

# Appendix C

## Community Outreach and Open House Summaries



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Appendix C-1  
Community Outreach Summary



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# SR 303 Corridor Study

## Draft Community Outreach Summary

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Fall 2020

The City of Bremerton and WSDOT are developing a comprehensive study of the State Route (SR 303) Corridor. The final study will recommend safe, reliable and cost-effective transportation options that support livability, investment and economic vitality for people and businesses.

In spring 2019, the City of Bremerton and WSDOT developed a community outreach plan and launched an outreach effort to gather public feedback to inform the preliminary preferred alternative. The project team engaged with members of the local community, including, businesses, residents and commuters over 17 months. The project team collected ideas for the final corridor development plan which will recommend transportation solutions for the SR 303 corridor from SR 304 to NE Fairgrounds Road.

The City advertised community events by postcard, through their social media pages and flyers.

The City held the following events to engage key stakeholders and the community:

- Bridging Bremerton, June 2019
- Corridor outreach in June 2019 at Olympic Community College, Bremerton Ferry Terminal, and East Bremerton Transfer Center.
- Six stakeholder advisory group (SAG) meetings between July 2019 and May 2020.
- In-person community open house on Aug. 6, 2019.
- Online open houses from Aug. 6- Sept. 6, 2019 and April 21 - May 8, 2020.
- Virtual community meeting on July 16, 2020.

The online and in-person open houses were well-attended, with 2,889 participants across all events. The City also hosted six SAG meetings to outline corridor needs, collaboratively develop corridor improvement concepts, share study updates, and gather input on the preliminary preferred alternative. When forming the SAG, the City reached out to various entities to ensure full representation for residents, property owners, local leadership, tribes, businesses, and transit organizations.



Community members attend the open house on Aug. 6, 2019.

Members of the SAG represent the following organizations:

<b>Kitsap Public Health</b>	<b>Olympic College</b>	<b>Kitsap Transit</b>	<b>Bremerton City Council</b>	<b>WSDOT Olympic Region</b>
<b>Bremerton Chamber of Commerce</b>	<b>City of Bremerton</b>	<b>Suquamish Tribe</b>	<b>Naval Base Kitsap</b>	<b>Kitsap County</b>

### **What we heard: Corridor-wide themes**

Community feedback from the various open house forums, community events, and the Stakeholder Advisory Meetings covered a range of topics, including safety, accessibility to jobs and businesses, reliability, improve economic investments, access to transit, and connections for people walking and biking. Community members and stakeholders expressed support for the proposed solutions in addressing their key corridor needs. Below are the key themes from community and stakeholder input.

#### **Corridor safety and accessibility**

Participants noted safety and accessibility as key priorities for the preferred solution. Participants encouraged the study team to incorporate signalized crossings and barriers between traffic and pedestrians. Participants appreciate the proposed sidewalk widening to improve accessibility for people walking and rolling. They also supported narrowing lanes to encourage slower vehicle speeds.

#### **Reliability**

Participants expressed support for reliable travel options for all corridor users. This included improving traffic signal timing and adding business access transit (BAT) lanes. Participants supported the City’s proposal to reconfigure left turn lanes to reduce traffic backups. These improvements can significantly improve reliability and travel times throughout the corridor.

#### **Economic investment**

Community members and stakeholders expressed interest in improving the look and feel of the corridor to encourage development and support a thriving local economy. They also emphasized the importance of accessing businesses on both sides of SR 303. Business representatives highlighted the need for improvements that make it easier for people to enter the access points to community services and businesses, such as the East Towne Center.

#### **Transit connections**

Participants supported providing more access to transit, including BAT lanes, to accommodate more public transit options and stops at more convenient locations. Participants also noted the importance of both regional and local neighborhood connectivity.

### **Pedestrian and bicycle connectivity**

Participants noted pedestrian and bicycle connectivity as one of the most important corridor needs. Participants support more bike lanes and pedestrian walkways, especially over the Warren Avenue Bridge.

### **Feedback on Study Alternatives**

The City provided stakeholders and the community a summary of the three alternatives, including how well each one meets the corridor's baseline needs. The following summarizes the comments community members and stakeholders provided about each alternative throughout the study process.

#### **Traffic Management Alternative**

The traffic management alternative includes adaptive signal timing (where traffic signals change based on traffic patterns) throughout the corridor and transit signal priority at every signal along the corridor between NE McWilliams Road and Burwell Street. An additional improvement is wayfinding signage that shows key destinations within the City, including trails and parks and how to reach those amenities.

This alternative meets the least baseline needs and has the lowest build-out costs. Many commented that they appreciate the cost effectiveness of this solution.

#### **Multimodal Alternative**

The multimodal alternative includes everything in traffic management plus a northbound Business Access Transit (BAT) lane, improved pedestrian accessibility, realigned bus stops and utilities relocated to the back of the sidewalks. This alternative meets most baseline needs and has the second-highest build-out costs.

Most participants preferred this option for improving accessibility for people walking, rolling, accessing transit and biking. They also noted this option best improves bicycle and pedestrian connectivity.

#### **Boulevard Alternative**

The boulevard alternative includes everything in traffic management with an additional focus on roundabouts at intersections for traffic control. Other improvements include median control from NE McWilliams Road to Sheridan Road, improved pedestrian access and buried utilities. This alternative meets all baseline needs and has the highest build-out costs.

Most participants preferred this option for improving safety for people walking, biking and driving in the area. They also commented that this option improves travel time reliability and attracts new economic investment.



### **Virtual Public Meeting**

The City hosted a virtual public meeting to present the draft results of the SR 303 Corridor Plan on Thursday, July 16, 2020. The City reviewed improvements for segments starting from SR 304 up to NE Fairgrounds Road and addressed community questions and comments about the preliminary preferred alternative.

The project team considered the community input and made final refinements to the preliminary preferred alternative that best meets the community's needs. The City selected the multimodal alternative as a base configuration, with some key features from the boulevard alternative. Key features from the Boulevard alternative include the center median from Sheridan to McWilliams and roundabouts at 11th Street, Callahan, and Riddell.

### **Next Steps**

The City will compile this study findings in a final report that will outline the process used to reach the preferred alternative and provide a phasing recommendation to help decision makers outline funding needs and finance options. The City will continue to update the community as they advance various project phases through the design, environmental and construction stages.

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Appendix C-2  
In-Person Open House Summary



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**SR 303 Corridor Improvement Study  
Public Open House  
Aug. 6, 2019  
East Bremerton Gym | 2810 Spruce Avenue, Bremerton  
4 – 7 p.m.**

**EVENT SUMMARY**

**Overview**

On Aug. 6, 2019, the City of Bremerton and Washington State Department of Transportation (WSDOT) hosted an open house to learn about community priorities for the State Route (SR) 303 Corridor Improvement Study. The City notified community members of the open house through postcards and website updates. The project team handed out comment forms and shared display boards with about 55 open house participants. Project staff explained why we are studying the corridor and timeline for improvements. The project team encouraged people to visit the [online open house](#) to view the same material and provide comments.

**Event Objectives**

- Educate community members on the study status for the SR 303 (Warren/Wheaton) corridor.
- Listen to community interests and concerns.
- Gather input about the corridor issues, needs, and opportunities for improvements.

**Comment Overview**

The project team provided comment forms and encouraged people to place notes on a map. A majority of people who commented encouraged the City to improve accessibility and mobility. Participants also highlighted safety and corridor aesthetic improvements. Below is a summary of key themes received from the public.

**Accessibility and mobility:**

- Use roundabouts at Olympic College and where possible along the corridor.
- More bike lanes, in particular on Almira Drive, Tracyton Blvd and Wheaton Way (near YMCA).
- Improve intersection signal timing, especially at Sheridan, Hollis and 6th and 11th streets.
- Add pedestrian tunnel at the college to connect neighborhoods.
- Build pedestrian overpass at Sheridan Road.
- Widen pedestrian path on the Warren Avenue Bridge.
- Include shared use paths near the Warren Avenue Bridge and at the school and Kitsap County Library properties between Sheridan Road and Sylvan Way.



- Bicycle connections from the Warren Avenue Bridge to the Manette Bridge.
- Improve cross-corridor connections by adding more bike lanes, crosswalks or other structures that connect neighborhoods and businesses.

#### **Safety:**

- More police patrols along and near the corridor.
- Reduce speeds along the corridor to improve safety at crossings.
- More frequent roadway and shoulder cleaning to improve bike and vehicle travel experience.
- More crosswalks to prevent illegal crossings.
- Widen shoulders and sidewalks for people walking or riding their bikes.

#### **Aesthetics:**

- More greenery and landscaping near businesses and in the center travel lane.
- Limit plantings at business driveways to maintain safe sight distance.

### **Next Steps**

The project team will review and consider all comments before designing potential improvements. We will select a preferred alternative in spring 2020 and present our recommendation to the Stakeholder Advisory Group (SAG) and City Council for approval. We will come back to the public with a final plan in spring 2020. All open house and SAG materials are available on the [project website](#).

### **Attendance:**

#### **Project Team:**

- Katie Ketterer, City of Bremerton
- Alex Atchison, Parametrix
- Michael Horntvedt, Parametrix
- Emily Welter, Parametrix
- Bryanna Bui, PRR
- Andrew Royer, PRR



Segment	Safety	Accessibility and Mobility	Aesthetics
11th Street		A request for three lanes heading west on 11th Street.	
11th Street		A request not to add bike lanes on 11th Street.	
13th Street		A request to add a left-turn lane from 13th Street to 303.	
6th and 11th streets		A request for pavement markers and signs, similar to the Centennial and Cushman trails.	
6th Street		Several requests for a mixed-use path each direction (east/west) to connect to grocery stores and neighborhoods.	
Almira		Add bike lanes on Almira for those avoiding 303.	
Almira		Multiple requests to make Almira the primary north/south bound bike route through East Bremerton.	
Almira and Sylvan		Reduce traffic bypassing 303 through Almira.	
Burwell		Increase traffic lanes from Burwell to 303 back to four lanes.	
Burwell		A request to remove the merge sign on Burwell and 303.	
Corridor-wide	A request for more police patrols by foot, bike, and vehicle along the corridor.	A separated pedestrian and bicycle path near the corridor.	A request for greenery and landscaping where possible - make the corridor inviting.
Corridor-wide	A request to shift the vehicle exit lanes and shoulders so bicyclists have a straight shot.	Reduce the lower portion of Wheaton Way to two lanes with bike shoulder on both sides of the corridor. This would connect to the North/South Corridor Trail.	
Corridor-wide		A request to adjust intersection timing to accommodate peak and off-peak travel times.	
Corridor-wide		A request for roundabouts at as many intersections as possible.	
Corridor-wide		A request to keep the Callahan Underpass tunnel if a roundabout is constructed.	
Corridor-wide		A request for wider driveway exits.	
Corridor-wide	Reduce speeds on the corridor.	Don't include bikes lanes on SR 303.	
Corridor-wide		Connect shared use path to neighborhoods, not just the bridge.	
Corridor-wide		A request for bike connection between Warren Avenue Bridge to Monette Bridge on the northside of Warren Avenue Bridge.	No bushes near businesses along Wheaton Way - concern that bushes would limit sight distance for vehicles leaving and entering businesses.
Corridor-wide	A request for a HAWK (?) light for pedestrians to cross the corridor.	Add bike lanes from Wheaton Way (past YMCA) to Sheridan.	
Corridor-wide	A request to add more crosswalks to prevent jaywalking.		
Corridor-wide		A request to add more blinking yellow left-turn signals on the corridor.	
Corridor-wide	A general concern for pedestrian and bike safety for those crossing the corridor.		
Hollis		A request to adjust the traffic light timing at Hollis on to 303.	
Olympic College		A request for roundabout in front of college.	
Olympic College		Several requests for a tunnel under 303, connecting neighborhoods to the college.	
Pine Road to Sylvan	Add shoulders on Pine Road to Sylvan for pedestrians and bikes.		
Sheridan	A request to limit speeds at this intersection, particular concern is the SE corner of Sheridan.	A request for pedestrian overpass at Sheridan.	
Sheridan		Improve light timing at Sheridan.	
Sheridan and Sylvan Way		A request for shared use path on school/library property between Sheridan and Sylvan.	
Tracyton Blvd		Add a bike route on the west side of Tracyton Blvd.	
Warren Avenue Bridge		Add a path under the Warren Avenue Bridge to connect Evergreen to Olympic College.	
Warren Avenue Bridge		Add a walkway under the Warren Avenue Bridge at the south end.	

Segment	Safety	Accessibility and Mobility	Aesthetics
Warren Avenue Bridge		Widen the bridge pedestrian path so both pedestrians and bikes can pass each other safely.	
Warren Avenue Bridge	Maintain or fix (?) expansion joints on the bridge and perform frequent debris maintenance.	Add a shared use path on west side of bridge.	
Wheaton Way Transit Center		A couple requests to add stop light and cross walk at this location.	

Segment	Safety	Accessibility and Mobility	Aesthetics
11th Street to Burwell		A request to add 2 lanes each way on the 11th to Burwell section of 303.	
13th Street		Reform 13th St, add turn lane Eastbound to 13th Northbound.	
13th Street		Add right lane from 303 Southbound to 13th Westbound.	
16th Street		Add additional left turn queue.	
Almira	Limit the amount of traffic using Almira to bypass Sylvan and 303.		
Almira/Lebo Boulevard		Bikes should continue North on Almira (East Bremerton bike pedestrian corridor) or on the west side of bridge along Lebo Blvd and the waterfront.	
Corridor-wide	Several requests for more police patrol including bicycle and foot patrol over road sidewalks.	A request to construct right-ins/right-outs on the corridor leading to and from businesses.	Attract businesses to vacated buildings.
Corridor-wide	Multiple requests to make the corridor safe and accessible for people in cars, on bicycles, pedestrians and even more people with disabilities.	Multiple requests to decrease the number of exits and entrances to 303 from parking lots and businesses.	A request for 3-story buildings along the corridor with retail on bottom and 2 stories of apartments above.
Corridor-wide	Safe intersections for cars making left turns.	Better driveways out of shopping lots to ease entering onto 303.	A request for steak houses.
Corridor-wide	A request for illuminated and larger street signs -- yellow arrows and flashing red and yellow lights at night.	Multiple requests for roundabouts for slow and safe traffic that won't require stops at every intersection.	
Corridor-wide	Safer placement of benches for bus riders.	A request to widen SR 303.	
Corridor-wide		Multiple requests for wider, safer, sidewalks.	
Corridor-wide		Multiple requests to improve the timing of traffic lights along the corridor.	
Corridor-wide		A request for consistent traffic lights along corridor (i.e. flashing turn lights).	
Corridor-wide		A request for a consistent speed limit for the full length of the corridor.	
Corridor-wide		A request to lower the speed limit on 303.	
Corridor-wide		Multiple requests for add, improve, and increase safety of bicycles lanes along traffic.	
Corridor-wide		A request to have bicycles lanes with traffic barriers.	
Corridor-wide		A request for pedestrian overpasses.	
Corridor-wide		Multiple requests to keep pedestrian paths separated from traffic. Suggestion to buffer traffic from pedestrian paths with grass or low growing plants.	
Corridor-wide		Multiple requests to improve pedestrian crossings: More pedestrian lights at crossings. Better timing of lights to accommodate pedestrians and an increase of crosswalks.	
Corridor-wide		A request to improve walkability to/from stores and parks.	
Corridor-wide		Multiple requests for bus/transit only lanes.	
Corridor-wide		I know bike lanes will need to be added and possibly more people with bikes, however, I believe we're spending a lot of money for the very few who use them. We have been encouraging people for years to carpool and ride bikes or take transit and it just doesn't work for most of us. At some point we need to take a look at the effectiveness and efficiency of HOV lanes. I personally think they cause more congestion than they help. What good is adding to HOV lanes when so few can use them?	
Corridor-wide		A request to stop busses from having priority at traffic lights.	
Corridor-wide		Multiple requests to improve routes and increase frequency of bus services.	
Corridor-wide		A request for more frequent weekend public transit.	
Corridor-wide		A request for bicycle paths and walkways to be located behind the strip malls lining Wheaton Way to separate traffic.	
Corridor-wide		More traffic lights.	

Segment	Safety	Accessibility and Mobility	Aesthetics
Misc.		The City's website references a "proposal" to widen the 303 corridor to 7 lanes, including an HOV lane, from 11th street to Fairgrounds Rd. Don't remember where, but it is in the 303 Corridor Study Documents.	
Misc.		Finish the two bridges loop.	
Olympic College/16th Street		A request for roundabouts at Olympic College and 16th Street.	
Olympic College/Callahan		A request for a tunnel under 303 at Community College. North tunnel from Callahan. South tunnel should be on OCC campus parking lot over to engineering building. This would allow east/west access.	
Sheridan Road/Sylvan Way		Multiple requests for wider sidewalks, but you would have to improve Sheridan/Sylvan too.	
Warren Avenue		A request to not put bikes on Warren Avenue, north of the bridge.	
Warren Avenue		Unblock intersections on Warren to allow more choices of travel for cars.	
Warren Avenue Bridge	A request for safer place for pedestrians and bikes.	Add connections to neighborhoods from Bridge to North, South, East and West.	
Warren Avenue Bridge		Add connections to bridge for pedestrian and bikes.	
Warren Avenue Bridge		Wider sidewalks.	
Warren Avenue Bridge		Add shared use/bike and pedestrian lanes to the west side.	
Waterfront		Add bicycle and walking paths.	

Appendix C-3  
Online Open House #1 Summary



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**SR 303 Corridor Improvement Study  
Online Open House Comment Period  
Aug. 6 – Sept. 6, 2019**

**ONLINE COMMENT SUMMARY**

**Overview**

On Aug. 6, 2019, the City of Bremerton hosted an [online open house](#) to learn about community priorities for the State Route (SR) 303 Corridor Improvement Study. The City notified community members of the online open house through postcards and website updates. The comment period lasted one month (Aug. 6 – Sept. 6, 2019).

**Site Analytics**

- Total visitors: 1,396
- Average time per page: 1:25
- Views by page:
  - Overview: 279
  - Project timeline: 183
  - Study area: 174
  - Survey: 151
  - What's next: 133
- Total comments: 60

**Comment Overview**

Participants provided a variety of improvement suggestions, ranging from sidewalk and bike lane improvements, to landscaping and design suggestions. The City asked participants to rank their top requested improvements, and a majority of commenters requested more bike lanes and pedestrian accessibility improvements. Below is a summary of key themes.

