

# West Kitsap Way: Steering Committee

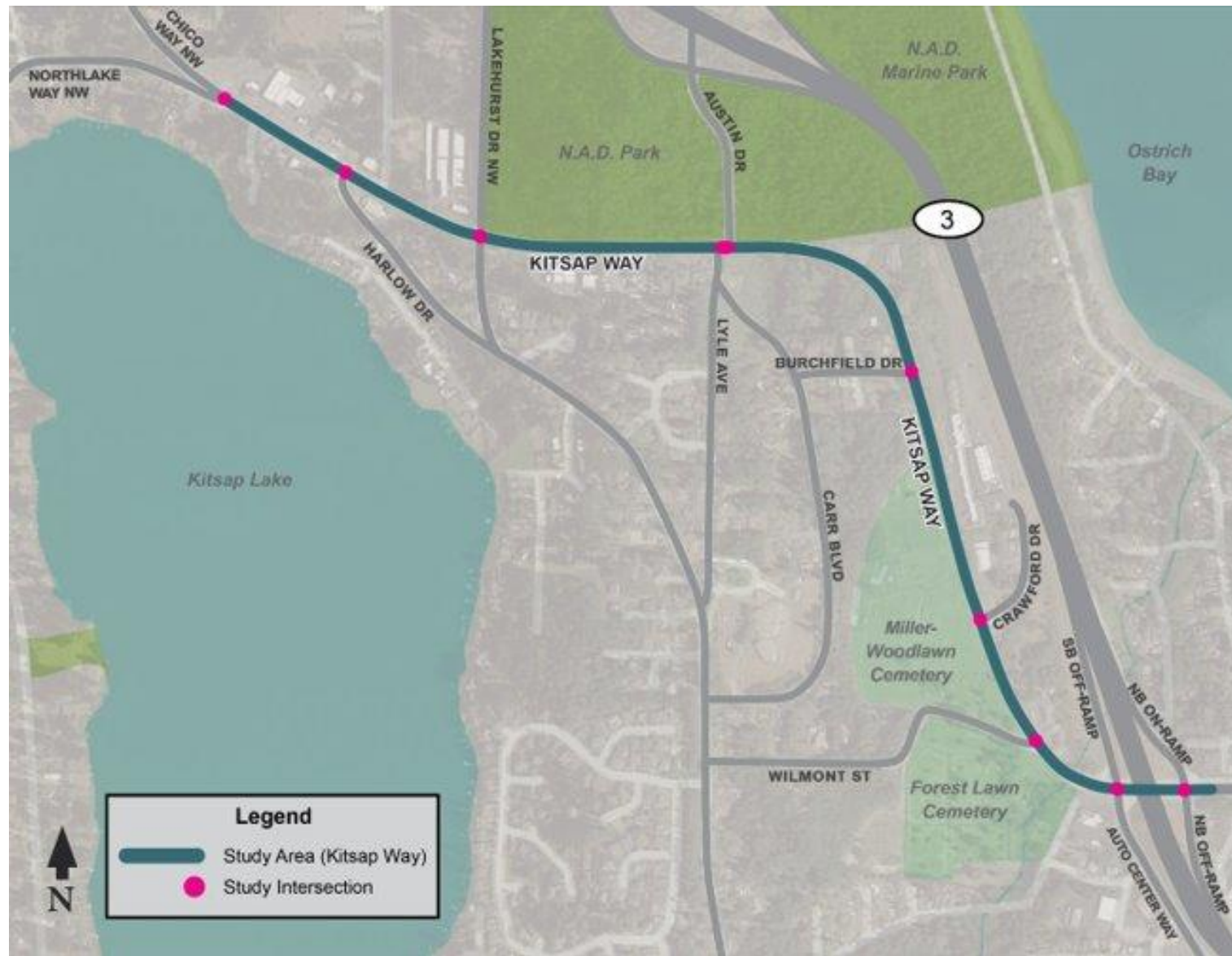
September 7, 2023





# AGENDA

- Welcome and introductions
- Recap of past meetings
- Review of Proposed Alternative
- Next steps



# Introductions

- Introduce yourself
- Oppenheimer or Barbie?



