



West Kitsap Way Planning Study



Draft Final Report
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KPG
PSOMAS

West Kitsap Way Corridor Planning Study

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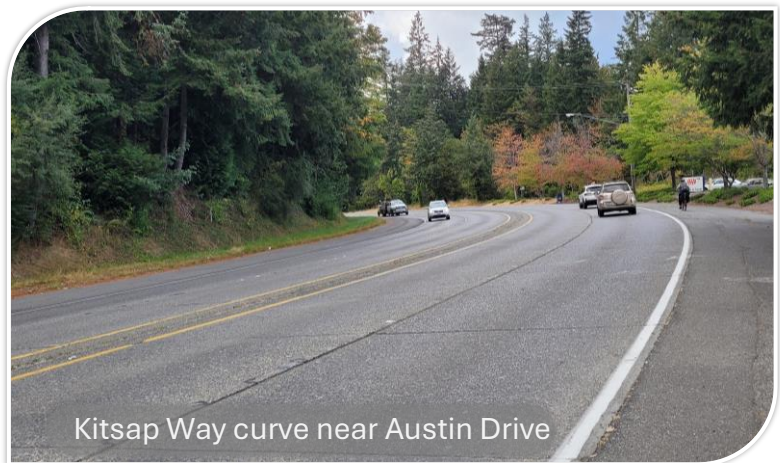
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EXECUTIVE SUMMARY

The West Kitsap Way Corridor Planning Study, conducted by KPG Psomas for the City of Bremerton, represents the culmination of a two-year effort that began in August 2022. The study identifies improvements to the western segment of Kitsap Way between the State Route 3 (SR 3)/Kitsap Way interchange and the northwest city limits. This corridor, once a part of the State Highway System, is approaching the end of its functional lifespan and lacks facilities for non-motorized users.

Study Overview

The study evaluated the existing conditions of the corridor, including street characteristics, traffic volumes, intersection operations, travel speeds, and non-motorized facilities. The data show that the four-lane configuration of Kitsap Way leads to high travel speeds with average speeds exceeding 5 mph over the posted speed limit and 85th percentile speeds of more than 10 mph over the speed limit. High speeds



Kitsap Way curve near Austin Drive

and a lack of turn lanes have resulted in a number of crashes, which have included fatalities. The roadway also lacks non-motorized facilities and requires pedestrians and bicyclists to use the shoulder area. Kitsap Way has a pedestrian level-of-stress of 4 (high stress), exceeding the level-of-stress 2 recommended by WSDOT. The study's extensive public outreach process identified community concerns about roadway conditions, high speeds, safety, and lack of bicycle and pedestrian facilities.

The study also reviewed the corridor's future transportation conditions, considering the expected growth in Bremerton and surrounding areas. Without improvements, 3 of the 9 study intersections would operate at LOS E or F during the PM peak hour. The analysis found that a 3-lane section (one travel lane in each direction and a center turn lane) could accommodate the 28 percent traffic growth forecasted by 2050 while improving access and safety, and reducing travel speeds.

Even without any changes, the corridor's condition will necessitate substantial investment for maintenance and repair. The study explored three main improvement alternatives, all centered

around a 3-lane configuration that will meet future travel demand, reduce travel speeds, and include a center turn lane or median area to enhance safety and access. The alternatives included street trees and enhanced non-motorized facilities, designed to fit within the paved width of the existing roadway and shoulder areas.

Preferred Alternative

The resulting preferred alternative is a combination of all three alternatives and includes intersection upgrades to enhance traffic flow and safety. Kitsap Way will become a 3-lane section with a center turn lane and shared use multimodal pathways on both sides. New roundabouts were included at the Northlake Way/Chico Way, Harlow Drive, and the Austin Drive/Lyle Way intersections, while other corridor intersections were improved by adding left turn lanes, pedestrian crosswalks, and other features to improve traffic operations and safety. Within the Kitsap Junction area, parking aisles were added to reduce vehicle conflicts while providing access to property.



Preferred Alternative for Kitsap Junction.

The implementation of this plan will require effort and time, and construction of the project is expected to be completed in phases after securing grant funding. The resulting preferred alternative will provide an enhanced corridor that will improve traffic safety and operations while adding pedestrian and bicycle facilities that connect people to places and encourage use of the corridor by a wide range of users.

INTRODUCTION

The West Kitsap Way Planning Study identifies improvements to the western segment of Kitsap Way between the State Route 3 (SR 3)/Kitsap Way interchange and the northwest city limits.

This segment was formerly a part of the State Highway System and is near the end of its service life. The facility has four lanes with wide lanes and paved shoulders that encourages high-speed travel. The corridor lacks non-motorized facilities, such as sidewalks, crosswalks, bike lanes, and ADA-compliant facilities.

The study reviews potential corridor options and identifies a set of improvements that will provide safe and attractive options for multimodal travel including transit, freight, cars, bicyclists, and pedestrians.



PRIMARY STUDY OBJECTIVES

- Evaluation of corridor for transit, freight, cars, bicyclists, and pedestrians.
- Extensive public process connecting with diverse stakeholders that are understood, considered, and reflected in the recommendations.
- Evaluation of engineering, geotechnical, and stormwater flow and treatment options.
- Analysis of alternatives and selection of a preferred alternative.
- Preliminary corridor design to inform feasibility of recommended solutions, provide cost estimates, and further project implementation.
- Development of an implementation strategy for project improvements.
- Identification of a project phasing strategy to fund and construct improvements.

Study Corridor and Study Intersections

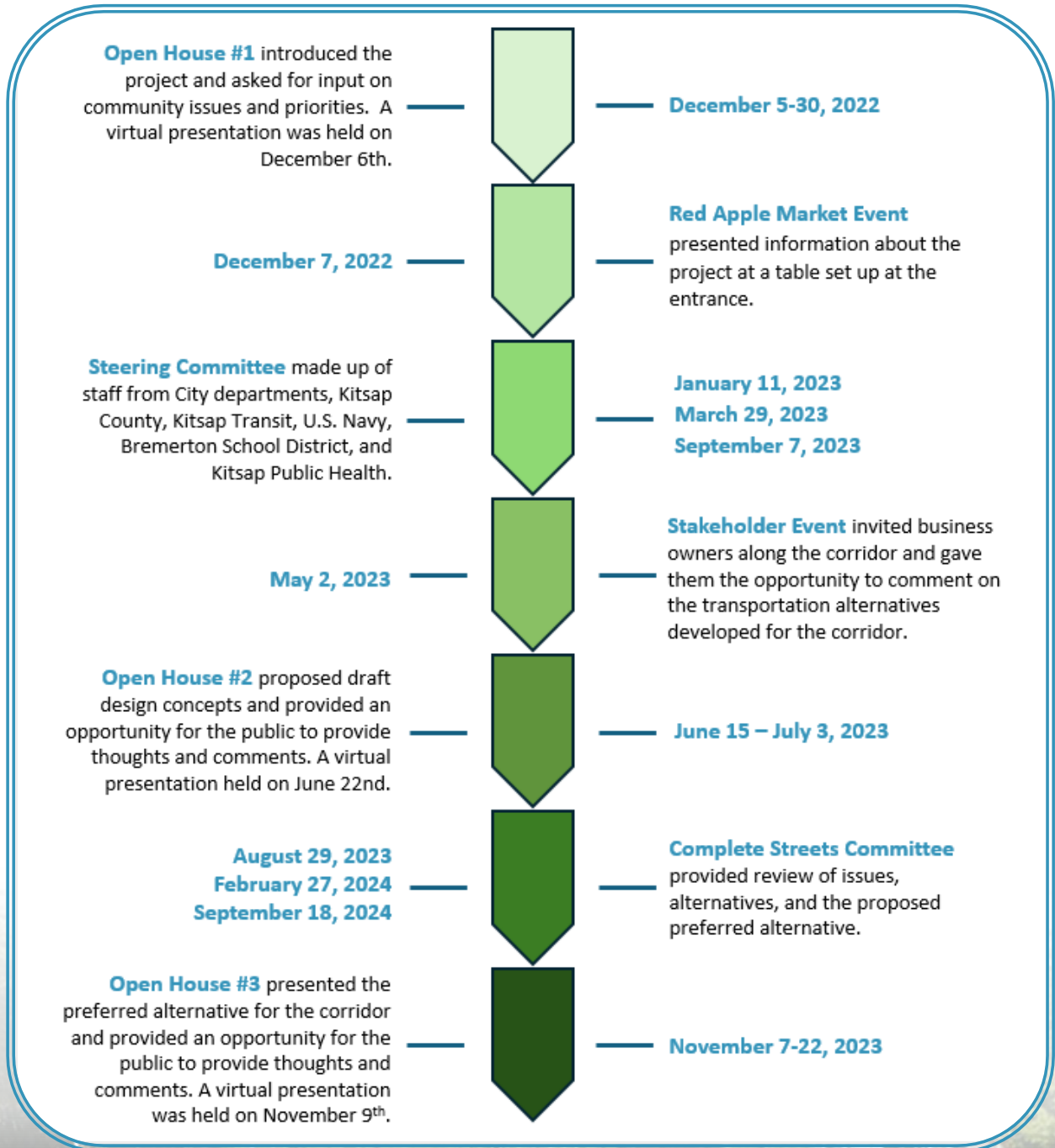


ABOUT KITSAP WAY...

Kitsap Way is an arterial corridor that extends between the western edge of downtown Bremerton and the northwest city limits. North of the city, the corridor becomes Chico Way, providing access to Silverdale and Poulsbo. East of the SR 3 interchange, Kitsap Way becomes SR 310, connecting SR 3 ramps to the Callow Avenue/Burwell Street (SR 304) intersection and forming a continuous state highway between the SR 3 interchange and the Washington State Ferry Terminal.

Community Outreach Process

The project included an extensive community involvement process, with outreach efforts aimed at engaging the community and businesses and providing opportunities for community input and feedback on the project. A full summary report of the community outreach process is found in Appendix G.



