



CITY OF BREMERTON

WEST KITSAP WAY PLANNING STUDY

Complete Streets Presentation

February 27, 2024

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- Designed as a highway and has since been replaced by SR 3, which provides a parallel corridor.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

Late 2022

- Online open house and outreach
- Analyze existing conditions
- Model future traffic operations

Early 2023

- Develop corridor alternatives
- Evaluate alternatives
- Online open house

Mid- late 2023

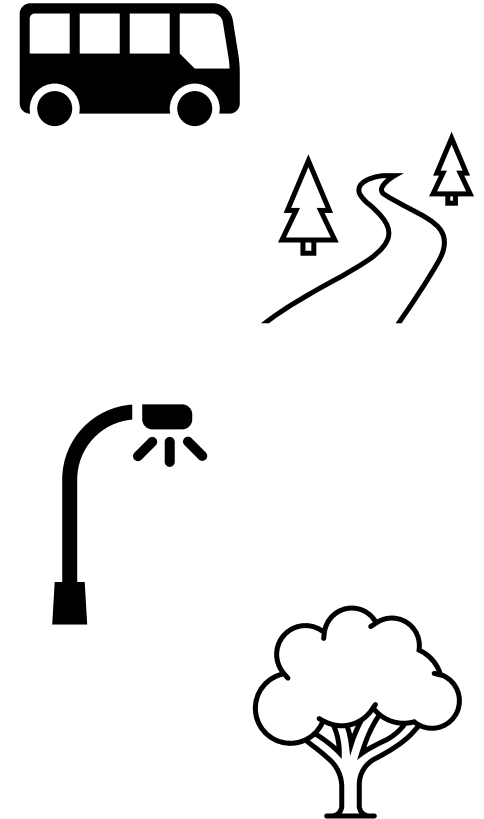
- Select preferred alternative
- Layout and refine preliminary design
- Online open house
- Prioritization and phasing of improvements

Early 2024

- Final report
- Study completion

Preferred Alternative

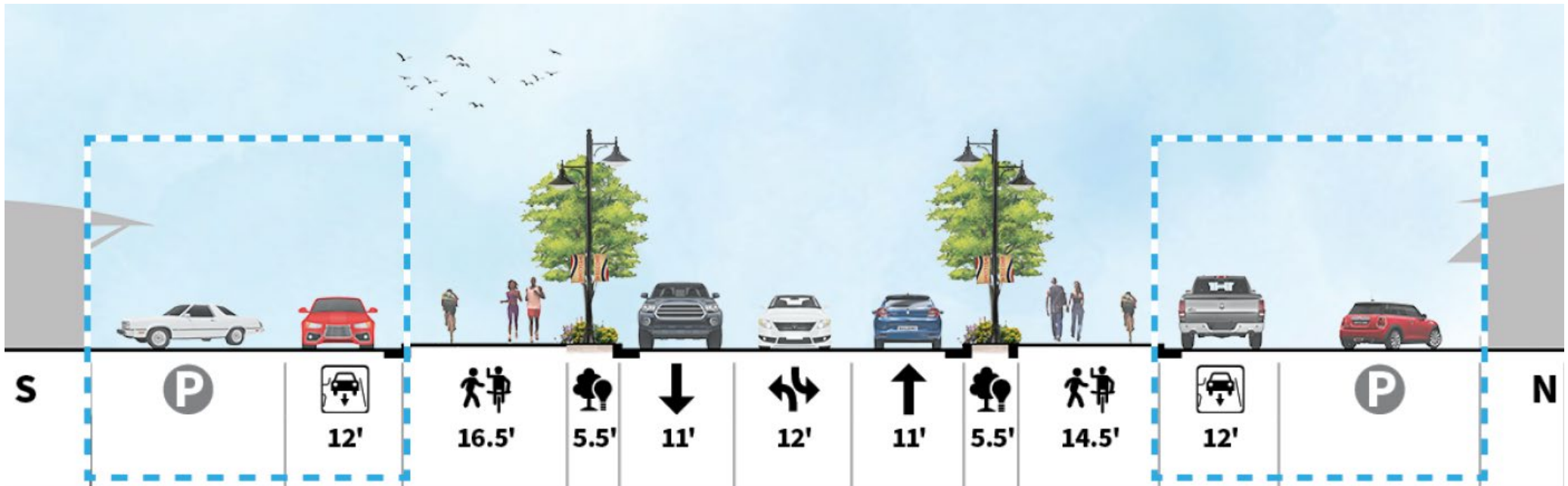
- **Transforms corridor** to a city street adding features such as facilities for walking and biking, decorative lighting, bus pullouts, and storm drainage.
- **Single lane** in each direction of travel and a center left turn lane or raised median.
- **Two lanes** in each direction approaching SR 3 interchange.



