

# Q1 In what ZIP code is your primary residence located? (enter 5-digit ZIP code; for example, 00544 or 94305)

Answered: 204 Skipped: 5

#	RESPONSES	DATE
1	98312	10/26/2025 6:50 PM
2	98337	10/26/2025 3:06 PM
3	98310	10/26/2025 2:13 PM
4	98337	10/26/2025 1:05 PM
5	98337	10/24/2025 12:20 AM
6	98337	10/23/2025 2:33 PM
7	98312	10/22/2025 8:57 PM
8	98337	10/22/2025 8:18 PM
9	98337	10/22/2025 8:17 PM
10	98312	10/22/2025 7:15 AM
11	98524	10/21/2025 8:16 AM
12	98311	10/20/2025 10:26 PM
13	98370	10/20/2025 3:52 PM
14	98370	10/20/2025 9:18 AM
15	98312	10/19/2025 4:59 PM
16	98312	10/19/2025 4:59 PM
17	98312	10/19/2025 3:53 PM
18	98346	10/19/2025 3:14 PM
19	98366	10/19/2025 1:25 PM
20	98367	10/19/2025 11:42 AM
21	98312	10/19/2025 10:53 AM
22	98337	10/18/2025 11:27 PM
23	98310	10/18/2025 4:03 PM
24	98312	10/18/2025 2:55 PM
25	98312	10/18/2025 11:08 AM
26	98312	10/18/2025 11:02 AM
27	98310	10/18/2025 10:29 AM
28	98312	10/18/2025 10:21 AM
29	98337	10/16/2025 2:22 PM
30	98337	10/16/2025 1:31 PM
31	98367	10/16/2025 12:51 PM

6th Street Active Transportation Improvement Project Community Survey

32	98337	10/16/2025 10:16 AM
33	98337	10/16/2025 9:29 AM
34	98337	10/15/2025 11:20 PM
35	98337	10/15/2025 7:32 PM
36	98312	10/15/2025 4:02 PM
37	98310	10/15/2025 1:05 PM
38	98380	10/15/2025 10:56 AM
39	98310	10/15/2025 10:25 AM
40	98337	10/15/2025 7:02 AM
41	98312	10/14/2025 11:01 AM
42	98310	10/14/2025 9:45 AM
43	98337	10/13/2025 2:11 PM
44	98310	10/12/2025 7:51 AM
45	98337	10/12/2025 12:26 AM
46	98337	10/11/2025 9:58 PM
47	98310	10/11/2025 9:49 PM
48	98337	10/10/2025 6:11 PM
49	98337	10/10/2025 4:19 PM
50	98311	10/10/2025 1:32 PM
51	98312	10/10/2025 1:26 PM
52	98310	10/10/2025 11:52 AM
53	98312	10/10/2025 11:00 AM
54	98312	10/10/2025 9:51 AM
55	98366	10/10/2025 9:12 AM
56	98366	10/10/2025 7:41 AM
57	98311	10/10/2025 7:11 AM
58	98383	10/10/2025 7:05 AM
59	98310	10/9/2025 9:26 PM
60	98312	10/9/2025 8:44 PM
61	98312	10/9/2025 8:20 PM
62	98311	10/9/2025 7:00 PM
63	98312	10/9/2025 6:28 PM
64	98337	10/9/2025 3:59 PM
65	98337	10/9/2025 12:51 PM
66	98337	10/9/2025 11:38 AM
67	98367	10/9/2025 11:31 AM
68	98310	10/9/2025 9:08 AM
69	98370	10/9/2025 6:53 AM

## 6th Street Active Transportation Improvement Project Community Survey

70	98337	10/8/2025 9:07 PM
71	98337	10/8/2025 8:48 PM
72	98337	10/8/2025 6:40 PM
73	98312	10/8/2025 4:34 PM
74	98310	10/8/2025 4:26 PM
75	98312	10/8/2025 4:06 PM
76	98311	10/8/2025 3:29 PM
77	98312	10/8/2025 2:15 PM
78	98337	10/8/2025 12:27 PM
79	98311	10/8/2025 11:48 AM
80	98380	10/8/2025 10:49 AM
81	98312	10/8/2025 10:45 AM
82	98370	10/8/2025 10:41 AM
83	98337	10/8/2025 9:34 AM
84	98337	10/8/2025 9:27 AM
85	98337	10/8/2025 8:41 AM
86	98367	10/8/2025 8:08 AM
87	98366	10/8/2025 7:36 AM
88	98337	10/8/2025 7:11 AM
89	98312	10/8/2025 6:35 AM
90	98311	10/8/2025 6:00 AM
91	98312	10/8/2025 12:28 AM
92	98337	10/7/2025 9:58 PM
93	98337	10/7/2025 9:08 PM
94	98312	10/7/2025 8:53 PM
95	98337	10/7/2025 5:41 PM
96	98337	10/7/2025 5:30 PM
97	98367	10/7/2025 5:21 PM
98	98337	10/7/2025 5:06 PM
99	98312	10/7/2025 4:52 PM
100	98337	10/7/2025 4:37 PM
101	98312	10/7/2025 4:20 PM
102	98524	10/7/2025 2:13 PM
103	98370	10/7/2025 2:12 PM
104	98337	10/7/2025 1:18 PM
105	98346	10/7/2025 12:58 PM
106	98312	10/7/2025 12:44 PM
107	97337	10/7/2025 12:25 PM

6th Street Active Transportation Improvement Project Community Survey

108	98445	10/7/2025 12:18 PM
109	98367	10/7/2025 12:10 PM
110	98310	10/7/2025 11:11 AM
111	98312	10/7/2025 10:55 AM
112	98346	10/7/2025 10:42 AM
113	98311	10/7/2025 10:26 AM
114	98312	10/7/2025 10:08 AM
115	98366	10/7/2025 10:05 AM
116	98366	10/7/2025 10:00 AM
117	98311	10/7/2025 9:30 AM
118	98311	10/7/2025 9:07 AM
119	98314	10/7/2025 9:04 AM
120	98370	10/7/2025 8:29 AM
121	98312	10/7/2025 7:25 AM
122	98337	10/7/2025 6:58 AM
123	98383	10/7/2025 6:47 AM
124	98314	10/7/2025 6:46 AM
125	98314	10/7/2025 6:27 AM
126	98337	10/7/2025 6:12 AM
127	98312	10/7/2025 6:06 AM
128	98337	10/6/2025 9:23 PM
129	98310	10/6/2025 7:57 PM
130	98311	10/6/2025 4:43 PM
131	98337	10/6/2025 3:28 PM
132	98366	10/6/2025 3:26 PM
133	98312	10/6/2025 2:58 PM
134	98366	10/6/2025 2:47 PM
135	98312	10/6/2025 2:44 PM
136	98310	10/6/2025 2:36 PM
137	98370	10/6/2025 2:31 PM
138	98337	10/6/2025 2:19 PM
139	94305	10/6/2025 2:02 PM
140	98366	10/6/2025 2:01 PM
141	98337	10/6/2025 1:57 PM
142	98312	10/6/2025 1:48 PM
143	98314	10/6/2025 1:41 PM
144	98380	10/6/2025 12:38 PM
145	98383	10/6/2025 12:36 PM

