



# West Kitsap Way Planning Study

ONLINE OPEN HOUSE: SHARE YOUR FEEDBACK BY JULY 5, 2023!

WELCOME

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DESIGN  
ALTERNATIVES

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## Welcome to the online open house for the West Kitsap Way Planning Study.

The **West Kitsap Way Planning Study** will determine, through a public process, an updated multimodal corridor design for the future reconstruction of Kitsap Way. The City of Bremerton has been awarded a federal Surface Transportation Program grant via the [Puget Sound Regional Council](#) (PSRC) to conduct a transportation planning study for Kitsap Way from State Route 3 to Chico Way NW.

Through this online open house, we hope to:

- Raise awareness about the project.
- Learn about your preferences for the draft design alternatives.

The online open house will close on July 5, 2023, closing the comment period for the second online open house. The open house materials will continue to be available for viewing. The project team will review participant feedback and consider the community's priorities as we advance through the study.

*Thank you for your participation!*

### Join us for a virtual presentation

This live presentation will take place on:

**Thursday, June 22, 2023  
6:00–7:30 p.m.**

Click [here](#) to register.

### How to use this online open house

- To advance through this open house, scroll down to read each page, then click the “Next Page” button at the bottom of the page, or select the tab you want at the top.
- Within this online open house, you will be asked questions and can provide feedback. The online open house will take only a few minutes to complete.

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#### CONTACT US:

For more information, please contact:

Katie Ketterer, Project Manager

Katie.Ketterer@ci.bremerton.wa.us | 360-473-5334

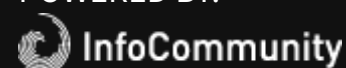
For additional project information, visit our project webpage:

[www.bremertonwa.gov/1262/West-Kitsap-Way-Planning-Study](http://www.bremertonwa.gov/1262/West-Kitsap-Way-Planning-Study)

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## Project Overview

### About Kitsap Way

Kitsap Way, between State Route 3 (SR 3) and Chico Way NW, provides access to homes, businesses, and parks and connects people between Bremerton and locations to the north in Kitsap County.

Originally designed as a highway, Kitsap Way has since been replaced by SR 3, which provides a parallel corridor for people driving. Approximately 11,000 vehicles each day travel on this west segment of Kitsap Way.

Today, the Kitsap Way corridor has several transportation issues that limit its benefit to the community:

- The pavement is old and cracked.
- There are limited sidewalks.
- There are no bicycle facilities (e.g., bike lanes).
- It has inadequate crosswalk locations for people walking, rolling, biking or accessing transit.
- The multiple lanes and wide shoulders encourage people to drive at high speeds.
- Left turning vehicles must wait to turn in through lanes.
- The stormwater facilities are inadequate and aging.



Cars driving around curve on Kitsap Way

#### Did you know?

- Over 25% of drivers on Kitsap Way travel more than 10 mph over the 35-mph speed limit.
- Over 37% of the corridor’s reported crashes involved a left-turning vehicle.
- Only half of the roadway capacity of Kitsap Way is currently used.

### Purpose of this Planning Study

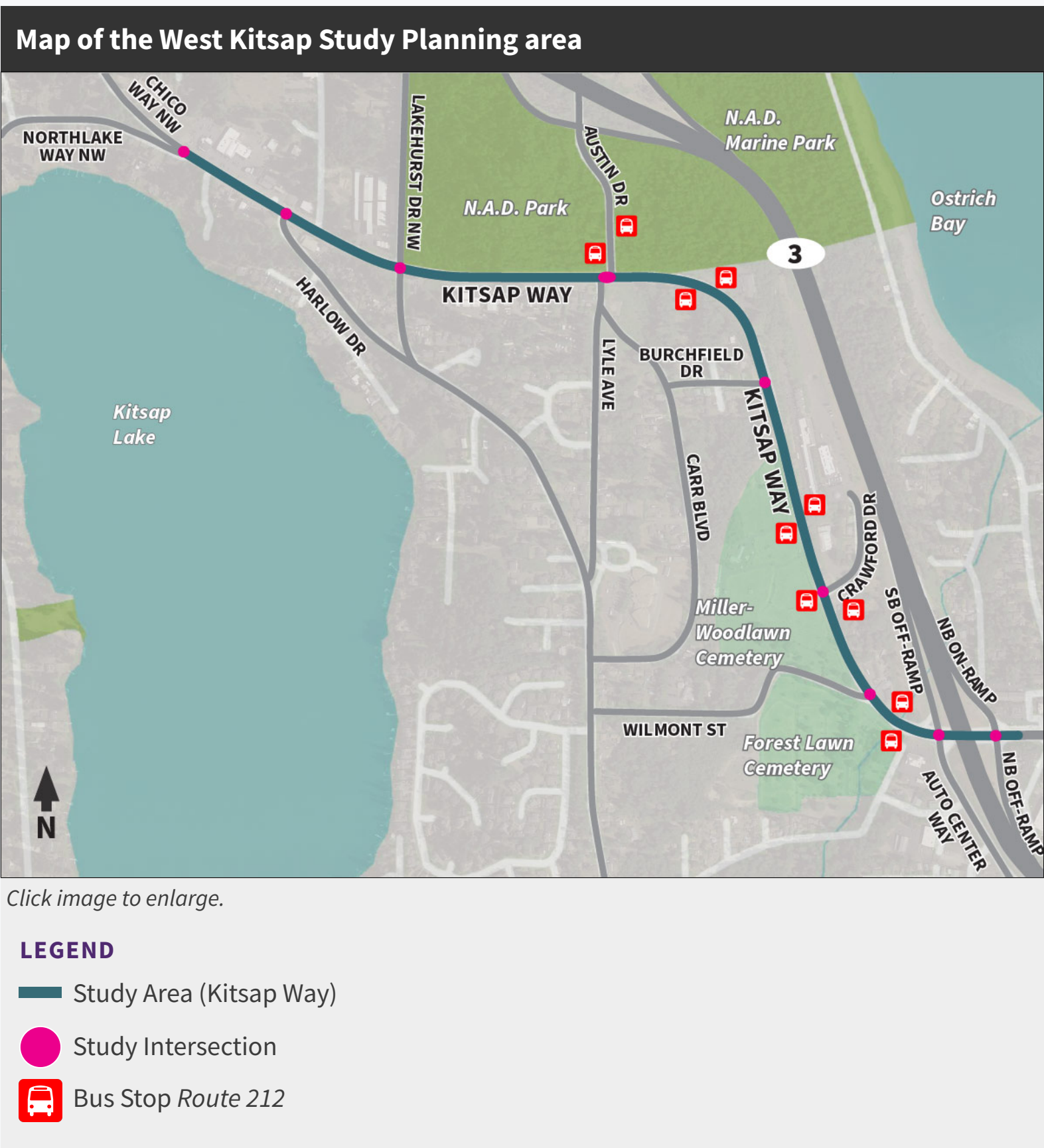
Because of the conditions on Kitsap Way, the City of Bremerton is taking a fresh look at the corridor and how it can better meet the current and future needs of the community.

The West Kitsap Way Planning Study will determine the future design of the 1.5-mile segment of Kitsap Way between SR 3 and Chico Way NW. This study will develop a set of recommendations to improve safety, add pedestrian and bicycle facilities (such as bike lanes and sidewalks), increase access to transit, enhance access to properties and accommodate future traffic growth.

#### STUDY CONSIDERATIONS

- The planning study will consider transportation improvements such as:
- New lane configurations
  - Intersection improvements
  - Street and driveway access improvements
  - Lighting
  - Sidewalks
  - Crosswalks
  - Bike lanes or multi-use paths
  - Stormwater improvements

### Study Area



### Project Goals

- The West Kitsap Way Planning Study will:
- Examine existing and future needs of all transportation modes along Kitsap Way between Chico Way NW/ Northlake Way NW and SR 3.
  - Evaluate and develop solutions that serve all transportation modes and meet the community’s needs along the corridor.
  - Develop a preliminary design, a planning level cost estimate, and an implementation plan.

The final design and construction of the corridor will occur as funding becomes available. The City of Bremerton may implement the improvements with a phased approach.

### Timeline

Late 2022	Early to mid-2023	Mid-2023	Late 2023
<ul style="list-style-type: none"><li>● Online open house and outreach</li><li>● Analyze existing conditions</li><li>● Model future traffic operations</li></ul>	<ul style="list-style-type: none"><li>● Develop corridor alternatives</li><li>● Evaluate alternatives</li><li>● Online open house</li></ul>	<ul style="list-style-type: none"><li>● Select preferred alternative</li><li>● Layout and refine preliminary design</li><li>● Online open house</li><li>● Prioritization and phasing of improvements</li></ul>	<ul style="list-style-type: none"><li>● Final report</li><li>● Study completion</li></ul>

### Community Engagement

In December 2022, we connected with the community through an online open house and encouraged your insight on the corridor. Through this process, we received helpful feedback about existing conditions, needs and priorities for the future of the corridor. As part of the first open house, we conducted a survey about the issues and challenges facing Kitsap Way and the ways that people currently use and interact with the corridor.

You can review the open house presentation and see records of these past engagement efforts here: [www.bremertonwa.gov/1262/West-Kitsap-Way-Planning-Study](http://www.bremertonwa.gov/1262/West-Kitsap-Way-Planning-Study)

We welcome your feedback and suggestions on the best way to reach your community! Please email Project Manager Katie Ketterer at [Katie.Ketterer@ci.bremerton.wa.us](mailto:Katie.Ketterer@ci.bremerton.wa.us) to share additional feedback.



Looking at Kitsap Junction from the Chico Way and Northlake intersection

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Katie Ketterer, Project Manager  
[Katie.Ketterer@ci.bremerton.wa.us](mailto:Katie.Ketterer@ci.bremerton.wa.us) | 360-473-5334

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## Development of Alternatives for Kitsap Way

### Design Criteria

Working with City staff and the project Steering Committee, the design team developed street segment alternatives as cross-sections to understand the look and feel of the corridor. These alternatives include vehicle travel lanes, pedestrian and bicycle facilities, landscaped areas, and elements such as street lighting.

We used the following criteria in the alternatives development for Kitsap Way:

- Safety: address existing and potential deficiencies.
- Pedestrians and bicycles: provide low “level of stress” facilities for all ages and all abilities.
- Traffic operations: support future volumes and operations.
- Transit operations: accommodate corridor bus operations.
- Vehicle access to properties: provide property access and parking.
- Property impacts: minimize the number of property impacts and right of way required.

