Appendix J

Complete Streets Committee Presentation and Minutes

SCJ ALLIANCE
CONSULTING SERVICES

CITY OF BREMERTON

Warren Avenue Bridge Pedestrian Improvements

November 4, 2021

Presented to: Complete Streets Committee

Agenda

- Existing Conditions
- SR 303 Corridor Study
- Feasibility Study – Draft Goals
- Draft Alternatives
- Schedule
- Next Steps

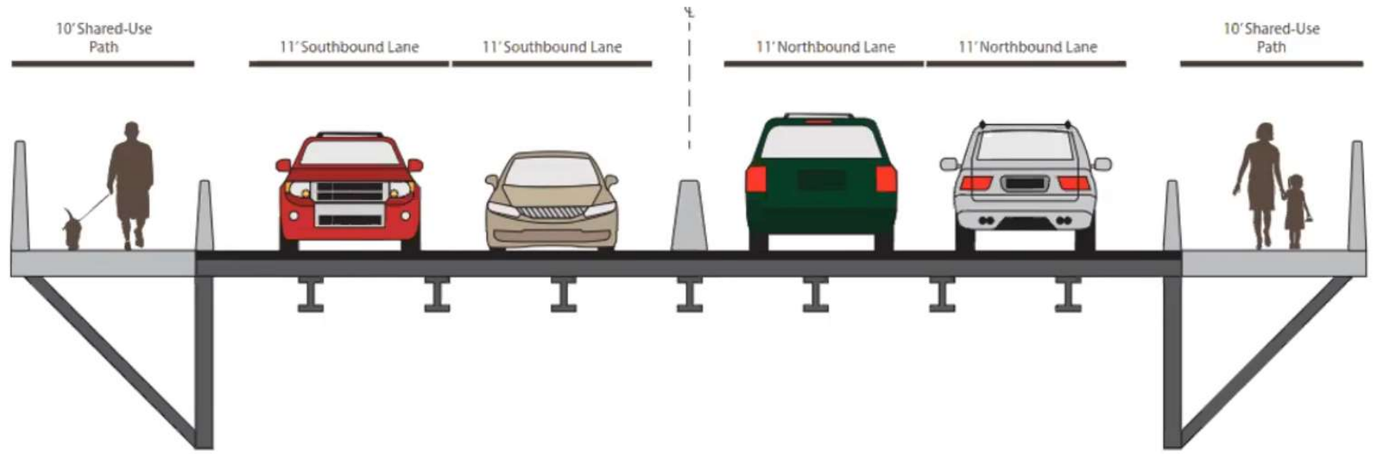
