



6th Street Active Transportation Improvement Project

Project Update and Frequently Asked Questions

PROJECT WEBPAGE

www.bremertonwa.gov/1342/6th-Street-Active-Transportation-Improve



April 30, 2025

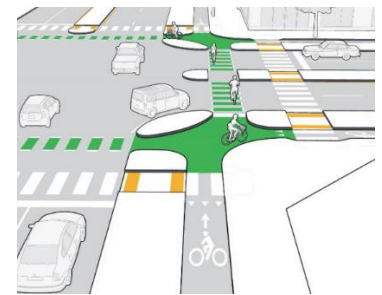
On April 2, 2025, the Bremerton City Council approved additional concept design refinement and public outreach for the 6th Street Active Transportation Improvement Project based on input received following a project open house meeting held last November. Comments received on preliminary design concepts generally included the following themes:



- Desire to **further improve safety for pedestrians and cyclists** promoting increased non-motorized use.
- Concerns regarding disruption and **impacts to vehicle traffic flow** noting existing congestion at times and high corridor use by vehicles.
- Desire to **further delineate (“protect”) proposed on-street bike lanes**, project-wide, using physical vertical elements.
- Desire to **eliminate, reduce, and/or alter design of vehicle turn lanes** citing concerns with impacts to non-motorized safety and comfort.

Refined concept designs will be developed this year and will be presented at a second project open house meeting at a future date. Some key areas of concept design refinement will include:

- Review of providing **additional bike lane separation and physical vertical delineation** from vehicle lanes project wide.
- Evaluation of the **center two-way left-turn lane** previously developed including opportunities to modify and provide wider bicycle facilities.
- Review of **intersection concept design alternatives at Naval Avenue and Warren Avenue** considering operational needs and safety concerns. Additionally, a protected intersection design concept at 6th Street and Naval Avenue will be developed.
- Refinement of concept design **east of Park Avenue** considering lower vehicle volumes and existing on-street parallel parking.
- Early evaluation of **traffic signal phase and timing strategies** which could improve safety and function for non-motorized users.
- Review of **updated national bike facility planning and design guidance** which was published in early 2025 ([NACTO Urban Bikeway Design Guide](#) and [AASHTO Guide for the Development of Bicycle Facilities](#)).



Protected Intersection Design

A project **Frequently Asked Questions (FAQ)** is provided below which includes answers to general questions regarding the project. For additional information and links to previous project documents, please visit the project webpage. To submit questions or to receive email updates regarding the project, please contact Nick Ataie, City of Bremerton Project Manager, at 360-473-2306 or nick.ataie@ci.bremerton.wa.us.



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FREQUENTLY ASKED QUESTIONS

WHAT IS THE PURPOSE OF THE PROJECT?

The project includes a [re-channelization/reconfiguration](#) of the 6th Street corridor (including a portion of Kitsap Way) to improve road user safety and improve the active transportation network by providing designated on-street bike lanes. The current use of the street will be modified primarily through a combination of lower-cost treatments such as pavement markings, delineators, signing, and traffic signal modifications. Additional information regarding previous plans and studies supporting the project purpose can be found on the [project webpage](#).



WHY ARE BIKE LANES PROPOSED ON 6TH STREET?



In 2007, the City developed a [Non-Motorized Transportation Plan](#) which identified the framework and vision for a fully developed bicycle (and pedestrian) network. This plan identified 6th Street as an east-west bikeway network connecting the Charleston District Center to the Downtown Core proposing the addition of bicycle lanes. On-street bike lanes along Kitsap Way were previously constructed from SR-3 to east of 11th Street as part of a multimodal safety project in 2022. A [corridor feasibility study](#) conducted by the City in 2020 confirmed the feasibility re-channelizing of 6th Street to include bicycle lanes considering safety, operations, and access. The proposed bike lanes will connect a critical east-west gap in the City's bicycle network and link previous improvements on Kitsap Way to downtown. The 2007 Non-Motorized Transportation Plan is currently in the process of being updated and replaced through development of an [Active Transportation Plan](#) which aims to create a safer, more accessible, and sustainable city for people walking, biking, and rolling.