6th Street Active Transportation Improvement Project Community Survey

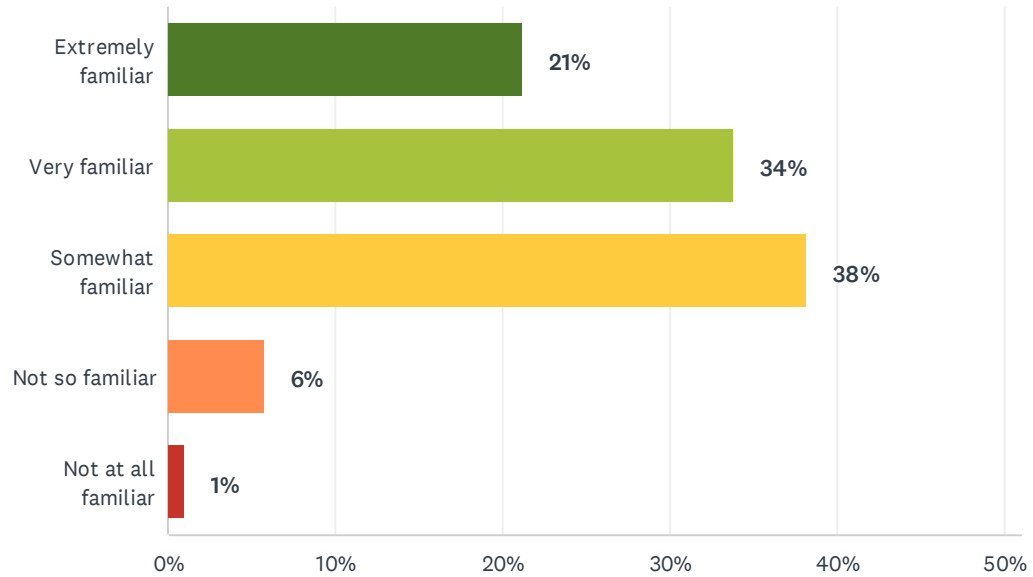
146	98310	10/6/2025 12:36 PM
147	98311	10/6/2025 12:36 PM
148	98528	10/6/2025 12:24 PM
149	98370	10/6/2025 12:12 PM
150	98370	10/6/2025 12:06 PM
151	98528	10/6/2025 11:56 AM
152	98311	10/6/2025 11:32 AM
153	98312	10/6/2025 10:58 AM
154	98312	10/6/2025 10:54 AM
155	98312	10/6/2025 10:44 AM
156	98383	10/6/2025 10:32 AM
157	98337	10/6/2025 10:13 AM
158	98359	10/6/2025 9:57 AM
159	98314	10/6/2025 9:44 AM
160	98337	10/6/2025 9:41 AM
161	98311	10/6/2025 9:33 AM
162	98312	10/6/2025 9:14 AM
163	98312	10/6/2025 9:08 AM
164	98337	10/6/2025 9:00 AM
165	98312	10/6/2025 8:57 AM
166	98366	10/6/2025 8:53 AM
167	98314	10/6/2025 8:53 AM
168	98370	10/6/2025 8:53 AM
169	98383	10/6/2025 8:50 AM
170	98312	10/6/2025 8:44 AM
171	98366	10/6/2025 8:43 AM
172	98383	10/6/2025 8:39 AM
173	98312	10/6/2025 7:54 AM
174	98337	10/4/2025 9:55 PM
175	98337	10/4/2025 9:24 PM
176	98310	10/4/2025 7:43 PM
177	98337	10/4/2025 1:31 PM
178	98310	10/4/2025 9:15 AM
179	98312	10/3/2025 10:43 PM
180	98337	10/3/2025 4:15 PM
181	98337	10/3/2025 1:55 PM
182	98337	10/3/2025 10:46 AM
183	98310	10/2/2025 10:05 PM

## 6th Street Active Transportation Improvement Project Community Survey

184	98337	10/2/2025 6:40 PM
185	98310	10/2/2025 4:00 PM
186	98312	10/2/2025 2:41 PM
187	98312	10/2/2025 1:17 PM
188	98337	10/2/2025 12:38 PM
189	98310	10/2/2025 12:19 PM
190	98337	10/2/2025 12:05 PM
191	9312	10/2/2025 12:03 PM
192	98310	10/2/2025 11:31 AM
193	98337	10/2/2025 11:25 AM
194	98310	10/2/2025 11:17 AM
195	98367	10/2/2025 11:09 AM
196	98337	10/2/2025 10:59 AM
197	98337	10/2/2025 10:28 AM
198	98312	10/2/2025 8:15 AM
199	98337	10/1/2025 5:00 PM
200	98337	10/1/2025 10:01 AM
201	98337	10/1/2025 7:31 AM
202	98312	9/30/2025 7:56 PM
203	98337	9/30/2025 6:19 PM
204	98367	9/30/2025 3:48 PM

## Q2 How familiar are you with the 6th Street Active Transportation Improvement Project?

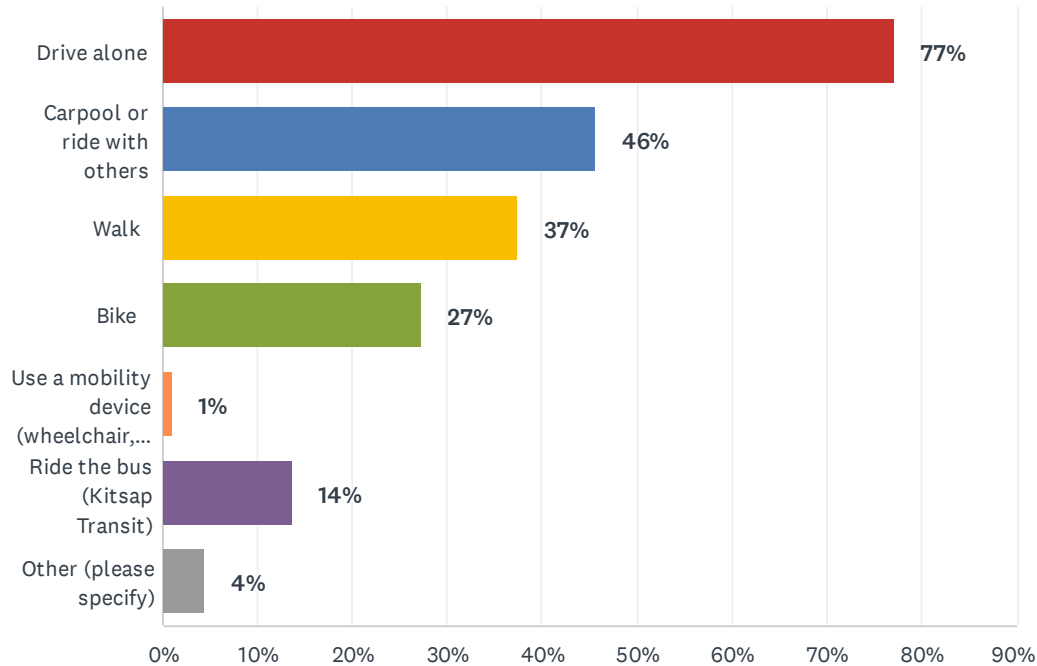
Answered: 207 Skipped: 2



ANSWER CHOICES	RESPONSES	
Extremely familiar	21%	44
Very familiar	34%	70
Somewhat familiar	38%	79
Not so familiar	6%	12
Not at all familiar	1%	2
TOTAL		207

### Q3 How do you usually travel on 6th Street/Kitsap Way in the project area? (Select all that apply)

Answered: 206 Skipped: 3



ANSWER CHOICES	RESPONSES	
Drive alone	77%	159
Carpool or ride with others	46%	94
Walk	37%	77
Bike	27%	56
Use a mobility device (wheelchair, scooter, etc.)	1%	2
Ride the bus (Kitsap Transit)	14%	28
Other (please specify)	4%	9
Total Respondents: 206		

