

SR 305 Corridor Vision

Transportation Choices for Tomorrow – Connecting Communities

Appendix G **Study Information Sheets and Newsletters**





SR 305 Corridor Vision

Transportation Choices for Tomorrow — Connecting Communities

Project Information Sheet • May 2006

Project Purpose

The SR 305 Corridor Vision will identify and evaluate potential long-range (20-50 years) high capacity transit opportunities along the SR 305 corridor between Winslow and Poulsbo to serve the growing transportation demand of the region. Options such as Bus Rapid Transit, Light Rail Transit, and other emerging technologies will be evaluated. Concurrently with the long-term look, the study will also identify short-term objectives and actions to support implementation of the longer-term vision for the corridor.

This is a community based project, directed by a Steering Committee of leadership representatives from Kitsap Transit, Kitsap County, the Suquamish Tribe, the cities of Bainbridge Island and Poulsbo, and the Washington State Department of Transportation. This project leadership team is committed to developing a strong ongoing partnership and fostering a regional perspective and approach to the development of the SR 305 Corridor Vision.

Project Goals

The following general goals provide a basis and direction for the SR 305 Corridor Vision planning process and potential study outcomes.

- Ensure broad and meaningful public and community involvement in the planning process.
- Foster regional partnerships and coordination between agencies, communities, and project stakeholders.
- Ensure that corridor alternatives strengthen community economic vitality, livability and sustainability.
- Provide safe and efficient transportation options for residents, commuters, and visitors of the region, including viable high capacity transit alternatives.
- Identify transportation alternatives and options that can be realistically implemented within the desired timeframes.

(Continued on back)



Daily traffic on SR 305

SR 305 Regional Forum 9:00 am - 12:00 pm

A week-long workshop will be kicked-off by this exciting “townhall” style session. Come learn about possible transportation options and ideas for the corridor. Hosted by elected officials and leaders of the region.

• Suquamish •

Saturday, June 3, 2006

Clearwater Casino Resort, Kitsap Room
15347 Suquamish Way NE

What is Your Vision?

Your input will help shape the SR 305 Corridor Vision. Please join us at any of the following public meetings during our week-long community workshop to share your ideas.

Public Meetings 6:30 pm - 8:30 pm

• Bainbridge •

Monday, June 5 & Tuesday, 6, 2006

Bainbridge City Council Chambers
280 Madison Avenue N.

• Suquamish •

Wednesday, June 7, 2006

Suquamish Tribal Center
15838 Sandy Hook Road

• Poulsbo •

Thursday, June 8, 2006

Poulsbo City Council Chambers
19050 Jensen Way NE

Come See the Results!

