

Appendix I

Stakeholder Meeting Presentations and Minutes



Warren Avenue Bridge Pedestrian Improvements

February 4, 2022

Stakeholder Kickoff Meeting

- Seeking your input on viable alternatives on Warren Avenue Bridge that improves crossing conditions for cars, bikes and pedestrian
- Weigh everyone's needs and preferences with engineering and cost practicalities



Agenda

- Existing Conditions
- SR 303 Corridor Study
- Feasibility Study
- Evaluation Criteria
- Schedule
- Next Steps



Existing Conditions

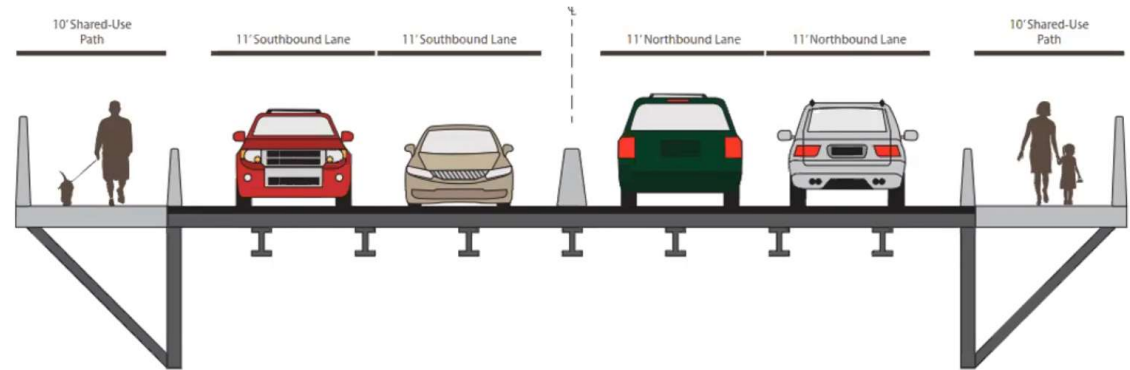
- Constructed in 1958
- 1,700' long (1/3 mile)
- Approximately 37,000 vehicles/day (2020)
- Sidewalks vary from 3'-2" to 3'-11"
- Multiple existing utilities under each sidewalk
- Structure is owned and maintained by WSDOT
- Three different structure types
 - Concrete T-Beam
 - Concrete Box Girder
 - Steel Plate Girder
- Eligible for National Registry of Historic Places



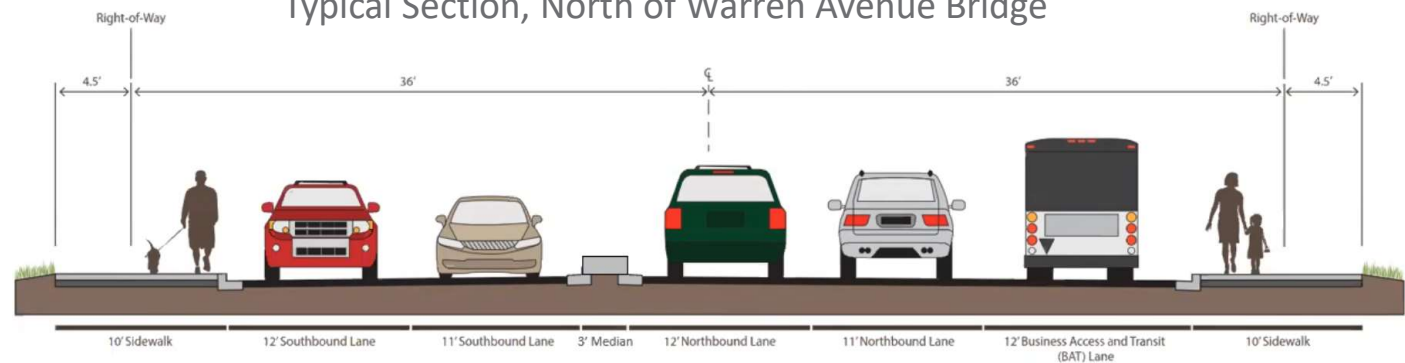
SR 303 Corridor Study

- Warren Avenue Bridge identified as priority 1B project.
- Recommended improvements include: 10' sidewalks, wayfinding, center barrier, lighting

Typical Section, Warren Avenue Bridge



Typical Section, North of Warren Avenue Bridge



Source: SR 303 Corridor Study

Feasibility Study

- Determine structural feasibility of proposed alternatives
- Gather input from a diverse group of stakeholders, residents, and users
 - Council Meetings
 - Public Events
 - Stakeholder Meetings
 - Website
- Identify a preferred alternative that meets the needs of all involved.

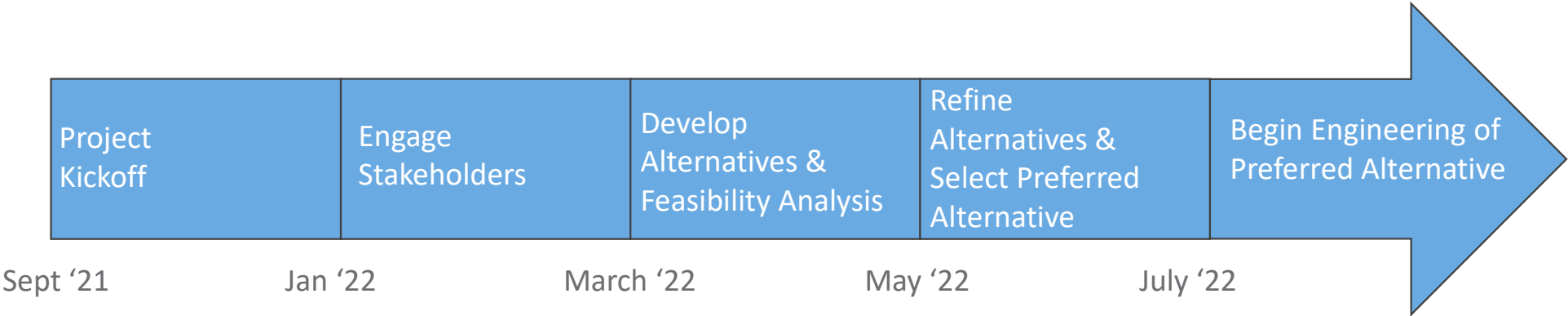


Evaluation Criteria

- Structural Feasibility
- Safety
- Environmental impacts/permitting
- Connectivity/Multimodal considerations
- Construction Impacts/Constructability
- Maintenance
- Placemaking/Urban Design opportunities



Schedule



What's Next?

A wide, multi-lane concrete bridge spans across a large body of water. The bridge has several tall, rectangular concrete piers supporting it. The water is calm and reflects the bridge and the sky. In the background, there are green trees and distant mountains under a clear blue sky. A small yellow vehicle is visible on the bridge.

- Launching Stakeholder Questionnaire on Monday February 7 – closes February 18 (watch for a link)
- Confirm project goals
- Consider evaluation criteria
- Evaluate four alternatives

For updates: www.warrenavebridgeproject.com

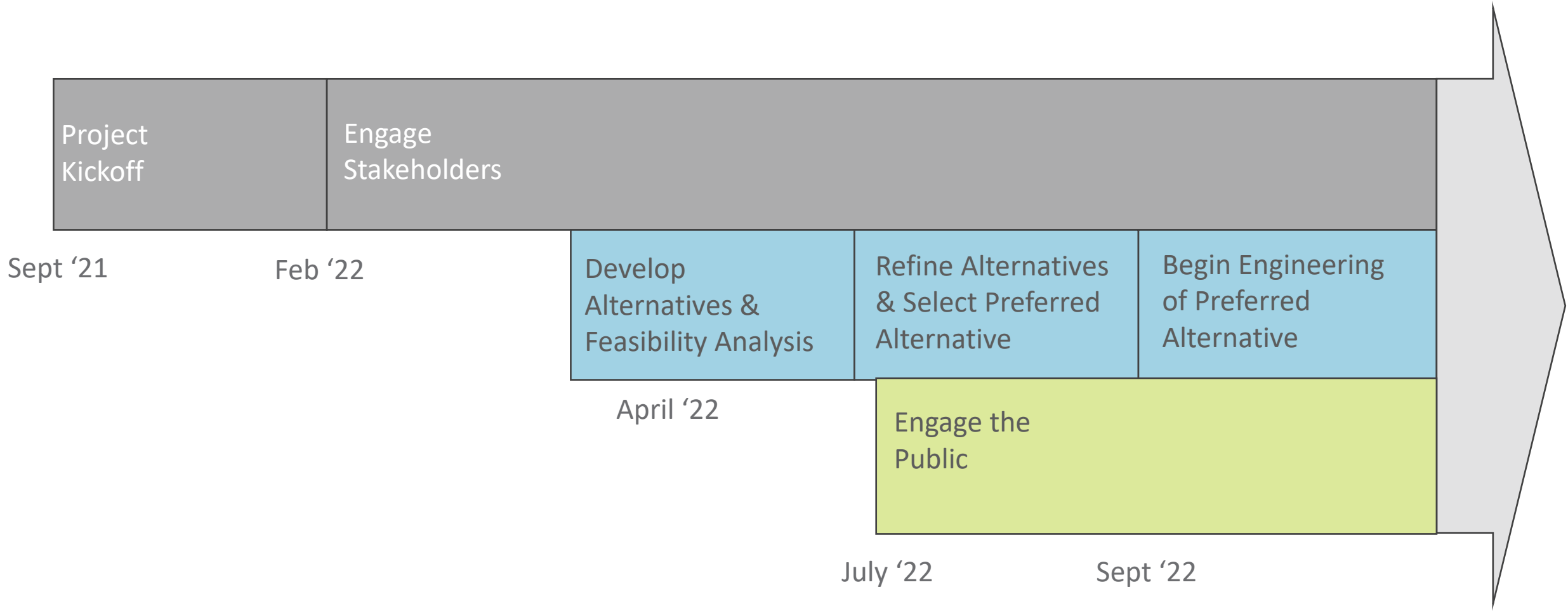
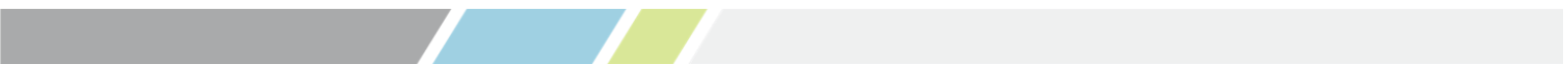
City of Bremerton

Warren Avenue Bridge

Draft Stakeholder Questionnaire Results | March 2022

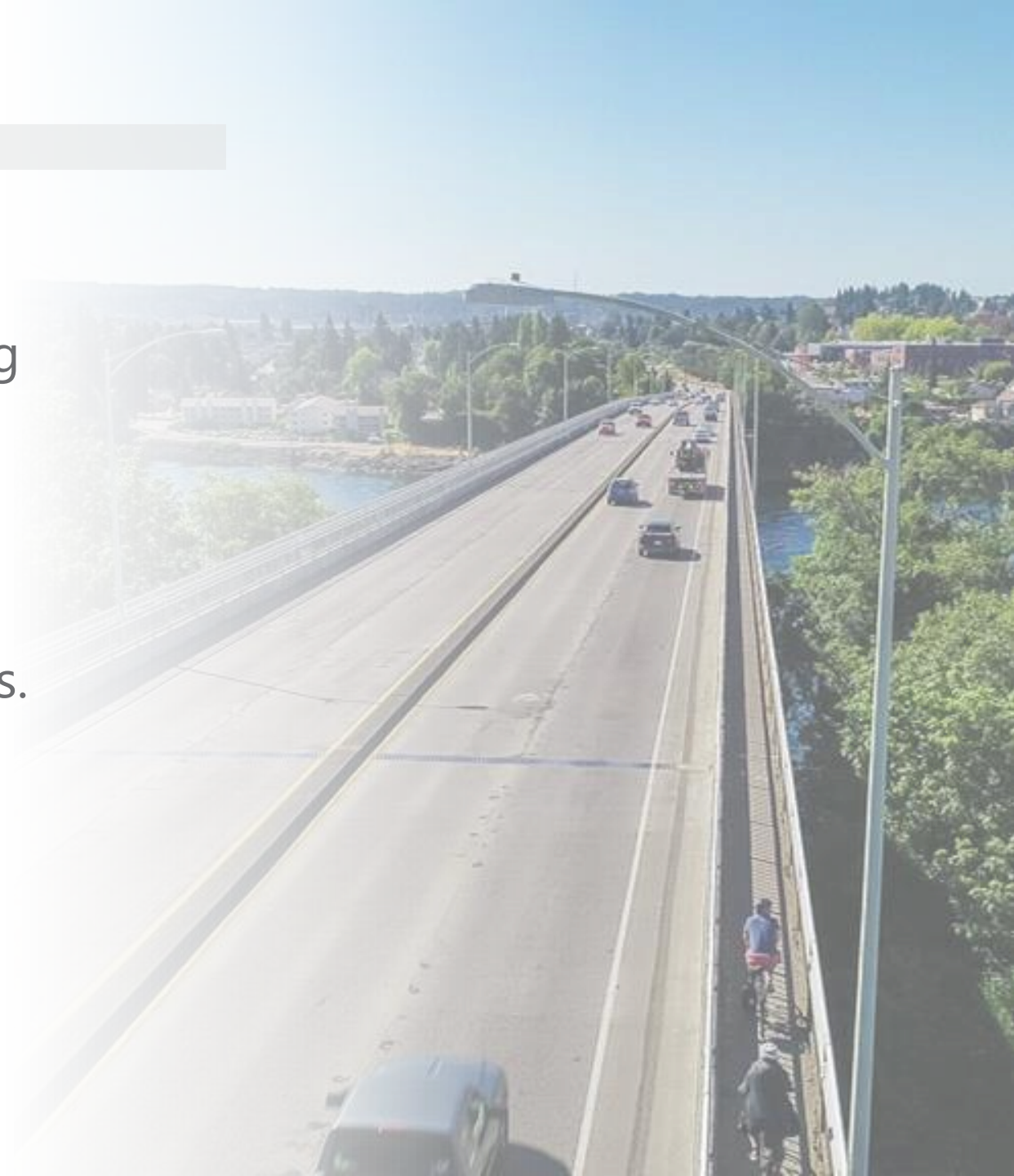


PROJECT SCHEDULE



STAKEHOLDER QUESTIONNAIRE CONTEXT

- Stakeholders briefed on questionnaire during February 4 kickoff meeting
- Questionnaire was designed for Stakeholder Group and sought initial feedback on values and provided a forum for detailed comments.
- Launched on February 4.



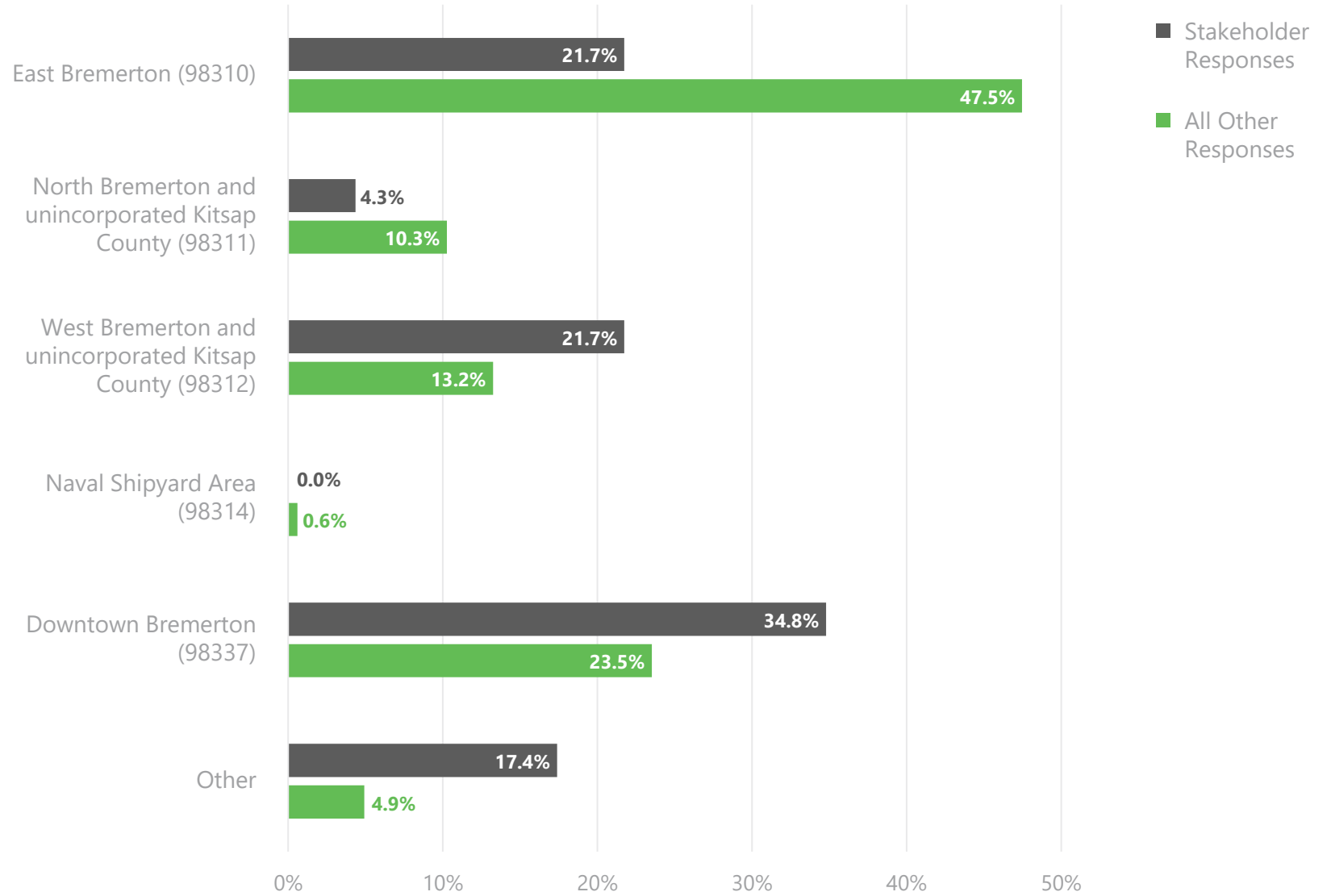
STAKEHOLDER QUESTIONNAIRE RESULTS

- Link was widely distributed and resulted in more than 673 unique responses.
- Stakeholder responses were compared to comments from outside the 29 invited participants.
- Stakeholder responses generally reflected all other responses.

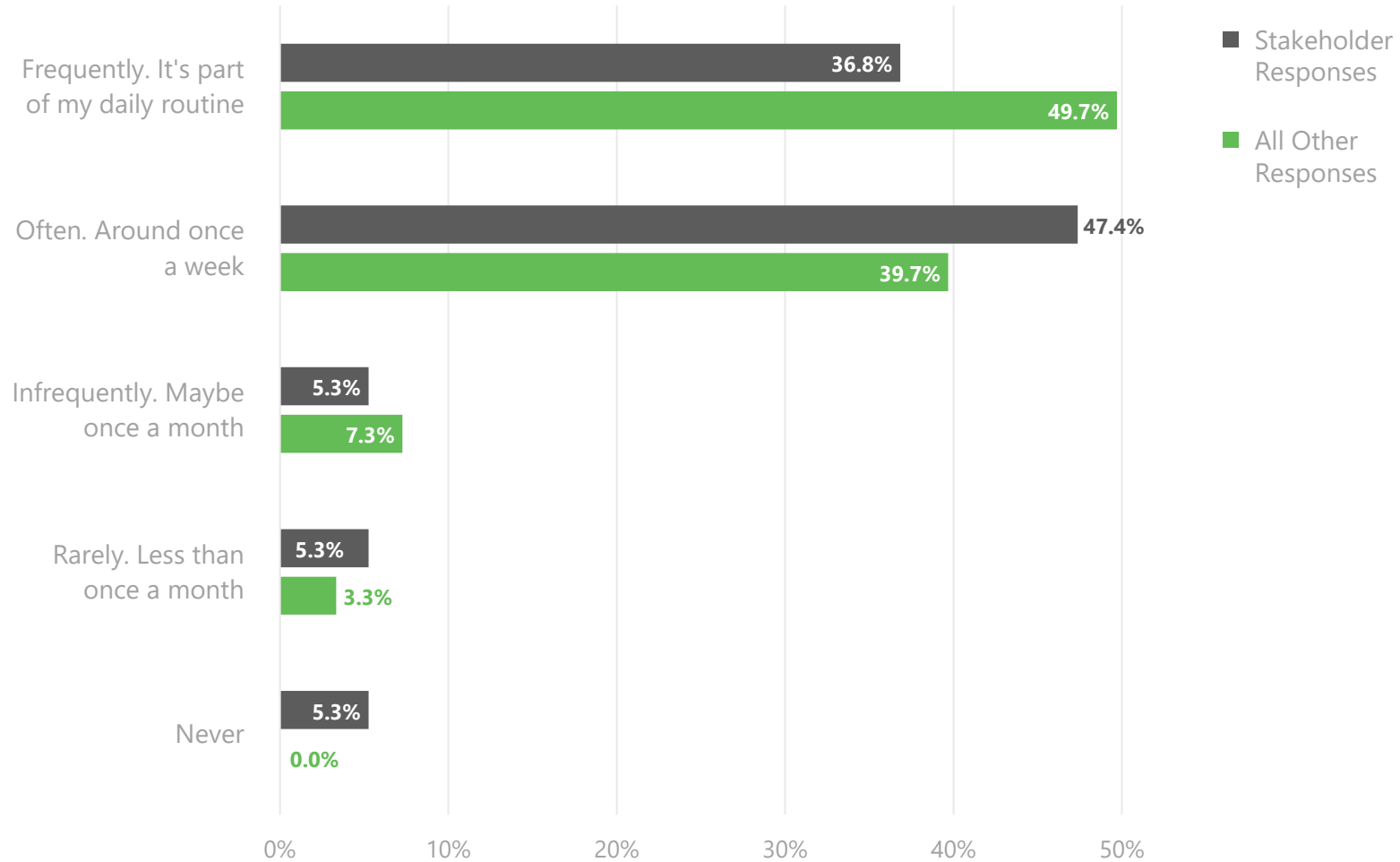


ABOUT THE RESPONDENTS

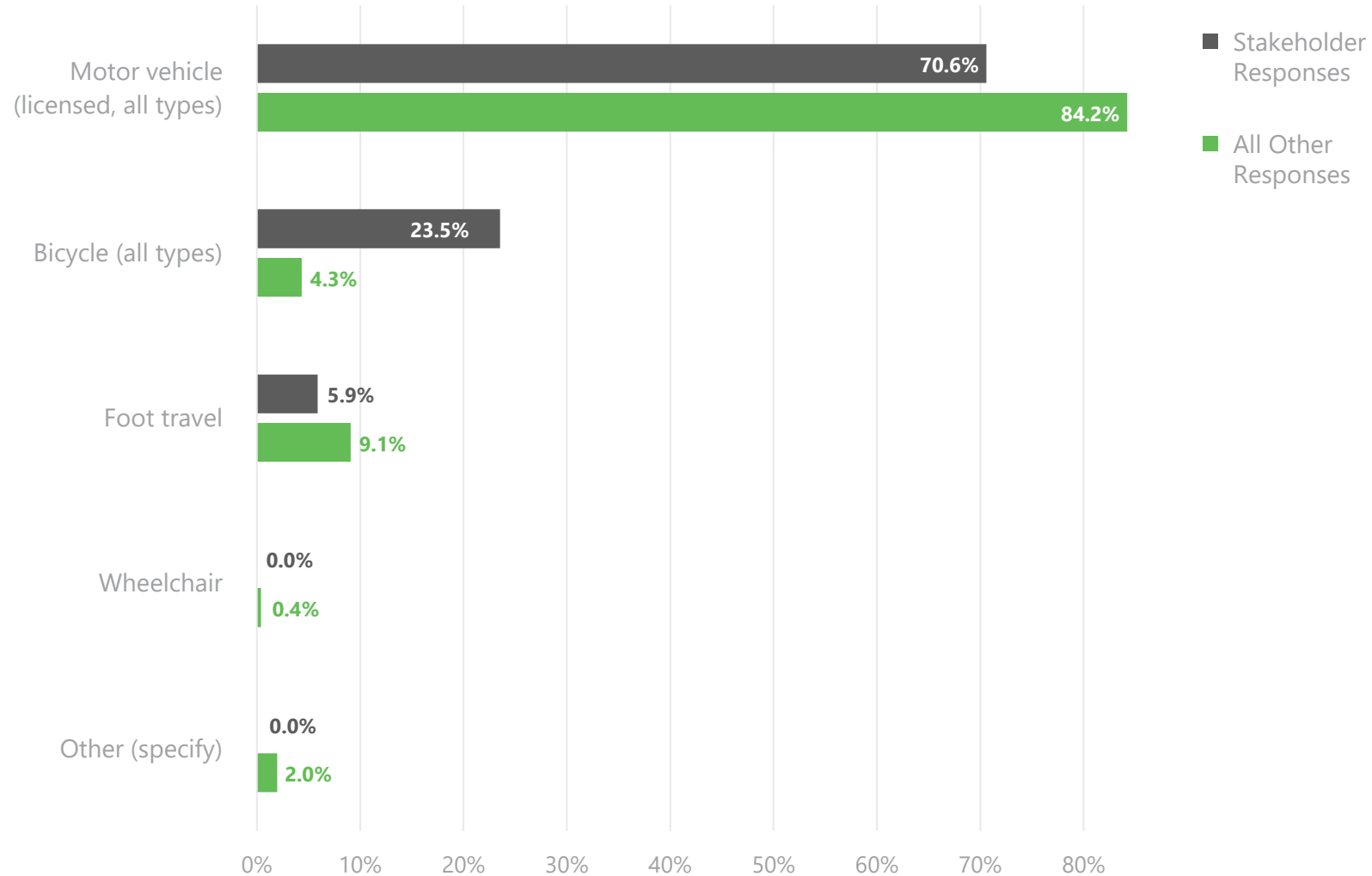
I reside in...



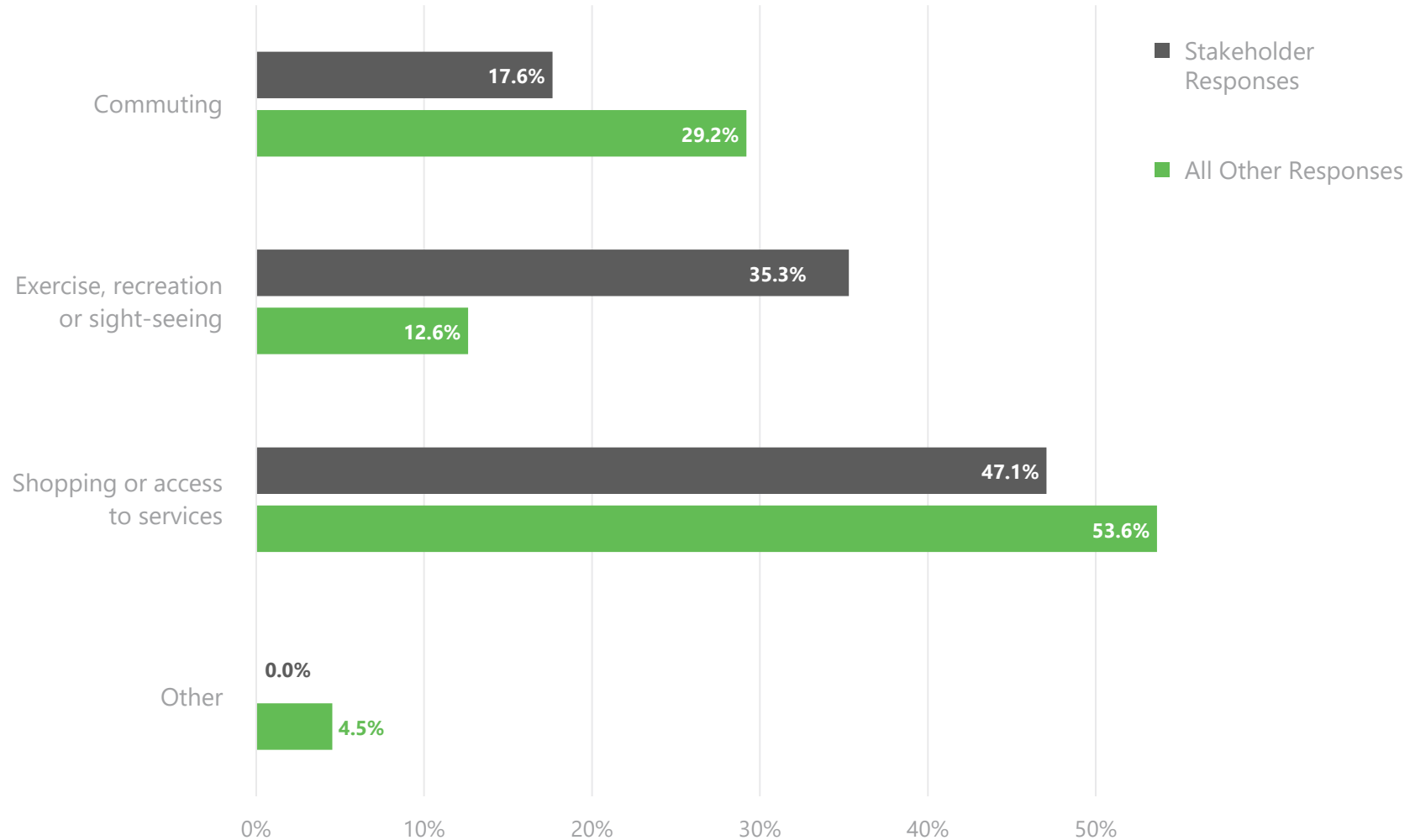
How frequently do you personally use the Warren Avenue Bridge?



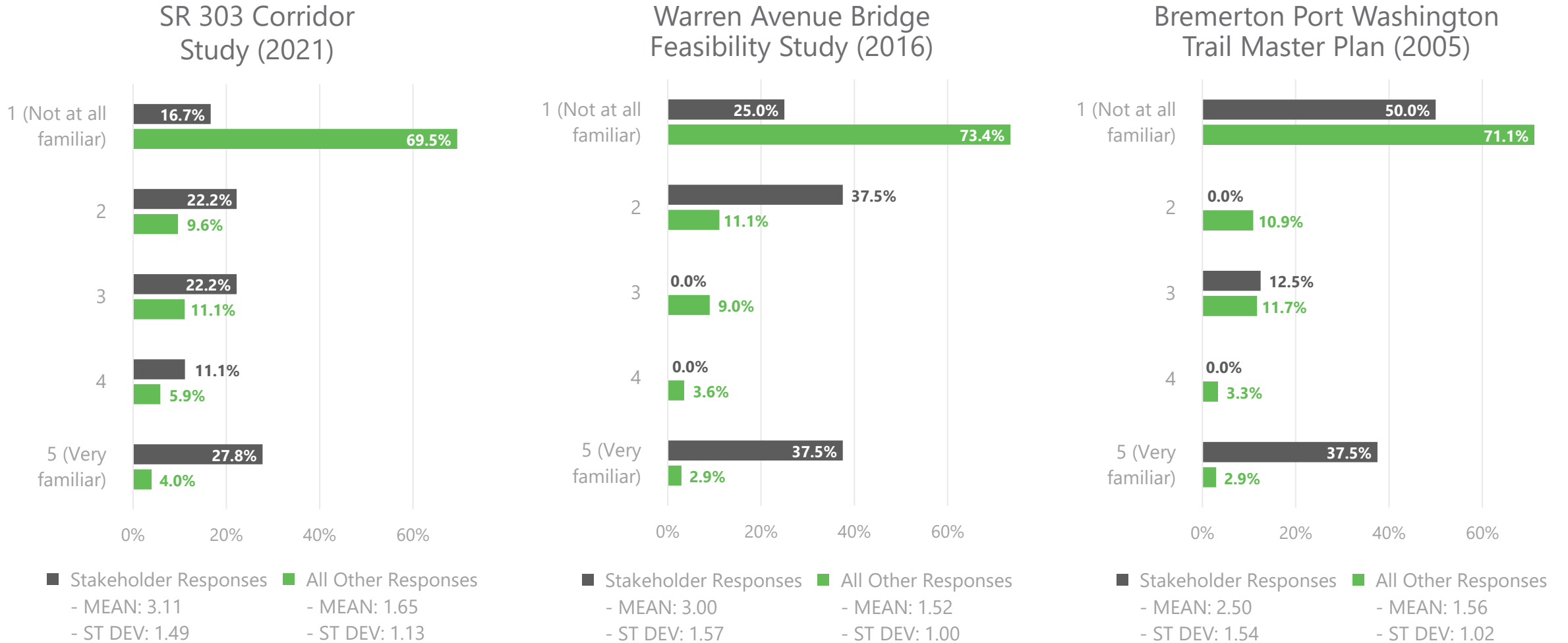
What's your main mode of travel when using the bridge?



