

# Appendix B

## Stakeholder Advisory Group Meeting Presentations



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Appendix B-1  
SAG Meeting #1 Presentation



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# SR 303 Corridor Study

Stakeholder Advisory Group Meeting #1

July 10, 2019



# Agenda

- Welcome
- Introductions
- Study purpose & success
- Practical solutions overview
- Roles & responsibilities
- Work plan & SAG schedule
- Community engagement
- What have we learned
- Preliminary project need

# Introductions



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- Name
- Association
- Times/week you use the SR 303 Corridor
- Favorite thing about the corridor
- Most desired change on the corridor

## Study purpose and success

- Use the practical solutions approach to identify short, medium, and long term improvements along the corridor that can meet the project needs.
- Success includes reaching concurrence about corridor needs, identification of phased solutions, development of a long term plan including potential funding opportunities

## Practical solutions

- 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
- Includes practical design to match the final design with the project context while maintaining safety and operations

Video

# Stakeholder advisory team

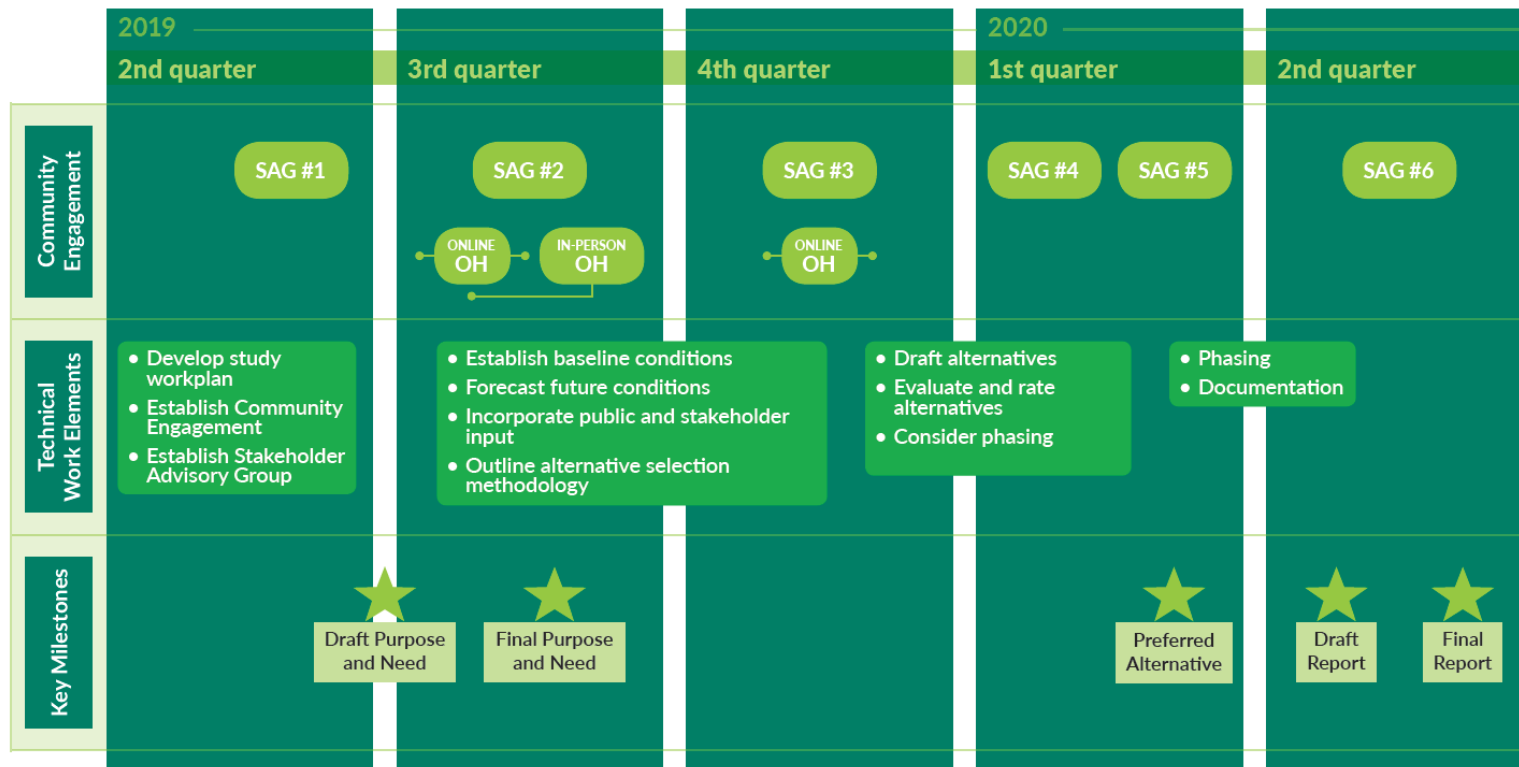
## roles & responsibilities

- Attend and participate in all meetings to provide study consistency and understanding
- Identify a consistent substitute so they adequately represent your position
- Engage in positive, productive communication with other Stakeholder Advisory Group members, the facilitator, and project staff
- Keep others in your organization informed and solicit input for use in SAG meetings
- Review and consider background materials prior to the meetings and be prepared for active conversation
- Function as a sounding board to the Project Team for project milestones, providing input, advice, perspective, and data as needed

# Project team roles & responsibilities

- Provide background materials, data, and gather community input
- Provide the right staff at Stakeholder Advisory Group meeting to address questions and provide information
- Consider Stakeholder Advisory Group input when developing solutions
- Report back to Stakeholder Advisory Group on how the project team considered and addressed their input

# Schedule



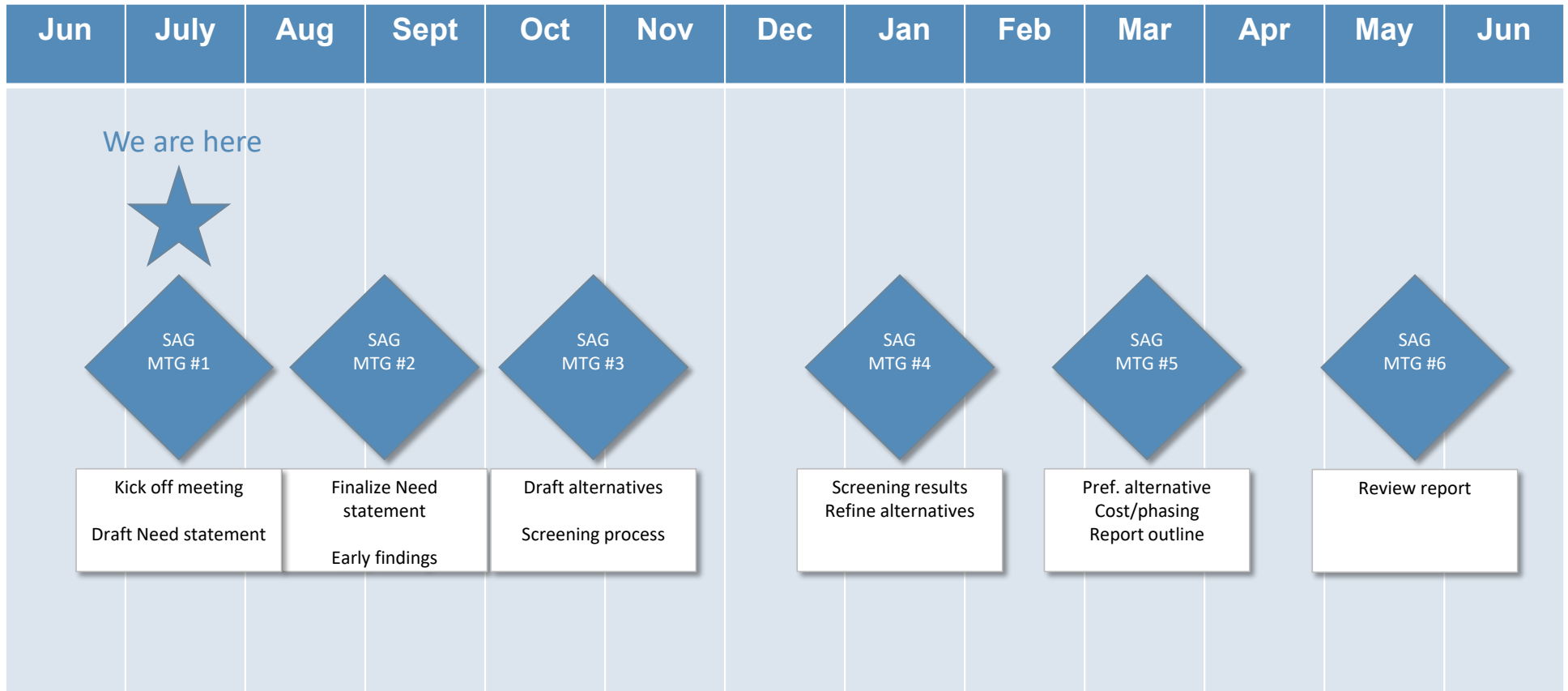
**SAG** Stakeholder Advisory Group Meetings

**ONLINE OH** **IN-PERSON OH** Open Houses



DRAFT

# Stakeholder advisory meeting schedule



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## Community engagement

- Provides insight into corridor deficiencies
- Provide creative and innovative ideas
- Personal or business use of the corridor
- Invested in long term solutions based on how they'd like to use the corridor

## What have we learned?

- Reviewed previous corridor study outreach
- Reviewed preliminary stakeholders interviews
- Performed corridor field visits
- Talked with corridor users to get their perspectives
- Reviewed data for existing conditions
- Performed operations analysis to identify issues and root causes

# DRAFT

## Preliminary project need

Livability, safety, and economic vitality are common areas for improvement highlighted by the City, the public, and business owners along the SR 303 corridor. These higher-level categories of improvement were considered by the project team and were broken into more measurable needs with specific performance gaps.

### **Improve corridor safety**

*Existing data shows multiple serious injury accidents and two fatalities along the SR 303 corridor in the last 5 years. Based on WSDOT's Vision Zero goal, City priorities, and the community's desire to improve safety there is a need to address and reduce serious injury crashes in the study area.*

### **Improve corridor reliability**

*SR 303 provides a direct connection to downtown Bremerton, the Washington State ferries, and the Naval Shipyard and people need to be on time to work and the ferries. People have noted that their travel times can vary considerably from one day to the next and that travel planning can be difficult. Travel time reliability needs to be improved for all modes along the corridor.*

### **Improve pedestrian and bicycle connectivity**

*The SR 303 corridor lacks consistent, delineated pedestrian and bicycle connectivity both along and across the corridor. This lack of connectivity discourages walking and biking and creates possible safety issues. Increased levels of connectivity improve safety, are associated with higher levels of physical activity, and improve health by increasing access to health care, goods and services, thereby helping the City meet their goal of improved livability. Pedestrian and bicycle connectivity Improvements are needed to improve accessibility to transit facilities for improved transit usage along the corridor.*

### **Increase economic investment**

*The SR 303 corridor is essential to the economic vitality of the City. The existing corridor bisects the community, negatively impacting quality of life, and effecting economic investment. To meet the City's growth targets and goals for attracting more businesses to the corridor, transportation improvements that help spur future investments are needed.*

