



 **Washington State  
Department of Transportation**

# **Bremerton Economic Development Study**

## **Bremerton Economic Development Study**

*SR 3/SR 16*

### **Stakeholder meeting**

**Richard Warren**

Project Manager  
WSDOT

**Steve Lewis**

Project Manager  
H W Lochner Inc

Port of Allyn  
18560 SR 3, Allyn, WA 98524  
June 25, 2008



*Meeting Objectives:*

- Review the Bremerton Economic Development Study (BEDS) scope, schedule, and key milestones
- Review goals and objectives
- Review existing conditions analysis
- Review improvement options and prioritization criteria
- Develop agreed upon prioritization criteria

Time	Topic	Materials	Speaker
1:00	<b>Welcome &amp; Introductions</b>		<b>Richard Warren</b>
1:10	<b>Project Overview</b> ▪Timeline, milestones, and scope	Summary of project milestones	<b>Richard Warren</b>
1:20	<b>BEDS Goals and Objectives</b> ▪Stakeholder representation	Summary of goals and objectives	<b>Richard Warren</b>
1:25	<b>Summary of Initial Stakeholder Interviews</b>	Summary of initial interviews	<b>Richard Warren</b>
1:35	<b>Existing Conditions Analysis</b> ▪Study area ▪Segments ▪Transit routes and park & ride facilities ▪Safety analysis ▪Existing traffic analysis ▪2030 baseline traffic analysis	Maps and graphs	<b>Steve Lewis</b>
2:35	<b>Break</b>		
2:45	<b>Improvements and Prioritization Discussion</b> ▪Improvements options ▪Prioritization criteria	List of preliminary prioritization criteria	<b>Steve Lewis</b>
3:15	<b>Public Involvement</b> ▪Fairs and festivals ▪Web site and public comments ▪Travelling display ▪Environmental justice	Fact sheets	<b>Richard Warren</b>
3:30	<b>Next Steps</b> ▪Stakeholder meeting schedule and locations ▪Stakeholder briefings ▪Review of action items		<b>Richard Warren</b>



## *Deliverable Milestones*

	<b>Task</b>	<b>Milestone</b>	<b>Planned Completion</b>	<b>Objectives</b>
1	Notice to Proceed		March 1, 2008	Begin BEDS Project
2	Existing Conditions - Data Collection	Agency Interviews	March 21, 2008	Preliminary Agency Input
3	1st Project Team Meeting		April 15, 2008	Review Project Goals, Initial Findings & Stakeholder Meeting Objectives
4	1st Stakeholder Meeting		June 25, 2008	Review Goals, Initial Findings, Working Procedures & Prioritization Process
5	Existing Conditions - Data Collection	Draft Existing Conditions Memo	August 1, 2008	Summarize Previous Studies & Initial Findings
6	2nd Project Team Meeting		September 3, 2008	Review Future Traffic Conditions & Initial Improvement Options
7	Future Conditions Analysis	Technical Report No. 1	September 11, 2008	Summarize Existing and 2030 Baseline Traffic Conditions
8	Improvement Evaluation	Preliminary Operational Analysis	October 3, 2008	Prepare Draft Options with Cost Estimates
9	3rd Project Team Meeting		October 6, 2008	Review Options & Cost Estimate
10	Stakeholder Review	Individual Agency Project Scoring	October 16, 2008	Participating Agencies Score Project and Return for Preliminary Prioritization
11	2nd Stakeholder Meeting		October 20, 2008	Review Options, Prioritize Projects, Stakeholder Recommendations
12	Documentation	Draft Report with Preferred Option	November 3, 2008	Present WSDOT with Results & Recommendations
13	4th Project Team Meeting	Stakeholder Recommendations	November 10, 2008	WSDOT Review of & Concurrence with Stakeholder Recommendations
14	Documentation	Draft Report Submitted to Stakeholders	November 14, 2008	Review & Comment By Stakeholders
15	5th Project Team Meeting		December 3, 2008	Review Stakeholder Comments
16	Documentation	Final Report with Review Comments	December 31, 2008	Project Completion