### Preliminary Corridor Alternatives

Using community input from the first open house, the project team developed three alternatives that provide a range of improvements to the Kitsap Way corridor. The alternatives were developed to provide a range of options that best met the design criteria.

- **Alternative A** includes improvements to the corridor at a lower cost.
- **Alternative B** adds additional features with added cost.
- **Alternative C** has more improvements but also higher costs.

### Common Improvements to All Alternatives

In all three alternatives:

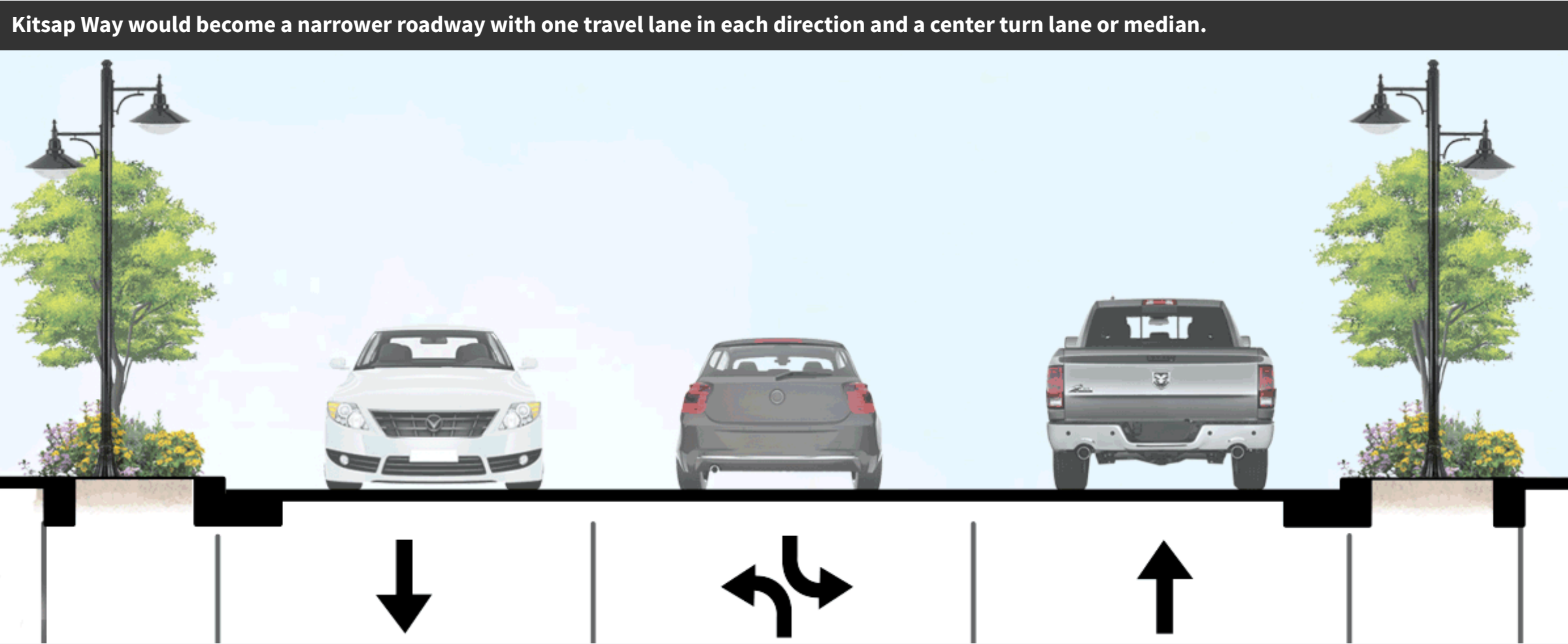
- Kitsap Way becomes a three-lane roadway.
- The roadway would have a single lane in each direction of travel and a center left turn lane or raised median (with roundabouts or U-turns).
- Approaching the SR 3 interchange, Kitsap Way would remain with two lanes in each direction.

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

#### DID YOU KNOW?

The Federal Highway Administration (FHWA) says that roadways up to 20,000 vehicles per day are good candidates for three-lane roadway conversion.

Approximately 11,000 vehicles per day travel on Kitsap Way.



This graphic shows the relationship between the existing roadway width and the proposed improvements. The proposed improvements for each alternative are planned to fit within the envelope of the existing paved area, eliminating the need for buying property and lowering the need for costly retaining walls.

For most of Kitsap Way, all proposed improvements would fit within the area of the existing roadway.



Click image to enlarge.

Existing Right of Way: ~140'

Existing Paved Width: ~75'

- Roadway (32'–34')
  - Buffer (5')
  - Pedestrian/Bicycle (12'–16')
- Total Improvement width: 75'

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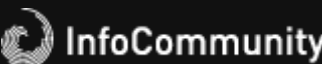
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## Alternative A: Parking Aisles and Shared Use Paths

### Overview

Alternative A constructs a three-lane Kitsap Way that features a single lane in each direction of travel and a center left turn lane. Pedestrian and bicycle facilities include wide shared use paths on both sides of the street. In Kitsap Junction, parking lanes on the north and south sides allow access to existing business driveways and parking. At intersections, left turn lanes are constructed on Kitsap Way with traffic signals to improve operations and safety.

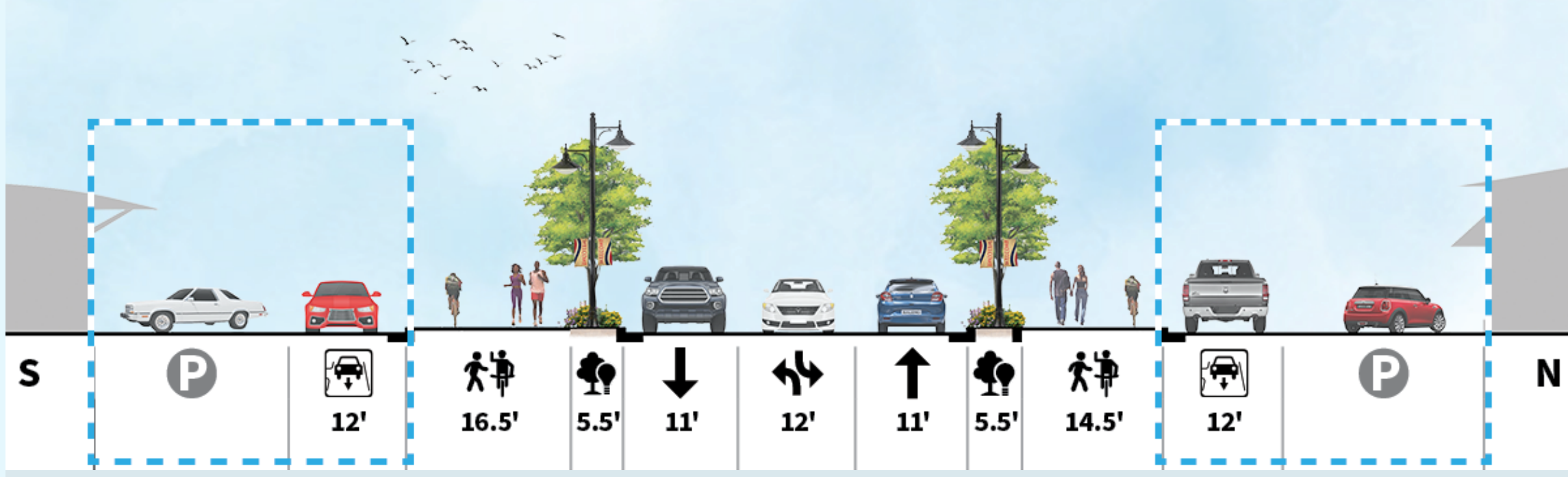


### Key Features: Alternative A

#### PARKING AISLES

Parking aisles (highlighted below) are new one-way lanes in Kitsap Junction that provide access to existing parking and driveways on both the north and south sides of Kitsap Way. Within the business district, shared use pathways on both sides of Kitsap Way and landscaping improve non-motorized comfort and access.

Cross section of Alternative A, highlighting the parking aisles in Kitsap Junction.

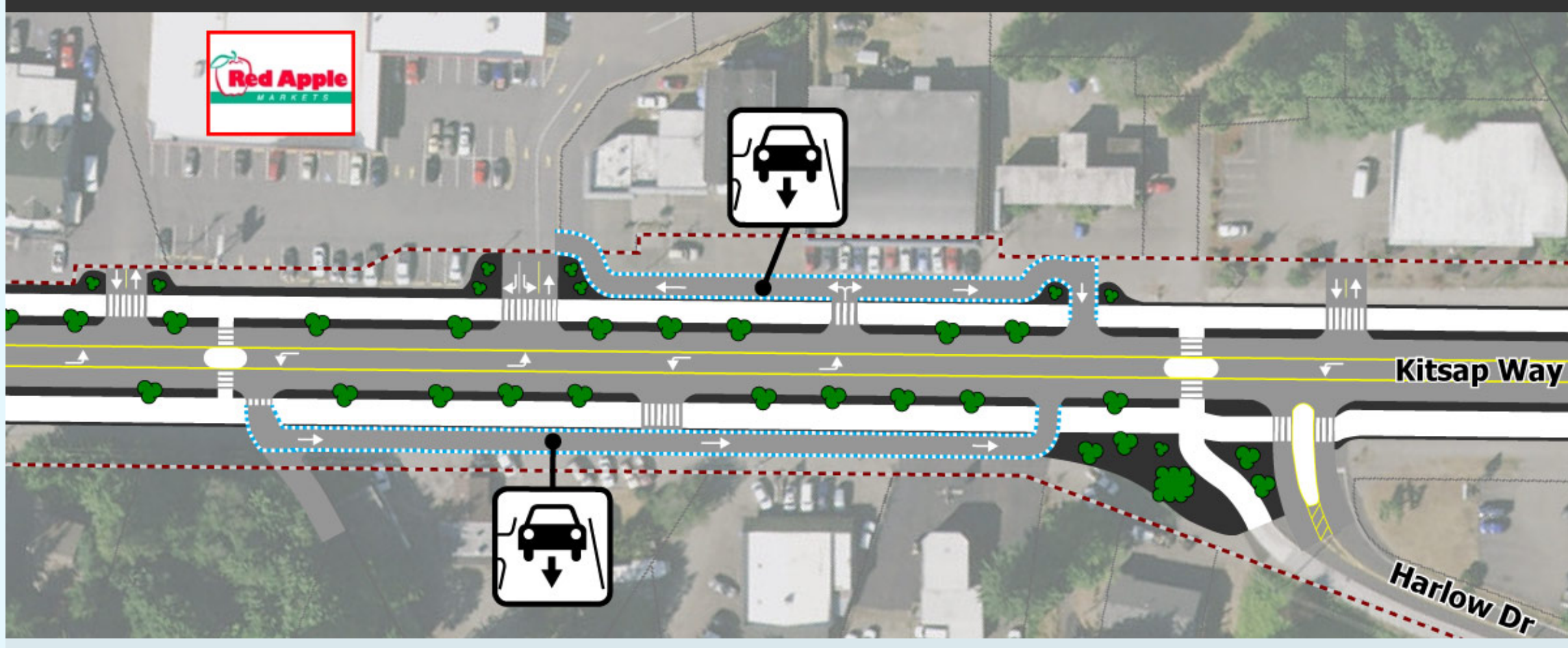


Click image to enlarge.

