



# West Kitsap Way Planning Study



## Appendix G

### Public Outreach Summary



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# **West Kitsap Way Planning Study**

## Final Outreach Report

## **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 NW. The early stages of this project included asking the community for feedback on how the corridor works for them and how it could better serve them in the future.

Based on that feedback, this study developed 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. This was reflected in an alternative analysis in mid-2023. The final study reflects the desires and needs of the community by a preferred alternative that can be used for project implementation.

The project's goals for community outreach included to:

- Inform community and key constituency groups to build an understanding of the purpose, need, and goals of the study and the decision points when their input will be informative.
- Collect robust and representative feedback that informs the project team of community priorities for the corridor and shapes the study's outcomes.
- Promote an inclusive and accessible outreach process and elevate voices not included in planning projects historically.
- Ensure community members know when and how they can participate in the process. Make providing feedback on the project accessible.

The City of Bremerton provided three public outreach opportunities for the community to share feedback on the project alternatives between December 2022 and November 2023.

- Phase 1: Existing Conditions (December 2022)
- Phase 2: Alternatives Analysis and Preliminary Design Alternatives (May through July 2023)
- Phase 3: Preferred Alternative (November 2023)

Each round of outreach consisted of a project online open house, website update, and a virtual presentation. The project hosted two in-person events along the project corridor.

This final report includes descriptions of each round of public outreach.

## **Accessibility**

The City of Bremerton is committed to conducting a fair and inclusive engagement process on public projects. As part of this study, the project team took the following actions to provide accessibility of project materials and events:



- Mailers sent to neighbors included information about the project and upcoming project events in Spanish.
- Mailers sent to neighbors also invited additional questions, interpretation and translation requests to be directed to the project manager.
- Virtual presentations to the community included a closed captioning feature.
- The online open house platform hosted a Google Translate feature where viewers could select a preferred language.
- Following the virtual presentations hosted by the project, and also included as part of the three online open houses, the City invited the public to take a voluntary demographic survey.
- Opportunities for providing feedback included a mix of both virtual and in-person events.

## **Phase 1: Existing Conditions (December 2022)**

### **Online Open House**

The first online open house invited the community to learn about the study's purpose, timeline, the corridor's existing conditions, and potential solutions. The platform offered opportunities to contribute feedback along the way. The online open house had 114 visitors between December 5 and December 30, 2022.

The first online open house "tab" (or page) introduced the project and provided context for what needs were being addressed during the planning study. Next, the existing conditions were broken down by category to reinforce the need for potential changes in the corridor that could improve public safety and more. After that, the community was asked four questions based on how they use, interact, or engage with the corridor and how they would like to see it change. Finally, the study's next steps and community engagement were listed along with contact information for further information.

Some of the general comments and issues identified by the public included:

- A majority of comments were concerned about the overall safety of people driving, walking, and biking.
- Open house visitors suggested new bike paths or bike lanes, sidewalks and pedestrian paths, crosswalks, or multi-use paths.
- Some of the suggestions were to reduce points of conflict, such as adding roundabouts and turn lanes, and support for reducing the speed limit or increasing the speed enforcement in the area.

### **Virtual Presentation**

The 45-minute-long presentation, hosted on December 6, 2022, comprised welcome remarks and introductions, an overview of existing conditions, and some suggested

solutions, followed by a question-and-answer session during which attendees submitted questions and comments in real-time. The presentation used Mentimeter.com to ask three interactive questions of the audience. Closed captioning was available, and the meeting was recorded for those who could not attend. Twenty-two people attended the virtual presentation (not including project staff).

Issues raised during the question-and-answer session included:

- Parking and sidewalk access to businesses
- Right-of-way impacts to buildings
- Funding for the project improvements
- Traffic flow and speed limit impacts
- Sidewalk connectivity to local trails

### **Tabling event at Red Apple Market**

The December 9, 2022, tabling event at Ralph's Red Apple Market started at 4:30 PM and ended at 6:30 PM. The project team hosted an informational table and a poster to attract customers to engage with the project.

During the event, the project team talked with approximately 15-20 people about the project and provided them with information on how to find the online open house to share their feedback. Some participants had received the mailer and were familiar with the project.

### **Project Promotions**

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

- Mailers to more than 1,490 study area addresses
- 60 emails to the individuals on the project list
- A-frame signs placed along the study corridor
- Project webpage updates
- Announcements on City social media channels
- Sign placed in City Hall Lobby
- Tabling event at Red Apple Market



*A-frame posted along the project corridor alerting the community to the project's online open house and virtual presentation.*

## **Phase 2: Alternatives Analysis and Preliminary Design Alternatives (May through July 2023)**

### **Online Open House**

The second online open house invited the community to learn about the study's purpose, timeline, three preliminary design alternatives developed for the project corridor, and the alternatives analysis. The platform offered opportunities to contribute feedback and respond to each alternative. The online open house was live between June 15 and July 5, 2023, and received 78 visitors.



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"/>

*Example of one online open house question that prompted participants to rate each alternative feature as something they like, dislike, or feel neutral about.*

For each alternative, the community was asked which features of the alternative they liked, felt neutral about, or disliked. Results of the feedback identified that respondents liked features from each of the alternatives.

The most liked features included:

- Three-lane roadway with center turn lane
- Shared use paths
- Roundabout at Austin Drive
- Downhill bike lane
- Roundabout at Northlake/Chico
- Chicane and stop sign at Northlake/Chico
- Realigned signal at Austin/Lyle avenues
- Public angle parking
- Reconfiguration of SR 3 ramps
- Raised bike lanes on both sides of Kitsap Way

The most disliked features included:

- Roundabout at SR 3 off-ramp/Auto Center Road
- Traffic signal at Northlake/Chico

Neutral-ranked features included:

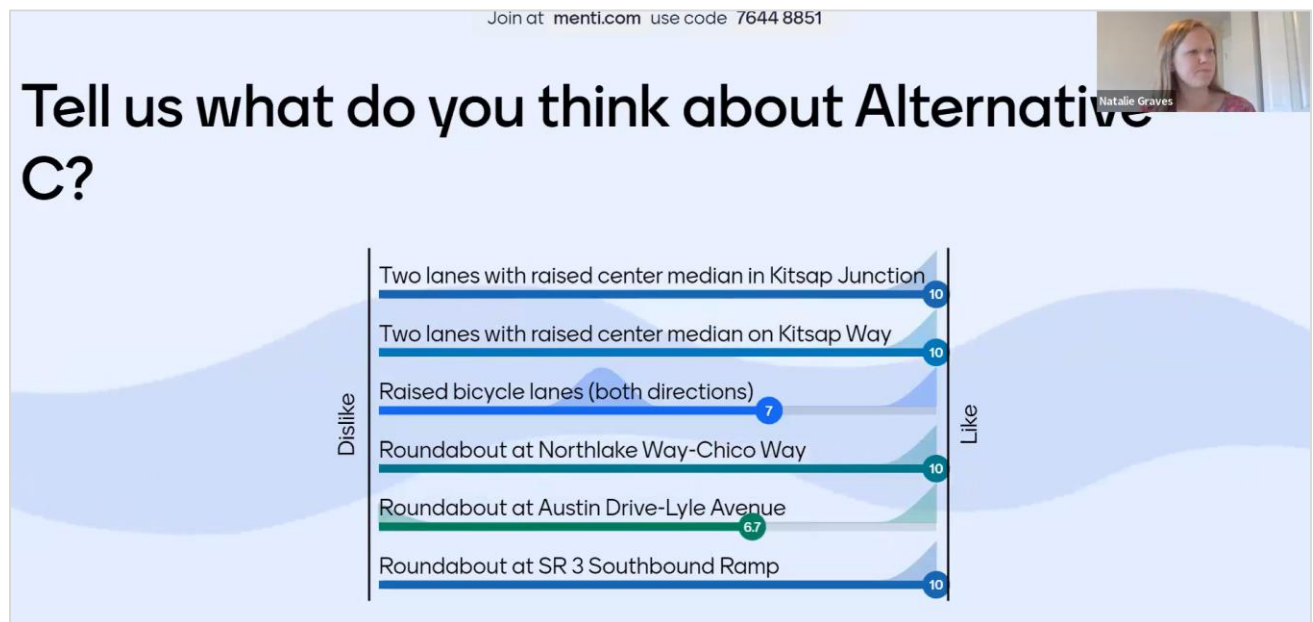
- Center hard median
- Parking aisle

Some elements of the alternatives received near equal amounts of dislikes and likes. Those included:

- Offset signal at Austin Drive/Lyle Avenue
- Center hard median in Kitsap Junction
- Center hard median on Kitsap Way

### **Virtual Presentation**

The hour-long presentation, hosted on June 22, 2023, comprised welcome remarks and introductions, an overview of the study purpose and schedule, and presentation of three alternatives, followed by a question-and-answer session during which attendees submitted questions and comments in real-time. The presentation used Mentimeter.com to ask five interactive questions of the audience. Closed captioning was available, and the meeting was recorded for those who could not attend. Nine people attended the virtual presentation (not including project staff).



*Example of one of the questions that prompted the participants during the virtual presentation to poll reactions to each alternative.*

### **In-Person Event**

The City of Bremerton hosted an in-person tabling event for business owners on May 2, 2023, from 10 a.m. to 12:30 p.m. at the AAA Washington - Bremerton on Kitsap Way. During the event, the project team talked about the project with approximately 10-15 people.

The goals for this event were to ensure corridor business owners or managers learned about each project alternative and how they could participate in the next phases of the study.

## Project Promotions

The city promoted the online open house through the following methods:

- Mailers to more than 1,550 study area addresses
- Emails to 60 subscribers on the project list
- Project webpage updates
- Announcements on the city's social media channels
- Sign placed in City Hall lobby
- Tabling event at AAA Washington – Bremerton for the business community

### SPECIAL INVITATION

## West Kitsap Way Planning Study



The City of Bremerton invites the business community to an event about the West Kitsap Way Planning Study.

This study will examine the existing and future conditions of the corridor to determine the design of Kitsap Way between SR 3 and Chico Way NW for all modes of transportation.

This is an informal opportunity for you to learn about the project and preview early design alternatives.



### YOU'RE INVITED TO A LOCAL BUSINESS EVENT!

**Tuesday, May 2, 2023 at AAA Washington – Bremerton**

5700 Kitsap Way, Bremerton, WA 98312 | First floor lobby

**TIME:** 10 a.m. to 12:30 p.m. (drop by anytime)



VISIT ANYTIME FOR PROJECT INFORMATION:

**WestKitsapWayStudy.infocommunity.org**

*Mailer provided to business owners along the Kitsap Way corridor inviting them to a tabling event at AAA Washington.*

## Phase 3: Preferred Alternative (November 2023)

### Online Open House

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 alternative design. The online open house was live between November 1 and 22, 2023 and received 76 visitors.



Comments and feedback received from the Phase 3 online open house included:

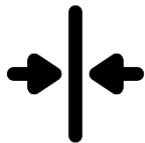


**Dislike of roundabouts or belief that preferred alternative includes too many roundabouts:**

- 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 the 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.



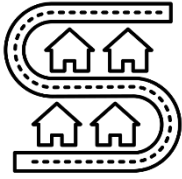
**Requests to use taxpayer money wisely.**

- 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**

The project team hosted a virtual presentation on November 9, 2023. The hour-long presentation comprised welcome remarks and introductions, an overview of the study purpose and schedule, reflection of the alternatives analysis, and presentation of preferred alternatives 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).

### **Project Promotions**

The city promoted the online open house 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 placed along the corridor



# Appendix A

## West Kitsap Way Planning Study Online Open House Summary

December 5-30, 2022

### 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 NW. The early stages of this project include asking the community for feedback on how the corridor works for them and how it could better serve them in the future.

Based on that feedback, 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. The final study will reflect the desires and needs of the community with detailed plans that can be used for project implementation.

In December 2022 – in conjunction with a virtual presentation that drew 22 participants – the City of Bremerton hosted an online open house for corridor neighbors, businesses, organizations, and other key stakeholders.

### Online Open House Event Goals

- Inform the public of how the study will improve safety.
- Raise awareness of what the public can expect during the project's various phases.
- Provide the public with the chance to offer input on solutions and a vision for what they would like to see on the corridor.

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.

## Event Promotions

The city promoted the online open house through the following methods:

- Mailers to more than 1,490 study area addresses
- 60 emails to the individuals on the project list
- A-frame signs placed along study corridor
- Project webpage updates
- Announcements on City social media channels
- Sign placed in City Hall Lobby
- Tabling event at Red Apple Market

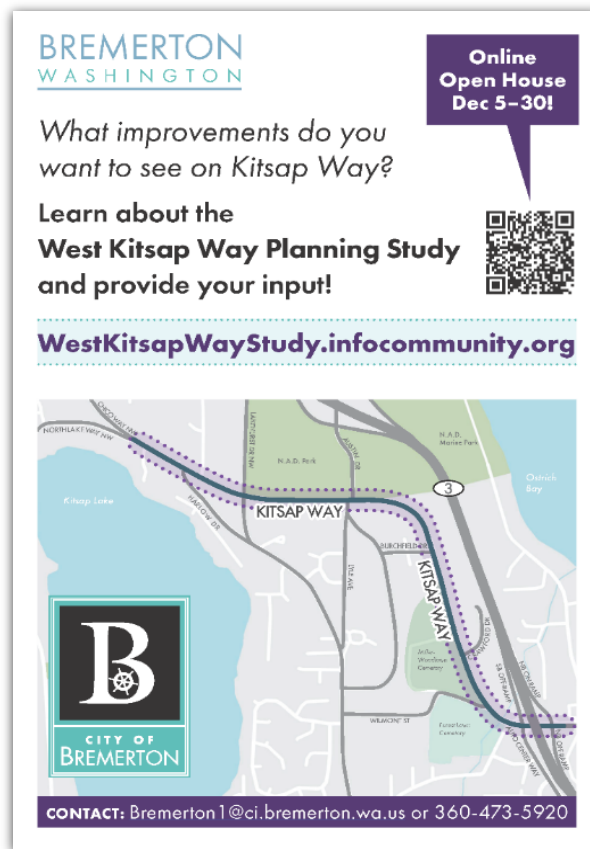


Figure 1- A frame sign placed along corridor

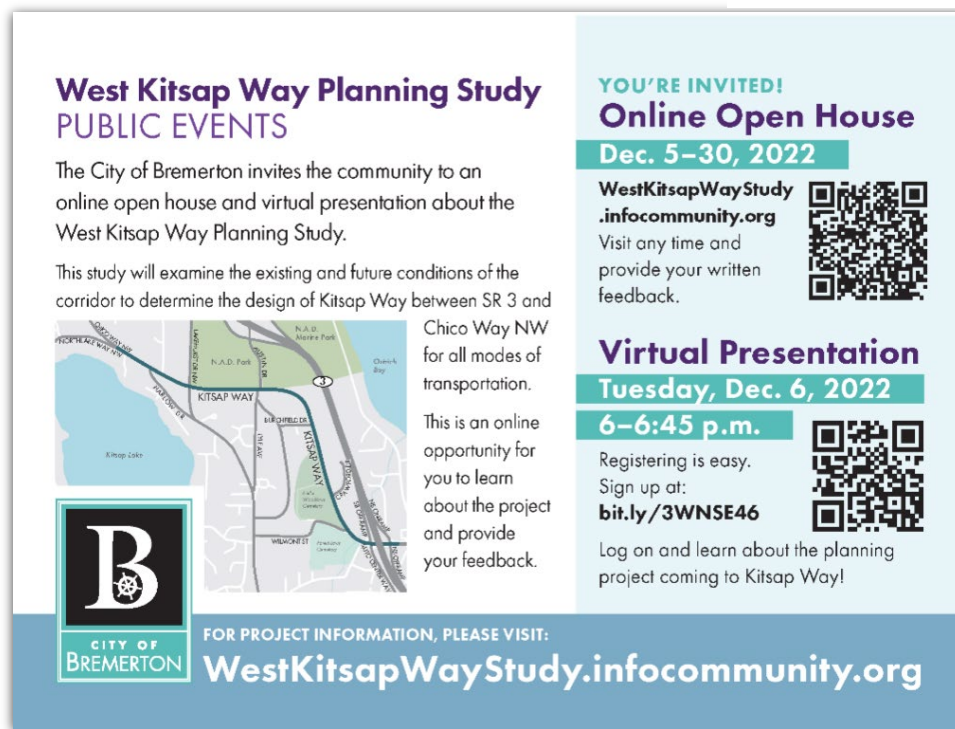


Figure 2- Mailer sent to area residents and businesses



## Online Open House Content

The online open house invited the community to learn about the study's purpose, timeline, the corridor's existing conditions, and potential solutions. The platform offered opportunities to contribute feedback along the way. At the bottom of each page, comment boxes encouraged feedback from the community.

The first online open house "tab" (or page) introduced the project and provided context for what needs are being addressed during the planning study. Next, the existing conditions were broken down by category to reinforce the need for potential changes in the corridor that could improve public safety and more. After that, the community was asked four questions based on how they use, interact, or engage with the corridor, and how they would like to see it change in the future. Finally, the next steps of the study and community engagement were listed along with contact information for further information. See Appendix A for the full online open house content.