Preferred Alternative: Kitsap Junction



Preferred Alternative: Kitsap Junction



Click image to enlarge.

KEY

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

Preferred Alternative: Kitsap Junction

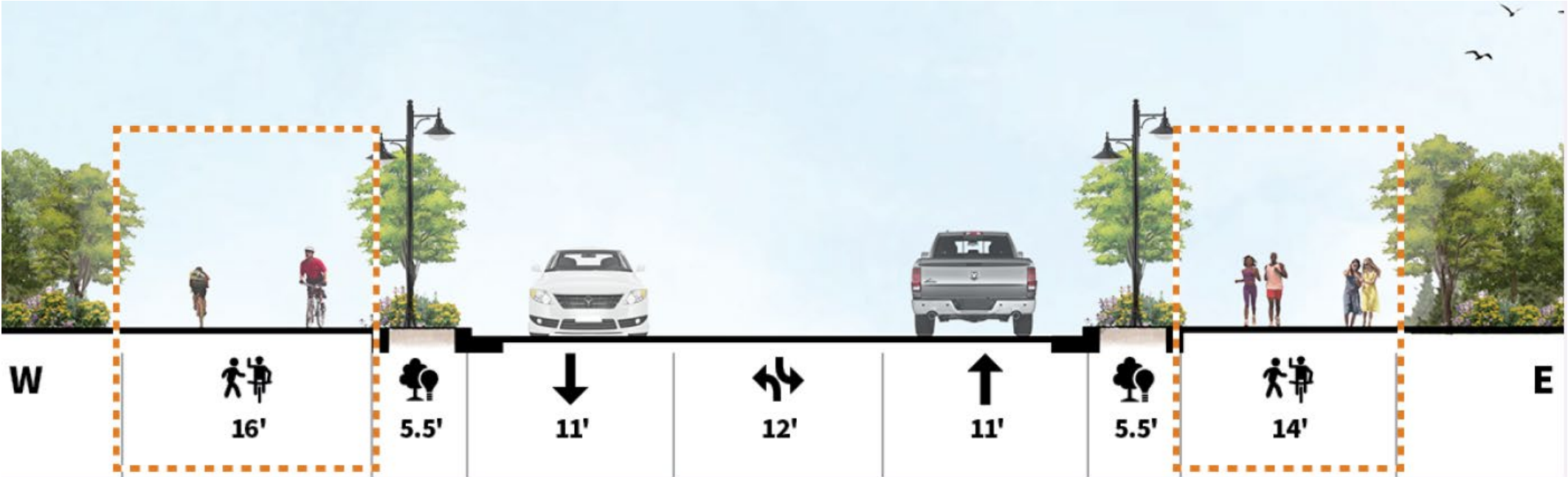
- **Roundabout** at Northlake Way/Chico Way slows traffic entering Kitsap Junction.
- **Parking aisles** provide access to property.
- **Shared use paths** and landscaping.
- **Roundabout** at Harlow Drive and Kitsap Way facilitates left turns.



Preferred Alternative: Kitsap Way Between Harlow Drive and Austin Drive



Preferred Alternative: Kitsap Way Between Harlow Drive and Austin Drive



Click image to enlarge.