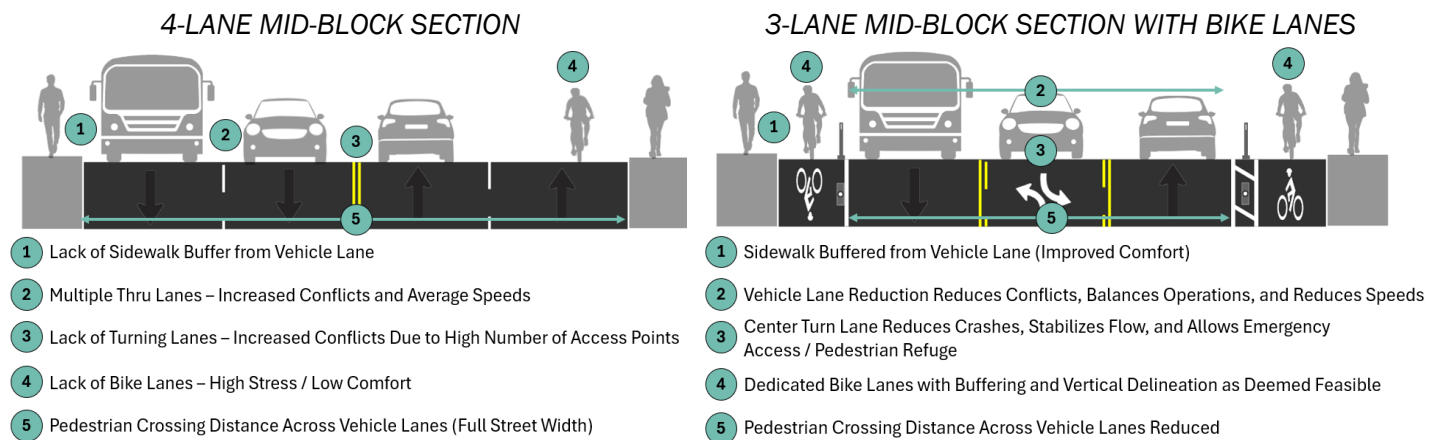


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HOW WILL THE PROJECT IMPROVE SAFETY FOR ROAD USERS?

The [2020 Bremerton Strategic Road Safety Plan](#) identified the 6th Street corridor (west of Park Avenue) as a high crash corridor showing a total of 189 vehicle crashes between 2014 and 2018. Most crashes involved turning and rear-end type collisions. The study noted implementation of a roadway re-channelization as a priority project as a proven crash and speed reduction countermeasure. Studies have shown this type of re-channelization can reduce total crashes by 19% to 47% and reduce average vehicle speeds by 3 to 5 mph. By reducing the number of general-purpose vehicle lanes and providing a center left-turn lane where necessary, both turning and rear-end type collisions can be reduced and driver visibility is improved. Additionally, re-allocating roadway space to provide continuous on-street bike lanes will improve safety and comfort for cyclists and connect a critical east-west gap in the City's active transportation network. Pedestrian comfort is improved by moving vehicle traffic further from the sidewalk, reducing crossing lengths across vehicle lanes, and improving pedestrian visibility. The project is also considering spot crossing enhancements for pedestrians at specific locations between signalized intersections through use of [Rectangular Rapid Flashing Beacons](#) (RRFBs).



WHAT IS THE STATUS OF THE PROJECT?

The City's Capital Improvement Plan (CIP) includes local funding for the planning and design of the project. Approximately \$3 million in construction funding has been requested through the [WSDOT Pedestrian and Bicycle Grant Program](#) and notification of award, if selected, is expected in mid-2025. The project is currently in the concept design phase which includes identification of key design elements such as roadway re-channelization and spot improvements in alignment with projects scope and budget.

At a virtual project information meeting held in October 2024, attendees overwhelmingly acknowledged safety as the biggest transportation issue on 6th Street. A large subset of those responses focused on safety concerns for non-motorized users. 75% of respondents stated support of the City's plan to re-channelize 6th Street in alignment with the purpose of the project.