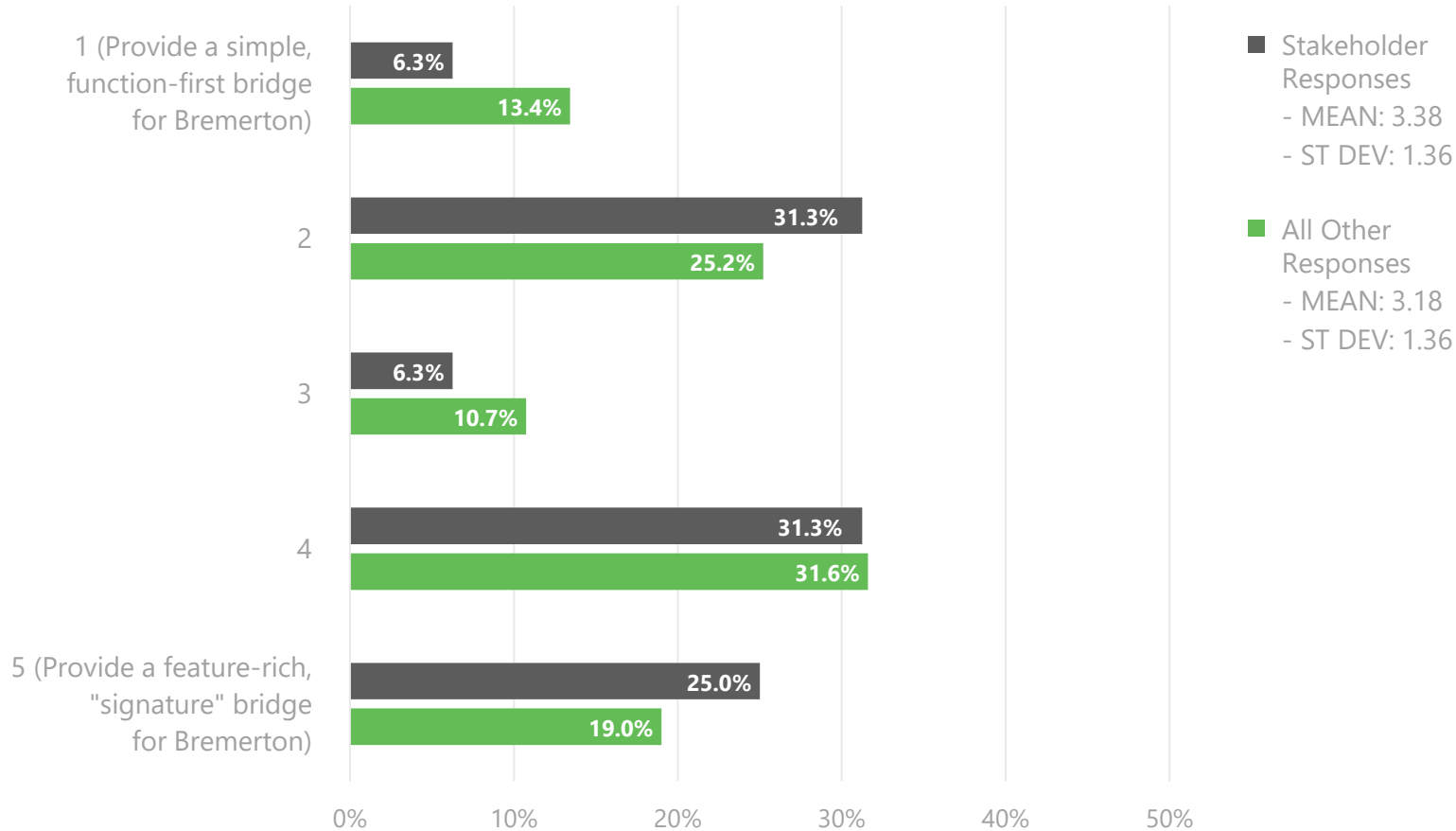
How would you classify your main use of the bridge?



How familiar are you with the following existing plans regarding the Warren Avenue Bridge?



How should the preferred design function in terms of civic beauty and "landmark" status?



Open-Ended Responses

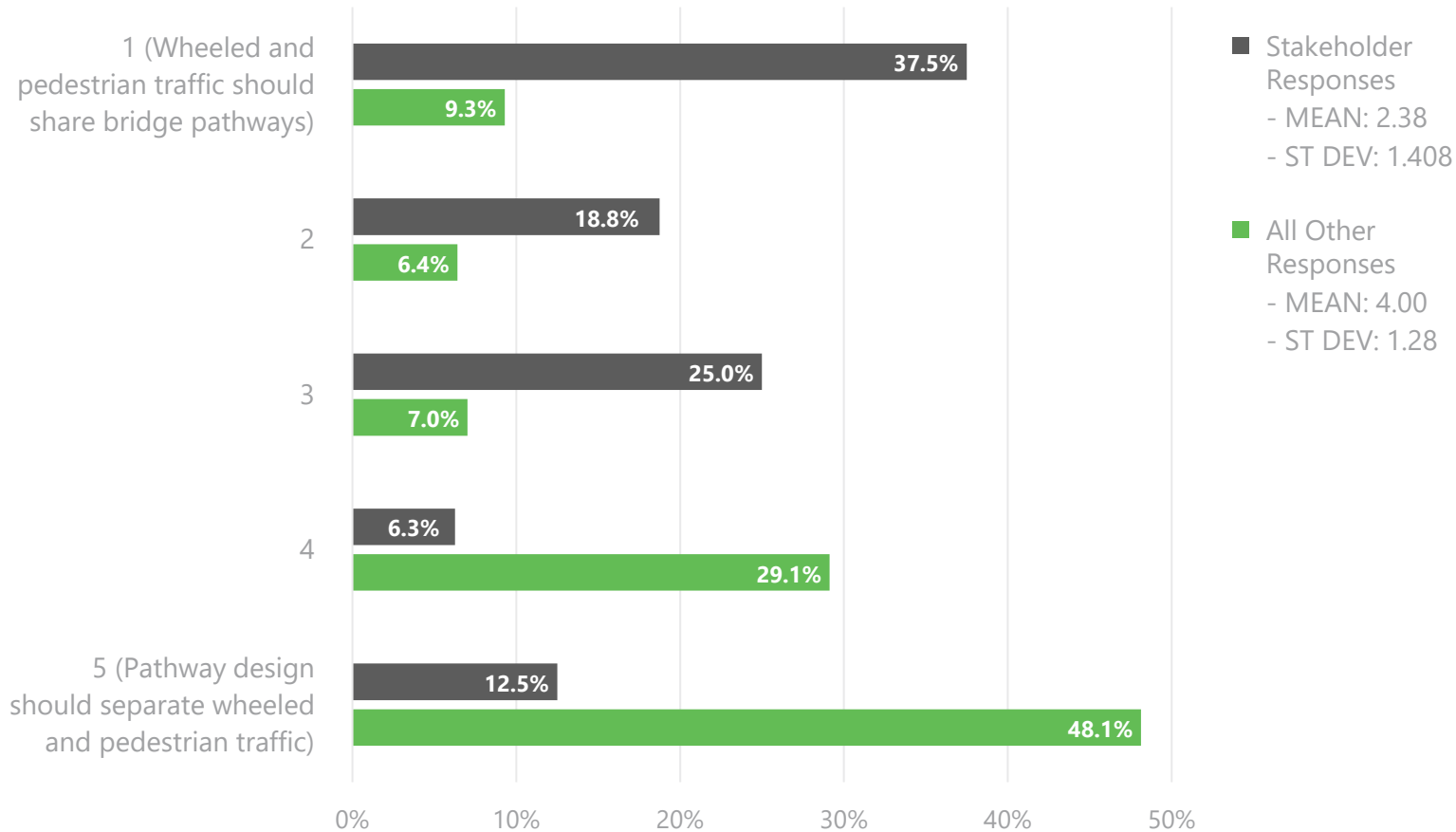
Stakeholder Responses

- Top keywords: people, safety, bike, signature, access
- Representative quotes:
 - "It needs to correct safety problems for its non-motorized users - bike, pedestrian, ADA."
 - "A bridge I look forward to seeing and using."

Other Responses

- Top keywords: function/functional, beauty/beautiful, community, traffic, cost
- Representative quotes:
 - "It's a bridge, it needs to be functioning as soon as possible to minimize delays."
 - "We need a bridge that meets the needs of vehicles, bicycles, walkers. At the same time, water/land is a special part of living here and should be celebrated."
 - "Our community deserves something that provides both function and beauty, as well as engagement. Bremerton's biggest landmarks are its bridges."

Regarding non-motorized use, how should the design address folks on foot versus folks on wheels?



Open-Ended Responses

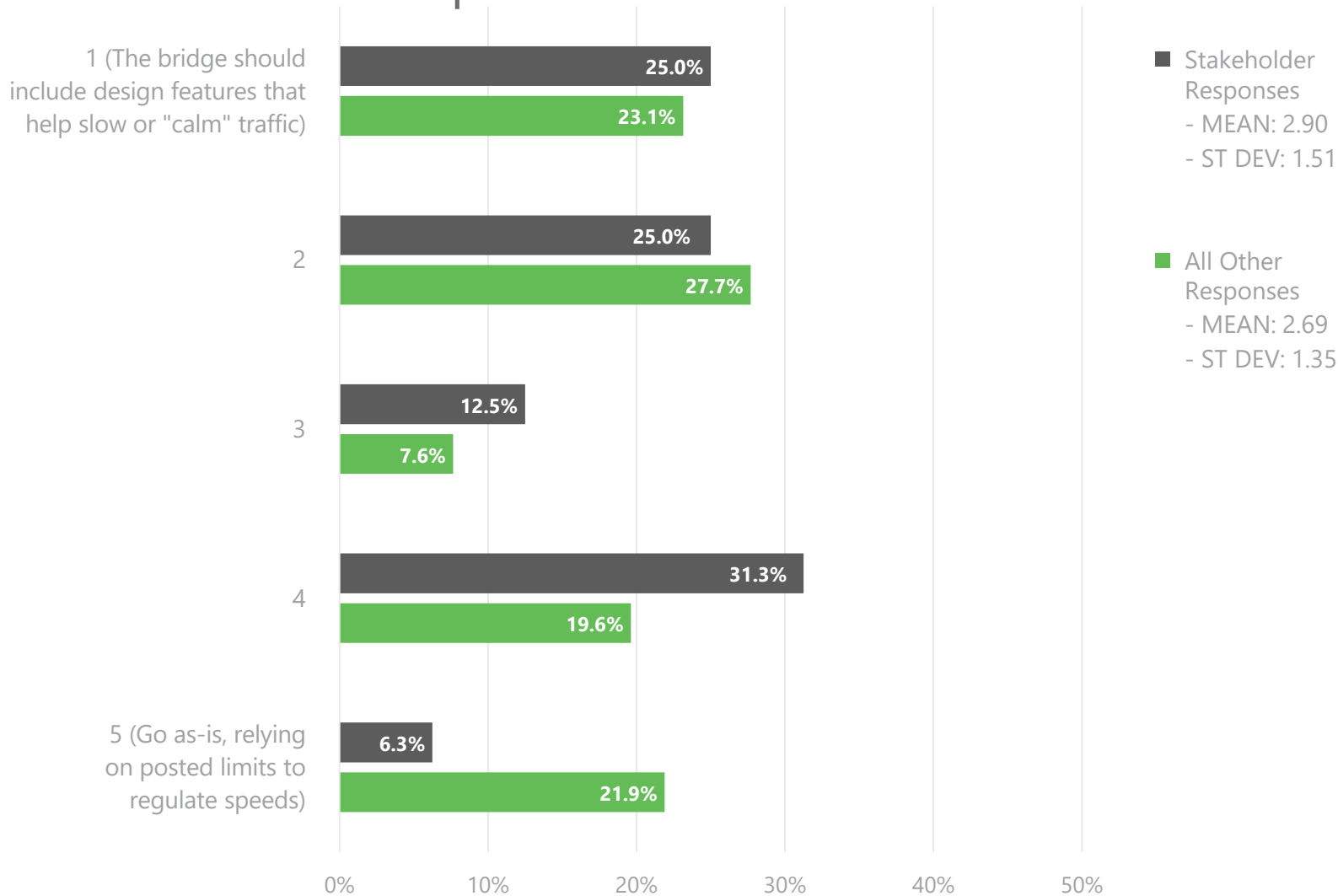
Stakeholder Responses

- Top keywords: people, safety, bike, signature, access
- Representative quotes:
 - "Safety is paramount for local neighborhood & academic communities and on foot and bicycles."
 - "If the space was functional, I think there's enough space for both wheels and pedestrians as is often done in many areas."

Other Responses

- Top keywords: shared, pedestrians, bike, wide, path
- Representative quotes:
 - "We should encourage non motorized vehicles and I think this means give it them a dedicated space that is safest for all."
 - "It's hard to image that if we had to have separate lanes for bikes and peds, that either of them would be particularly wide considering how narrow the lanes are now. So in this case I'd prefer a nice wide multi-use path that bikes and peds can share."

Regarding motorized use, how should the design deal with traffic speeds?



Open-Ended Responses

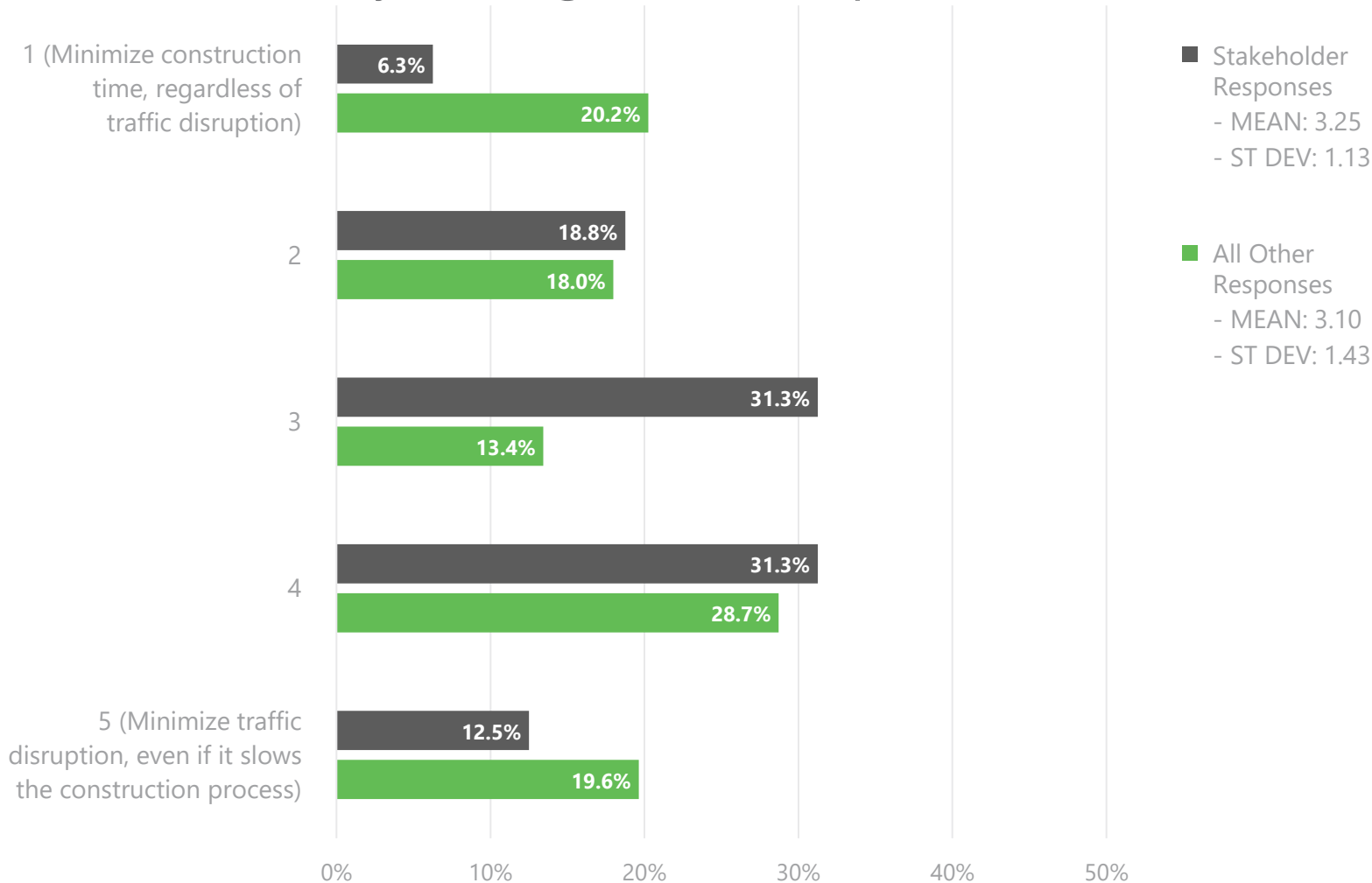
Stakeholder Responses

- Top keywords: traffic, speed, lanes, benefit, excessive
- Representative quotes:
 - "Those lanes are way too wide. It's not a freeway but people drive like it is because of the width. It's ridiculous."
 - "Cost and benefit. Use what we have and enforce it."

Other Responses

- Top keywords: pedestrians, safety, traffic, bikes, separate
- Representative quotes:
 - "Safety should be the number one driver here. Slower is safer."
 - "I prefer a standard level of safety and speed and recognize people commute over the bridge so we don't want to make it a choke point."
 - "When driving I'd still like to be able to move quickly to get to where I'm going."
 - "With safe separation for bikes and pedestrians, vehicular traffic should be allowed to flow."

Regarding the eventual construction process, how should the City manage traffic impacts?



Open-Ended Responses

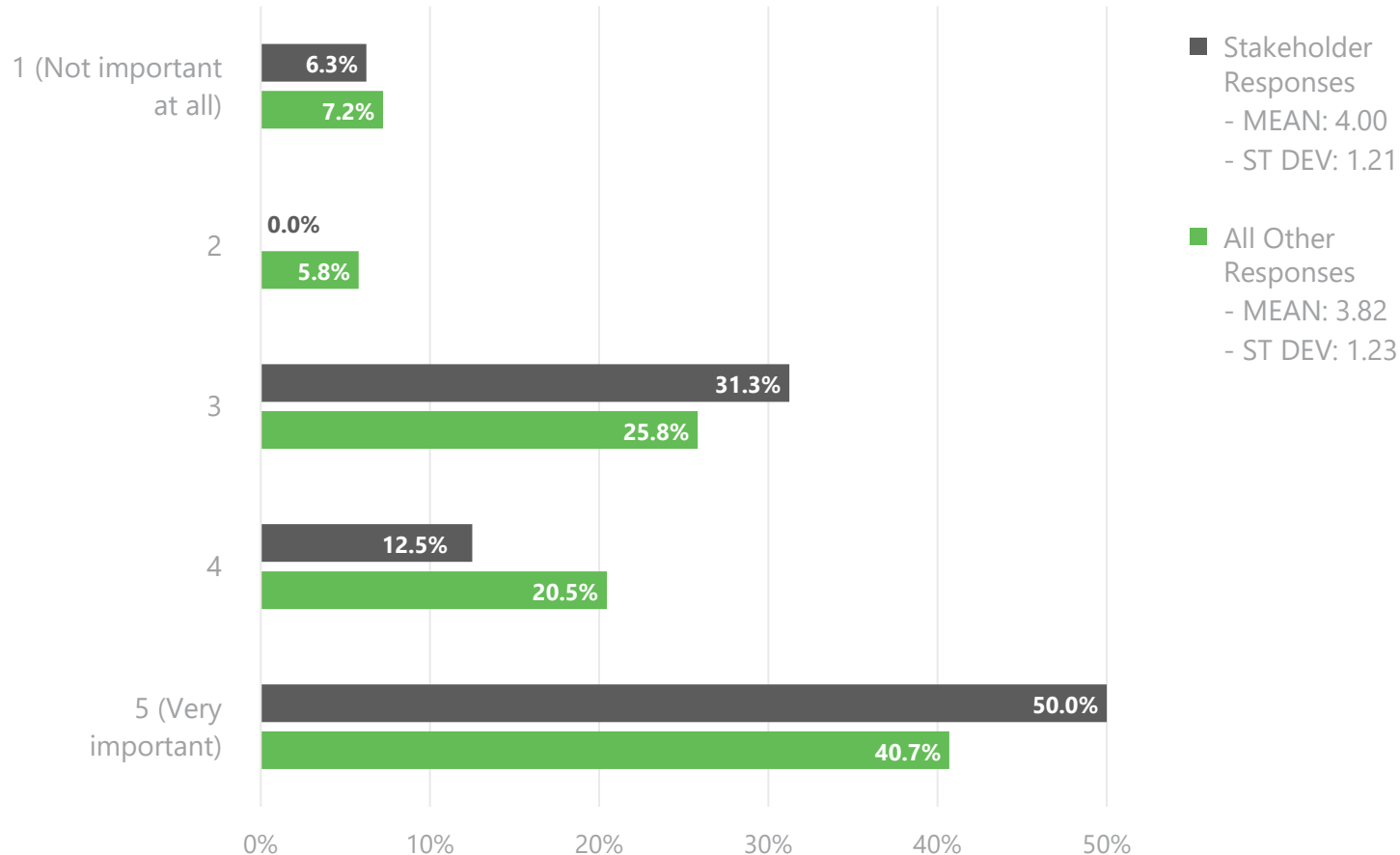
Stakeholder Responses

- Top keywords: traffic, construction, shipyard, essential, balance
- Representative quotes:
 - “Due to weather conditions during long wet season, I feel, it is essential to balance the critical path of the construction process to meet demand of the timing of rush traffic on main traffic thoroughfare.”
 - “We still have to move the citizens and commerce.”
 - “The bridge is an important route for commuting and commerce.”

Other Responses

- Top keywords: traffic, construction, Manette Bridge, time, work
- Representative quotes:
 - “As long as it's done right, minimize the disruptions.”
 - “This is a major connection with few alternatives, the consequence of disruption to traffic would be far reaching.”
 - “Keep traffic moving as much as possible!”

How important do you think it is that the preferred bridge design directly connect/align with existing pathways?



Open-Ended Responses

Stakeholder Responses

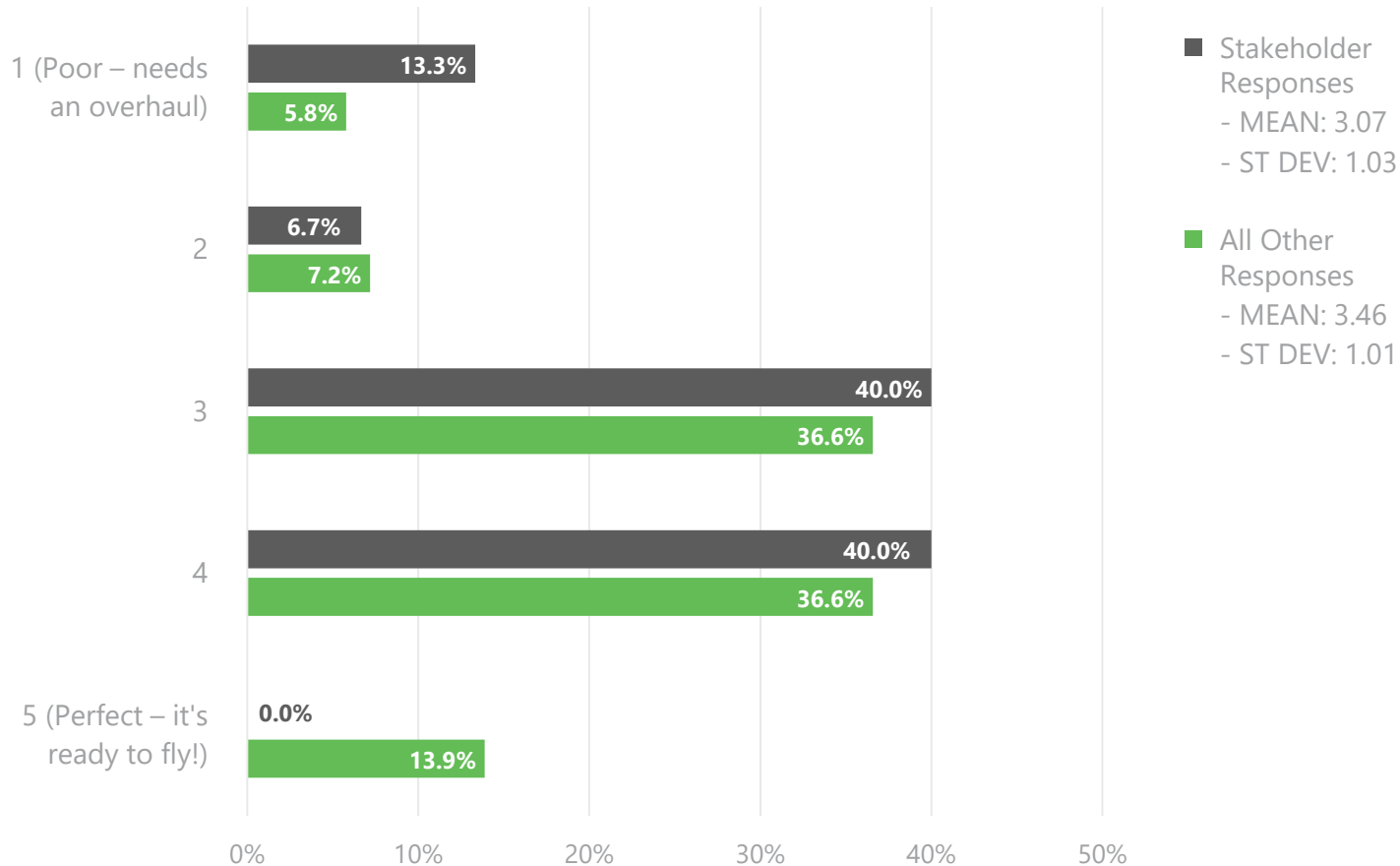
- Top keywords: path, access, existing, shared, connect
- Representative quotes:
 - “Whatever the long term best plan and cost effective approach.”
 - “It’s critical that you not only connect to “existing” pathways, but also to the “future” pedestrian and bicycle improvements planned.”
 - “Need to connect but new connection points can be made.”

Other Responses

- Top keywords: pathways, existing, traffic, connect, important
- Representative quotes:
 - “As long as it gets from A to B and doesn’t obstruct the mountain views we have it shouldn’t matter.”
 - “The current path is very functional! But improvements could certainly be made. To make it safer and more beautiful.”
 - “You can move it if there’s better opportunity.”
 - “A connected bicycling and walking system is important.”

CURRENT DESIGN PLAN: HOW TO IMPROVE?

How close to ideal do you think the SR 303 Corridor Study recommendations for the Warren Ave Bridge are?



Open-Ended Responses

Stakeholder Responses

- Top keywords: tunnel, path, side, crossing, safe
- Representative quotes:
 - "14 ft for both wheelchair and bikes and pedestrians."
 - "Connect the pathway through the park to help complete the bridging Bremerton loop. Make crossing the road easier."
 - "Safer bike path crossing Warren Ave is needed."

Other Responses

- Top keywords: traffic, lanes, bike, pedestrian, narrow
- Representative quotes:
 - "It looks good. I'm glad we are moving to make improvements."
 - "The transit lane is going to eliminate a traffic lane. The lanes are narrow enough already."
 - "Keep it safe, make sure the bridge is in good condition and the pedestrian walkways/handrails are in good condition."
 - "Please do not shrink driving lanes on the warren avenue bridge."

Have other thoughts or comments about the Warren Avenue Bridge Multimodal Project? Add them here!

Stakeholder Responses

- Top keywords: design, bike, pedestrian, traffic, looking forward
- Representative quotes:
 - “I have always appreciated driving over the Warren Avenue Bridge. With this project I am looking forward to cycling and walking over the bridge.”
 - “Please follow the desire of the 2021 city council. A 14’ wide multimodal path on the west side makes sense. Good luck! I believe in you!!”
 - “The final design must prioritize non-motorized transportation to connect Bremerton and East Bremerton, while providing a functional crossing for motorized traffic.”
 - “I believe there should be a safer mode of pedestrian/bike path crossing the increasingly busy Warren Ave along the Olympic College. An underground tunnel would be advisable as I’ve seen in other college/university grounds.”
 - “This is an overdue project. Our community really needs this improved.”

Other Responses

- Top keywords: bike, traffic, pedestrian, Manette Bridge, thanks
- Representative quotes:
 - “Fingers crossed that this can happen and thanks for allowing feedback.”
 - “The bridge improvements are a long time coming. It’s very exciting to see this administration make a more comprehensive approach to all of the issues on SR 303.”
 - “All the improvements seem to be a good thing except the tunnel, although there is no discussion of specific aesthetics. While that may not be a practical need and the expense may seem unjustified, please remember that the whole town can see this bridge and most of us will use it. Please use this opportunity to spiff up Bremerton. Thanks for all your work.”
 - “Bicycle route needs to be the entire length. Otherwise, bicyclists will be on pedestrian path.”
 - “How necessary is a pedestrian and bike area on BOTH sides? Is there that much of these types of traffic going both ways? Mentioning this as even the Narrows only has 1 separate area, not on both sides.”
 - “Keep it simple and cost effective.”
 - “Please avoid bottlenecks and gridlock during construction!”

RECOMMENDATIONS FOR WHAT COMES NEXT

- Will a wider distribution provide significantly different responses?
- Should the design team evaluate an alternative that separates bikes from pedestrians?
- Next steps are to confirm the alternatives. We will provide an email update in the coming weeks of the alternatives and begin initial horizontal layout.
- Solicit additional public feedback in early August.



Thank you.



SCJ ALLIANCE
CONSULTING SERVICES

Meeting Minutes

DATE:	March 28, 2022	TIME:	1:00 PM to 2:00 PM
JOB NO.:	315032	PROJECT:	Warren Avenue Bridge Pedestrian Improvements Project
SUBJECT:	Stakeholder Meeting #2	LOCATION:	MS Teams

ATTENDEES

- | | |
|---|--|
| <input checked="" type="checkbox"/> Vicki Grover, City of Bremerton | <input checked="" type="checkbox"/> Shane Weber, City of Bremerton |
| <input type="checkbox"/> Greg Wheeler, Mayor, City of Bremerton | <input checked="" type="checkbox"/> Ned Lever, City of Bremerton |
| <input checked="" type="checkbox"/> Thomas Knuckey, City of Bremerton | <input checked="" type="checkbox"/> Jeff Elevado, City of Bremerton Parks |
| <input type="checkbox"/> Chris Valverde, Olympic College | <input type="checkbox"/> Allison Satter, Naval Base Kitsap |
| <input checked="" type="checkbox"/> Dianne Iverson, West Sound Cycle Club | <input checked="" type="checkbox"/> Dana Bierman, Kitsap Public Health |
| <input checked="" type="checkbox"/> Steffanie Lille, Kitsap Transit | <input checked="" type="checkbox"/> Marco DiCicco, Bremerton School District |
| <input type="checkbox"/> Karen Boysen-Knapp, Kitsap Public Health | <input type="checkbox"/> Josh Farley, Bridge to Trail |
| <input type="checkbox"/> Bryan Dias, WSDOT | <input checked="" type="checkbox"/> Casey Duff, Sen Cantwell's Office |
| <input type="checkbox"/> Suzette Cooper, Sen Sheldon's Office | <input type="checkbox"/> Shawn Bills, Sen Murray's Office |
| <input type="checkbox"/> Robert Barnes, Rep MacEwen's Office | <input type="checkbox"/> Amber Oliver, Rep Griffey's Office |
| <input checked="" type="checkbox"/> Robert Lewis, Rep Caldier's Office | <input type="checkbox"/> Sarah Meyers, Sen Randall's Office |
| <input type="checkbox"/> Brandon Greenhill, Bremerton Police Department | <input type="checkbox"/> Ryan Avery, Bremerton Police Department |
| <input type="checkbox"/> Michael Six, Bremerton Fire Marshall | <input checked="" type="checkbox"/> Irene Moyer, Bremerton Chamber of Commerce |
| <input checked="" type="checkbox"/> Anna Mockler, Bremerton City Council | <input checked="" type="checkbox"/> Jeff Coughlin, Bremerton City Council |
| <input checked="" type="checkbox"/> Andrea Archer Parsons, WSDOT | <input checked="" type="checkbox"/> Dan Penrose, SCJ Alliance |
| <input checked="" type="checkbox"/> Aaron Knight, SCJ Alliance | |

Introductory Remarks

(5 Minutes)

Presentation of Stakeholder Questionnaire Results

Dan Penrose, SCJ Alliance (25 Minutes)

How should the preferred design function in terms of civic beauty and "landmark" status?

Anna – Noted that there is an implicit assumption in the question that beauty for features will drive up cost.

Dan - The assumption was not implicit in the question since it does not mention cost, but that theme came across in the responses.

Regarding non-motorized use, how should the design address folks on foot versus folks on wheels?

This question had the biggest disconnect between stakeholders and the public.

Dianne – pathway width can significantly impact comfort level in shared use facilities

How close to ideal do you think the SR 303 Corridor Study recommendations for the Warren Ave Bridge are?

Anna – happy to see 14' width considered

Committee recommendations for next steps

(30 Minutes)

Ned – Survey intent was just to reach out to stakeholders. Outside distribution occurred. Council members had concern about the results not being a fair and representative response of the public at large. Is there value in continuing the survey effort?

Anna – Do not think a wider distribution will provide significantly different responses. And yes, the design team should evaluate an alternative that separates bicycles and pedestrians. The downhill grade leads to higher speeds for bicycles.

Dianne – Do not think there is a need to gather more information. Next step should be “what parts are feasible” before discussing alternatives, would like to hear from WSDOT. Cost should also be considered early on.

Andrea responded that it will be continued to be discussed within WSDOT

Aaron noted that the City/Consultant team has been coordinating closely with WSDOT and the team has a structural engineer on board. Next step will be structural feasibility, followed by alternative evaluation.

Jeff Coughlin – don't see different answers if sent to a wider public audience. But should present alternatives to public once the feasibility is known.

Ned – Feasibility also includes maintenance considerations, bigger UBIT, etc.

Marco – likes the concept of separating the bikes and pedestrians on each side with improved crossings. Specifically concerning in the downhill direction.

Ned – What do we need from the group to know how to move forward.

Dan requested “thumbs up” from the group to confirm that the design team will move forward with alternatives analysis

Members of the group raised thumbs or hands. No disagreeing voices were expressed.

Dana – more strategy about reaching out to groups in the community when we go back to the public.

Next Steps

Aaron summarized the projects next steps including future stakeholder meetings

City/Consultant team will refine the alternatives to 4, including a separated pedestrian/bicycle facility.

Provide an email update to the group of the selected 4 alternatives

Begin structural engineering evaluation with close coordination with WSDOT Bridge and Structures, followed by alternatives analysis

Next meeting, mid July, to review the draft alternatives analysis

Dianne – longer lead time for doodle poll.

Steffanie – longer lead time also on Doodle poll

Ned – during work day vs after work?

Received general approval of work day from the group. Dianne requested early in the day or late in the day.

Preferred alternative in September of this year

Dianne asked about previous analysis about student traffic flow across SR 303 and that there is not a representative from Olympic College present. Noted that we should have a representative from OC present to address the known issues. Specifically referring to a tunnel under SR 303

Aaron noted that Chris Valverde is on the stakeholder list but declined the meeting invite. The design team will reach out to Chris.