Organization of the Planning Study

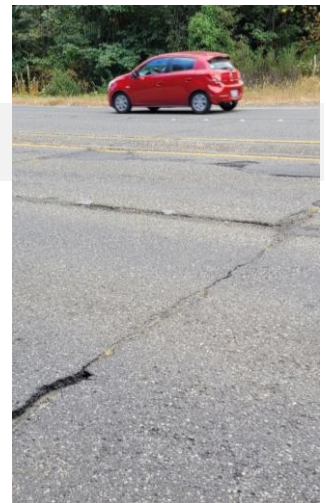
1. **Existing Conditions** – Description of existing roadway, transportation conditions, pavement conditions, geometrics, stormwater, access, crash data, and community concerns.
2. **Future Conditions** – Evaluation of future traffic volumes from forecasted land use growth and development.
3. **Alternatives** – Description of the types of intersection, roadway, and non-motorized options considered.
4. **Recommendations** – Description of the preferred alternative.
5. **Implementation of Improvements** – Identification of phasing plan for the project.

EXISTING CONDITIONS

This section describes the existing transportation conditions of the corridor including street characteristics, traffic volumes, intersection operations, travel speeds, and non-motorized facilities. Community outreach was conducted to identify issues, hopes, and concerns for residents and businesses in the area, as well as existing and potential users of the corridor. Appendix A contains a detailed analysis of the corridor's existing transportation conditions.

Takeaways from Existing Conditions:

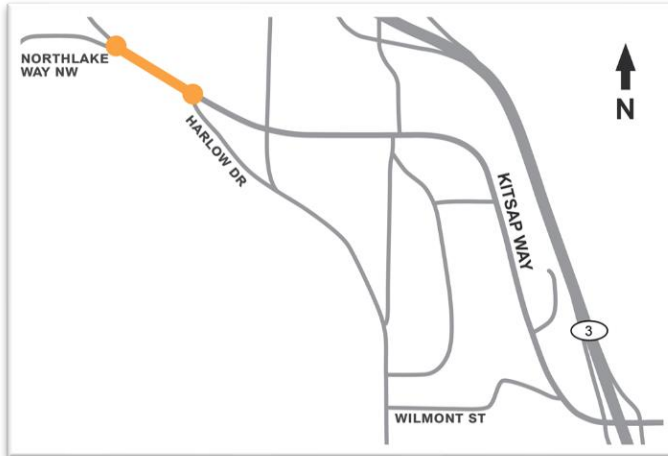
- Existing roadway design encourages vehicles to travel at high speeds.
- Existing traffic volumes do not justify two travel lanes in each direction.
- Lack of non-motorized facilities discourages use by pedestrians and bicycles.
- Limited access control creates conflicts for motorized and non-motorized users.
- High vehicle speeds and the lack of left turn lanes at intersections contribute to crashes.
- Pavement condition is deteriorating and rebuild of roadway is anticipated.
- Corridor lacks effective stormwater facilities and treatment.
- Community supports changes to make Kitsap Way more multimodal including the addition of bicycle and pedestrian facilities.



Top Left: Kitsap Way looking west from Lakehurst Drive. *Top Right:* Pavement Conditions near Austin Dr. *Bottom:* Pedestrians walking on shoulder near NAD Park.

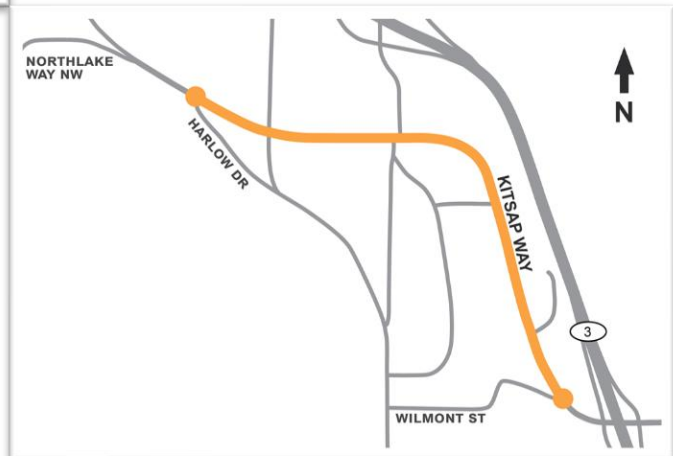
STREET CHARACTERISTICS

The design of a roadway affects the travel speeds, comfort for pedestrians and bicycles, and safety. Within the study corridor, Kitsap Way is a minor arterial street with a 35 mile-per-hour (mph) speed limit. There are three main segments of the corridor described below:



Between Northlake Way and Harlow Drive has one-to-two travel lanes in each direction with a center turn lane to provide access to adjacent properties. This area encompasses the business/commercial center of the community, also known as Kitsap Junction. At the north end of the corridor, Kitsap Way splits at the Northlake Way/Chico Way intersection, becoming two-lane roadways.

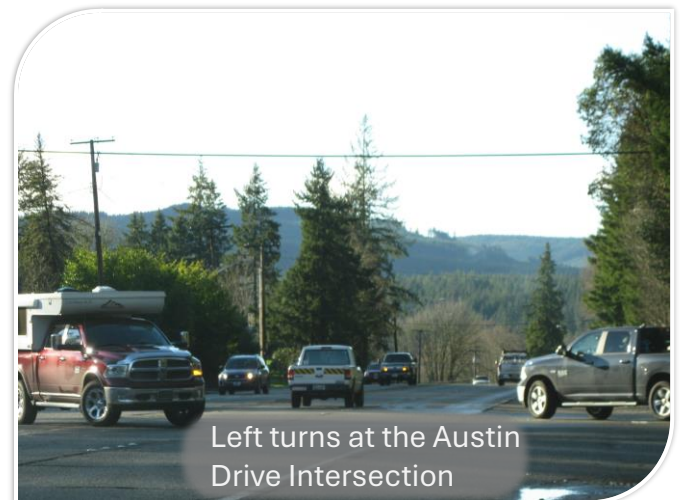
Between Harlow Drive and Wilmont Street is representative of the majority of Kitsap Way. The roadway has two 10.5-foot travel lanes in each direction and a narrow center median. The wide shoulder areas, multiple travel lanes, and broad curves on this segment encourage higher speeds and the lack of a center left turn lane requires turning vehicles to stop in the travel lane while waiting for a gap in traffic.



Between Wilmont Street and the SR 3 Interchange intersections, Kitsap Way widens to five lanes, allowing for left turn movements from Kitsap Way at the SR 3 ramp intersections. Within the interchange area, there are on-street bicycle lanes and sidewalks. East of the interchange, Kitsap Way becomes State Route 310.



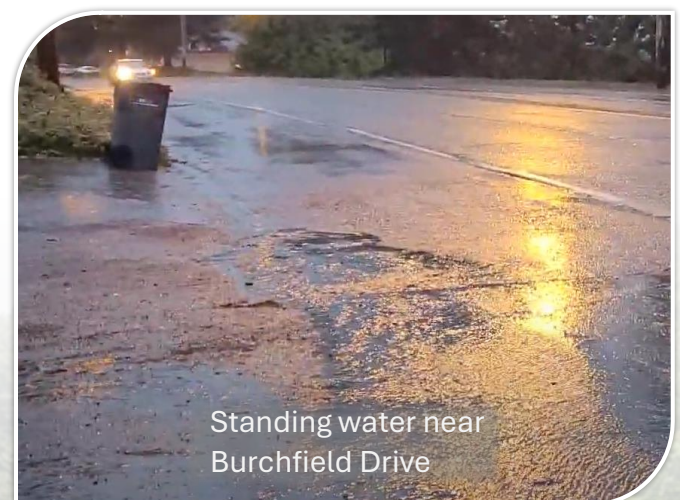
Intersections, such as Lakehurst Drive NW, Austin Drive, Crawford Drive, and Wilmont Street, do not have left turn lanes on Kitsap Way, requiring drivers to wait for gaps and initiate left turns from the through travel lane.



Pavement condition is a frequent complaint about the Kitsap Way corridor. The roadway was constructed with a series of concrete panels, many of which are rated in fair-to-poor condition. The joints between panels create bumpy and noisy vehicle travel and visible cracking has occurred along the joints where an asphalt overlay was applied.



Stormwater facilities are aging and have reduced capacity, resulting in standing water and flooding. Water from Kitsap Way does not have adequate treatment and drains into Ostrich Bay and Kitsap Lake.



