



# **CITY OF BREMERTON**

## WEST KITSAP WAY PLANNING STUDY

# Agenda

## **Review the proposed approach for the draft preferred alternative**

*What do you think?*

*Any additional considerations for preferred alternative?*

# Evaluation Criteria for Alternatives

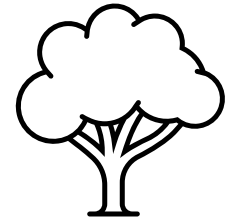
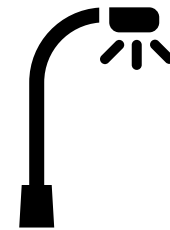
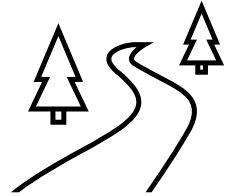
## Alternatives criteria:

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

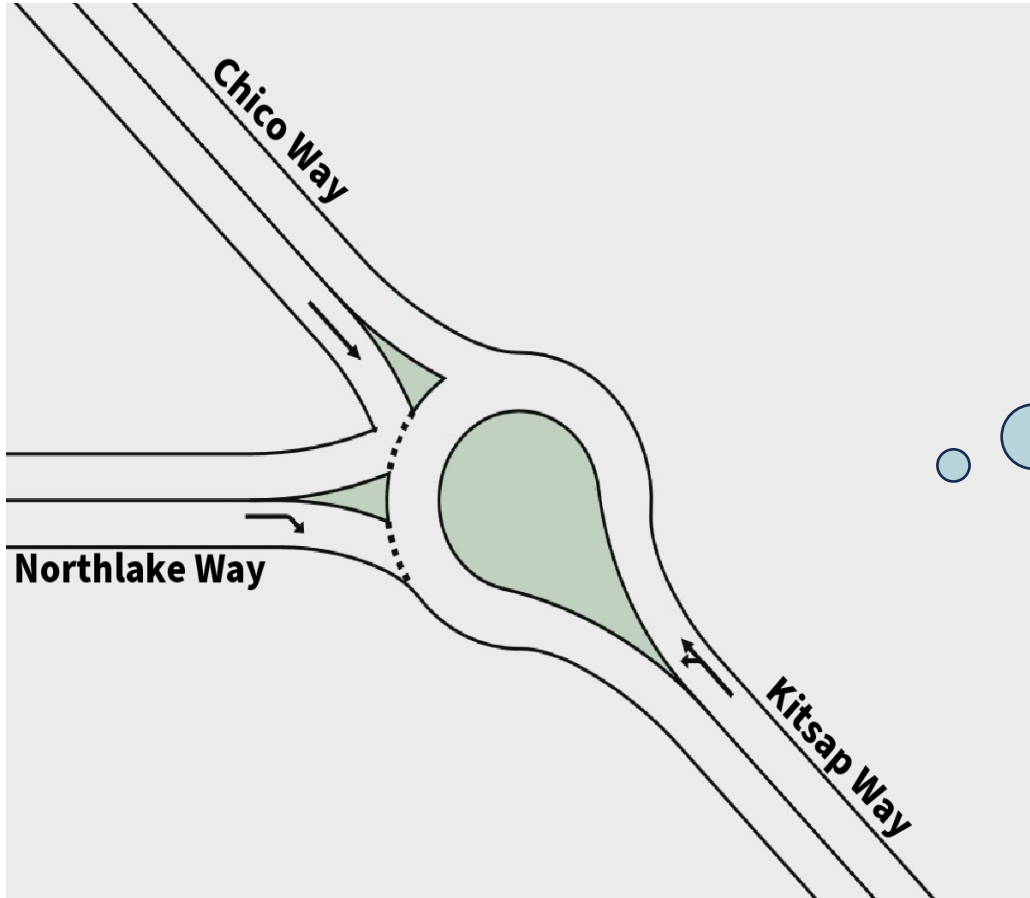
# Common Improvements from alternatives that will move forward to preferred alternative