**KEY**

- Private parking (width varies)
- Access lane
- Shared use path
- Lighting / landscaping
- Eastbound drive lane
- Center turn lane
- Westbound drive lane

Aerial plan view of Kitsap Junction Alternative A, illustrating parking aisle concept.



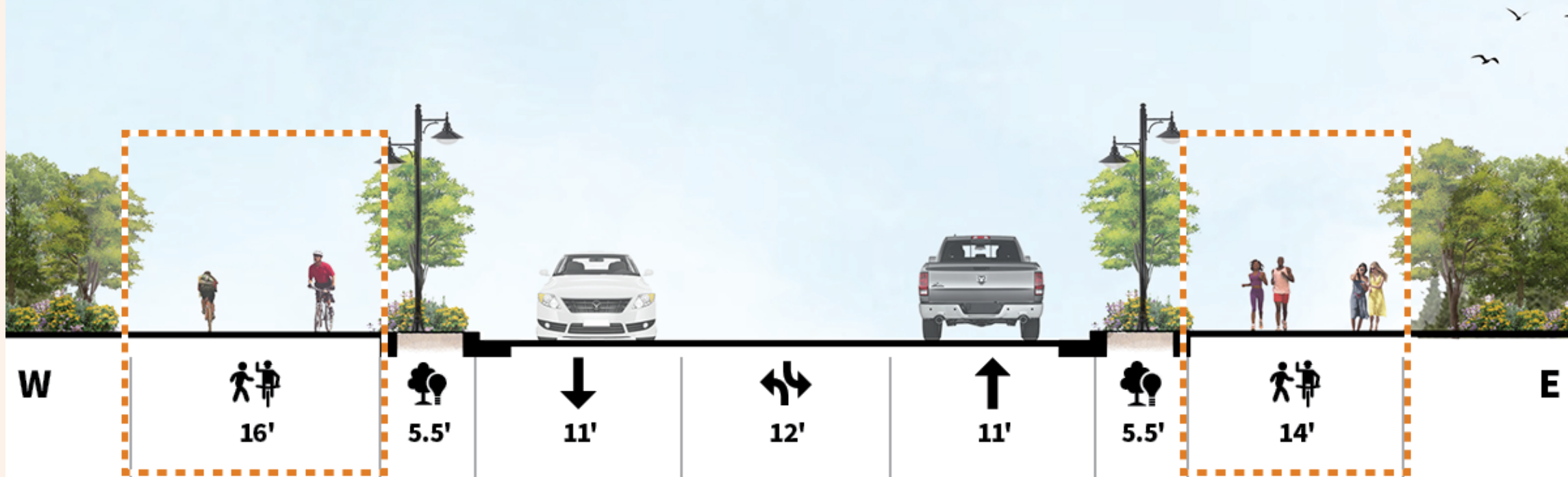
Click image to enlarge.

- KEY**
- Aisle accesses private parking
  - Right of way

#### SHARED USE PATHWAYS

Between Harlow Drive and Wilmont Street wide shared use pathways (highlighted below) mix people walking, rolling and bicycling. Bicycles are allowed to travel in both directions on both sides, reducing the need to cross Kitsap Way.

Cross section of Alternative A, highlighting the shared use pathways on Kitsap Way.



Click image to enlarge.

- KEY**
- Shared use path
  - Lighting / landscaping
  - Southbound drive lane
  - Center turn lane
  - Northbound drive lane

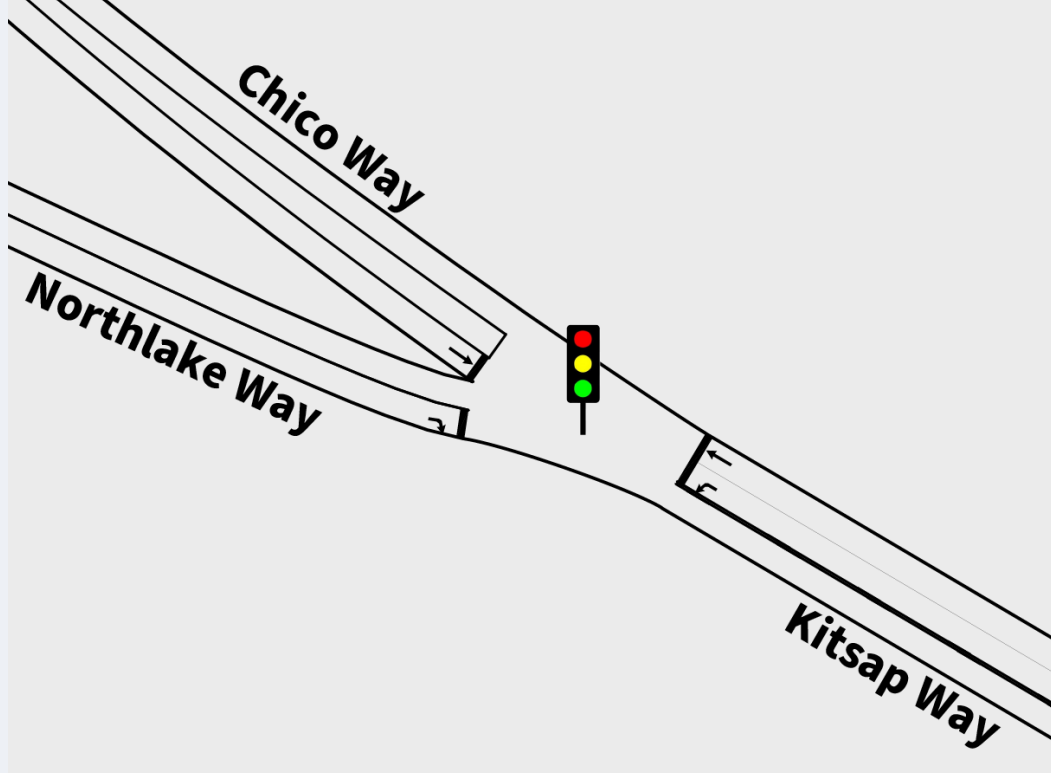
### Intersections



#### New Traffic Signal at Chico Way and Northlake Way

- Improves safety of intersection.
- Includes pedestrian crossing.
- May create vehicle queues that could block nearby driveways.

Alternative A includes a new traffic signal at Chico Way and Northlake Way.



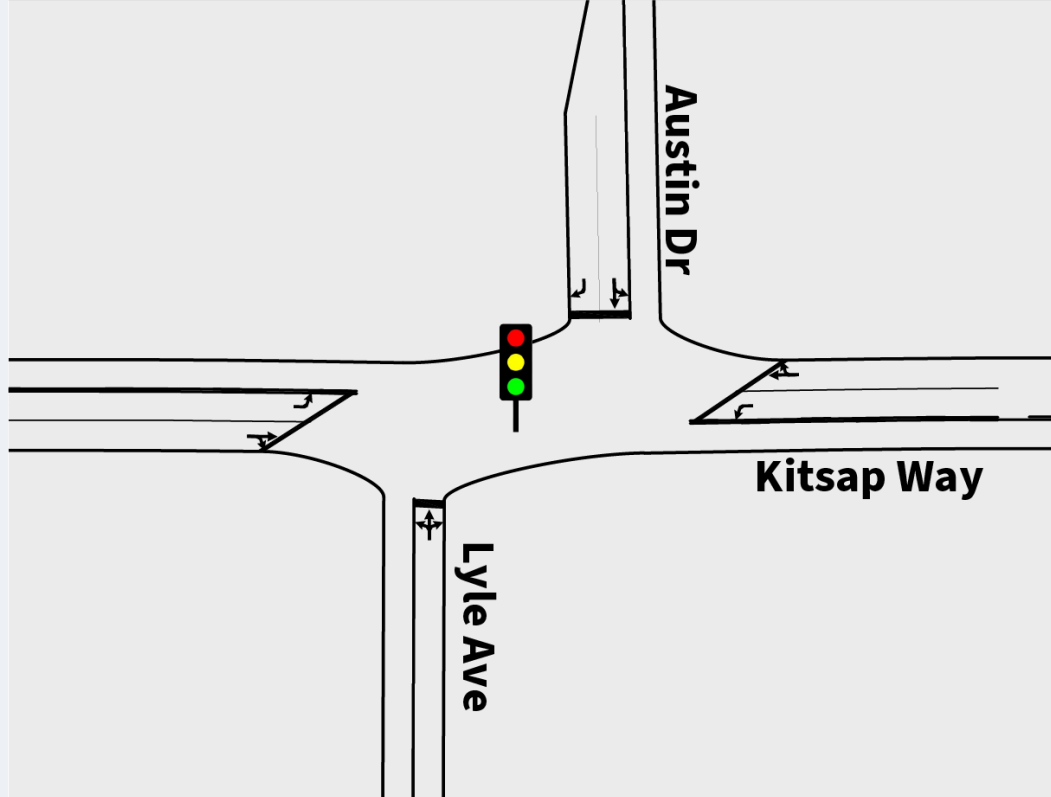
Click image to enlarge.



#### New Traffic Signal at Austin Drive and Lyle Avenue

- Improves traffic operations and safety at intersection.
- Includes pedestrian crossing.
- Low impacts to nearby properties.
- Offset of Lyle and Austin creates traffic operations challenges.

Alternative A includes a new traffic signal at Austin Drive and Lyle Avenue.



Click image to enlarge.

### Feedback opportunity:

#### WHICH FEATURES DO YOU LIKE OR DISLIKE FOR ALTERNATIVE A?

	Like	Neutral	Dislike
Three-lane roadway with center turn lane	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shared use pathways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parking aisle access to existing private parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic signal at Northlake Way and Chico Way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic signal at Austin Drive and Lyle Avenue	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

#### Comments:

Please write your feedback here.