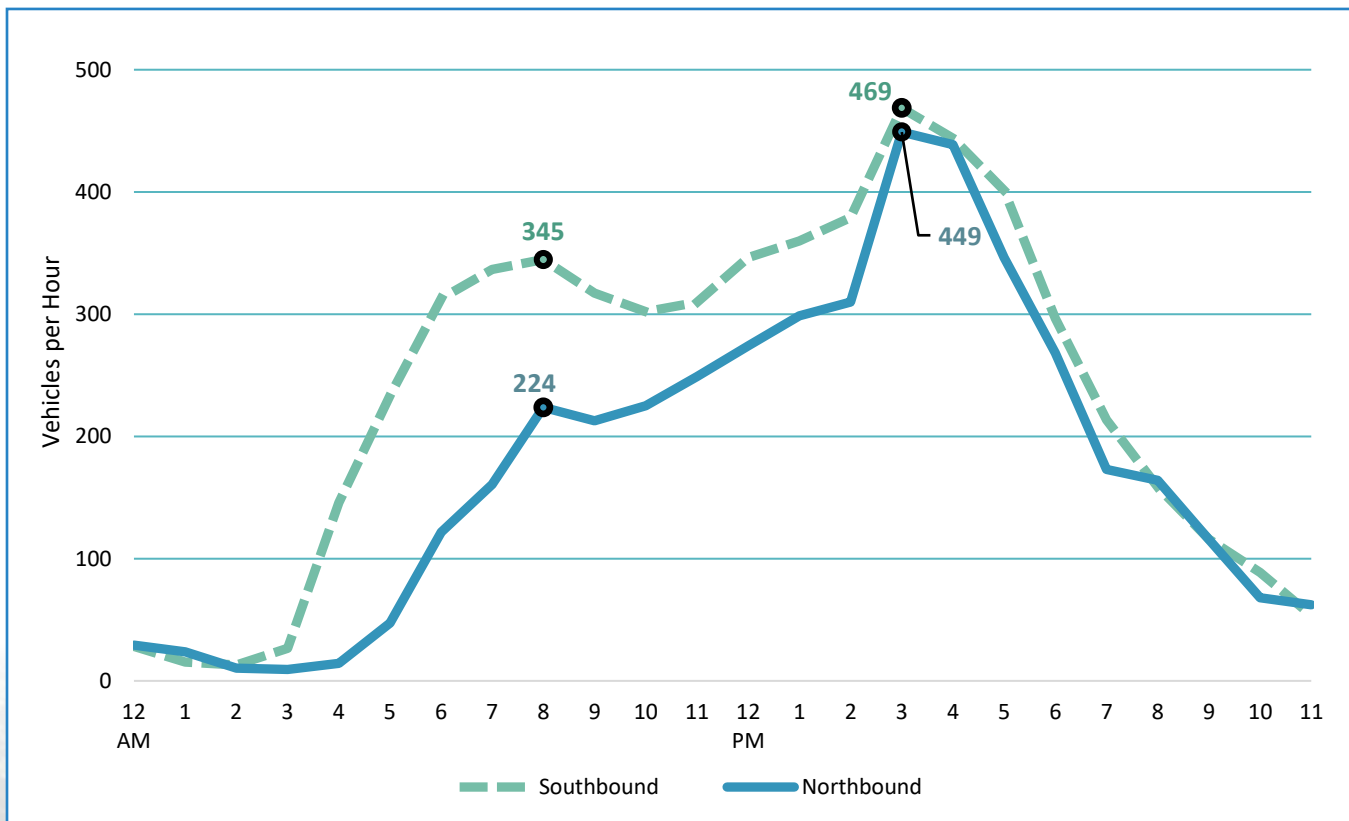
TRAFFIC VOLUMES

Daily volumes provide information on the directional patterns of traffic flow throughout the day. Traffic volumes are higher in the southbound direction (toward downtown) during both the AM and PM peak hours. Total volume during the PM peak hour is about 60% higher than during the AM peak hour. The graph below shows the hourly northbound and southbound traffic volume profiles for a typical weekday.

11,000 is the number of vehicles per day that use Kitsap Way.

30,000 is the roadway capacity of Kitsap Way.

Hourly Traffic Volumes on Kitsap Way at Burchfield Drive

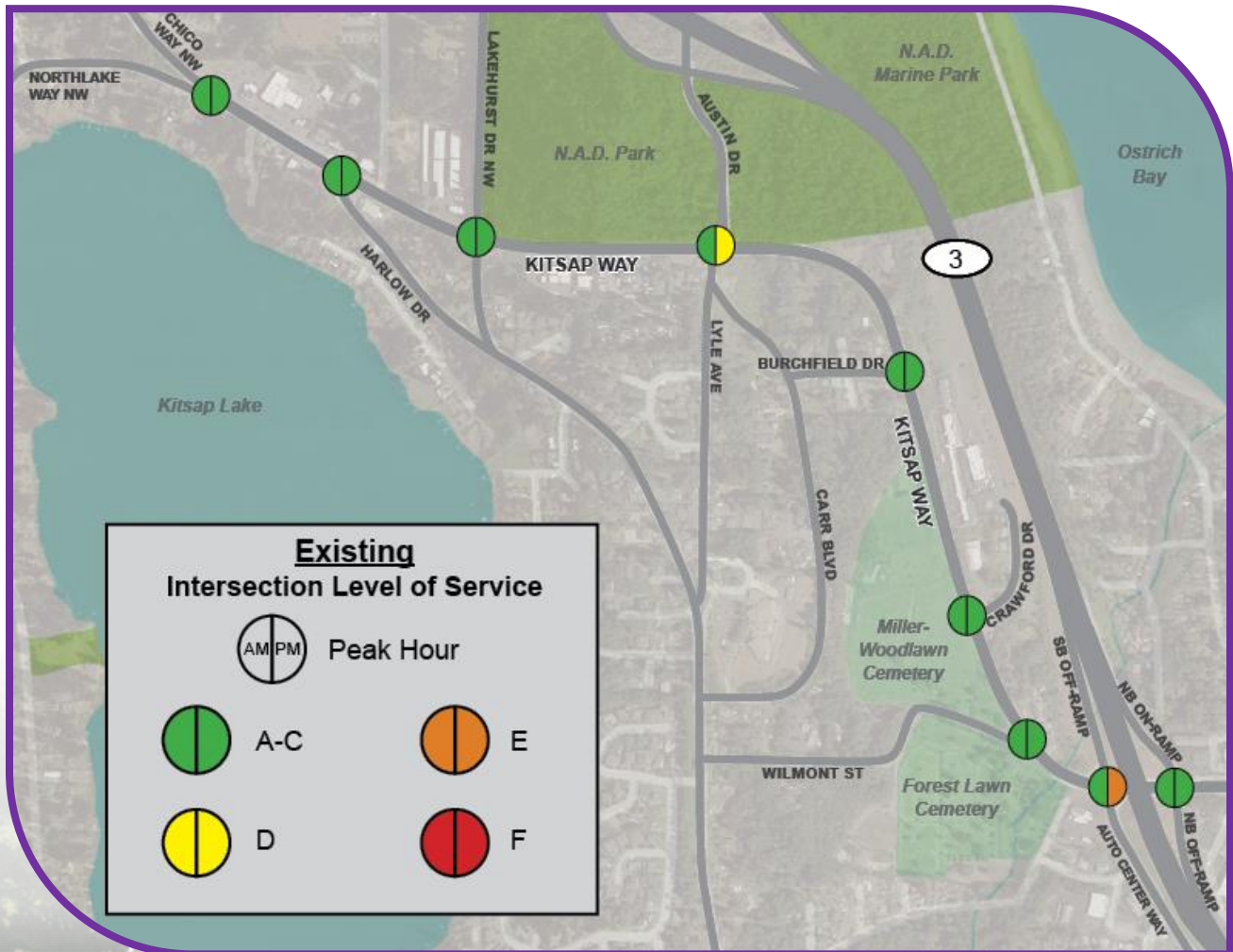


INTERSECTION OPERATIONS

Intersection level of service (LOS) is a measurement of the traffic congestion at an intersection. The intersection LOS ranges from A to F, with LOS A assigned when minimal delays are present and LOS F when lengthy delays occur. Currently, two intersections (Austin Drive-Lyle Avenue/Kitsap Way and Southbound SR-3 off-ramp-Auto Center Way/Kitsap Way) have higher levels of delay during the PM peak hour. The City of Bremerton has adopted a LOS E standard for city-controlled intersections (State Routes have a LOS D standard). For this planning study, a LOS D standard is used to allow for future growth along the corridor.

The figure below shows the existing intersection operations during the AM and PM peak hours. Appendix A contains the analysis results for existing signalized and unsignalized intersections.

Morning and Afternoon Existing Intersection Level of Service



TRAVEL SPEEDS

Kitsap Way has a posted speed limit of 35 mph. Speed data for Kitsap Way was collected at two locations: east of Harlow Drive and south of Burchfield Drive.

The table below shows the average vehicle speed and 85th percentile speed for the two count locations on Kitsap Way. Most vehicles travel faster than the 35-mph posted speed limit along the corridor.

Issue: Fast Vehicle Speeds

- ➔ *More than 26% of drivers travel more than 10 mph over the posted speed limit.*
- ➔ *Almost 7% of drivers travel more than 15 mph over the posted speed limit.*

Existing Vehicle Speeds on Kitsap Way

Count Location and Direction	Average Speed (mph)	85th Percentile Speed (mph)
Harlow Dr - Westbound	40.8	45.4
Harlow Dr - Eastbound	41.2	46.0
Burchfield Dr - Northbound	42.3	47.6
Burchfield Dr - Southbound	41.9	46.8

PEDESTRIANS, BICYCLES, AND TRANSIT

Kitsap Way has limited pedestrian facilities with only three small segments of sidewalks scattered throughout the corridor.

The paved shoulders on both sides of the street do not provide a comfortable walking environment, as they also are used for bicycles facilities, vehicle parking, and as drive lanes for vehicles entering and exiting traffic at driveways and intersections. Walkscore.com rates the corridor at a score of 23, meaning most trips require a car.

There is a Kitsap Transit route (212) connecting the Silverdale Transit Center and the Bremerton Transportation Center/ferry terminals. There are also two Worker/Driver bus routes that operate on Kitsap Way and provide access to the Naval Shipyard.



Level of Traffic Stress?

- Level of Traffic Stress (LTS) is a measure of the stress level people walking or cycling experience along a roadway. LTS scores from a range of 1 (low stress) to 4 (high stress).
- Kitsap Way has a LTS score of 4, meaning only a small percentage of people feel comfortable walking or biking. The LTS goal is level 2 or less.

