



# West Kitsap Way Planning Study

## Virtual presentation summary

**December 6, 2022**

### **Overview**

The City of Bremerton is taking a fresh look at the Kitsap Way corridor and how Kitsap Way can better meet the current and future needs of the community. The West Kitsap Way Planning Study will determine the future design of the 1.5-mile-long segment of Kitsap Way between State Route 3 and Chico Way NW. The early stages of this project include asking the community for feedback on how the corridor is working for them and how it could better serve them in the future. Based on that feedback, this study will develop a set of recommendations to improve safety, add pedestrian and bicycle facilities (such as bike lanes and sidewalks), increase access to transit, enhance access to properties, and accommodate future traffic growth. The final study will reflect the desires and needs of the community with detailed plans that can be used for project implementation.

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

### **Visual Presentation Event Goals**

- Inform the public of how the study will improve safety
- Raise awareness of what the public can expect during the project's various phases
- Provide the public the chance to meet and engage with the project team and offer input

## Event promotion

The online open house and virtual presentation were promoted with large A-frame signs placed along the Kitsap Way corridor to capture drivers' attention as they move through the area.

The City promoted the virtual presentation through the following methods:

- Mailers to more than 1,490 study area addresses
- Emails to project list to 60 individuals
- A-frame signs placed along study corridor
- Project webpage updates

Participants were required to register in advance of the presentation using the Zoom webinar form.

**BREMERTON WASHINGTON**

Online Open House Dec 5-30!

What improvements do you want to see on Kitsap Way?

Learn about the **West Kitsap Way Planning Study** and provide your input!

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

**CITY OF BREMERTON**

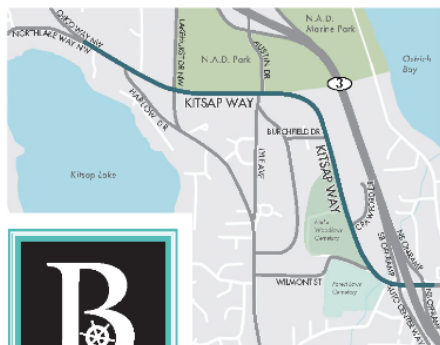
CONTACT: Bremerton1@ci.bremerton.wa.us or 360-473-5920

A-Frame signage placed along the corridor.

## West Kitsap Way Planning Study PUBLIC EVENTS

The City of Bremerton invites the community to an online open house and virtual presentation about the West Kitsap Way Planning Study.

This study will examine the existing and future conditions of the corridor to determine the design of Kitsap Way between SR 3 and



Chico Way NW for all modes of transportation.

This is an online opportunity for you to learn about the project and provide your feedback.



FOR PROJECT INFORMATION, PLEASE VISIT:

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

## YOU'RE INVITED! Online Open House Dec. 5-30, 2022

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

Visit any time and provide your written feedback.



## Virtual Presentation Tuesday, Dec. 6, 2022

6-6:45 p.m.

Registering is easy.  
Sign up at:  
[bit.ly/3WNSE46](https://bit.ly/3WNSE46)

Log on and learn about the planning project coming to Kitsap Way!



Mailer sent to nearby businesses and residents.

## Summary

The 45-minute-long presentation comprised of welcome remarks and introductions, an overview of existing conditions and some suggested solutions, followed by a Question-and-Answer session during which attendees submitted questions and comments in real time. The presentation used Mentimeter.com to ask three interactive questions of the audience. Closed captioning was available, and the meeting was recorded for those that could not attend. Twenty-two people attended the virtual presentation (not including project staff).

The recording of the presentation can be found [online here](#).

The event's agenda included information on the following topics:

- Project background
- Study area
- Project location, need, benefits and improvements
- Funding
- Schedule
- Community engagement
- What's next?

## Roadway, Traffic, and Safety Potential Solutions

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



Example design concept.