# Bremerton Economic Development Study

## *Goals and Objectives*

The 2007 Supplemental Transportation Budget directed the Washington State Department of Transportation to plan and prioritize state and local improvements needed over the next 10 to 20 years to support safety, capacity development, and economic development within the study area. This project will:

- Identify and prioritize transportation improvements that can be implemented within the area as funding becomes available
- Identify transportation investments that enhance safety and mobility
- Identify transportation investments that support projected population and economic growth
- Work with local jurisdictions including: Kitsap and Mason Counties; the Cities of Bremerton, Shelton, and Port Orchard; the Ports of Bremerton, Shelton, and Allyn; and the communities of Allyn, Belfair, Grapeview, and the Tribes
- Engage citizens, municipalities, and other public agencies
- Engage special interest groups including recreational travelers, freight users, labor groups, and traditionally under-represented populations
- Develop broad-based support of final recommendations

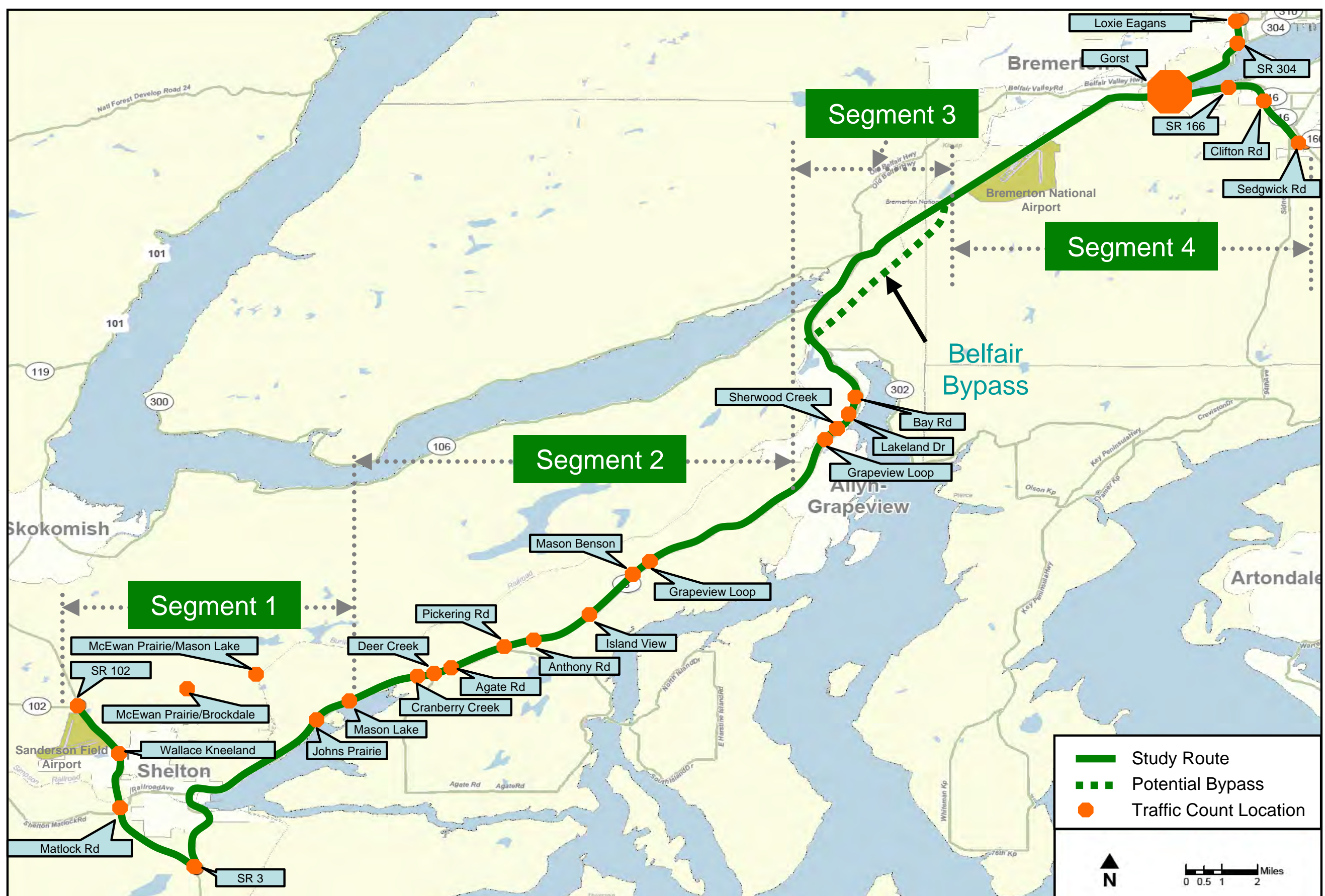


## Study Area

The project study area is located in the South Kitsap/North Mason County vicinity:

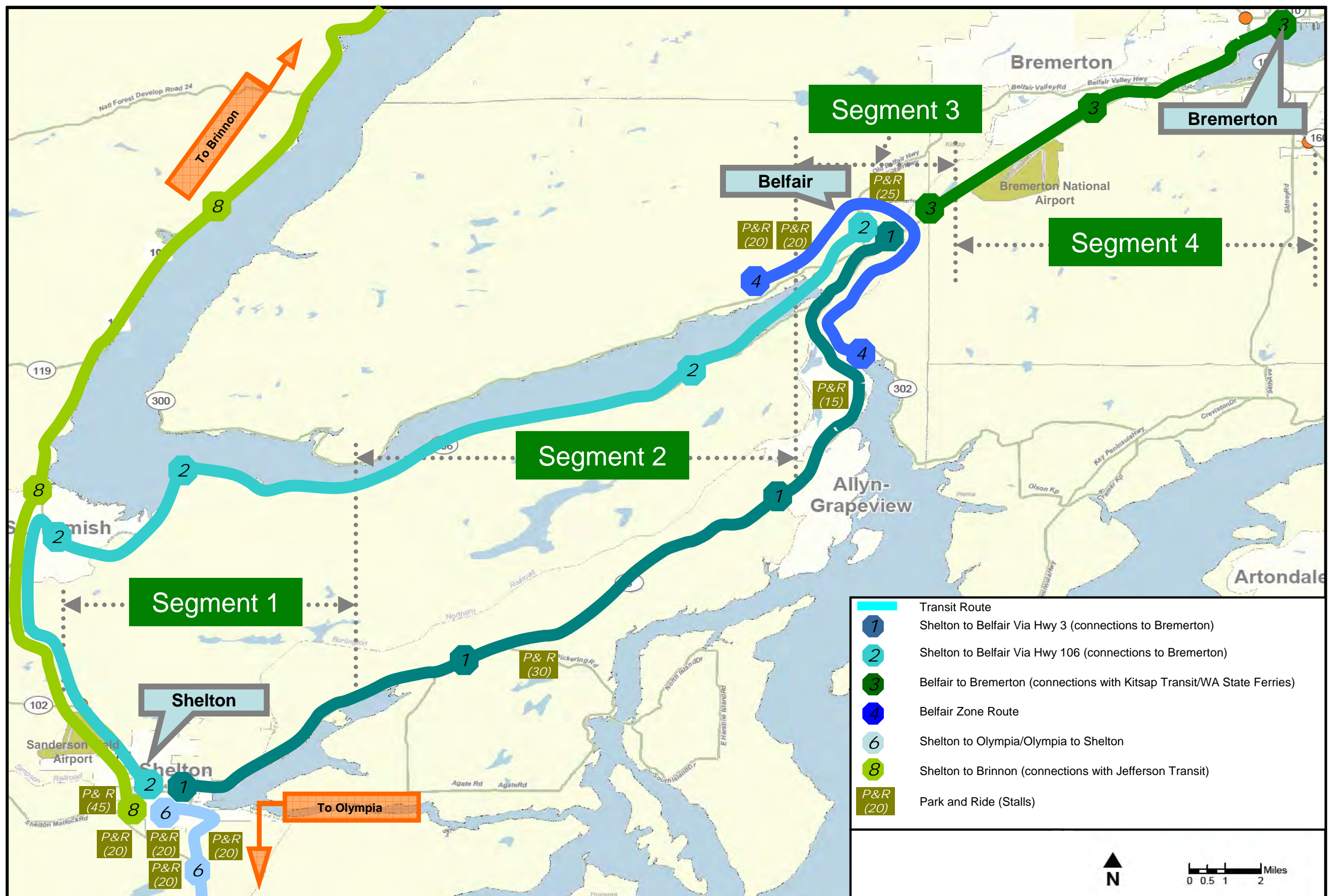
- SR 3 from US 101 near Shelton, north to Loxie Eagans Boulevard in Bremerton;
- US 101 at SR 3 near Shelton, northwest to SR 102 (Dayton Airport Road); and
- SR 16 from Sedgwick Road to its terminus at SR 3 in Gorst.