At an open house meeting held in November 2024, the Engineering Division presented [several concept design alternatives](#) for public review and input.



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The current project status includes further refinement of concept design seeking to identify a final concept design to advance to engineering design. A second project open house will be scheduled later this year to present updated project concept design for further public review and input. Development of final engineering design for the project is expected to occur following the next public input period and upon identification of a final concept design.

WILL THE PROJECT CHANGE THE WIDTH OF THE EXISTING STREET OR REQUIRE ACQUISITION OF RIGHT-OF-WAY?

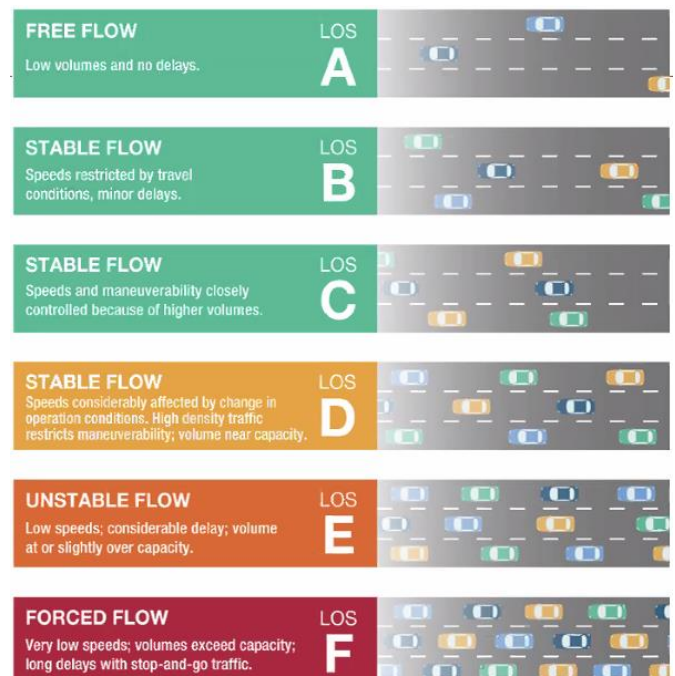
The project seeks to minimize or eliminate the need for altering the width of the existing street or acquiring right-of-way as these have significant impacts on the limited project budget and schedule. Roadway re-channelization / reconfiguration projects seek to repurpose use of the existing street without major physical changes. In November 2024, only one location (6th Street at Naval Avenue) included a concept design alternative which altered the existing street width and would require acquisition of right-of-way to provide full-width bike lanes separated from proposed vehicle right-turn lanes.

Moving forward, refinements to concept design alternatives will not include acquisition of right-of-way or modification of the existing street width except for a forthcoming alternative which will evaluate a protected intersection at 6th Street and Naval Ave. Under this approach, all design concepts (excluding the protected intersection alternative at Naval Ave) will utilize the existing curb-to-curb street width allowing additional flexibility and budget availability for other complimenting improvements such as physical bike lane delineators, green pavement markings, and hardened/paved center medians at select enhanced pedestrian crossings. In the event that the final concept design requires right-of-way acquisition, additional project right-of-way and construction funding may need to be identified. Additionally, construction could be delayed by approximately one year for right-of-way acquisition.

WHAT IMPACTS WILL THE PROJECT HAVE ON VEHICLE TRAFFIC FLOW?

Currently 6th Street (west of Warren Avenue) sees approximately 13,000 vehicles per day with reduced daily traffic volumes in the downtown area. Vehicle traffic flow and operation is typically measured at major intersections as these locations represent areas of significant operational importance. A letter score of “A” through “F” is determined at each intersection representing the “Level of Service” (LOS) or level of vehicle operation. A letter score of “A” represents the highest traffic flow and least vehicle delay while a letter score of “F” represents traffic gridlock and the highest vehicle delay. The City of Bremerton’s current LOS policy for city streets is “E” or better during peak traffic periods to balance mobility and multimodal needs.