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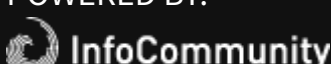
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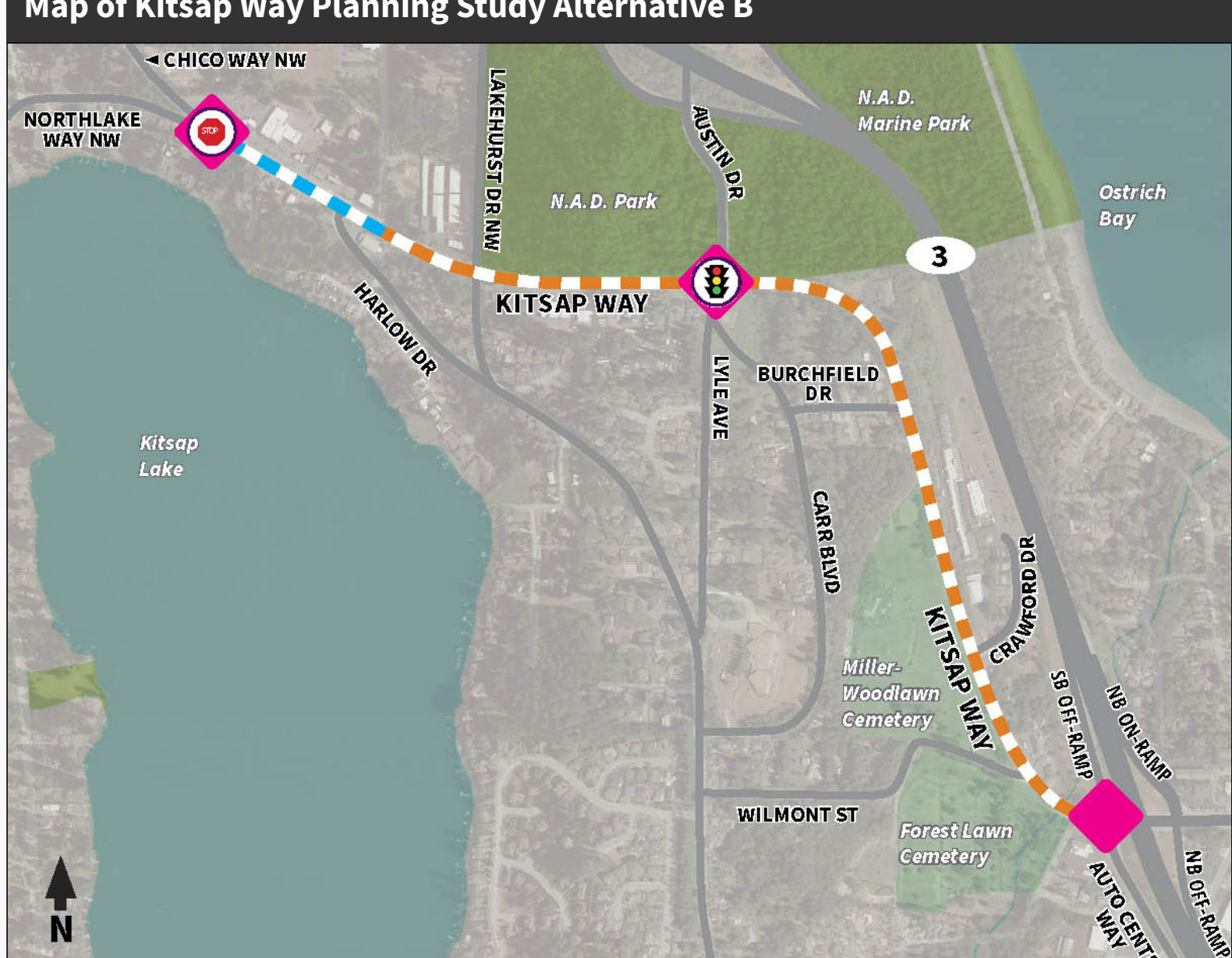
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## Alternative B: Public Angle Parking and Downhill Bike Lane

### Overview

Alternative B constructs a three-lane Kitsap Way with a single lane in each direction of travel and a center left turn lane. Pedestrian and bicycle facilities include a wide shared use path on the north/east side of Kitsap Way and a raised downhill bike lane and pedestrian walkway on the other side. In Kitsap Junction, a parking aisle provides access to public angle parking on the south side, and existing private parking on the north side. At intersections, some lanes and roadways are realigned to improve safety and operations, and a mix of different traffic controls are installed.



Click image to enlarge.

#### 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*

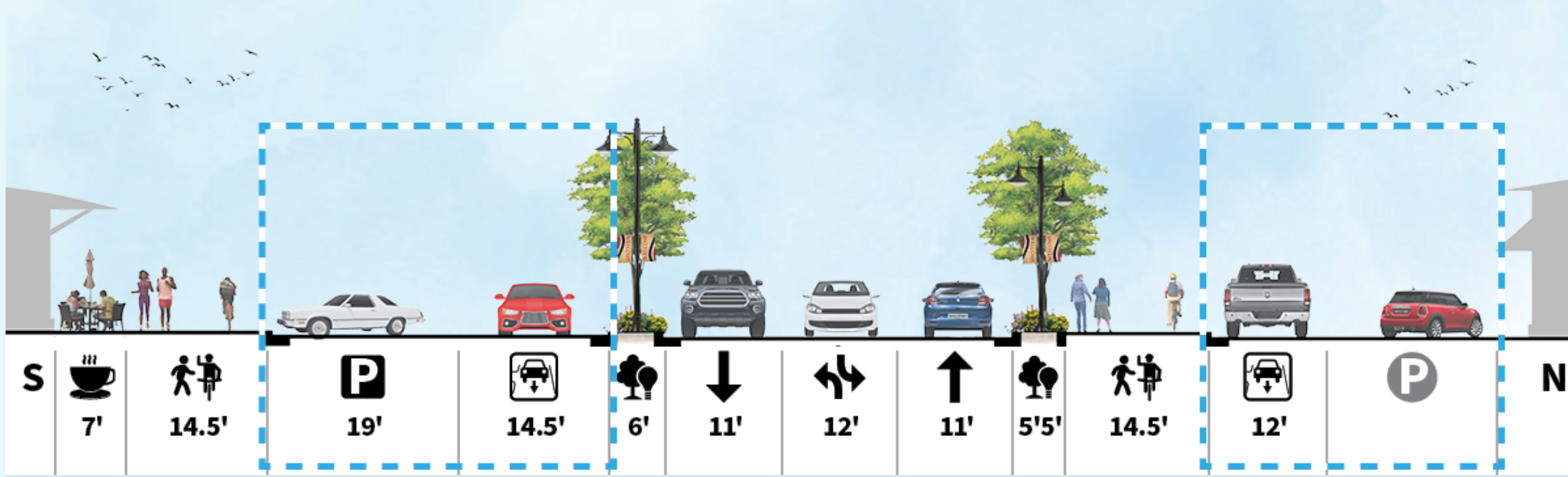
Kitsap Way Improvements *Shared use path and bike lane hybrid on both sides of the roadway*

### Key Features: Alternative B

#### PUBLIC ANGLE PARKING

A parking aisle serves new south-side public angle parking. The shared use pathway on the south side avoids conflict with vehicles entering and exiting the parking area. The north-side parking aisle continues to serve existing parking. Crossing treatments, landscaping and frequent turning vehicles encourage slower speeds on Kitsap Way.

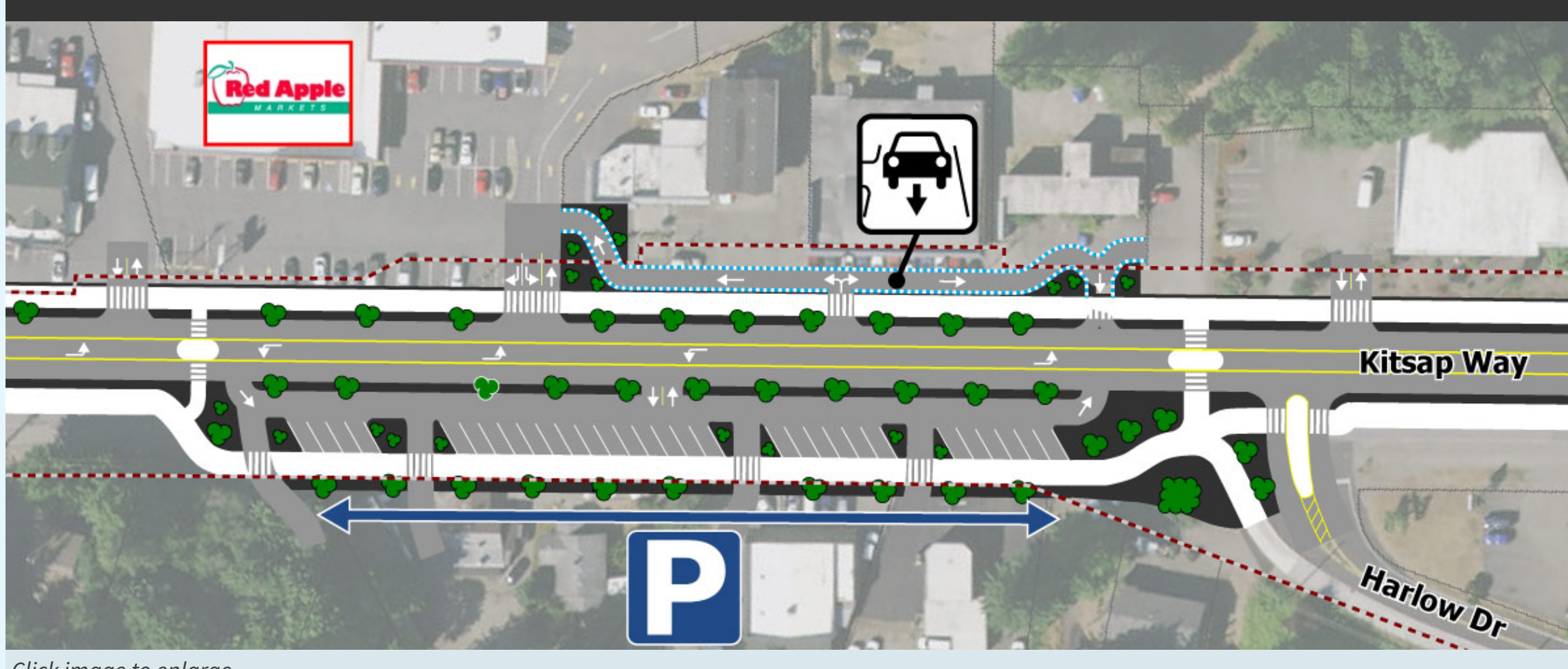
Cross section for Alternative B, highlighting public angle-parking at Kitsap Junction.