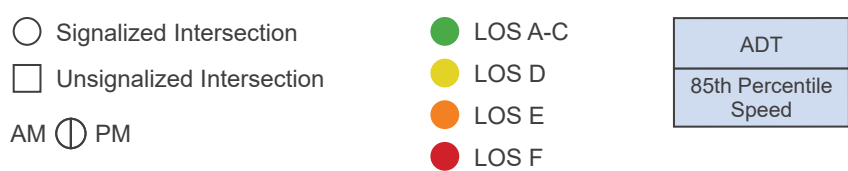


# Q&A



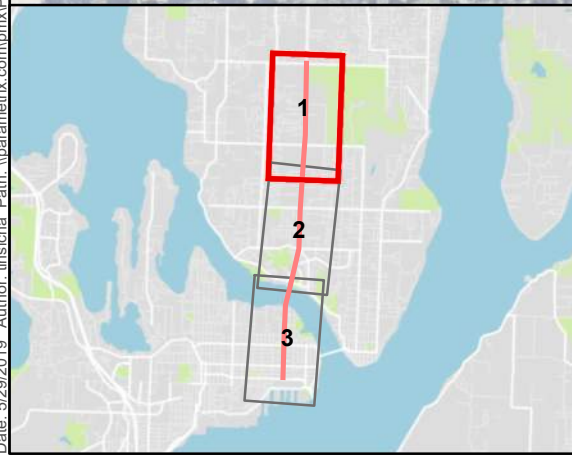
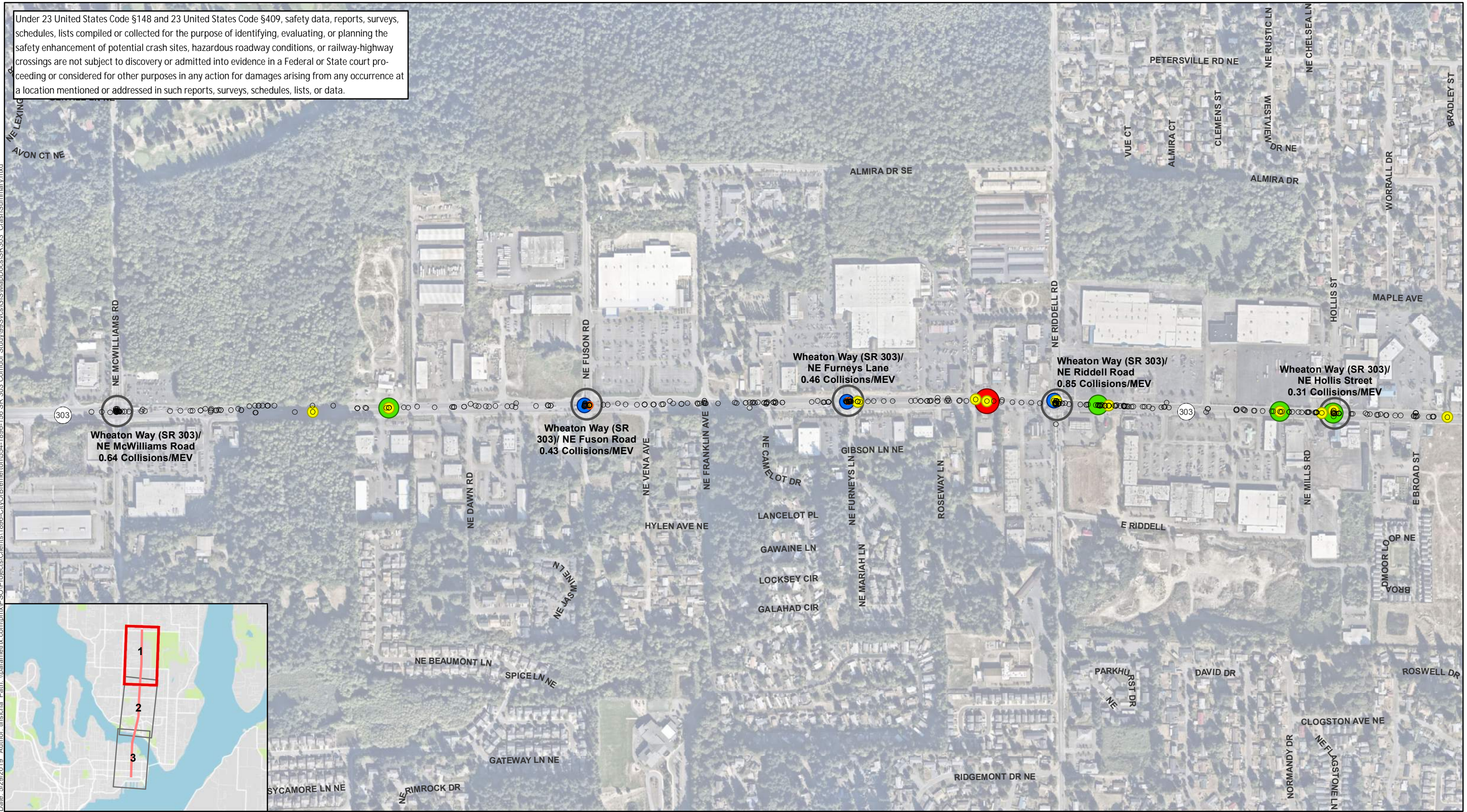


Figure 1. Existing Conditions

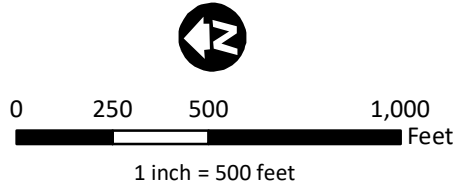


Under 23 United States Code §148 and 23 United States Code §409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Date: 5/29/2019 Author: iinscha Path: \\parametrix.com\pmx\PSO\Projects\Clients\1896-CityOfBremerton\54-1896-156-SR-303-Corridor-Study\99\Srcs\GIS\MapDocs\SR303-CrashSummary.mxd



Source: WSDOT, © Mapbox, © OpenStreetMap

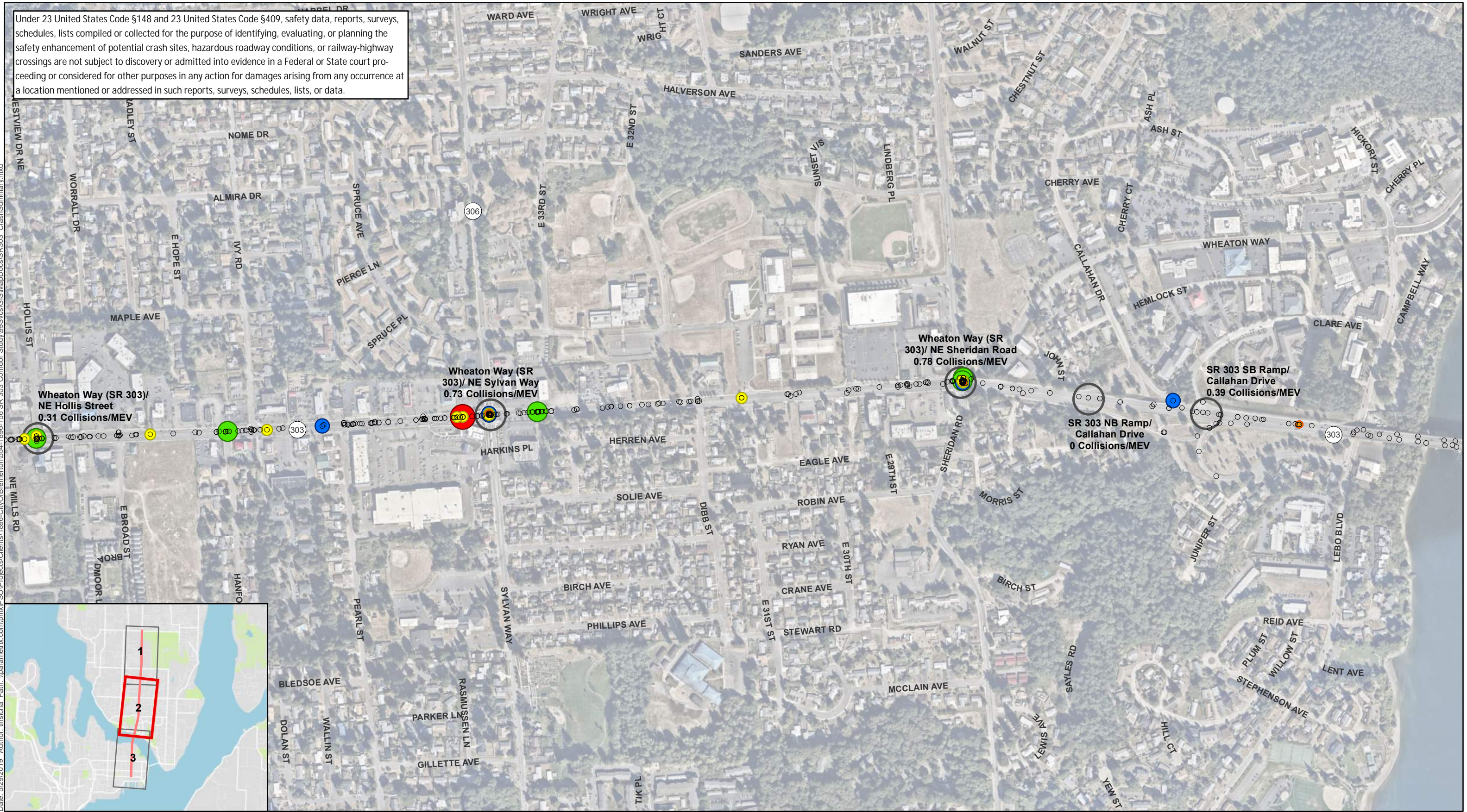


- Crash Location on Corridor (1205)
- Serious Injury Crash (13)
- Crash Involving Bus (13)
- Fatal Crash (2)
- Crash Involving Pedestrian (24)
- Crash Involving Bicycle (14)
- Intersection (Collisions/MEV)

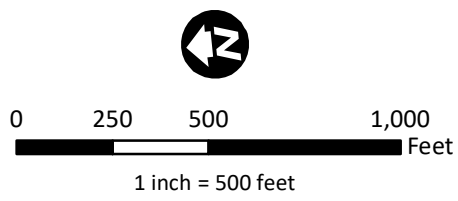
**Figure X. Page 1 of 3**  
Crash Summary

Under 23 United States Code §148 and 23 United States Code §409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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Source: WSDOT, © Mapbox, © OpenStreetMap

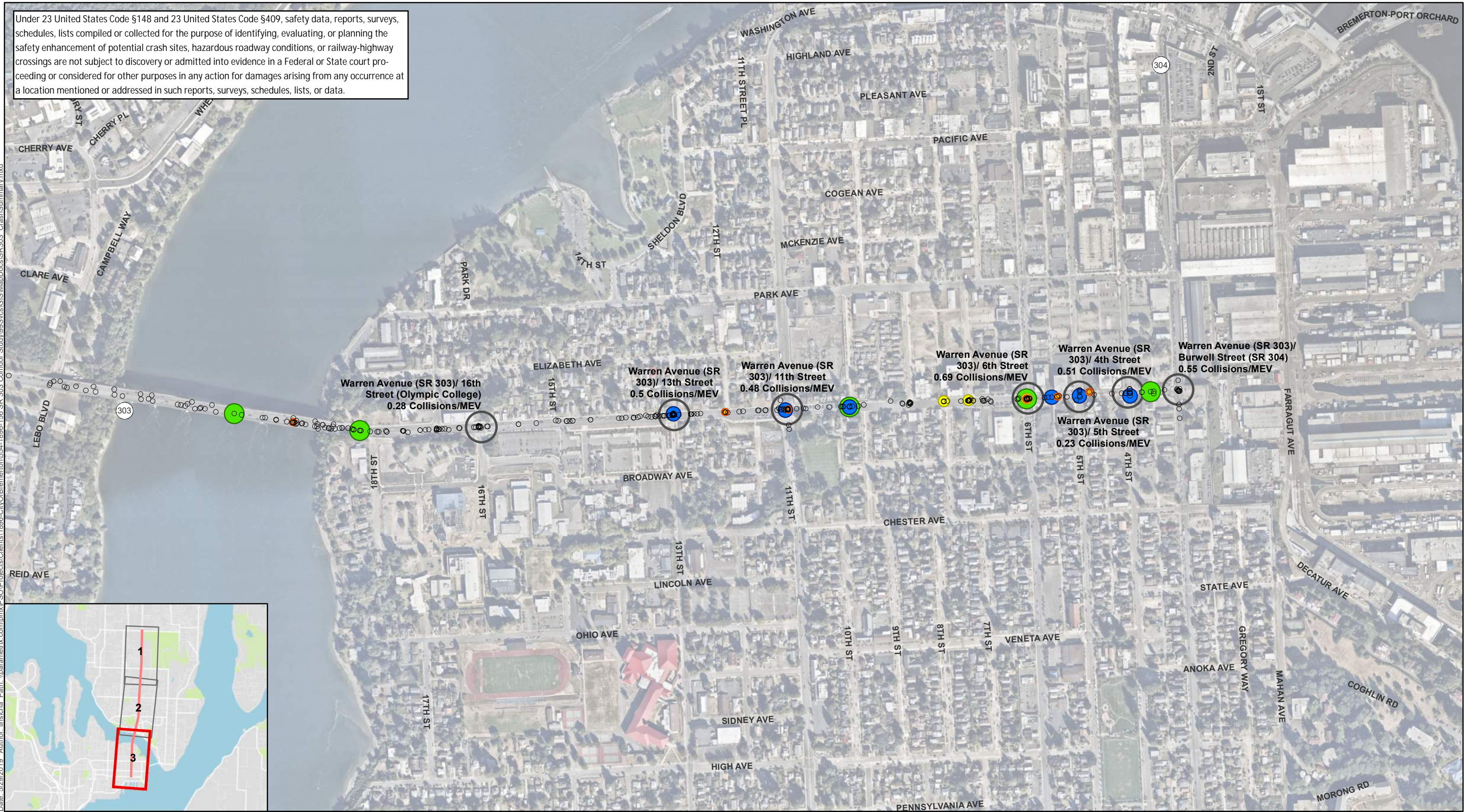


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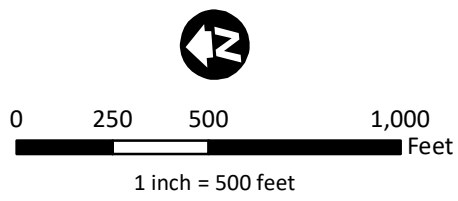
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Crash Summary

Under 23 United States Code §148 and 23 United States Code §409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Date: 5/29/2019 Author: iinscha Path: \\parametrix.com\pmx\PSO\Projects\Clients\1896-CityOfBremerton\54-1896-156-SR-303-Corridor-Study\99\Svcs\GIS\MapDocs\SR303\_CrashSummary.mxd



Source: WSDOT, © Mapbox, © OpenStreetMap



- Crash Location on Corridor (1205)
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**Figure X. Page 3 of 3**  
Crash Summary

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Appendix B-2  
SAG Meeting #2 Presentation