Project design concepts presented to date have been developed to meet or exceed the City’s LOS policy based on current traffic volumes. There is a common misconception that converting an undivided for-lane roadway into three vehicle lanes (one lane in each direction and a center two-





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way left-turn lane) will increase congestion. Numerous studies have shown that on roads with daily traffic volumes similar to 6th Street, a four-to-three lane conversion has minimal or positive impacts on traffic flow. Minor delays associated with the lane reconfiguration are limited to short-duration peak traffic hours and are offset by improved traffic flow and associated safety improvements.

The Naval Avenue intersection experiences variable delays and queueing associated with gate operations at Naval Base Kitsap – Bremerton (NBK-BR) which are not a function of roadway but rather gate operations. Additional information on this condition can be found in the [Joint Compatibility Transportation Plan](#).

Due to the project scope removing one general-purpose vehicle lane west of Park Avenue, separate vehicle right-turn lanes were evaluated at each intersection and were operationally recommended at only two locations based on current traffic volumes - Naval Avenue (eastbound) and Warren Avenue (westbound). Existing right-turn vehicle lanes at Wycoff Avenue (eastbound) and Park Avenue (eastbound) were determined not to be operationally necessary and are currently proposed to be removed.

A center two-way left-turn lane (TWLTL) has generally been included in concept designs to date in alignment with previous studies but will be further evaluated under concept design refinements. TWLTL's can serve as a significant component of a re-channelization project by:

- Removing left-turning vehicles from general purpose lanes to improve safety and stabilize traffic flow.
- Supporting access to and from local businesses. Nearly 70% of frontage between Callow Avenue and Warren Avenue is located in a district core, commercial, or business land use including current or future development with higher turning demands.
- Providing necessary space around vehicles for critical fire, EMT and other emergency response.
- Allowing space for the installation of hardened pedestrian refuge areas in specific locations.

Ultimately, the improvements currently developed seek to limit the traffic flow and access impacts associated with the general-purpose lane reductions during critical periods while balancing safety improvements for all road users. Not managing vehicle operations appropriately can result in reduced safety, worsened access and travel time reliability, and increased driver frustration which may lead to negative behaviors such as speeding, aggressive driving, or seeking alternate routes (traffic diversion) through adjacent neighborhood streets.

WHEN WILL UPDATED DESIGN CONCEPTS BE PRESENTED?

We currently anticipate that a second open house and online survey will be scheduled in the Summer 2025. A date and location of this meeting has not been determined at this time. Information on upcoming meetings will be included on the project website and will be posted to the [online City of Bremerton calendar](#).



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WHEN WILL CONSTRUCTION OCCUR?

Construction funding has not been secured for this project, but the City has been shortlisted for approximately \$3 million in construction funding under the [WSDOT Pedestrian and Bicycle Grant Program](#). Grant funds awarded to and accepted by the City under this program could be available in 2026. The design phase of the project could be complete as soon as Spring 2026 but will be contingent upon the ultimate scope and start of final engineering design pending identification of a final concept design. If no right-of-way acquisition is required and construction funding is secured, construction could begin as soon as 2026. In the event right-of-way acquisition is required, construction may be delayed by up to one year and additional project funding for right-of-way acquisition will be required.

HOW CAN I STAY INFORMED?

If you are interested in receiving email updates for the project, please email Nick Ataie, Project Manager, at nick.ataie@ci.bremerton.wa.us to be added to the project email distribution list. New information regarding the project will be published to the [project webpage](#). Additionally, information may be published to the City's Public Works & Utilities Facebook Page at www.facebook.com/BremertonPublicWorks/

HOW CAN I ASK QUESTIONS OR PROVIDE FEEDBACK PRIOR TO THE NEXT MEETING?

Please submit any questions or feedback to Nick Ataie, Project Manager, at 360-473-2306 or nick.ataie@ci.bremerton.wa.us.

Si tiene preguntas o necesita información adicional, servicios de interpretación o traducción, póngase en contacto con Nick Ataie, Bremerton Project Manager (360) 473-2306 | nick.ataie@ci.bremerton.wa.us