# Recap of Meetings

- Meeting 1 (Jan 11): Project Introduction
- Meeting 2 (March 29): Review of Draft Alternatives
- Meeting 3 (May 1): Alternative Analysis

# Evaluation Criteria for Alternatives

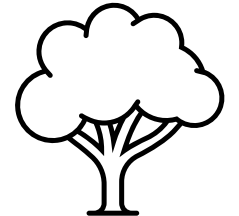
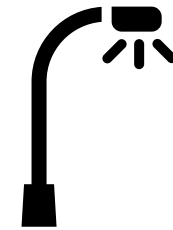
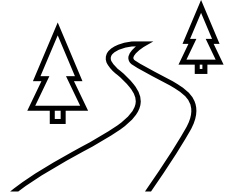
## Alternatives criteria:

- ✓ Safety
- ✓ Pedestrian and bicycle
- ✓ Traffic operations
- ✓ Public Comment
- ✓ Transit operations
- ✓ Vehicle access to properties
- ✓ Property impacts

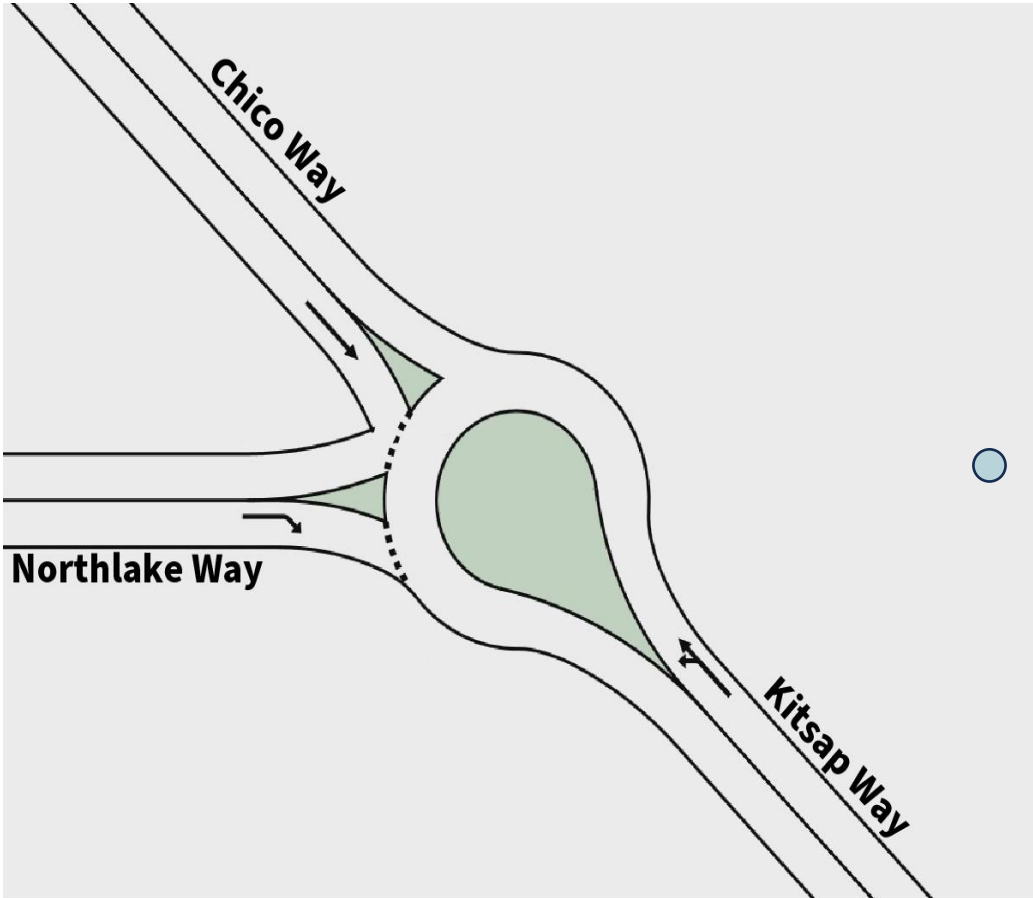
# Common Improvements from alternatives that will move forward to preferred alternative

In each alternative Kitsap Way would become:

- **A three-lane roadway** with a single lane in each direction of travel and a center left turn lane or raised median
- **Two lanes** in each direction in the vicinity of SR 3 interchange.
- **All alternatives** share common features such as landscaping, decorative lighting, bus pullouts, and storm drainage.