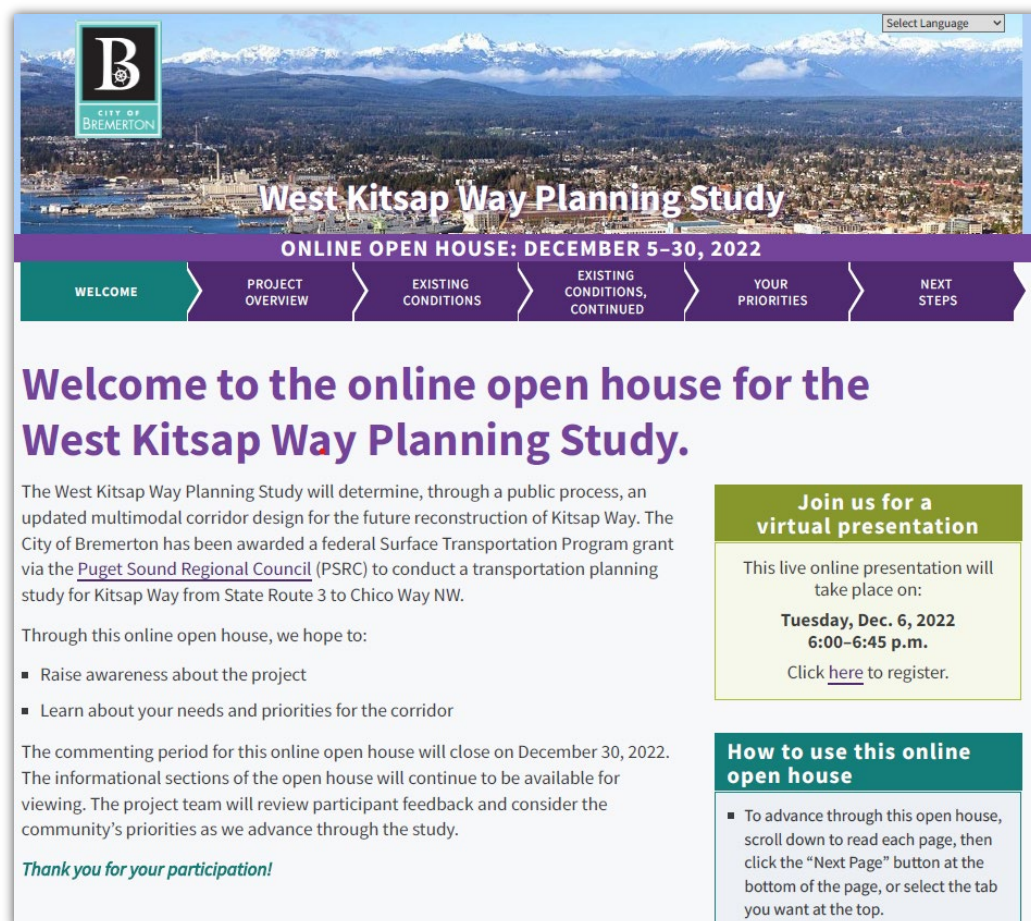


Figure 3- Welcome page to Online Open House

## Potential Solutions

- Add sidewalks, bike lanes, or a multi-use trail to separate non-motorized users from vehicle traffic.
- Add features and amenities to make Kitsap Way more attractive and friendly to all users.
- Improve crossings at intersections or near priority crossing locations, such as transit stops.
- Review intersection operations to determine if traffic control changes are needed.



*Example of a potential design concept with multiple features for vehicles, pedestrians, and cyclists (for illustrative purposes only)*

Figure 4- Potential solutions presented on the existing conditions page.

## Online Open House Community Feedback & Statistics

The online open house had 114 visitors with most individuals spending approximately 3 to 4 minutes going through the site. Below are the total number of comments and responses per each tab:

- Project overview page: 16 comments
- Existing conditions pages: 35 comments
- Priorities page: 147 responses to four questions
- Total: 198 responses

This section identifies themes based on the feedback collected in the online open house. The feedback was qualitative in nature (written) and is not a statistically significant survey.

Within the online open house pages *Project Overview* and *Existing Conditions*, visitors had the ability to write in general comments in response to the content they just read. Below are the comment themes from those pages.

## General comments

A majority of comments were concerned about the overall safety for people driving, walking, and biking. Open house visitors suggested new bike paths or bike lanes, sidewalks and pedestrian paths, crosswalks, or multi-use paths. Some of the suggestions were to reduce points of conflict such as adding roundabouts and turn lanes, and support for reducing the speed limit or increasing the speed enforcement in the area.

## Themes and topics:

### Desired improvements

- New bike paths or bike lanes
- New pedestrian paths, sidewalks, or multi-use paths
- Adding turn lanes
- Adding new signals
- Adding roundabouts
- New crosswalks
- Emphasis on better safety for all modes
- Crash or incident prevention measures
- Reduced speed limit, traffic calming, and more enforcement
- Adding more public transit stops and/or amenities
- Importance of ADA accessibility
- Importance of accessing the businesses and commerce along the corridor
- Parking and driveway access improvements
- Extending improvements beyond the project area
- Zoning changes to promote more businesses and commerce
- Connectors to Kitsap Lake parks and trails

### Challenges

- Hazards associated with street parking
- Poor options for walking
- Poor bike lanes
- Concerns about traffic congestion and noise due to construction
- Concerns about water runoff and flooding

### Other

- Do not narrow the roadway
- No updates are needed or wanted for the area
- Expand outreach to more community members that travel through this corridor
- Concerns about environmental conditions with any changes

## Sample quotes

*"Please consider physical barriers to separate cars from bike and pedestrians. Don't necessarily need barriers over the entire route, but intersections and other dangerous sections do need protection (they were not built on the stretch of Kitsap Way up from 6th, and that's too bad)."*

*"My biggest concern is the intersection by Red Apple and the Garage. Cars come from Chico, turn left into those businesses using the turn lane going to Northlake Way. I have almost been hit head on numerous times. My neighbors have said this has happened to them as well."*

*"I'm very interested in a plan that prioritizes bicycles and sidewalks for pedestrians. I would support this over plans that prioritize vehicle traffic flow. I prefer car trips taking longer or being slower if it means that bicycles can ride in protected lanes of minimum 6' width and pedestrians can safely navigate even if they are slower, elderly, or use strollers or wheelchairs."*

*"Regarding: Reduce vehicle speeds by removing banked curves or narrowing the roadway. Comment: I believe narrowing the roadway would make driving conditions more dangerous for all involved and does not put safety first."*

*"Please consider rezoning Kitsap Way to allow for high-rise apartments. This is an ideal location if walkability and transit solutions were improved, given the direct corridor to downtown. In addition, doing so would attract more businesses, and give other residents to walk around Kitsap Way - creating a positive feedback loop."*

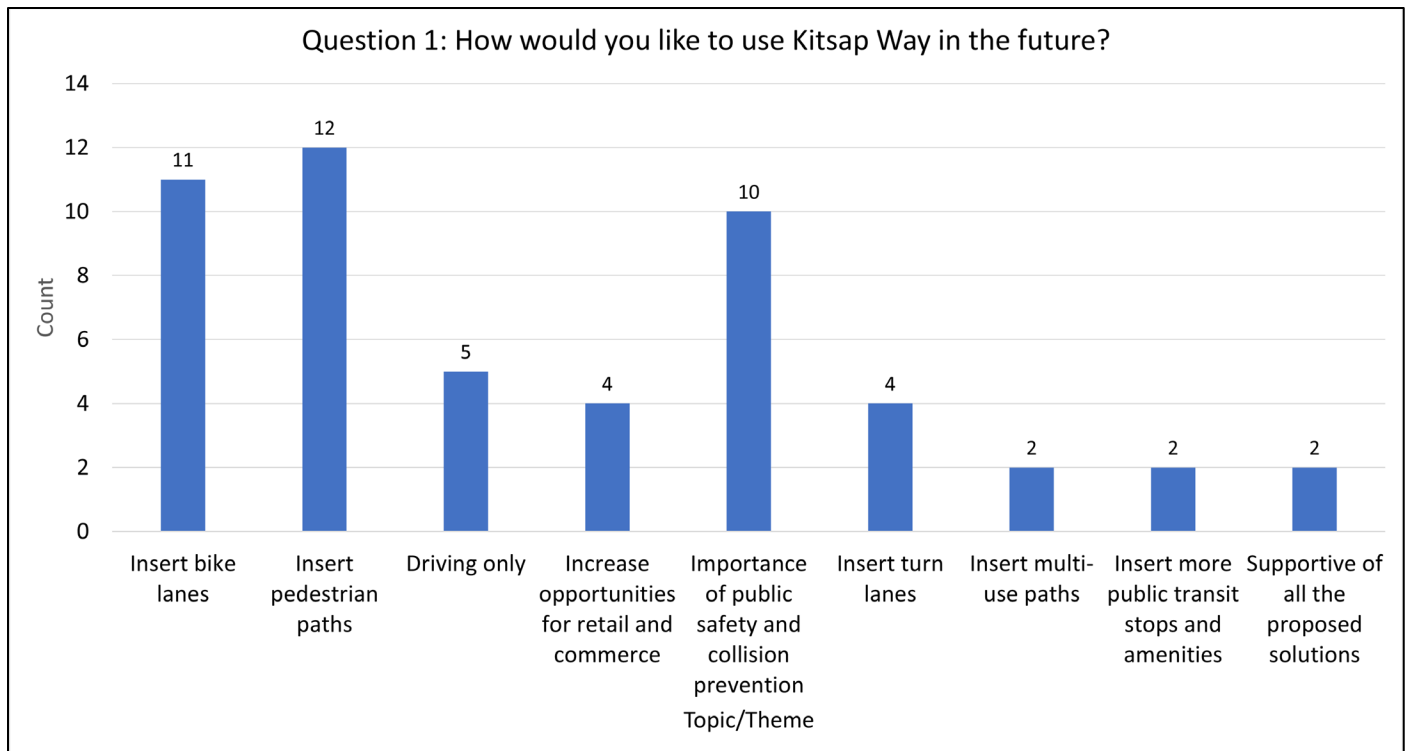
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Within the online open house, the City of Bremerton presented write-in questions for the community to respond to. These questions were found on the *Priorities* page of the online open house. Below are the comment themes from those four questions.

### **Question 1: How would you like to use Kitsap Way in the future?**

The general comment themes include many ways to make the roadway more inclusive for multiple modes of transportation and implementing crash prevention measures to increase public safety.

Since many of the community members traveling in this area are doing so by vehicle only, there were many comments eager to make the roadway primarily safer for people driving along the Kitsap Way corridor, as well as making turns, accessing businesses, stopping, or parking in the area. Several responses were supportive of the open house's proposed solutions and are eager to see the changes in the coming years.



### Sample Quotes

*"This project you are proposing will highly promote non-motorized transportation in the City of Bremerton (and in Kitsap County) - both in functional commuting and shopping and in recreational and fitness/health-based purposes. It will open up many doors for the residents and visitors to the west sound, e.g., a destination location. It will continue with the amazing multi-modal transportation Bremerton is truly performing, not just dreaming of."*

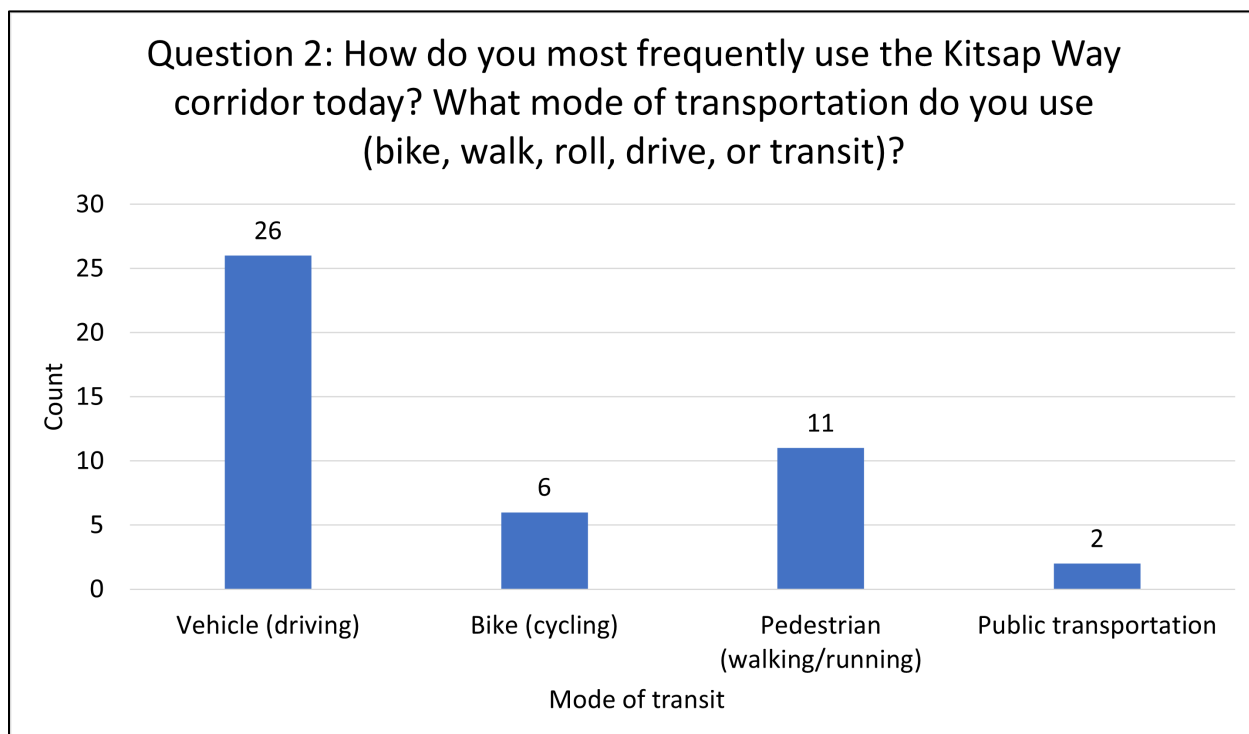
*"I would like to walk along Kitsap Way. I use to walk however due to distracted drivers and speed, I have found alternate routes. I would like to make turns safely without feeling as though someone is going to crash into me due to their rate of speed."*

### Question 2: How do you most frequently use the Kitsap Way corridor today? What mode of transportation do you use (bike, walk, roll, drive, or transit)?

A majority of respondents said they drive through the corridor daily (65 percent) or many times a week. Nearly 30 percent said they walk or run in the area and 15 percent bike. A smaller proportion of people take public transit. Some people who answered this question indicated they get around using multiple modes.



Responses included using public transit at the NAD Park transit stop, cycling and walking. The people who bike commented that they often feel unsafe traveling on Kitsap Way because of drivers going faster than the speed limit and issues with turning onto local roads without noticing cyclists. Many people who walk commented that they feel unsafe walking down the roads or across roads in the area because sightlines are poor and drivers aren't slowing down for pedestrians.



### Sample Quotes

*"I live on Kitsap way and have to drive on it everyday and have to make left turns with no turn lane several times a day to get home."*

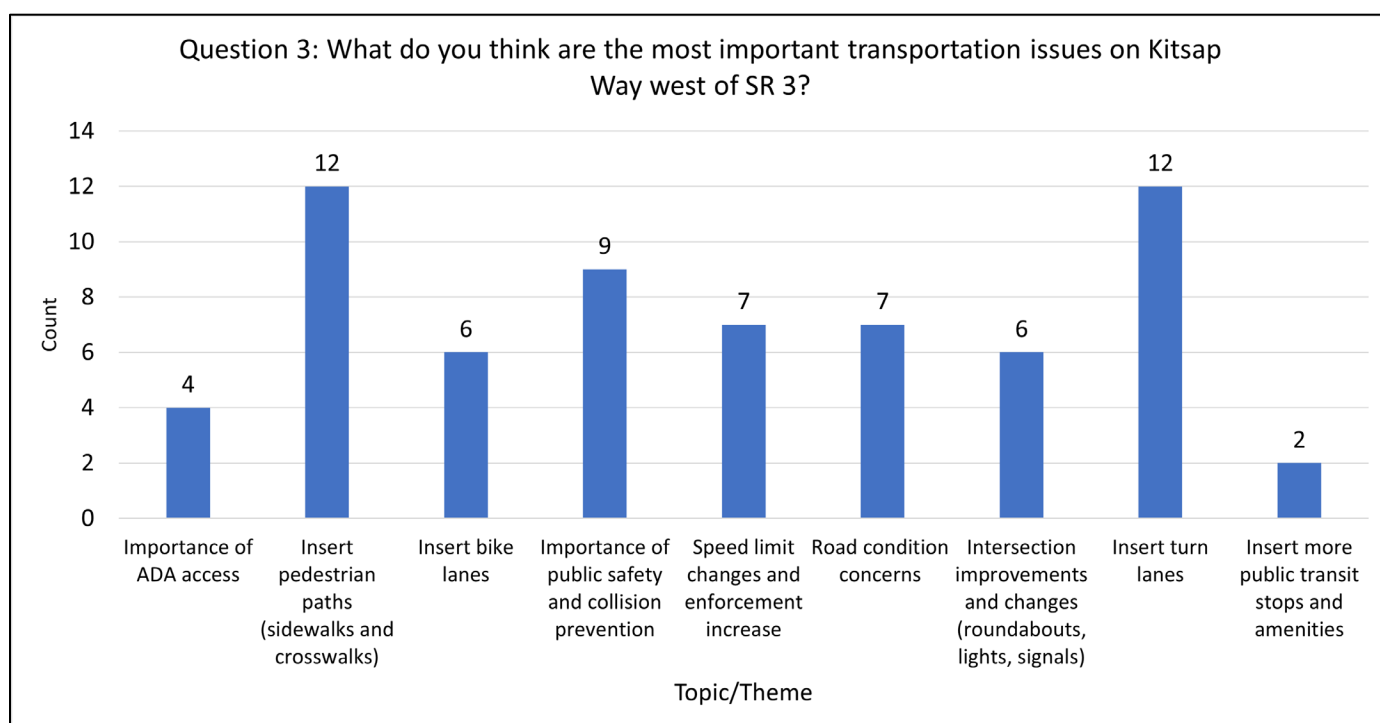
*"Car only. Anything else is unsafe"*

*"I often walk or drive. Walking I really have to pay attention. The road along the North end of the lake needs a sidewalk too. It's very dangerous for pedestrians and I've had several close calls myself"*

### Question: What do you think are the most important transportation issues on Kitsap Way west of SR 3?

This community expressed general safety improvements were a major value. Reducing the risk of crashes and incidents is a goal they'd like to see. This includes improving safety for people driving, walking, rolling and biking.

A majority of the feedback highlighted solutions for people walking or rolling – like sidewalks and crosswalks – and for people driving – like adding turn lanes and addressing intersection conflicts. People also mentioned that road maintenance (filling potholes or cracks), intersection improvements (roundabouts), adding bike lanes, and addressing speeding are all important issues. Lastly, some commented that better access management to corridor driveways and businesses could improve safety.



