



West Kitsap Way Planning Study



Appendix J

Complete Street Committee Presentations

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CITY OF BREMERTON

WEST KITSAP WAY PLANNING STUDY



Agenda

Review the proposed approach for the draft preferred alternative

What do you think?

Any additional considerations for preferred alternative?



Evaluation Criteria for Alternatives

Alternatives criteria:

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

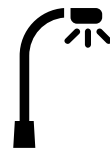


West Kitsap Way Planning Study

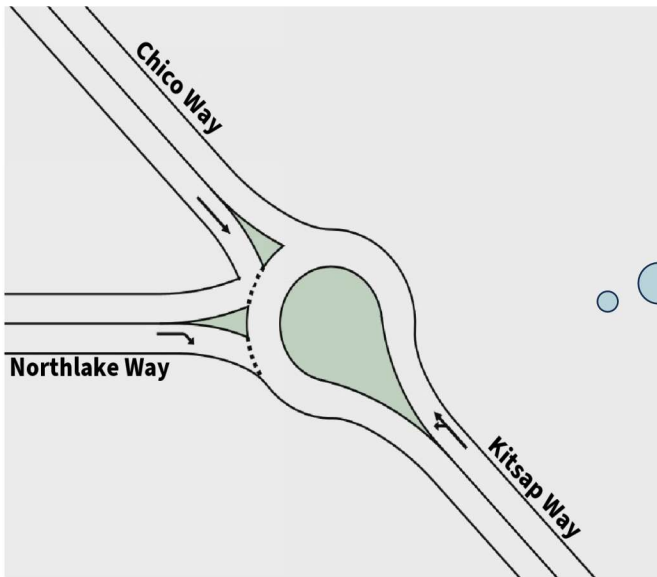
Common Improvements from alternatives that will move forward to preferred alternative

In each alternative Kitsap Way would become:

- **A three-lane roadway** with a single lane in each direction of travel and a center left turn lane or raised median
- **Two lanes** in each direction in the vicinity of SR 3 interchange.
- **All alternatives** share common features such as landscaping, decorative lighting, bus pullouts, and storm drainage.



Proposed Roundabout at Chico/Northlake



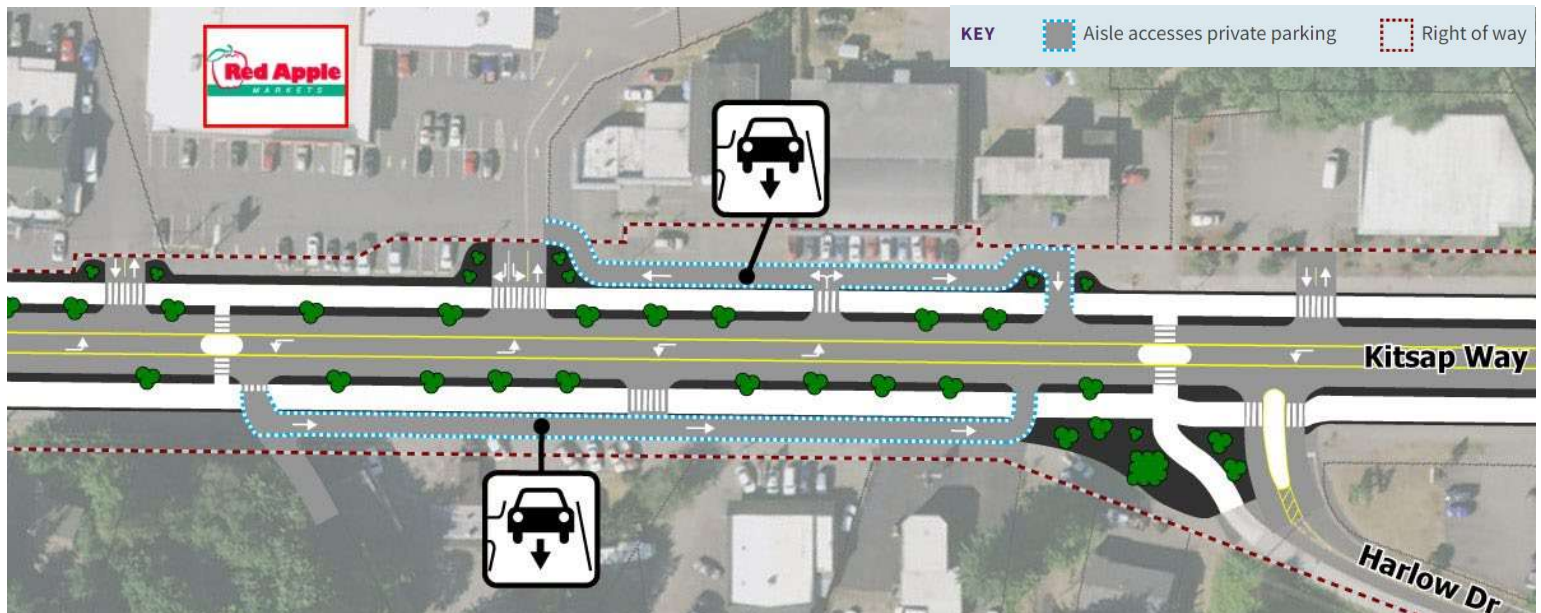
"Roundabouts are a more efficient way to move cars. The Red Apple and business district are under utilized now. Investing in this area with vision will bring revenue and increase safety for walkers, bikers, and other rolling devices. Even cars." *