Meeting Adjourned at 1:43



Warren Avenue Bridge Pedestrian Improvements

September 12, 2022

Stakeholder Alternatives
Review Meeting

Agenda

1. Purpose Today: Initial Alternative Screening for Fatal Flaws
2. Schedule and Screening Process
3. Project Elements
4. Alternative Review
5. Screening for Fatal Flaws
6. Next Steps



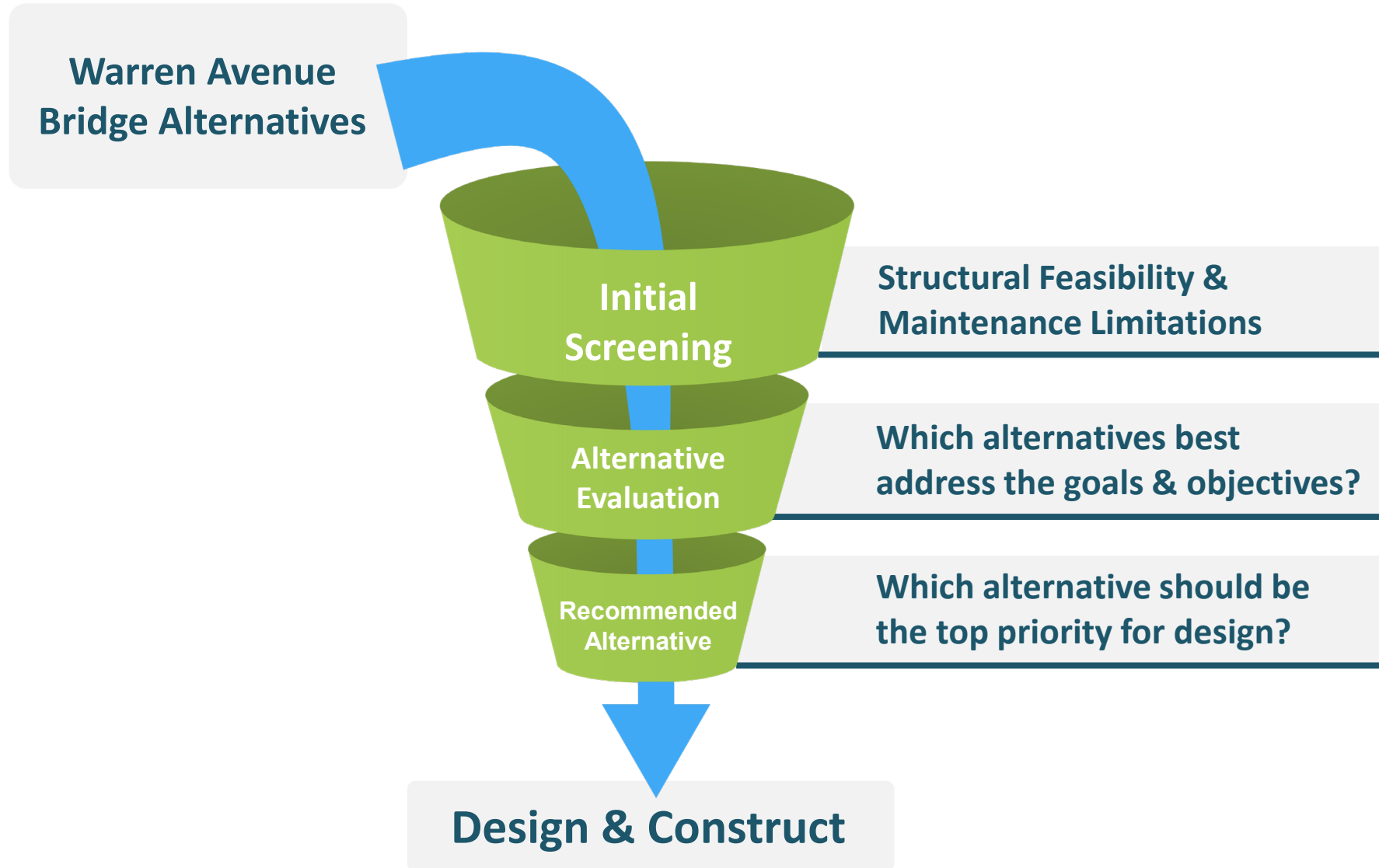
Feasibility and Alternatives Study

Purpose

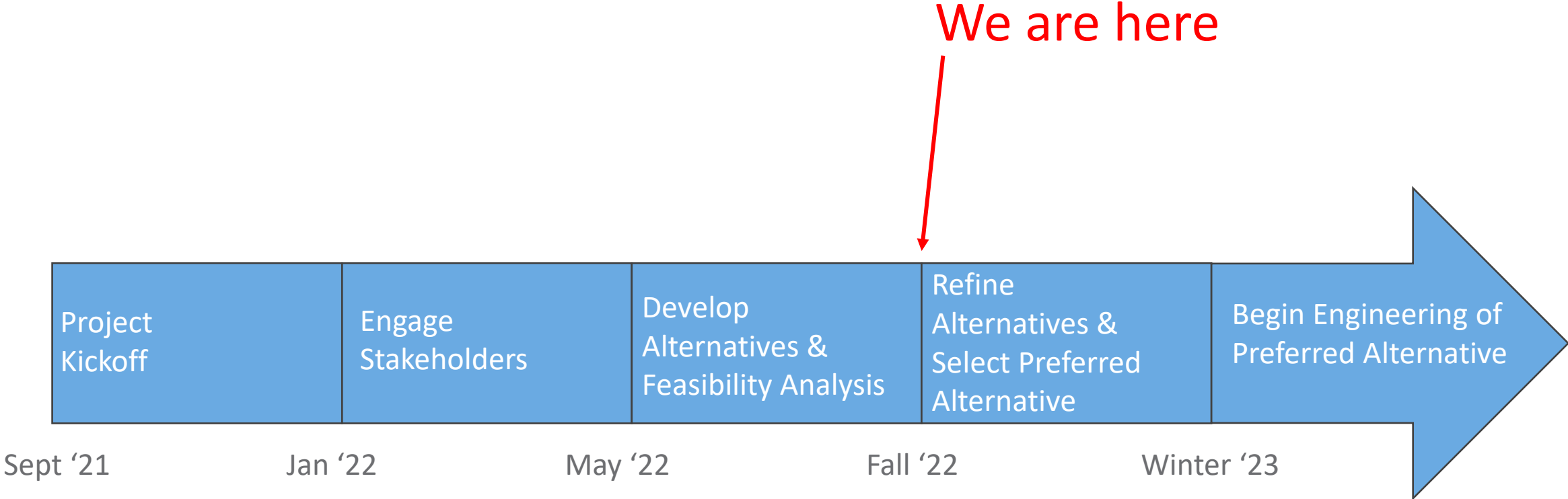
- Determine structural feasibility of proposed alternatives
- Gather input from a diverse group of stakeholders, residents, and users
 - Council Meetings
 - Public Events
 - Stakeholder Meetings
 - Website
- Identify a preferred alternative that meets the needs of all involved.



Alternative Screening Process



Schedule



Existing Bridge Conditions

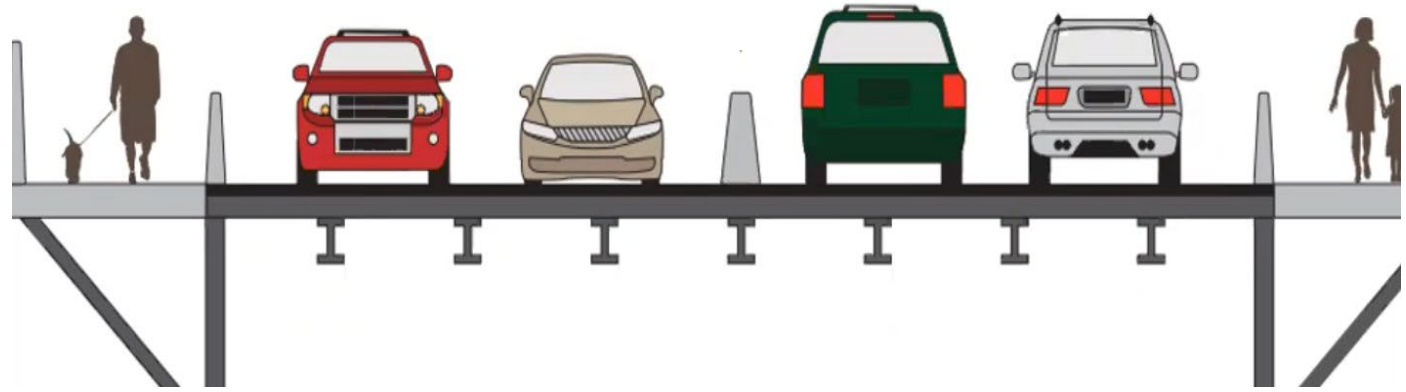
- 1,700' long (1/3 mile)
- 67.5' overall width
- 4 Lanes of Vehicle Travel:
 - 11' inside lane, 11.5' outside
- Substandard non-motorized path on each side
 - widths vary from 3'-2" to 3'-11"
- Structure is owned and maintained by WSDOT
- Three different structure types
 - Concrete T-Beam
 - Concrete Box Girder
 - Steel Plate Girder
- Eligible for National Registry of Historic Places



SR 303 Corridor Study (2021)

- 2-year study included a stakeholder advisory group and community outreach
- Warren Avenue Bridge identified as top priority project.
- Recommended improvements include: 10' clear width, wayfinding, center barrier, lighting

Typical Section, Warren Avenue Bridge



Typical Section, North of Warren Avenue Bridge



Helpful Terms



UBIT

Under Bridge
Inspection
Truck



WSDOT Rope Access Team

Certified bridge inspectors who also hold rope access certification and use rope rappelling techniques to access the under side of the bridge.



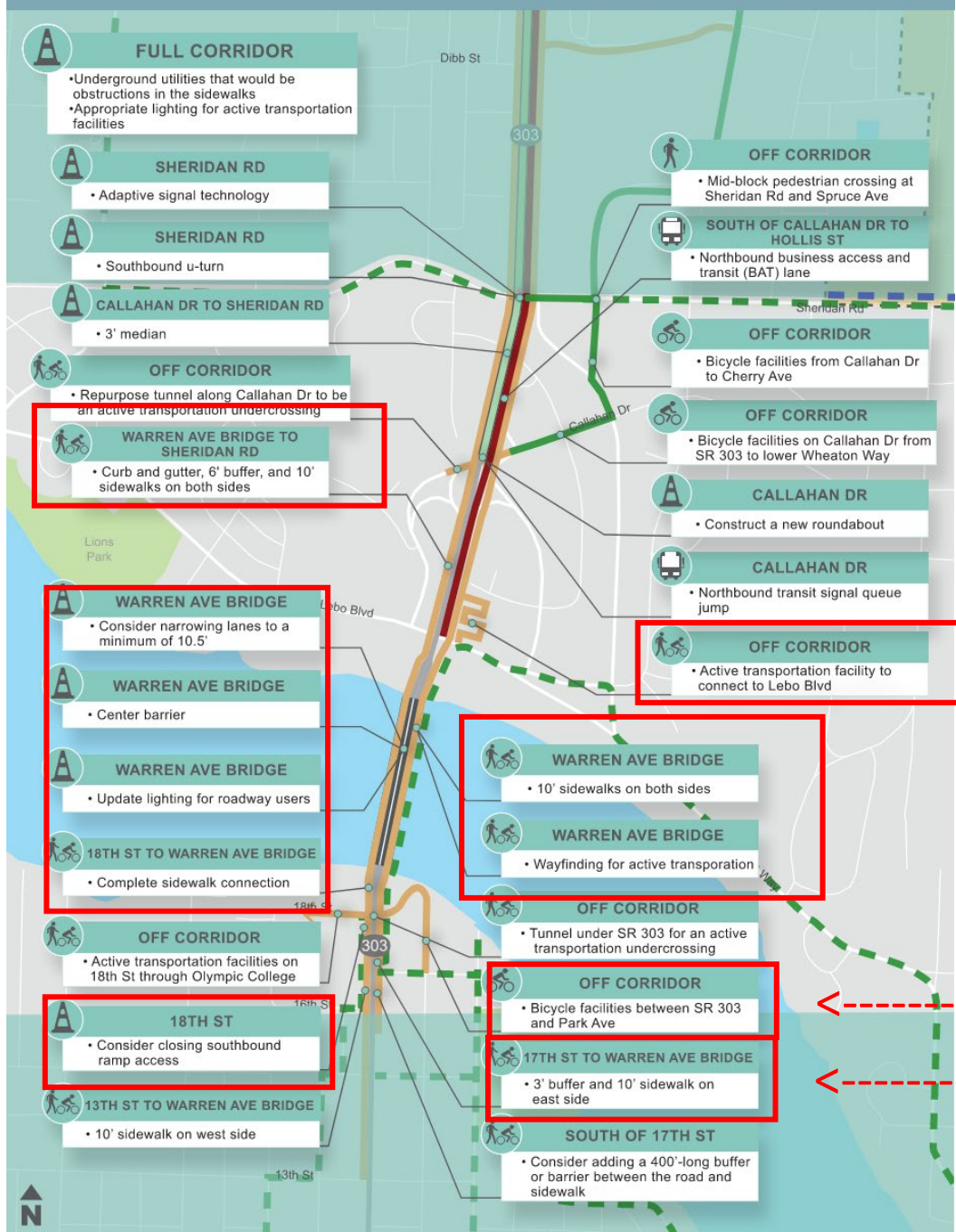
Seismic Retrofit

Modification of existing structures to make them more resistant to seismic activity, ground motion, or soil failure due to earthquakes.

Structural Reinforcement

Providing for increased load capacities in existing buildings and structures or their individual parts

Project Elements Map



On-Bridge elements ----->

Slide 12 ----->


-----Slide 10

----- Slide 11

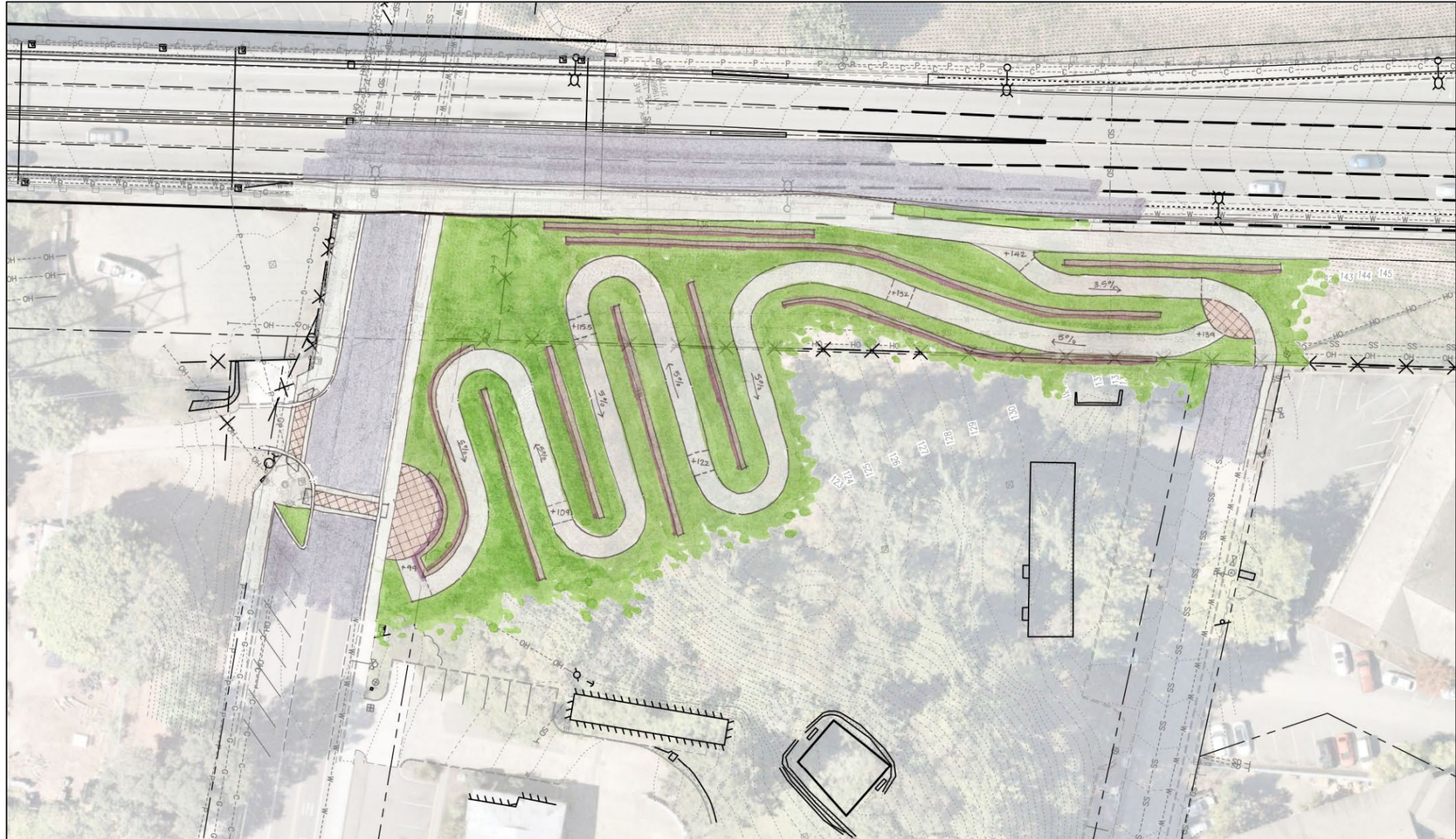
----- Slide 13

Project Elements

Lebo Blvd Pathway


 **OFF CORRIDOR**

- Active transportation facility to connect to Lebo Blvd



Project Elements

Roto Vista Park Pathway

 **OFF CORRIDOR**

- Bicycle facilities between SR 303 and Park Ave



Project Elements

18th Street Ramp Closure


A 18TH ST

- Consider closing southbound ramp access



Project Elements

17th Street One-Way Eastbound Conversion

 17TH ST TO WARREN AVE BRIDGE

- 3' buffer and 10' sidewalk on east side



Project Elements

Two Sided Improvement



West Side Only Improvements

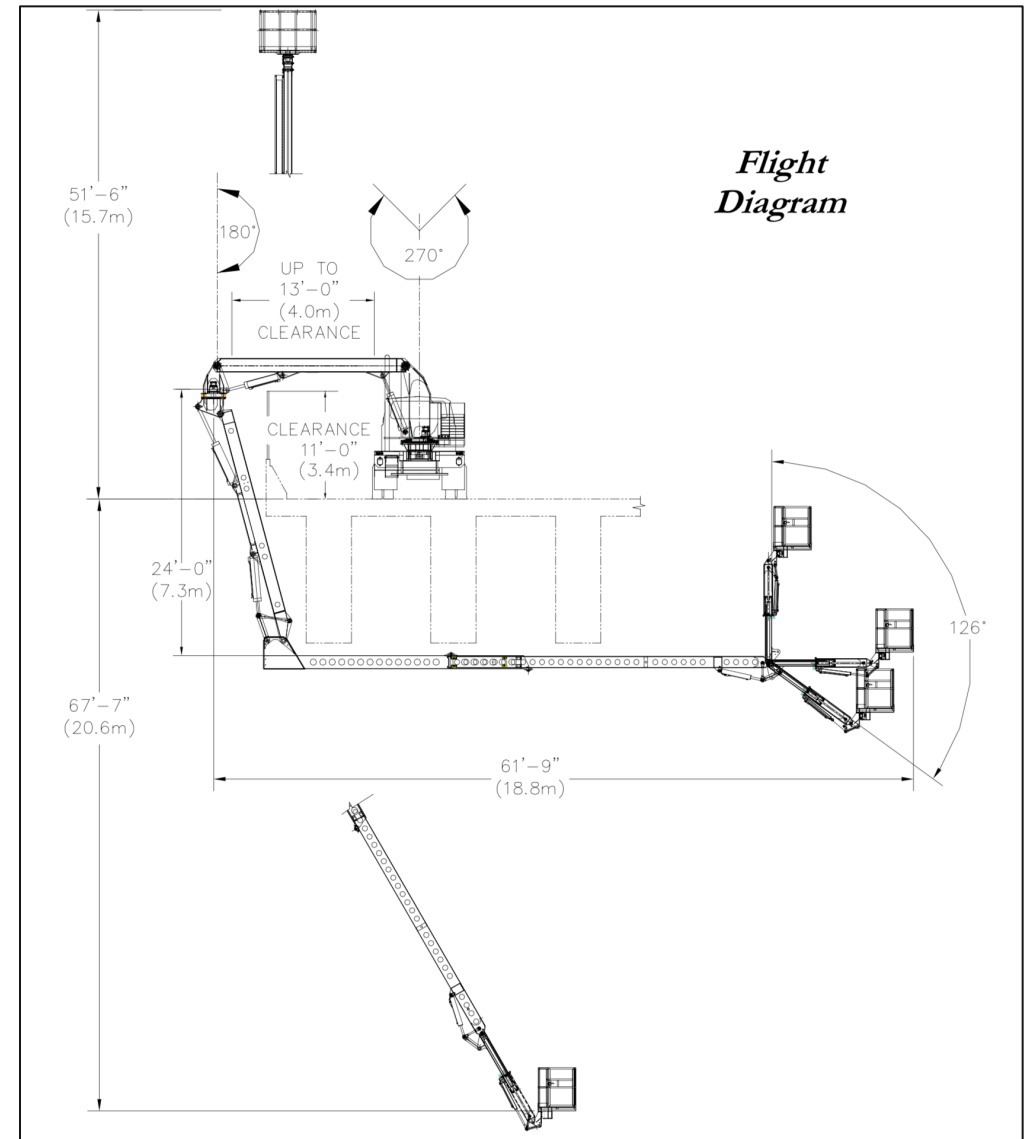


Project Elements

Maintenance – Under Bridge Inspection Truck



WSDOT's Existing Largest UBIT A-62
(maximum practical clear width of 8')

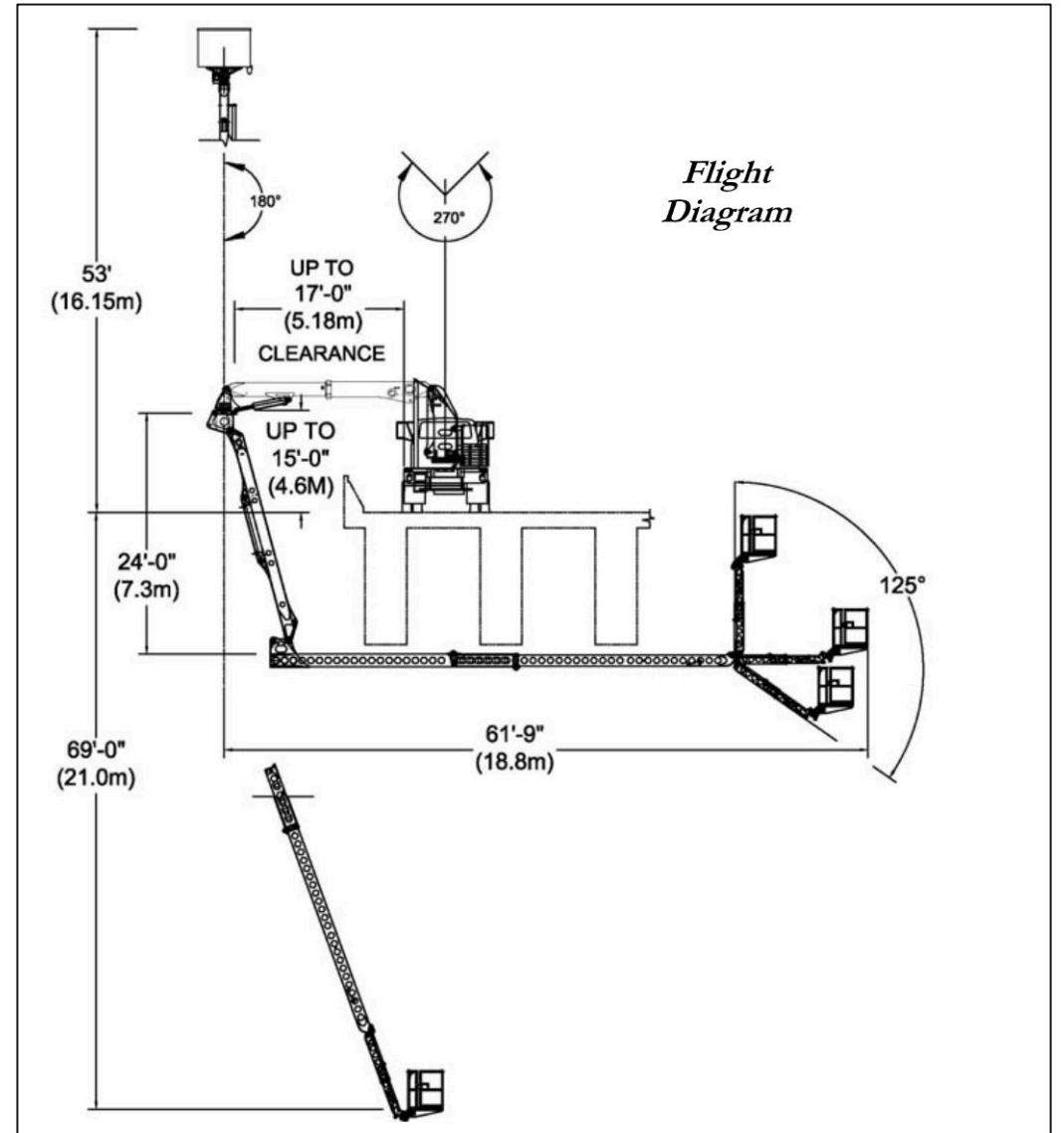


Project Elements

Maintenance – Under Bridge Inspection Truck



Largest UBIT Available A-62T
(maximum practical clear width of 12')

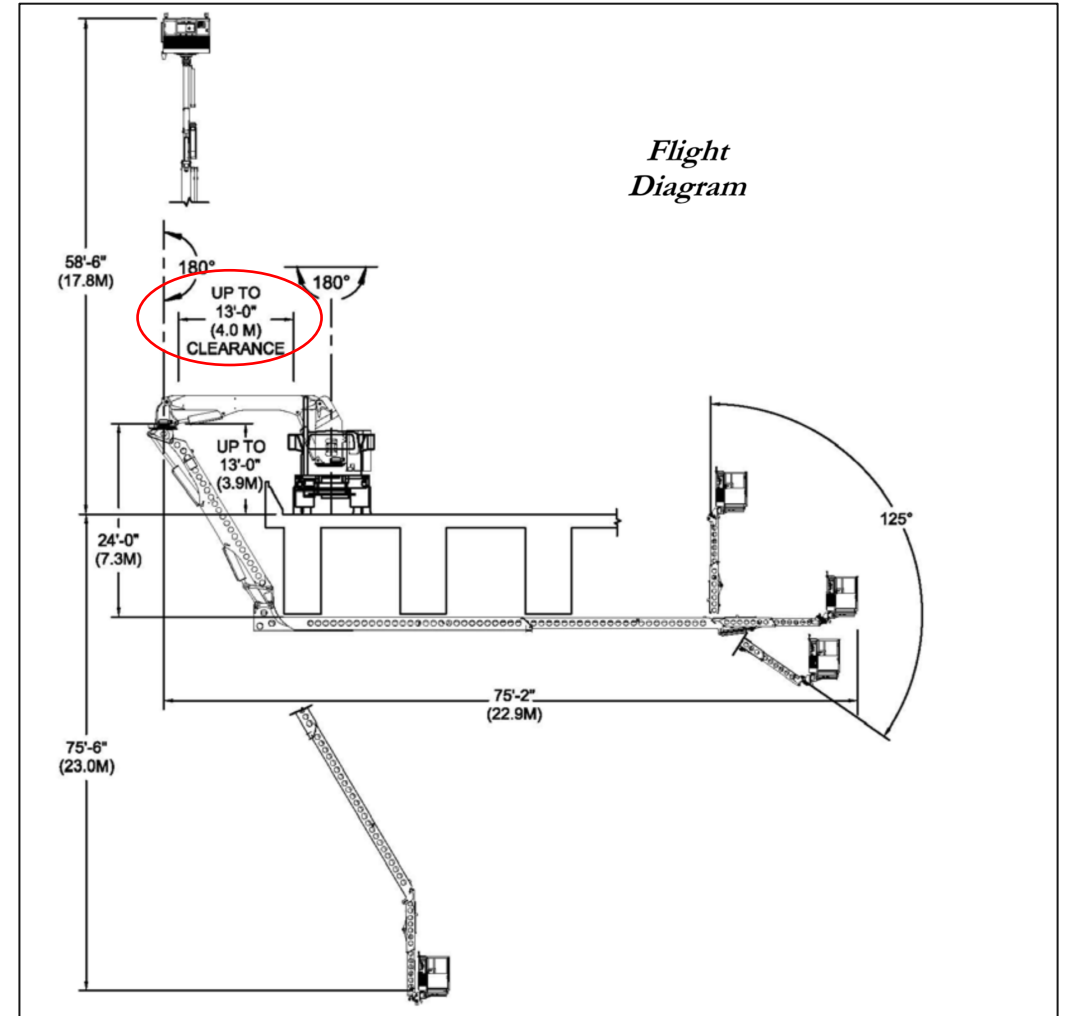


Project Elements

Maintenance – Under Bridge Inspection Truck



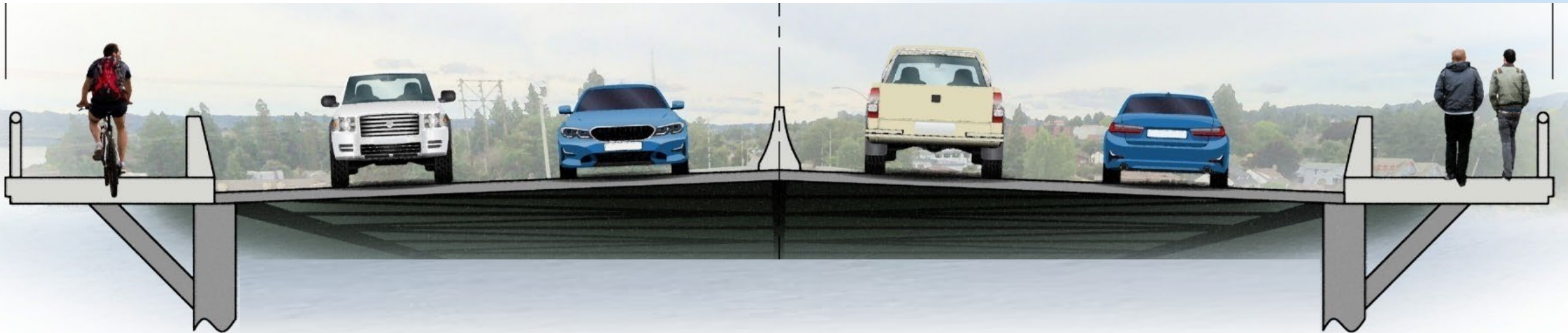
Longest Under-Bridge Boom UBIT A-75
(maximum practical clear width of 8')



Alternative 1

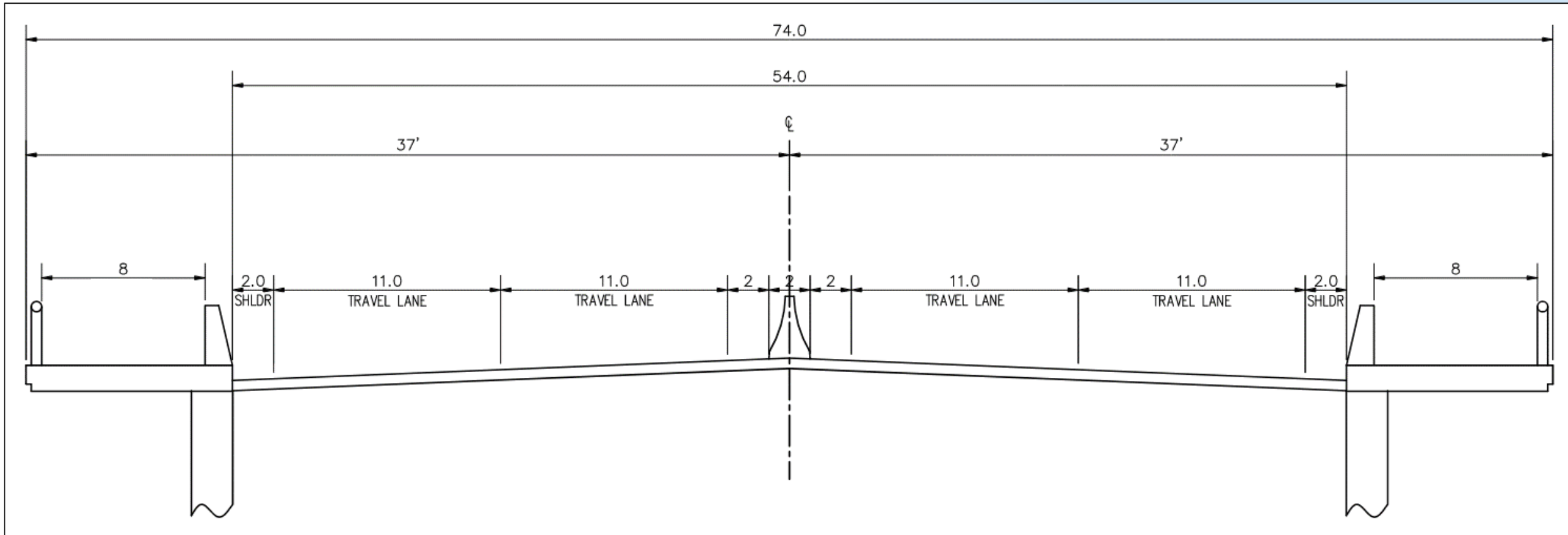
8-foot-wide clear width, both sides of the bridge

- Structurally Feasible
- 8' x 24' overlooks, 2 per side
- 10' Sidewalks leading up to bridge
- Lebo Blvd Pathway
- Roto Vista Park Pathway
- Access management for 17th St & 18th St
- Can use existing Inspection Truck (UBIT A-62)
- \$34 M Cost Estimate



Alternative 1

8-foot-wide clear width, both sides of the bridge



Alternative 2

10-foot-wide clear width, both sides of the bridge

- Structurally Feasible
- 6' x 24' overlooks, 2 per side
- 10' Sidewalks leading up to bridge
- Lebo Blvd Pathway
- Roto Vista Park Pathway
- Access management for 17th St & 18th St
- Requires purchase of new Inspection Truck (UBIT A-62T)
- \$39M Cost Estimate