Because the study area is long and diverse, it is divided into four segments. Traffic counts were taken at 26 locations to get a better idea of existing traffic conditions within the study area.





## Major Transit Routes and Park & Rides

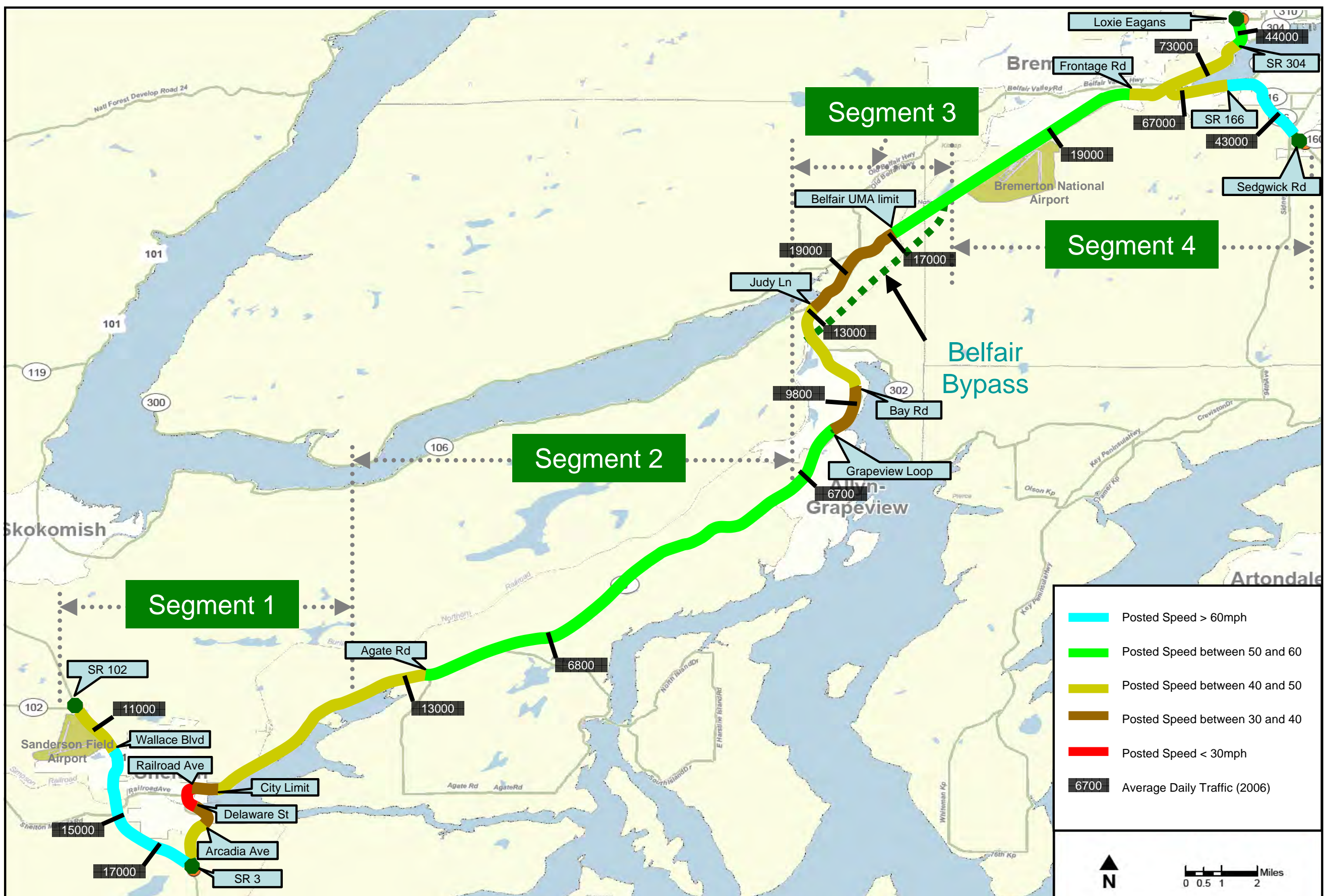


Note: Route 5 and Route 7 provide local service within the Shelton area only





*2006 Average Daily Traffic Volume and Posted Speed*

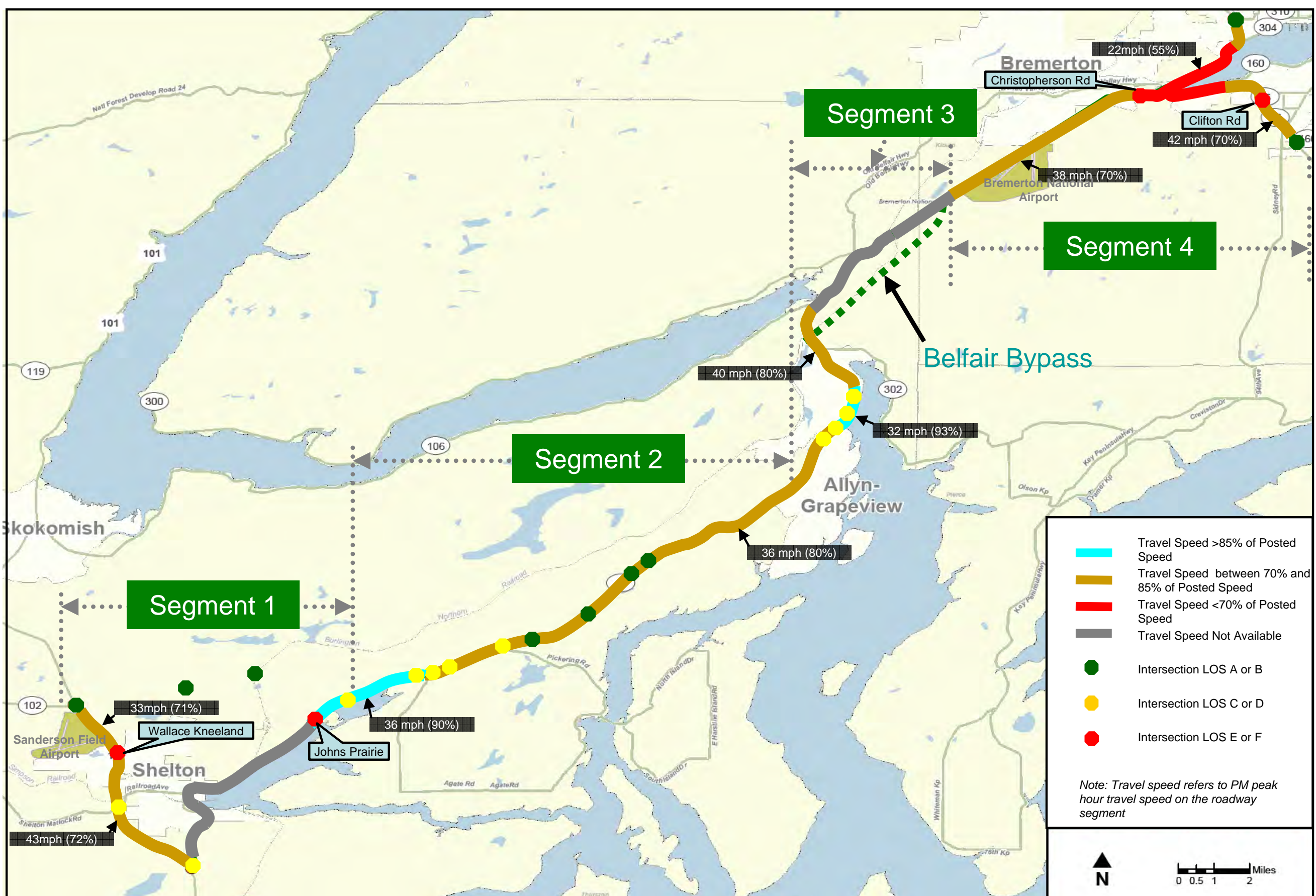


Average Daily Traffic Volume is based on the WSDOT 2006 Annual Traffic Report



## Existing Traffic Analysis

- **Intersections with LOS below D**
  - SR 101/Wallace Kneeland Rd
  - Johns Prairie Rd/SR 3
  - SR 16/Clifton Rd
  - SR 3/Christopherson Rd
  
- **Roadway Section PM Peak Hour Travel Speed below 70% of the Posted Speed**
  - SR 3 & SR 16 From SR 304 to SR 166





## Segment 1: Shelton

*US 101 Milepost 343.44 (SR 102) to Milepost 349.17 (SR 3);  
