2**
 Equal width walkways on both sides accommodating pedestrians and bicycles
- PUBLIC PREFERENCE 3**
 Minimum walkway width of 10 feet or greater

| | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 7 | Alternative 7a | Alternative 8 | Alternative 8a |
|---|----------------------|---|--|---|--|---|--|
| Alternatives | 8-foot clear width | 10-foot clear width | 12-foot clear width | 12-foot clear width on east side; 5-ft clear width on west side | 12-foot clear width | 14-foot clear width on east side; 5-ft clear width on west side | 14-foot clear width |
| | Both sides | Both sides | Both sides | Both sides | East side * | Both sides | East side * |
| Origin | WSDOT recommendation | SR 303 Corridor Study preferred alternative | Larger 2-sided alternative assuming purchase of new UBIT | WSCC option plus 5' for ADA access on opposite side | WSCC option as presented to Council (2021) | WSCC option plus 5' for ADA access on opposite side | WSCC option as presented to Council (2021) |
| Overlooks | 8'x24', 4 total | 6'x24', 4 total | No | No | No | No | No |
| Structural Feasibility | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Bridge Fully ADA Compliant | Yes | Yes | Yes | Yes | No | Yes | No |
| Maintenance/Inspection Access | Existing UBIT | Existing UBIT | Larger UBIT | Larger UBIT | Larger UBIT | Larger UBIT | Larger UBIT |
| Planning Level Project Cost (Design and Construction) | \$23.1M | \$25.6M | \$29.1M | \$23.0M | \$17.8M | \$25.6M | \$20.2M |

 Feasible Alternative
 Eliminated Alternative

Level 2 Screening

Screening Criteria:

- PUBLIC PREFERENCE 1**
 Widening for pedestrian and bicycle use on both sides
- PUBLIC PREFERENCE 2**
 Equal width walkways on both sides accommodating pedestrians and bicycles
- PUBLIC PREFERENCE 3**
 Minimum walkway width of 10 feet or greater

| | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 7 | Alternative 7a | Alternative 8 | Alternative 8a |
|---|----------------------|---|--|---|--|---|--|
| Alternatives | 8-foot clear width | 10-foot clear width | 12-foot clear width | 12-foot clear width on east side; 5-ft clear width on west side | 12-foot clear width | 14-foot clear width on east side; 5-ft clear width on west side | 14-foot clear width |
| Origin | WSDOT recommendation | SR 303 Corridor Study preferred alternative | Larger 2-sided alternative assuming purchase of new UBIT | WSCC option plus 5' for ADA access on opposite side | WSCC option as presented to Council (2021) | WSCC option plus 5' for ADA access on opposite side | WSCC option as presented to Council (2021) |
| Overlooks | 8'x24', 1 total | 6'x24', 4 total | No | No | No | No | No |
| Structural Feasibility | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Bridge Fully ADA Compliant | Yes | Yes | Yes | Yes | No | Yes | No |
| Maintenance/Inspection Access | Existing UBIT | Existing UBIT | Larger UBIT | Larger UBIT | Larger UBIT | Larger UBIT | Larger UBIT |
| Planning Level Project Cost (Design and Construction) | \$23.1M | \$25.6M | \$29.1M | \$23.0M | \$17.8M | \$25.6M | \$20.2M |