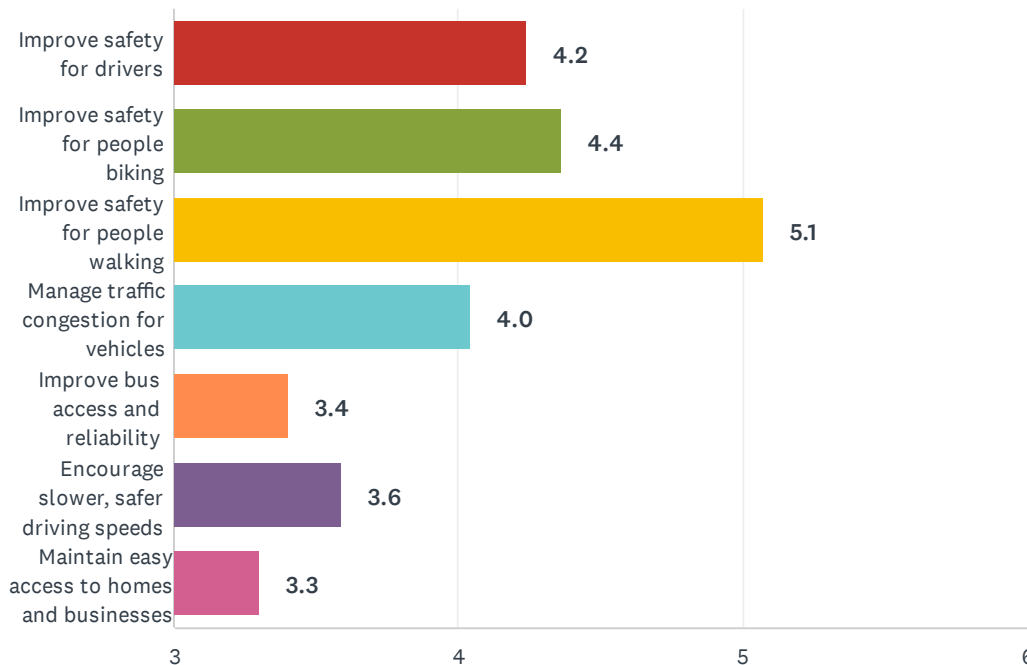
#	OTHER (PLEASE SPECIFY)	DATE
1	I'd use a wheelchair if it was doable.	10/19/2025 10:53 AM
2	Electric scooter	10/18/2025 10:29 AM
3	If 6th were more walkable I'd walk more but with narrow sidewalks and speeding cars it doesn't feel safe. Improved walkable might help improve the sense of community	10/18/2025 10:21 AM
4	Usually not along, typically with others in the vehicle	10/8/2025 3:29 PM
5	Combination of; drive, walk, bus and OneWheel (pev)	10/8/2025 9:34 AM

## 6th Street Active Transportation Improvement Project Community Survey

6	Scooter	10/7/2025 8:53 PM
7	drive a passenger bus	10/7/2025 12:58 PM
8	motorcycle	10/7/2025 9:07 AM
9	Motorcycle	10/1/2025 7:31 AM

## Q4 Please rank the following project goals from most important (1) to least important (7):

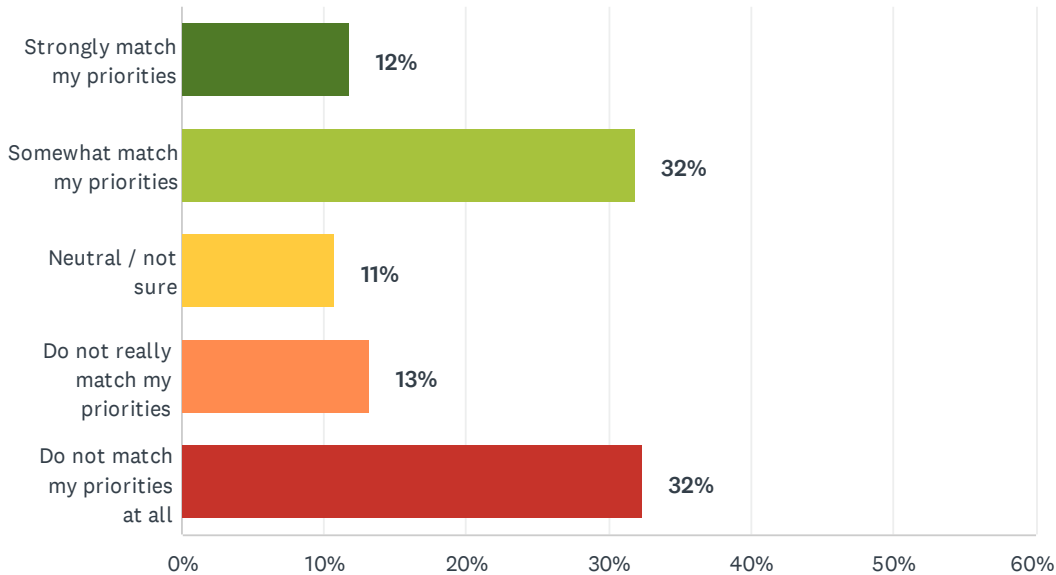
Answered: 205 Skipped: 4



	1	2	3	4	5	6	7	TOTAL	SCORE
Improve safety for drivers	13.7% 28	16.6% 34	19.0% 39	15.6% 32	13.2% 27	10.2% 21	11.7% 24	205	4.24
Improve safety for people biking	24.4% 50	18.0% 37	11.7% 24	8.8% 18	7.8% 16	10.2% 21	19.0% 39	205	4.36
Improve safety for people walking	20.0% 41	30.2% 62	14.6% 30	16.1% 33	12.2% 25	4.9% 10	2.0% 4	205	5.07
Manage traffic congestion for vehicles	28.8% 59	10.2% 21	7.8% 16	4.4% 9	9.3% 19	17.6% 36	22.0% 45	205	4.04
Improve bus access and reliability	1.0% 2	5.4% 11	16.1% 33	26.3% 54	21.5% 44	20.5% 42	9.3% 19	205	3.40
Encourage slower, safer driving speeds	9.3% 19	8.3% 17	18.5% 38	15.6% 32	10.7% 22	19.5% 40	18.0% 37	205	3.59
Maintain easy access to homes and businesses	2.9% 6	11.2% 23	12.2% 25	13.2% 27	25.4% 52	17.1% 35	18.0% 37	205	3.30

## Q5 In your opinion, how well do the street design options shown so far match your priorities for 6th Street?

Answered: 204 Skipped: 5



ANSWER CHOICES	RESPONSES	
Strongly match my priorities	12%	24
Somewhat match my priorities	32%	65
Neutral / not sure	11%	22
Do not really match my priorities	13%	27
Do not match my priorities at all	32%	66
<b>TOTAL</b>		<b>204</b>

#	PLEASE TELL US WHY YOU ANSWERED THIS WAY (OPTIONAL)	DATE
1	These project designs are a slight improvement over status quo but it seems you are carrying forward poor design choices from the past. These include dedicated turn lanes on streets which don't see much traffic, narrow and unprotected bike lanes. Even after the community has explicitly articulated the priorities and cities around us are embracing designs that truly provide safety cover to the bicyclists and make pedestrian cross walks a priority, Bremerton traffic engineering seem to be stuck in 1970s mindset of prioritizing automobiles at all cost irrespective of the research evidence showing how multimodal transport is more sustainable, affordable and creates a cohesive and economically thriving society.	10/26/2025 2:13 PM
2	More sidewalks and bikelanes that are separate from the road.	10/26/2025 1:05 PM
3	I live on 11th Street and 6th Street currently takes some of the traffic from 11th. 11th is extremely busy and even trying to make a right hand turn is getting difficult as traffic keeps increasing. Most cars have only one person and my husband and I are at a loss to figure out where they are going. They are not all old people. By taking lanes away from 6th Street, people will gravitate to 11th. Traffic already backs up when someone has to stop and wait to turn left onto a side street.	10/24/2025 12:20 AM