Dec. 6, 2022

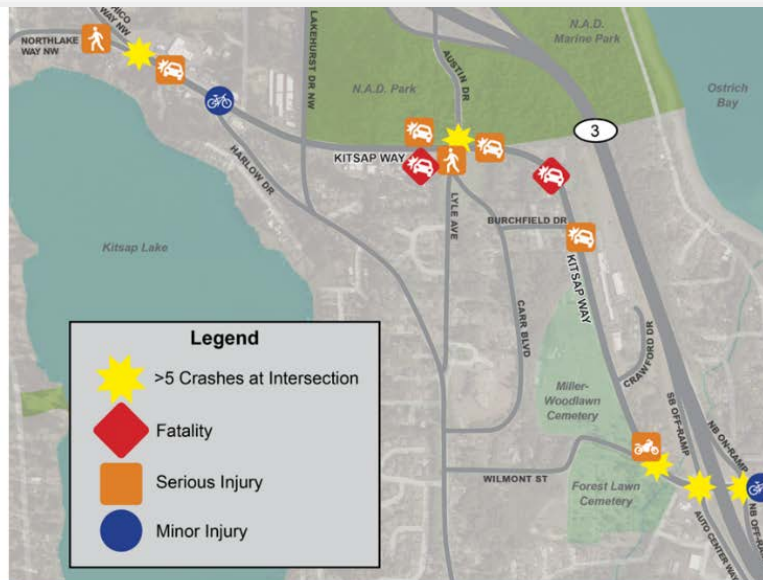
[WestKitsapWayStudy.infocommunity.org](http://WestKitsapWayStudy.infocommunity.org)

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## Existing Conditions Safety

Over 5 years:

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



Dec. 6, 2022

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

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Powerpoint slides from the presentation.

## Participant questions and feedback

During the Question-and-Answer portion, the project team received questions about the following topics:

- Study scope and schedule
- Walking and biking safety elements
- Design elements

**Question & Answer session** (This transcript of the Question & Answer session has been edited for clarity.)

- *Question:* How did the city come up with grant funding and what was the theme of the grant that allowed us to do this study?

*Answer:* We received a Surface Transportation Planning grant which means we were allocated to do a planning study and develop the plans for early preliminary design. The concept for the grant application scored high for lack of connections for bikes and pedestrians. Since Kitsap Way connects to downtown Bremerton, Silverdale and Kitsap Lake, it is noted as a very important corridor.

- *Question:* When do you anticipate the first phase/implementation being complete?

*Answer:* We will be wrapping up the study in late 2023. At that point, we will have different phases prioritized along with other projects throughout the city. Our staff does an amazing job at looking at different grant opportunities. We will be putting in applications for new phases as quickly as we can. It will take several years to get grant funding and design before construction is on the ground. So, we are looking at five to ten years.

- *Question:* Who will make up the steering committee? How can someone be a part of this committee?

*Answer:* If interested in participating, email Katie at [katie.ketterer@ci.bremerton.wa.us](mailto:katie.ketterer@ci.bremerton.wa.us). It will consist of internal folks, staff from public works, planning staff, different leaders from Bremerton school district, Kitsap Transit, and Kitsap County.

- *Question:* Will the Steering Committee meet in person or virtually?

*Answer:* Virtually, currently.

- *Question:* Anything to address the safety around the Naval Ammunition Depot (N.A.D) during the interim? We use this intersection daily and have experienced a very large number of these near misses and almost tragic events. In our vehicle, on foot and on bicycle.

*Answer:* We recognize that Kitsap Way has accident and safety issues, which is the purpose of this study. Looking at implementation of projects and the safety items are a priority. We will be looking at how we phase the construction, but we are also focusing on ways to do short-term improvements that would work into the longer term for the corridor. If you have any ideas about what could be done in the interim, please email Shane Weber at [Shane.Weber@ci.bremerton.wa.us](mailto:Shane.Weber@ci.bremerton.wa.us).

- *Question:* How complete will the design be at the end of 2023?

*Answer:* We will have good conceptual design and cost estimates to move forward for funding applications. We are doing a full topographical survey of the corridor that puts us ahead with design to affirm our understanding of the corridor. At the end of this study, we will have a proposed layout that will identify what the corridor will look like and where things will be needed (like retaining walls). Our purpose in doing this study is to get good cost estimates when we apply for grant funding, which will help in knowing that we will have enough money to get the project(s) completed.

- *Question:* When you're on Austin Drive facing Lyle (in a car), you have cars going on each side of you with only one lane and it makes it difficult to make a right or left turn. Could painting the lane help?

*Answer:* This is a possible example of some low-hanging fruit that can be achieved early in the project.

- *Question:* Would it be possible in the meantime to add plastic cones/barriers around the Garage to eliminate drivers coming from the north from being able to access the turning lane of the on-coming traffic?

*Answer:* During the preliminary alternatives, we will suggest some of the easy fixes we can make happen sooner to help improve overall safety.

- *Question:* How are you accommodating wildlife?