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

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



Proposed Parking Aisles for Kitsap Junction



Proposed Parking Aisles for Kitsap Junction

- ✓ Maintains good access for businesses
- ✓ Minimizes impact to existing parking
- ✓ Provides mid-block crossing opportunity
- ✓ Considering reducing some business access points to streamline the parking aisle design
- ✓ Not as popular with public comment as the public parking aisle; however, that alternative had issues with parking management, number of available parking spaces, impacts to driveways, and impacts to on the east side of the roadway



Consider Roundabout at Harlow



- ✓ Slows down speeds entering Kitsap Junction
- ✓ Reduces serious collision types
- ✓ Eases left turn issues from Harlow to Kitsap Way

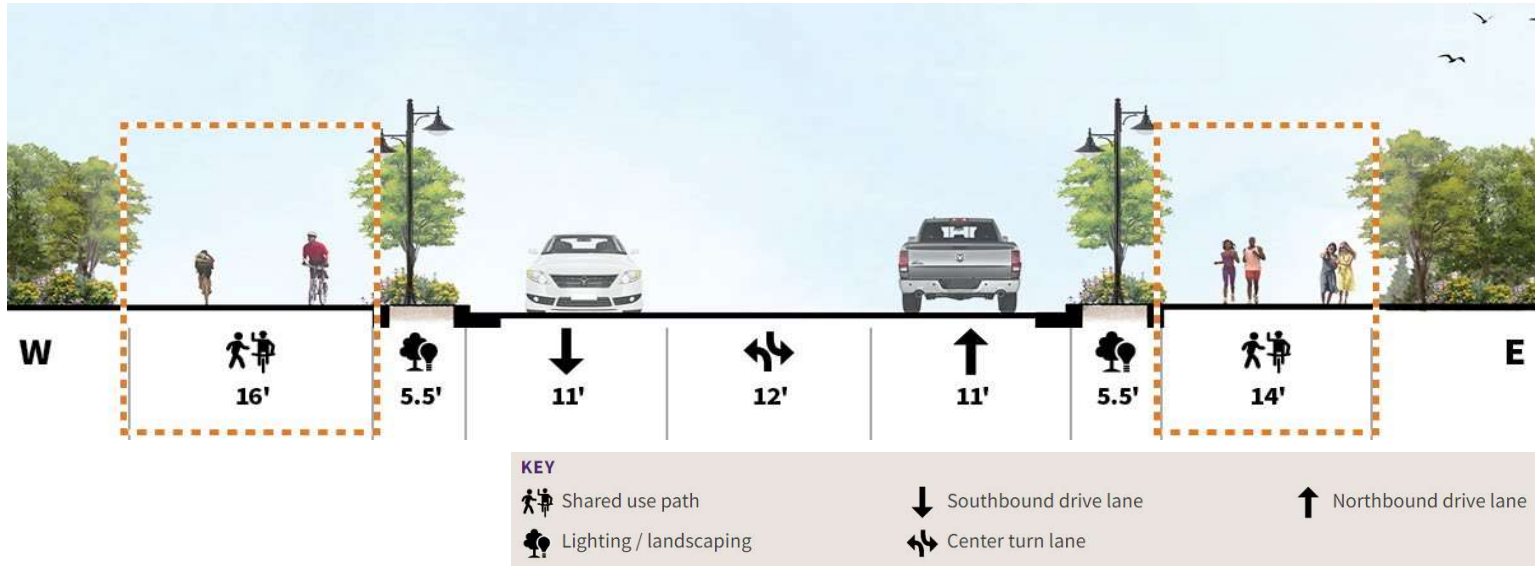
*"The island that was placed in the center of Kitsap Way opposite of Red Apple Market is cumbersome and dangerous when attempting to make a left turn onto Kitsap Way from Harlow Drive."**

