



# West Kitsap Way Planning Study



## Appendix D

### Preferred Alternative



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# Preferred Alternative

**T**his appendix describes the preferred alternative for the Kitsap Way corridor including the roadway, intersections, and non-motorized facilities.

The development of a preferred alternative included several planning and design considerations. The project team discussed several options, reviewing input from the public and stakeholders, results of the transportation analysis, potential impacts to property, and overall constructability and feasibility. A draft preferred alternative as prepared and reviewed by the project’s steering committee and City staff.

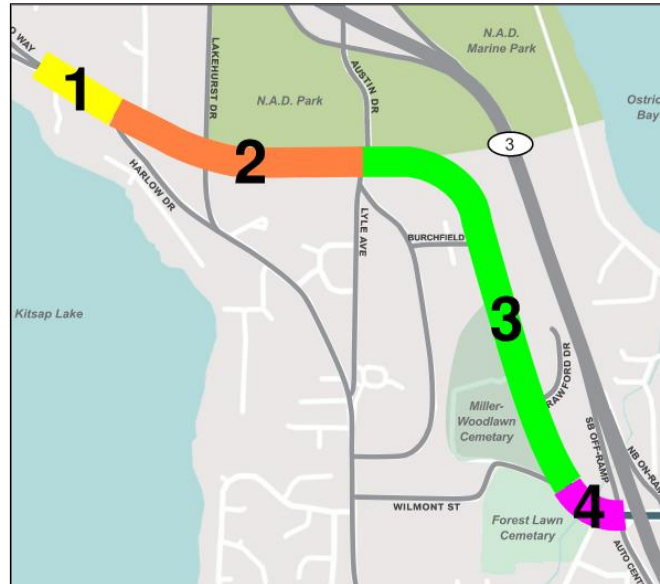
## Preferred Alternative Improvements

The proposed alternative includes elements from each of the three corridor alternatives considered in Appendix C. It includes the parking aisle concept within Kitsap Junction and shared use pathways from Alternative A; the downhill bike lane and improvements to the SR 3 ramp from Alternative B; and new roundabouts at Chico Way/Northlake Way intersection and at Austin Drive/Lyle Avenue intersections from Alternative C.

A significant portion of project is the reconstruction Kitsap Way roadway. This would include “cracking and seating” the existing concrete panels, regrading of select roadway curves to remove superelevation, overlaying new asphalt pavement, and installing curb, gutter, illumination, and stormwater facilities.

## Alternative Segments

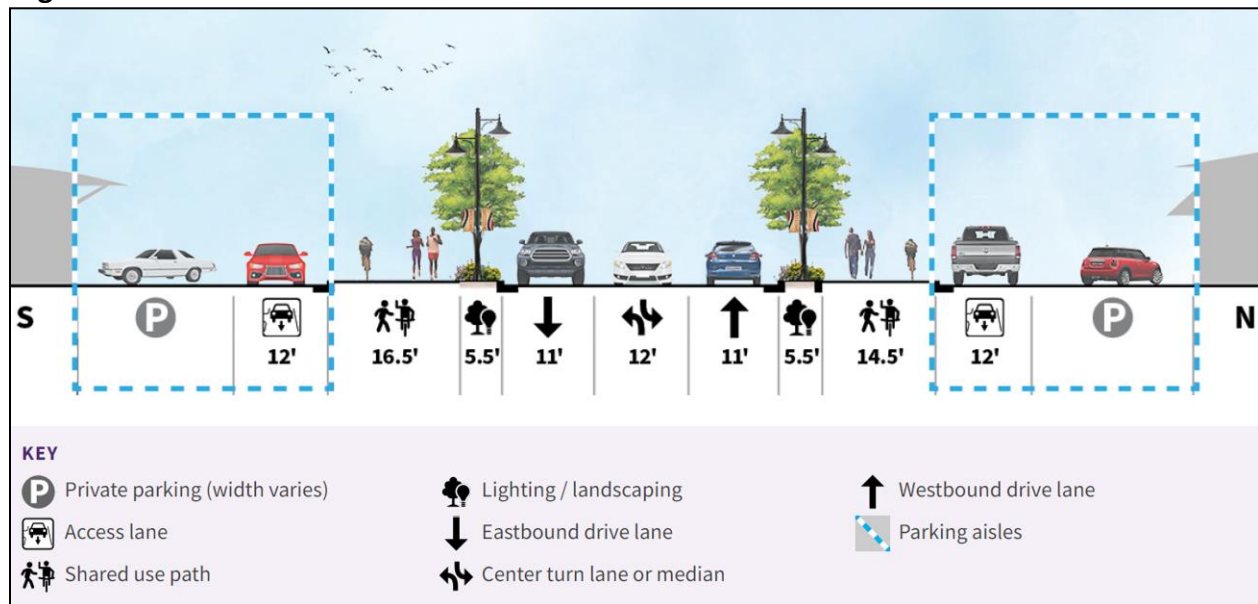
The alternative is made of four distinct segments. Within the Kitsap Junction (Segment 1), Kitsap Way will have wide shared use paths next to a drive aisle on either side that consolidates access points and serves business parking. Between new roundabouts at the Harlow Drive and Austin Drive intersections (Segment 2), Kitsap Way will have shared use pathways on either side, separating bicycle and pedestrian users from vehicle traffic. East of Austin Drive (Segment 3), the shared use path on the west side of Kitsap Way will be divided to separate faster moving bike riders from pedestrians. Approaching the SR 3 interchange (Segment 4), Kitsap Way will transition to five lanes, with two-lanes in each direction and on-street bike lanes that will match to the existing facilities at the interchange. The sections below describe each of the four segments along Kitsap Way.