*Answer:* Our improvements will lower travel speeds, shorten crossing distances, and improve stormwater run-off. These actions will also benefit wildlife and habitats along the corridor.

### **General comments**

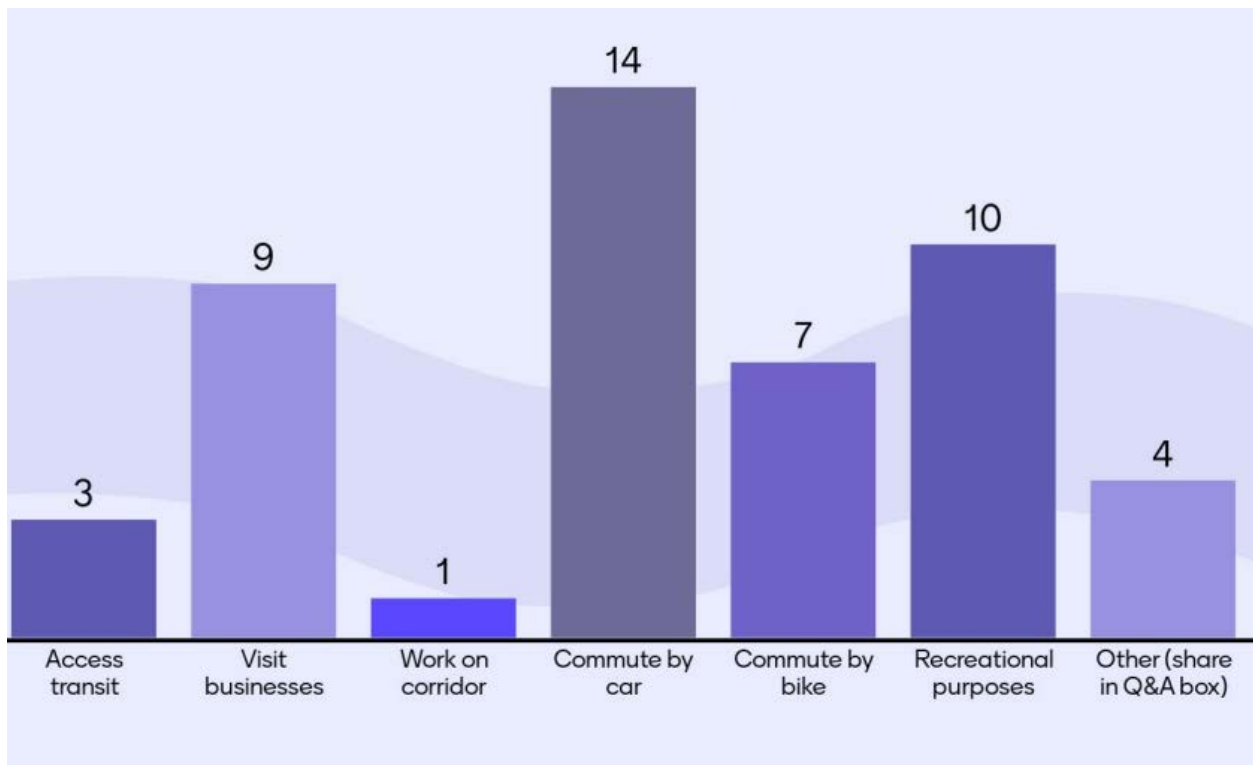
- This should really be tied into Kitsap Roads Department's plans to properly link this to Kitsap's North South corridor. A roundabout at the transition to Chico Way NW would be much safer.

- With space on the north side, a shared use path should be a consideration.
- We had a fatality at the bottom of the hill from the pavement lane to the asphalt shoulder crack about 15 years ago.
- This road is ripe for bikeways versus bike lanes.
- I would walk the whole hill's pavement to shoulder gap. I saw some erosion at the top of the hill.
- I'd like to see a unified community instead of a cookie-cutter of businesses now on the stretch and create a more aesthetically pleasing area to connect the parks in some way.

### Mentimeter activities

Using Mentimeter, an online engagement tool, the project team presented attendees with three interactive questions during the event. Below are the responses.

#### 1. How do you use the Kitsap Way corridor?



Most participants said they use it for commuting by car, recreational purposes or for visiting businesses. Fewer people walk along the corridor. A few people added other ways they use the corridor in the Q&A box, which included accessing:

- transit for commuting
- Jackson Park
- The Landings

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

(The responses below are direct responses, edited only for clarity.)