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# SR 303 Corridor Study

Stakeholder Advisory Group Meeting #2

September 18, 2019



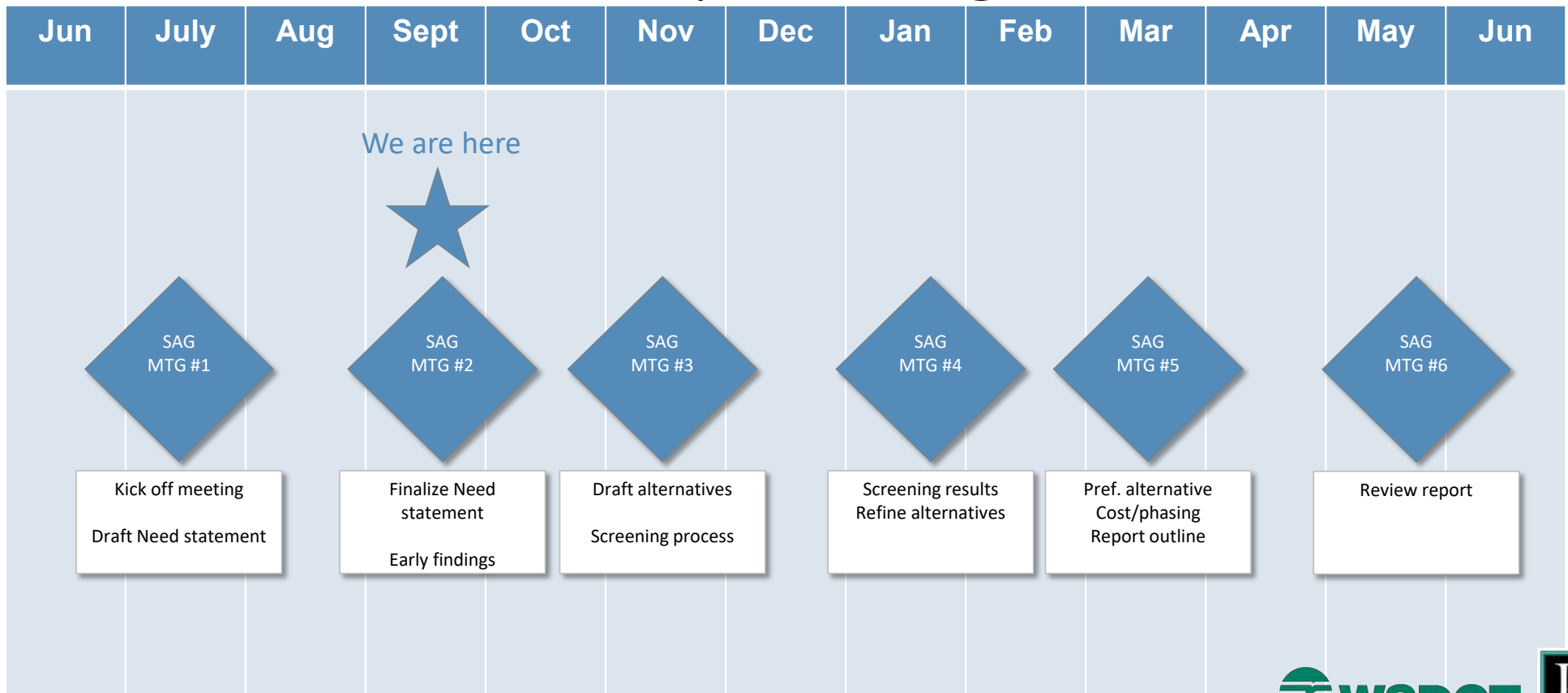
# Agenda

- Introductions
- Open House Summary
- Need Statement
- Economic Assessment
- Future Traffic Operations
- Metrics & Targets
- Next Steps

## Study purpose and success

- Use the practical solutions approach to identify short, medium, and long term improvements along the corridor that can meet the project needs.
- Success includes reaching concurrence about corridor needs, identification of phased solutions, development of a long term plan including potential funding opportunities

# Stakeholder advisory meeting schedule





## Public Open House

### Participation

Over 50 participants

### Themes

Safety

Accessibility & Mobility

Aesthetics

### Need Statement

No recommended changes

# Draft project need

Livability, safety, and economic vitality are common areas for improvement highlighted by the City, Kitsap County, the State, the public, and business owners along the SR 303 corridor. These higher-level categories of improvement were considered by the project team and were broken into more measurable needs with specific performance gaps.

## **Improve corridor safety**

*Existing data shows multiple serious injury accidents and two fatalities along the SR 303 corridor in the last 5 years. Based on the State's Target Zero goal, as shared by the city and county, and the community's desire to improve safety there is a need to reduce crash potential in the study area.*

## **Improve corridor reliability**

*SR 303 provides a direct connection to downtown Bremerton, the Washington State ferries, and the Naval Shipyard. The SR 303 corridor needs to provide reliable travel time for people delivering goods, traveling to work, accessing the ferries, and trying to reach service facilities. People have noted that their travel times can vary considerably from one day to the next and that travel planning can be difficult. Travel time reliability needs to be improved for all modes along the corridor.*

## **Improve pedestrian and bicycle connectivity**

*The SR 303 corridor lacks consistent, delineated pedestrian and bicycle connectivity both along and across the corridor. This lack of connectivity discourages walking and biking and creates possible safety issues. Increased levels of connectivity improve safety, equity, are associated with higher levels of physical activity, and improve health by increasing access to health care, goods and services, thereby helping the City meet their goal of improved livability. Pedestrian and bicycle connectivity improvements are needed to improve accessibility to transit facilities for improved transit usage along the corridor.*

## **Increase economic investment**

*The SR 303 corridor is essential to the economic vitality of the region. The existing corridor bisects the community, negatively impacting quality of life, and effecting economic investment. To meet the City and County's growth targets and goals for attracting more businesses and mixed-use development to the corridor, transportation improvements that help spur future investments are needed.*

## **Improve access to transit**

*Kitsap County and the City of Bremerton are expected to experience significant growth in the next 20 years. To meet future needs of the public, Kitsap Transit has identified the SR 303 corridor as its primary high capacity transit corridor for the future. Better non-motorized access to transit facilities as well improved transit speed and reliability are needed to provide sustainable transit operations, improve regional connectivity, and attract new riders.*



# Developer/owner interviews

## 5 interviews with key stakeholders:

- Real estate developers (Sound West Group, Trent Development, Dobler Management Company)
- Economic developers (Kitsap Economic Development Alliance, Puget Sound Regional Council)
- Local property owners



## Developer/owner interviews

### **Aurora Corridor (SR 99) Private Economic Investment** since project completion in 2015:

- Millions of square-feet of new and redeveloped multi-family residential and commercial development with a valuation of \$318.6 million (as of January 2019).
- 1,290 new units of multi-family housing, with 379 units of affordable housing (as of April 2018).
- Another 643 units of multi-family units (177 affordable) in the permit or pre-permit process (as of April 2018).



# City Development Strategy

Bremerton's development policies and strategies have adapted to meet the needs of corridor including:

- A strong vision for the corridor as described in the City's Comprehensive Plan.
- A study to determine the vision and market needs for the East Side Employment Center (post Harrison)
- Affordable housing workshops held by the Council & Planning Commission
- Recent code changes to encourage mixed use and residential development, such as allowing residential on the ground floor of developments.



# Economic Assessment

## Industry and Employment:

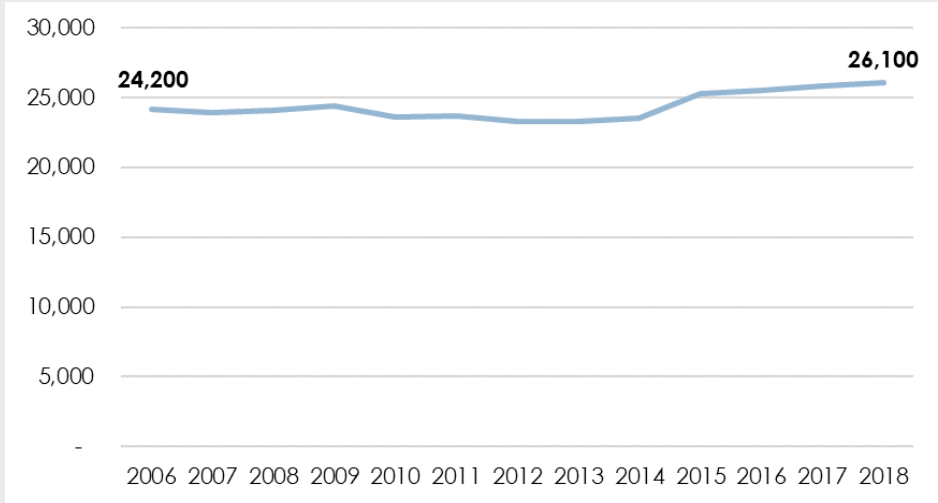
Employment change per year on average from 2006 to 2018:

Study corridor area: 0.6%

Countywide: 0.5%

Region: 1.4%

### Study Area Employment, 2006 – 2018



Sources: Puget Sound Regional Council, 2019; Community Attributes, 2019.

Note: PSRC covered employment estimates do not include estimates of military personnel.

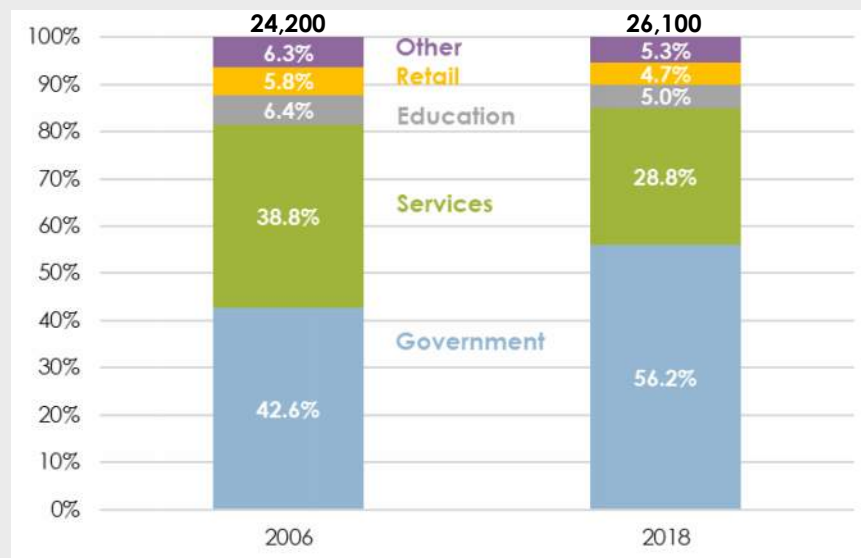


# Economic Assessment

## Study Area Employment Share by Industry, 2006 & 2018

### Industry and Employment:

In 2018, over 56% of total employment in the study area was concentrated in the government sector with another 29% in the services industry.



Sources: Puget Sound Regional Council, 2019; Community Attributes, 2019.



# Economic Assessment

## Population

Population change per year on average from 2000 to 2018:

Study corridor area: 0.9%

Countywide: 0.8%

Region: 1.3%

## Income

Median income in the study area is mostly below Kitsap County median income of \$68,400.

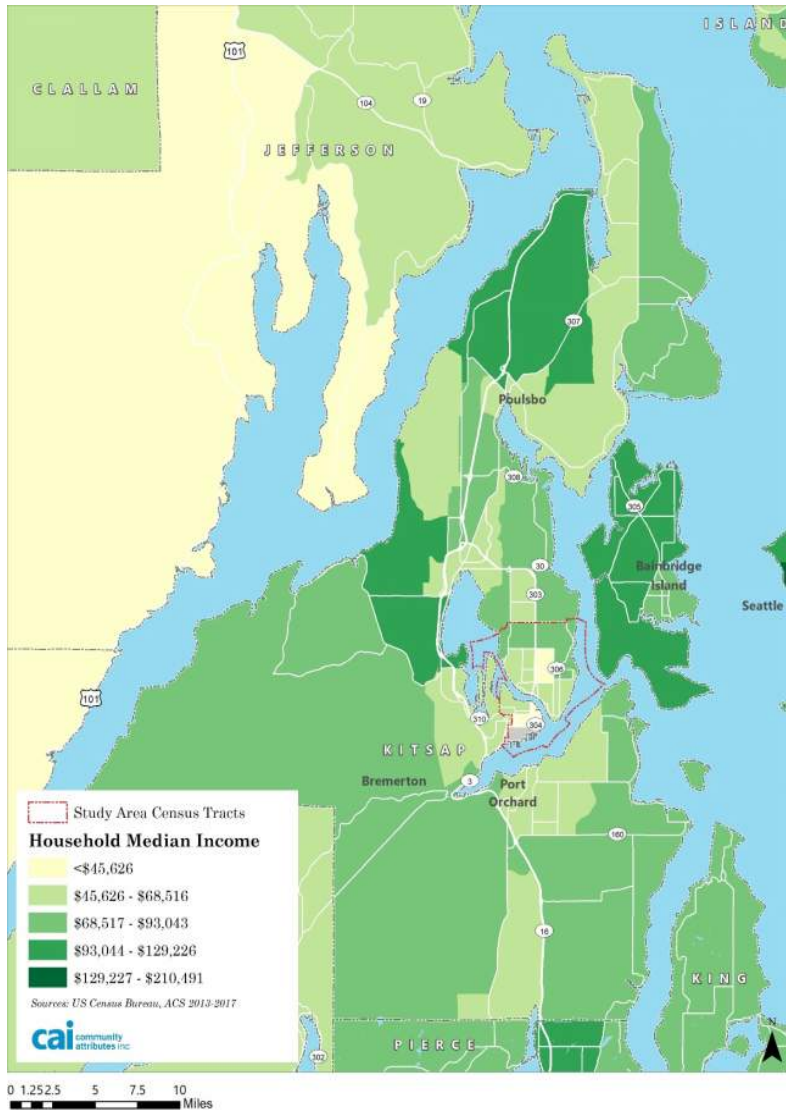
## Educational Attainment

Bachelor's degree or higher:

Study corridor area: 23%

Countywide: 32%

Region: 41%



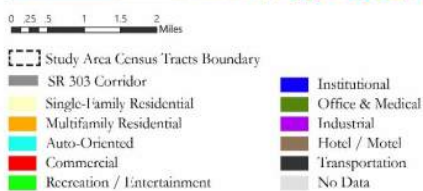
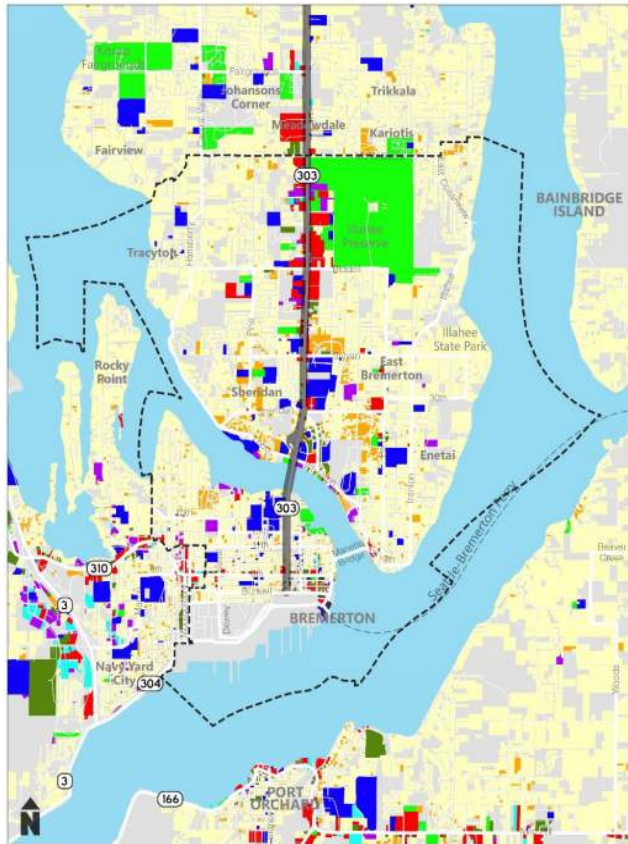
# Economic Assessment

## Land Use & Real Estate

The office, retail and multifamily housing markets have recovered from the Great Recession.

