



CITY OF BREMERTON

WEST KITSAP WAY PLANNING STUDY

WELCOME TO THE
VIRTUAL PRESENTATION

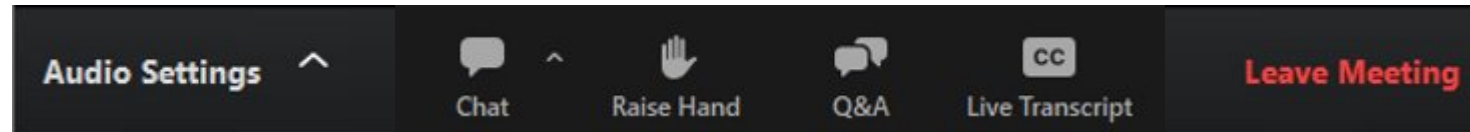
THURSDAY, JUNE 22, 2023, 6 – 7:30 PM

Zoom Webinar Tips

All attendees are muted and will have their cameras off.

Click on **Mute** to adjust (if you want to comment later in the meeting).

Use the **Q&A window** to submit a question or comment.



Report **technical issues** through the **Chat** window.

Our tech support staff will assist you

WELCOME



June 22, 2023

WestKitsapWayStudy.infocommunity.org

TONIGHT'S AGENDA

| Time | Topic | Presenter |
|---------|------------------------------|------------------------------------|
| 6:00 PM | Welcome | Katie Ketterer (City of Bremerton) |
| 6:05 PM | Study background and purpose | Katie Ketterer |
| 6:10 PM | Proposed alternatives | John Davies (KPG) |
| 7:00 PM | Question and answers | John Davies (KPG) |
| 7:30 PM | Next steps | Katie Ketterer |

Example design concept.



West Kitsap Way Planning Study

Study Background

- Corridor connects Kitsap Lake homes and businesses to downtown, as well as areas to the north.
- Designed as a highway and has since been replaced by SR 3, which provides a parallel corridor.
- City received a federal grant to study how the corridor can meet the current and future needs of the community.



West Kitsap Way Planning Study

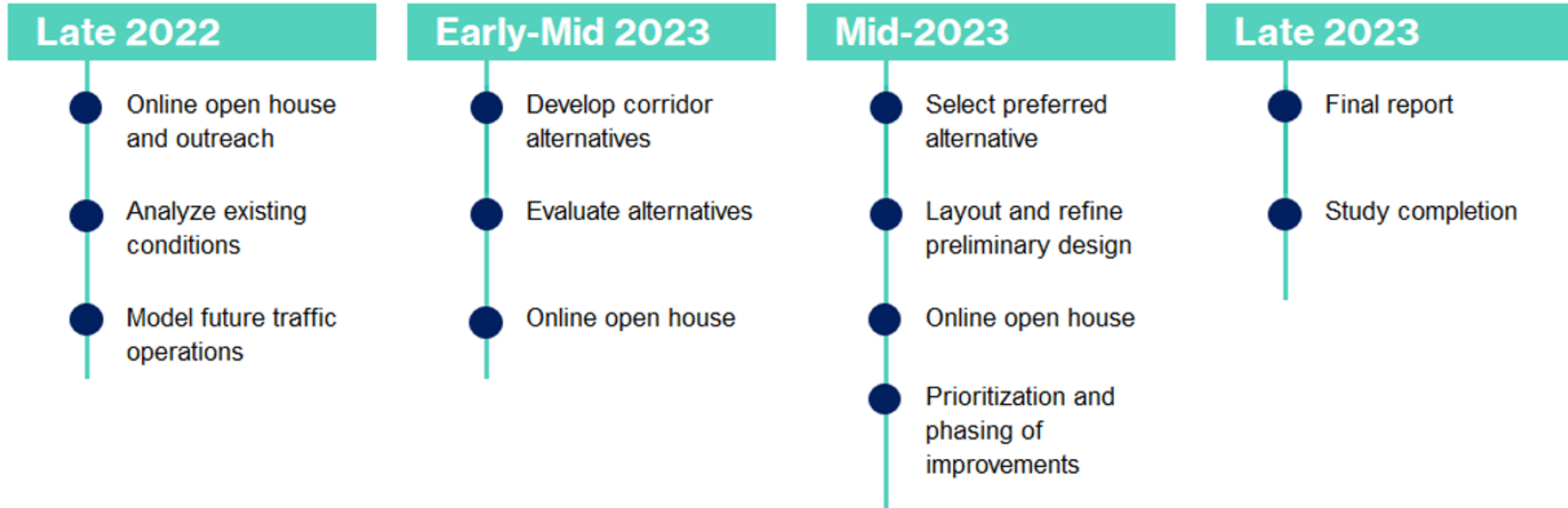
Study Purpose

- Examine existing and future needs of all transportation modes.
- Develop and evaluate alternatives and identify potential solutions that meet the community's needs.
- Create a preliminary design and an implementation plan for future design, funding, and construction.



Kitsap Way just west of SR 3 interchange

Schedule



Development of Alternatives

Alternatives for two segments of the corridor:

1. The commercial district “Kitsap Junction” (between Northlake Way and Harlow Drive)
2. Kitsap Way (between Lakehurst Drive and Wilmont Street)

Alternatives criteria:

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

Preliminary Corridor Alternatives

| Alternative A | Alternative B | Alternative C |
|---------------------------------------|--|---|
| Includes improvements at a lower cost | Adds additional features but at higher costs | Includes the highest range of improvements but has higher costs |

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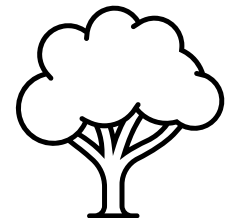
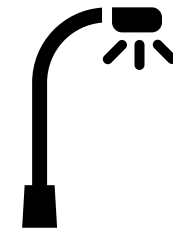
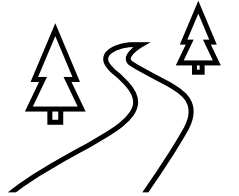
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Common Improvements to All Alternatives

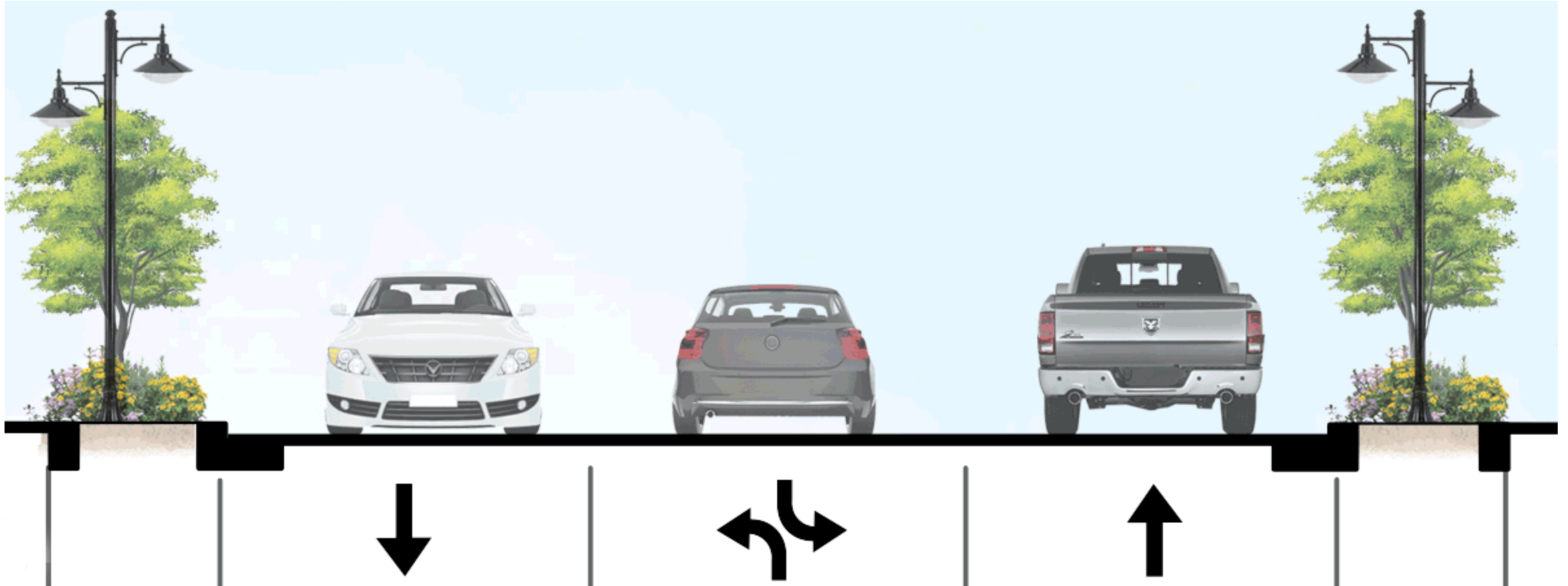
In each alternative:

- Kitsap Way becomes a **three-lane** roadway.
- **Single lane** in each direction of travel and a center left turn lane or raised median
- **Two lanes** in each direction approaching SR 3 interchange.

All alternatives share common features such as landscaping, decorative lighting, bus pullouts, and storm drainage.