**Accessibility and mobility:**

- More bike lanes, either on SR 303 or on nearby arterials roads, leading to and from downtown.
- Build pedestrian and bicycle overpasses where possible and at Sheridan Road, Sylvan Way, and NE Riddell Road.
- Widen pedestrian path on the Warren Avenue Bridge.
- Improve traffic light timing during peak and off-peak hours.
- Improve cross-corridor connections by adding more bike lanes, crosswalks or other structures that connect neighborhoods and businesses.
- Increase bus service and improved bus stops.
- Improve sidewalks for ADA accessibility.

**Safety:**

- Reduce speeds along the corridor to improve safety at crossings.
- More frequent roadway and shoulder cleaning to improve bike and vehicle travel experience.



- More crosswalks to prevent illegal crossings.
- Increased lighting along the corridor.
- Widen shoulders and sidewalks for people walking or riding their bikes.

**Aesthetics:**

- Attract business to fill vacated buildings.
- More greenery and landscaping near businesses and in the center travel lane.

## Next Steps

The project team will review and consider all comments before designing potential improvements. We will select a preferred alternative in spring 2020 and present our recommendation to the Stakeholder Advisory Group (SAG) and City Council for approval. We will come back to the public with a final plan in spring 2020. All open house and SAG materials are available on the [project website](#).

Top 5 Improvement Requests	Safety	Accessibility and Mobility	Other
<ol style="list-style-type: none"> <li>Protected bike lanes</li> <li>Road diet (narrower lanes with a turn lane in the middle)</li> <li>Wider sidewalks with a median between sidewalk and street</li> <li>ADA curbs</li> <li>Bike lanes (Just cause they are so important :)</li> </ol>	<p>Slower speed limits.</p>	<p>Protected and dedicated bike lines. Wider Sidewalks. Narrower lanes for vehicles and a middle turn lane</p>	
<p>Better bike accessibility. The bridge in particular is basically impossible to bike over because the car lanes are extremely dangerous, and the sidewalk is so narrow that it is also dangerous to bike over.</p>	<p>Bike lanes are much needed. Cars are moving too fast, and are hostile to bikers so it's unsafe for me to be in the car lanes. Sidewalks are not designed for bike traffic. So where am I supposed to be?</p>		
<ol style="list-style-type: none"> <li>Safe bicycle lanes</li> <li>Safe sidewalks and crosswalks</li> <li>More tree canopy</li> <li>More permeable surfaces</li> <li>Narrower traffic lanes and other traffic calming measures</li> </ol>		<p>My most common transport type on SR 303 by far is by bicycle. There is a tremendous amount of room for improvement to increase safety for bicyclists, pedestrians, as well as drivers of vehicles. I almost never ride in the street (I ride on the sidewalks, which I do not prefer - I would prefer to ride in safe bicycle lanes). I would like to see safe bicycle lanes, safe sidewalks and crosswalks, and narrower traffic lanes and other traffic calming features. Thank you!</p>	
	<p>Speed cameras that actually ticket people would be my #1 wish. The revenue could be placed in a fund solely for safety improvements.</p> <p>A protected, separated bike lane, or cycle track, on the Warren Avenue bridge would be the biggest possible improvement to the area's bike accessibility. This would also enable Bremerton to build a connected network of protected bike lanes over time. People regularly drive 50+ MPH along this stretch of road. It is inappropriate to expect any cyclist to mix with traffic moving this fast, let alone children. It is also inappropriate to have cyclists biking 30+ MPH downhill on the bridge mixing with pedestrians, as well. Any infrastructure that doesn't include separated bike lanes is obsolete.</p> <p>Multiple pedestrian/bike overpasses at intervals along this route are needed.</p> <p>Separated bike lanes on a side streets paralleling 303 are also needed.</p> <p>Buses running at frequent enough intervals that riders do not need to know the schedule, like Seattle's "Rapid Ride" routes, would be a great improvement. Bus stops featuring "next bus arrives in X minutes" displays would help more people feel the bus is convenient enough to use.</p>		<p>Please consider businesses along the corridor. Things are improving, but some traffic changes may improve traffic conditions and damage business access.</p> <p>Consider alternative (possibly parallel) routes for bicycles.</p> <p>Remover or realign (two lanes on the going home - northbound side of road) barriers between Burwell and 6th.</p>
<ol style="list-style-type: none"> <li>Beautification</li> <li>Road Repair</li> <li>Old Derelict Buildings Torn Down</li> </ol>	<p>Designated bike lanes and side walks, consistent lighting</p>		<p>Overall this corridor is a huge part of what the people of Bremerton and the surrounding area see, it looks very run down and industrial in many parts. Beautification should be very high on the priority list!</p>
<ol style="list-style-type: none"> <li>Bicycle and pedestrian improvements</li> <li>travel time reliability</li> <li>improved traffic light times</li> </ol>	<p>Safe paths north of the bridge</p>		

Top 5 Improvement Requests	Safety	Accessibility and Mobility	Other
<ol style="list-style-type: none"> <li>Economic improvements</li> <li>fixed signs</li> <li>pedestrian overpasses</li> <li>replace aging traffic signals</li> </ol>			
<ol style="list-style-type: none"> <li>Dedicated bicycle lanes</li> <li>larger sidewalks</li> <li>remove the suicide lane</li> <li>more greenery</li> <li>traffic lights are horribly out of sync during the early morning hours when traffic is low.</li> </ol>		Bicycle lanes, larger sidewalks, improve the traffic signals	
<ol style="list-style-type: none"> <li>Much more green space!</li> <li>Better bicycle travel</li> <li>Better pedestrian travel</li> <li>Uniformity and beautification in signage.</li> <li>Much higher standards for aesthetics. (The way buildings look, parking lots are kept, garbage is cleaned up, greenery is included, no chain link fencing, etc.)</li> </ol>	My husband commutes from downtown Bremerton to Riddell Road on SR 303 every day and he has been hit by cars 3 times in three years. He has been almost hit countless times. SR 303 needs a safe bike path.		SR 303 is a blight upon Bremerton and I am very glad we are going to fix it up.
	I take a large group of preschoolers and their parents on a transit bus field trip to the dollar store from w. Bremerton. Some parents drive because we can't get everyone on the bus. We walk from the store to Shari's, then to the transfer station for a return bus. The walk is less than comfortable for the parents!	Comfortable sidewalks and crossings. More things to do and see along the walk. Busses more often. Less transferring. Make it prettier.	
<ol style="list-style-type: none"> <li>Landscaping / Street Trees.</li> <li>Pour into the transit-rider's experience. Invest in spacious, quality shelters. Install information kiosks/marqueses that take the stress and uncertainty out of riding, add public art, bus pullouts, etc. It seems this area is built for buses more than any other transit mode. I think we should go all in on the infrastructure surrounding buses that improve the experience. Build around the Kitsap Transit TC. Truly harness the potential of that resource by incentivizing businesses to contribute to unique, quality bus stop shelters, and for apartments and other large traffic-generators to offer monthly bus passes. Offer setback, parking minimum, height or width exceptions to builders that incentivize bus use. Have a plan in place to quickly respond to even slightly increased demand for bus service on this route. East Bremerton to PSNS/Ferry/Silverdale should be the most posh bus experience in the state of Washington.</li> <li>Zone for variety. It isn't often that I reference Houston in a positive way, but I could see some of Houston's aesthetic working here: crazy varieties of building height, width, and setback along a wide, tree-lined avenue. Aesthetically, 303 just has a weird vibe (going deeper than the obvious blight). It's so expansive, bleak, and monotonous. The days of 1,000-foot setbacks has taken its toll on its sense of scale and visual interest, making the corridor feel distant and empty. I've lived here for years, and I can still barely tell one intersection from</li> </ol>		Pedestrians need a bridge across Wheaton Way near Sheridan, Sylvan, and/or Riddell.  Crossing these streets is terrifying. Drivers turn right into pedestrians with the walk signal -- they can turn legally now, and they do. They don't always look.  What about an overpass at the new Kitsap Transit center?	

Top 5 Improvement Requests	Safety	Accessibility and Mobility	Other
		<p>The left turn lane from Warren (north) onto 6th Street West in the afternoon causes the traffic to back up from Burwell- Extend the turn lane!</p> <p>The left turn lane into OC from Warren Ave (north) needs to be extended during peak times since it too backs up the straight away and restricts those lanes from proceeding when the light turns green.</p> <p>The left lanes north and south back up at Sheridan and many times there is no traffic for 30-40 seconds holding left turners hostage at a red arrow.</p> <p>Time the traffic lights based on speed limit control and don't make the same group stop for every single light!</p> <p>Time both the McWilliams and Riddell left turn lights at the same time! I've been stuck where only 4 cars make it onto Wheaton while 4 didn't make it through at all.</p>	
<p>1. Bike 2. Pedestrian 3. Transit 4. Accessibility 5. Landscaping</p>		<p>Continuous, uninterrupted bike/pedestrian route along entire corridor comfortable for users of all ages and abilities. Separated bike lanes, wider separated sidewalks/footpaths. Needs to be inviting, not just a sea of pavement.</p>	
		<p>Have lights coordinated so as a vehicle driver you do not get stopped at every single intersection, especially when travelling the speed limit.</p> <p>Make the corridor more visually attractive. All of the rundown buildings and empty storefronts make this not a place where I want to go. It also does not feel safe.</p> <p>Put businesses along the corridor that are useful. There are only so many discount stores and fast food restaurants one needs. What about small businesses or places that encourage community to gather?</p> <p>Make it easier to turn left into business parking lots.</p>	
<p>1. Make it look like an enriched and beautiful area, not just a junky area to drive through.</p>		<p>Bremerton made a HUGE mistake when they allowed Silverdale (county property) to become the HUB. Bremerton during WWII was thriving and the city leaders allowed it to become a has been area instead of enriching it. Thanks at least to Amy Burnett to enrich the artists with galleries. Shame on Bremerton for not keeping it a lively city (i.e. Bill Gates family connections at least kept the Admiral Theatre improved.) The Trails component of Kitsap County has done a great PR job with even their brochures at the new information center in southern Oregon.</p> <p>What small minds did to the city is a shame. Leadership was not evident or the city would now be thriving instead of making the Wheaton Way corridor a junky appearance.</p>	
	<p>My husband and I are cyclists, and I avoid SR305 because there are no bike lanes and I am concerned about us getting hit by cars.</p>	<p>Bike lanes, flatter sidewalks, timed lights, and better left-hand turn lanes. Due to congestion in the afternoons, I try to avoid driving on SR303 between 3:00 pm and 6:00 pm on weekdays.</p>	

Top 5 Improvement Requests	Safety	Accessibility and Mobility	Other
<p>&gt;Speed limit enforcement (folk drive too danged fast through the corridor. Not unusual to witness &gt;10-20mph OVER posted limits)</p> <p>&gt;Added x-walks near OC,</p> <p>&gt;Improved designated bicycle lanes across Warren Ave Bridge &amp; throughout the corridor</p> <p>&gt;Keep designated pedestrian &amp; bicycle lanes SEPARATE...FYI: they're called sideWALKS NOT sideRIDES</p> <p>&gt;Improved traffic signal co-ordination...</p>		<p>Better sidewalks; better designated bicycle lanes; BETTER/INCREASED transit service, perhaps a corridor shuttle?</p>	<p>Thanks much! We're hoping for big/better things to come!</p>
<p>Pedestrian improvements - please build wider sidewalks and improve signal crossings</p> <p>Bicycle - protected bike lanes with a physical barrier, not just paint.</p> <p>Stormwater - please include stormwater catchment and filtration</p> <p>Left turns - designated left turn pockets and fewer dual left turn lanes</p>		<p>This is a god-awful ugly stretch of road with too much traffic. I avoid it by taking Central valley rd, or other side roads. There are few trees, too many old/unused buildings along route. Just uninviting and yuck! Needs beautification. Silverdale has the Clear Creek Trail to walk on through the town. If there was a way to add trails connecting to the sidewalks, that would be so great. I walk all the time from the Bremerton YMCA to downtown Bremerton. Now THAT is walkable! More like that please :)</p>	<p>Thanks for doing survey. Good luck!</p>
		<p>More frequent bus service; slower speed limits or traffic calming measures - right now, the corridor is very auto-oriented and feels unsafe to walk along the sidewalks as there is no buffer between the sidewalks and cars. Regulations to limit the number of curb cuts or encourage shared access agreements would be ideal to limit the number of driveways a person has to cross when walking. Also, working towards complete street design with street trees and other vegetation would make it more appealing to walk or bike along the corridor. Hopefully as the strip malls along the corridor are redeveloped, buffers will be planted and parking lot designs will emphasize pedestrian-oriented development over the current design.</p>	
<ol style="list-style-type: none"> <li>1. Hugely better bus/transit availability with accurate dependable schedules</li> <li>2. Better sidewalks for pedestrians</li> <li>3. Lighting</li> <li>4. Consistent traffic lights</li> <li>5. Better signage for streets etc.</li> </ol>			

Top 5 Improvement Requests	Safety	Accessibility and Mobility	Other
		<p>As a (sometimes) driver, I get frustrated with the slow lights and other drivers operating vehicle at too fast speeds.</p> <p>I have only ridden my bike along that route a handful of times in the 6 years I've lived here. Too dangerous with so many entrances/exits to businesses and lack of designated bike lanes</p> <p>I most frequently take public transit along this route and I don't have any concerns other than more covered areas, especially around major stops (Fred Meyers, Lowes, etc) given the number of people who could be waiting at any given time. The current shelters are not big enough for everyone sometimes.</p> <p>I also dislike walking along this route because it just lacks appeal, and the traffic is loud and it feels dangerous without some type of barrier given the speeds some drivers use.</p>	
<ol style="list-style-type: none"> <li>1. Smart traffic lights</li> <li>2. blinking left yellow arrows</li> <li>3. wider sidewalks (separation from traffic)</li> </ol>			
		<p>Addition of dedicated bike lane with a unique paving pattern. Increase sidewalk quantity and width of existing sidewalk. Change vehicular paving pattern to a more pedestrian oriented pattern to psychologically encourage slower driving. Add landscaping screens between roadway and business parking to enhance pedestrian experience. Encourage new buildings right alongside street to encourage walking over driving. Add housing for multiple income brackets to transform the corridor from a commercially-dominated strip to several liveable neighborhoods.</p>	
<ol style="list-style-type: none"> <li>1. Bicycle lanes or separated bike path from Warren Avenue bridges to at least McWilliams.</li> </ol> <ul style="list-style-type: none"> <li>- Wider shoulder for cyclists/pedestrians please! At this point I cannot bike to work because it is too dangerous.</li> <li>- Turning onto SR 303 from shopping/business areas always presents slow traffic attempting to merge into fast traffic. Lots of people time it poorly which can lead to accidents. Perhaps adding a dedicated right hand lane for buses/local businesses would ease the accidents related to this issue.</li> <li>- Make the corridor greener. Break up the asphalt with some plants/trees. It will also help with traffic related air pollution.</li> </ul>		<p>Wider side walks, wider bike lanes, overall more distance between pedestrians and vehicles.</p>	<p>Thank you for addressing this corridor. It is long overdue for modernization and I look forward to improvements that will make my commute more efficient and safe.</p>
<ol style="list-style-type: none"> <li>1. Improve wait times for pedestrians crossing SR 303 during peak hours</li> <li>2. Pedestrian path improvements on the Warren Avenue Bridge</li> <li>3. Add sidewalks along corridor where there are currently only shoulders</li> <li>4. Safe routes for bikes</li> <li>5. Improve lighting on Warren Ave</li> </ol>	<p>Wider/safer sidewalks, pedestrian access on Bridge, vehicle speed enforcement</p>	<p>Pedestrian safety/wider sidewalks, better pedestrian access on Warren bridge, right turn lane from SB Warren onto 6th St, consistent bicycle lanes, vehicle speed reduction/enforcement</p>	

Top 5 Improvement Requests	Safety	Accessibility and Mobility	Other
<p>1. Southbound WW - Crossing of Port of Narrows bridge. Please, close the on ramp that comes from Lebo Avenue. Or at the very least, make better signage so that people merging into traffic on WW know they are to YIELD to traffic. No one yields, which causes people in the right lane to get over into the left lane. People who are traveling in the right lane usually need to be in the right lane due to either turning at Olympic College or on 11th Street. Lots of times, people will not let you get into the right lane if you are traveling in the left lane and it's become a competition to get to your turn before you have 10 cars try and cut you off or get in front of you. It all starts at that one spot.</p> <p>2. McWilliams Road. Traffic going into and out of Safeway is insane. Need better access so that traffic doesn't get backed up.</p> <p>3. Create right-hand turn lanes for traffic to safely exit WW/303 to turn into businesses. Having to slow down every 30 feet for someone to turn causes traffic to back up and collisions.</p> <p>4. Make speed consistent of 35 the whole way.</p> <p>5. Better timing of lights. I feel like that area of road is nothing but "stop and go" between all the lights and the people turning into businesses.</p>	<p>My husband would bike to the shipyards if there was a safe bike lane for him to travel in. In fact, I know several shipyard workers who would take advantage of it, but the road is just too dangerous right now.</p>		<p>Thank you for doing this study. I've lived here for 28 years and this one road is a pain. I travel on the back roads as much as possible so I can avoid the traffic. However, the back roads (Pine Road) are becoming the new Wheaton Way which isn't a good thing since there are many schools and neighborhoods that don't need the added traffic.</p>
<p>1. Green space</p> <p>2. improved public transit</p> <p>3. walkability options</p>		<p>Bus schedules would need to be more convenient for my commute. I would not bike or walk on this stretch of 303 unless drastic changes were made.</p>	
<p>1. Protected bicycle lanes</p> <p>2. physically separated from the car lanes.</p> <p>3. "Smart" traffic lights, rather than timed ones.</p>		<p>Drivers currently speed and drives erratically. There is no way I will take my bicycle on that road without separate, dedicated lanes.</p> <p>Shorter traffic light wait times. Often I find myself waiting on a light for a lane that has no traffic. Lights should be optimized for actual traffic, not timed.</p>	