SR 3 Milepost 0.00 (US 101) to Milepost 7.24 (Mason Lake)*



### What does this segment look like?

- This segment includes the Mason County Industrial Area, Shelton Airport, and the City of Shelton.
- US 101 intersects SR 3 within this segment.
- Includes a rural limited access highway (US 101), a rural 2-lane highway, and an urban street.
- Posted speed varies from 25 mph to 60 mph through the segment.

### What types of collisions are experienced in this segment?

- From 2002 to 2007, 697 collisions were experienced in Segment 1 (58% were rear-end type collisions, 7 collisions involved pedestrians or bicycles).
- 14 fatalities (3 fatal collisions were under the influence of alcohol and 3 were centerline crossover collisions).

### What are the current traffic conditions

- SR 3 in 2006 ADT ranged from 4,400 to 19,000 vehicles; US 101 in 2006 ADT ranged from 11,000 to 14,000 vehicles.
- US 101/Wallace Kneeland Rd & Johns Prairie/SR 3 intersections are at Level of Service "F".
- SR 101 average travel speed is 71% to 72% of posted speed.
- Average speed on SR 3 outside of Shelton is 85% or better of the posted speed.

### What have we heard so far?

- SR 3/Johns Prairie Road Intersection is dangerous.
- SR 3 would be difficult to widen because of steep slopes and water features.
- Freight traffic is growing and becoming an issue through Shelton.
- Pedestrian and bicycle facilities are lacking.
- There is a lack of shoulders and transit facilities.



*Segment 2: Shelton to Allyn*  
*Milepost 7.24 (Mason Lake) to Milepost 20.32 (Grapeview Loop)*



### **What does this segment look like?**

- Lined by undeveloped rural land, wetlands, and forest.
- Narrow, two-lane roadway that follows the shoreline on the east side of the peninsula.
- Steep slopes, limited sight distance, and narrow shoulders.
- Posted Speed varies from 40 mph to 55 mph.