Existing Conditions

- 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

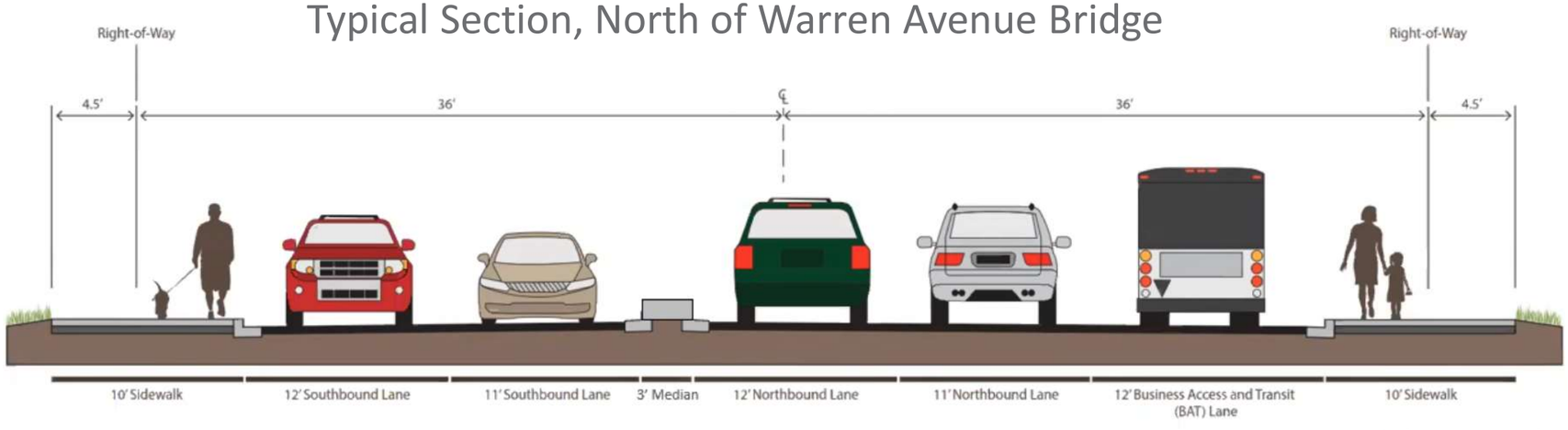
SR 303 Corridor Study

- 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 – Draft Goals

- 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

Draft Alternatives

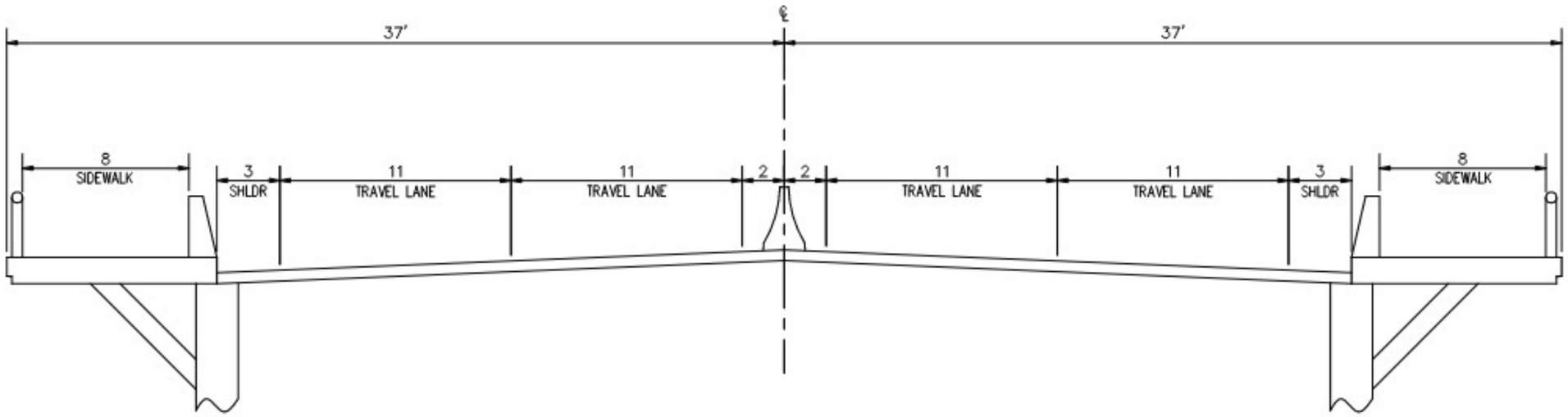
1. 8-foot sidewalk on each side of the bridge

