



West Kitsap Way Planning Study

Outreach Summary

November 2023

Overview

The City of Bremerton is taking a fresh look at the Kitsap Way corridor and how Kitsap Way 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-long segment of Kitsap Way between State Route 3 and Chico Way Northwest.

This project phase's outreach included: reporting back to community on how their prior input has informed design, introducing a preferred alternative for the Kitsap Way corridor design, and collecting additional feedback on the preferred alternative. The planning study is now in its final stages.

The study's preferred alternative seeks 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. The final study will reflect the desires and needs of the community with detailed plans that can be used for project implementation.

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.

Online Open House Event Goals

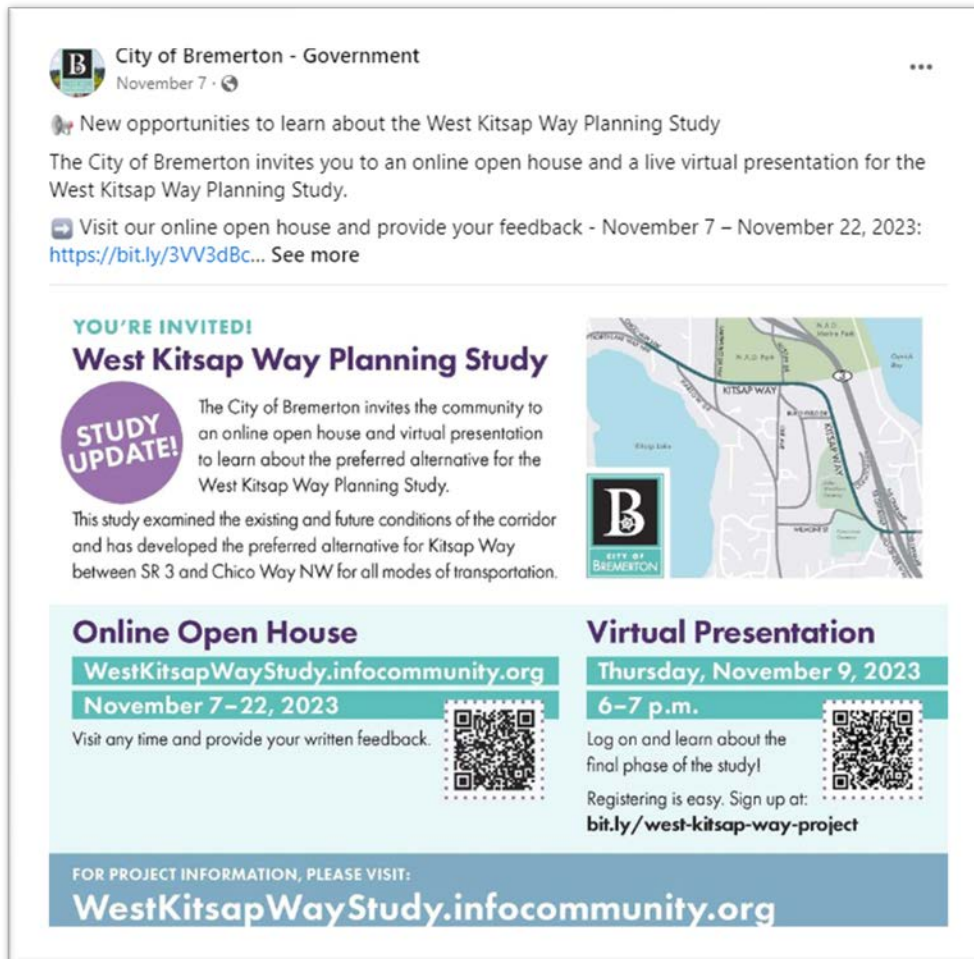
In November 2023 – in conjunction with a virtual presentation that drew 17 participants – the City of Bremerton hosted an online open house for corridor neighbors, businesses, organizations, and other key stakeholders. The goals included:

- Raise awareness of the project, the alternatives considered, and the current step in the process.
- Present the preferred alternative for the Kitsap Way Planning Study.

Event Promotions

The city promoted the online open house and virtual presentation through the following methods:

- Mailers to more than 1,550 study area addresses
- Emails to 100 subscribers on the project list
- Project webpage updates
- Announcements on the city's social media channels
- Signs places along the corridor



City of Bremerton Facebook post on November 7.

