



CITY COUNCIL 345 6th Street, Suite 100, Bremerton, WA 98337 - Phone (360) 473-5280

WEDNESDAY, AUGUST 2, 2023
CITY COUNCIL HYBRID MEETING AGENDA

Most Council Members and staff will be participating in the meeting in-person, and the public is invited to attend. Or beginning at 5:30 PM, the public may participate remotely through one of the following options:

- To stream online only (via BKAT Feed, with no interaction possible):
<https://bremerton.vod.castus.tv/vod/?live=ch1&nav=live>
- **Members of the public** are invited to join the Zoom Meeting by clicking on the link below:
<https://us02web.zoom.us/j/89694813320?pwd=Z0JvSXNhSFp1c0xhL1NxUjRhN20xUT09>
- Or One tap mobile:
US: +12532050468,,89694813320#,,,,*173061# or +12532158782,,89694813320#,,,,*173061#
- Or Telephone: Dial (for higher quality, dial a number based on your current location):
US: +1 253 205 0468 or +1 253 215 8782 or +1 669 444 9171 or +1 669 900 6833

Webinar ID: 896 9481 3320

Passcode: 173061

Public questions or comments may be submitted ahead of time to City.Council@ci.bremerton.wa.us

1. **BRIEFING**: 5:00 – 5:30 P.M. in **COUNCIL CONFERENCE ROOM 603**
 - A. Review of Agenda
 - B. General Council Business (*Only as necessary...*)
2. **CALL TO ORDER**: 5:30 P.M. in **FIRST FLOOR CHAMBERS**
3. **MAYOR'S REPORT**
4. **CONSENT AGENDA**
 - [A.](#) Claims & Check Register
 - [B.](#) Minutes of Meeting – July 19, 2023
 - [C.](#) Minutes of Study Session – July 26, 2023
 - [D.](#) Confirm Appointment of Susie Beil to the Bremerton Housing Authority Board of Commissioners
 - [E.](#) Confirm Appointment of Melissa Watkinson to the CDBG Project Review Committee
5. **PUBLIC RECOGNITION** – *This is an opportunity for attendees to address the Council on any City-related item that is not already listed on the Agenda. Please approach the podium or raise your Zoom hand if viewing remotely and wait to be recognized. Then, state your name for the record, and limit your comments to under 3-minutes...*
6. **GENERAL BUSINESS**
 - [A.](#) Resolution No. 3362 to adopt the Warren Avenue Bridge Multimodal Project Preferred Design Alternative
7. **COUNCIL MEMBER REPORTS**
8. **ADJOURNMENT OF CITY COUNCIL BUSINESS MEETING**



Americans with Disabilities Act (ADA) accommodations provided upon request. Those requiring special accommodations please contact the City Clerk at (360) 473-5323 at least 24 hours prior to the meeting.

AGENDA BILL
CITY OF BREMERTON
CITY COUNCIL

4A

SUBJECT:

Claims & Check Register

Study Session Date: N/A

COUNCIL MEETING Date: August 2, 2023

Department: Legal Services

Presenter: Angela Hoover

Phone: (360) 473-5323

SUMMARY:

Approval of the following checks and electronic fund transfers:

1. Check Numbers 403626-403798 and EFT Numbers V37916-V38000 in the grand total amount of \$3,932,796.07
2. Regular Payroll for pay period ending April 15, 2023 in the amount of \$1,012,794.87
3. Regular Payroll for pay period ending July 15, 2023 in the amount of \$1,072,085.60

ATTACHMENTS:

FISCAL IMPACTS (Include Budgeted Amount):

STUDY SESSION AGENDA:

Limited Presentation

Full Presentation

STUDY SESSION ACTION:

Consent Agenda

General Business

Public Hearing

RECOMMENDED MOTION:

Move to approve the consent agenda as presented.

COUNCIL ACTION:

Approve

Deny

Table

Continue

No Action

AGENDA BILL
CITY OF BREMERTON
CITY COUNCIL

4B

SUBJECT: Minutes of Meeting – July 19,
2023

Study Session Date: N/A
COUNCIL MEETING Date: August 2, 2023
Department: City Council
Presenter: Council President
Phone: (360) 473-5280

SUMMARY: The Minutes of Meeting held on July 19, 2023 are attached.

ATTACHMENTS: Meeting Minutes

FISCAL IMPACTS (Include Budgeted Amount): None

STUDY SESSION AGENDA: N/A

STUDY SESSION ACTION: Consent Agenda General Business Public Hearing

RECOMMENDED MOTION:

Move to approve the July 19, 2023 Meeting Minutes as presented.

COUNCIL ACTION: Approve Deny Table Continue No Action

CITY COUNCIL HYBRID MEETING MINUTES

Wednesday, July 19, 2023

The weekly meeting of the City Council of the City of Bremerton was called to order Wednesday, July 19, 2023, at 5:00 PM in Council Conference Room 603 of the NORM DICKS GOVERNMENT CENTER, 345 6th Street, Bremerton, Washington, with Council President Jeff Coughlin presiding. Council Members present were Jennifer Chamberlin, Denise Frey, and Michael Goodnow. Council Member Eric Younger arrived at 5:03 PM; and Anna Mockler was absent. Also present were City Attorney Kylie Finnell; Financial Services Director Mike Riley; City Clerk Angela Hoover; Legislative Office Manager Lori Smith; and IT Manager Dave Sorensen. At 5:30 PM, Council Member Quinn Dennehy joined the meeting when it moved to the First Floor Meeting Chambers.

President Coughlin announced the City Council is conducting the Council Meeting in-person with an option for the public to join in person, participate via Zoom, or view on BKAT, because Community involvement is encouraged; that tonight's Agenda was amended to add Item 6A under General Business and Item 8B under Executive Sessions; and lastly, provided a reminder that now that it is election season, to refrain from any comments on political campaigns or ballot measures.

MAYOR'S REPORT – *Mayor Wheeler provided reports on the following...*

- The three S's of Affordable Housing: Supply, Stability Preservation, and Subsidy;
- Infill Development Toolkit to allow more housing types and increased densities; and
- Pine Road Basin Stormwater Improvements.

CONSENT AGENDA

4A – Check Numbers 403498 through 403625 and Electronic Fund Transfers V37821 through V37915 in the grand total amount of \$3,847,209.65; Regular Payroll for the pay period ending June 30, 2023 in the amount of \$1,074,166.31; and Retiree Payroll for the pay period ending June 30, 2023 in the amount of \$ 39,975.61

4B – Minutes of Meeting – July 5, 2023

4C – Minutes of Study Session – July 12, 2023

4D – Professional Services Agreement with Mason, Bruce & Girard for Utility Land Comprehensive Plan Update

4E – Ordinance No. 5480 to amend BMC Chapter 5.36 entitled "Special Events"

4F – Agreement with Capital Heating & Cooling, Inc. for the Bremerton Library Building HVAC Systems Project

4G – Professional Services Agreement with Kennedy Jenks for 2023 Wastewater Comprehensive Plan Update

4H – Confirm Appointment of Ashley Walchok to the Lodging Tax Advisory Committee

There were no questions or comments from the public...

5:41 PM M/S/C/U (Dennehy/Chamberlin) Move to approve the CONSENT AGENDA as presented.

PUBLIC RECOGNITION – *Comments from the public were submitted by Mary Lou Long; Molly Brooks; Joie Hayes with ERACE; Patricia Morris; Peggi Erickson with ERACE; Erinn Hale; Maureen Heuss; Jo Walter; and Lisa Lechuga with the Kitsap Regional Library... Mayor Wheeler provided a brief response...*

GENERAL BUSINESS

6A – INTERLOCAL AGREEMENT WITH KITSAP COUNTY PROSECUTING ATTORNEY:

City Attorney Kylie Finnell explained that the City of Bremerton ("City") desires to enter into an

Interlocal Agreement (ILA) with Kitsap County to efficiently process criminal cases by referring a limited number of alleged misdemeanor and gross misdemeanor violations of state law occurring within the corporate boundaries of the City to the Kitsap County Prosecuting Attorney's Office. Assistant City Prosecutor **Amanda Harvey** was available to provide additional input.

Last month, on June 7, 2023, the Council approved additional extra hires for the Bremerton Municipal Court from June through August 2023 in part to help with bringing the Court's backlog of docketing cases up to date.

Attorneys heavily rely on court dockets for effective representation in criminal cases and the docketing backlog is impacting prosecution and defense.

This request was added to the agenda at the earliest opportunity to avoid delay.

*A question from the public was asked by **Jo Walter**... With a response provided by Financial Services Director **Mike Riley**...*

6:23 PM Motion was made by Frey; and seconded by Dennehy... Comments and questions were provided by Frey, Dennehy, Chamberlin, Younger, and Coughlin... With responses provided by **Ms. Finnell** and **Ms. Harvey**...

6:46 PM M/S/C/U (Frey/Chamberlin) Move to approve the Interlocal Agreement with Kitsap County; and authorize the Mayor to finalize and execute the agreement with substantially the same terms and conditions as presented.

COUNCIL MEMBER REPORTS

Eric Younger thanked Mayor Wheeler for his report and looks forward to the Study Session next week to further discuss the Ordinance on Unauthorized Camping based on the City of Lakewood.

Michael Goodnow agreed with the comments made by Council Member Younger; mentioned that the Callow group is very active and highlighted some recent activities; and looked forward to Kitsap Pride event this Saturday at the Kitsap Fairgrounds, where Patrick Haggerty will be honored.

Quinn Dennehy also echoed thoughts by Council Member Younger, and hopes a solution or at least an improvement can happen before he leaves office.

Denise Frey included a report on a "Riddell Bike Lane to Nowhere"; Bridging Bremerton Event on July 29 that will coincide with a District 2 & 3 Joint Meeting to discuss "Multimodal Transportation"; and after reading a story about City staff helping a woman who recently experienced a domestic violence situation, urged anyone caught in the cycle of domestic violence to please reach out to the YWCA 24-Hour Hotline by calling (800) 500-5513 or texting (360) 277-7607.

Jennifer Chamberlin was moved by the story shared by Council Member Frey and expressed her pride working with her fellow Council Members.

Jeff Coughlin provided a thorough report on the Warren Avenue Bridge Multimodal Project.

EXECUTIVE SESSION - Item 8A

At **7:08 PM**, **President Coughlin** announced that a 15-minute Executive Session would be held to discuss 1) "Qualifications of an applicant for public employment" and 2) "Performance of a public employee" as allowed under RCW 42.30.110(1)(g); and that action was anticipated...

At **7:24 PM**, **President Coughlin** called the meeting back to order...

*The Motion was read into the record by City Attorney **Kylie Finnell**, so moved by Younger, and seconded by Chamberlin...*

There were no questions or comments from the public...

7:26 PM M/S/C/U (Younger/Chamberlin) Move to hire Chance Berthiaume as Utility Manager at Pay Band 16, Rate 7.

EXECUTIVE SESSION - Item 8B

At **7:26 PM**, **President Coughlin** announced that a 30-minute Executive Session would be held for a discussion with Legal Counsel about “Legal Risks of Current or Proposed Action” as allowed under RCW 42.30.110(1)(i); and that action was anticipated...

At **7:56 PM**, **President Coughlin** called the meeting back to order...

*The Motion was read into the record by Council President **Jeff Coughlin**, so moved by Frey, and seconded by Chamberlin...*

There were no questions or comments from the public...

7:57 PM M/S/C/U (Frey/Chamberlin) Move to deny the request of Judge Flood for defense and indemnification. The current proceeding before the Washington State Commission on Judicial Conduct is not an action for damages, as anticipated by RCW 4.96.041, nor Chapter 2.90 of the Bremerton Municipal Code (BMC). Further, Judge Flood did not provide notification within 7 days of receipt of the Statement of Allegations from the Washington State Commission on Judicial Conduct as required by Chapter 2.90 of the BMC. The Council President is requested to forward this determination to Judge Flood.

President Coughlin announced the next Study Session on Wednesday, July 26 beginning at 5:00 PM will be held in the 6th Floor Council Conference Room of the Norm Dicks Government Center, and the public is welcome and encouraged to attend.

With no further business, **President Coughlin** adjourned the Council Meeting at 7:59 PM.

Prepared and Submitted by:

Lori Smith

LORI SMITH
Legislative Office Manager

APPROVED by the City Council on the 2nd day of August, 2023.

JEFF COUGHLIN, City Council President

Attest:

ANGELA HOOVER, City Clerk

JC:AH:ls:cg

AGENDA BILL
CITY OF BREMERTON
CITY COUNCIL

4C

SUBJECT: Minutes of Study Session –
July 26, 2023

Study Session Date: N/A
COUNCIL MEETING Date: August 2, 2023
Department: City Council
Presenter: Council President
Phone: (360) 473-5280

SUMMARY: The Minutes of Study Session held on July 26, 2023 are attached.

ATTACHMENTS: Meeting Minutes

FISCAL IMPACTS (Include Budgeted Amount): None

STUDY SESSION AGENDA: N/A

STUDY SESSION ACTION: Consent Agenda General Business Public Hearing

RECOMMENDED MOTION:

Move to approve the July 26, 2023 Meeting Minutes as presented.

COUNCIL ACTION: Approve Deny Table Continue No Action

CITY COUNCIL STUDY SESSION MINUTES

Wednesday, July 26, 2023

A Study Session of the City Council of the City of Bremerton was called to order on Wednesday, July 26, 2023 at 5:00 PM in Council Conference Room 603 located in the Norm Dicks Government Center at 345 6th Street, with Council President Jeff Coughlin presiding. Other Council Members present were Eric Younger, Anna Mockler, Michael Goodnow, Quinn Dennehy (remotely at 5:03 PM), and Denise Frey. Vice President Jennifer Chamberlin was absent. Legislative Office Manager Lori Smith provided staff support.

President Coughlin established that the Study Session is open for the public to attend in person or view remotely, but there will be no opportunities for input, the content of these items is subject to change, no action is anticipated...and that tonight's agenda was amended to add Item A1...

He further established that a recording will be available online within a few days following the meeting. And any of the items approved for action by the Council tonight, will be placed on the **August 2, 2023 City Council Meeting Agenda** or as otherwise determined...

And lastly, provided reminders that the microphones are sensitive and do pick-up side conversations and other sounds in the room; and that now that it is election season, to refrain from any comments on political campaigns or ballot measures.

A. **BRIEFINGS on AGENDA BILL ITEMS**

1. Confirm Appointment of Susie Beil to the Bremerton Housing Authority Board of Commissioners **Consent Agenda**
2. Resolution to adopt the Warren Avenue Bridge Multimodal Project Preferred Design Alternative **General Business**

Council Member Mockler left the meeting at 6:24 PM, and returned at 6:32 PM...

3. Ordinance to amend Chapter 9.32 of the BMC entitled "Unauthorized Camping" **Study Session August 9**

Council President Coughlin called a break from 8:02 to 8:12 PM...

4. Resolution to repeal Resolution No. 3349; and adopt updated Council Rules & Procedures **Study Session August 9**

B. **GENERAL COUNCIL BUSINESS**

1. Audit Committee Briefing (*Special Meeting 7/13/2023*) – Chair Anna Mockler
2. Public Works Committee Briefing (*Last Meeting 7/18/23*) – Chair Anna Mockler
3. Finance, Investment & Parking Committee Briefing (*Last Meeting 7/25/23*) – Vice Chair Michael Goodnow
4. Regional and Other Committee/Board Briefings
5. Other General Council Business was also briefly discussed.

President Coughlin established that the next Council Meeting would be on Wednesday, August 2, 2023 beginning at 5:30 PM in the First Floor Meeting Chambers of the Norm Dicks Government Center, and that the public is invited to attend in person or remotely.

With no further business, the Study Session was adjourned at 9:00 PM.

Prepared and Submitted by:

Lori Smith

LORI SMITH, Legislative Office Manager

APPROVED by the City Council on the 2nd day of August, 2023.

JEFF COUGHLIN, Council President

ATTEST:

ANGELA HOOVER, City Clerk

JC:AH:ls:cg

AGENDA BILL
CITY OF BREMERTON
CITY COUNCIL

4D

SUBJECT: Confirm Appointment of Susie
Beil to the Bremerton Housing Authority
Board of Commissioners

Study Session Date: July 26, 2023
COUNCIL MEETING Date: August 2, 2023
Department: Executive
Presenter: Mayor Wheeler
Phone: 473-5266

SUMMARY: The Mayor is seeking confirmation of the appointment of Susie Beil to the Bremerton Housing Authority Board of Commissioners. The term will expire on July 31, 2028.

ATTACHMENTS: Application available in the Mayor's Office.

FISCAL IMPACTS (Include Budgeted Amount): None.

STUDY SESSION AGENDA: Limited Presentation Full Presentation

STUDY SESSION ACTION: Consent Agenda General Business Public Hearing

RECOMMENDED MOTION:

Move to confirm the appointment of Susie Beil to the Bremerton Housing Authority Board of Commissioners with a term expiring on July 31, 2028.

COUNCIL ACTION: Approve Deny Table Continue No Action

AGENDA BILL
CITY OF BREMERTON
CITY COUNCIL

4E

SUBJECT: Confirm Appointment of
Melissa Watkinson to the CDBG Project
Review Committee

Study Session Date: _____
COUNCIL MEETING Date: August 2, 2023
Department: Executive
Presenter: Mayor Wheeler
Phone: (360) 473-5266

SUMMARY: The Mayor is seeking confirmation for the appointment of Melissa Watkinson to the CDBG Project Review Committee. This is a two-year term.

ATTACHMENTS: Application to the committee is available in the Mayor's Office.

FISCAL IMPACTS (Include Budgeted Amount): None.

STUDY SESSION AGENDA: Limited Presentation Briefing/Full Presentation

STUDY SESSION ACTION: Consent Agenda General Business Public Hearing

RECOMMENDED MOTION:

Move to confirm the appointment of Melissa Watkinson to the CDBG Project Review Committee for a two-year term.

COUNCIL ACTION: Approve Deny Table Continue No Action

AGENDA BILL
CITY OF BREMERTON
CITY COUNCIL

6A

SUBJECT:

Resolution No. 3362 to adopt the Warren Avenue Bridge Multimodal Project Preferred Design Alternative

Study Session Date:	<u>July 26, 2023</u>
COUNCIL MEETING Date:	<u>August 2, 2023</u>
Department:	<u>PWU- Engineering</u>
Presenter:	<u>Shane Weber</u>
Phone:	<u>(360) 473-2345</u>

SUMMARY:

City staff have concluded a bridge configuration alternatives analysis and public outreach process that included five Stakeholder Advisory Group (SAG) Meetings, two public surveys, two open houses, and presentations and briefings to the City Council; a total of eleven alternatives were considered. Projects were eliminated from consideration due to structural infeasibility, unacceptable maintenance requirements, alignment with survey results, and cost constraints. As a result of the feasibility and outreach process, Staff recommends Alternative 2 as the Preferred Alternative. Alternative 2 includes 10-foot clear width pathways on both sides of the bridge with two outlooks on each side (four total) and is within the current budget of \$26.5 Million. In addition, Staff also recommends moving Alternative 3 forward to be bid as an add alternate with the potential to award Alternative 3 if the bid cost is within budget. Alternative 3 includes 12' pathways on both sides of the bridge but will also require utilizing project funds to purchase a new Under Bridge Inspection Truck (UBIT) for WSDOT to maintain the bridge. A new UBIT truck is estimated at \$1M with additional mitigation costs to WSDOT that are currently undefined.

ATTACHMENTS:

- 1) Resolution No. 3362; and 2) Presentation from Public Works

FISCAL IMPACTS (Include Budgeted Amount): None.

STUDY SESSION ACTION: Consent Agenda General Business Public Hearing

RECOMMENDED MOTION:

Move to adopt Resolution No. 3362, endorsing the City of Bremerton Warren Avenue Bridge Multimodal Project Preferred Design Alternative.

COUNCIL ACTION: Approve Deny Table Continue No Action

RESOLUTION NO. 3362

A RESOLUTION of the City Council of the City of Bremerton, Washington, Preferred Alternative for Design of Warren Avenue Bridge Multimodal Project

WHEREAS, the Warren Avenue Bridge Multimodal and Safety Improvement project goal is to provide safe, ADA accessible options for all non-motorized users to cross the bridge, and;

WHEREAS, the current available funding for the project is \$26.5 million which includes a \$1.5 million Washington State grant to design the project and a \$25 million State grant to construct the project that was appropriated through the Moving Ahead Washington funding package approved in the 2022 legislative session, and;

WHEREAS, the \$1.5 million design grant is secured, and;

WHEREAS, the \$25 million Move Ahead Washington Grant is unsecured and currently programmed in the 2029+ outer years, and;

WHEREAS, the SR 303 Corridor Study was conducted to identify projects that would help meet the corridor needs as identified by the study team, a stakeholder advisory group (SAG), and the public, and;

WHEREAS, the SR 303 Corridor Study recommended Warren Avenue Bridge Improvements with 10' clear width pathways on both sides of the bridge, a center barrier, updated lighting and wayfinding, and;

WHEREAS, City Staff commenced a feasibility study that reviewed eleven (11) alternatives comprising a variety of pathway widths, structural considerations, ADA compliance, and design and construction costs and were screened through three levels of criteria in order to determine feasible alternatives, and;

WHEREAS, City Staff commenced a public outreach effort that consisted of a Stakeholder Advisory Group (SAG), two public open houses, two public surveys, and;

WHEREAS, City Staff gave presentations to both the City's Complete Streets Committee and ADA Committee to obtain public feedback on the alternatives considered, and;

WHEREAS, the SAG included representatives of the Chamber of Commerce, Olympic College, Bremerton Parks Department, Bremerton Police Department, Bremerton Fire Department, Naval Base Kitsap, Kitsap Transit, Kitsap Public Health, WSDOT, the Mayor, City Council President, bicycle advocates, and several others, and

WHEREAS, at the conclusion of the feasibility study and public feedback process, the Preferred Alternative was determined to be Alternative 2 (10-foot clear width pathways on both sides with four overlooks) as it meets the intent of the project and is within budget, and

WHEREAS, the City Public Works staff recommends including Alternative 3 (12-ft clear width pathways on both sides of the bridge) as an additive bid item to be selected if there is available budget, and;

WHEREAS, selection of Alternative 3 requires the separate purchase by the City of a new Under Bridge Inspection Truck (UBIT) and associated mitigation to the Washington State Department of Transportation (WSDOT) to maintain the bridge;

NOW THEREFORE,

THE CITY COUNCIL OF THE CITY OF BREMERTON, WASHINGTON,
DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council endorses Alternative 2 as the Preferred Alternative. Alternative 2 includes 10-foot clear width pathways on both sides of the bridge with four overlooks (2 on each side of the bridge).

SECTION 2. The City Council endorses Alternative 3 as an additive bid item to be constructed if budget is available. Alternative 3 includes 12-foot clear width pathways on both sides of the bridge.

SECTION 3. The City Council endorses the purchase of a new UBIT and associated mitigation costs if Alternative 3 is constructed.

SECTION 4. *Severability.* If any one or more sections, subsections, or sentences of this Resolution are held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this Resolution and the same shall remain in full force and effect.

SECTION 5. *Effective Date.* This Resolution shall take effect and be in force immediately upon its passage.

PASSED by the City Council of the City of Bremerton, Washington this _____
day of _____, 20_____.