Markedly increased lease rates (prices) combined with declining vacancy trends recently across all three categories.

Indicates substantial investment activity in the study area and a tightening supply of product.



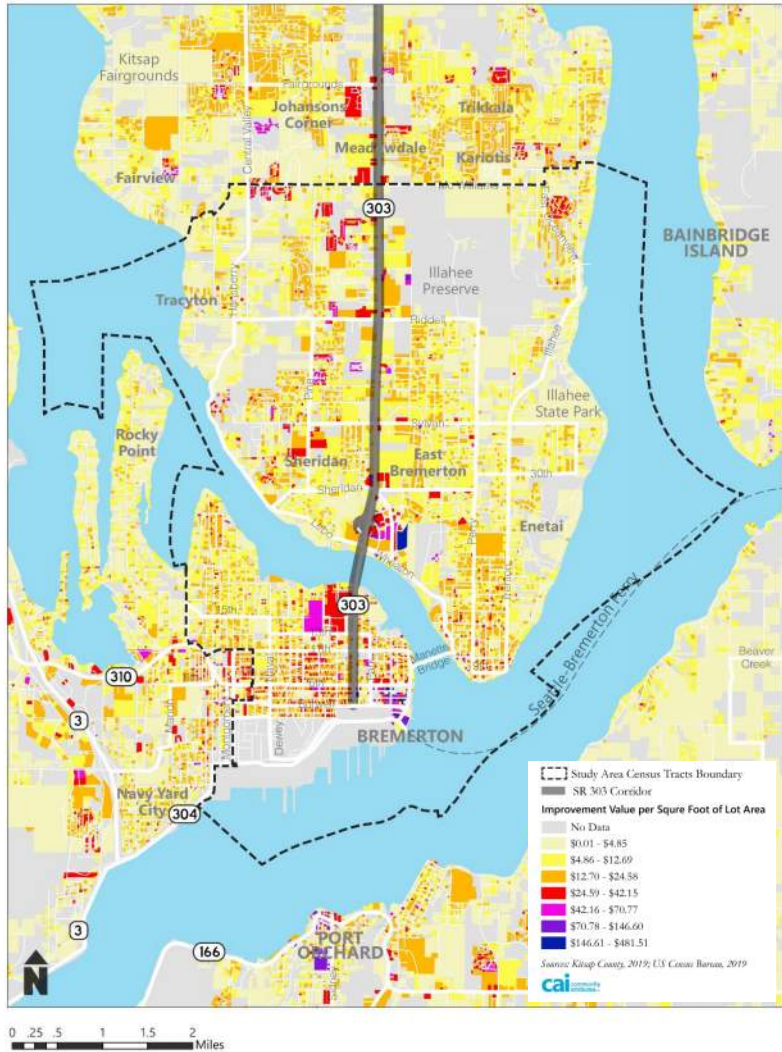
Source: Kitsap County, 2019; US Census Bureau, 2019

# Economic Assessment

## Redevelopment Potential

Proxy for the economic surplus of land - The lower the ratio, the greater the surplus – and the greater the opportunity may be for redevelopment of that land.

In the study area corridor, numerous pockets of lower improvement values exist – such as between Sheridan and Riddell Rds. – indicating where redevelopment or new development potential may exist.



# Economic Assessment

## Opportunities for SR 303 Improvements

- Enhance the ability of the City of Bremerton to recruit new companies to diversify the local economy.
- Increase the attractiveness of the study area as a place to live and attract new residents.
- Substantial inventory of vacant or redevelopable parcels along the corridor.

# Traffic Forecasts

Kitsap County travel demand model and PSRC's adopted land use estimates

Assumes about 8,000 new homes and 20,000 new jobs

Traffic estimated to grow by about 16% citywide by the year 2030 and 30% by the year 2040



# Transit

- There are 9 routes that touch the SR 303 corridor
- Monthly ridership ranges from over 19,000 on Rt 217 down to just over 1,100 on Rt 223
- East Bremerton Transit Center is served by 5 routes
- Wheaton Way Transit Center scheduled to open in 2019/2020



# Bikes and Pedestrians



- Ped/bike volumes taken as part of recent peak hour traffic counts.
- Pedestrian volumes overall are low:
  - 50 peds crossing SR 303 at Olympic College
  - 30-50 peds crossing SR 303 at south end (Burwell, 4th, 5th, 6th)
  - 20 peds crossing SR 303 at Sylvan and Furneys
  - Peds crossing at remaining intersections were low (5-15 peds)
- Bicycle volumes along the corridor were negligible
- One-hour count taken as part of potential Warren Avenue Bridge project
  - 36 pedestrians, 1 bicycle on Tuesday, June 16, 2015

# Traffic Operations

See attachments



# Approach



# Metrics & Measures

Metric	Measure	Target
Pedestrian Crossings	Crossings per mile	TBD – need to discuss a good measure
Access points	Access points/mile	TBD – need to discuss a good measure
Person travel time (by mode)	Person minutes	?
Intersection Delay	Average delay (seconds/veh)	(LOS D)
ADA Compliance	# of curb ramps	0
Pedestrian/bicycle gaps	Miles of gap	0
On time transit performance	% on-time	100%
Crash rate	Crashes per million vehicle miles traveled or million entering vehicles	Zero fatalities Less than No Build serious injury
Economic value by property type	\$/SF Land	Improve over No Build

## Next steps

Continue to develop and refine alternatives

Evaluate alternatives using metrics/measures

Preliminary screening to a refined set of specific alternatives

Next meeting on October 31, 2019

# Q&A





Appendix B-3  
SAG Meeting #3 Presentation



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# SR 303 Corridor Study

Stakeholder Advisory Group Meeting #3

October 31, 2019



# Agenda

- Introductions
- Schedule
- Key issues for consideration
- Potential corridor elements
- Screening process and initial results
- Next Steps

## Study purpose and success

- Use the practical solutions approach to identify short, medium, and long term improvements along the corridor that can meet the project needs.
- Success includes reaching concurrence about corridor needs, identification of phased solutions, development of a long term plan including potential funding opportunities

# Stakeholder advisory meeting schedule



## Key issues for consideration

- Overall Corridor
  - Pedestrian connectivity
  - Transit connectivity
  - ADA
- South
  - Burwell
  - 6<sup>th</sup> Street
  - 11<sup>th</sup> Street
- North of Warren Ave Bridge
  - Sheridan Road
  - NE Ridell Rd
  - NE McWilliams

# Screening process

- Initial Screening
  - Does the corridor element meet the project need?
  - Is the corridor element feasible?
  - Is it within the scope of this study?

# Potential corridor elements

- Workshop
  - Goal: Outline corridor elements that meet the project need statement
  - Attendees: Kitsap Transit, Kitsap County, City of Bremerton, WSDOT
- Themes
  - Major Projects
  - Intersection control
  - Ped/Bike
  - Access Management
  - Traffic Calming
  - Other

# Initial screening results

- Key findings tables & corridor map

## Next steps

Finalize element screening with stakeholder input

Develop corridor alternatives for analysis

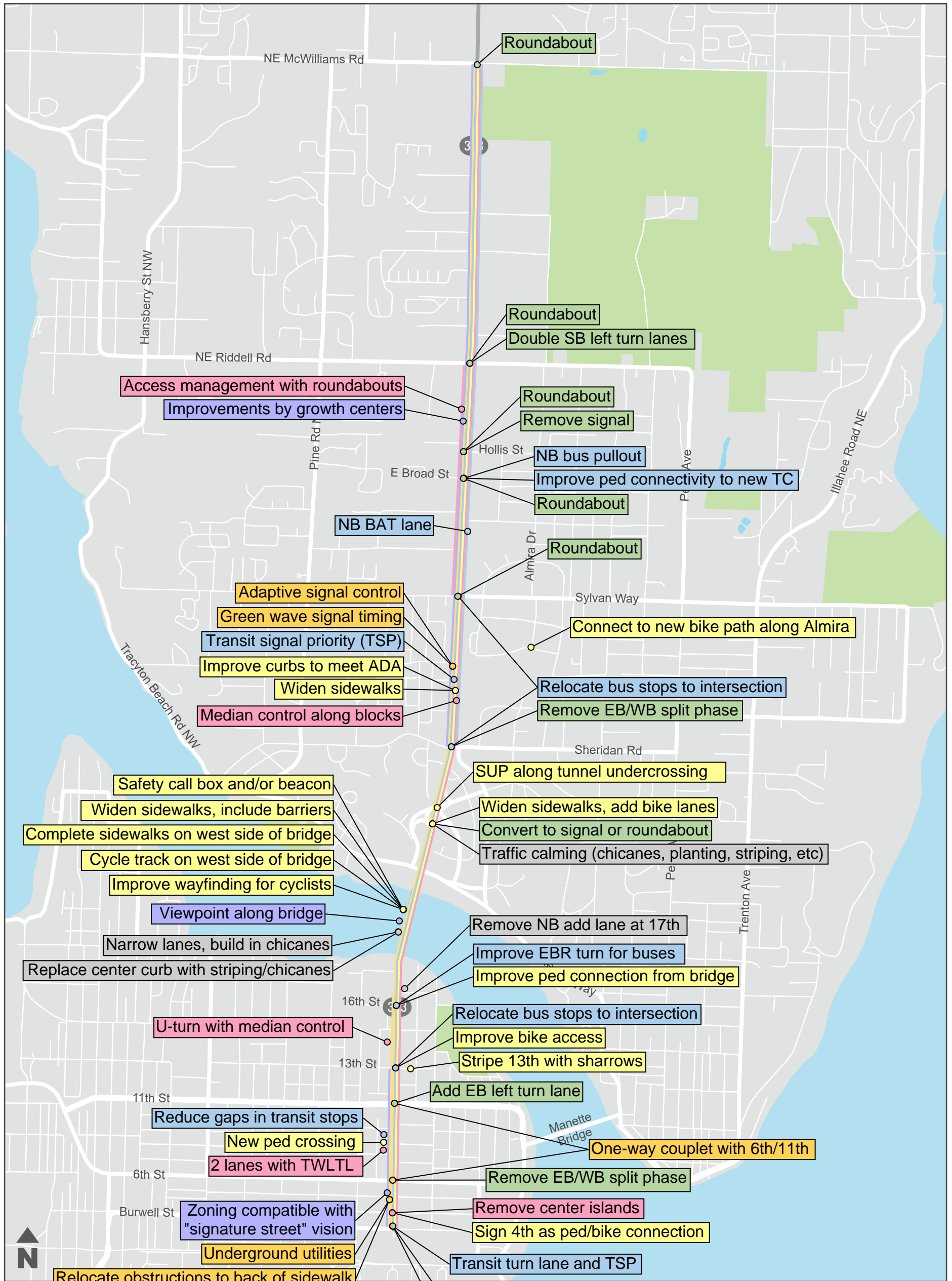
Preliminary alternative layouts

Evaluate alternatives

SAG Meeting #4

# Q&A





SR 303 Study Corridor Solutions

Acronyms

BAT	business access transit
EB	eastbound
NB	northbound
SB	southbound
SUP	shared-use path
TC	transit center
TSP	transit signal priority
WB	westbound

Solution Category

Major Projects
Intersection Control
Transit
Ped/Bike
Access Management
Traffic Control
Other/Economic Investment

*\*This is a mapped list of potential corridor solutions to give a visual summary of a longer matrix of potential solutions. This list is preliminary and solutions represented here may be eliminated, and/or new solutions added.*