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

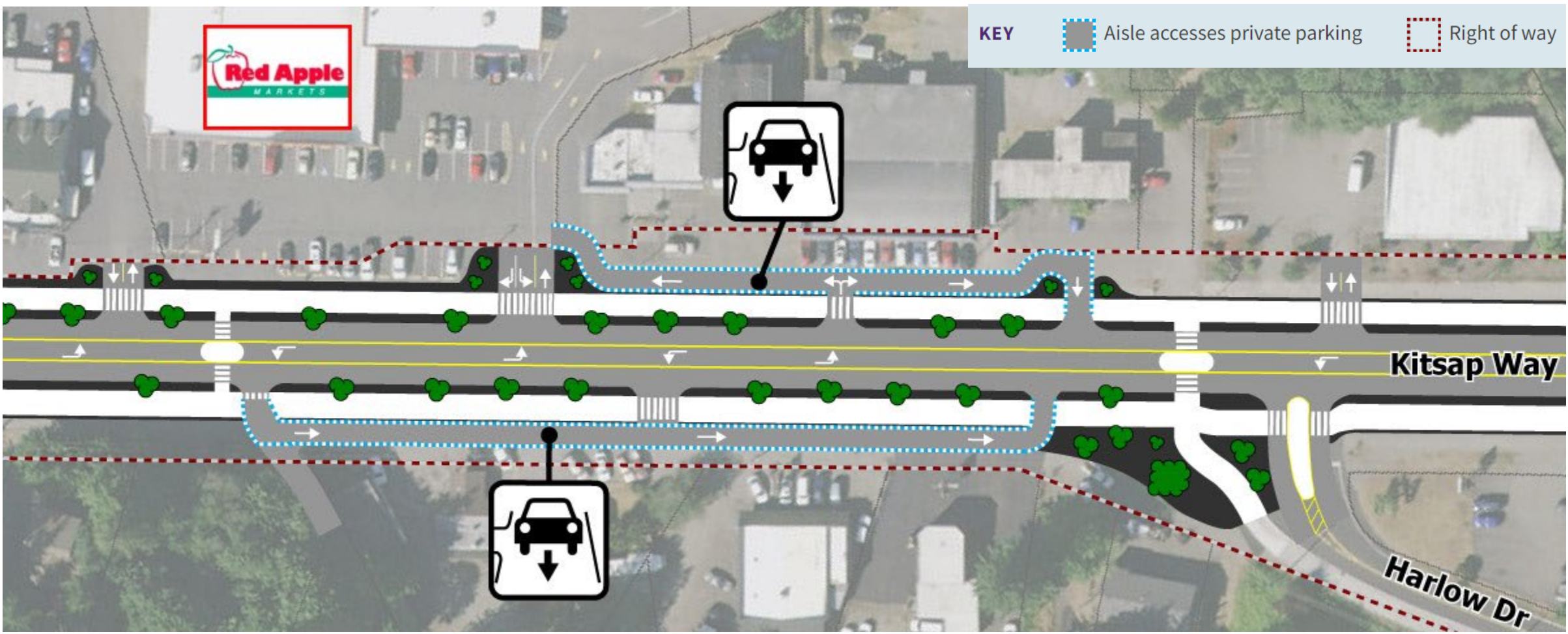


*"Roundabouts are a more efficient way to move cars. The Red Apple and business district are under utilized now. Investing in this area with vision will bring revenue and increase safety for walkers, bikers, and other rolling devices. Even cars." \**