** Quote from Bremerton1 complaint, ticket # 401982*



Proposed Shared Use Pathways on Kitsap Way

Harlow to south of Austin Drive



Proposed Shared Use Pathways on Kitsap Way

Harlow to south of Austin Drive

- ✓ Shared use path on both sides of road (16ft and 14ft)
- ✓ Includes vegetation strip to separate path from road
- ✓ 3 lane section include two way left turn lane to maintain full access to properties
- ✓ Slightly wider path on west/north side of road (cemetery/lake side) – this is due to higher residential on that side and potential future path around Kitsap Lake
- ✓ All path/sidewalk options from alternatives were popular with public



Proposed Roundabout at Austin/Lyle



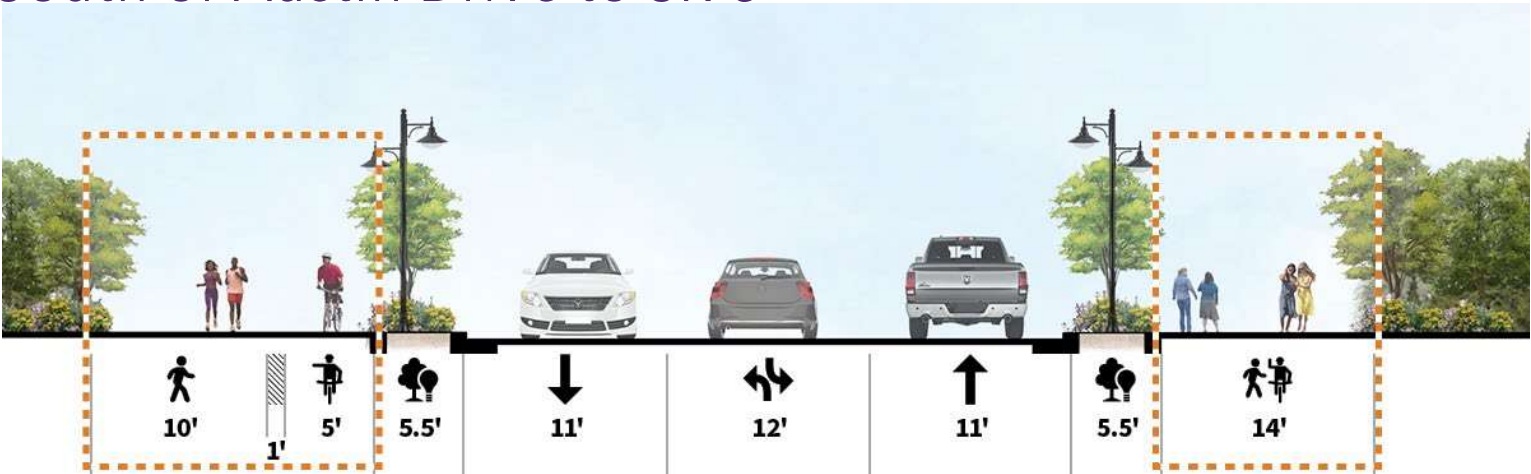
"The intersection of Austin Drive and Lyle Avenue should be a roundabout, not a traffic light. This would promote constant movement of traffic in a manner that is better than a stop light."*

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

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



Proposed Paths and Bike Lane Hybrid on Kitsap Way South of Austin Drive to SR 3



| KEY | | |
|-----|------------------------|-----------------------|
| | Walkway | Southbound drive lane |
| | Downhill bike lane | Northbound drive lane |
| | Lighting / landscaping | Shared use path |
| | | Center turn lane |