JEFF COUGHLIN, Council President

APPROVED AS TO FORM:

ATTEST:

KYLIE J. FINNELL, City Attorney

ANGELA HOOVER, City Clerk

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City of Bremerton

Warren Avenue Bridge Multimodal Project

City Council Meeting | August 2, 2023



SCJ ALLIANCE
CONSULTING SERVICES



Agenda

Today's Briefing will:

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



Project Need and Intent

PROJECT NEED

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

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

Improvements are also important because the bridge:

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

PROJECT INTENT

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

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



Project Budget

FUNDING

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

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



Previous Planning Studies

SR 303 CORRIDOR STUDY (2021)

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

RECOMMENDED IMPROVEMENTS INCLUDED:

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

EASTSIDE VILLAGE SUBAREA PLAN (2020)

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

RECOMMENDED PEDESTRIAN AND BICYCLE INFRASTRUCTURE IMPROVEMENTS INCLUDED:

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

SR 303 Corridor Study Phase 1B

PROJECT DESCRIPTION

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

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

PROJECT ATTRIBUTES

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



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



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

Existing Bridge Conditions

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

STRUCTURE IS OWNED AND MAINTAINED BY WSDOT

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



Public Process Overview

Five Stakeholder Advisory Group Meetings

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

City Committees

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

Public Feedback

- April 2023 survey
- April 2023 Public Open House
- June 2023 Virtual Public Open House

WSDOT Coordination

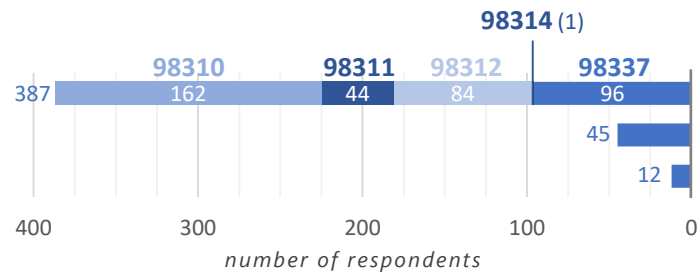
- Project Duration



Survey Results (April 10-28, 2023)

417 completed surveys and 53 partial responses were received.

1) What is the zip code where you live?



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

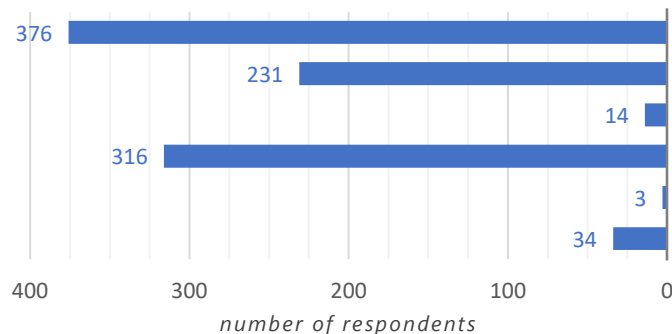
Notes:

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

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

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

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



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

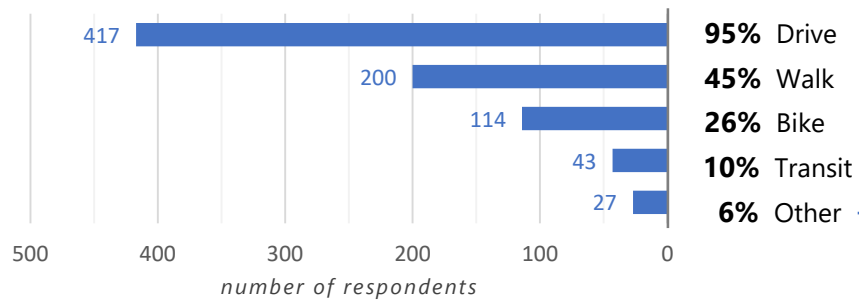
Open-ended "Other" responses included:

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

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

Survey Results (April 10-28, 2023)

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

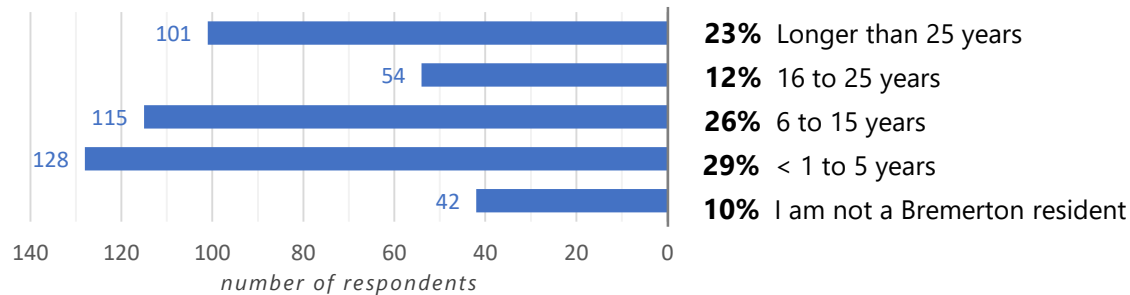


Open-ended "Other" responses included:

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

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

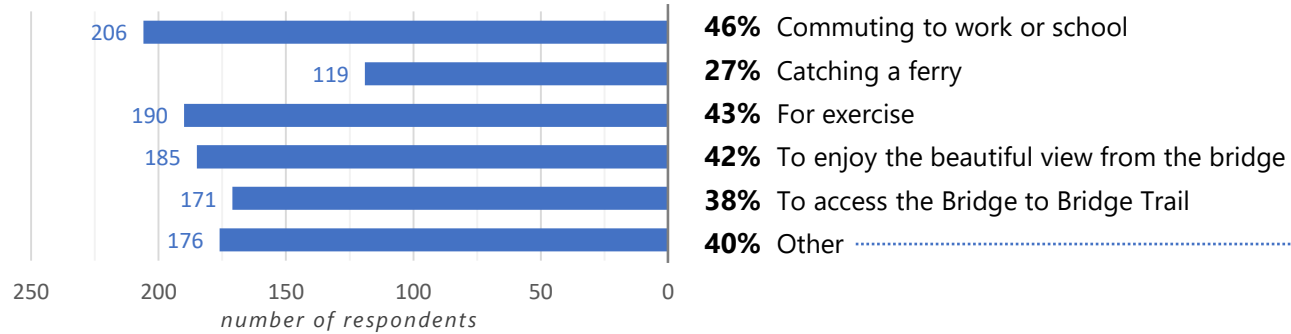
4) If you live in Bremerton, how long have you been a part of the community?



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

Survey Results (April 10-28, 2023)

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

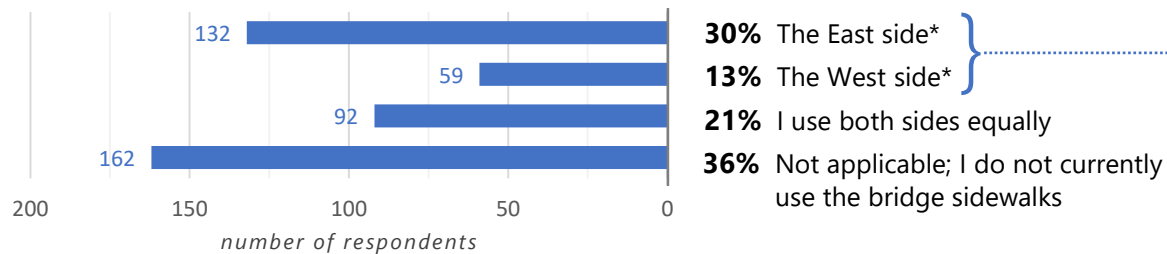


Open-ended "Other" responses included:

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

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

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



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

East side preference:

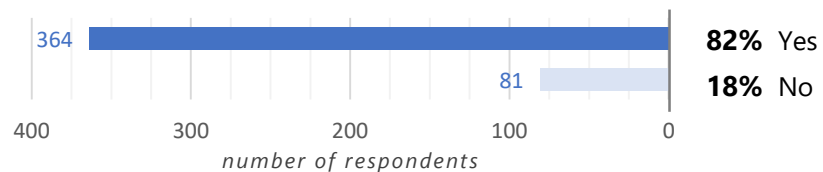
- Ease of access to/from my neighborhood
- Feels safer to walk on
- Easier access for a bicycle
- More convenient for my running/walking route
- Easier to connect to the Bridge to Bridge Trail

West side preference:

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

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

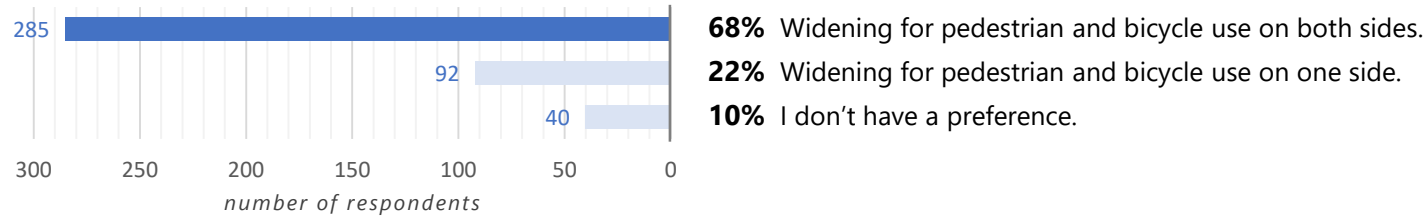
7) Do you anticipate using the bridge as a pedestrian or bicyclist once the project is complete?



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

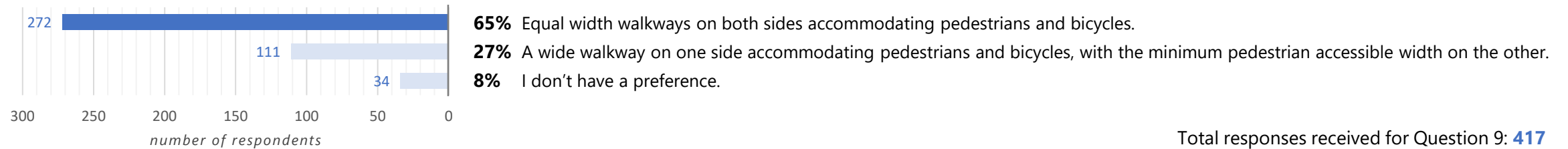
Survey Results (April 10-28, 2023)

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



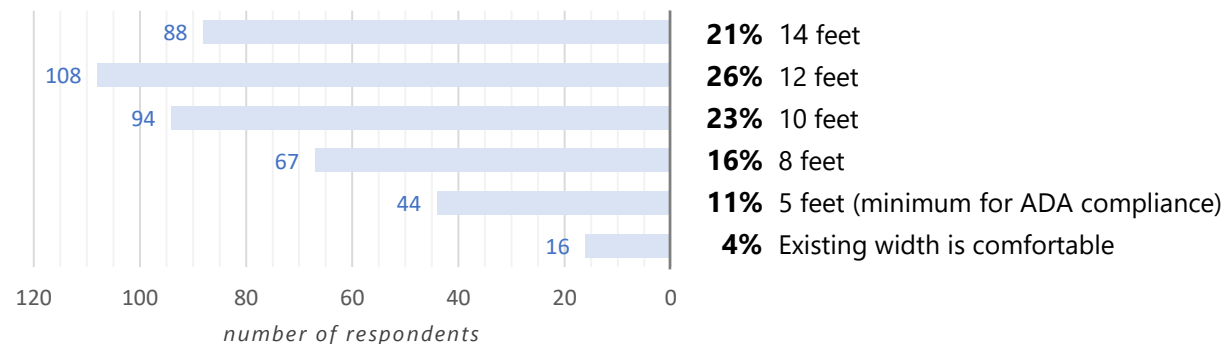
Total responses received for Question 8: **417**

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



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

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

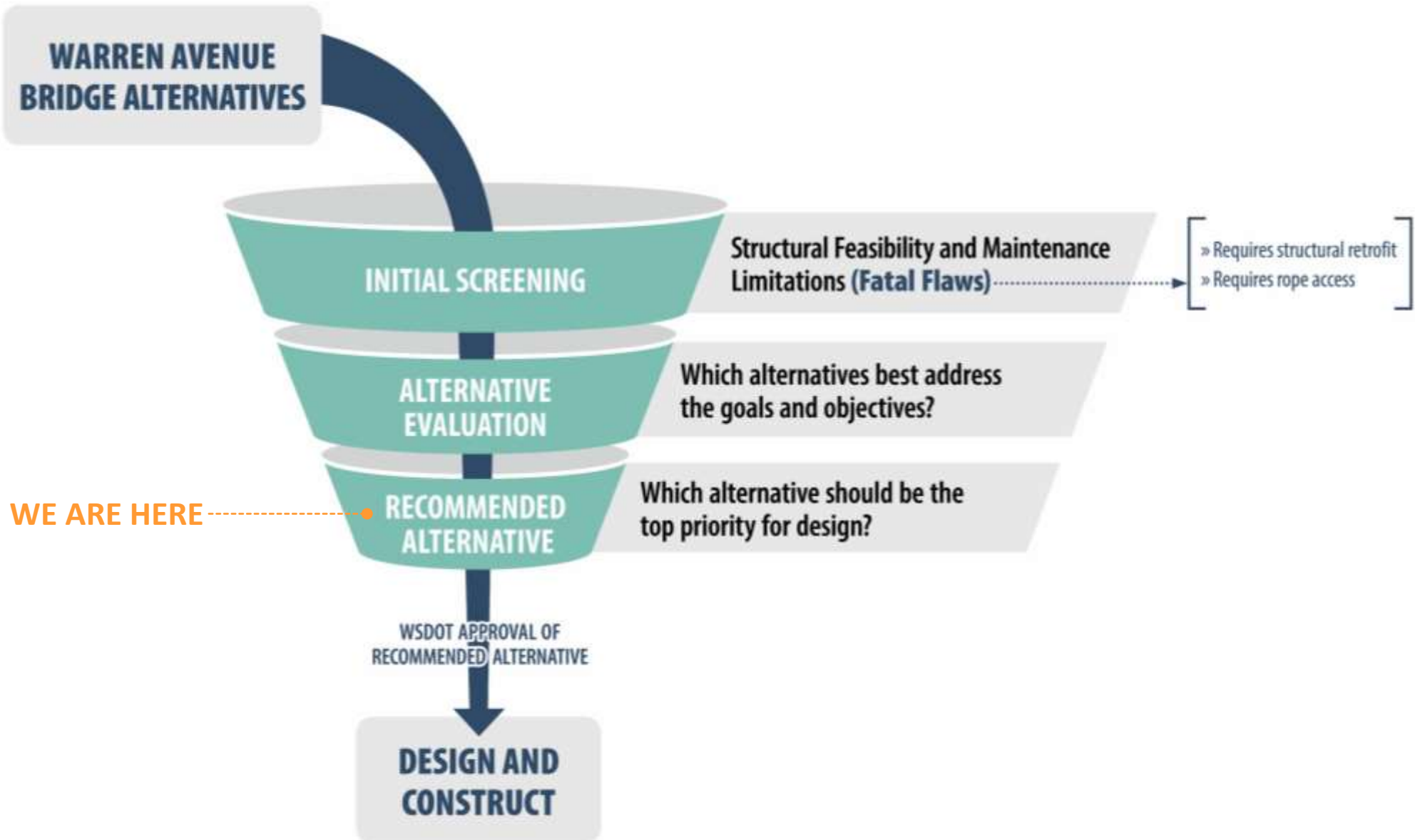


Total responses received for Question 10: **417**

April Open House Comments

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

Alternatives Analysis



Level 1 Screening – Recap

Initial Screening Matrix

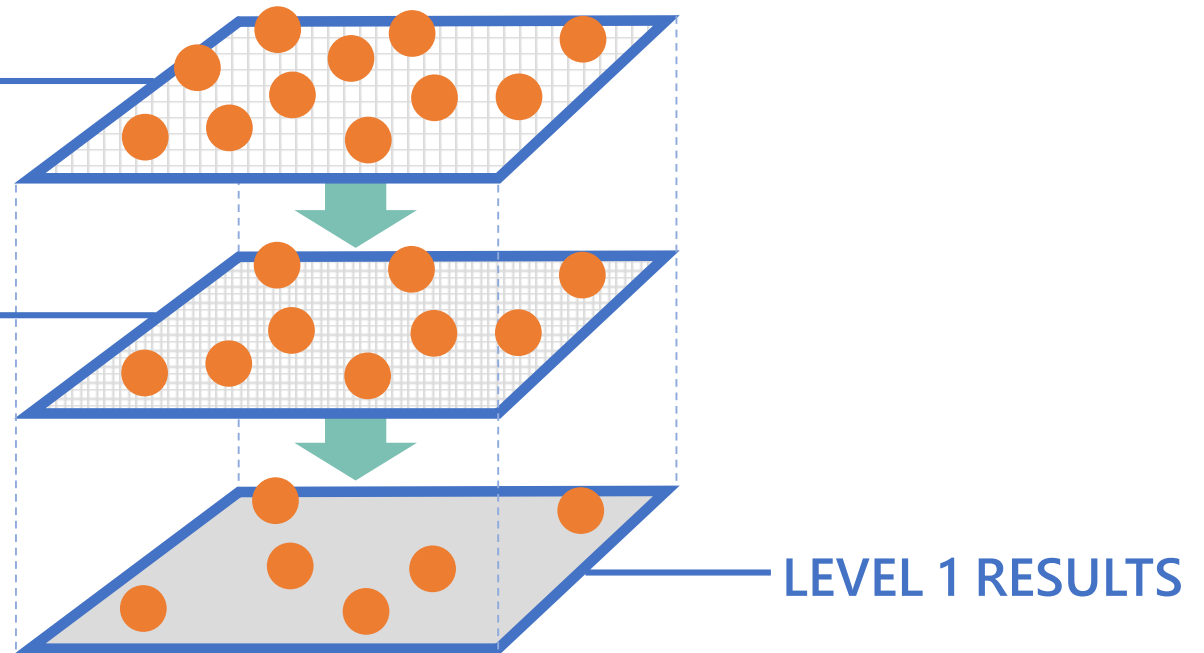
	Alternative 1	Alternative 2	Alternative 3	Alternative 4a	Alternative 4b	Alternative 5	Alternative 6	Alternative 7	Alternative 7a	Alternative 8	Alternative 8a
Alternatives	8-foot clear width	10-foot clear width	12-foot clear width	16-foot clear width	16-foot clear width	14-foot clear width	At-grade 6-foot bike lane, 6-foot sidewalk	12-foot clear width on east side; 5-ft clear width on west side	12-foot clear width	14-foot clear width on east side; 5-ft clear width on west side	14-foot clear width
	Both sides	Both sides	Both sides	West side	East side	Both sides	Both sides	Both sides	East side *	Both sides	East side *
Origin	WSDOT recommendation	SR 303 Corridor Study preferred alternative	Larger 2-sided alternative assuming purchase of new UBIT	Combined WSCC one-sided alternative with WSDOT standard for shared use path	Alternate to 4a, not requiring an undercrossing of SR 303	WSDOT Traffic Office requested	Input from the stakeholder survey	WSCC option plus 5' for ADA access on opposite side	WSCC option as presented to Council (2021)	WSCC option plus 5' for ADA access on opposite side	WSCC option as presented to Council (2021)
Overlooks	8'x24', 4 total	6'x24', 4 total	No	No	No	N/A	N/A	No	No	No	No
Structural Feasibility	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
Bridge Fully ADA Compliant	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
Maintenance/Inspection Access	Existing UBIT	Existing UBIT	Larger UBIT	Rope access required	Rope access required	Larger UBIT	Existing UBIT	Larger UBIT	Larger UBIT	Larger UBIT	Larger UBIT
Planning Level Project Cost (Design and Construction)	\$23.1M	\$25.6M	\$29.1M	N/A	N/A	N/A	N/A	\$23.0M	\$17.8M	\$25.6M	\$20.2M

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

Level 1 Screening – Recap

Screening Criteria:

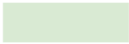

- **STRUCTURAL FEASIBILITY** — Is the alternative structurally feasible?
- **MAINTENANCE/INSPECTION ACCESS** — Does the alternative allow for maintenance and inspection without requiring rope access?



Level 1 Screening – Recap

Screening Criteria: Structural Feasibility

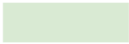

	Alternative 1	Alternative 2	Alternative 3	Alternative 4a	Alternative 4b	Alternative 5	Alternative 6	Alternative 7	Alternative 7a	Alternative 8	Alternative 8a
Alternatives	8-foot clear width	10-foot clear width	12-foot clear width	16-foot clear width	16-foot clear width	14-foot clear width	At-grade 6-foot bike lane, 6-foot sidewalk	12-foot clear width on east side; 5-ft clear width on west side	12-foot clear width	14-foot clear width on east side; 5-ft clear width on west side	14-foot clear width
	Both sides	Both sides	Both sides	West side	East side	Both sides	Both sides	Both sides	East side *	Both sides	East side *
Origin	WSDOT recommendation	SR 303 Corridor Study preferred alternative	Larger 2-sided alternative assuming purchase of new UBIT	Combined WSCC one-sided alternative with WSDOT standard for shared use path	Alternate to 4a, not requiring an undercrossing of SR 303	WSDOT Traffic Office requested	Input from the stakeholder survey	WSCC option plus 5' for ADA access on opposite side	WSCC option as presented to Council (2021)	WSCC option plus 5' for ADA access on opposite side	WSCC option as presented to Council (2021)
Overlooks	8'x24', 4 total	6'x24', 4 total	No	No	No	N/A	N/A	No	No	No	No
Structural Feasibility	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
Bridge Fully ADA Compliant	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
Maintenance/Inspection Access	Existing UBIT	Existing UBIT	Larger UBIT	Rope access required	Rope access required	Larger UBIT	Existing UBIT	Larger UBIT	Larger UBIT	Larger UBIT	Larger UBIT
Planning Level Project Cost (Design and Construction)	\$23.1M	\$25.6M	\$29.1M	N/A	N/A	N/A	N/A	\$23.0M	\$17.8M	\$25.6M	\$20.2M

 Feasible Alternative
 Eliminated Alternative

Level 1 Screening – Recap

Screening Criteria: Structural Feasibility

	Alternative 1	Alternative 2	Alternative 3	Alternative 4a	Alternative 4b	Alternative 5	Alternative 6	Alternative 7	Alternative 7a	Alternative 8	Alternative 8a
Alternatives	8-foot clear width	10-foot clear width	12-foot clear width	16-foot clear width	16-foot clear width	14-foot clear width	At-grade 6-foot bike lane, 6-foot sidewalk	12-foot clear width on east side; 5-ft clear width on west side	12-foot clear width	14-foot clear width on east side; 5-ft clear width on west side	14-foot clear width
	Both sides	Both sides	Both sides	West side	East side	Both sides	Both sides	Both sides	East side *	Both sides	East side *
Origin	WSDOT recommendation	SR 303 Corridor Study preferred alternative	Larger 2-sided alternative assuming purchase of new UBIT	Combined WSCC one-sided alternative with WSDOT standard for shared use path	Alternate to 4a, not requiring an undercrossing of SR 303	WSDOT Traffic Office requested	Input from the stakeholder survey	WSCC option plus 5' for ADA access on opposite side	WSCC option as presented to Council (2021)	WSCC option plus 5' for ADA access on opposite side	WSCC option as presented to Council (2021)
Overlooks	8'x24', 4 total	6'x24', 4 total	No	No	No	N/A	N/A	No	No	No	No
Structural Feasibility	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
Bridge Fully ADA Compliant	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
Maintenance/Inspection Access	Existing UBIT	Existing UBIT	Larger UBIT	Rope access required	Rope access required	Larger UBIT	Existing UBIT	Larger UBIT	Larger UBIT	Larger UBIT	Larger UBIT
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 Feasible Alternative
 Eliminated Alternative

Level 1 Screening – Recap

Screening Criteria: Structural Feasibility

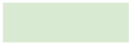

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Alternatives	8-foot clear width	10-foot clear width	12-foot clear width	16-foot clear width	16-foot clear width	14-foot clear width	At-grade 6-foot bike lane, 5-foot sidewalk	12-foot clear width on east side; 5-ft clear width on west side	12-foot clear width	14-foot clear width on east side; 5-ft clear width on west side	14-foot clear width
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Overlooks	8'x24', 4 total	6'x24', 4 total	No	No	No	N/A	N/A	No	No	No	No
Structural Feasibility	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
Bridge Fully ADA Compliant	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
Maintenance/Inspection Access	Existing UBIT	Existing UBIT	Larger UBIT	Rope access required	Rope access required	Larger UBIT	Existing UBIT	Larger UBIT	Larger UBIT	Larger UBIT	Larger UBIT
Planning Level Project Cost (Design and Construction)	\$23.1M	\$25.6M	\$29.1M	N/A	N/A	N/A	N/A	\$23.0M	\$17.8M	\$25.6M	\$20.2M

