



6th Street Active Transportation Improvements Project
Preliminary Alternative Design Survey Report
December 17, 2024

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Introduction

The 6th Street Active Transportation Improvements Project aims to re-channelize 6th Street into a connected multimodal corridor through a public engagement process to collect community support for the final design selected by the City of Bremerton. From August to December 2024, the project team conducted in-person and online engagement activities during the design phase. These methods included a virtual meeting, an online survey portal, two online surveys, an in-person open house, updates to the project webpage, display boards, an informational flyer, a Frequently Asked Questions sheet, project roll plots, yard signs, a mailer, and social media posts.

Project Outreach Goals

The City of Bremerton has defined the following project goals for the 6th Street Active Transportation Improvement project:

The overall goal for this project:

- To develop a multimodal corridor for 6th Street to improve mobility, access, and safety for all users and support future development.

As the project design is developed, communications and engagement goals include:

- Inform the community and key constituency groups to build an understanding of the project's purpose, need, and goals 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.

Timeline

Dates	Activity
August – December 2024	Webpage updates Stakeholder meetings
August 2024	Online survey portal
September 2024	Online meeting <ul style="list-style-type: none"> • Mailer to the project area • Yard signs placed along the project area
September – October 2024	Project priorities survey
September – November 2024	Promotional social media posts <ul style="list-style-type: none"> • Used to promote project meetings and surveys
November 2024	In-person open house <ul style="list-style-type: none"> • Display boards • Informational flyer • Frequently Asked Questions sheet

	<ul style="list-style-type: none"> • Alternative design roll plot • Current conditions roll plot
November – December 2024	Alternative design survey

Engagement results

In-person open house and sticky note comments summary

On November 12, the project team hosted an in-person open house at the Norm Dicks Government Center in Bremerton, WA. The event had over 60 individuals, including residents, city council members, and reporters. Project team members welcomed attendees, discussed the project, answered questions, and explained the materials.

The open house featured project details on an informational flyer, display boards, roll plots showing the current conditions and alternative project designs, and a frequently asked questions sheet. Attendees were encouraged to write comments on sticky notes, identifying areas of concern along the 6th Street corridor, preferred alternatives, and any other feedback. Attendees then placed these sticky notes on the project materials to provide feedback for the project team to review and incorporate into the project.

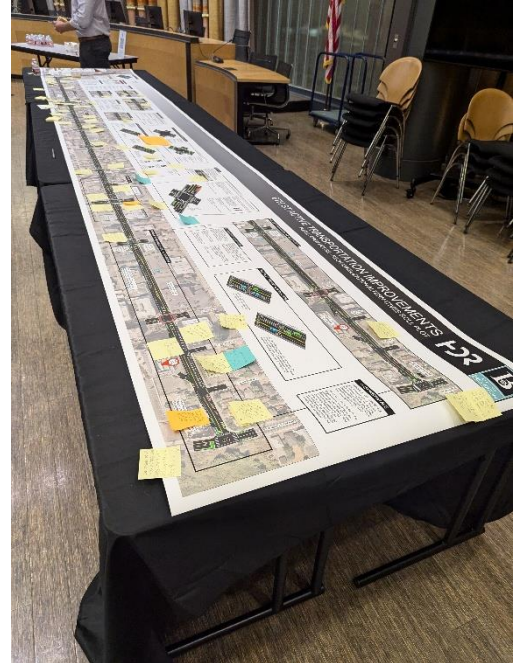


Bremerton residents at the Norm Dicks Government Center In-Person Open House on Nov. 12, 2024

The project team collected 91 sticky notes from the alternative design roll plot, current conditions roll plot, and informational display boards. Across all materials, the comments reflected support for protected bike lanes. Many residents expressed concerns regarding traffic speeds and pedestrian and bicycle safety. On the alternative design roll plots, multiple sticky notes suggested eliminating right turns on red lights and blocking entrances from 6th Street onto Hewitt Avenue and

other side streets. Attendees also supported the intersection design at Callow Avenue and 6th Street. Comments on the current conditions roll plot highlighted several issues, including narrow sidewalks, utility poles obstructing sidewalk space, and illegal right turns. Additionally, multiple sticky notes on the display boards raised concerns about which modes of transportation are prioritized in the project. For a complete list of the sticky notes shared, see Appendix B.

Overall, the project team considered the sticky note feedback method to be highly successful in gathering input on the project.



Sticky note comments on the alternative design roll plot from the in-person open house on Nov. 12, 2024

Online survey portal and second community survey summary

The project team published an online portal as a platform for project information and two online surveys. The first survey assessed community priorities, concerns, and support for the project. A summary [report of the project priorities survey](#) is available on the [project webpage](#).



6th Street Active Transportation Improvements Project

THE SURVEY IS NOW CLOSED. THANK YOU FOR YOUR FEEDBACK!

Welcome to the online survey portal for the 6th Street Active Transportation Improvements Project.

The 6th Street Active Transportation Improvements Project will determine, through a public process, the re-channelization of 6th Street to a connected multimodal corridor. This street has been identified as the recommended east-west corridor for re-channelization based on vehicle demand, topography, and availability of alternate parallel corridors, including 11th Street and Burwell Street.

These types of projects have shown to provide several benefits, such as:

- Improved vehicle safety
- Improved bicycle safety and activity

Visit the City's website for more project information!

Join us for an in-person open house

November 12, 2024
5-7 p.m.
 345 6th Street

Bremerton 6th Street Project Online Survey Portal

Following this, the project team conducted a second survey to gather input on preferred alternative designs for the 6th Street corridor presented during the open house. This survey collected 49 responses between Tuesday, November 12, and Friday, December 6. Notable spikes in survey participation occurred on November 14 and 26, attributed to promotional outreach efforts, including social media posts and emails. All the survey questions were optional. Response rates varied across questions, but on average, each question received answers from 39 out of the 49 respondents.

Many of the quantitative results of the alternative design survey were inconclusive. When respondents rated their support for the proposed alternatives to re-channelize 6th Street, 39% indicated they were supportive or very supportive, while 41% were unsupportive or very unsupportive. Questions 9 and 11 also showed nearly evenly divided responses, with respondents preferring wider center turn lanes and wider bike lanes on two-way left turn cross sections. For Question 11, 37% preferred precast curb-protected bike lanes, whereas 35% chose not to support any of the outlined bike lane alternatives. This result suggests that the proposed options for protected bike lanes may not align with respondent preferences.

Questions 4 through 6 inquired about preferred alternatives for specific streets. At Olympic Ave, nearly half of the respondents favored Alternative C, which includes an eastbound left turn and a paved concrete center median. The results noted a similar trend at Hewitt Ave, where roughly half of the respondents preferred Alternative B. Preferences for Naval Ave were much more divided, with Alternatives A and B receiving approximately equal support. It is important to note that about 20% of respondents did not answer these questions.

Questions 12 through 14 collected qualitative data on whether the proposed alternatives address safety concerns for different modes of transportation. These results were also inconclusive, with some respondents agreeing that the alternatives would reduce safety concerns while others expressed increased concerns. Respondents to Question 12 believed the alternatives would slow down traffic, but opinions varied on whether this would lead to more or fewer vehicular accidents.

Question 16 also collected qualitative data, asking what else the project team should know or consider as it moves through the design process. Responses highlighted concerns about the project causing traffic increases, especially during peak commuting hours. Many respondents felt the project would increase safety for pedestrians and cyclists, with continued advocacy for concrete-protected bike lanes.

A detailed breakdown of all survey results can be found in Appendix B.

Key themes

The project team recognized several key themes from both online and in-person engagement methods:

- Concerns regarding pedestrian and bicycle safety
 - Bremerton residents have expressed concerns about the safety of pedestrians and cyclists along the project corridor. They cite issues such as speeding vehicles, narrow sidewalks, and a lack of safe pedestrian crossings. Cyclists share similar concerns, pointing to the absence of dedicated bike lanes and the high speeds of passing vehicles as significant safety risks.
- Support for bike lanes protected by concrete barriers
 - Residents of Bremerton strongly advocate for implementing concrete barriers between bike lanes and roadway traffic. This support has been evident across various engagement methods, including feedback from attendees at in-person open houses, online surveys, and sticky note comments.
- Concerns about high vehicle speeds
 - There has been consistent feedback from Bremerton residents regarding high vehicle speeds throughout the project engagement process. Many residents identify speeding as a primary deterrent to biking, walking, and rolling along 6th Street, contributing to significant safety concerns.
- Concerns that traffic may be redirected to side streets
 - Several residents have voiced concerns that the project's traffic control measures could increase traffic on side streets, particularly in residential neighborhoods.
- Concerns over transportation prioritization
 - Some residents worry that the project will prioritize vehicle traffic at the expense of other forms of transportation, such as biking and walking. Conversely, others are concerned that the project will not sufficiently address the high vehicle traffic levels along the corridor.

- Divided support for the project and its alternatives
 - The alternative design survey indicated a decrease in overall project support compared to the initial project priorities survey. Additionally, several alternative design options received mixed feedback, with only slim margins separating the results.

Preferred Project Design Alternatives

The following section summarizes the preferred design alternatives based on the results of the second online survey.

- Question 3: Answer A - Respondents prefer none of the typical intersection pavement marking alternatives.
- Question 4: Answer C - Respondents prefer an Eastbound left turn and a paved concrete center median at Olympic Ave.
- Question 5: Answer B - Respondents prefer the project to use existing road space at Naval Ave.
- Question 6: Answer B - Respondents prefer a paved concrete center median at Hewitt Ave.
- Question 7: Answer B - Between Park Ave and Pacific Ave, respondents prefer a two-way left turn lane.
- Question 8: Answer B - Respondents prefer buffered bike lanes between Pacific Ave and Washington Ave.
- Question 9: Answer A and Answer B - Respondents are split equally between preferring a wider center turn lane and a wider bike lane as a two-way left turn cross-section alternative.
- Question 10: Answer A - Respondents prefer a 4" wide bike edge line.
- Question 11: Answer A - Respondents prefer a precast curb-protected bike lane between 11th St and Rainier Ave.

Participant demographics

The project team collected optional demographic data from participants for both online surveys. Demographics for the project priorities survey can be found in the [summary report](#). Over 60% of respondents to the alternative design survey reported that driving was their primary mode of transportation, while less than 30% indicated that they bike, walk, roll, or use public transportation. Among those who disclosed their income in the survey, approximately 69% reported earning \$100,000 or more. Additionally, the survey revealed that of those who shared their racial identity, 85% identified as white.

Appendix B contains more demographic data. The project team also noted that a significant number of attendees at the in-person open house were members of the Bremerton bicyclist community.

Appendix A: In-Person Open House: Roll Plot Sticky Notes Comments

Alternative Roll Plot	
Sticky Note	Location
Can we place a light button to trigger pedestrians walking on the NW side of High?	At the intersection of High Ave and 6th St
AU K.T. Stops should be after intersections!	At the intersection of High Ave and 6th St
Maintenance: Give a portion of shoulders to civilians to maintain (i.e. leaves, dirt, etc.) I.e. Ownership - many will participate	Near "Two-Way Left Turn Lane and Bike Lane Edge Line Alternatives"
Slower = better. Narrow lane for cars, wide for bikes	Near "Two-Way Left Turn Lane and Bike Lane Edge Line Alternatives"
Speed limit whole length "25 mph"	Near "Two-Way Left Turn Lane and Bike Lane Edge Line Alternatives"
Bike caution sign: cars entering and exiting business (not looking at the bike, looking at the cars)	Near the intersection of Veneta Ave and 6th St
Cyclists being merged into same lane as bus route along 6th and Chester (e.g.) is super sketch. I'd never want to bring my 9 y.o. daughter on that ride	At the intersection of Chester Ave and 6th St
Block off	At the north side of the intersection of Chest Ave and 6th St
Better than put bikes against the curb	Next to Warren Ave's "Design Outcomes" section
Nice	Arrow pointing toward Alternative D of "Bike Lane Edge Line Alternatives"
Like Alki in Seattle, erect traffic barriers (5' x 6" wide x 4" tall) along the path the whole way	Near "Two-Way Left Turn Lane and Bike Lane Edge Alternatives"
For many of the side streets- non corridor- block the off at 6th. Fewer bike-car conflicts. Makes place for kids to play in the dead-end as well!	Next to the intersection of Broadway Ave and 6th St.
Provide separation bollard and c curb at intersection (Washington Ave. protected lane only 6 ft. wide --> should be able to provide separation here	Arrow pointing to the Northwest side of the intersection at Warren Ave and 6th St
Protection	Arrow pointing at the north bike lane between Broadway Ave and Warren Ave along 6th St
Consider "protected intersection"	Arrow pointing to the intersection of Warren Ave and 6th St
Leads to accidents	Arrow pointing to the east bike lane on the intersection of Warren Ave and 6th St
Eliminate all right turns on red	Arrow pointing to the intersection of Warren Ave and 6th St
No turn on red ban for Bremerton	Near the intersection of Warren Ave and 6th St

Nactu no longer supports RT pockets. Instead they support protected bike lanes	On the white margins
Cyclists and cycle lane need to be protected from drivers turning right with bollards/raised median, etc.	At the intersection of Park Ave to "Washington Ave Alternative A"
Where are the infrastructure improvements that will prevent speeding? The project materials do not explicitly identify how speeds will be reduced	Next to Washington Ave
I like this alternative due to the less conflict with parking spots and bikes	Next to Highland Ave on the "Washington Ave to Park Ave Alternative B"
Possibly block off 6th here so only bikes and peds can get through to Washington	At the intersection of Washington Ave and 6th St
It's better to protect the bike lane behind the parked cars. Other cities do this.	Arrow pointing at the south side of the Washington Ave and 6th St intersection
Remove parking stalls at old Eagles club	On the south side of 6th St between Highland Ave and Washington Ave
Can this be protected bike lane?	Arrow pointing at the north bike lane between Pacific Ave and Pleasant Ave along 6th St.
All bike lanes need physical protection where possible	At the bike lane between Pacific Ave and Pleasant Ave
Bike lane and car parking should have a physical buffer, otherwise cars will end up encroaching bike lanes	Arrow pointing at the bike lane between Highland Ave and Pleasant Ave
We need protected bike lanes! Without protection, cars speed by cyclists very close and fast, and cars use the bike lane as a stopping/parking lane	Between Pacific Ave and Pleasant Ave
Redesign for protected bike lanes - entire roadway	Arrow pointing at the bike lane between Highland Ave and Pleasant Ave
Yes please! Physical separation from cars	Next to the "Buffers Shaded in Red" description box
Consistent green pain?	Next to the "Signal Modifications May Include" description box
These should be protected lanes with precast curb (Alt A or Alt C) You should also consider planters	Arrow pointing at the red bike lanes along Kitsap Way, before Wycoff Ave
Bike lanes need to continue	Next to the intersection of Wycoff Ave and Kitsap Way
Amazing intersection! More of this 6th and Callow!	Arrow pointing toward the intersection of Callow Ave and 6th St
6th and Callow is great	Next to the Wells Fargo between Callow Ave and Montgomery Ave
Protected lanes	Arrow pointing to red protected lanes along 6th St between Callow Ave and Montgomery Ave
Protected bike lane! Yay! Why stop it here?	Near the intersection of Montgomery Ave and 6th St, next to the Gateway Park and Ride

Please consider mini-jersey barriers Seattle is installing	Next to Alternative A Pre-Cast Curb picture
Block off - allow bikes/peds to get through	Arrow pointing toward the intersection of Rainier Ave and 6th St
Raised pedestrian island preferred	On "Olympic Ave - Alternative B"
This with protected bike lanes would be awesome	On "Olympic Ave - Alternative C"
:D	On "Olympic Ave - Alternative C"
Bike box to protect bikes in right turn lane?	At the intersection of Naval Ave and 6th St on "Naval Ave - Alternative B"
Turn pockets are dangerous for anyone	At the intersection of Naval Ave and 6th St on "Naval Ave - Alternative A"
With reduced road lane for bikes, this turn lane may be needed for feeding into NBK-Bremerton lots of AM peak traffic	At the intersection of Naval Ave and 6th St on "Naval Ave - Alternative A"
Turn pocket! No!	At the intersection of Naval Ave and 6th St on "Naval Ave - Alternative A"
Naval/11th is so unsafe for pedestrians & bikers. Opt. A is adding to protective measures as downtown grows	At the intersection of Naval Ave and 6th St on "Naval Ave - Alternative A"
Preferred w/o turn pocket - Resident at 7th and Naval	At the intersection of Naval Ave and 6th St on "Naval Ave - Alternative B"
Flip right turn and bike lane locations	At the intersection of Naval Ave and 6th St on "Naval Ave - Alternative A"
Very high stress for cyclists	At the intersection of Naval Ave and 6th St on "Naval Ave - Alternative A"
Turn pockets and turn lanes are not needed! Slow the cars, give pedestrians more space!	At the intersection of Naval Ave and 6th St on "Naval Ave - Alternative A"
Can this be a raised median with trees? Look for any opportunities possible for urban greening	Arrow pointing to the median between Hewitt Ave and Roosevelt Ave near "Hewitt Ave - Alternative A"
Block off Hewitt	Arrow pointing to the south end of Hewitt Ave on "Hewitt Ave - Alternative A"
Block off Hewitt	Arrow pointing to the north end of Hewitt Ave on "Hewitt Ave - Alternative A"
Block off	Arrow pointing to the north end of Pennsylvania Ave
Build the safety in NW w/ entrances. I love the flow of "B" Hewitt	At the intersection of Hewitt Ave and 6th St on "Hewitt Ave - Alternative B"
Close off one side of intersections	Near intersection of Pennsylvania Ave and 6th St
Total Sticky Notes: 58	