Top 5 Improvement Requests	Safety	Accessibility and Mobility	Other
	<p>The most important is non-motorized crossings over the Warren Avenue Bridge and Warren Avenue near 18th street. Please see the pdf document at this link:  <a href="https://www.dropbox.com/s/6mly4hdh2mx45yx/%20%20%20Warren%20Avenue%20Bridge%20Upgrade%20v4.pdf?dl=0">https://www.dropbox.com/s/6mly4hdh2mx45yx/%20%20%20Warren%20Avenue%20Bridge%20Upgrade%20v4.pdf?dl=0</a></p> <p>Also, Improving Almira Drive for all users would reduce congestion on SR303 and make Almira much safer with addition of sidewalks, bike lanes, and a safe pedestrian crossing at Sylvan Way. This is mentioned in the document above.</p>	<p>Almira Drive must be part of the discussion regarding future improvements for the SR 303 Corridor. Congestion on SR 303 drives unsafe driving and congestion on Almira Drive. Almira Drive improvements could decrease congestion on SR 303 and transform a road useful only to car traffic into one benefiting everyone, improving the quality of life of Almira neighborhood residents.</p> <p>Cyclists traveling north on an upgraded Warren Avenue Bridge need safe bike facilities (dedicated space on the roadway) off of SR 303.</p> <p>Bremerton's 2007 Non-motorized Plan depicts Almira Drive as a north-south bike route connecting to downtown via Manette. Bremerton should take this opportunity to make that plan a reality, since it will benefit the City in a multitude of mutually beneficial ways .</p> <p>Below is a link to my second presentation regarding the SR 303 Corridor Study - This one describes the East Bremerton Bike-Pedestrian Corridor.</p> <p><a href="https://www.dropbox.com/s/ax7otwrrh18kjdk/Bike%20Ped%20Corridor%2C%20August%202019%20v2.pdf?dl=0">https://www.dropbox.com/s/ax7otwrrh18kjdk/Bike%20Ped%20Corridor%2C%20August%202019%20v2.pdf?dl=0</a></p> <p>Paul Dutky</p>	<p>Please be sure to download document at link below:  <a href="https://www.dropbox.com/s/ax7otwrrh18kjdk/Bike%20Ped%20Corridor%2C%20August%202019%20v2.pdf?dl=0">https://www.dropbox.com/s/ax7otwrrh18kjdk/Bike%20Ped%20Corridor%2C%20August%202019%20v2.pdf?dl=0</a></p>
	<p>I would not use the 303 for bicycling or walking. That is a fast street and meant to be a fast street. I would prefer to bicycle or walk on side streets with street calming, bike lanes, paved shoulders, and sidewalks. My kiddo does some riding on their own bicycle and we end up riding 2 abreast together on main roads so we can safely travel by bike without a driver sideswipping my child (who should be able to ride their bike around, as kids need that kind of physical activity and independence).</p>	<p>A separate bicycle lane over the Warren ave Bridge. The shoulder is usually littered with big pieces of debris and dead birds along with riding next to fast moving traffic. I ride on the side walk over the Warren ave bridge and it is not convenient for the pedestrians for my bike to be on the side walk, but it is safer to be on the sidewalk then to be on the shoulder. the path for bikes on and off the bridge at either side are not marked well and require bikes to get on the street or make unnatural maneuvers. I would be happy to physically show city members the paths and changes I would suggest (as a bicyclist who has ridden over the bridge a great deal).                      I would also suggest a pedestrian/ bicycle trail between Sheridan and McWilliams. Sidewalks and bike lanes on Pine road. If you drive Pine rd you will see that the side of the road is well worn by people walking while cars drive by going faster then 25 miles and hour.</p>	<p>I would be happy to talk with any city employee about changes that would make our streets family/ kid friendly as well as safer for pedestrians and bicyclists.                      Thanks</p>
<p>1.) Proper sidewalks with ADA access.                      2.) Adequate pavement condition (incl requiring utilities to maintain their surface level lids for vaults/valves with proper paving that doesn't "sink" around it and if it does call them out to re do it at their expense)                      3.) Improved travel time! ("Can we get to walmart faster dad?!" lol jk)                      4.) DON'T take away travel lanes to put in protected bike lanes.                      5.) Overall economic upgrades to help attract businesses into vacant land/properties.</p>		<p>I use transit for my daily commute but not for weekends or errands. A street car would be awesome and inviting for people to use. I could bike to work (Sylvan to downtown) with safe bike lanes. And walking would be welcome if we had sidewalks in the neighborhoods and a beautiful boulevard to enjoy along Wheaton Way (like on Bucklin Hill and Ridgetop Blvd)</p>	<p>It's nice to see development along the corridor after so many years of near abandonment. Incorporating livability factors will increase the draw and really bring the area back to life. Looking forward to what comes next!</p>

Top 5 Improvement Requests	Safety	Accessibility and Mobility	Other
<p>1. More green space (boulevard look with islands/turnouts with trees/plants).                      2. Wider sidewalks                      3. Bike lanes                      4. Lowered speed limits                      5. More businesses</p>			
<p>1. or low-cost street car running the length of 303, looping over to Pacific at Burwell, up to 11th and back to 303 for the trip out to McWilliams. Running frequently (every 15 minutes?) so people can hop on/off to access businesses and services without driving and pulling in and out of all those driveways.                      2. Bike lanes                      3. Consolidate access to commercial areas so the sidewalks are easier to navigate                      4. move sidewalks away from the road and separated by landscaping                      5. get rid of the parking lot acreage. Businesses are so spread out that walking to multiple places isn't feasible.</p>			
<p>1) Separate, dedicated, and marked bike lanes. NOT sharrows. It is frightening to bike on SR 303, or to drive around bikers on SR 303. Bike lanes benefit everyone.                      2) Traffic calming measures. Speeding and aggressive driving is a problem on SR 303.                      3) Improve the attractiveness of the area. It is one of the most unsightly areas in Bremerton, as it is peppered with pawn shops, vape shops, pay day lenders, and other businesses that do not make me feel proud to live near SR 303. Trees, sidewalks, bike lanes, public art, murals, and other features would go a long way to improve how people view and think about the area.                      4) Improve left-turn options. Left turns take a long time and feel unsafe with traffic blasting by on both sides of the vehicle.                      5) Signage to direct traffic to some of the treasures adjacent to SR 303. Such as signs drawing attention to Illahee Preserve, Sylvan Way library, Blueberry Park, Stephenson Canyon, etc. There are wonderful places just off of SR 303, but generally people only notice the pawn shops.</p>		<p>Transit: Safe, clean, well-lit transit center that is easy to navigate. Buses that drive to useful locations on reliable schedules.</p> <p>Bike: I really wish I felt comfortable biking on SR 303. To do so, I would need a separate, dedicated, and marked bike lane (not sharrows!).</p> <p>Walk: Smooth, well-maintained sidewalks. Consistent sidewalks that don't start and stop, and leave me walking on the street or across private property.</p>	
<p>Limiting this study to the corridor is a disservice to the community. There are no significant corridor improvements that can be accomplished without massive disruption to the commercial base. A single corridor cannot meet the growing needs of the area. There needs to be a new north/south corridor opened, even if it is merely a secondary corridor due to intentionally limited speeds. The new corridor cannot be east of SR 303 due to the Illahee Preserve, therefore it must be west. The new corridor cannot include the Warren Ave Bridge as there will be insufficient incentive for a driver to leave the corridor only to struggle to return to it prior to Silverdale. Until there is interest in building a new bridge (my preference is Naval to Sheridan/Pine/Tracyton Beach), there will not be an effective resolution to this issue.</p>		<p>Kitsap County does not have the population density to unduly encourage biking or walking. No effort should be made to encourage these modes of transportation beyond safety and limited local use (i.e., less than one bus stop).</p>	<p>Please consider changing the SR 303/SR 3 interchange to being a divergent diamond interchange.</p>

Top 5 Improvement Requests	Safety	Accessibility and Mobility	Other
1. Crosswalks		Add Pedestrian crossing on Wheaton way between sylvan and Sheridan. Add dog park within old bjhs campus or at land on Sheridan across from super saver. Better timing of lights. Reverse exit and entrance of flowers to go to avoid turn lane collisions. Improvements to structure of Warren ave bridge	
1) Traffic light coordination improvements, 2) traffic light setting standardization - some lights change to green and sit that way for a LONG time with no cars while the other directions sit with red lights. The light at Riddell is famous for this. 3) Bike lanes - traffic trying to move around bicycles has been a problem for a long time. 4) Better pedestrian crossings in between intersections. 5) Redesign requirements for commercial signage and landscaping - there are a lot of entrances to 303 where the visibility is limited from a parking lot or side street because of vegetation, signages, fences, etc.			



Appendix C-4  
Online Open House #2 Summary



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**SR 303 Corridor Improvement Study  
Online Open House Comment Period  
April 21 – May 8, 2020**

**ONLINE COMMENT SUMMARY**

**Overview**

On April 21, 2020, the City of Bremerton hosted an [online open house](#) to gather public feedback about safe, reliable and cost-effective transportation solutions that address the community's concerns surrounding pedestrian/bicycle connectivity and corridor safety. Open house visitors were able to review three proposed alternatives: traffic management, multimodal and boulevard and complete a survey to share feedback on the alternative(s). The City notified community members of the online open house through social media and website and email updates. The comment period lasted over two weeks (April 21 – May 8, 2020).

**Site Analytics**

- Total visitors: 1,452
- Average time per site visit: Two minutes, 48 seconds
- Views by page:
  - Project Overview: 1,031
  - What We've Heard: 528
  - Proposed Alternatives: 505
  - Alternative: Traffic Management: 379
  - Alternative: Multimodal: 328
  - Alternative: Boulevard: 315
  - Next Steps: 217
  - Survey: 283
  - Stakeholder Advisory Meeting Schedule: 25
- Total Completed Surveys: 102

**Comment Overview**

Participants provided feedback on the suggested improvements and gave input on how the solutions address corridor needs. Community members listed improvements that would encourage them to use transit, bike or walk more including more dedicated bike lanes, pedestrian pathways over the Warren Avenue Bridge, safer pedestrian street crossings and wider sidewalks.

The City asked participants to share feedback on key elements they find most important across all alternatives including safety, accessibility, pedestrian connectivity, reliability and economic investment. Below is a summary of key themes and survey results.

**Accessibility and mobility**

- Build wider sidewalks, especially over the Warren Avenue Bridge, to accommodate all pedestrian transit modes and to separate motorized and non-motorized traffic.
- Widen lanes across the Warren Avenue Bridge.



- Build Business Access and Transit lanes to encourage public transit use.
- Add more crosswalks near bus stops.
- Improve traffic signals, specifically, install vehicle radar detection to monitor speeding.
- Improve cross-corridor connections by adding more bike lanes, walkways or other structures that connect neighborhoods and businesses.
- Improve sidewalks for ADA accessibility.

**Safety**

- More protected bike lanes, especially along SR 303. Safer biking options will encourage residents to bike more when driving is not necessary.
- Build center islands, medians or speed bumps to reduce speeding along the corridor.
- More lighting along walkways and tunnels.
- More crosswalks to prevent illegal crossings.
- Widen sidewalks for people walking or riding their bikes.

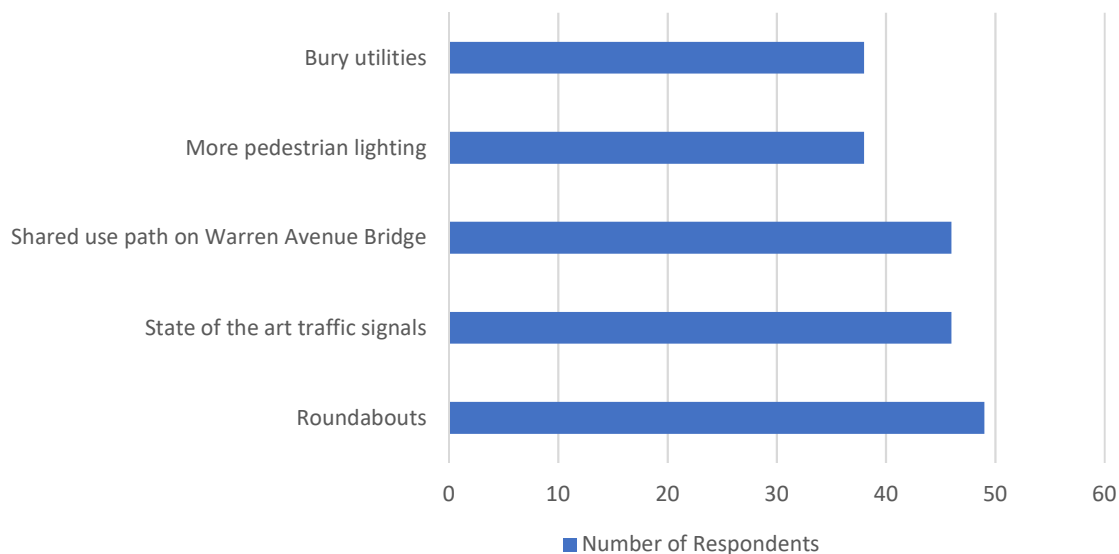
**Alternatives**

- Most survey respondents say reliability and safety are the most important corridor needs.
- An equal number of respondents say the boulevard and multimodal alternatives best address most of their needs, including accessibility improvements, pedestrian connectivity and safety.
- A majority of respondents say the traffic management option best improves reliability along the corridor.
- A majority of respondents say the boulevard option best attracts economic investment.

**Most Important Elements**

The City asked respondents to select up to five of the most important elements across all of the alternatives. Respondents selected the following elements as the most important:

Most Important Elements Across All Alternatives



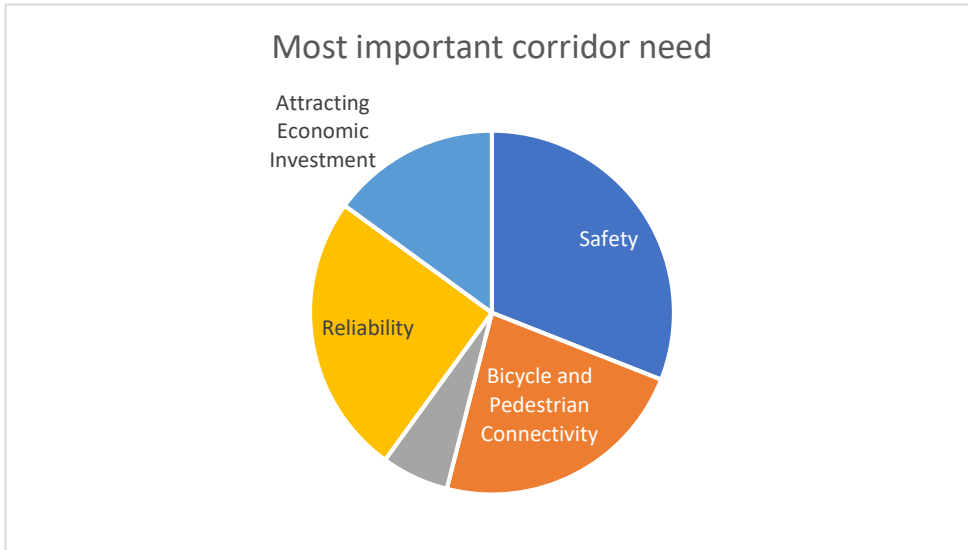


## Next Steps

The project team will review and consider all comments before selecting a preferred alternative. In the summer, we will share our final report, including early cost estimates, possible funding sources and a strategy to build improvements. All open house and Stakeholder Advisory Group materials are available on the [project website](#).

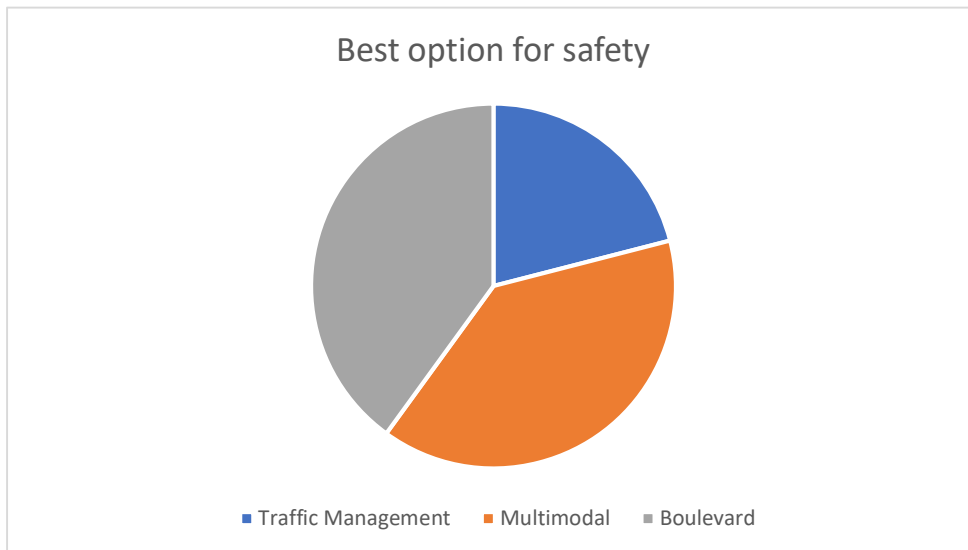
**Which of the five identified corridor needs is the most important to you?**

Safety	31
Bicycle and Pedestrian Connectivity	23
Transit Accessibility	6
Reliability	25
Attracting Economic Investment	15



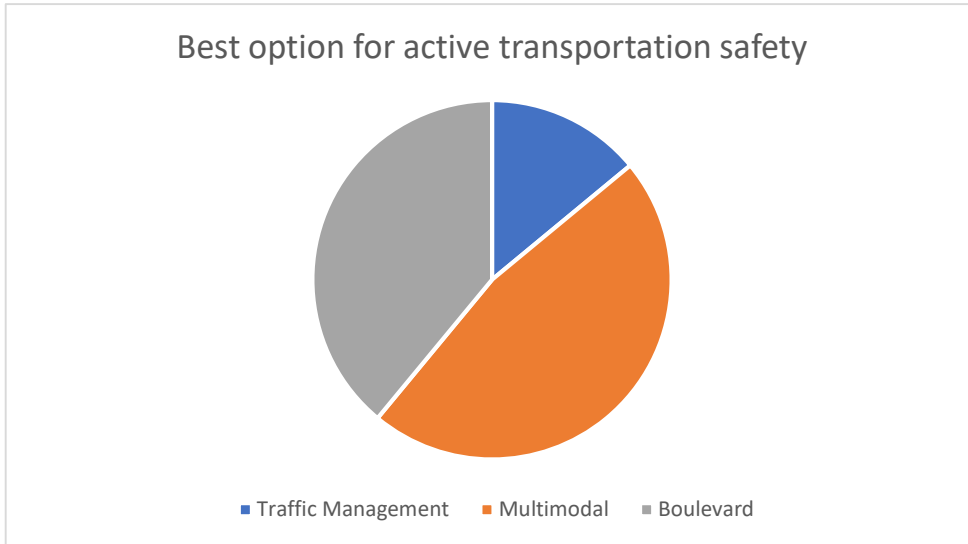
**Which option do you prefer for improving safety for people walking, biking, and driving?**