Feasible Alternative
 Eliminated Alternative

Level 1 Screening – Recap

Screening Criteria: Maintenance/Inspection Access

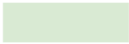

	Alternative 1	Alternative 2	Alternative 3	Alternative 4a	Alternative 4b	Alternative 7	Alternative 7a	Alternative 8	Alternative 8a
Alternatives	8-foot clear width	10-foot clear width	12-foot clear width	16-foot clear width	16-foot clear width	12-foot clear width on east side; 5-ft clear width on west side	12-foot clear width	14-foot clear width on east side; 5-ft clear width on west side	14-foot clear width
	Both sides	Both sides	Both sides	West side	East side	Both sides	East side *	Both sides	East side *
Origin	WSDOT recommendation	SR 303 Corridor Study preferred alternative	Larger 2-sided alternative assuming purchase of new UBIT	Combined WSCC one-sided alternative with WSDOT standard for shared use path	Alternate to 4a, not requiring an undercrossing of SR 303	WSCC option plus 5' for ADA access on opposite side	WSCC option as presented to Council (2021)	WSCC option plus 5' for ADA access on opposite side	WSCC option as presented to Council (2021)
Overlooks	8'x24', 4 total	6'x24', 4 total	No	No	No	No	No	No	No
Structural Feasibility	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bridge Fully ADA Compliant	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
Maintenance/Inspection Access	Existing UBIT	Existing UBIT	Larger UBIT	Rope access required	Rope access required	Larger UBIT	Larger UBIT	Larger UBIT	Larger UBIT
Planning Level Project Cost (Design and Construction)	\$23.1M	\$25.6M	\$29.1M	N/A	N/A	\$23.0M	\$17.8M	\$25.6M	\$20.2M

 Feasible Alternative
 Eliminated Alternative

Level 1 Screening – Recap

Screening Criteria: Maintenance/Inspection Access

	Alternative 1	Alternative 2	Alternative 3	Alternative 4a	Alternative 4b	Alternative 7	Alternative 7a	Alternative 8	Alternative 8a
Alternatives	8-foot clear width	10-foot clear width	12-foot clear width	16-foot clear width	16-foot clear width	12-foot clear width on east side; 5-ft clear width on west side	12-foot clear width	14-foot clear width on east side; 5-ft clear width on west side	14-foot clear width
	Both sides	Both sides	Both sides	West side	East side	Both sides	East side *	Both sides	East side *
Origin	WSDOT recommendation	SR 303 Corridor Study preferred alternative	Larger 2-sided alternative assuming purchase of new UBIT	Combined WSCC one-sided alternative with WSDOT standard for shared use path	Alternate to 4a, not requiring an undercrossing of SR 303	WSCC option plus 5' for ADA access on opposite side	WSCC option as presented to Council (2021)	WSCC option plus 5' for ADA access on opposite side	WSCC option as presented to Council (2021)
Overlooks	8'x24', 4 total	6'x24', 4 total	No	No	No	No	No	No	No
Structural Feasibility	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bridge Fully ADA Compliant	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
Maintenance/Inspection Access	Existing UBIT	Existing UBIT	Larger UBIT	Rope access required	Rope access required	Larger UBIT	Larger UBIT	Larger UBIT	Larger UBIT
Planning Level Project Cost (Design and Construction)	\$23.1M	\$25.6M	\$29.1M	N/A	N/A	\$23.0M	\$17.8M	\$25.6M	\$20.2M

 Feasible Alternative
 Eliminated Alternative

Level 1 Screening – Recap

Screening Criteria: Maintenance/Inspection Access

	Alternative 1	Alternative 2	Alternative 3	Alternative 4a	Alternative 4b	Alternative 7	Alternative 7a	Alternative 8	Alternative 8a
Alternatives	8-foot clear width	10-foot clear width	12-foot clear width	16-foot clear width	16-foot clear width	12-foot clear width on east side; 5-ft clear width on west side	12-foot clear width	14-foot clear width on east side; 5-ft clear width on west side	14-foot clear width
	Both sides	Both sides	Both sides	West side	East side	Both sides	East side *	Both sides	East side *
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Overlooks	8'x24', 4 total	6'x24', 4 total	No	No	No	No	No	No	No
Structural Feasibility	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bridge Fully ADA Compliant	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
Maintenance/Inspection Access	Existing UBIT	Existing UBIT	Larger UBIT	Rope access required	Rope access required	Larger UBIT	Larger UBIT	Larger UBIT	Larger UBIT
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Feasible Alternative
 Eliminated Alternative

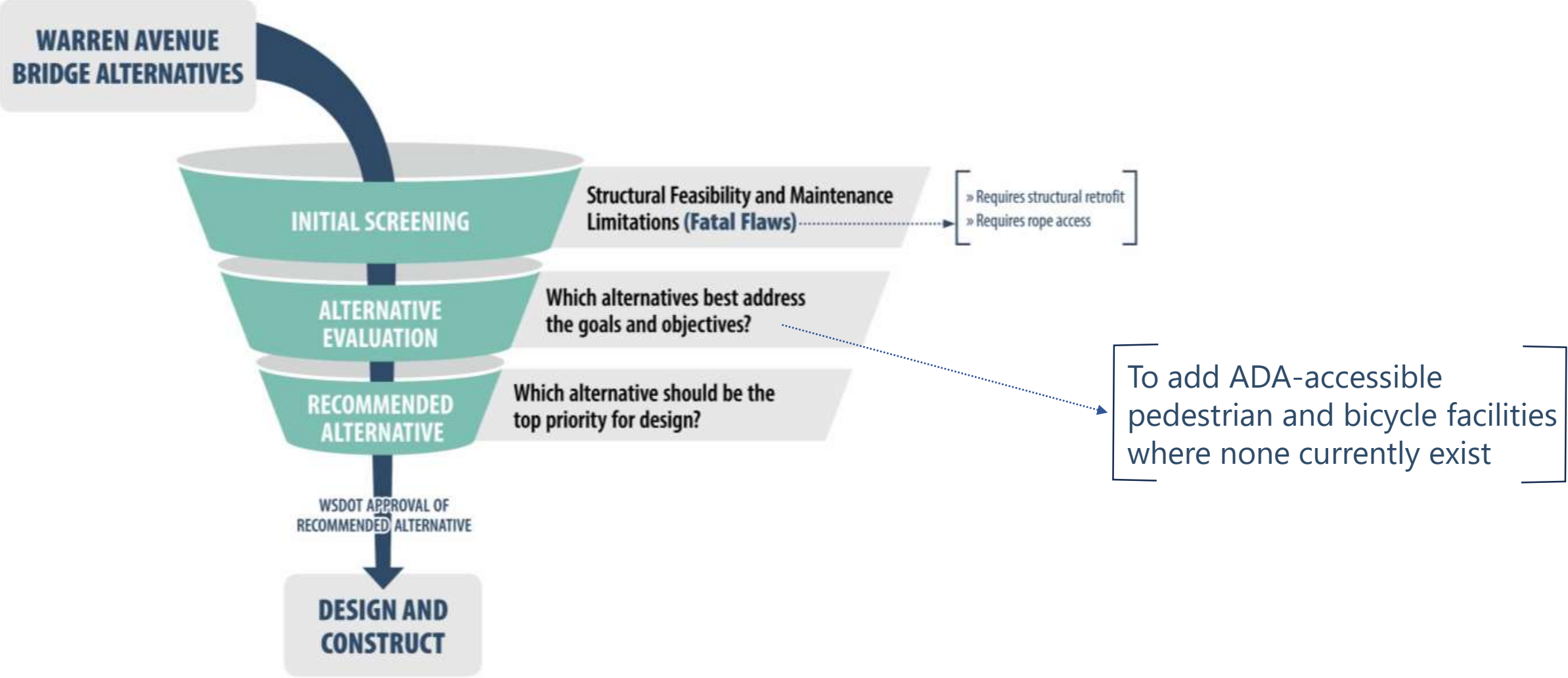
Level 1 Screening – Recap

Seven alternatives remaining after initial screening:

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

Feasible Alternative
 Exceeds Project Budget

Level 2 Screening – Community and Agency Feedback



Key Preferences Determine Level 2 Screening

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

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



Level 2 Screening Criteria

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

Key Preferences Determine Level 2 Screening

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

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



Level 2 Screening Criteria

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

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

PREFERENCE 3 – Minimum walkway width of 10 feet or greater

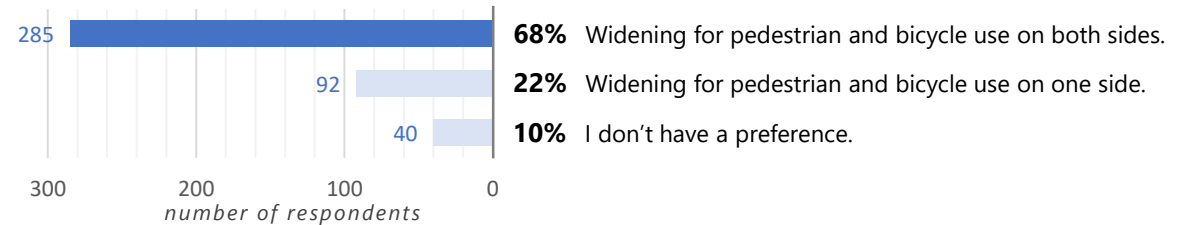
Survey and Open House Feedback-> Screening Criteria

Screening Criteria:

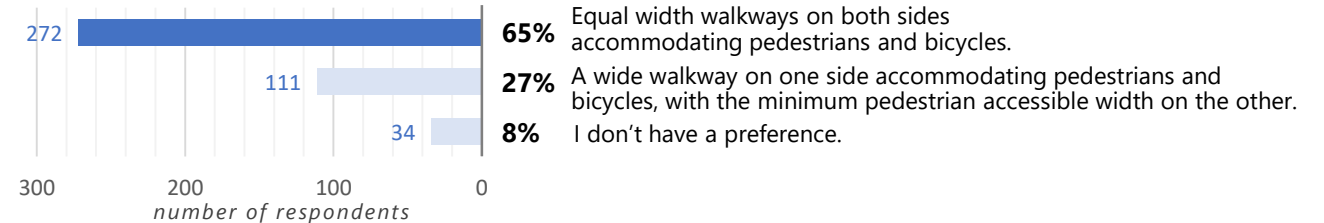
How closely does the alternative align with the public preferences expressed in the April 2023 survey and public open house?

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

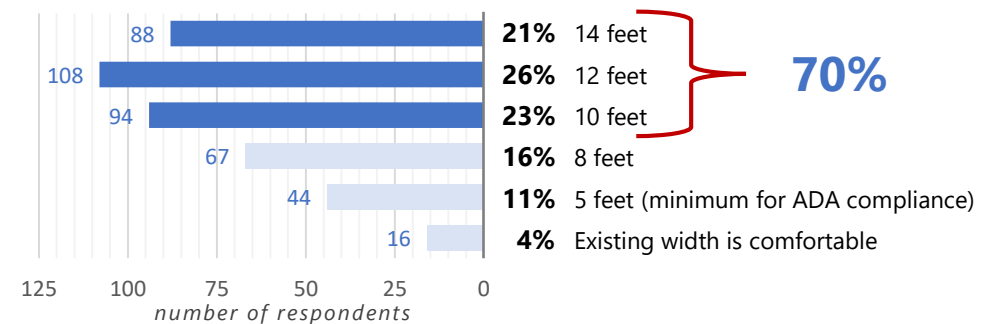
8) Do you have a preference for widening the walkways on only one side of the bridge or on both sides of the bridge?



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



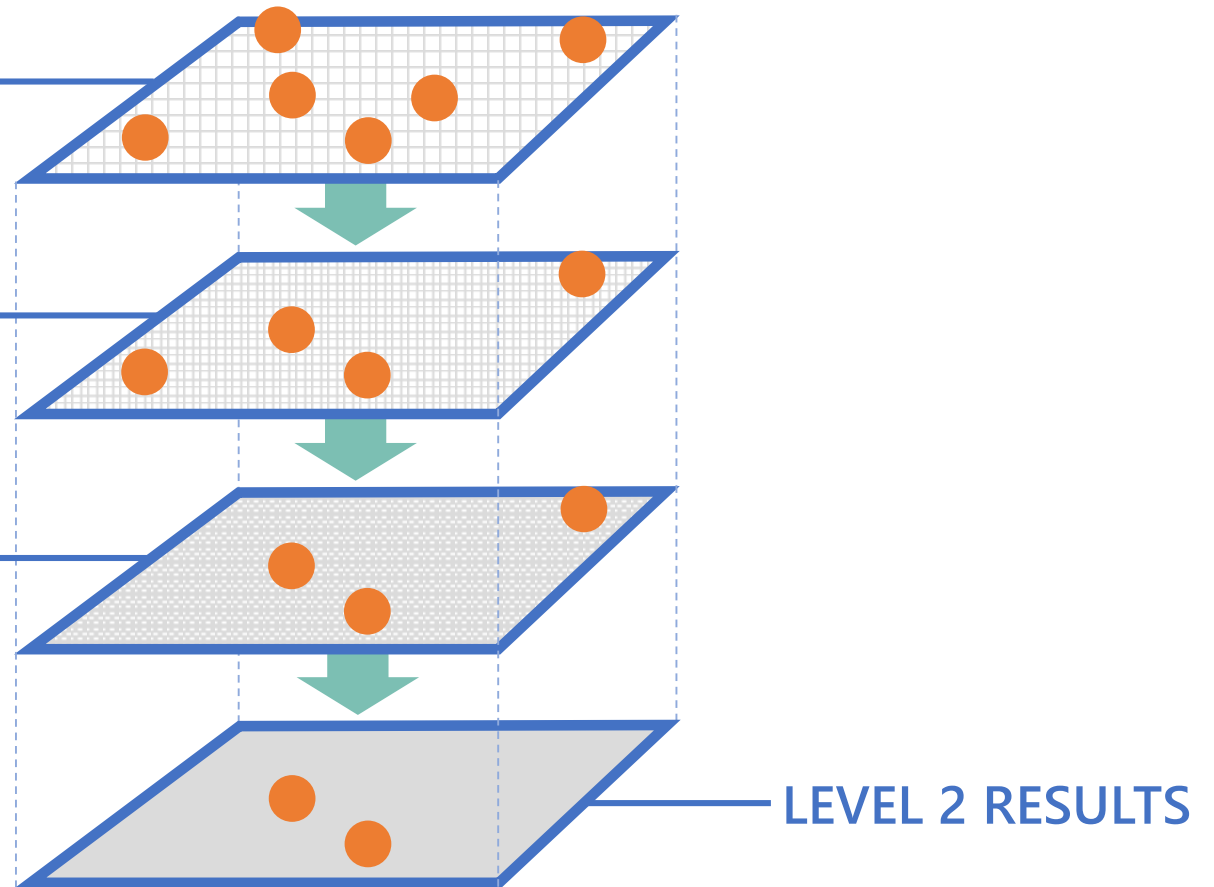
10) From your perspective, what minimum walkway width is needed to comfortably accommodate all pedestrians and bicyclists on the bridge?



Level 2 Screening

Screening Criteria:

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



Level 2 Screening

Screening Criteria:

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

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

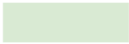

* Original West Sound Cycle Club (WSCC) proposal was for the improvement to be on the west side of the bridge but was subsequently revised to east side of the bridge at the request of WSCC.

Level 2 Screening

Screening Criteria:

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

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

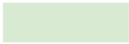

 Feasible Alternative
 Eliminated Alternative

Level 2 Screening

Screening Criteria:

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

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

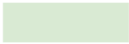

 Feasible Alternative
 Eliminated Alternative

Level 2 Screening

Screening Criteria:

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

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

 Feasible Alternative
 Eliminated Alternative

Level 2 Screening

Screening Criteria:

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

	Alternative 1	Alternative 2	Alternative 3	Alternative 7	Alternative 7a	Alternative 8	Alternative 8a
Alternatives	8-foot clear width	10-foot clear width	12-foot clear width	12-foot clear width on east side; 5-ft clear width on west side	12-foot clear width	14-foot clear width on east side; 5-ft clear width on west side	14-foot clear width
Origin	WSDOT recommendation	SR 303 Corridor Study preferred alternative	Larger 2-sided alternative assuming purchase of new UBIT	WSCC option plus 5' for ADA access on opposite side	WSCC option as presented to Council (2021)	WSCC option plus 5' for ADA access on opposite side	WSCC option as presented to Council (2021)
Overlooks	8'x24', 1 total	6'x24', 4 total	No	No	No	No	No
Structural Feasibility	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bridge Fully ADA Compliant	Yes	Yes	Yes	Yes	No	Yes	No
Maintenance/Inspection Access	Existing UBIT	Existing UBIT	Larger UBIT	Larger UBIT	Larger UBIT	Larger UBIT	Larger UBIT
Planning Level Project Cost (Design and Construction)	\$23.1M	\$25.6M	\$29.1M	\$17.0M	\$17.8M	\$25.6M	\$20.5M

Feasible Alternative
 Eliminated Alternative

Level 2 Screening

Two alternatives remain after Level 2 screening:

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

Feasible Alternative
 Exceeds Project Budget

Alternative 2



Alternative 3



Level 3 Recommended Screening Criteria

BUDGET / PROJECT COST

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

CITY'S NEXT STEPS

- Work with legislative partners to ensure funding is available in 2025
- Ongoing consultation with WSDOT on mitigation regarding use of a larger UBIT
- Feasibility report will be finished this summer and then move into design this fall.

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

June Open House Comments

- A total of 27 comments from 13 individuals were received during the June 12, 2023 Open House
- Comment themes included:

- **Could the project only widen one side of the bridge to allow funding of off-structure improvements now?**

- The project's goal is to provide ADA accessibility on the bridge and improvement off of the bridge are being considered secondarily to the on-bridge improvement.
- The survey results and input from the City's ADA Committee demonstrated a public preference to widening both sides of the bridge equally.
- The remainder of the work including Bridge to Bridge trail connections will be programmed as future capital projects with separate funding.

- **Could the city consider pursuing additional funding for wider walkways or off-structure improvements?**

- The City is working to deliver the bridge improvements within the budget that is available. The funding is provided by the State of Washington Legislature which provides the City with more efficiency than federal funding sources. Adding federal funding to the project would add complexity and requirements that would increase the project cost.

- **How does the project connect with downtown Bremerton and Kitsap Way?**

- The City has a nonmotorized plan and comprehensive plan that provide more information about future planned improvements. Updates to the nonmotorized plan and comprehensive plan are ongoing and public input will be sought for each. Projects will be implemented as funding is obtained.

- **How has the City addressed structural considerations including bridge lifespan, earthquakes, and design criteria?**

- WSDOT's bridge preservation office is responsible for maintenance of the bridge and has not identified a projection for replacement of the bridge.
- The Warren Avenue bridge received a seismic retrofit in 1994 and was most recently inspected by WSDOT in 2022.
- WSDOT's design for the new walkways will meet AASHTO LRFD and WSDOT design standards.

June Open House Comments

- **Will 11' travel lanes remain on the bridge?**
 - Yes
- **Will walkways be delineated to separate bicycles and pedestrians?**
 - The walkways are intended to be shared and not channelize users in any specific movement pattern. As usage of the facilities increases, the City will continue to monitor the need for any future channelization.
- **How will the walkway railing be changed?**
 - WSDOT's standard for railing on bridges where bicycle traffic is anticipated is 54". Railing design will be coordinated with WSDOT as the design progresses.
- **Will sound reduction be included between vehicles and the walkways?**
 - Sound reduction has not been considered to date but will be reviewed for feasibility for inclusion in the design.
- **How is the City addressing safety concerns at the connection points?**
 - The project will include enhanced lighting on the bridge to improve user visibility.
 - All future off-bridge projects will also be evaluated for appropriate lighting and visibility.
 - Safety of users is a high priority for the City and considered closely when making all decisions, from landscaping to lighting.
- **How is the City planning for construction impacts to vehicles, pedestrians, and bicyclists?**
 - The City's goal is to minimize the impact to the traveling public. The project will include detailed construction phasing, traffic control and detour planning. This information will be shared with the community as the project progresses.
- **How much added cost will be incurred for design of wider walkways using the additive/alternate approach?**
 - The City is working with WSDOT to confirm these costs and will continue to assess the feasibility of progressing the 12' walkways as design progresses.

Off Bridge Connectivity Concepts

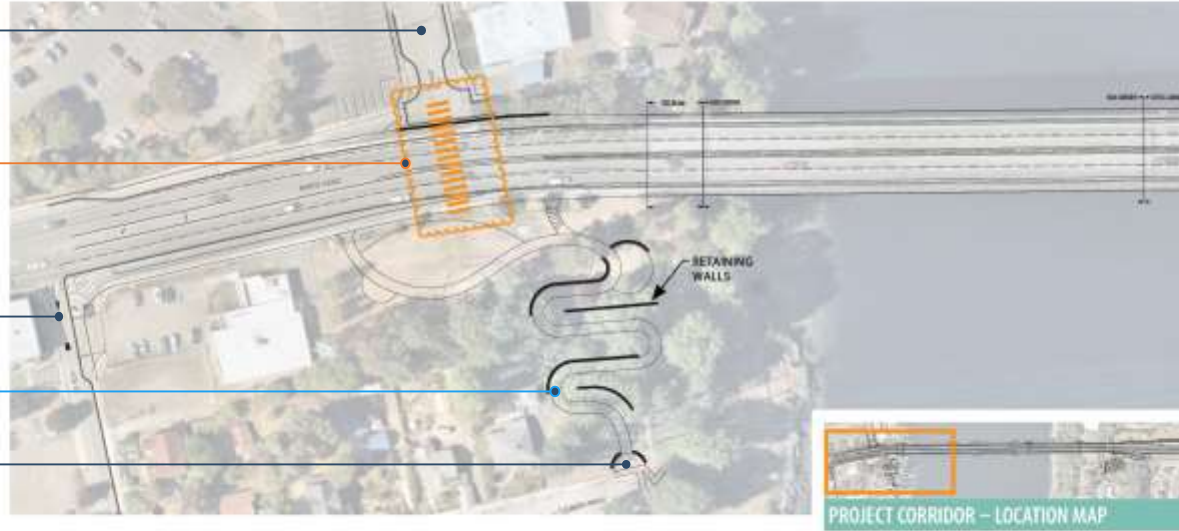
18TH STREET RAMP CLOSURE

POTENTIAL NON-MOTORIZED CONNECTION (TUNNEL)

17TH STREET ONE-WAY EASTBOUND CONVERSION

ROTO VISTA PARK PATHWAY

ELIZABETH AVENUE CONNECTION



TUNNEL\$10.0M

LEBO BOULEVARD PATHWAY.....\$2.6M

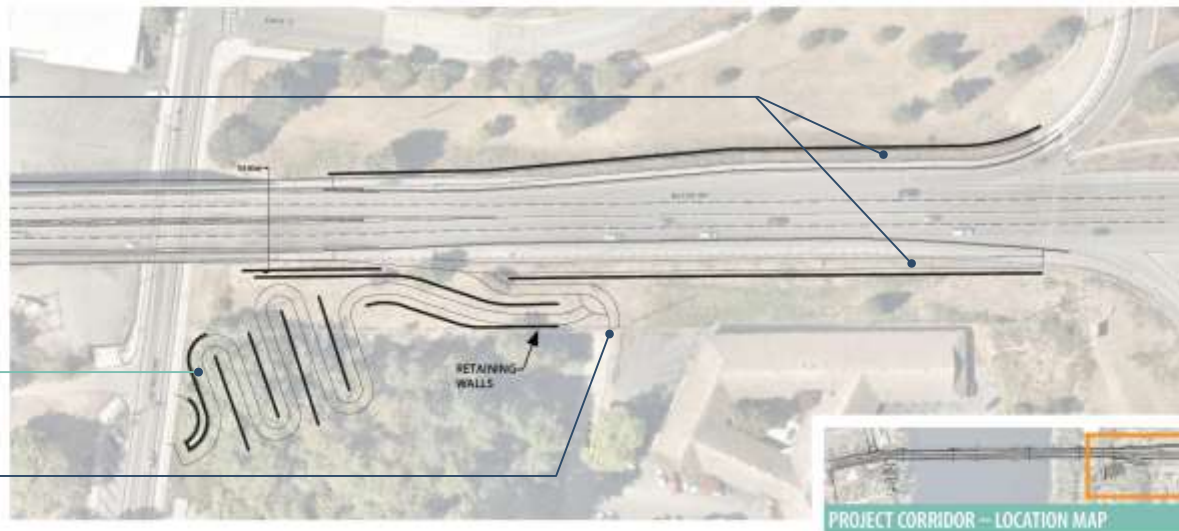
ROTO VISTA PARK PATHWAY.....\$2.2M

ROADWAY/SIDEWALK IMPROVEMENTS.....\$5.8M

SIDEWALK EXTENSION ALONG WHEATON WAY

LEBO BOULEVARD PATHWAY

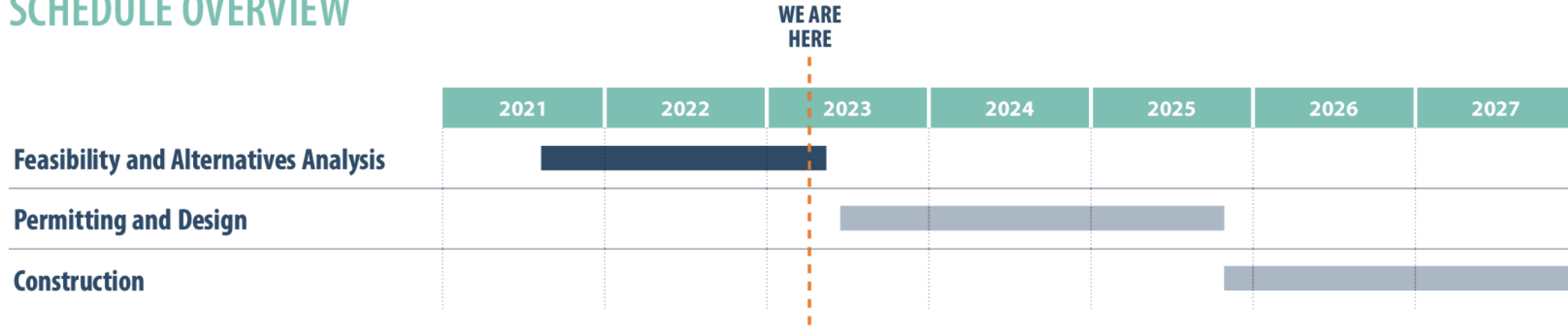
JUNIPER STREET CONNECTION



Note: The above listed projects are examples of potential off bridge improvements and are conceptual designs only. Public outreach efforts will occur once additional funding is obtained to identify the community's preferred off bridge improvements.