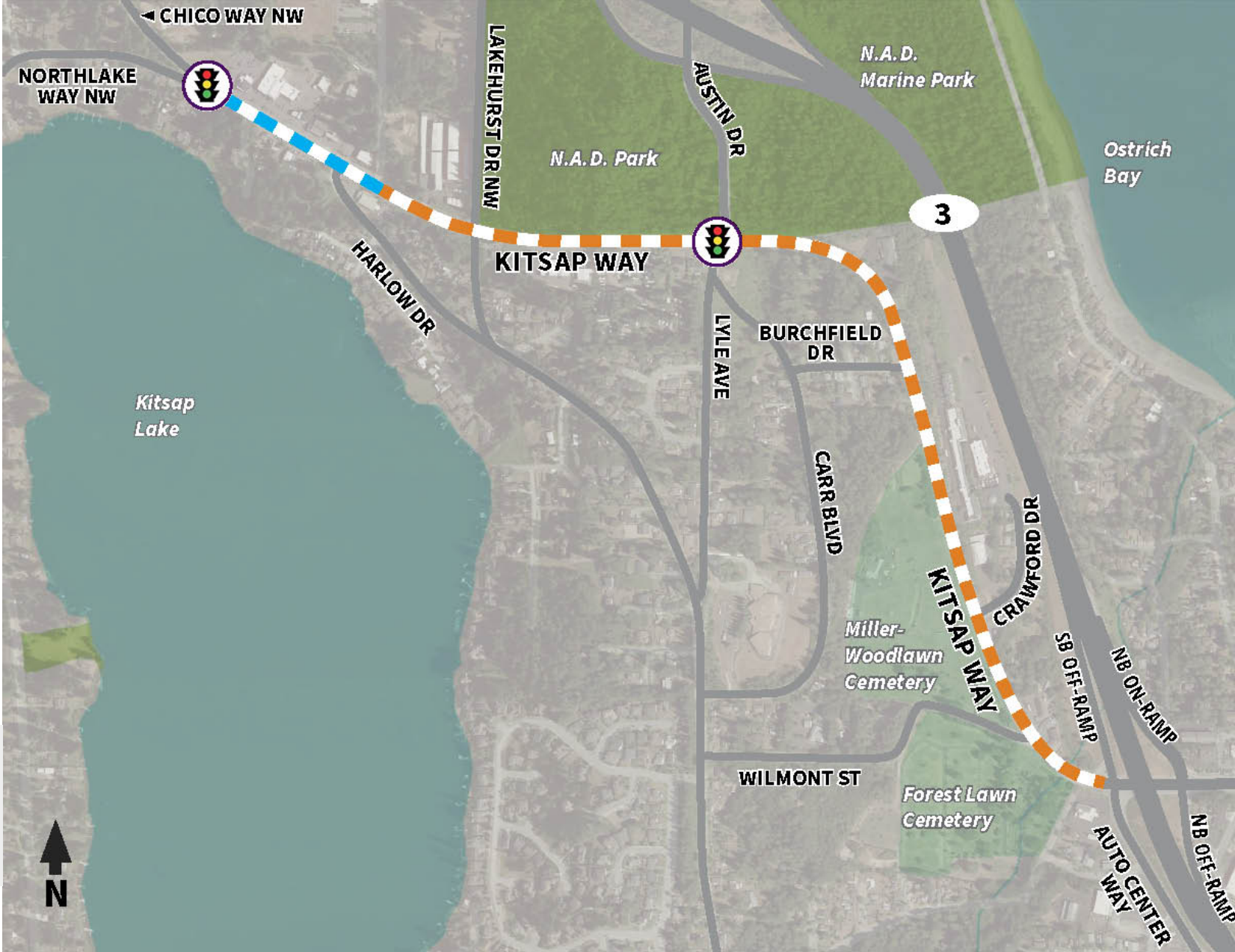
Common Improvements to All Alternatives



Improvements within Roadway Footprint



Alternative A: Parking Aisles and Shared Use Paths



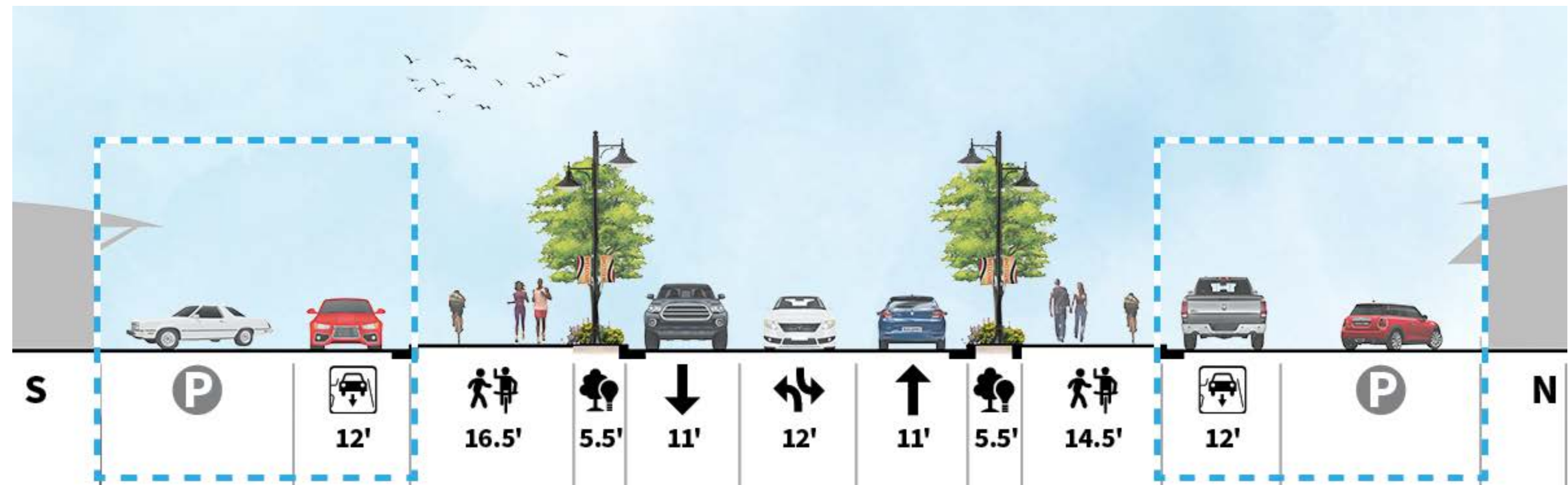
LEGEND—ALTERNATIVE A

- New traffic signal
- Kitsap Junction improvements: Parking aisles, shared use pathways, and landscaping to improve non-motorized access
- Kitsap Way improvements: Shared use path on both sides of the roadway



June 22, 2023

Alternative A: Parking Aisles at Kitsap Junction



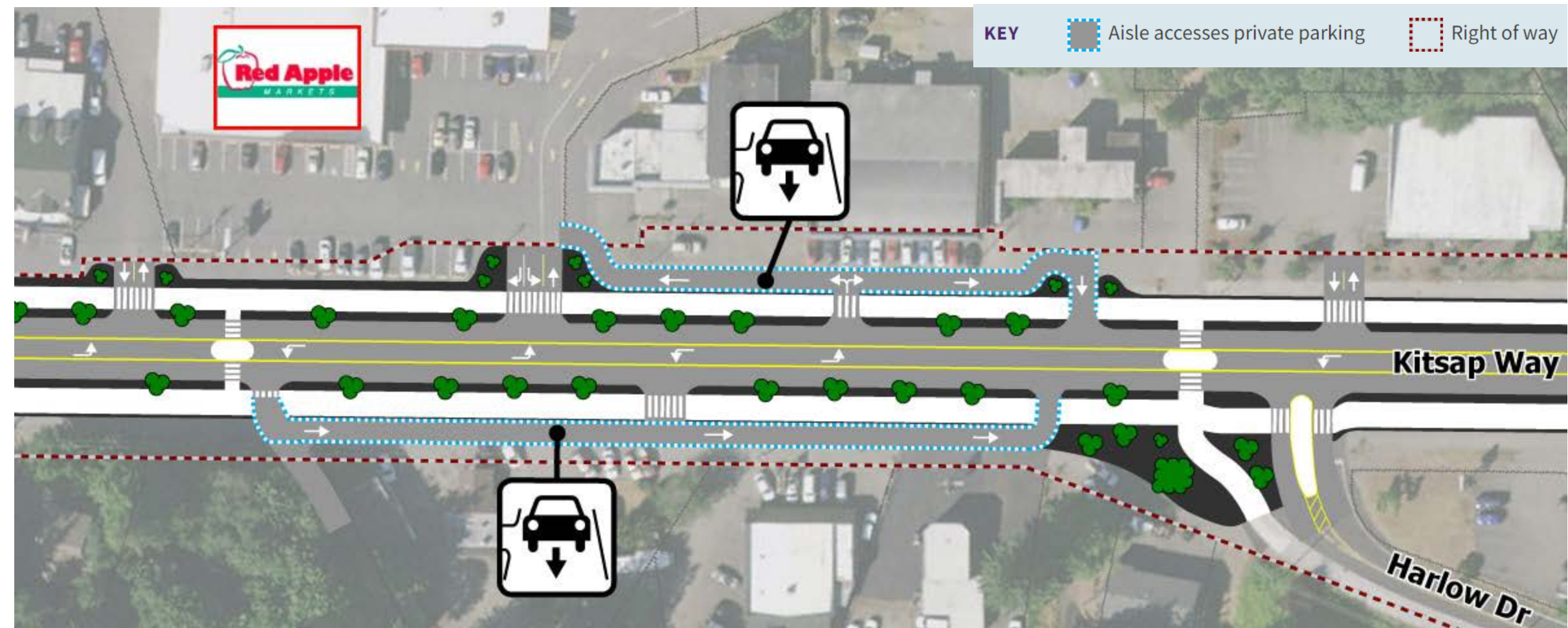
KEY

- Private parking (width varies)
- Access lane
- Shared use path

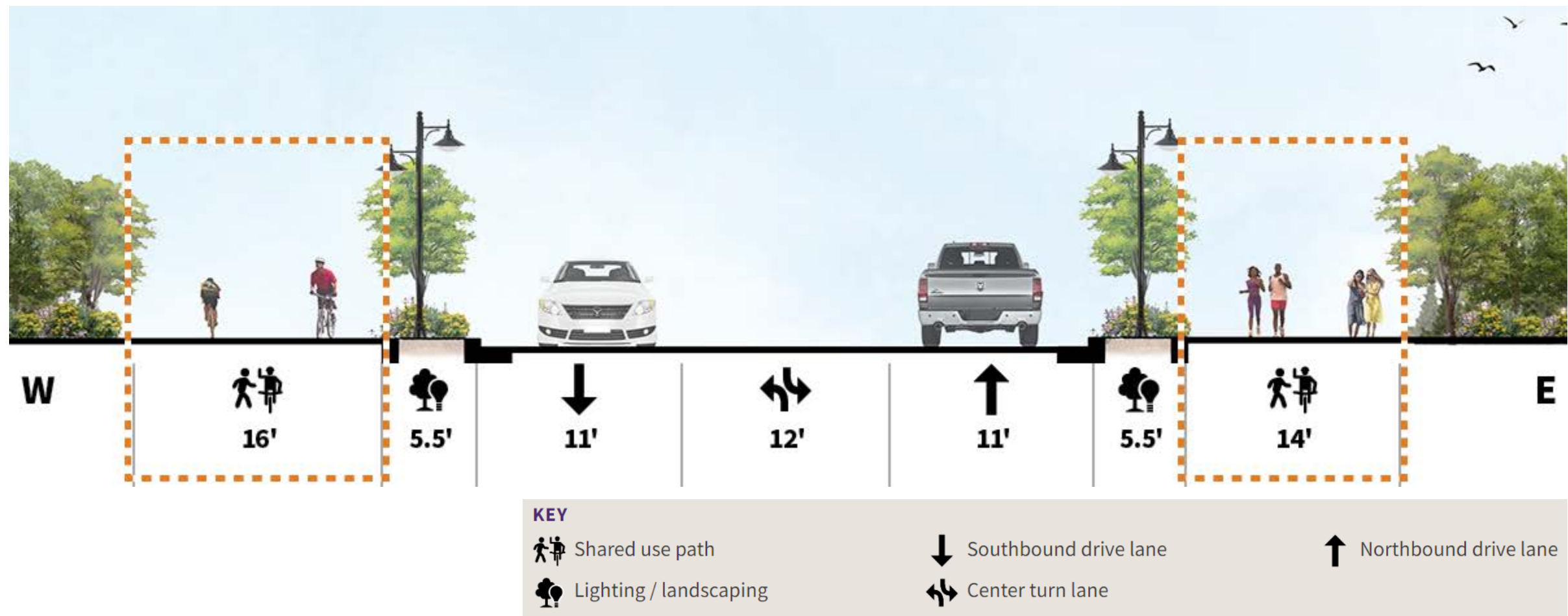
- Lighting / landscaping
- Eastbound drive lane