### Sample Quotes

*"Speed, the turn before the cemetery and people trying to take a left hand crossing two yellow lanes. Also the traffic and chaos by red apple area is crazy. People going into wrong lanes, people pulling out in front of others, that area is mayhem."*

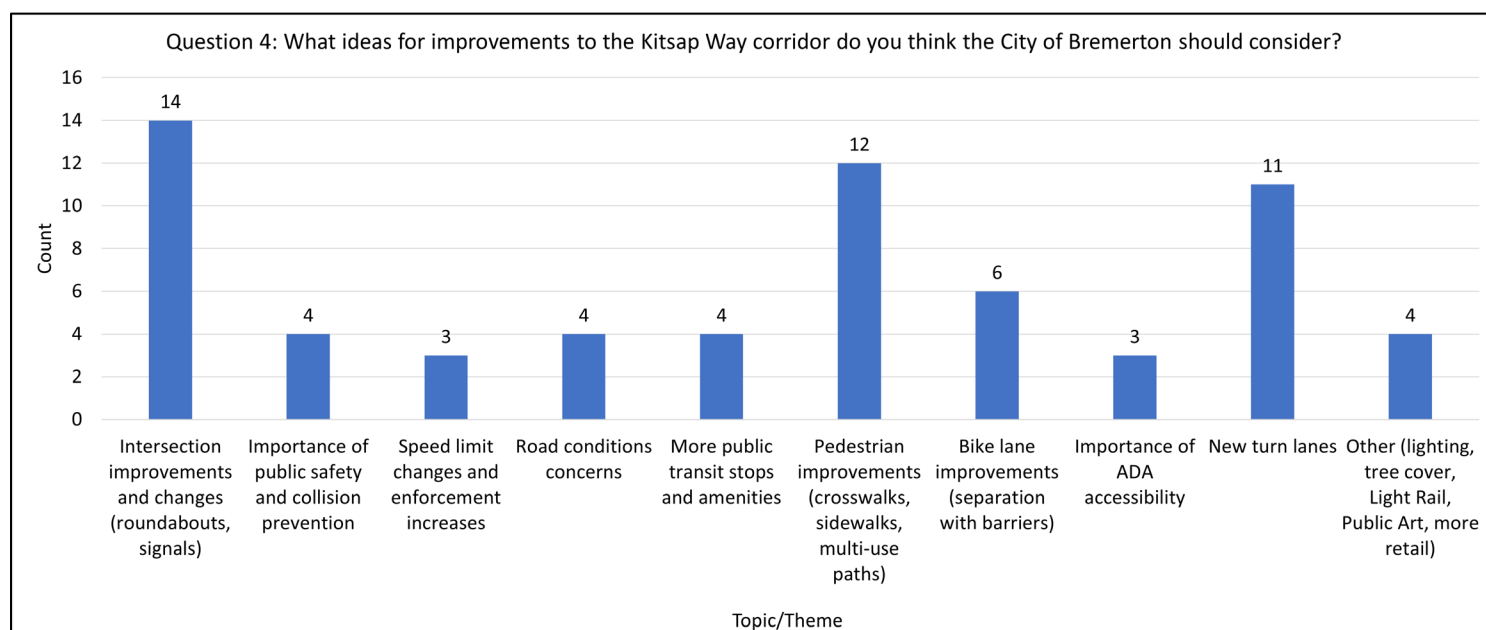
*"Blind intersections; no turn lanes; obstructive parking"*

#### Question 4: What ideas for improvements to the Kitsap Way corridor do you think the City of Bremerton should consider?

Most of the feedback was similar to the previous questions, reflecting a desire for improved safety and adding new features that will create a more usable roadway for all modes of travel.

The top themes in the comments included: adding improvements for people walking (crosswalks, sidewalks, and multi-use paths), and adding roundabouts to improve intersections and turn lanes on Kitsap Way.

Several of the comments suggested a new roundabout at either the NAD Park (at Kitsap Way and Lyle or Austin drives) or by the commercial district near the Ralph's Red Apple Market (at Chico Way and Northlake Way).



#### Sample Quotes

*"Bus pull-outs and stops. Adequate space and safe passage for bicycles and for traffic"*

*"All of the proposed solutions are excellent!! I really really want to see pedestrian-first road design, and extensions of the bike lanes already added to kitsap way. Safe turn lanes would also be an excellent improvement. I'd also like to see more tree cover and better lighting. Right now the road is an unnatural river of concrete that sticks out like a sore thumb. I'd love to see it beautified, and with more natural tree cover."*



## **Appendix B**

# **West Kitsap Way Planning Study**

## Outreach Summary

May – June 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 stage of the project included asking the community for feedback on three corridor alternatives, which elements of the alternatives may work best, and which alternative elements are less important to the community.

Based on that feedback, this study will develop a preferred alternative 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 May and June 2023 – in conjunction with a virtual presentation that drew nine participants – the City of Bremerton hosted an online open house for corridor neighbors, businesses, organizations, and other key stakeholders.

- Inform the public of how the study will improve safety.
- Raise awareness of what the public can expect during the project's various phases.
- Provide the public the chance to learn about the study's alternatives and provide feedback.
-

## Local Business Event

The City of Bremerton also hosted an in-person tabling event on May 2, 2023, from 10 a.m. to 12:30 p.m. at the AAA Washington – Bremerton on Kitsap Way.


The goals for this event were to ensure corridor businesses learned about each project alternative and how they can participate in the coming phases of the study.

## Event Promotions

The city promoted the online open house through the following methods:

- Mailers to more than 1,550 study area addresses
- Emails to 60 subscribers on the project list
- Project webpage updates
- Announcements on the city's social media channels
- Sign placed in City Hall lobby
- Tabling event at AAA Washington – Bremerton for the business community


**SPECIAL INVITATION**  
**West Kitsap Way Planning Study**




The City of Bremerton invites the business community to an event about the West Kitsap Way Planning Study.

This study will examine the existing and future conditions of the corridor to determine the design of Kitsap Way between SR 3 and Chico Way NW for all modes of transportation.

This is an informal opportunity for you to learn about the project and preview early design alternatives.



**YOU'RE INVITED TO A LOCAL BUSINESS EVENT!**  
**Tuesday, May 2, 2023 at AAA Washington – Bremerton**  
5700 Kitsap Way, Bremerton, WA 98312 | First floor lobby  
**TIME:** 10 a.m. to 12:30 p.m. (drop by anytime)



**CITY OF  
BREMERTON**

VISIT ANYTIME FOR PROJECT INFORMATION:  
**WestKitsapWayStudy.infocommunity.org**

*Mailer sent to businesses along the Kitsap Way corridor*



## Online Open House Content

The online open house invited the community to learn about the study's purpose, timeline and three alternatives developed for the project area. The platform offered opportunities to contribute feedback and respond to each alternative. At the bottom of each page, comment boxes encouraged feedback from the community.

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

## Online Open House Community Feedback and Statistics

The online open house had 78 visitors with most individuals spending approximately 6-7 minutes going through the site. Below are the total number of comments each alternative received:

- Feedback on alternative A: 11 comments
- Feedback on alternative B: 17 comments
- Feedback on alternative C: 27 comments
- Overall feedback on each alternative: 25 comments

This section identifies themes based on the feedback collected in the online open house. The feedback was qualitative in nature (written) and is not a statistically significant survey.

Within the online open house pages, visitors had the ability to respond to each of the alternatives with multiple-choice questions and write-in comment boxes. For each alternative, we asked which elements participants liked, disliked, or felt neutral about.

Overall, elements of the alternatives the people liked included:

- Three-lane roadway with center turn lane
- Shared use paths
- Roundabout at Austin Drive
- Downhill bike lane
- Roundabout at Northlake/Chico
- Chicane and stop sign at Northlake/Chico
- Realigned signal at Austin/Lyle avenues
- Public angle parking
- Reconfiguration of SR 3 ramps
- Raised bike lanes on both sides

Overall, elements of the alternatives that people disliked included:

- Roundabout at SR 3 off-ramp/Auto Center Road
- Traffic signal at Northlake/Chico

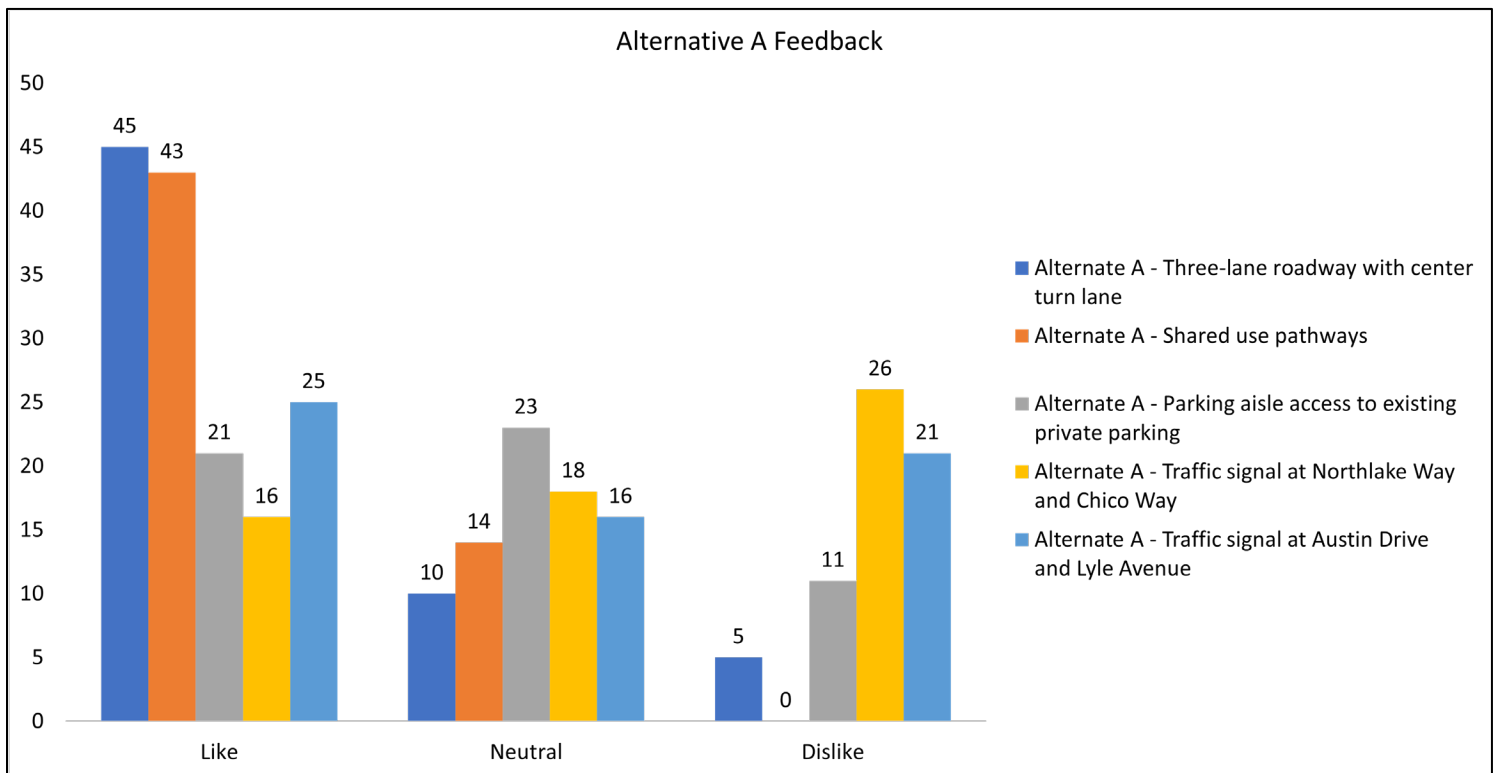
Overall, elements of the alternatives that people felt neutral about included:

- Center hard median
- Parking aisle to private property

Some elements of the alternatives received near equal amounts of dislikes and likes. Those included:

- Offset signal at Austin Drive/Lyle Avenue
- Center hard median Kitsap Junction
- Center hard median Kitsap Way

### Alternative A Feedback



### Themes and topics from the write-in comments:

#### Positive feedback

- Supportive of the separate pedestrian and bike path
- Supportive of roundabouts
- Want to maintain the flow of traffic
- Austin Drive and Lyle Avenue should be a roundabout
- Supportive of the crosswalks across Kitsap Way

## Negative feedback

- Concerns about the changing intersections and left turns
- Do not want a narrower roadway to make room for the pedestrian and bike path

## Other/Suggestions

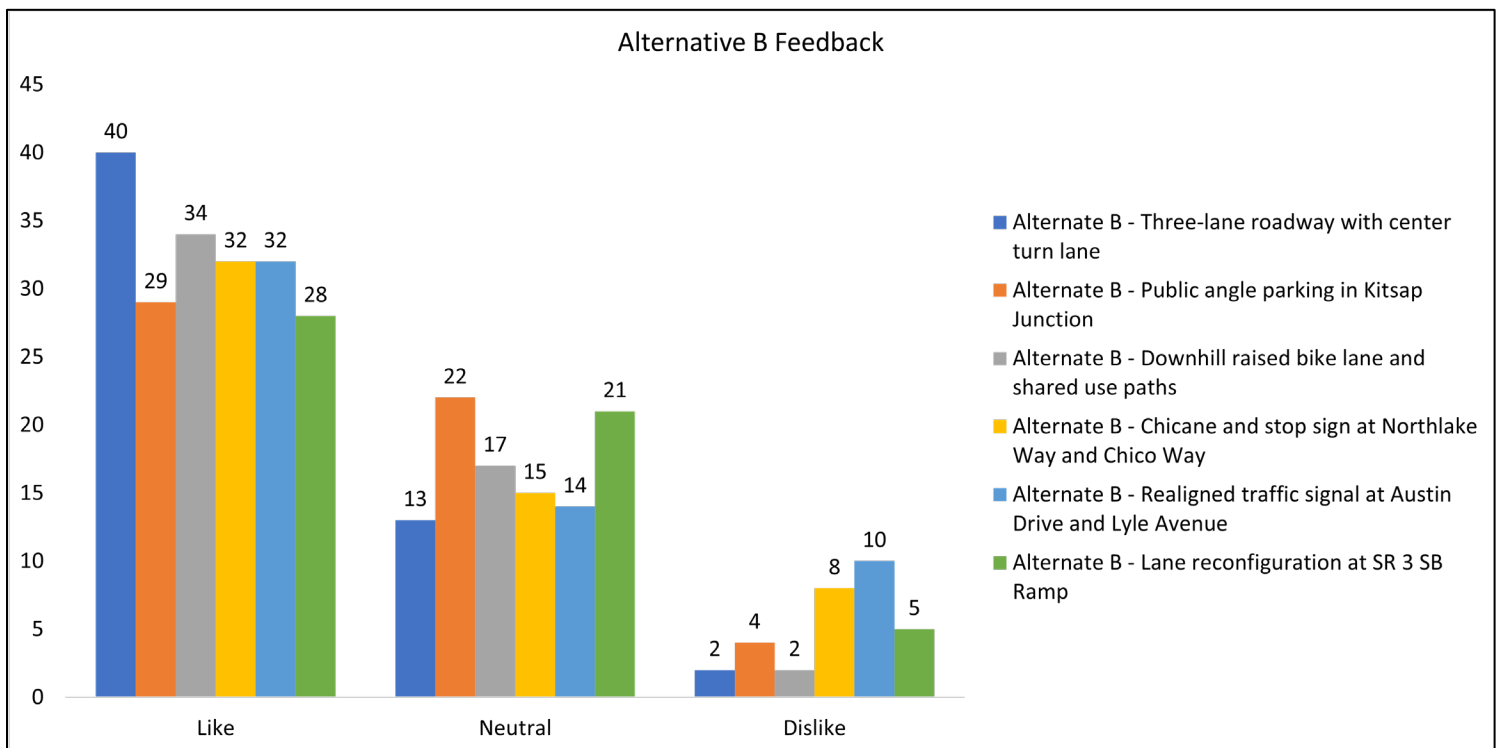
- Explore local roads to inform the future designs
- Using flashing yellow lights for left turns
- Consider coordinating with more cycling groups in the area (example: West Sound Cycling Club)
- Consider different styles of intersection

## Sample quotes

*"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."*

*"A roundabout at Northlake Way and Austin Drive would be vastly superior, allowing a safe continuous flow of traffic in all directions, slower speeds, greater safety."*

## Alternative B Feedback



## Themes and topics from write-in comments:

### Positive feedback

- Supportive of the separate pedestrian and bike path
- Supportive of roundabouts
- Want to maintain traffic flow
- Supportive of the parking improvement in the business corridor
- Supportive of the downhill raised cycling path
- Want a roundabout at the off-ramps instead of a light

### Negative feedback

- Concerns about the changing intersections and left turns
- Concerns about the roadside debris, homelessness and abandoned vehicles
- Don't want signals to make traffic more confusing
- Don't want any changes to the area
- Concerns for cyclists and drivers moving through the area
- Concerns about the public and private parking changes

### Other/Suggestions

- Combining strategies from Alternative A into Alternative B with a light at Northlake Way