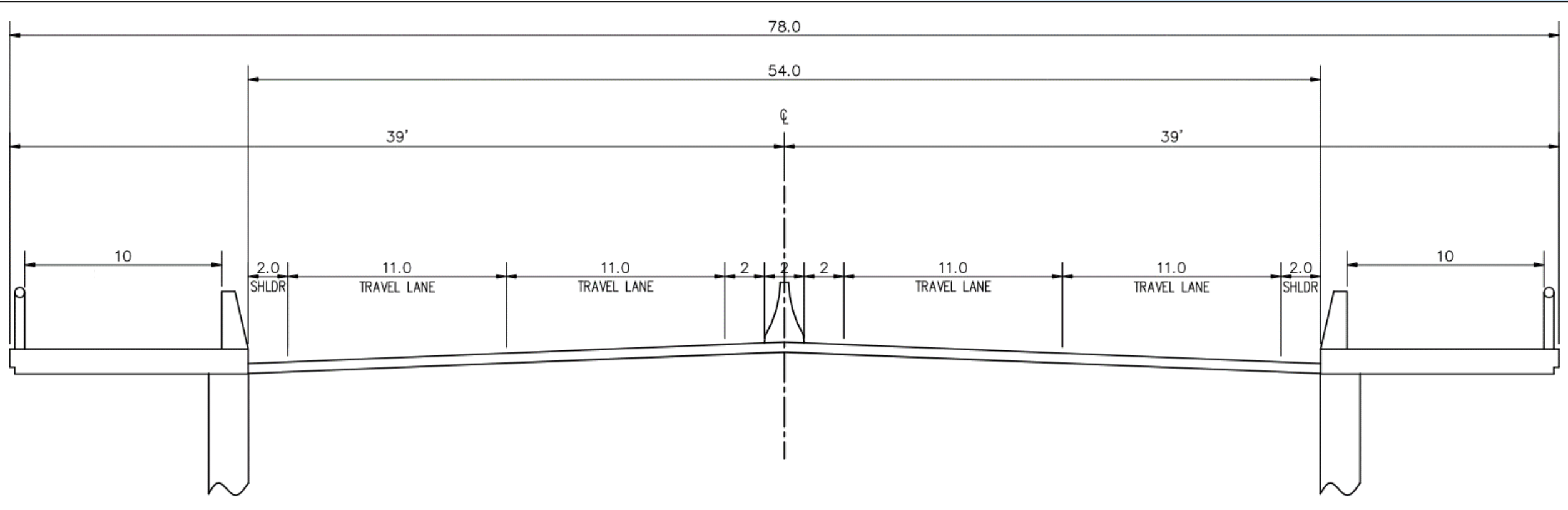
Recommended Alternative per
the SR 303 Corridor Study



Alternative 2

10-foot-wide clear width, both sides of the bridge

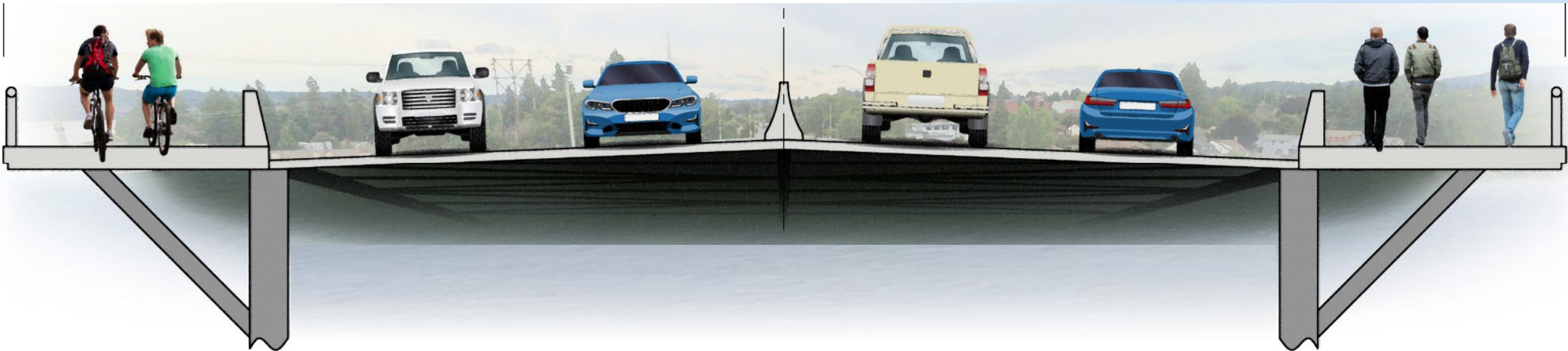
Recommended Alternative per the SR 303 Corridor Study



Alternative 3

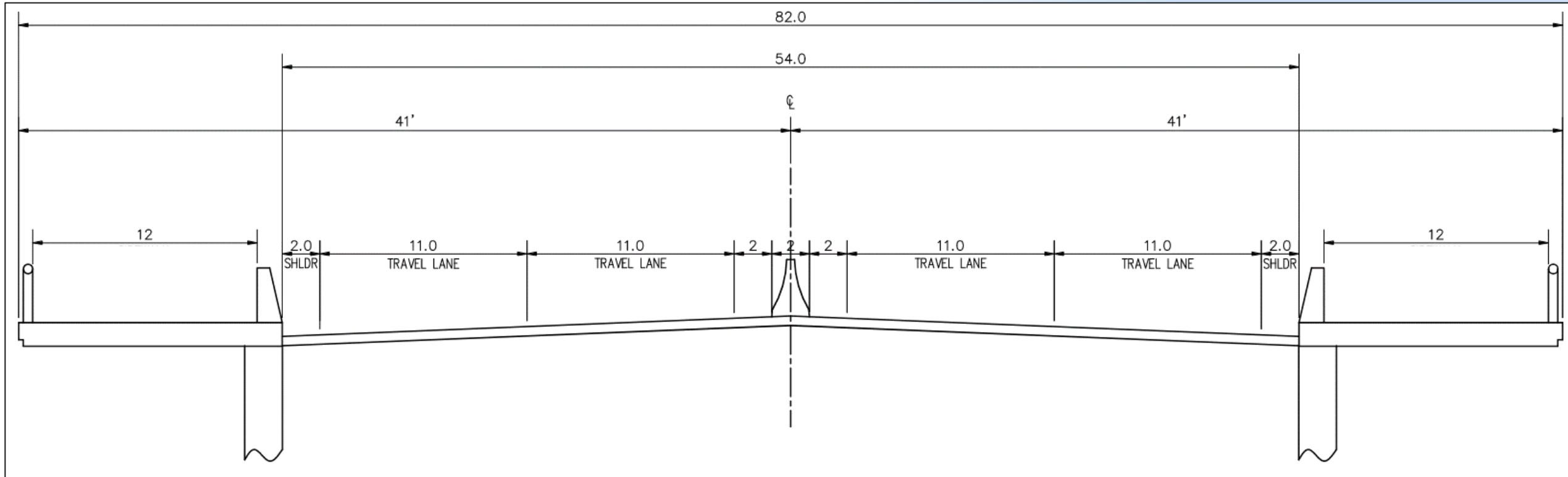
12-foot-wide clear width, both sides of the bridge

- Structurally Feasible
- Overlooks not included
- 10' Sidewalks leading up to bridge
- Lebo Blvd Pathway
- Roto Vista Park Pathway
- Access management for 17th St & 18th St
- Requires purchase of new Inspection Truck (UBIT A-62T)
- \$41M Cost Estimate



Alternative 3

12-foot-wide clear width, both sides of the bridge



Alternative 4a

16-foot-wide clear width, west side of the bridge

- Structurally Feasible
- Overlooks not included
- **East side sidewalk remains not improved**
- 10' Sidewalks leading up to bridge
- Pathway to Juniper St
- Roto Vista Park Pathway
- Tunnel under Warren Ave
- Access management for 17th St & 18th St
- **Inspection requires a Rope Access Team (fatal flaw)**



Alternative 4b

16-foot-wide clear width, east side of the bridge

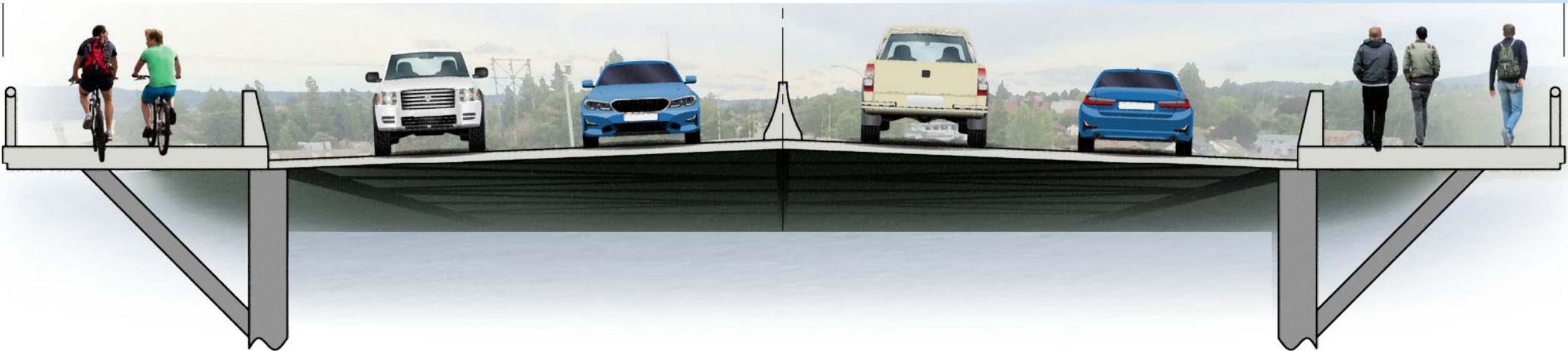
- Structurally Feasible
- Overlooks not included
- **West side sidewalk remains not improved**
- 10' Sidewalks leading up to bridge
- Lebo Blvd Pathway
- Roto Vista Park Pathway
- Access management for 17th St & 18th St
- **Inspection requires a Rope Access Team (*fatal flaw*)**



Alternative 5

14-foot-wide clear width, both sides of the bridge

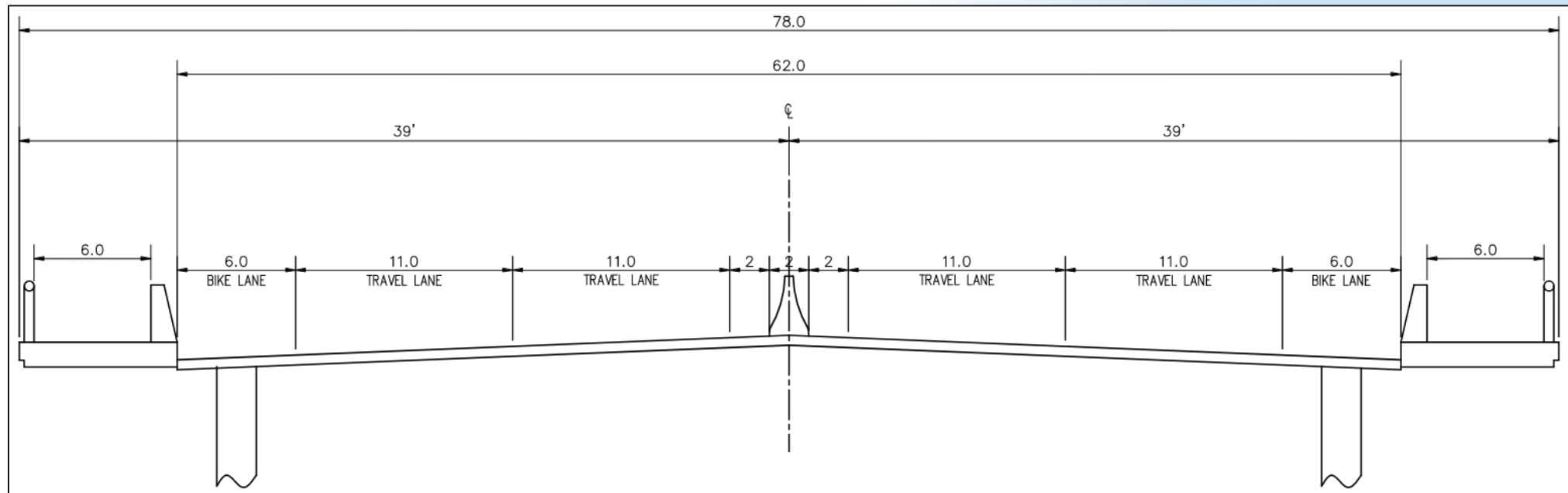
- Not Structurally Feasible (*fatal flaw*)
 - Requires seismic retrofit of the entire bridge due to added weight
- Inspection requires a Rope Access Team (*fatal flaw*)



Alternative 6

6-foot bike lane on the bridge deck, 6-foot sidewalk

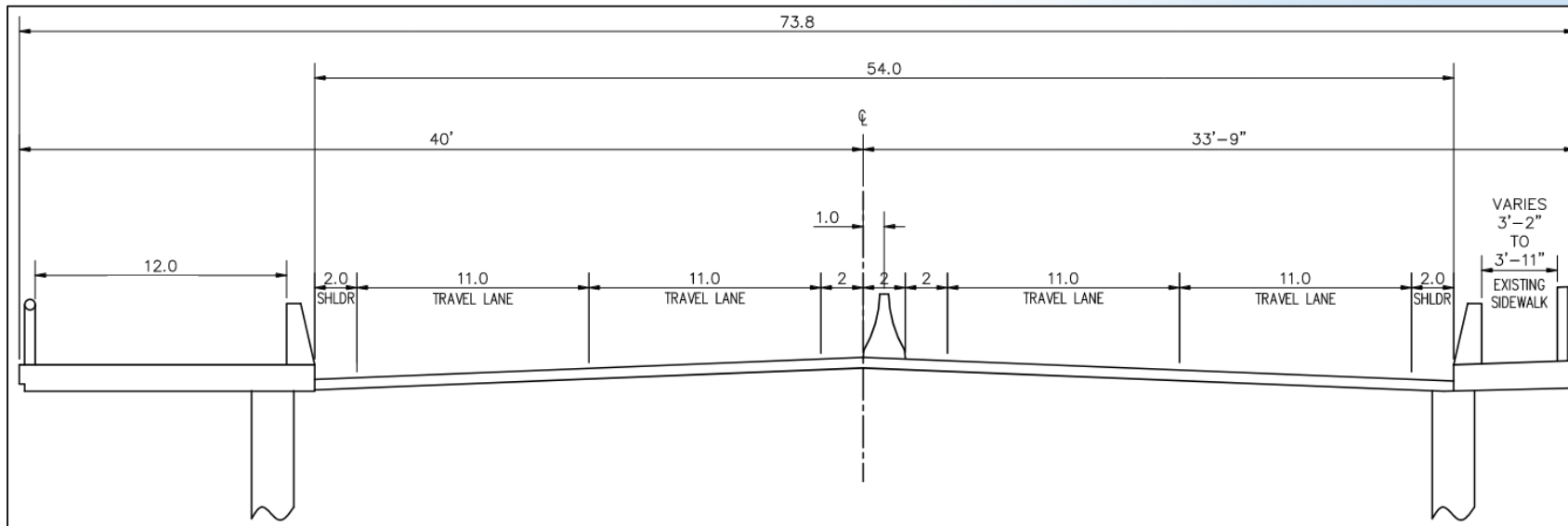
- Not Structurally Feasible (*fatal flaw*)
 - Requires seismic retrofit of the entire bridge
 - Bike lane structural design is the same as a vehicle lane



Alternative 7

12-foot-wide clear width, west side of the bridge

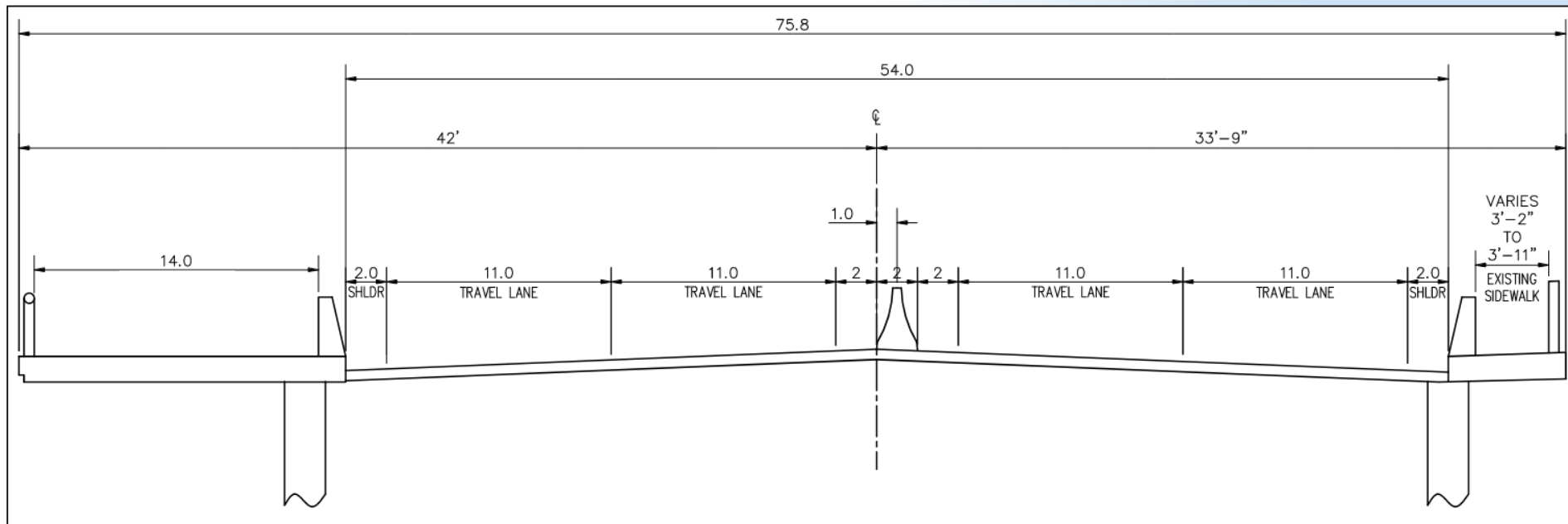
- Structurally Feasible
- Overlooks not included
- East side sidewalk remains not improved
- 10' Sidewalks leading up to bridge
- Pathway to Juniper St
- Roto Vista Park Pathway
- Tunnel under Warren Ave
- Access management for 17th St & 18th St
- Requires purchase of new Inspection Truck (UBIT)
- \$36M-45M Cost Estimate*
(range based on ADA requirements)



Alternative 8

14-foot-wide clear width, west side of the bridge

- Structurally Feasible
- Overlooks not included
- East side sidewalk remains not improved
- 10' Sidewalks leading up to bridge
- Pathway to Juniper St
- Roto Vista Park Pathway
- Tunnel under Warren Ave
- Access management for 17th St & 18th St
- Inspection requires a Rope Access Team (*fatal flaw*)



Initial Screening Criteria

- Structural Feasibility (Fatal Flaw)
- Planning Level Total Cost
- Connectivity/Multimodal considerations
- Access Management
- Placemaking/Urban Design opportunities
- Construction Impacts/Constructability
- Maintenance/Inspection Access (Fatal Flaw)

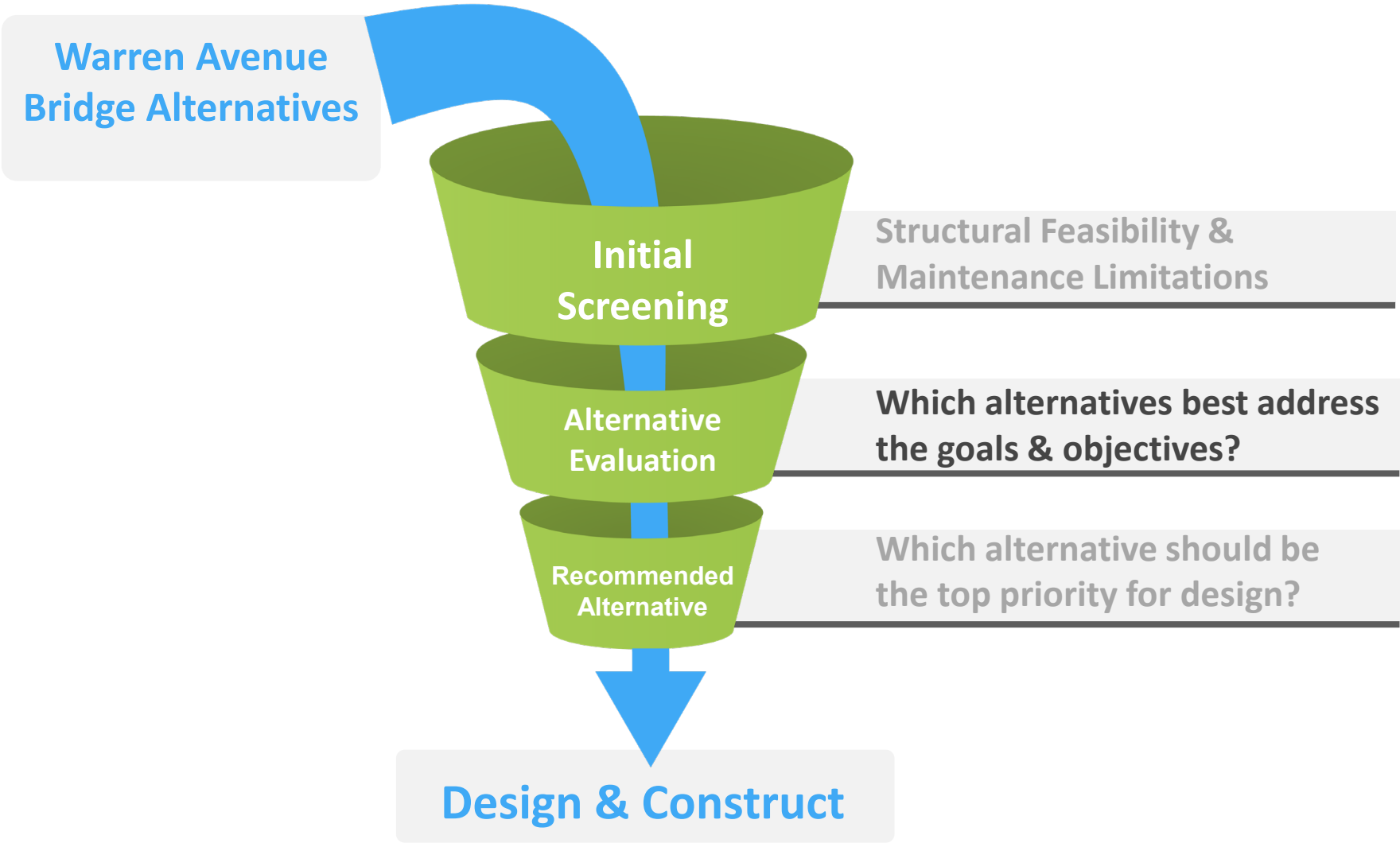


Screening for Fatal Flaws

Initial Screening Matrix		Alternative 1	Alternative 2	Alternative 3	Alternative 4a	Alternative 4b	Alternative 5	Alternative 6	Alternative 7	Alternative 8
		8-foot Clear Width	10-foot Clear Width	12-foot Clear Width	16-foot Clear Width	16-foot Clear Width	14-foot Clear Width	At-Grade 6-foot Bike Lane, 6-foot Sidewalk	12-foot Clear Width	14-foot Clear Width
		Both Sides	Both Sides	Both Sides	West Side	East Side	Both Sides	Both Sides	West Side	West Side
Origin		WSDOT preference using existing UBIT	SR-303 Corridor Study Preferred Alternative	Larger 2-sided Alternative assuming purchase of new UBIT	Combined WSCC one-sided alternative with WSDOT standard for Shared Use Path	Alternate to 4a, not requiring a tunnel under SR-303	WSDOT Traffic Office requested	Input from the publicly distributed stakeholder survey	WSCC requested one-sided alternative	WSCC requested one-sided alternative
Structural Feasibility		Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes
Planning Level Project Cost		\$34M	\$39M	\$41M	N/A	N/A	N/A	N/A	\$38M - \$45M*	N/A
Connectivity/ Multimodal Considerations	Concurrence with SR 303 Corridor Study	Yes	Yes	Yes	No	No	Yes	No	No	No
	Bridge to Bridge Trail Connectivity	Good	Good	Good	Fair	Good	Good	Fair	Fair	Fair
Access Management	18th St Closure	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes	Yes
	17th St One-Way	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes	Yes
	Warren Ave Undercrossing	No	No	No	Yes	No	N/A	N/A	Yes	Yes
Placemaking/ Urban Design	Overlooks	8'x24', 4 Total	6'x24', 4 Total	No	No	No	N/A	N/A	No	No
	Lebo Blvd Pathway	Yes	Yes	Yes	No	Yes	N/A	N/A	No	No
	Roto Vista Pathway	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes	Yes
Construction Impacts / Constructability	Expected Construction Duration	15 Months	15 Months	15 Months	N/A	N/A	N/A	N/A	12 - 18* Months	12 Months
	Impacts to Bridge Traffic	Closure of curb lane both Northbound and Southbound	Closure of curb lane both Northbound and Southbound	Closure of curb lane both Northbound and Southbound	Closure of curb lane Southbound only	Closure of curb lane Northbound only	Closure of curb lane both Northbound and Southbound	Closure of curb lane both Northbound and Southbound	Closure of curb lane Southbound only	Closure of curb lane Southbound only
Maintenance/ Inspection Access		Existing UBIT	Requires A-62T UBIT	Requires A-62T UBIT	Rope Access Required	Rope Access Required	Rope Access Required	TBD	Requires A-62T UBIT	Rope Access Required
Notes							Will require a seismic retrofit.	Will require a seismic retrofit.	*Includes bringing east side pedestrian route to ADA standards	

Alternative Evaluation

Next Steps



What's Next?



- Public Workshop #1 – Review Alternatives
- Stakeholder Meeting #4 – Screen to Preferred Alternative
- Public Workshop #2 – Present Preferred Alternative

For updates: www.warrenavebridgeproject.com

Meeting Minutes

DATE: September 12, 2022 **TIME:** 9:30 AM to 10:30 AM

SUBJECT: Stakeholder Meeting #3 **PROJECT:** Warren Avenue Bridge Pedestrian Improvements Project

LOCATION: MS Teams

ATTENDEES

- | | |
|--|---|
| ■ Vicki Grover, City of Bremerton | ■ Shane Weber, City of Bremerton |
| ■ Greg Wheeler, Mayor, City of Bremerton | ■ Ned Lever, City of Bremerton |
| ■ Thomas Knuckey, City of Bremerton | ■ Jeff Elevado, City of Bremerton Parks |
| □ Chris Valverde, Olympic College | □ Allison Satter, Naval Base Kitsap |
| ■ Dianne Iverson, West Sound Cycle Club | ■ Dana Bierman, Kitsap Public Health |
| □ Steffanie Lille, Kitsap Transit | ■ Marco DiCicco, Bremerton School District |
| □ Karen Boysen-Knapp, Kitsap Public Health | □ Josh Farley, Bridge to Trail |
| ■ John Ho, WSDOT | □ Tommy Bauer, Sen Cantwell's Office |
| □ Suzette Cooper, Sen Sheldon's Office | □ Shawn Bills, Sen Murray's Office |
| □ Robert Barnes, Rep MacEwen's Office | □ Amber Oliver, Rep Griffey's Office |
| □ LJ Rohrer, Rep Caldier's Office | ■ Adamari Hernandez, Sen Randall's Office |
| □ Brandon Greenhill, Bremerton Police Department | □ Ryan Avery, Bremerton Police Department |
| □ Michael Six, Bremerton Fire Marshall | David Emmons, Greater Kitsap Chamber of Commerce |
| □ Andrea Archer Parsons, WSDOT | ■ Dan Penrose, SCJ Alliance |
| ■ Aaron Knight, SCJ Alliance | ■ Colette Berna, City of Bremerton Parks |
| ■ Jessica Soward, Sargent Engineers | □ Michael Goodnow, Bremerton City Council President |

Introductory Remarks

(5 Minutes)

Alternatives Review Presentation

Aaron Knight, SCJ Alliance (25 Minutes)

Screening for Fatal Flaws and Next Steps

Aaron Knight & Dan Penrose, SCJ Alliance (5 Minutes)

Question & Answer

(30 Minutes)

Dianne Iverson

- Requested clarity on cost of each of the parts. (i.e. cost of each side of the bridge, tunnel, ADA path on NE corner of the bridge, etc). This will help prioritize expenditures based on values of the committee. Essential to break it down into detail when taking to the community.
 - **Response (Aaron Knight):** At this point in the analysis, the purpose is to identify fatal flaws. Cost is provided at a high level but is not applicable in the elimination of alternatives at this time.
- Indicated that use of the term “fatal flaw” could be overly dramatic and up to interpretation.
 - **Response (Aaron Knight):** The intent of the term is to identify which alternatives would not be approved by the WSDOT traffic and bridge groups. The bridge group identified the rope access requirement as a fatal flaw.
- Alt 1, 2, and 3 are noted as concurring with the corridor study, but do not include the tunnel, which was part of the corridor study’s preferred alternative. Requests that alt 1, 2, and 3 be noted as not complying with the corridor study.
 - **Response (Aaron Knight):** Agreed, this might not be the appropriate time to assign concurrence with the corridor study because it is outside the scope of this meeting. Assigning concurrence is more appropriate for the next step.
- Bridge-to-bridge connectivity for alt 8 is labeled as “fair”, but it should be marked as “good” because Lebo is easily accessible via existing infrastructure on the Northwest corner.
 - **Response (Aaron Knight):** Please write up specific comments and send them to the team so that they can be cataloged and addressed as needed.
 - **Response (Dianne Iverson):** Agreed. Comments to be sent in writing.
- Requested clarity on how WSDOT decides which bridges allow rope access (the Tacoma Narrows, Carbon River, Lewis and Clarke, and Longview bridges all use rope access).
 - **Response (Aaron Knight):** WSDOT outlined that the Warren Avenue bridge must be accessible to an under-bridge inspection truck due to limited budgeting and staffing. The Tacoma Narrows bridge allows rope access for cable inspection, but still requires access for an under-bridge inspection truck.
 - **Response (Jessica Soward):** Rope access is labor intensive and risky to personnel. Due to resource, time, and labor constraints, WSDOT does not have extra capacity to add the Warren Avenue bridge to their rope inspection schedule.
 - **Response (Dianne Iverson):** Drones are used for bridge inspections in California, Nevada, and Minnesota. Drones solve the personnel issue and could be a cost-effective solution.
 - **Response (Jessica Soward):** WSDOT does not decide whether to use drones because it is a public bridge subject to FHWA standards. Due to the unique construction of the Warren Avenue

bridge, there are special inspection requirements. Bridge inspectors need to access every critical component within arm's reach.

- Requests feedback from the committee on anything in the alternatives that meets the definition of fatal flaw. For example, safety should be a critical consideration. An 8' path is very narrow and should be considered a fatal flaw.
 - **Response (Dan Penrose):** The team will be looking for qualitative feedback in the coming weeks. Are there any additional alternatives (beyond the 5 marked with fatal flaws) that can be eliminated to avoid nonessential detailed engineering?
 - **Response (Aaron Knight):** There is currently no mention of safety on the screening matrix because one of the struggles is agreeing on standards for assessing safety. There is not currently a quantitative metric for safety on such a pedestrian facility, so feedback will focus on user comfort. For this meeting, the team is seeking objective feedback, and the next will focus on subjective feedback.
- Requests that alt 8 remain up for discussion.
 - **Response (Dan Penrose):** Alt 8 was eliminated because it requires rope access.
 - **Response (Ned Lever):** It seems reasonable to follow up with more information on Alt 8. Requests a clearer picture from WSDOT on whether there is any wiggle room on alt 8's feasibility.
 - **Response (Aaron Knight):** The team held a meeting with WSDOT and it was stated that alternatives that require rope access are not acceptable.
- Requests that slide 6 depict a graphic showing the existing infrastructure on the Northwest corner of the bridge.
 - **Response (Aaron Knight):** Comments will be incorporated.

Tom Knuckey

- Requests that alt 7 be rejected because it does not meet minimum accessibility requirements on both sides of the bridge. Safety complaints have been raised by the ADA committee about a lack of space for pedestrians, wheelchairs, and strollers to pass.
 - **Response (Aaron Knight):** The purpose of the meeting is to focus on understanding the fatal flaws. Requests that the committee keep questions to the reasoning behind assigning the fatal flaws and/or any disagreements in what the flaws are.

Ned Lever

- Requests clarity on the next steps, processes, and meetings.
 - **Response (Aaron Knight):** The team put together a draft of the report, illustrating a status of investigations to this point. A public open house will be held in early October. Another stakeholder meeting will be held in late October or early November. The team anticipates arriving at a preferred alternative by the end of December.

- **Response (Ned Lever):** Requests further clarification on what the group can expect moving forward.
- **Response (Dianne Iverson):** There will be a public input session in early October based on what was discussed in this meeting. Requests clarification on steps prior to the public input session and any involvement from the public work committee or the city.
- **Response (Ned Lever):** Requests that the process be refined, outlined, and distributed to the group via email.
- **Response (Dianne Iverson):** Requests clarification on the details of the community process (are surveys, zoom sessions, and in-house meetings included?) Requests a timeline to add to committee members' calendars.
- **Response (Aaron Knight):** The team will provide a 3 week notice of any events. The team will regroup, put together materials for the public open house, and hold the open house in the first few weeks of October. The process is dynamic and notice will be given in a timely manner.

Shane Weber

- Tom brought up the concern of safety. Are there any other factors that were not discussed but should be covered in the next meeting?
 - **Response (Aaron Knight):** Please provide specific examples of factors that should be discussed at the next meeting (i.e. safety could be handle bars hitting each other when cyclists are passing or a limitation in maneuvering past another pedestrian on foot).
 - **Response (Dianne Iverson):** Thank you to the team for sending out the documents a week ahead. Dianne Iverson to send Aaron Knight a photo essay illustrating the differences in path widths.

Aaron Knight

- Recording to be uploaded and link provided to all attendees.
- Meeting minutes to be distributed.
- For more information about the project: www.warrenavebridgeproject.com
- Open house meeting invite is forthcoming.