# Proposed Roundabout at Chico/Northlake



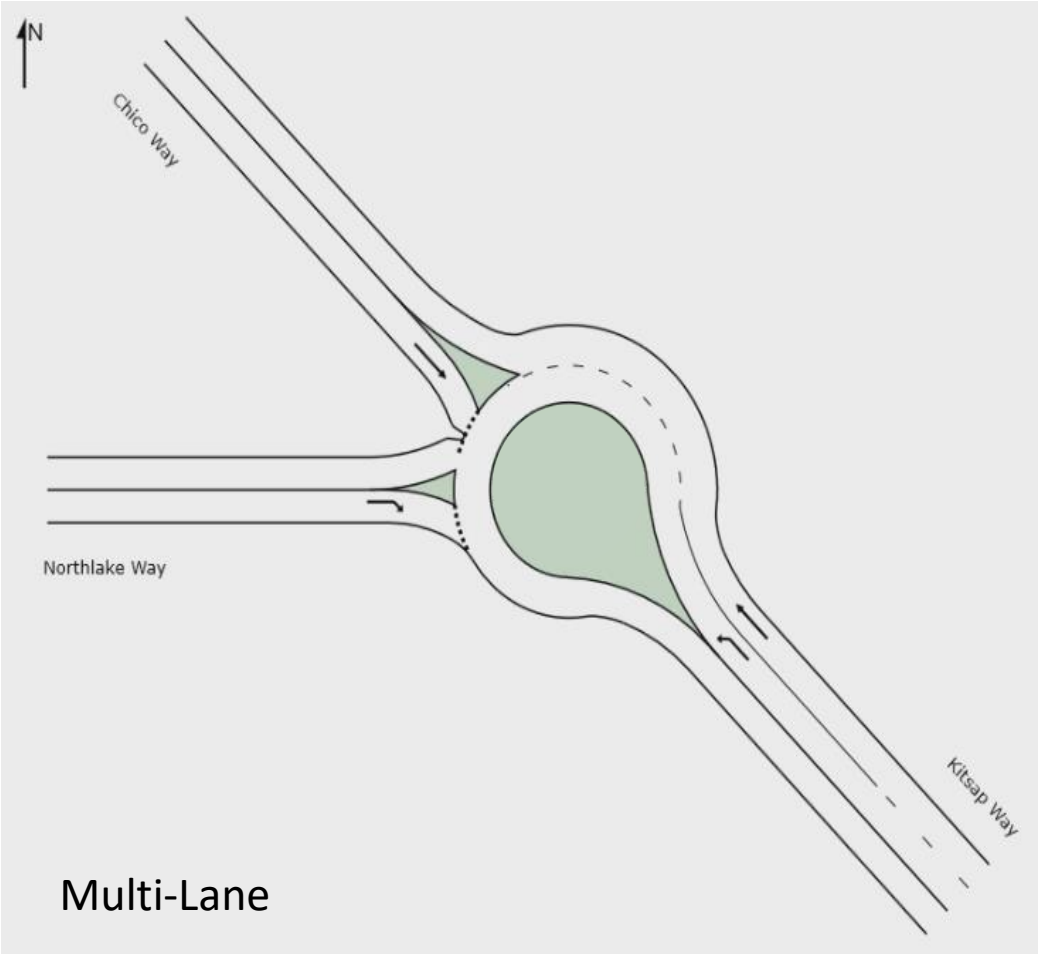
*"Roundabouts are a more efficient way to move cars. The Red Apple and business district are under utilized now. Investing in this area with vision will bring revenue and increase safety for walkers, bikers, and other rolling devices. Even cars." \**

- ✓ Most popular option among public comment
- ✓ High right of way need/costs
- ✓ Slows down speeds entering Kitsap Junction
- ✓ Reduces serious crash types
- ✓ Provides opportunities for ped crossings
- ✓ Forward compatible with future growth