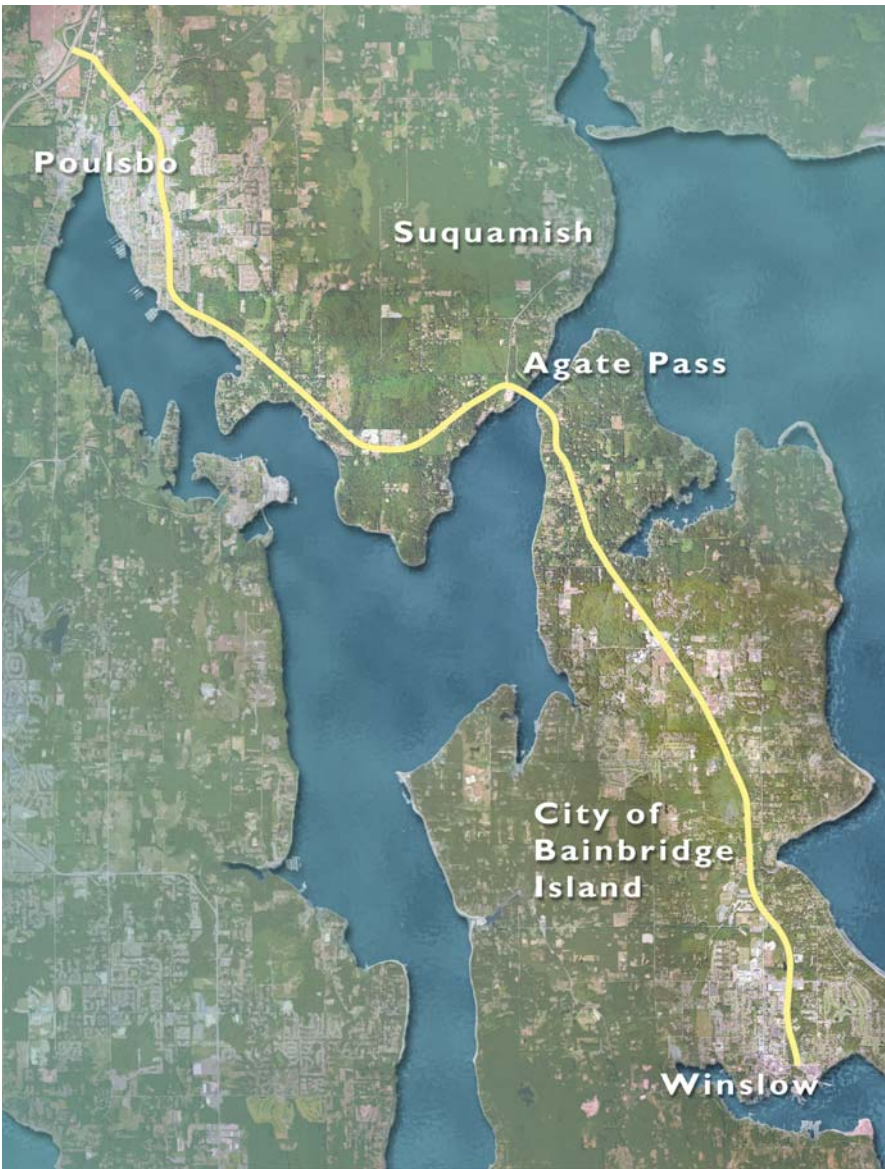
View ideas gathered during the June workshop series

Open House 9:00 am - 11:00 am

• Suquamish •

Saturday, June 10, 2006

Clearwater Casino Resort, Chico Room
15347 Suquamish Way NE



SR 305 Corridor Vision project area

Project Area

The SR 305 Corridor Vision will evaluate future high capacity transportation needs and opportunities for the SR 305 corridor between Poulsbo and Winslow, shown on the map to the left.

We Need Your Help

Significant public involvement and community outreach will shape the outcome of the corridor vision and will include a variety of activities such as community focus group workshops, public meetings, and involvement of local students to provide “Next Generation” perspectives. A public workshop series is scheduled during the first week of June (see Page 1 for dates and locations). Community groups, organizations, schools, government agencies, and the public-at-large will be invited to participate in developing the long-term vision for the SR 305 corridor.

For More Information:

– Erin Tam –
 Otak, Inc.
 1218 Third Avenue, Suite 300
 Seattle, WA 98101
 206.442.1382
 SR305Vision@otak.com

Important Dates

The SR 305 Corridor Vision is scheduled to be complete in early 2007. During the course of the project there will be many opportunities to provide input and help shape the vision for SR 305. Watch for future meeting announcements and project updates. You can also contact us anytime at SR305Vision@otak.com for more information or to share your ideas for the corridor.

SR 305 Corridor Vision Project Schedule	2006												2007	
	J	F	M	A	M	J	J	A	S	O	N	D	J	F
Project Kick-Off	*													
Data Collection/Existing Conditions Analysis														
Community Dialogue Workshop Series						*								
Public Open House Meetings								*					*	
Long-term Alternatives Development														
Short-term Actions and Implementation Steps														
Draft Corridor Vision Preparation														
Final Corridor Vision														

Additional project information will be available on the following agency websites:

<http://www.kitsaptransit.org>

<http://www.ci.bainbridge-isl.wa.us>

<http://www.cityofpoulsbo.com>

This project is being guided by representatives from Kitsap Transit, Kitsap County, the City of Bainbridge Island, the City of Poulsbo, the Suquamish Tribe, and the Washington State Department of Transportation.



SR 305 Corridor Vision

Transportation Choices for Tomorrow — Connecting Communities

NEWSLETTER • July 2006

A Focus on Community and Regional Perspectives

Significant public involvement and community outreach will shape the outcome of the corridor vision and will include a variety of activities such as community focus group workshops, outreach meetings with various organizations and agencies, general public meetings, and involvement of students in the region to provide “Next Generation” perspectives. Ideas and suggestions gathered from agencies, stakeholder groups, and the public-at-large are being gathered and integrated into the development of the short-term actions and long-term alternatives for the corridor.