## 6th Street Active Transportation Improvement Project Community Survey

4	Bikes and pedestrian safety prioritized over vehicle throughput	10/22/2025 7:15 AM
5	Vehicular traffic during peak commute times is already contrained. There are rarely any pedestrians or bicycles commuting during these hours. Further compounding the traffic restraint is going to make people frustrated and cause them to drive more erratically potentially endangering other commuters.	10/21/2025 8:16 AM
6	Protected intersections and designated lights for pedestrians are needed for safety	10/20/2025 3:52 PM
7	Looks like a bike line will be created	10/20/2025 9:18 AM
8	More design elements that make it safer for active transportation would be better.	10/19/2025 4:59 PM
9	offset intersections like Hewitt and Olympic should have to lanes with a ctr median - make them right in and right out to streamline vehicle flow and reduce accidents. This would also narrow the crossing pedestrian crossing.	10/19/2025 3:53 PM
10	I don't like the 5' bike lanes because they are so thin. It would be better with protected bike lanes. Flexposts could be used or bollards could not be included immediately adjacent to intersections to allow large vehicles to turn	10/19/2025 1:25 PM
11	Many commute or ride for recreation. There needs to be a safe way to cross town. This will help	10/19/2025 11:42 AM
12	More safety features for non car users would increase codeshare.	10/19/2025 10:53 AM
13	It's encouraging to see more concoderatiuon fro protected bike lines but it needs to go further. If we are going to increase density in Downtown Bremerton and the Charleston districts to account for population growth, we have to encourage people to find alternatives to cars and that is best done with a safer solution. If it doesn't feel safe, people won't use it.	10/18/2025 11:27 PM
14	I believe the city should use the least expensive option to see if it makes a difference prior to spending more money in hopes that it will bring more bike riders.	10/18/2025 2:55 PM
15	I do not want driving lanes removed.	10/18/2025 10:29 AM
16	Sidewalks very narrow. Would like to see tree lined streets More focus on speed control	10/18/2025 10:21 AM
17	I still feel the city is prioritizing the ease of motorized vehicle users over the health and safety of residents (as is standard practice in US road design).	10/16/2025 2:22 PM
18	Collapsing down from 4 lanes to 2 will severely inhibit traffic and lead to slowdowns. I reject the conclusions of the traffic study which suggests otherwise. There is almost zero bicycle traffic on 6th therefore, dedicating stand alone bicycle lanes is wasteful and unnecessary.	10/16/2025 12:51 PM
19	6th street is perfectly fine as it is.	10/16/2025 10:16 AM
20	6th street is not the right road for bicycle traffic. Another less traveled road would be better. We have very few bikers in the area! I do not want any of the peripheral streets to have limited turning access.	10/16/2025 9:29 AM
21	Damn bike riders ignore red lights and stop signs, speed and hog sidewalk space, don't wear helmets	10/15/2025 11:20 PM
22	These plans are still focused on moving cars through the neighborhood as easily as possible rather than enabling safe multimodal transportation	10/15/2025 4:02 PM
23	Please have dedicated bike lanes. Please remove all on-street parking. Cars should <b>**never**</b> cross a bicycle lane to park (such when loading/unloading).	10/15/2025 1:05 PM
24	Reducing the number of vehicle lanes on the MAIN route to downtown isn't a good choice. Why not choose a different street for bike lanes?	10/15/2025 10:56 AM
25	Most alternatives use the existing street footprint to add bike infrastructure and increase space between pedestrians and cars.	10/13/2025 2:11 PM
26	limited focus on pedestrian and bicycle safety	10/12/2025 7:51 AM
27	Would still like to see more done to protect biking and walking experience, I look at the Seattle Waterfront and see the great protected walking and biking path that both beautifies and gives safe space to connect important parts of the city. Would love to see something like this to	10/12/2025 12:26 AM

## 6th Street Active Transportation Improvement Project Community Survey

connect Downtown Bremerton to Charleston District/Callow Ave and encourage more non-car travel between these two vibrant neighborhoods with lots of potential!

28	You should be more concerned with drivers and less concerned about the few people that bike.	10/11/2025 9:49 PM
29	I live on sixth Street facing it. My home is only about 15 or 20 feet from the actual road where people are driving often when large trucks come through my entire house rattles. I would really appreciate more space between the sidewalk and the cars.	10/10/2025 4:19 PM
30	i dont beleive that we need to go above and beyond for the bike lanes.. The majority of people that bike are getting on and off the ferry near Burwell and not going up and down 6th street. 6th street should be for the access of all not a preference to the bike traffic as it looks like here.	10/10/2025 11:00 AM
31	Catering to bikes in an area where the weather does not support riding bikes for a large portion of the year is ridiculous.	10/10/2025 7:41 AM
32	Fewer 🚦 , more 🔄	10/10/2025 7:05 AM
33	No need for four lanes, I never see the lanes busy enough for four lanes but bikes and skateboards are always in the road.	10/9/2025 9:26 PM
34	Protected bike lane so I feel safe biking in town.	10/9/2025 8:15 PM
35	Bikes are not the priority. This is a main corridor and traffic needs to be minimized for commuters.	10/9/2025 7:00 PM
36	Mostly concerned with pedestrian safety	10/9/2025 12:51 PM
37	I do not support bike lanes on 6th. There are many surface streets with less traffic that can support people on bikes.	10/9/2025 11:31 AM
38	I live on 5th and do not see bike riders-very seldom	10/8/2025 8:48 PM
39	Reducing car speed and increasing SAFETY FOR ALL THIS IS OBVIOUS	10/8/2025 6:40 PM
40	I am concerned this and future projects are going to remove much needed parking spaces for PSNS and other workers downtown. I understand the long range plan to encourage "active transportation" for Bremerton residents, but the results of the JCTP survey funded by the Navy showed people who commute to NBK will choose the convenience of SOV driving over everything else. I would never ride the bus, bike, or walk to work and I live 3 miles away from PSNS. The community isn't safe because of the unhoused population. The active transportation culture isn't here and I think it will just force regular drivers onto other streets in Bremerton. Plus, bicycles aren't allowed to be ridden in the Controlled Industrial Area and there is a perception that bike storage is unsafe and insufficient.	10/8/2025 4:34 PM
41	I'd like to see a design that provides a separated bike lane.	10/8/2025 4:26 PM
42	City of Bremerton and the council have been focusing on a small subset of commuters for far too long. Your own propaganda even indicates there are 13,000 SOV's commuting on 6th st. daily. At peak commutes, I see maybe 4 bicycles an hour at 6th and Naval. I was a participating stakeholder in the JCTP funded by the Navy and commandeered by the City to push an agenda by controlling the narrative with Parametrix. There is no published data from these studies that argues in favor of adding two bike lanes in this corridor as compared to the commuter needs. When challenged by shipyard leadership on this data, council ignored and were passive; only giving voice to the bike brigade pushing for more space where it doesn't exist.	10/8/2025 2:15 PM
43	Remove vehicle lanes will only further increase commute times too and from the shipyard.	10/8/2025 11:48 AM
44	because now everyone trying to commute all the way down 6th street will be stuck in line for people trying to right on all the side streets to get to base. That right hand lane already backs up with people trying to turn right on to naval, callow, and Montgomery. Now everyone not turning right will be stuck with now left lane to get around. .	10/8/2025 10:49 AM
45	6th st does not need to have four traffic lanes. That was shown when the work was done to it over the summer. I never saw any added congestion for vehicles and it made walking and crossing 6th much nicer. I fully support this plan.	10/8/2025 10:45 AM
46	Not a fan of "road diets". Bikes don't pay for roads and or road maintenance. Do better.	10/8/2025 10:41 AM
47	I don't want bike lanes added at all	10/8/2025 9:27 AM

## 6th Street Active Transportation Improvement Project Community Survey

48	I choose my my opinion based on the fact that I use the 226 so I noticed the construction and I hope these new changes bring good to the community	10/8/2025 8:41 AM
49	Afternoon congestion leaving bremeron is a nightmare. I think reducing lanes will make this congestion even worse.	10/8/2025 7:36 AM
50	bike lanes should be a priority in this town, this is a great alternative to driving and people are out there fending for their lives on bikes/scooters.	10/8/2025 6:35 AM
51	A fully protected bike lane is essential at all blocks	10/8/2025 12:28 AM
52	bike lane is needed!	10/7/2025 9:58 PM
53	We absolutely need a way to get from the bike lanes from the ferry to the ones on Kitsap Way.	10/7/2025 8:53 PM
54	The projects stated goals and the opinion of the mayor expressed in his door-to-door electioneering are somewhat at odds. I am aligned with the project as stated, I am NOT aligned with the mayor's opinion of the project.	10/7/2025 5:41 PM
55	Cutting it down to one vehicle lane each direction will make traffic worse during the commute times. Just resurface it, add sidewalks where needed, and leave it alone.	10/7/2025 5:21 PM
56	I worry that bike lanes will be the cheapest and least safe option chosen for the build to avoid both cost and inconveniencing drivers. Unless bike lanes are actually safe for bikers, they won't be used more.	10/7/2025 5:06 PM
57	The vehicles coming and going should be the priority	10/7/2025 4:20 PM
58	The focus should be on how to improve traffic congestion not how to make the problem worse. The data you provide on 6th street accidents will not improve with this design it will likely increase as traffic will be backed up causing more rear end accidents, turning accidents as well as general frustration from drivers. The focus is way off base and you are letting a small minority voice (bike group) override the majority.	10/7/2025 2:13 PM
59	I	10/7/2025 2:12 PM
60	The emphasis on bike lanes is disproportionate to the need.	10/7/2025 1:18 PM
61	I ddrive a bus and making a 4 lane road into a two lane will cause road rage every time I have to stop for passengers. do you want to choke point traffic? do you realize in the next few years there will be an additional 10,000 people doing construction at PSNS?whay	10/7/2025 12:58 PM
62	The bike lanes on Kitsap way aren't used. We have seen 3 people using them since they were put in. An extreme waste of money.	10/7/2025 12:25 PM
63	There needs to be more ways to leave the downtown area especially during the end of day as the traffic gets stuck to easy.	10/7/2025 12:18 PM
64	You're clearly prioritizing bike travel over car/transit travel despite bicycles being a tiny minority of the traffic.	10/7/2025 12:10 PM
65	you plan on taking away a driving lane on the most important street that drives through town. This will just slow traffic and make the street worse. This is a waste of money and will make the roads worse just like every "improvement" that has taken place.	10/7/2025 11:11 AM
66	All design options should help with safety. None of them will keep people going the designed speed limit.	10/7/2025 10:55 AM
67	We have side streets for bicycles. Why are we reducing tax paying vehicle capacity for non-paying bicycles?	10/7/2025 10:42 AM
68	I normally drive on 6th to Kitsap way and walk on Park to Washington .	10/7/2025 10:26 AM
69	Bikes are rarely ridden in our climate the way you think this proposed configuration is set will just cause traffic problems.	10/7/2025 10:08 AM
70	I think pedestrian/bicycle safety should be paramount. Based on the descriptions given in the project page it seems the focus is mostly on improving traffic flow and congestion. I do see how improving those aspects can improve safety, but I think the overall design should be focused on pedestrian and bicyclist safety.	10/7/2025 10:05 AM