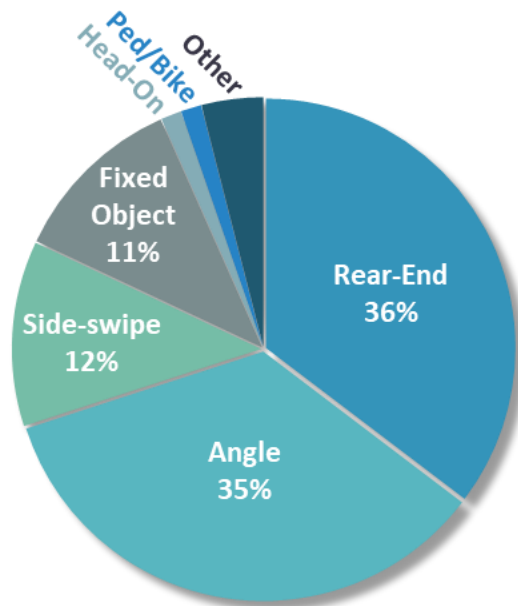


CRASH DATA SUMMARY

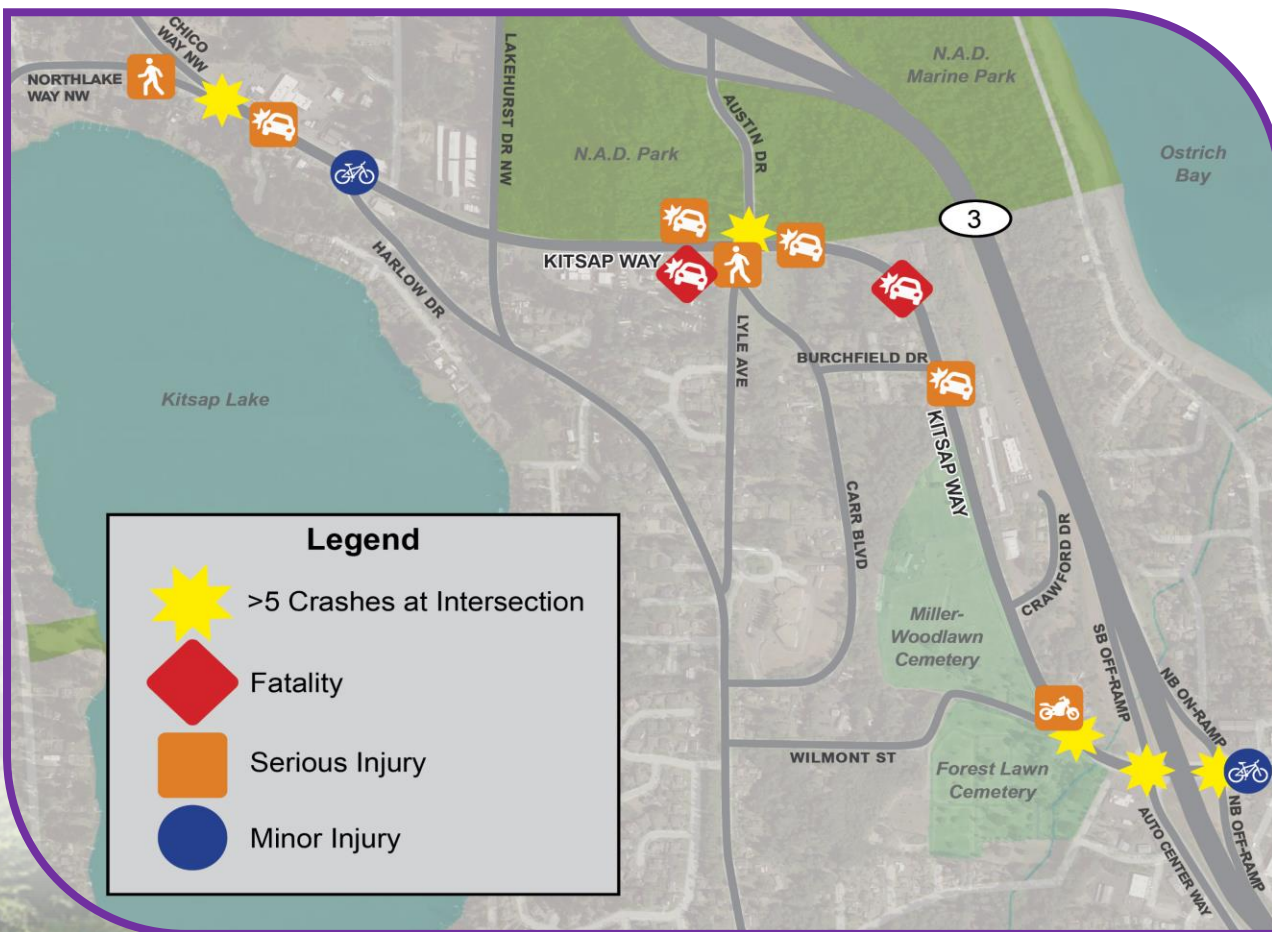
The study evaluated five-years of crash data from January 1, 2015 to December 31, 2019.

Over the 5-year period, there were a total of 150 reported crashes along the study corridor, with 114 crashes (75 percent) occurring at intersections. Just over half of the crashes occurred at the SR 3 interchange where the vehicle volumes and congestion are highest.

There were two fatalities and five serious crashes, two of which involved a pedestrian.

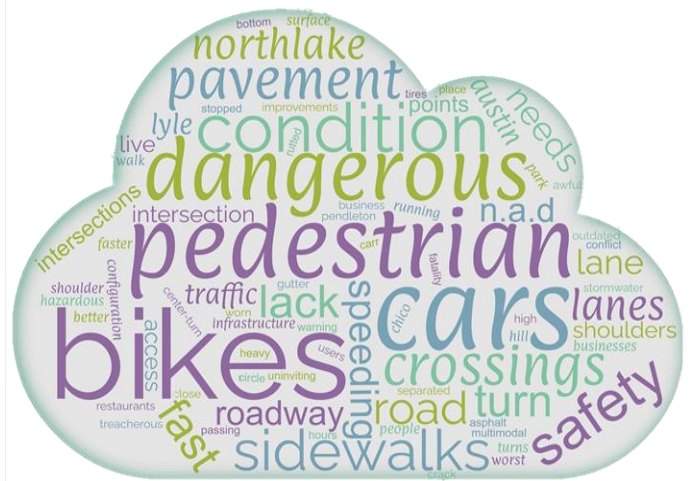


Summary of Crash Data Locations



Issues

- ❖ Travel speeds
- ❖ Lack of pedestrian facilities
- ❖ Poor roadway conditions
- ❖ Unsafe intersections
- ❖ Access to driveways and parking
- ❖ Lack of bike lanes
- ❖ Concerns about traffic congestion and noise due to construction
- ❖ Concerns about water runoff and flooding



- ✓ Adding turn lanes
- ✓ Improved pedestrian and bicycle facilities
- ✓ Reducing speed limit and crash prevention
- ✓ Adding or improving transit stops
- ✓ Improving ADA accessibility
- ✓ Providing separation between vehicles and pedestrians

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FUTURE CONDITIONS

As growth occurs along the corridor and in adjacent areas of the county, Kitsap Way will continue to be an important connection. Creating an identity for the corridor and making improvements in advance of growth will establish Kitsap Way's role in the city transportation network. Appendix B includes additional information on the future conditions analysis.

Takeaways: Future Corridor Needs

The current corridor will need improvements by 2050 to address the safety, operational, and maintenance issues of the corridor. Between 2022 and 2050, traffic growth of approximately 28 percent is expected on Kitsap Way. The following are the primary future needs of the corridor:

- **Roadway Reconstruction:** Multiple sections of the corridor are at the end of their useful life and will need to be reconstructed.
- **Intersection Operations:** Without improvements, both the SR 3 Southbound Off Ramp-Auto Center Way/Kitsap Way intersection and the Austin Drive-Lyle Way/Kitsap Way intersection will operate at **LOS F** during the evening commute.
- **Pedestrian and Bicycle Needs:** Higher volumes of pedestrians and bicyclists are expected to use Kitsap Way for commute and recreational purposes. Without adding separated facilities for non-motorized users, vehicle-pedestrian and vehicle-bicycle conflicts are likely to continue.
- **Corridor Safety:** Without corridor improvements, the number of crashes is expected to increase along the corridor. The existing four-lane configuration encourages higher speeds and vehicles must turn left from the through travel

FUTURE GROWTH

The Kitsap Regional Coordinating Council developed 2020-2044 growth targets for cities and communities in Kitsap County (February 15, 2022). Approximately 23,014 new residents and 16,106 new jobs will be accommodated within the Bremerton and its UGA. Most of the growth within Bremerton is expected to occur within the Downtown and designated Centers.

Most areas near the West Kitsap Way corridor are zoned for lower-density residential with areas of commercial zoning in the Kitsap Junction and near SR 3. To the west of the corridor, a portion of the Ueland Tree Farm may be redeveloped for residential homes creating a large growth area on Northlake Way.