Schedule & Upcoming Events

SCHEDULE OVERVIEW



FEASIBILITY AND ALTERNATIVES ANALYSIS



Contact Info



Project Contact:

Shane Weber, PE

Shane.Weber@ci.bremerton.wa.us

Managing Engineer, City of Bremerton

345 6th Street, Suite 600

Bremerton, WA 98337

360-473-2354

From: [City Council](#)
To: [City Council](#)
Cc: [Thomas Knuckey](#); [Greg Wheeler](#); [Kylie Finnell](#); [Mychael Raya](#)
Subject: FW: August 2 - Council Packet UPDATE "Resolution Endorsing Alternative X (12-foot West side and 8-foot East side)"
Date: Monday, July 31, 2023 1:47:00 PM
Attachments: [Resolution-3363.pdf](#)
Importance: High

Attn: Council Members

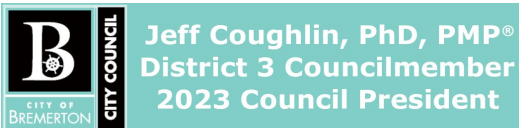
****For informational purposes only. Do not reply to this email****

Fellow Councilmembers,

Please find attached an alternate resolution for consideration under item 6A at the Wed., August 2, 2023 meeting that endorses the 12-foot East side and 8-foot West side option known as Alternative X.

A recommended motion would be, "Move to adopt Resolution [No. 3363](#), endorsing the City of Bremerton Warren Avenue Bridge Multimodal Project Preferred Design Alternative."

Cheers,



This e-mail and further communication may be subject to public disclosure, if requested under the Washington Public Records Act (RCW 42.56).

RESOLUTION NO. 3363

A RESOLUTION of the City Council of the City of Bremerton, Washington, Preferred Alternative for Design of Warren Avenue Bridge Multimodal Project

WHEREAS, the Warren Avenue Bridge Multimodal Project goal is to provide safe, ADA accessible options for all non-motorized users to cross the bridge and connect the Bremerton Bridge-to-Bridge trail, and;

WHEREAS, the current available funding for the project is \$26.5 million which includes a \$1.5 million Washington State grant to design the project and a \$25 million State grant to construct the project that was appropriated through the Moving Ahead Washington funding package approved in the 2022 legislative session, and;

WHEREAS, in September 2019, the City Council accepted the \$1.5 million in funding for design work that included preliminary engineering and permitting for pedestrian and bike improvements, deck resurfacing, and additional design on Warren Avenue to the South and North of the bridge, and;

WHEREAS, in April 2021 the City Council approved a contract with the Washington State Department of Transportation (WSDOT) for design of the Warren Avenue Bridge with a Description of Work to widen one or both sides of the bridge to obtain a desirable shared-use path width of 12 feet, excluding shoulders, in accordance with WSDOT Design Manual Chapter 1515, and;

WHEREAS, in August 2021 the City Council approved a contract with SJC Alliance that included four preliminary alternative clear width configurations — 8 feet on both sides, 10 feet on both sides, 12 feet on the West side with a South end tunnel, and 12 feet on the East side — including connectivity to tie into existing bicycle networks and the Bridge-to-Bridge trail, and;

WHEREAS, in October 2022 the City Council approved a contract modification with SJC Alliance that included a 12-foot path on the West side with a South end tunnel and a 14-foot West side path with South end tunnel, and;

WHEREAS, the 2020 Kitsap County Road Standards states that the minimum recommended width for a 2-way combined bicycle and pedestrian (multimodal) shared-use path is 12 feet for areas of high volume usage, and;

WHEREAS, the WSDOT Shared-Use Path Design Manual states that the desirable paved width of a shared-use path, excluding the shoulders on either side, is 12 feet, and;

WHEREAS, bicycling and non-motorized transportation groups and individuals have stated that 12 feet is a minimum safe width for a multimodal path, and;

WHEREAS, the City of Bremerton is expected to grow by approximately 20,000 people over the next 20 years, with much of that expected growth surrounding the Bridge-to-Bridge trail, and;

WHEREAS, the SR 303 Corridor Study was conducted to identify projects that would help meet the corridor needs as identified by the study team, a stakeholder advisory group, and the public, and;

WHEREAS, the SR 303 Corridor Study states a clear preference to have bicycle facilities on the Warren bridge connecting to the Bremerton Bridge-to-Bridge trail, i.e., a shared-use multimodal path, and;

WHEREAS, a 12-foot shared-use path would ensure a safe route for multimodal traffic, as well as a desirable path for recreational traveling and sightseeing as part of the Bremerton Bridge-to-Bridge trail, and;

WHEREAS, the \$1.5 million design grant is secured, and the \$25 million Move Ahead Washington Grant is unsecured and currently programmed in the 2029+ outer years, and;

WHEREAS, City Staff commenced a public outreach effort that consisted of a Stakeholder Advisory Group with invitations extended to representatives of the Chamber of Commerce, Olympic College, Bremerton Parks Department, Bremerton Police Department, Bremerton Fire Department, Naval Base Kitsap, Kitsap Transit, Kitsap Public Health, WSDOT, the Mayor, the City Council, bicycle advocates, and several others, and;

WHEREAS, City Staff hosted two public open houses and conducted two public surveys, and;

WHEREAS, half of online public comments and three-quarters of in-person public comments expressed that at least a minimum width of 12 feet was desired for a shared-use multimodal path, and;

WHEREAS, Alternative X is a combination of the East side from Alternative 3 and the West side from Alternative 1, resulting in a 12-foot clear width path on the East side and 8-foot clear width path on the West side, and;

WHEREAS, Alternative X meets the intent of the project, the desire of the public, and is within budget for design and construction costs, and;

WHEREAS, the City Council recommends expanding the width of the West side, and/or adding in more overlooks, if there is available budget or if any additional funds are able to be secured in the future, and;

WHEREAS, the selection of Alternative X may require construction of an inspection platform that provides additional inspection access or an operational review of the WSDOT bridge inspection program, which could include the additional capital and ownership/operational costs of an additional, unique UBIT;

NOW THEREFORE,

THE CITY COUNCIL OF THE CITY OF BREMERTON, WASHINGTON,
DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council endorses Alternative X as the Preferred Alternative. Alternative X includes a 12-foot clear width pathway on the East side and an 8-foot clear width pathway on the West side.

SECTION 2. The City Council endorses widening the West side to greater than 8 feet, and/or adding in additional overlooks, if budget is available or additional funding is able to be secured.

SECTION 3. The City Council endorses pursuing funding for the connectors as separate projects, ideally to be completed prior to the construction of the bridge improvements.

SECTION 4. The City Council endorses the purchase of a new UBIT or other associated mitigation costs in the event that WSDOT is unwilling or unable to fund such costs themselves.

SECTION 5. *Severability.* If any one or more sections, subsections, or sentences of this Resolution are held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this Resolution and the same shall remain in full force and effect.

SECTION 6. *Effective Date.* This Resolution shall take effect and be in force immediately upon its passage.

PASSED by the City Council of the City of Bremerton, Washington this _____ day of _____, 2023.

JEFF COUGHLIN, Council President

APPROVED AS TO FORM:

ATTEST:

KYLIE J. FINNELL, City Attorney

ANGELA HOOVER, City Clerk

WARREN AVENUE BRIDGE MULTIMODAL PROJECT



Presentation by Council Stakeholder Jeff Coughlin, July 19, 2023

Conclusion and Options

- Alternatives 7 and 8 are the only viable alternatives that meet the project objectives, ensure safety, and match majority public preference.
 - Also ensures Bremerton is adopting modern design standards with a wide, attractive side for residents and visitors as part of the bridge-to-bridge trail.
- Option A: Council approves Alt 8 (14' East side and 5' West side) with any additional funds to go towards expanding West side.
 - Provides widest, most modern multimodal path for Bridge-to-Bridge trail.
- Option B: Council approves Alt 7 (12' East side and 5' West side) with any additional funds to go towards expanding West side.
 - 8' on West side is already in-budget if WSDOT doesn't request \$1.0 M for inspection.

History of the Warren Multimodal Project Part I

- Sept. 2019 - Council accepts \$1.5M in funding.
 - "The design work includes preliminary engineering and permitting for pedestrian and bike improvements, deck resurfacing, and additional design on Warren Avenue to the south and north of the bridge."
- April 2021 - Council approves contract with WSDOT for design of the Warren Avenue Bridge with a Description of Work to:
 - 1) Widen one or both sides of the bridge to obtain a desirable shared use path width of 12', excluding shoulders, in accordance with WSDOT DM Chapter 1515.
 - 2) Replace existing center raised median with traffic barrier.

History of the Warren Multimodal Project Part II

- Aug. 2021 - Council approves contract with SJC Alliance including four preliminary alternatives, including "connectivity...to tie into existing bicycle networks and bridge-to-bridge trail."
 - A) 8' both sides, B) 10' both sides, C) 12' West side with South end tunnel, and D) 12' on East side.
- Oct. 2022 - Council approves contract modification with SJC to add:
 - 12' West side with South end tunnel (though previously specified)
 - 14' West side with South end tunnel
- May 2023 – 12' and 14' East side alternatives with and without 5' ADA access on West side presented.

	Alternative 1	Alternative 2	Alternative 3	Alternative 4a	Alternative 4b	Alternative 5	Alternative 6	Alternative 7	Alternative 7a	Alternative 8	Alternative 8a
Alternatives	8-foot clear width	10-foot clear width	12-foot clear width	16-foot clear width	16-foot clear width	14-foot clear width	At-grade 6-foot bike lane, 6-foot sidewalk	12-foot clear width on east side; 5-ft clear width on west side	12-foot clear width	14-foot clear width on east side; 5-ft clear width on west side	14-foot clear width
	Both sides	Both sides	Both sides	West side	East side	Both sides	Both sides	Both sides	East side	Both sides	East side
Structural Feasibility	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes
Bridge Fully ADA Compliant	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	No
Inspection Feasibility	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes
Planning Level Project Cost (Design, Inspection, and Construction)	\$23.1M	\$25.6M	\$29.1M	N/A	N/A	N/A	N/A	\$23.0M	\$17.8M	\$25.6M	\$20.2M

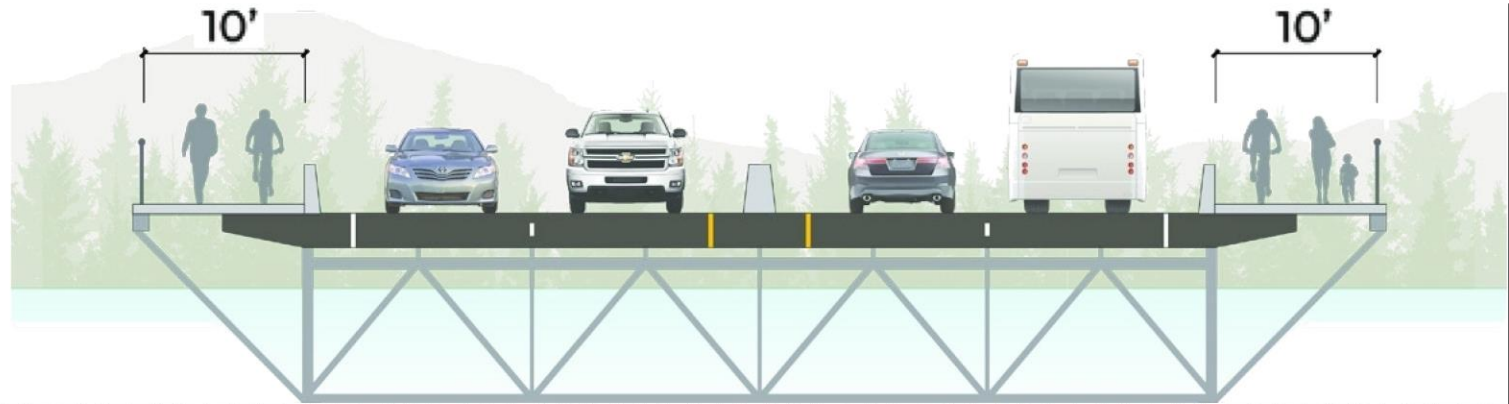
Structural and Inspection Feasibility, ADA compliance, and Under \$26.0 M Budget

	Alternative 1	Alternative 2	Alternative 3	Alternative 4a	Alternative 4b	Alternative 5	Alternative 6	Alternative 7	Alternative 7a	Alternative 8	Alternative 8a
Alternatives	8-foot clear width	10-foot clear width	12-foot clear width	16-foot clear width	16-foot clear width	14-foot clear width	At-grade 6-foot bike lane, 6-foot sidewalk	12-foot clear width on east side; 5-ft clear width on west side	12-foot clear width	14-foot clear width on east side; 5-ft clear width on west side	14-foot clear width
	Both sides	Both sides	Both sides	West side	East side	Both sides	Both sides	Both sides	East side	Both sides	East side
Structural Feasibility	Yes	Yes	No	No	No	No	No	Yes	No	Yes	No
Bridge Fully ADA Compliant	Yes	Yes	No	No	No	No	No	Yes	No	Yes	No
Inspection Feasibility	Yes	Yes	No	No	No	No	No	Yes	Yes	Yes	No
Planning Level Project Cost (Design, Inspection, and Construction)	\$23.1M	\$25.6M	\$29.1M	N/A	N/A	N/A	N/A	\$23.0M	\$17.8M	\$25.6M	\$20.2M

Best Bridge-only Alternatives w/o Fatal Flaws and Under \$26.0 M Budget

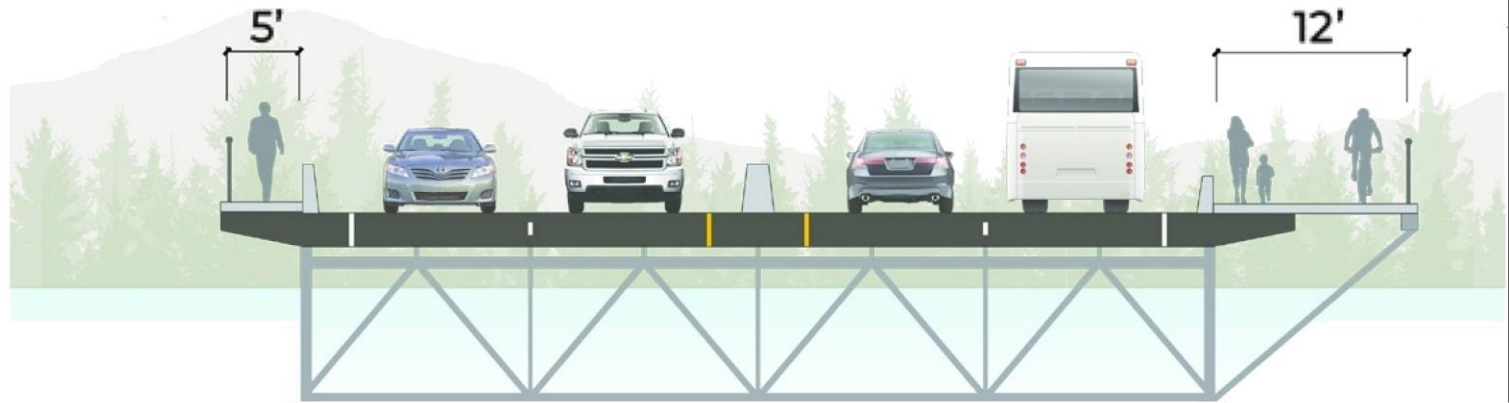
ALTERNATIVE 2

Cost Estimate:
\$25.6M



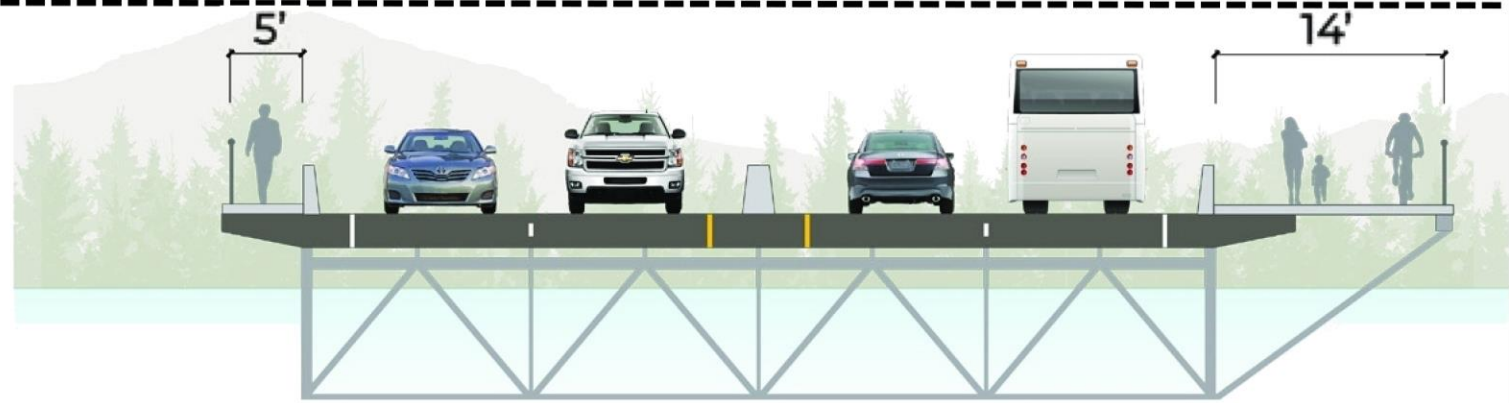
ALTERNATIVE 7

Cost Estimate:
\$23.0M



ALTERNATIVE 8

Cost Estimate:
\$25.6M



Connector Concepts

TUNNEL.....\$10.0M

LEBO BOULEVARD PATHWAY.....\$2.6M

ROTO VISTA PARK PATHWAY.....\$2.2M

ROADWAY/SIDEWALK IMPROVEMENTS..... \$5.8M

Note: The above listed projects are examples of potential off bridge improvements, and are conceptual designs only. Public outreach efforts will occur once additional funding is obtained to identify the community's preferred off bridge improvements.

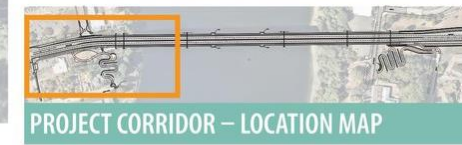
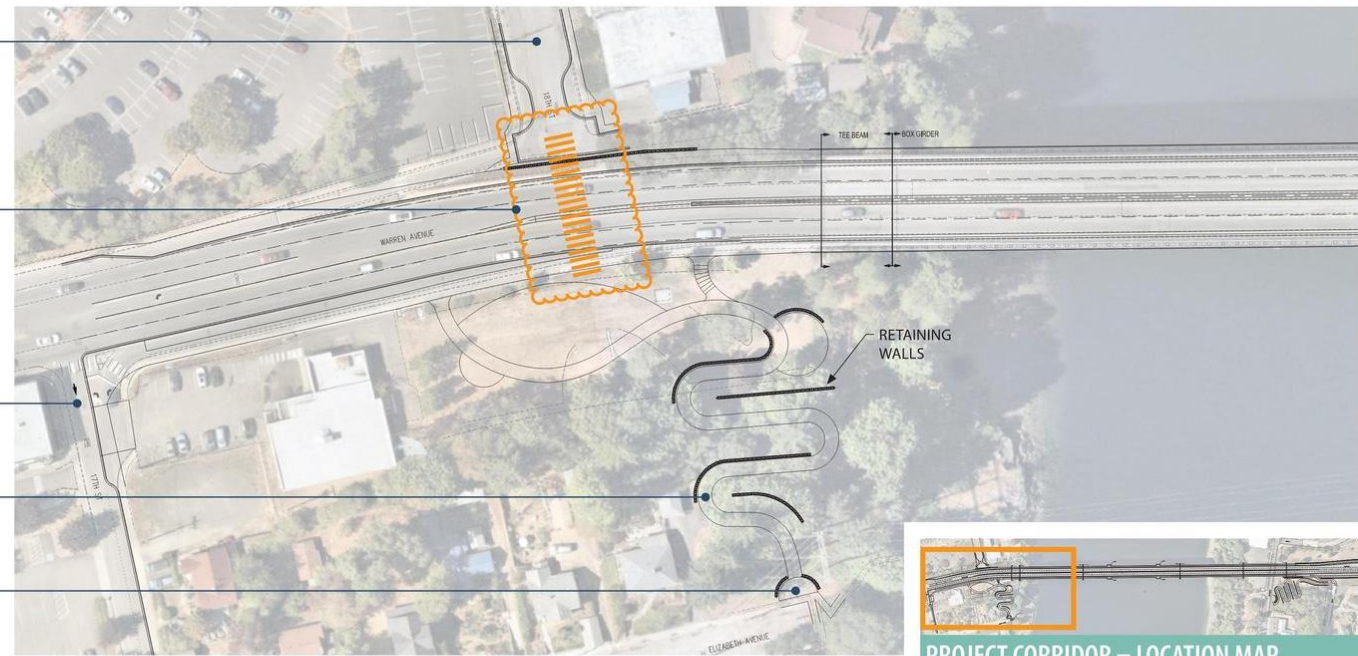
18TH STREET RAMP CLOSURE

POTENTIAL NON-MOTORIZED CONNECTION (TUNNEL)