2. 10-foot sidewalk on each side of the bridge

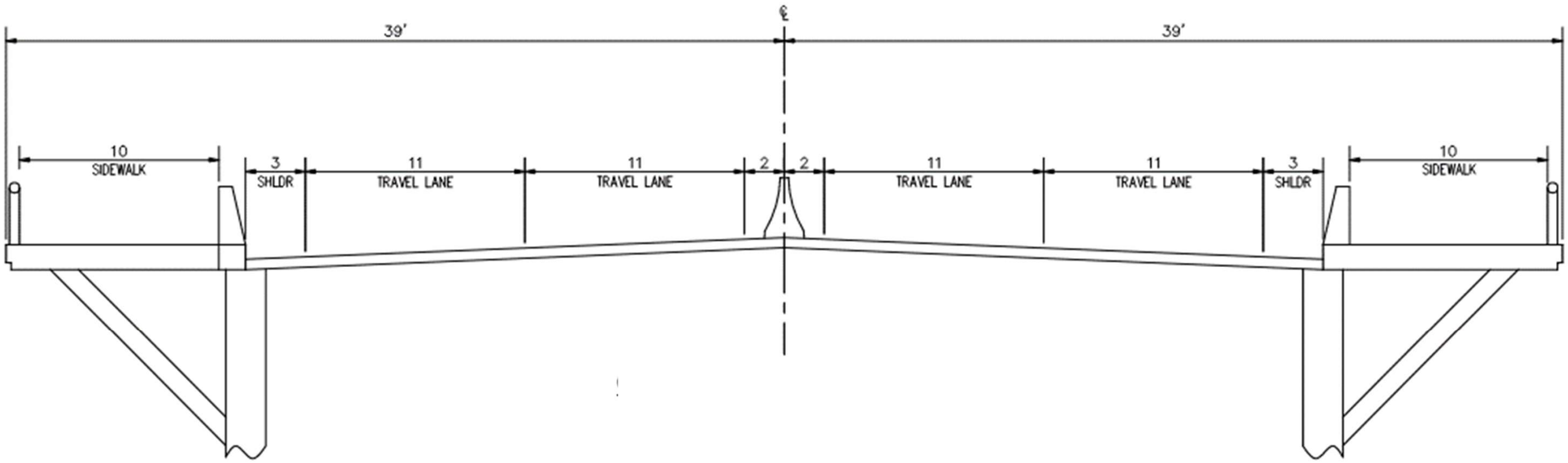
3. 12-foot shared use path on the west side of the bridge, undercrossing at the south end of the bridge
    - Will include either closure of the existing sidewalk on the east side of the bridge or widening into the existing bridge deck to achieve ADA compliance and meet City standards.

4. 12-foot shared use path on the east side of the bridge
    - Will include either closure of the existing sidewalk on the west side of the bridge or widening into the existing bridge deck to achieve ADA compliance and meet City standards.
    - May include evaluation of east-west crossing enhancements for Olympic College students at or near 16th Street.