Click image to enlarge.

#### KEY

- Building frontage (width varies)
- Shared use path
- Public parking
- Access lane
- Lighting / landscaping
- Eastbound drive lane
- Center turn lane
- Westbound drive lane
- Private parking (width varies)



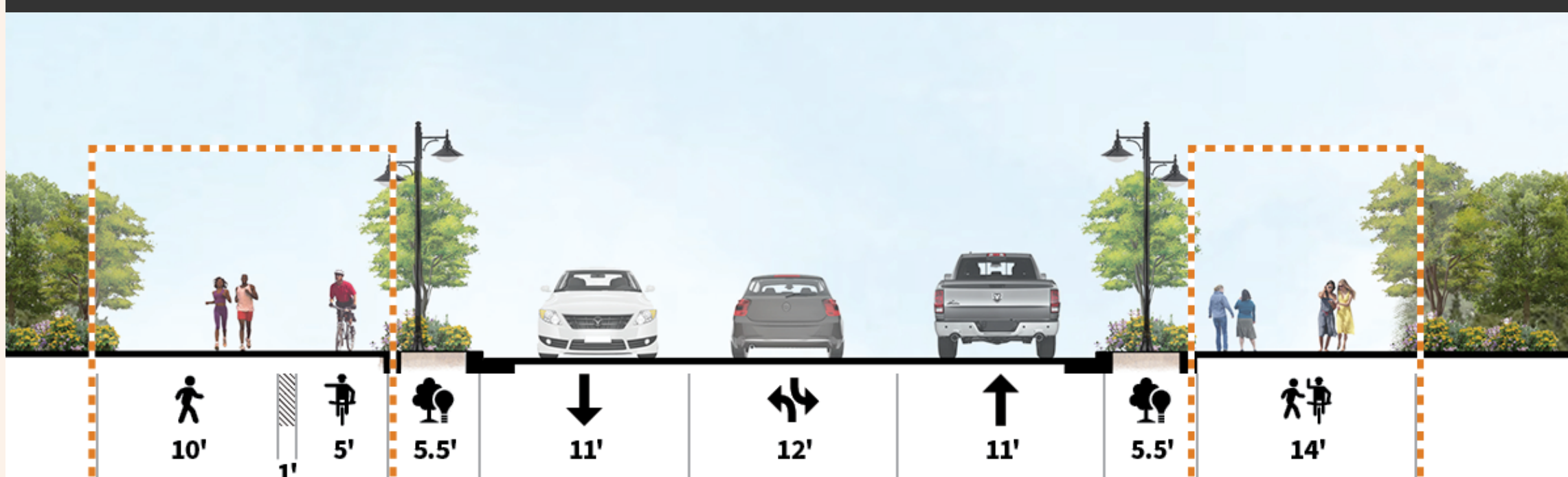
Click image to enlarge.

#### KEY

- Aisle accesses private parking
- Right of way
- Public parking

#### PATHS AND BIKE LANE HYBRID

A raised bicycle lane in the downhill direction separates quick-moving cyclists from pedestrians. A wide shared use path on the opposite side allows pedestrians and bicyclists to travel in both directions, reducing the need to cross Kitsap Way.



Click image to enlarge.

#### KEY

- Walkway
- Buffer
- Downhill bike lane
- Lighting / landscaping
- Southbound drive lane
- Center turn lane
- Northbound drive lane
- Shared use path

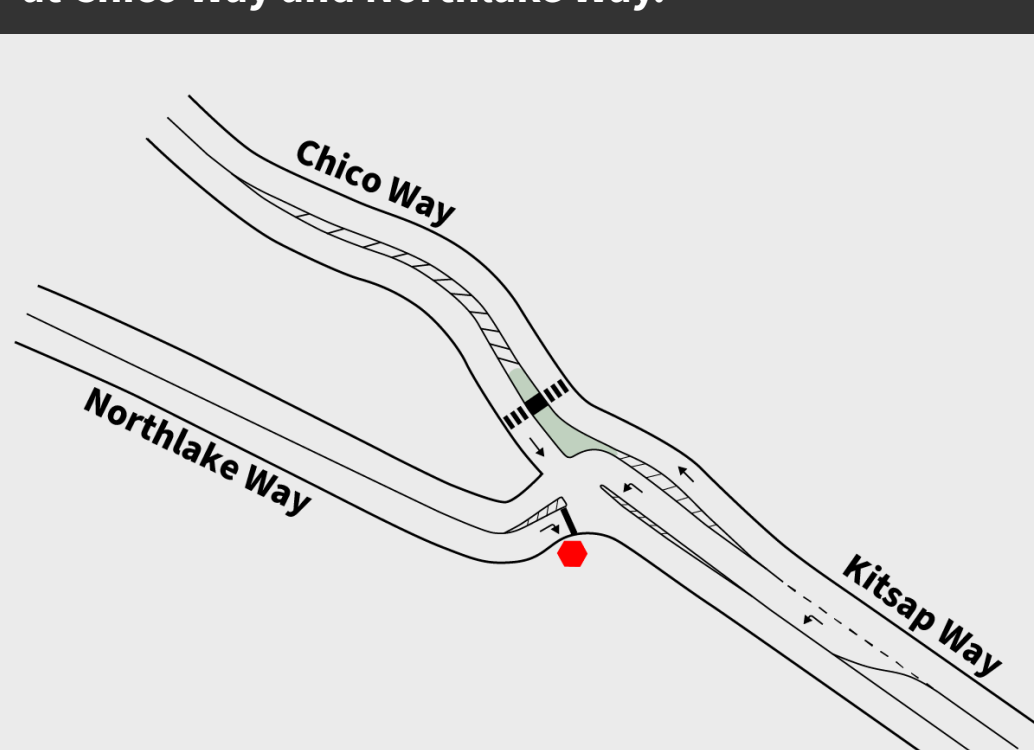
### Intersections



#### New Chicane and Stop Sign at Chico Way/Northlake Way

- Northlake Way is realigned to create a 'T' intersection and a *chicane* (an artificial narrowing or turn on a road) is installed on Chico Way to slow vehicles.
- Vehicles from Northlake Way are required to stop, and vehicles turning onto Northlake Way are required to yield.
- This design is expected to create only minor property impacts, deliver efficient vehicle operations and produce minimal queues.

Alternative B includes a new chicane and stop sign at Chico Way and Northlake Way.



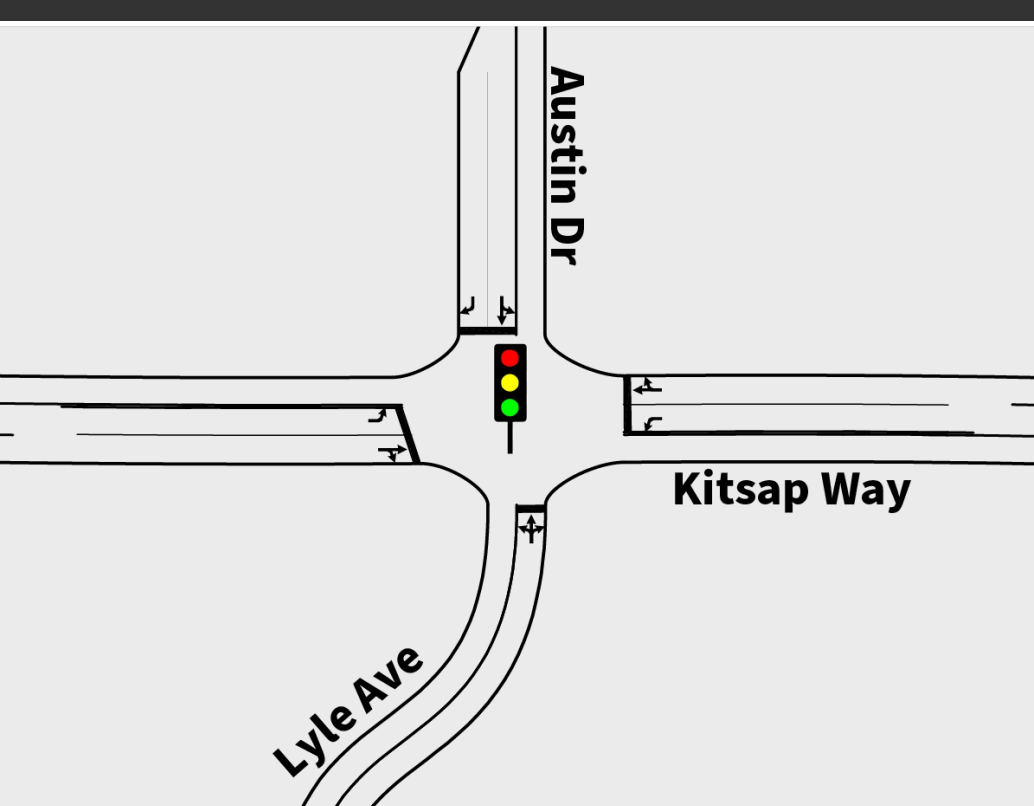
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#### Realigned Lyle Avenue and New Traffic Signal at Austin Drive/Lyle Avenue

- Lyle Avenue is realigned to form the south leg of the intersection.
- A new signal is installed with left turn lanes and a southbound right turn lane on Austin Drive.
- The intersection provides better vehicle operations and less confusing travel paths than the existing offset intersection, but it has higher costs and property impacts.
- Pedestrian crossings are provided on all streets.

Alternative B includes a realigned Lyle Avenue and new traffic signal at Austin Drive and Lyle Avenue.