Appendix B-4  
SAG Meeting #4 Presentation



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# SR 303 Corridor Study

Stakeholder Advisory Group Meeting #4

January 30, 2020



# Agenda

Introductions

Schedule

First level screening results

Develop corridor alternatives

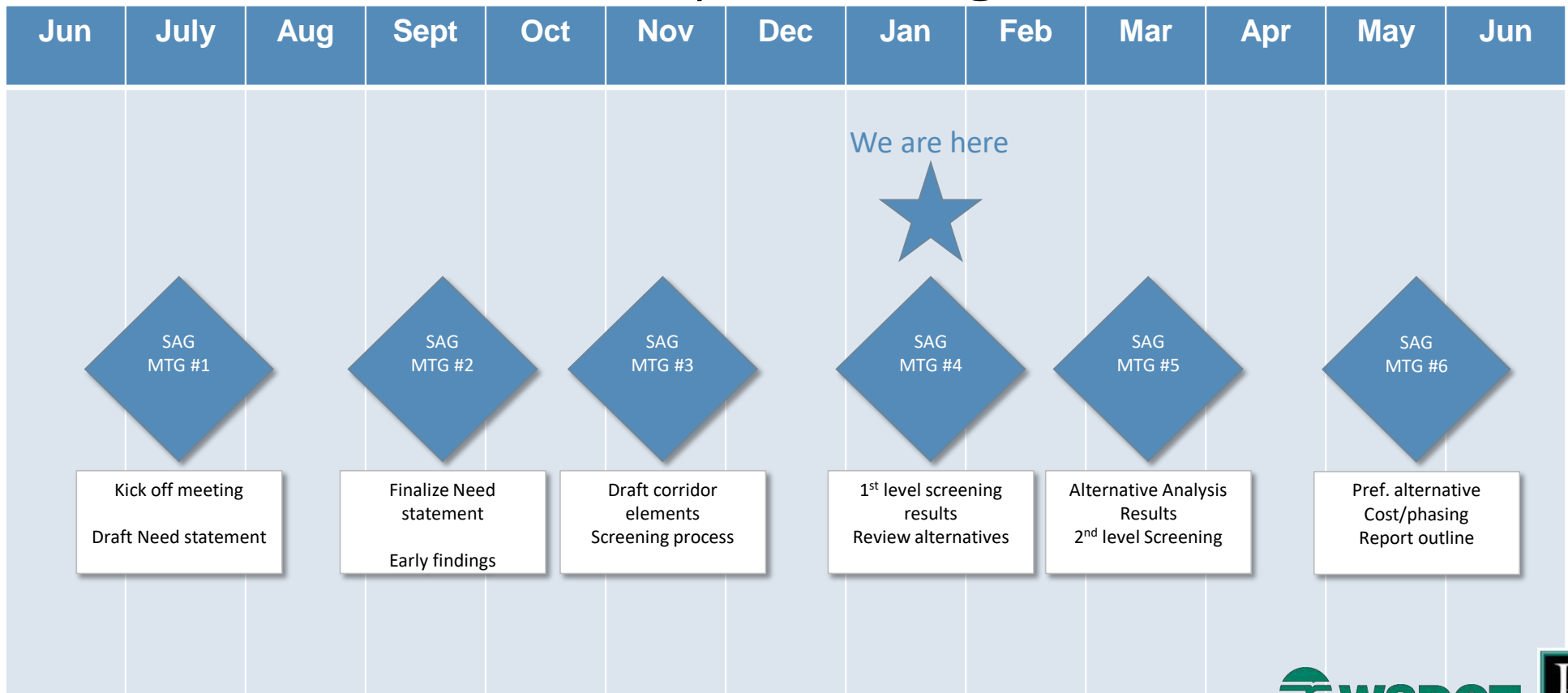
Second level screening criteria

Next steps

## Study purpose and success

- Use the practical solutions approach to identify short, medium, and long term improvements along the corridor that can meet the project needs.
- Success includes reaching concurrence about corridor needs, identification of phased solutions, development of a long term plan including potential funding opportunities

# Stakeholder advisory meeting schedule



# Screening process

## First Level Screening

Corridor element review & screening (10/31)

88 corridor elements evaluated

32 corridor elements did not meet criteria

56 corridor elements combined into alternatives

- *Does the corridor element meet the project need?*
- *Is the corridor element feasible?*
- *Is it within the scope of this study?*



### SR 303 Corridor Study



**DRAFT - For internal concept discussion purposes only**

Alternatives	Corridor Needs					
	Corridor safety	Pedestrian accessibility	Ped/bike connectivity	Access to transit	Reliability	Economic investment
<b>Boulevard</b>	<ul style="list-style-type: none"> <li>Roundabouts</li> <li>Left turn improvements</li> <li>Lighting</li> <li>Slower speed limits</li> </ul>	<ul style="list-style-type: none"> <li>Bury utilities</li> <li>Wider sidewalks</li> <li>ADA ramps</li> </ul>	<ul style="list-style-type: none"> <li>Complete gaps</li> <li>Neighborhood connectivity</li> <li>Remove utilities from sidewalks</li> <li>Pedestrian crossings</li> </ul>	<ul style="list-style-type: none"> <li>Neighborhood connectivity</li> </ul>	<ul style="list-style-type: none"> <li>Roundabouts</li> </ul>	<ul style="list-style-type: none"> <li>Green space</li> <li>Public art</li> <li>Wider sidewalks</li> </ul>
<b>Multimodal</b>	<ul style="list-style-type: none"> <li>Pedestrian crossings</li> <li>Lighting</li> <li>Wider shoulders</li> </ul>	<ul style="list-style-type: none"> <li>Wider sidewalks</li> <li>Bike lanes</li> </ul>	<ul style="list-style-type: none"> <li>Neighborhood connectivity</li> <li>Remove utilities from sidewalks</li> <li>Wider sidewalks</li> <li>Bike lanes</li> </ul>	<ul style="list-style-type: none"> <li>Neighborhood connectivity</li> <li>Relocate bus stops closer to crossings</li> <li>Increased, more reliable transit service</li> <li>Improve transit access</li> </ul>	<ul style="list-style-type: none"> <li>Signal timing for transit</li> </ul>	<ul style="list-style-type: none"> <li>Bury utilities</li> <li>Greenery and other aesthetics</li> </ul>
<b>Traffic Management</b>	<ul style="list-style-type: none"> <li>Pedestrian crossings</li> <li>Lighting</li> </ul>		<ul style="list-style-type: none"> <li>Complete gaps</li> </ul>		<ul style="list-style-type: none"> <li>Green wave signal timing</li> </ul>	

# Alternative Development

# Corridor alternatives

## **Boulevard Alternative**

- Variation with non-motorized

## **Multi-modal Alternative**

- 3 BAT lane alignments
- BAT lane limits

## **Traffic Management Alternative**

- Adaptive signal timing
- Greenwave

## Level 2 screening

Safety

Non-Motorized

Traffic Operations

Transit

ROW

Economic Vitality

## Next steps

Finalize corridor alternatives with stakeholder input

Additional alternative layouts

Evaluate and screen alternatives

Begin project phasing discussion

SAG Meeting #5 (3/19)

# Q&A



Appendix B-5  
SAG Meeting #5 Presentation



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# SR 303 Corridor Study

Stakeholder Advisory Group Meeting #5

March 30, 2020



# Agenda

Introduction

Needs Review

Alternative Review

Second level screening

Cost

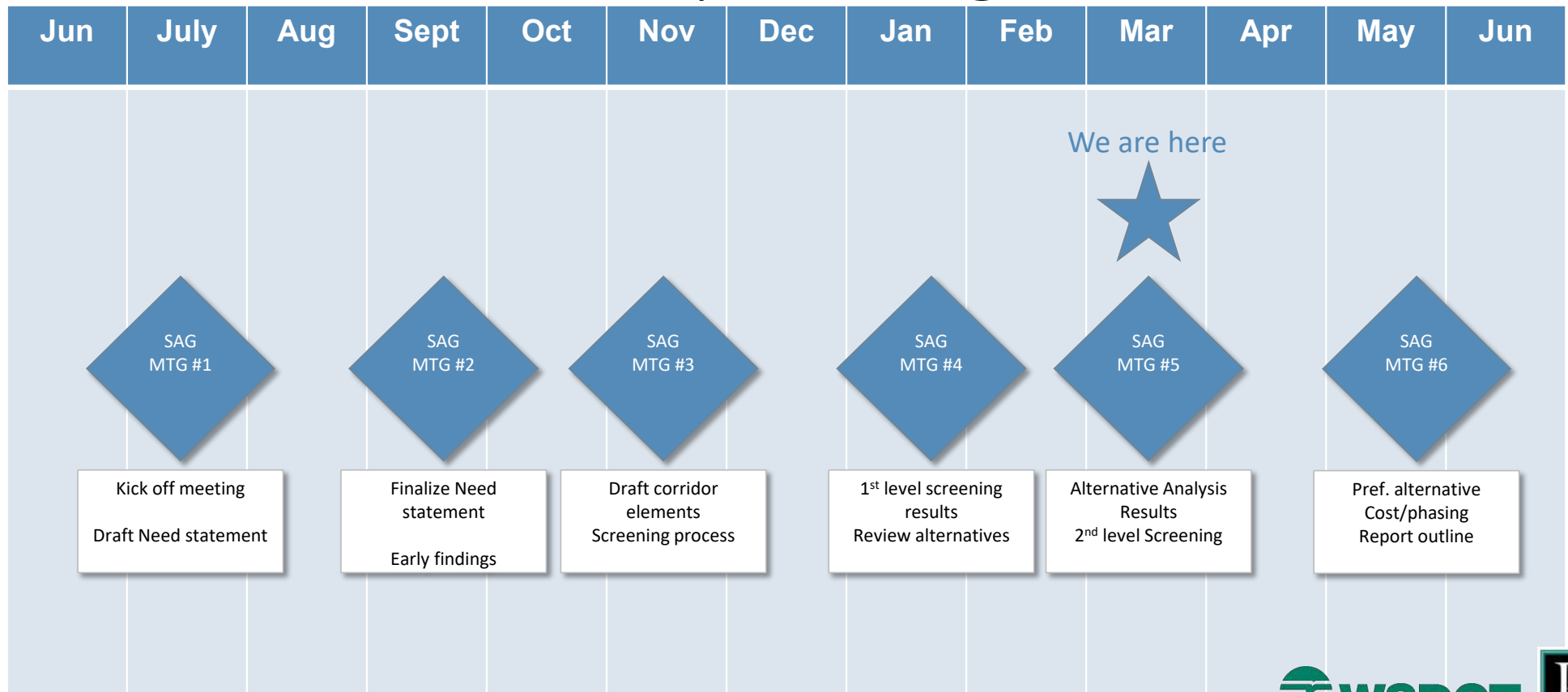
Open House

Next Steps

## Meeting Protocols

- Always mute microphone unless speaking
- Questions and comments can be shared via the comment button in the Skype window
- Please be courteous with other members and try not to talk over each other

# Stakeholder advisory meeting schedule



# Meeting Goals

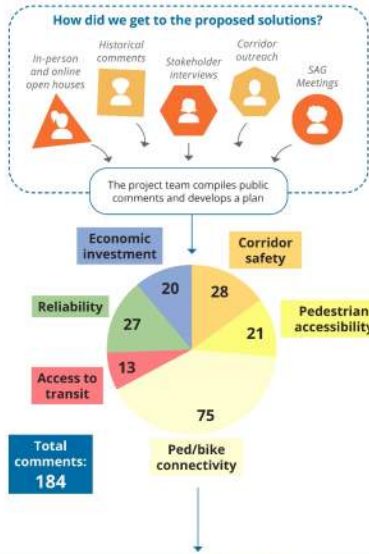
Review alternatives

Understand screening process and findings

Begin conversation about preferred alternative

Consider phasing options

### SR 303 Corridor Study








**DRAFT - For internal concept discussion purposes only**

# Alternative Development

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



# 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

# Baseline Needs

Category	Metric	Measure	Target
Safety	Total Crash Frequency	Total number of crashes	Improved compared to No Build
	Crash Severity	Number of serious and fatal crashes	Zero serious injury or fatalities
Non-Motorized	Gaps in non-motorized system	Number of gaps in non-motorized system along SR 303	Zero gaps in non-motorized system
	Obstructions to non-motorized facilities	Number of obstructions to non-motorized facilities along SR 303	Zero obstructions to non-motorized facilities
	Walkability	Marked pedestrian crossings per mile along SR 303	Improved compared to No Build
Traffic Operations	Segment Delay	Delay	Improved compared to No Build
	Person Mobility	Ratio of number of persons to person travel time for SOV	Improved compared to No Build
	Freight Access	Number of impacted freight routes	Zero diversions

# Baseline Needs

Category	Metric	Measure	Target
Transit	Accessibility	Pedestrian accessibility directly to transit facilities	Improved compared to No Build
	Person Mobility	Ratio of number of persons to person travel time for bus	Improved compared to No Build
Economic Vitality	Adjacent Property Values	Value of property adjacent to SR 303	Improve value
	Access to Business	Access to existing businesses	Improved compared to No Build





# Comparative Measures

Category	Metric	Measure	Target
ROW	Property Impacts	Number of properties impacted by alternative	Zero impacts
	Property Acquisitions	Number of full property acquisitions	Zero impacts

# Review Alternatives

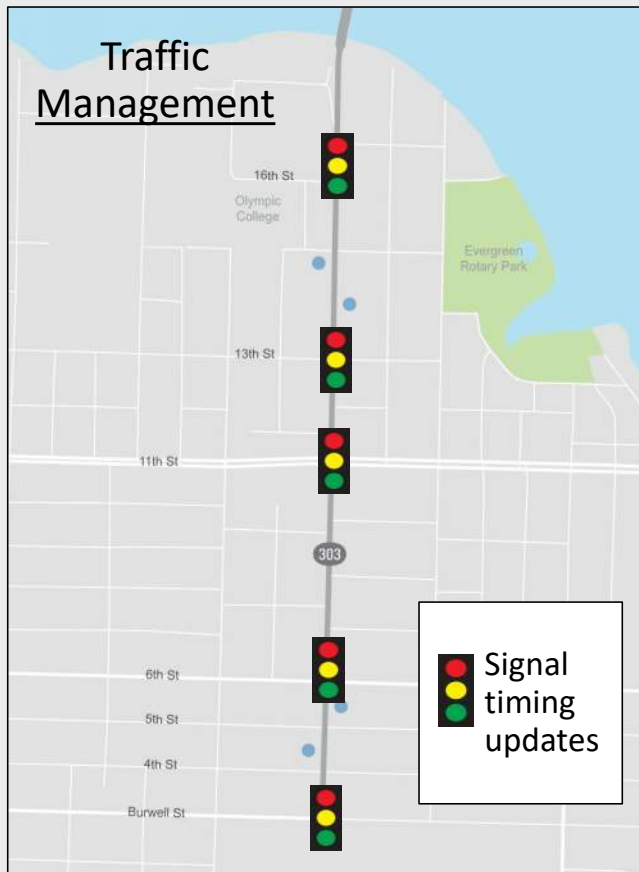
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## Overall Rankings

	Alternative	Cost	TOTAL
			Rating
<b>TOTAL CORRIDOR</b>	No Build		
	Traffic Management	\$	
	Multi-modal	\$\$	
	<b>Boulevard</b>	<b>\$\$\$</b>	