- Center turn lane
- Westbound drive lane

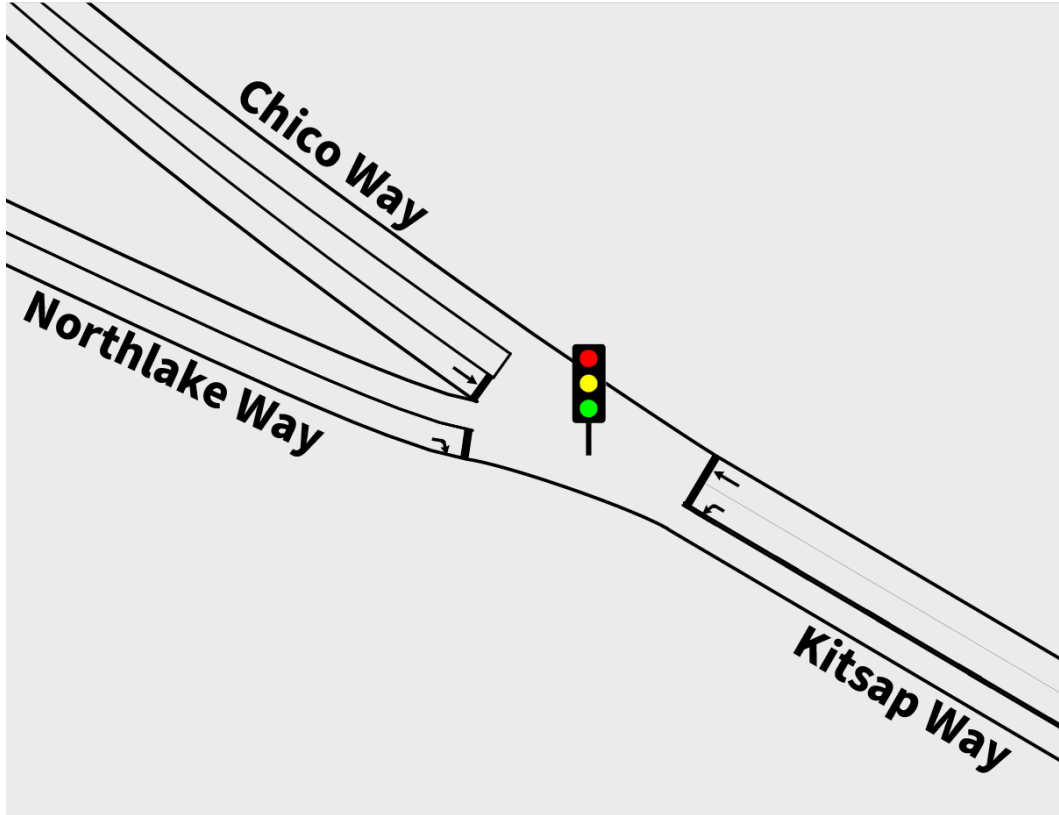
Alternative A: Parking Aisles from above



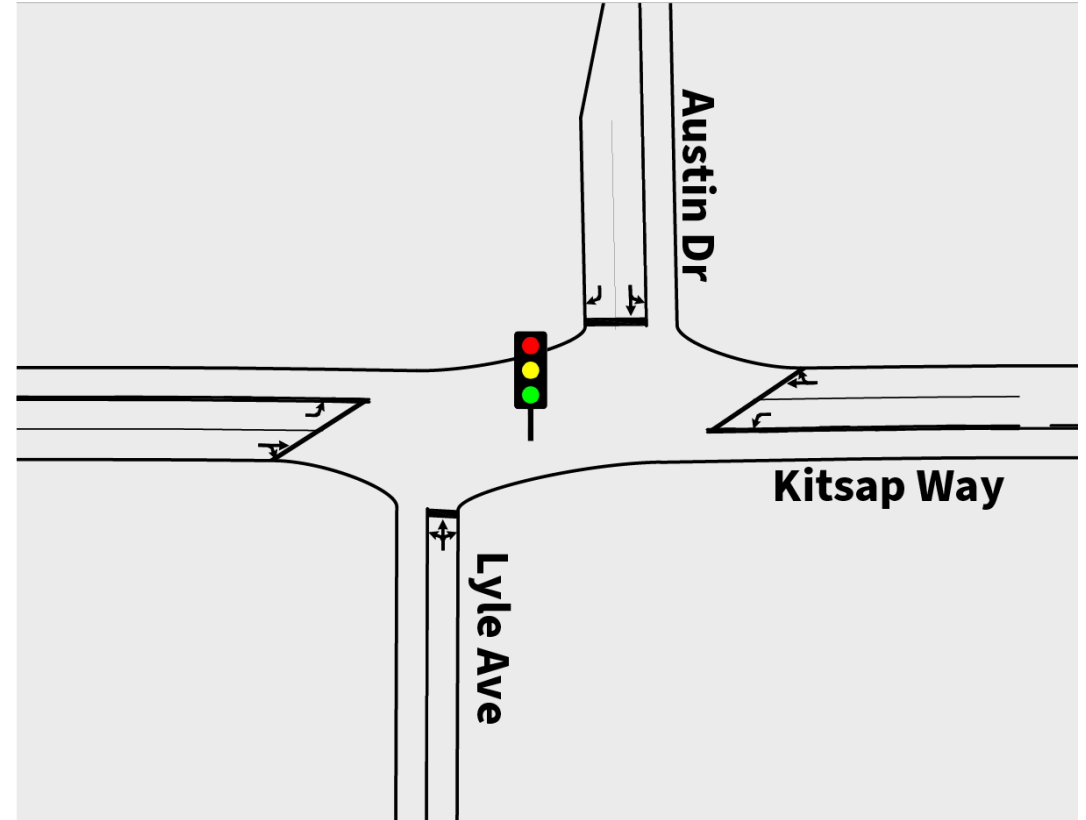
Alternative A: Shared Use Pathways on Kitsap Way



Alternative A: Intersections



NEW Traffic Signal at
Chico Way/Northlake Way



NEW Traffic Signal at
Austin Drive/Lyle Avenue

Tell us what do you think about Alternative A?

Click the link in the meeting chat




OR


Go to Menti.com on your browser, phone, or tablet


- ☐ Three-lane roadway with center turn lane
- ☐ Shared use pathways
- ☐ Parking aisle access to existing private parking
- ☐ Traffic signal at Northlake Way/Chico Way
- ☐ Traffic signal at Austin Drive/Lyle Avenue

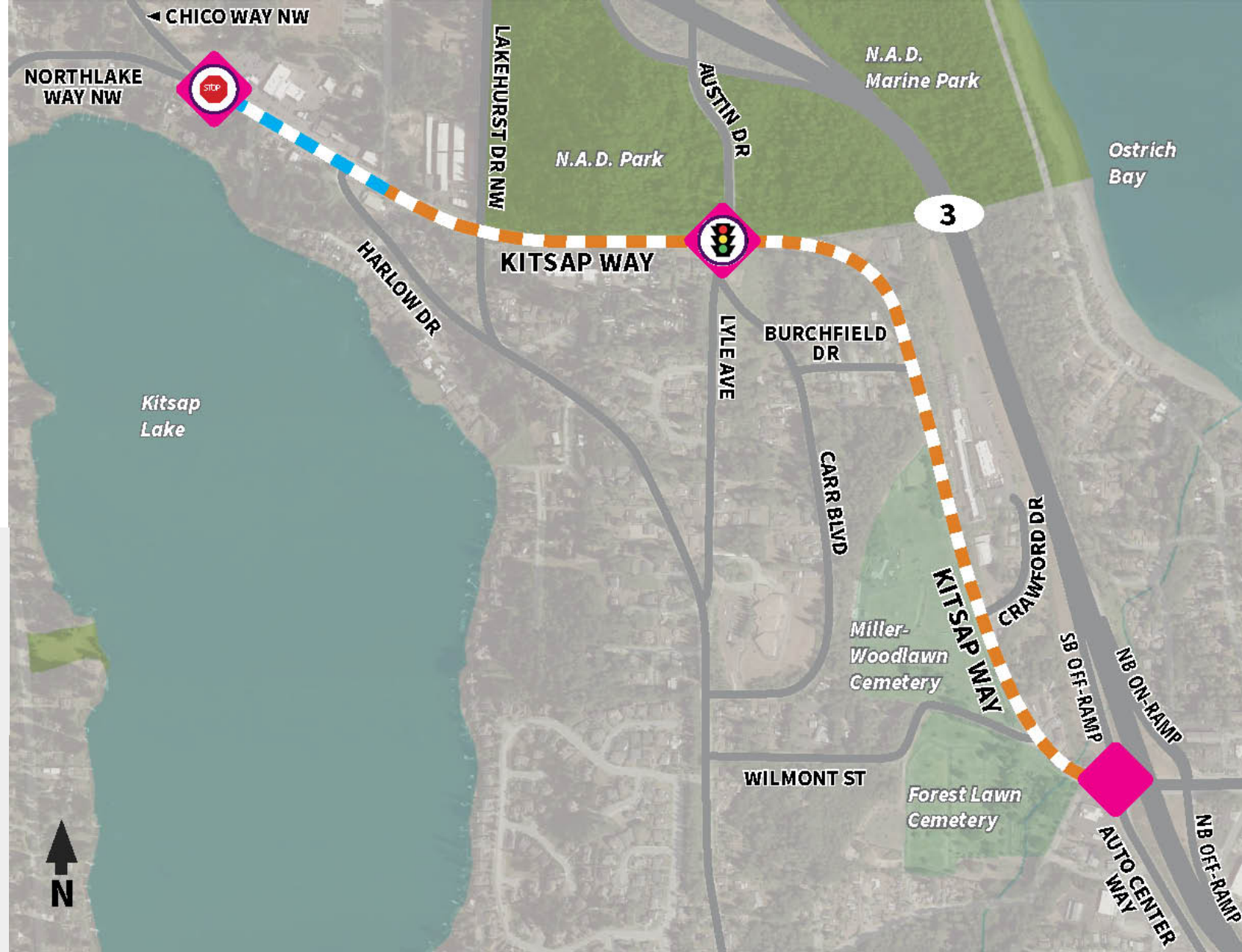
Alternative B: Public Angle Parking and Downhill Bike Lane