*\* Quote from Online Open House (6/20/23 2:33)*

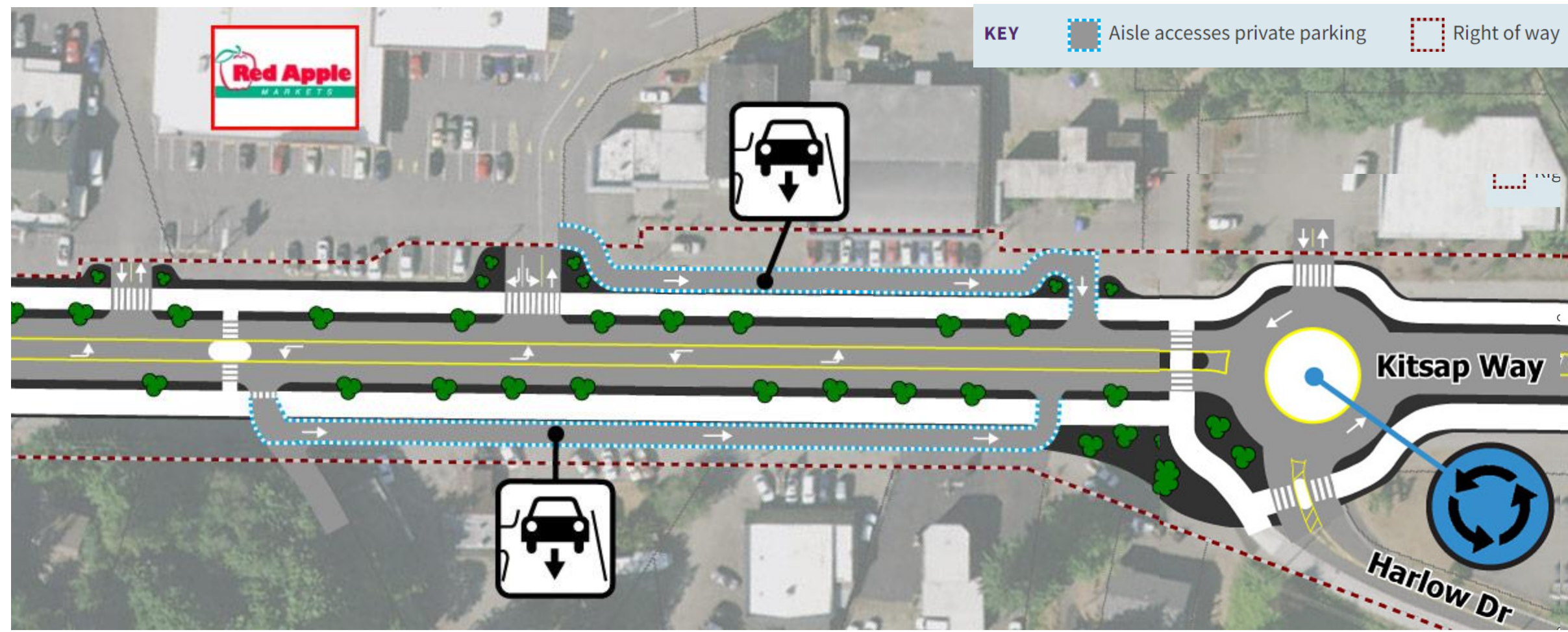


# Proposed Roundabout at Chico/Northlake





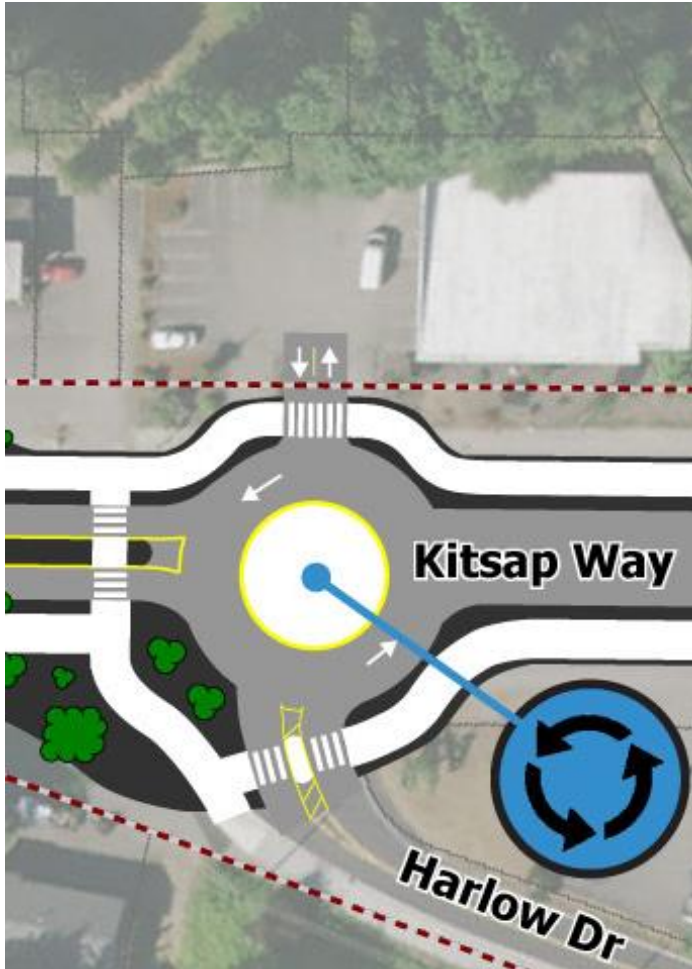
# Proposed Parking Aisles for Kitsap Junction