17TH STREET ONE-WAY EASTBOUND CONVERSION

ROTO VISTA PARK PATHWAY

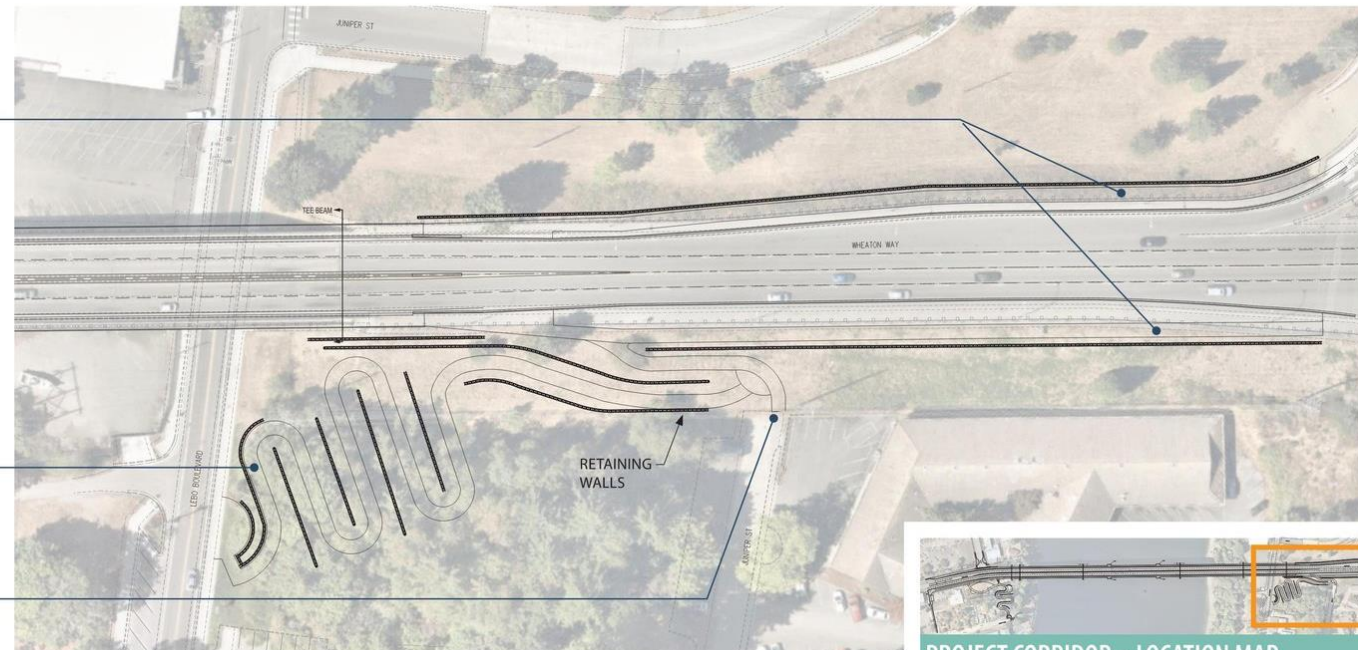
ELIZABETH AVENUE CONNECTION



SIDEWALK EXTENSION ALONG WHEATON WAY

LEBO BOULEVARD PATHWAY

JUNIPER STREET CONNECTION



12' is the Minimum Safe, Modern Option

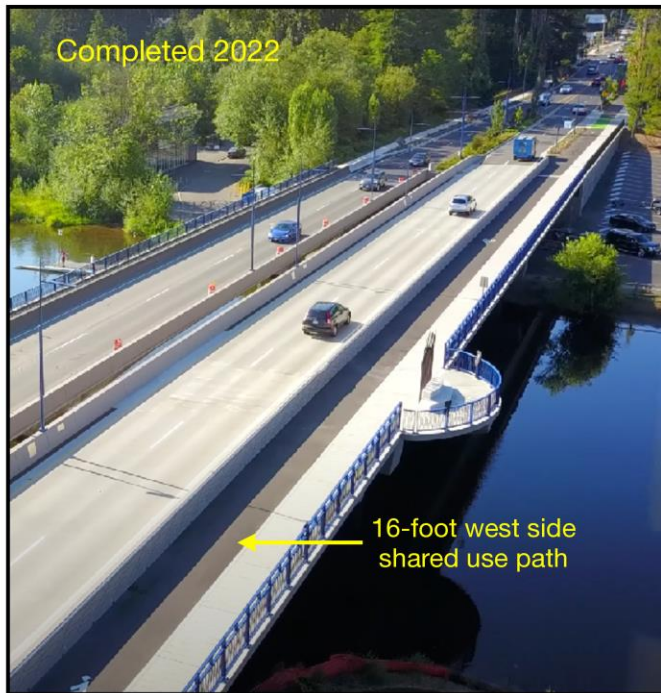
- Bremerton Port Washington Trail Master Plan references the Kitsap County Bicycle Facilities Plan, which says, "The minimum recommended width for a 2-way combined bicycle and pedestrian (multi-mode) use is 12 feet minimum for areas of high volume usage."
- WSDOT Shared-Use Path Design Manual states, "The desirable paved width of a shared-use path, excluding the shoulders on either side, is 12 feet."
- SR 303 Corridor Study states clear preference to have bicycle facilities on bridge connecting to bridge-to-bridge trail, i.e., a shared-use path.
 - The alternative (#2, Multimodal) that the final preferred alternative was based on has a wide, one-sided option bridge shared-used path.

Bridge Shared Use Paths on only One Side are Commonplace

At right: The planned **White Salmon, WA - Hood River, OR** bridge replacement will have a 12-foot shared use path on only the west side of the bridge. It will provide an additional 10 feet at overlooks.



Kenmore's 68th street bridge has a new multimodal 16-ft shared use path on the west side, the east side was left unchanged at 5 feet, primarily for pedestrian use.



SR-520 Floating Bridge 14-ft shared use path connects Medina to Seattle



Johnson Street Bridge in Victoria (2018) features a 14 to 16 foot multimodal path on one side and a pedestrian-only pathway on the other.

This shared use path, *on one side* of the I-90 floating bridge across Lake Washington, was built in 1993.



This shared use path, *on one side* of the SR 520 floating bridge across Lake Washington, was completed in 2017. Safety issues with the 10-foot width of the I-90 shared use path influenced WSDOT to widen this shared use path to 14 feet. The curvature of the hand rails gives additional room for handlebars. Pedestrians and cyclists can safely share this space.



Public Online and Open House Takeaways

- Twice as many online survey respondents said a 12' (108) or 14' (88) width should be the minimum safe width compared to those that said 10' (94).
- Only 21% (59) of survey respondents that use the existing sidewalks (283) prefer to use the West side.
- Several bicycling experts from different groups have stated 12' is the minimum safe width, with many advocating for 14'.
 - 14' especially important considering rise of e-bikes and scooters.
- Public Open House Written Comments:
 - 73% (8) of comments mentioning width (11) advocate for 12' or greater.
 - 50% (8) of comments mentioning 1 vs 2 sides (16) advocate for expanding just 1 side.

Conclusion and Options

- Alternatives 7 and 8 are the only viable alternatives that meet the project objectives, ensure safety, and match majority public preference.
 - Also ensures Bremerton is adopting modern design standards with a wide, attractive side for residents and visitors as part of the bridge-to-bridge trail.
- Option A: Council approves Alt 8 (14' East side and 5' West side) with any additional funds to go towards expanding West side.
 - Provides widest, most modern multimodal path for Bridge-to-Bridge trail.
- Option B: Council approves Alt 7 (12' East side and 5' West side) with any additional funds to go towards expanding West side.
 - 8' on West side is already in-budget if WSDOT doesn't request \$1.0 M for inspection.

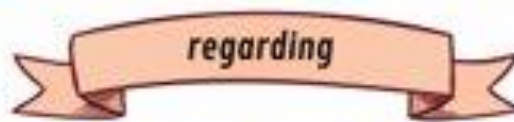
**Published for
August 2 Council Meeting**

6A – Public Comments



*Bremerton Councilmembers Denise Frey
and Jeff Coughlin invite you to a*

JOINT DISTRICT MEETING



MULTIMODAL TRANSPORTATION

*Saturday, July 29, 2023, 1 - 3 PM at Evergreen Park
Picnic Shelters 5 & 6 (Across from Evergreen Pizza)
Stop by anytime as part of Bridging Bremerton!*



Comments?

ALMIRA DRIVE CURBSIDE
PARKING TAKEN AWAY WILL
CREATE PROBLEM FOR RESIDENTS.
NOT ENOUGH SPACE IN REAR ONSITE
PARKING LOTS

Alternative X looks safest
for cyclists to me

I PREFER ACT X.

Comments?

Top choice for the Warren Ave.
Bridge project is alternative 8, with
X as a second choice - Bryan Meyer
ALT X BEST

Alternative X is the most
future-forward and best choice
for the most people.

Comments?

Alternative 2 would
work best for so many people.

From: zcarolmichel@gmail.com
To: [City Council](#)
Subject: Warren Avenue Bridge in Bremerton
Date: Monday, July 31, 2023 12:18:05 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Council Members –

I am writing to urge your support for 12'/8' shared use path widths for the proposed work on the Warren Ave. bridge. I have been a member of the Bremerton community since 2007 and during that time have seen some wonderful and positive changes to our city. Right now we have an opportunity to support a project which will revolutionize bike/pedestrian safety for all users and all ages. Ideally we would like to have 12-14 feet on both sides, but apparently there is not funding for that. The proposal I would support would be 12 feet on the East side and 8 feet on the West side. This would meet modern safety standards and would also be structurally feasible. It would enhance connectivity to downtown Bremerton and other destinations. Let's do this for the people of Bremerton and the community. They deserve safe non-motorized transportation options.

Carol Michel

From: Deborah McDaniel <deborah.mcdaniel@gmail.com>

Sent: Friday, July 28, 2023 3:37 PM

To: Anna Mockler <Anna.Mockler@ci.bremerton.wa.us>; City Council <City.Council@ci.bremerton.wa.us>; Eric Younger <eric.younger@ci.bremerton.wa.us>; Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>; Jeff Coughlin <Jeff.Coughlin@ci.bremerton.wa.us>; Quinn Dennehy <Quinn.Dennehy@ci.bremerton.wa.us>; Denise Frey <Denise.Frey@ci.bremerton.wa.us>; Jennifer Chamberlin <Jennifer.Chamberlin@ci.bremerton.wa.us>; Michael Goodnow <Michael.Goodnow@ci.bremerton.wa.us>

Subject: Warren Ave Bridge needs a 12x8 foot path, please!

Dear Mayor Wheeler & City Council,

I am writing to you as both a concerned citizen and someone who is incredibly excited about the Warren Avenue Bridge ADA and multi-use path project. Most importantly, I want to express my thanks to the city for prioritizing this work, and to many of you for recognizing that while 10-foot paths on both sides of the Bridge are good, the adopted State standard for multi-use paths is wider. Given that, I strongly believe that a design option of a 12-foot path on one side and an 8-foot path on the other would be the best of both worlds, and I encourage the Council to support this option, for reasons outlined below:

- Would allow for bidirectional bicycle traffic on one side
- Would allow unidirectional bicycle traffic on the other side
- Would provide ADA-accessible pedestrian space on both sides
- Ensure ensure greater separation between modes of transport, and thereby increasing safety generally, and *especially* because it would provide extra space to pass those using mobility devices (a key demographic for whom this project is intended)
- Allow more space for bicycles to pass each other in opposite directions, a scary proposition on a 10-foot path when pedestrians are added to the mix.

Combined with proper paint and signage to denote which mode should use which space to go which direction, I believe that wider, more usable space on one side is certainly preferable to a “close but not quite enough” amount of space on both sides.

I know that there is already support for a 12x8 option from some on City Council - thanks to those who have already expressed their support for doing so.

I also want to strongly encourage those who have expressed opposition to uneven widths to consider the point which Councilmember Frey made in the past: that this project will have a 50+ year impact. This is our chance to do this right! If not, Bremerton’s multi-modal connectivity (already sorely lacking) will suffer for decades to come.

As elected leaders of this great city, I implore you to make the right decision for all users, and support a 12x8 multi-modal path option for the Warren Avenue Bridge.

Thank you,

Deborah McDaniel

From: [Denise Frey](#)
To: [Gregory Dawson](#)
Cc: [City Council](#)
Subject: Re: Warren Ave. Bridge Options
Date: Monday, July 31, 2023 12:38:17 PM

Hi Greg,

Thank you as always for your investment in our City's work and for participating in the Bridging Bremerton event. Your perspective is valuable not only to me but to the rest of the Council so I'm cc'ing staff to include it in public comments related to the Warren Avenue Bridge project. As you know, this decision as to the width of the paths on each side of the bridge is one that the Council is considering. The issue of our connector paths is one that I'm extremely interested in solving and I'm certain that solutions are out there!

Thanks again for taking the time to write this!

All my best,

Denise

Denise Frey

Council Member, District 2

Bremerton City Council

(360) 473-5280

denise.frey@ci.bremerton.wa.us

www.BremertonWA.gov



From: Gregory Dawson <glynndawson@hotmail.com>
Sent: Sunday, July 30, 2023 6:17 PM
To: Denise Frey <Denise.Frey@ci.bremerton.wa.us>
Subject: Warren Ave. Bridge Options

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Councilperson Denise Frey,

I am writing as a follow-up to our conversation at Evergreen Park Saturday about the Warren Ave. Bridge ADA compliance and Multi-use path project.

I encourage you to vote for "Option X" of the plan; a 12 foot path on the Eastern Side and a 8 foot path on the Western side. This would be a sensible compromise that would meet the minimum standards in practice today, be a big improvement user's safety, and for the Bremerton transportation infrastructure.

I appreciate the work you have done on this to "get it right" for today and for our city in the future.

I have enclosed a photo as an example of the challenges at using the bridge, in its current condition, taken at the recent “Bridging Bremerton Walk”. The young mother in the photo was forced to walk on the opposite side of the bridge from the rest of the organized walk participants because the route on the East side of the bridge necessitated going down a long flight of stairs to Lebo Ave, not possible with her stroller and 3 year old twins.

The photo also show how narrow the current sidewalk really is and begs the question: What if someone with a stroller meets someone in a wheelchair mid-span?

Something to think about, when voting for these future citizens of Bremerton.

Thank you for you advocacy and considerate decision making.

Sincerely, Greg Dawson



Sent from [Mail](#) for Windows

From: Jackson Wolf Pincus <jpincus7@gmail.com>

Sent: Friday, July 28, 2023 2:45 PM

To: City Council <City.Council@ci.bremerton.wa.us>; Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>; Jeff Coughlin <Jeff.Coughlin@ci.bremerton.wa.us>; Michael Goodnow <Michael.Goodnow@ci.bremerton.wa.us>; Jennifer Chamberlin <Jennifer.Chamberlin@ci.bremerton.wa.us>; Denise Frey <Denise.Frey@ci.bremerton.wa.us>; Quinn Dennehy <Quinn.Dennehy@ci.bremerton.wa.us>; Anna Mockler <Anna.Mockler@ci.bremerton.wa.us>; Eric Younger <eric.younger@ci.bremerton.wa.us>

Subject: Warren Bridge Needs a 12x8 foot Path!

Dear Mayor Wheeler & City Council,

I am writing to you as both a concerned citizen and someone who is incredibly excited about the Warren Avenue Bridge ADA and multi-use path project. Most importantly, I want to express my thanks to the city for prioritizing this work, and to some on Council for recognizing that while 10-foot paths on both sides of the Bridge are good, the standard for multi-use paths is wider. Given that truth, I believe strongly that a design option which places a 12-foot path on one side and an 8-foot path on the other would be the best of both worlds, and I encourage all Councillors to support such an option.

A 12x8 option would allow for bidirectional bicycle traffic on one side and unidirectional bicycle traffic on the other, in addition to providing ADA-accessible pedestrian space on both sides. It would ensure greater separation between modes of transport, thereby increasing safety generally- but especially because it would provide extra space to pass those using mobility devices, who after all are a key demographic that this project is supposed to make life better for. It would also allow more space for bicycles to pass each other in opposite directions, something which with a 10-foot path would be a scary proposition when pedestrians are added to the mix. Combined with proper paint and signage to denote which mode should use which space to go which direction, I believe that wider, more usable space on one side is certainly preferable to a "close but not quite enough" amount of space on both sides.

I know that there is already support for a 12x8 option from some on City Council, and I want to thank those who have already expressed their support for doing so. I also want to strongly encourage those who have expressed opposition to uneven widths to consider a point which Councilmember Frey has made in the past: that this project will have a 50+ year impact. If we do not get this right now, Bremerton's multi-modal connectivity (which is already sorely lacking) will suffer for decades to come. As elected leaders of this great city, I implore you to make the right decision for all users, and support a 12x8 multi-modal path option for the Warren Avenue Bridge.

Thank you,

Jackson Wolf Pincus

Co-Founder & Vice President

StreetSmart Bremerton

Transportation & Public Safety Committee Chair

Charleston Business District

From: [Janice McFarland](#)
To: [City Council](#)
Subject: Warren Avenue Bridge Improvements
Date: Monday, July 31, 2023 11:02:30 PM

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Dear Bremerton City Council,

As a longtime cyclist and advocate for safer roads in Kitsap County, I am a supporter of wider, safer paths on the Warren Avenue Bridge. At this time, I support 12 and 8 over 10 and 10, for many reasons but mostly for the safety of vulnerable users, young and old alike.

I support 12 and 8 on the Warren Avenue Bridge, with additional resources targeted to expanding the narrower side to 10 or 12 feet as funding allows.

The two-foot difference between 10 and 12 matters. The additional two feet will make it safer for walkers, cyclists and people who use mobility devices to cross our bridge. Faster moving walkers, runners and cyclists could then move past some slower movers at a safe distance. Ten feet does not provide enough protection for individuals and that was one important reason why federal and state guidelines for shared use paths have steadily widened to the recommended 12 to 14 feet today.

Advocates for safer multi-modal paths within the Puget Sound area publicly support widening the 10-foot I-90 path. Shouldn't we in Bremerton learn from other communities who have led the way on multi-modal improvements? A 10-foot wide path will be 20 years out of date the moment it is completed.

Let's build a bridge that brings us together as a community and doesn't leave anyone behind. Let's build a bridge with 12 feet and 8 feet, and fight together to get additional resources to expand the 8. Twice as many people participating in the city's survey desired a 12- or 14-foot path over one 10 feet wide. A fair, safer alternative honors the citizens request for 12 feet minimum on at least one side of the bridge.

Sincerely,
Janice McFarland
cyclingfarlands@gmail.com

From: [Neal Foley](#)
To: [City Council](#)
Subject: Input on bridge.
Date: Monday, July 31, 2023 6:50:30 PM

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Bremerton City Council and Mayor Wheeler,

Lastly, I really like the 10ft with lookouts bridge option. it blends the best with the other projects.

Thank you,

Neal

From: [Reama](#)
To: [City Council](#)
Subject: Warren Bridge
Date: Monday, July 31, 2023 10:29:59 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Heya council,
Let's just go for the 12 foot width and know we made the right choice. This is a project that needs to support the city for decades to come. Go for 12 foot sidewalks on the east side.

Reama

From: Phil Babcock <babcockp@gmail.com>

Sent: Tuesday, August 1, 2023 4:25 PM

To: City Council <City.Council@ci.bremerton.wa.us>; Greg Wheeler
<Greg.Wheeler@ci.bremerton.wa.us>

Subject: MUPs on Warren Avenue Bridge

Hi Mayor Wheeler and Council members,

I am writing to voice my support for a minimum 12ft mixed use path on the east side of the bridge and an 8 ft path on the west side. The advantages to this alternative have been discussed at length, so I am just writing as a citizen of Bremerton to state that this is my preferred option.

Best,
Phil

--

Phil Babcock
617-206-0738

From: Janis Campbell <janiscampbell91@gmail.com>
Sent: Wednesday, August 2, 2023 7:49 AM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: Warren Ave Bridge multi-modal improvement

Dear President Coughlin and Bremerton City Council Members,

I am a bicyclist. I ride my bike all over the roads of Kitsap County and Bremerton in particular. I ride in good weather, bad weather, I ride up hills and down. I ride on back roads where there is little traffic and on city streets as in Bremerton. I understand the Bremerton city council will be listening to and weighing the opinions on the Warren Avenue Bridge multi-modal upgrades at this week's council meeting and am asking that you hear my thoughts from the perspective of bicyclist.

I support the 12 and 8 option versus the 10 and 10 option because it presents a safer, more comfortable traverse for many types of users (pedestrians, skateboard and scooter riders, people with adaptive devices that allow mobility such as motorized and nonmotorized wheelchairs, and, of course, bicycles). Additionally, you may have noticed the increase in the number of ebikes in use in recent years. If this is something you have not observed, check with any and all local bike shops; they will tell you how sales skyrocketed in recent years. Ebikes by nature are bigger and heavier than non-motorized road bikes. The 10 and 10 option narrows the space to a less safe, less comfortable crossing.

In my bicycle travels I've seen many close calls and a few accidents because of inadequate shoulders, poor signage, uneven or damaged roads, and, yes, bicyclists and vehicle drivers who take unnecessary risks.

My understanding is that funding for the Warren Avenue Bridge improvements have been tentatively approved, and I ask two things in considering the use options for these funds:

1. The Bremerton City Council will take a forward-looking approach to improvements to the Warren Avenue Bridge and choose the route that most safely meets the needs of nonvehicle travellers. Is the 12 and 8 option a best fit? Does the shared use path on the bridge provide enough space so all users, children, the elderly, walkers, and cyclists can share the space respectfully? Wider shared use paths are safer for everyone.
2. Step back from the decisions about what we need today and look at where we will be a year from now, five years from, and 20 years from now. We are in a world needing drastic changes to curb the damage of climate change, and as leaders of the city of Bremerton, I'm sure I'm preaching to the choir when I express these concerns. So, bringing our thoughts back to today, is the 12 and 8 multi-modal upgrade an incremental improvement for the safety of future users of the Warren Avenue Bridge? Note that bicycling from east Bremerton to PSNS, for example, is a short distance and could be an easy commute with road safety enhancements. Would more bicycle commuters ease the demand for vehicle parking? If bicycle use were encouraged for commuters what other improvements might be seen?

I thank you for hearing not just my preference for the Warren Avenue Bridge upgrade, but the broader concerns about how this decision can impact future transportation in Bremerton. Please choose the 12 and 8 option.

Janis Campbell
janiscampbell91@gmail.com
360.990.1013

Thank you President Coughlin and Bremerton City Council members for giving us the opportunity to speak to you tonight about the Warren Avenue Bridge Multi-modal upgrades.

I am a supporter of wider, safer shared use paths on the Warren Avenue Bridge. I support 12 and 8 with additional resources targeted to expanding the narrower west side to 10 or 12 feet as funding allows. There are many reasons to support a wider path on the east side of the bridge as a key part of Bremerton's planned bike and pedestrian corridor, but I shall focus on two tonight: safety for vulnerable users and equity.

I'm Dianne Iverson, resident of Bremerton, and an advocate for safer streets for all. Although I represent West Sound Cycling Club on the Warren Avenue Bridge stakeholders committee, I am speaking to you from a different perspective, not as a cyclist, but as a walker. I am speaking to you tonight as a 73 year old grandmother who is a bi-lateral amputee. I walk slowly and carefully with a cane, and am most vulnerable on crowded sidewalks or when people on bikes are moving faster than I am. I fell on the floor of the Seattle ferry terminal exit when a leashed dog bumped my cane. Many of us with balance issues want safe places to walk in Bremerton and I hope the Warren Avenue Bridge becomes one of those safe places.

The two-foot difference between 10 and 12 matters, which is why we want the side with greater expected use to have a 12-foot path. That additional two feet will make it safer for walkers, cyclists, and people who use mobility devices to cross our bridge. Faster moving walkers, runners and cyclists could then move past me at a safe distance. 10 feet does not provide enough protection for individuals like myself, and that was one important reason why federal and state guidelines for shared use paths have steadily widened to the recommended 12 to 14 feet today.

Last week Bremerton City Council members expressed an interest in symmetry on the Warren Avenue Bridge, implying both sides of the Warren Avenue Bridge should be the same width, in this case 10 and 10. Safety is more important than symmetry.

Are recent bridge multi-modal upgrades in the Puget Sound area prioritizing symmetry over safety? Absolute not.

- Bellevue Main Street Bridge: 2023. 12 ½ feet one side, 8 feet other side
- Kenmore Sammamish River: 2022. 16 feet one side, 5 feet the other side
- SR 520 bridge from Medina to the U of W: 14 feet on one side

The decision to widen one side more than the other may relate to asymmetries in safe ways to access the bridge or greater traffic on one side due to destinations or commuter routes - as is the case for the Warren Avenue Bridge. Shouldn't we in Bremerton learn from other communities who have led the way on multi-modal improvements? A bridge with **only** 10-foot wide paths will be 20 years out of date the moment it is completed.

Let's build a bridge that brings us together as a community and doesn't leave anyone behind. Let's build a bridge with 12 feet and 8 feet, and fight together to get additional resources to expand the 8. Twice as many people participating in the city's survey desired a 12- or 14-foot path over one 10 feet wide. A fair, safer alternative honors the citizens request for 12 feet minimum on at least one side of the bridge.