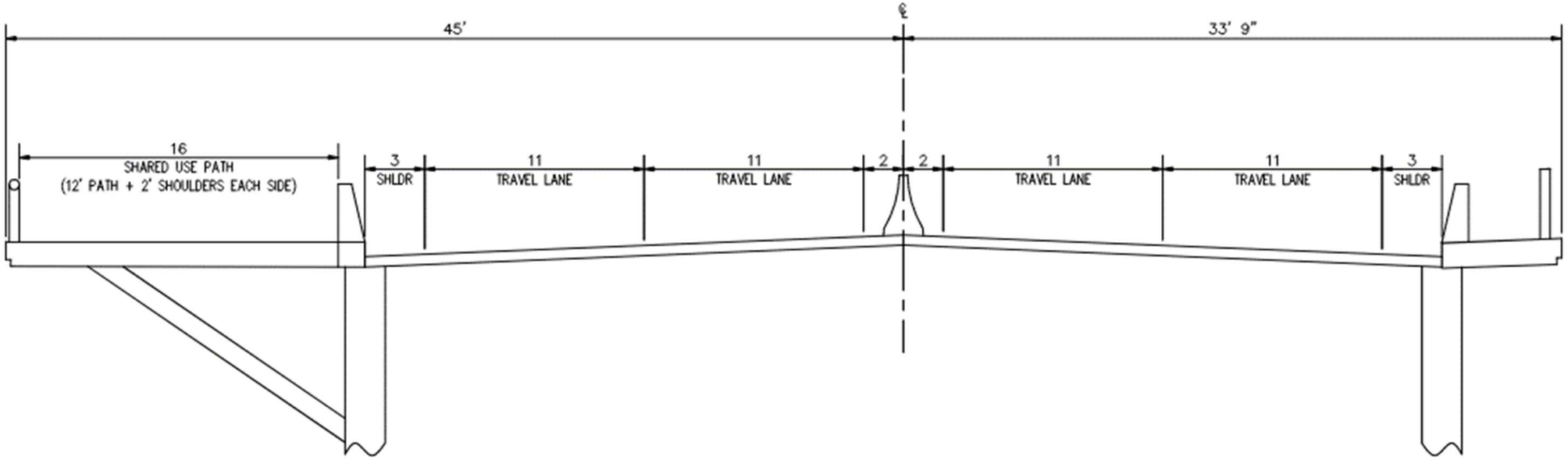
Alternative 1 – 8’ Sidewalk, Both Sides



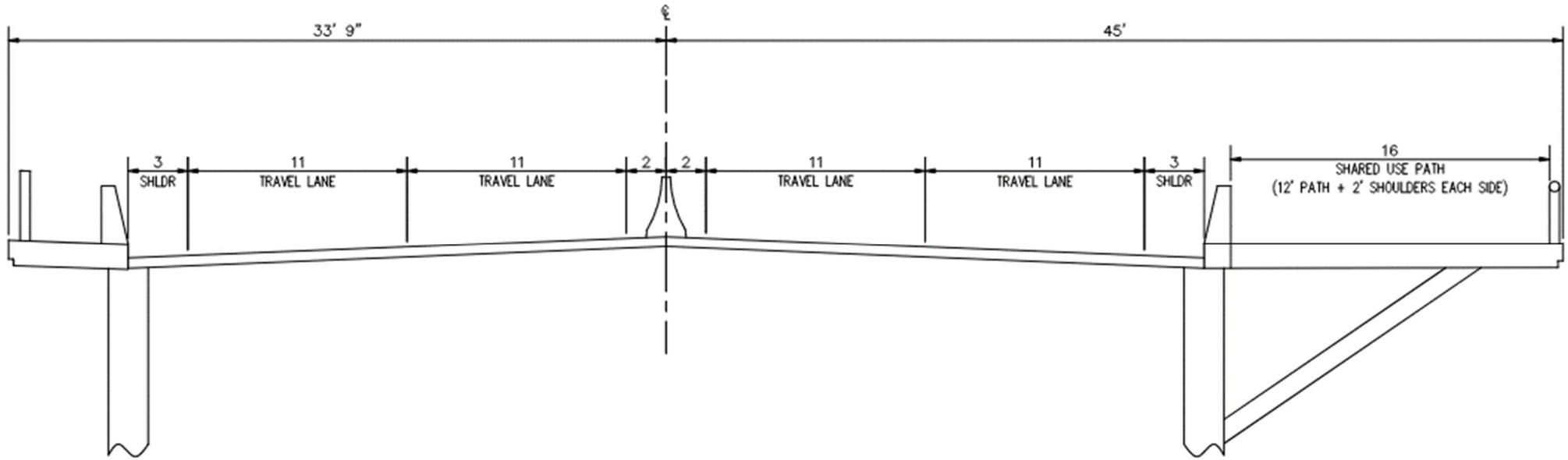
Alternative 2 – 10’ Sidewalk, Both Sides



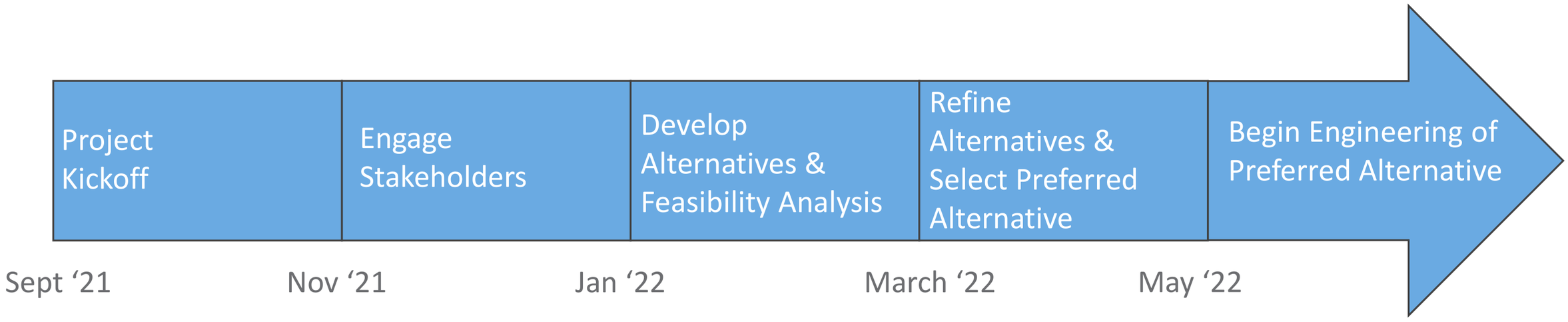
Alternative 3 – 12’ Shared Use Path, West Side