Traffic Management	21
Multimodal	39
Boulevard	40



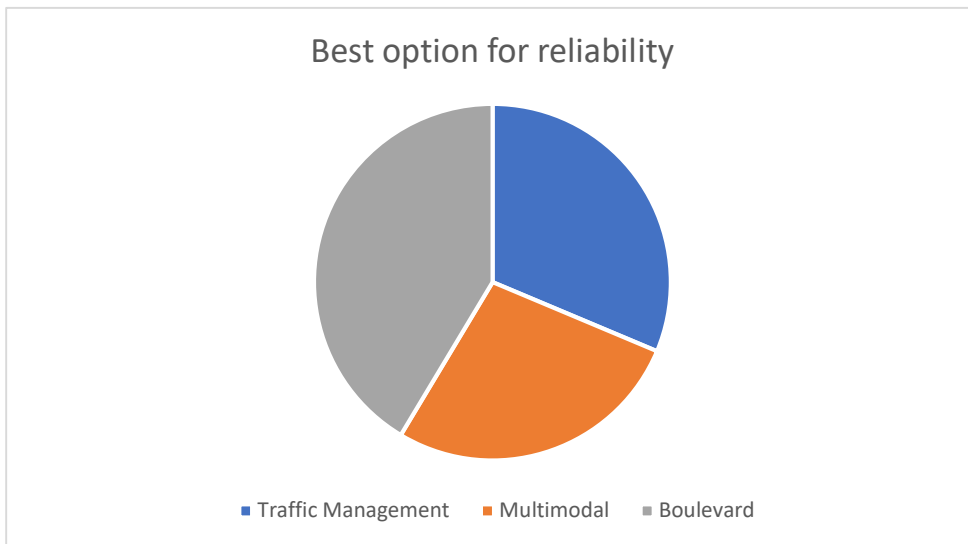
**Which option do you prefer for improving accessibility for people walking, rolling, accessing transit, and biking?**

Traffic Management	14
Multimodal	47
Boulevard	39



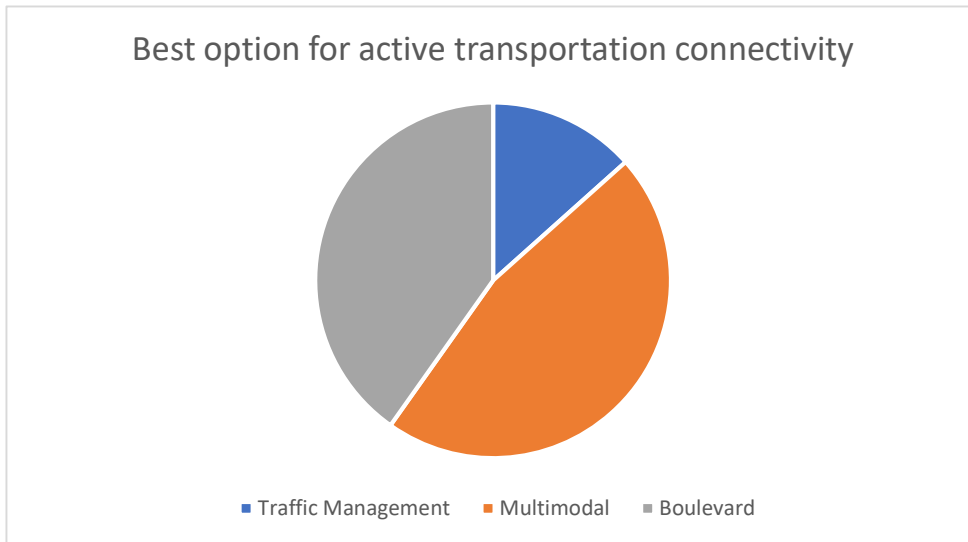
**Which option do you prefer for improving travel time reliability?**

Traffic Management	31
Multimodal	27
Boulevard	41



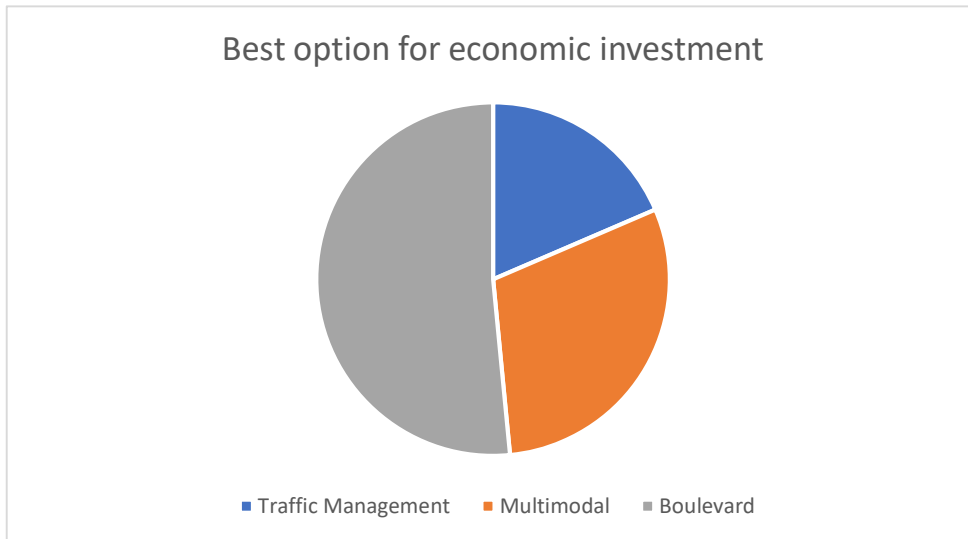
**Which option do you prefer for improving bicycle and pedestrian connectivity?**

Traffic Management	13
Multimodal	45
Boulevard	39



**Which option do you prefer for attracting new economic investment?**

Traffic Management	18
Multimodal	29
Boulevard	50



**Do any of these options encourage you to use transit, bike or walk more often?  
If so, which specific improvements would encourage you the most?**

State of the art traffic signals	45
Bicycle markings on Almira Drive to Warren Avenue bridge	18
More pedestrian lighting	37
Advanced traffic signal time for buses (transit signal priority)	13
Shared use paths on Warren Avenue Bridge	45
Mid-block pedestrian crossings at key locations	28
New median north of Warren Avenue Bridge	21
Widened sidewalks on SR 303 north of Warren Avenue Bridge	43
Northbound bus bypass lane from Callahan Drive to Hollis Street	14
Pedestrian access to SR 303 from neighborhoods	31
Roundabouts	48
11th Street/Warren Avenue intersection improvements	26
Relocate utilities out of sidewalk	19
Relocate bus stops closer to intersections	19
Bury utilities	37

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Appendix C-5  
Virtual Open House  
Presentation and Summary



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# SR 303 Corridor Study

Live Online Open House  
July 16, 2020

Katie Ketterer  
Project Manager



<https://www.bremertonwa.gov/1073/SR-303-Corridor-Study>

An aerial photograph of a coastal town and harbor. The town is built on a peninsula, with a large harbor area in the foreground containing several large ships docked at a pier. The surrounding landscape is a mix of urban development and greenery. A semi-transparent blue text box is overlaid on the right side of the image, containing the agenda items.

# Agenda

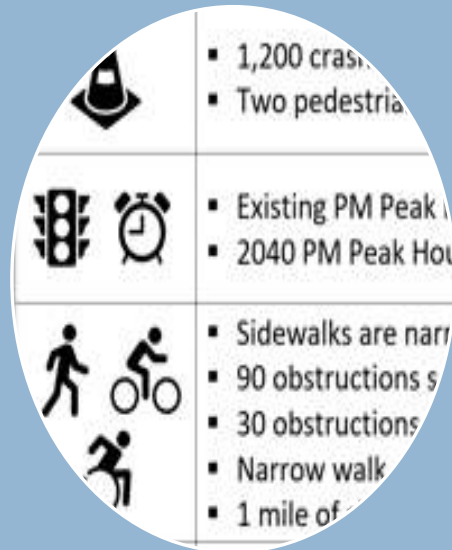
Introduction and Background  
Draft Preferred Alternative  
Next Steps  
Question and Answer Session

# Study Area



## Study purpose and success

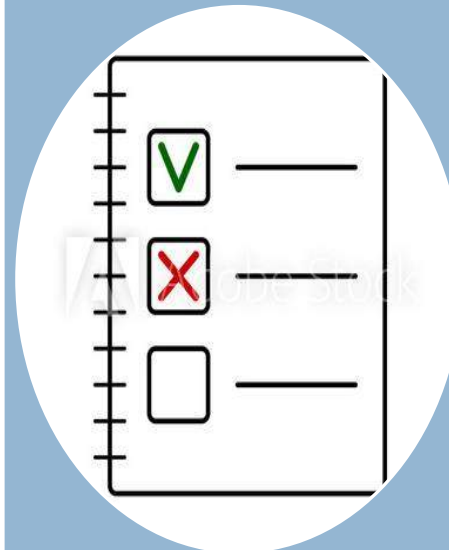
- Funding is provided for an SR 303 corridor study between SR 304 and NE Fairgrounds Road to guide modernization of the corridor.
- Use the practical solutions approach to identify short, medium, and long term improvements along the corridor that can meet the project needs.
  - Helps make the right investments, in the right place, at the right time.
  - Includes community engagement to outline performance based solutions that meet project needs,
- Success includes reaching concurrence about corridor needs, identification of phased solutions, and development of a long term plan including potential funding opportunities.



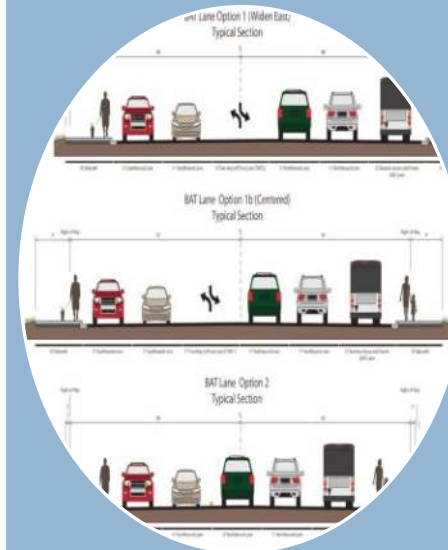
Gather data to understand current and future conditions, and identify corridor deficiencies.



Compile list of possible solutions, both capital improvements and operational changes.



Perform 1<sup>st</sup> level of evaluation and eliminate elements that do not meet need.



Organize remaining solutions into 3 distinct alternatives and create matrix of metrics and measures to evaluate the alternatives.

Alternative	Total Crash Frequency	Crash Severity	Crash Segment Delay	Transit Delay	Property Impacts	Acquisition
	Rank	Rank	Rank	Rank	Rank	Rank
Opt A1: Sheridan Add (East)						
Opt A1b: Sheridan Add (Center)						
Opt A2: Sheridan No TWLTL						
Opt B1: Callahan Add (East)						
TOTAL						

Evaluate 3 alternatives based on ability to meet corridor needs.

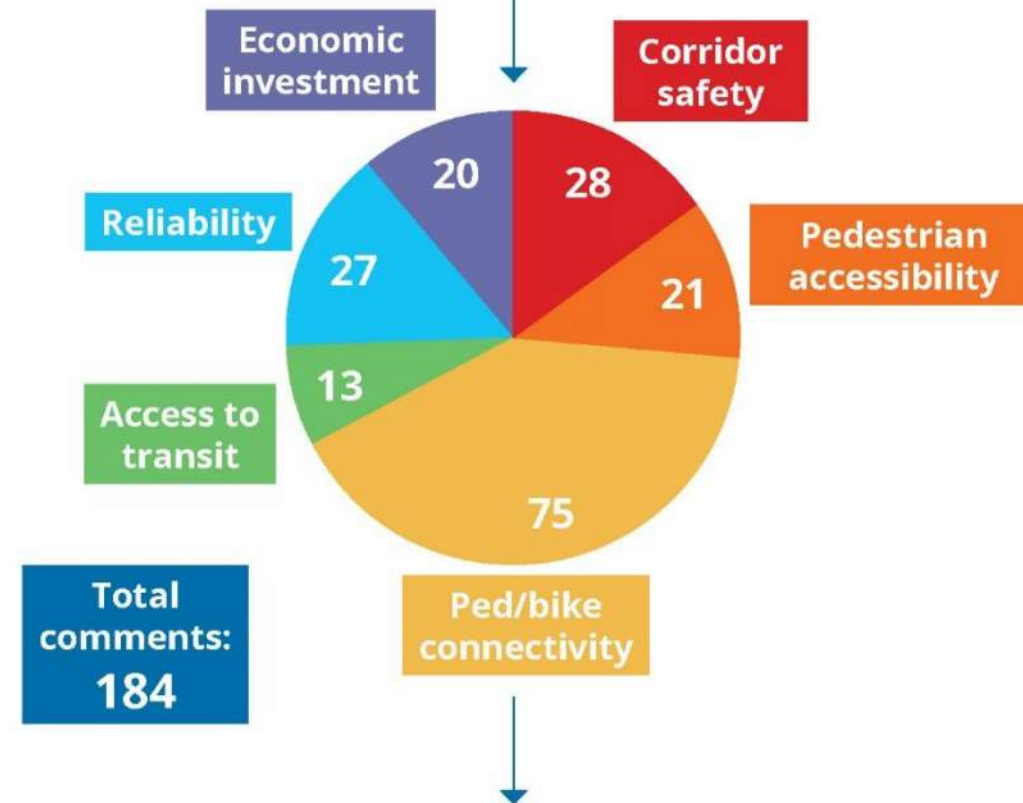


Create a preferred alternative using results from alternative evaluation to bring forward elements from each alternative that effectively meet needs.






# Public Outreach Process

# SR 303 Corridor Study

DRAFT - For internal concept discussion purposes only

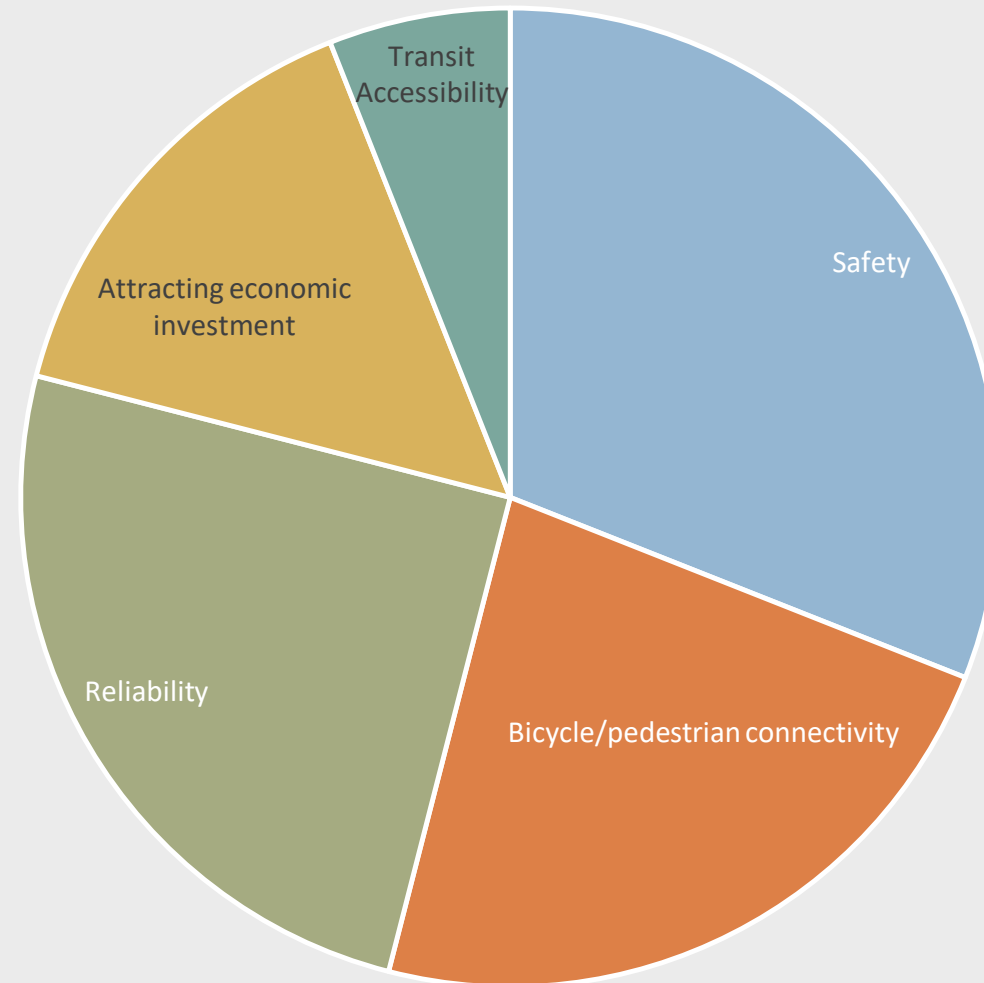


# Corridor Needs

	EXISTING CONDITIONS	PROJECT NEEDS
	<ul style="list-style-type: none"> <li>1,200 crashes in 5-year period</li> <li>Two pedestrian fatalities</li> </ul>	Improve corridor safety
	<ul style="list-style-type: none"> <li>Existing PM Peak Hour: 7 intersections <math>\geq</math> LOS D / 1 intersections at LOS F</li> <li>2040 PM Peak Hour: 9 intersections <math>\geq</math> LOS D / 1 intersections at LOS F</li> </ul>	Improve corridor reliability
	<ul style="list-style-type: none"> <li>Sidewalks are narrow</li> <li>90 obstructions south of bridge</li> <li>30 obstructions north of bridge</li> <li>Narrow walk on bridge</li> <li>1 mile of sidewalk gaps</li> </ul>	Improve pedestrian and bicycle connectivity
	<ul style="list-style-type: none"> <li>10% office space vacancy rate</li> <li>6% retail space vacancy rate</li> <li>3% multifamily vacancy rate</li> <li>24% of the total parcel acreage is vacant (including parks)</li> </ul>	Increase economic investment
	<ul style="list-style-type: none"> <li>Limited accessibility</li> <li>Impacted by traffic operations</li> <li>No bus bypass options</li> </ul>	Improve access to transit