The purpose of the outreach process is to involve a broad spectrum of community interests and regional perspectives in the development of the SR 305 Corridor Vision. This level of involvement will help to ensure project success by building community interest and support, and will also help to ensure that the SR 305 Corridor Vision can be successfully implemented over the long-term.

Project Purpose

The SR 305 Corridor Vision will identify and evaluate potential long-range (20-50 years) high capacity transit opportunities along the SR 305 corridor between Winslow and Poulsbo to serve the growing transportation demand of the region. Options such as Bus Rapid Transit, Light Rail Transit, and other emerging technologies will be evaluated. Concurrently with the long-term look, the study will also identify short-term objectives and actions to support implementation of the longer-term vision for the corridor.



Project Goals

The following general goals provide a basis and direction for the SR 305 Corridor Vision planning process and potential study outcomes.

- Ensure broad and meaningful public and community involvement in the planning process.
- Foster regional partnerships and coordination between agencies, communities, and project stakeholders.

- Ensure that corridor alternatives strengthen community economic vitality, livability and sustainability.
- Provide safe and efficient transportation options for residents, commuters, and visitors of the region, including viable high capacity transit alternatives.
- Identify transportation alternatives and options that can be realistically implemented within the desired time frames.

This project is being guided by representatives from Kitsap Transit, Kitsap County, the City of Bainbridge Island, the City of Poulsbo, the Suquamish Tribe, and the Washington State Department of Transportation.

SR 305 Corridor Vision



Information

Get in touch with us to share ideas, ask questions, or to request more information. Call, write, or email Erin Tam, our project communications specialist.

— Erin Tam —
 Otak, Inc.
 1218 Third Avenue, Suite 300
 Seattle, WA 98101
 Email: SRVision@otak.com
 Phone: 206.442.1382

Information is also available at:
<http://www.kitsaptransit.org>
<http://www.ci.bainbridge-isl.wa.us>
<http://www.cityofpoulsbo.com>

Community Leaders and Steering Committee Tour the Corridor

In May 2006, the Executive Steering Committee for the SR 305 study, and various other community leaders, governmental representatives, and others from local, regional, and state organizations and agencies participated in a bus tour of the SR 305 corridor. The tour started in Suquamish and proceeded northward to SR 3 in



Poulsbo. Then, the bus turned around and proceeded southward to the ferry terminal in Winslow. The last segment of the tour covered the northbound route between the ferry terminal and Suquamish. The tour provided the opportunity for the project team and those participating to analyze existing conditions along the corridor and consider and discuss future options for improvement, including high capacity transit alternatives.



June 2006 Workshop Summary/ Briefing Statement

Here are some of the most frequent comments heard during the workshop

- Workshop participants were generally supportive of the idea of a future high capacity transit system in the corridor and recognized that to minimize impacts to quality of life, scenic values, and the environment, a high capacity transit system would be the best solution.
- Many participants said: “Don’t widen the highway/don’t add additional lanes.” And “Get people of their cars – focus on moving people; not on moving cars.”
- Strengthen community connectivity (reinforce the transportation network at the local level) and preserve and enhance community character.
- Preserve access to businesses and properties (strengthen the area’s economic vitality).
- Future transit should integrate with local community planning/ transportation planning for future development.
- Work closely with the Washington State Department of Transportation and Washington State Ferries to ensure cohesive planning, particularly at the Winslow Ferry Terminal, and make sure that the preferred high capacity transit alternative can be accommodated in the ferry terminal master plan.

When asked about what should be done in the coming years until a high capacity transit system can be implemented, many participants offered the following suggestions:

- Consider ferry system “parity” implications. What if more runs were added to Kingston and Bremerton routes? What will happen with passenger only ferry service from Kingston to Seattle? What about a passenger ferry out of Suquamish? Ferry parity will help take pressure off SR 305 and the Winslow terminal.
- Consider intersection improvements to increase capacity, such as:
 - Signal synchronization
 - Roundabouts (Big in Poulsbo – People really liked this idea!)
 - More left turn and right turn lanes (People in Suquamish wanted a continuous center access/turning lane where currently there is not one).
 - Longer turn lanes
 - Underpasses or overpasses at congested intersections.