## 6th Street Active Transportation Improvement Project Community Survey

71	You keep focusing on bike safety when in reality the bike usage doesn't support such drastic measures. This isn't a if you build it they will come, situation. Your talking about taking away street parking, that is desperately needed. You are punishing drivers by making it more difficult to transit all the while they are the ones paying the price.	10/7/2025 10:00 AM
72	We should focus more on extended sidewalks and then have bikes use them and yield to pedestrians.	10/7/2025 9:30 AM
73	bicycle traffic is extremely low on 6th ST.	10/7/2025 9:07 AM
74	Population of cyclists SMALL vs Vehicle usage. Why waste money for just a few cyclists.	10/7/2025 9:04 AM
75	6th St is a very busy street and to bring it down to only two lanes is going to create a lot of havoc. I never even see bicyclists on 6th. Maybe find a less busy (non main road) to create bike lanes. 6th, 11th, and Burwell need to be be able to maintain high traffic flows for the shipyard..	10/7/2025 8:29 AM
76	There are sidewalks for walkers, I rarely see bikers. I am sure bikers exist, but I do not see them here even daily. Kids walking to Naval will have a difficult navigating this convoluted intersection without a design that is not over 2 million dollars. Making this single lane only pushes traffic to other congested roads and away from the major employer in the area. I see this as an expense for someone's agenda, not to help the overall community after reviewing this design.	10/7/2025 7:25 AM
77	Bike safety looks great and is important to me, traffic is also a huge huge issue. 4pm on a weekday and 6th will be locked up like burwell and others, that problem seems like it will get worse with the 2 lanes.	10/7/2025 6:58 AM
78	You are taking a highly trafficked street and reducing the lanes for vehicles. I don't see how this won't result in increased congestion and commute times.	10/7/2025 6:46 AM
79	6th Street is already congested with shipyard traffic being a 4 lane road and it helps control the traffic congestion on 11th Street. Bringing it down to a 2 lane with a center turn lane will only add to the traffic. While understand the need/want for a bike lane, 6th street is not the answer. If there were more bikes that used that road than cars, a bike lane would be a solid option, but the hard facts are more vehicles us that road than anything else. Why not bike one street over on a less congested road like 5th? We just finished road construction this summer on 6th, and look at how that worked out... traffic was worse than ever. Let's not make traffic in Bremerton worse, and save the tax payers and the city 3 million dollars in the process. I feel like there are more important issues in Bremerton that need addressing than this.	10/7/2025 6:27 AM
80	6th Street is a 25mph zone, I routinely see people doing 40+ MPH on this street without regard to anyone. There is little to no traffic policing in the area so its like a free for all out there. I live on 6th and my driveway enters on 6th, I've almost been hit multiple times by people exceeding the speed limit.	10/7/2025 6:12 AM
81	Bicycles RARELY use this section of roadway during regular commute travel times, most use is seen during fair weather which is less than half of the year in this area. There already is congestion problems in this area with the amount of lanes available, reducing lanes will only serve to make this worse.	10/7/2025 6:06 AM
82	reducing driving lanes from 1 to 2 will cause massive back-ups on an already congested road especially during shipyard employee departure times.	10/6/2025 3:26 PM
83	adding bike lanes is a waste of tax payer dollars. Bikes can travel in regular lanes just fine. Restructuring the road to accommodate bicycles will increase traffic for the 99% of people that use that roadway.	10/6/2025 2:47 PM
84	I live close enough to work where I could bike to work. However, I would have to use 6th Street, and I feel incredibly unsafe when currently biking on it. These suggested improvements would improve biker safety while simultaneously improving vehicular congestion.	10/6/2025 2:44 PM
85	The current bike lanes are not utilized enough to build more and the bikes that are on the road don't always use their lane.	10/6/2025 2:36 PM
86	Reducing traffic flow between Wycoff and Bryan to one lane without adding right turn lanes will create traffic backups and increased risk of being rear ended. I routinely turn right to Montgomery and fear being rear ended already. I suggest a shared right turn lane/bicycle lane.	10/6/2025 2:31 PM

## 6th Street Active Transportation Improvement Project Community Survey

87	The person who presented this idea in the first place has obviously not travelled through the area often. There are very few "bikers" who would use these lanes. There is already a significant traffic flow issue with the existing lane structure. Reducing that for the sake of the non-existent bike population is ludicrous and a waste of funding.	10/6/2025 2:02 PM
88	MANage traffic flow through to downtown and the ferries.	10/6/2025 1:48 PM
89	It rains and bicycles should ride on the side streets.	10/6/2025 1:41 PM
90	With continued growth in Bremerton and the size of PSNS, traffic congestion is terrible and will get worse on 11th street and Burwell as people in cars move off of 6th during construction and beyond with the reduction in lanes. Additionally, bicycle riders pay zero toward any road improvements or ongoing or future maintenance.	10/6/2025 12:38 PM
91	Your reducing Parking in an already limited area parking is a premium downhere already you may as well just close the few businesses that are scraping thru trying to survive in this over taxed city and state.	10/6/2025 12:36 PM
92	Traffic congestion on 6th and 11th during PSNS shift changes is a far larger issue than bike access. I don't see enough people on bikes to warrant this effort.	10/6/2025 12:12 PM
93	this is a terrible idea that will lead to congestion and hurt local businesses.	10/6/2025 12:06 PM
94	Bikes should not be on the main throughfares in Bremerton. Install bike lanes on less busy side streets.	10/6/2025 10:58 AM
95	I would just like it to be safer and utilized properly.	10/6/2025 10:54 AM
96	Nobody uses those green bike markings. Huge waste to think these bike routes are ever going to be used.	10/6/2025 10:32 AM
97	The addition of bicycle lanes is not a priority for me. The continued erosion of property ownership is offensive, dipping into the property owners land feels wrong. Getting into and out of local driveways is problematic and continues to decrease land values.	10/6/2025 9:44 AM
98	Please strongly consider concrete barriers for bike lanes. Cars on 6th have swerved and yelled at me while legally riding my bike. If they don't care about hitting a human, they won't care about some plastic bollards.	10/6/2025 9:14 AM
99	I've been commuting on 6th for 18 years. At most I see 1 bicycle a week using this road.	10/6/2025 9:08 AM
100	It seems counterproductive to reduce the number of lanes as it would lead to more congestion.	10/6/2025 9:00 AM
101	This is incorrectly fixing the wrong problem. It would be much more prudent for the city to evaluate turning 6th street into one way toward washington avenue and burwell one way toward callow.	10/6/2025 8:53 AM
102	reduced lanes will cause increase problems with shipyard traffic	10/6/2025 8:53 AM
103	The streets of Bremerton are already overcrowded with cars, especially between 2PM and 5PM. Reducing the amount of lanes in favor of bicycle travel will increase traffic congestion and frankly does not make sense. The residents in Washington State are taxed enormously for the use of a motorized vehicle and reducing the amount of travel lanes for motorized vehicles feels like an intentional slap to the face.	10/6/2025 8:44 AM
104	Bike lanes are a waste of money to the tax payer.	10/6/2025 8:39 AM
105	I like the idea of bike lanes, would like them to be protected	10/4/2025 9:24 PM
106	Lots of good stuff. Put in all the bike protection!	10/3/2025 10:43 PM
107	Bike lanes in downtown does not align with what Bremerton residents want. The current bike lanes are hardly utilized. You need to prioritize improving vehicle traffic flow due to the high number of commuters to the Shipyard. This project is frustrating and shows how little our current government understands the publics wants or needs.	10/3/2025 12:44 PM
108	The center turn lane will encourage speeding, the road needs to prioritize pedestrians cyclists not moving cars.	10/2/2025 10:05 PM
109	Turn lane increases risk of accidents and there in no separation from cars for bicyclists.	10/2/2025 4:00 PM
110	Bikes and Pedestrians should be physically protected from cars. The current design does not	10/2/2025 1:17 PM