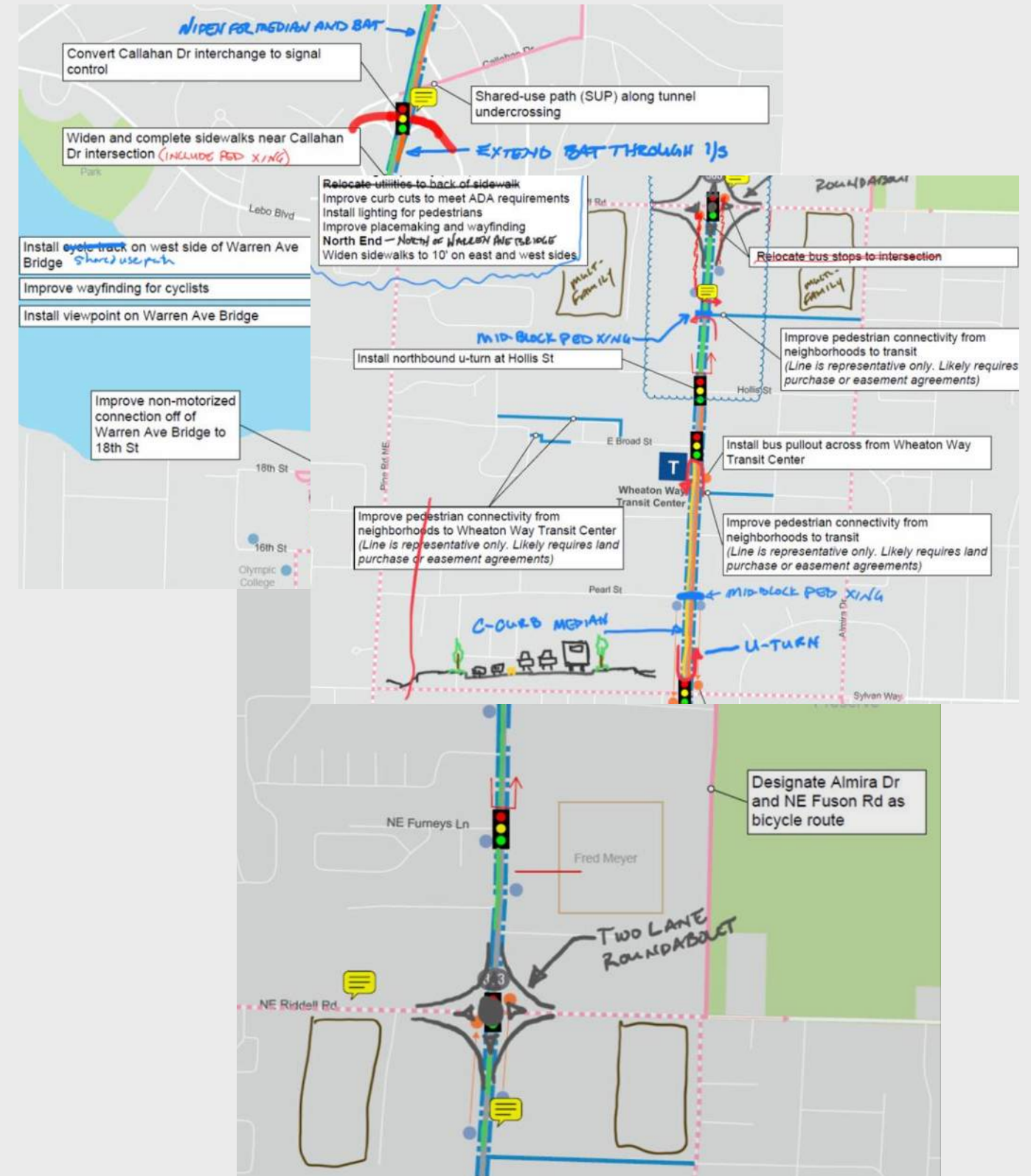
# Online Open House 2 Summary

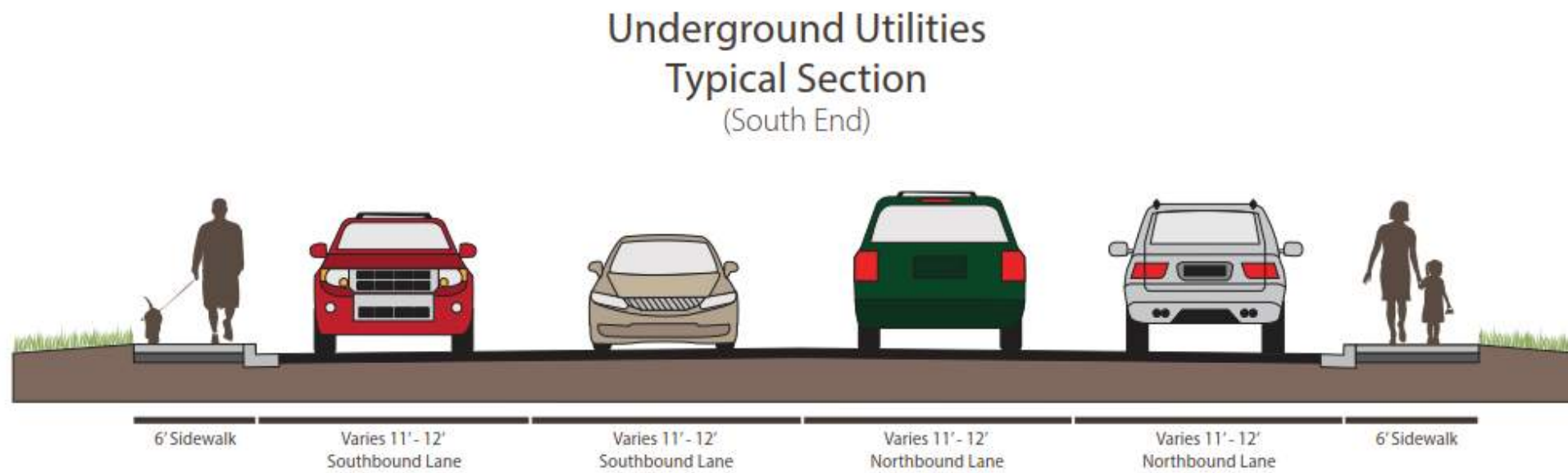
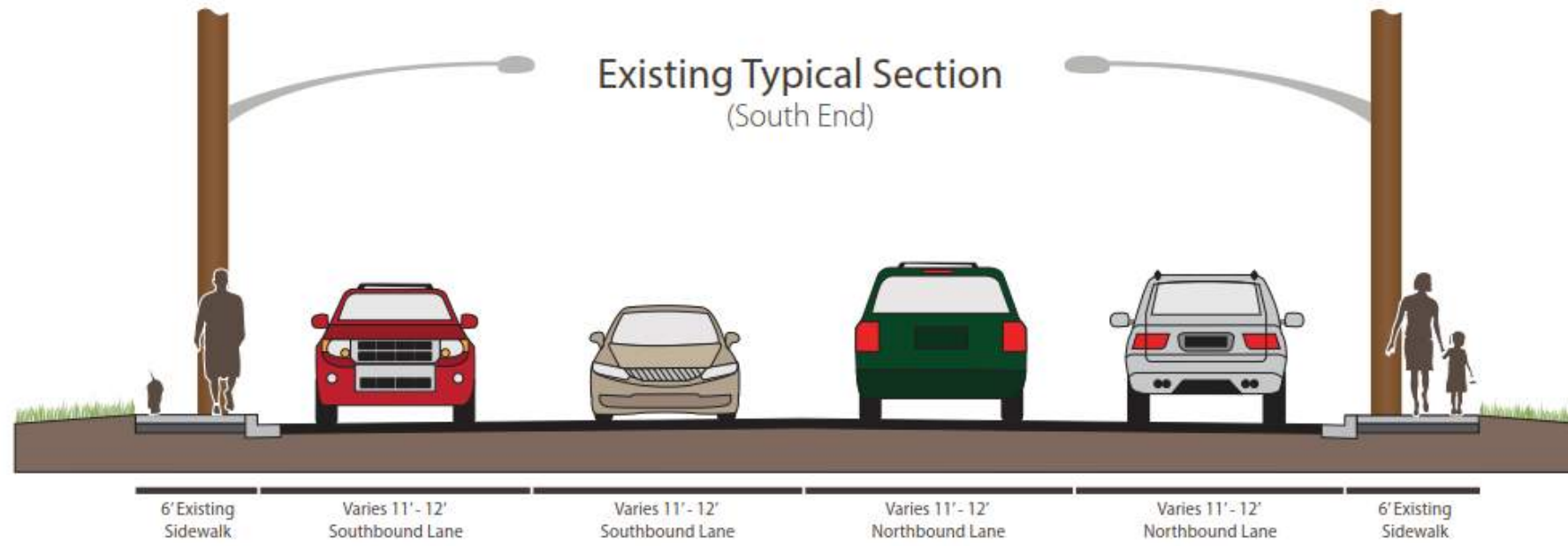
Most important corridor need



# Major themes of preliminary preferred alternative:

- Transit signal priority and intelligent signal technology at traffic signals. ●●●
- Roundabouts at key locations where they make a significant contribution to traffic operations, pedestrian accessibility, safety, and context. ●●●●
- 10 foot sidewalks from the bridge north. ●●●●
- More connections for active transportation across and adjacent to corridor. ●●●●
- Median control for corridor north of bridge. ●●
- Business Access Transit (BAT) lane from Callahan to Hollis. ●●

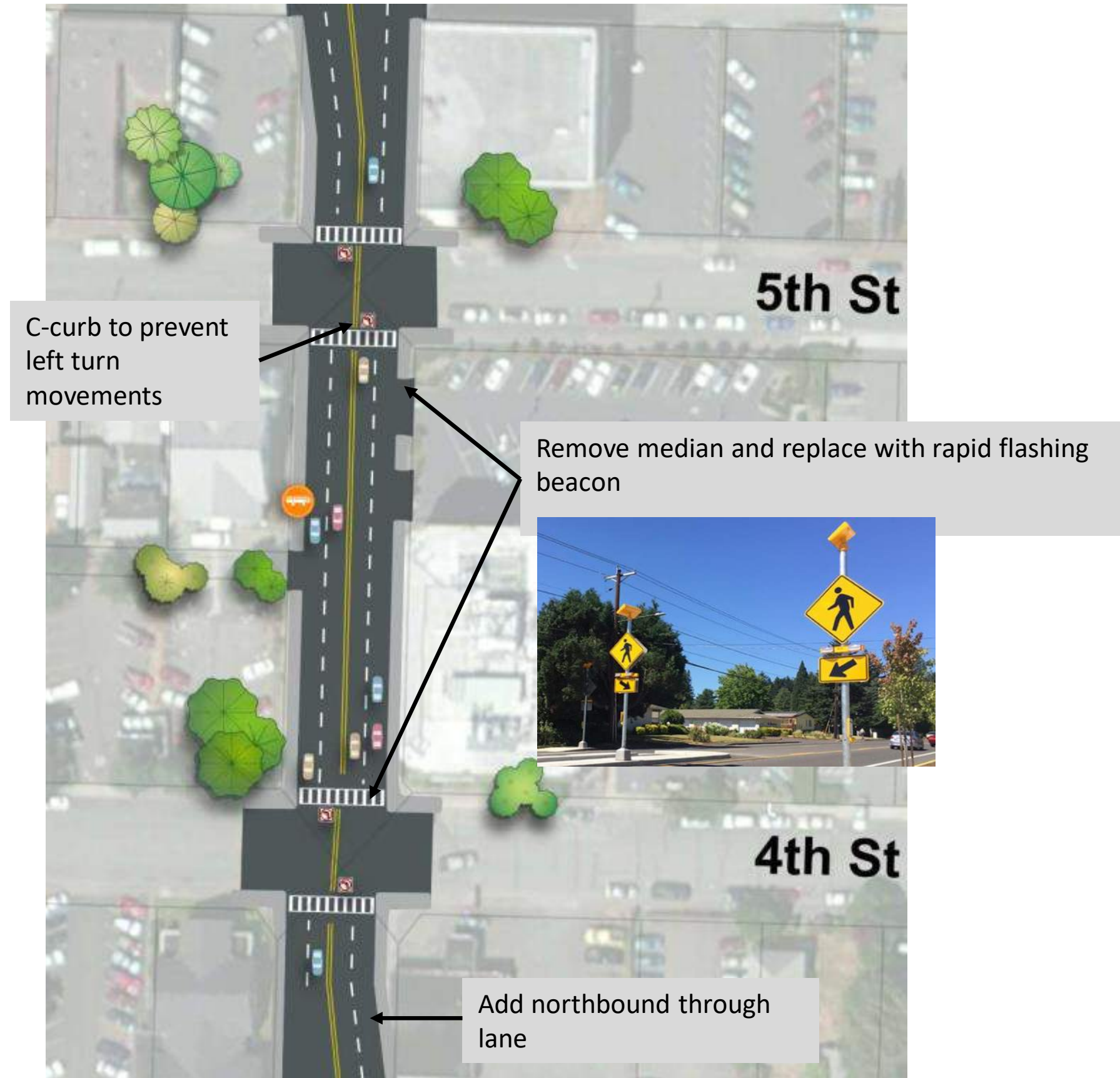




# i Burwell to 6th



# 4<sup>th</sup> & 5<sup>th</sup> St.



# 8<sup>th</sup> to 12<sup>th</sup> St.



# 11<sup>th</sup> Street



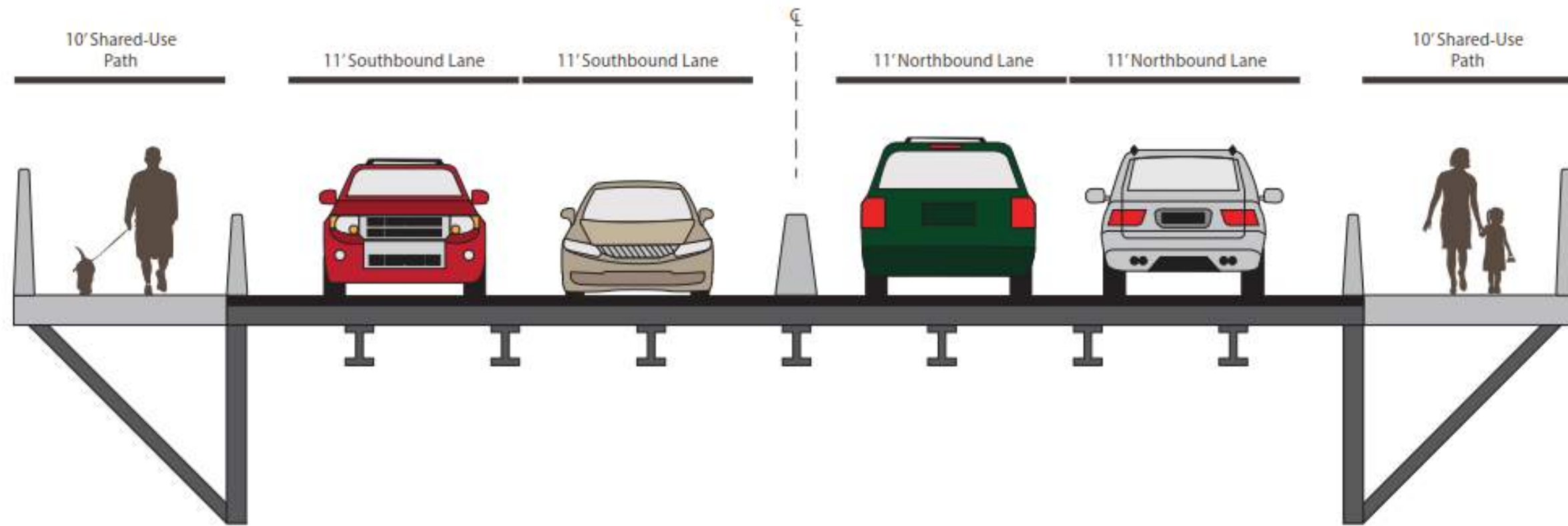
# 13<sup>th</sup> to 16<sup>th</sup> St.