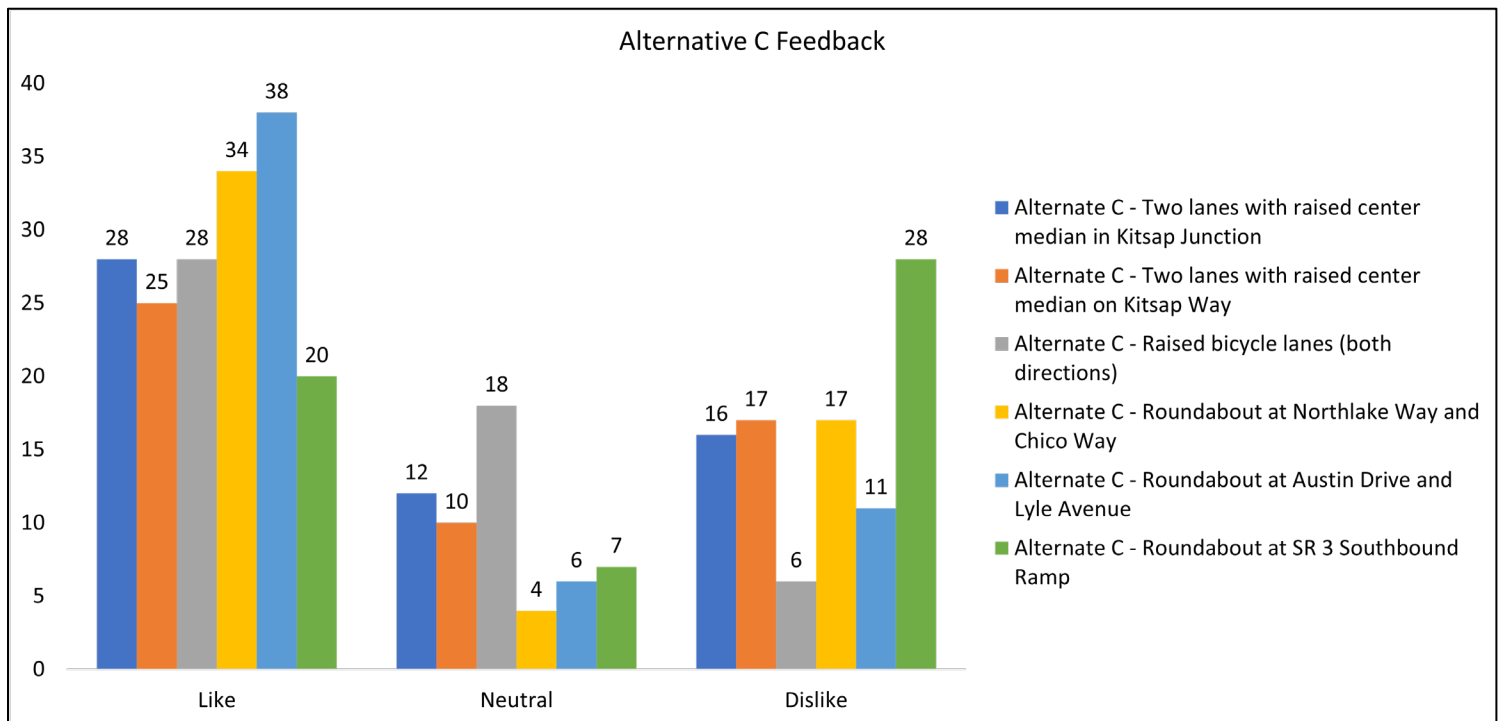
### Sample quotes

*"The common theme of this alternative seems to be turning intersections into more free-flowing highway-style interchanges. For safety reasons, roundabouts would be a better choice! RE: angled parking, I love the south side design that puts the multi-use path as close to the front doors of local businesses as possible, and removing the conflict between moving vehicles exiting to the roadway & cyclists/pedestrians using the new path. I think the north side should be designed in the same order!"*

*"Much prefer a roundabout at Austin/Lyle intersection. Downhill raised bike lane a good idea."*

---

## Alternative C Feedback



## Themes and topics from write-in comments:

### Positive feedback

Supportive of the separate pedestrian and bike path

- Supportive of roundabouts at Austin Drive and Lyle Avenue and Northlake Way and Chico Way
- Want to maintain the flow of traffic
- Supportive of trees

### Negative feedback

- Concerns about the changing intersections and left turns
- Don't want signals to make traffic more confusing
- Don't want any changes to the area
- Concerns for cyclists and drivers moving through the area
- Concerns about the SR 3 Southbound Ramp changes

### Other/Suggestions

- Combining strategies from Alternative B into Alternative C



## Sample quotes

*"This is hands down the best option. I like being able to turn right from Chico Way to Northlake Way. Love the roundabouts, I waste so much time waiting on those lights at the highway intersections for no reason."*

*"This option redefines the neighborhood business district as a place to go by walking, biking, and rolling. Awesome option. I'd make roundabout mountable curbs and low-level vegetation."*

*"Although I like the idea of trees/bushes separating pedestrians and bicyclists from the car traffic, I am nervous about drivers leaving businesses being able to see oncoming traffic as they merge onto Kitsap Way."*

*"Too many roundabouts. Using the proposed sidewalks in Kitsap junction would be inviting an accident. I would have to cross 3 (or possibly 4) areas where cars might be crossing the sidewalk just to make it from one end of Kitsap Junction to the other (and people who have been slowed down coming out of Seabeck would be in an awful rush going through the junction."*

---



# **Appendix C**

## 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.*

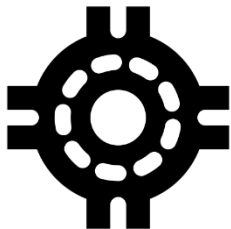
## Online Open House Content

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.

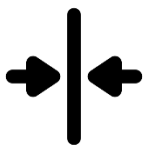


### **Dislike of roundabouts or belief that preferred alternative includes too many roundabouts:**

- 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.

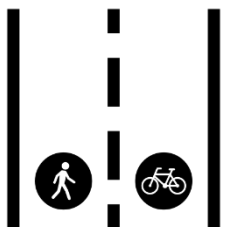
### **Support for the roundabouts with comments about:**

- 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.**

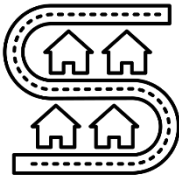
- Several people commented that they appreciate the inclusion of bike lanes, shared use paths, and slowing down of traffic.
- Alternatively, a number of people also commented that they did not see the need for pedestrian and bicycle infrastructure.

**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](http://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.

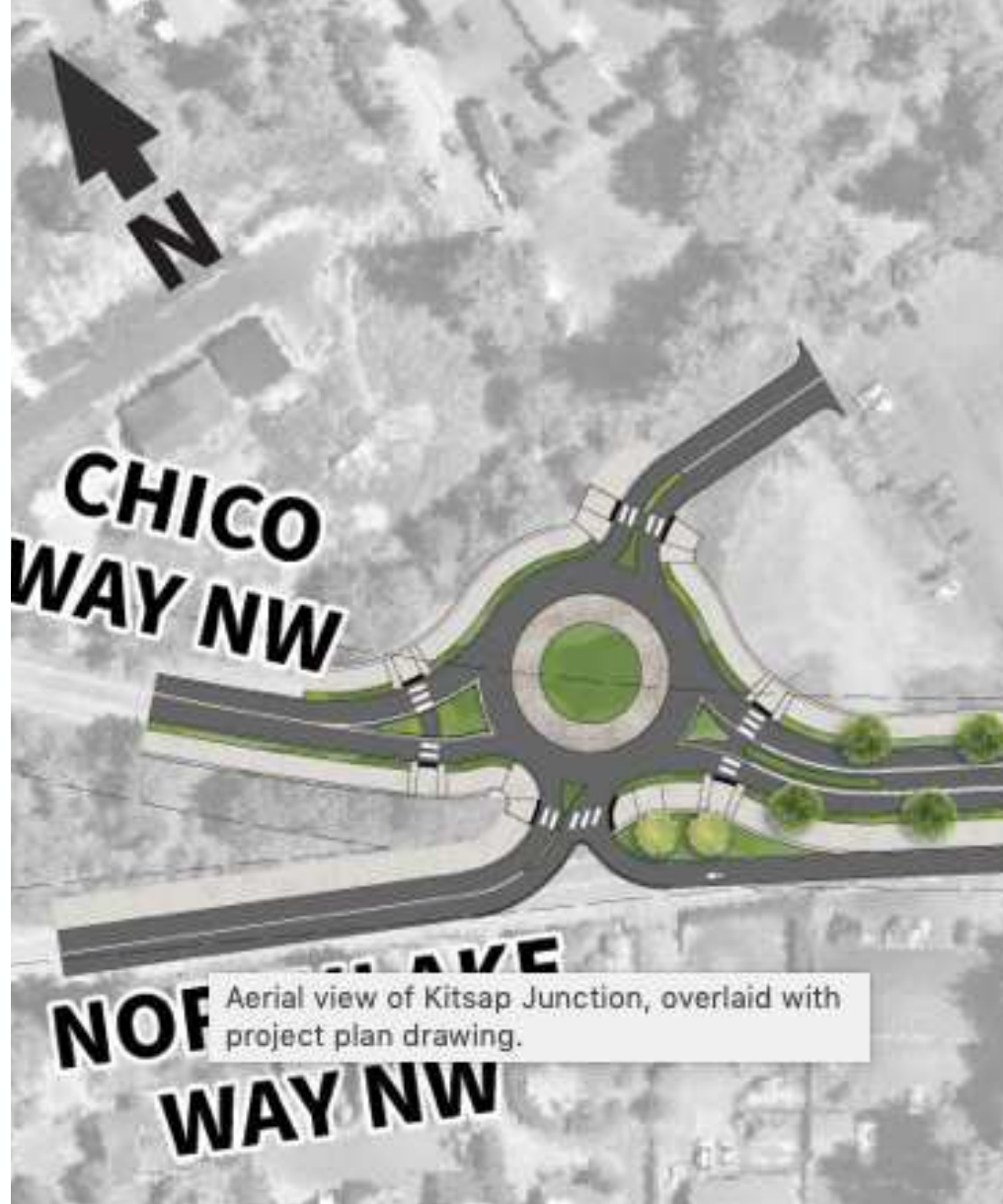
**Individual 4:** See attached.



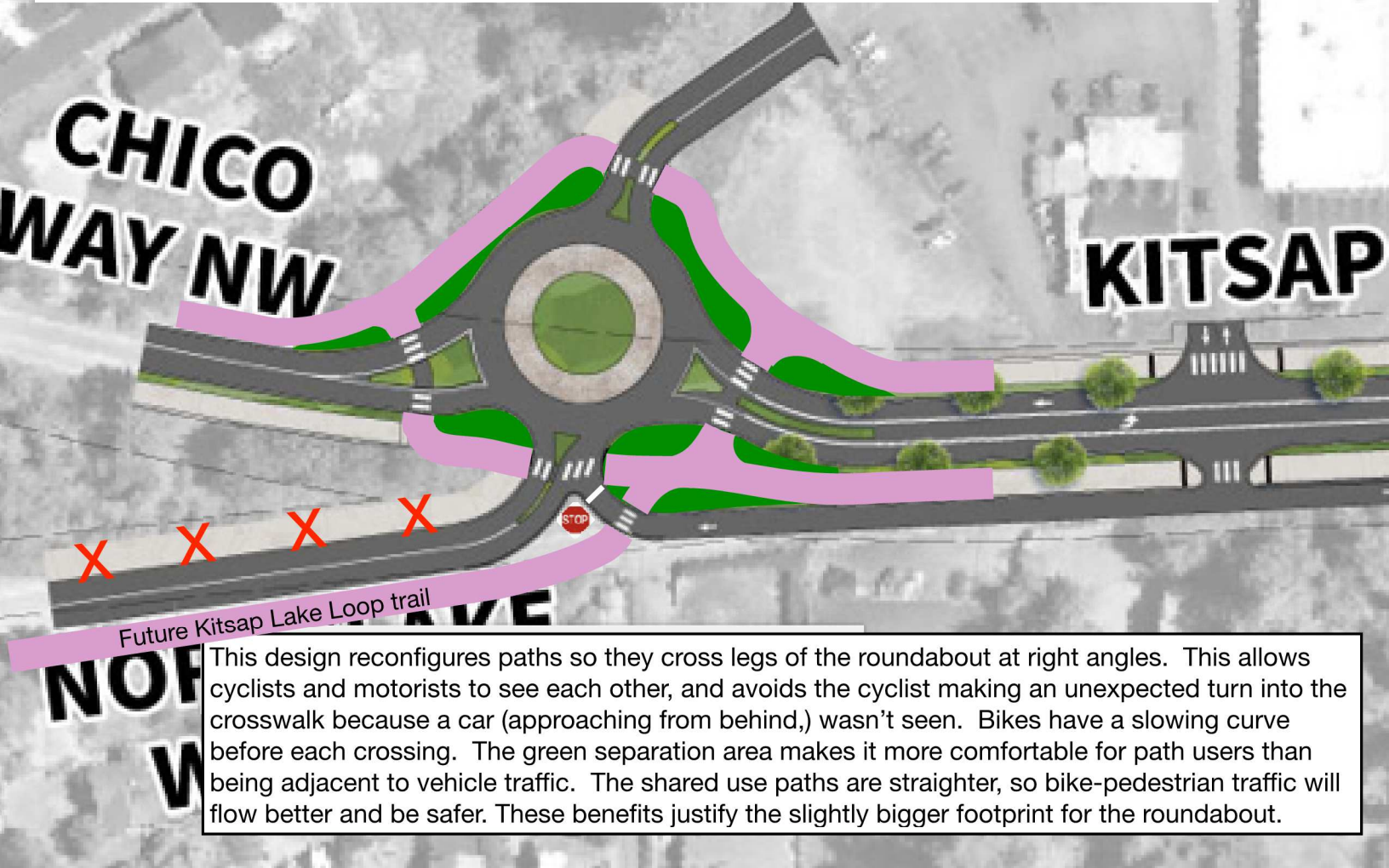
November 17, 2023

Ms Ketterer, Thank you for the opportunity to provide comments on the preferred alternative for the West Kitsap Way Design Study. My comments specifically relate to the proposed roundabout at the junction of Kitsap Way, Northlake Way, and Chico Way. Please see the following three graphics.

Paul Dutky

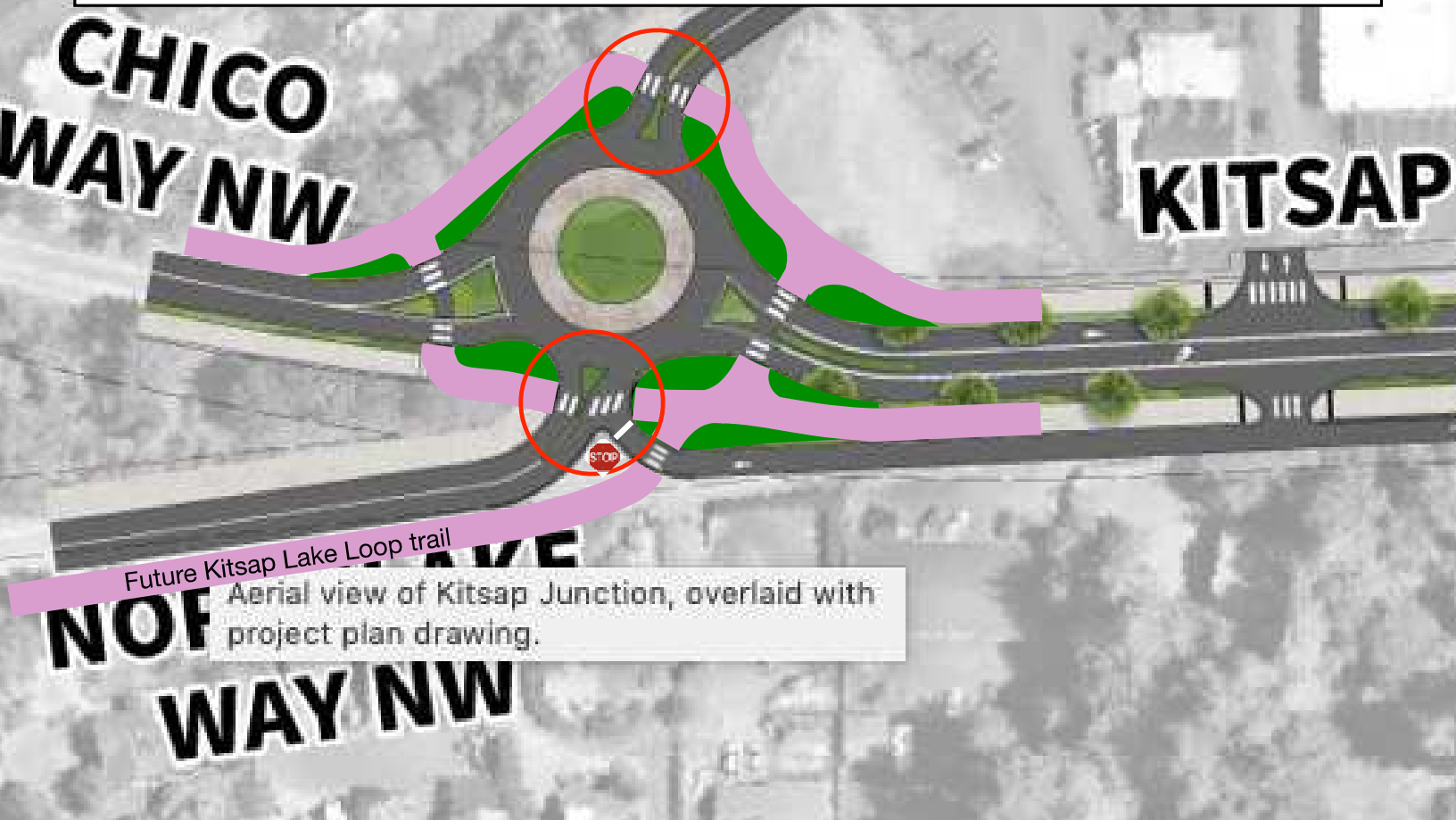


A shared use path at the Northlake/Chico roundabout needs to follow the *south* side of the road around the lake. The Kitsap Lake Loop Trail is in the 2007 Non-motorized plan, and walking around the lake is a real and used benefit to local residents. This is not outside the scope of this project, it is an essential component of any roundabout design here.



This design reconfigures paths so they cross legs of the roundabout at right angles. This allows cyclists and motorists to see each other, and avoids the cyclist making an unexpected turn into the crosswalk because a car (approaching from behind,) wasn't seen. Bikes have a slowing curve before each crossing. The green separation area makes it more comfortable for path users than being adjacent to vehicle traffic. The shared use paths are straighter, so bike-pedestrian traffic will flow better and be safer. These benefits justify the slightly bigger footprint for the roundabout.

Another issue is the need to widen refuge islands in the north and south legs of the roundabout (red circles). Refuge islands are safest when the user only needs to cross one lane at a time, so it needs to be about eight feet in width, enough to safely hold a tandem bike. There should be no problem widening the north arm refuge island. Additional space for the south arm refuge island might be generated by moving either the east or west arm of the roundabout (or both) northward to create additional room, without tightening the curve radius of the south arm. There should probably be a stop bar for the south frontage road, so motorists on the frontage road don't collide with vehicles on Northlake way approaching the roundabout - that might be possible if drivers are distracted by people in the shared use path.