Feasible Alternative
 Eliminated Alternative

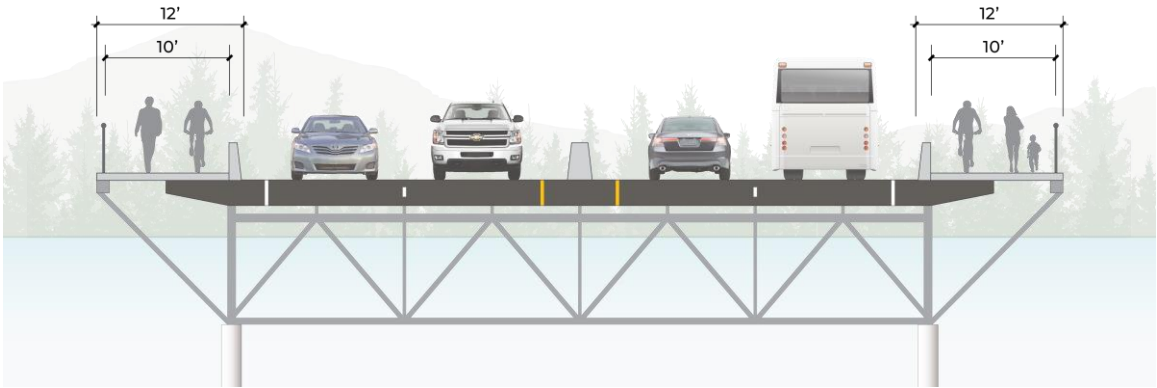
Level 2 Screening

Two alternatives remain after Level 2 screening:

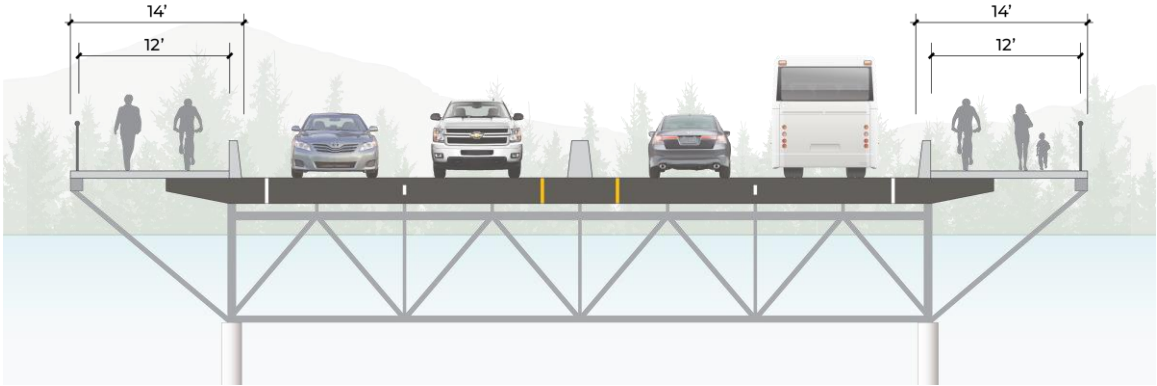
| | Alternative 2 | Alternative 3 |
|--|---|--|
| Alternatives | 10-foot clear width | 12-foot clear width |
| | Both sides | Both sides |
| Origin | SR 303 Corridor Study preferred alternative | Larger 2-sided alternative assuming purchase of new UBIT |
| Overlooks | 6'x24', 4 total | No |
| Structural Feasibility | Yes | Yes |
| Bridge Fully ADA Compliant | Yes | Yes |
| Maintenance/Inspection Access | Existing UBIT | Larger UBIT |
| Planning Level Project Cost (Design and Construction) | \$25.6M | \$29.1M |
| *Costs are in 2023 \$\$ and not projected into 2029 | | |

Feasible Alternative
 Exceeds Project Budget

Alternative 2



Alternative 3



Level 3 Recommended Screening Criteria

BUDGET / PROJECT COST

- The current available budget for design and construction is **\$26.5M**
- Keeping the project within the available budget is critical
- Alternative 3 exceeds the available budget
- Alternative 2 is within budget and is the preferred alternative; however, design and permitting will include Alternative 3 as an **additive bid item** (Add alternates are additional items of work that may be awarded as part of the contract if the bids in come within the budget specified in the contract.)