Growth Targets for Bremerton



23,014
Population
Increase

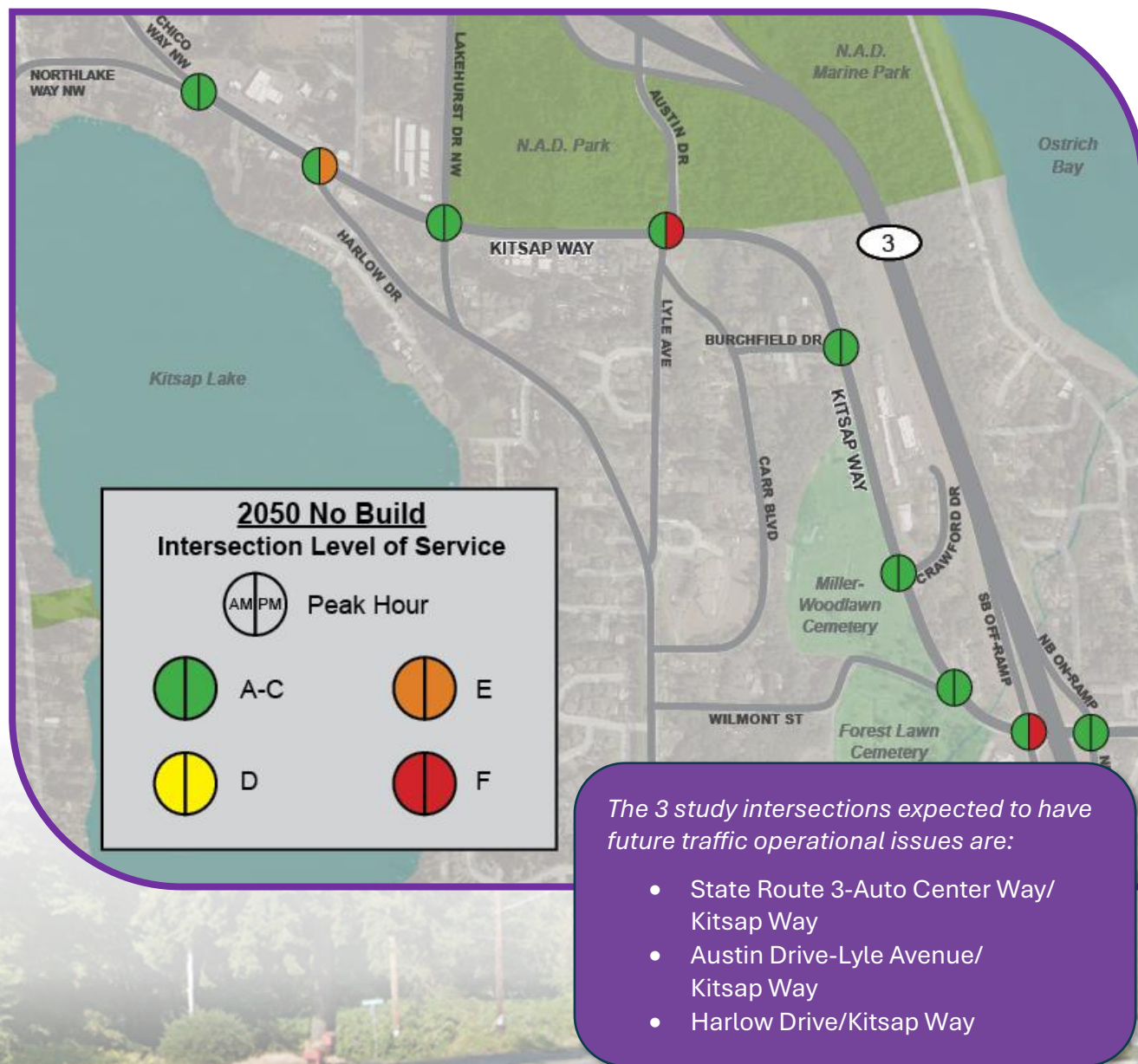


16,106
Increase in
Jobs

2050 INTERSECTION OPERATIONS - BASELINE

The Puget Sound Regional Council (PSRC) maintains a regionwide travel demand model to help communities understand how future growth in vehicle traffic may impact area streets. These forecasts were used to determine the future growth and 2050 volumes on Kitsap Way. The resulting 2050 forecasts were applied in a detailed traffic model for the corridor to understand how well traffic operations would operate in the future. Between 2022 and 2050, traffic growth of approximately 28 percent is expected on Kitsap Way. Appendix B provides details of this analysis.

2050 Baseline Intersection Level of Service



CORRIDOR ALTERNATIVES

The analysis evaluated a range of alternatives for the corridor, multimodal facilities, and intersections. This section describes the main options reviewed and findings from the alternatives analysis. Appendix C includes additional details on the alternatives and how they were evaluated.

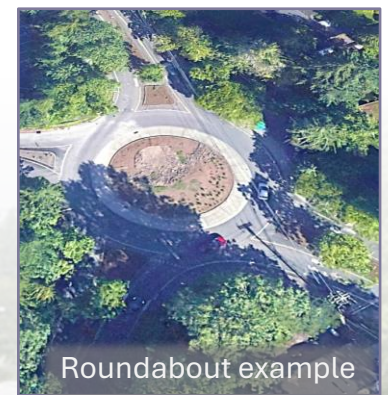
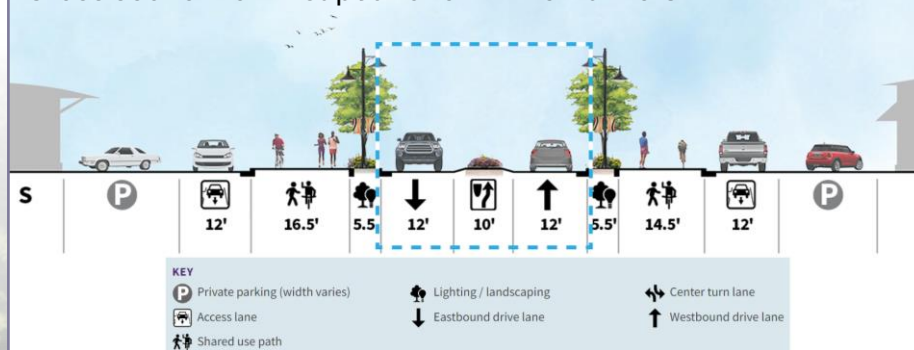
Takeaways from Corridor Alternatives:

- Alternatives reduce Kitsap Way from 4 lanes to 3 lanes to slow traffic, improve safety, and provide spaces for non-motorized facilities.
- Alternatives focused on improvements at intersections and the types of non-motorized facilities along Kitsap Way.
- Improvements are expected accommodate forecasted traffic volumes.



Example of a separated bike lane

Cross section for Kitsap Junction – Alternative C



Roundabout example

KITSAP WAY OPTIONS

The traffic operations analysis was used to determine the number of lanes needed for Kitsap Way. The analysis found that two travel lanes in each direction had excess capacity and was a contributing factor to the high number of crashes and high speeds along the corridor.

As part of the alternatives analysis reviewed the trade-offs between 3-lane, 4-lane, and 5-lane options. The 3-lane section was selected as the preferred option for the corridor.

Kitsap Way Roadway Alternatives

Alternative	Description	Assessment
5 Lane	2 travel lanes in each direction and a center turn lane	Would further increase capacity and speeds on the corridor and would have high right of way impacts
4 Lane	2 lanes in each direction without a center turn lane (existing configuration)	Lacks a center left turn lane that reduces safety, encourages higher travel speeds, and has high construction and stormwater costs
3+1 Lane	2 lanes in one direction, 1 lane in the opposite direction and a center left turn lane	Encourages high speeds (one direction) and would have higher costs for roadway construction and stormwater.
3 Lane	1 lane in each direction and a center left turn lane.	Provides safety and operational benefits and allows for space for non-motorized facilities.

Property Impacts

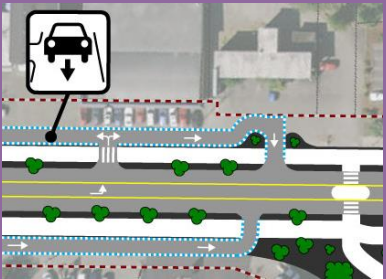
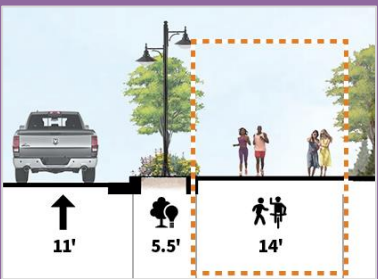
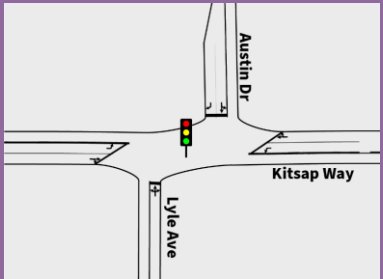

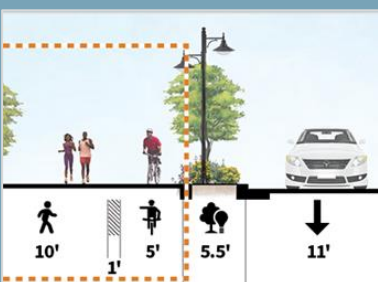
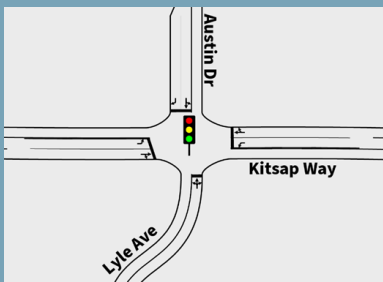
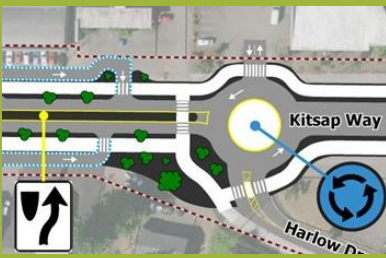
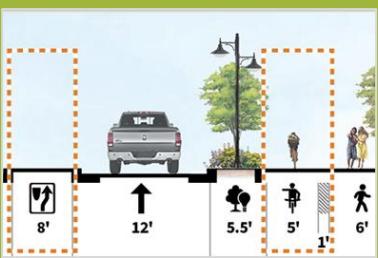

An advantage of a 3-lane section is that it approximately fits within the 75 feet of paved width of the existing roadway and shoulder areas. This results in less impacts to adjacent properties and reduces the costs for related to retaining walls. All other alternatives are expected to require significant widening along the corridor.



DESIGN ALTERNATIVES

Three main corridor alternatives were developed and tested for this analysis. These alternatives were built upon the input from the community and were formulated to provide options that would create a multimodal corridor that would enhance safety and mobility. Alternatives included specific designs for the Kitsap Junction business district and for individual intersections, ranging from the lower impact/lower cost to higher impact/higher costs. Details of the design alternatives are included in Appendix C, and a summary is provided below.