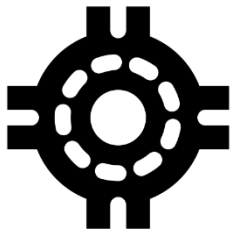
Online Open House Content

The online open house invited the community to learn about the study's purpose, timeline, and the preferred alternative for the study area and submit their comments on the preferred alternatives.

Appendix A includes a copy of the online open house content.

Online Open House Community Feedback

The online open house received 34 comments about the preferred alternative. The comments were qualitative in nature. Below are the common themes of these comments.

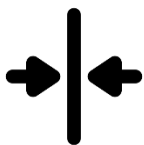


Dislike of roundabouts or belief that preferred alternative includes too many roundabouts:

- Several people commented that they think the design includes too many roundabouts.
- A few people questioned the need for some of the proposed roundabouts (e.g., Harlow Drive and Northlake/Chico Way roundabouts).
- A few people expressed concern about construction impacts of roundabouts or how long they would take to construct.

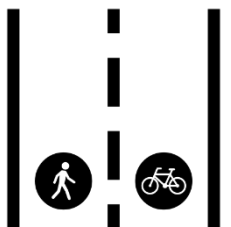
Support for the roundabouts with comments about:

- Making them wider to accommodate trailers.
- Ensuring pedestrian and bicyclist safety at roundabouts.
- Supporting additional roundabouts at the SR 3 intersections.



Dislike of and/or concern about proposed lane reductions

- Many people commented that they are concerned the lane reductions will impact traffic and cause congestion.



Support for bike, walk, and accessibility improvements.

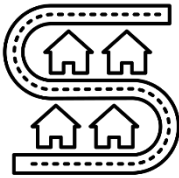
- Several people commented that they appreciate the inclusion of bike lanes, shared use paths, and slowing down of traffic.
- Alternatively, a number of people also commented that they did not see the need for pedestrian and bicycle infrastructure.

**Requests to use taxpayer money wisely.**

- Several people noted they believe the preferred alternative to be “over the top”, requesting the city to not waste money and use it wisely.
- A few people reflected that they believe more functional improvements can be achieved with less embellishment.

**Desire for more community discussion and collaboration on this project.**

- A few people expressed that this project needs more community engagement to fully reflect community needs and interest.

**General comments for additional investments in other areas of the neighborhood, including:**

- Improvements for the safety of people walking and biking around Kitsap Lake.
- Improvements to Wilmont Street to reduce speed and improve safety for people walking and biking.
- Improvements in Gorst on/near SR 3.
- Connections at Northlake Way and Chico Way to other segments of the arterial (outside of the study area).

**Dislike of parking aisle**

- One person, a business owner, disliked the parking aisle concept.

**Questions about on-street parking and loading**

- One person asked if there would be on-street loading at Pendleton Place.
- One person asked about on-street parking and if it would be included in the design.

Virtual Presentation

On November 9, 2023, in conjunction with the online open house, the City of Bremerton hosted a virtual presentation for corridor neighbors, businesses, organizations and other key stakeholders.

Virtual Presentation Event Goals

- Community understands how the study has developed with community input.
- Project team ensures meaningful opportunity for community to help inform the final alternative.
- Project team provides an update to the community about the preferred alternative.
- The event provides the opportunity for the community to ask questions of the project team.
- Community understands next steps for the study and actions that take place after the study is complete.

Event promotion

The City of Bremerton promoted the virtual presentation in conjunction with the online open house (noted above). Participants were required to register in advance of the presentation using the Zoom webinar form.

Summary

The hour-long presentation comprised of welcome remarks and introductions, an overview of the study purpose and schedule, reflection of the alternatives analysis, and presentation of preferred alternative followed by a question-and-answer session during which attendees submitted questions and comments in real time.

Closed captioning was available and the meeting was recorded for those who could not attend. Seventeen people attended the virtual presentation (not including project staff).

The recording of the presentation can be found online at <http://www.bremertonwa.gov/1262/West-Kitsap-Way-Planning-Study>.

The event's agenda included information on the following topics:

- Welcome and introductions
- Study background and purpose
- Preferred alternative
- Questions and answers
- Next steps

Preferred Alternative: Kitsap Junction



November 9, 2023

PowerPoint slide from the presentation.