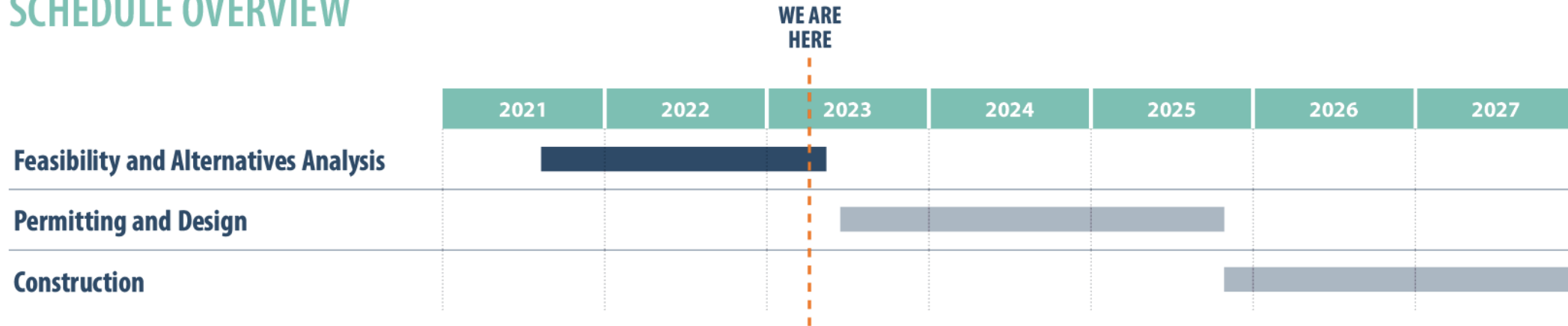
CITY'S NEXT STEPS

- Work with legislative partners to ensure funding is available in 2025
- Feasibility report will be finished this summer and then move into design this fall.

| | Alternative 2 | Alternative 3 |
|---|---|--|
| Alternatives | 10-foot clear width Both sides | 12-foot clear width Both sides |
| Origin | SR 303 Corridor Study preferred alternative | Larger 2-sided alternative assuming purchase of new UBIT |
| Overlooks | 6'x24', 4 total | No |
| Structural Feasibility | Yes | Yes |
| Bridge Fully ADA Compliant | Yes | Yes |
| Maintenance/Inspection Access | Existing UBIT | Larger UBIT |
| Planning Level Project Cost (Design and Construction) <small>*Costs are in 2023 \$\$ and not projected into 2029</small> | \$25.6M | \$29.1M |

Schedule & Upcoming Events

SCHEDULE OVERVIEW



FEASIBILITY AND ALTERNATIVES ANALYSIS

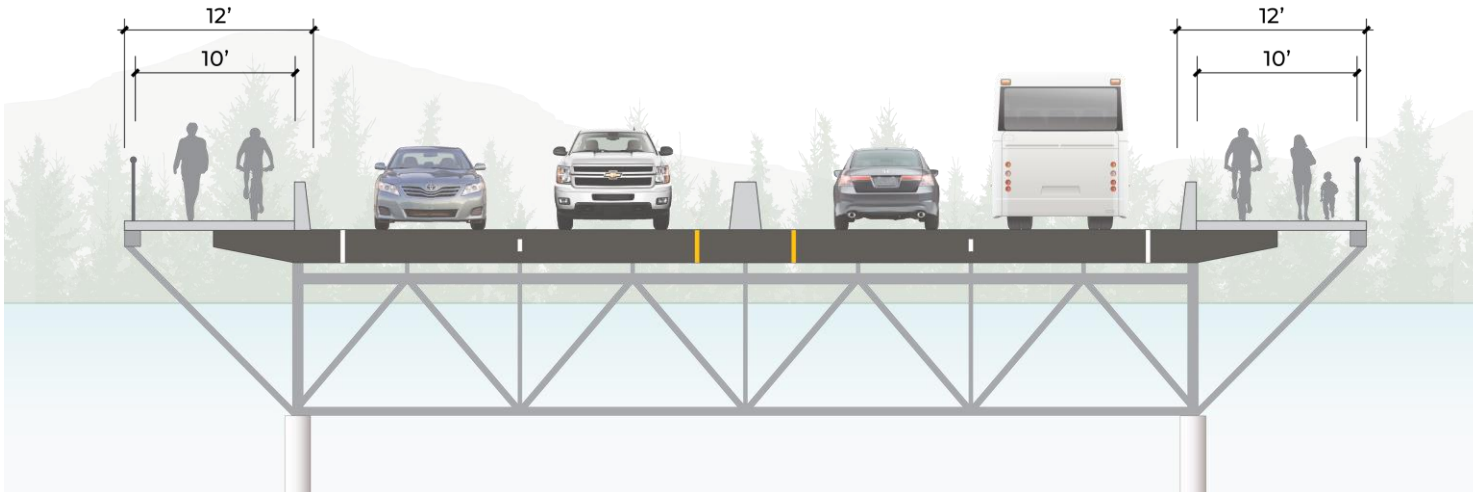


A long, multi-span concrete bridge spans across a wide river. The bridge has several tall, rectangular concrete piers supporting its structure. The water is calm, reflecting the bridge and the sky. In the background, there are green hills and mountains under a clear sky. The overall scene is peaceful and scenic.