LEGEND—ALTERNATIVE B

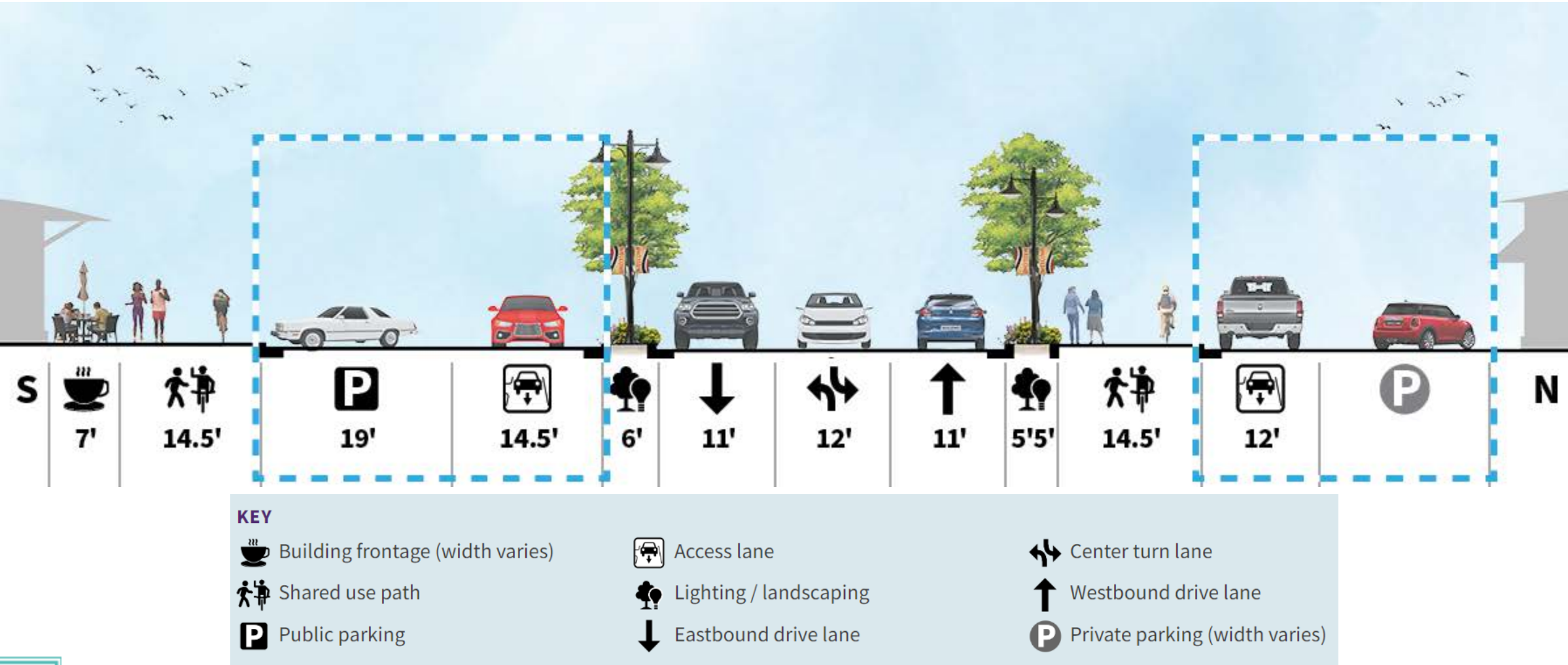
-  New traffic signal
-  New stop sign
-  Intersection realignment

 Kitsap Junction Improvements *Public angle parking, shared use pathways, and landscaping to improve non-motorized access*

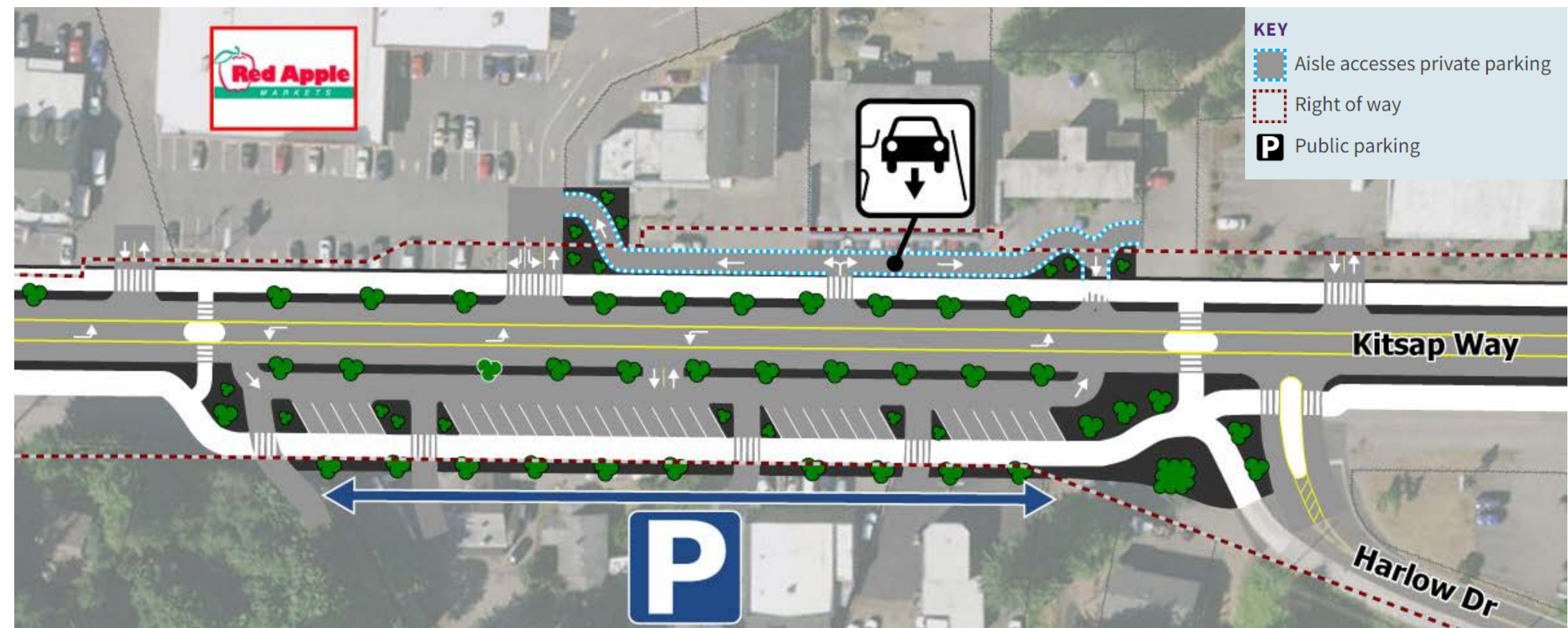
 Kitsap Way Improvements *Shared use path and bike lane hybrid on both sides of the roadway*



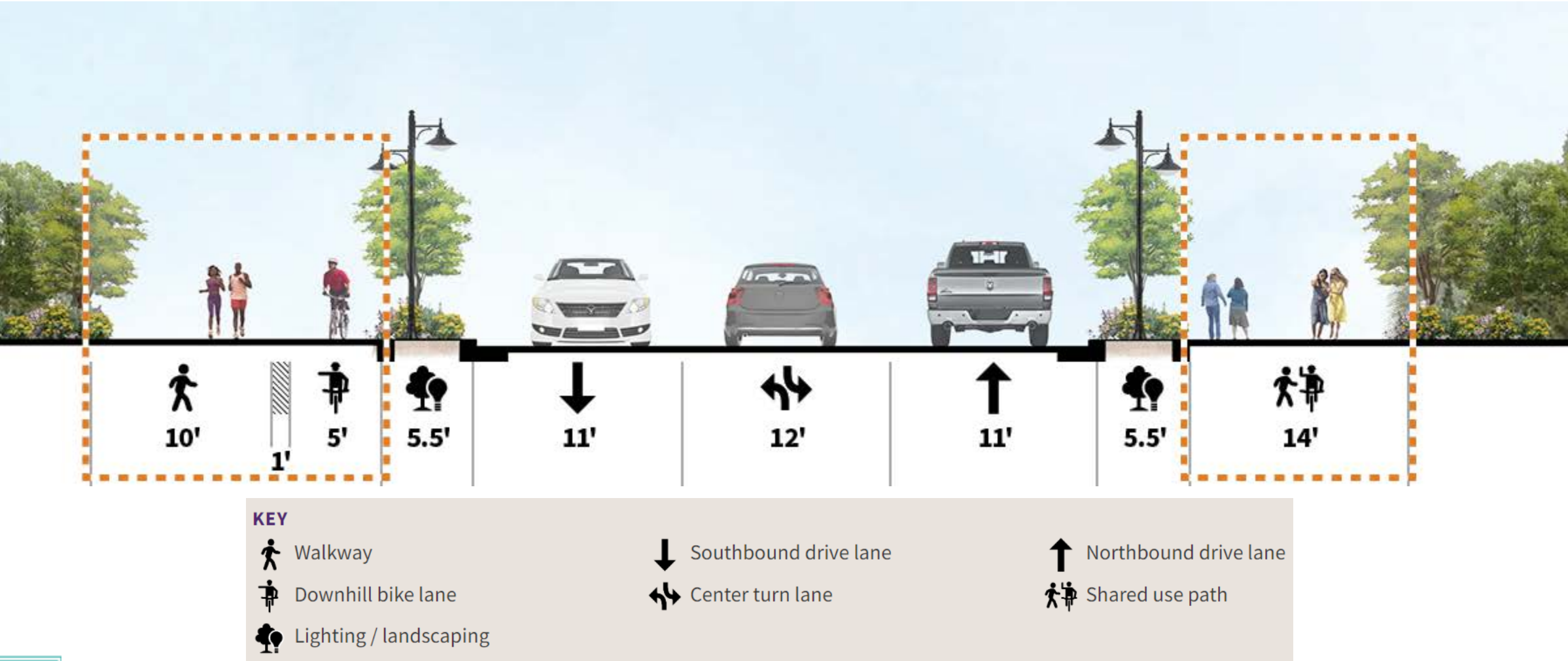
Alternative B: Public Angle Parking in Kitsap Junction