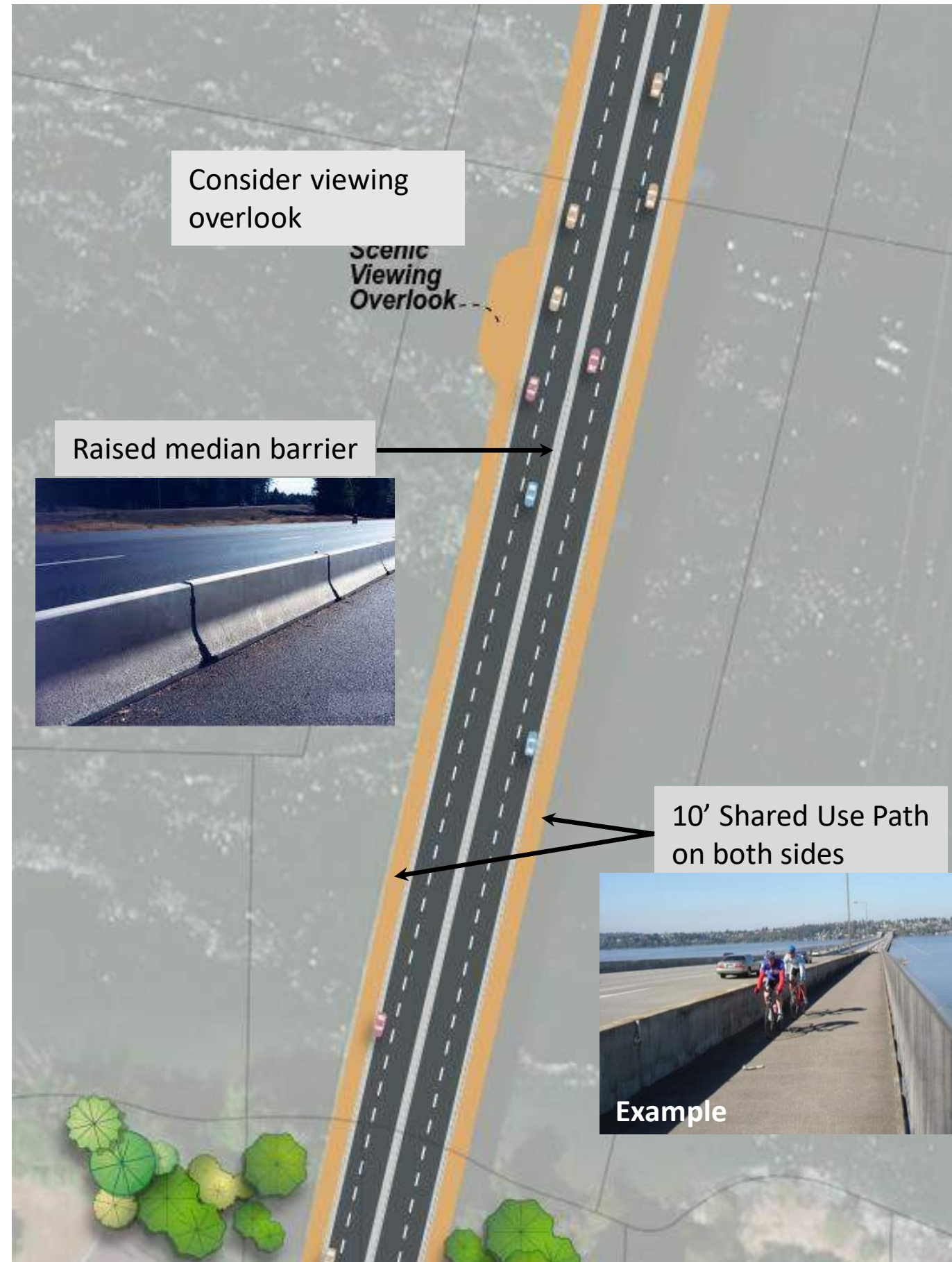
# 18<sup>th</sup> St. (south bridge approach)



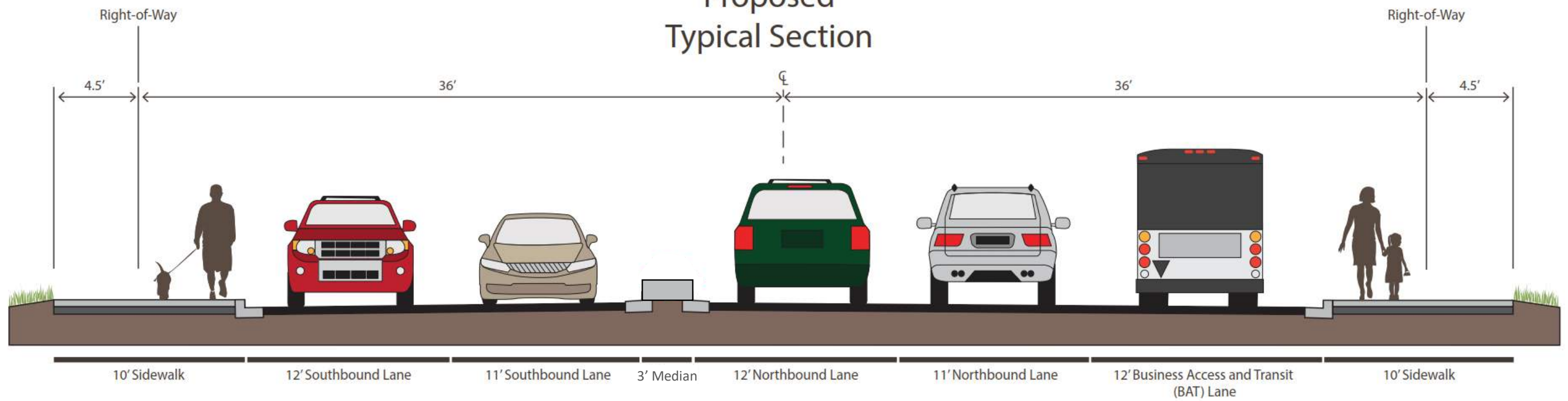
# Proposed Typical Section



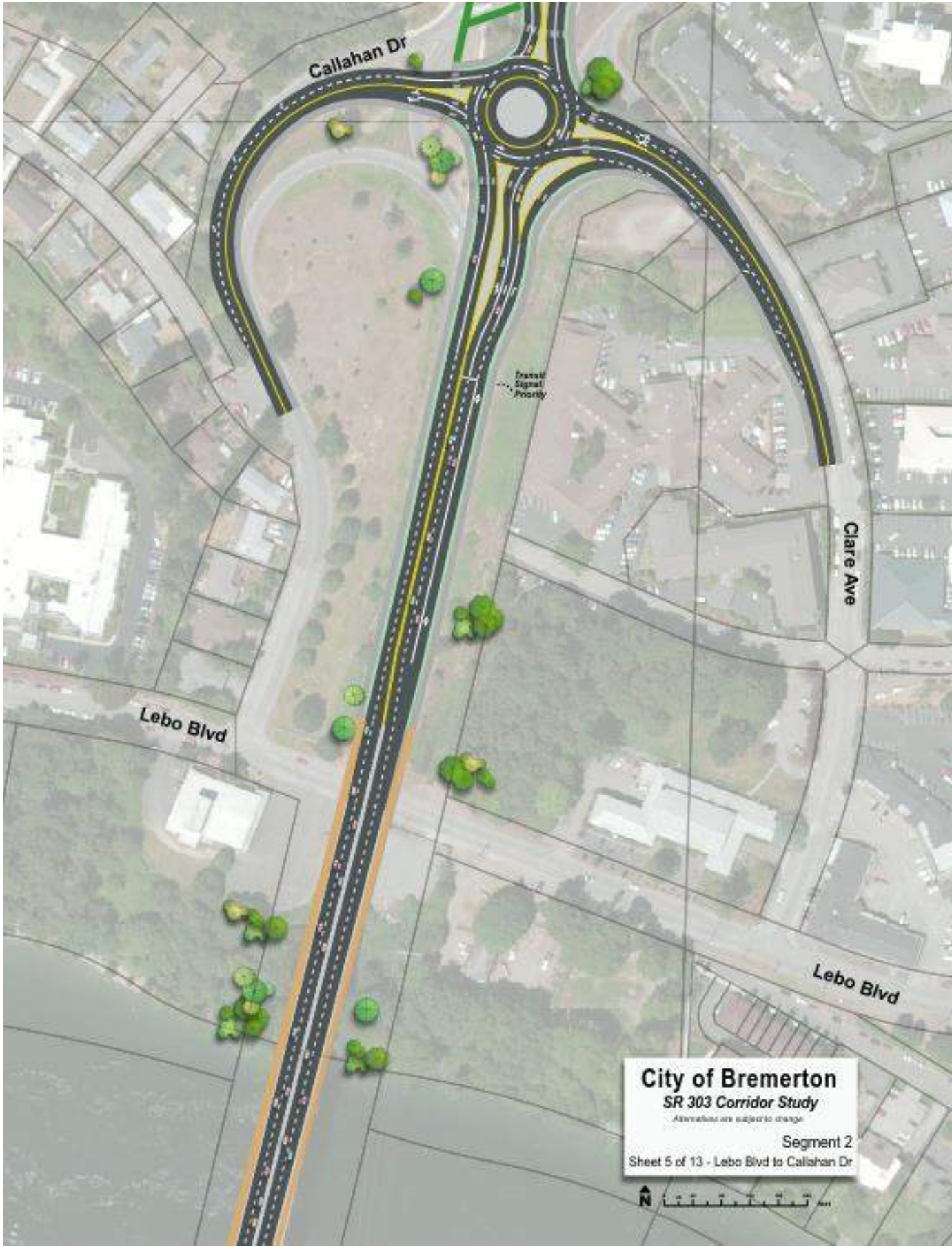
# Port Washington Narrows Bridge (aka Warren Avenue Bridge)



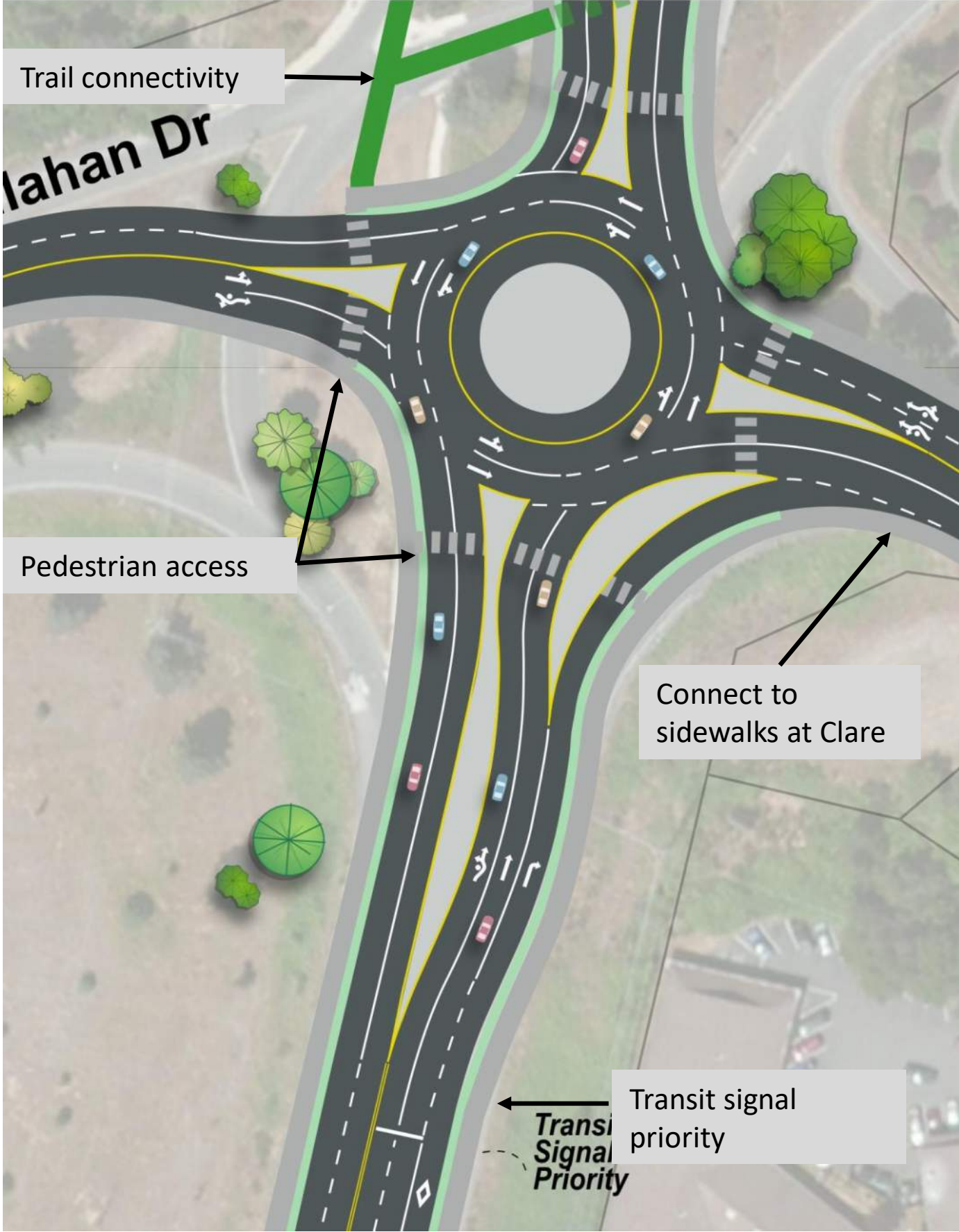
# Proposed Typical Section



# North bridge approach to Callahan Dr.



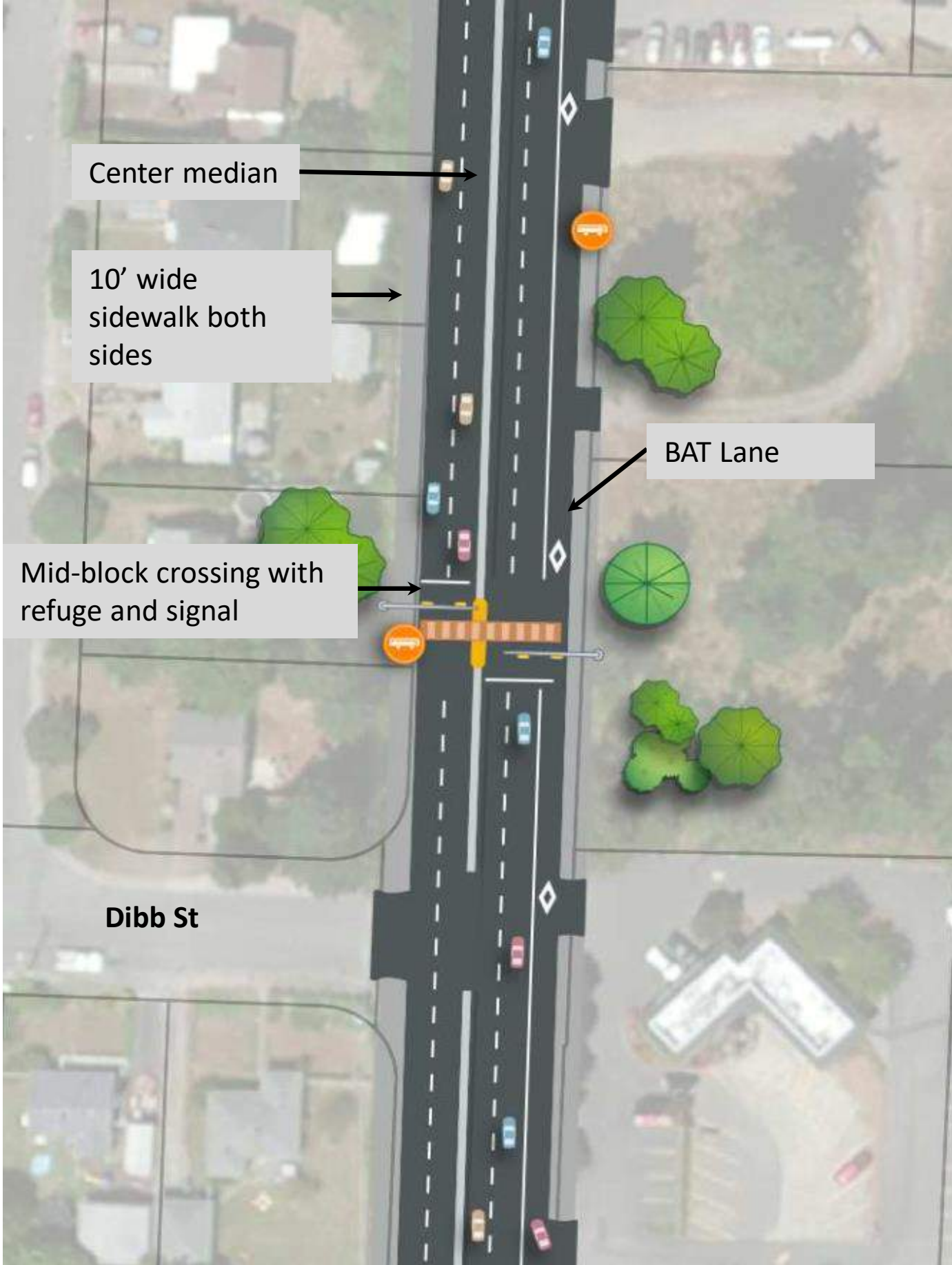
# Clare Ave. and Callahan Dr.



# Clare Ave. to Sheridan Dr.



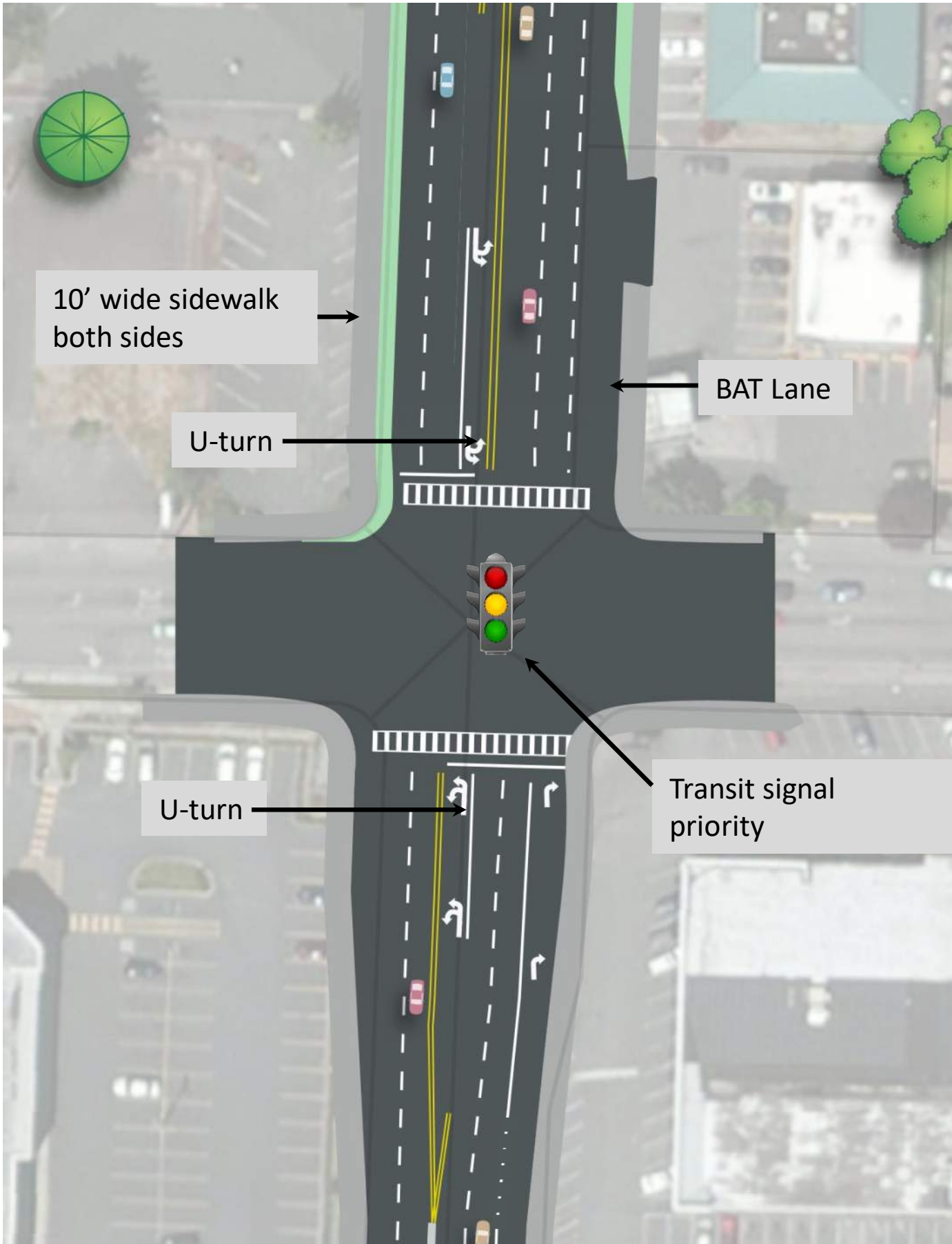
# Dibb St.



