



Bremerton Economic Development Study

Stakeholder Meeting #2 Meeting Summary

Meeting date: March 18, 2009
Location: Port of Allyn – 18560 SR 3, Allyn, WA 98524

Attendees: Stakeholders in attendance:

- Allyn Community Association, Jeanette Moore
- Bremerton Chamber, Annalee Todd
- City of Bremerton, Michael Mecham
- Kitsap County, Greg Cioc
- Kitsap County Public Works, Jim Rogers
- Kitsap EDA, Kathy Cocus
- Kitsap Transit, John Clauson
- Mason County, Charlie Butros
- Mason County Transit, Jay Rosapepe
- North Mason Chamber, Frank Kenny
- Port of Allyn, Bonnie Knight
- Port of Bremerton, Fred Salisbury
- Port of Bremerton, Tim Thomson
- Port of Shelton, Patti Miller-Crowley
- WSDOT, Richard Warren

Stakeholders not in attendance:

- City of Port Orchard, Mark Dorsey
- City of Shelton, Jay Ebbeson
- Kitsap Transit, Dick Hayes
- Kitsap Transit, Doug Johnson
- Mason County EDC, Matt Matayoshi

Others in attendance:

- EnviroIssues, Ray Outlaw and Kristina Walker
- HW Lochner, Steve Lewis, Bob Munchinski and Yong Zhu
- WSDOT, T. J. Nedrow and Chris Picard

Welcome and Introductions Richard Warren welcomed attendees and led a round of introductions. He thanked Bonnie Knight and the Port of Allyn for hosting the meeting and providing coffee and snacks.

Bonnie introduced Judy Scott, Port of Allyn Commissioner, who stopped in briefly for the meeting.

Richard introduced John Donahue, SR 302 Project Manager and explained that he had been asked about the status of the SR 302 project from community members during summer outreach events. As a result, Richard took John up on his offer to update the BEDS Stakeholders on the project.

SR 302 Update

John Donahue, WSDOT, gave an update on the SR 302 - Elgin Clifton Rd to SR 16 - Corridor Study.

John said he has met with many community groups and would be happy to give a briefing to any group that wants more information.

He reported that WSDOT is only studying the east part of the SR 302 corridor as designated by the legislature. In addition, only 10 percent of traffic on SR 302 heads west to Mason County and the majority of users are residents heading to Tacoma.

Currently, John said the project is in the middle of a National Environmental Policy Act (NEPA) scoping process and that more than 2,000 comments have been received.

Through the process, many alternatives have been eliminated, including using the current Purdy Bridge. Alternatives 4, 6, 7, 10 and "no action" are still being considered. Alternatives 4 and 10 include new bridges.

The team is proposing that these alternatives undergo a preliminary draft environmental impact statement (EIS). The project is not funded to complete the EIS but the preliminary draft EIS process will begin July 1, 2009.

Question: Is the bridge at Purdy on the National Historic Register? *Yes, but it is not uncommon to face that situation and it does not mean that it can never be removed or replaced. It just means that there will be a different process to follow.*

Question: What attention are you giving to the downstream impacts in this study? *There is a vast impact on Allyn. We have a travel model that takes into account impacts outside of the study area. We understand that it is important to your community and I think it would be worth a meeting about this issue.*

John invited people to contact him with any further questions.

John Donahue, donahjo@wsdot.wa.gov, 360-357-2788
Project Web site: www.wsdot.wa.gov/Projects/SR302/NewCorridor/

Project Overview

Richard provided an overview of the project to date. He noted that WSDOT headquarters needed a more specific list of short-term projects and the schedule was extended to provide more detailed information in our report.

Richard noted this meeting is for reviewing the route analysis and proposed projects and setting the stage for the prioritization process.

Richard reminded the group that recommendations are based on stakeholder meetings, briefings with county commissions and other elected officials, public outreach events in summer 2008, and feedback from WSDOT Olympic Region.

Review Existing and Future Conditions Analysis

Bob Munchinski reviewed the traffic analysis results and discussed how the level of service (LOS) of corridor intersections and highway segments would significantly decline by 2030 if no improvements are made. LOS was calculated based on using PM peak hours (4-6 p.m.).

2008 data - five intersections below LOS D (the level of service adopted by WSDOT.)
2020 projection - 22 below LOS D.
2030 projection - 26 below LOS D.