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

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

# Proposed Parking Aisles for Kitsap Junction

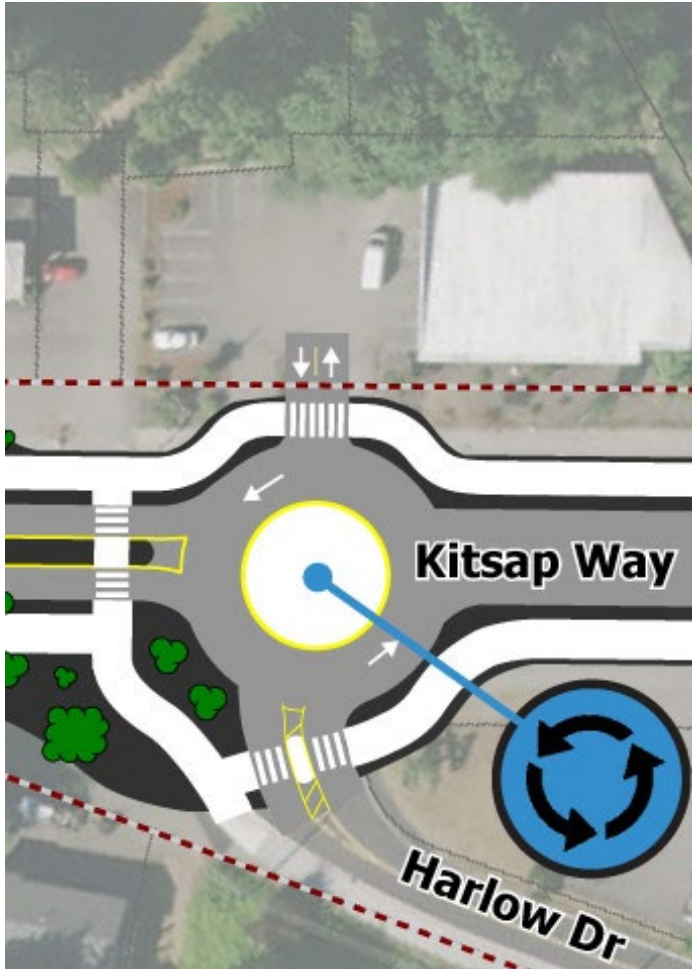


# Proposed Parking Aisles for Kitsap Junction

- ✓ 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 collision types
- ✓ Eases left turn issues from Harlow to Kitsap Way

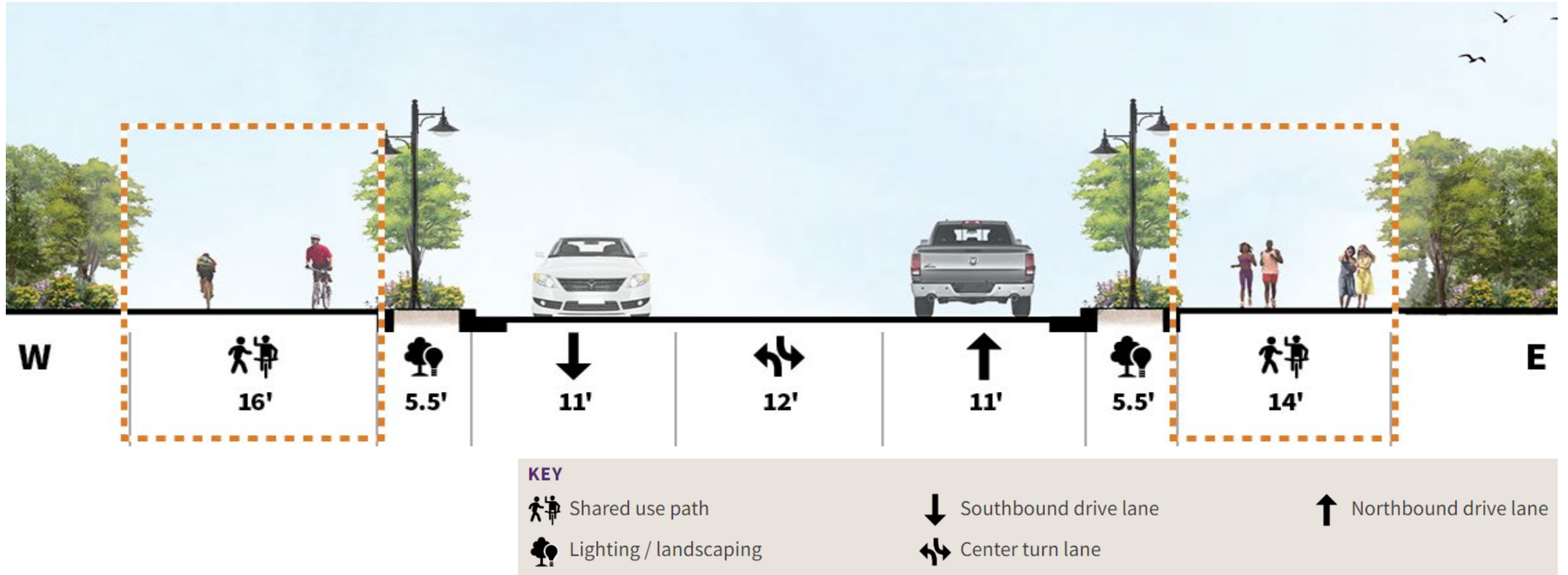
*"The island that was placed in the center of Kitsap Way opposite of Red Apple Market is cumbersome and dangerous when attempting to make a left turn onto Kitsap Way from Harlow Drive."\**