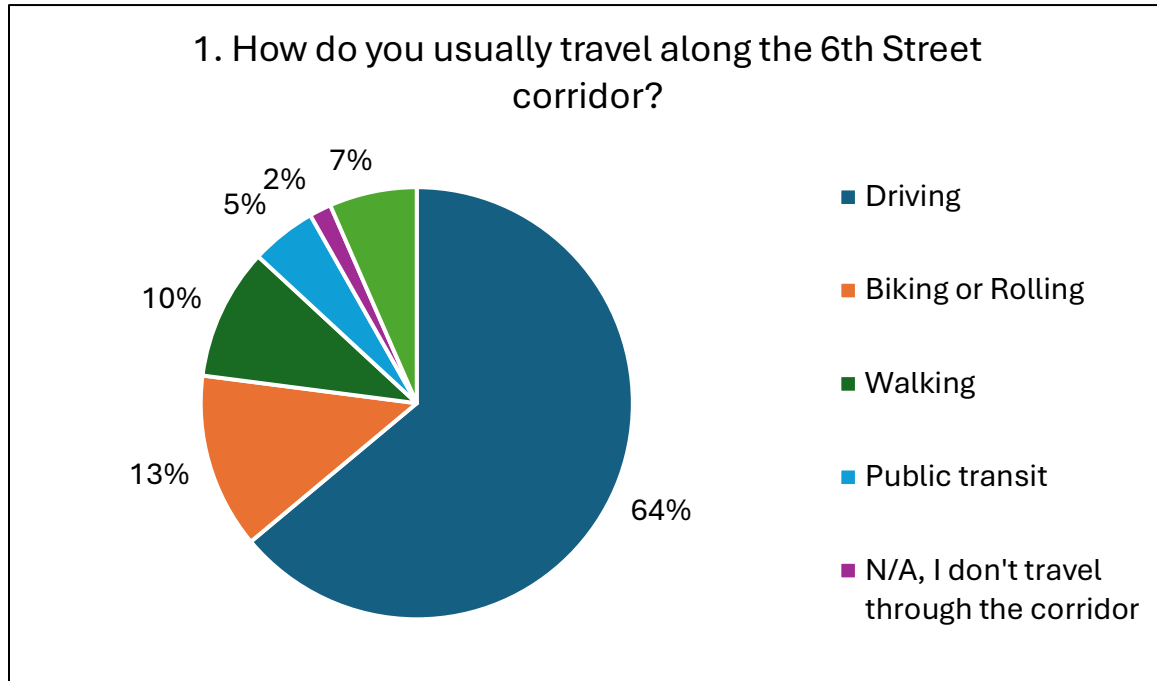
Current Conditions Roll Plot	
Sticky Note	Location
Not very pleasant if there aren't safe sidewalks	At the intersection of Pleasant Ave and 6th St
How to slow traffic for safety for all: Protected bike lanes, not wider, faster highways. More frequent opportunities for cyclists and pedestrians to be seen and offer cars/drivers an alternative, healthier modus of transportation.	Near photo 31
It's incredibly difficult to take a left on a bike out of here to go downtown	At the intersection of Broadway Ave and 6th St
Very fast traffic between Naval and Warren. Speed cameras would be very helpful!	Along 6th St between photo 29 and 28
Narrow sidewalk the whole way. 2 pedestrians can't walk side by side and difficult for pedestrians to pass each other	Along 6th St between photo 29 and 28
This sidewalk is almost impossible to walk on. It is way too narrow	Along 6th St between photo 24 and 23
6th and High: This corner gets a ton of use! Needs plenty of room for peds and bikes AND slower car speeds rounding corner	At the corner of 6th St and High Ave, pointing toward the bus station
My friend lives on this street and nearly gets hit by a car every time she passes!	Pointing north up High Ave
Cars really pick up speed here and around High	Near photo 21
Here the pole is right in the middle of the sidewalk	On photo 20 - Looking West
If this street had bike lanes then cars would go so much slower!!	Near photo 15
I live on this street way up. There aren't any sidewalks there. I want to be able to ride and bike safely! (and walk my dog) :) :)	Along Naval Ave
The school that I go to has way too many fast drivers, and sometimes we walk. Nearly get hit by a car every time	Along Naval Ave
Have you done a traffic study to determine expected backups during PSNS start and end times?	Along Naval Ave
Side walks are too narrow. It is impossible to bike on them! And the street has no bike lanes so you can't bike on the street	Along Naval Ave
So frustrating when utility poles and cables narrow the walkway. Includes plants and garbage bins too.	To the left of photo 18 - Looking East
Sidewalks are not very protective (+1)	Between photo 13 and 14
Need crossing at Olympic. Distance between Montgomery and Naval crosswalks encourages risky crossings for bikes and peds.	Near photo 13

Cars turn right illegally on red. It's dangerous for bikes and cars!	On photo 09 - Looking East
People make illegal right turns onto 6th and Furniture World is creating a blind spot	At the intersection of N. Montgomery Ave and 6th St, heading onto 6th St between Furniture World NW and the Gateway Park and Ride
Very stressful uphill blind corner for bikes. Cars speed frequently here.	Near photo 04, 05
The bike lane going downhill disappears here, leading to some dangerous merging (+3 in agreement)	Near photo 04, 05
The CBD would like to make sure the gap between 01, and 02, 03 is part of the plan	Near photo 02, 03
Total Sticky Notes: 23	

Informational Display Boards	
Sticky Note	Location
Need protected bike lanes to achieve this	Next to "Improve traffic flow consistency" under "Project Goals"
Safety should be #1, but the presented alternatives put traffic flow first	Next to "Project Goals"
Specifically safety for cyclists and pedestrians. The current plan is motorist safety as definition of safety	Next to "Project Goals" and under previous sticky note
Add to list of "Potential Safety Elements": Road design that slows vehicles to speed limit	Next to "Potential Safety Elements"
Less traffic signals, more traffic calming infrastructure that naturally slows traffic	Next to "Potential Safety Elements"
Add safe bike lanes (+1)	Next to "Potential Safety Elements"
These comments on speeding are NOT captured in the project's list of "potential safety elements."	Next to "What we heard from the community on survey #1"
We can and should aim for Level 1! If we can't move as many cars, that's good!	Next to "Level of Traffic Stress"
Driving constant high speeds and never slowing down to connect to place is a stressor for drivers. Stressed drivers are dangerous drivers. Fast drivers = Stressed drivers	Next to "Level of Traffic Stress"
Add engineer road features that slow the traffic to the speed limit	Next to "Potential Safety Elements"
Total Sticky Notes: 10	

Appendix B: Survey results breakdown by questions

Question 1: How do you usually travel along the 6th Street corridor?

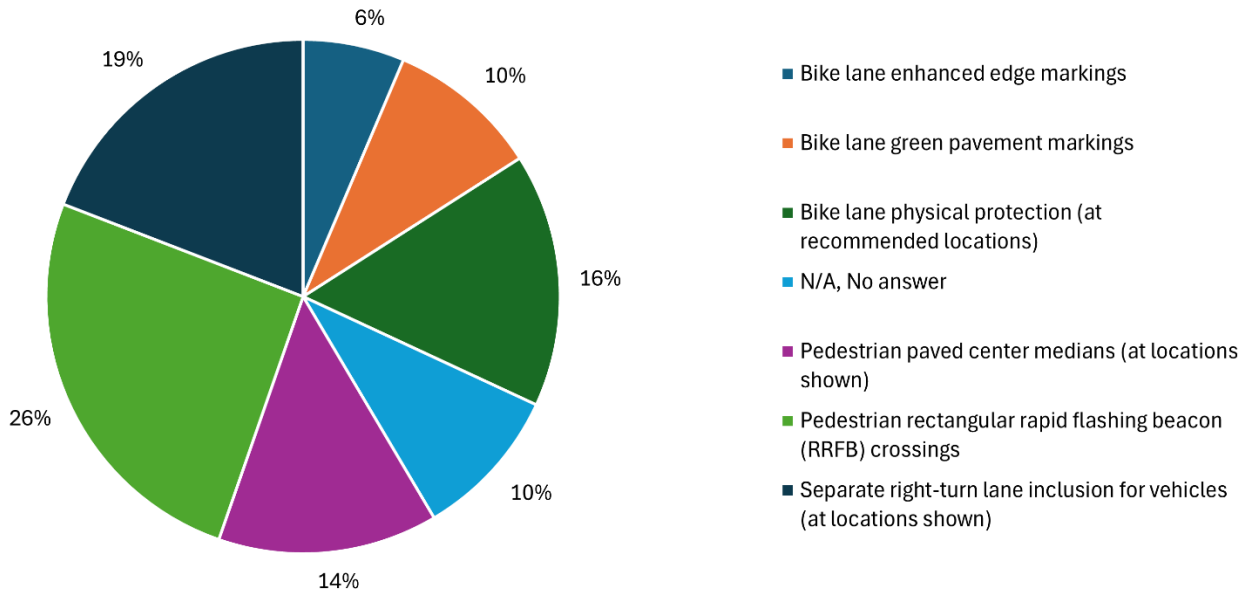


45/49 responses

- 64% report driving
- 13% report biking or rolling
- 10% report walking
- 5% report using public transit
- 2% do not travel through the corridor
- 7% did not answer

Question 2: The project is anticipated to have limited construction funding. Which of the following elements should be prioritized (select up to 3)?

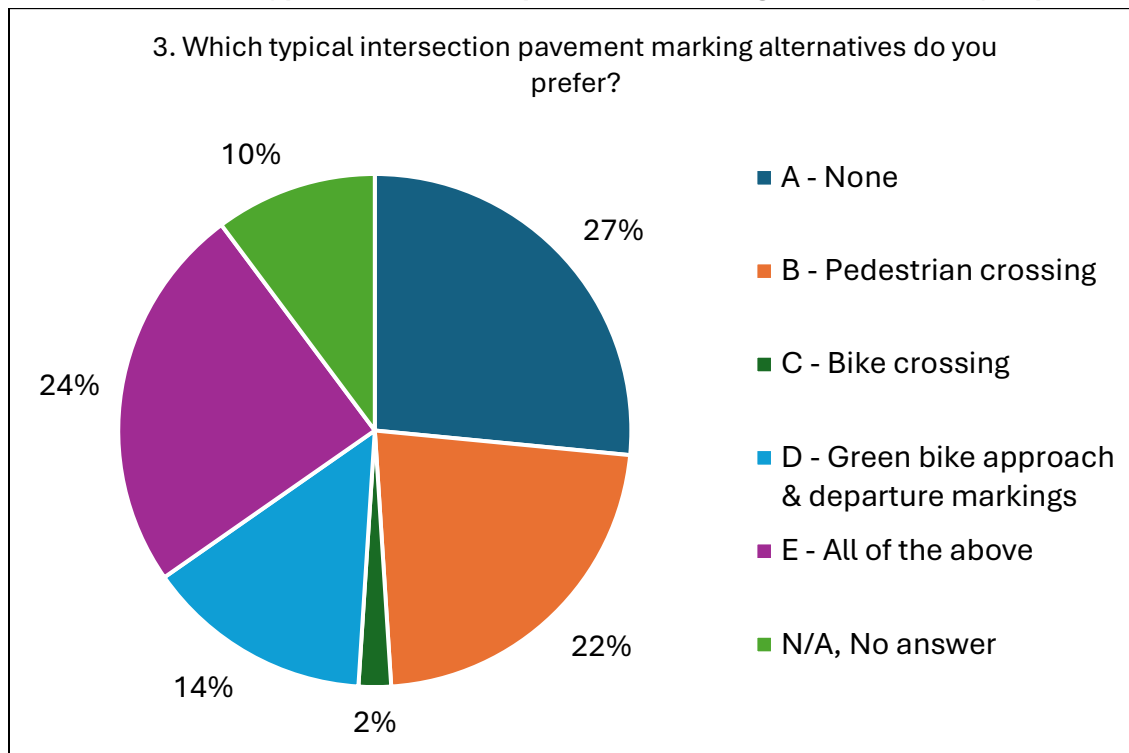
2. The project is anticipated to have limited construction funding. Which of the following elements should be prioritized (select up to 3):



40/49 responses

- 16% of votes for bike lane physical protection (at recommended locations)
- 26% of votes for pedestrian rectangular rapid flashing beacon (RRFB) crossings
- 14% of votes for pedestrian paved center medians (at locations shown)
- 19% of votes for separate right-turn lane inclusion for vehicles (at locations shown)
- 10% of votes for bike lane green pavement markings
- 6% of votes for bike lane enhanced edge markings
- 10% did not answer

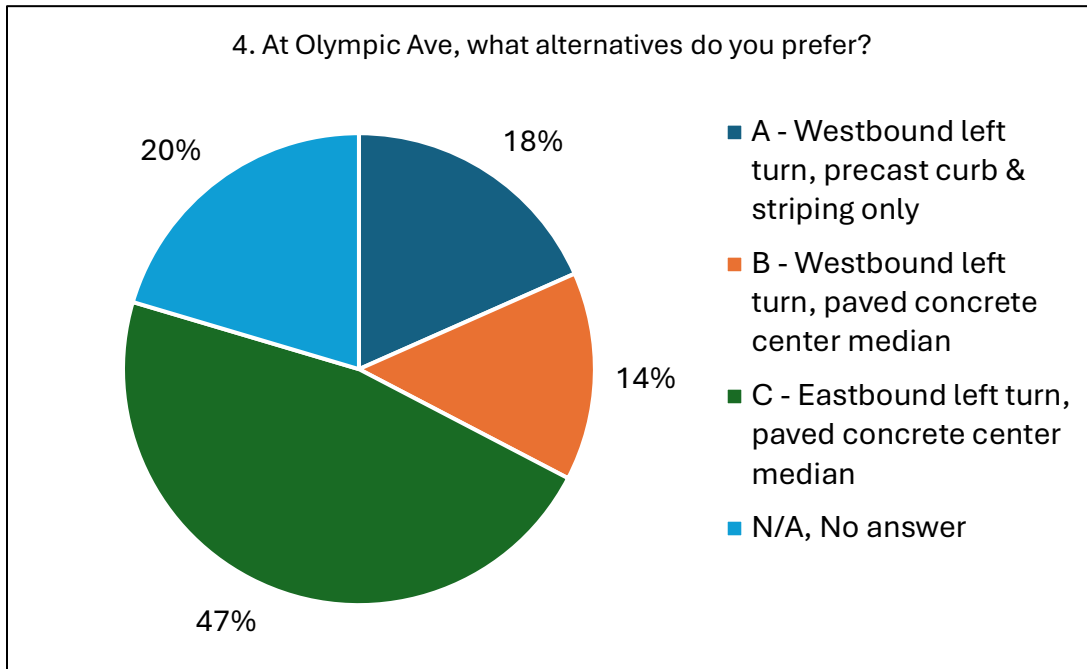
Question 3: Which typical intersection pavement marking alternatives do you prefer?



44/49 responses

- 27% answered A – None
- 22% answered B – Pedestrian crossing
- 2% answered C – Bike crossing
- 14% answered D – Green bike approach and departure markings
- 24% answered E – All of the above
- 10% did not answer

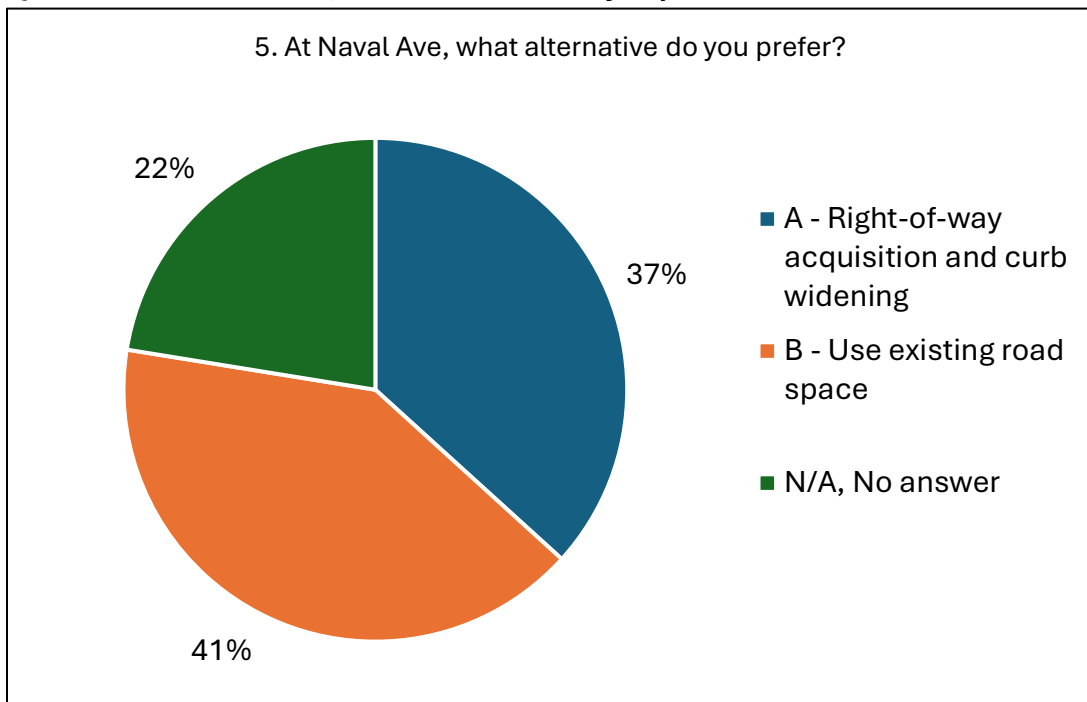
Question 4: At Olympic Ave, what alternatives do you prefer?



39/49 responses

- 18% answered A – Westbound left turn, precast curb & striping only
- 14% answered B – Westbound left turn, paved concrete center median
- 47% answered C – Eastbound left turn, paved concrete center median
- 20% did not answer

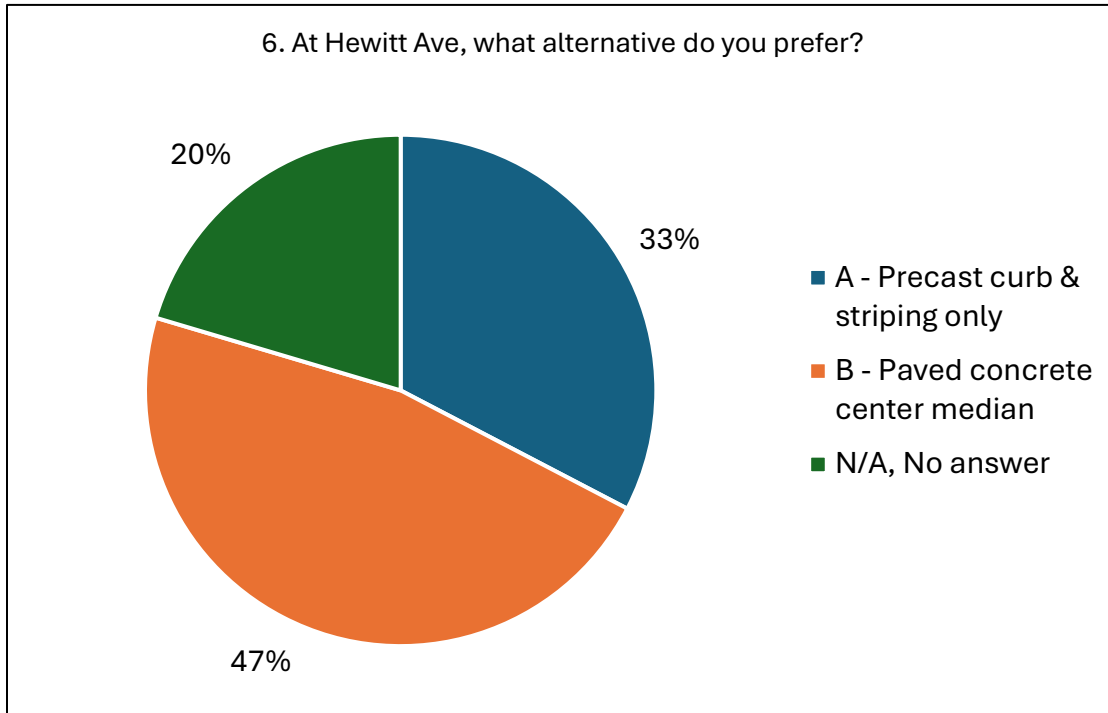
Question 5: At Naval Ave, what alternative do you prefer?