KEY



Shared use path



Lighting / landscaping



Southbound drive lane



Center turn lane or median



Northbound drive lane



Shared Use Pathways

Preferred Alternative: Kitsap Way Between Harlow Drive and Austin Drive

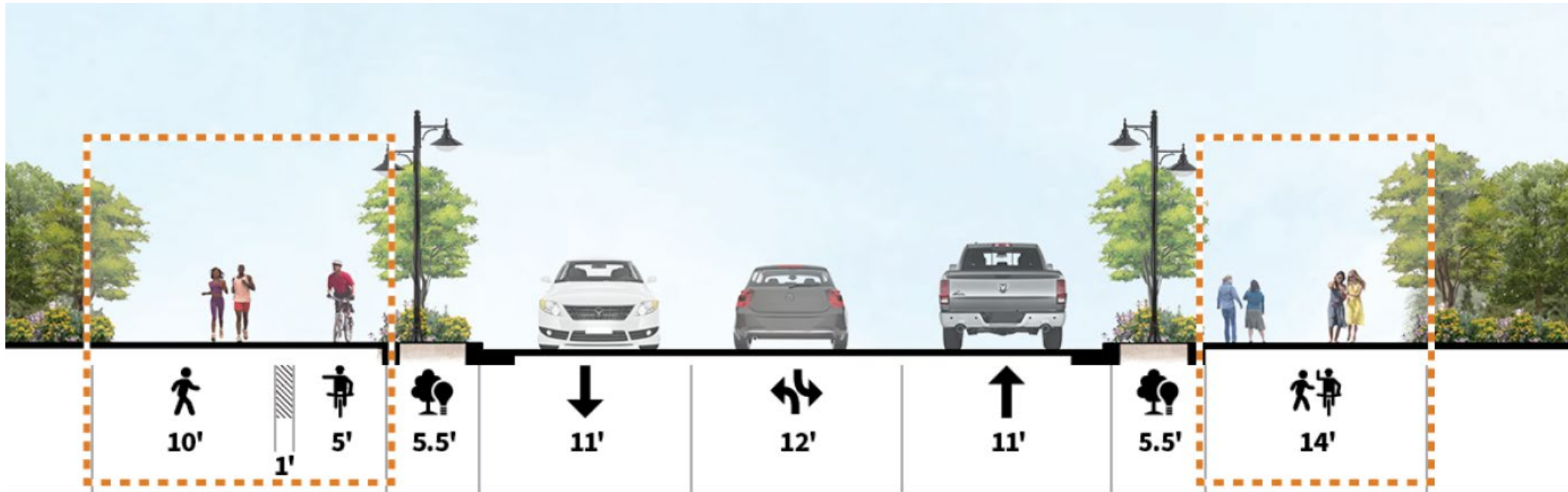
- **Landscaped shared use pathways** on both sides of road buffers users from vehicle traffic.
- **Three-lane roadway** improves access to property and side streets.
- **Roundabout** on Kitsap Way at Austin Drive and Lyle Way accommodates left turns and slows traffic.