Aerial view of Kitsap Junction, overlaid with project plan drawing.





## Slides from Virtual Presentations:

December 2, 2022

June 22, 2023

November 9, 2023



## CITY OF BREMERTON WEST KITSAP WAY PLANNING STUDY

WELCOME TO THE  
**VIRTUAL PRESENTATION**  
TUESDAY, DEC. 6, 2022, 6 - 6:45 PM

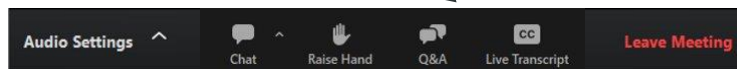
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### Zoom Webinar Tips

**All attendees are muted and will have their cameras off.**

Click on **Mute** to adjust (if you want to comment later in the meeting).

Use the **Q&A window** to submit a question or comment.



Report **technical issues** through the **Chat** window.

*\*Our tech support staff will assist you\**



Dec. 6, 2022

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# WELCOME



Dec. 6, 2022

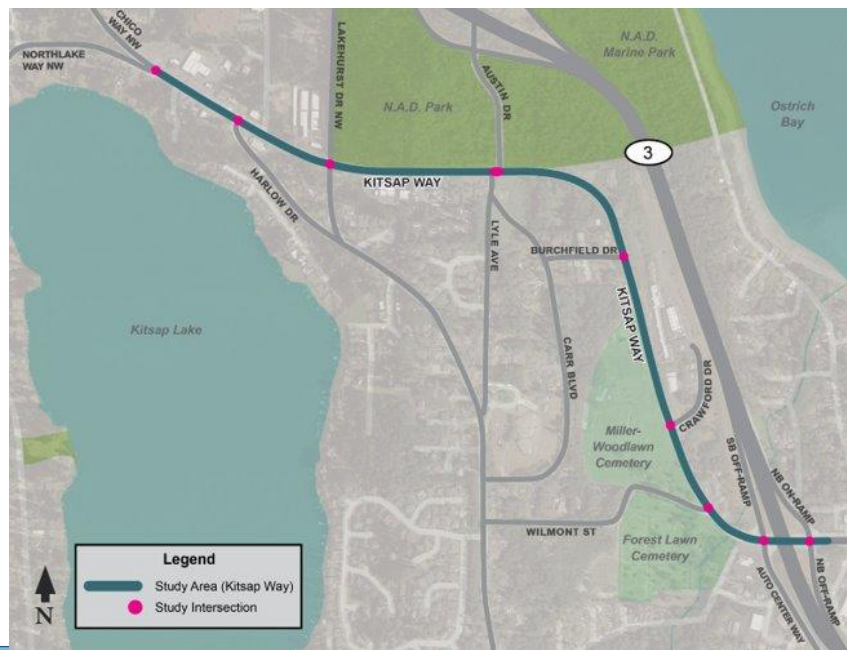
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## AGENDA

- Welcome
- Study background and purpose
- Existing conditions
- Potential solutions
- Community engagement
- Question and answers
- Next steps



Dec. 6, 2022

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# 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.



Dec. 6, 2022

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# West Kitsap Way Planning Study

## Study Purpose

- Determine the design for the future Kitsap Way.
- 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



Dec. 6, 2022

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## How do you use the Kitsap Way corridor?

Click the link in the meeting chat

OR

Go to Menti.com on your browser, phone, or tablet



Kitsap Way near the Red Apple Market



Dec. 6, 2022

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## Existing Conditions

The West Kitsap Way Study is analyzing existing corridor data, including:

- Roadway conditions
- Traffic volumes
- Vehicle speeds
- Safety
- Pedestrian, bicycle and transit.



Kitsap Way at the intersection of Northlake Way NW



Dec. 6, 2022

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## Existing Conditions

### Roadway

- Uneven pavement panels that are over 80 years old and have deteriorated in many places.
- Limited stormwater facilities create roadway drainage and water quality issues.
- Corridor has maintenance issues and needs to be reconstructed.



The roadway has cracks and uneven pavement.



Dec. 6, 2022

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## Existing Conditions

### Traffic Volumes

- The corridor carries approximately 11,000 vehicles a day.
- The Kitsap Way/SR 3 interchange experiences traffic congestion, particularly during peak travel periods.
- Intersections such as Austin Drive, Chico Way-Northlake Way, and Auto Center Way have high volumes of turning traffic.



People turning can increase risk of collision



Dec. 6, 2022

[WestKitsapWayStudy.infocommunity.org](http://WestKitsapWayStudy.infocommunity.org)

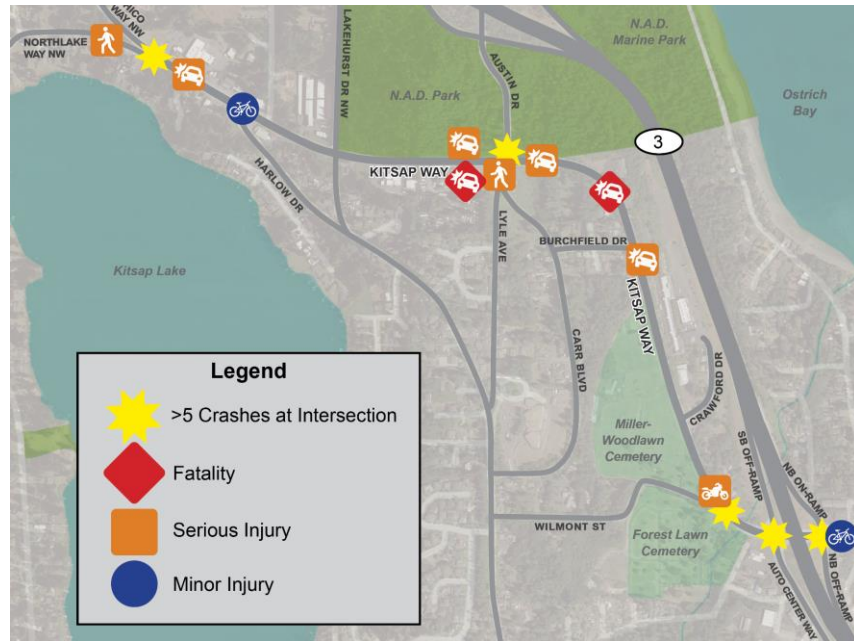
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## Existing Conditions Safety

Over 5 years:

- 150 crashes on corridor
- 115 crashes at intersections
- 8 serious injury
- 3 fatalities
- 2 bicycle
- 2 pedestrian



Dec. 6, 2022

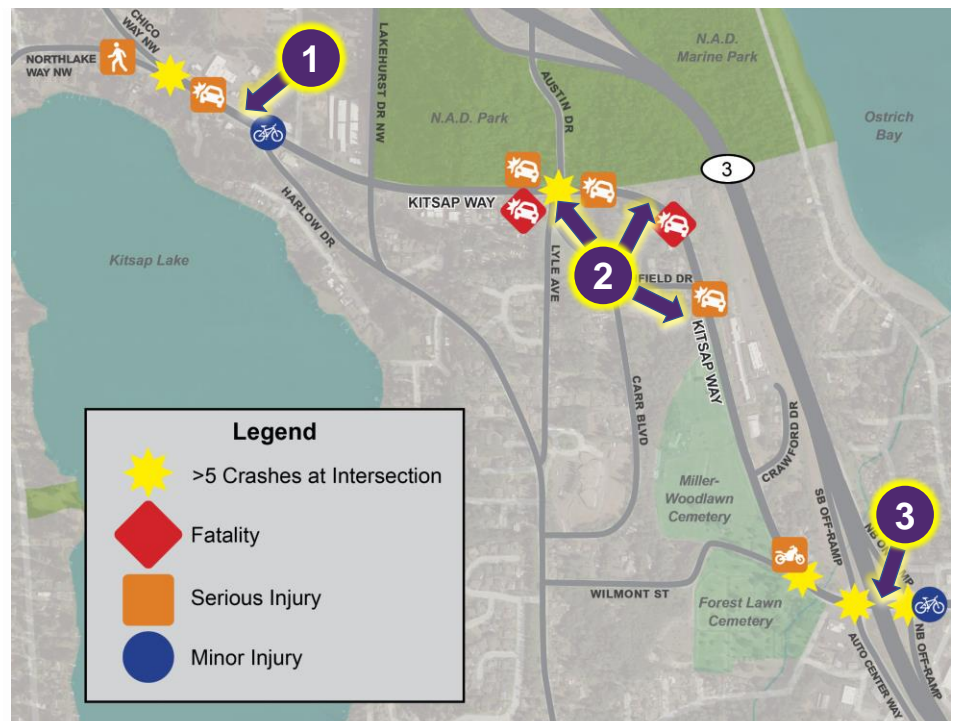
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## Existing Conditions Safety

- 1 Lack of defined driveways and parking.
- 2 No center left turn lane and high speeds.
- 3 High volumes and congestion at interchange.



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## Existing Conditions Pedestrian, Bicycle, + Transit

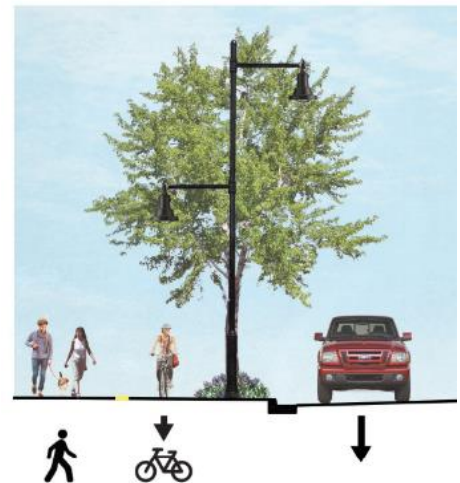
- People must walk or ride on shoulders.
- No separation from moving vehicles.
- No connections to existing facilities.
- Lack of crossings and facilities near bus stops.



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## Roadway, Traffic, and Safety Potential Solutions

- Reconstruct roadway and improve intersections.
- Formalize driveway access and parking.
- Enhance lighting and stormwater facilities.
- Add sidewalks, bike lanes, or a multi-use trail.
- Improve non-motorized crossing locations at intersections or near transit stops.
- Add features and amenities to make corridor more attractive and friendly to all users.



Example design concept.



Dec. 6, 2022

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## What do you think are the biggest issues on Kitsap Way (west of SR 3)?

Click the link in the meeting chat

OR

Go to Menti.com on your browser, phone, or tablet



Kitsap Way at Harlow Drive



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## What ideas for improvements to the Kitsap Way corridor do you think we should consider?

Click the link in the meeting chat

OR

Go to Menti.com on your browser, phone, or tablet



**New lane configurations**



**Sidewalks**



**Lighting**



**Intersection improvements**



**Bike lanes or multiuse path**



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## Schedule

Late 2022	Early 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>Online open house and outreach</li> <li>Evaluate and select preferred alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Layout and refine preliminary design</li> <li>Online open house</li> <li>Prioritization and phasing of improvements</li> <li>Final report</li> </ul>	<ul style="list-style-type: none"> <li>Study completion</li> </ul>



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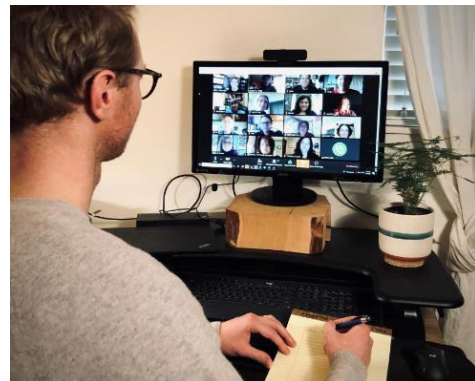
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## Public Engagement

- Multiple online open houses
- Direct mailings
- Virtual presentations at each stage of the project
- Emails to interested neighbors
- Comment forms
- Information tables at local stores or events in the project area
- Community Steering Committee



Virtual presentations will be hosted at multiple stages in the project.



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## Next Steps

Visit the [WestKitsapWayStudy.infocommunity.org](https://WestKitsapWayStudy.infocommunity.org)!

- Project team will develop draft improvement alternatives
- Project team to return to the community in early 2023 for additional feedback



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## Questions and Answers

Please enter your questions or comments in the **Q&A box** at the bottom of your Zoom screen or raise your hand and we will call on you.



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# VOLUNTARY Demographic Survey Title VI Public Involvement

[www.surveymonkey.com/r/6QPLKHF](http://www.surveymonkey.com/r/6QPLKHF)



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## Stay Informed

Visit the project website, sign up for email updates, and look for mailers about future engagement opportunities.

We welcome your feedback and suggestions on the best way to reach your community!



### Contact information

Katie Ketterer, Project Manager

Phone: 360-473-5334

Email: [Katie.Ketterer@ci.Bremerton.wa.us](mailto:Katie.Ketterer@ci.Bremerton.wa.us)



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# CITY OF BREMERTON

## WEST KITSAP WAY PLANNING STUDY

### WELCOME TO THE VIRTUAL PRESENTATION

THURSDAY, JUNE 22, 2023, 6 - 7:30 PM

## Zoom Webinar Tips

**All attendees are muted and will have their cameras off.**

Click on **Mute** to adjust (if you want to comment later in the meeting).

Use the **Q&A window** to submit a question or comment.



Report **technical issues** through the **Chat** window.

*\*Our tech support staff will assist you\**

# WELCOME



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## TONIGHT'S AGENDA

Time	Topic	Presenter
6:00 PM	Welcome	Katie Ketterer (City of Bremerton)
6:05 PM	Study background and purpose	Katie Ketterer
6:10 PM	Proposed alternatives	John Davies (KPG)
7:00 PM	Question and answers	John Davies (KPG)
7:30 PM	Next steps	Katie Ketterer

Example design concept.



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# 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.



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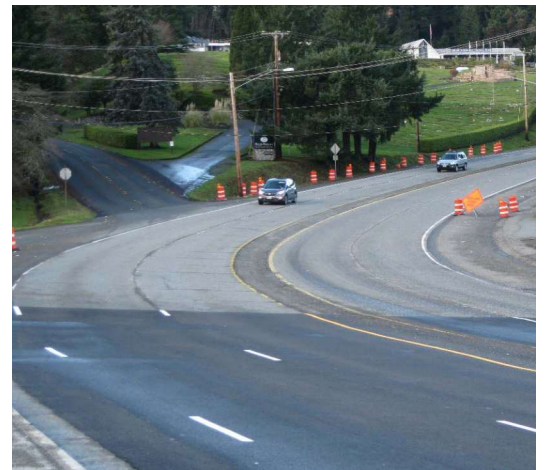
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# West Kitsap Way Planning Study

## 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

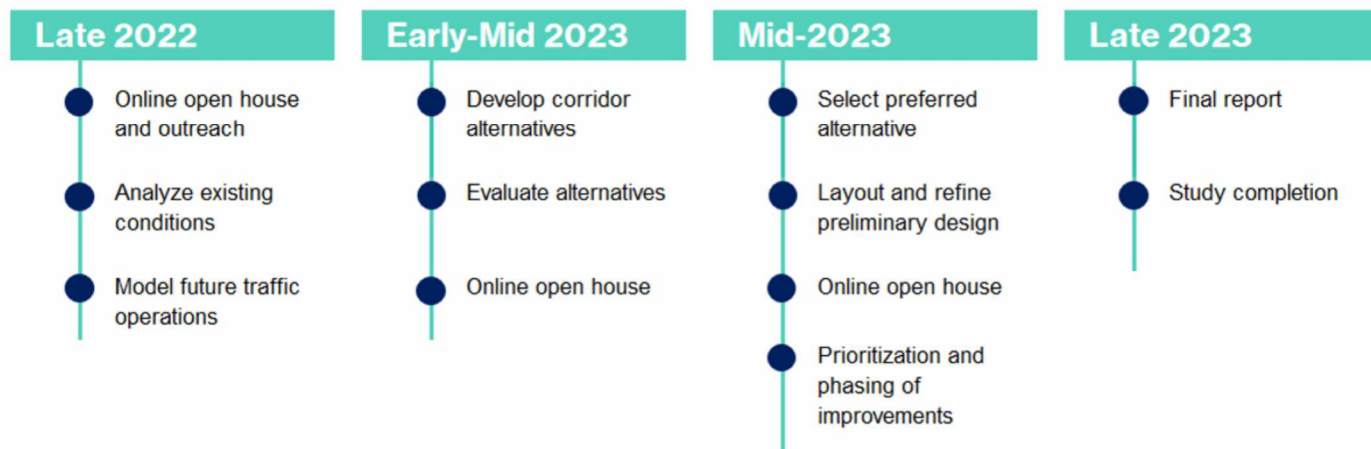


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# Schedule



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## Development of Alternatives

### Alternatives for two segments of the corridor:

1. The commercial district "Kitsap Junction" (between Northlake Way and Harlow Drive)
2. Kitsap Way (between Lakehurst Drive and Wilmont Street)

### Alternatives criteria:

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



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# Preliminary Corridor Alternatives

Alternative A	Alternative B	Alternative C
Includes improvements at a lower cost	Adds additional features but at higher costs	Includes the highest range of improvements but has higher costs

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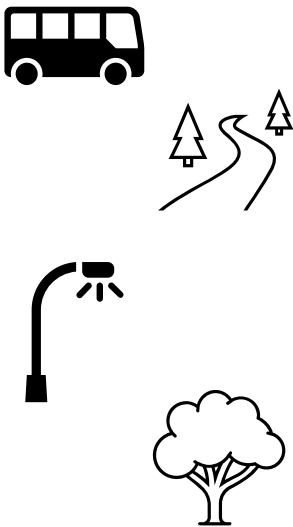


## Common Improvements to All Alternatives

In each alternative:

- Kitsap Way becomes a **three-lane** roadway.
- **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.