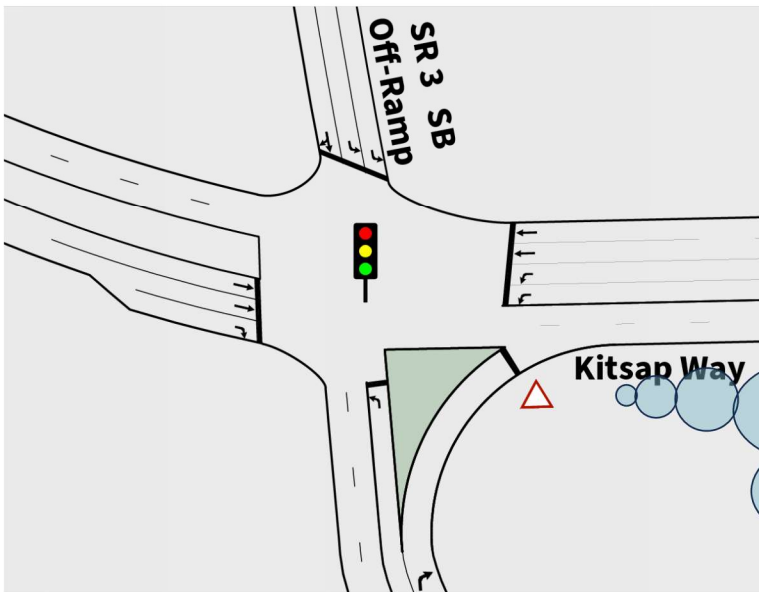


Proposed Paths and Bike Lane Hybrid on Kitsap Way South of Austin Drive to SR 3

- ✓ North/west side includes separation between bikes and pedestrians – this section of road is downhill so bike may be traveling fast
- ✓ Addresses concerns about ped safety with fast bikes
- ✓ Shared use path width on both sides of road
- ✓ Includes vegetation strip to separate path from road
- ✓ 3 lane section include two way left turn lane to maintain full access to properties
- ✓ Still considering exact location to start this cross section



Proposed SR 3 Southbound Ramp



- ✓ Minor reconfiguration of intersection to optimize efficiency to handle traffic flow
- ✓ Lower cost
- ✓ Roundabouts would be expensive, huge, and did not carry significant public support

"Reconfiguration SB SR 3 is a must as [not all vehicles signal a left turn], and if you are northbound across the street, you're not able to turn right because of the non-signaling."

** Quote from Online Open House (6/16/23 4:03)*



Other Considerations

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



Next Steps

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





CITY OF BREMERTON

WEST KITSAP WAY PLANNING STUDY

Complete Streets Presentation

February 27, 2024

West Kitsap Way Planning Study

Study Background

- Corridor connects Kitsap Lake homes and businesses to downtown, as well as areas to the north.
- Designed as a highway and has since been replaced by SR 3, which provides a parallel corridor.
- City received a federal grant to study how the corridor can meet the current and future needs of the community.



West Kitsap Way Planning Study

Study Purpose

- Examine existing and future needs of all transportation modes.
- Develop and evaluate alternatives and identify potential solutions that meet the community's needs.
- Create a preliminary design and an implementation plan for future design, funding, and construction.



Kitsap Way just west of SR 3 interchange



WestKitsapWayStudy.infocommunity.org

Schedule

Late 2022

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

Early 2023

- Develop corridor alternatives
- Evaluate alternatives
- Online open house

Mid- late 2023

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

Early 2024

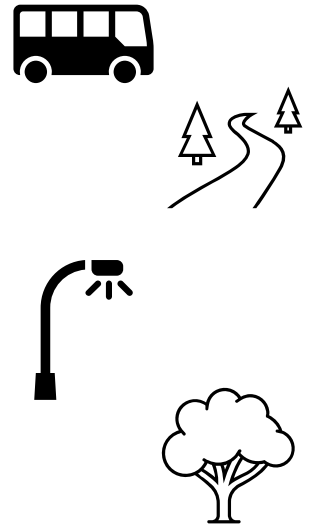
- Final report
- Study completion



WestKitsapWayStudy.infocommunity.org

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.