### Segment 1: Between Northlake Way and Harlow Drive (Kitsap Junction)

- Reconstruction of Kitsap Way to a 3-lane roadway.
- One-way drive aisles provide access to parking and driveways.
- Center median includes formalized left turns and raised medians.
- Shared use pathways are buffered by landscaping next to the roadway.
- New roundabouts at Chico Way/Northlake Way and Harlow Drive intersections.
- Driveways near roundabout intersections are restricted to right turn movements only.

#### Segment 1: Cross Section



#### Segment 1: Plan View Layout





**Intersection Detail at Chico Way  
and Northlake Way**

**Intersection Detail at Harlow  
Drive**

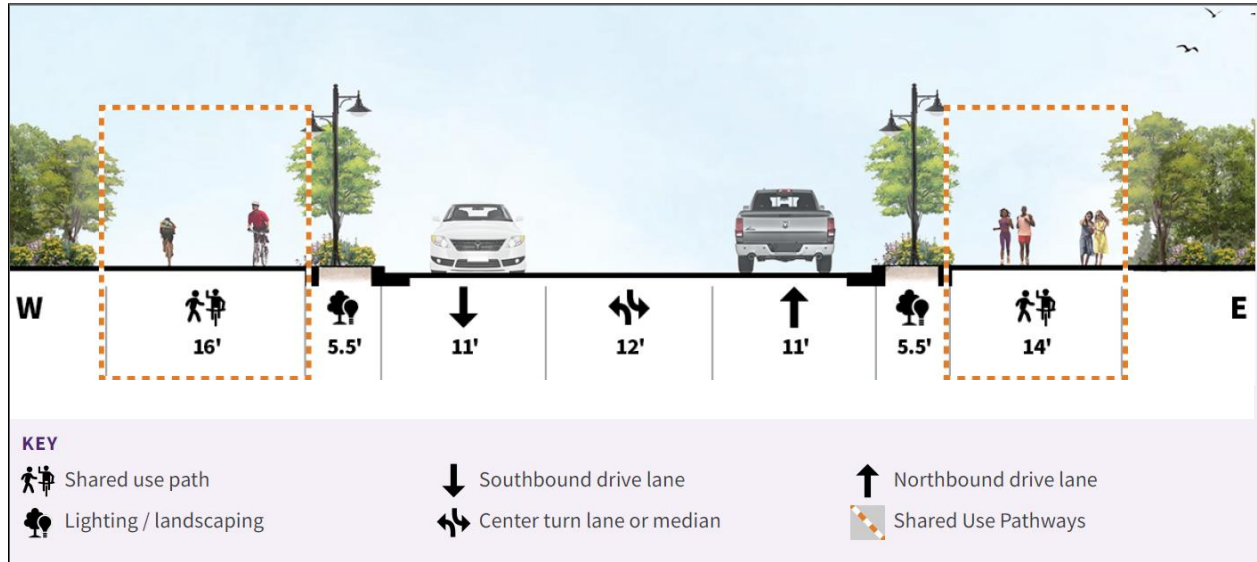




### Segment 2: Between Harlow Drive and Austin Drive

- Reconstruction of Kitsap Way to a 3-lane roadway.
- One travel lane in each direction with a center left turn lane to improve access.
- Landscaped buffers separate the street and non-motorized facilities.
- Shared use pathways mix people walking, rolling, and bicycling.
- Left turn lanes added on Kitsap Way at Lakehurst Drive SW.
- New roundabout intersections at Harlow Drive and Austin Drive/Lyle Avenue.