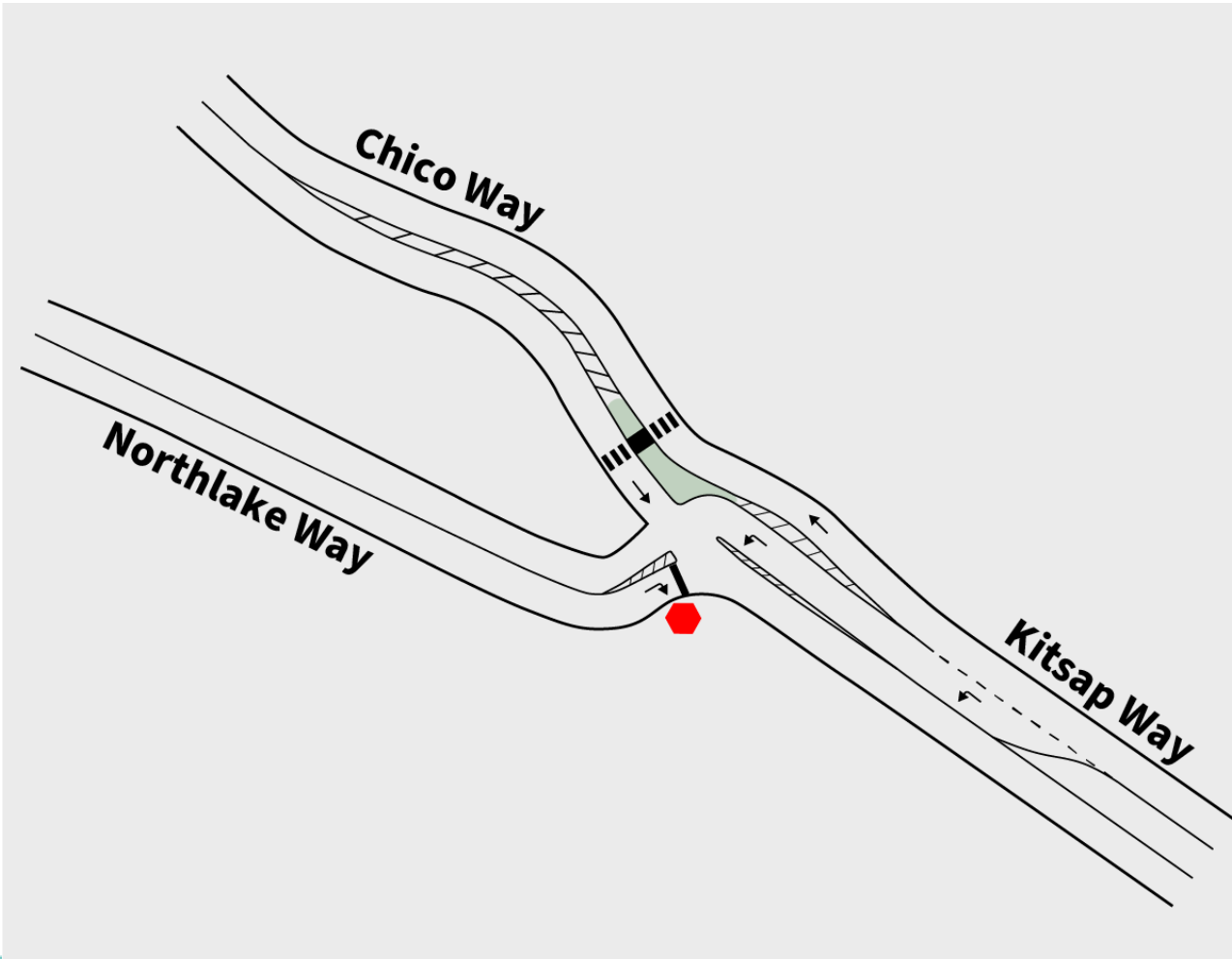
Alternative A: Public Angle Parking from above



Alternative B: Paths and Bike Lane Hybrid on Kitsap Way



Alternative B: Intersections



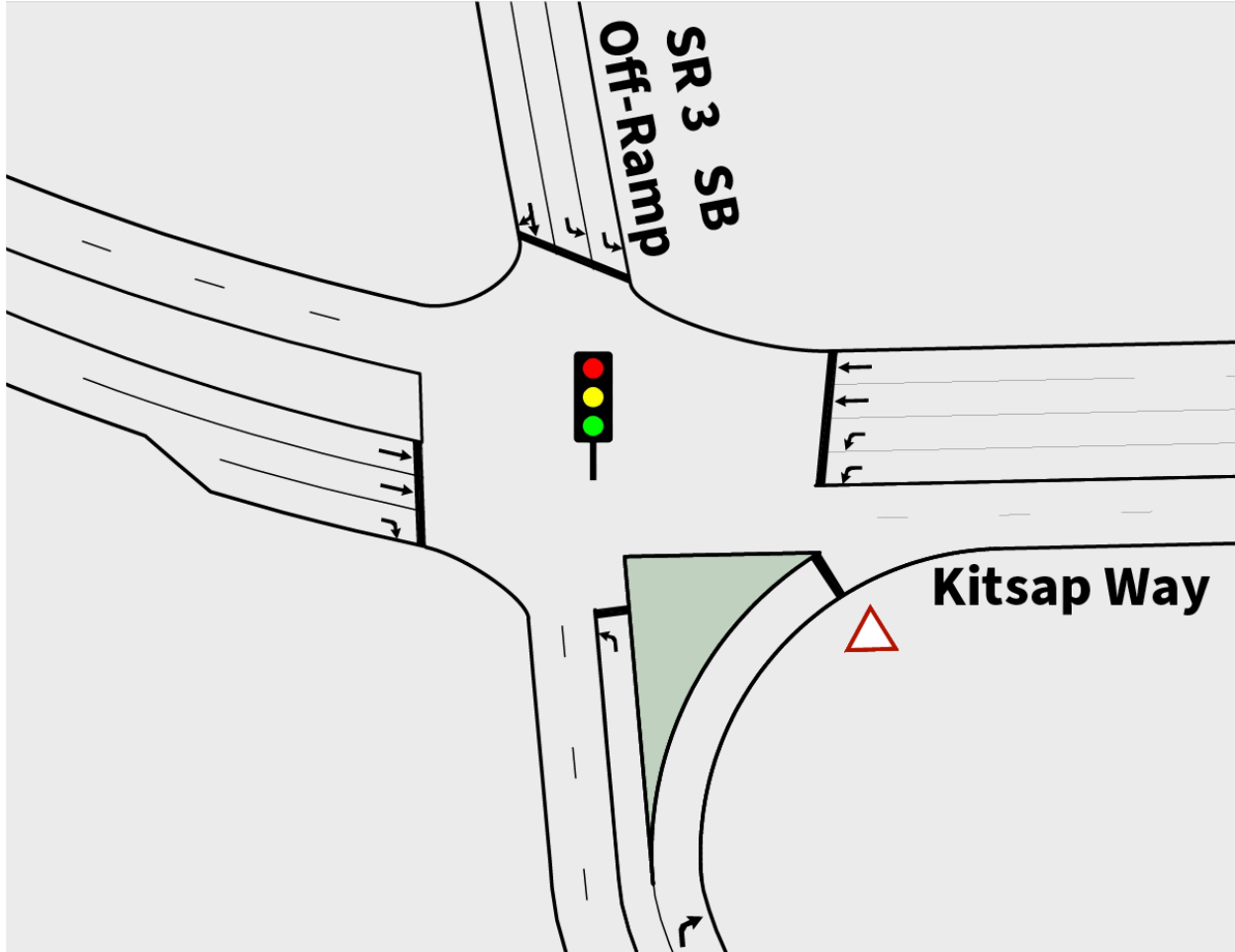
NEW Chicane and Stop Sign at Chico Way/Northlake Way

Alternative B: Intersections



REALIGNED Lyle Avenue
and **NEW** Traffic Signal at
Austin Drive/Lyle Avenue

Alternative B: Intersections



LANE RECONFIGURATION and **SIGNAL TIMING**

Improvements at Kitsap
Way/SR 3 Southbound
Ramp

Tell us what do you think about Alternative B?