Segment 1:  
Burwell to 16th

# Segment 1: Burwell to 16<sup>th</sup> – Key Segment Concepts



● Existing bus stops

# Segment 1: Burwell to 16th

Segment	Alternative	Cost	Safety		Non-Motorized			Traffic Operations			Transit		ROW		Economic Vitality		TOTAL
			Total Crash Frequency	Crash Severity	Gaps	Obstructions	Walkability	Segment Delay	Person Mobility	Freight Access	Accessibility	Person Mobility	Property Impacts	Property Acquisitions	Adjacent Property Values	Access to Business	
			Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	
1: Burwell to 16th	No Build		○	○	●	○	◐	○	○	●	◐	○	●	●	○	●	◐
	Traffic Management	\$	●	◐	●	◐	◐	●	●	●	◐	●	◐	●	◐	●	●
	Multi-modal	\$\$	◐	◐	●	●	●	◐	◐	●	●	◐	◐	◐	●	●	◐
	Boulevard	\$\$\$	◐	●	●	◐	●	◐	◐	●	◐	◐	○	●	◐	●	●

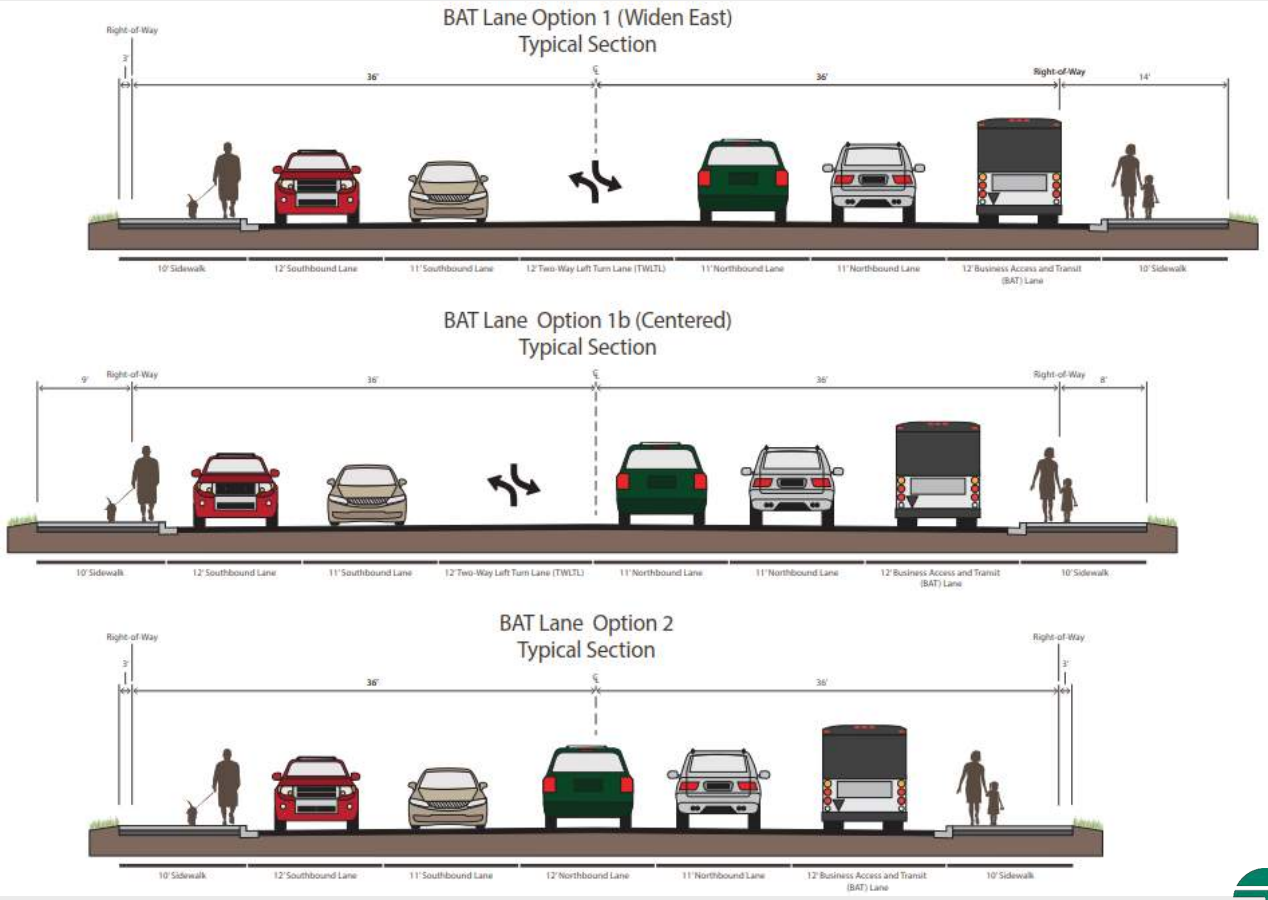
## Key Findings

- Traffic Management: largest reduction in segment delay (5% larger than Boulevard)
- Boulevard: largest reduction in crash severity (60% larger than Traffic Management)
- Multi-modal: highest transit accessibility benefit

# Business Access Transit Lane Concepts

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# BAT Lane Options



# BAT Lane Options

Segment	Alternative	Safety		Traffic Operations	Transit	ROW		TOTAL
		Total Crash Frequency	Crash Severity	Segment Delay	Transit Delay	Property Impacts	Property Acquisitions	
		Rank	Rank	Rank	Rank	Rank	Rank	Rating
TOTAL	Opt A1: Sheridan Add (East)	●	●	●	●	●	●	○
	Opt A1b: Sheridan Add (Center)	●	●	●	●	●	●	○
	Opt A2: Sheridan No TWLTL	●	●	○	○	●	●	●
	Opt B1: Callahan Add (East)	●	●	●	●	●	●	●
	Opt B2: Callahan No TWLTL	●	●	●	●	●	●	●

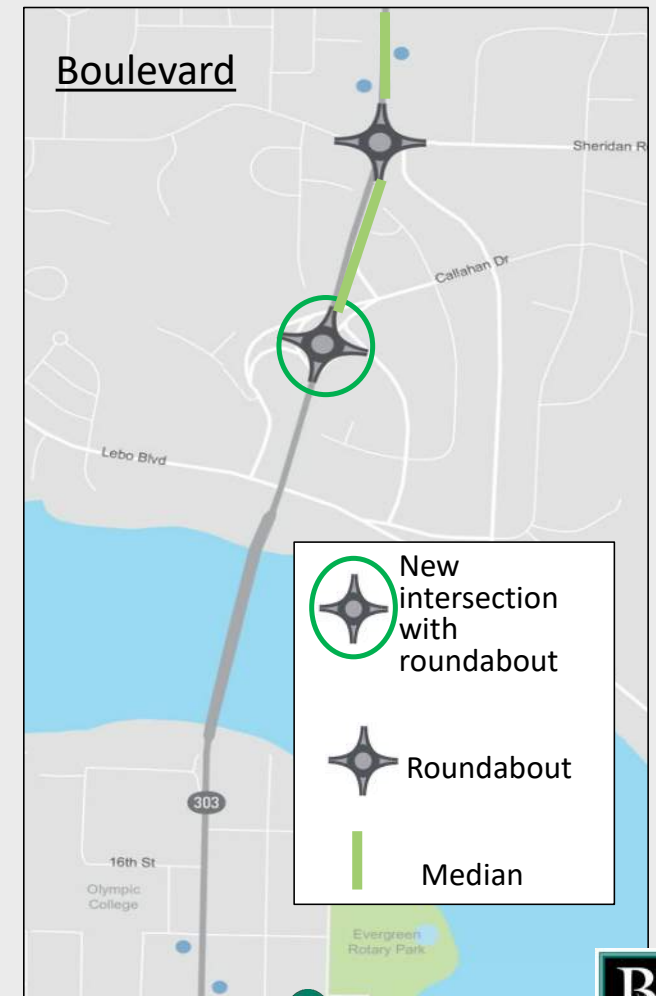
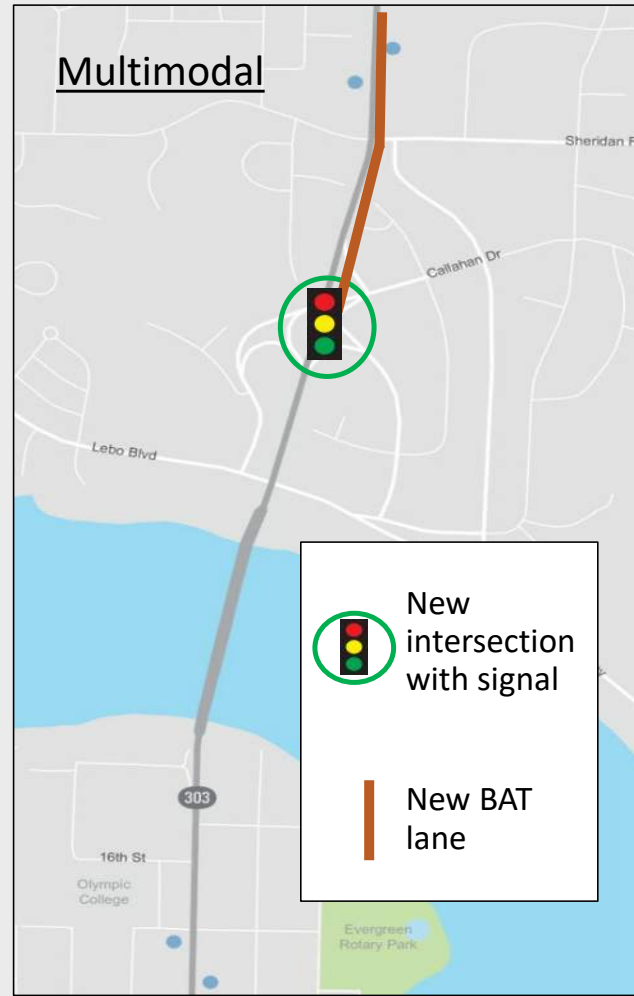
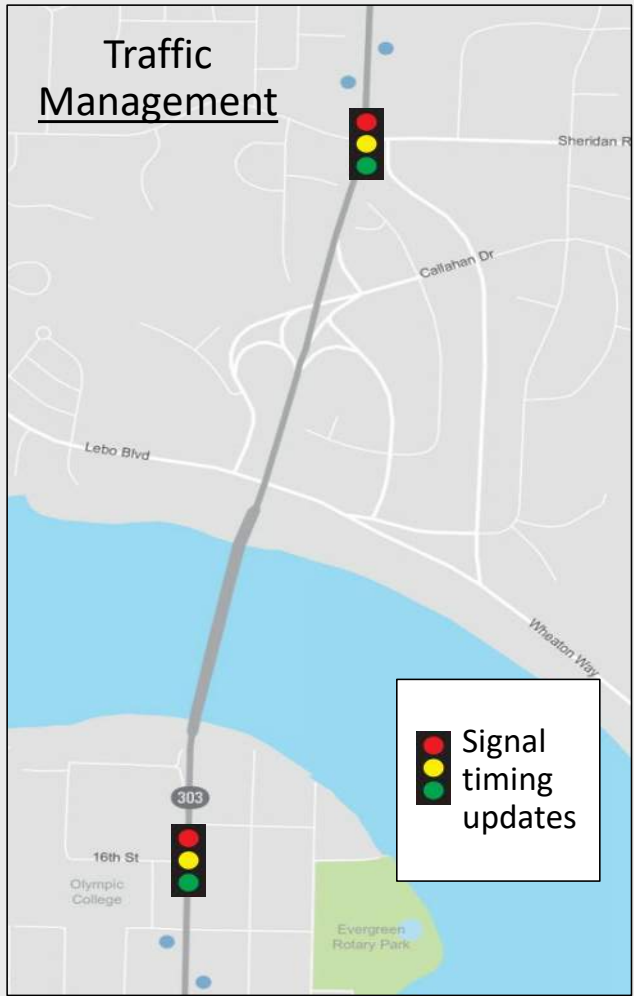
## Recommended BAT Lane

Option B2: north of Callahan to south of Hollis, remove TWLTL and shift traffic west

- Largest reduction in total crash frequency (20% reduction from No Build)
- Largest reduction in crash severity (15% reduction from No Build)
- Lowest property impacts and acquisitions

## Segment 2: 16<sup>th</sup> to Sheridan

# Segment 2: 16<sup>th</sup> to Sheridan– Key Segment Concepts



● Existing bus stops

## Segment 2: 16<sup>th</sup> to Sheridan

Segment	Alternative	Cost	Safety		Non-Motorized			Traffic Operations			Transit		ROW		Economic Vitality		TOTAL
			Total Crash Frequency	Crash Severity	Gaps	Obstructions	Walkability	Segment Delay	Person Mobility	Freight Access	Accessibility	Person Mobility	Property Impacts	Property Acquisitions	Adjacent Property Values	Access to Business	
			Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	
2: 16th to Sheridan	No Build																
	Traffic Management	\$															
	Multi-modal	\$\$															
	Boulevard	\$\$\$															