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



# Common Improvements to All Alternatives



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# Improvements within Roadway Footprint



- Existing Right of Way: ~140'  
Existing Paved Width: ~75'
- Roadway (32'-34')
  - Buffer (32'-34')
  - Pedestrian/Bicycle (12'-16')
  - Total Improvement width: 75'



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# Alternative A: Parking Aisles and Shared Use Paths



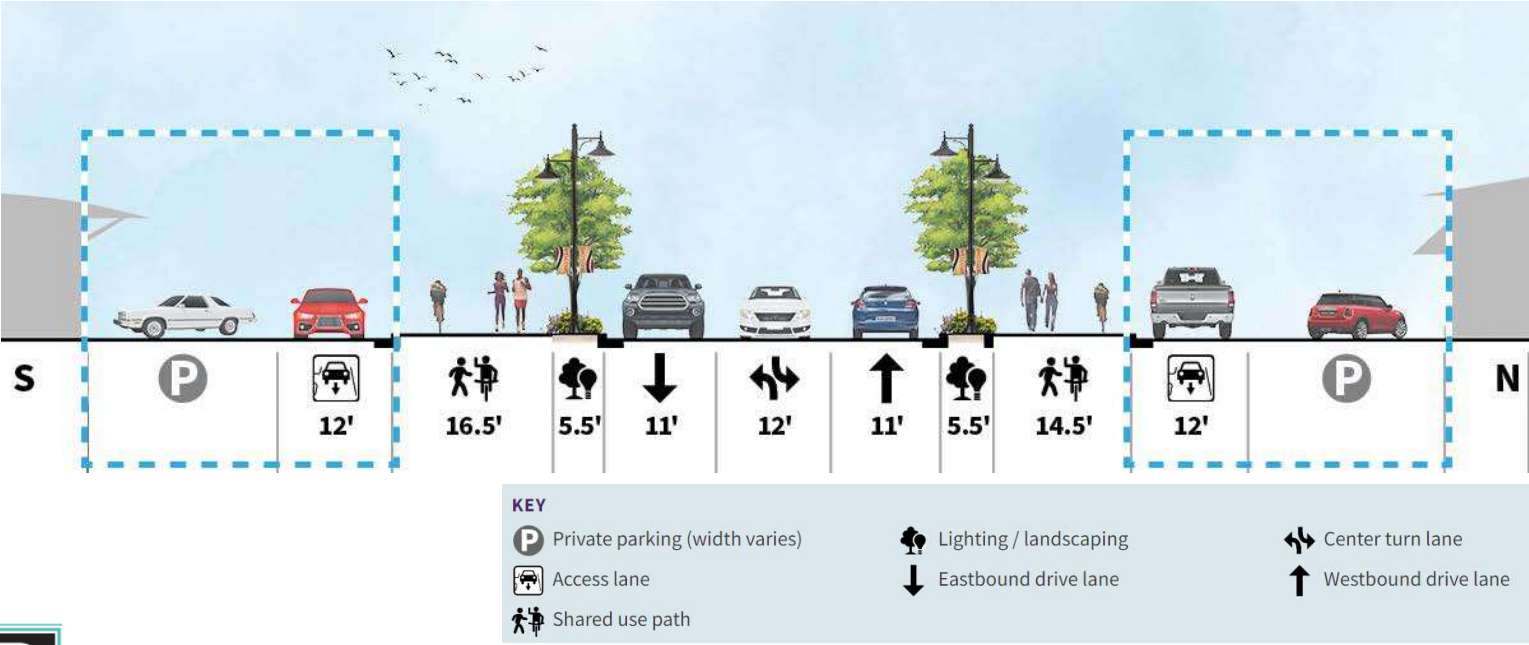
- LEGEND—ALTERNATIVE A**
- New traffic signal
  - Kitsap Junction improvements: Parking aisles, shared use pathways, and landscaping to improve non-motorized access
  - Kitsap Way improvements: Shared use path on both sides of the roadway



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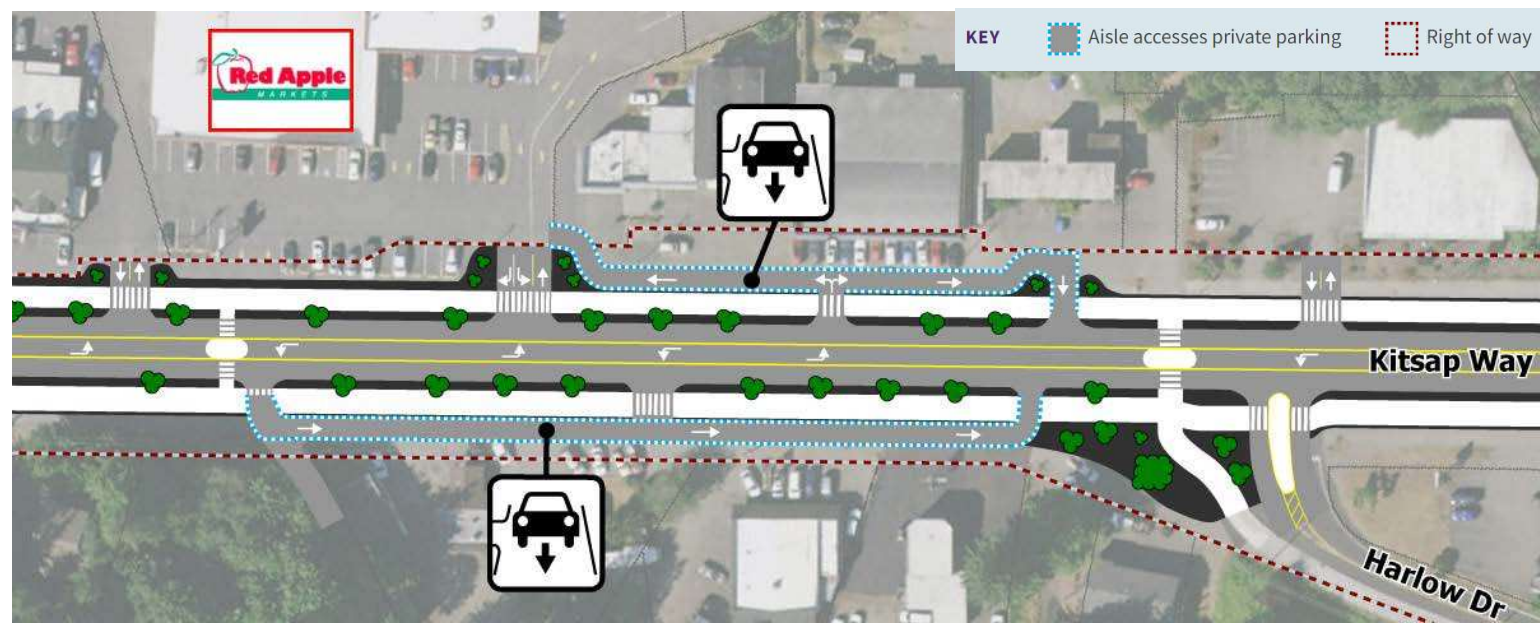
# Alternative A: Parking Aisles at Kitsap Junction



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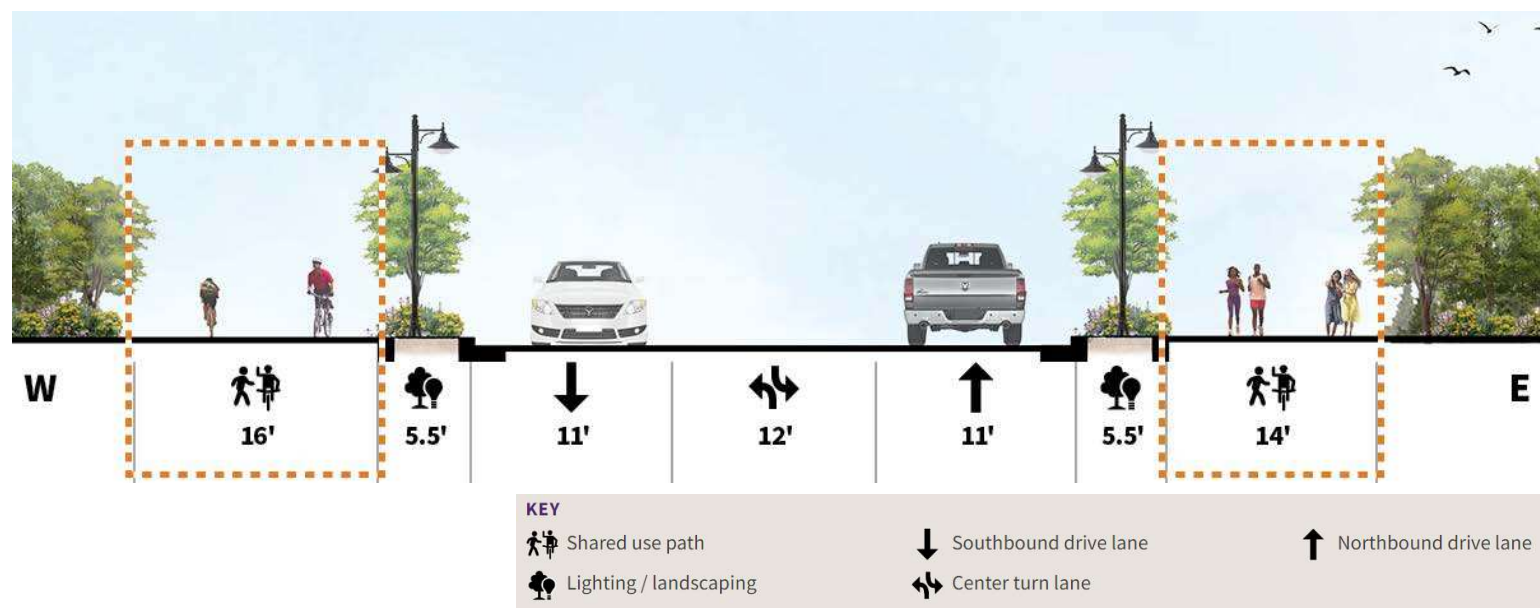
# Alternative A: Parking Aisles from above



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# Alternative A: Shared Use Pathways on Kitsap Way

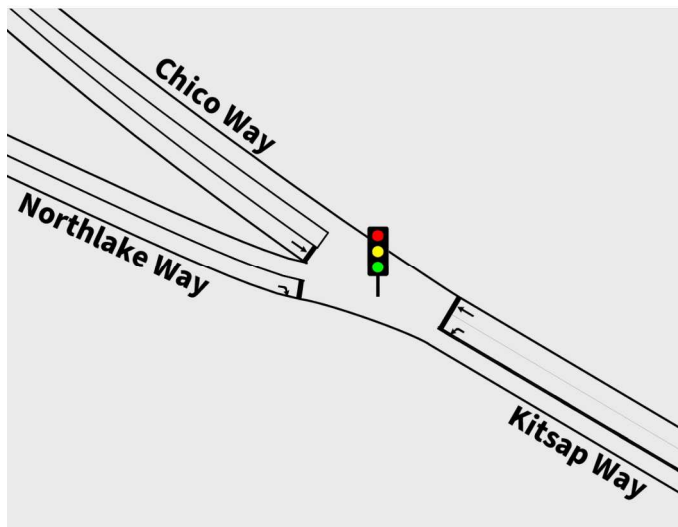


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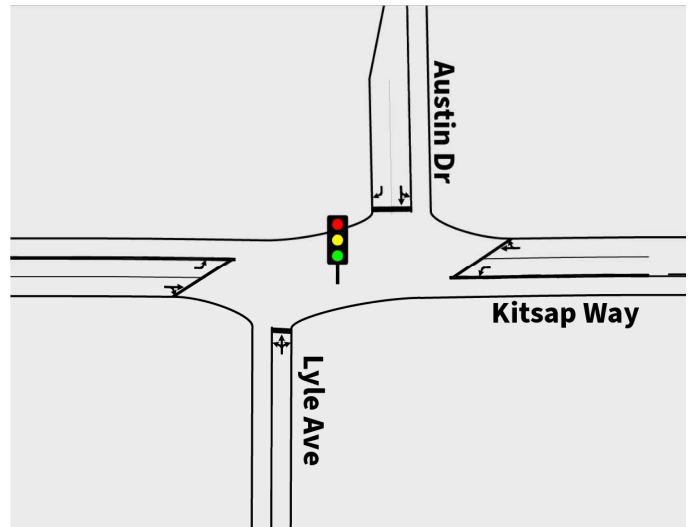
[WestKitsapWayStudy.infocommunity.org](http://WestKitsapWayStudy.infocommunity.org)



# Alternative A: Intersections



**NEW** Traffic Signal at  
Chico Way/Northlake Way



**NEW** Traffic Signal at  
Austin Drive/Lyle Avenue



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## Tell us what do you think about Alternative A?

Click the link in the  
meeting chat

OR

Go to Menti.com on  
your browser, phone, or  
tablet

- ☐ Three-lane roadway with center turn lane
- ☐ Shared use pathways
- ☐ Parking aisle access to existing private parking
- ☐ Traffic signal at Northlake Way/Chico Way
- ☐ Traffic signal at Austin Drive/Lyle Avenue



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# Alternative B: Public Angle Parking and Downhill Bike Lane

- LEGEND—ALTERNATIVE B**
- New traffic signal
  - New stop sign
  - Intersection realignment

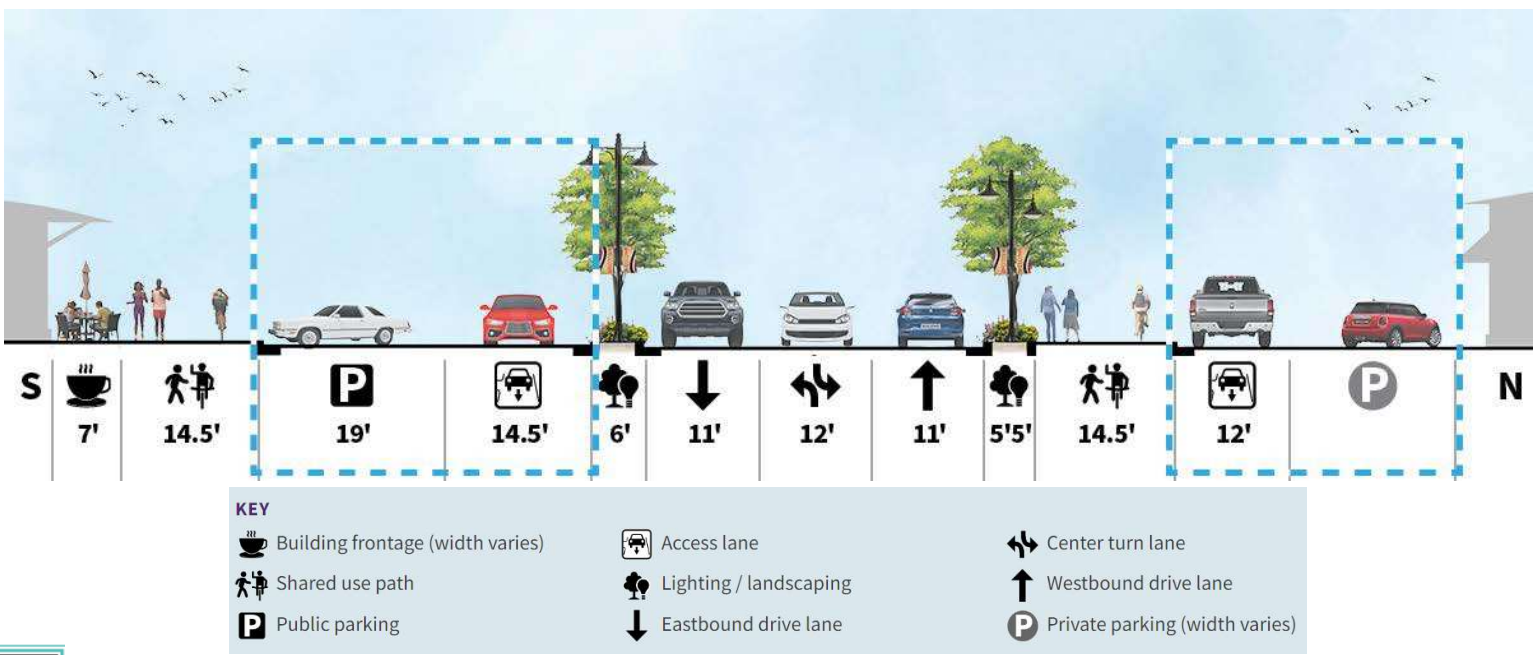
- Kitsap Junction Improvements *Public angle parking, shared use pathways, and landscaping to improve non-motorized access*
- Kitsap Way Improvements *Shared use path and bike lane hybrid on both sides of the roadway*



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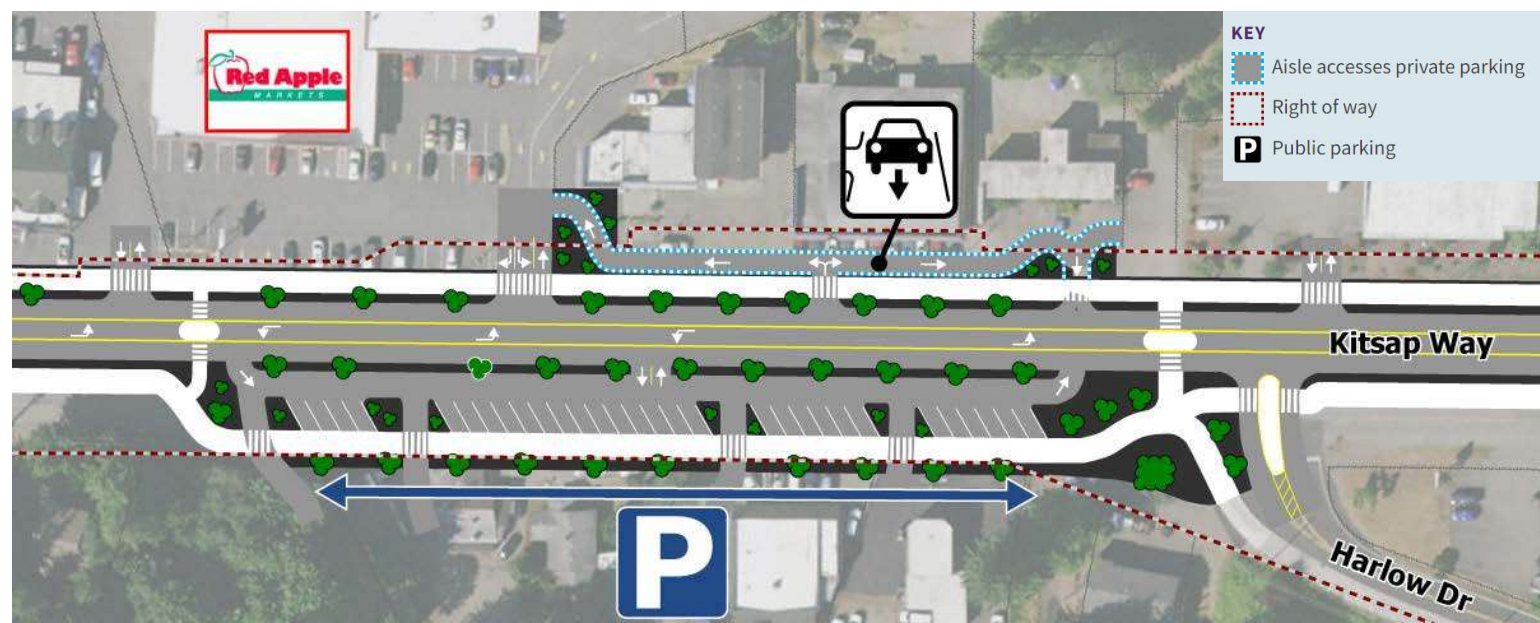
## Alternative B: Public Angle Parking in Kitsap Junction