Next Steps

- Study team to finalize preferred alternative and recommend a phased approach to improvements.
- Get Council approval of preferred alternative and finalize project report.
- Preferred alternative is preliminary level of design (5 - 10%). Additional design will be needed in the years ahead.
- The design and construction of the corridor will occur as funding becomes available.



November 9, 2023

WestKitsapWayStudy.infocommunity.org

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PowerPoint slide from presentation

Question & Answer session

Following the presentation by the study team, we opened the meeting to a question-and-answer session.

Question: I am a property owner and Juanito's Tacos is one of my tenants. How will the sidewalks and improvements affect their parking? I've owned the property for forty years. I would hate to see the tenant's businesses hindered. Will the development take any of my land for public parking?

Answer: The design of this project fits within the city's designated right of way. In Kitsap Junction, part of that area (right of way) has been traditionally used for parking. That is one of the challenges to this project and it is something that as the project moves forward into the design, the city will need to take a close look at each of the parcels within the Kitsap Junction area. One of the reasons we chose this configuration is because Juanito's also has a drive-thru. The other alternatives we examined didn't work well with the drive-thru. There will be some tradeoffs in terms of parking.

Comment: I'm anxious to work with you on that. My building is too close to the right of way for any modifications to the building. We need some help with the city building department if we need to alter something. If we change the drive thru, hopefully you guys can help me.

Answer: We've worked on a project in Silverdale on some of the improvements near the feed store. We had to work closely with the feed store to figure out solutions. The city and design team will take a hard look at those.

Question: Was a pedestrian/bicycle traffic count taken during the study? If so, what were the counts? I think the 11,000 number is for car counts if I am not mistaken.

Answer: Yes, you are correct. The 11,000 are for daily vehicle counts. We did counts related to the number of people during peak periods (AM and PM). One of the things we know is that if you build a welcoming and safety bike facility that people feel comfortable using, we see the numbers of those people using the facility go way up. Right now, riding a bike on the shoulder of Kitsap Way is not comfortable.

Question: What does the bike-ped separator look like?

Answer: That will probably be defined as part of the project design.

Question: Currently there are a number of vehicles parking on the street near Pendleton Place and Baymont Inn. What are the provisions for on-street parking?

Answer: This corridor will not provide on-street parking because of its classification. Those using the right of way as parking will have to find other places to park.

Question: How are these improvements funded?

Answer: The grant is a Federal Surface Transportation Grant and it's for this planning phase (up to 10% design). Future phases of the project have not been funded yet. So, we will be pursuing federal and state grants over the next five to ten years.

Question: I am curious when the study was performed to determine this corridor only utilizes 50% of the roadway. Was it conducted during COVID when there was a lot less traffic? Also, does the 50% take into consideration the peak travel times (e.g., Shipyard morning and afternoon traffic)?

Answer: We did the traffic counts in 2022. One of the things we have also looked at is other studies and plans in the area to make sure that our volumes are in line with their volumes. In terms of peak hour, we did individual counts at intersections. We counted ten intersections along the corridor. We also captured every individual turning movement at the intersections. We used data with a 2050-year forecast.

Question: What do you anticipate the speed limit being on Kitsap Way after these changes?

Answer: Today I believe Kitsap Way is 35 mph. We did a speed analysis in two locations. Most people drive more than 10 mph over that speed limit. The average speed is 42 mph. Right now, in terms of planning analysis, we haven't proposed lowering the speed limit. That is something that will be addressed during the design phase.

Comment: This looks like a solid plan. We live on Carr Blvd and like the roundabout at Austin Drive. We support the whole plan.

Question: Any plans for improving traffic flow on Wilmont Street? What about a roundabout at Wilmont?

Answer: Most people are coming from the SR 3 interchange and making a left turn at Wilmont Street. That is a primary movement here. We only see one or two people leaving

Wilmont and making a left turn to the north. We need to figure out the needs of the intersection and how we can best address them.

Adding the left turn lane will really help the safety of that intersection. We also bent Wilmont down to “square it up”. That will help people as they leave Wilmont and merge onto Kitsap Way.

Additionally, we did look at a possible Crawford Drive roundabout. Currently, even in the future there won’t be that many trips on Crawford to justify one. But we do think a roundabout would work if there is more development on Crawford Drive or more traffic on the road in the future. It is more likely that we add a roundabout on Crawford than Wilmont.