	Alternative A: Lower cost improvements	Alternative B: Additional features but at higher costs	Alternative C: Most improvements but at highest cost
Cost	\$	\$\$	\$\$\$
Kitsap Way	One lane in each direction with a center turn lane	One lane in each direction with a center turn lane	One lane in each direction with raised center median
Non-Motorized Facilities	Shared Path Concept	Shared Path and Downhill Bike Lane	Raised Walkways and Bike Path
Access Controls	Two-Way Left Turn Lane	Combination of Center Turn Lane and Medians	Raised Median with U-turn locations
Kitsap Junction	Parking Aisles with Center Turn Lane	Public Angle Parking with Center Turn Lane	Roundabouts and Median

Alternative A	Kitsap Junction  <ul style="list-style-type: none"> • Parking aisles accessing private parking • Center turn lane • Shared use paths 	Corridor  <ul style="list-style-type: none"> • One lane each direction • Shared use paths on both sides • Center turn lane 	Intersections  <ul style="list-style-type: none"> • New traffic signals at Northlake Way and Austin Dr/Lyle Ave • No roadway realignments
Alternative B	Kitsap Junction  <ul style="list-style-type: none"> • Parking aisles accessing public angle parking • Center turn lane • Shared use paths 	Corridor  <ul style="list-style-type: none"> • One lane each direction • Raised bicycle lane (downhill side only) • Center turn lane 	Intersections  <ul style="list-style-type: none"> • New signal at Austin Dr • Roadway realignments at Northlake Way, Lyle Ave • Other lane revisions
Alternative C	Kitsap Junction  <ul style="list-style-type: none"> • Parking aisles accessing private parking • Raised center median • Two roundabouts provide U-turn access 	Corridor  <ul style="list-style-type: none"> • One lane each direction • Raised center median, turn lane at intersections • Raised bicycle lanes both directions 	Intersections  <ul style="list-style-type: none"> • Up to six new roundabout intersections providing U-turn access • Roadway realignments support roundabouts

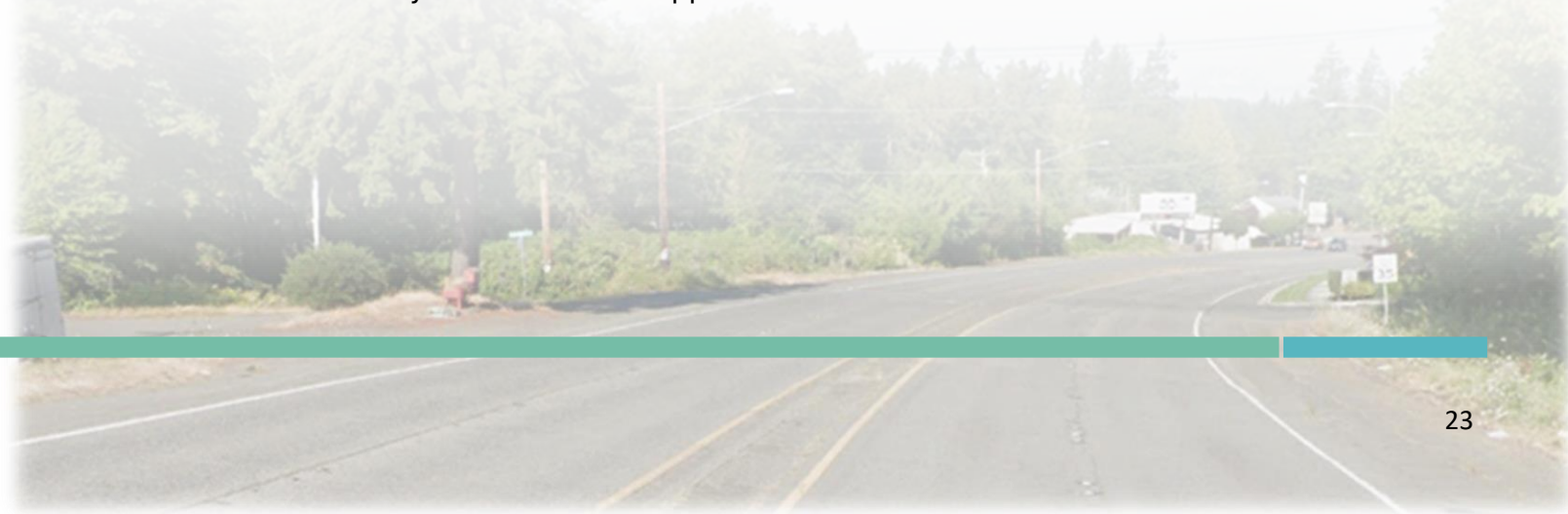
ALTERNATIVE ANALYSIS

An analysis was conducted to compare how well each alternative met the criteria for the project. The nine criteria were developed by the project's steering committee, City staff, and the project team. The evaluation criteria are mainly qualitative in nature but help understand the advantages and disadvantages of each alternative. The alternative analysis included a detailed review of the intersection traffic operations and a safety study. Overall, all three alternatives were determined to meet the criteria.

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	↑	↑	↔

These results were presented at the second open house for public comment. A summary of the alternatives analysis is included in Appendix C.



PUBLIC SUPPORT

The final criterion was an overall assessment of alternative support based on comments received at the open house. At the open house, the public were asked whether they liked, disliked, or were neutral to the individual elements of each alternative. The table below summarizes the results from the 78 people who responded to the survey as part of the open house. The results show that the public found certain elements of each alternative as preferred and other elements less preferred. Additional public comments are found in Appendix G: Public Outreach Summary.

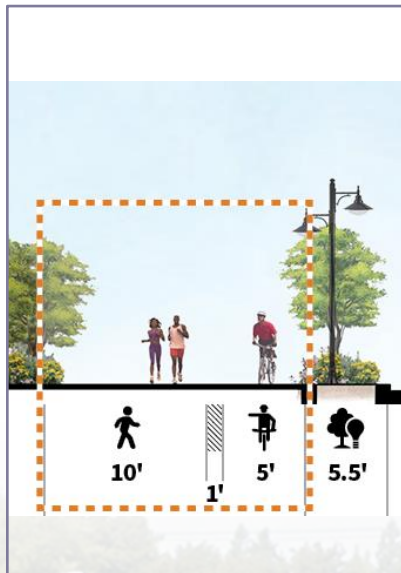
	Alternative A	Alternative B	Alternative C
Most Liked Elements (>60% Liked)	<ul style="list-style-type: none"> • Three-lane roadway with center turn lane. • Shared use pathways. 	<ul style="list-style-type: none"> • Three-lane roadway with center turn lane. • Downhill raised bike lane and shared use paths. 	<ul style="list-style-type: none"> • Roundabout at the Austin Drive/Lyle Avenue intersection. • Roundabout at the Northlake Way/ Chico Way intersection.
More Neutral Opinions (>80% either liked or were neutral)	<ul style="list-style-type: none"> • Parking aisle access to private parking in Kitsap Junction. 	<ul style="list-style-type: none"> • Public angle parking in Kitsap Junction. • Chicane and stop sign at Northlake Way intersection. • Realigned traffic signal at Austin Drive. • Reconfigured lanes on southbound off-ramp for SR 3 intersection. 	<ul style="list-style-type: none"> • Downhill raised bike lane and walkways on both sides. • Roundabout at the Harlow Drive/Kitsap Way intersection.
Mixed Review (>30% liked and >30% disliked)	<ul style="list-style-type: none"> • Traffic signal at Austin Drive (no realignment of Lyle Avenue). 		<ul style="list-style-type: none"> • Two-lane roadway with raised center median (Kitsap Junction). • Two-lane roadway with raised center median (corridor).
Least Liked Elements (>50% disliked)	<ul style="list-style-type: none"> • Traffic signal at Northlake Way and Chico Way. 		<ul style="list-style-type: none"> • Multilane roundabouts at the SR 3 interchange.

PREFERRED ALTERNATIVE

With input from the public at the second open house, city staff, the complete streets committee, and the project steering committee, the project team developed a preferred alternative for the corridor. The following describes the elements of the preferred alternative, including the roadway configuration, non-motorized facilities, Kitsap Junction, and intersection treatments. Appendix D provides a more detailed description of the Preferred Alternative.

Takeaways from Preferred Alternative:

- Kitsap Way will be reduced from 4 lanes to 3 lanes to slow traffic, improve safety, and provide spaces for non-motorized facilities.
- Elements from each of the preliminary alternatives were incorporated into the preferred alternative.
- Preferred alternative meets design criteria and accommodates future traffic volumes on the corridor.

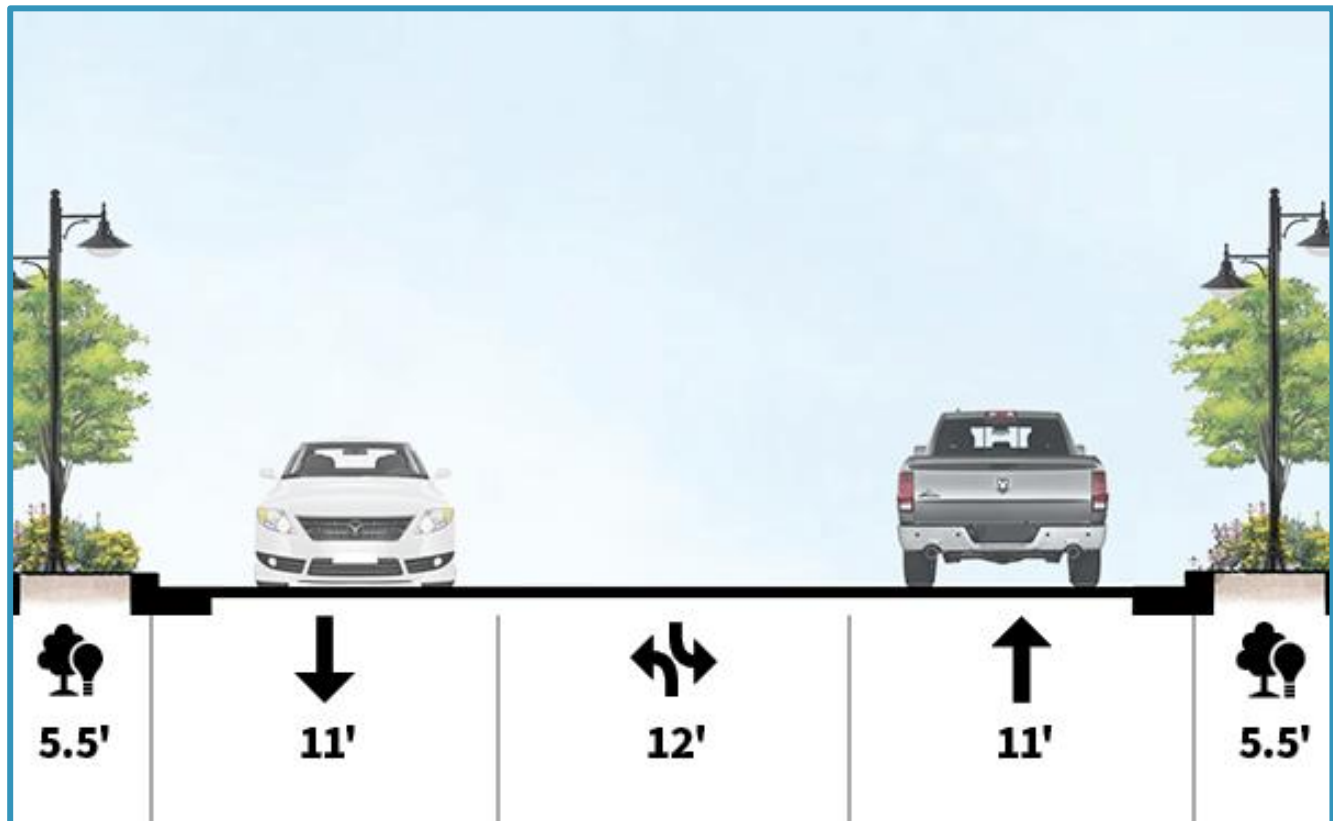


Top: Concept for roundabout at Harlow Dr/Kitsap Way. **Bottom Left:** Separated downhill bike lane, east of Austin Drive. **Bottom Right:** Proposed changes to address sight distance at Burchfield Dr.