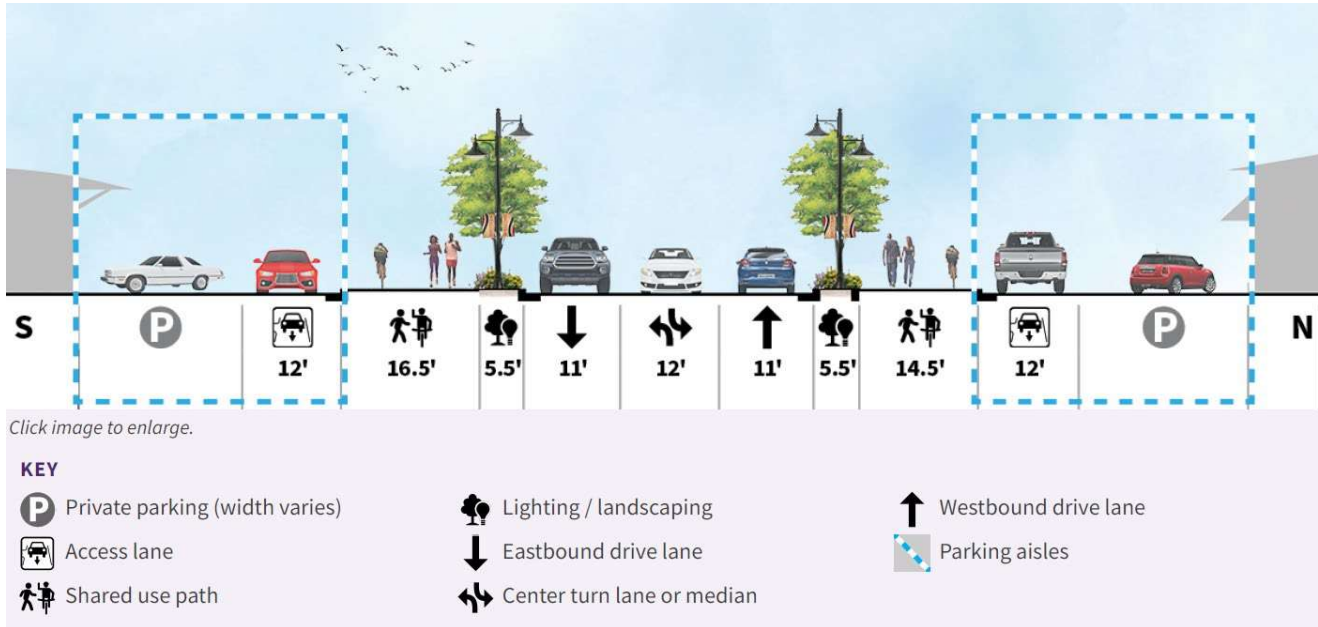


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Preferred Alternative: Kitsap Junction



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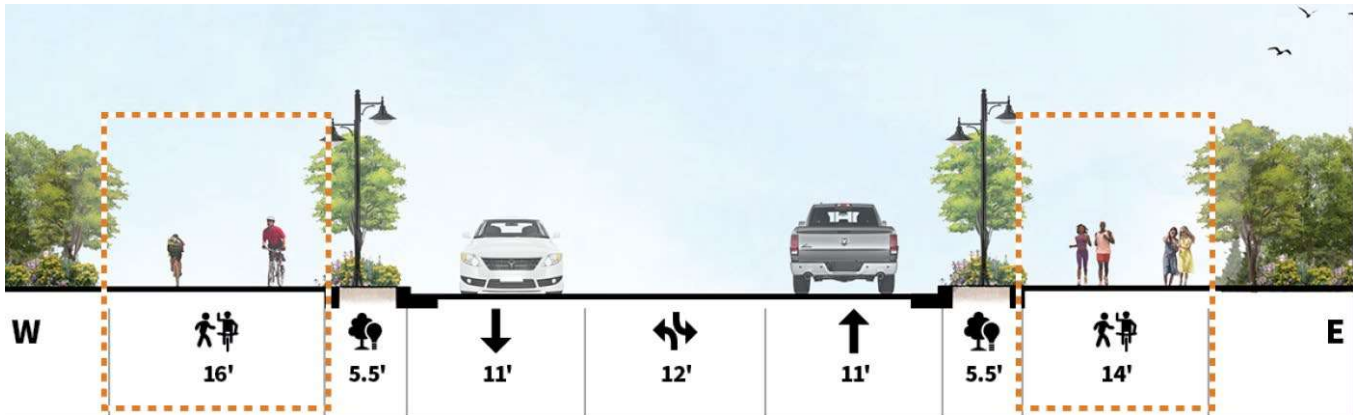
- **Roundabout** at Northlake Way/Chico Way slows traffic entering Kitsap Junction.
- **Parking aisles** provide access to property.
- **Shared use paths** and landscaping.
- **Roundabout** at Harlow Drive and Kitsap Way facilitates left turns.