38/49 responses

- 37% answered A – Right-of-way acquisition and curb widening
- 41% answered B – Use existing road space
- 22% did not answer

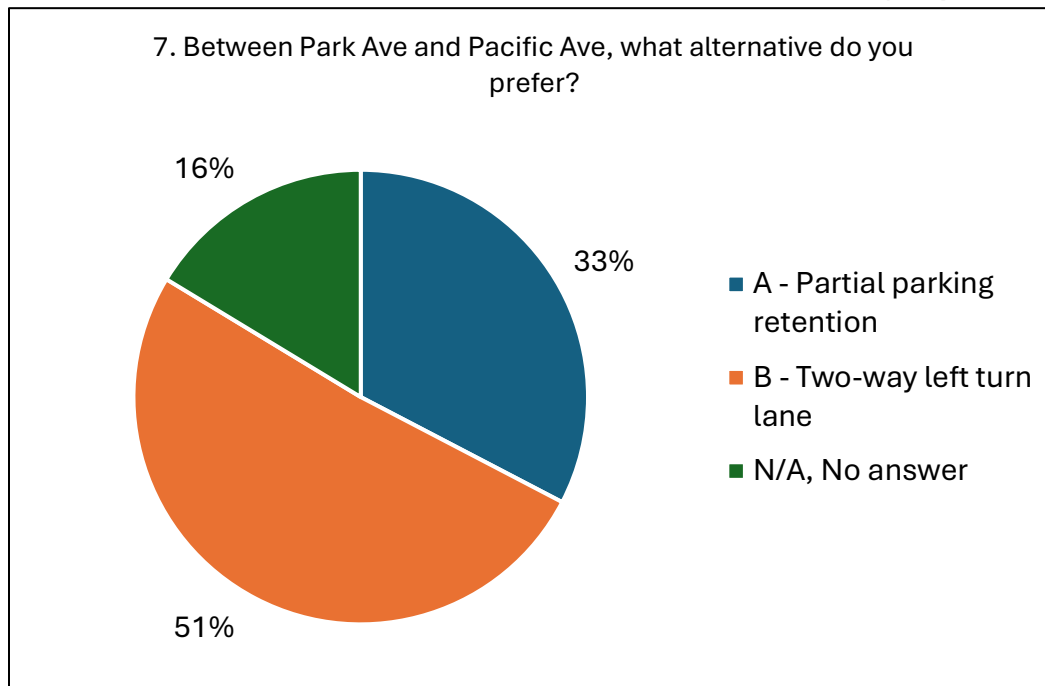
Question 6: At Hewitt Ave, what alternative do you prefer?



39/49 responses

- 33% answered A – Precast curb & striping only
- 47% answered B – Paved concrete center median
- 20% did not answer

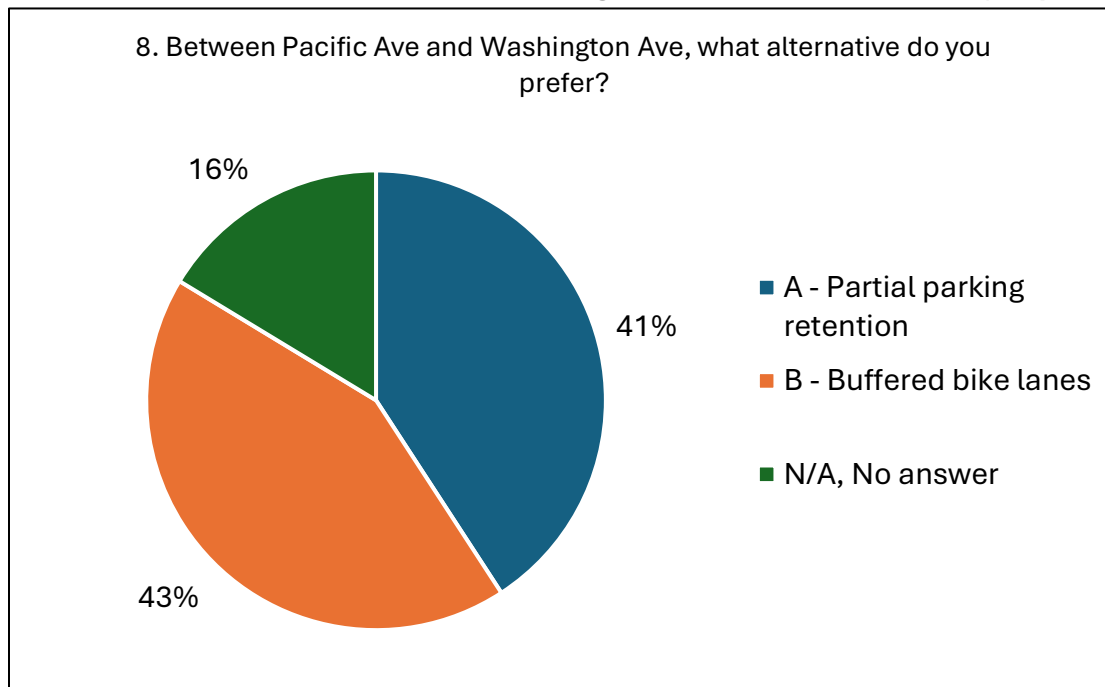
Question 7: Between Park Ave and Pacific Ave, what alternative do you prefer?



41/49 responses

- 33% answered A – Partial parking retention
- 51% answered B – Two-way left turn lane
- 16% did not answer

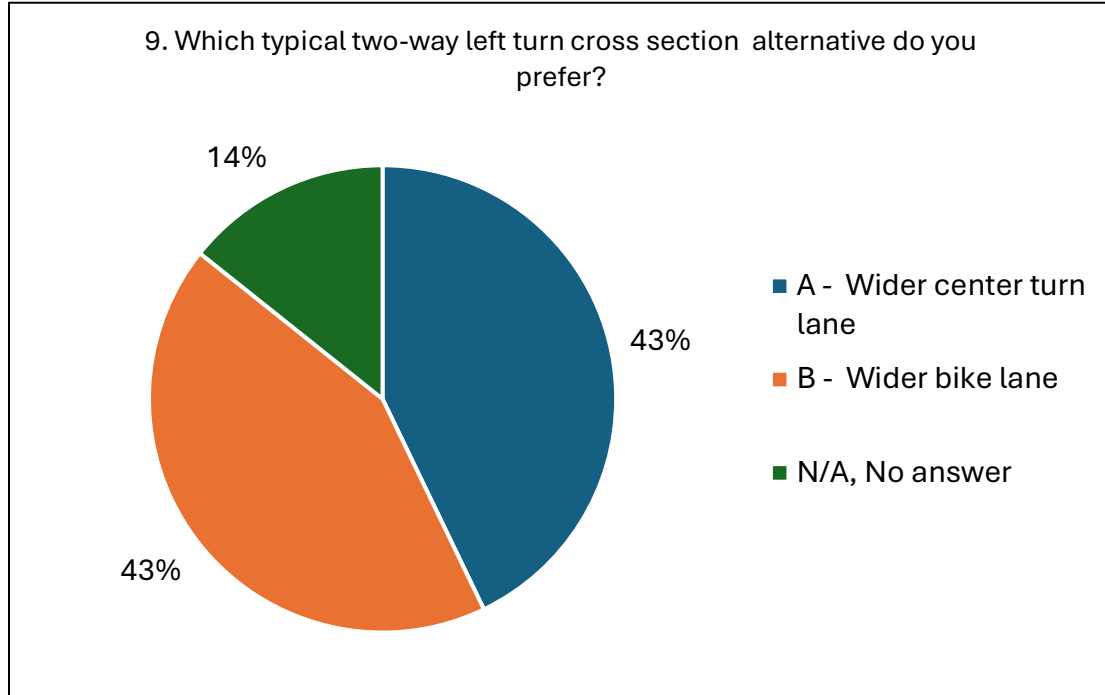
Question 8: Between Pacific Ave and Washington Ave, what alternative do you prefer?



41/49 responses

- 41% answered A – Partial parking retention
- 43% answered B – Buffered bike lanes
- 16% did not answer

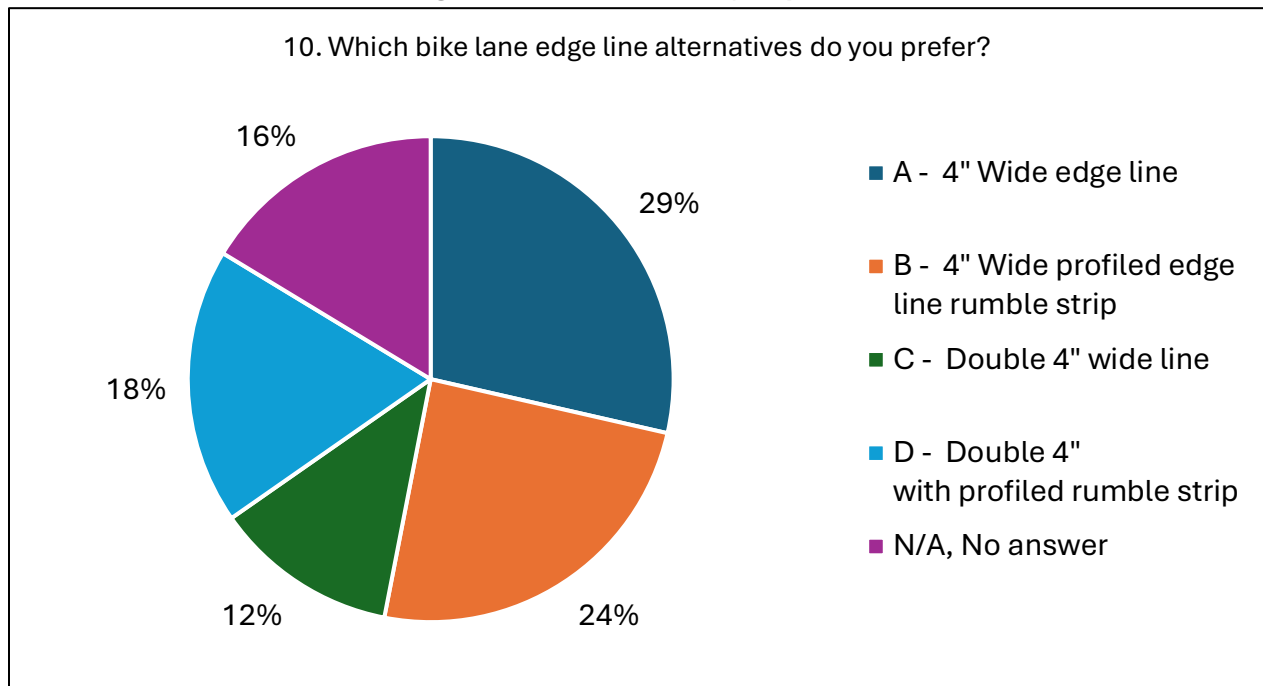
Question 9: Which typical two-way left turn cross section alternative do you prefer?



42/49 responses

- 43% answered A – Wider center turn lane
- 43% answered B – Wider bike lane
- 14% did not answer

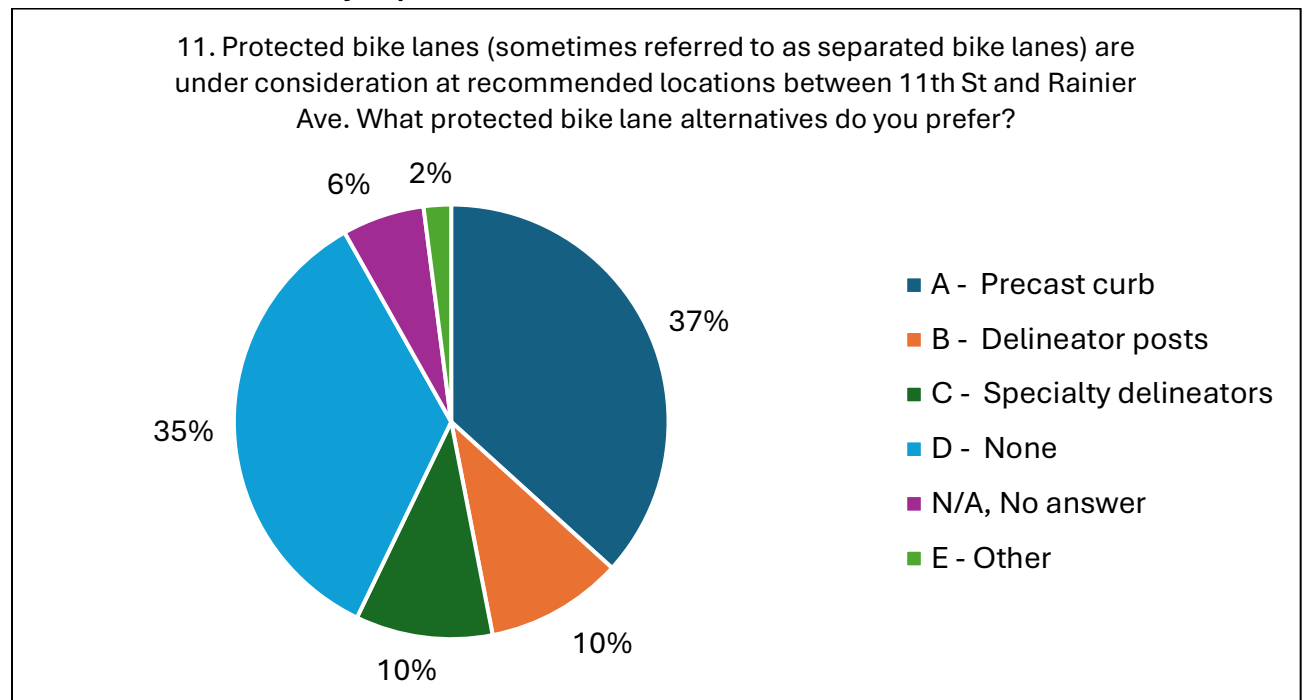
Question 10: Which bike lane edge line alternatives do you prefer?



41/49 responses

- 29% answered A – 4" Wide edge line
- 24% answered B – Double 4" wide line
- 12% answered C – Wider bike lane
- 18% answered D – Double 4" wide line with profiled rumble strip
- 16% did not answer

Question 11: Protected bike lanes (sometimes referred to as separated bike lanes) are under consideration at recommended locations between 11th St and Rainier Ave. What protected bike lane alternatives do you prefer?



46/49 responses

- 37% answered A – Precast curb
- 10% answered B – Delineator posts
- 10% answered C – Specialty delineators
- 35% answered D – None
- 2% answered E – Other
- 6% did not answer

Question 12: In your opinion, do the proposed alternatives reduce safety concerns while driving in this area? (i.e., speeding, sight distance, or signal issues)

30/49 responses

Comments:

- *“NO! YOUR CREATING A BOGG DOWN AREA BIKES CAN ALREADY USE NORMAL ROADS AND DO ESPECIALLY AT THESE SPEEDS. THIS IS A WAIST OF MONY AND WILL SLOW TRAFFIC AND INCREASE ACCIDENTS!”*
- *“No, it increase safety concerns. The street is already overflowing with traffic, a reduction in driving lanes will increase risks.”*
- *“The proposed would appear to help. Uncertain about the plans between Park and Pacific. Plan A would slow traffic and retain parking (though I don't know if people use this parking much). However it limits people turning into PCHS and Kitsap Bank heading eastward.*
- *“These changes will tend to reduce traffic speeds and make 6th street safer for drivers, pedestrians, and cyclists.”*

- *“Yes. I drive this area for work 2x a day, and people speed when the traffic isn't backed up, and pedestrian movements at unmarked locations mean that there are many surprise stops. These changes make it safer for drivers because they require us to slow down, and reduce surprise stops from people crossing at odd places because they improve safety of crossing at the right places.”*

Question 13: In your opinion, do the proposed alternatives address safety concerns while walking or rolling in this area? (i.e., safe crosswalks, access to public transit, or signal issues)

27/49 responses

Comments:

- *“6th street is dangerous and unpleasant for people walking and cycling. These changes will improve safety significantly.”*
- *“I drive this in the dark a lot and am deeply worried about the visibility of pedestrians and cyclists. having a center median giving a safe stopping place is such a good idea, and putting barriers between cars and cyclists seems like a great idea.”*

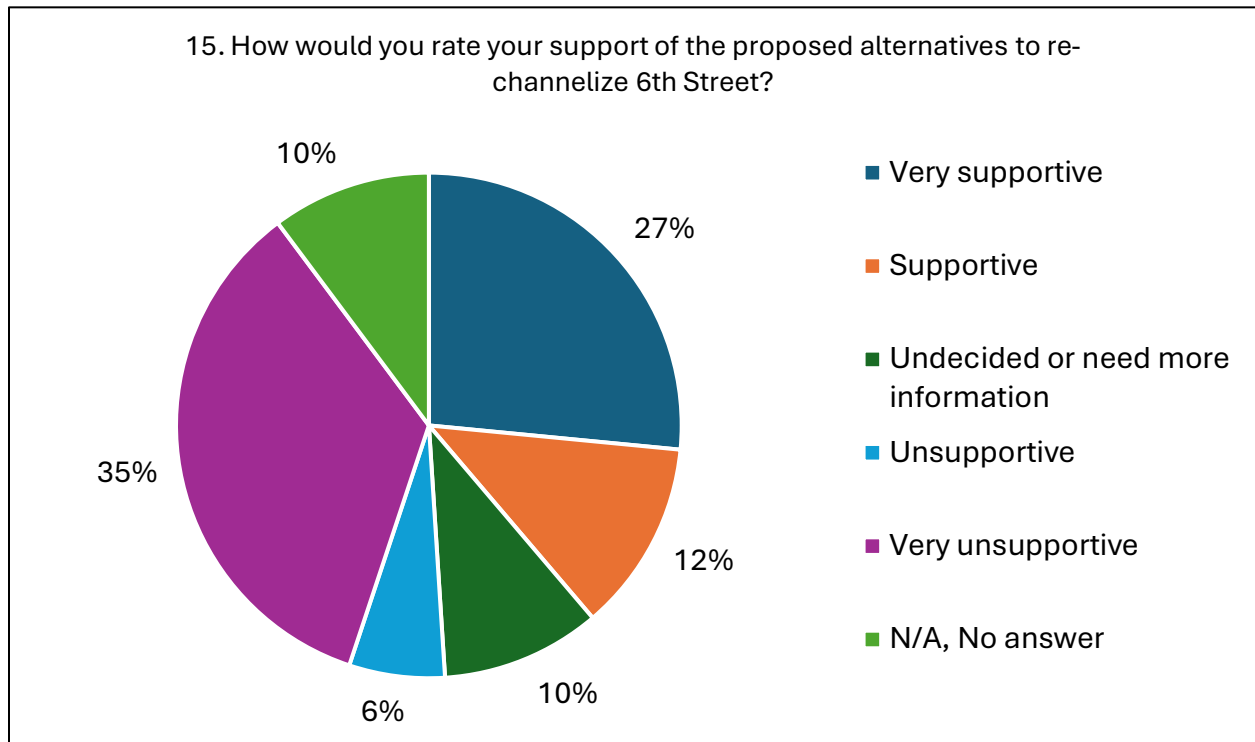
Question 14: In your opinion, do the proposed alternatives address safety concerns while biking in this area? (i.e., speeding, sight distance, or signal issues)

27/49 responses

Comments:

- *“The proposed is significantly better than the existing street. I will always advocate protected bike lanes end to end. Callow and 6th looks great. However, predictability and consistency are desired. 6th and Naval would be better if it was more like the proposed 6th and Callow. I support having bike lanes separated by street parking between Pacific and Washington, so encourage curbs along the parking spots so cars are unable to park in the bike lanes. Wider and protected bike lanes especially on hills where climbing is a must. I think a mix of curbs, posts, and armadillos depends on the use case. I would feel far far safer for my son to be able to bike with me, protected by a curb.”*
- *“YES. It is so unsafe for cyclists through these locations. I see them riding with traffic and worry about them with how wide some of these vehicles are, and removing on road parking means they don't run the risk of getting hit by open doors.”*
- *“No. Here is what is still needed: Separated and protected bike lanes the entire way (never heard of paint keeping my children safe against a car), ZERO turn pockets which are insanely dangerous, no on street parking at any point (risk of being doored).”*

Question 15: How would you rate your support of the proposed alternatives to re-channelize 6th Street?