Meeting Adjourned at 10:40



Warren Avenue Bridge Pedestrian Improvements

November 30, 2022

Stakeholder Workshop #4

Agenda

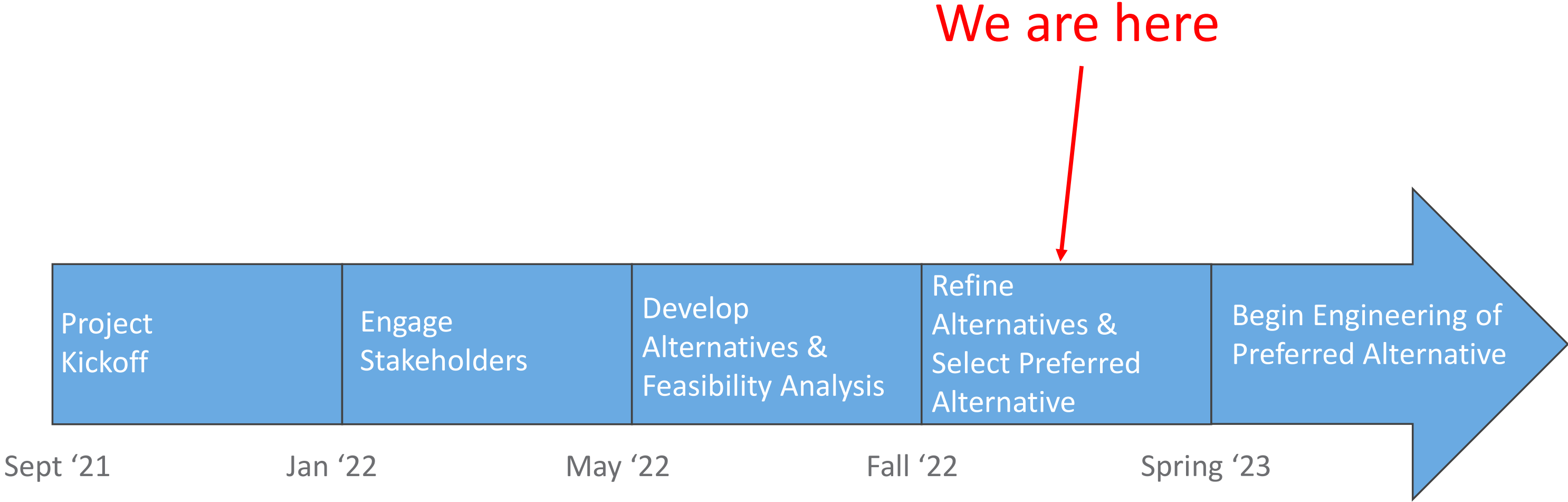
Purpose Today:

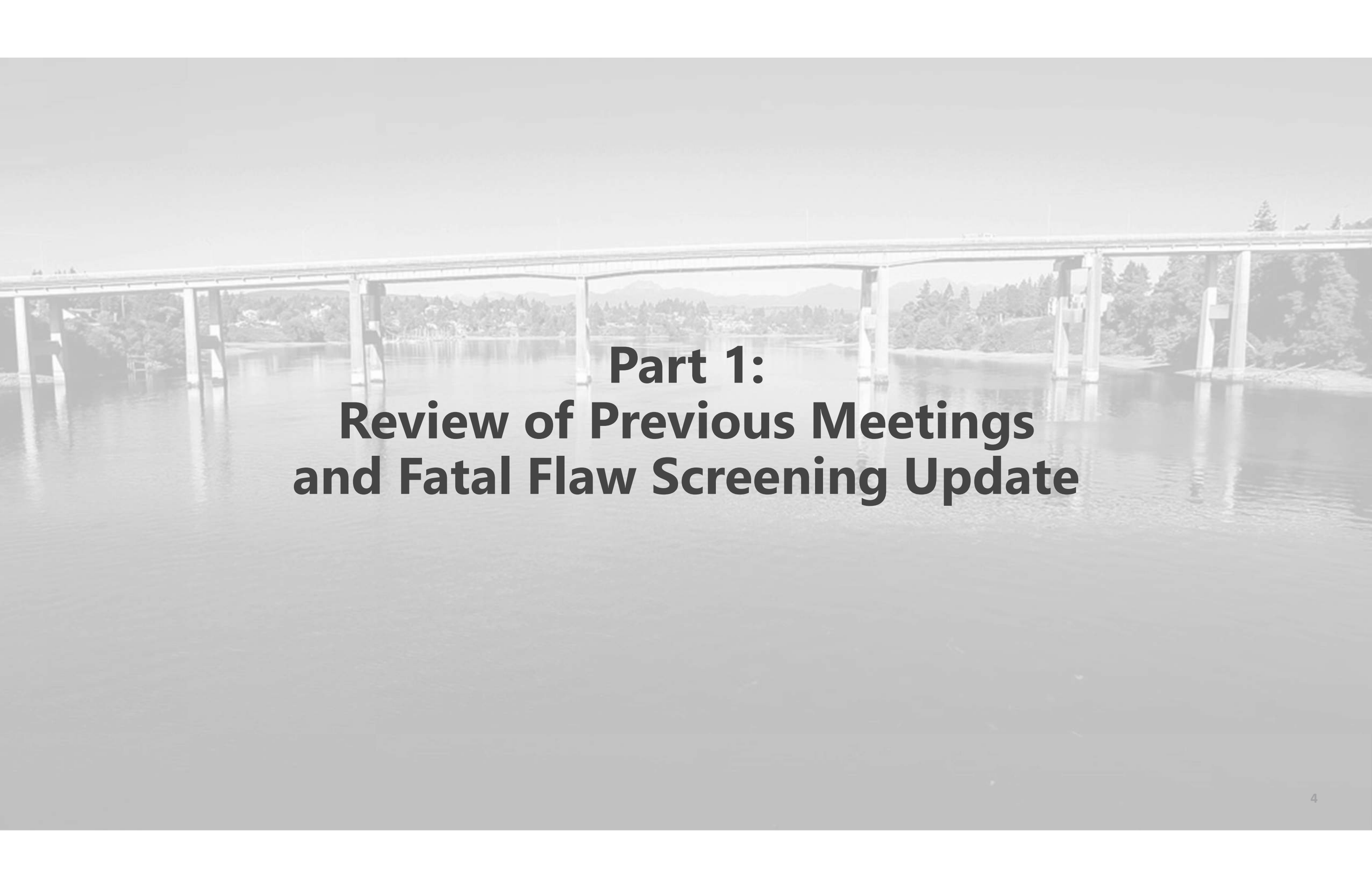
Advance feasible alternatives to Community Open House

- Review of prior meetings
- Discuss fatal flaws including conversation with WSDOT Bridge Engineer
- Review and discuss remaining bridge alternatives
- Review and discuss off-structure project elements
- Cost Estimates
- Upcoming Events Schedule



Schedule





Part 1:
**Review of Previous Meetings
and Fatal Flaw Screening Update**

Previous Meetings

Kickoff Meeting – February 2022

- Introduced the project
- Stakeholder survey

Survey Review Meeting – March 2022

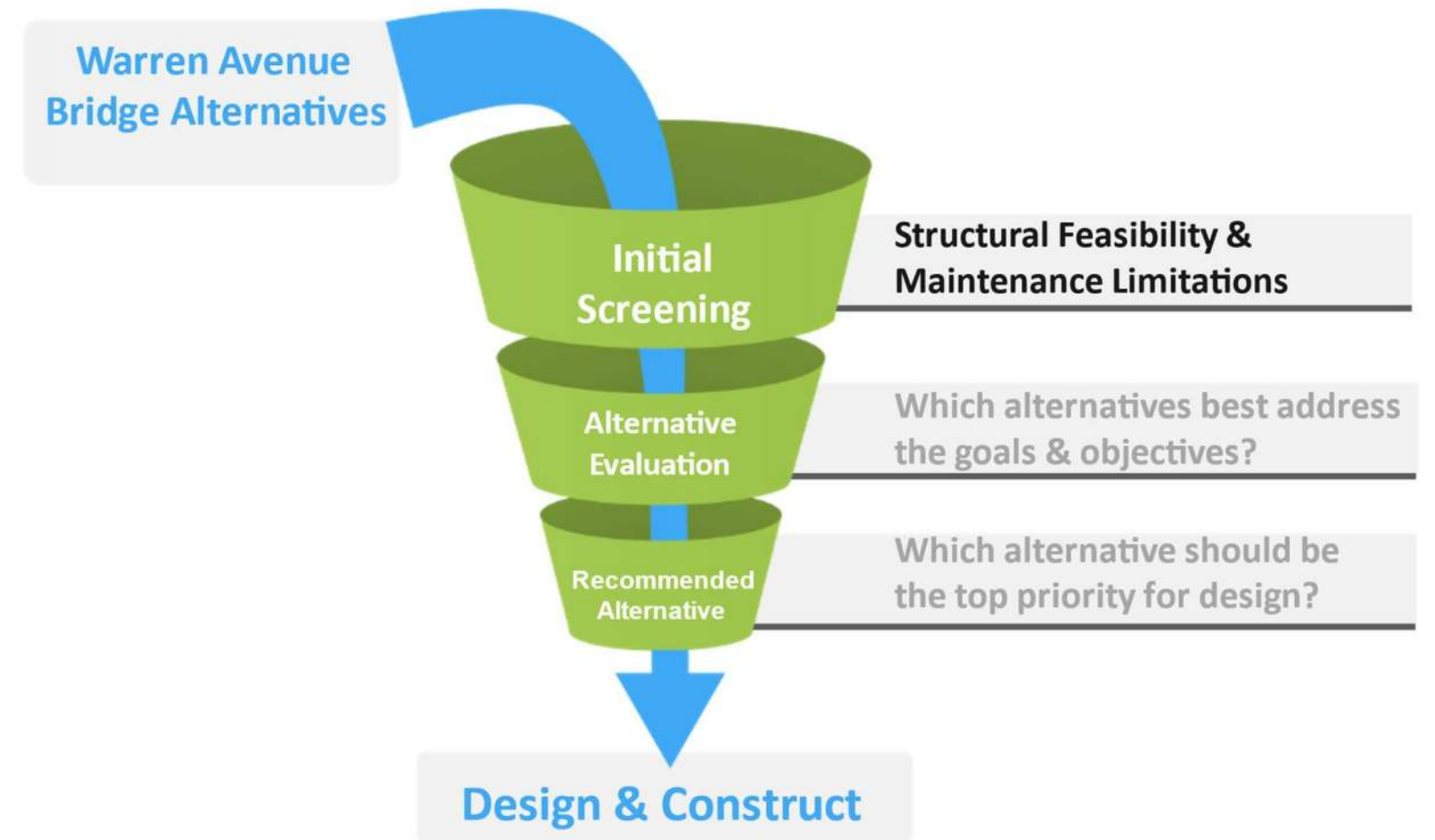
- Presentation on public response to stakeholder survey
- Stakeholders voted to recommend design team to move forward to alternatives analysis



Previous Meetings

Alternatives Review Meeting September 2022

- Presented screening process funnel
- Reviewed SR 303 Corridor Study project elements
- Defined fatal flaws as structure infeasibility or maintenance requiring a rope team.
- Discussed initial screening matrix
- Four alternatives advanced
 - 8' both sides
 - 10' both sides
 - 12' both sides
 - 12' west side only with a tunnel



Post-Meeting Action Item:

Seek further clarification from WSDOT about use of rope access teams for inspection/maintenance.

Rope Access Teams

Fatal Flaw

Email Communication from Greg Seipel, WSDOT Bridge Preservation Office:

- *The Warren Avenue bridge does not easily lend itself to rope access without extensive effort for rigging.*
- *Using a UBIT to rig the ropes is not reasonable*
- *The ability for rescue must also be provided for in accordance with L&I. This would require a means to get them back up, or down to stand by rescue boats in the water.*
- *Using Ropes is time and personnel intensive, as well as, involving greater risk. To plan for a design that requires this, flies in the face of all safety risk management.”*

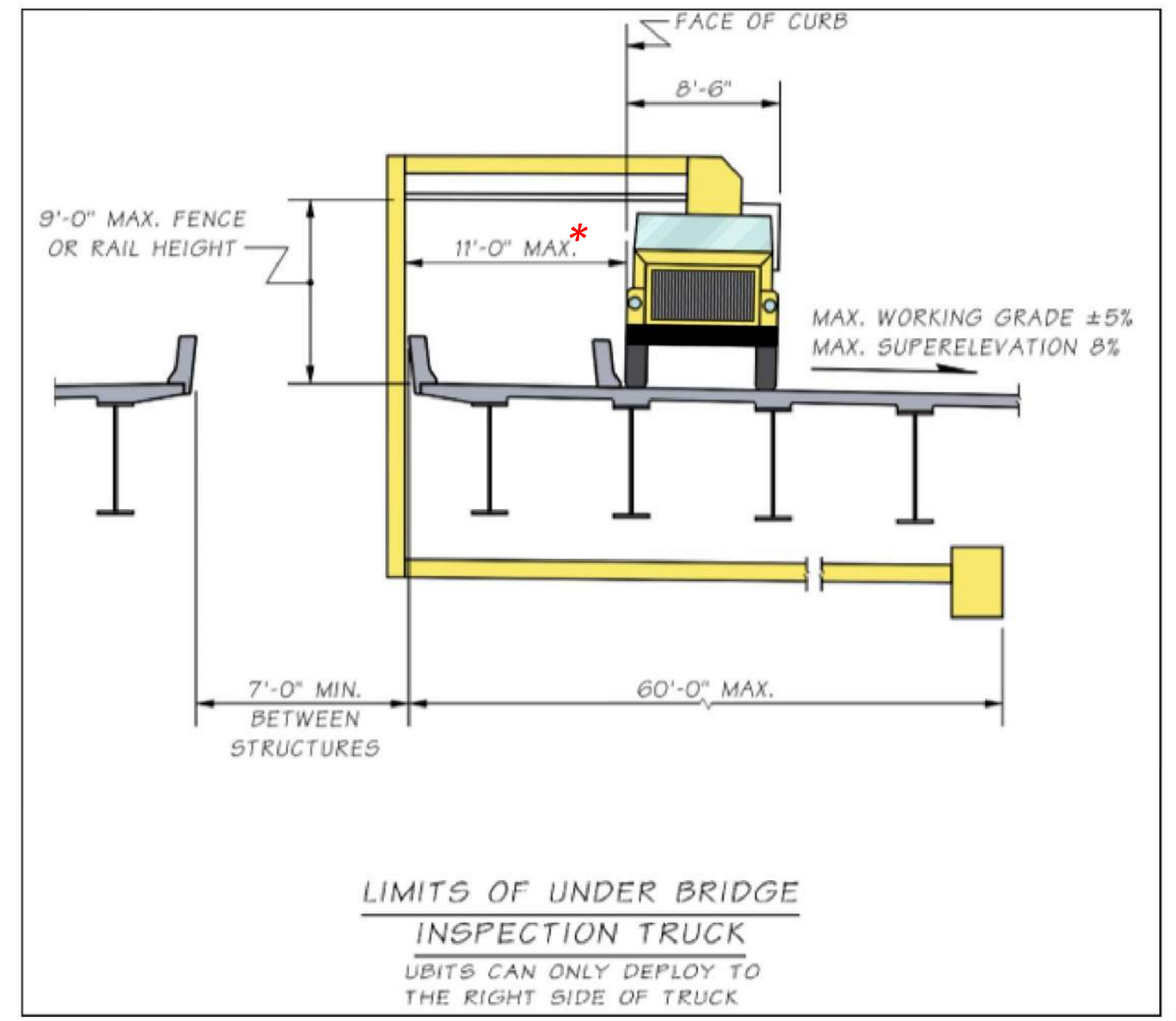


Larger Under Bridge Inspection Truck (UBIT) Feasibility

Fatal Flaw

Some alternatives included purchase of a new Aspen A-62T to provide WSDOT with inspection/maintenance access.

- *Response from WSDOT:*
 - Existing fleet has been selected to serve the most number of bridges
 - Larger UBIT will not be able to serve many of the existing bridges, therefore cannot replace an existing A-62
 - Adding an additional truck to the fleet is cost prohibitive
 - There are no plan to evaluate the entire bridge inspection program for justification of acquiring an A-62T.



** For this structure, the existing trucks can reach up to 12' over the sidewalk (for a 10' clear width)*

Updated Screening for Fatal Flaws

Initial Screening Matrix		Alternative 1	Alternative 2	Alternative 3	Alternative 4a	Alternative 4b	Alternative 5	Alternative 6	Alternative 7	Alternative 8
		8-foot Clear Width	10-foot Clear Width	12-foot Clear Width	16-foot Clear Width	16-foot Clear Width	14-foot Clear Width	At-Grade 6-foot Bike Lane, 6-foot Sidewalk	12-foot Clear Width	14-foot Clear Width
		Both Sides	Both Sides	Both Sides	West Side	East Side	Both Sides	Both Sides	West Side	West Side
Origin		WSDOT preference using existing UBIT	SR-303 Corridor Study Preferred Alternative	Larger 2-sided Alternative assuming purchase of new UBIT	Combined WSCC one-sided alternative with WSDOT standard for Shared Use Path	Alternate to 4a, not requiring a tunnel under SR-303	WSDOT Traffic Office requested	Input from the publicly distributed stakeholder survey	WSCC requested one-sided alternative	WSCC requested one-sided alternative
Structural Feasibility		Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes
Maintenance/ Inspection Access		Existing UBIT	Existing UBIT	Larger UBIT or Rope Access Required	Rope Access Required	Rope Access Required	Rope Access Required	N/A	Larger UBIT or Rope Access Required	Rope Access Required
Planning Level Project Cost		\$34M	\$39M	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Connectivity/ Multimodal Considerations	Concurrence with SR 303 Corridor Study									
	Bridge to Bridge Trail Connectivity									
	User Comfort									
Access Management	18th St Closure	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes	Yes
	17th St One-Way	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes	Yes
	Warren Ave Undercrossing	No	No	No	Yes	No	N/A	N/A	Yes	Yes
Placemaking/ Urban Design	Overlooks	8'x24', 4 Total	6'x24', 4 Total	No	No	No	N/A	N/A	No	No
	Lebo Blvd Pathway	Yes	Yes	Yes	No	Yes	N/A	N/A	No	No
	Roto Vista Pathway	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes	Yes
Construction Impacts / Constructability	Expected Construction Duration	15 Months	15 Months	15 Months	N/A	N/A	N/A	N/A	12 - 18* Months	12 Months
	Impacts to Bridge Traffic	Closure of curb lane both Northbound and Southbound	Closure of curb lane both Northbound and Southbound	Closure of curb lane both Northbound and Southbound	Closure of curb lane Southbound only	Closure of curb lane Northbound only	Closure of curb lane both Northbound and Southbound	Closure of curb lane both Northbound and Southbound	Closure of curb lane Southbound only	Closure of curb lane Southbound only
Notes							Will require a seismic retrofit.	Will require a seismic retrofit.		



Open Discussion

**with Rich Zeldenrust
WSDOT Bridge and Structures**

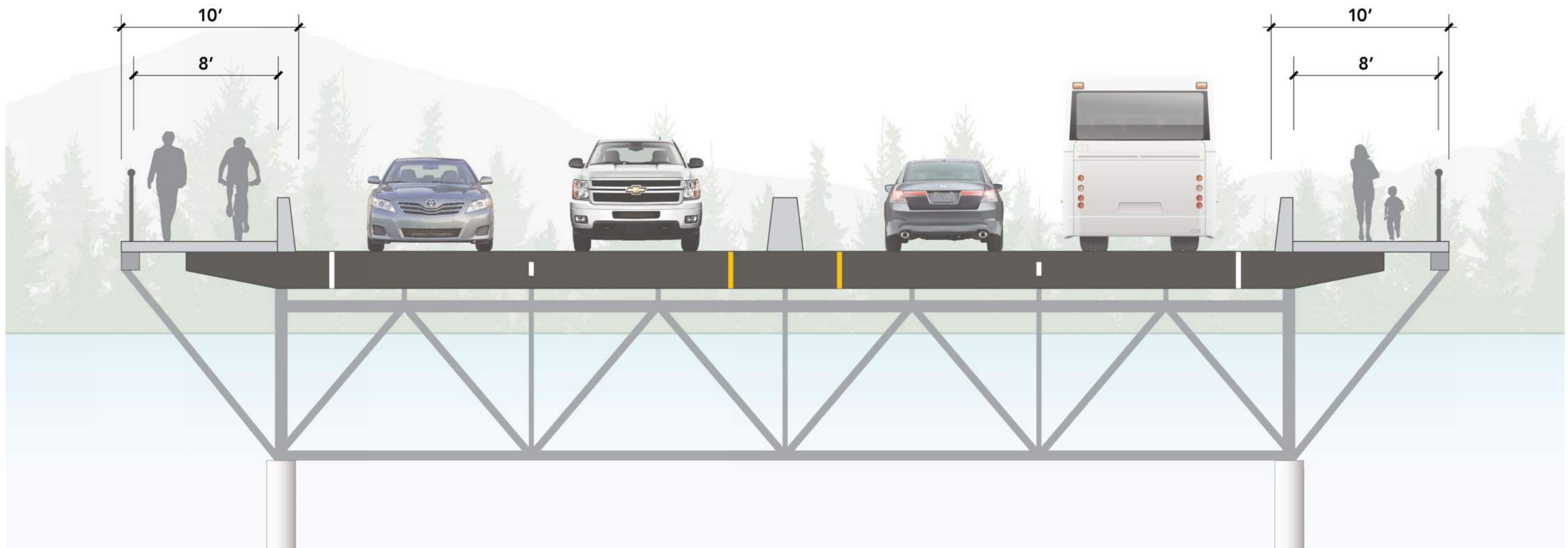


**Part 2:
Review of Remaining
Bridge Alternatives**

Alternative 1

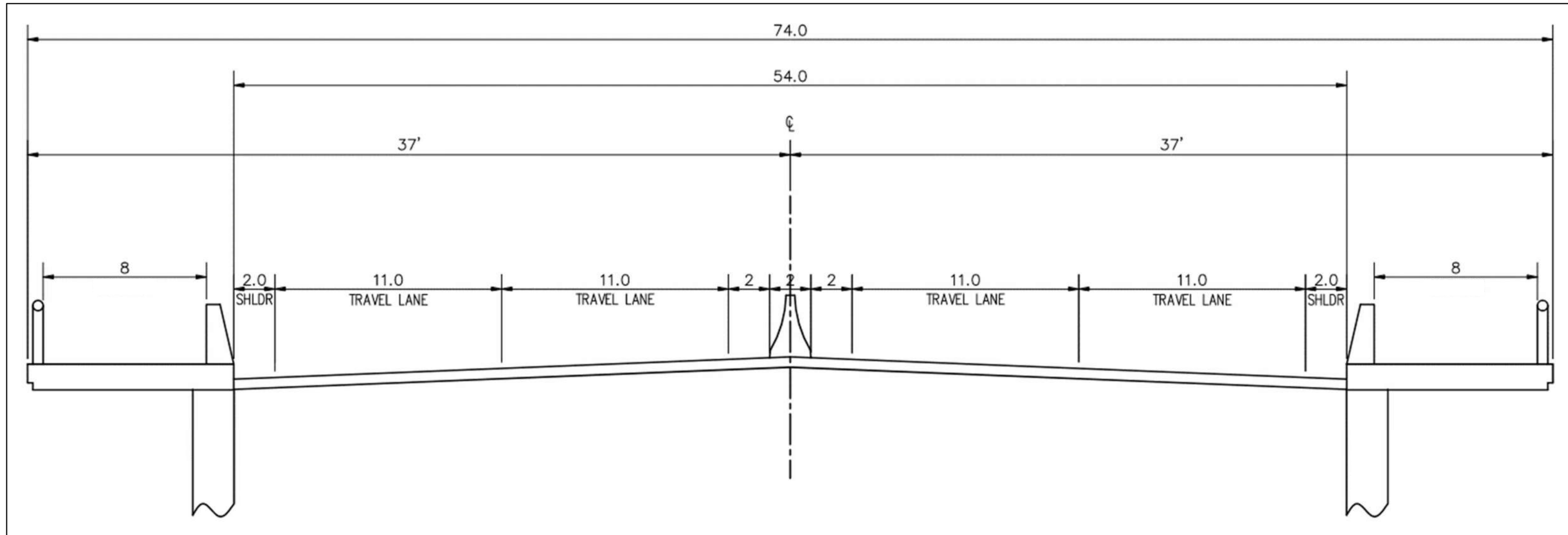
8-foot-wide clear width, both sides of the bridge

- 8-foot x 24-foot overlooks, 2 per side
- \$34 M Cost Estimate



Alternative 1

8-foot-wide clear width, both sides of the bridge



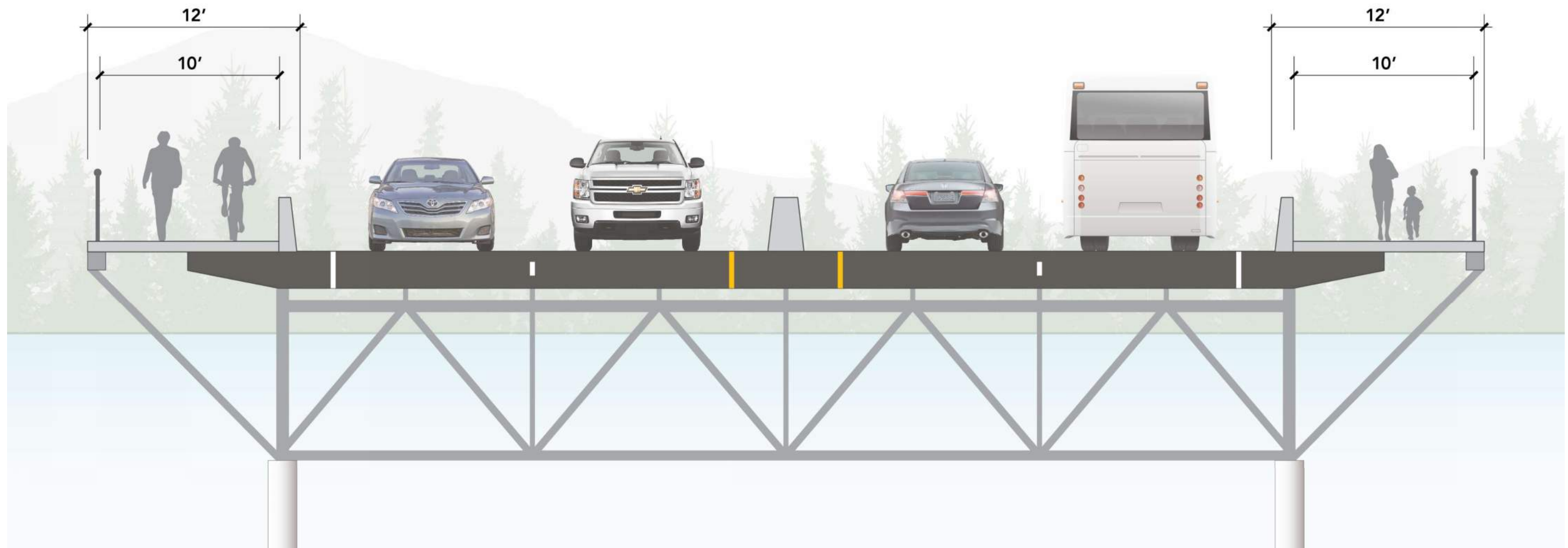
Alternative 2

10-foot-wide clear width, both sides of the bridge

- 6' x 24' overlooks, 2 per side
- \$39M Cost Estimate

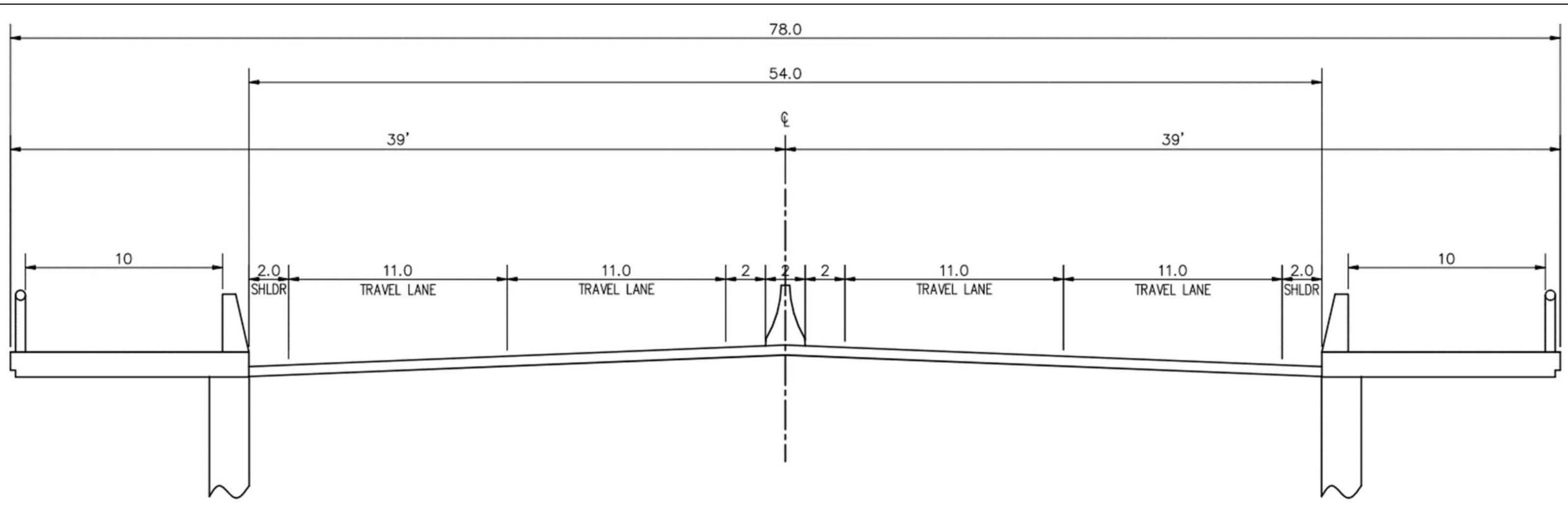


Recommended Alternative per the SR 303 Corridor Study



Alternative 2

10-foot-wide clear width, both sides of the bridge





Open Discussion

about remaining alternatives



**Part 3:
Review of Project Elements
Off of the Bridge**

Project Elements

SR 303 Corridor Study Phase 1B

Project Description

Project Area

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
Version	
Date Last Modified	

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.