Preferred Alternative: Kitsap Way Between Harlow Drive and Austin Drive



Preferred Alternative: Kitsap Way Between Harlow Drive and Austin Drive



Click image to enlarge.

KEY



Shared use path



Lighting / landscaping



Southbound drive lane



Center turn lane or median



Northbound drive lane



Shared Use Pathways



Preferred Alternative: Kitsap Way Between Harlow Drive and Austin Drive

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

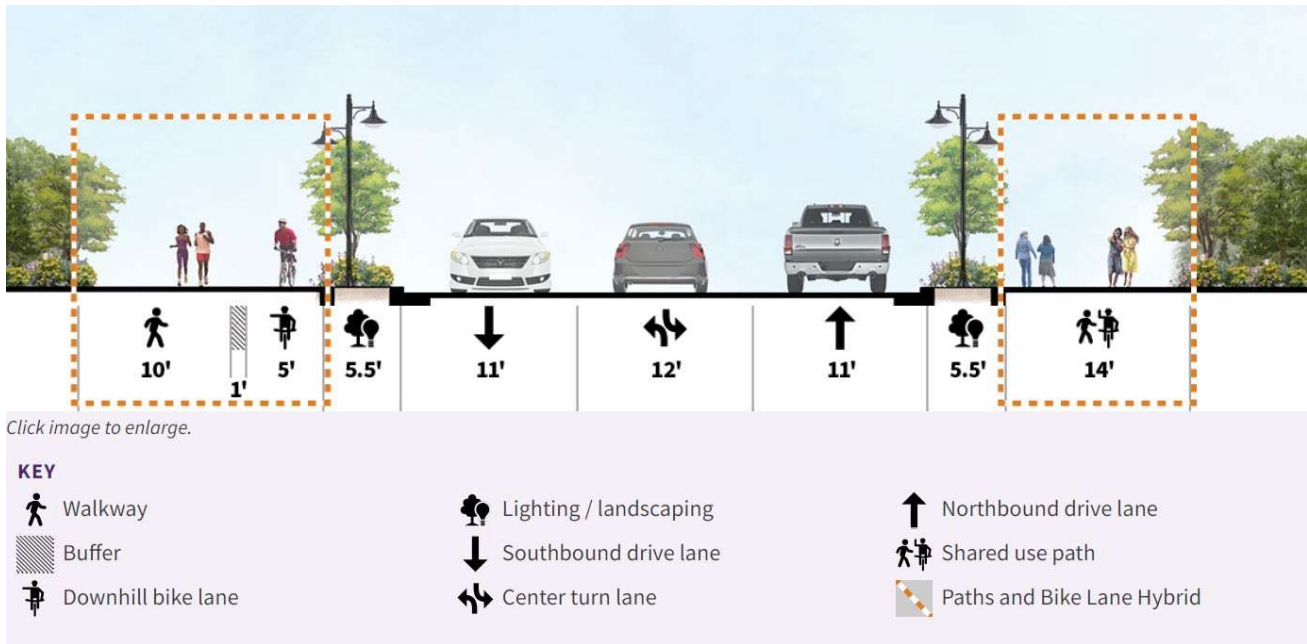


Preferred Alternative: Kitsap Way between Austin Drive and SR 3



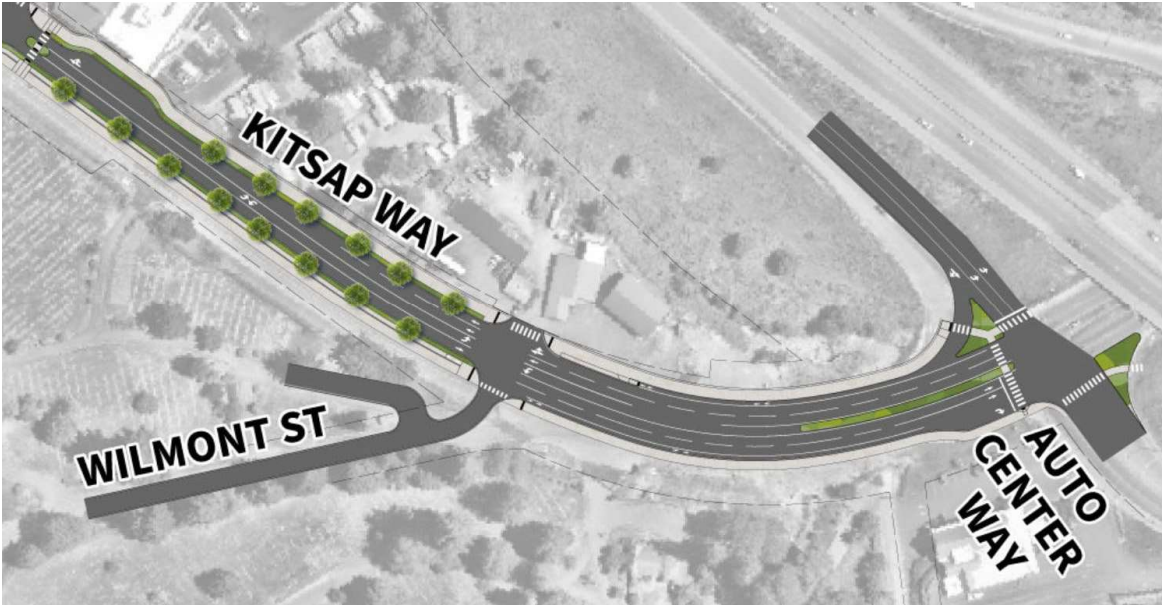
November 9, 2023

Preferred Alternative: Kitsap Way between Austin Drive and SR 3



Preferred Alternative: Kitsap Way between Austin Drive and SR 3

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



Preferred Alternative: Key Intersection Improvements

Birchfield Drive



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

Crawford Drive



Adds new bus pullouts and a flashing beacon crosswalk.

Wilmont Drive



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



Next Steps

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





CITY OF BREMERTON

WEST KITSAP WAY PLANNING STUDY FINAL UPDATE

Complete Streets Presentation

September 18, 2024

Study Background

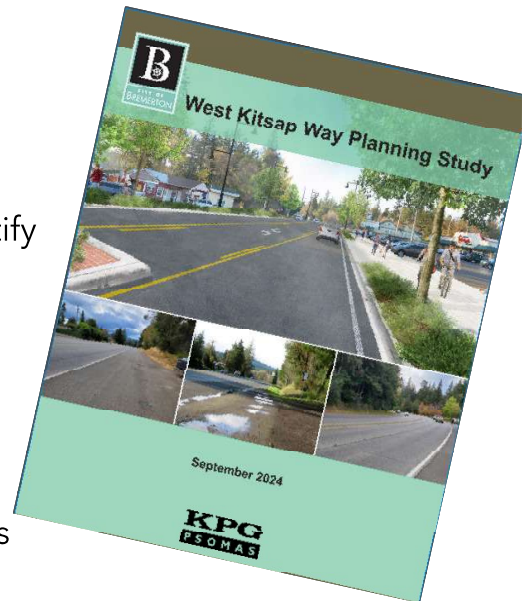
- Corridor connects Kitsap Lake homes and businesses to downtown, as well as areas to the north.
- Designed as a highway and has since been replaced by SR 3, which provides a parallel corridor.
- City received a federal grant to study how the corridor can meet the current and future needs of the community.



Map of study area - Kitsap Way from SR 3 Interchanges to Northlake/Chico Way intersection.