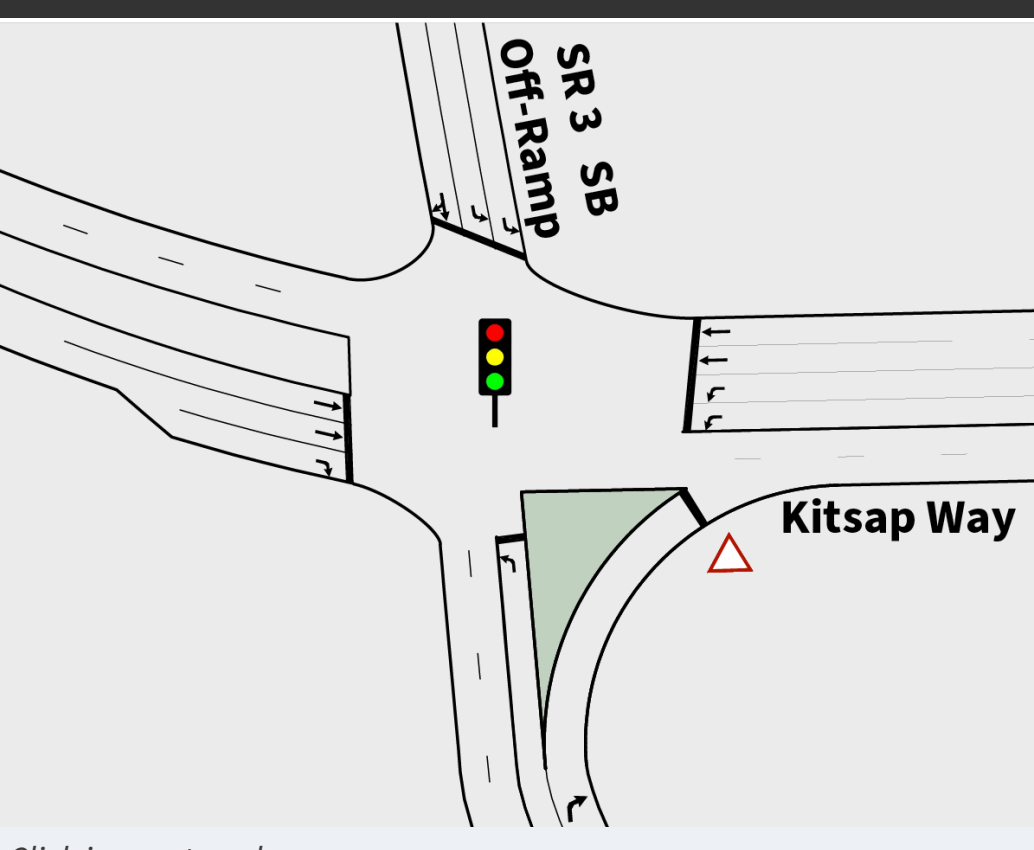
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#### Lane Reconfiguration and Signal Timing Improvements at Kitsap Way/Southbound SR 3 Off-Ramp

- The southbound SR 3 off-ramp lanes are reconfigured to provide two left turn lanes and one thru/right lane.
- The underutilized off-ramp right turn slip lane is removed.
- This change allows signal phasing improvements that provide significantly better vehicle operations without expanding the intersection.
- The change also helps vehicles making an eastbound right turn better identify which southbound vehicles are traveling straight.

Alternative B includes lane reconfiguration and signal timing improvements at Kitsap Way and SR 3 southbound ramp.



Click image to enlarge.

### Feedback opportunity:

#### WHICH FEATURES DO YOU LIKE OR DISLIKE FOR ALTERNATIVE B?

	Like	Neutral	Dislike
Three-lane roadway with center turn lane	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public angle parking in Kitsap Junction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Downhill raised bike lane and shared use paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Chicane and stop sign at Northlake Way and Chico Way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Realigned traffic signal at Austin Drive and Lyle Avenue	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lane reconfiguration at SR 3 SB Ramp	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

#### Comments:

Please write your feedback here.

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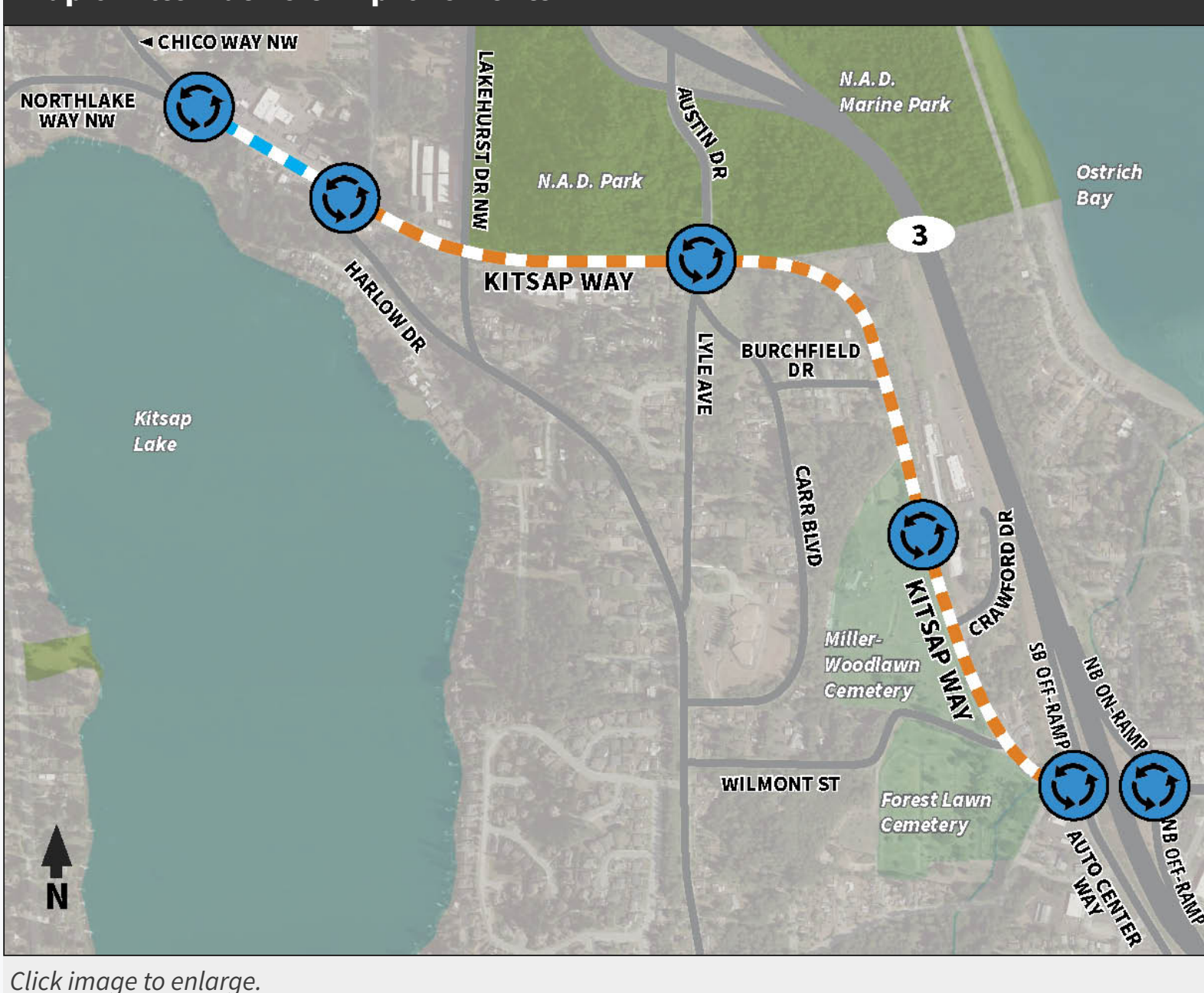
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## Alternative C: Roundabouts and Medians

### Overview

Alternative C constructs a two-lane Kitsap Way with a single lane in each direction of travel and a raised center median. Alternative C also constructs multiple roundabouts along the corridor to improve the safety and efficiency of the roadway, while providing U-turn locations for local street and driveway access. Roundabouts will include crosswalks. Pedestrian and bicycle facilities include raised bike lanes on both sides of the street with either a shared use path or a sidewalk for pedestrians. In Kitsap Junction, parking aisles provide access to existing private parking.



Click image to enlarge.

#### LEGEND—ALTERNATIVE C

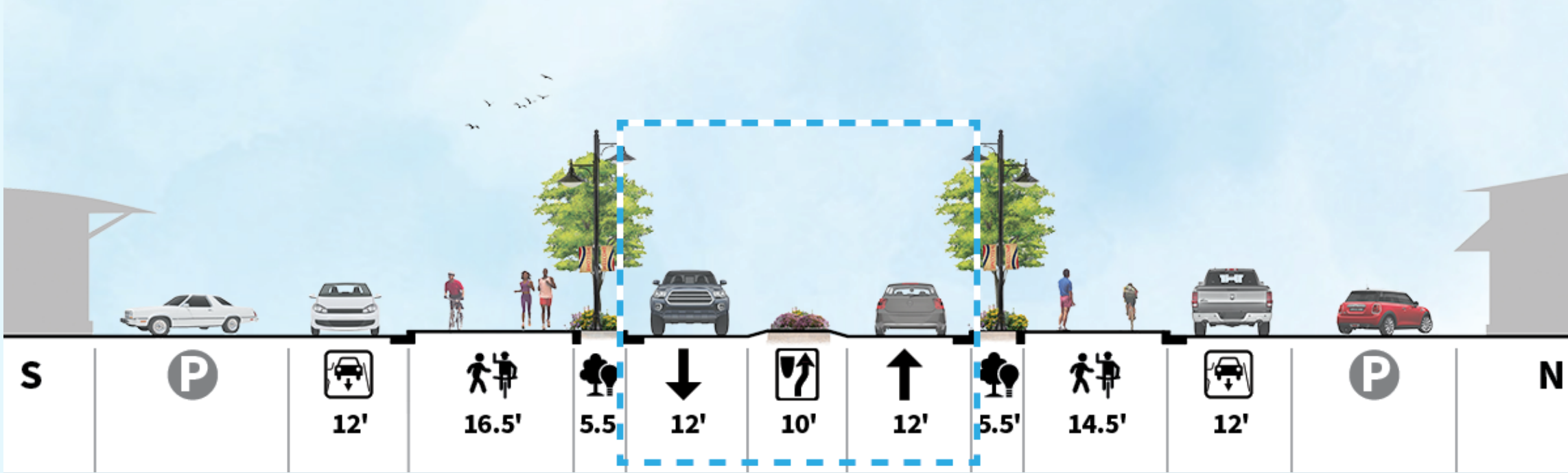
- New roundabout
- Kitsap Junction improvements New roundabout with a center median
- Kitsap Way improvements New roundabout with a center median and raised bike lanes

### Key Features: Alternative C

#### RAISED CENTER MEDIAN

At Kitsap Junction, roundabouts slow traffic, and a raised center median eliminates conflicts with left-turning vehicles. Parking aisles allow access to existing private parking, and wide shared use paths are provided for pedestrians and cyclists. Roundabouts at Northlake Way or Harlow Drive allow U-turns to access the businesses on the other side of the street and provide left turns on the side streets.