Thank you,

Dianne Iverson

From: Christopher Susi <cvsusi2@gmail.com>
Sent: Wednesday, August 2, 2023 2:45 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: Warren Avenue Bridge Multimodal Improvement

President Coughlin, City Council Members, Good Evening. My name is Christopher Susi, I'm here tonight to support the 12 and 8 foot Multimodal Upgrade to the Warren Avenue Bridge. I am a retired Air Force Master Sergeant and current President of West Sound Cycling Club.

While Dianne Iverson has superbly addressed the safety aspects, I want to take a moment and address the economic advantages of enhancing bridge multimodal access. Besides making travel safer, it increases economic opportunity for non-drivers getting to jobs, businesses and other locations that are virtually out of reach without a car.

Bike facilities provide a direct economic impact by saving taxpayers money; when many cities' streets and sidewalks are in disrepair, bike friendly solutions cost far less to create and maintain.

Cycling is a low-impact activity with benefits for both mental and physical health, and safer streets lower medical costs by reducing the number and severity of crashes. Just [30 minutes a day of cycling](#) reduces a person's risk for depression, anxiety, dementia, high blood pressure, diabetes, and cardiovascular disease by at least 40 percent.

Cities that invest in bike infrastructure are helping their residents feel happier and healthier, ultimately reducing their subsidized health care costs.

Studies on [bike infrastructure and local economies](#) show that bicycle lanes and bike parking are good for business. Bike friendly cities almost always have higher rates of pedestrian traffic, bringing more customers into local shops. Some U.S. cities, such as Chattanooga, Tennessee, have seen increases in [bicycle tourism](#), with visitors coming specifically for their bike paths, cycle tracks, and mountain bike trails. Cyclists coming from the south to access the Olympic Discovery Trail need to pass through Bremerton. Let's capture those tourism dollars by making Bremerton a bike touring friendly city.

Companies looking to attract younger workers, particularly in creative and tech industries, have increasingly been locating to bike-friendly cities. Because of this, cities such as Chicago, Minneapolis, Austin, and Memphis have created bicycle master plans to draw in new business and talent.

I live in Port Orchard and routinely cycle all over Kitsap, Mason, Jefferson, Pierce and King Counties. I rarely ride in Bremerton. The places that attract me and fellow cyclists are those with robust safe cycling infrastructure. For example, I can ride from the north end of Gig Harbor to the Tacoma Narrows Bridge via the Cushman Trail, then using quiet side streets drop all the way down to the Point Defiance Ferry terminal and continue into Tacoma on the Frank Herbert or the Rushton Way trail. These trails are busy because walkers and cyclists can get to restaurants, cafes and shops safely.

Research on bicycling participation in the U.S. shows that more Americans want to ride bikes for transportation, but don't because they don't feel safe. 50% of U.S. adults in one study report worrying about being hit by a car while riding their bike. However, 43% said

that they would be more likely to ride if there were lanes separating motorists and cyclists. Imagine a 20% increase in walk up traffic to coffee shops and restaurants!

Bremerton has everything needed to become a "Destination" instead of an "Obstacle". You have the waterfront, trees, restaurants, cafés and shops. Please, let's take the next steps by widening the bridge to 12 and 8. This is one of those instances where "If you build it they will come". I applaud the city for their efforts thus far. Just imagine how much better it will be for all citizens if we can link our safe bike infrastructure all together to make Bremerton a non motorized destination.

Thank you for your time.

Sincerely,

Chris Susi

Christopher Susi

H:360.443.2855

C 480.772.1690

Christopher Susi

H:360.443.2855

C 480.772.1690

From: Gary McFarland <gmcfarla1957@icloud.com>
Sent: Wednesday, August 2, 2023 11:00 AM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: Warren Avenue bridge

I have traveled on the I-90 , 520 bike/walkway and commuted on the Warren Avenue bike/ walkway, until the hospital moved.

My experience has been that the wider the walkway is, the safer it is for all travelers.

When the I-90 walkway went in it was a vast improvement over riding in the lane of I-90, but when the 520 walkway opened it was so much safer to ride and walk than the I-90.

Heading north on the Warren Avenue bridge, a cyclist is traveling uphill and the bike weaves a bit, so a wider northbound walkway would make more sense if safety is your priority.

Respectfully,

Gary McFarland

Sent from my iPhone

From: Jane Rebelowski <electjanerebel@gmail.com>

Sent: Wednesday, August 2, 2023 11:42 AM

To: City Council <City.Council@ci.bremerton.wa.us>; Greg Wheeler

<Greg.Wheeler@ci.bremerton.wa.us>; Thomas Knuckey <Thomas.Knuckey@ci.bremerton.wa.us>

Subject: Warren Ave Multimodal Project

Councilors, Mayor & Staff,

When researching modern day standards for shared use paths the first thing that popped up was The WSDOT Design Manual. Please note that WSDOT recommends a 12' shared use path.

1515.02(2) Widths, Cross Slopes, Side Slopes, and Clearances

1515.02(2)(a) Shared-Use Path Widths

The appropriate paved width for a shared-use path depends on the context, volume, and mix of users. The desirable paved width of a shared-use path, excluding the shoulders on either side, is 12 feet. The minimum paved width, excluding the shoulders on either side, is 10 feet.

A paved width of more than 12 feet, excluding the shoulders on either side, may be appropriate when substantial use by both pedestrians and bicyclists is expected or maintenance vehicles are anticipated.

Shared-use path shoulders are typically unpaved and 2 feet wide on either side. [Exhibit 1515-3](#) through [Exh 1515-7](#) provide additional information and cross-sectional elements.

On bridges or tunnels, it is common to pave the entire shared-use path, including shoulders. This usable width can be advantageous for emergency, patrol, and maintenance vehicles and allows for maneuvering around pedestrians and bicyclists who may have stopped. It also keeps the structure uncluttered of any loose gravel shoulder material.

1515.02(2)(b) Exceptions to Minimum Path Widths

A reduced path width of 8 feet may be designed at locations that present a physical constraint such as an environmental feature or other obstacle. Refer to the [MUTCD](#) for signing and pavement markings for such conditions.

In very rare circumstances, a reduced width of 8 feet may be used where the following conditions prevail:

- Bicycle traffic is expected to be low, even on peak days or during peak hours.
- Pedestrian use of the facility is not expected to be more than occasional.
- Horizontal and vertical alignments provide frequent, well-designed passing and resting opportunities.
- The shared-use path will not be regularly subjected to maintenance vehicle loading conditions that would cause pavement edge damage.
- The shared-use path is a short distance such as a spur connection to a neighborhood.

1515.02(2)(c) Existing Shared-Use Paths – Considerations

Some existing shared-use paths were constructed with narrower dimensions, generally providing 8 feet of pavement. Evaluate existing older paths for current needs. Consider widening an existing shared-use path to meet current geometric standards.

1515.02(2)(d) Cross Slope

The maximum cross slope on a paved shared-use path is to be 2%. The cross slope of the shoulders can be steeper than 6H:1V. To accommodate drainage, the entire section, including shoulders, should transition through curves. It is desirable to design the pivot point on the outside edge of one side of the shoulder or the other to avoid a pavement crown (see [Exhibit 1515-3](#) through [Exhibit 1515-7](#)).

It is best practice to design the cross slope to be less steep than the allowed maximum to account for some tolerance in construction. For example, design for a 1.5% cross slope (rather than the 2% maximum).

Sloping the pavement surface to one side is desirable and usually simplifies drainage design and surface construction. Generally, surface drainage from the path is dissipated as it flows down the side slope.

1515.02(2)(e) Side Slopes and Pedestrian Rail

Side slopes along shared-use paths are an important design feature. Embankment side slopes of 6H:1V or flatter provide a gently sloping path border.

The American Association of State Highway and Transportation Officials (AASHTO) Guide recommends that shared use paths be 11'-14' wide. See AASHTO guide 5.2.1. In certain circumstances (low volume of users) the AASHTO guide allows for shared use paths to be reduced to 8'.

The planned bike routes in Bremerton are primarily on the east side of our city. It makes perfect sense to have a minimum 12' shared use path on at least one side of the Warren Ave Bridge. There are logical entry/exit points on the east side for both cyclists, wheelchair users, pedestrians, scooters and other human powered forms of transportation. The west side of the bridge is much more difficult to make wider pathways. By incorporating at least 2 "look outs" on the west side of the bridge 8' seems to be a logical width.

Please keep in mind these improvements may be the last we see for at least a generation or more. Why would we want to invest in an outdated "update" to our city?

Sincerely,
Jane Rebelowski
1445 17th St 98337

Is a 10-foot sidewalk to a 12-foot bridge path appropriate?

Please see the attached illustrations showing real-world examples of pedestrians and cyclists on bridges here in Puget Sound.

I understand some folks have expressed concerns that sidewalks approaching a bridge should be the same width as the path on the bridge. This isn't necessarily the case, since the available safe space for a cyclist on a bridge is about four feet less than the available space for a cyclist riding on the same width path *off* the bridge due to concerns about hooking handlebars on the side railings of a bridge path.

There has to be enough room in the center of a bridge shared use path for cyclists to avoid one another and pedestrians. A 10-foot bridge path is not sufficient. State and Federal guidelines for the width of shared use paths have increased to 12 and 14 feet because it increases the safety for all users, especially the slowest and most vulnerable, who will move to the side of the path on a bridge when faster cyclists ride through the center.

On a path without railings or vertical side walls, cyclists can use the entire width of the path, not just the center, making it easier for pedestrians and cyclist share the same space effectively.

What these illustrations show is it is entirely reasonable to build 10-foot sidewalks approaching a 12-foot bridge path.

Paul Dutky

East Channel Bridge - Mercer Island to Bellevue, WA.
Built **1981**. 8-foot bike and pedestrian path.



8 feet

Pedestrians won't feel safe on an 8-foot path shared with cyclists.

I-90 Bridge between Seattle and Mercer Island.
Built **1993**. 10-foot bike and pedestrian path.

Cyclists occupy the center of the path to stay away from railings.

Cascade Bike Club: “With projected growth, it’s crucial for all parts of the I-90 Trail to allow for increased capacity. This means we’re asking the City of Mercer Island to right-size the I-90 Trail to fit local and national design standards, so that users experience a seamless trails network across jurisdictions. As national trails standards grow to 14 feet wide, King County is already building well-loved trails to 14 feet to give all users room to safely navigate.



SR-520 Floating Bridge across Lake Washington.
Built **2016**. 14-foot bike and pedestrian path.

This 14-foot on-bridge path is functionally equivalent to a 10- or 12-foot off-bridge path to cyclists, because they can move to the edge of the off-bridge path without risking hooking handlebars.



Shared Use Path on Mercer Island.

Cyclists will ride all the way to the edge of the path to make room for pedestrians - if there is no wall or railing to worry about.



This is the newly built 14-foot shared use path / Tunnel under SR 305 in Poulsbo.

Most cyclists will use only the center 10 feet of this path due to the risk of hooking handlebars on the vertical walls of the tunnel.

There is room for pedestrians and bike users moving in different directions to share this space safely.



From: Rachel Nervik <rinervik7@gmail.com>
Sent: Wednesday, August 2, 2023 10:39 AM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: Bike Bridge Option

I want to urge the City Council to reject the 10-foot bridge option, and build a modern and safe 12-foot east side crossing with a vision beyond the bridge.

Published for
July 26 Study Session
A2 – Public Comments

From: [jane Rebelowski](#)
To: [City Council](#); [dianne iverson](#); [Thomas Knuckey](#); [Greg Wheeler](#); [Vicki Grover](#)
Subject: Warren Ave Bridge multi model project PLEASE SEND TO ALL COUNCIL
Date: Monday, July 24, 2023 10:31:43 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have been a member of the City of Bremerton's ADA committee for several years. Prior to my retirement I was a long time member of the City of Seattle's ADA committee. I trained all employees of the Seattle Department of Transportation Maintenance crews on not only how to properly construct ADA facilities but also how to install safe work zones for all persons of various abilities to navigate work zones. I attended numerous national training sessions to gain my knowledge and experience in ADA issues.

Bremerton City staff presented options for the Warren Ave multi-modal project without providing information discussed in stakeholder meetings. We were unaware that the cycling community had proposed keeping the majority of cyclists on a 12' or 14' east side route. Resident committee members thought that cyclists would be overwhelming both sides of bridge and therefore voted for both sides of bridge improvements to be a minimum 10' each side. I believe if we had all the information our vote may have been different. I know mine would have been.

I propose that both sides meet ADA requirements of a minimum of 5' walkway on west side of bridge and east side be 12' or 14' (14' being my preference). I hope in the future ALL information be given to volunteer committees prior to asking for an opinion.

Jane Rebelowski
1445 17th St
98337
360-479-7179

Sent from my iPhone

From: dianne iverson <diverson1950@gmail.com>
Sent: Monday, July 10, 2023 1:31 PM
To: Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>; Jeff Coughlin <Jeff.Coughlin@ci.bremerton.wa.us>; Eric Younger <eric.younger@ci.bremerton.wa.us>; Michael Goodnow <Michael.Goodnow@ci.bremerton.wa.us>; Anna Mockler <Anna.Mockler@ci.bremerton.wa.us>; Denise Frey <Denise.Frey@ci.bremerton.wa.us>; Jennifer Chamberlin <Jennifer.Chamberlin@ci.bremerton.wa.us>; Quinn Dennehy <Quinn.Dennehy@ci.bremerton.wa.us>
Cc: dianne iverson <diverson1950@gmail.com>
Subject: Letter and attached pdf of Warren Avenue Bridge upgrades

Mayor Wheeler, President Coughlin, and Bremerton City Council members,

I have been a member of the Warren Avenue Bridge Stakeholder Advisory Group representing West Sound Cycling Club. Attached to this email is a summary of West Sound Cycling Club's recommendation based on the information learned during the past two years of planning. Common sense and research support WSCC's position that wider paths are safer, and connectivity of the bridge to neighborhoods is essential for a multi-modal bridge upgrade to be a good investment.

Bridge Options

As a resident of Bremerton, I am excited about future improvements to the Warren Avenue Bridge, and I am especially happy that the public and the council have the opportunity to view more than one viable option. You now have the most difficult task of choosing a safe option for all ages and abilities and living within a budget. At no time did the public or the stakeholder advisory group have to wrestle with prioritizing alternatives *based on monies available*. You have been given that task.

Since many current council members were not on council in 2021 when the stakeholder advisory group was formed, I'd like to take this opportunity to summarize the last 27 months from the eyes of this particular committee member.

In March of 2021 the city's public works department recommended the Council endorse 8-foot sidewalks on both sides of the Warren Avenue Bridge. Since an 8-foot sidewalk is not "multimodal", bikes would, supposedly, use the bridge deck, except, of course, they wouldn't. The bridge deck is extremely dangerous for cyclists. This staff recommendation to Council was made with **no community input**. Thankfully, the Bremerton City Council intervened to keep consideration of other viable alternatives alive.

On April 7, 2021 the Council voted 7 to 0 to approve funding for a design study but amended the motion to include consideration of WSCC's recommendation of a 12- to 14-foot path on one side of the bridge. Cost and structural feasibility were key issues the city and the state needed to explore. Now after more than two years there are *several* viable alternatives for the Council to consider.

Width of bridge shared use paths:

The state of Washington recommends 12- and 14-foot paths on bridges when possible. Cycling throughout Puget Sound our bike club members have experienced cycling on bridges with 8-, 10-, 12-, 14- and 16-foot paths. Wider paths are safer and attract more users of all ages and abilities.

After more than 24 months of planning we now know that a 12- or 14-foot path on the Warren Avenue Bridge is structurally feasible. This is great news! Based on survey results from the community, 12- and 14-foot paths are strongly preferred. We encourage the City Council to choose a 12 or 14 foot path on at least one side of the bridge in order to make it safer for all of us. The Community wants it and research supports it. Wider paths are safer.

Inspection of bridge:

After attending the November 30th, 2022 stakeholders committee meeting, I wrote WSDOT a letter describing my frustration that their mandates were a barrier to Bremerton choosing a safe multi-modal design for our bridge. A reply was received within 10 days addressed to me, the Mayor, the Council, and the staff. WSDOT is no longer the problem. There are UBITs (Under bridge inspection trucks) that can accommodate our bridge as well as future bridge upgrades throughout the state of Washington in communities far and wide - contrary to statements made earlier in the planning process. The UBIT barrier to inspecting the Warren Avenue Bridge is no longer a **fatal flaw** as described by Public Works during Warren Avenue Bridge stakeholders' meetings.

Budget:

How are multimodal improvements to the Warren Avenue Bridge being funded?

At this time \$25,000,000 was allocated by the legislature through Move Ahead Washington in order to upgrade the Warren Avenue Bridge. This is in addition to the \$1.5M the legislature allocated for the design. Additional resources will be needed to establish connectivity between the bridge and surrounding neighborhoods - *without which improvements to the bridge are meaningless*. The six connectors are: NE at Sheridan Park, SE at Roto Vista Park, NW at Clare Avenue, SW through Olympic College, east-west connectivity under Warren Avenue at the north end of the bridge at Callahan, and east-west connectivity through a tunnel under Warren Avenue at the south end of the bridge. All six connectors are in current transportation plans.

WSCC recommends applying for additional resources **now** to fund a wide bridge path and its connectors. Since the Move Ahead Washington funds for the Warren Avenue Bridge are not available until 2029, the city has time to get our bridge and its connections to adjacent neighborhoods shovel ready by applying for additional funds to build the important connectors and associated park improvements as soon as possible. **The Move Ahead Washington commitment of resources will entice others to fund the needed gaps that will provide connectivity to our non-motorized plan.** Many funding sources prefer filling in the gaps after initial commitments have been made. Let's use this opportunity now to get "gap" funding.

We request that Bremerton City Council prioritize grant funding for the important connectors through Roto Vista Park, the tunnel under Warren Avenue connecting to Upper Roto Vista Park, and Sheridan Park. Park improvements are essential for the Bridge to Bridge Loop Trail, and for non-motorized north-south travel. These improvements will be funded by transportation dollars - improvements Bremerton's Parks and Recreation Department cannot accomplish on its own.

Waiting until 2029 to invest in them is not strategic. Applying for grants now will show the state legislature that Bremerton is committed to upgrading the Warren Avenue Bridge. It should improve our "shovel readiness" status and future legislatures might choose to move Warren Avenue Bridge improvements to an earlier date.

Lessons learned:

Communities throughout Puget Sound and the Pacific Northwest have been leading the way on multi-modal improvements. Let's learn from them. Bridges are safer when the shared use path meets current standards. Here's a short list of bridges we have cycled in our state recently that meet the state's recommended shared use path width of 12 to 14 feet:

- SR 520 Evergreen Floating Bridge: Completed 2017. 14-foot wide path, Medina to U of Washington
- West Sammamish River Bridge, Completed 2022. 16-foot wide path, 68th avenue in Kenmore, WA
- Dungeness Railroad bridge, Completed 2023. 12-foot path over Dungeness River in Sequim, WA.
- Main Street Bridge, Completed 2022. A 12.5-foot path and an 8-foot path in Bellevue, WA over SR 405

WSCC supports a 12- or 14-foot path on one side of the bridge at a minimum. Bridge Alternatives 7, 8 and X all have a path of at least 12 feet on one side. Given current funding constraints, WSCC prefers option X with 8 feet on the west side and 12 feet on the east side. (See attached document)

Thank you for your time and leadership on behalf of the citizens of Bremerton. We, like you, are excited about these future investments in Bremerton.

Many thanks to the leadership of key stakeholders. First of all, we thank the Bremerton City Council on their vote of March 2021, especially Council members Younger and Goodnow. We also thank Council President Coughlin for joining WSCC on a ride to learn about cycling 8-, 10-, 12 and 14-foot shared use paths on Seattle's floating bridges. We thank State Senator Emily Randall for cycling with us on the same route in order to understand these same issues. And, we thank WSDOT for being part of the solution so that our community can choose a safer, connected multi-modal bridge. Most of all we thank the Washington state legislature for the allocation of \$26.5m to initiate the planning, design, and construction of multi-modal improvements to Bremerton's Warren Avenue Bridge.

WSCC is excited to be part of this endeavor. If anyone on Council or staff wants to cycle the Lake Washington floating bridges this summer, we are happy to lead another bike ride to show you bridges that have 8, 10 and 14 foot wide shared use paths on them.

Dianne Iverson

360 990 4445

diverson1950@gmail.com

West Sound Cycling Club board member

Warren Avenue Bridge stakeholders committee member

Warren Avenue Bridge and its Connectors

WSSC recommendations, Summer of 2023

- Overview
- NE Connector
- SE Connector
- Tunnel under SR 303

Warren Avenue Bridge Multi-modal Improvements and their connectors

WSCC Position Paper

Summer of 2023

1. Warren Avenue Bridge Multimodal Improvements: Bridge only

Alternatives to bridge

#2. 10 feet on both sides. (Absolutely NO)

#7. 12 feet on east side and 5 feet on west side.

#8. 14 feet on east side and 5 feet on west side

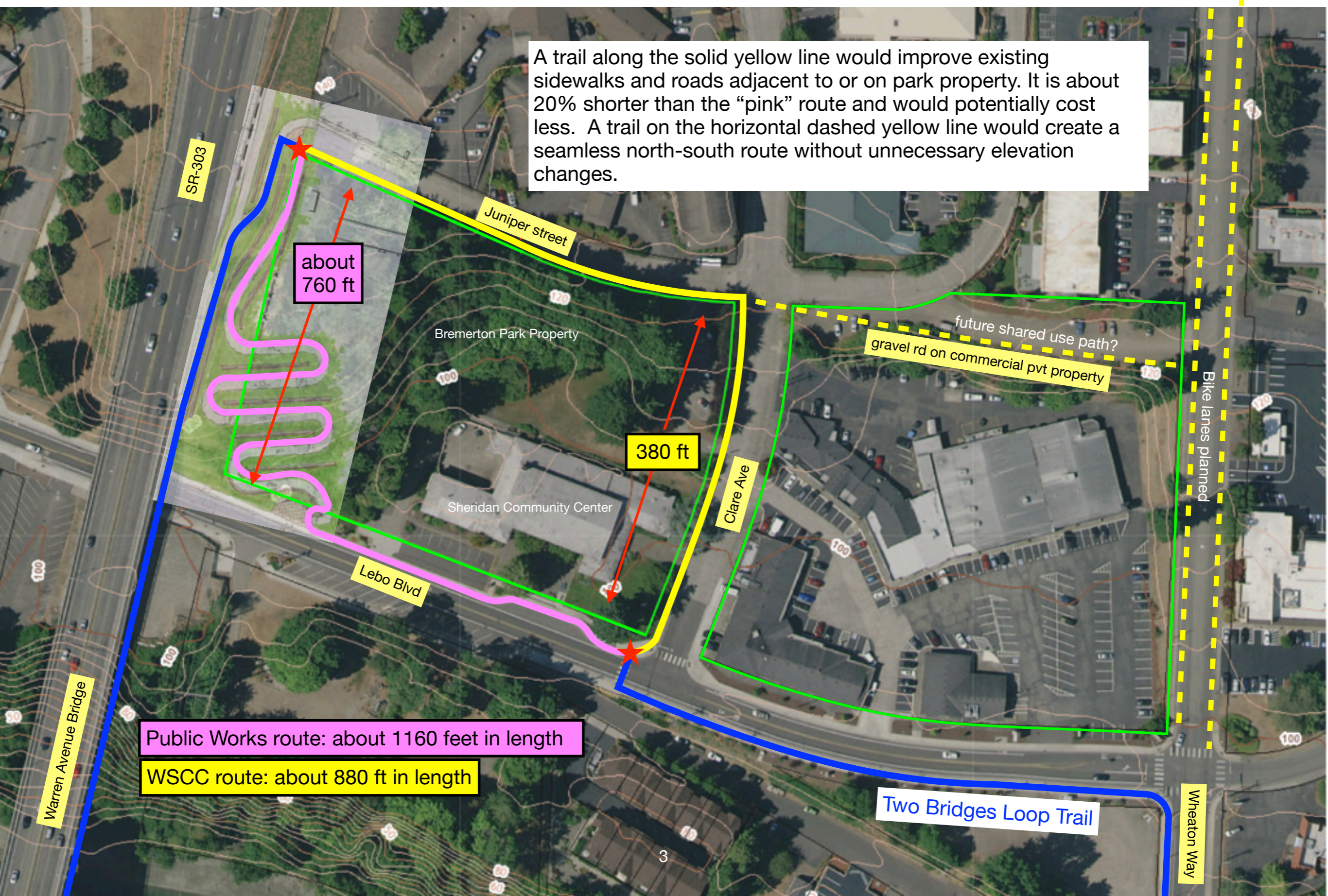
#X. 12 feet on east side and 8 feet on west side. (Preferred by WSCC)

2. Connection between NE corner of bridge and Lebo Blvd

WSCC supports a multi-modal shared use path connection on the NE corner of the Warren Avenue Bridge at Juniper Street in place of the switchback trail as described in slide 4. This multi-modal route would be about 20% shorter and would dramatically improve the walkability of Juniper street for residents of the adjacent assisted living facility. See photographs taken in December of 2022 on slide 5.