44/49 responses

- 27% answered very supportive
- 12% answered supportive
- 10% answered undecided or need more information
- 6% answered unsupportive
- 35% answered very unsupportive
- 10% did not answer

Question 16 (Optional): What else would you like the project team to know or consider as we move through the design process?

34/49 responses

Comments:

- *"A safe 6th street for bicyclists will be a major improvement to the city. So many would be riders are too scared to ride in Bremerton and that is understand given the severe lack of safe routes."*
- *"About half the year, the peak commuting hours are in pitch black. Please prioritize reflectors and other methods of keeping people safe in the dark and dreary."*
- *"Cyclists and pedestrians deserve equal or more consideration than cars."*

- *"I'm concerned about massive delays if Burwell or 11th is closed. The traffic is unbearable as it is during the PM commute. Take parking off of Burwell to increase traffic flow. Why aren't you focused on a massive roundabout at Burwell and Warren instead?"*
- *"Please be aware that there are many, many vehicle commuters (particularly shipyard employees and sailors) that use 6th street to commute to and from work. Your plan is to take away two vehicle lanes to provide safer bike routes, but at the expense of car mobility/access and individual's commute time. I understand wanting to increase biker safety, but what is the percentage of bicyclers vs percentage of those that have to commute by car due to commute distance and/or schedule? Sacrificing two whole vehicle lanes and parking spots in a commute area doesn't seem like a great idea."*
- *"While this will likely make bike traffic safer, its highly disruptive to the massive amount of traffic that runs through this street each way every weekday, there are vastly more cars than bikers and this idea of stripping away an entire lane or even two lanes to instead have for bikers seems like a waste and will only compound the already growing traffic in the city, especially in the afternoons."*

Demographics

Demographics Questions	Responses
How would you describe your gender identity?	21 - Females
	17 - Males
	7 - Prefer not to say
What race/ethnicity best describes you?	1 - Hispanic or Latino
	32 - Not Hispanic or Latino
	13 - Prefer not to disclose
What race best describes you?	29 - White
	2 - Asian
	1 - Native Hawaiian or Other Pacific Islander
	1 - Multiracial
	1 - Other
	11 - Prefer not to disclose
Do you have a disability?	9 - Yes
	27 - No
	10 - Prefer not to disclose
What age group are you in?	11 – 25-34 years old
	16 – 35-44 years old
	6 – 45-54 years old
	4 – 55-64 years old
	3 – 65-79 years old
	1 – 80+ years old
	5 – Prefer not to disclose

What language is spoken at home? (Select one or more)	34 – English only
	1 – English and Tagalog
	1 – English, Spanish, and Greek
	1 – English, Danish, and Farsi
	7 – Prefer not to disclose
What is your highest degree or level of education?	4 - High school graduate
	4 - Associate degree
	15 - bachelor's degree
	3 - Completed some college
	3 - Complete some postgraduate
	3 - Graduate or professional degree
	9 - Master's degree
	2 – Ph.D.
What is your household income?	4 - Prefer not to disclose
	1 – Less than \$25,000
	5 - \$25,000-\$49,999
	1 - \$50,000-\$74,999
	4 - \$75,000-\$99,999
	6 - \$100,000-\$124,999
	4 - \$125,000-\$149,999
	4 - \$150,000-\$174,999
	4 - \$175,000-\$199,999
	6 - \$200,000 and up
	11 – Prefer not to disclose



EMAIL COMMENTS

Nick Ataie

From: Paul Dutky <[REDACTED]>
Sent: Wednesday, November 13, 2024 12:00 PM
To: Nick Ataie
Subject: 6th street road diet project
Attachments: 20241111 Nick Atai re Diverters v2.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Nick,

I've attached a presentation with a letter I'd like to share with you.

Paul

Hi Nick,

You provided a clear and understandable presentation on the 6th street road diet project! Several options that would make biking and driving safer were not included as options in your presentation. The survey questions are designed to solicit answers that support the project as presented. I will provide further input regarding viable alternatives from a purely cycling safety point of view, and also give some more nuanced answers to the alternatives presented in the survey. By the way, the description of the “pros” for survey question 8B was copied from question 7B and doesn’t apply to question 8.

During the public meeting I brought up the idea of creating a ‘gateway/boulevard into Bremerton, as per the clear descriptions in the current Comprehensive Plan. HDR staff stated that the police and fire departments expressed concerns about emergency access if streets were closed or diverters limited vehicular access to some streets.

The reason to close off three streets on 6th is to protect neighborhoods, increase safety for all road users, and expedite vehicular throughput. The use of diverters and street closures is seen across the US and worldwide as a strategy that improves safety. Paris has been in the news recently for massively expanding bike and pedestrian facilities, often closing streets to do so.

I’ve examples from Victoria, Portland, and Bremerton, which I share below. I don’t think the EMS/Fire argument against closing Hewitt and Pennsylvania at 6th holds water. A less safe strategy than road closure would be to make side streets along this stretch right-in and right-out with a structural median. Either option would allow narrowing the median and widen the area available to the bike lanes to provide protection. The neighborhood may embrace the idea of eliminating cars exiting 6th at speed and instead limiting vehicles in the newly created created cul-de-sacs to people that live there. We should ask them. Paul

Warren Avenue between Burwell and 6th is divided - doesn't seem to cause a significant problem for EMS or Fire.
Dividing 6th between Roosevelt and High shouldn't be a problem either.



Protecting Neighborhoods in Portland

(from Almira presentations I made in
2017 and 2018)

Example 1 Grant Park, Hollywood Business District

Commuter traffic is diverted around a residential neighborhood by a street closure



Tillamook / 39th Ave Intersection, where a wide arterial becomes a wide residential street.



Partial Street Closure.

Total Street Closure to reduce
traffic past an elementary school.



Example 3 Irvington Neighborhood, 15th and 16th Avenues



Traffic is diverted to a nearby arterial,
and prevented from going straight or
turning right into the neighborhood.



Bicycles are free to move in any
direction.

Example 4 Sullivan's Gulch Neighborhood

How do you protect this neighborhood

from Fred Meyers shoppers wanting to cut through it to avoid heavy traffic on this nearby arterial ?





The road to the left is blocked off.



Neighborhood

Freddy's



Wasco



The road to the left is blocked off.



Neighborhood

Freddy's



Clackamas



← Neighborhood (alley blocked off)

Alley



← Neighborhood

Freddy's →

The road to the left is blocked off.

Halsey



Neighborhood

Freddy's

Weidler

**Protecting Neighborhoods in Victoria
while simultaneously creating safe
streets for cyclists.**













McClure



EXCEPT
BICYCLES



50

Nick Ataie

From: Erik Pedersen <[REDACTED]>
Sent: Friday, November 15, 2024 12:36 PM
To: Nick Ataie
Cc: Jeff Coughlin; Thomas Knuckey; City Council; Greg Wheeler; Jane Rebelowski; Denise Frey; Anna Mockler
Subject: 6th Street Presentation

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Nick,

Thanks for your presentation on the 6th Street project earlier this week. It seems like a step in the right direction, especially with regard to your acknowledgement of WSDOT's Bicycle Level of Traffic Stress (BLTS) evaluation system, which calls for protected or separated bike lanes in many circumstances. Most of our peer cities on Puget Sound go beyond WSDOT's base goal of BLTS 1 and 2 outcomes on their scale (only BLTS 1 is truly kid and novice-safe), but educating the public about this concept is a big step forward.

The presentation brought up five main points in my mind:

1. I saw a BLTS chart shown in the center of the room on Tuesday, but none of the BLTS evaluation outcomes shown along specific road sections. After digging into WSDOT's BLTS guide, I wonder if this recent design consistently meets WSDOT's goal of BLTS 1 and 2 outcomes, since it's such a busy street. I looked at the City's 2020 6th Street and 11th Street Corridor Feasibility Study, and they use a different scale to measure traffic volume than the Annual Average Daily Traffic (AADT) WSDOT's BLTS tables use. Can you please make public the AADT figures for 6th Street and Public Works' own evaluation of where their current design falls on WSDOT's BLTS tables?
2. WSDOT's explanation of how to use its BLTS tables also lists other considerations that might degrade a road's ranking from, say, BLTS 2 to a BLTS 3 (which would then not meet WSDOT standards), such as significant truck traffic or tons of intersecting roads and driveways (which 6th Street has both of in abundance). I think WSDOT's BLTS tables are more of a general guide than a comprehensive ruleset, and they also don't take center turn lanes (as the recent design for 6th includes) into consideration. I'd argue the center turn lane should bump 6th Street half-way down from the "1 thru lane per direction" category to the "2 thru lanes per direction" category. In addition, the original BLTS rating system, which WSDOT's guide is based on, judges that "turn pockets," which sandwich cyclists between two lanes of car traffic and require them to make correct merging decisions, automatically result in a BLTS grade of 3 or 4 and are unacceptable on main bike network routes. No kid or novice cyclist should ever be asked to make correct merging decisions or be sandwiched between lanes of cars and trucks. *WSDOT Design Manual M 22-01.23* shows an example of a "Protected Intersection" (p. 1310-45) that avoids the need for turn pockets and would almost certainly save lives and increase ridership when paired with protected lanes. Even if our new design for 6th technically meets WSDOT's guidelines per their BLTS tables, it likely does not meet them in spirit because of these other considerations.

3. Our evaluation of the 6th Street project should hinge on whether this is Bremerton's main east-west all-ages-and-abilities route. The answer to this question effects every other consideration. I argue that 6th Street should our all-ages route, and if we need to do away with the center turn lane in narrow road sections to provide bike lanes with ample space and ample protection, we must. The city has Burwell and 11th St. as our big vehicle-movers, and there's two elementary schools on or near 6th Street (Naval Ave. and Star of the Sea). Other peer cities of ours around Puget Sound have been willing to cause a small increase in traffic, or remove a row of parking, on selected streets in limited circumstances like this. A "neighborhood greenway" on, say, 8th Street could perhaps remove 6th Street's responsibility to serve all-ages-and-abilities. However, until we see plans for a robust, continuous alternative, most of us will argue that if the center turn lane on 6th needs to go, it needs to go. There would still be space for a center turn lane along most of the route, so the extra traffic shouldn't be bad in relation to the added safety benefits for all road users, including pedestrians and those in vehicles.
4. For the next design presentation, can we please show the public the option of the mini "jersey barriers" Seattle is installing nowadays? The public deserves to at least be made aware of this option, whether we can afford to install them or not. The 2015 *Federal Highway Administration Separated Bike Lane Planning Design Guide* shows that concrete barriers do, in fact, increase protection from crashes (p. 85). That's also intuitively true to us all.
5. Lastly, if there are any safety measures we're not including in our designs because of cost alone, can we please make a list of them for future consideration? Budget decisions are always difficult, but this type of transparency about our options and decisions would be helpful for everyone engaged in this process.

Many thanks,

Erik Pedersen
Bremerton Planning Commission
District 3 Resident
[REDACTED]

From: Nick Ataie <Nick.Ataie@ci.bremerton.wa.us>
Sent: Friday, November 8, 2024 8:00 AM
To: Erik Pedersen <[REDACTED]>
Subject: RE: 6th Street Details

Good morning Erik,

I'm glad you plan on attending the meeting next Tuesday!

I can provide some general information below for your questions, but I want to caveat these by saying these questions are much better discussed in a conversation Tuesday and I don't want to create a situation where information could be taken out of context. I hope you and others can come to the meeting with a collaborative mindset, ask questions, provide perspectives, and most importantly provide feedback.

Protected Bike Lanes: We will be including design recommendations for protected bike lanes (unspecified treatment type) at specific locations. We are using WSDOT methodology for Bicycle Level of Traffic Stress (BLTS) as a basis for evaluating needs and also considering site-specific factors. WSDOT refers to protected bike lanes as "separated" bike lanes. I can tell you that what will be presented next week will not depict a fully protected bike lane corridor on 6th Street. The rationale is likely more than I could get in an email so I would be happy to discuss in more depth at the meeting. From a City maintenance standpoint, there has been quite the discussion on considerations/needs for maintenance, but I wouldn't say that is driving (no pun intended) the decision-making process at this point.

Road Widening / Right Turn Pockets: One of the primary design goals of this project was to avoid any roadway widening; I'm happy to say that we will, indeed, present a design concept which includes no widening of the existing curbs. We will also have an option which shows curb widening at only one intersection (Naval Ave). Both of these options will include some type of vehicle right-turn treatment at that intersection to meet our current operations standards. The only other right-turn lane needed to meet vehicle operation standards is in the WB direction at Warren Ave. Some other existing right-turn lanes will be shown as removed as they were determined to not be necessary for meeting operational requirements. Overall, much less potential anticipated bike lane/turn lane conflict areas than what currently exists on Kitsap Way.

Thanks again for the email and providing some insight into priorities from the bike community; I'll see you Tuesday.

Nick

Nick Ataie, P.E., Project Manager - Transportation
City of Bremerton Engineering Division
Direct 360.473.2306 | Cell 564.222.0897

From: Erik Pedersen <[REDACTED]>
Sent: Thursday, November 7, 2024 6:14 PM
To: Nick Ataie <Nick.Ataie@ci.bremerton.wa.us>
Subject: 6th Street Details

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Nick,

I'm very curious about the details on the 6th Street road diet project. I spent my whole childhood growing up on 7th Street, so 6th was always the boogeyman between me and the nearest park. I'll be there on Tuesday.

Do you know if the bike lanes will be protected?

Is there going to be any road widening at intersections? Will the bike lane have to merge through any right turn lanes into "turn pockets"? Those are the things the bike community will be looking for.

Thanks,

Erik Pedersen
District 3 Resident

Nick Ataie

From: City Council
Sent: Tuesday, November 19, 2024 10:36 AM
To: Alden Bradford
Cc: City Council; Nick Ataie
Subject: RE: Public Comments - 6th street redevelopment (Alden Bradford)

Mr. Bradford,

This is to acknowledge receipt of your email, which will be provided to the Council Members for their consideration.

Thank you for taking the time to submit your comments.

Christine Grenier

Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov



From: Alden Bradford <[REDACTED]>
Sent: Monday, November 18, 2024 3:34 PM
To: City Council <City.Council@ci.bremerton.wa.us>; Nick Ataie <Nick.Ataie@ci.bremerton.wa.us>
Subject: 6th street redevelopment comments

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Dear City Council,

I am writing to share my thoughts on the 6th street project, based on what I saw at last week's open house. Some of my thoughts are a bit too mathematical to share in 3 minutes, without a chalkboard at least.

I think we all agree that 6th street is currently too wide. The speed limit on 6th is 25 miles per hour, but people routinely go 35 miles per hour. As any high-school physics student will tell you, a car going 35 miles per hour has almost exactly twice the kinetic energy of a car going 25 miles per hour, with a much greater stopping distance as well. Meanwhile, the difference in travel times is negligible. Going 35 miles per hour down the whole 1.4 miles of 6th street would almost (but not quite!) save one minute compared to going the same distance at 25 miles per hour. Not that you would ever be able to keep that speed up the whole way, since there are traffic lights to contend with. Nobody should be going 35 miles per hour on 6th street, yet the road is currently designed in a way that encourages cars to go that fast, or sometimes faster. We want cars to go slower -- that is, if they go on 6th at all. We have other streets (11th street, and Burwell especially) which are designed for through-traffic. 6th street goes past a school, local

businesses which see foot traffic, and people's homes. If 6th street is not your destination, there are more appropriate roads to drive on. By discouraging people from driving on 6th, we can open it up to pedestrians and bicyclists. We have the opportunity to make a truly safe and efficient link between downtown and Charleston.

I was shocked when I saw that the new plans for 6th street don't seem to reflect those priorities. Along most of the route, the plan contains no protection for bicycle lanes. When I asked one of the engineers at the open house, he told me that the reason for this is so that there is enough room for the center turn lanes and side turn pockets. When I asked why we have turn lanes, he said they serve to position turning vehicles out of the way of traffic so that cars can go faster. Why would we want cars to go faster along 6th street? The speed limit is 25 miles per hour. At those speeds, we would be justified in installing speed humps. Why would we take up valuable space (and spend extra money, I might add) to put in features to speed up traffic? Part of the point of this development is to slow traffic down!

At intersections the contradictions compound. The plans I saw at the open house had lots of turn pockets -- places at the right side of the road near a corner, where cars can wait to turn right. These pockets were frequently mixing with bike lanes at odd angles, which seems dangerous to me. Other cities are banning turn pockets these days. For example, Paris is underway to have every street intersection "daylighted" (free of stopped cars and visual obstacles within a certain distance of the corner) by the end of next year. Here is an article about the practice: <https://www.bloomberg.com/news/features/2023-11-28/the-case-for-daylighting-the-cheap-traffic-safety-fix-that-cities-need> . Again, the only purpose of a turn pocket is to speed up cars. It does not make sense to include turn pockets in a place where we want to slow down traffic.