Comment: You are correct, I both bicycle and walk Kitsap Way. On my bike I avoid as much as possible due to extreme danger when I am on my bike.

Comment: 5 TO 10 YEARS FOR FUNDING? SO, PROJECT MAY NOT EVEN START FOR 10 YEARS? When do we expect to see any real changes take place?

Answer: Yes, five to ten years. It does take time for us to obtain funding. We put together grant applications. If we win the grant, it will take another year or so to get started on the project. These projects will take time. It’s a large corridor as well. There will be some prioritization along the corridor, breaking it into smaller pieces. It will be a multi-year effort.

Comment: Will the project start date affect property taxes?

Answer: I don’t have an estimated start date for this project. I don’t believe this project will affect property taxes. We aren’t proposing to do any special improvement district. The improvements would be funded by grants. One caveat to that is when properties redevelop or develop, they are required to put in the frontage improvements that are planned for the city. So, if you have a property along Kitsap Way that is going to be redeveloped, you would need to put in the sidewalks that this project proposes. That is not a new requirement.

Comment: IF YOU DONT DO ANY IMPORVMENTS THEN THE CITY WOULD DO THE IMPROVEMENTS? BILL PROPERTY OWNERS?

Comment: As the owner of one of the commercial buildings close to Red Apple Market, I would like to see more street parking so we could increase the potential for economic growth in the area for our tenants.

Comment: Roundabouts can be made safer for bikes and pedestrians. This would be a popular corridor that will attract people biking and walking. What sort of safety amenities will you consider at the crossings at the roundabouts, especially at Austin Drive?

Answer: There are design parameters put in place based on volumes, speed limit and modal connections. There is a potential for putting a beacon protected crosswalk – a little bit like you see at Harlow Drive today. Because we have a three-lane roadway section (in the preferred alternative), the distance to cross is a little bit shorter and easier to get across. The other thing with a roundabout is that they have a little built-in refuge area.

Question: Many people walk around Kitsap Lake and a Kitsap Lake Loop trail was described in the 2007 Non-Motorized Plan. Will you provide a seamless walk between Harlow and West Kitsap Lake Road along Northlake Way on the lake side of the road, the south side of Kitsap Way?

Answer: We kept in mind that long-term plan for a loop around Kitsap Lake. It's one of the reasons we have a wider pathway on that side of the street, to hopefully accommodate eventually more users from the loop trail. That is one of the reasons why we tried to consider the access points on Kitsap Way and businesses. We want to avoid having too many crosswalks.

The improvements are at Northlake Way, but they don't continue down Northlake Way.

Comment: The south side of Northlake Way, a few meters from the Kitsap Way/Chico Way, the drainage onto Northlake Way from the roads and business properties is substantial, and I believe should be addressed in this study and project. Thanks for your consideration.

Additional public feedback: Several individuals also provided comments by email and phone. Below and attached are their direct feedback.

Individual 1:

- I would like a middle turning lane.
- I don't think you should reduce the amount of lanes. I think two on each side is good.
- I don't think we need a bike lane.
- I think additional lighting would be good.
- I think a crosswalk by NAD park would be good with flashing lights.
- I think we need sidewalks.
- I think storm water facilities update would be great.
- I think this construction should go on at night and NOT during commute hours.

Individual 2:

I am a property owner on Kitsap Way. I am very anxious to see improvements to the neighborhood. I've always hoped to level my site and rebuild. My vision is of a strip of commercial units with apartments or condos on top. Mixed residential/business. or just two stories business The upper level would have a fabulous view of Kitsap lake and mountains. Although I have a lot of road frontage it is a small triangle lot. I am concerned about any improvements that would require taking parts of land. And then being hindered by what I am allowed to build on site.

Another issue I hope to have consideration on is parking. The taco stand has a great reputation, and is a thriving business. It would really hurt their business if they lost parking in front both for dine in and pick up orders.

Individual 3:

- Likes the roundabout at Northlake Way/Chico Way but does not believe other two roundabouts are necessary.
- Not in favor of wide multi-use paths on both sides of road.
- Would prefer the existing cross-section.
- Concerned about cost and tax impacts.

Individual 4: See attached.