# Proposed Parking Aisles for Kitsap Junction

- ✓ Maintains good access for businesses
- ✓ Minimizes impact to existing parking
- ✓ Provides mid-block crossing opportunity
- ✓ ~~Considering reducing~~ some business access points to streamline the parking aisle design
- ✓ Not as popular with public comment as the public parking aisle; however, that alternative had issues with parking management, number of available parking spaces, impacts to driveways, and impacts to on the east side of the roadway

# Consider Roundabout at Harlow



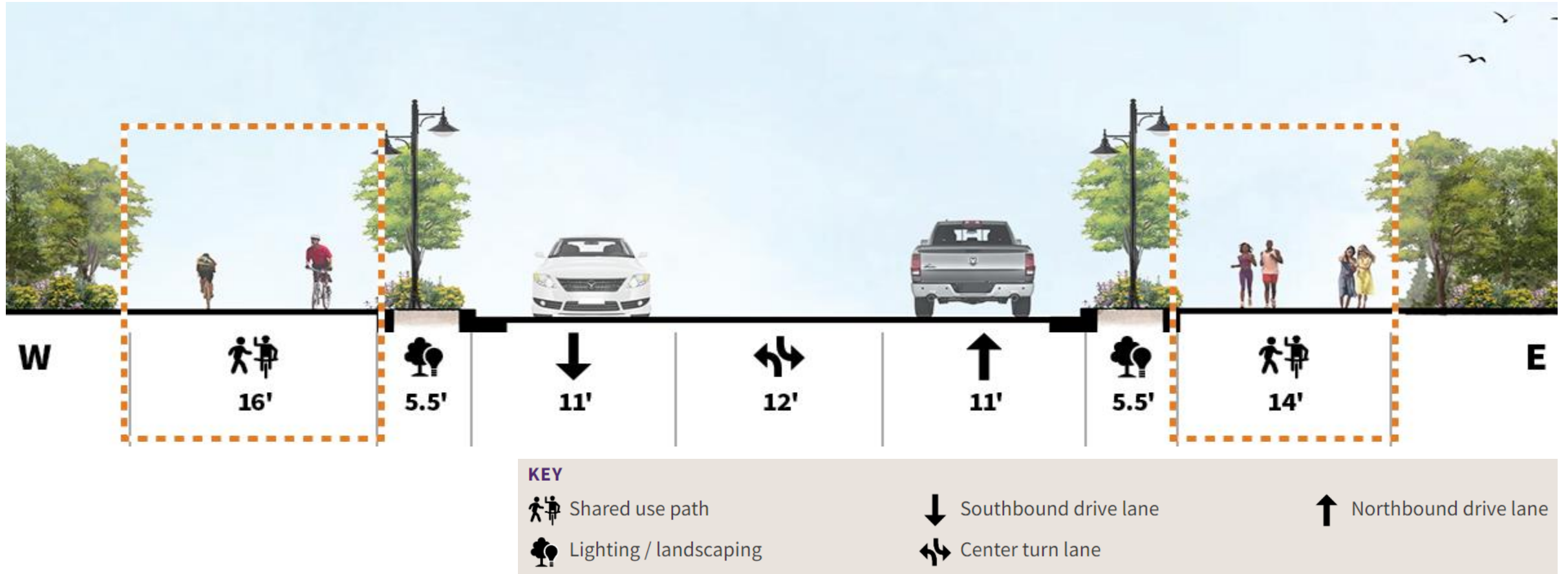
- ✓ Slows down speeds entering Kitsap Junction
- ✓ Reduces serious crash types
- ✓ Eases left turn issues from Harlow to Kitsap Way

add bullet - Supported by City's Complete Streets Committee

*"The island that was placed in the center of Kitsap Way opposite of Red Apple Market is cumbersome and dangerous when attempting to make a left turn onto Kitsap Way from Harlow Drive."\**