A sampling of comments from the public workshops:

Winslow to Agate Pass

- Consider the needs of pedestrians, bicyclists, and small personal vehicle use both on and off the highway. Consider possible locations for future pedestrian/ bicycle pathway underpasses (under SR 305).
- High capacity transit should have both local and express runs. The local runs should include stops on Bainbridge Island (such as for Downtown/Winslow Way, High School Road, Day Road, etc).
- Strengthen the Island’s existing street network off-highway through development of underpasses or overpasses and street extensions.

Agate Pass to Poulsbo South City Limits

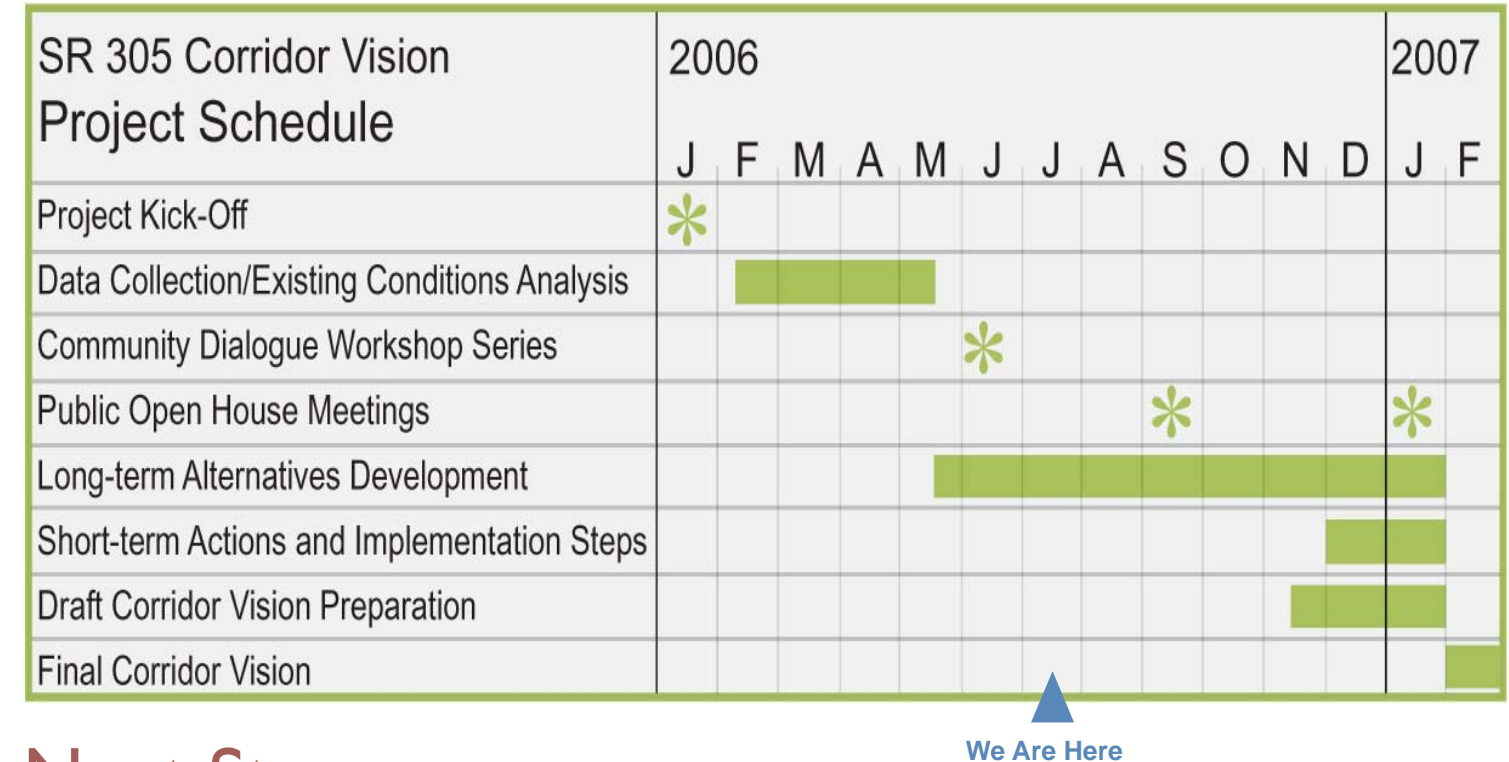
- One of the most significant concerns is access to multiple properties – businesses and residential areas in this vicinity.
- Preserve and enhance business property access and improve safety getting into and out of businesses through a continuous center turn lane/access lane.
- Improving pedestrian safety and access to transit stops is critical for encouraging more transit ridership; bicycle safety and providing continuous bike lanes is also important.