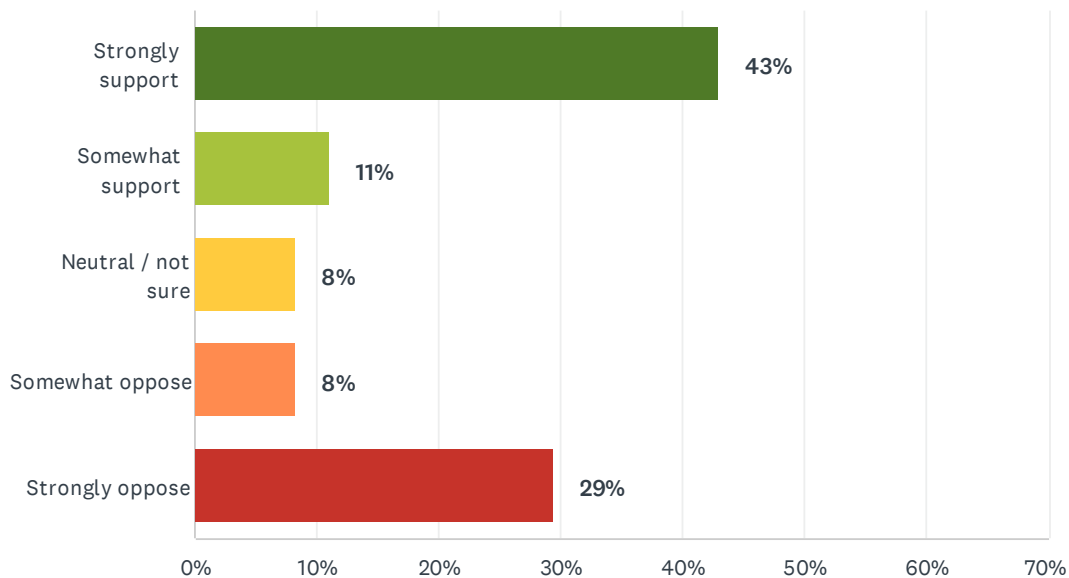
## 6th Street Active Transportation Improvement Project Community Survey

do this. Put the bikes and Peds on larger shared use paths on side instead of bike lanes. Stop prioritizing cars. There is very good bus service in this area. Prioritize people not cars.

111	Protected bike lanes are the only way to ensure true bicycle safety. Shorter crosswalks (no turn pockets) will greatly enhance pedestrian safety.	10/2/2025 12:19 PM
112	Additional bike lanes are excellent traffic calming measures but they should be protected bike lanes with hard stop barriers.	10/2/2025 12:05 PM
113	The right turn only lanes and center turn lanes seem unnecessary. And the right turn lanes seem particularly dangerous for cyclists and pedestrians.	10/2/2025 12:03 PM
114	All options provide some form of delineated bike lane. I prefer the options that also increase pedestrian protections at mid block crossings (Olympic and Hewitt) that can also reduce vehicle speeds on these faster sections of 6th. I also REALLY like the current 4-way stop at Venetta and think it should be considered permanently (with flashing red overhead lights) to reduce thru traffic speeds.	10/2/2025 11:25 AM
115	We need protected bike lanes.	10/2/2025 11:17 AM
116	could do more to engineer slower speeds	10/2/2025 11:09 AM
117	It has to go to 2 lanes. you need physical separation for non car users and the road was 2 lanes for months with no material difference in congestion or travel times on either 6th or nearby "stroads". 3 lanes is an embarrassment. Also, from a legal risk standpoint, how can any traffic engineer be okay with more middle suicide lane turning? That design is literally killing our drivers on Wheaton Way and Kitsap Way. Just look at the data. 2 lanes for cars on 6th, end of story. Take the space to widen sidewalks and protect bike lanes.	10/2/2025 10:59 AM
118	Merely painting bike lanes does nothing to protect bikers. And the sidewalks on 6th barely let two people, walking in opposite directions, pass one another.	10/2/2025 10:28 AM
119	I would like to safely bike from Rocky Point to the ferry terminal each morning. I do not feel safe, so I drive.	10/2/2025 8:15 AM
120	the plan continues to offer concessions to drivers to allow them to drive less safely, like unneeded turn lanes. With no center turn lanes, cats will be in conflict with each other, rather than in conflict with pedestrians and bicycles.	10/1/2025 10:01 AM
121	Vehicle density will only increase.	9/30/2025 7:56 PM

**Q6 Adding these features can make biking feel safer and more comfortable. However, they also take up some of the bike lane space and add extra cost to build and maintain. Do you support adding physical features (such as flexible posts) to separate bike lanes from vehicle lanes on the project?**

Answered: 207 Skipped: 2



ANSWER CHOICES	RESPONSES
Strongly support	43% 89
Somewhat support	11% 23
Neutral / not sure	8% 17
Somewhat oppose	8% 17
Strongly oppose	29% 61
<b>TOTAL</b>	<b>207</b>

#	PLEASE EXPLAIN YOUR ANSWER (OPTIONAL):	DATE
1	The setup of this question is flawed - these physical features only take operating space if rest of the space is designed poorly and installation is purposefully done to encroach on biking space. The space can also come from making the car lanes slightly narrower and/or eliminating center turn lanes specially in intersections where there is not much traffic. Your question framing shows your bias against protected bike lanes and hence community doesn't trust your department.	10/26/2025 2:13 PM
2	I oppose the bike lanes as there are few bicycles on 6th Street but if they must be added, then a physical barrier is a good idea to help keep them safer, and also stop the bicycle riders from veering into traffic lanes. o	10/24/2025 12:20 AM
3	There are no buffers on Kitsap Way	10/23/2025 2:33 PM