#### Cross section of Alternative C, highlighting the raised center median.

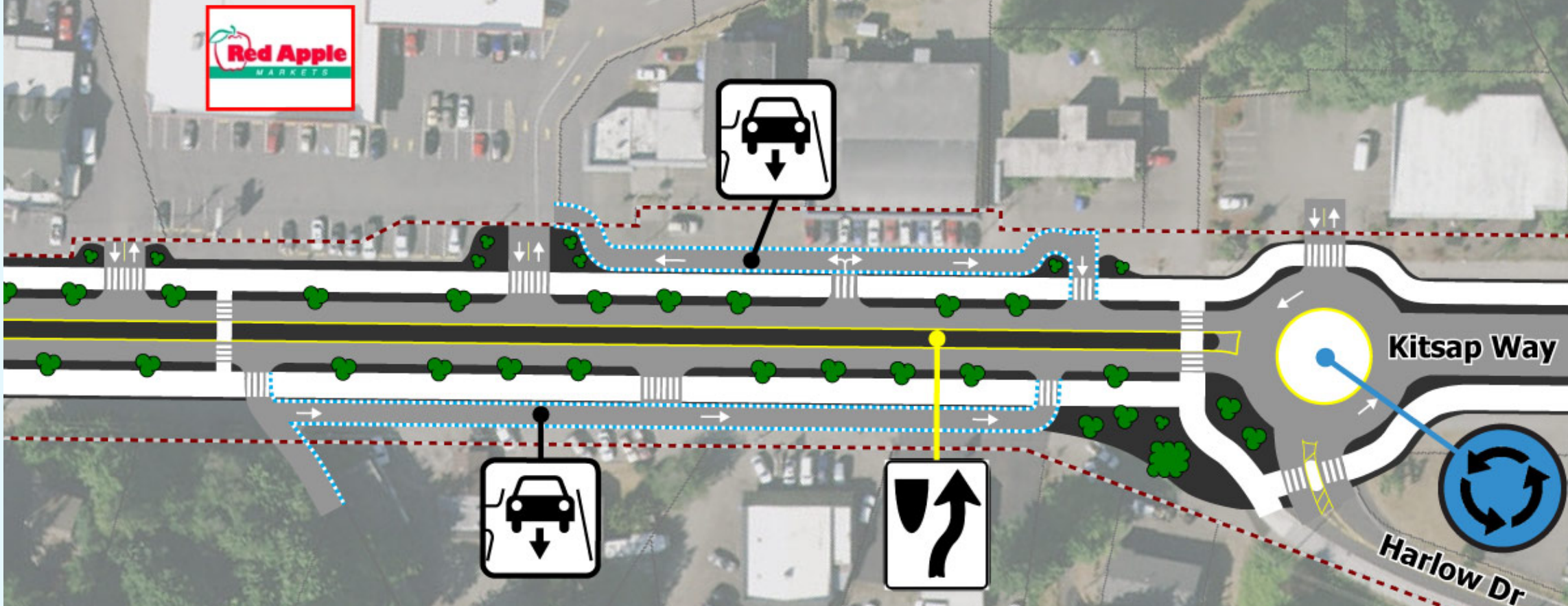


Click image to enlarge.

#### KEY

- Private parking (width varies)
- Access lane
- Shared use path
- Lighting / landscaping
- Eastbound drive lane
- Center turn lane
- Westbound drive lane

#### Aerial plan view of Kitsap Junction Alternative C, illustrating the roundabout and raised center median.



Click image to enlarge.

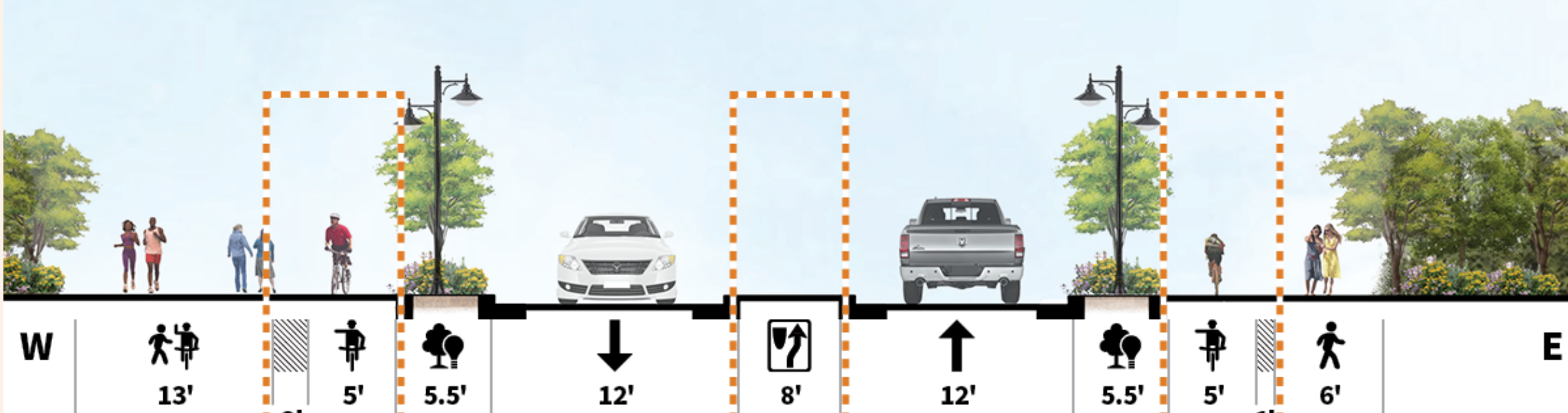
#### KEY

- Aisle accesses private parking
- Right of way
- Raised median
- Roundabout

#### RAISED CENTER MEDIAN AND RAISED BIKE LANES

A raised center median along the corridor eliminates conflicts with left-turning vehicles. Drivers use roundabouts along the corridor to make U-turns for access to local streets and driveways on the opposite side of Kitsap Way. Raised bicycle lanes are provided in both directions separating cyclists from the shared use path and sidewalk areas.

#### Cross section of Alternative C on Kitsap Way, highlighting the bike lanes and raised center median.



Click image to enlarge.

#### KEY

- Shared use path
- Buffer
- Bike lane
- Lighting / landscaping
- Southbound drive lane
- Center median
- Northbound drive lane
- Sidewalk

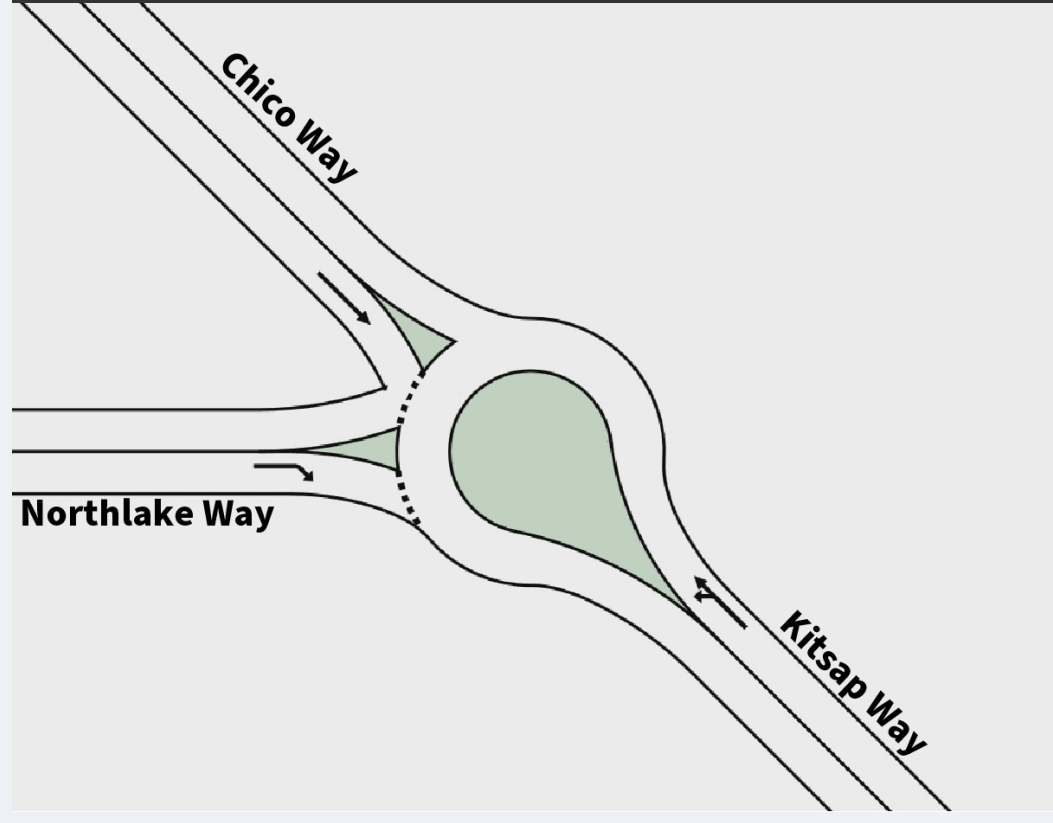
### Intersections



#### New Roundabout at Chico Way and Northlake Way

- A single-lane roundabout is constructed at Chico Way and Northlake Way to slow traffic and improve safety and operational efficiency of the intersection.
- The roundabout is expected to have higher property impacts and costs.

Alternative C includes a new roundabout at Chico Way and Northlake Way.