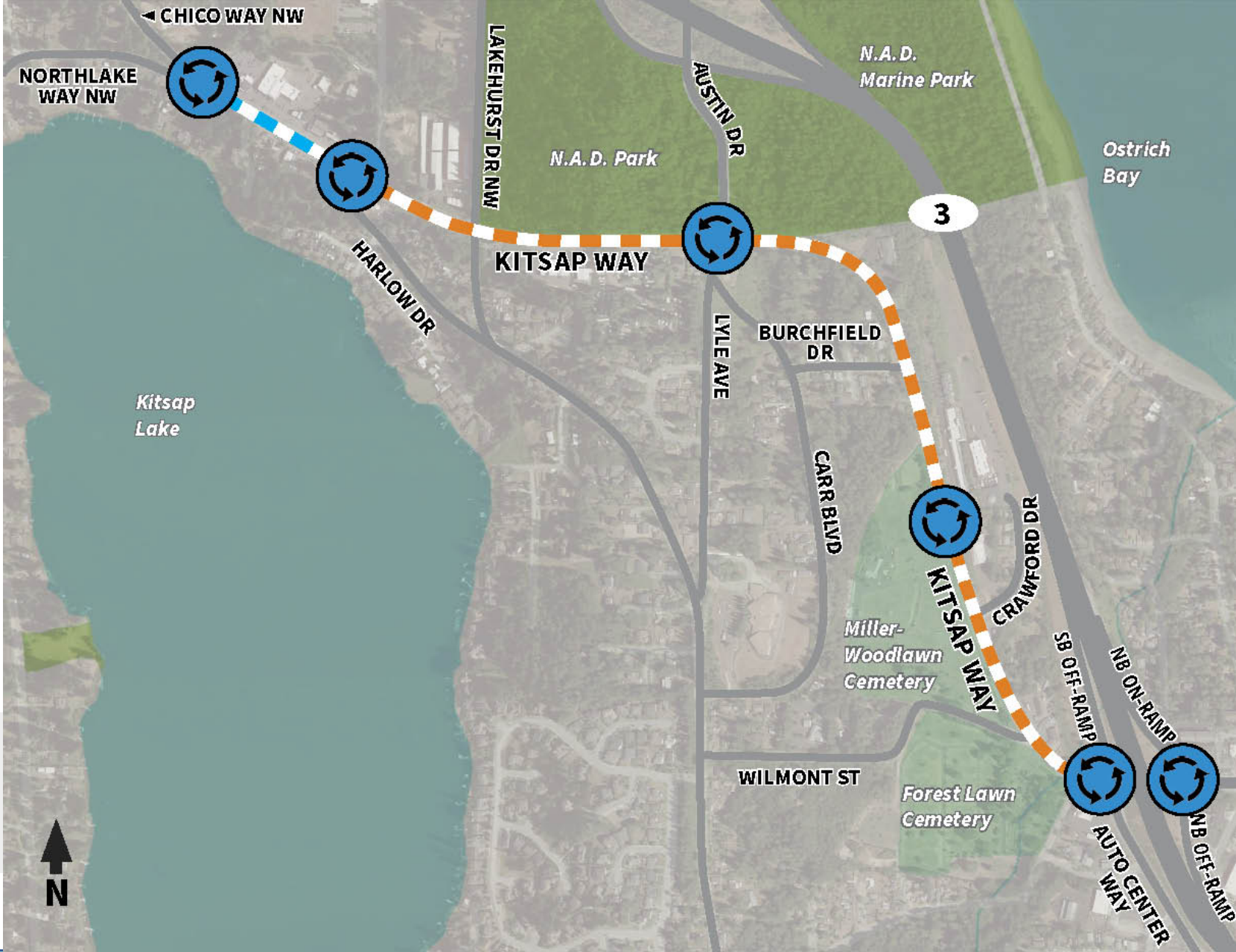
Click the link in the meeting chat

OR




Go to Menti.com on your browser, phone, or tablet

- ☐ Three-lane roadway with center turn lane
- ☐ Public angle parking in Kitsap Junction
- ☐ Downhill raised bike lane and shared use paths
- ☐ Chicane and stop sign at Northlake Way/Chico Way
- ☐ Realigned traffic signal at Austin Drive/Lyle Avenue
- ☐ Lane reconfiguration at SR 3 SB Ramp

Alternative C: Roundabouts and Medians



LEGEND—ALTERNATIVE C

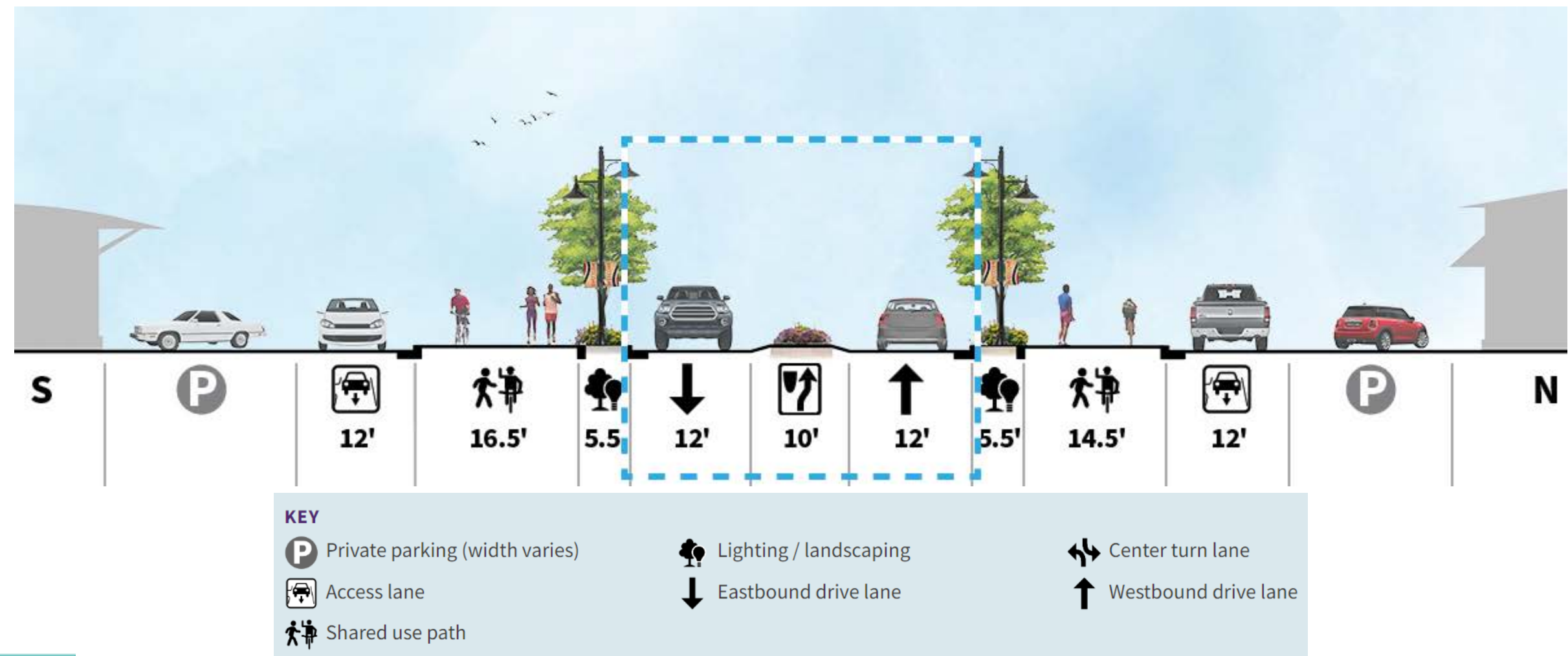
-  New roundabout
-  Kitsap Junction improvements New roundabout with a center median
-  Kitsap Way improvements New roundabout with a center median and raised bike lanes



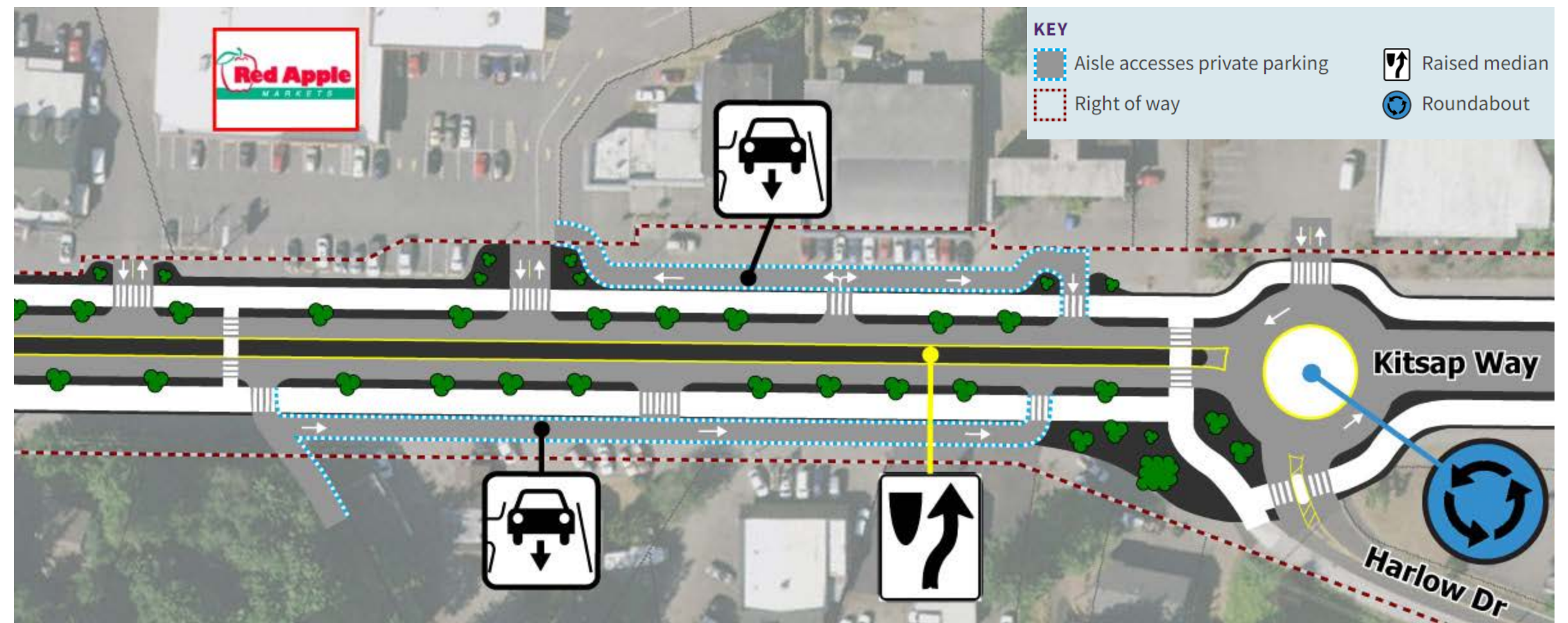
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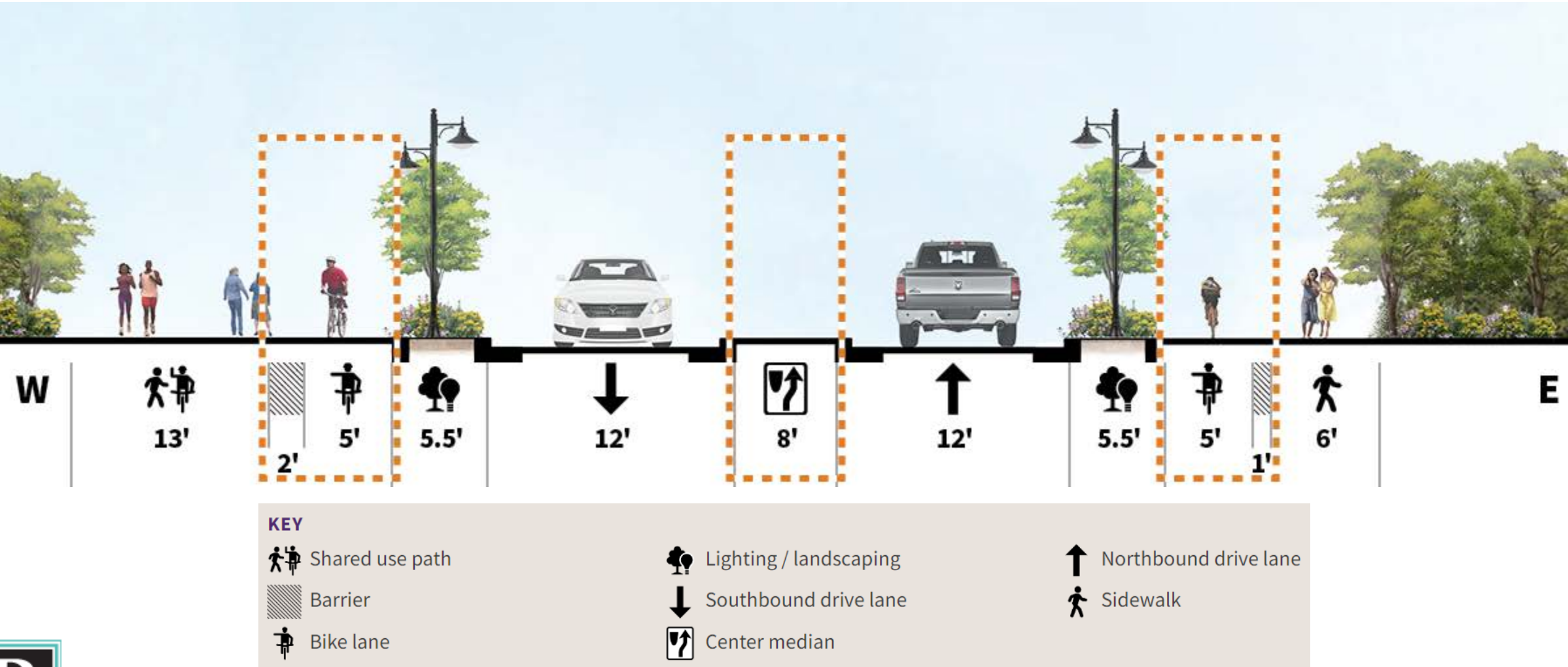
Alternative C: Raised Center Median at Kitsap Junction