Though I only have an outside perspective, I think I see some of how we arrived at these contradictions. We say "I want to slow down traffic and reduce the number of car trips on 6th street. We can do this by eliminating travel lanes, widening sidewalks, and installing bike lanes." The response from the engineers: "We cannot eliminate travel lanes and widen sidewalks and bike lanes because that would slow down traffic and reduce the number of car trips on 6th street". We seem to be talking past one another. The engineers reported that it would be impossible to reach the top safety level while maintaining current vehicle throughput. I agree with that statement! But as the saying goes, "one man's modus ponens is another man's modus tollens". It is true that we can't have a reasonable level of safety while pushing the same number of cars through at speed, but that does not mean we should abandon safety. Rather, we should abandon speed. Safety, not vehicle throughput, should be our priority.

The engineer I spoke with seemed to believe that City Council had given him a mandate to maintain the current level of vehicle throughput. I don't know where he got that idea, I do not know if it is true. I do know that any such mandate is antithetical to the entire purpose of the endeavor. I believe that we can achieve the top level of safety, so that people will want to walk and bike along 6th street. We do not need to compromise on safety. We can, and we should, compromise on motorist speed instead.

Thank you for your time and consideration,
Alden Bradford

Nick Ataie

From: [REDACTED]
Sent: Tuesday, November 19, 2024 8:00 PM
To: Nick Ataie
Subject: RE: Input Requested - 6th Street Active Transportation Improvement Project

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Nick, I started to fill out the survey- I don't think it is going to adequately reflect pertinent comments. I am working with Paul Dutky and Travis Merrigan on a more comprehensive response.

So, I aborted the survey only partway through.

Charlie Michel

[REDACTED] Cell
[REDACTED] Home

When it comes to addressing the climate crisis, none of us is off the hook... and we cannot solve a crisis without treating it like a crisis🌱

From: Nick Ataie <Nick.Ataie@ci.bremerton.wa.us>
Sent: Friday, November 15, 2024 10:57 AM
To: Nick Ataie <Nick.Ataie@ci.bremerton.wa.us>
Subject: Input Requested - 6th Street Active Transportation Improvement Project

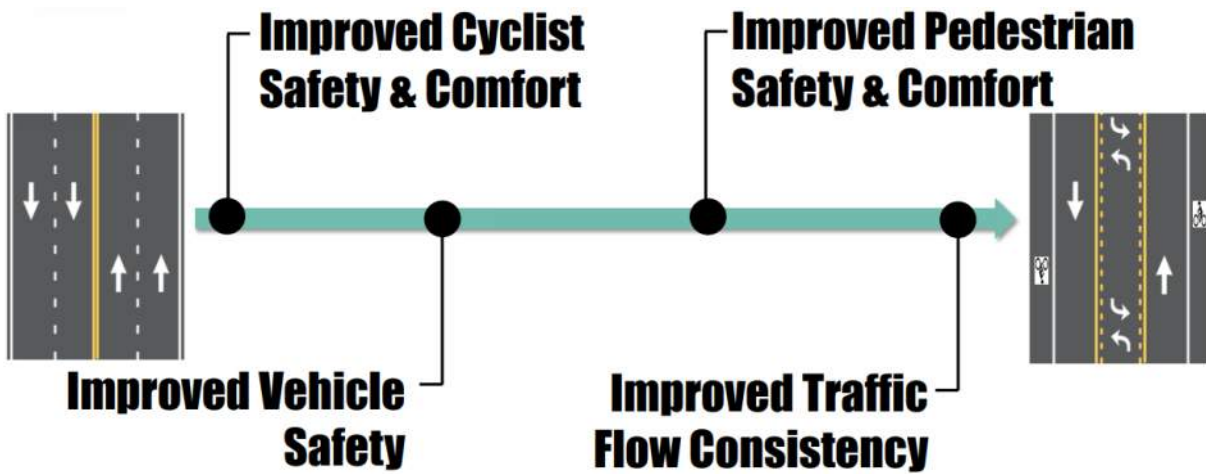


6TH STREET ACTIVE TRANSPORTATION IMPROVEMENT PROJECT PRELIMINARY ALTERNATIVES & ONLINE SURVEY

Learn about planned improvements to 6th Street and share your feedback!

On Tuesday, November 12, 2024, City staff hosted an in-person open house for the [6th Street Active Transportation Improvement Project](#).

This in-person meeting included updated project information and preliminary design alternatives which include re-channelizing the 6th Street corridor and a portion of Kitsap Way (east of 11th Street) to include continuous on-street bike lanes and improve safety for all road users whether you walk, bike, roll, or drive.



Information shared at this open house meeting is available on the [project website](#) and your feedback is requested through November 30, 2024 by taking the online project survey.

- Open House Meeting Handout (PDF) - [LINK](#)
- Open House Meeting Boards (PDF) - [LINK](#)
- Project Frequently Asked Questions (PDF) - [LINK](#)
- Existing Conditions Exhibit (PDF) - [LINK](#)
- Draft Alternatives Exhibit (PDF) - [LINK](#)

[CLICK HERE TO TAKE THE ONLINE SURVEY](#)

Input received will be used to evaluate draft alternatives presented and aid in the development of a recommended corridor design alternative.

Please reply directly to this email should you have any questions or need any additional information and thank you in advance for taking the time for make your voice heard and help shape this project.

Sincerely,

Nick Ataie, P.E., Project Manager - Transportation
City of Bremerton Engineering Division
345 6th Street, Suite 100
Bremerton, WA 98337
Direct 360.473.2306
nick.ataie@ci.bremerton.wa.us

City of Bremerton | Public Works & Utilities | Engineering Division | www.BremertonWA.gov

Nick Ataie

From: Paul Dutky <[REDACTED]>
Sent: Tuesday, November 19, 2024 2:12 PM
To: Nick Ataie
Subject: 6th street insights update

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Nick,

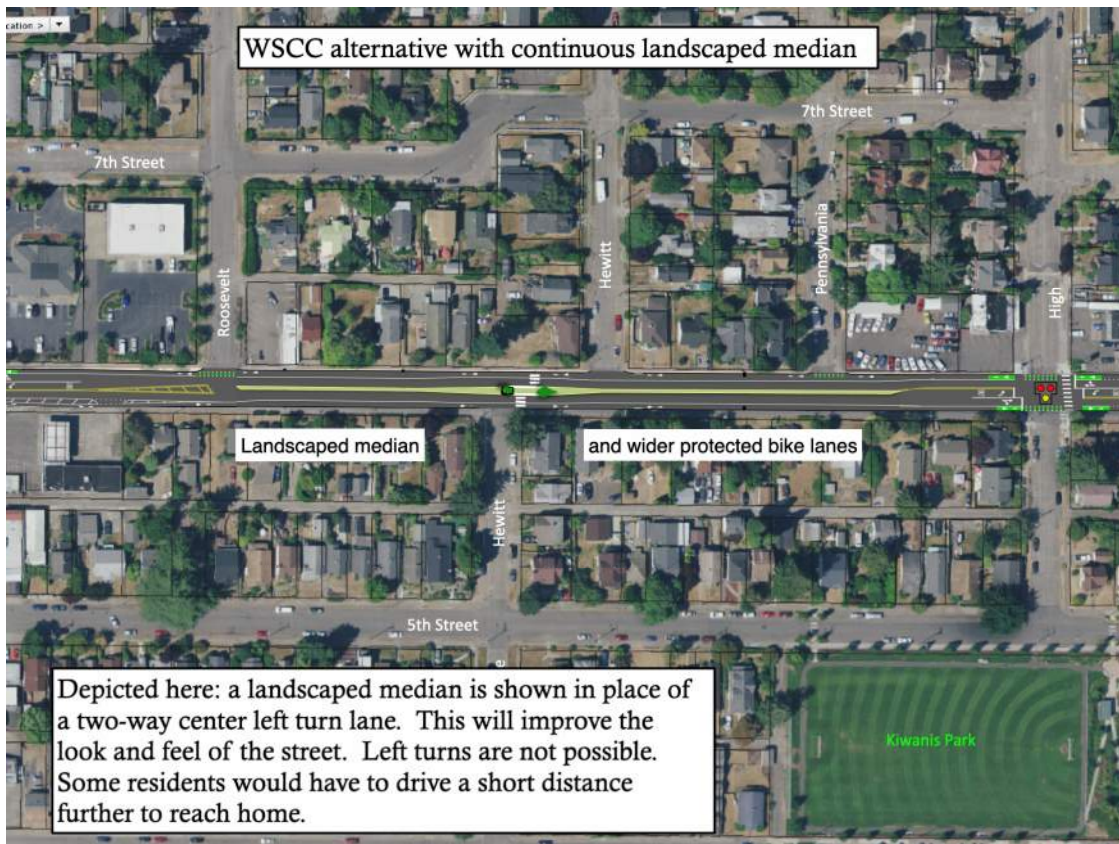
I visited Pennsylvania and Hewitt Avenues this morning, as well as 11th and Montgomery (where there is a road closure forming a cul-de-sac). I also drove there last night on the way home from Jeff Coughlin's 3rd district open house. I need to rethink my position regarding road closures.

Pennsylvania: the street is 24 feet wide. When I visited last night there was a solid line of cars in both directions, and my car barely fit in between them. The cars that were parked there have to exit in the direction they were parked. It would be impossible to turn around. The landscaping business on 6th needs access to their parking lot via Pennsylvania, so placing a no-parking area at the end of a cul-de-sac to facilitate turning around isn't possible. I don't think a cul de sac is possible in this location.

Hewitt north: Same dimensions as Pennsylvania, but there is a better ability to park partially up on the parking strip next to the road - turning around would be problematic.

Hewitt south: Much more room. Street is 24 feet wide, and there is a mountable curb next to 10-foot wide parking strips on each side of the street - signs direct cars to park off the street, on the parking strip. This road is amenable to a road closure like that at 11th and Montgomery.

I still recommend a long unobstructed median and pedestrian refuge island at Hewitt. Any decisions about cul-de-sacs will need to be made later by the community. These streets will be right-in, right-out by default, if you build a continuous median.



Paul

Nick Ataie

From: [REDACTED]
Sent: Wednesday, November 20, 2024 4:27 PM
To: City Council
Cc: Nick Ataie
Subject: 6th St Design

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Here are comments I would like to have entered into the public record regarding the design for the 6th St design that we saw at the open house:

- The quality of the bike facility should be upgraded to a Level of Traffic Stress 2, which could be done by building continuous PROTECTED bike lanes for the ENTIRE length of 6th St.
- Eliminate the right turn pockets at Naval that mix both car and bicycle traffic.

National standards such as NACTO and State standards such as WSDOT have evolved in recent years to embrace newer street designs that increase safety for vulnerable road users by physically separating them from cars. The design features on Kitsap Way, such painted bike lanes, bike boxes, and turn pockets shared by cyclists and cars, are still approved, but are no longer in vogue. We should adhere to the safest and best current practice recommendations for 6th St.

There is one section of 6th St that allows some limited parking, west of Washington Ave. If these parking spaces are a constraint to a six-foot wide protected bike lane (measured from the curb to the fog line beyond the protection) then these few spaces should be removed from the design.

Lastly, I did not complete the on-line survey because many questions would not permit me to advocate for protected bike lanes, so answering the questions as given would misrepresent my point of view. My comments here must substitute for the input I would have liked to have made using the City's survey.

Charlie Michel
6088 Kingfisher Ct
Bremerton, WA 98312

[REDACTED] Cell
[REDACTED] Home

When it comes to addressing the climate crisis, none of us is off the hook... and we cannot solve a crisis without treating it like a crisis🌱

Nick Ataie

From: dianne iverson <[REDACTED]>
Sent: Wednesday, November 20, 2024 1:21 PM
To: City Council
Cc: Nick Ataie; dianne iverson
Subject: Transportation/livability/disabled

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Photograph taken by Dianne Iverson, February 2024, Victoria BC.

Chair Jennifer Chamberlin and Bremerton City Councilmembers,

Thank you for the opportunity to share with you my thoughts about what makes a more livable city.

How do we build upon the strengths of this city in order to make it more livable? Our collective perspective on what makes a livable city is essential in order to pass policies and budgets that reflect our common goals.

Let me share with you my thoughts as a 74 year old retiree who happens to be disabled. What is a livable city for me?

I, like most people my age, want to be as independent as possible, for as long as possible. One of the components of a livable city for me is a city that provides for safe transportation options. There will be a time in my life that I will not be able to drive a car. Safer street designs for pedestrians, cyclists and those of us who use wheelchairs will provide me with those options.

That is why I support a higher standard of safety for 6th street. I support a protected bike lane on 6th street from Callow to downtown.

Are there cities and neighborhoods that provide for safer streets than just a painted bike lane? Do people use them? Are safer streets a good investment? The answer is yes to all three of these questions. Let me share with you a couple of examples of places that are leading the way.

Victoria, BC has been undergoing a complete streets transformation since 2016 under the leadership of former Mayor Lisa Helps. We could learn from them. They have protected bike infrastructure where it is needed, and neighborhood greenways where protected bike lanes are not needed. It is quite an amazing experience to cycle in the city of Victoria. You feel the difference immediately.

This fall I spent 6 weeks cycling the Netherlands where 35,000 km of safe transportation corridors for bikes and electric wheelchairs exist. I was surprised and touched by how many people both young and old use the "bike" infrastructure in their electric wheelchair. It is legal and it is encouraged to do so.

We encountered individuals daily using electric wheelchairs on the protected bike facilities in the Netherlands. I photographed individuals using their chairs and adaptive bikes at the grocery store, commuting to work, accessing the train or foot ferry, or enjoying the beauty of a local trail in and out of a local park.

In Bremerton, let's design a complete streets transportation corridor up 6th street so that we can encourage all ages and abilities to continue to live at home and be part of our community. Sixth street is the most important gap to fill in building an east/west bike corridor. Let's learn from other cities and do it right.

Safer streets for all ages and abilities is just one component of a more livable city. I'd like to hear from the council what makes a more livable city for each of you and your constituents. It's an important question that together I hope we can have.

That's one component of what makes a livable city for me. Sincerely, Dianne Iverson

See two photos below taken in the Netherlands of people using a wheelchair and an adaptive bicycle that carries a wheelchair.



Nick Ataie

From: City Council
Sent: Thursday, November 21, 2024 4:29 PM
To: Elizabeth Anderson
Cc: City Council; Nick Ataie; Thomas Knuckey; Ned Lever; Shane Weber
Subject: RE: Citizen Comments - Make 6th Street Safe for Bicycles! (Beth Anderson)

Ms. Anderson,

This is to acknowledge receipt of your email, which will be provided to the Council Members. Due to the subject matter, a copy will also be provided to Project Manager Nick Ataie and several Public Works Officials.

It is appreciated that you took the time to submit your feedback.

Christine Grenier

Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov



From: Elizabeth Anderson <[REDACTED]>
Sent: Wednesday, November 20, 2024 6:54 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: Make 6th Street Safe for Bicycles!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The road diet for 6th Street is a great idea that is long overdue. It would be vastly safer for cyclists if there is a protected bike lane along the whole length of 6th street, instead of just paint. Paint helps cars understand that they should give room for bicyclists but unfortunately there are drivers that are inattentive or that just don't care. Protected bike lanes provide additional safety.

I also support the recommendation of the West Sound Cycle Club to get rid of the proposed turn pockets at the Naval intersection. I don't think the turn pockets will help traffic very much; but these turn pockets will be more dangerous for cyclists.

Thank you for reading my comments. In addition to being a cyclist, I am concerned about safety on 6th street because my son lives on 6th street with his partner, her 5 year old daughter, 3 dogs, and four cats. They deserve a safe street to walk on and to cycle on along with the other residents who live in this area.

Beth Anderson
[REDACTED]

Nick Ataie

From: City Council
Sent: Thursday, November 21, 2024 4:30 PM
To: Jacob Simon
Cc: City Council; Nick Ataie; Thomas Knuckey; Shane Weber; Ned Lever
Subject: RE: Citizen Comments - Bike lane on 6th st (Jacob Simon)

Mr. Simon,

This is to acknowledge receipt of your email, which will be provided to the Council Members. Due to the subject matter, a copy will also be provided to Project Manager Nick Ataie and several Public Works Officials.

It is appreciated that you took the time to submit your feedback.

Christine Grenier
Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov



From: Jacob Simon <[REDACTED]>
Sent: Wednesday, November 20, 2024 7:55 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: Bike lane on 6th st

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

If they plan on putting a 6th st on a road diet I think a bike lane would be a natural choice. you wouldn't want bikes to compete with cars in the one remaining lane of traffic anyway. I think if we build a solid bike infrastructure and gas prices continue to increase we will be seeing an increase in the number of E-Bikes in town to use those bike lanes. Bikes are also better customers for local small businesses. I am much more likely to stop on a bike than in a car.

Respectfully

Jacob Simon

Nick Ataie

From: City Council
Sent: Thursday, November 21, 2024 4:31 PM
To: Kelly Tingelstad
Cc: City Council; Nick Ataie; Thomas Knuckey; Shane Weber; Ned Lever
Subject: RE: Citizen Comments - 6th Street Bike Safety (Kelly Tingelstad)

Ms. Tingelstad,

This is to acknowledge receipt of your email, which will be provided to the Council Members. Due to the subject matter, a copy will also be provided to Project Manager Nick Ataie and several Public Works Officials.

It is appreciated that you took the time to submit your feedback.

Christine Grenier

Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov



From: Kelly Tingelstad <[REDACTED]>
Sent: Wednesday, November 20, 2024 5:43 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: Bike Safety - 6th Street

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am writing to advocate for more bike safety on 6th Street.

Cycling throughout Kitsap County since the early 1990's has shown little to no improvement in investment in infrastructure to help keep cyclists safe! I speak as a former road racer and avid cyclist.

It is sad and frustrating to note that although my County has many beautiful roads to ride, I no longer ride most of them. It takes a road trip to Sequim to find a dedicated bike path and enjoyable cycling.

The 6th Street improvements should absolutely include:

1. A protected barrier bike lane the entire length of 6th
2. Remove the proposed right turn pockets onto Naval, eliminating cars merging into the bike lane.

Please get serious about creating safe places to ride!! Things have always been sketchy, but now with all the distracted driving - cyclists are sitting ducks more than ever.

Respectfully,
Kelly Tingelstad

██████████

[Yahoo Mail: Search, Organize, Conquer](#)

Nick Ataie

From: Paul Dutky <[REDACTED]>
Sent: Wednesday, November 20, 2024 10:04 AM
To: City Council; Nick Ataie
Subject: Formal submission of comments regarding the draft 6th street design
Attachments: 20241120 Community Comments 6th street road diet design.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The attached document represents WSCC's formal comments regarding the draft 6th street design.