ROADWAY DESIGN

The recommended roadway design was popular feature of the corridor. It includes one travel lane in each direction with a center left turn lane or raised center median. The reduction in the number of through lanes will help reduce travel speeds on the corridor, reduces crossing distances for pedestrians, and allow room for other amenities such as street trees and non-motorized facilities.

Preferred Alternative: 3-Lane Roadway



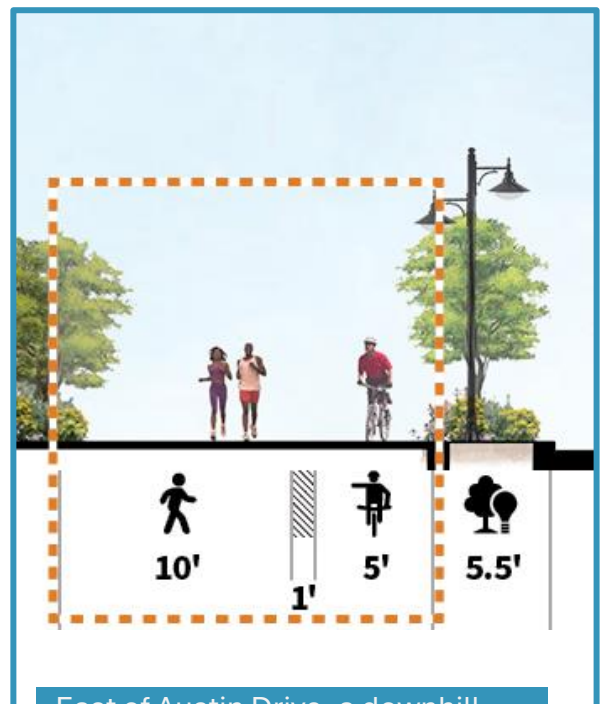
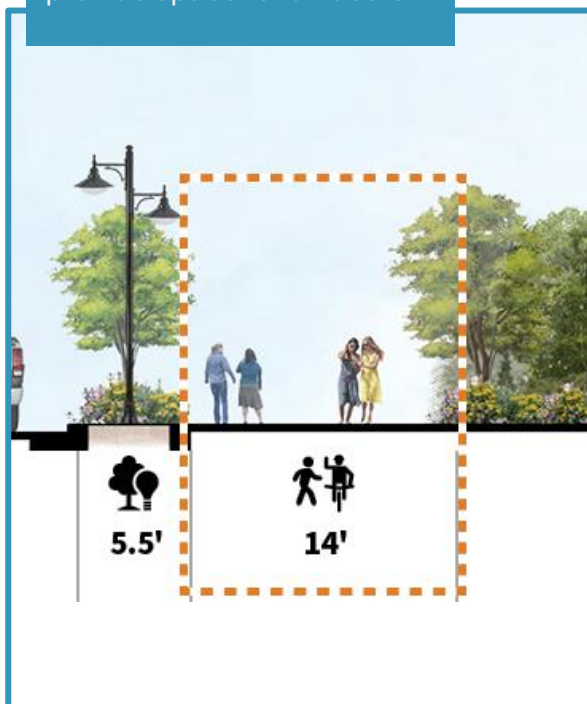
Benefits of Preferred Alternative – Roadway Design:

- ✓ Design calms traffic and reduces travel speeds.
- ✓ Provides a center turn lane or median that improves safety and access.
- ✓ Allows room for other amenities such as street trees and non-motorized facilities – a “complete street.”

BICYCLE AND PEDESTRIAN FACILITIES

Shared use pathways will make up most of the corridor. Separation of the pathways will create comfortable areas for people to walk a dog, run, bike, or push a stroller. For the steep downhill portion of the corridor (between Austin Drive and Wilmont Street), the southbound shared use path will be divided to provide a dedicated downhill bike lane for fast-moving cyclists.

Shared use pathways provide space for all users.



East of Austin Drive, a downhill bike lane separates faster moving bicycles from pedestrians.

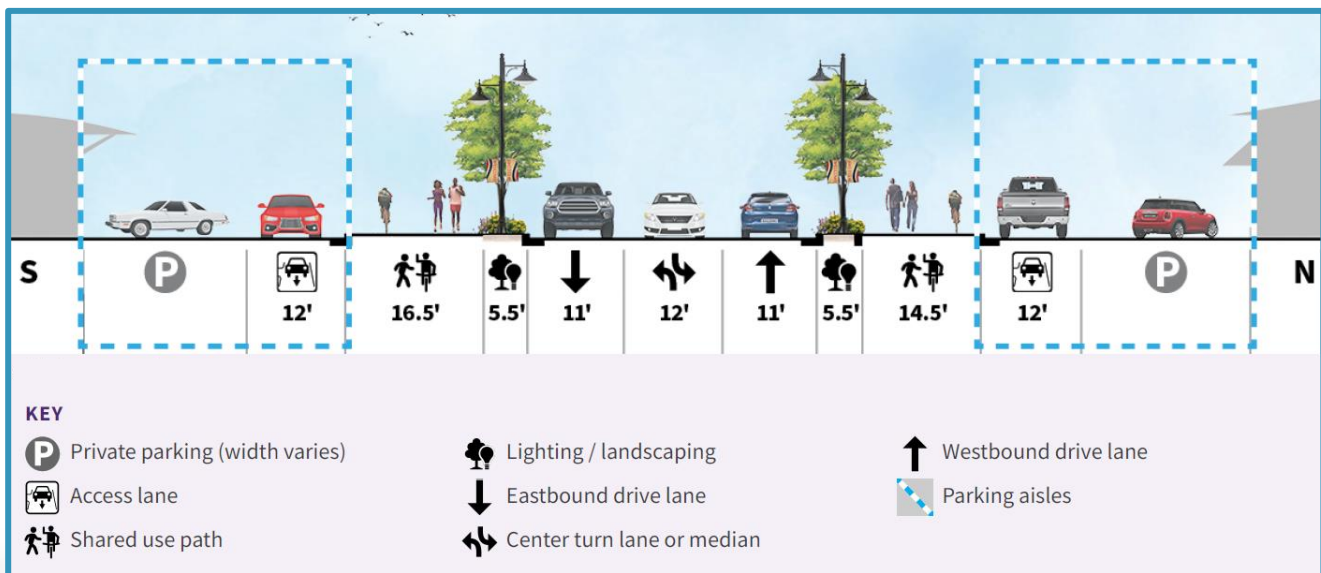
Benefits of Preferred Alternative – Bicycle and Pedestrian:

- ✓ Provides a low-stress shared use path for people of all ages and all abilities.
- ✓ Buffers bicycles from main line traffic.
- ✓ On downhill segments, provides people on bikes a separate downhill facility.

KITSAP JUNCTION

In Kitsap Junction, the preferred alternative allows for access to existing parking areas, driveways, and drive-through lanes. The preferred option provides shared use pathways for non-motorized travel with low-speed parking roadways to access Junction businesses.

Improvements between Chico Way and Harlow Drive (Kitsap Junction)