Poulsbo South City Limits to Highway 3

- Reduction of traffic noise from SR 305 is an ongoing concern.
- Consider roundabouts instead of signals at select intersections – we are ready for roundabouts here and we like using them!
- Intersection improvements are needed to keep traffic moving.

Important Dates

The SR 305 Corridor Vision is scheduled to be complete in early 2007. During the course of the project there will be many opportunities to provide input and help shape the vision for SR 305. Watch for future meeting announcements and project updates.



Next Steps

Additional outreach activities will take place throughout the course of the study process and will be held in various locations, including the communities of Bainbridge Island, Suquamish, and Poulsbo.

Upcoming Meetings

An open house series is scheduled for September 2006. This series will present long-term alternatives in the early stages of development. The public will have the opportunity to share ideas to help further develop these alternatives. Press releases and meeting announcements will be distributed in several local newspapers to inform the public about the meetings.

An additional open series is scheduled for early 2007 to present the public with the draft corridor vision, reflecting public input gathered through the course of the project. This will include fully developed long-term alternatives, as well as recommended short-term actions and implementation steps. The public will have the opportunity to comment and provide additional feedback on the draft corridor vision.

“Next Generation” Student Outreach

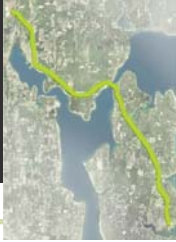
The project team will begin meeting with local high school students this fall (2006). We will be working with local teachers and school administrators to make sure that student involvement is meaningful and relevant to their educational experience.

Additional Outreach

The project team also will be meeting with various special interest groups, organizations, and agencies throughout the course of the study to gain additional input and insights into planning for the SR 305 corridor.

Stay Involved

Significant public involvement and community outreach will shape the outcome of the corridor vision and will include a variety of activities such as community focus group workshops, public meetings. Community groups, organizations, schools, government agencies, and the public-at-large are invited to participate in developing the long-term vision for the SR 305 corridor.



SR 305 Corridor Vision

Transportation Choices for Tomorrow — Connecting Communities

November 2006



Daily traffic on SR 305

Project Purpose

The SR 305 Corridor Vision will identify and evaluate potential long-range high capacity transit opportunities along the SR 305 corridor between Winslow and Poulsbo to serve the growing transportation demand of the region. Options such as Bus Rapid Transit, Light Rail Transit, and other emerging technologies will be evaluated. Concurrently with the long-term look, the study will also identify short-term objectives and actions to support implementation of the longer-term vision for the corridor.

Where Are We Now?

The study team has developed a set of preliminary alternatives for high-capacity transit between Poulsbo and Winslow and will present these, along with ridership projections at a series of public workshops (see schedule on page reverse), for public review and input. The team also will present evaluation criteria that will be used to select a preferred alternative as the next step in the study process.

Next Steps

- Further evaluate high capacity transit alternatives and identify preferred direction for the corridor (preliminary - contingent on future more detailed environmental analysis)
- Identify interim/near-term objectives and actions needed to help facilitate long-term vision, including improvement needs within the corridor
- Prepare draft study document integrating the above information
- Host final series of public meetings in early 2007 (likely late January or early February) to share above information and draft study highlights
- Finalize study
- After this study is completed, project proponents would then move forward with seeking funding and completing further more detailed analysis, design, and engineering for both near-term objectives and improvements and the longer term vision for high capacity transit

(Continued on back)

Information

Get in touch with us to share ideas, ask questions, or to request more information. Call, write, or email Hillary Schlehuber, our project communications specialist.

– Hillary Schlehuber –

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Project Area

The SR 305 Corridor Vision will evaluate future high capacity transportation needs and opportunities for the SR 305 corridor between Poulsbo and Winslow.



Get involved!