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



# Proposed Shared Use Pathways on Kitsap Way

## Harlow to south of Austin Drive



# Proposed Shared Use Pathways on Kitsap Way

## Harlow to south of 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/Lyle



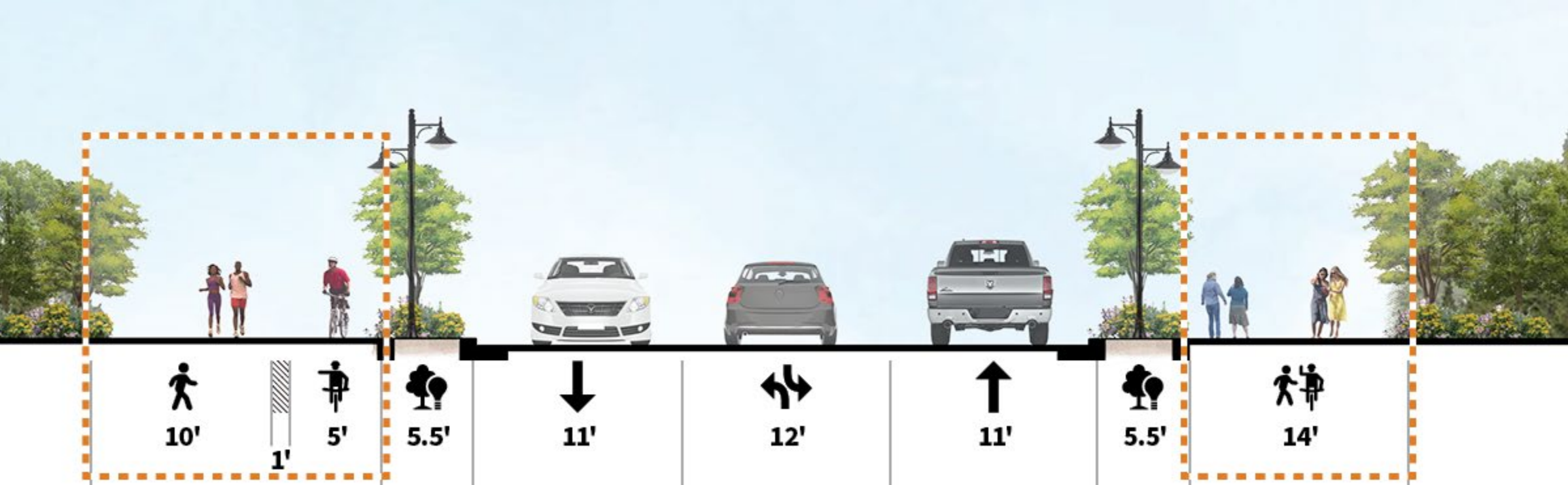
*"The intersection of Austin Drive and Lyle Avenue should be a roundabout, not a traffic light. This would promote constant movement of traffic in a manner that is better than a stop light."\**

- ✓ Slows speeds and reduces serious collision types
- ✓ Supports traffic flow
- ✓ Provides opportunity for pedestrian crossings
- ✓ Still considering alignment/orientation to minimize ROW impact


*\* Quote from Online Open House (6/16/2023 20:42)*


# 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

## South of Austin Drive to SR 3

- ✓ 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
- ✓ Still considering exact location to start this cross section

# Proposed SR 3 Southbound Ramp



- ✓ Minor reconfiguration of intersection to optimize efficiency to handle traffic flow
- ✓ Lower cost
- ✓ 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)*

# Other Considerations

- a. Minor intersections
- b. When to transition from 4 lane section to 3 lane section (north of SR 3)
- c. Mid-block crossing locations



# Next Steps

- Use feedback to further refine draft preferred alternative
- Present draft to steering committee
- Virtual and Online Open Houses to get public comment on draft (October)
- Refine preferred alternative and present to City Council (with public comment)
- Final revisions, complete pre-design tasks, complete phasing plan, draft report
- Present to Council for adoption (early 2024)