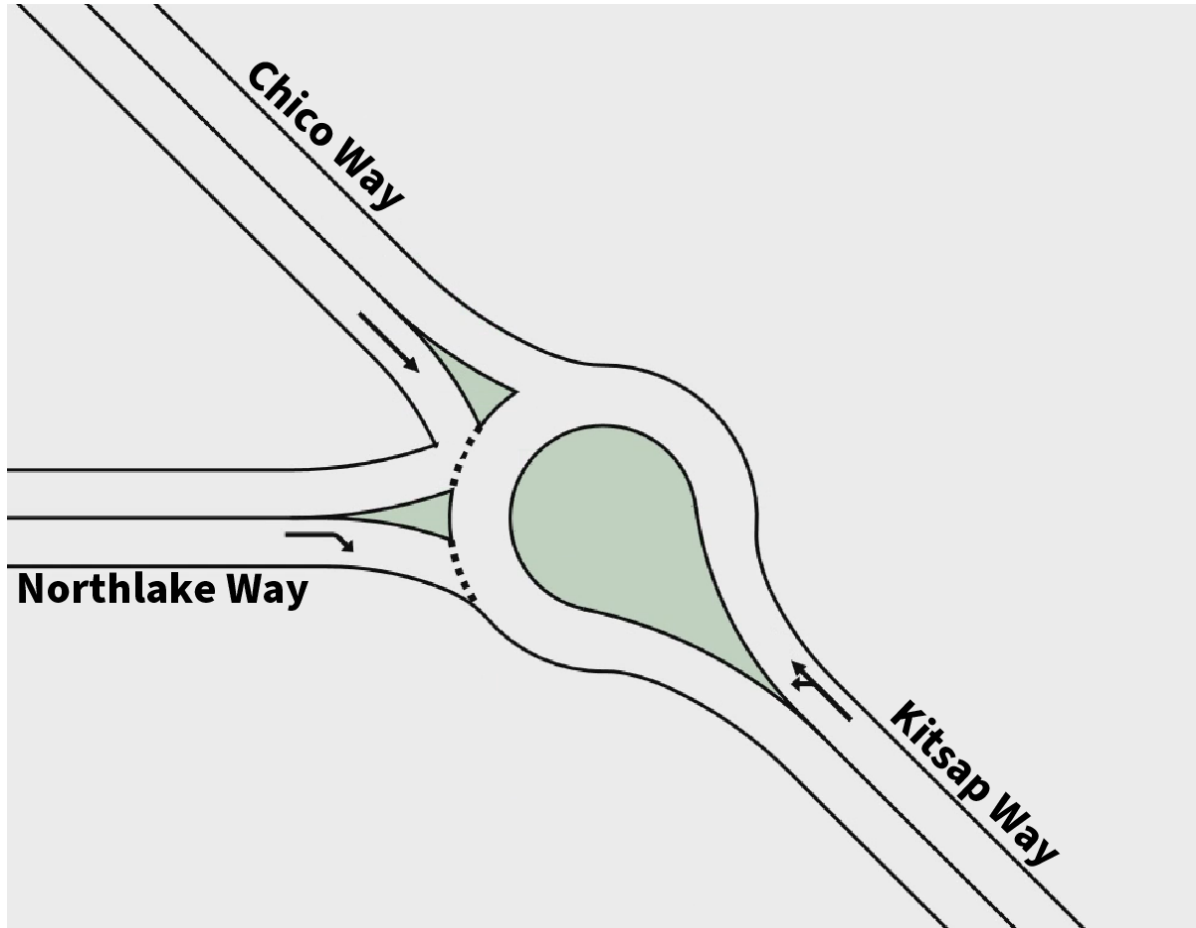
Alternative C: Roundabouts and Raised Center Median



Alternative C: Separated Paths and Bike Lanes



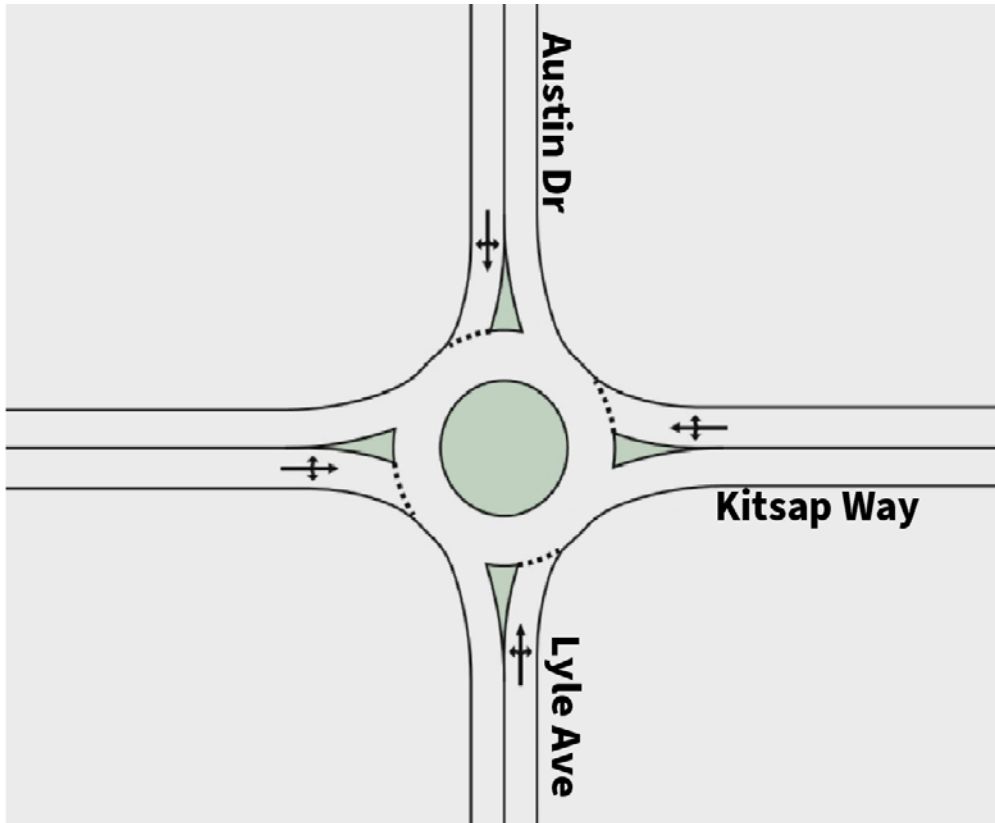
Alternative C: Intersections



NEW Roundabout
at Chico Way/
Northlake Way

Alternative C: Intersections

NEW Roundabout at Austin Drive/Lyle Avenue



NEW Roundabout at Kitsap Way/SR 3 Interchange



Tell us what do you think about Alternative C?

Click the link in the meeting chat

OR

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- ☐ Two lanes with raised center median in Kitsap Junction
- ☐ Two lanes with raised center median on Kitsap Way
- ☐ Raised bicycle lanes (both directions)
- ☐ Roundabout at Northlake Way-Chico Way
- ☐ Roundabout at Austin Drive-Lyle Avenue
- ☐ Roundabout at SR 3 Southbound Ramp

Alternatives Analysis

| | |
|-------------------------|---|
| Surpasses criterion | ↑ |
| Meets criterion | ↔ |
| Does not meet criterion | ↓ |

| Criteria | Alternative A | Alternative B | Alternative C |
|---------------------------------|---------------|---------------|---------------|
| Safety | ↔ | ↔ | ↑ |
| Pedestrian and Bicycle | ↔ | ↑ | ↑ |
| Transit Operations | ↔ | ↔ | ↔ |
| Intersection Traffic Operations | ↔ | ↑ | ↑ |
| Access to Property | ↑ | ↑ | ↔ |
| Storm Water | ↔ | ↔ | ↔ |
| Property Impacts | ↑ | ↔ | ↓ |
| Cost | ↑ | ↔ | ↓ |
| Overall | ↑ | ↑ | ↔ |

Alternatives Analysis: Cost Comparison

| | Alternative A | Alternative B | Alternative C |
|------------|---------------|---------------|---------------|
| Total Cost | \$47,000,000 | \$50,000,000 | \$65,000,000 |



Which elements of the alternatives are the most important to you (pick up to 4)?