Questions from the Q&A Board

A Final Note

Thank you for your participation and insights over the last 18 months. It has been critically important to hear from you as the City moves into the Design, Permitting and Construction of this important community connection.



Project Contact:

Shane Weber, PE

Shane.Weber@ci.bremerton.wa.us

Managing Engineer, City of Bremerton

345 6th Street, Suite 600

Bremerton, WA 98337

360-473-2354

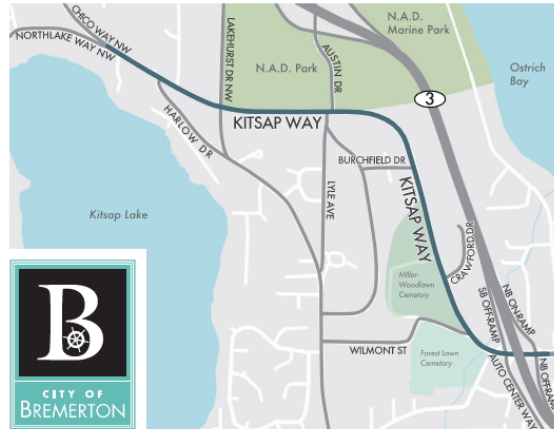
YOU'RE INVITED!

West Kitsap Way Planning Study

STUDY UPDATE!

The City of Bremerton invites the community to an online open house and virtual presentation to learn about draft design concepts for the West Kitsap Way Planning Study.

This study will examine the existing and future conditions of the corridor to determine the design of Kitsap Way between SR 3 and Chico Way NW for all modes of transportation.



Online Open House

WestKitsapWayStudy.infocommunity.org

June 15–July 5, 2023

Visit any time and provide your written feedback.



Virtual Presentation

Thursday, June 22, 2023

6–7:30 p.m.

Registering is easy. Sign up at: <http://bit.ly/3pycG6R>

Log on and learn about the planning project coming to Kitsap Way!



FOR PROJECT INFORMATION, PLEASE VISIT:

WestKitsapWayStudy.infocommunity.org

VIEW RIDGE ELEMENTARY SAFE ROUTES TO SCHOOL



JOIN THE CONVERSATION Open House

When: June 27, 2023
4:30-6:30 pm
Where: View Ridge Elementary School Library

Project Summary

The City of Bremerton has received Safe Routes to School grant funding to provide sidewalk and bicycle improvements along portions of Spruce Avenue, Sylvan Way, East 33rd Street, and Almira Drive. Input from the community is requested on the planned improvements as well as future active transportation improvements which serve the View Ridge Elementary campus and surrounding area.

What is Safe Routes to School?

Safe Routes to School (SRTS) programs are designed to make it easier for more children to walk and bike to school safely and easily. They use a variety of equity, education, encouragement, engineering, evaluation, and enforcement strategies that help make routes safer and encourage more children to walk and bike. SRTS programs focus on projects within two miles of primary, middle, and high schools.

Open House & Survey

An informational open house meeting will be held to provide information on planned improvements including various alternatives being considered. An online survey will be available following the open house.

Project Goals

- Provide a continuous pedestrian and bicycle (active transportation) route between View Ridge Elementary and the intersection of Almira Drive and Ivy Road.
- Improve safety for transportation users and reduce vehicle travel speeds through implementation of crossing and traffic calming improvements.
- Ensure improvements are compatible with future planned active transportation improvements between Riddell Road and Sheridan Road.



For project information and updates, visit www.bremertonwa.gov/1306/View-Ridge-Elementary-Almira-Safe-Routes or scan the QR Code with your mobile device.