### **What types of collisions are experienced in this segment?**

- From 2002 to 2007, 318 collisions were experienced on this segment (20% were rear-end, 10% were animal related, 10% were driveway related, and 1 collision involved a pedestrian).
- 4 fatalities, 2 of the fatal collisions were centerline crossover collisions.

### **What are the current traffic conditions**

- 2006 ADT on SR 3 ranged from 6,700 to 13,000 vehicles.
- All intersections analyzed are at Level of Service "D" or better.
- Average travel speed is 80% or better of the posted speed.

### **What have we heard so far?**

- Safety and congestion, along with vehicle and pedestrian access, are major concerns.
- Driveways often connect directly to the highway, impacting traffic flow.
- There are safety challenges during the winter months due to increased rain, snow, and ice.
- If the roads is closed there are no alternative travel options, which can be a serious problem during an emergency.



*Segment 3: Allyn and Belfair*  
*Milepost 20.32 (Grapeview Loop) to Milepost 28.75 (Lake Flora)*



### **What does this segment look like?**

- This segment includes the communities of Allyn and Belfair.
- Homes and businesses are often built directly adjacent to SR 3.
- Narrow, two-lane roadway, but more urban in nature.
- Posted Speed varies from 35 mph to 55 mph.

### **What types of collisions are experienced in this segment?**

- From 2002 to 2007, 596 collisions were experienced on this segment (35% were rear-end collisions, 2 collisions involved pedestrians).
- 4 fatalities (3 fatal collisions were under the influence of alcohol).

### **What are the current traffic conditions?**

- 2006 ADT on SR 3 ranged from 6,700 to 19,000 vehicles.
- All intersections analyzed are at Level of Service "D" or better.
- Average travel speed east of Belfair is 80% or better of the posted speed.

### **What have we heard so far?**

- There is grid-locked or near-grid-locked traffic through Belfair and Allyn between 3pm and 6pm.
- Traffic is much heavier in the summer and a bypass would be helpful.
- There is a growing demand for transit.
- Traffic collisions close the highway.
- Tourism increases the demand for non-motorized safety improvements.
- The sewer project in Belfair is stimulating development.



*Segment 4: East of Belfair to Bremerton  
SR 3 Milepost 28.75 (Lake Flora) to Milepost 38.31 (Kitsap);  
SR 16 Milepost 23.00 (Sedgwick) to Milepost 29.20 (SR 3)*



### **What does this segment look like?**

- This segment passes through the proposed South Kitsap Industrial Area (SKIA), Gorst, Bremerton, and Port Orchard.
- Varies from 2 lane roadway to 4 lane roadway, SR 3 north of Gorst is a limited access 4 lane freeway, and SR 16 is a limited access 4 lane freeway.
- Congestion is an issue during peak commute hours.
- Posted Speed varies from 40 mph to 60 mph.

### **What types of collisions are experienced in this segment?**

- From 2002 to 2007, 922 collisions were experienced on this segment (35% were rear-end, 6 collisions involved pedestrians or bicycles).
- 8 fatalities.
- There are several high-collision locations in the segment.

### **What are the current traffic conditions?**

- 2006 ADT on SR 3 ranged from 19,000 to 73,000 vehicles.
- 2006 ADT on SR 16 ranged from 43,000 to 67,000 vehicles.
- Christopherson/SR 3 Intersection is at Level of Service "E".
- Average travel speed on SR 3 and SR 16 in Gorst is 70% or less of the posted speed.

### **What have we heard so far?**

- Gorst bottleneck constrains development.
- Lack of access to the east of the Bremerton airport.
- There is growing demand for transit.
- The sewer project is stimulating further residential development along the corridor in Bremerton and Belfair.