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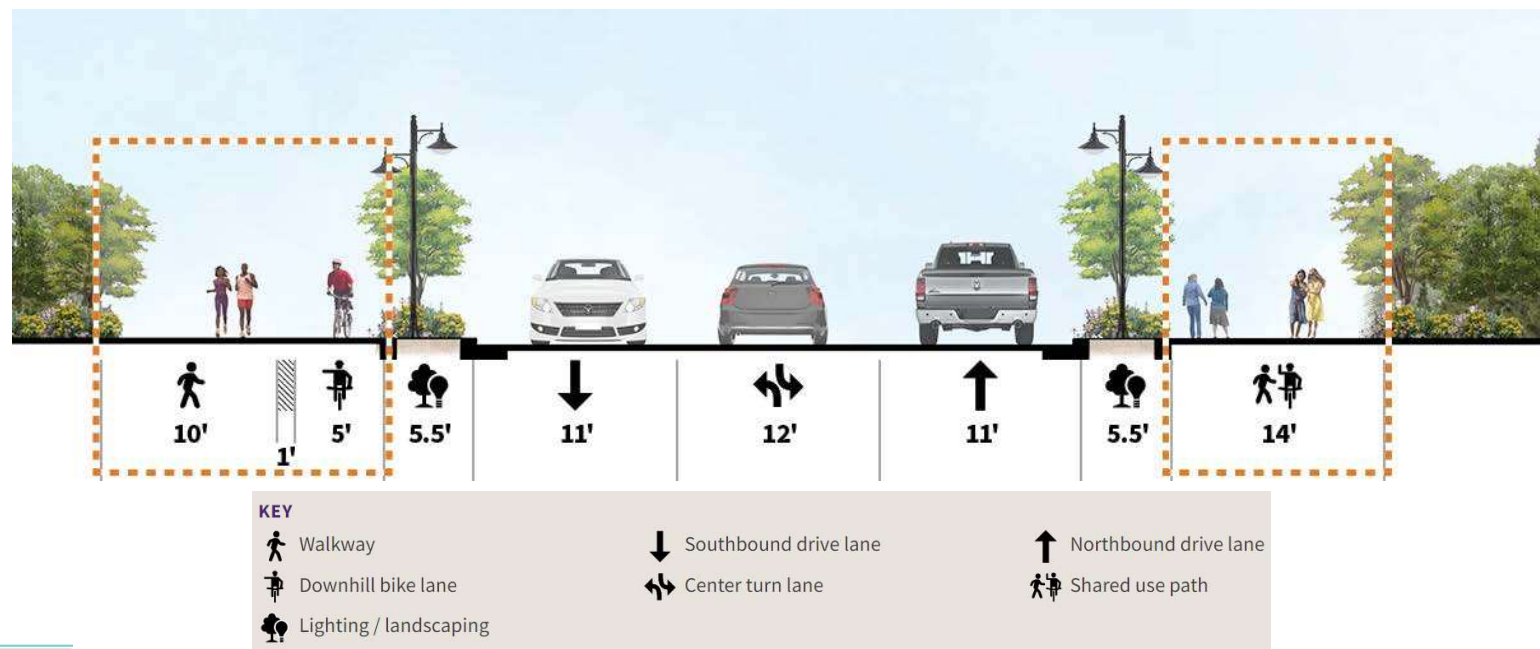
# Alternative A: Public Angle Parking from above



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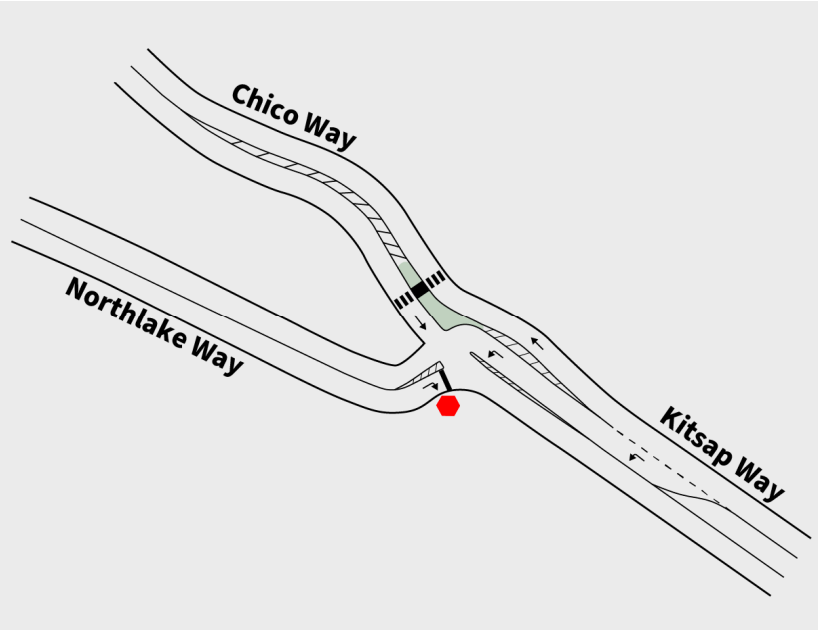
# Alternative B: Paths and Bike Lane Hybrid on Kitsap Way



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# Alternative B: Intersections



**NEW** Chicane and Stop Sign at Chico Way/Northlake Way

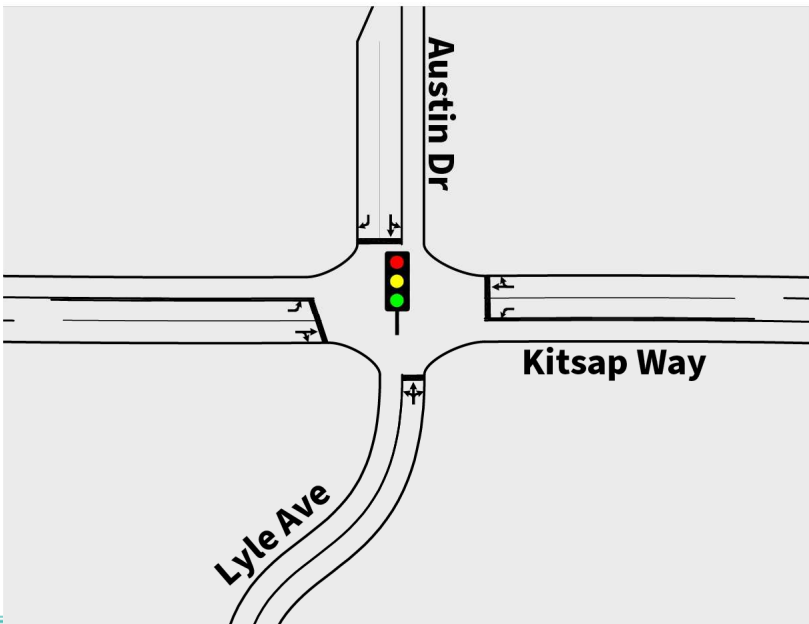


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# Alternative B: Intersections



**REALIGNED** Lyle Avenue and **NEW** Traffic Signal at Austin Drive/Lyle Avenue



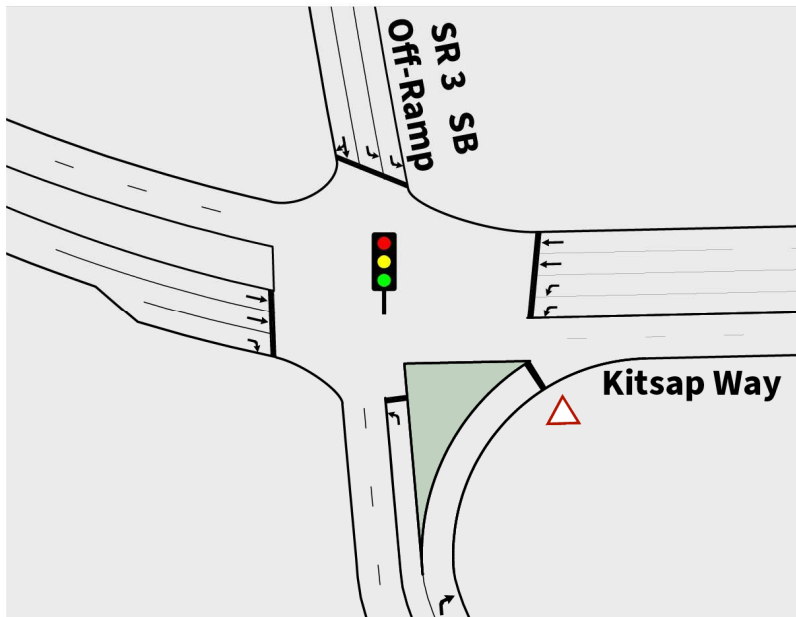
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## Alternative B: Intersections



### LANE RECONFIGURATION and **SIGNAL TIMING**

Improvements at Kitsap  
Way/SR 3 Southbound  
Ramp



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## Tell us what do you think about Alternative B?

Click the link in the meeting  
chat

OR

Go to Menti.com on your  
browser, phone, or tablet

- ☐ Three-lane roadway with center turn lane
- ☐ Public angle parking in Kitsap Junction
- ☐ Downhill raised bike lane and shared use paths
- ☐ Chicane and stop sign at Northlake Way/Chico Way
- ☐ Realigned traffic signal at Austin Drive/Lyle Avenue
- ☐ Lane reconfiguration at SR 3 SB Ramp

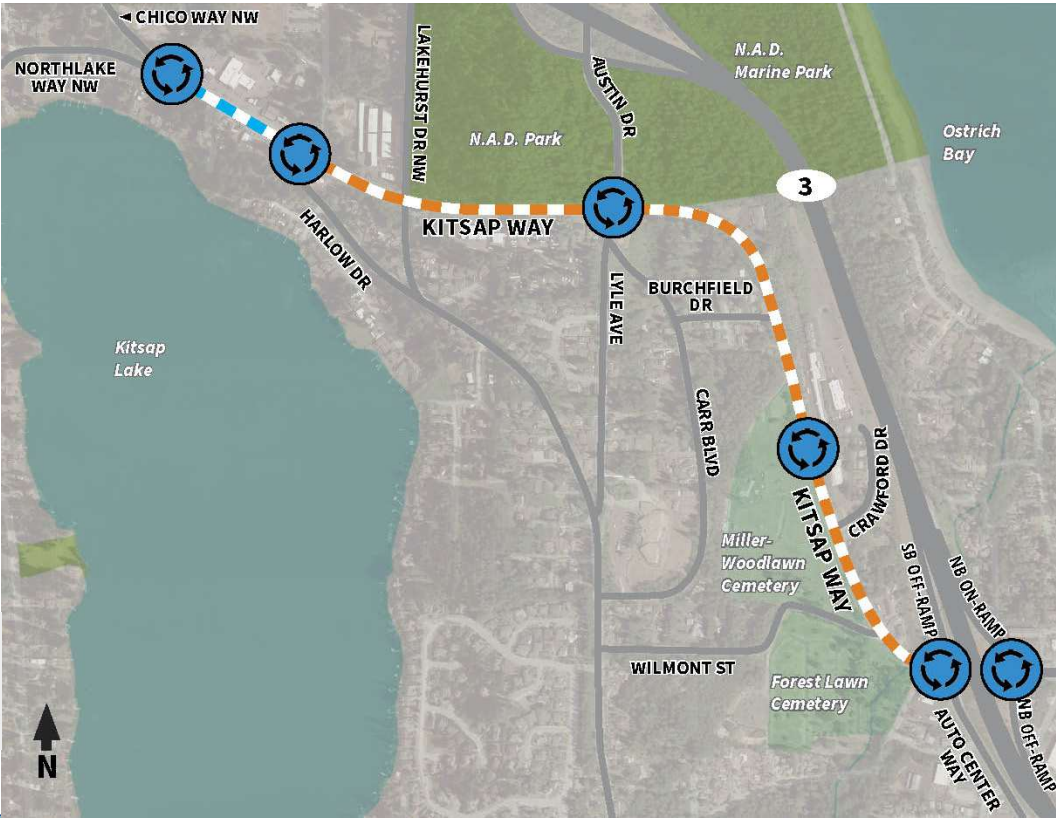


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# Alternative C: Roundabouts and Medians



**LEGEND—ALTERNATIVE C**

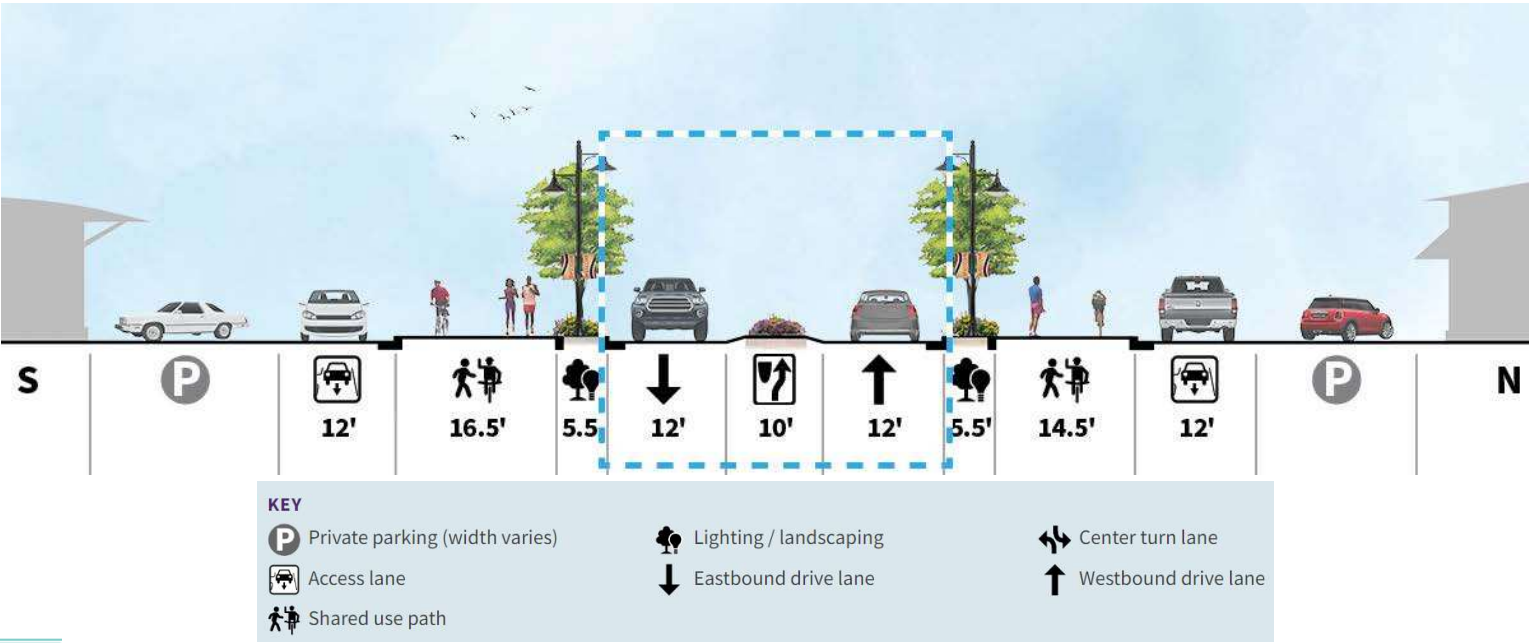
- New roundabout
- Kitsap Junction improvements New roundabout with a center median
- Kitsap Way improvements New roundabout with a center median and raised bike lanes



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# Alternative C: Raised Center Median at Kitsap Junction