Segment Visions

Steve Lewis described the visions for each segment and reminded the group that these represent long-term visions (beyond 2020). He noted that short-term projects should drive towards the long-term vision.

Segment one

Question: As you're leaving Shelton, you are proposing making SR 3 four lanes? *Yes, but keep in mind that this is the long-term vision.*

Question: Would a u-turn area be provided when there are right-in and right-out only areas? *It would be necessary but locations would be determined during design.*

Segment two

Question: Is there any financial difference between left turn lanes and turn outs? *No, it depends on where you are. There are certain space requirements for each.*

Question: Is the project design speed 55 mph? *It varies; we are trying to keep it at 55 but if there are too many signals we would recommend lower speeds to prevent collisions.*

Question: When you say "two bridges upgraded," what will be done to them? *We need to make space for additional lanes and appropriate shoulder widths.*

Segment three

Steve noted the project team is not proposing anything for Belfair and the Belfair Bypass but is incorporating the Belfair Bypass projects, as is, by reference.

Comment: One of the difficulties in Allyn is the lack of predictability for investors. If you do the couplet, Allyn needs to know where it's going to be. I can appreciate that you've talked about Allyn a lot but we need to sit down and show you the issues here in Allyn. This has to be a partnership. *A route development plan like this one is a living, breathing document. This is based on the analysis and the data available today and we can always look at things again. We know that the solution for Allyn needs to be a partnership and that financing projects will have to be a partnership. What we are showing is that traffic volumes are such that a four-lane road is needed to meet traffic volumes.*

Question: Do we have data on how a bypass impacts businesses in general? *North Bend is an example of a downtown that is empty now that they have a bypass and Sequim is an example of a town that is doing well. Studies show that it depends on whether you have internal growth and if your businesses are dependent on the traffic.*

Comment: The Allyn Community Association would like to talk to you one-on-one about our ideas and concerns for the Allyn area.

Segment four

Question: It seems like people will make a lot of illegal turns if you make driveways right-in and right-out only. *It does become an enforcement issue but WSDOT has data showing how access management control does make a difference.*

Comment: I'm concerned about the proposed six lanes north of Imperial Way. The airport cannot give up that space because of runway restrictions. We can expand a little to the south, but it would be very expensive.

Question: Are you going to go from two lanes directly to six lanes at Imperial Way? *No, the Belfair area will have two lanes and it will combine with the Belfair Bypass to make four lanes before it widens to six lanes at Imperial Way.*

Comment: SKIA will be annexed to Bremerton in two weeks.

Comment: I appreciate that HOV lanes are included. They do make a difference.

Gorst concept

Question: Was there any conversation with Kitsap Transit about transit reducing traffic volumes instead of just building more roads? You might find it cheaper to put the money into transit instead of building this whole thing. *Yes, we did discuss the transit agencies' future plans in our interviews and we did hear from residents that they would like to see better transit connections. But, there are limitations to where the gas tax can be spent and there is also a high cost for investing in park and ride lots.*

John Clauson, Kitsap Transit, said he could provide data from a study that was done about the occupancy of vehicles on this corridor.

Richard reassured the group that transit is included in this study. He said he will look to Mason Transit and Kitsap Transit for their visions. He also noted the report cannot get too specific about transit service (routes, schedules, etc) but that transit will be integral.

Question: Is there only one lane coming off of SR 16 to SR 3? *Yes, removing the signal allows through traffic to keep moving. Local traffic will remain underneath the flyover.*

Question: Going east on SR 16 from SR 3, would we have to cross three lanes of traffic to get to Port Orchard? *There is another intersection not shown on this concept drawing.*

Question: What about access for businesses? How will you address that? *We would address access but not at this level. That will come out in the design.*

Comment: We need access to SR 160 from SR 3.