#### Segment 2 Cross Section



#### Segment 2 Plan View Layout



Intersection Detail at Lakehurst Drive



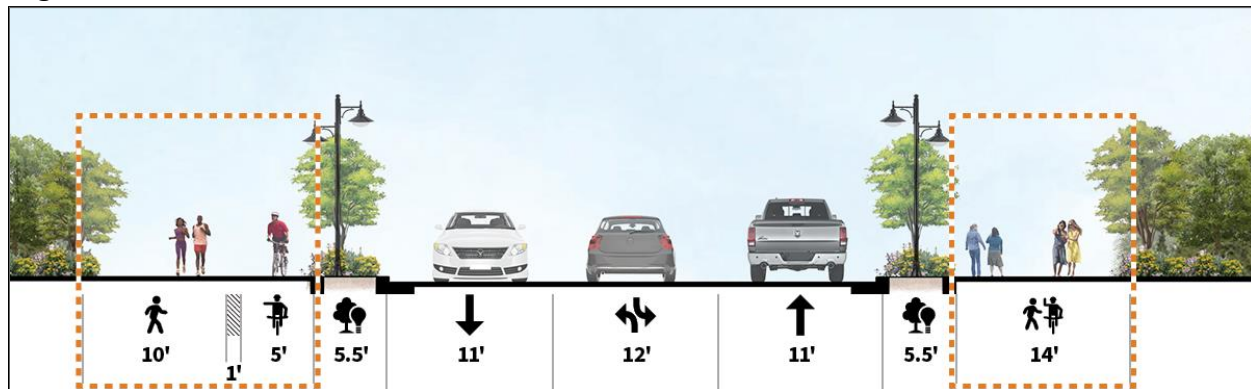
Intersection Detail at Austin Drive -  
Lyle Avenue



### Segment 3: Between Austin Drive and Wilmont Street

- Reconstruction of Kitsap Way to a 3-lane roadway.
- One travel lane in each direction with a shared left turn lane.
- Landscaped buffers for between vehicle and non-motorized users.
- Raised bicycle lane (west side, downhill) separates quick-moving cyclists from both vehicles and pedestrians.
- Shared use pathway (east side) mixes people walking, rolling, and bicycling.
- Bus pullouts included at Crawford Drive intersection.