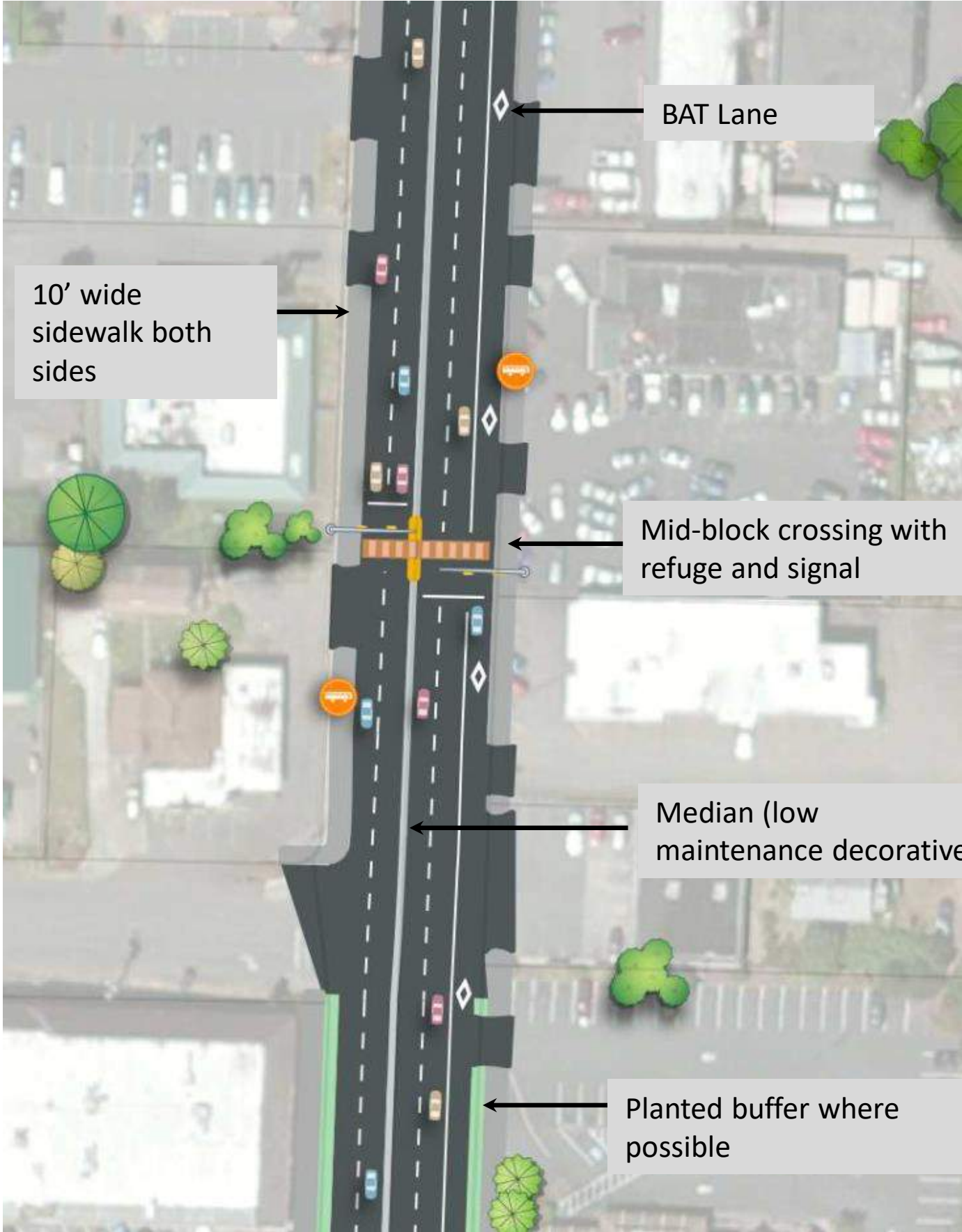
# Sylvan Way to Pearl St.



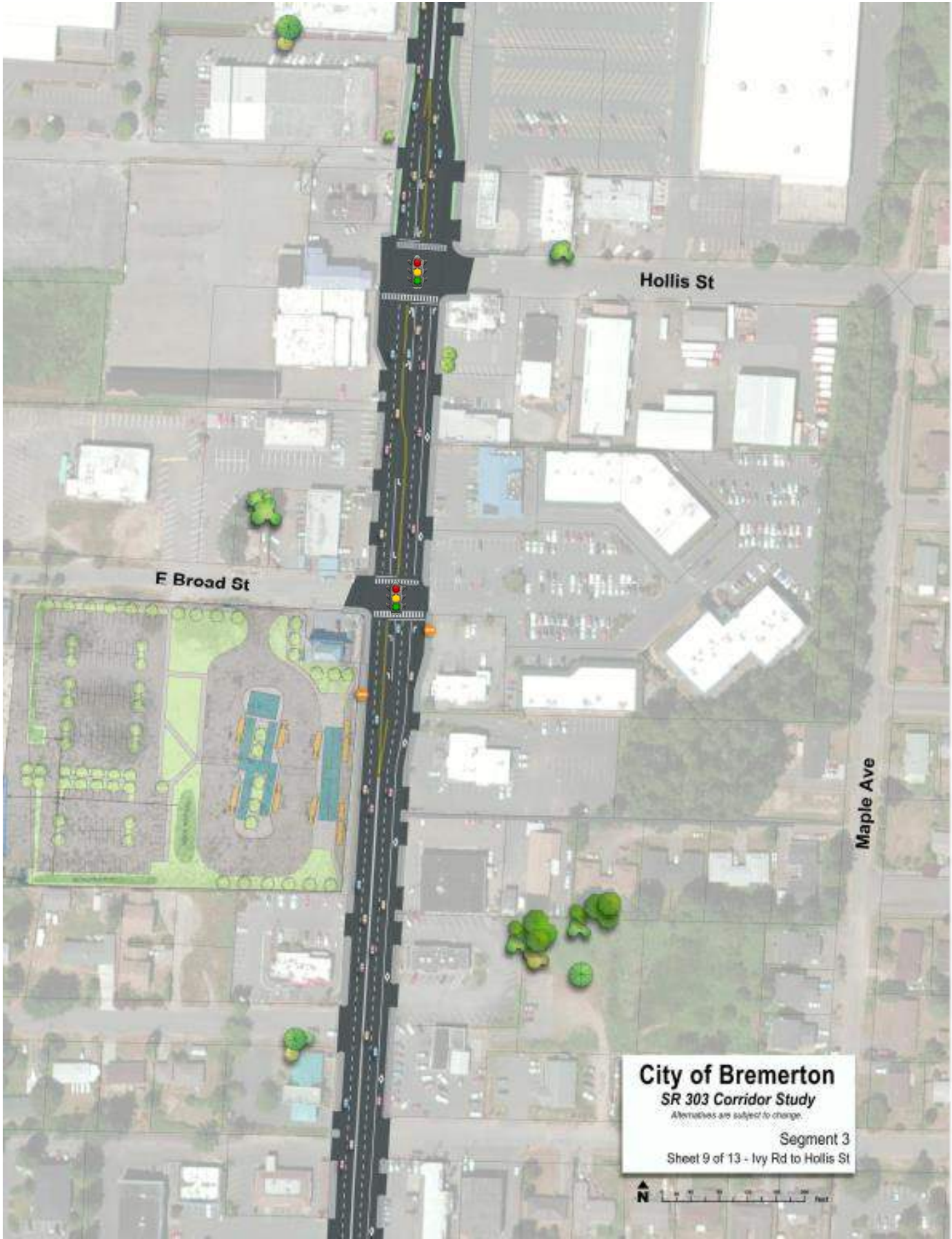
# Sylvan Way



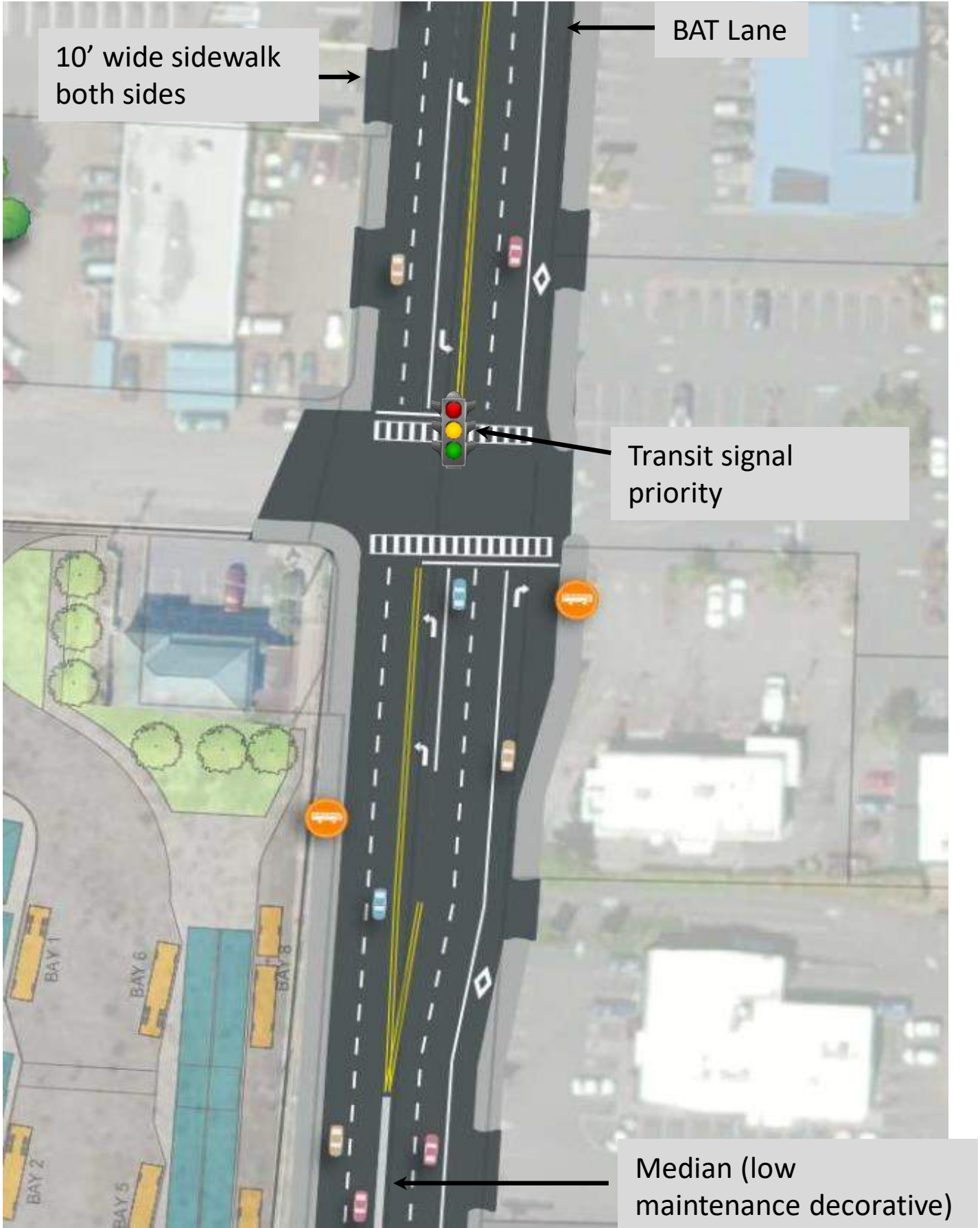
# Pearl St.



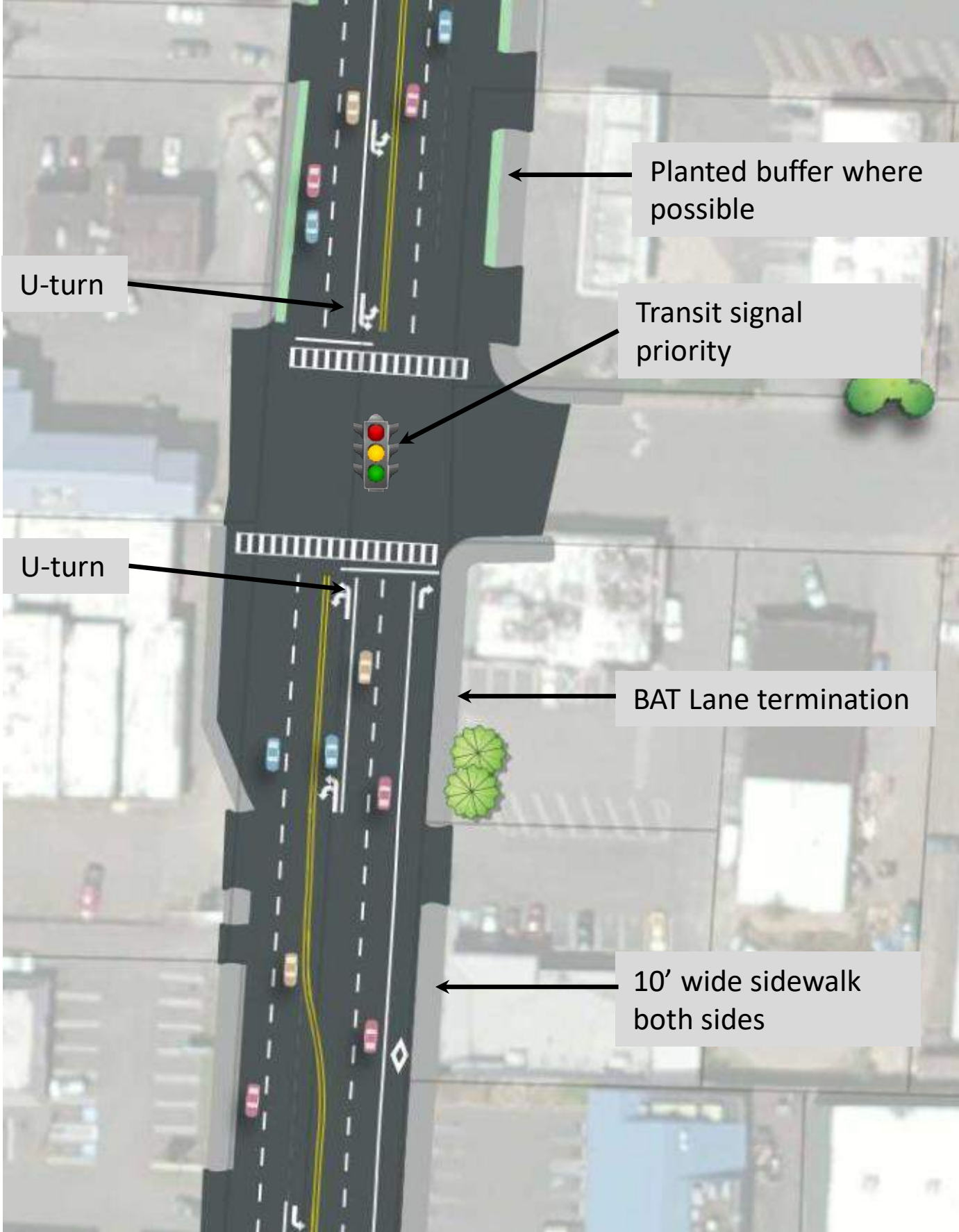
# Broad St. to Hollis St.