*\* Quote from Bremerton1 complaint, ticket # 401982*

# Proposed Shared Use Pathways on Kitsap Way *Harlow Drive to Austin Drive*





# Proposed Shared Use Pathways on Kitsap Way *Harlow to Austin Drive*

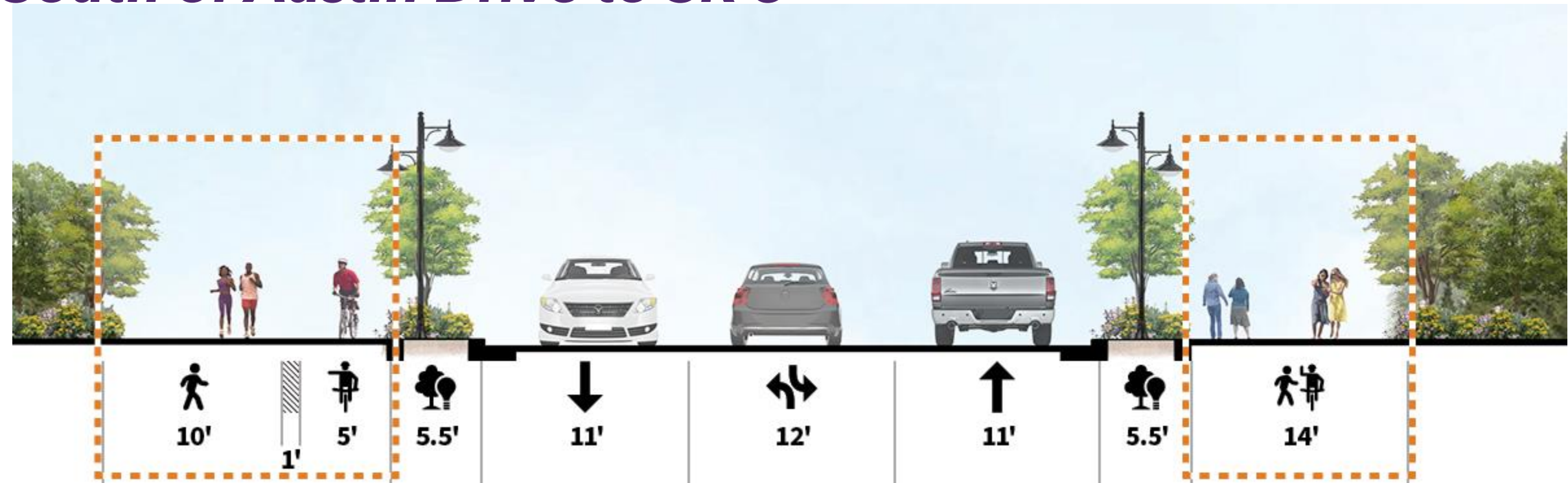
- ✓ Shared use path on both sides of road (16ft and 14ft)
- ✓ Includes vegetation strip to separate path from road
- ✓ 3 lane section include two way left turn lane to maintain full access to properties
- ✓ Slightly wider path on west/north side of road (cemetery/lake side) – this is due to higher residential on that side and potential future path around Kitsap Lake
- ✓ All path/sidewalk options from alternatives were popular with public

# Proposed Roundabout at Austin Dr/Kitsap Way



- ✓ Most popular option among public comment
- ✓ Design works with offset, reducing right of way
- ✓ Slows down speeds at mid-point on corridor
- ✓ Reduces serious crash types
- ✓ Provides opportunities for ped crossings