### Segment 3 Cross Section

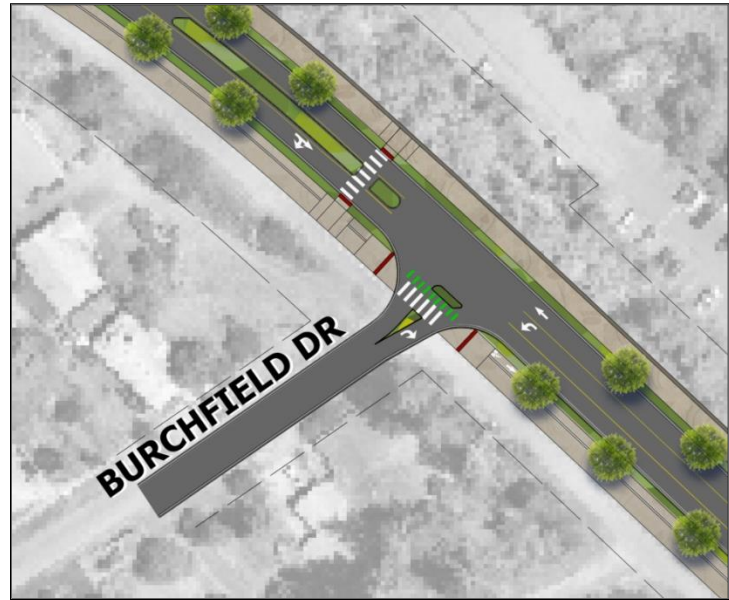


### Segment 3 Plan View Layout





**At Burchfield Drive: New northbound left turn lane, crosswalk, and eastbound right turn only channelization.**

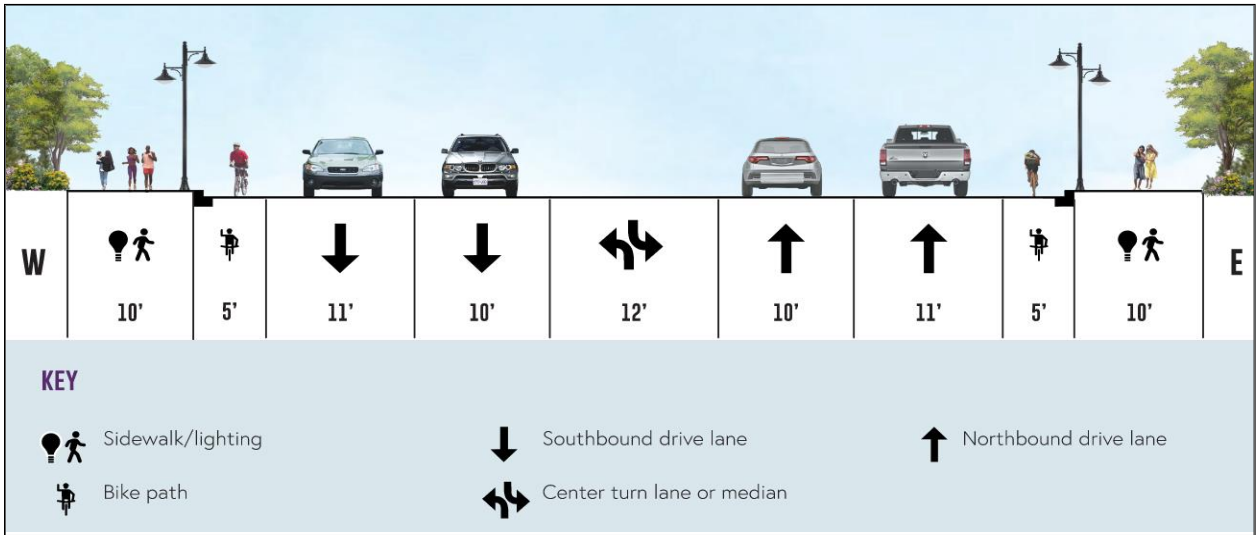


**At Crawford Drive: new southbound left turn, bus pullouts, and flashing beacon crosswalk.**

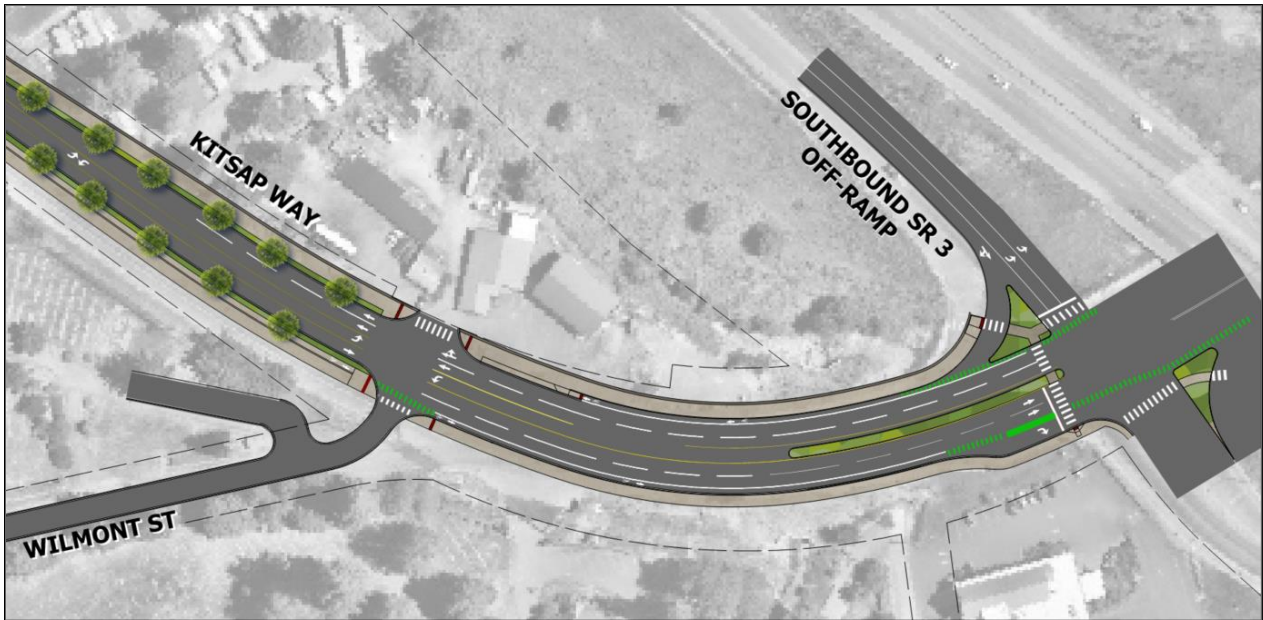
Segment 4: Between Wilmont Street and SR 3/Auto Center Way