Paul Dutky, Advocacy Chair West Sound Cycling Club

West Sound Cycling Club Comments on 6th Street Design

Submitted by Paul Dutky on behalf of WSCC 11.20.2024

The online public survey for the 6th street road diet project (11.13.2024) does not give the bike community the ability to convey our preferences, which are wholly tied to maximizing the safety of all those who bike, walk, or roll on city streets. We support building a connected *and separated* bike facility from Kitsap Way to Washington Avenue.

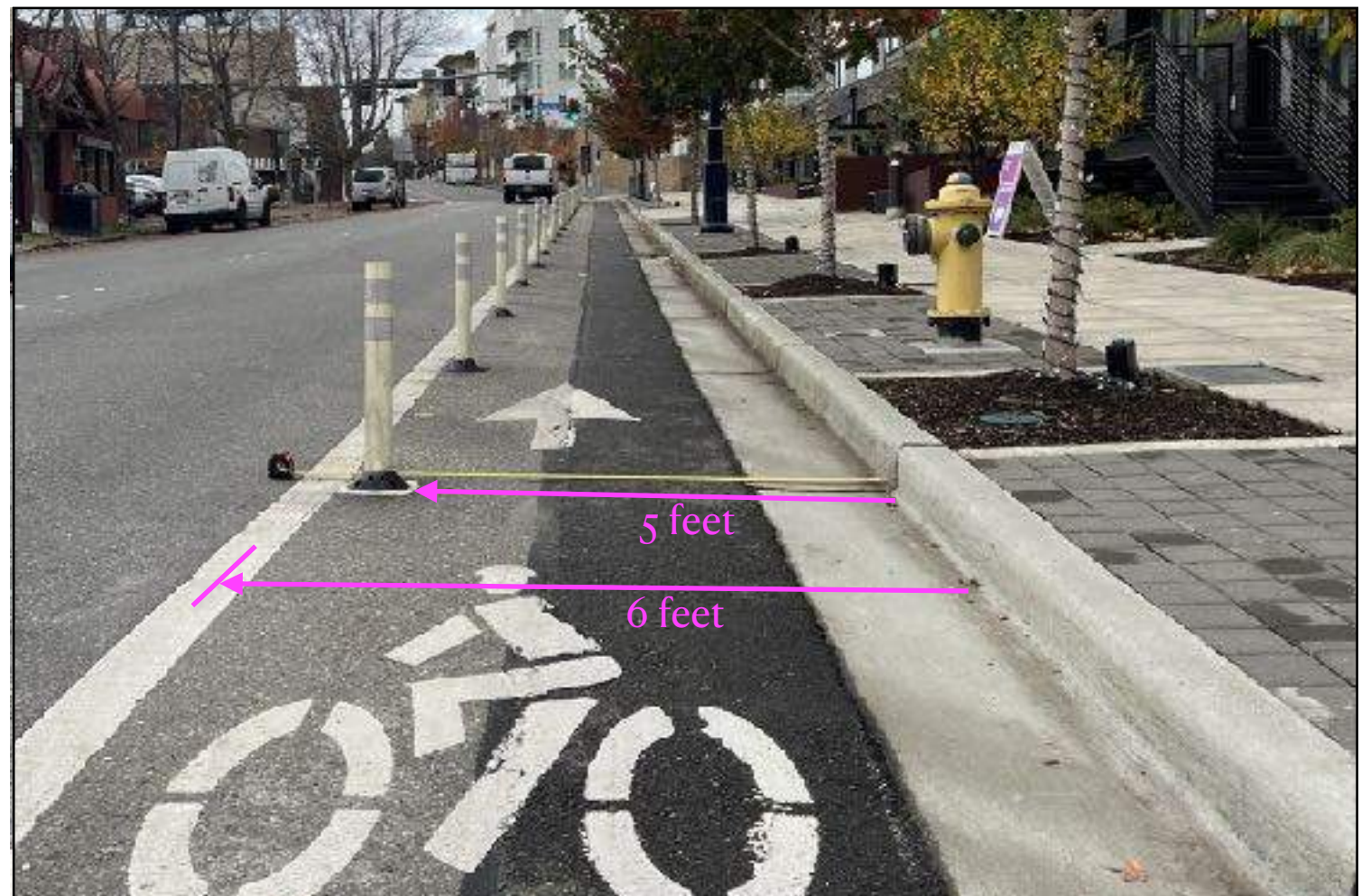
Protected bike facilities are the default design in Portland, Oregon. It is also the default design when upgrading Washington State highways through population centers. State Routes 303, 304 and 310 are, respectively, Warren Avenue, Burwell Street, and Kitsap Way. To the degree possible, Bremerton should adopt this 21st century approach to reconstruction or resurfacing projects involving city arterials, including 6th street. A protected 6th street bike facility would set a new standard for all of Kitsap County, since Bremerton would have Kitsap's *only* continuous, useful, protected facility.

1. There is room for a 5-foot protected bike lane the full length of 6th street.

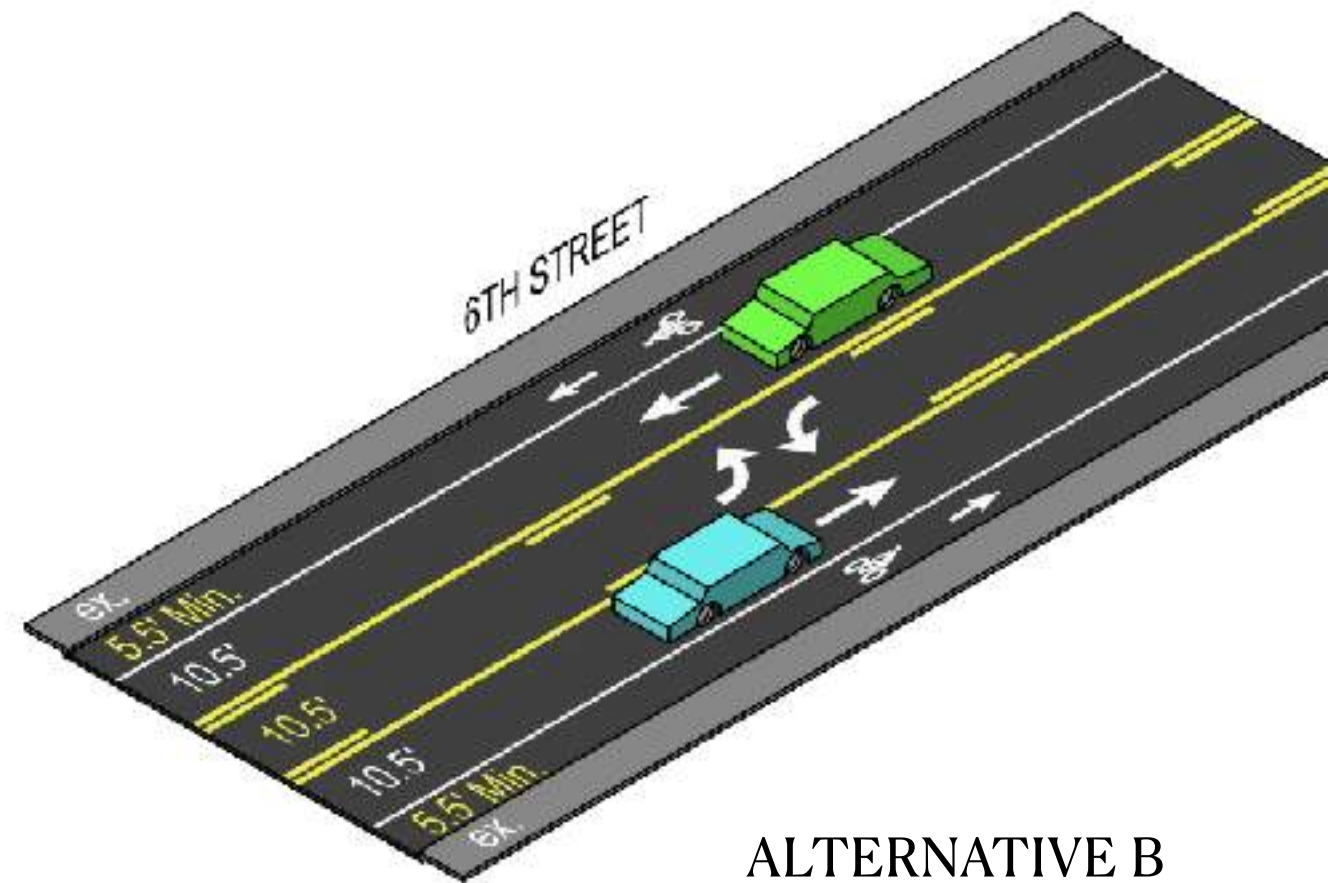
Over 80% of the City's 6th street design consists of **unprotected, painted, bike lanes**, like the section of 6th street near Bryan at right. City staff state there isn't room to provide physical separation.



The bike lane at right is located on Bremerton's Washington Avenue near the ferry terminal. It measures 6 feet from curb to the middle of the single 6-inch white lane line. The bike lane is 5 feet wide from curb to the base of the plastic bollards. A bike lane like this on the 44-foot wide sections of 6th street would occupy 12 feet, leaving 32 feet for two through lanes and one turn lane.



Alternative B of the draft 6th street design (right) has three 10.5-foot lanes = 31.5 feet. That alternative provides **enough room to install protected bike lanes on 6th like those on Washington Avenue.** The Federal Highway Administration (FHWA) states lane widths are measured from the center of each painted line, so the width of the painted line is not added to the lane width, it is part of that measure.

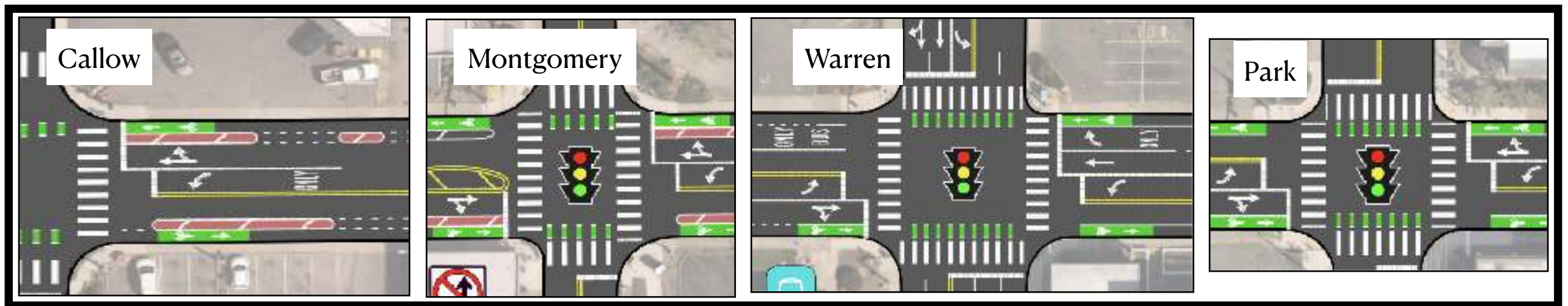


ALTERNATIVE B

Average speeds on 6th street are substantially higher than the posted speed limit of 25 mph, reinforcing the need to narrow the lanes as a traffic calming measure and separate cyclists from multi-ton cars traveling at what is regarded as a lethal speed in a crash between car and vulnerable road user.

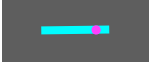

2. A right turn pocket where vehicles cross the bike lane is not needed or desired.

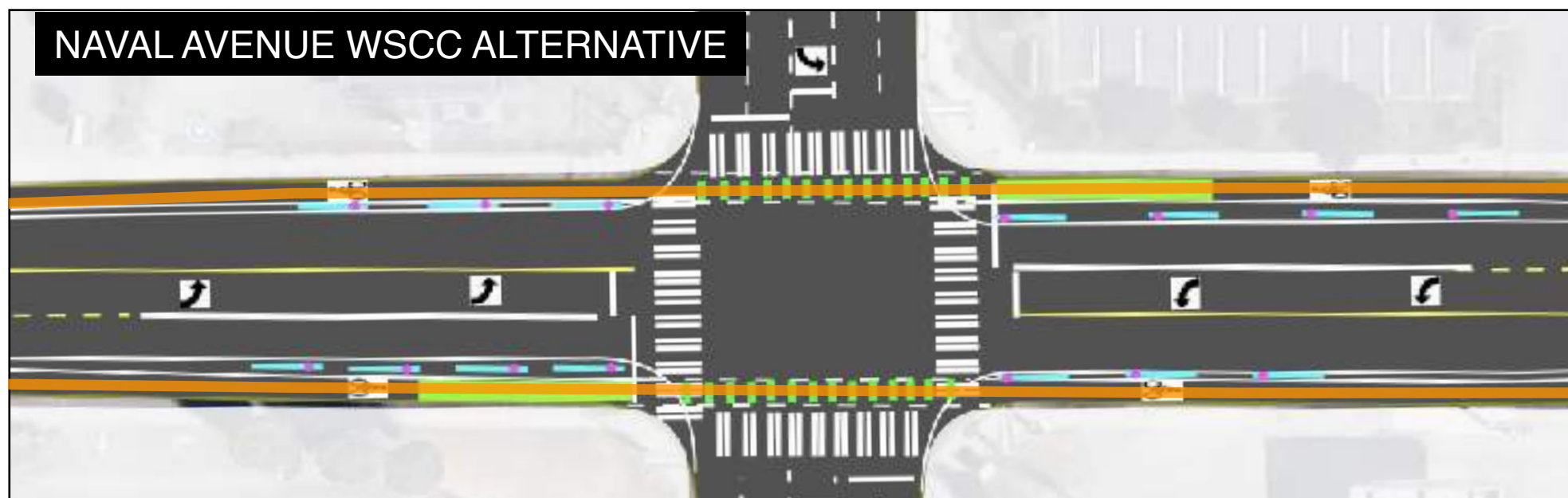
The only intersection in the City's proposed design for 6th street where motorists and cyclists converge is at the two right turn pockets at 6th and Naval Avenue. These are much more dangerous than a bike lane that follows the curb.



The absence of turn pockets at the above intersections in the City's proposal reflects a rapidly evolving trend toward safer street design.



Alternative B for the Naval Avenue intersection eliminates the west-bound turn pocket (upper right corner), and does not widen the turn pocket east bound. This will save money and is preferred over alternative A. **However, we strongly advise eliminating the east bound turn pocket as well.** Doing so will create consistency of design throughout 6th street, and facilitate inclusion of a wider protected bike lane here. Our recommended alternative is shown below. Bollard and concrete separators are indicated by:  The bikeway is shown by a light orange line: 



This satellite image of Rosa Parks Way in Portland is a model for a safer Naval Avenue intersection design with protected bike lanes. There are no right turn pockets. Use of this design could result in 7-foot protected bike lanes with a two-foot buffer, 10.5-foot through lanes and an 11-foot left turn lane.

7, 2, 10.5, 11, 10.5, 2, 7 = 50 6th street at Naval Avenue is 50 feet wide.



3. 6th street seen as a Gateway boulevard with center landscaped medians

In 2017, WSCC invited Dan Burden, an internationally renowned designer of safer streets and the originator of the term “road diet” to speak at a club meeting attended by several city officials. The following are excerpts from a letter Dan sent to the Mayor’s office following his talk:

“6th Street is aligned to be the natural gateway into downtown; it defines your town’s character and establishes your level of welcome to visitors. A beautiful, quieter, more pleasant corridor can entice more people to try even challenging commutes or errands by bicycle. Improved property investments and higher quality of life always result from road diets. Bremerton could achieve a strong sense of place using this street, but such a road cannot and should not be about how fast you can drive through the neighborhood. Higher speeds depress property values, create noise and danger, and leave homes along edges as low-level investments. Reduction in top end speeding and noise levels, **and the opportunity to provide more green planting space** are advantages of road diets.”

No landscaped medians were provided in the City’s draft 6th street design.

A center median between Roosevelt and High Avenues on 6th would eliminate left turns, smooth traffic flow, allow for a landscaped pedestrian refuge island at Hewitt and expand the bike lane to allow more robust protection for cyclists. There are few, if any driveways on this section of road. This concept is shown on the next page.



Public Works staff expressed concern that the EMS and Fire Departments would object to a continuous median due to loss of emergency access.

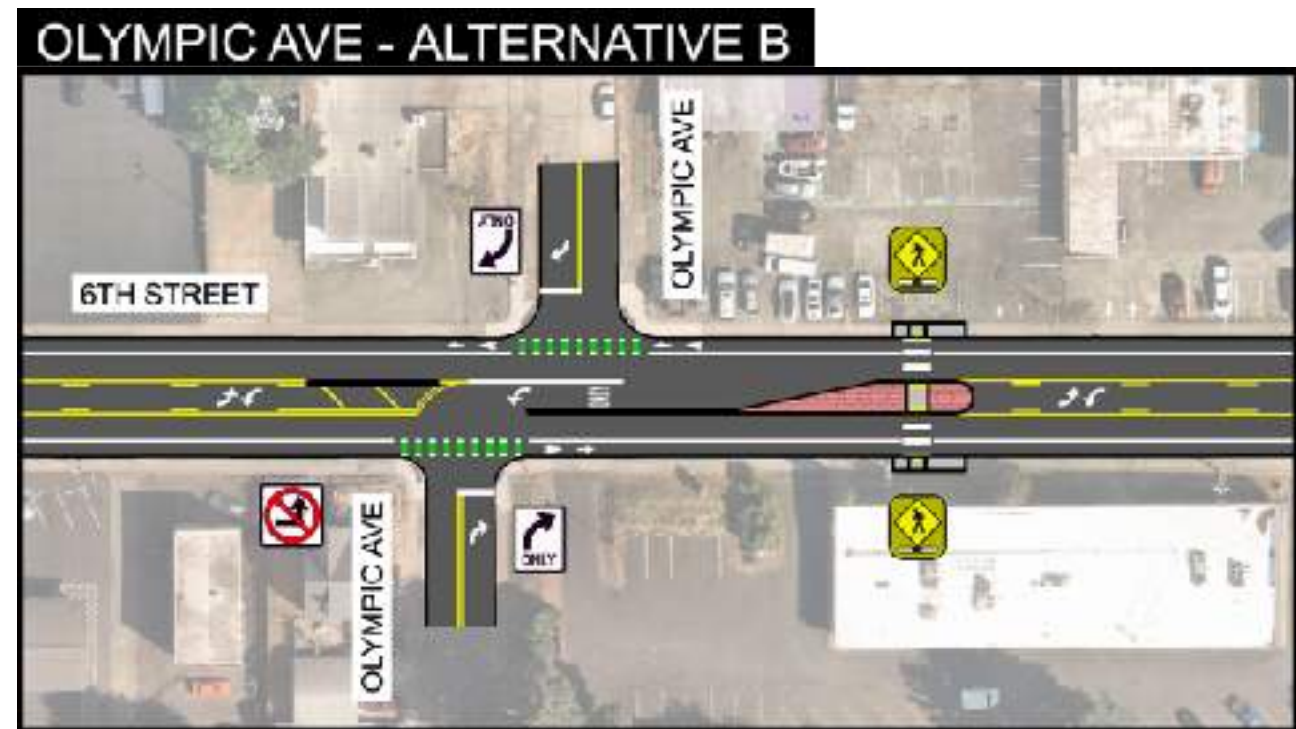


This has not been an issue in Bremerton at Warren Avenue from Burwell to 6th Street where there is a continuous center median.