See a graphic of these routes on the next page

A Comparison of two possible Lebo-Bridge routes



A trail along the solid yellow line would improve existing sidewalks and roads adjacent to or on park property. It is about 20% shorter than the “pink” route and would potentially cost less. A trail on the horizontal dashed yellow line would create a seamless north-south route without unnecessary elevation changes.

about 760 ft

380 ft

Public Works route: about 1160 feet in length

WSSC route: about 880 ft in length

Two Bridges Loop Trail

future shared use path?
gravel rd on commercial pvt property

Bike lanes planned

Warren Avenue Bridge

SR-303

Juniper street

Clare Ave

Lebo Blvd

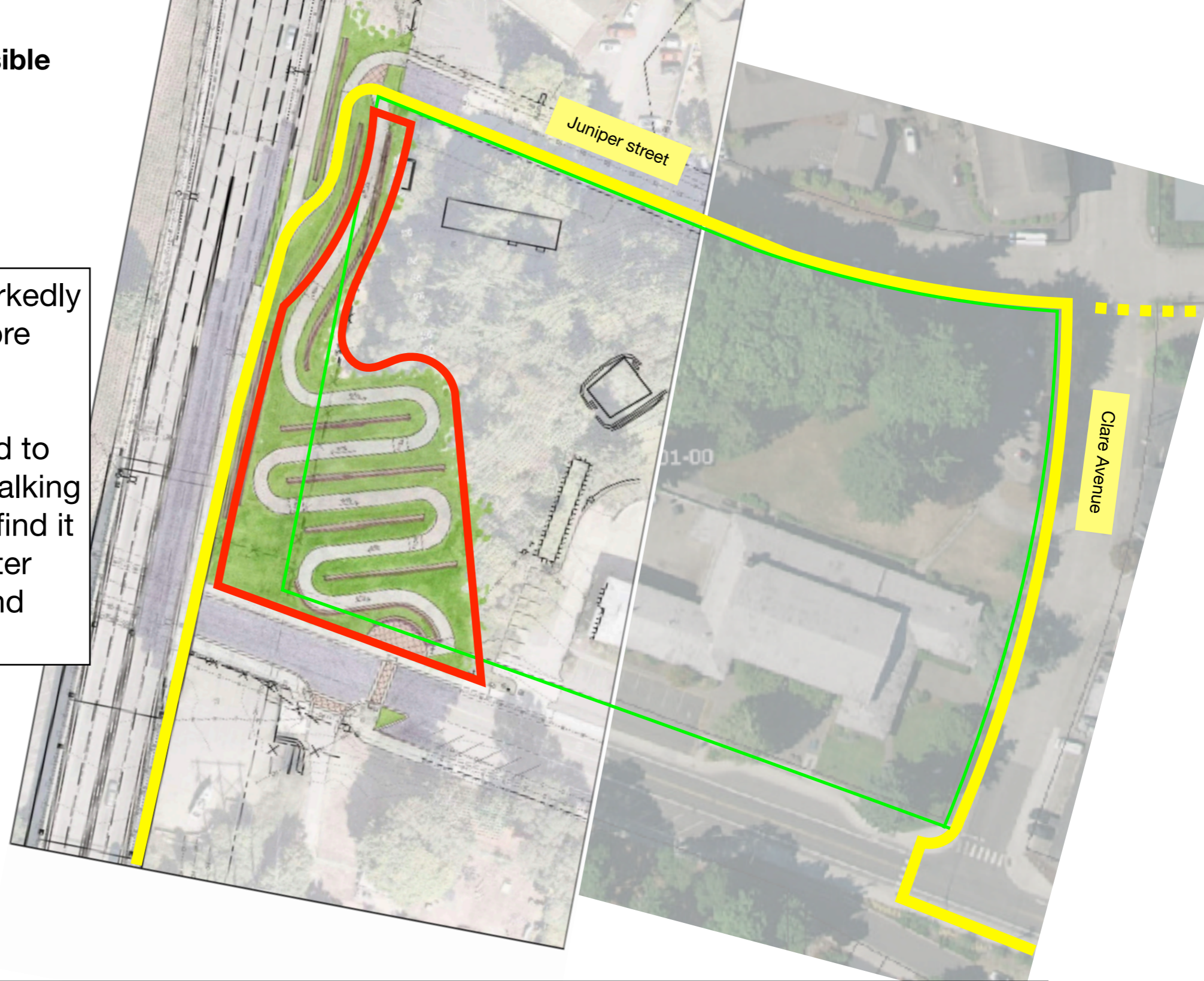
Wheaton Way

Bremerton Park Property

Sheridan Community Center

A Comparison of two possible Lebo-Bridge routes

A switchbacked or markedly curved trail may be more difficult for bikes to negotiate safely, and walkers will be tempted to cut corners. People walking or in wheelchairs may find it easier to take the shorter route via Juniper St. and Clare Ave.



Juniper Street is between 2 and 3 degrees of incline, bike, walk, and roll friendly, and has very low traffic volume and speeds. A shared use path along Juniper St could be extended eastward toward Wheaton Way, becoming part of the proposed East Bremerton Bike and Pedestrian Corridor that will connect downtown to the Illahee Preserve. A shared use path on a private gravel road may require an easement (dashed yellow line).

WSCC suggestion
Juniper Street: candidate for a shared use path



Park property

Looking from SR 303 toward Juniper Street

NE Connector continued: Sheridan Park has the potential to be dramatically improved by a trail through the forested west side of the property by “cleaning up” neglected stands of trees and developing a simple trail network through the forest. We should support further study on how to improve multi-modal connections using the park as a nature corridor from Juniper to Lebo.

Our first priority is to build a multi-modal transportation corridor by building wider paths on the bridge and a connection from the NE corner of the bridge to the west end of Juniper street. Park trail development could be phased in as resources become available.

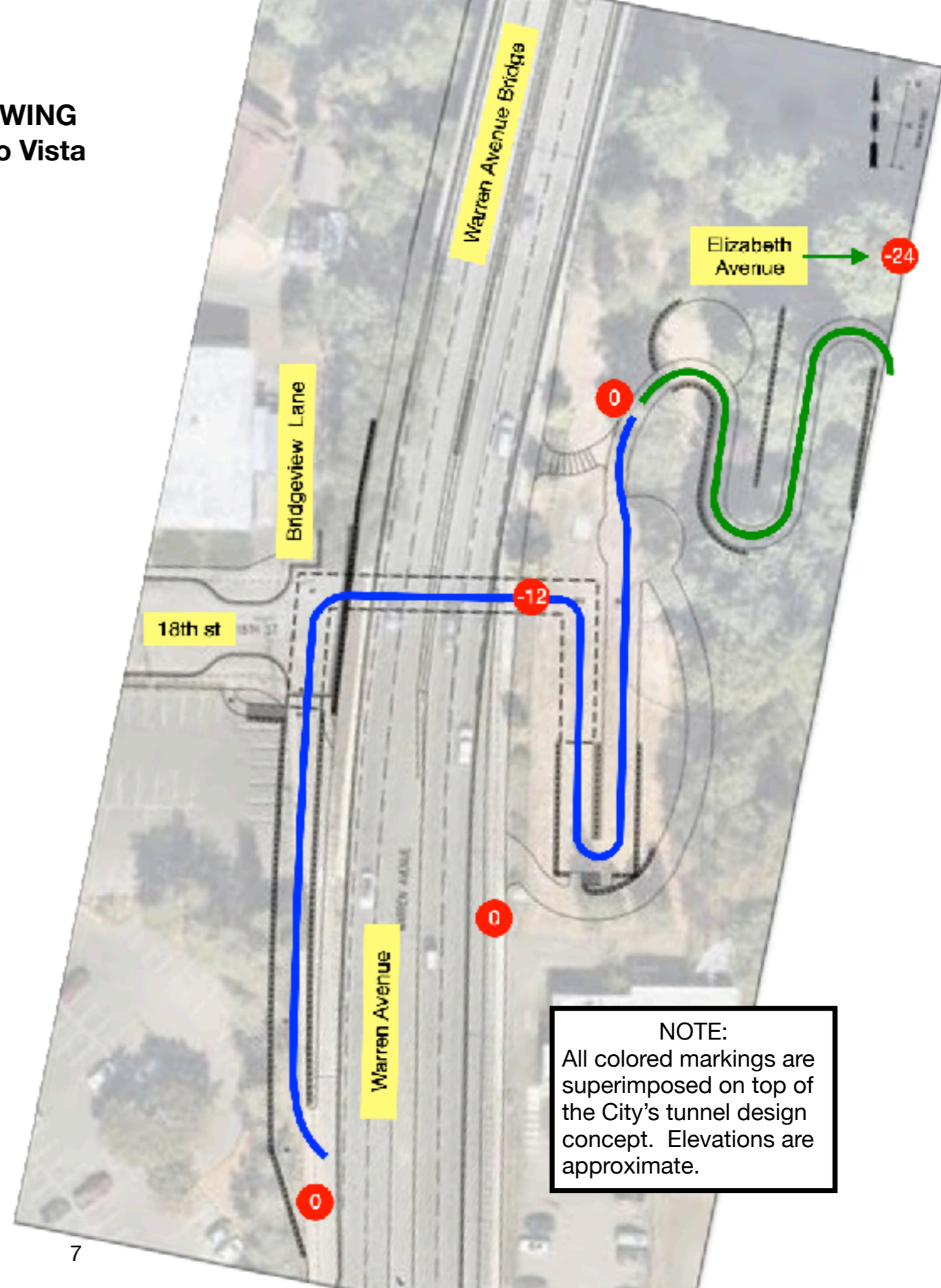
3. Tunnel under Warren Avenue at south end

Bremerton adopted a tunnel under Warren Avenue as its solution to safe multimodal connectivity between the east and west sides of busy Warren Avenue at the south end of the bridge by Olympic College. This tunnel is a preferred alternative in the SR-303 Corridor Study and the Joint Compatibility Transportation Plan - two planning processes the city has facilitated over the last 3 years. A typical bike and pedestrian friendly tunnel would allow safe east-west and north south travel by users on either side of an upgraded Warren Avenue Bridge. A tunnel would decrease traffic interruptions by pedestrians crossing at the 16th street traffic light, and significantly improve safe multimodal connectivity across Warren Avenue and the bridge.

Bremerton staff revealed their design for the tunnel at the Warren Avenue Bridge stakeholders committee in November of 2022. It is shown on the next page. It has two 90 degree turns underground in the tunnel - a design we feel is unsafe, and would be unattractive to the public. Therefore WSCC, with the help of two retired engineers, created an alternative design which has no underground turns and conforms better to modern design standards. The Bremerton Public Works design and the WSCC design are shown on the next two pages.

BREMERTON PUBLIC WORKS CONCEPT DRAWING for a tunnel under Warren Avenue at Upper Roto Vista

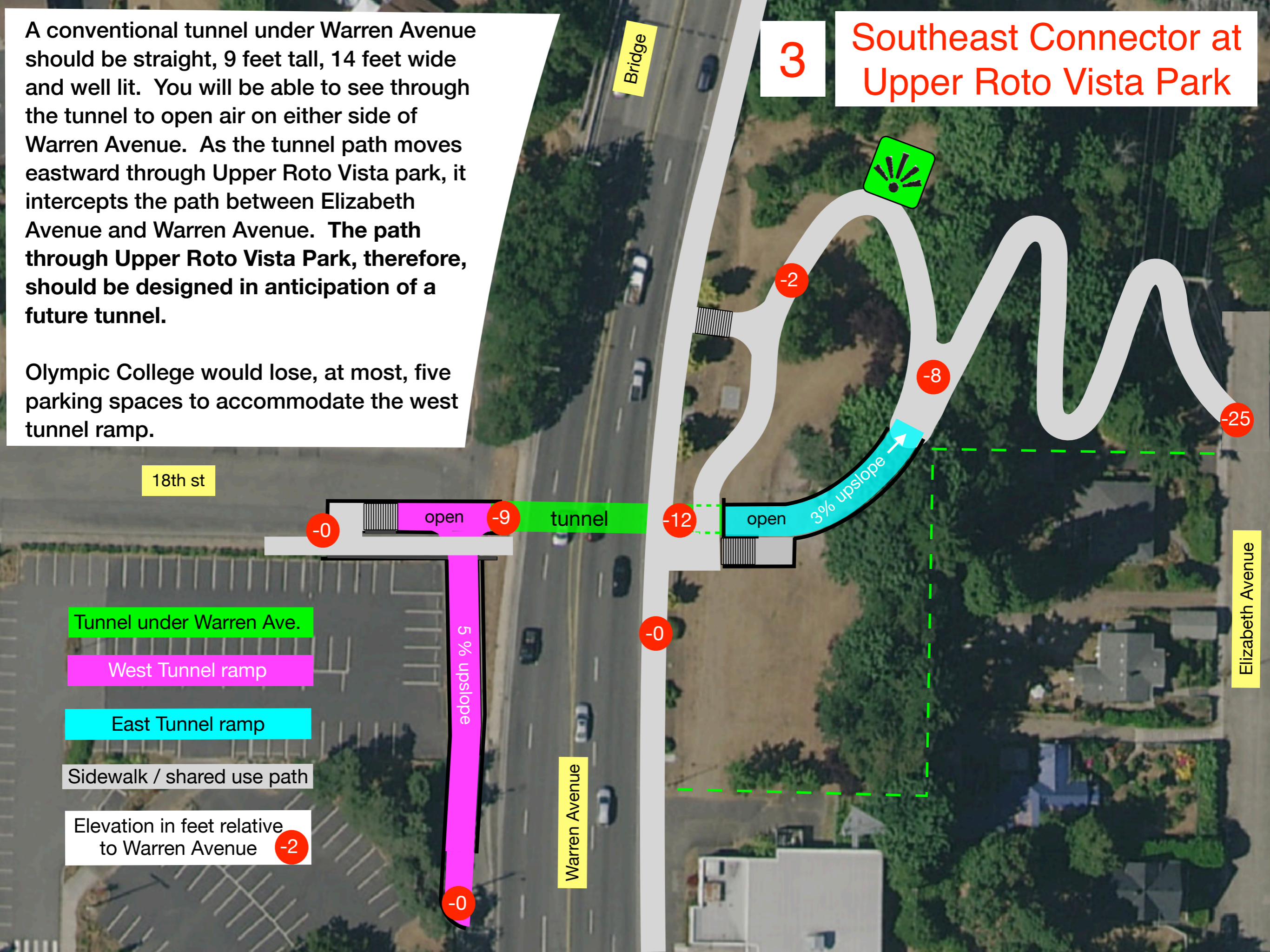
Someone wanting to travel from the west side of Warren Avenue through the tunnel to Elizabeth Ave using the city's tunnel design would have to descend to -12 feet, climb back to street level and then descend 24 feet on the planned new path through Upper Roto Vista park. Compare this concept to the WSCC tunnel concept that follows.



A conventional tunnel under Warren Avenue should be straight, 9 feet tall, 14 feet wide and well lit. You will be able to see through the tunnel to open air on either side of Warren Avenue. As the tunnel path moves eastward through Upper Roto Vista park, it intercepts the path between Elizabeth Avenue and Warren Avenue. The path through Upper Roto Vista Park, therefore, should be designed in anticipation of a future tunnel.

Olympic College would lose, at most, five parking spaces to accommodate the west tunnel ramp.

3 Southeast Connector at Upper Roto Vista Park



18th st

Bridge

3

-0

open

-9

tunnel

-12

open

3% upslope

-0

-25

Elizabeth Avenue

Warren Avenue

Tunnel under Warren Ave.

West Tunnel ramp

East Tunnel ramp

Sidewalk / shared use path

Elevation in feet relative to Warren Avenue -2

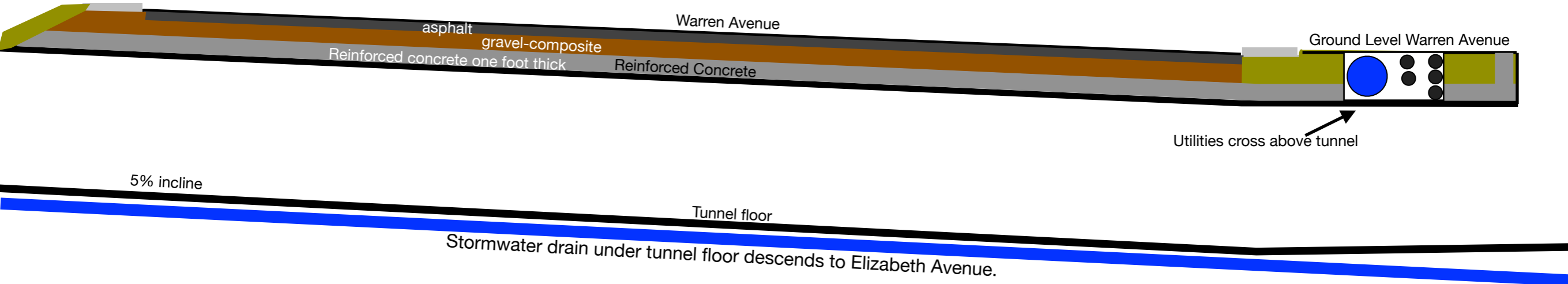
5% upslope

-0

← Olympic College / 18th st.

WSSC Warren Avenue Tunnel Cross-section (looking north)

Upper Roto Vista Park →



This WSSC tunnel is 9 feet tall and 14 feet wide. The floor of the tunnel descends about 3 feet from 18th street to the edge of Roto Vista Park

Elizabeth Ave Street Level

This 9-foot high tunnel shown at right was recently constructed in Boulder, Colorado. It would look similar to the WSSC tunnel design for Warren Avenue except the width of the WSSC tunnel is 14 feet, whereas the Boulder tunnel is 16 feet wide.



One of 13 tunnels for bikes and pedestrians along Boise, Idaho's 25 mile paved, shared use path named the Boise River Greenbelt.



Poulsbo Comprehensive Budget Map for tunnel, path, and roundabout



JOHNSON PARKWAY

FUNDING SUMMARY EXHIBIT

**TOTAL CONSTRUCTION COST
\$18.5M**

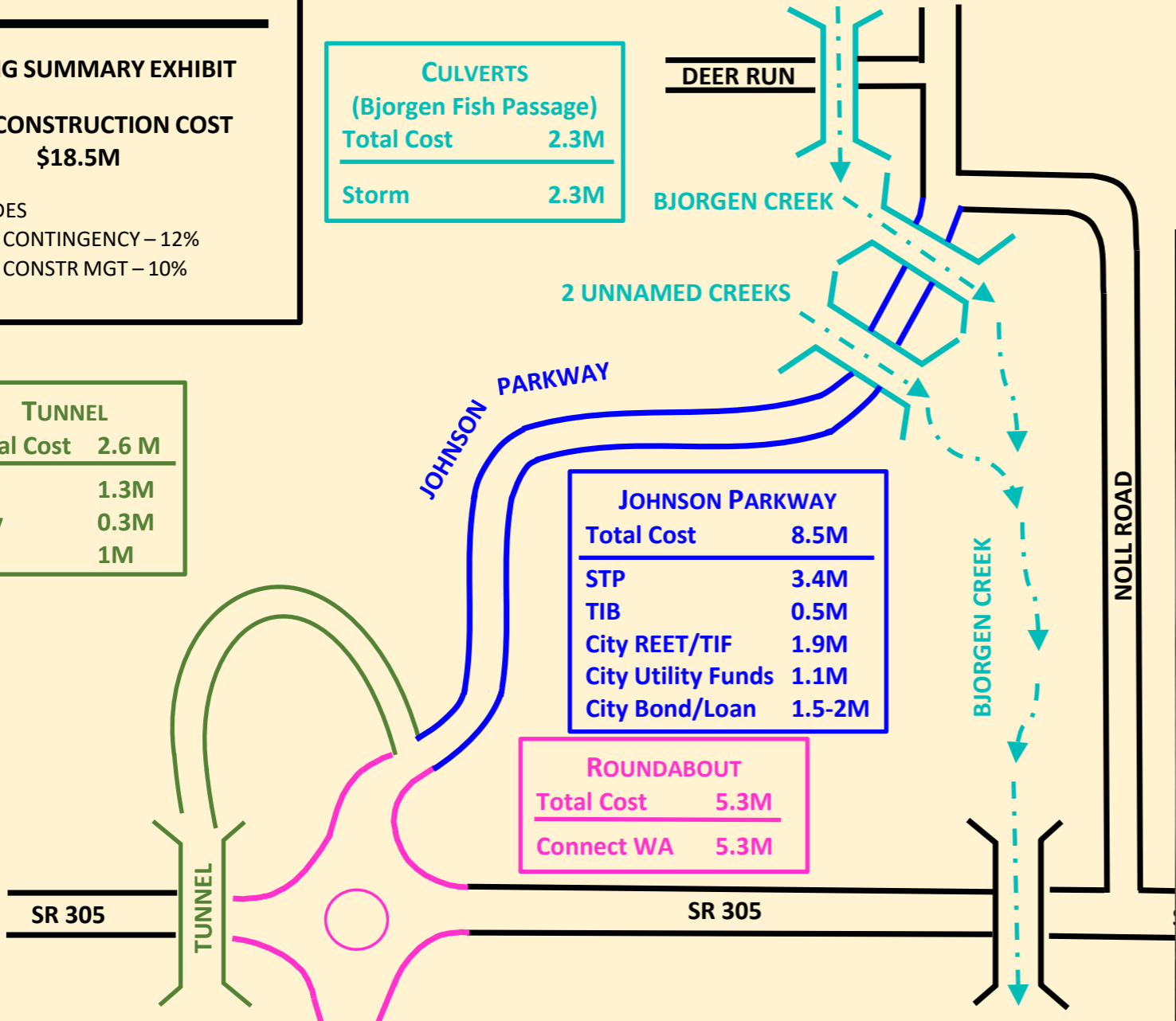
- INCLUDES
- CONTINGENCY – 12%
 - CONSTR MGT – 10%

CULVERTS (Bjorgen Fish Passage)	
Total Cost	2.3M
Storm	2.3M

TUNNEL	
Total Cost	2.6 M
STP	1.3M
City	0.3M
TIB	1M

JOHNSON PARKWAY	
Total Cost	8.5M
STP	3.4M
TIB	0.5M
City REET/TIF	1.9M
City Utility Funds	1.1M
City Bond/Loan	1.5-2M

ROUNDBABOUT	
Total Cost	5.3M
Connect WA	5.3M



New Poulsbo shared use path through a tunnel under SR 305.



10/28/2020

The WSCC Advocacy Committee supports this tunnel design.

We realize that bridge improvements may have to be funded in stages due to money at hand. The tunnel may get funded after construction of one or two cantilevered paths on the bridge and the Elizabeth Ave - Warren Avenue path. However, since the east tunnel ramp joins the planned path in mid slope, these projects should be designed in tandem so incompatibilities don't have to be corrected later. A rational connected trail system depends upon seamlessly integrating the tunnel ramp and the path through Upper Roto Vista park.

Vancouver, Washington 14 foot shared use path along the Columbia River.



From: Paul Dutky <pdutky@gmail.com>

Sent: Tuesday, July 25, 2023 9:54 PM

To: Jeff Coughlin <Jeff.Coughlin@ci.bremerton.wa.us>; City Council <City.Council@ci.bremerton.wa.us>

Subject: Warren Avenue Bridge Multi-modal Upgrades/Complete Streets Committee

President Coughlin, Council-members Goodnow, Frey, Chamberlin, Mockler, Dennehy, and Younger,

I am Dianne Iverson, a member of the Bremerton Complete Streets Committee representing West Sound Cycling Club.