- It's dangerous for all users. Intersections are dangerous at Lyle and Austin and Northlake Way and Chico NW. It's difficult to drive it or bike it. I live close to Kitsap Way, so it is a daily route for my movement.
- Condition of the road is awful.
- Shoulders are access points into the businesses. This needs to be more defined so that there are less conflict points between cars, bikes, and pedestrians.
- Cars go too fast; no room for bikes/peds.
- Lack of sidewalks and bike lanes.
- Lack of pedestrian access and crossings.
- High-speed traffic, no infrastructure. Bad road surface.
- Road condition and intersection safety.
- Lack of sidewalks, crosswalks, and bad pavement,
- Speeds are currently too fast. Pavement is bad. Intersections are bad.
- Pavement condition, lack of sidewalks/multimodal improvements, speeds/safety.
- Lack of turn lanes is dangerous.
- Road condition, lack of pedestrian and bike facilities, outdated configuration - no center-turn lane.
- Shoulders with shrapnel from passing cars when on bike. Crossings are treacherous on bike.
- Sidewalks and pedestrian safety.
- Speed. N.A.D at Kitsap Way needs a traffic circle.
- Keep bicycles and pedestrians separated.
- We live at the N.A.D - Kitsap intersection on Carr Blvd.
- Stormwater, lack of pedestrian and bike safety (need sidewalks), road is worst in Kitsap County, intersection at N.A.D Park has too heavy use during peak hours and needs turn lanes.
- Lyle/Austin Drive is a dangerous intersection. Divergence at Northlake Way. Speeding. Cars in left lane running into stopped cars.
- Worn out roadway.
- As you noted, NO CROSSWALK at Pendleton Place.
- Better roadway may encourage faster speeds.
- Condition of road is terrible...the "gutter" in the middle and the edges.
- Cars go too fast. Lack of cohesiveness.
- High speed, rough roadway, turn onto Northlake Way is very dangerous.
- Uninviting area...needs to be upgraded to invite business. We could use some nice restaurants.
- We had a fatality at the bottom of the hill from the pavement lane to asphalt shoulder crack about 15 years ago.

- Not safe to walk or bike. Cars going too fast without warning which way they may turn. Road condition is bad and rutted and can be dangerous for road bike tires.
- Section of Kitsap Way to Lake is hazardous with turns that people lose control of their cars and limited site lines.

**Question 3: What ideas for improvements to the Kitsap Way corridor do you think we should consider?**

(The responses below are direct responses, edited only for clarity.)

- This road is ripe for bikeways vs. bike lanes.
- Would like a turn lane in the middle.
- A roundabout at Northlake Way and Chico Way NW.
- Improve Austin Drive through N.A.D. Park as part of improvements.
- Roundabouts at Lyle and Northlake.
- Turn lanes in the middle.
- Traffic circle at the N.A.D. Park
- Traffic circle by the garage.
- Keep bicycles and pedestrians separated.
- Sidewalks.
- Slow down the cars. Protect humans from cars.
- Austin Drive and Lyle might need a roundabout.
- Lighting.
- Traffic calming features to slow speeds.
- Sidewalks that continue all the way around Kitsap Lake. There is high pedestrian usage and too many trucks coming out of quarry to be safe.
- Separated bikeway.
- Sidewalks, parking, trees, crosswalks and maybe a roundabout at Austin Drive and an intersection solution by the Red Apple.
- Multiuse path, like on Harlow are NOT bicycle safe due to foot traffic and permanently installed mailboxes.
- Try for federal money and do a major rebuild, incorporating all the corrections at one time. Separate bike/walking lane and include middle turn lanes.
- Crossing from N.A.D Park to Lyle needs some fixing.
- Full reconstruction. Three or five- lane corridor (depending on need), appropriate crossing opportunities for pedestrians, bike lanes in both directions - could be separated given ROW available.
- Limit access to business areas so there are fewer places where cars turn off or pull out.
- Sidewalk around Kitsap Lake.
- Would the bikeway be for both bikes and pedestrians if it is a separated path? I like the idea of a separated path.
- Definitely need some sort of traffic control at N.A.D Park.
- Eliminate some car lanes, reduce speed, improve intersections (roundabouts), separated bike paths.



- Sidewalk, bike lanes, lighting all the way to Triangle Motors on Northlake Way.
- Traffic light or roundabout crossing into N.A.D Park.
- Intentional multi-use plan and incentive for more neighborhood business use; safety; recreation and leisure.
- Clearly defined boundaries between cars and bikes.
- Mixed-use trail is important.