3

SR 303 Corridor Study Phase 1B

Project Attributes

Cost Range*	\$9.15M - \$16M
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 to access higher density population area in the Eastside Employment Center and Olympic College 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
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

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

4

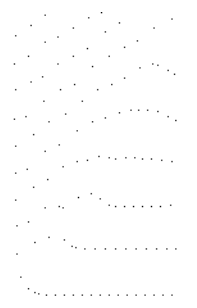
Project Attributes

Cost Range*	\$9.15M - \$16M
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 to access higher density population area in the Eastside Employment Center and Olympic College • 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
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

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

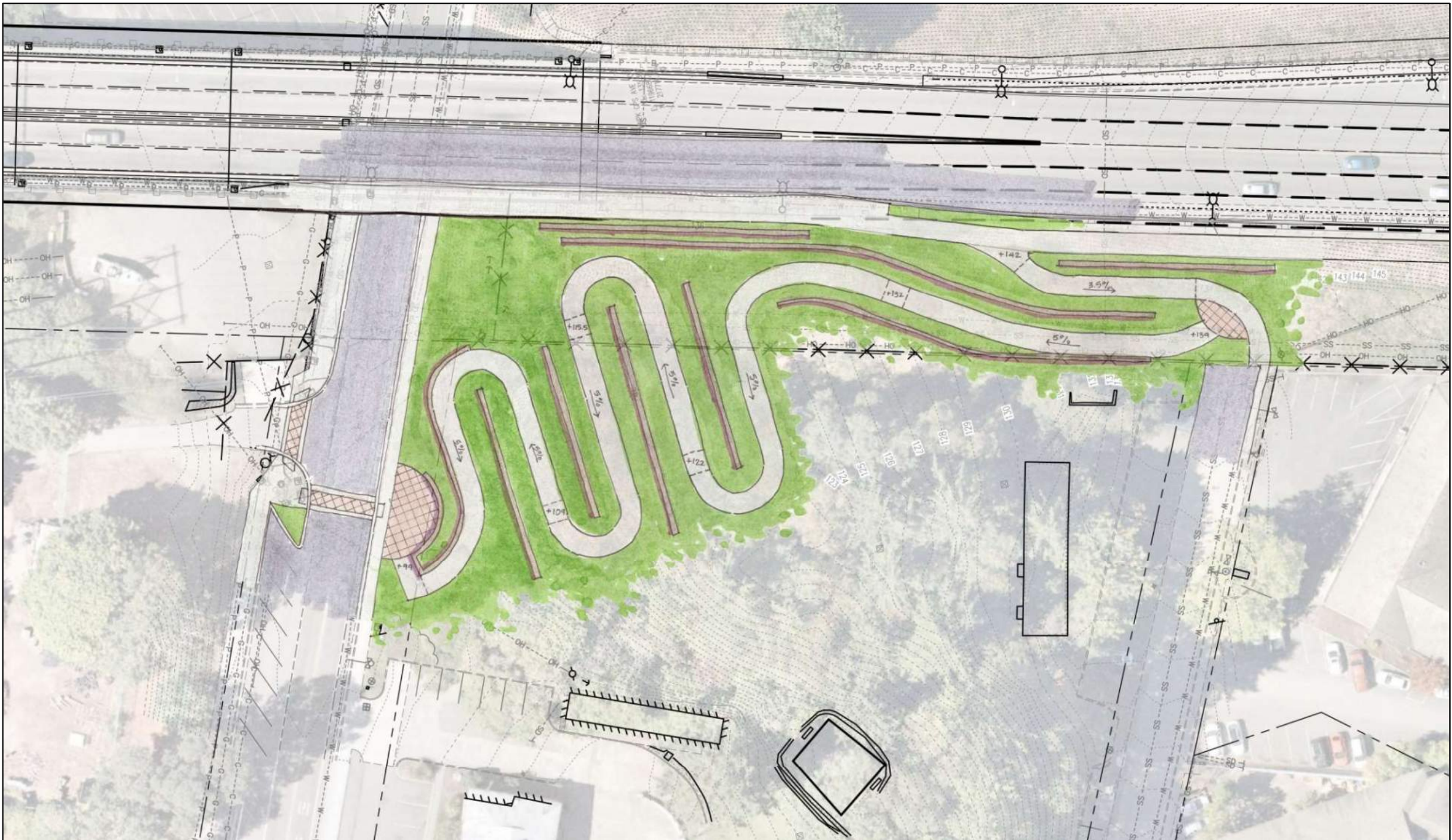
Project Elements

Lebo Blvd Pathway



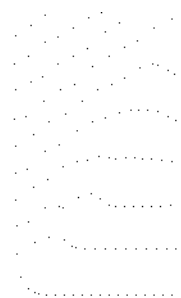
 **OFF CORRIDOR**

- Active transportation facility to connect to Lebo Blvd



Project Elements

Roto Vista Park Pathway



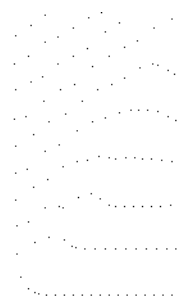
 **OFF CORRIDOR**

- Bicycle facilities between SR 303 and Park Ave



Project Elements

18th Street Ramp Closure




A	18TH ST 16th
• Consider closing southbound ramp access	



Project Elements

17th Street One-Way Eastbound Conversion

 17TH ST TO WARREN AVE BRIDGE

- 3' buffer and 10' sidewalk on east side





Open Discussion

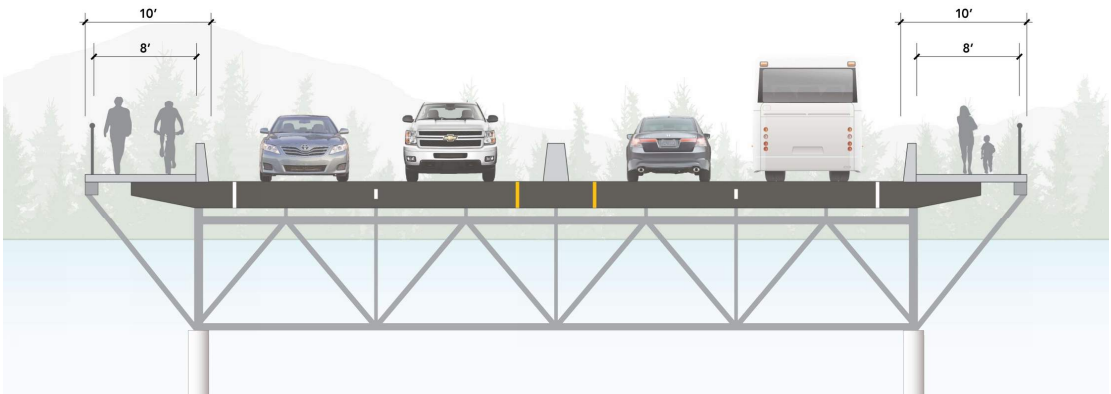
about off-structure project elements



Part 4: Cost Estimates

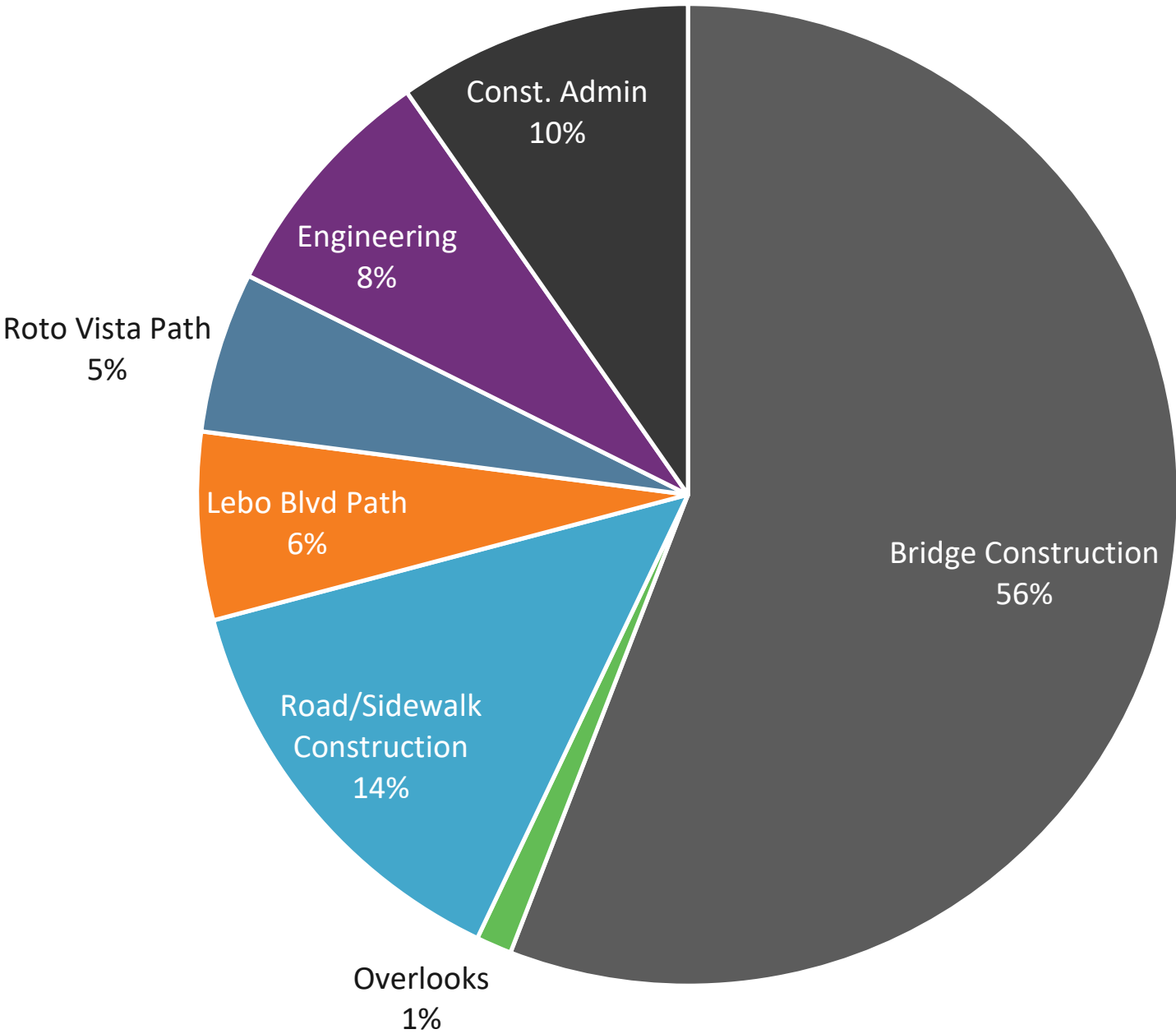
Alternative Cost Estimates

Alternative 1



Bridge Construction:	\$19.0M
Overlooks:	\$0.4M
Road/Sidewalk Const:	\$4.7M
Lebo Blvd Path:	\$2.1M
Rota Vista Park Path:	\$1.8M
Engineering (10%):	\$2.7M
Const. Admin (12%):	\$3.3M

Total: \$34.0M



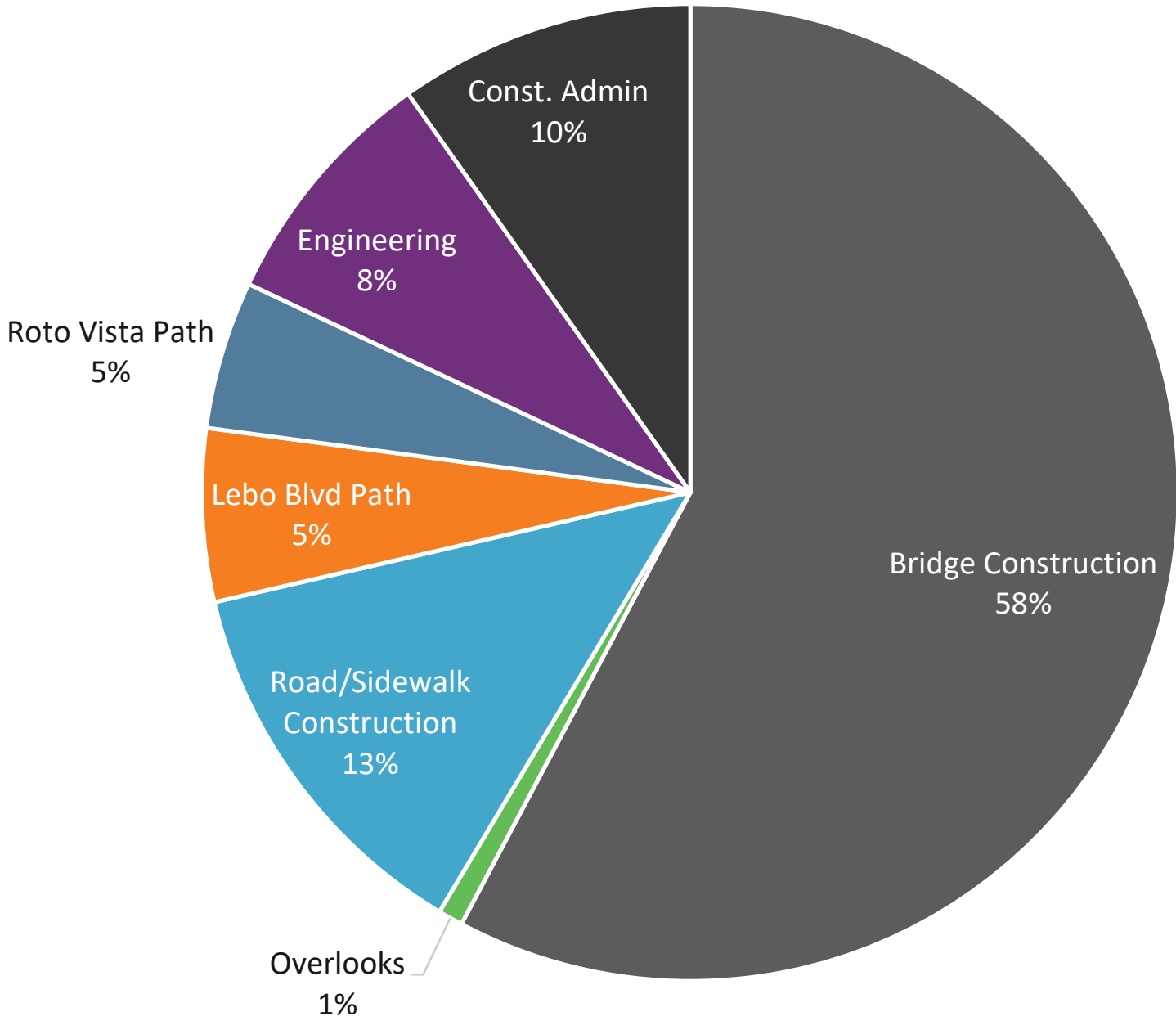
Alternative Cost Estimates

Alternative 2



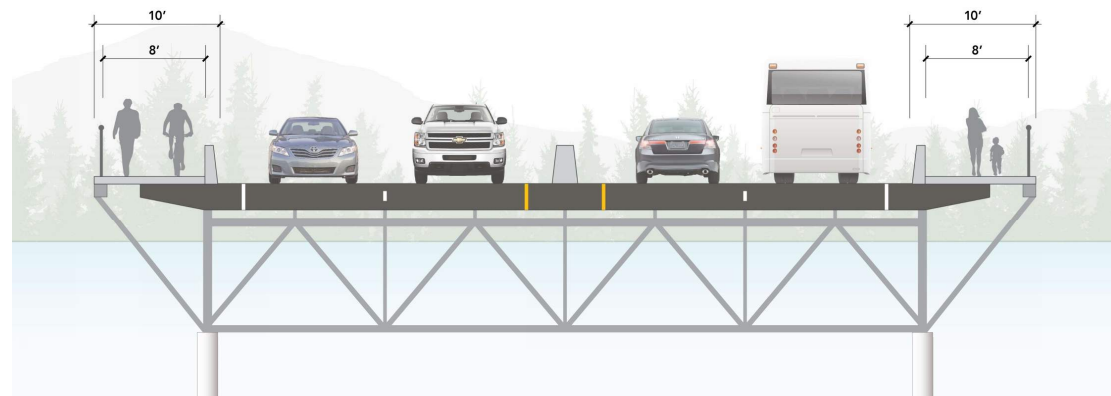
Bridge Construction:	\$21.2M
Overlooks:	\$0.3M
Road/Sidewalk Const:	\$4.7M
Lebo Blvd Path:	\$2.1M
Rota Vista Park Path:	\$1.8M
Engineering (10%):	\$3.0M
Const. Admin (12%):	\$3.6M

Total: \$36.7M



Alternative Cost Estimates

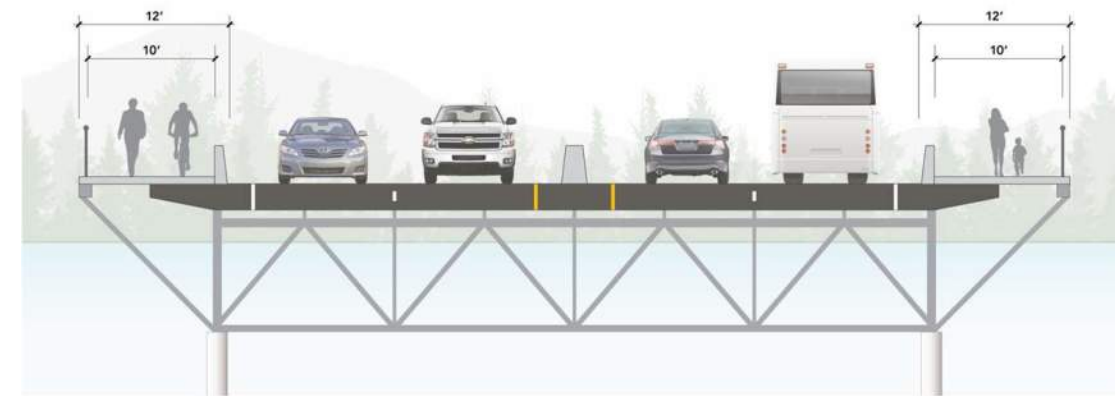
Alternative 1



Bridge Construction:	\$19.0M
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Rota Vista Park Path:	\$1.8M
Engineering (10%):	\$2.7M
Const. Admin (12%)	\$3.3M

Total: \$34.0M

Alternative 2



Bridge Construction:	\$21.2M
Overlooks:	\$0.3M
Road/Sidewalk Const:	\$4.7M
Lebo Blvd Path:	\$2.1M
Rota Vista Park Path:	\$1.8M
Engineering (10%):	\$3.0M
Const. Admin (12%)	\$3.6M

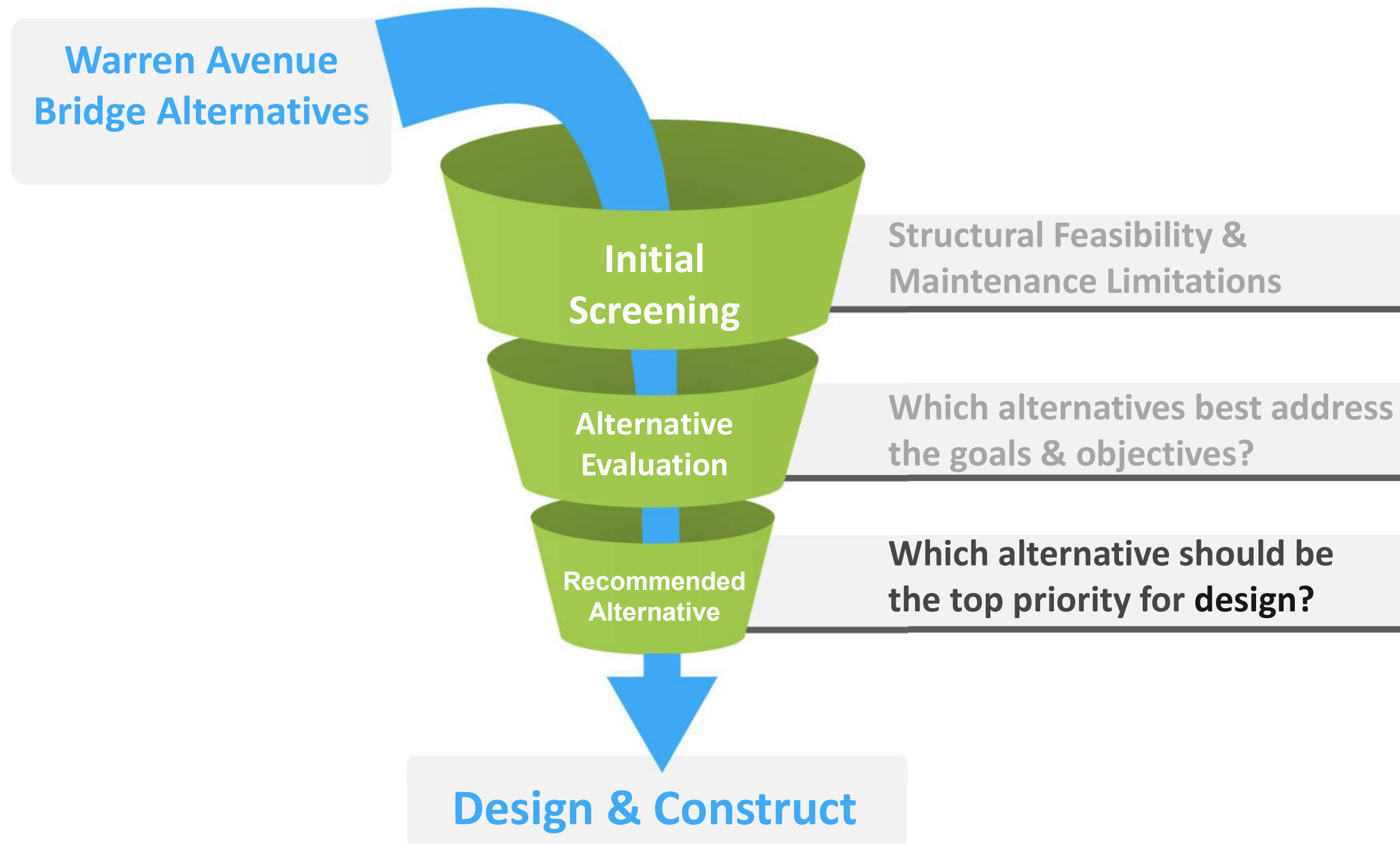
Total: \$36.7M



Part 5: Next Steps

Alternative Evaluation Process

Next Steps



Upcoming Events

- Community Open House #1 – Mid December
 - CALL FOR VOLUNTEERS!
 - Review Alternatives
 - Provide input on Values, Goals, Objectives and Evaluation Criteria
- Stakeholder Meeting #5 – Early January
 - Recommend preferred alternative
- Community Open House #2 - Late January
 - Present Preferred Alternative
- City Council Approval - February
 - Pass a Resolution Confirming the Preferred Alternative



Thank you for your participation!

For updates: www.warrenavebridgeproject.com

Meeting Minutes

DATE: November 30, 2022 **TIME:** 10:00 AM to 12:00 PM

SUBJECT: Stakeholder Meeting #4 **PROJECT:** Warren Avenue Bridge Pedestrian Improvements Project

LOCATION: Norm Dicks Government Center, 1st Floor Council Chambers
345 6th St, Bremerton, WA 98337

ATTENDEES

- | | |
|--|---|
| <ul style="list-style-type: none"> ■ Vicki Grover, City of Bremerton <input type="checkbox"/> Greg Wheeler, Mayor, City of Bremerton ■ Thomas Knuckey, City of Bremerton ■ Chris Valverde, Olympic College ■ Dianne Iverson, West Sound Cycle Club ■ Steffanie Lille, Kitsap Transit <input type="checkbox"/> Karen Boysen-Knapp, Kitsap Public Health ■ John Ho, WSDOT <input type="checkbox"/> Suzette Cooper, Sen Sheldon's Office <input type="checkbox"/> Robert Barnes, Rep MacEwen's Office <input type="checkbox"/> LJ Rohrer, Rep Caldier's Office <input type="checkbox"/> Brandon Greenhill, Bremerton Police Department <input type="checkbox"/> Michael Six, Bremerton Fire Marshall <input type="checkbox"/> Andrea Archer Parsons, WSDOT ■ Aaron Knight, SCJ Alliance ■ Jessica Soward, Sargent Engineers ■ Richard Zeldenrust, WSDOT Bridge & Structures ■ Nicole Leaptrot-Figueras, Naval Base Kitsap | <ul style="list-style-type: none"> ■ Shane Weber, City of Bremerton ■ Ned Lever, City of Bremerton ■ Jeff Elevado, City of Bremerton Parks <input type="checkbox"/> Allison Satter, Naval Base Kitsap ■ Dana Bierman, Kitsap Public Health ■ Marco DiCicco, Bremerton School District <input type="checkbox"/> Josh Farley, Bridge to Trail <input type="checkbox"/> Tommy Bauer, Sen Cantwell's Office <input type="checkbox"/> Shawn Bills, Sen Murray's Office <input type="checkbox"/> Amber Oliver, Rep Griffey's Office <input type="checkbox"/> Adamari Hernandez, Sen Randall's Office <input type="checkbox"/> Ryan Avery, Bremerton Police Department ■ David Emmons, Greater Kitsap Chamber of Commerce ■ Dan Penrose, SCJ Alliance ■ Colette Berna, City of Bremerton Parks <input type="checkbox"/> Michael Goodnow, Bremerton City Council President ■ Jeff Coughlin, Bremerton City Council |
|--|---|

Introductory Remarks

(5 Minutes)

Review of Previous Meetings and Fatal Flaw Screening Update

[Note: The first 5 minutes of the presentation was not recorded due to a technical error.]

Open discussion with Rich Zeldenrust (WSDOT Bridge and Structures)

Discussion of bridge maintenance trucks:

Diane Iverson

- Noted WSDOT gets an additional vehicle that can do things that the A-62 can't with only one exception, some bridges can't handle the additional 10,000 lbs., otherwise it's a better inspection
 - **Response (Rich Zeldenrust): Discussed the issue of costs and provided a brief overview.** A company called Aspen provides the trucks. In round numbers a replacement A-62 is around \$800,000, an A-62T is just under \$1,000,000. There is also maintenance cost, for the first years (for an A-62, one of the current trucks), its approximately \$50,000 a year in maintenance, as the truck ages the cost increases to about \$100,000 a year. At 10 years the truck is required to go back to Aspen for a refurbish and overhaul. This cost could approach approximately \$400,00-\$500,000, just depends on what shape the truck is in. Most trucks will make it the 10-year overhaul, but most will not make it to the 20-year overhaul, mostly because they get worn out. The trucks also require a crew, two inspectors and a driver so that is additional cost.
 - **Response (Rich Zeldenrust): Provided a comparison of the trucks.** An A-62T is a longer, heavier, more expensive, and more complex truck than we need or want. The 62-T is 12,000 lbs. heavier, 2 ft longer, has fifth steerable axle which means more tires and brakes. Overall, it's a more complex truck, more maintenance intensive and more expensive vehicle. Another issue it that the A-62 is physically larger and a lot heavier. Operating maintenance trucks requires permits, you have to be very careful on the types of structures you stage the vehicles on, and with the A-62T being 12,000lbs heavier it would make it worse. A lot of bridges currently being inspected already have capacity challenges, so adding a truck that is heavier is not an attractive option for WSDOT and would only be used in rare occasions.
 - **Response (Rich Zeldenrust): Provided additional comments/information:** There is a company that rents the A-62T, however it is not cost effective. Described the complexity of operating the A-62T. The A-62-T would result in a huge reduction in the versatility of a truck. Presented a video demonstrating the complex maneuvers for maintenance trucks and reiterated that inches count in the ability to operate the trucks on the bridges.

Tom Knuckey

- Indicated, based on WSDOT correspondence, the A-62 is not an option
- Referred to the screening for fatal flaws document. How do the overlooks work with a UBIT, are they feasible or infeasible given the limitations of the UBIT
 - **Response (Rich Zeldenrust):** Still feasible, the truck would have to approach the bump out and may have to fold up its boom, would work in a series of arches. Anytime you have obstructions,

(such as light poles mounted to a barrier), the drivers and inspectors would be up against the same thing, would fold up the boom and make specific maneuvers.

- Referring to alternative 2, for a 24 ft length overlook you would have 16-foot-wide shared use walkway with benches etc. Correct?
 - **Response (Aaron Knight):** Yes, it's intended to be a gathering/rest area where the views from the bridge can be enjoyed.

Jeff Coughlin

- What percentage of bridges could not use the 62T? If it's approximately 50% or less, why would having an updated truck in the fleet have an impact on operations? What is the cost difference if you replace an existing 62 with a 62T, what is the extra cost of this project needed to get that done?
 - **Response (Rich Zeldenrust):** Referring to question of costs, currently we do not have a handle on all the costs, but the initial purchase price would most likely be \$100,000 - \$200,000 more. There would also be additional cost for staff to operate and maintain the truck over its lifetime at the department.
 - **Response (Jeff Coughlin):** Is it extra staff to operate a 62T versus a 62?
 - **Response (Rich Zeldenrust):** The inspection staff are unwilling to substitute any of the current A-62 trucks for a larger, heavier, longer truck. Unwilling to give up the flexibility, so this would have to be an additional truck. The purchase price would be approximately 1 million plus you have the crew costs to operate the vehicle (the crew/operations cost is currently unknown).
 - **Response (Rich Zeldenrust):** Referring to question of percentage of bridges that could not handle a 62-T, currently does not have that information. We inspect a lot of smaller bridges, much of the infrastructure is aging and capacity challenged. We also inspect bridges for local agencies.
 - **Response (Jeff Coughlin):** Would like to be able to explain to folks WSDOT's decision to not provide the option of a 62T. Having this information would be helpful to understand why they are unwilling to substitute 62 for a 62T.
 - **Response (Rich Zeldenrust):** This will take a significant data base search and a study; this would have to be discussed with DOT management at the bridge office.

Review of Remaining Bridge Alternatives

Presentation presented by Aaron Knight, SCJ Alliance

Aaron Knight – any questions about the specifics of the improvements on the bridge structure itself?

- **Question:** Is the shoulder on the inside lane 3-feet? As large vehicles pass over that have mirrors that extend out the side (school buses and transit buses), we want to make sure mirrors are not hitting.
 - **Response (Aaron Knight):** Currently it is about a 6 inch shoulder off the curb, its only a 6 inch tall curb, so currently the inside shoulders are very narrow. The 2-foot shoulders provided in the design would be an increase. We lost some space by accommodating the barrier. The design standard is to allow a 2-foot deflection. The 2-foot shoulder accommodates movement of the barrier if hit.

- **Question (Jeff Coughlin):** Knowing now that the maximum shoulder width allowed is 10-ft, have we or can we look at an alternative that includes a pathway on only one side to make sure we do our due diligence on comparing cost?
 - **Response (Aaron Knight):** We have not looked at 10-foot one sided option, we have looked at a 12-foot one sided option which was eliminated. Referred to staff for input.
 - **Response (Tom Knuckey):** I don't like only improving one side of the bridge, improving both sides make a lot more sense. A sense that the off-bridge improvements (bike-tunnel) may not happen if both sides are included, I don't think that's true. The off-bridge improvements as outlined in the SR 303 corridor study stand on their merits. The current walkways are unsafe and if we are going to do pedestrian improvements on the bridge, we are scoped to improve both sides of the bridge and I think that's what we should do.
 - **Response (Chris Valverde):** I would love a 2-sided option, two-way traffic would be optimal. Its very difficult when leaving the college to get across the bridge, if you had the two-lanes it would be a better option.
 - **Response (Stephanie):** I absolutely agree, I think a 2-sided option is where we need to be, knowing our traffic patterns and how the buses and pedestrians are going through, it just makes sense to have safe access on both sides of the street. You have two different groups using the bridge, you have folks going to and from the college and folks going to and from the housing areas, parks, and business districts. Very supportive of a 2-sided solution.
 - **Response (Marco):** We like having the wide pathways on both sides.
 - **Response (Diane Iverson):** Love the idea of both sides of the bridge having a path. It comes down to the cost of the components and how much you get for each one of those components. Currently over budget, West Sound Cycling club submitted a one-side approach to be able to get a wider path, wider paths increase safety for all users. If you have the budget for both sides, great. The tunnel is important for bikes to be able to access all quadrants its about budgeting and how much do you get for it. SR 303 Study said yes to the tunnel, the issue isn't whether you do it, its when you do it. I believe the first item that should be done is the tunnel. I love both sides if we have the money, but there might be a better way and the community has the right to look at those components and figure out how do I stay on budget and what is the order? If the one-sided walkway is not an option for the community to look at then they are not getting to be part of the process, we have defined the process to narrowly for them to have good input.
 - **Response (Dana):** Supportive of both sides and interested in the bike tunnel option as well.
 - **Response (Jeff):** Also in favor of both sides of the bridge we understand the connectivity issues and we are a big fan of the bridge to bridge trail. We have concerns regarding the tunnel, that area of the bridge experiences a lot of challenges with encampments, the tunnel would be a concern for the potential place for those activities, we would have to figure out how to manage it.
 - **Response (Aaron Knight):** Aaron noted that David Evans provided in the chat he is in favor of both sides
- **Aaron Knight noted** that the travel lane section in the graphics was vetted and approved by Olympic Region Traffic Office

- **Question (Tom Knuckey):** What is the WSDOT standard for the hand railing? Is it a 42-inch handrail? What can we anticipate to see, or is this identified later in the design process?
 - **Response (Aaron Knight):** With utilizing the existing UBIT, it does limit the handrail to a height of 54 inches, that is what we are anticipating to use.
- **Jeff Coughlin noted** that the purpose of this meeting is to put all the cards on the table and to continue screening for fatal flaws, and to Diane’s point, my understanding of the process is to get everything on the table so that at a future stakeholder meeting, after we get public input, we can start to compare alternatives and how they meet previous studies connectivity and costs and see what’s feasible. Council approved the contract with one of the conditions being that a one-sided option be included. Its unfortunate we didn’t have information from WSDOT earlier regarding the 10-foot max width, but council did direct that a one-sided option be included. To Diane’s point, it is important for the public to have that out there, even if its not the best option. We need to make sure that all the possible options are out there. That is council’s standpoint.
 - **Response (Aaron Knight):** I appreciate you making that distinction and it is worth looking at. We received a question regarding tunnel costs and have come up with an estimated cost. Can we table this for the time being and discuss at the end? I agree that combining a tunnel with a one-sided option to compare overall costs is a worthwhile exercise.
- **Tom Knuckey noted** the importance of safety. Wheelchairs crossing the bridge is currently very challenging and unsafe (4-foot paths). I have very strong feelings about us moving forward an option that does not make both sides of the bridge safe. We know we need more funding, if we are going to deliver this project with the off-bridge improvements, we have to get more funding. There is a lot of funding available right now and we are working to putting together a grant, it will be a significant request for additional funding so that we can design and construct the right improvement for this corridor.
- **Diane Iverson noted** The 303 corridor study stated that the tunnel is part of what needs to happen, so its not if its going to happen, its when its going to happen. I believe that the tunnel is essential to which ever option we choose. Crossing 303 still exists, and if you are in a wheelchair, you do not want to cross that highway and it also slows traffic. The tunnel is not only for a one-sided alternative, it should be mandated, the 303 corridor study identified that it should be part of any of the options.
 - **Response (Aaron Knight):** I do have some slides at the end where we can dive deeper into the tunnel, this has been a very hot topic and I agree it’s not a question of if it’s a question of when and whether it’s appropriate to include with this project. I think when we get the point of cost estimating it might become clearer, especially when we look at the cost of the tunnel.
- **Vicki emphasized phasing of the project.** Right now, focus on what improvements should be on the bridge and think about what the future connections will be. The future connections could be a different project or part of this project. There are a few ways the group can think about and discuss on how to address the various components of this large project.

Review of Project Elements Off of the Bridge

Presented by Aaron Knight, SCJ Alliance

Aaron Knight – Initiated open discussion regarding off-bridge traffic improvements

- **Jeff Coughlin noted** he likes the idea of 17th Street being one way. Will southbound traffic on Warren still be able to make a left-turn onto 17th?
 - **Response (Aaron Knight):** it is proposed to maintain the left-turn. This could warrant further discussion.
 - **Response (Jeff Coughlin):** It would be good to get more public input on this.
- **Stephanie noted** being in favor of converting 17th Street being one way. Suggested to think about including a bus stop at the addition of the pathway through the park? Previously there was a bus stop in this area and was very popular.
- **Marco shared** from the school districts standpoint, having less cars on 17th Street will be safer for the students.
 - **Response (Aaron Knight):** This is great feedback, identifying potential traffic calming measures to help with implementation of the bridge trail connection could provide low costs very high value improvements to be considered.
- **Diane Iverson emphasized** providing safety inside and outside of the tunnel.
 - **Response (Aaron Knight):** lighting will be a big component of all the alternatives.
 - **Response (Chris Valverde):** expressed concerns about lighting and safety in this area, especially safety in the tunnel.
- **Jeff noted** anything can be done with time and money, we are willing to look at all options. Our goal is to be an integral part of all the other improvements, we work closely with public works to make sure we have good connectivity. We are also concerned about security; this is a difficult area. We have increased lighting and cut back vegetation at the parks in to help. We appreciate the understanding of incorporating safety improvements into the design.
- **Diane Iverson noted** the northeast pathway access to bridge is very complicated and expensive. Its lovely but maybe not be necessary because an access from the bridge already exists. This may not be the best use of funds.
 - **Response (Aaron Knight):** important to note that the existing staircases that lead to Lebo will be impacted by the improvement and will be removed, they will have to be replaced with a path. There are other options that could be looked at.
 - **Response (Diane Iverson):** A tunnel is needed to provide safe access for the south end. Just like you have a tunnel on the north end, you need a tunnel on the south end. The tunnel needs to have lights and be secured.
 - **Jeff Coughlin noted** Lack of traffic of the park increases the safety concerns, if we can increase traffic at the park it will help with safety

Cost Estimates

Presented by Aaron Knight, SCJ Alliance

Aaron Knight – Initiated open discussion regarding cost estimating

- **Chris Valverde asked** are there any escalation rates built into this capital process?
 - **Response (Aaron Knight):** Construction anticipated to be begun in 2025 or 2026, we are including forecasting between now and then, normally about 3% inflation, however we are aiming higher based on current trends. The cost estimates include both contingency for items not vetted and escalation for the next 3 years.
- **Diane Iverson shared:** Its my understanding that legislature allocated 26.5 million but in addition federal money for redoing the deck of the bridge at 15 million is out there. There is public frustration of lack of combining projects (state and federal). Legislation is working on how to merge projects that have federal money and state allocation so that it can be one project and safe money. Would love for the City to look into and see what role the City may want to play in urging that to happen. Downside is it can postpone the project
 - **Response (Aaron Knight):** Unaware of the 15 million of federal money for the bridge deck, asked for more information.
 - **Response (Tom Knuckey):** Resurfacing the deck is WSDOT's responsibility, we are working closely with WSDOT on this project and have communicated the importance of completing the projects together WSDOT has a lot of bridges and funding challenges, and this bridge is not currently a priority. Agrees that it's better for everyone if these projects can happen at the same time
 - **Response (Aaron Knight):** Rich are you aware of a program for resurfacing this bridge?
 - **Response (Rich Zeldenrust):** The bridge has been identified potentially replacing the deck overlay and expansion joints. The priority ranking for this bridge is not in the immediate future and may not even be in the 10 year plan.
 - **Response (Aaron Knight):** So you are not aware of a specific program in the near future to replace this deck?
 - **Response (Rich Zeldenrust):** No.
 - **Response (Aaron Knight):** Its good distinction that these improvements (center barrier and restriping) do not include maintenance of the bridge deck.
- **Tom Knuckey** noted we are working on getting additional funding, but we need to be working on alternative that would be 26.5 million in case we don't get the additional funding. To be able to keep the 10-ft walkways, can the engineering and construction admin be limited to just the bridge? Is that possible to help get to 26.5 million?
 - **Response (Aaron Knight):** There could be options to reduce those costs. The City is intending to have WSDOT do the structural design of the bridge deck, so it is anticipated that the engineering cost will come in lower than the estimated 10%.
 - **Response (Vicki):** Tom, are you asking us to clarify what the current funding will purchase?
 - **Response (Tom Knuckey):** We need to understand what we deliver if we are unsuccessful securing additional funding. We need to identify the project scope if we get additional funding, and we need to identify the scope if we don't.
 - **Response (Jeff Coughlin):** Would taking alternative 2 and making it a one-sided pathway reduce the cost by approximately 8 to 10 million to get us to that 26.5 million price range?