I am writing to you today about the Multi-modal Improvements that are being planned for the Warren Avenue Bridge. In 2021 the Complete Streets Committee participated in **early on** discussions concerning our vision for the Warren Avenue Bridge multi-modal improvements. We were excited at the time to be a part of the process so that the best preferred alternative for Bremerton would be chosen. Our participation was very limited as a committee.

In December of 2022, WSDOT sent a letter to the Mayor, the Council and to staff that increased the possibilities for choosing a safer alternative than what staff was recommending at the November 30th, 2022 stakeholders meeting. The Complete Streets Committee would have been a valuable source of input for evaluating the latest viable preferred alternatives.

As of July 25th, 2023 the Complete Streets Committee has met twice this year, but has not had an opportunity to review alternatives based on the latest information sent to the city by WSDOT in December. As a member of the committee, it was my understanding that we would be able to participate in reviewing and advising on the "preferred alternatives".

Several alternatives are feasible and within budget. Some alternatives are safer than others. Many members of the Complete Streets Committee may not even know this and they certainly have not had the opportunity to review the handful of existing feasible projects.

As an individual member of the Complete Streets Committee, I urge the city council to review and support Alternative 8 as it is the safest alternative for all ages and abilities. Alternative 8 is also within budget. Alternative 8 provides a safe multimodal path on the east side of the bridge and a pedestrian preferred path on the west side of the bridge.

Thank you for your leadership on this issue.

Dianne Iverson

diverson1950@gmail.com

The Urbanist

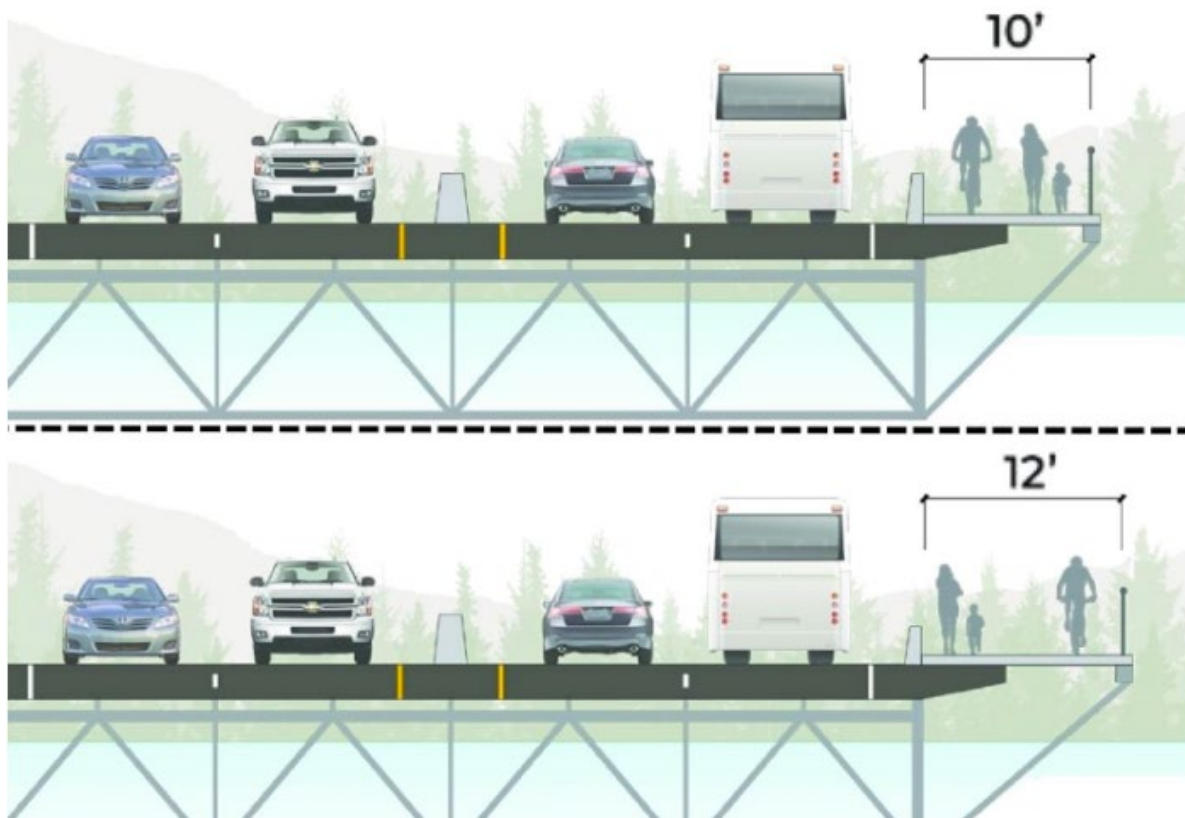
Op-Ed: The Case for a 12-Foot Trail on Bremerton's Warren Avenue Bridge

By Travis Merrigan (Guest Contributor) - August 1, 2023



It's time to decide on Bremerton's [Warren Avenue Bridge bike and pedestrian trail](#). After years of study, the debate is whether the east side trail on State Route 303 should be 12-foot wide (preferred by multimodal advocates) or whether to accept the Wheeler administration's preference of 10-foot wide. Public Works and the city council president have written [dueling resolutions](#) and the council will vote on Wednesday.

With a myopic focus on the 0.4-mile bridge span, reasonable people can disagree about 10-feet versus 12, both are a big improvement from the status quo (currently a claustrophobic 3.5 feet on both sides). But the 12-foot span is clearly superior if one expands their vision beyond the bridge itself and considers the future, city-wide multimodal network.



An comparison illustrating the 10-foot design vs the 12-foot design. (City of Bremerton)

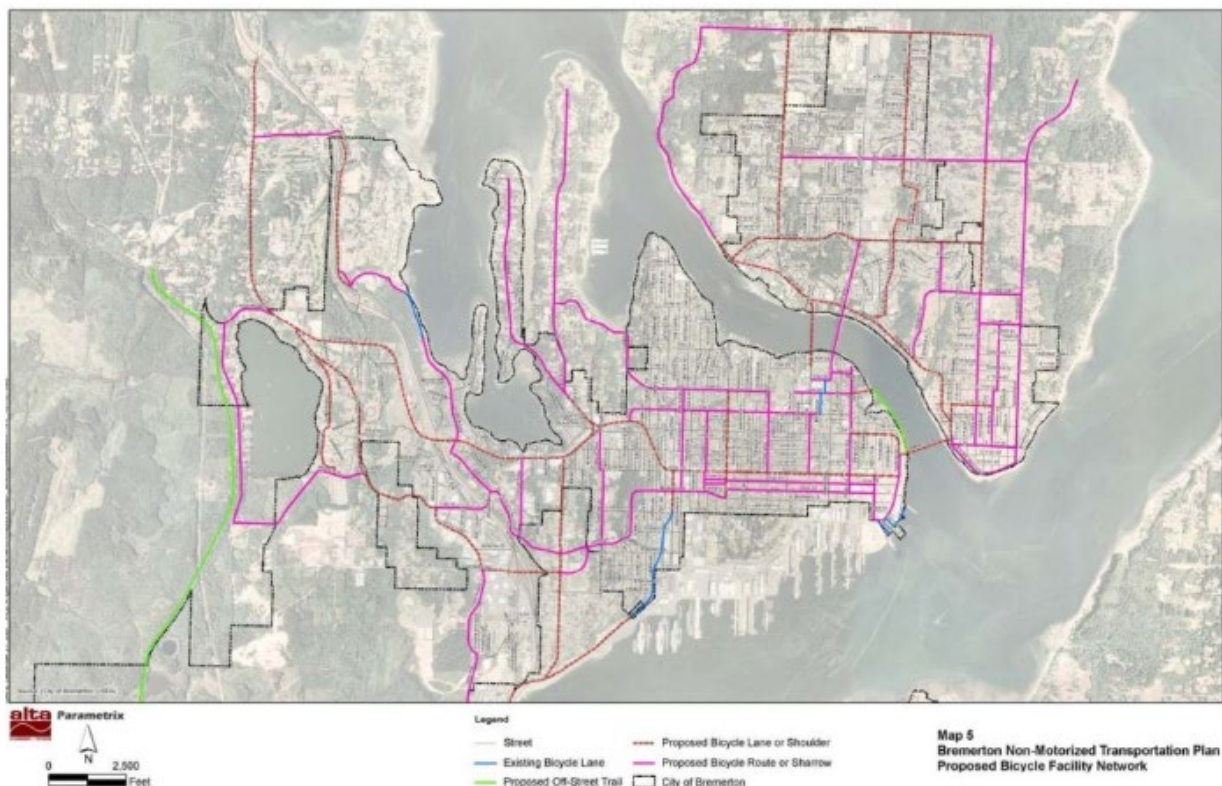
Ten-foot multi-use paths are too narrow. Bremerton's other big bridge, the Manette Bridge has one, but it also has bike lanes. Mix two-way bikes and two-way pedestrian use and it's uncomfortable for everyone. It's too tight to pass comfortably. Modern bridges in Washington are building 12- and even 14-foot bike and pedestrian facilities.

How to Move a Growing Bremerton?

After 60 years of hardly growing at all in the city proper, planners tell us that in the next 20 years, [Bremerton will add 20,000 residents](#) (a 44% increase). And by 2028, United States Navy leaders predict 5,000 additional workers at downtown Bremerton's Puget Sound Naval Shipyard (up 20% from the current 24,000).

The big question facing the transportation planners is: How will 44% more people get around? Since the 1950s, Bremerton's answer has been: drive in your car. But 'everyone in their own car' simply does not scale with 44% more car traffic. How bad will traffic jams be with 44% more cars? Where do 44% more cars park in downtown Bremerton?

The better, more forward-looking solution is to help some of those extra people get out of their cars and onto a multimodal network that includes efficient public transit service and safe non-motorized trails. If just 10% of the Naval Shipyard's nearly 20,000 car commuters used other options, our streets would have 2,000 fewer cars during rush hour. Better for the climate, better for Bremerton residents, a reduction in traffic and better for drivers.



The City of Bremerton approved a "Non-Motorized Transportation Plan" that laid out a bike network that includes the Warren Avenue Bridge. (City of Bremerton)

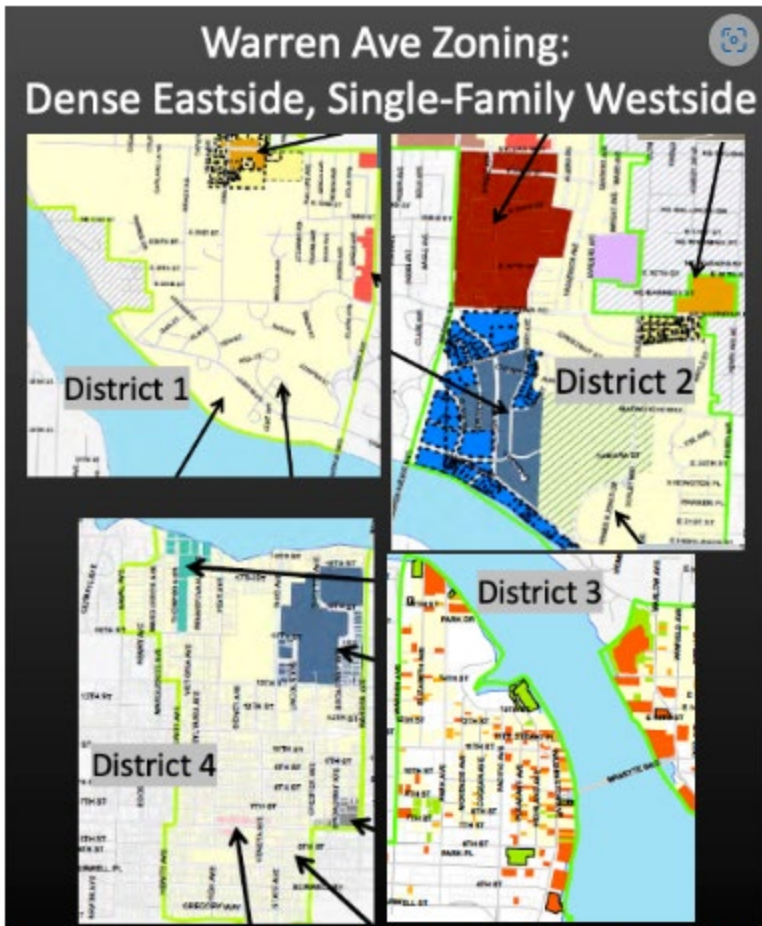
But drivers will never consider alternative transportation options if these non-car options are inconvenient and unsafe. That's why we must act with wisdom and vision to construct a robust, disaster-resistant, multimodal transportation network. Two projects critical to that network are the east side 12-foot Warren Bridge path and the 6th Street Road Diet.

Why east side?

The facility should go on the east side of the Warren Avenue because both north and south of the bridge, the bulk of northeast Bremerton's future development will be on the east side of SR 303. East of SR 303 [neighborhoods are zoned](#) for multi-family dwellings and commercial development. The east side includes the Shipyard's primary pedestrian gates (Bremerton Gate and the Burwell Tunnel). Just northeast of the bridge, the old Harrison Hospital District is planned as a high-density, mixed-use commercial. Meanwhile, the areas west of the bridge are zone almost exclusively single-family dwellings. The east side is where more people are now, and the city is planning for the east side to grow.

Furthermore, the future northeast Bremerton bike network is being planned east of SR 303. A large project will build a multi-use trail past Viewridge Elementary and up Almira Drive on the east side of SR 303. No bike network is being planned west of SR 303. So, putting the facility on the west would force crossing over a busy SR 303 for most to reach their destination — a time consuming and unpleasant experience.

A 12-foot, east-side Warren Avenue Bridge trail reinforces and future-proofs the east side multimodal network. A 10-foot bridge continues the bad old city-wide tradition of building mediocre multimodal improvements that aren't comfortable for the people using them.



Bremerton's Eastside is dense, but its Westside is mostly single family. (Graphic by author)

Bremerton is in the middle of a bike lane building spree: the Manette Bridge, Naval Avenue, W Kitsap, Almira, 6th Street and the Warren Bridge. But the future is calling. Bremerton shouldn't simply focus on individual projects, but work to make those projects interconnected, safe and fit for purposeful use. A 12-foot east side multimodal path is consistent with the vision of a city-wide multimodal network. A 10-foot east side just continues the same old theme of disconnected and unsafe infrastructure that keeps people in their cars. City Council must act bravely and with a focus on how we want Bremerton to be decades into the future.

I urge the City Council to reject the 10-foot bridge option, and build a modern and safe 12-foot east side crossing with a vision beyond the bridge.

Three ways to voice an opinion at the meeting:

- Attend the Bremerton City Council meeting, Wednesday, August 2nd, 5:30pm at Bremerton City Hall.
- Comment during the meeting virtually: <https://www.bremertonwa.gov/691/Council->.
- Email: city.council@ci.bremerton.wa.us.



MAYOR'S REPORT

August 2, 2023

BREMERTON
WASHINGTON



PSE Announces Small Business Blitz



When: August 29-31, 2023

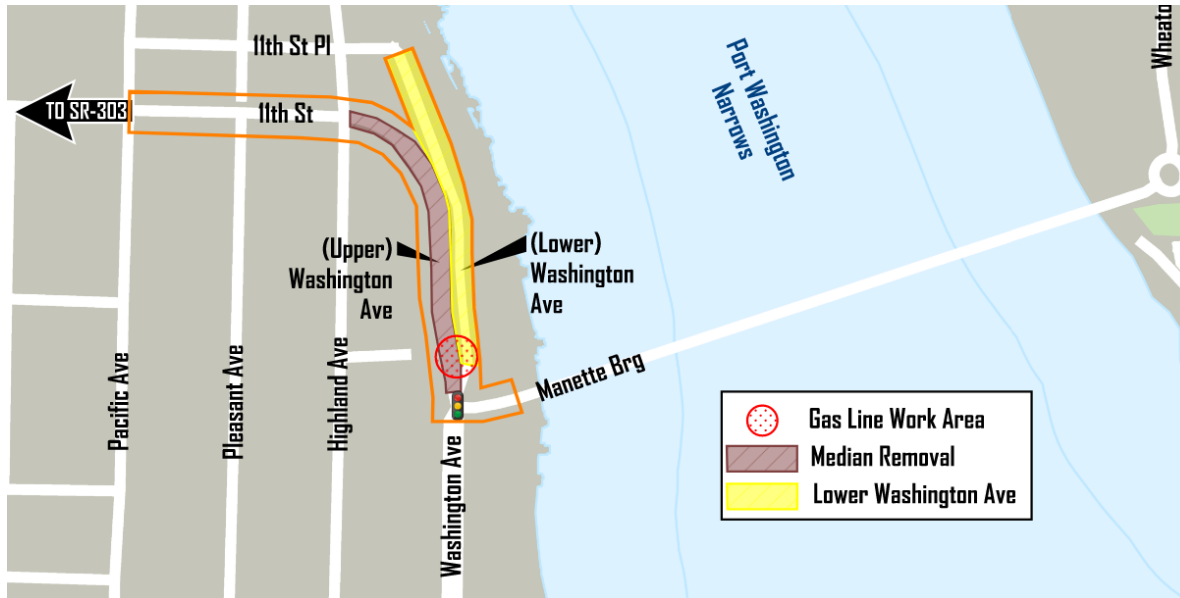
What: PSE will be in the community offering small businesses free energy-efficiency assessments and upgrades to help save on energy bills.

Small businesses can learn more about the program or sign up for an assessment at pse.com/smallbiz. For questions, contact Maria Dozeman, PSE Outreach Manager, Kitsap County, 206-502-3256 or Maria.dozeman@pse.com.



Puget Sound Energy has partnered with the Bremerton Mayor's Office, the Greater Kitsap Chamber, and the Downtown Bremerton Association on the program.

Washington Ave & 11th Street Construction Update



- In July, Comcast completed a minor relocation of communications line on Washington Ave.
- The general contractor is on track to start construction next week. Work includes removal of the median along parts of Washington Ave to better maintain traffic during construction, reconstruction of the sidewalk and street on 900 block (Lower) Washington Ave, and installation of a new storm drainage system.
- No roadway closures or detours anticipated except on Lower Washington Ave for local access only and partial closures.
- Planned impacts to on-street parking will be signed 72 hours in advance with expected dates and timeframes.



Admiral Theatre Facility Improvements

- The City was recently notified of a \$165,000 grant award for Admiral Theatre improvements, which will include theater and emergency lighting, life safety, plumbing upgrades, and weatherization to preserve the Admiral as a major arts and entertainment attraction for the City
- State-required processes need to be completed before work can begin
- Anticipate grant award contract coming to City Council by early fall
- We plan on coordination with the Admiral Theatre to complete the project work in 2024



Kitsap Conference Center

The Kitsap Conference Center is making a steady comeback post-pandemic and is forecasting over 30,000 attendees in 2024.

We are proud that the City of Bremerton continues to be a major attraction for conventions, events and visitors to our area!



**Please welcome our new
Bremerton School
District Superintendent!**

Dr. James Crawford

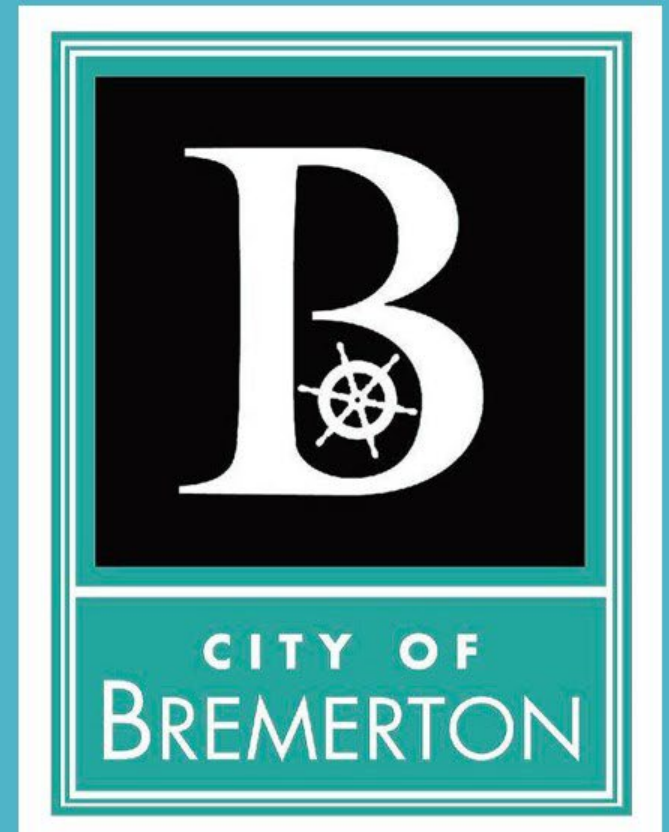


Report from District 2 Representative

Denise Frey

Councilmember, District 2

August 2, 2023





Sanders/Halverson Neighborhood Watch Take Back the Night Alley Event

WHICH JOURNEY WILL YOU TRY OUT THIS YEAR?

SATURDAY

JULY 29

Bridging Bremerton 2023



10 a.m.

LET'S GET TO WALKING

START AT EVERGREEN-ROTARY PARK

Explore all of the sights along the three-mile trail spanning two bridges.

Noon

A PARTY IN THE PARK

HOSTED BY SEASIDE CHURCH

This community block party includes free games and food.

4 p.m.

HISTORY PUB CRAWL

START AT MANETTE SALOON

Feel, taste and learn about Bremerton's history at various venues.

#bridgingbremerton

Warren Bridge!

Safe Streets!

Bike Network!

6th Street!

Comp Plan!

Scooter Rentals!



Bremerton Councilmembers Denise Frey and Jeff Coughlin invite you to a

JOINT DISTRICT MEETING

regarding

MULTIMODAL TRANSPORTATION

**Saturday, July 29, 2023, 1 - 3 PM at Evergreen Park Picnic Shelters 5 & 6 (Across from Evergreen Pizza)
Stop by anytime as part of Bridging Bremerton!**



WARREN AVENUE BRIDGE 
MULTIMODAL PROJECT 

I believe this decision is one that will make clear the City Council's intentions and priorities for Bremerton's multi-modal transportation plan, currently being updated for inclusion in the new Comprehensive plan.

- Trust the Process?
- The importance of community engagement – not just going through the motions but really engaging and being open to change
- The role of advocacy groups in our decision making
- “Equal” does not always mean “the same”
- Alternative X includes the 12 ft. recommendation AND increases the other by 62%, from 5 ft. to 8 ft.
- And I prefer AND over OR.

District Six Council Report





DISTRICT SIX TOWNHALL

*Presented by Anna Mockler,
Bremerton City Council, District Six*

Every Second Monday, 4-6pm
100 Oyster Bay Ave N (Bremerton Public Works)

What are your hopes and concerns?

Talk to your City Councilor

**What Council did last month
and
What they'll look at soon**

Questions? Email Anna.Mockler@ci.bremerton.wa.us



2023 Dates:

Jan 9, Feb 13, Mar 13, Apr 10, May 8, June 12,
July 10, Aug 14, Sept 11, Oct 9, Nov 13, Dec 11



A light gray map of District 3 is visible in the background. The map shows a grid of streets and several parks. On the left side, there is a large body of water labeled 'Carpenter Fishery Park'. In the center-right, there is a rectangular area labeled 'Marquette Greenfield'. The map includes street names such as 'WASHINGTON AVE', 'PACIFIC AVE', 'MIDLAND AVE', 'WILSON AVE', 'SCOTT AVE', 'FERRY AVE', 'HAYWARD AVE', 'SOLIS AVE', 'MORRIS AVE', 'VANDER AVE', and 'TRENDS AVE'.

District 3 Report

August 2, 2023





Shipyards Infrastructure Optimization Program

For: Kitsap Industrial Readiness Summit

Program Executive: Mr. Mark Edelson, PEO Industrial Infrastructure
Program Manager: CAPT Luke Greene, SIOP (PMO 555)
Briefing: David Sweet (PMO 555) DSD

2 Aug 2023



P454 MULTI-MISSION DRY DOCK

PURPOSE

- Construct a new, multi-mission dry dock to support CVN-78 Class nuclear aircraft carriers and all Fleet nuclear submarine classes
- Address critical dry dock capability, capacity, and seismic survivability at Puget Sound Naval Shipyard



PRE-AWARD

- Utilize NAVFAC Pacific SIOP Design IDIQ and Construction MACC contract vehicles (provided on slide 6)
- Local contracts for subsequent SIOP work

POST-AWARD

- Manage all aspects of post-award administration