Preferred Alternative: Kitsap Way between Austin Drive and SR 3



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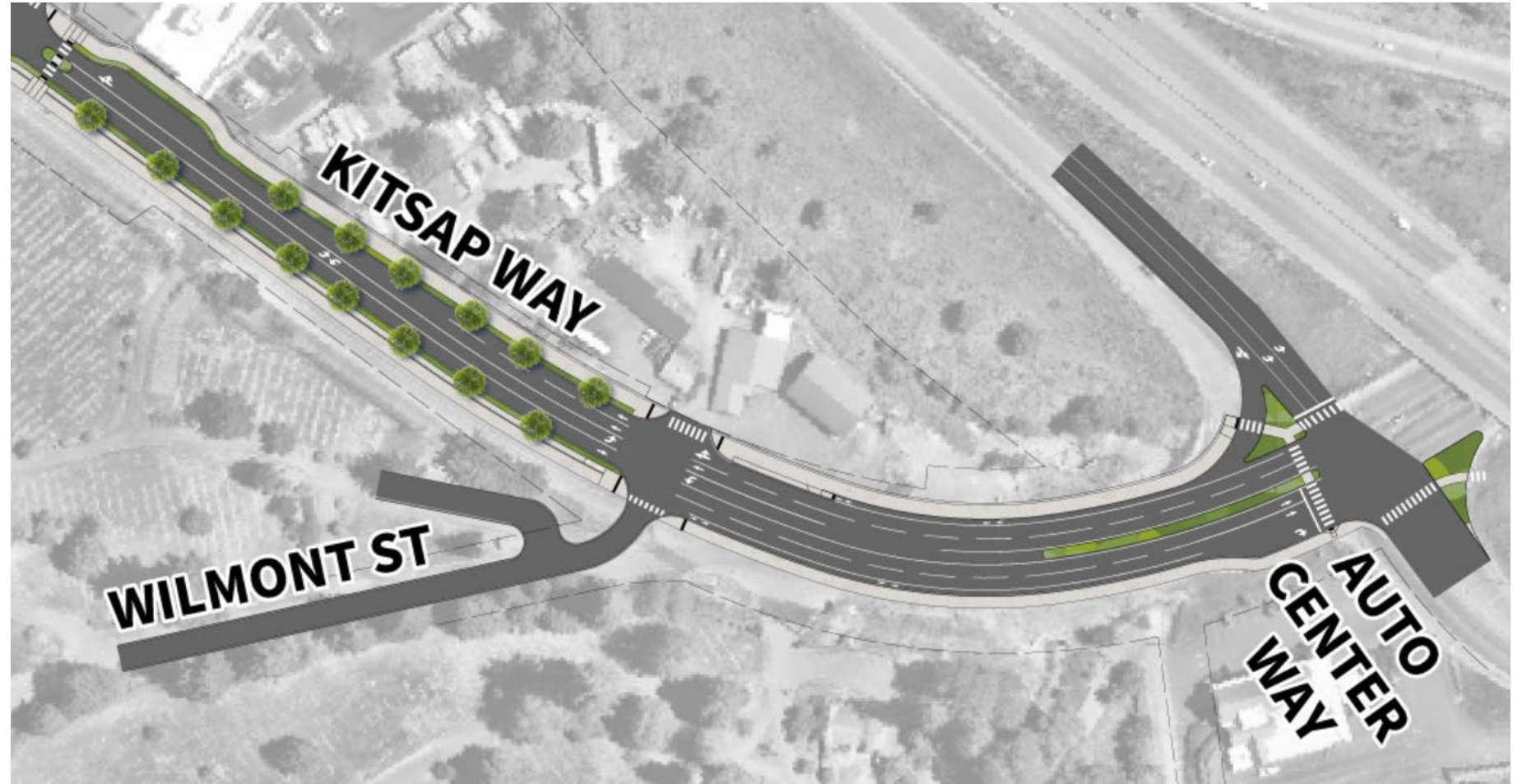
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KEY

- | | | |
|--------------------|------------------------|----------------------------|
| Walkway | Lighting / landscaping | Northbound drive lane |
| Buffer | Southbound drive lane | Shared use path |
| Downhill bike lane | Center turn lane | Paths and Bike Lane Hybrid |

Preferred Alternative: Kitsap Way between Austin Drive and SR 3

- **Shared use pathways and downhill bike lane** separates fast moving bikes.
- **Three-lane roadway** improves access to property and side streets (transitions to four lanes near SR 3 intersection).
- **Rechannelization** at the SR 3/ Auto Center Way intersection improves efficiency.



Preferred Alternative: Key Intersection Improvements

Birchfield Drive



Add northbound left turn pocket and flashing beacon crosswalk. Limits eastbound traffic to right turns only.

Crawford Drive



Adds new bus pullouts and a flashing beacon crosswalk.

Wilmont Drive



Add left turn lanes and revises the alignment of Wilmont Drive.

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.