Study Outcome

- Examined existing and future needs of all transportation modes.
- Developed and evaluated alternatives and identify potential solutions that meet the community's needs.
- Created a preliminary design and an implementation plan for future design, funding, and construction.
- Preferred alternative includes 3 lane section, shared use path on both sides, RAB intersections at Northlake, Harlow, and Austin.



Cover page of the study report.



Complete Streets Contributions

Discussed Design
Alternatives and
Public Feedback on
the Alternative
8/29/2023

- Committee's suggestion to look at a skewed RAB at Austin/Lyle was adopted.
- Committee's recommendation to include RAB at Harlow was adopted.
- Multiple comments have been included in the project summaries for consideration in design (downhill bike separation, NAD park integration, bike/ped safety at RABs).

Presented
Preferred
Alternative and
Discussed Phasing
Strategy
2/27/24

- Preferred alternative was supported and comments about design considerations (bus pullouts, landscaping, bike/ped separation) were added to project summary pages.
- The committee's recommendation to phase the project from north to south was adopted.



Next Steps

- City finalizing report.
- Preparing to ask Council to accept the final report before budget season. Report will be available for public review on the project website ahead of Council process.
- Preferred alternative is preliminary level of design (5 - 10%). Additional design will be needed in the years ahead.
- Proposed phases will be prioritized with other TIP projects and the City will pursue funding for the projects in future years.