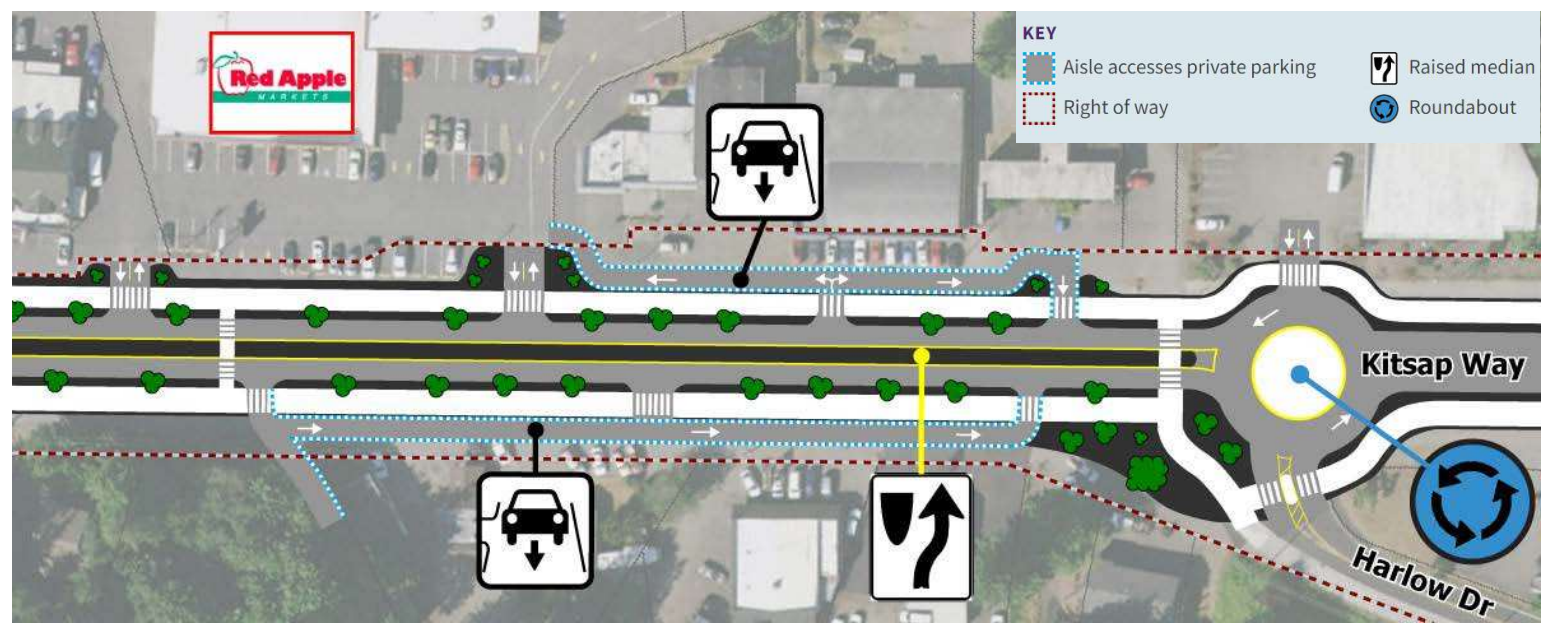


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# Alternative C: Roundabouts and Raised Center Median

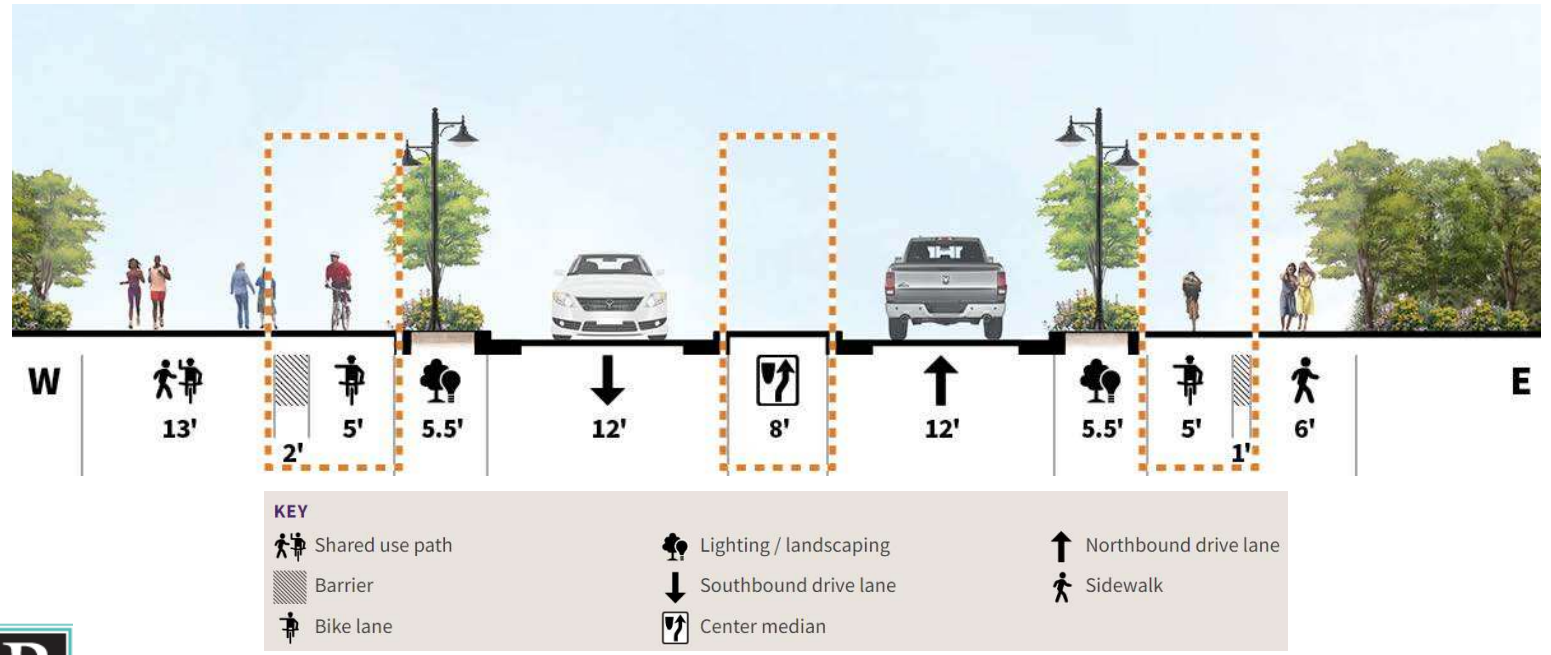


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# Alternative C: Separated Paths and Bike Lanes

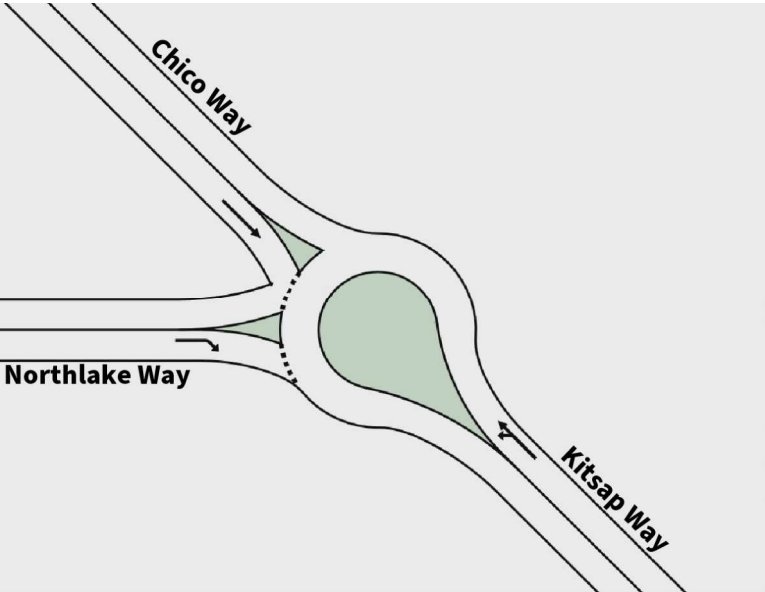


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# Alternative C: Intersections



**NEW** Roundabout  
at Chico Way/  
Northlake Way



# Alternative C: Intersections

**NEW** Roundabout at Austin Drive/Lyle Avenue

**NEW** Roundabout at Kitsap Way/SR 3 Interchange



# Tell us what do you think about Alternative C?

Click the link in the meeting chat

OR

Go to Menti.com on your browser, phone, or tablet

- ☐ Two lanes with raised center median in Kitsap Junction
- ☐ Two lanes with raised center median on Kitsap Way
- ☐ Raised bicycle lanes (both directions)
- ☐ Roundabout at Northlake Way-Chico Way
- ☐ Roundabout at Austin Drive-Lyle Avenue
- ☐ Roundabout at SR 3 Southbound Ramp



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## Alternatives Analysis

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	↑	↔	↓
<b>Overall</b>	↑	↑	↔



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# Alternatives Analysis: Cost Comparison

	Alternative A	Alternative B	Alternative C
Total Cost	\$47,000,000	\$50,000,000	\$65,000,000



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## Which elements of the alternatives are the most important to you (pick up to 4)?

Click the link in the meeting chat

OR

Go to Menti.com on your browser, phone, or tablet

Alternative A	Alternative B	Alternative C
Parking aisles and private parking	Public angle parking	Parking aisles and private parking
Shared use paths	Downhill bike lane	Separated bike lanes and walkways
Center turn lane	Center turn lane	Hard median
Signals	Realigned intersections	Roundabouts



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## Next Steps

Visit the [WestKitsapWayStudy.infocommunity.org](https://WestKitsapWayStudy.infocommunity.org) by July 5!

Project team will review your feedback and return with a final corridor-wide proposal this fall.



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## Questions and Answers

Please enter your questions or comments in the **Q&A box** at the bottom of your Zoom screen, or raise your hand and we will call on you.



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# VOLUNTARY Demographic Survey Title VI Public Involvement



[www.surveymonkey.com/r/H5WD2BV](https://www.surveymonkey.com/r/H5WD2BV)



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[WestKitsapWayStudy.infocommunity.org](https://WestKitsapWayStudy.infocommunity.org)

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## Stay Informed

Visit the project website, sign up for email updates, and look for mailers about future updates.

We welcome your feedback and suggestions on the best way to reach your community!



### Contact information

Katie Ketterer, Project Manager

Phone: 360-473-5334

Email: [Katie.Ketterer@ci.Bremerton.wa.us](mailto:Katie.Ketterer@ci.Bremerton.wa.us)



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## CITY OF BREMERTON WEST KITSAP WAY PLANNING STUDY

WELCOME TO THE  
**VIRTUAL PRESENTATION**  
THURSDAY, NOVEMBER 9, 2023, 6 - 7 PM

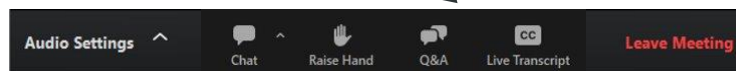
1

### Zoom Webinar Tips

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Use the **Q&A window** to submit a question or comment.



Report **technical issues** through the **Chat** window.  
*\*Our tech support staff will assist you\**



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# WELCOME



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## TONIGHT'S AGENDA

Time	Topic	Presenter
6:00 PM	Welcome	Katie Ketterer (City of Bremerton)
6:05 PM	Study background and purpose	Katie Ketterer
6:10 PM	Preferred alternative	John Davies (KPG Psomas)
6:35 PM	Question and answers	Katie Ketterer John Davies
6:50 PM	Next steps	Katie Ketterer
7:00 PM	Adjourn	Katie Ketterer

Example design concept.



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# 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.



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# 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



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## Schedule

Late 2022	Early 2023	Mid- late 2023	Early 2024
<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>



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## Development of Alternatives Recap

### Three alternatives were developed for the corridor:

1. Low, medium, and high alternatives - based on impact and cost
2. Presented at Open House 2 for public review and discussion.
3. Preferred alternative includes elements from each of the three alternatives.

### Alternatives criteria:

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



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## What we heard: Open House 2

- Alternatives presented at Open House 2 for public review and discussion.
- Participants identified which elements of each alternative they liked.
- Preferred alternative takes elements from each of the three alternatives.
- Popular items:
  - ✓ Roundabout at Northlake/Chico
  - ✓ Roundabout at Austin/Lyle
  - ✓ Shared use pathways
  - ✓ Downhill bike lane
  - ✓ Rechannelization of SR 3 southbound off-ramp



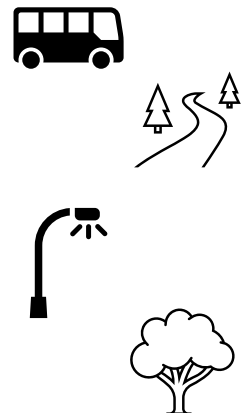
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## Preferred Alternative

- **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.



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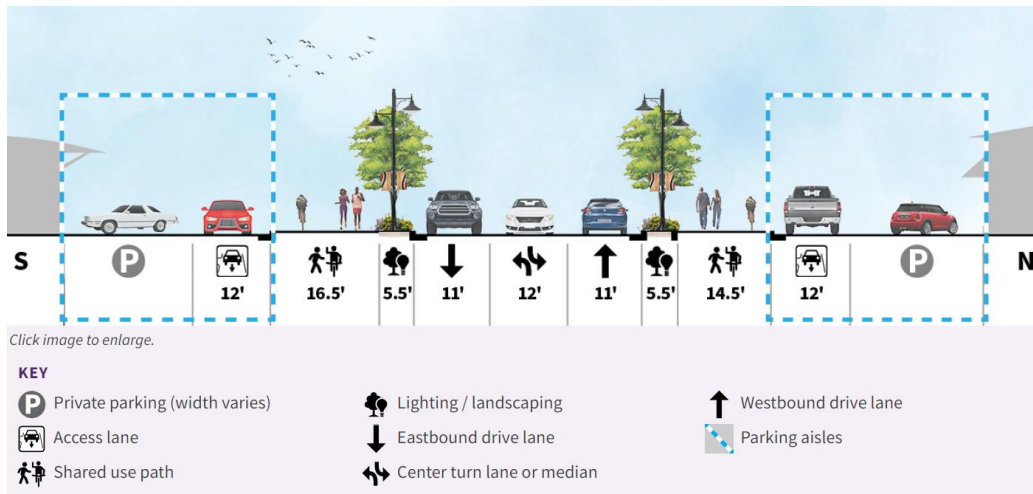
## Preferred Alternative: Kitsap Junction



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## Preferred Alternative: Kitsap Junction



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## 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.



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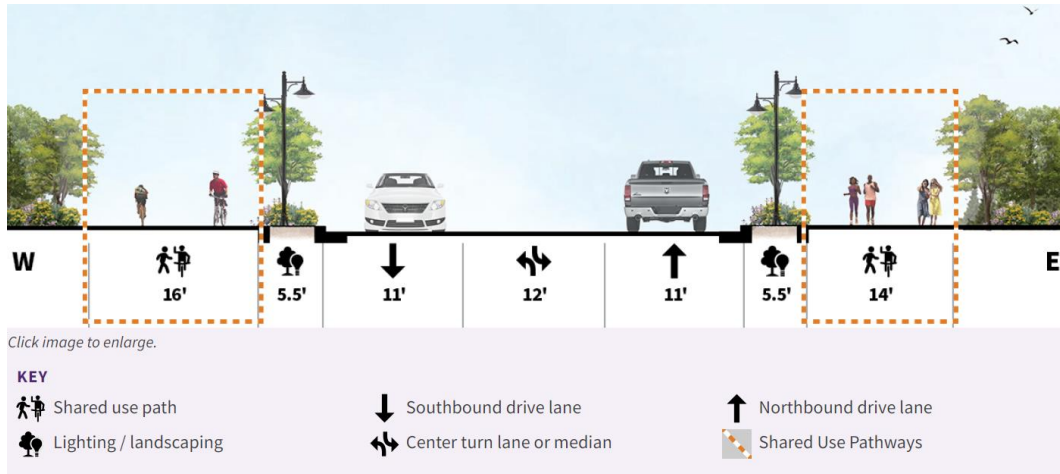
## Preferred Alternative: Kitsap Way Between Harlow Drive and Austin Drive



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## Preferred Alternative: Kitsap Way Between Harlow Drive and Austin Drive

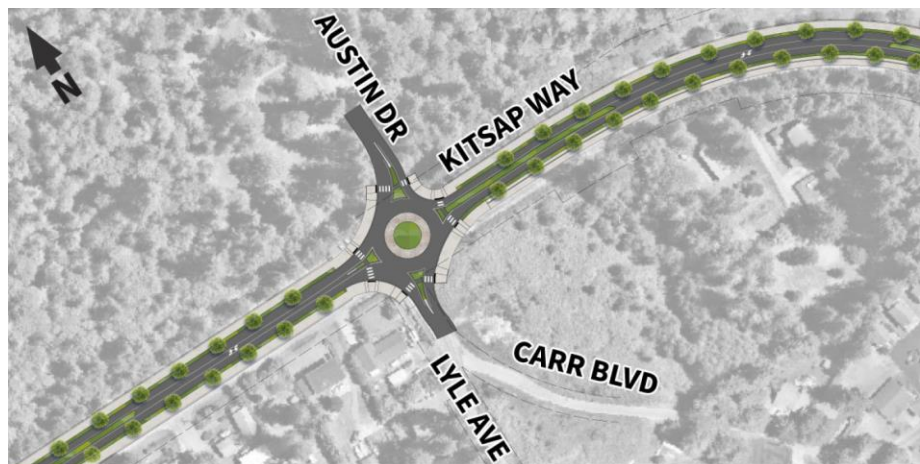


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## Preferred Alternative: Kitsap Way Between Harlow Drive and Austin Drive

- **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.



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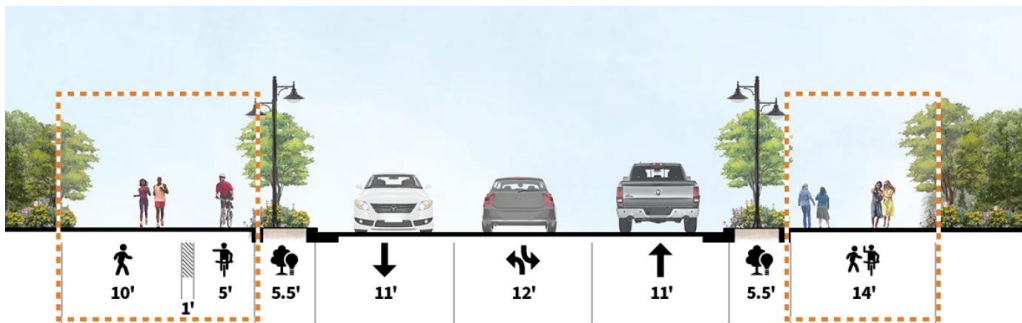
## Preferred Alternative: Kitsap Way between Austin Drive and SR 3



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## Preferred Alternative: Kitsap Way between Austin Drive and SR 3



[Click image to enlarge.](#)

### KEY

Walkway

Buffer

Downhill bike lane

Lighting / landscaping

Southbound drive lane

Center turn lane

Northbound drive lane

Shared use path

Paths and Bike Lane Hybrid



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## 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.



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## Preferred Alternative: Key Intersection Improvements

**Burchfield 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 Street**



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



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## Your feedback, questions and answers

Please enter your questions or comments in the **Q&A box** at the bottom of your Zoom screen or raise your hand and we will call on you.



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## 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.



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## Next Steps

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## VOLUNTARY Demographic Survey Title VI Public Involvement

[www.surveymonkey.com/r/TT2JVP](https://www.surveymonkey.com/r/TT2JVP)



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