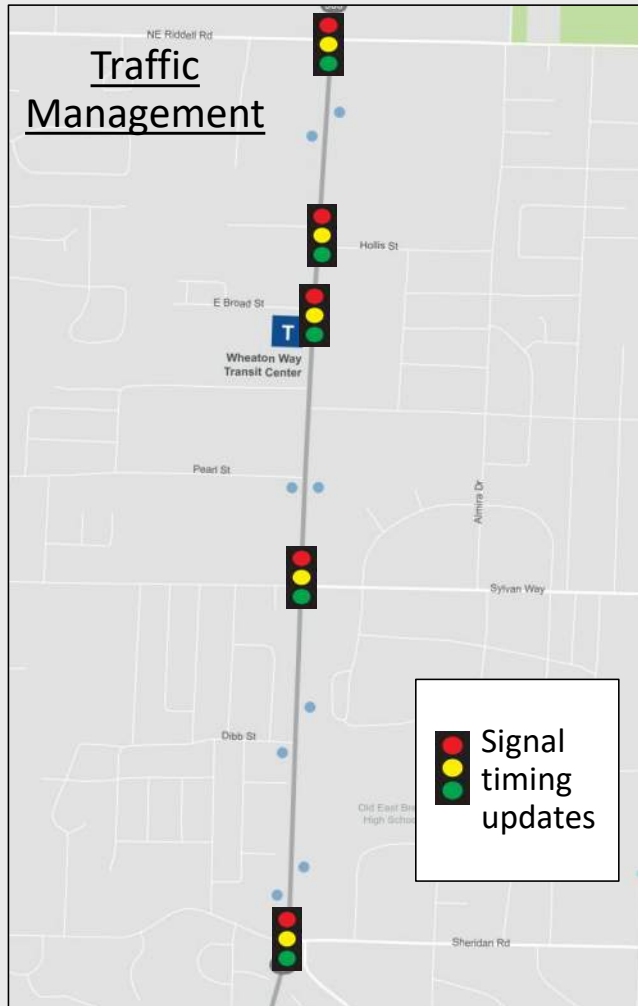
### Key Findings


- Boulevard: largest reduction in crash severity (50% reduction from No Build)
- Traffic Management: largest reduction in segment delay (10% larger than Boulevard)
- Multi-modal:
  - Highest segment delay (20% increase from No Build)
  - Transit person mobility would likely benefit from extending proposed BAT lane south of Callahan intersection

Segment 3:  
Sheridan to  
Riddell

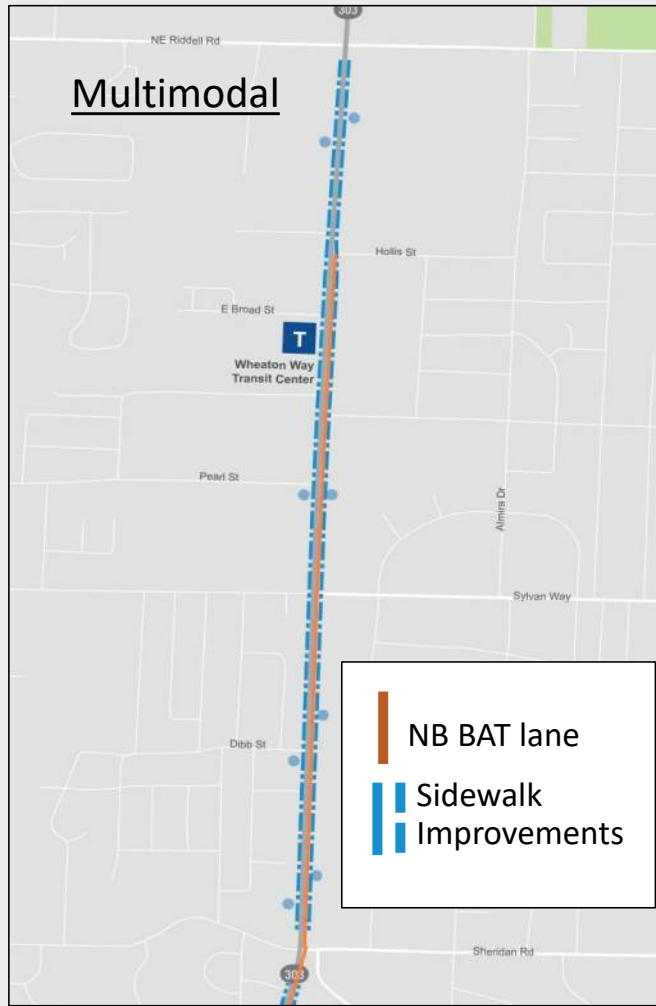
# Segment 3: Sheridan to Riddell – Key Segment Concepts

## Traffic Management



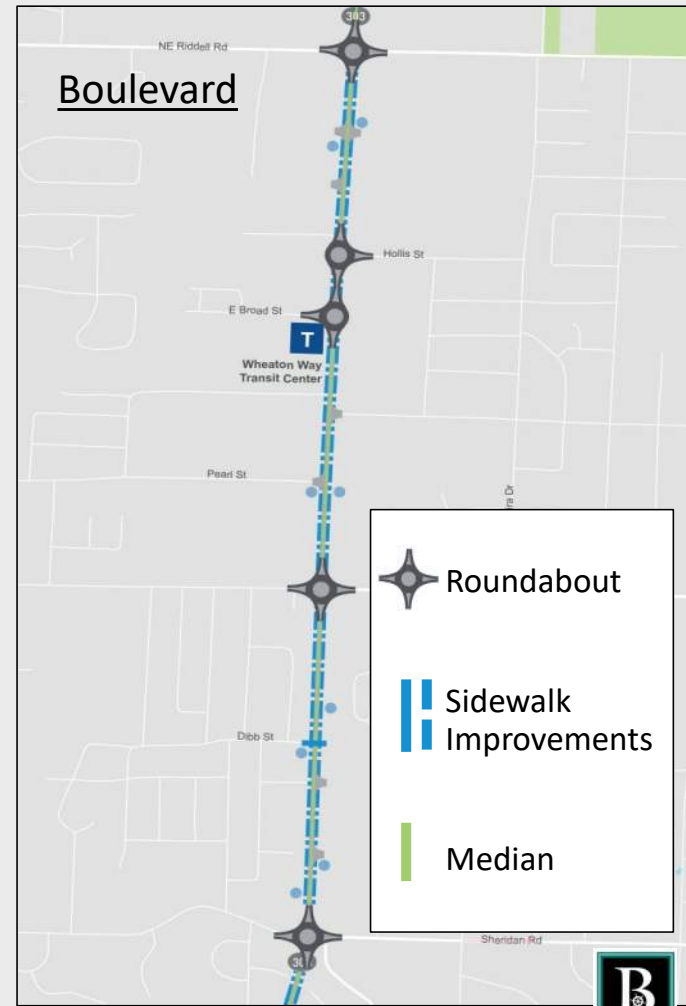
 Signal timing updates




## Multimodal




 NB BAT lane  
 Sidewalk Improvements

## Boulevard



 Roundabout  
 Sidewalk Improvements  
 Median

 Existing bus stops

# Segment 3: Sheridan to Riddell

Segment	Alternative	Cost	Safety		Non-Motorized			Traffic Operations			Transit		ROW		Economic Vitality		TOTAL
			Total Crash Frequency	Crash Severity	Gaps	Obstructions	Walkability	Segment Delay	Person Mobility	Freight Access	Accessibility	Person Mobility	Property Impacts	Property Acquisitions	Adjacent Property Values	Access to Business	
			Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	
3: Sheridan to Riddell	No Build		○	○	●	◐	◐	◐	◐	●	◐	○	●	●	○	◐	○
	Traffic Management	\$	◐	◐	●	◐	◐	◐	◐	●	◐	◐	◐	●	◐	◐	◐
	Multi-modal	\$\$	◐	◐	●	◐	◐	○	○	●	●	●	◐	◐	●	◐	◐
	Boulevard	\$\$\$	●	●	●	●	●	●	●	◐	◐	◐	○	◐	◐	●	●

## Key Findings

- Boulevard:
  - Largest safety benefit (8x larger than Traffic Management)
  - Largest reduction in segment delay (2x larger than Traffic Management)
  - Highest property impacts (30% larger than Multi-modal)
  - Improves access to business
- Multi-modal: highest transit accessibility and person mobility
- Traffic Management: smallest property impact and acquisitions

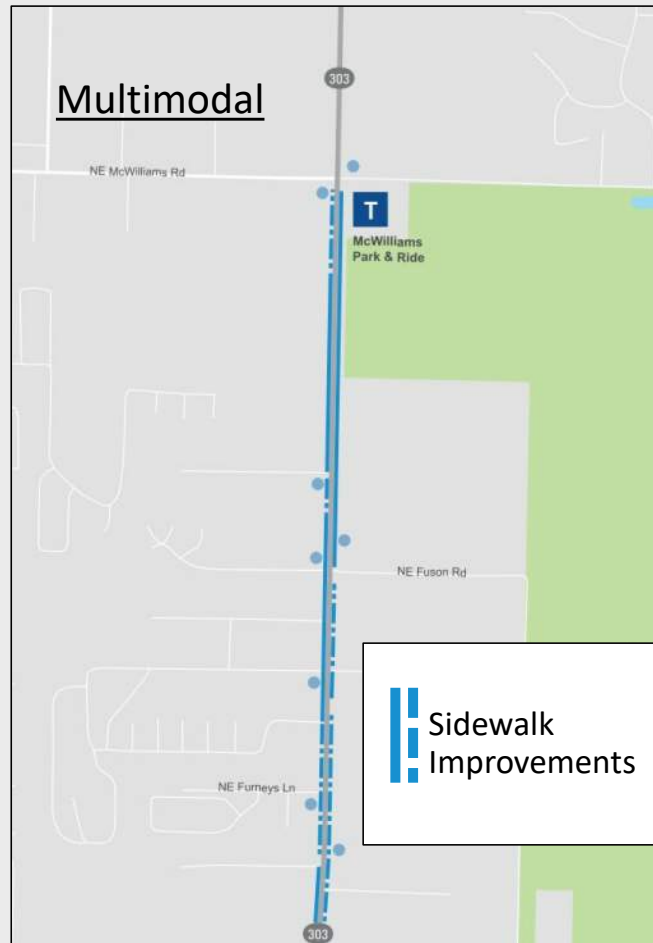
Segment 4:  
Riddell to  
McWilliams

# Segment 4: Riddell to McWilliams – Key Segment Concepts

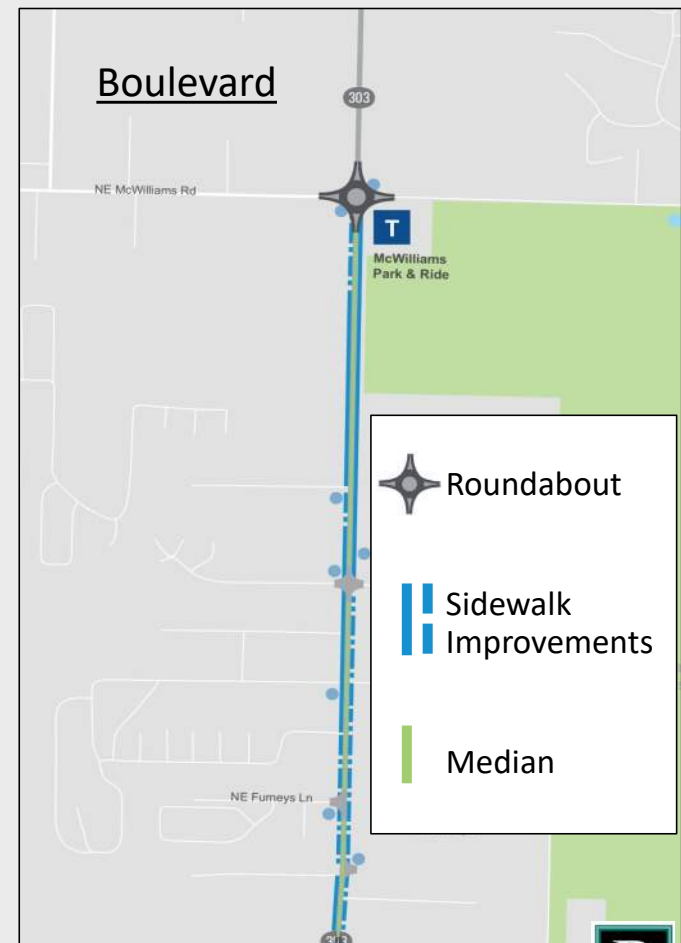
## Traffic Management



## Multimodal



## Boulevard



● Existing bus stops

# Segment 4: Riddell to McWilliams

Segment	Alternative	Cost	Safety		Non-Motorized			Traffic Operations			Transit		ROW		Economic Vitality		TOTAL
			Total Crash Frequency	Crash Severity	Gaps	Obstructions	Walkability	Segment Delay	Person Mobility	Freight Access	Accessibility	Person Mobility	Property Impacts	Property Acquisitions	Adjacent Property Values	Access to Business	
			Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	Rank	
4: Riddell to McWilliams	No Build		○	◐	◑	◑	●	○	○	●	◐	○	●	●	○	◑	○
	Traffic Management	\$	◐	◑	◑	◑	●	◐	◐	●	◐	◐	●	●	◐	◑	◐
	Multi-modal	\$\$	◑	◑	●	●	●	◐	◐	●	●	◐	●	●	◐	◑	◐
	Boulevard	\$\$\$	●	●	●	●	●	●	●	◐	●	●	●	●	●	●	●