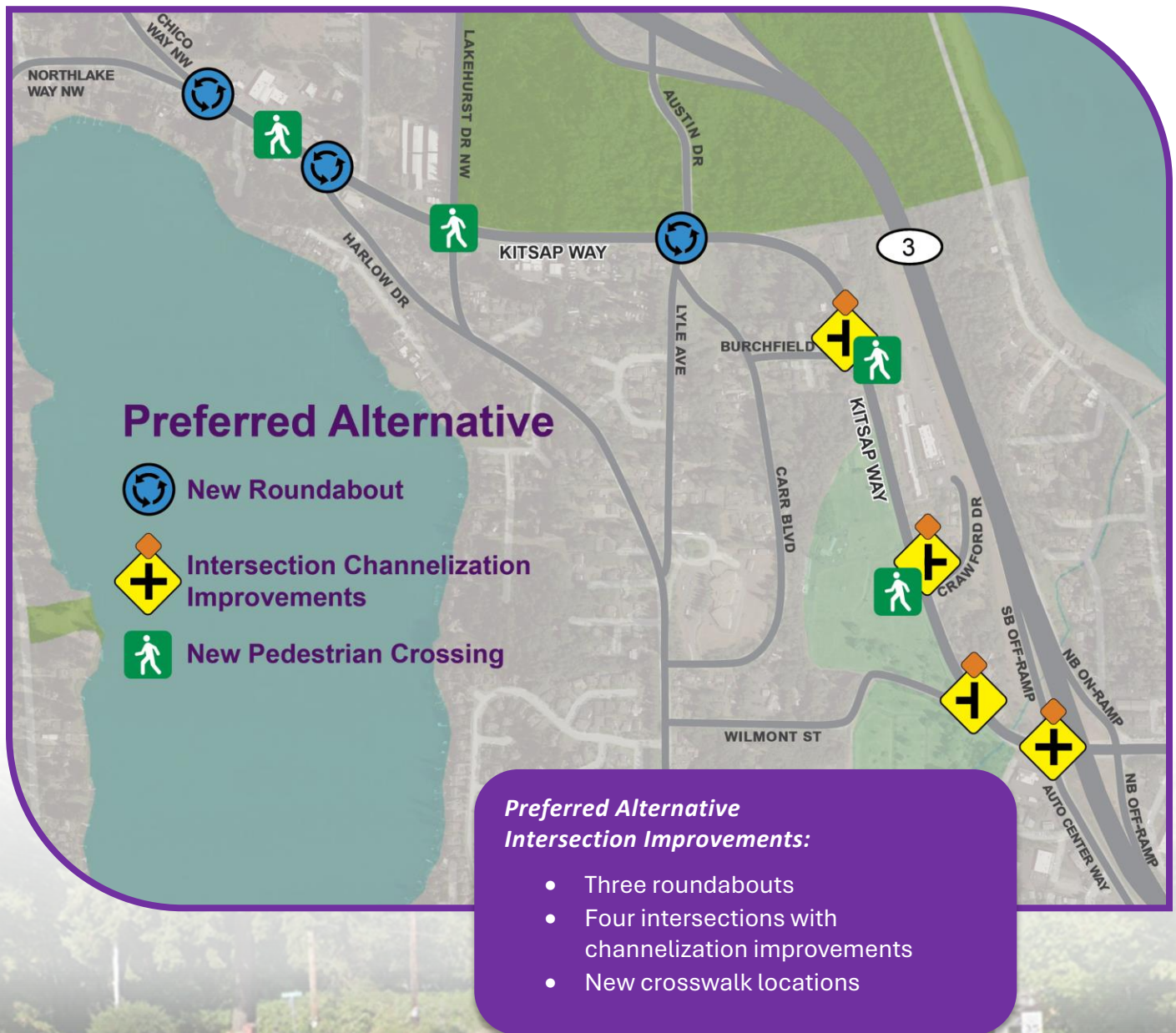
Benefits of Preferred Alternative – Kitsap Junction

- ✓ Parking aisles retain access to property, driveways, and parking areas.
- ✓ Provides buffered shared use pathways for people walking and biking.
- ✓ Roundabouts slow traffic on Kitsap Way while moving vehicles.
- ✓ Provides space for center turn lanes and raised medians to control access.

INTERSECTIONS

The recommended design included improvements to intersections to improve operations and safety. Roundabouts were added at the Northlake Way/Chico Way, Harlow Drive, and Austin Drive/Lyle Way intersections, while other corridor intersections were improved adding left turn lanes, pedestrian crosswalks, and other features to improve traffic operations and safety. All intersections will operate above the City's LOS standard.

Intersection Improvement Locations



Intersection Roundabouts

Three intersection locations were identified for roundabouts. These include the Chico Way/Northlake Way, Harlow Drive, and the Austin Drive/Lyle Way intersections along Kitsap Way.



Benefits of Preferred Alternative - Roundabouts

- ✓ Provides traffic calming feature to reduce speeds.
- ✓ Accommodate high volumes of turning vehicles.
- ✓ Reduces severe crashes.
- ✓ Adds a potential gateway feature to the corridor.
- ✓ Includes crosswalks for people walking and rolling.
- ✓ Accommodates future traffic.

Future design and analysis of the roundabouts will be completed to meet specific parameters related to speed, vehicle turning movements, grade and drainage, access to property, and pedestrian and bicycle safety.

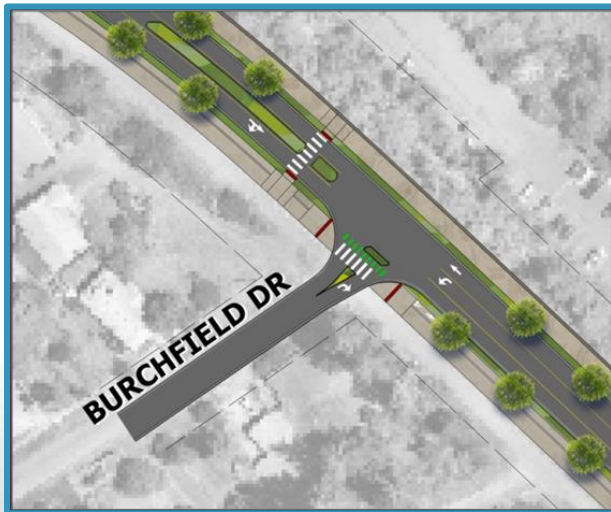
Other Corridor Intersections

The center lane that allows left turn pockets at intersections as well as access to driveways. The following shows the recommended improvements at various corridor intersections. Each intersection considers traffic operations, safety, and access to adjacent properties.



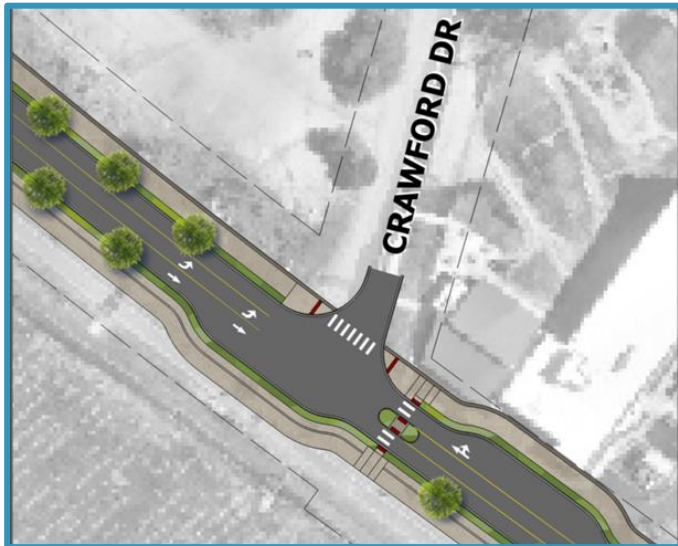
Lakehurst Drive Intersection

Adds left turn pockets and crosswalks to provide a crossing along this segment of the corridor.



Burchfield Drive Intersection

Includes a new northbound left turn pocket and limits traffic traveling eastbound on Burchfield Drive to right turns only because of limited sight distance.



Crawford Drive Intersection

Includes bus pullouts and an RRFB crossing to provide access to transit stops on both sides of Kitsap Way.



Wilmont Drive Intersection

Adds a left turn pocket and revises the alignment of Wilmont Drive.



State Route 3 off-ramp/Auto Center Way Changes the channelization on the off-ramp to provide two dedicated left turn lanes. Minor changes to intersection improve bike and pedestrian facilities.

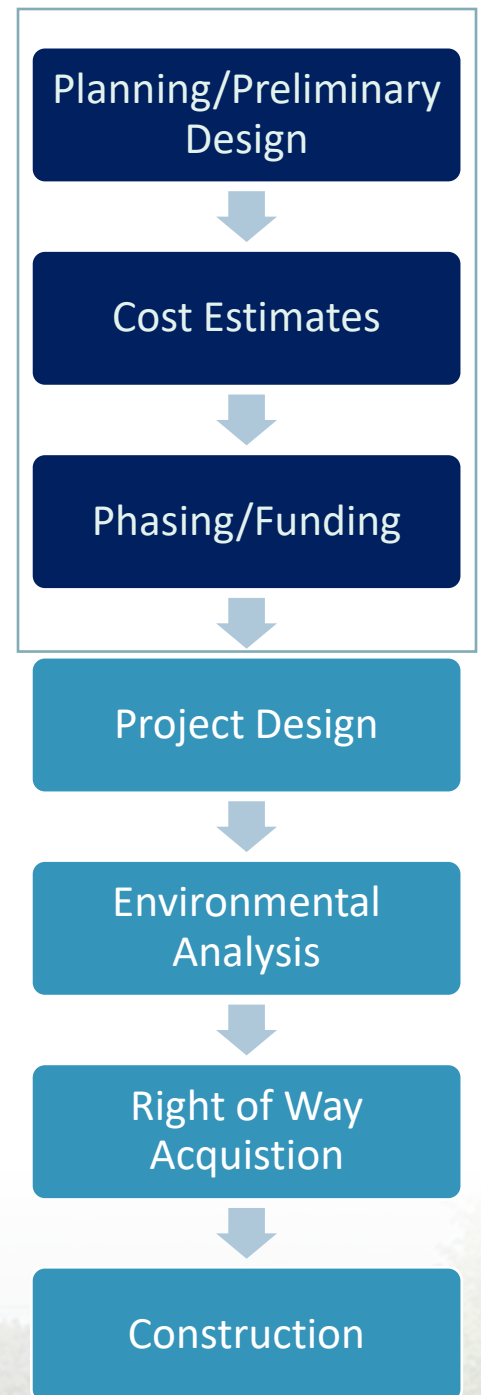
PLAN IMPLEMENTATION

Implementation of this plan will require effort and time. The chart illustrates the steps that will be taken to implement the corridor design from initial concept through construction. In this planning study, the effort focused on the first three steps: planning and preliminary design, cost estimates, and phasing and funding. The effort defined the project and established a plan for its implementation. In the future, additional design work, environmental analysis, and right of way acquisition will be completed, leading to bidding the project and construction.

The project is likely to be completed in phasing, with the final design and construction occurring after securing grant funding to help offset the project costs.

Appendix E provides an Implementation Plan for the Kitsap Way study corridor. It includes preliminary cost estimates, project phasing, and sources of funding. A preliminary schedule is provided to guide the process.

The plan is an initial guide for the implementation of the improvements outlined in this study, however project phasing should remain flexible. Flexibility in phasing will allow the City to be responsive to issues and opportunities that arise such as new or worsening safety concerns.



CONCLUSION

The West Kitsap Way Corridor Planning Study reached out to the community, business owners, and other stakeholders to identify needs, evaluate alternatives, and define the concept for the corridor. After presenting a range of options, the resulting preferred alternative will provide an enhanced corridor that will improve the traffic safety and operations along the corridor while adding pedestrian and bicycle facilities that will connect people to places and encourage use of the corridor by a wide range of users.