High Capacity Transit Modes Considered and Screening Decision

Technology	Physical Screen	Policy Screen	Impacts Screen	Retained for Further Evaluation
Light Rail (LRT)	<u>Low</u> <ul style="list-style-type: none"> two-way system requires significant ROW expansion in corridor new rail bridge required 	<u>Medium</u> <ul style="list-style-type: none"> high capital and operating costs moderate ridership at peak typically urban/high density suburban mode 	<u>Low</u> <ul style="list-style-type: none"> clean operations fits scale of urban/rural environment requires long platform at BIFT 	Maybe
Monorail	<u>Medium</u> <ul style="list-style-type: none"> elevated structure feasible in corridor/ reduces ROW expansion new single-mode bridge required 	<u>Very Low</u> <ul style="list-style-type: none"> not desired by community very high costs reliability issues typically mode for high density urban environment where real estate values are very high 	<u>Low</u> <ul style="list-style-type: none"> high aesthetic impacts clean operations requires elevated platform at BIFT 	No
Automated Guideway Transit (LEVX)	<u>Medium</u> <ul style="list-style-type: none"> elevated structure feasible in corridor reduces ROW expansion new single-mode bridge required 	<u>Medium</u> <ul style="list-style-type: none"> significant community interest in LEVX promising technology (currently in development and testing) high ridership due to expedited travel time and frequency 	<u>Medium</u> <ul style="list-style-type: none"> low aesthetic impact for elevated mode suitable for peak ferry loading clean operations 	Yes
MagLev	<u>Low</u> <ul style="list-style-type: none"> elevated structure feasible in corridor; reduces ROW expansion new single-mode bridge required 	<u>Very Low</u> <ul style="list-style-type: none"> low community acceptance very high costs poor reliability in previous applications typically used in high density urban environments 	<u>Low</u> <ul style="list-style-type: none"> clean operations poor integration in BIFT 	No
Commuter Rail or Diesel Multiple Unit	<u>Very Low</u> <ul style="list-style-type: none"> no existing rail corridor/trackage new bridge required cannot cross roadways at grade 	<u>Low</u> <ul style="list-style-type: none"> high costs 	<u>Very Low</u> <ul style="list-style-type: none"> poor integration at ferry terminal high aesthetic impacts Poor integration in BIFT 	No
Bus Rapid Transit (Full)	<u>Medium</u> <ul style="list-style-type: none"> two way system requires significant ROW expansion in corridor where using exclusive travel lanes new bridge required 	<u>Medium</u> <ul style="list-style-type: none"> provides flexibility to travel off corridor scaleable to demand moderate costs high ridership due to expedited travel time and frequency 	<u>Medium</u> <ul style="list-style-type: none"> some aesthetic impacts for exclusive (especially elevated) travel lanes flexibility in terminal integration 	Yes
Bus Rapid Transit (LITE)	<u>High</u> <ul style="list-style-type: none"> can operate in mixed traffic limiting ROW expansion one of few modes that may not require new bridge (buses in existing travel lanes) 	<u>Medium</u> <ul style="list-style-type: none"> provides flexibility to travel off corridor scaleable to demand lowest costs lowest ridership due to high travel time 	<u>High</u> <ul style="list-style-type: none"> very low visual impacts flexibility in terminal integration 	Yes
Bus Rapid Transit (Reversible Lane)	<u>High</u> <ul style="list-style-type: none"> can operate in mixed traffic limiting ROW expansion could provide median ROW preservation for AGT new bridge required 	<u>Medium</u> <ul style="list-style-type: none"> provides flexibility to travel off corridor relatively low cost ridership increases proportional to length of dedicated corridor 	<u>High</u> <ul style="list-style-type: none"> would limit turning movements in corridor low visual impact due to placement in center of roadway flexibility in terminal integration 	Yes

Rankings: *Low*=poor application in corridor, *Medium*=reasonable application in corridor/may have some issues, *High*=good application in corridor

Screens: *Physical Screen* determines whether modal options were viable within the known physical constraints of the project corridor (e.g ROW requirements, Agate Pass Bridge additions/replacements)

Policy Screen determines whether remaining options were within the bounds of key local and regional policy goals (e.g. costs, ridership potential, community acceptance, reliability of technology, suitability of technology, flexibility to serve beyond immediate SR 305 corridor)

Impacts Screen ensures that the remaining alternatives did not have obvious undesired impacts on the local communities or the environment (e.g. environmental impacts, aesthetic impacts, impacts on ferry terminal)