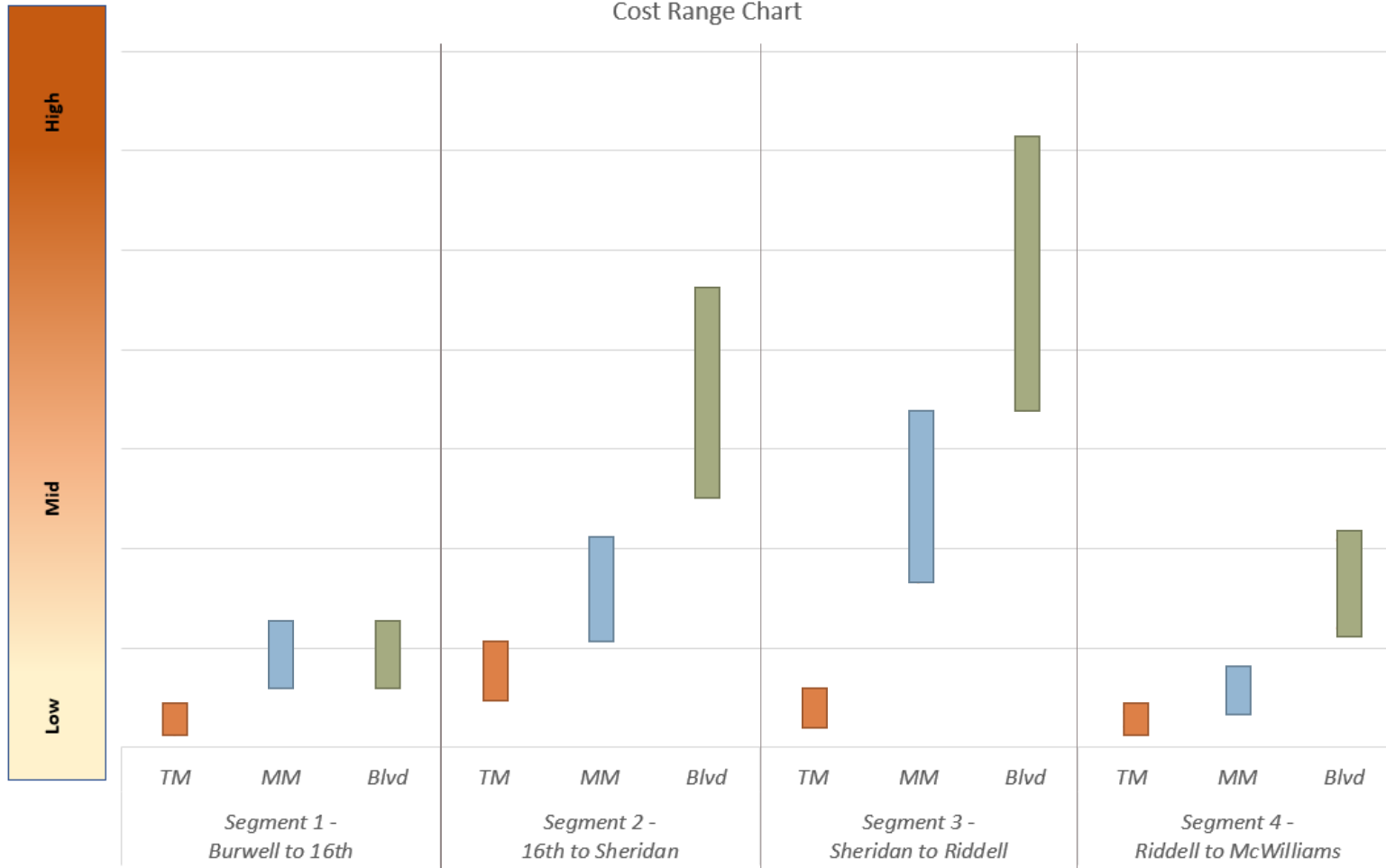
## Key Findings

- Boulevard:
  - Largest safety benefit (6x larger than Traffic Management)
  - Largest reduction in segment delay (3x larger than Multi-modal)
  - Highest property impacts (30% larger than Multi-modal)
  - Improves access to business
- Multi-modal: highest benefit to non-motorized
- Traffic Management: lowest crash frequency benefit

# Cost Data

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SR 303 Corridor Study  
Cost Range Chart



# Meeting Goals

Review alternatives

Understand screening process and findings

Begin conversation about preferred alternative

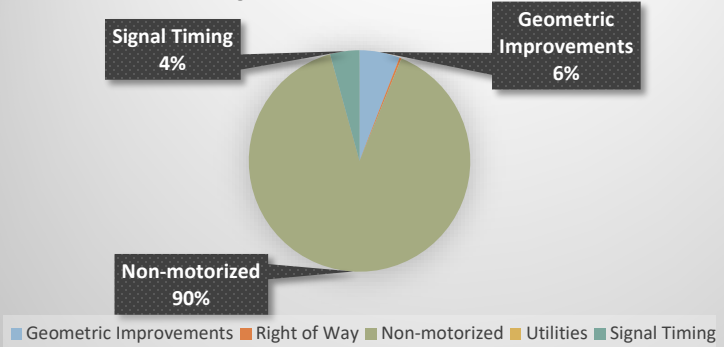
Consider phasing options

# Alternative Comparison

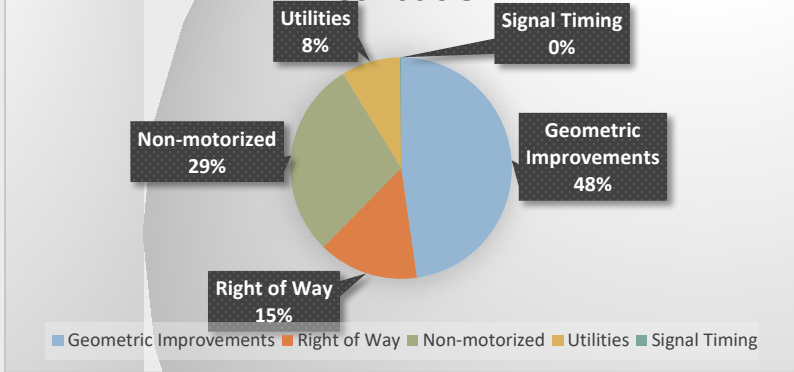
Alternatives	Corridor Needs					
	Corridor safety	Pedestrian accessibility	Ped/bike connectivity	Access to transit	Reliability	Economic investment
<b>Traffic Management</b>	<ul style="list-style-type: none"> <li>• Pedestrian lighting</li> </ul>	<ul style="list-style-type: none"> <li>• ADA ramps</li>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

# Cost Element Comparison

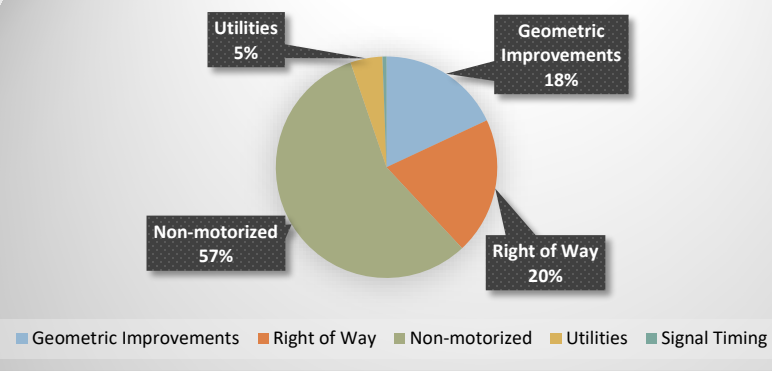
**Traffic Management Alternative Example Cost Distribution**



**Boulevard Alternative Example Cost Distribution**



**Multi-modal Alternative Example Cost Distribution**



# Discussion

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# Online open house

Purpose

Timing

Survey questions

## Next steps

Refine alternative

Public on-line open house

Categorize responses

Outline most likely Preferred Alternative

Outline Report

SAG #6

Finalize Report

# Q&A



Appendix B-6  
SAG Meeting #6 Presentation



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# SR 303 Corridor Study

Stakeholder Advisory Group Meeting #6

June 5, 2020



# Agenda

Schedule

SAG #5 meeting summary

Online open house review

Discuss phasing

Review preliminary preferred alternative

Discuss refinements

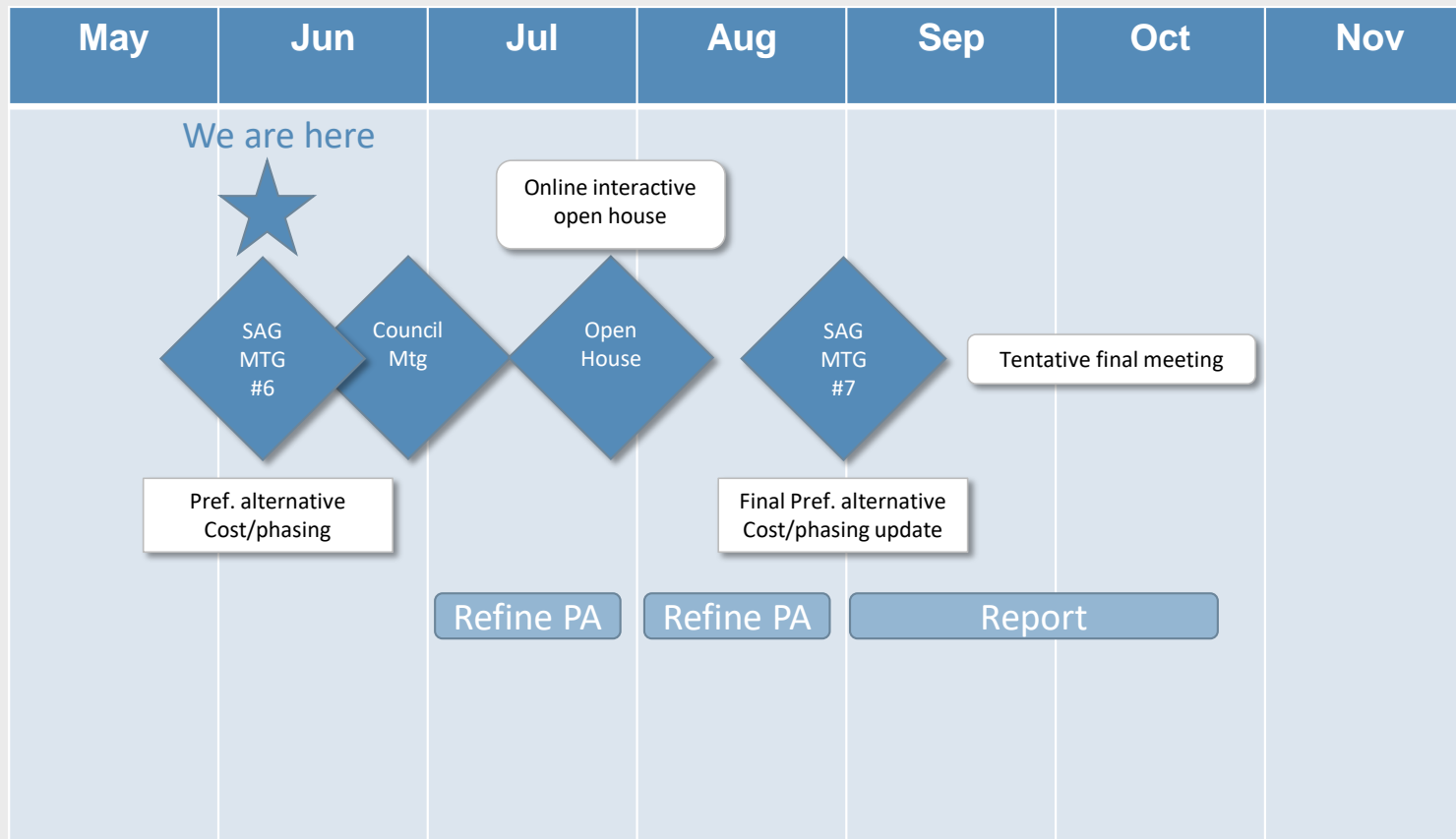
Next steps

# Meeting Goals




- Shared understanding about schedule
- Concurrence on preliminary preferred alternative
- Shared understanding about phasing possibilities



# Revised schedule looking forward

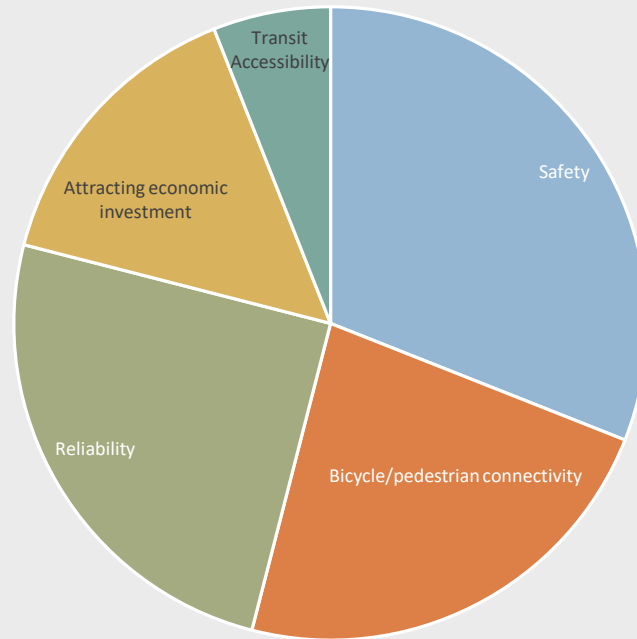


# Summary of alternatives

Traffic Management	Multimodal	Boulevard
Adaptive Signal Timing Transit Signal Priority Placemaking and wayfinding ADA improvements Improve pedestrian lighting	<i>Traffic Management Alternative +</i> BAT lane northbound Improve pedestrian access New mid-block crossings Realign bus stops Relocate utilities to back of sidewalk	<i>Traffic Management Alternative +</i> Roundabouts north of Warren Ave Bridge Median control from McWilliams to Sheridan Improve pedestrian access Bury utilities
		
\$	\$\$	\$\$\$

# Online Open House Summary

Most important corridor need



# Online Open House Summary

Which option do you prefer for...	Alternative		
	Traffic Management	Multimodal	Boulevard
improving safety for people walking, biking, and driving?	21	39	40
improving accessibility for people walking, rolling, accessing transit, and biking?	14	47	39
improving travel time reliability?	31	27	41
improving bicycle and pedestrian connectivity?	13	45	39
attracting new economic investment?	18	29	50

## SAG #5 Summary

### Use Multimodal alternative as the base

- Add roundabouts where reasonable
- Include median as shown in Boulevard alternative
- Maintain business access
- Add more mid-block ped crossing with refuge areas
- Improve 11<sup>th</sup> Street intersection

# Phasing

## Invest in the right place at the right time

- Balance benefits, costs, citywide plan integration
- Consider early actions with highest benefit
- Choose forward compatible action plan
- Outline funding opportunities

# Preliminary Preferred Alternative

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# Meeting Goals

- Shared understanding about schedule
- Concurrence on preliminary preferred alternative
- Shared understanding about phasing possibilities

# Q&A