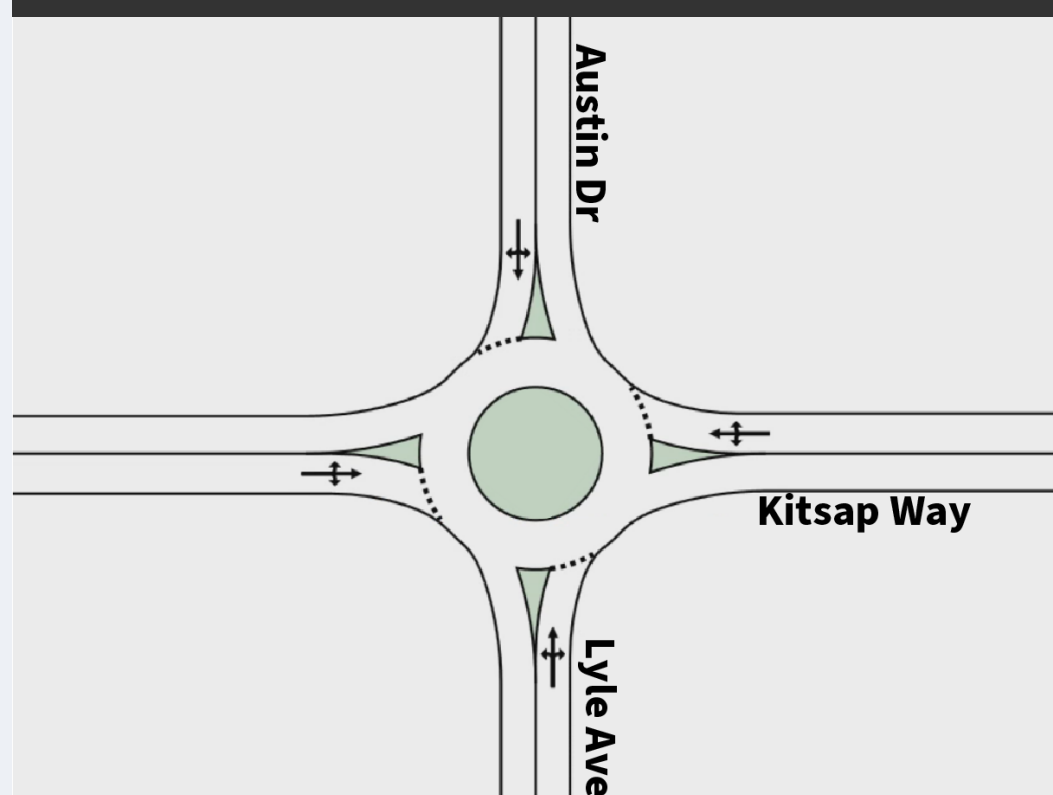
Click image to enlarge.



#### New Roundabout at Austin Drive and Lyle Avenue

- A single-lane roundabout is constructed at Austin Drive and Lyle Avenue to improve safety and operational efficiency of the intersection.
- The roundabout realigns Lyle Avenue as the south leg.
- The roundabout is expected to have higher property impacts and costs.

Alternative C includes a new roundabout at Austin Drive and Lyle Avenue.



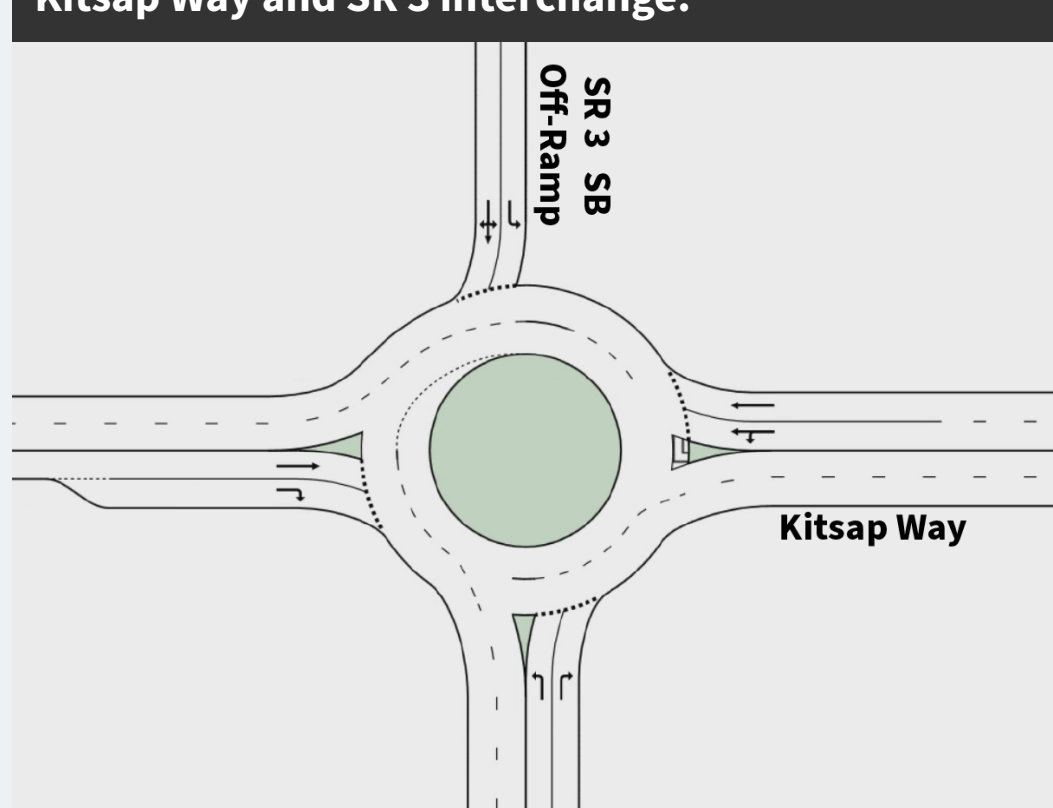
Click image to enlarge.



#### New Roundabout at Kitsap Way and SR 3 Interchange

- Two multi-lane roundabouts are constructed at each of the SR 3 ramps to reduce serious crashes and improve vehicle queueing.
- The design is expected to have high property impacts and costs.

Alternative C includes two new roundabouts at the Kitsap Way and SR 3 interchange.



Click image to enlarge.



#### Other Roundabouts

The alternative also installs roundabouts at:

- Harlow Drive
- Crawford Drive or Baymont driveway
- The SR 3 northbound ramps intersection

### Feedback opportunity:

#### WHICH FEATURES DO YOU LIKE OR DISLIKE FOR ALTERNATIVE C?

	Like	Neutral	Dislike
Two lanes with raised center median in Kitsap Junction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Two lanes with raised center median on Kitsap Way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Raised bike lanes (both directions)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roundabout at Northlake Way and Chico Way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roundabout at Austin Drive and Lyle Avenue	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Roundabout at SR 3 Southbound Ramp	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

#### Comments:

Please write your feedback here.

SUBMIT

NEXT PAGE

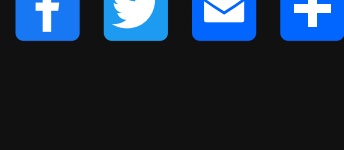
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#### CONTACT US:

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For additional project information, visit our project webpage:  
www.bremertonwa.gov/1262/West-Kitsap-Way-Planning-Study

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# West Kitsap Way Planning Study

ONLINE OPEN HOUSE: SHARE YOUR FEEDBACK BY JULY 5, 2023!

WELCOME

PROJECT  
OVERVIEW

PRELIMINARY  
DESIGN  
ALTERNATIVES

ALTERNATIVES  
ANALYSIS

NEXT  
STEPS

## Alternatives Analysis

The three alternatives were reviewed using a set of evaluation criteria. These criteria are mainly qualitative in nature but help understand the advantages and disadvantages of each alternative. The project team conducted an analysis to judge whether the alternatives surpassed, met or did not meet the criteria. The evaluation criteria included:

- Safety – addresses existing and potential safety issues.
- Pedestrians and bicycles – provides a low “level of stress” with facilities for all ages and all abilities.
- Traffic operations – supports future volumes and operations.
- Transit operations – accommodates corridor bus operations.
- Vehicle access to properties – provides property access and parking.
- Storm water – improves storm water controls.
- Property impacts – minimizes the amount of property and right of way required.
- Construction costs – compares the expected cost for building the improvements.

## Cost Comparison

All alternatives will include the reconstruction of Kitsap Way, stormwater facilities, new lighting and landscaping features. The cost differences between alternatives are mainly related to the type of non-motorized facilities, types of intersection improvements and the need for additional right of way.

Cost Comparison between Alternatives			
	Alternative A	Alternative B	Alternative C
Construction	\$35,270,000	\$37,000,000	\$48,000,000
Right of Way	\$0	\$360,000	\$560,000
Engineering/ Management/ Admin	\$11,940,000	\$12,590,000	\$16,360,000
Total	\$47,210,000	\$49,950,000	\$64,920,000

## Summary of Alternatives Analysis

The table below shows the results of the evaluation. Each alternative has areas of strength and weakness. The overall criteria category reflects an average score for all categories without weighing one category over another. The project team will add public input as a final category based on the results from this open house.

Kitsap Way Standard Cross Section Alternative Evaluation				
		ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C
CRITERIA	MEASURE	<i>Parking Aisle and Shared Use Pathways</i>	<i>Angle Parking and Downhill Bike Lane</i>	<i>Roundabouts, Medians and Raised Bike Lanes</i>
Safety	Safety improvements based on crash modification factors.	↔	↔	↑
Pedestrian and Bicycle	Bicycle and pedestrian level of stress.	↔	↑	↑
Transit Operations	Accommodation of transit stops and accessibility.	↔	↔	↔
Intersection Traffic Operations	Level of Service and Vehicle queues.	↔	↑	↑
Access to Property	Manages access while allowing access to parking and driveways.	↑	↑	↔
Storm water	Assessment of storm water impacts and costs.	↔	↔	↔
Property Impacts	Assessment of impacts to right of way.	↑	↔	↓
Cost	Cost for construction.	↑	↔	↓
OVERALL	Overall assessment.	↑	↑	↔

**KEY:**

↑

 Surpasses criterion

↔

 Meets criterion

↓

 Does not meet criterion

## Please provide your comments here:

Comments:

Please write your feedback here.

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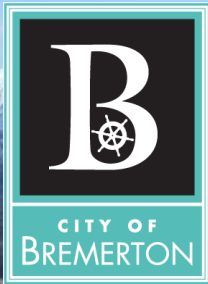
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## Next steps

Along with this online open house, the project team will continue to reach out to receive input on the project.

Once the online open house has closed, the City of Bremerton will review your input and share a summary of comments on the study's website.

The project team will use your feedback to inform selection of the preferred alternative. The final alternative may be a combination of various elements from each alternative presented in this open house.

Later this year, the project team will return to the community to share the preferred alternative, study recommendations and will complete a final report.

### Stay connected!

To join our mailing list to get project updates sent directly to you, ask additional questions, or provide comments, please contact Project Manager Katie Ketterer at [360-473-5334](tel:360-473-5334) or by email at [Katie.Ketterer@ci.bremerton.wa.us](mailto:Katie.Ketterer@ci.bremerton.wa.us).

## Voluntary Demographic Survey: Title VI Public Involvement

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin (including people with Limited English Proficiency) in programs or activities receiving federal financial assistance. Our annual reporting requires the City of Bremerton to gather statistical data on participants and beneficiaries of the agency's federal aid highway programs and activities. The City of Bremerton collects information on race/color/national origin of attendees of public meetings to ensure inclusion of all segments of the population affected by a proposed project.

Take the [Voluntary Demographic Survey](#).

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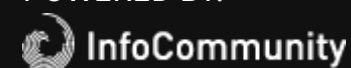
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