Review Project List

Question: Another alternative would be to connect US 101 and SR 3 north of Shelton for drivers who weren't headed into Shelton. *We looked at that and used the Mason County model to test that. We only came up with a couple hundred cars so the need is not there statistically but we could do further behavior studies in the future.*

Question: The Johns Prairie Road improvements seem like a waste of money. It's a bad angle, it's environmentally sensitive and there is no development there. *We did look at a new road from Johns Prairie to Mason Lake. The other option is to make it a southbound, right-in only. What we're hearing is that the best answer is to build a connector and eliminate the Johns Prairie intersection.*

Comment: It would be helpful if you could mark the projects (8A & 8B) so it's clear that it's an either / or situation. *You get to score the projects and that will come out in the score.*

Comment: Mason County is working on improving the Johns Prairie Road intersection and we would work with WSDOT. *If you have details and the cost estimates for that project, give it to us and we'll add it into the project list.*

Question: I love how the roundabouts work in Gig Harbor. Can we use roundabouts since we have logging trucks? *Yes, but the roundabout has to be larger. Allyn may not have the space for a roundabout that large.*

Question: Is anything proposed to get pedestrians across SR 3 in Allyn? *We are proposing traffic control at the Evans Street intersection that would include pedestrian access. A lot of those details will come out in the design.*

Question: It seems like the road improvements from SR 304 into Gorst have to go hand in hand with work at Sam Christopherson Avenue. Could you have six lanes go to the Sam Christopherson Avenue intersection? *No, all six lanes would not extend to Sam Christopherson Ave., some would split off to SR 16.*

Review Prioritization Criteria

Richard asked stakeholders to take the project list with them and prioritize the list. The stakeholder group will meet again at the end of April with the prioritized list to discuss the results. He encouraged stakeholders to look at the whole corridor and what is best for the area. He reiterated that there is a finite amount of money and coming to a consensus as a group would help when approaching the legislature and others for funding.

Richard added that when he worked on the US 2 Route Development Plan, they came to a consensus and have already secured funding for three projects.

Criteria

Question: Why did you calculate safety based on three years instead of five? *No reason, we can change it to five.*

Question: I think that there is a huge difference between right of way that has multiple owners versus one owner, and public versus private ownership. Can we get that information? *We cannot go into that level of detail. This is a planning level study.*

Question: Can you provide info on how these “benefit cost ratio” numbers are calculated? *Yes, we can provide you with the formula.*

Question: For “job creation”, should we report on construction jobs or just long-term jobs? *Long-term job creation seems most important for this study.*

Question: When we send our lists back, do you want us to include our assumptions? *No.*

Scoring

Question: When you change the three year safety data to five year, does it change everything else? *No, the other numbers are year-long averages.*

Question: Is there some reason that you can't fill this out yourself and show us the results? *We can fill in the sheet except for the last three categories (community issues) if that is what you want.*

The group agreed that WSDOT should fill in all numbers except for the community issues.

Question: I think the name of the study (Bremerton Economic Development Study) needs to factor into these weights. It implies that economic development and job creation should be more important. *Actually, WSDOT's priorities are preservation, mobility, safety, environment and accountability. These five priorities have not been ranked but internally, we have focused on preservation and mobility.*

Comment: I would take five points off of “congestion/mobility” and put it into community issues. Most funders are looking for that.

Comment: I agree, based on Belfair Bypass project, if you don't have community support, it's not going to happen.

The group agreed to change “congestion/mobility” to 40 and change “community issues” to 15.

There was discussion regarding concern about filling out community priorities for communities other than their own. It was agreed that stakeholders would only fill out information in their own county.

Next Steps

Steve said he would build the PDF and send it to the stakeholder group by Monday, March 23, 2009 (pending receiving information from the Belfair projects). Stakeholders are asked to fill in the “community issues” section in their own county.

Steve asked stakeholders to return their completed prioritization list by **Friday, April 17, 2009.**

Richard asked members of the group to brief their agencies and commissioners on the projects. He also asked the group to reach out to the stakeholders that could not attend and make sure that they understand the process.

Steve said that when he receives all the scores, HW Lochner will roll all the results

together and that at the next meeting, the discussion can revolve around the prioritized projects list and final changes can be made.

Next Meeting April 29, 2009, 9 a.m. to Noon, Port of Allyn

- Handouts**
- Meeting Agenda
 - Traffic Analysis Maps
 - Segment Visions
 - Summary of proposed projects
 - 2020 Project List
 - 2030 Project List
 - Project Scoring Criteria

- Follow up**
- Allyn – WSDOT and Consultant to follow up with Community Assoc. and the Port.
 - Access to SR 160 – WSDOT and consultant to investigate.
 - Johns Prairie Road – Mason County to send info to WSDOT and consultant on latest proposal.
 - Six lanes north of Imperial Way and impact to Bremerton Airport – WSDOT and consultant to revisit this proposal.
 - Scoring Sheet – Consultant to fill in all categories except “Community Issues”.