Alternative 4 – 12’ Shared Use Path, East Side



Schedule


Project Kickoff
Engage Stakeholders
Develop Alternatives & Feasibility Analysis
Refine Alternatives & Select Preferred Alternative
Begin Engineering of Preferred Alternative
Sept ‘21
Nov ‘21
Jan ‘22
March ‘22
May ‘22

Next Steps

- Solicit Stakeholder feedback
- Confirm project goals
- Confirm four alternatives

Questions?

For updates:

www.warrenavebridgeproject.com

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Complete Streets Committee

Quarterly Meeting

Date: November 4, 2021

Project: City of Bremerton - Warren Avenue Bridge Pedestrian Improvements

Subject: Complete Streets Committee (CSC) Quarterly Meeting

Attendees:

Committee Comments following Presentation:

- Provide definitions for language used in questionnaires.

Dianne

- Provide a cost analysis for each alternative. Safety is very important.

Tom

- prefers shared use path on the east side because it avoids additional road crossings. Unused side of the bridge on the 1-sided widening alternatives shouldn't remain open; could become unsightly (collect trash or encourage loitering). It would be preferred to remove them.
- Could a minimum sidewalk width with an opposing shared use path be feasible? Could the shoulders be narrowed to accommodate this?

Shane

- WSDOT Olympic Region traffic, meeting forthcoming to confirm roadway section and lane widths.

John

- What is the lifespan of the bridge and how long does this project extend the life?
- Connectivity to adjacent sections of Warren should be considered
- There are a lot of people walking on the bridge at nighttime
- East side of the bridge is where most volume is.
- Alternate 4 needs connectivity to Olympic College
- Prefers both 3 & 4, separate shared use paths.
- Would like to know if the alternatives accommodate bike usage for 30 years (remaining life)

Dianne

- Would prefer a 12’ facility on each side, but concerned about costs.
- Existing north side undercrossing at Lebo improves the value of west side only option
- Tunnels can be a big asset if constructed properly. Incl lights, surfacing, bike police/security. More users = more safety.

Tom

- Crossing alternatives on each end should be included with each bridge alternative

Dianne

- Improve Olympic College connectivity
- Tunnel may be better than widening both sides of the bridge

Marco

- City should avoid construction on the Manette roundabout at the same time as Warren Ave Bridge work.

Shane

- Timing of the two projects will not overlap

Dianne

- Please explain total width of the sidewalk vs shared use path with shoulders.

Tom

- Presentation summary slide should clarify that the one sided options are 16’ total width.

Dianne

- Two way traffic on the shared use path options can be user friendly.

Shane

- High speed downhill bikes should be considered for their impact on bi-directional options.

Dianne

- Provide option of high speed bikes to use the travel lane

Tom

- Could the unused space opposite of the one-sided options be a bike facility?

Aaron

- Define goals. One could be “All ages and abilities”

Dianne

- Project should be fundable at a reasonable cost

Shane

- Asked the group “What is Connectivity” to them

Dianne

- Full access in all directions

John

- West side options should have ability to stop to enjoy the view

Tom

- Asked the group if an at-grade crossing at the future roundabout north of the bridge would be a viable option for the north end crossing.

Aaron

- Discussion about if the presented alternatives are the proper alternatives. 16’ path options should be combined into an A/B option 4
- Replace Option 3 with a 12’ facility on each side

Dianne

- Will send photos of a tunnel example