4. Other input requested by Public Works

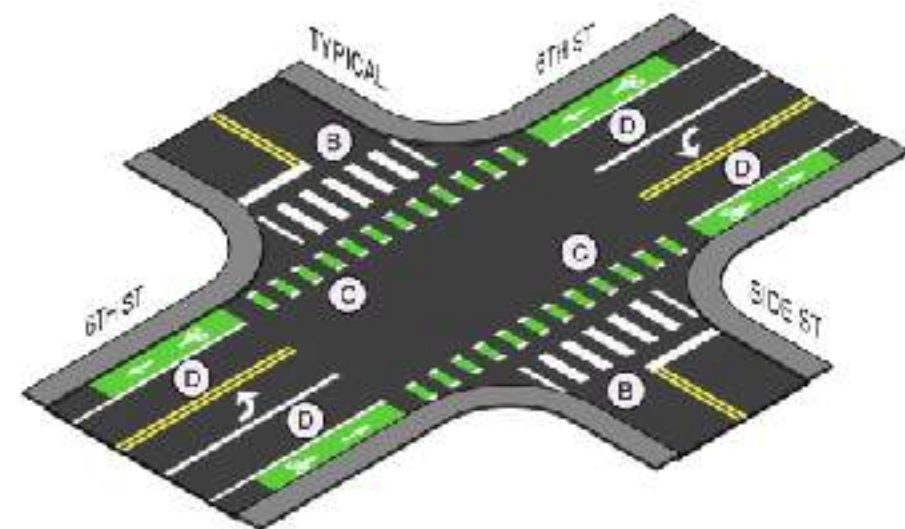
We feel Olympic Avenue Alternative B is the better choice because it protects pedestrians with a physically raised refuge island.

Preserving vehicular access to Olympic Avenue south of 6th is preferred because neighborhood access is poorer there than to the north.



Increasing driver's awareness of cyclists and pedestrians by providing all the markings shown at right is the safest alternative.

These include bike and pedestrian crossing markings, and green bike lane approach and departure markings. Intersection markings also lower traffic stress by providing guidance to cyclists.



Regarding vehicular lane widths: As cyclists **we feel the narrowest allowable lane widths on 6th street will increase safety** by slowing motorists in an urban high density area and provide room for protected bike lanes throughout the corridor. Wide bike lanes buffer sidewalks, create comfortable right turns for motorists, and improve visibility. In this instance, we can't have wide vehicle lanes *and* protected bike lanes. **Protected bike lanes are our highest priority.**

Regarding on street parking alternatives east of Warren Avenue on 6th street: We recommend **creating a door buffer between parked cars and the bike lane.** The “dooring” of cyclists is a known hazard that is mitigated by the door buffer. Motorists are typically hyperaware when getting into or out of their car on the street, they are often unaware of approaching cyclists in the door zone.

Nick Ataie

From: Greg Wheeler
Sent: Thursday, November 21, 2024 12:33 PM
To: Adam Doehrel; City Council
Cc: Thomas Knuckey; Ned Lever; Shane Weber; Nick Ataie; Jennifer Hayes
Subject: RE: 6th Street Redesign Input

Good afternoon Adam,

Thank you for your email. I appreciate you taking the time to provide comments for the 6th St. project. Included in my reply are officials from the City of Bremerton Public Works Department for their information. Your comments will be added to the project record. Take care, have a great rest of your day.

Sincerely,

Greg Wheeler
Mayor
City of Bremerton
(360) 473-5266

From: Adam Doehrel <[REDACTED]>
Sent: Thursday, November 21, 2024 6:11 AM
To: City Council <City.Council@ci.bremerton.wa.us>; Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>
Subject: 6th Street Redesign Input

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi everyone -

I was unable to attend last night's council meeting but wanted to voice my support for editing a couple key elements of 6th street's design.

- 1) I believe the entire street needs to have the bike lanes separated physically from the road, not just in segments.
- 2) All turn pockets need to be eliminated.

Our priority with any transportation design needs to have a north star goal of safety. Our citizens using these spaces should be able to go from A to B safely and they trust our city's planners to do that for them. Families are literally putting their lives in the hands of the city and I don't say that flippantly because the #2 killer of children in America is car fatalities. Safety has to be non negotiable and that applies for whoever is using the space whether it is drivers, bikers or walkers.

While I'm certain you are going to receive lots of smart, educated and valid feedback on the 6th street redesign, those 2 elements above have to be basic table stakes. If you don't build this with safety in

mind then you will get low utilization and a resentment from everyone involved. As my parents always told me growing up, do it right the first time so you don't have to do it a second time.

Thank you for your consideration.

-Adam Doehrel
Resident in District 3

Nick Ataie

From: City Council
Sent: Thursday, November 21, 2024 4:31 PM
To: Amy Lawrence
Cc: City Council; Nick Ataie; Thomas Knuckey; Shane Weber; Ned Lever
Subject: RE: Citizen Comments - Bike Lanes on 6th Street (Amy Lawrence)

Ms. Lawrence,

This is to acknowledge receipt of your email, which will be provided to the Council Members. Due to the subject matter, a copy will also be provided to Project Manager Nick Ataie and several Public Works Officials.

It is appreciated that you took the time to submit your feedback.

Christine Grenier

Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov



From: Amy Lawrence <[REDACTED]>
Sent: Thursday, November 21, 2024 11:28 AM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: Bike Lanes on 6th Street

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you to the City of Bremerton for all the bike improvements in the recent years. However, to ride from downtown to Kitsap Way, there is currently no safe travel for bikes. Adding lanes to 6th St. would complete safe passage.

Thank you for your support.

Amy Lawrence
[REDACTED]

Nick Ataie

From: City Council
Sent: Thursday, November 21, 2024 4:32 PM
To: Bruce Anderson
Cc: City Council; Nick Ataie; Thomas Knuckey; Shane Weber; Ned Lever
Subject: RE: Citizen Comments - Protected bike lanes for 6th street (Bruce Anderson)

Mr. Anderson,

This is to acknowledge receipt of your email, which will be provided to the Council Members Due to the subject matter, a copy will also be provided to Project Manager Nick Ataie and several Public Works Officials.

It is appreciated that you took the time to submit your feedback.

Christine Grenier

Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov



From: Bruce Anderson <[REDACTED]>
Sent: Thursday, November 21, 2024 12:41 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: Protected bike lanes for 6th street

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I would like to see Bremerton install protected bike lanes along the entire length of 6th street. I am retired now but I used to work at Puget Sound Naval Shipyard. I rode my bicycle to work but had to stop because it was too dangerous. I had several coworkers who rode their bike to PSNS too and believe that more people would ride if it were safer. More cyclists would help with parking and traffic problems.

Bruce Anderson
[REDACTED]

Nick Ataie

From: Greg Wheeler
Sent: Thursday, November 21, 2024 4:04 PM
To: Heather Pugh; City Council
Cc: Thomas Knuckey; Ned Lever; Shane Weber; Nick Ataie; Jennifer Hayes
Subject: RE: Feedback on 6th Street Project

Good afternoon Heather,

Thank you for your email. I appreciate you taking the time to provide comments for the 6th St. project. Included in my reply are officials from the City of Bremerton Public Works Department for their information. Your comments will be added to the project record. Take care, have a great rest of your day.

Sincerely,

Greg Wheeler
Mayor
City of Bremerton
(360) 473-5266

From: Heather Pugh <[REDACTED]>
Sent: Thursday, November 21, 2024 2:51 PM
To: City Council <City.Council@ci.bremerton.wa.us>; Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>
Subject: Feedback on 6th Street Project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I completed your project survey but wanted to give more feedback here.

As I understand it, Public Works would like to add (2) 5' wide no-protection bike lanes to 6th Street. This is in line with historically car-centric transport planning, but I think we can do a little better.

Elsewhere, cities of all sizes have implemented great designs that could serve as models for Bremerton. We know that paint lines are insufficient for safety. So let's create a more forward-thinking plan to meet both current expectations and long-term goals.

The 6th Street project is an opportunity to set a new standard that supports a more liveable Bremerton. We want roadways that prioritize safety, connectivity, and innovation. By not creating a safe, central link for a cohesive non-motorized transportation network, the design falls short of what we really need for the future of Bremerton and Kitsap as a whole.

Please consider:

-No right turn pockets at Naval Avenue

-Incorporate 5' fully protected bike lane the length of 6th

Thank you for the opportunity to share my thoughts,
Heather "Heddy" Pugh

Nick Ataie

From: City Council
Sent: Monday, November 25, 2024 1:08 PM
To: Jeff Hardin
Cc: City Council; Nick Ataie; Thomas Knuckey; Ned Lever; Shane Weber
Subject: RE: Citizen Comments - 6th Street Design (Jeff Hardin)

Mr. Hardin,

This is to acknowledge receipt of your email, which will be provided to the Council Members. Due to the subject matter, a copy will also be provided to Project Manager Nick Ataie and several Public Works Officials.

It is appreciated that you took the time to submit your feedback.

Christine Grenier

Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov



From: Jeff Hardin <[REDACTED]>
Sent: Thursday, November 21, 2024 2:25 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: 6th Street Design

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Bremerton City Councilmembers,

I would like to add my voice to those in support of protected bike lanes on 6th Street. Bike lanes on 6th Street are an important part of the city's bike connectivity. I work at the shipyard and sometimes I'm a bike commuter. Transiting Bremerton is when I feel most challenged and my safety most at risk. I know people who would ride if they felt safer.

When it comes to bike lanes I don't feel like paint is protection. Anyone who has looked has seen bent sign posts, flexible reflective posts with tire marks, and vehicles blocking lanes. Not being separated from cars keeps people from using bike lanes even where they are available. Unprotected lanes push people into cars and unnecessarily add congestion and parking scarcity. To me, generous, safe cycling infrastructure creates a pleasant, attractive, and desirable place to live, visit, and work.

That is why I support safer streets and protected bike lanes for 6th Street.

Sincerely,

Jeff Hardin

Nick Ataie

From: City Council
Sent: Monday, November 25, 2024 1:05 PM
To: Christopher Susi
Cc: City Council; Nick Ataie; Thomas Knuckey; Ned Lever; Shane Weber
Subject: RE: Citizen Comments - Note of Support for West Sound Cycling Club recommendations for Protected Bike Lanes on 6th Street in Bremerton (Christopher Susi)

Mr. Susi,

This is to acknowledge receipt of your email, which will be provided to the Council Members. Due to the subject matter, a copy will also be provided to Project Manager Nick Ataie and several Public Works Officials.

It is appreciated that you took the time to submit your feedback.

Christine Grenier
Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov



From: Christopher Susi <[REDACTED]>
Sent: Saturday, November 23, 2024 1:43 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: Note of Support for West Sound Cycling Club recommendations for Protected Bike Lanes on 6th Street in Bremerton

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

I'm writing to voice my support for the recommendations put forth by the West Sound Cycling Club's Advocacy team. I especially favor the creation of protected bike lanes (not just for bicycles) like that found on Washington Ave near the Ferry terminal. A protected bike lane with bollards or raised curb delineates where both bikes and cars should be making it safer and allowing for a greater confidence for both motorists and cyclists.

I also strongly support removing from the design right and left turn pockets at Naval and 6th. This will allow for consistency for all travellers. In numerous urban environments including Seattle and Vancouver, BC the bike lanes have their own traffic signals. These signals greatly help manage getting cyclists and other non motorized users through the intersections ahead of cars and trucks and stopping bicycles from entering the intersection just because the motorized traffic lights are green. 6th Street is the gateway to downtown. We have the opportunity to create something aesthetically pleasing, safe and inviting for all. If cyclists and other non motorized transportation users can feel safe there will

undoubtedly be an increase in non motorized travel,i.e., commuting resulting in less car/truck traffic which is a win for all.

Respectively Submitted,

Christopher Susi
President, West Sound Cycling Club

[REDACTED]

Nick Ataie

From: City Council
Sent: Monday, November 25, 2024 1:02 PM
To: sheri somers
Cc: City Council; Nick Ataie; Thomas Knuckey; Ned Lever; Shane Weber
Subject: RE: Citizen Comments - Bike Lanes (Sheri Somers)

Ms. Somers,

This is to acknowledge receipt of your email, which will be provided to the Council Members. Due to the subject matter, a copy will also be provided to Project Manager Nick Ataie and several Public Works Officials.

It is appreciated that you took the time to submit your feedback.

Christine Grenier
Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov



From: sheri somers <[REDACTED]>
Sent: Saturday, November 23, 2024 5:30 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: Bike Lanes

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the continuation of 5foot bike lanes on 6th street and doing away with the right turn merge into the bike lane.

With more and more cyclists it's important to have more safer streets for bikes and cars.

Thank you

Sheri Somers

[Sent from Yahoo Mail for iPhone](#)

Nick Ataie

From: City Council
Sent: Monday, November 25, 2024 12:59 PM
To: Pam Morton
Cc: City Council; Nick Ataie; Thomas Knuckey; Ned Lever; Shane Weber
Subject: RE: Citizen Comments - Bike safety (Pam Morton)

Ms. Morton,

This is to acknowledge receipt of your email, which will be provided to the Council Members. Due to the subject matter, a copy will also be provided to Project Manager Nick Ataie and several Public Works Officials.

It is appreciated that you took the time to submit your feedback.

Christine Grenier

Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov



From: Pam Morton <[REDACTED]>
Sent: Sunday, November 24, 2024 7:56 AM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: Bike safety

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I want to recommend Paul Dutky's bike safety improvements.

I have had personal experience on Bremerton Streets and note that many drivers are distracted by cell phones, music and the like. Paint is helpful but not accident proof.

I was nearly killed testing a newly painted bike path, when the car veered into the bike lane, just ahead of me and within a few inches of my front tire. Memorable, absolutely. I was terrified and so grateful that the worst had not happened.

Good bike transportation is a boon to climate change repair, cost-of-living disparities, healthy exercise, and host of good things. Please encourage Bike safety.

Most sincerely, Pam Morton

--

Pamela L. Morton

[REDACTED]
[REDACTED]

[REDACTED]

Nick Ataie

From: Thomas Knuckey
Sent: Monday, December 2, 2024 9:01 AM
To: jane Rebelowski
Cc: Ned Lever; Shane Weber; Nick Ataie
Subject: RE: 6th and naval intersection

Thanks Jane – I've copied Engineering on the proposal below.

Tom Knuckey, P.E.

Director of Public Works & Utilities
City of Bremerton
Desk (360) 473-2376/Cell (360) 710-0039
tom.knuckey@bremertonwa.gov

From: jane Rebelowski <[REDACTED]>
Sent: Monday, December 2, 2024 8:42 AM
To: Thomas Knuckey <Thomas.Knuckey@ci.bremerton.wa.us>
Subject: 6th and naval intersection

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Tom,

A community member submitted this design for the intersection that eliminates cyclists from having to straddle between two car lanes. Can you please forward to your design team for consideration.



Sent from my iPhone

Nick Ataie

From: City Council
Sent: Wednesday, December 4, 2024 11:19 AM
To: Cory Derenburger
Cc: City Council; Nick Ataie; Thomas Knuckey; Ned Lever; Shane Weber
Subject: RE: Citizen Comments - 6th Street Transportation and Naval Ave Improvement Projects (Cory Derenburger)

Cory,

This is to acknowledge receipt of your email, which will be provided to the Council Members. Due to the subject matter, a copy will also be provided to Project Manager Nick Ataie and several Public Works Officials.

Thank you for taking the time to submit your comments.

Christine Grenier
Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov



From: Cory Derenburger <[REDACTED]>
Sent: Tuesday, December 3, 2024 9:50 PM
To: City Council <City.Council@ci.bremerton.wa.us>; Thomas Knuckey <Thomas.Knuckey@ci.bremerton.wa.us>
Subject: 6th Street Transportation and Naval Ave Improvement Projects

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Bremerton City Council and Public Works,

I am excited to see transportation improvements for both 6th Street and Naval Ave. As a Bremerton resident I have enjoyed walking, running and driving with my family, but I have only recently begun biking more regularly in our city. I would love to be able to bike with my family safely, confidently, and to more places than just around the waterfront together. The proposed projects define dedicated bike lanes where none exist currently, but there are a number of places where safety could be improved. Bike lanes should be for All Ages, and All Abilities. My primary concern for both projects are primarily around the following: Cars and bike lanes crossing or converge heading east-west on 6th at Naval, and heading north on Naval

NAVAL AVE - ALTERNATIVE A



crossing 11th street.