## 6th Street Active Transportation Improvement Project Community Survey

4	Physical barriers are the only thing that guarantees safety against cars in the bike lane. Adds additional buffer for more vulnerable pedestrians too	10/22/2025 7:15 AM
5	Although bicyclist safety is important, there are not that many people commuting by bicycle, so the cost does not seem commensurate with the usage.	10/21/2025 8:16 AM
6	Safer for the cyclists	10/20/2025 3:52 PM
7	The posts help drivers stay away from bike lane	10/20/2025 9:18 AM
8	Adult rider handlebars seem like they will be above the level of the posts.	10/19/2025 4:59 PM
9	I still like the idea of this extra protection.	10/19/2025 4:59 PM
10	Expert cyclists can use the additional buffer space to increase their safety, but most of the prospective cycling population doesn't have the skill or situational awareness to do the same. They benefit more from the protected space, clearly delineating where they are supposed to be. That makes this population's riding more predictable to drivers and that will increase overall safety and mode share.	10/19/2025 3:53 PM
11	I wouldn't bike on 6th without some sort of protection. I don't trust drivers not to kill me	10/19/2025 1:25 PM
12	Posts provide additional safety because drivers see the posts. It's a barrier they don't want to hit. Better than just paint	10/19/2025 11:42 AM
13	Separation from cars is essential to improve safety.	10/19/2025 10:53 AM
14	Anything to prevent cars from hitting bicycles is worth it. We read a news story every few months about a bicyclist being killed in this county.	10/18/2025 11:27 PM
15	Bicycles lanes don't belong on 6th. Please use alternate streets. At present 6th is safest street across town.	10/18/2025 4:03 PM
16	These lane dividers will require constant maintenance which the city is slow to do as noted by the many damaged lane buffers on Kitsap way. If a bike rider get hurt because they are not maintained, the city will probably be sued.	10/18/2025 2:55 PM
17	Having lived in a city before that implemented these bike posts after large projects, they usually get ripped out or run over by cars when there are no bikers in the lanes. And in my opinion are a waste of money.	10/18/2025 11:08 AM
18	We do not have that many bikes that travel in the city. The percentage is not there to justify removing driving lanes. Additionally, the city keeps saying our population is going to grow. People are not going to suddenly become interested in bikes.	10/18/2025 10:29 AM
19	On going cost and repairs. Liability if not maintained extra expense with low return Have been monitoring bike traffic on 6th( can watch from front yard) it is almost non existent. Don't believe the expense benefits the residents of Bremerton	10/18/2025 10:21 AM
20	There is extensive research to back up the argument that people are far more likely to use bike lanes when there are physical buffers between motorized traffic. Children in particular, whose lifelong health is impacted by early relationship with healthy habits like routine physical activity, and who lack alternative travel options, should feel safe and comfortable using these roadways.	10/16/2025 2:22 PM
21	Discourages drivers from using the bike lane as an additional driving lane	10/16/2025 1:31 PM
22	I strongly oppose having any dedicated bicycle lanes at all. Bicycles cannot keep up with the flow of traffic, do not obey any traffic laws, and lead to near miss traffic incidences on a daily basis. They do not belong on the road. Physical barriers further limit spaces for cars.	10/16/2025 12:51 PM
23	Our streets and sidewalks are in desperate need of repair, the money is better spent elsewhere. We have very few bicyclists, I bet there are under 20. While we have many walkers and drivers that would benefit from fixing holes and uneven walking spaces.	10/16/2025 9:29 AM
24	Wasted money, pandering to a very small portion of residents	10/15/2025 11:20 PM
25	As a cyclist and a driver, I've found that physical posts are more dangerous than helpful as a bike lane user. If I need to swerve out of the bike lane because of an obstruction, or am biking in from a street without buffers, they are more of an obstruction than helpful as drivers tend to	10/15/2025 7:32 PM

## 6th Street Active Transportation Improvement Project Community Survey

give me more space on my bike in a bike lane regardless. As a driver, buffers such as the above proposed would not make me more inclined to avoid the bike lane than without.

26	Because Bremerton does not prioritize enforcement of traffic laws, drivers here do not obey them and cannot be trusted to safely operate next to bikes without barriers. It also creates a buffer for pedestrians from speeding cars.	10/15/2025 4:02 PM
27	Bike lanes are useless without these. Please remove all on-street parking	10/15/2025 1:05 PM
28	Current vehicle speed on 6th are high above the posted speed limit. In addition to adding a barrier between vehicles and bikes, flexible posts will make the perceived lane narrower and reduce vehicle speeds.	10/13/2025 2:11 PM
29	bicycling on most streets in Bremerton is currently unsafe	10/12/2025 7:51 AM
30	See my above response, how about we take space from vehicles vs taking space from bike lanes or create combined bike and walk path ways?	10/12/2025 12:26 AM
31	Why are my tax dollars going toward bike lanes? Why are the opinions and hobbies of few being paid for by many	10/11/2025 9:49 PM
32	Currently I see few bicyclists on this road day-to-day.	10/10/2025 11:52 AM
33	Waste of Money Honestly. I watch bikes go from road to sidewalk depending on their preference so this wouldn't really enhance the bike lane or make it safer for cars. there is already so much clutter a motor vehicle has to pay attention to: Big green sections, white lines, double yellows, pedestrians and all other items.	10/10/2025 11:00 AM
34	Bikes are the minority so you want to inconvenience the majority for bike lanes; idiotic.	10/10/2025 7:41 AM
35	Visual barriers are far more likely to help distracted drivers and cyclists.	10/9/2025 9:26 PM
36	A curb would feel safer while biking.	10/9/2025 8:20 PM
37	I don't feel safe biking in Bremerton without them.	10/9/2025 8:15 PM
38	Bikes are not the priority on this main corridor	10/9/2025 7:00 PM
39	I would never feel safe biking in this area, not my priority	10/9/2025 12:51 PM
40	I do not support bike lanes	10/9/2025 11:31 AM
41	Cars will tend to occupy the maximum space physically possible, including available portions of bike lanes. Physically separating these lanes will reduce the chance of vehicle encroachment on bicycle spaces.	10/9/2025 6:53 AM
42	Just put a plastic curb with plastic posts on top. This should not be expensive and they should be on the side of the cars	10/8/2025 6:40 PM
43	Cyclists need the protection from vehicles.	10/8/2025 4:26 PM
44	I believe this will help prevent accidents	10/8/2025 4:06 PM
45	I support this as long as there is only one bike lane added on the north side of 6th st. and not the south side. There is no evidence or data to support running two one-way bike lanes. Make 1 safe lane and keep two traffic lanes each direction. If you have to move sidewalks further, or reduce parking on one side of the street, do so.	10/8/2025 2:15 PM
46	because you can go into the left lane to get around cyclist right now.	10/8/2025 10:49 AM
47	keeps people from drifting into the bike lanes when they are on their phone etc.	10/8/2025 10:45 AM
48	In extreme weather (snow, ice) the bike lane will not get groomed/scraped/cleaned. Not a good financial decision.	10/8/2025 10:41 AM
49	They can make it tough to pass bike to bike	10/8/2025 9:34 AM
50	seems like posts will be a hazard	10/8/2025 9:27 AM
51	I agree with adding physical features for bike lanes bikes tend to be big too compared to drivers as well so separating them gives them both space enough to ride safely	10/8/2025 8:41 AM
52	The best option is a physical feature that prevents motor vehicles from entering the bike lane	10/8/2025 8:08 AM

## 6th Street Active Transportation Improvement Project Community Survey

or curb area.

53	No need to pass extra costs to the tax payer, the physical barriers will be ran over and mostly destroyed in less than a year.	10/8/2025 7:36 AM
54	I do like the painted buffers as well, but the posts give bikers a sense that it is their own space without fear of cars coming in.	10/8/2025 6:35 AM
55	I think separation for bike lanes should be hard barriers that physically protect bike riders. Anything else still leaves to much risk of a bad driver causing injury or death	10/8/2025 6:00 AM
56	take up more space than worth, can be hazard, but do like how they can slow cars by narrowing street..	10/7/2025 9:58 PM
57	Most drivers barely see stop signs, let alone cyclists. Anything to remind them they are veering off course is a good thing	10/7/2025 9:08 PM
58	there have been too many incidents where cars drive on the bike lane	10/7/2025 8:53 PM
59	Flexible posts are the cheap way, but they look and feel cheap. IF Bremerton is going to absorb 50% more population in a livable way, we need something a little more permanent incorporated beyond just a flexible post. The ability of BPD to drive 60 mph down a street is not a concern that needs to be considered.	10/7/2025 5:41 PM
60	Bike lanes shift traffic away from curb which is better for pedestrians.	10/7/2025 5:30 PM
61	Bikes belong on the sidewalks	10/7/2025 5:21 PM
62	Actually making the lane safe from malicious or distracted drivers is worth the cost	10/7/2025 5:06 PM
63	It's a proven benefit for many cities across Europe and the US where implemented.	10/7/2025 4:37 PM
64	I ride every day when nice on this road and its not needed. State law supports riding in the full lane.	10/7/2025 4:20 PM
65	THis is sacrificing the many for the few again. This will impact 99% of the people using the for 1% of the bike riders.	10/7/2025 2:13 PM
66	I mainly use this area during rush hour for working in the shipyard.	10/7/2025 2:12 PM
67	Maintenance time due to damage from drivers.	10/7/2025 1:18 PM
68	As long as it does not impede bus drivers maneuvering their busses	10/7/2025 12:58 PM
69	Not many bicyclists using 6th Street	10/7/2025 12:25 PM
70	There are not enough bikers to do major construction for a small group of people, also more emphasis should be put on working with the Shipyard to add parking and improve traffic.	10/7/2025 12:18 PM
71	See #7	10/7/2025 12:10 PM
72	Bikers dont follow the rules of the road or bike street lights	10/7/2025 11:11 AM
73	They are great for an added visual, but they provide no real safety.	10/7/2025 10:55 AM
74	they will get wrecked .	10/7/2025 10:42 AM
75	Mixed feelings. The bike lane buffer is a good idea, but takes up more space.	10/7/2025 10:26 AM
76	Again spending this funding to reduce traffic lanes for a handful of bikes is wasteful and ridiculous	10/7/2025 10:08 AM
77	There are times I could see these being a great nuisance when it is necessary for someone to occupy the bike lane with a vehicle. Overall it would be nice though from a bicyclists perspective to keep those pesky cars in their lane.	10/7/2025 10:05 AM
78	If it keeps them from weaving in and out as they see fit, sure.	10/7/2025 10:00 AM
79	Again, we should focus more on extended sidewalks and then have bikes use them and yield to pedestrians. Bike lanes are counter productive.	10/7/2025 9:30 AM
80	Not worth the additional cast and would be quickly damaged/missing due careless drivers/miscreants.	10/7/2025 9:07 AM