# Proposed Paths and Bike Lane Hybrid on Kitsap Way South of Austin Drive to SR 3



## KEY



Walkway



Downhill bike lane



Lighting / landscaping



Southbound drive lane



Center turn lane



Northbound drive lane



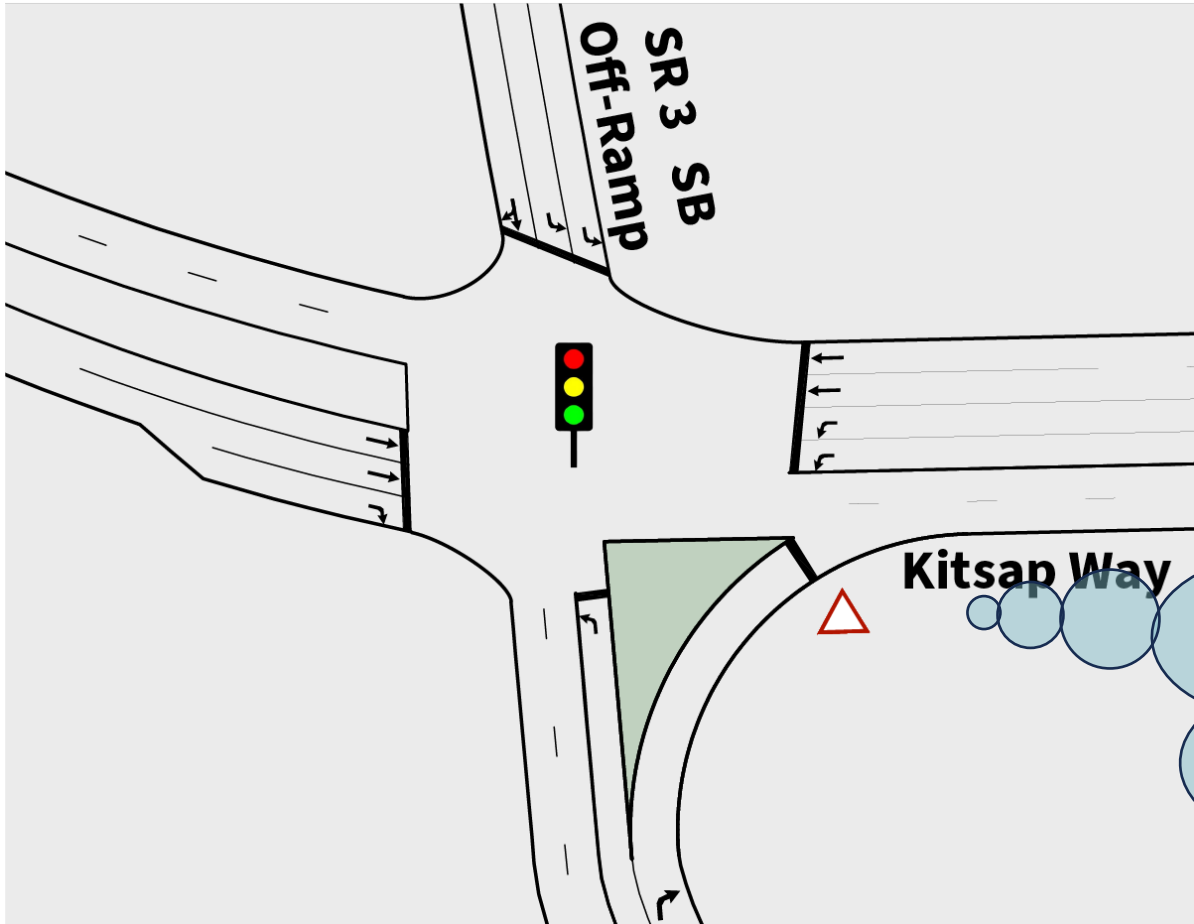
Shared use path

# Proposed Paths and Bike Lane Hybrid on Kitsap Way *Austin Drive to Wilmont Street*

- ✓ North/west side includes separation between bikes and pedestrians – this section of road is downhill so bike may be traveling fast
- ✓ Addresses concerns about ped safety with fast bikes
- ✓ Shared use path width on both sides of road
- ✓ Includes vegetation strip to separate path from road
- ✓ 3 lane section include two way left turn lane to maintain full access to properties
- ✓ Will transition to existing bike lane facilities near SR 3



# Proposed SR 3 Southbound Ramp



- ✓ Minor reconfiguration of intersection to optimize efficiency to handle traffic flow
- ✓ Lower cost, less disruptive improvement
- ✓ Roundabouts would be expensive, huge, and did not carry significant public support

*"Reconfiguration SB SR 3 is a must as [not all vehicles signal a left turn], and if you are northbound across the street, you're not able to turn right because of the non-signaling."*

*\* Quote from Online Open House (6/16/23 4:03)*

# Preliminary Design Layout

10 percent layout of corridor allows:

- ✓ Proof of concept/identification of challenges
- ✓ More refined cost estimates
- ✓ Better estimates of right of way needs
- ✓ Appropriate sizing of stormwater

# Next Steps

- Project team is refine draft improvement alternatives.
- Proposed Alternative presented at 3<sup>rd</sup> Open House.
- Development of Phasing Options
- Implementation Plan
- Draft Report