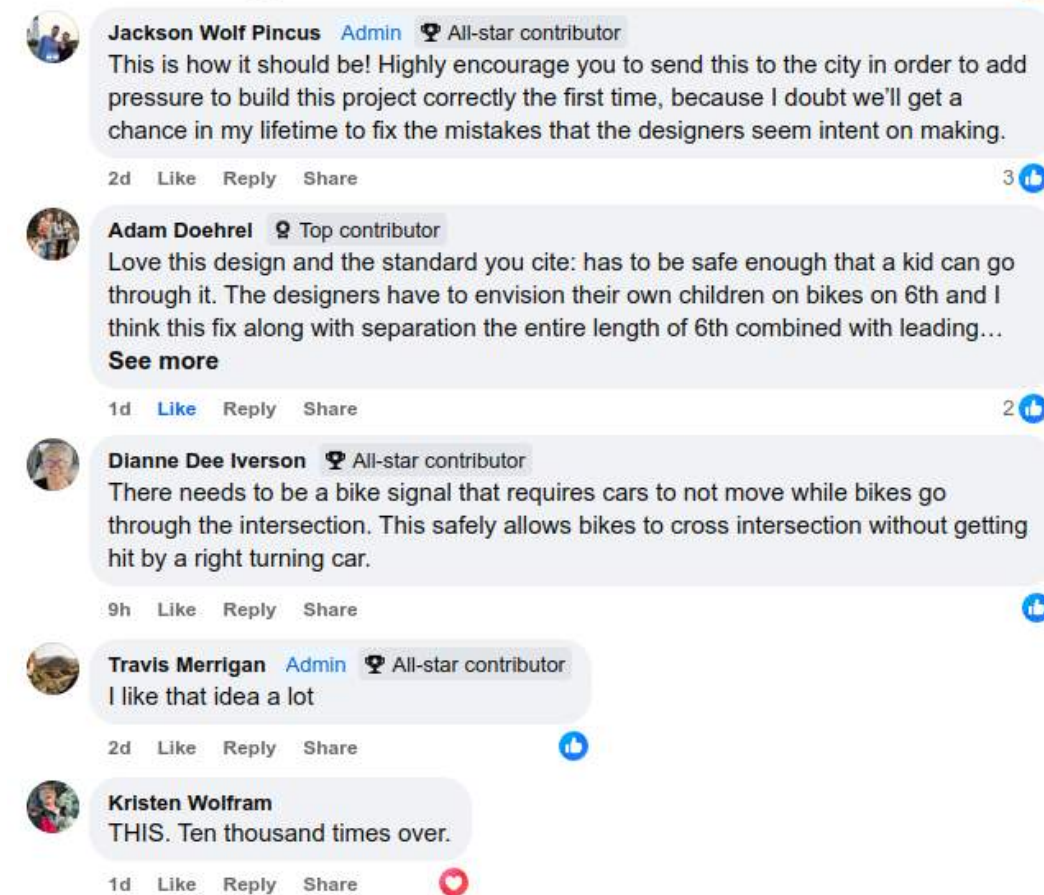
These crossings are colloquially called "suicide bike lanes". These crossings are stressful, dangerous, and unnecessary. With some modifications these unsafe conditions can be entirely avoided while meeting the objectives of these projects. Both of these conflicting crossings are right near the Naval Elementary School.

Since both 6th St and Naval Ave are both proposing to install bike lanes, this is an important intersection to get right. Below is a crudely drawn Protected Bike Intersection, using the same space, while including the car lane changes from each proposal.



Distinctions from the 6th St proposal - this removes the conflict point where drivers heading east-west must cross over the bike lane to turn right (I would never take my child through the bike lane in Alternative A in the 6th St proposal as currently designed). This instead moves the conflict point back to the intersection, where cyclists are stopped ahead of cars in a protected area in good sight of cars, and pedestrians are buffered from the intersection. These intersections would divide bikes and cars in both space and time (signal phasing), and does not require bikes to mix with cars to make left turns, and

cyclists can choose to make a left using the left only lanes, or can follow the bike lane around.



These design elements can be found in "NACTO (National Association of Transportation Officials) Don't Give up at the Intersection" (attached, a short read with easy to follow diagrams and real examples) which outlines the elements required or recommended to make safe intersections for bike lanes.

There is also a [short 2-minute explainer video here](#), which shows how a standard intersection can use these tools to create safe intersections using the same existing space.

I ask that the City Council and Public Works think about these current designs for bike lanes and ask "would you feel safe taking your child or family in these bike lanes?" Right now, I wouldn't feel safe at these intersections. NACTO outlines a hierarchy or design elements or tools to design safe bike intersections, please implement these tools (ranked) to improve safety for our riders. * Bikeway Setbacks * Recessed Stop Lines * Bike-Friendly Signal Phasing * Turn Wedge * Vertical Separation Elements

Let's do these intersections right, first time, and please "Don't Give up at the Intersection!"

Thank you,
Cory Derenburger Bremerton

Nick Ataie

From: City Council
Sent: Wednesday, December 4, 2024 11:11 AM
To: Speare
Cc: City Council; Nick Ataie; Thomas Knuckey; Ned Lever; Shane Weber
Subject: RE: Citizen Comments - Naval Avenue and Sixth Street Road Projects (Jacquelyn Speare)

Ms. Speare,

This is to acknowledge receipt of your email, which will be provided to the Council Members. Due to the subject matter, a copy will also be provided to Project Manager Nick Ataie and several Public Works Officials.

Thank you for taking the time to submit your comments.

Christine Grenier

Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov



From: Speare <[REDACTED]>
Sent: Tuesday, December 3, 2024 5:08 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: Naval Avenue and Sixth Street Road Projects

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Hello City Counsel,

I am writing to urge you to consider how our street improvements can be made in a way that makes bike riding safer for families. Teaching a child to ride in our city is currently terrifying, the bike lanes are a bare minimum - we can do better!

Please consider how to make our city welcoming to families (and bike commuters to PSNS) by adding safer infrastructure with safe routes to school for bikes, safe biking corridors for all of us, and shorter crossing distances at sidewalks.

Thank you,
Jacquelyn Speare

District 3

Nick Ataie

From: City Council
Sent: Wednesday, December 4, 2024 11:15 AM
To: smokeyspice@gmail.com
Cc: City Council; Nick Ataie; Thomas Knuckey; Ned Lever; Shane Weber
Subject: RE: Citizen Comments - 6th St Transportation Project (Kristen Sluiter)
Attachments: IMG_4740.jpeg; IMG_4741.jpeg

Ms. Sluiter,

This is to acknowledge receipt of your email and attachments, which will be provided to the Council Members. Due to the subject matter, a copy will also be provided to Project Manager Nick Ataie and several Public Works Officials.

Thank you for taking the time to submit your comments.

Christine Grenier
Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov



From: Kristen <[REDACTED]>
Sent: Tuesday, December 3, 2024 5:59 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: 6th St Transpo Feedback

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After reviewing the plans proposed for the 6th St project. It's a good first start but simply doesn't go far enough to ensure pedestrian and biking safety.

I am a former bike commuter in the city of Seattle and can unequivocally say that the current proposals for bike lanes on 6th need reworking. They still prioritize the flow of traffic and put bikers at major risk.

Especially the 6th and Naval intersection needs to be reconsidered. Please find two different alternatives to those proposed that prioritize safety.

If Bremerton wants to encourage this form of transportation? Do better and also please educate constituents on how bike lanes work.

Sincerely,
Kristen Sluiter



"Laughter is the joyous, beautiful, universal evergreen of life."
~Abraham Lincoln

6th Street - Bremerton Active Transportation Project



Current Design (11/12/24)

- No protection for bike lanes
- Limited mid-block crossings
- Painted medians / 'suicide' lanes



Proposed Alternate

- +Added protection for bike lanes
- +Mid block crossings for pedestrians and traffic calming
- +Removes unusable center painted median

6th Street - Bremerton Active Transportation Project



Current Design (Alt B)

- Limited/no protection for bike lanes
- Left turn car mixing zone with bikes
- No pedestrian crossing at Roosevelt
- Inconsistent treatment of driveway and bike conflict zones.



Proposed Alternate

- +Added protection for bike lanes
- +Mid block crossing for pedestrians with refuge island to provide traffic calming.
- +Removes left turn mixing zone with bike and painted medians.

Nick Ataie

From: Thomas Knuckey
Sent: Monday, December 9, 2024 7:36 AM
To: Greg Wheeler; Ned Lever; Shane Weber; Nick Ataie; Gunnar Fridriksson
Subject: FW: Citizen Comments - 6th street safety improvements (Dianne Iverson)

FYI

Tom Knuckey, P.E.

Director of Public Works & Utilities
City of Bremerton
Desk (360) 473-2376/Cell (360) 710-0039
tom.knuckey@bremertonwa.gov

From: City Council <City.Council@ci.bremerton.wa.us>
Sent: Thursday, December 5, 2024 5:22 PM
To: dianne iverson <[REDACTED]>
Cc: City Council <City.Council@ci.bremerton.wa.us>
Subject: RE: Citizen Comments - 6th street safety improvements (Dianne Iverson)

Ms. Iverson,

This is to acknowledge receipt of your email, which you already provided to the Council Members.

Thank you for taking the time to submit your comments.

Lori Smith

Legislative Office Manager
Bremerton City Council
(360) 473-5280

www.BremertonWA.gov

[How Do I... | Bremerton, WA - Official Website \(bremertonwa.gov\)](http://www.bremertonwa.gov)



From: dianne iverson <[REDACTED]>
Sent: Wednesday, December 4, 2024 5:04 PM
To: City Council <City.Council@ci.bremerton.wa.us>; Jane Rebelowski <Jane.Rebelowski@ci.bremerton.wa.us>; Denise Frey <Denise.Frey@ci.bremerton.wa.us>; Jeff Coughlin <Jeff.Coughlin@ci.bremerton.wa.us>; Michael Goodnow <Michael.Goodnow@ci.bremerton.wa.us>; jennifer.chamberlain@ci.bremerton.wa.us; Anna Mockler <Anna.Mockler@ci.bremerton.wa.us>; Eric Younger <eric.younger@ci.bremerton.wa.us>
Cc: dianne iverson <[REDACTED]>
Subject: 6th street safety improvements

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

President Chamberlin and Bremerton City Council-members,

Over the last couple of weeks I have been encouraged by the activity on Streetsmart Bremerton, a Facebook page started by a group of residents to promote safer streets. Bremerton residents are clearly advocating for 6th street to be safer than it currently is and safer than the two proposals presented to the community by city staff recently.

I recently overheard a city staff member tell a bike advocate that the bike community is all over the place. It was stated that we were not in alignment with ourselves. I very much disagree with that assumption. We are unified. We are unified around having a protected bike lane on 6th street because it is safer for kids and families to walk, bike and roll. We are unified around NOT wanting either of the two options on the table from the city staff as our only options. The staff recommendations based on current research are not safe enough for our families to walk, bike and roll in our city.

So what are the residents doing about it? Bremerton residents are researching and designing possible design options that would make 6th street safer. Yes, the residents are not just complaining, they are creating possible solutions and sharing these designs on Streetsmart Bremerton.

I am in total admiration of the dialogue that has been occurring on Streetsmart Bremerton Facebook page around 6th street. Individuals are stepping up and presenting ideas and asking questions that are totally appropriate. This is the dialogue that should be happening with staff in partnership with the community.

I urge you to reach out to individuals in our community advocating for safer streets. Building trust with local residents is an essential part of building a healthy community. We have some smart people investing their time and energy in making Bremerton the best it can be. If we work together, I believe the final 6th street project will be something we can all be proud of, a safe connector between the Charleston business district and Quincy Square. It's a good investment for our small businesses to build a safer 6th street. I look forward to continuing the conversation. Below is a photo of a protected bike lane that we cycled on Saturday. It truly is safer than a painted bike lane. Let's continue to make Bremerton safe.

Dianne iverson



Nick Ataie

From: City Council
Sent: Wednesday, December 4, 2024 3:50 PM
To: Denise Portmann
Cc: City Council; Nick Ataie; Thomas Knuckey; Ned Lever; Shane Weber
Subject: RE: Citizen Comments - 6th Street (Denise Portmann)
Attachments: IMG_4346.jpeg; IMG_4345.jpeg; IMG_4344.jpeg

Ms. Portmann,

This is to acknowledge receipt of your email and attachments, which will be provided to the Council Members. Due to the subject matter, a copy will also be provided to Project Manager Nick Ataie and several Public Works Officials.

Thank you for taking the time to submit your comments.

Christine Grenier
Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov



From: Denise Portmann <[REDACTED]>
Sent: Wednesday, December 4, 2024 3:13 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: 6th Street

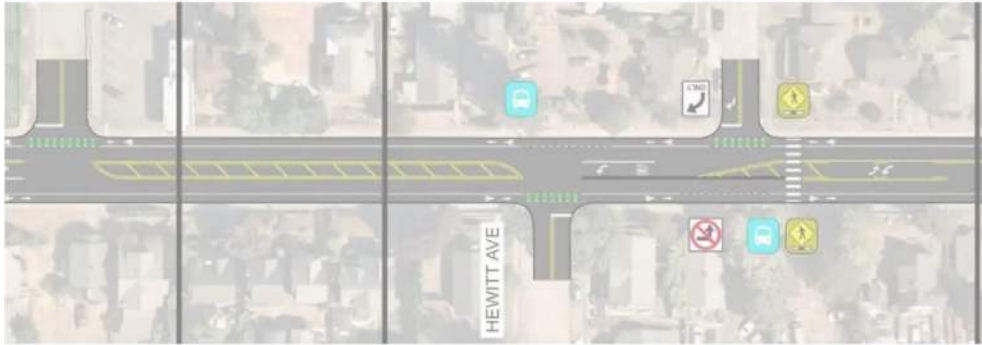
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council Members,

I am part of the StreetSmart Bremerton Facebook group and daily driver on 6th street. I am not writing you to defend the rights of the car drivers but to make sure the safety of bicyclists and pedestrians are your main priority above all else. The long-term goal of any city should be to reduce the car traffic and greatly enhance public transportation. It is your public duty to protect the weakest members of your community aka bicyclists and pedestrians. Nothing has been decided yet, so please look at the pictures attached. They were done by a fellow SSB members Cory Derenburger and Jordan Lewis.

Best,
Denise Portmann

6th Street - Bremerton Active Transportation Project



Current Design (11/12/24)

- No protection for bike lanes
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Proposed Alternate

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6th Street - Bremerton Active Transportation Project



Current Design (Alt B)

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Proposed Alternate

- +Added protection for bike lanes
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Since both 6th St and Naval Ave are both proposing to install bike lanes, this is an important intersection to get right. Below is a crudely drawn Protected Bike Intersection, using the same space, while including the car lane changes from each proposal. Distinctions from the 6th St proposal - this removes the conflict point where drivers heading east-west must cross over the bike lane to turn right (I would never take my child through that bike lane). This instead moves th... [See more](#)



Nick Ataie

From: City Council
Sent: Tuesday, December 17, 2024 4:19 PM
To: [REDACTED]
Cc: Nick Ataie; Vicki Grover; Ned Lever; Shane Weber; Thomas Knuckey; Public Works & Utilities Customer Response; Gunnar Fridriksson; City Council
Subject: RE: Response to Citizen Comments - Naval and 6th Street Projects Question (Cory Derenburger)

Mr. Derenburger,

This is to acknowledge receipt of your email, and that the entire email thread below will be provided to the Council Members. Your comments will also be included in the meeting record for the January 8 Study Session, during which this project is currently scheduled for continued discussion.

Thank you for taking the time to provide your feedback.

Christine Grenier

Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov



From: Nick Ataie <Nick.Ataie@ci.bremerton.wa.us>
Sent: Tuesday, December 17, 2024 9:56 AM
To: [REDACTED]
Cc: Vicki Grover <Vicki.Grover@ci.bremerton.wa.us>; Ned Lever <Ned.Lever@ci.bremerton.wa.us>; Shane Weber <Shane.Weber@ci.bremerton.wa.us>; Thomas Knuckey <Thomas.Knuckey@ci.bremerton.wa.us>; Public Works & Utilities Customer Response <bremerton1@ci.bremerton.wa.us>; Gunnar Fridriksson <Gunnar.Fridriksson@ci.bremerton.wa.us>; City Council <City.Council@ci.bremerton.wa.us>
Subject: RE: Naval and 6th Street Projects Question

Cory,

Thank you for the thoughtful and detailed email. As you're probably aware, use of bicycle signal indications is highly dependent upon several factors including intersection configuration, vehicle/bike volumes, peak hour turning volumes, and intersection operational requirements, and studies which would warrant separating bicycle movement from vehicle movements. If you're interested, there is some new guidance related to bike signals in the Manual on Uniform Traffic Control Devices, 11th Edition, Part 4 (https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/part4.pdf).

To date for the 6th Street project, we have not excluded bike signalization from consideration on the project, but further evaluation would be required based on identification on a preferred corridor layout. Additionally, as previously communicated on the project, we are seeking to deliver a balanced and cost-conscious project which is currently budget constrained. Some project elements could potentially be evaluated, recommended, and

phased-in at a later date under a separate project. At a minimum we would be making signal timing and detection adjustments which considers the new on-street bicycle facilities and will also be looking at opportunities to improve safety for pedestrians.

I appreciate the reference to NACTO's dedicated intersection especially given its implementation requires less space than a fully protected intersection – I will ensure this is included along with other comments and suggestions provided as we work towards a viable preferred project alternative. If you are not aware, there will be some initial discussion this afternoon at the Public Works Committee meeting (<https://www.bremertonwa.gov/Calendar.aspx?EID=3298>) related to multimodal level of service policy. While not directly related to the 6th Street project, any potential new or updated policies related to multimodal transportation could more clearly inform active transportation project development including the magnitude and type(s) of improvement. Once such example of this for bicyclist is defining a methodology for Bicycle Level of Traffic Stress (BLTS) which could be granular enough to differentiate intersection configurations such as the dedicated intersection presented by NACTO.

Vicki Grover, copied on this email, may follow-up with more specifics related to the Naval project as well.

Sincerely,

Nick Ataie, P.E., Project Manager - Transportation
City of Bremerton Engineering Division
Direct 360.473.2306 | Cell 564.222.0897

From: Cory Derenburger [REDACTED]
Sent: Friday, December 13, 2024 9:38 PM
To: City Council <City.Council@ci.bremerton.wa.us>; Thomas Knuckey <Thomas.Knuckey@ci.bremerton.wa.us>; Nick Ataie <Nick.Ataie@ci.bremerton.wa.us>
Subject: Naval and 6th Street Projects Question

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Good evening,

I had a question about if there are any plans for bike signals in these projects? The overview on the Naval project seems to allude to this, but I don't see much in the FAQ about signal improvements on the 6th street project. The 6th Street plan from what I see only shows the bike signal at Washington (which I do like heading south into the sharrow). If there are plans for bike signals and detectors, generally what kind?

I will continue to advocate for a protected intersection and 6th and Naval, but even if we cannot have a protected intersection there due to space or other considerations, can we employ at a minimum the elements outlined in NACTO Dedicated Intersections <https://nacto.org/publication/dont-give-up-at-the-intersection/dedicated-intersections/>

Protected elements are more limited in this intersection design than a protected bike intersection. It includes elements such as phased bike signaling, set back stop bar for vehicles, and speed humps.

"Signals: Using a combination of a leading bike signal phase or interval, and setting back the stop bar for motor vehicles, people on bikes get a head start before cars start turning. A Leading Bike + Pedestrian Interval (LBI) can be provided if a shared through/turn lane is next to the bikeway. If a dedicated right or

left turn lane is next to the bikeway, protected-permissive bike signal phasing should be considered.²⁵ Protected signal phases should be considered if turn volumes from the adjacent lane exceed 120 to 150 vph. Protected signal phases should also be considered if conflicting left turn volumes (on two-way streets) across the bikeway exceed 60 to 90 vph, or if these turns cross multiple traffic lanes."

I do not like turn pockets, please keep cyclists separated on the side in our own lane. This helps with predictability for both motor vehicles and cyclists, and would go a long way to reducing friction between road users and unsafe mixing at turn pockets.

If not in the plan, please consider adding bike signals and detectors, in addition to vehicle setbacks from Dedicated Intersections.

Thank you,
Cory Derenburger
Bremerton