- **Response (Aaron Knight):** It is estimated that reducing the pathway to one side would cut the cost by approximately 40%. One side would get us closer to the 26.5 million, but we have discussed that the tunnel would be a necessity for that alternative which adds costs

Next Steps

Presented by Aaron Knight, SCJ Alliance

- Need to integrate an additional alternative to present to the public that includes what can be built for 26.5 million.
- Goal is to advance alternatives to the public open house in two weeks that this group is comfortable with.
- This group will meet sometime after the public open house to discuss the feedback received and hopefully identify a preferred alternative.

Upcoming Events:

- Community Open House #1 – December 15th 3:00 – 6:00 pm,
- Stakeholder Meeting #5 – Early January
- Community Open House #2 – Late January
- City Council approval - February

Tom Knuckey asked while the open house is an in-person meeting is there a way to also provide the option for virtual attendance?

- **Response (Aaron Knight):** because there is no formal presentation, we are not providing a virtual meeting option, however all meeting materials will be available online

Tunnel Discussion

Presented by Aaron Knight, SCJ Alliance

Aaron Knight – Initiated open discussion regarding SR 303 undercrossing cost estimate

- **Tom Knuckey commented** on the safety concerns of the tight corners identified on the tunnel design. Asked if a bridge could be accommodated instead? What would be the cost difference?
 - **Response (Aaron Knight):** Great question, we have briefly discussed that but have not cost estimated a bridge. When it comes to approaches, we are limited in how steep of a slope we can do and for how long of a distance. The tunnel is 14-ft below grade. The bridge would be 18-ft above the road. All options should go through value engineering.
- **Vicki** asked Aaron to elaborate why 15% engineering cost was used for the tunnel versus 10% used for parts of the project?
 - **Response (Aaron Knight):** The engineering cost is estimated higher for the tunnel because it is anticipated that WSDOT would not do the design, it would be consulted out. 15% is the typical fee to calculate capital improvements.

- **Jeff Coughlin asked** Have you looked at the cost of rerouting the utilities? Also, could you construct the tunnel straight instead of having the 90 degree turns?
 - **Response (Aaron Knight):** The West Sound Cycle Club provided a recommended tunnel alignment which provides the straight option. This was not cost estimated because the grades are far exceeding the ADA compliance. To meet the 5% grade compliance, the ramps extend a couple hundred feet. This has shown to be too impactful to the existing network.
- **Chris Valverde commented** keep in mind the potential cost of handling contaminated soils. Project on campus have had contaminated soils.
 - **Response (Aaron Knight):** That is good context and good to know. The cost estimate has 25% contingency, contaminated soils would be covered under that.
- **Rich Zeldenrust noted** WSDOT has done several tunnels like these, and the big issue is drainage, will the profiles of these tunnels be made to drain completely by gravity?
 - **Response (Aaron Knight):** Yes, that was a big consideration we were looking at this, we are fortunate to have the big grade difference to the east, we might be able to achieve gravity drainage.
- **Diane Iverson noted** that the suggestion of going over SR 303 has some of the same issues as the tunnel. The 90-degree turns are problematic. We need to have a crossing of some sort, maybe it has to be at a different location. This is an important issue to address and should not be put last on the list.
- **Tom Knuckey** shared appreciation for all of the input and thanked the group for their time and participation.

Alternatives Advancement

Aaron Knight asked for a raise of hands for who is comfortable in moving alternatives 1 and 2 and prepare a third alternative for what can be built for 26.5 million.

- **Response (Tom Knuckey):** Who wants the 8-foot pathway option? There is only a 3-million-dollar difference, there is no advantage to the 8-foot alternative. Does anyone want to advance the 8-foot alternative?
- **Response (Jeff Coughlin):** I don't want the 8-foot option, but at the end of the day we have to consider cost, I want to make sure all of the options are there.
- **Response (Tom Knuckey):** There is going to be some hard conversations over what the scope looks like for the 26.5-million-dollar alternative. We will need public opinion on that
- **Response (Jeff Coughlin):** Council wants to see a one-sided option, it's a hard request that a third be included for the public to look at. Also noted that the third alternative will include the tunnel.
- **Response (Aaron Knight):** noted that the third alternative which includes the one-sided 10-foot path and the tunnel, will cost more than alternative 2 with both sided widening.
- **Response (Jeff Coughlin):** It's important to show the public the option. If funding only allows one-side and no tunnel, at least its prioritized.
- **Response (Diane Iverson):** I'm not convinced we should be making a decision based on the UBIT issue. I still think we should be looking at 12-foot path.

- **Response (Tom Knuckey):** We got a hard no from WSDOT, not sure we can push back.
- **Response (Rich Zeldenrust)** confirmed it's a no from WSDOT. Its not an attractive alternative, it doesn't make financial sense for WSDOT.
- **Response (Diane Iverson):** I'm going to respectfully disagree, until I see information on how many bridges you can't use with the 62-T.
- **Response (Vicki):** The red flag for me is, pushing for this will put a hold on the project. More time cost more money. How much longer do we want to study this?
- **Response (Aaron Knight):** If we get a letter from WSDOT, will we be able to respect their reasoning for why and be able to accept that and move forward with the alternatives that use the current UBIT
- **Response (Diane Iverson):** No, I need the information, not a letter. I need information to understand the upside and downside of the 62-T, since they are opening the bidding process for a brand-new machine, it seems like the perfect time to for them to make a decision based on data.
- **Response (Aaron Knight):** Asked for input from other stakeholders if they believe we have been provided sufficient information to be ok with utilizing existing UBITS and identifying that a new UBIT would be a fatal flaw.
- **Response (Tom Knuckey):** Referenced an email from WSDOT explaining the 62-T is a hard no. Currently we have a great relationship with WSDOT on this project, and would like to keep it, pushing back on this is going o delay the project. Would like to move forward with a 10-foot option which is a great improvement to this bridge. From my understanding this door is shut with WSDOT. Requested that the email from WSDOT be forward to the stakeholders.

Aaron Knight suggested the group to reconvene after getting feedback from the public open house on the two alternatives, if the public is loud and clear on sticking to the budget, then this group can start to look at the pieces of the project and do a weighting and see what we want and what we are willing to exclude. Is this fair?

- **Response (Diane Iverson):** What's not fair from my point of view, is that every option needs to include the tunnel, not just the one-sided option. I have a hard time surrendering to 10-feet when in the future we may end up with only a one-sided 10-foot path and that is substandard. The tunnel is as important to me as the 12-foot paths.
- **Response (Tom Knuckey):** Yes, we have the two alternatives and the one-sided option that needs to be included. The tunnel is a project that will move forward, it's just a timing issue of when they move forward. Before or after the open house we need to prepare an alternative that is within budget.
- **Response (Aaron Knight):** It has been suggested that nothing goes to public that has not already gone through this group, that's why I'm apprehensive to put together a one-sided alternative or a 26.5-million-dollar alternative without running it through this group first. This group will meet again, and we will have another open house, so can we present the alternatives we have and when this group meets again, we can go over the additional alternatives?
- **Response (Diane Iverson):** That makes sense. I respect the issue of timing and moving forward, but the request for analyzing West Sound Cycle's proposal was made a year and half ago, I'm not the

- one who has delayed the analysis, so making sure it happens is extremely important, having it come back to this group would be great.
- **Response (Vicki):** Suggests the possibility of the additional alternatives be sent to the stakeholder group before the open house so it can be provided at the open house.
 - **Response (Aaron Knight):** reminded the group that there were four one-sided alternatives that were considered at one point. The direction that those went was that if it was going to be one-sided it couldn't be less than 12-feet. Just want to clarify that we are now looking at a one-sided 10-foot pathway with the tunnel?
 - **Response (Diane Iverson):** West sound proposal asked for 12 -feet, having a 12-foot path as a number when trying to get to a certain budget seems to be an important part of the options that the public has a right to look at. For me, the 12-foot one-sided options needs to be brought back. This was requested a year and half ago. This is not a new request.
 - **Response (Aaron Knight):** I'm worried we are hitting a bit of a stalemate; I don't know that we will have resolution of this today. Suggests getting more concise communication from WSDOT about the UBIT and respectfully request that we could respect that and move forward with an alternative that is feasible. We are trying to get to open house to get the publics (the pathway users) feedback. We need to get our information in front of the public, if we hear they want a 12-foot path than we can discuss that then.
 - **Response (Jeff Coughlin):** Aaron Knight read Jeff's comment from the chat. He reinforced the unfortunate late responses from WSDOT regarding limits to the project and stated it is worth a quick pause to make sure WSDOT's response is comprehensible. Would like to know the final highest authority at WSDOT and who is making the final decision, this is important information for the public.

Aaron Knight.

- The two alternatives will be forwarded to the public for review at the open house.
- Encouraged the stakeholder group to participate at the open house.

Meeting Adjourned at 12:20

City of Bremerton

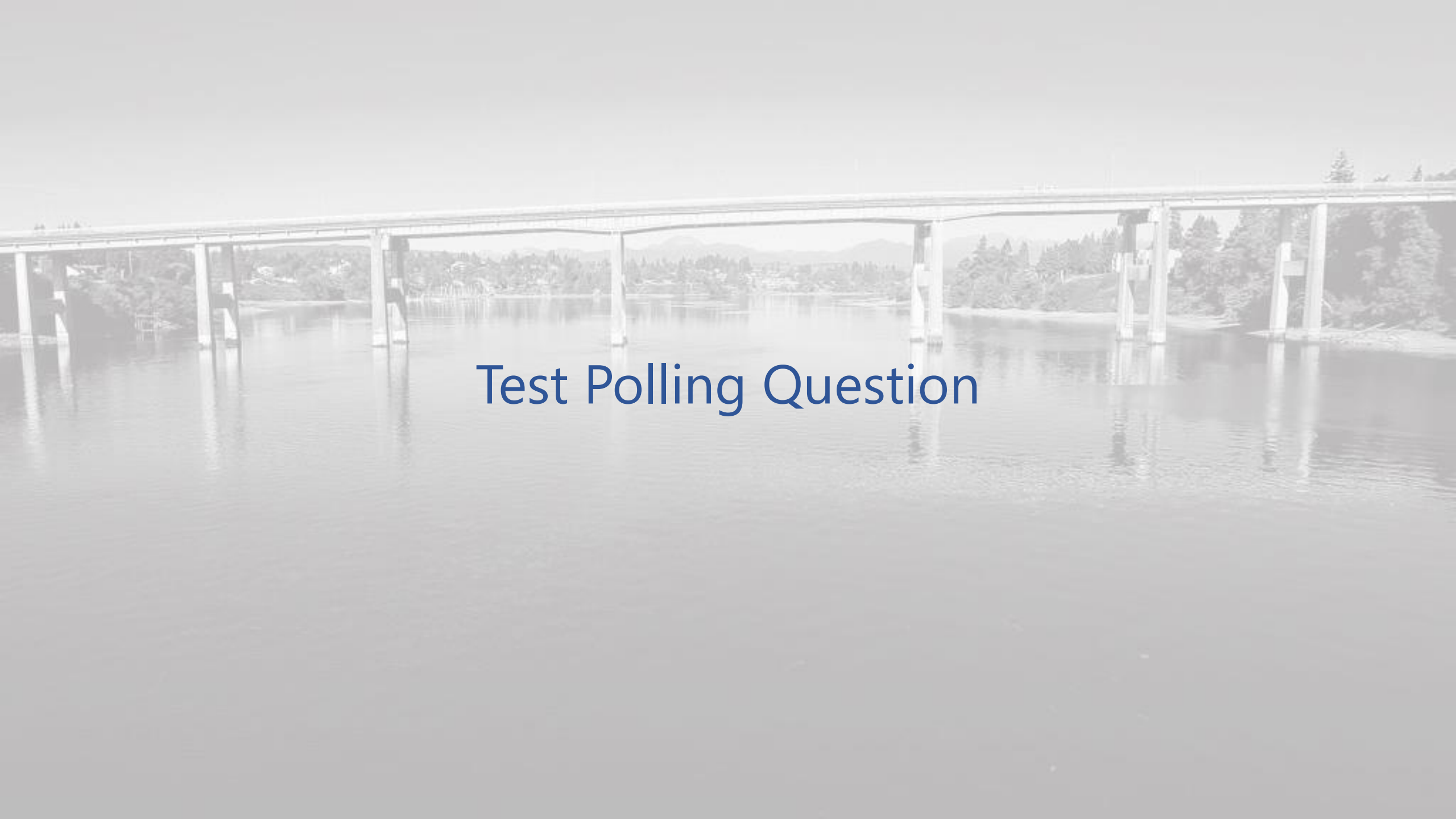
Warren Avenue Bridge

Summary of Alternatives Screening | June 2023



SCJ ALLIANCE
CONSULTING SERVICES





Test Polling Question

Process Overview

- **Stakeholder Advisory Group Meetings**
 - February, March, September, November 2022
- **City Committees**
 - Complete Streets Committee, November 2021
 - ADA Committee, March 2023
- **Public Feedback**
 - April 2023 survey results
 - April 2023 open house comments
- **Alternatives Screening to Date**
 - Level 1 Screening – Recap
 - Level 2 Screening
- **Recommendations**
 - Level 3 Screening Criteria

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

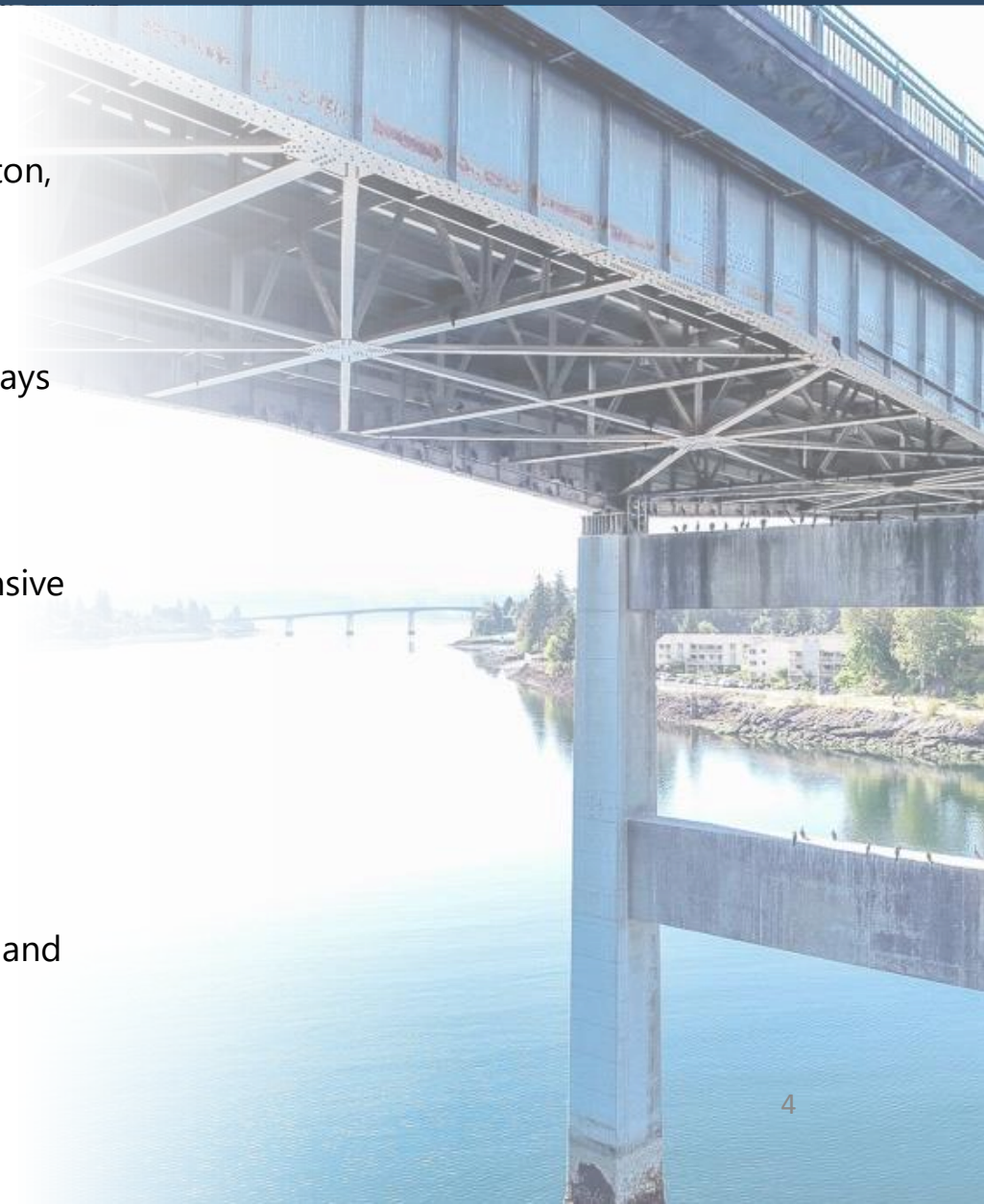
Improvements are also important because the bridge:

- 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

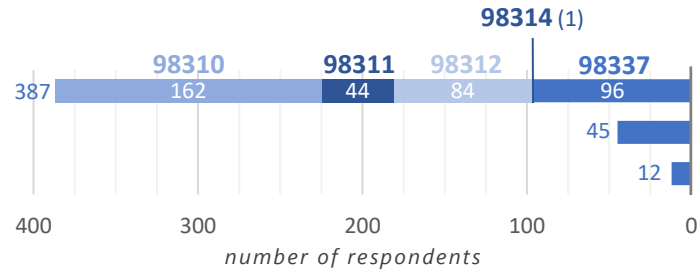
To add ADA-accessible pedestrian and bicycle facilities where none currently exist.

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



Survey Results

1) What is the zip code where you live?



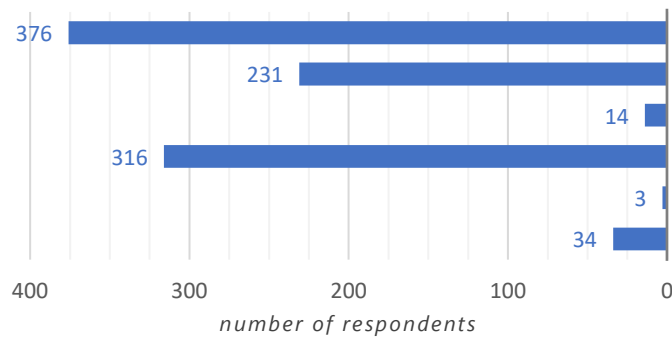
- 87%** Bremerton zip codes
- 10%** Other Kitsap County zip codes*
- 3%** Other zip codes outside Kitsap County**

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.



- 85%** I live in Bremerton.
- 52%** I work in Bremerton.
- 3%** I attend school in Bremerton.
- 71%** I shop and use services in Bremerton.
- <1%** I am visiting from out of town.
- 8%** Other

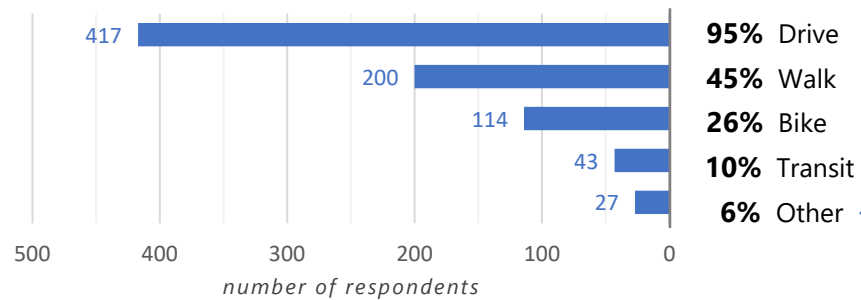
Open-ended "Other" responses included:

- 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

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

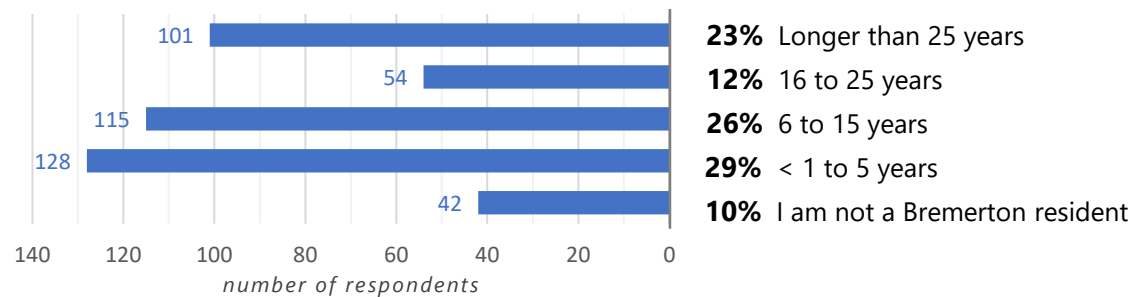


Open-ended "Other" responses included:

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

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

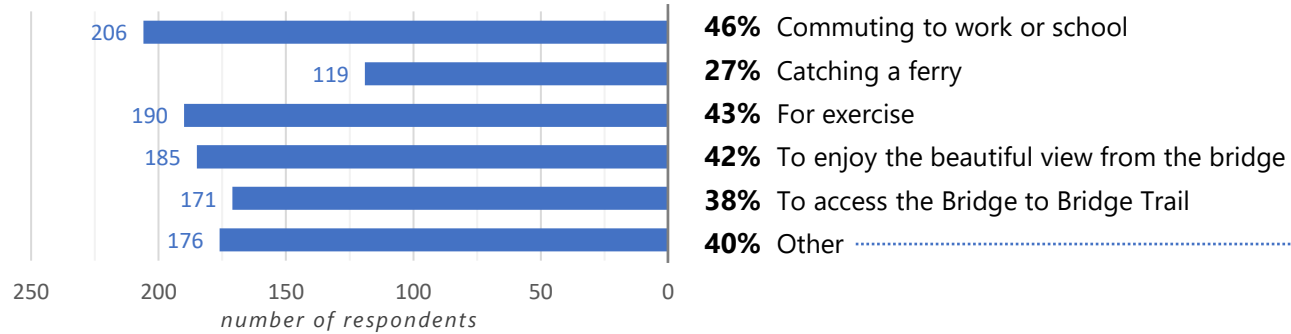
4) If you live in Bremerton, how long have you been a part of the community?



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

Survey Results

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

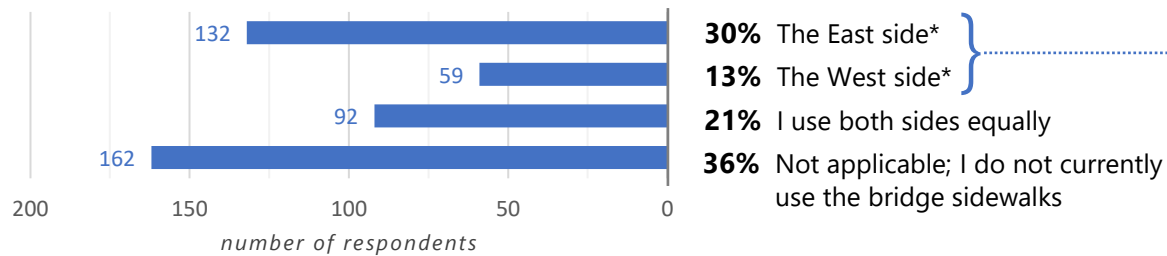


Open-ended "Other" responses included:

- 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:

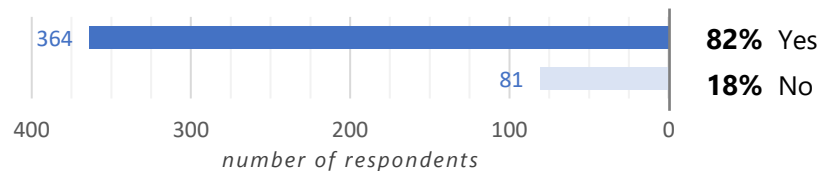
- Ease of access to/from my neighborhood
- Feels safer to walk on
- Easier access for a bicycle
- More convenient for my running/walking route
- Easier to connect to the Bridge to Bridge Trail

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**

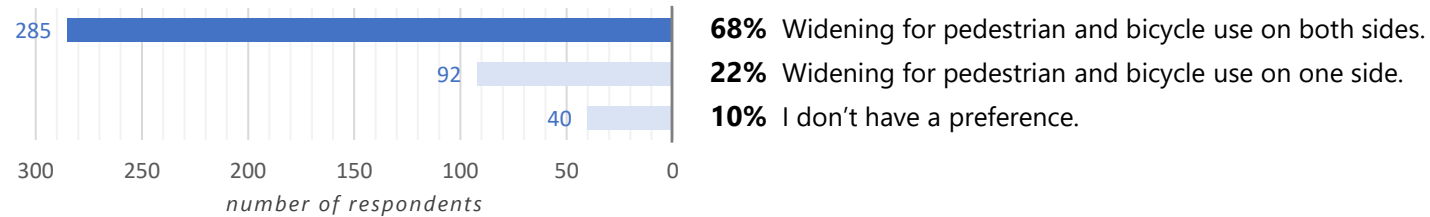
7) Do you anticipate using the bridge as a pedestrian or bicyclist once the project is complete?



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

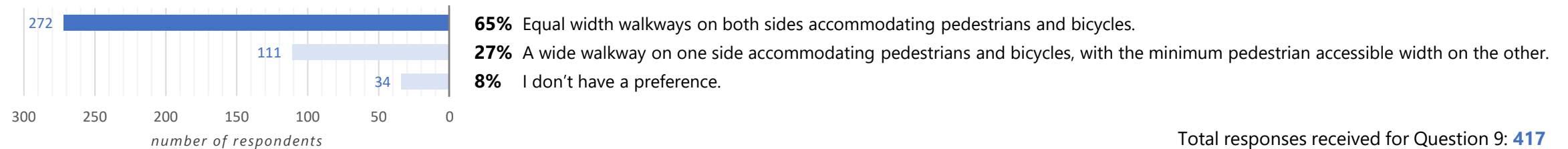
Survey Results

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



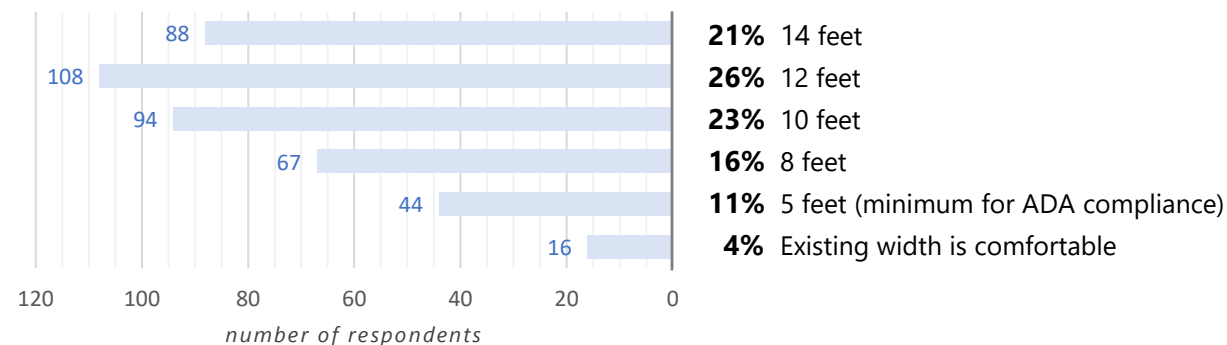
Total responses received for Question 8: **417**

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**

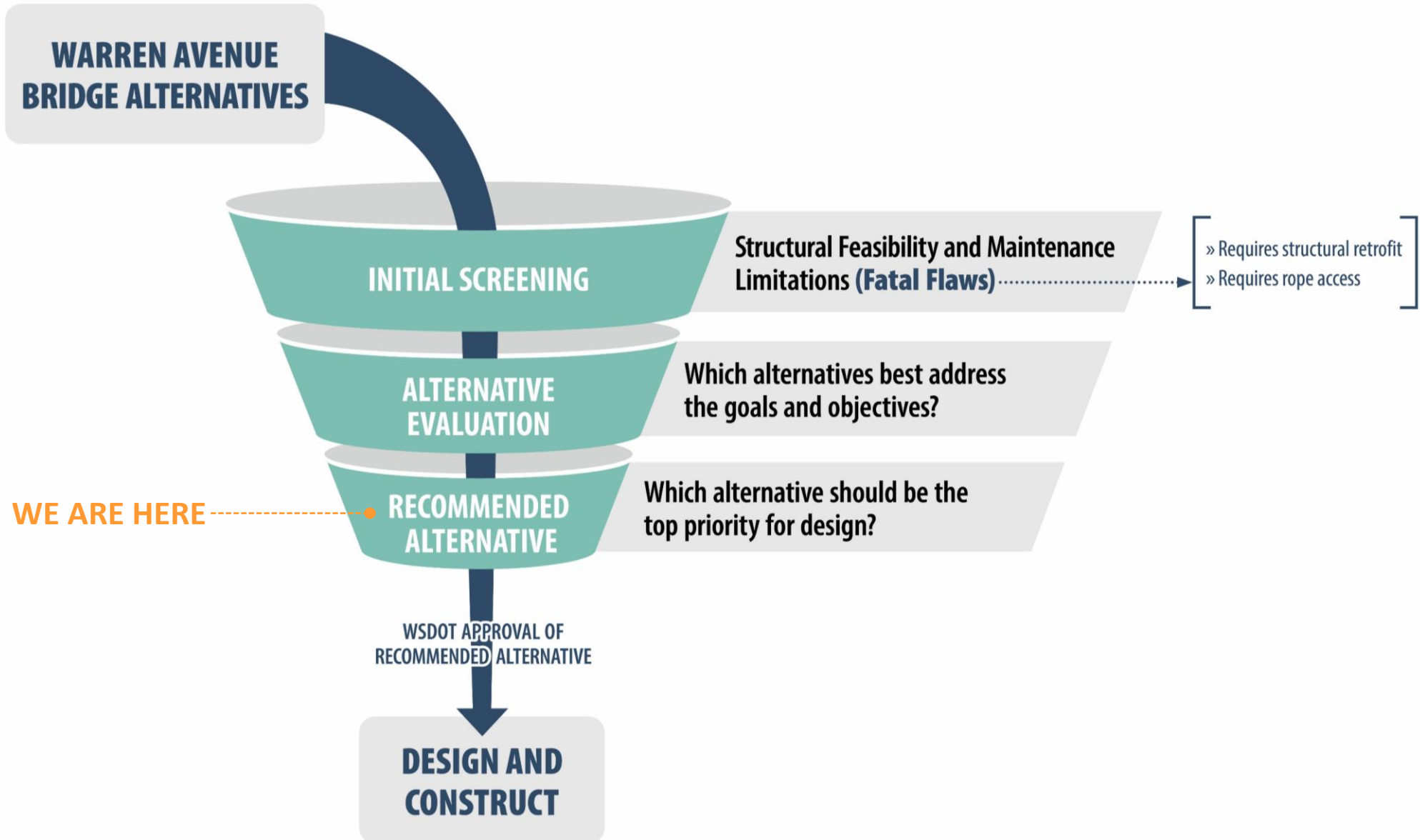
A wide-angle photograph of a long, multi-span bridge crossing a large body of water. The bridge has several tall, rectangular concrete piers supporting its structure. The water is calm, reflecting the bridge and the sky. In the background, there are rolling hills or mountains under a clear sky. The overall scene is peaceful and scenic.