Click the link in the meeting chat

OR

Go to Menti.com on your browser, phone, or tablet

| Alternative A | Alternative B | Alternative C |
|------------------------------------|-------------------------|------------------------------------|
| Parking aisles and private parking | Public angle parking | Parking aisles and private parking |
| Shared use paths | Downhill bike lane | Separated bike lanes and walkways |
| Center turn lane | Center turn lane | Hard median |
| Signals | Realigned intersections | Roundabouts |

Next Steps

Visit the WestKitsapWayStudy.infocommunity.org by July 5!

Project team will review your feedback and return with a final corridor-wide proposal this fall.



Questions and Answers

Please enter your questions or comments in the **Q&A box** at the bottom of your Zoom screen, or raise your hand and we will call on you.

VOLUNTARY Demographic Survey Title VI Public Involvement



www.surveymonkey.com/r/H5WD2BV

Stay Informed

Visit the project website, sign up for email updates, and look for mailers about future updates.

We welcome your feedback and suggestions on the best way to reach your community!



Contact information

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Phone: 360-473-5334

Email: Katie.Ketterer@ci.Bremerton.wa.us

Back Pocket Slides



June 22, 2023

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Existing Conditions

The West Kitsap Way Study is analyzing existing corridor data, including:

- Roadway conditions
- Traffic volumes
- Vehicle speeds
- Safety
- Pedestrian, bicycle and transit



Kitsap Way at the intersection of Northlake Way NW

Existing Conditions

Roadway

- Uneven pavement panels that are over 80 years old and have deteriorated in many places.
- Limited stormwater facilities create roadway drainage and water quality issues.
- Corridor has maintenance issues and needs to be reconstructed.



The roadway has cracks and uneven pavement.

Public Engagement

- Multiple online open houses
- Direct mailings
- Virtual presentations at each stage of the project
- Emails to interested neighbors
- Comment forms
- Information tables at local stores or events in the project area
- Community Steering Committee



Virtual presentations will be hosted at multiple stages in the project.

Existing Conditions

Traffic Volumes

- The corridor carries approximately 11,000 vehicles a day.
- The Kitsap Way/SR 3 interchange experiences traffic congestion, particularly during peak travel periods.
- Intersections such as Austin Drive, Chico Way-Northlake Way, and Auto Center Way have high volumes of turning traffic.



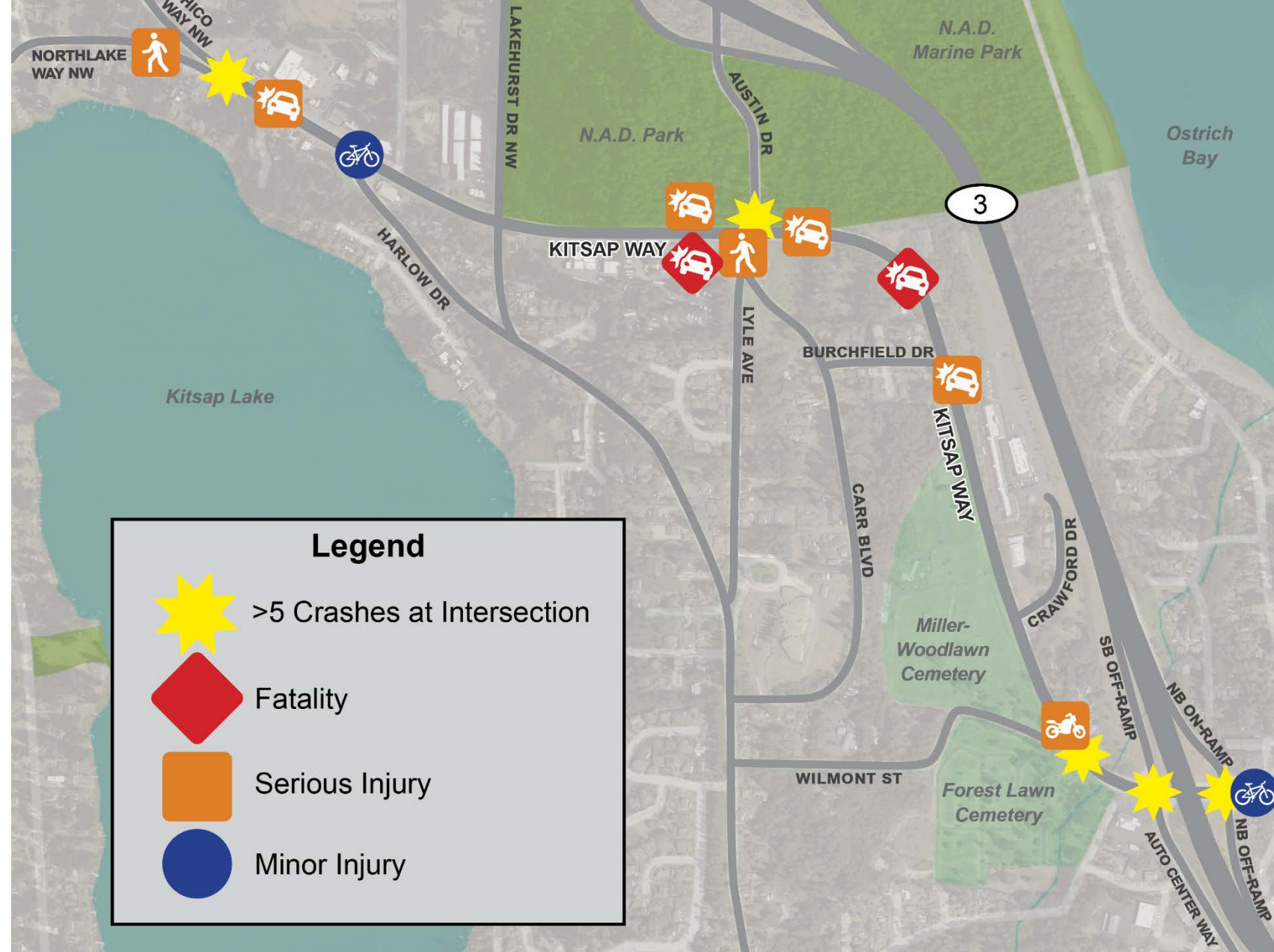
People turning can increase risk of collision

Existing Conditions

Safety

Over 5 years:

- 150 crashes on corridor
- 115 crashes at intersections
- 8 serious injury
- 3 fatalities
- 2 bicycle
- 2 pedestrian



Existing Conditions

Safety

- 1** Lack of defined driveways and parking.
- 2** No center left turn lane and high speeds.
- 3** High volumes and congestion at interchange.



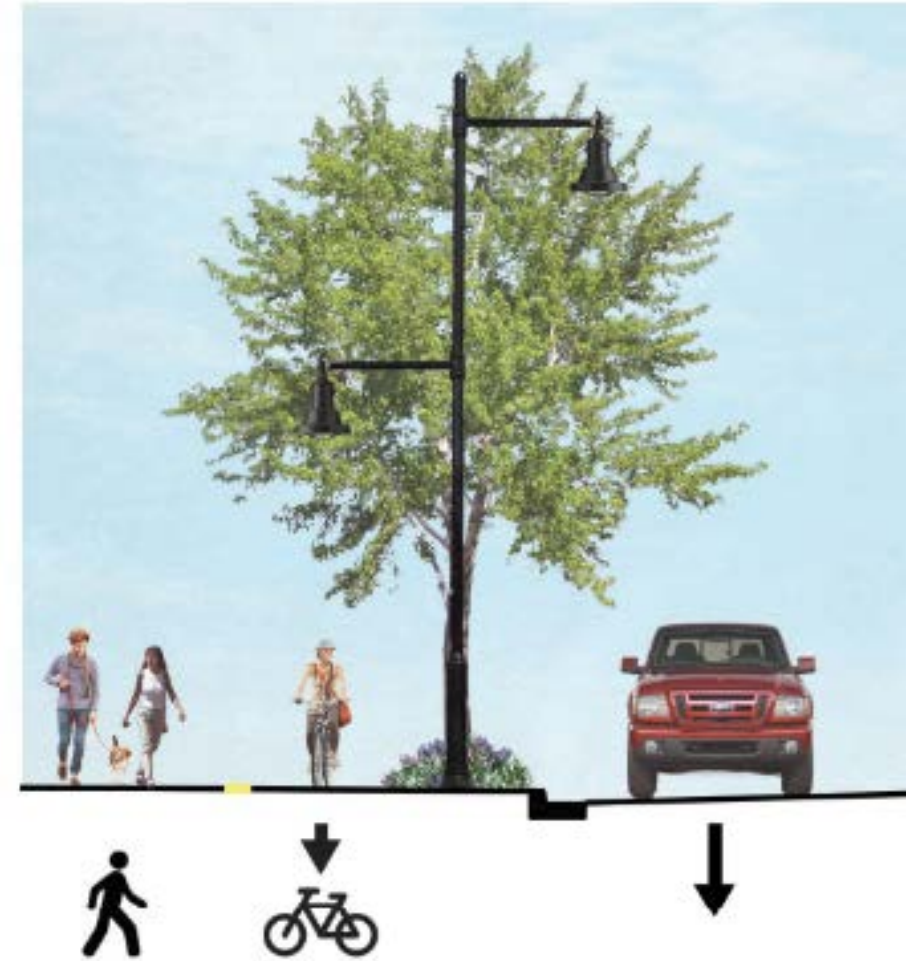
- People must walk or ride on shoulders.
- No separation from moving vehicles.
- No connections to existing facilities.
- Lack of crossings and facilities near bus stops.



Roadway, Traffic, and Safety

Potential Solutions

- Reconstruct roadway and improve intersections.
- Formalize driveway access and parking.
- Enhance lighting and stormwater facilities.
- Add sidewalks, bike lanes, or a multi-use trail.
- Improve non-motorized crossing locations at intersections, or near transit stops.
- Add features and amenities to make corridor more attractive and friendly to all users.



Example design concept.