



**Steering Committee Meeting Summary
West Kitsap Way
Teams Virtual Meeting
January 11, 2023**

Attendees

Katie Ketterer, City of Bremerton – Project Manager
John Davies, KPG Psomas – Project Consultant
Shane Webber – City of Bremerton, Engineering
Marco Diccio – Kitsap School District
George Mazur – WSDOT
Edward Coviello – Kitsap Transit
Bridget Glasspoole – Kitsap Mental Health Services
Colette Berna – City of Bremerton, Parks Department
David Forte – Kitsap County, Public Works
Garrett Jackson – City of Bremerton, Planning
Greg Wheeler – City of Bremerton, Mayor
Tom Knuckey – City of Bremerton, Public Works & Utilities Director

Meeting Highlights

Introduction

Each attendee introduced themselves and discussed issues and interests related to the project.

Project Overview Presentation (John Davies):

John (consultant) used a PowerPoint presentation to provide an overview of the project. The presentation included:

- Study background
- Schedule
- Study purpose
- Roles and Responsibilities of Project Team and Steering Committee
- Project Update and findings
- Public Engagement
- Feedback from Community Open House in December

Evaluation Criteria

John (consultant) also provided a list of suggested evaluation criteria that would be used to help define and evaluate the alternatives.

- Safety – addresses existing deficiencies
- Pedestrian and bicycle – provide an all ages and all abilities facilities
- Traffic operations – improves intersection and corridor operations

- Transit operations – improves corridor bus operations
- Vehicle access to properties – improves property access and parking
- Property impacts – amount of property and right of way required
- Cost comparison – construction costs

Discussion

Marco (school district) – Identified that Kitsap Way is critical for school bus operations and noted that the corridor also acts as an alternate to SR3 further noting that mobility on Kitsap Way is impacted when there are back-ups on SR 3. Supports the idea of roundabouts and advocated for the need to balance mobility if study considers reducing the number of lanes on the corridor.

George (WSDOT) – Suggested employing corridor design elements to reduce speed, as just lowering the speed limit is often ineffective. WSDOT uses complete streets and level of stress as evaluation metrics. Noted that WSDOT's complete streets policy applies to all state highways including SR3 and if there is a parallel corridor that could provide active transportation functions otherwise not feasible along the highway corridor WSDOT can potentially support and fund those improvements.

David (Kitsap County) – Mentioned that Kitsap Way serves a regional travel need, and attention should be given to the connection to Kitsap County especially since points north of the City/County line have rural zoning designations and are not included in the urban growth area. Also suggested showing the City/County line clearly on project maps.

Bridget (KMHS) – At Pendleton place there is a concern for residents trying to access bus stop on far side of Kitsap Way need a pedestrian crossing near Crawford.

Ed (Kitsap Transit) – No changes in routes are planned on Kitsap Way. Need to accommodate 40-foot buses Kitsap Transit prefers in lane bus stops in order that ADA can be met. Marco (school district) believes that for school buses, pullouts are safer. Ed mentioned that pullouts can work, it's just Kitsap transit prefers in-lane stops.

George (WSDOT) – In terms of evaluation criteria for safety fatal and serious crashes are prioritized in WSDOT evaluations. He suggested that the study evaluate crash potential not necessarily historical. WSDOT is using level of stress as an evaluation criterion. Evaluate crossings for pedestrians and bicycles using FHWA process.

David (Kitsap County) – Mentioned that the corridor is a capital T-3 truck corridor.

Other

Options such as roundabouts with access control could be considered to provide access management along certain segments.

Not one alternative design will apply to the entire corridor. Different solutions may be required for different segments of the corridor.

City may have concerns for buses stopping in-lane on Kitsap Way, particularly if there is only one travel lane in each direction.

Next Meeting

Project team will provide 3 distinct alternatives for review by the steering committee. The alternatives will then be presented to the public at the second open house.