Survey Polling Question

Open House Comments – Themes

- Comments from 24 individuals were received at the April 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

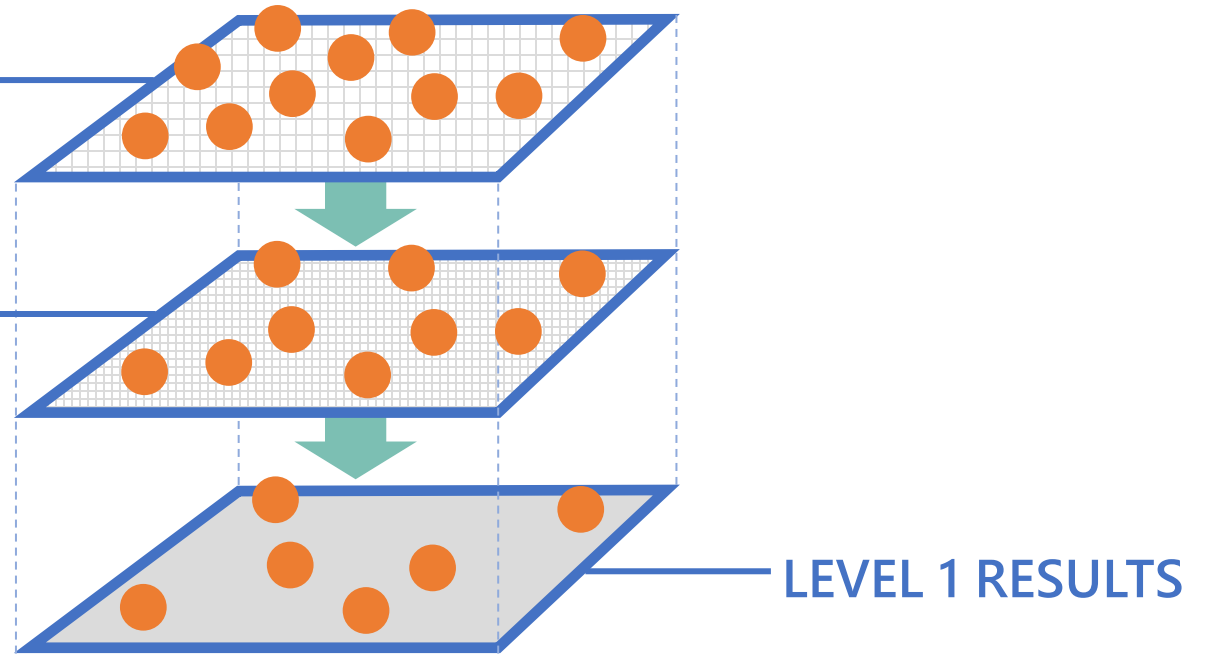
	Alternative 1	Alternative 2	Alternative 3	Alternative 4a	Alternative 4b	Alternative 5	Alternative 6	Alternative 7	Alternative 7a	Alternative 8	Alternative 8a
Alternatives	8-foot clear width	10-foot clear width	12-foot clear width	16-foot clear width	16-foot clear width	14-foot clear width	At-grade 6-foot bike lane, 6-foot sidewalk	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	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	Combined WSCC one-sided alternative with WSDOT standard for shared use path	Alternate to 4a, not requiring an undercrossing of SR 303	WSDOT Traffic Office requested	Input from the stakeholder survey	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	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:

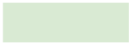

- **STRUCTURAL FEASIBILITY** — Is the alternative structurally feasible?
- **MAINTENANCE/INSPECTION ACCESS** — Does the alternative allow for maintenance and inspection without requiring rope access?



Level 1 Screening – Recap

Screening Criteria: Structural Feasibility

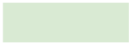

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Structural Feasibility	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
Bridge Fully ADA Compliant	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
Maintenance/Inspection Access	Existing UBIT	Existing UBIT	Larger UBIT	Rope access required	Rope access required	Larger UBIT	Existing UBIT	Larger UBIT	Larger UBIT	Larger UBIT	Larger UBIT
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 Feasible Alternative
 Eliminated Alternative

Level 1 Screening – Recap

Screening Criteria: Structural Feasibility

	Alternative 1	Alternative 2	Alternative 3	Alternative 4a	Alternative 4b	Alternative 5	Alternative 6	Alternative 7	Alternative 7a	Alternative 8	Alternative 8a
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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
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 Feasible Alternative
 Eliminated Alternative

Level 1 Screening – Recap

Screening Criteria: Structural Feasibility

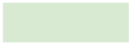

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Bridge Fully ADA Compliant	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
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Feasible Alternative
 Eliminated Alternative

Level 1 Screening – Recap

Screening Criteria: Maintenance/Inspection Access

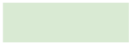

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 Feasible Alternative
 Eliminated Alternative

Level 1 Screening – Recap

Screening Criteria: Maintenance/Inspection Access

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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
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 Feasible Alternative
 Eliminated Alternative

Level 1 Screening – Recap

Screening Criteria: Maintenance/Inspection Access

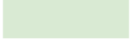

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Bridge Fully ADA Compliant	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
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Feasible Alternative
 Eliminated Alternative

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 *
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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 1 Polling Question

Survey and Open House -> Screening Criteria

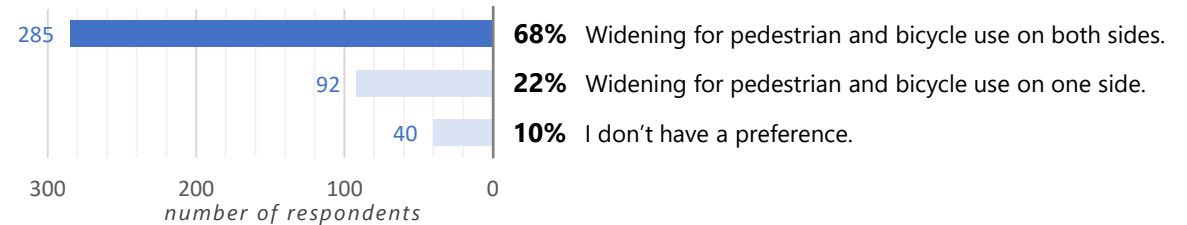
Screening Criteria:

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

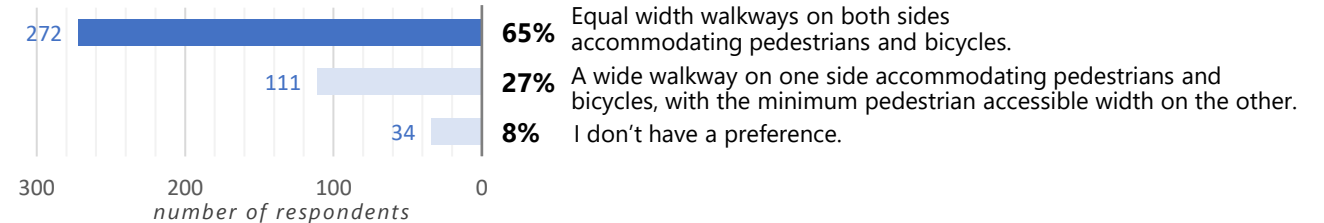
- **Key preferences:**

- 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%**

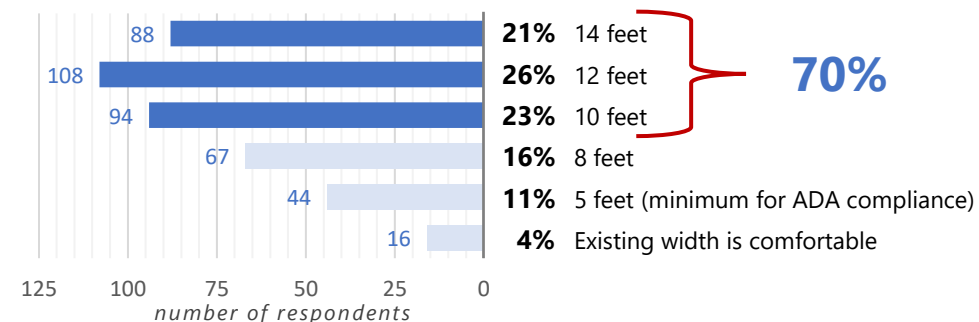
8) Do you have a preference for widening the walkways on only one side of the bridge or on both sides of the bridge?



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?



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

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

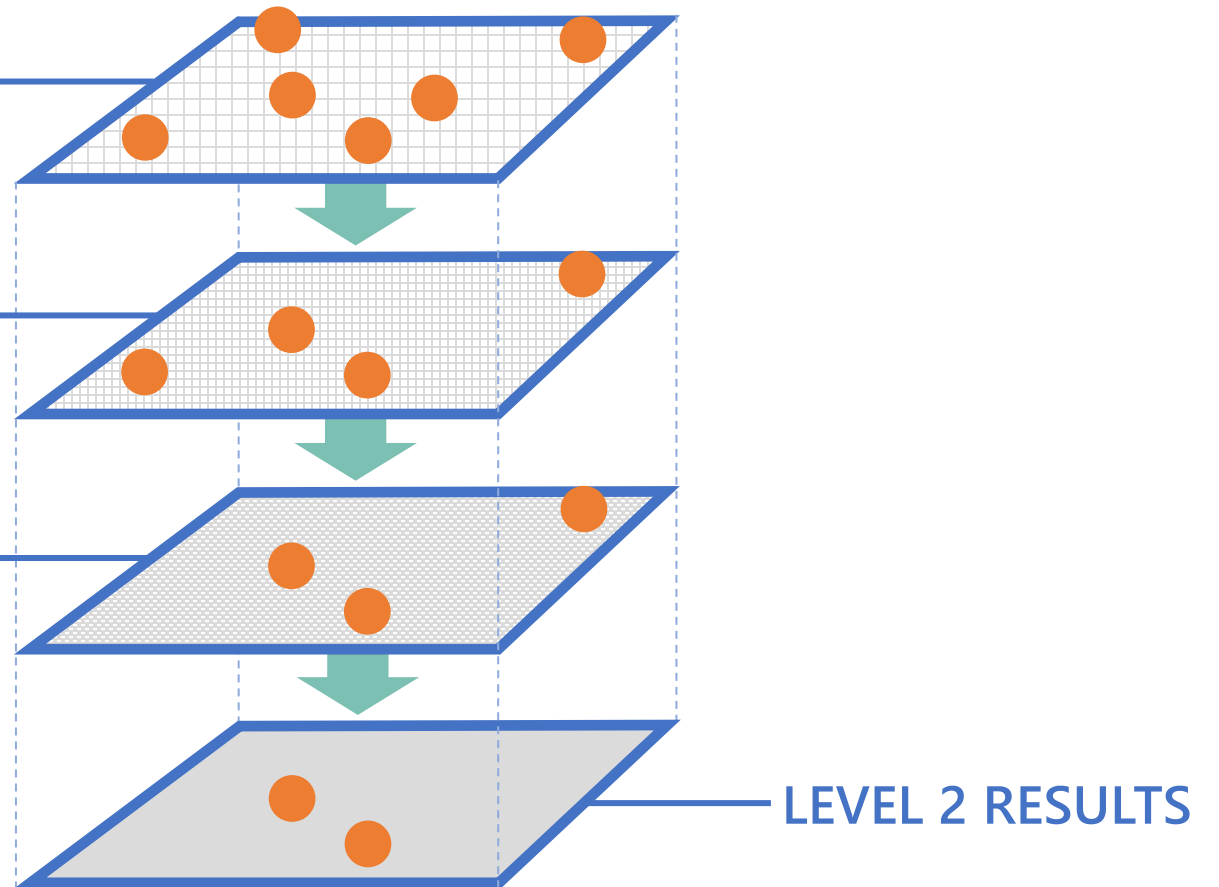
PUBLIC PREFERENCE 2 – Equal width walkways on both sides accommodating pedestrians and bicycles

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

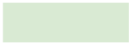



Level 2 Screening

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

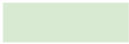

 Feasible Alternative
 Eliminated Alternative

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

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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

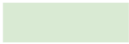

 Feasible Alternative
 Eliminated Alternative

Level 2 Screening

Screening Criteria:

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

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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

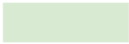

 Feasible Alternative
 Eliminated Alternative

Level 2 Screening

Screening Criteria:

- PUBLIC PREFERENCE 1**
 Widening for pedestrian and bicycle use on both sides
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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

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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

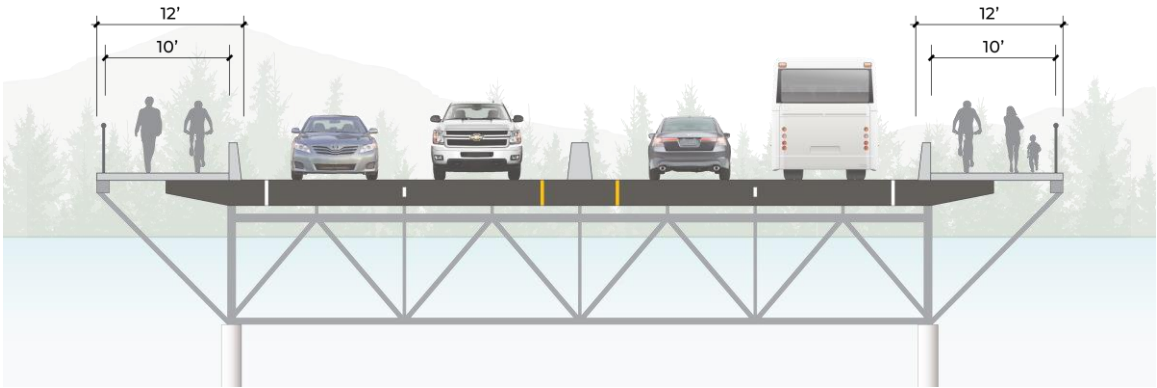
Level 2 Screening

Two alternatives remain after Level 2 screening:

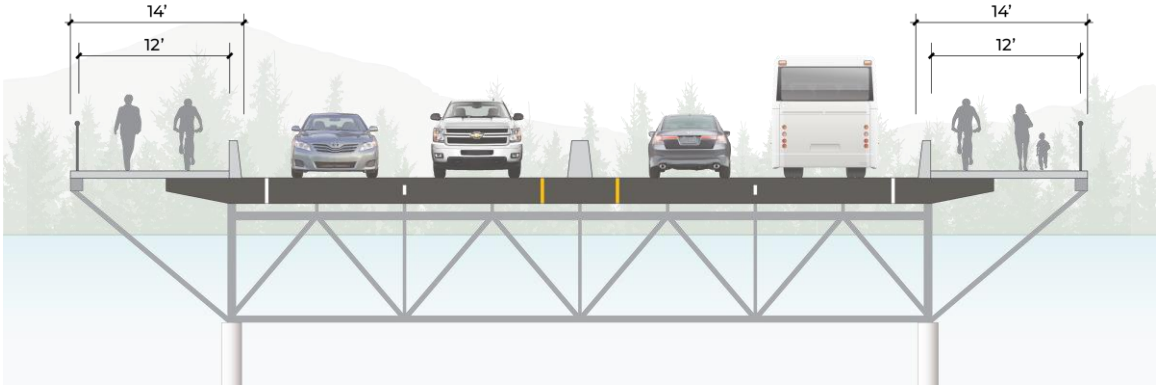
	Alternative 2	Alternative 3
Alternatives	10-foot clear width	12-foot clear width
	Both sides	Both sides
Origin	SR 303 Corridor Study preferred alternative	Larger 2-sided alternative assuming purchase of new UBIT
Overlooks	6'x24', 4 total	No
Structural Feasibility	Yes	Yes
Bridge Fully ADA Compliant	Yes	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



A wide-angle photograph of a long, multi-span concrete bridge crossing a large body of water. The bridge has several tall, rectangular concrete piers supporting its deck. 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.

Level 2 Polling Question

Level 3 Recommended Screening Criteria

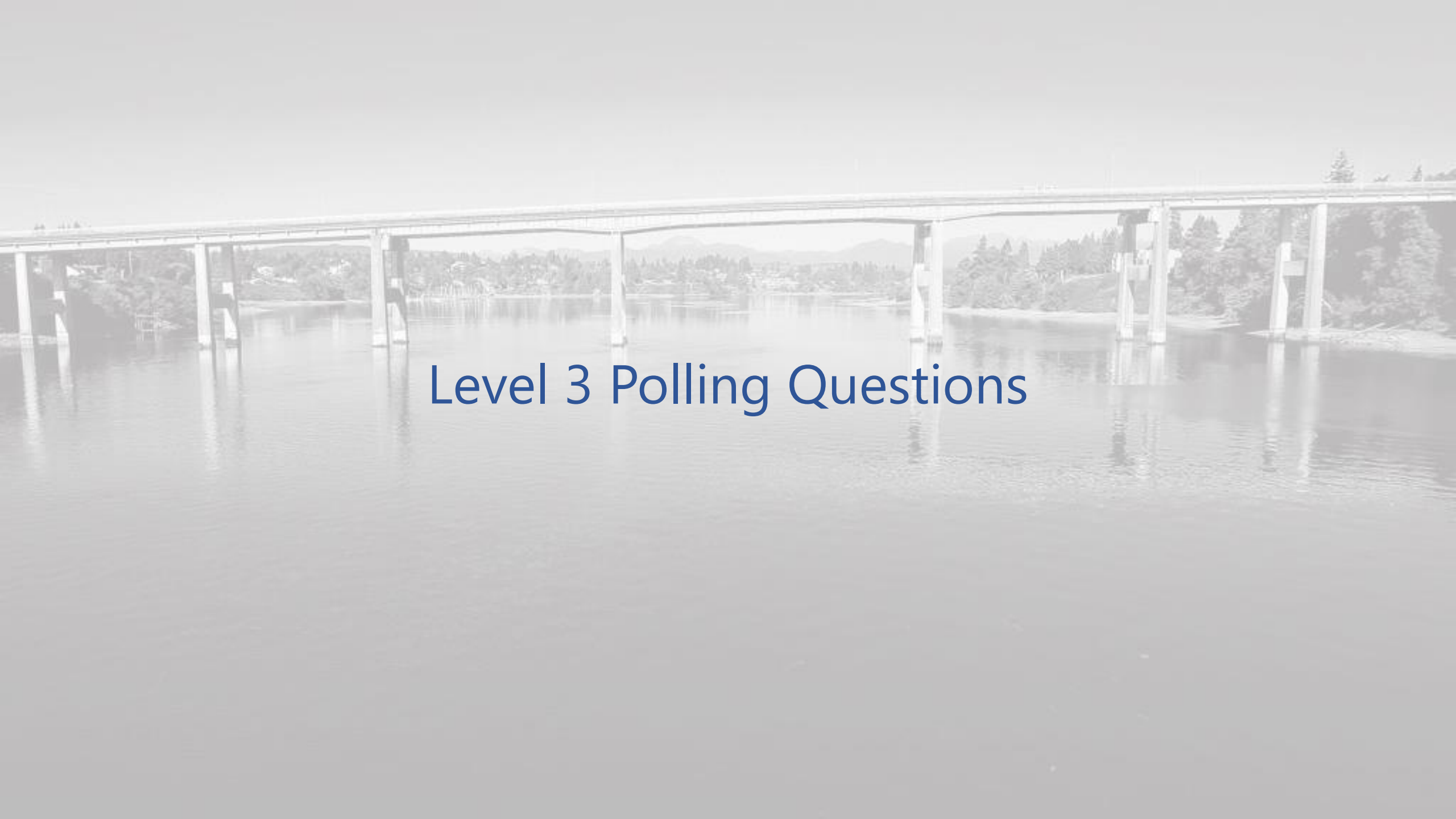
BUDGET / PROJECT COST

- 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.

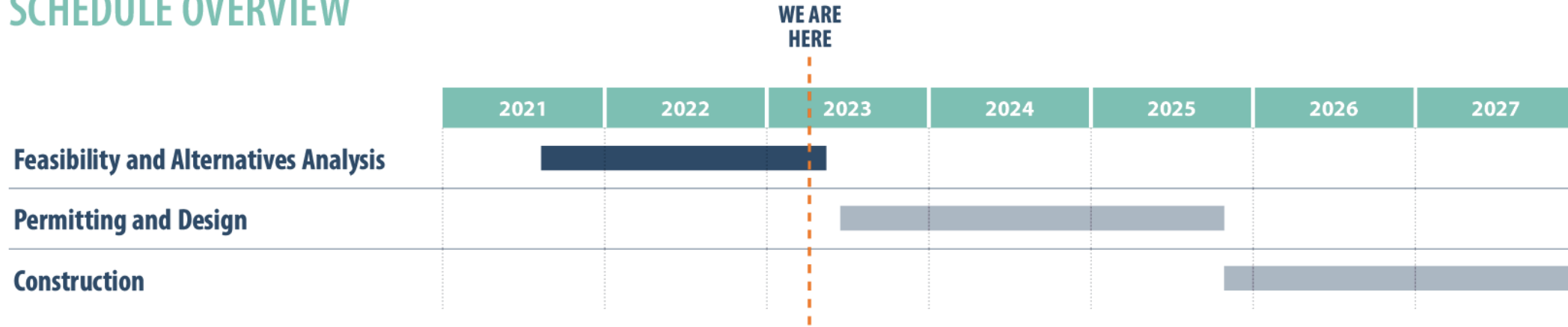
	Alternative 2	Alternative 3
Alternatives	10-foot clear width Both sides	12-foot clear width Both sides
Origin	SR 303 Corridor Study preferred alternative	Larger 2-sided alternative assuming purchase of new UBIT
Overlooks	6'x24', 4 total	No
Structural Feasibility	Yes	Yes
Bridge Fully ADA Compliant	Yes	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



Level 3 Polling Questions

Schedule & Upcoming Events

SCHEDULE OVERVIEW



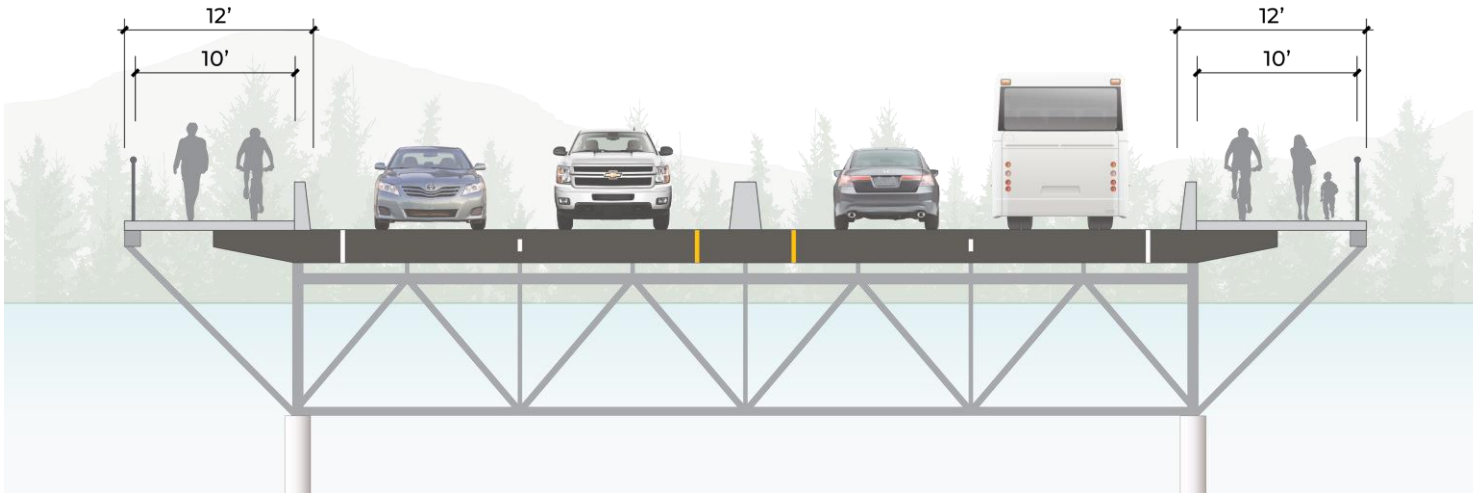
FEASIBILITY AND ALTERNATIVES ANALYSIS



A Final Note

This is the final meeting of the Warren Avenue Bridge Multimodal Project Stakeholder Advisory Group.

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



Project Contact:
Shane Weber, PE
Managing Engineer, City of Bremerton
345 6th Street, Suite 600
Bremerton, WA 98337
360-473-2354



Meeting Minutes

DATE: June 8, 2023 **TIME:** 8:30 AM to 10:00 AM

PROJECT: Warren Avenue Bridge Pedestrian Improvements Project **LOCATION:** Zoom
<https://scj.zoom.us/j/81100351062?pwd=cIBDanYvWXZ4ZkZkNQXEzalZ2TGtEdz09>

SUBJECT: Stakeholder Workshop #5

Introductory Remarks

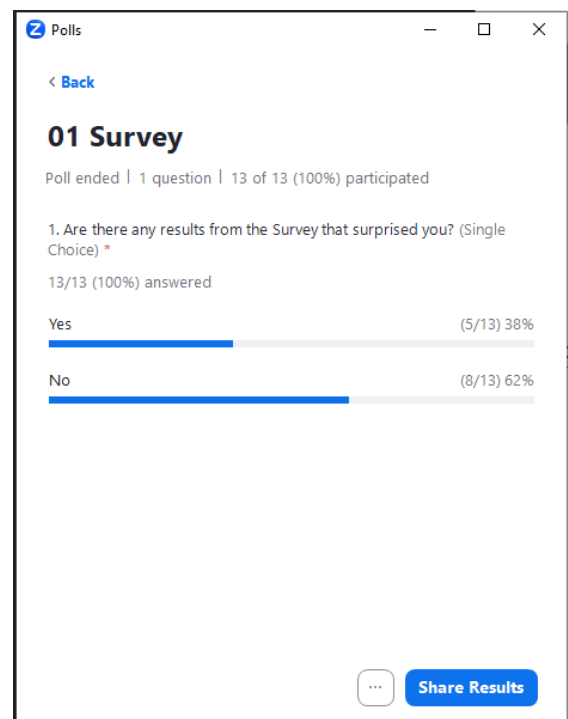
Review of Previous Meetings and Project Need and Intent

Review of Community Survey

Presentation

Poll Question and Open Discussion (5 surprised, 8 not surprised)

- Those who were surprised by the results:
 - Ned: Didn't know there would be a strong preference for one side of the bridge or the other. Pretty clear there was a preference for the east side of the bridge.
 - Dianne: 47% want the 12' or wider. That is encouraging.
 - Dianne: Survey could have been more informative of work that has been done over last 2 years. Did not discuss connections off the bridge. Should have discussed options given by WSCC and others.
 - Jeff C: was there any filtering for multiple responses
 - Dan P: did filter for multiple addresses. Left all responses in the survey because there was not anything obviously fraudulent. No evidence of multiple, same results from same IP address.



Meeting Minutes

- Dianne: Cost was not included in the survey. Did not present budget and constraints that it causes for the project.
 - Dan P: Looking for quick survey with high response. Drop off rate was very low, meaning that respondents were engaged. Additional info was available on the project website.
- Not surprised:
 - Jeff C: One side vs two sides, question was not balanced for other trade-offs.

April Open House comments

Review of Level 1 Screening - Fatal Flaws

Presentation

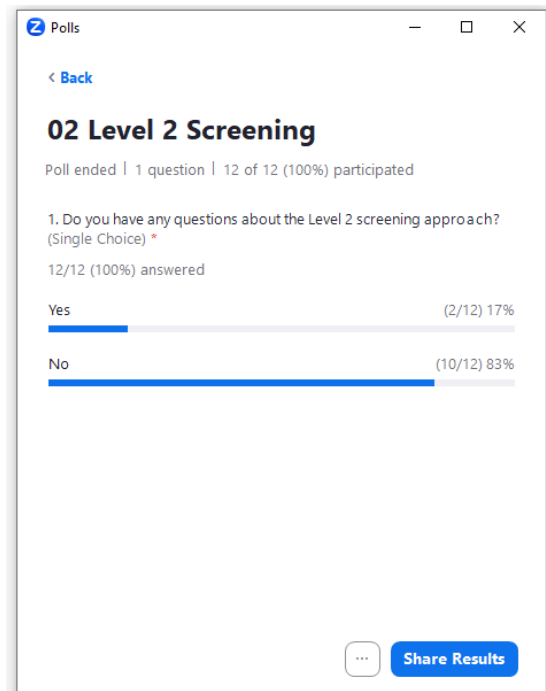
Presentation of Level 2 Screening - Alternatives Analysis

Presentation

Poll Question and Open Discussion

Dianne: 70% of people approve of 10 or above. There was not a question about what would be an acceptable minimum. In her opinion, 10' would be unacceptable for vulnerable users. Cannot accept the width of 10'. Conclusion from the results of 70% approving 10' or higher is not a fair characterization of the results.

- Ned: Survey was a balance of asking questions to vet issues. Originally had a question about budget, but it “fell off” to keep the survey simple enough but vet the preferences.
- Emily: Zip code. Does it control for any other demographic representation? And not bias toward most active members as opposed to full cross section of residents.
 - Dan P: there were not any socioeconomic or demographic questions, was based on user profiles.
- Dianne: Bremerton has above average number of disabled residents. Since this is an accessibility project, there should be specific outreach to capture this population. City should consider other venues than just ADA committee to gather this feedback.



Meeting Minutes

- Shane: City did an exhaustive effort to capture all communities. Above and beyond what is typically done. This is the highest response that Shane has seen on a capital project. Purpose of the survey was to ask simple questions to gather the highest result rate.
- Jeff C: Public preference 1 based on question 8 was not a fair question because most respondents will be bias toward wanting more vs less.
- Dianne: Still have not seen an accurate analysis of the WSCC proposal reviewed as-is. WSCC has never proposed an improvement of 16' wide. WSCC provided improvement recommendation for NE and SE connections, as well as tunnel connection. But those proposal have not been presented to the stakeholder committee or the public.
 - Dan P: are alts 7a and 8a not consistent with WSCC improvements?
 - Dianne: It is ok to leave one side as-is as demonstrated in other agencies.
 - Ned: strong opinion from ADA committee that they wanted a two side alternative.
 - Dianne: 7a and 8a did not include the connections off the bridge therefore is not a full representation of their proposal.

ADA committee slide discussion:

- Jeff C: Discussed with ADA committee member that distinction between one side or two side was not discussed during the meeting.
- Dianne: Recommendations were not understood as being consistent with what was presented. Discussed with Jane R
- Shane: ADA Committee did not discuss alts that restricted use on one side of the bridge. There is some confusion within the committee about mode choices and improvement recommendations. Open house boards may have added confusion with just a bicyclist depicted on one side.

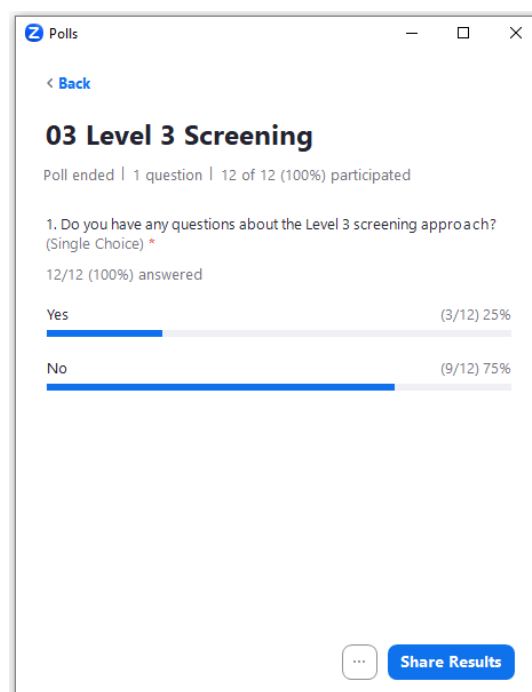
Presentation of Proposed Level 3 Screening - Budget

Presentation

Poll Questions and Open Discussion

Do you have any questions about Level 3 screening:

- Mike: Please further explain the budget, where the funding is projected to come from.
- Shane: State legislative appropriate from previous legislative session. \$1.5M was appropriated for design. \$25M for construction was originally scheduled for 2025-2027. The latest state leg session delayed the \$25M for



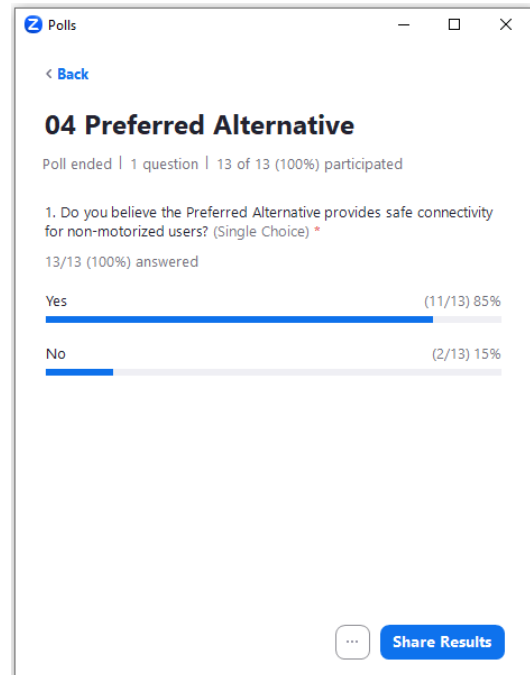
Meeting Minutes

construction until 2029+. City working to try and get this moved to a sooner year.

- Emily: State leg passed the funding package as a 17 year package, but did not assign years. This year projects were assigned years. State programs projects that are shovel ready in the next biennium. This project particularly is not in any legislators specific district. Has recently been assigned at 23rd leg district who will soon be getting a new senator.
- Dianne: Understands funding constraints. Design must be safe enough for all users. Poulsbo had to get funding from a variety of sources. This project should pick the safest design then find funding to support it.

Do you believe preferred alternative provides safe connectivity for non-motorized users?

- Dianne: Stakeholder group participants does not reflect community at large. A democratic vote does not make sense here. Recommend forwarding components to the council. Does not have faith that the 12' option will prevail given add/alt approach.
 - Shane: intent of the stakeholder group was to get feedback from those immediately impacted by the project. Transportation projects always have different opinions and we want to hear those opinions. That is why the City has put so much effort into collecting feedback on this project.



Schedule and Upcoming Events

Presentation

Question & Answer

- Mayor Wheeler: He brings the perspective of his constituents in all neighborhoods.
- Jeff C: Off structure connections. Original grant funding included the connectors. They have not been discussed in this meeting. Council will have heartburn with recommendation that does not include connectors and public feedback on them. Recommend that next public outreach meeting, seek feedback on one side w/ connectors vs two side vs narrower including connectors. Consider doing one side with connectors now, then seek additional funding to build other half of the bridge.
- Marco: This is a max/min problem. Overlooks provide spaces for folks to pull out of traffic. Delaying on-bridge improvements will increase cost of the project when accounting for other bridge improvements needed. Likes both options, cost will increase over time, so getting the project started is a top priority.

Meeting Minutes

- Jeff E: Parks has a stake in the project because of adjacent park properties and could provide support for future funding opportunities. Would enjoy the bridge to bridge connection. Understands there will be concessions needed to move forward.
- John H: team doing a good job of involving public.
- Emily: while not every voice can be reached, city has been committed to meeting the needs of the community. Went on a bike ride with Jeff C, Dianne and WSCC that provided a taste of what the project could provide for the City. Will be happy to advocate for the project.
- Tom: it is important to select an alternative and move forward if the City wants to bring funding back into nearer-term. PA is a good project with upside of 12' add/alt. Grant funding is often available for closing gaps – this project will leave gaps on either end that will look good on grants. One-sided improvement with future other side improvement, would likely be challenging for additional grant funding. This is our one shot in making improvements to this bridge and corridor.
- Mike: Snodgrass Please let me know if I can be of any assistance moving forward! I'm happy to bring our Infrastructure Team into the discussion to help answer questions/solve problems from the Federal perspective michael_snodgrass@cantwell.senate.gov