- Reconfigure Kitsap Way to two travel lanes in each direction approaching the SR 3 intersection.
- Small buffers without street trees due to wider roadway.
- Bike facilities transition to on-street bike lanes to matching existing facilities to the east.
- Shared use walkways.
- Median provides turn lanes at Wilmont Street intersection.

Segment 4 Cross Section



Section 4 Plan View Layout

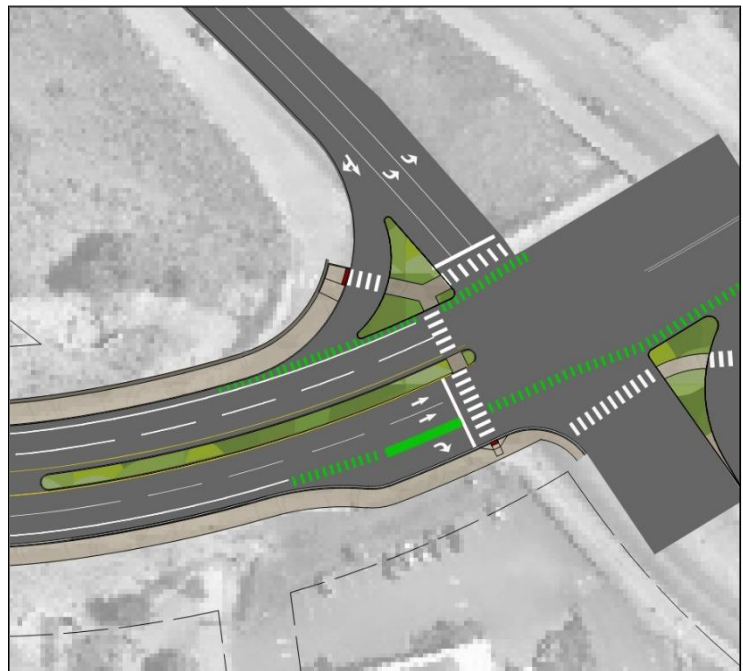






**At Wilmont Street: revised alignment with new left turn lanes.**

**At SR 3 Off-Ramp: Change channelization to two southbound left turn lanes and revise signal phasing.**



## Public Review

The third open house was held in November 2023 to present the draft preferred alternative and to request input from the public to help refine the concept. We received a variety of comments, with many supporting the alternative's traffic calming and roundabouts, bike and pedestrian facilities, roadway upgrades, and center turn lanes. Others raised comments related to project cost, the number and spacing of roundabouts, impacts to property, parking, traffic, and construction impacts. Comments that were incorporated into the final preliminary alternative presented in this report include:

- Relocation of the pathway on Northlake Way from the north side to the south side of the street.
- Relocation of crosswalks at roundabouts.

All comments were recorded and will be considered as the project continues into the design phases of the project. As the project progresses, additional outreach with the residents and stakeholders will be conducted to work through issues and concerns.

## Summary of the Preferred Alternative

The preferred alternative was based on public input at the open house, stakeholder comments, and discussions with City staff. It combines elements from all three corridor alternatives and includes roundabouts at select intersections, parking aisles in Kitsap Junction, shared use pathways with downhill bike lanes, and revised channelization at the SR 3 southbound off-ramp. The alternative will provide a reconstructed Kitsap Way between Northlake Way and the SR 3 ramps, add comfortable pedestrian and bicycle facilities that are separated from the roadway, and address safety and access concerns at driveways and intersections.