# Broad St.



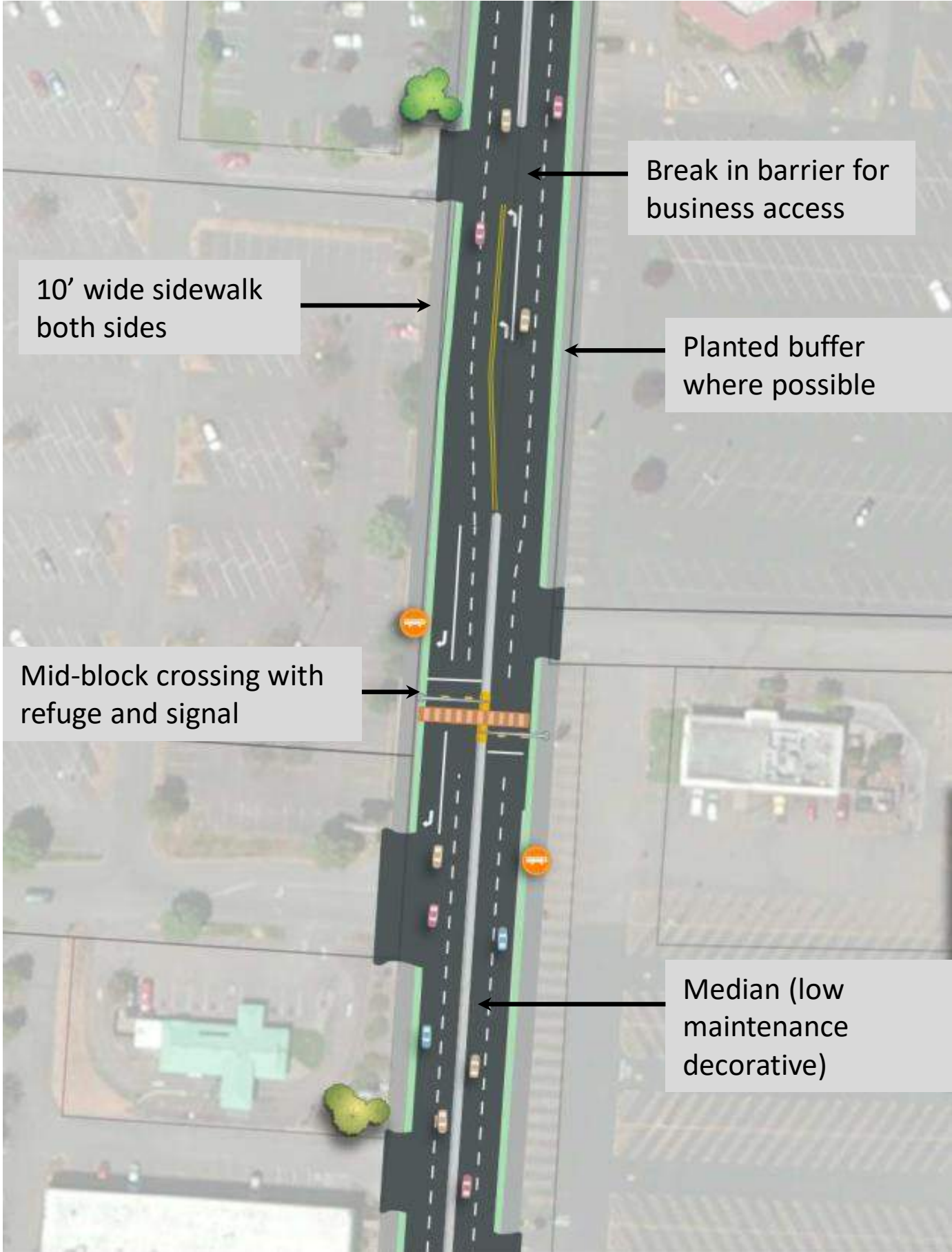
# Hollis St.



# Hollis St. to Riddell Rd.



# North of Hollis St.



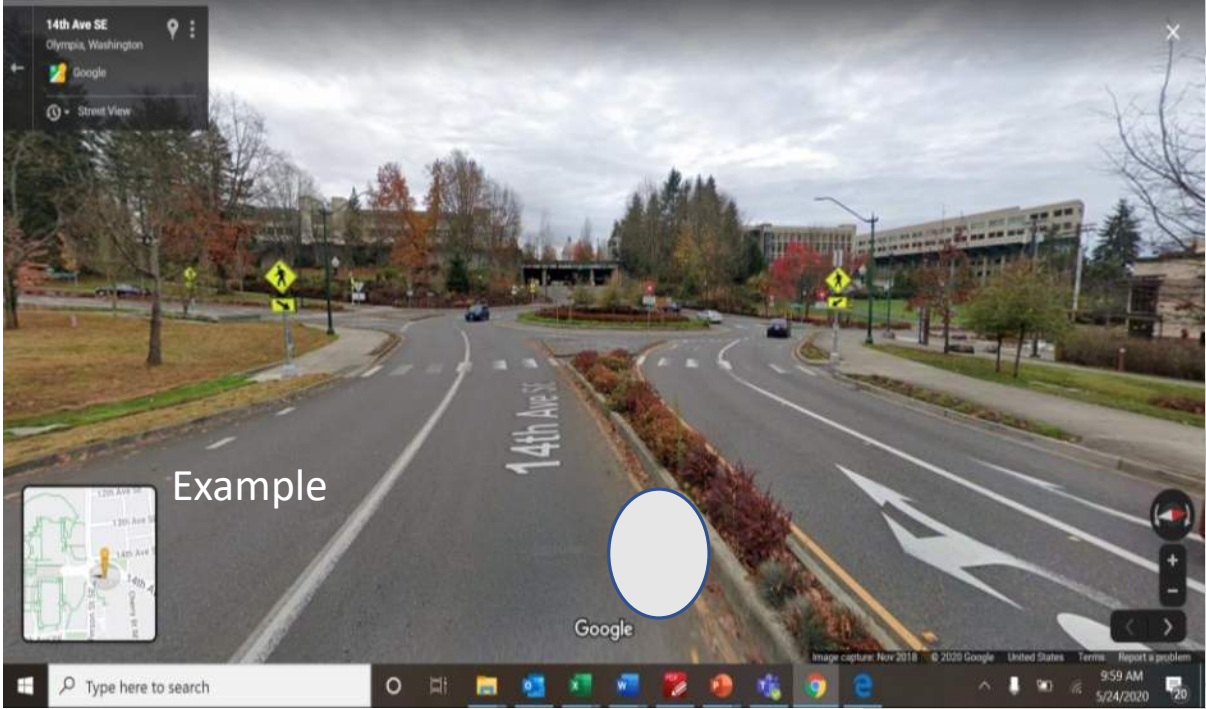
# Riddell Rd.



Pedestrian crossings

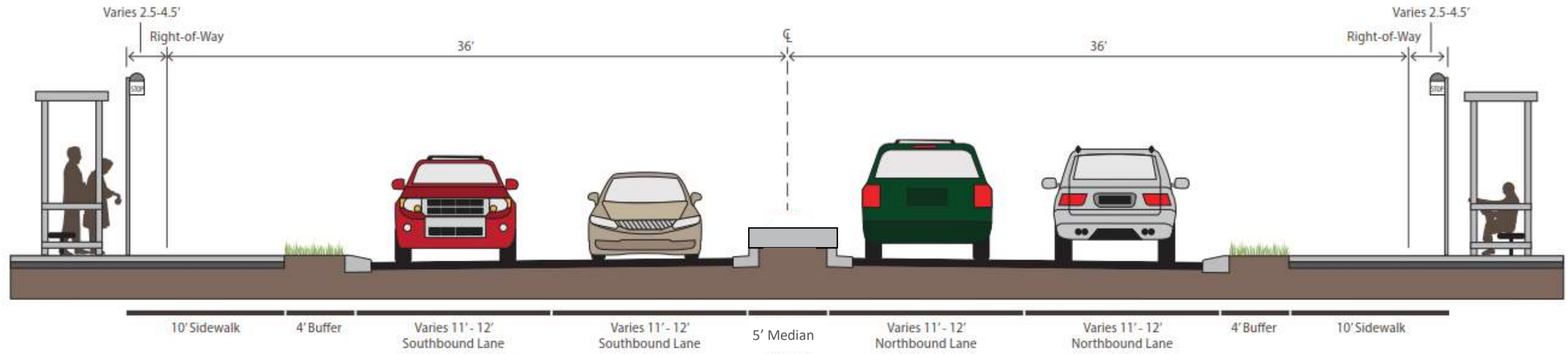
2-lane roundabout with right turn bypass

\*Planning level design

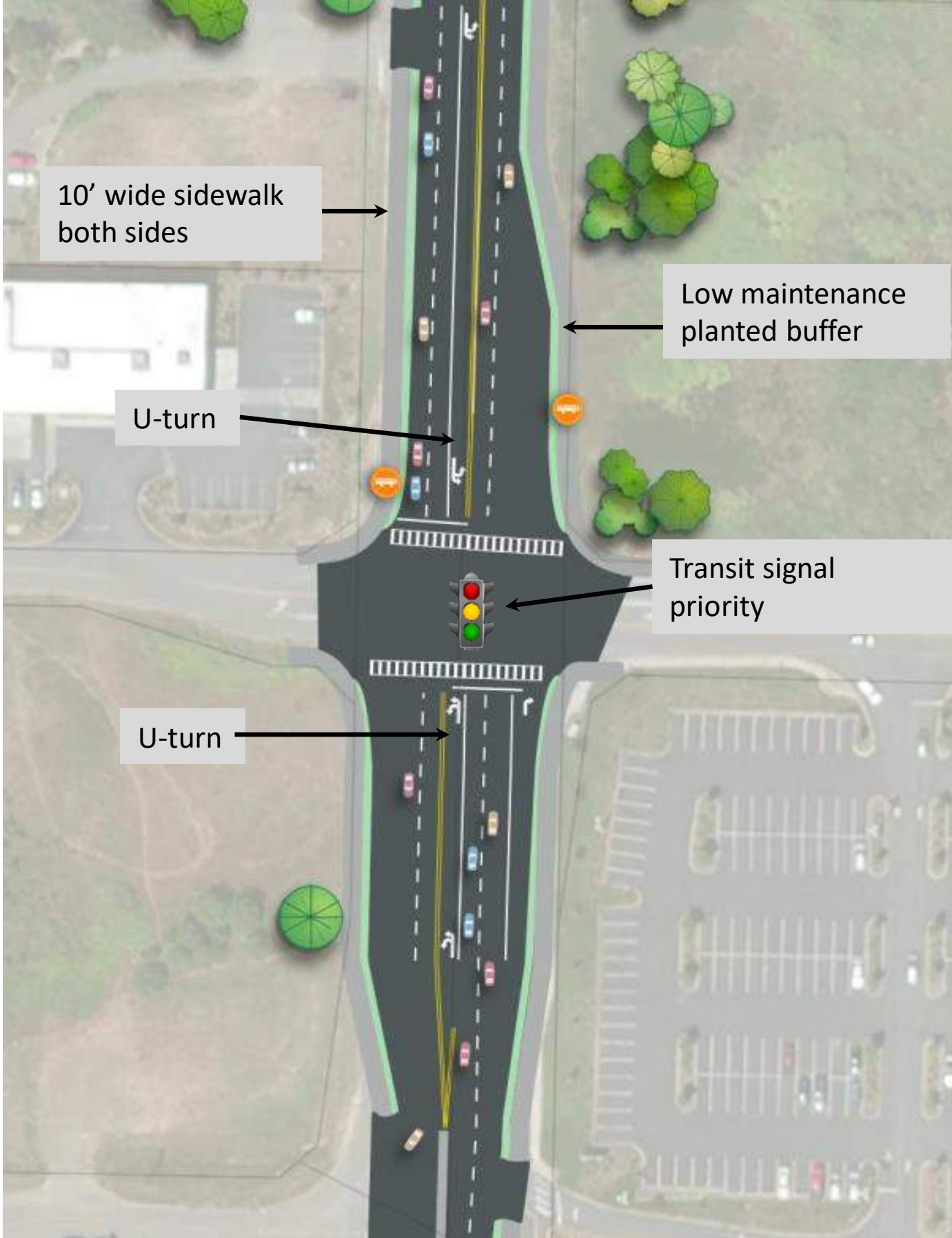


Example

# Proposed Typical Section



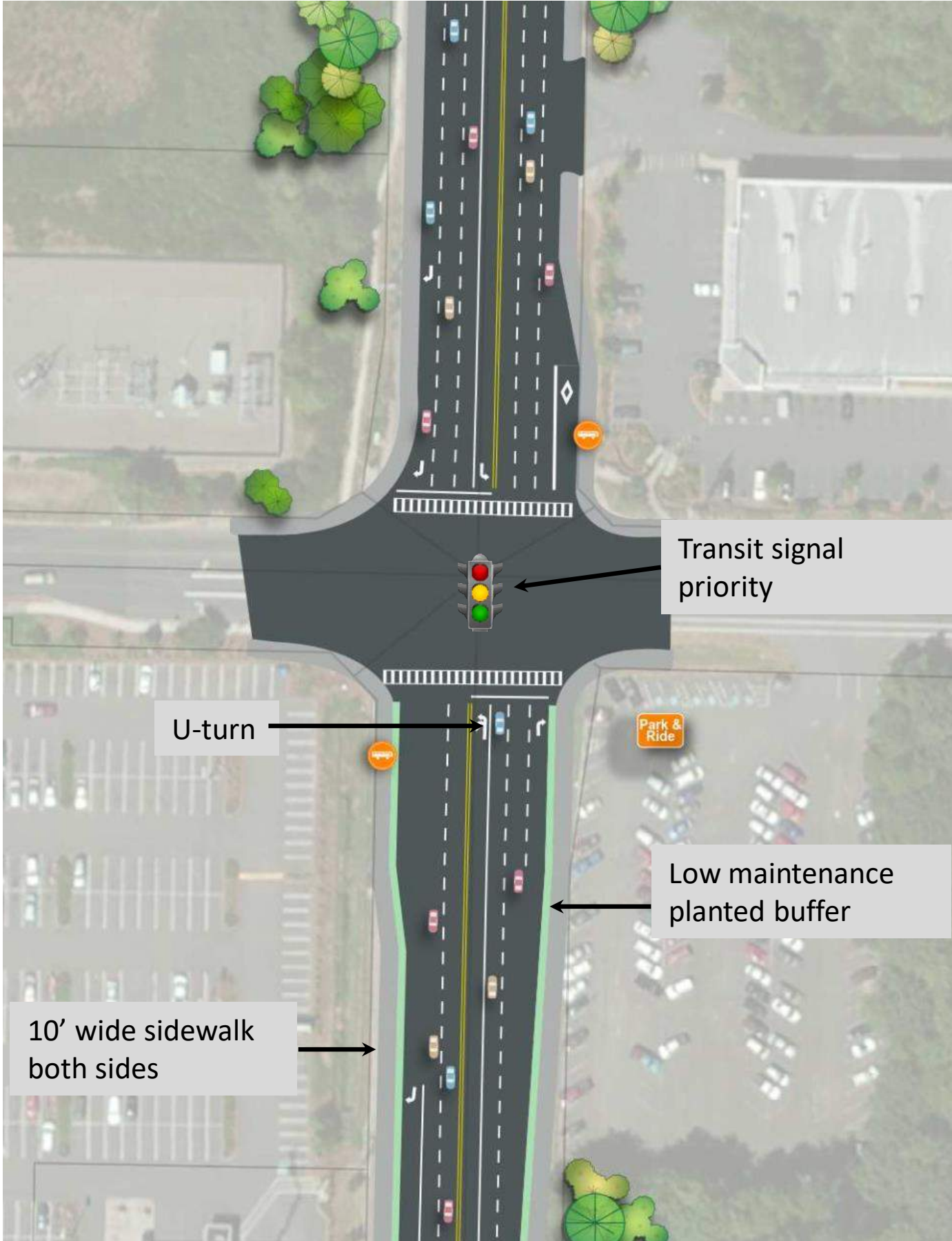
# Fuson Rd.



# Fuson Rd. to NE McWilliams Rd.



# NE McWilliams Rd.



## Next Steps and Q&A



### **Project website:**

<https://www.bremertonwa.gov/1073/SR-303-Corridor-Study>





**SR 303 Corridor Improvement Study  
Virtual Open House  
July 16, 2020**

**ONLINE EVENT SUMMARY**

**Overview**

On July 16, 2020, the City of Bremerton hosted a virtual open house using a Zoom video webinar platform. The City opened the webinar with a presentation on the status of the SR 303 Corridor Improvement Study. The presentation included a description of previous community outreach efforts, the study approach, and the recommended preliminary preferred alternative. After the presentation, the City addressed multiple questions from the public.

**Comment and Question Overview**

Participants were invited to ask questions and provide feedback on the preliminary preferred alternative. Community members asked several questions about the proposed bicycle and pedestrian facility improvements and expressed concerns about bicyclists using the proposed roundabouts and mid-block crossings.

Participant	Comment
Christopher Lux	12: 4th is a major cycling W/E thoroughfare. While a HAWK signal may help, bicycles will now have to cross 4 lanes of traffic as well as deal with increased W/E traffic that cannot currently pass the intersection. This will be less safe for bicycle and pedestrians. IF a HAWK signal is the only option, can 4th be blocked on either side of 303 to prevent cars from entering / exiting across bike traffic? The preferred solution would be to retain the pedestrian island that currently exists.
Christopher Lux	13: How are bicycles expected to navigate roundabouts? It is not safe to have bicycles merge with roundabout traffic nor to enter pedestrian sidewalks without designated bike lanes.
Christopher Lux	3?: When utilities are moved underground, where will lighting be installed? There are no lights shown on most diagrams.
Christopher Lux	20: Do pedestrians have right of way or crossing lights on roundabouts?
Denise Frey	Bremerton Chamber of Commerce appreciates the focus on safe and easy access to our local businesses along the Corridor!
Alexa Volwiler	How are bicycles accessing transit?
Paul Dutky	pedestrians and cyclists using the west side of the Warren Avenue bridge need a safer way to access the existing tunnel on Calahan. Currently you have users using a sidewalk which would slow traffic on the roundabout. Not a safe place for both users.
Paul Dutky	The path on Olympic College should be ADA compliant.
Denise Frey	I love the inclusion of roundabouts! They'll make the corridor feel more like the community that surrounds them!
Paul Dutky	The 520 bridge has an 18 to 20 foot path on only one side of the bridge. Is there a cost savings for this 20 foot approach and is it feasible on our bridge ?
Paul Dutky	Seattle DOT does not allow RRFB on 4 lane roads without a median pedestrian refuge. I agree with SDOT, I don't feel the pedestrian refuge island should be removed. What does SDOT know that planners for Warren Avenue don't?
Paul Dutky	The pedestrian refuge islands can be redesigned to limit non-compliance crossing the street by cars. This is easier accomplished than removing them.
ElizabethJeanSharp WilsonCline	Slide 37. What will be the projected vehicle travel time compared to now travelling from Burwell to Riddell Rd?
Jeff Coughlin	Just a note as a resident that all this hard work is much appreciated and overall seems like a great plan.
Linda Simpson	What data has been collected regarding the number of pedestrians crossing at Sheridan?
Linda Simpson	What if the county won't fund their portion of the roundabout?
Linda Simpson	Please consider this my formal Public Records Request. I am requesting all correspondence and data regarding the daily bicycle usage in the 303 corridor for the last five years.
Samantha Scott	will we increase photo cops at these intersections and roundabouts? or will we increase our police department for man power to help with traffic enforcement?
Linda Simpson	Is this a 25 year plan?
Linda Simpson	Thank you!
Linda Simpson	Thank you again!
Linda Simpson	How much has been spent on this project so far?
Linda Simpson	Wonderful!!!!