## 6th Street Active Transportation Improvement Project Community Survey

81	This is totally unnecessary and a waste of taxpayer money. There are far more vehicles on the road than bicyclists.	10/7/2025 8:29 AM
82	I oppose the design overall. If you are adding bike lanes you should make them safer for the bikers and drivers with physical features for the high traffic times in the dark and rain that is over 50% of the year in the morning.	10/7/2025 7:25 AM
83	I have been commuting on my bicycle for many years, our drivers are not attentive, they are not committed to staying in their lanes, I'd like ample barriers and reflective items to delineate between bicycle and vehicle lanes.	10/7/2025 6:58 AM
84	The flexible posts kind of look like an eye sore.	10/7/2025 6:46 AM
85	This is just another thing that will be taking more space away from truck drivers, commuters and not to mention the safety aspect for motorcycle riders if they were forced to navigate into the barrier.	10/7/2025 6:27 AM
86	Bicyclists do not pay for the roadways, this money should be spent fixing all the damaged sidewalks and roadways within the city, there are MANY sidewalks that are impassable to persons in wheelchairs in this city..	10/7/2025 6:06 AM
87	Drivers seem to not realize that the bike lanes are there at all and most cyclists ride on the sidewalk anyway because it's safer than riding on the street. Having a barrier may help both parties but it would be better if the roads were designed with pedestrians and cyclists in mind first before cars.	10/6/2025 9:23 PM
88	Would prefer that project be cost effective. It seems extremely costly to me. I prefer to make less elaborate.	10/6/2025 7:57 PM
89	strongly oppose. Bikes are not going uphill on 6th street. this is absolutely unnecessary to add a bike lane to impede traffic!!!!	10/6/2025 3:26 PM
90	Physical barriers added should not be flexible. The lives of bikers and pedestrians should be a higher priority than the property of negligent drivers.	10/6/2025 2:58 PM
91	Do not make a bicycle lane. They can use the sidewalk or regular traffic lanes just fine. Making bike only lanes just encourages cyclists to not abide by the rules of the road while making traffic worse for the other 99% that aren't riding a bike.	10/6/2025 2:47 PM
92	People drive fast and aggressively most of the time which is especially dangerous for bikers with the amount of hills on 6th street as they are constantly changing speed. Physical barriers seem like a low-cost way to prevent biking accidents. Especially since this expansion project would increase the amount of biker traffic.	10/6/2025 2:44 PM
93	Buffers will have to be replaced after snow events because the snowplows will remove/damage them when removing snow and ice adding an unnecessary cost to the city's maintenance budget.	10/6/2025 2:36 PM
94	Dedicated space should be sufficient without the need for posts.	10/6/2025 2:31 PM
95	Bike lanes that are fully protected or vertical physical barriers are significantly safer and make cyclists more comfortable on the roadway. Narrowing the driving lanes and providing physical barriers that visually narrow the roadway are proven to reduce vehicle speed thus increasing safety for everyone.	10/6/2025 2:19 PM
96	There is not much bike traffic on this street.	10/6/2025 1:48 PM
97	I've seen them damaged in multiple locations and they are not reinstalled due to funding. They also act as barriers to emergency response vehicles.	10/6/2025 12:38 PM
98	I would go further by making them less than flexible to account for the drunk drivers.	10/6/2025 12:36 PM
99	Keeps vehicles from using bike lane as a turn lane	10/6/2025 12:36 PM
100	not needed very few riders most of the year.	10/6/2025 12:36 PM
101	Any reduction in passenger vehicle lanes is the wrong answer. Not many people bike to work.	10/6/2025 12:12 PM
102	due to weather, bikes are not used as much for 9 months out of the year. this is a waste for the minority to benefit and a waste of taxpayer dollars.	10/6/2025 12:06 PM

## 6th Street Active Transportation Improvement Project Community Survey

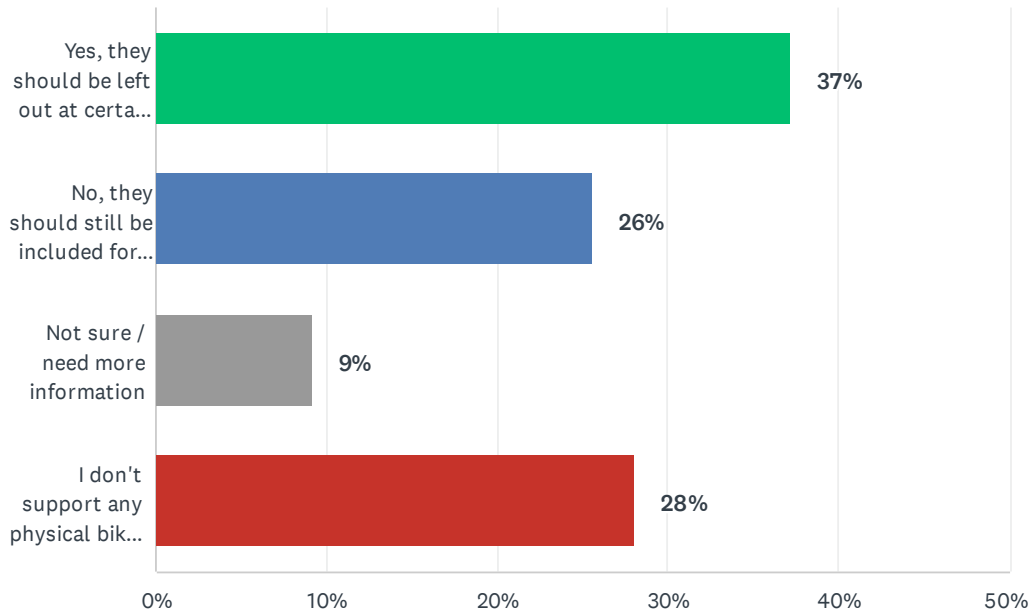
103	The physical features help bikers, but require maintenance and can impede other possible uses of the roadway (e.g. events, large load transport)	10/6/2025 11:32 AM
104	Safety.	10/6/2025 10:54 AM
105	Everyone is just speeding through Bremerton as fast as they can. It's not a place to bottleneck with these barriers.	10/6/2025 10:32 AM
106	I think the option of reflective road markers that provide indication to drivers of the bike lane and so that areas can be accessed by emergency services is a must.	10/6/2025 9:57 AM
107	Bike lanes are not a priority for me.	10/6/2025 9:44 AM
108	Please strongly consider concrete barriers for bike lanes. Cars on 6th have swerved and yelled at me while legally riding my bike. If they don't care about hitting a human, they won't care about some plastic bollards.	10/6/2025 9:14 AM
109	I've been commuting on 6th for 18 years. At most I see 1 bicycle a week using this road. Did anyone at the city level count the number of bikes that use this road daily?	10/6/2025 9:08 AM
110	How will this impact driveways or cause confusion?	10/6/2025 9:00 AM
111	I would like to ride bikes with my kids but i dont feel safe. We have been honked at by cars before. This would help improve my childrens ability to bike to school safely.	10/6/2025 8:57 AM
112	reduced lanes will cause increase problems with shipyard traffic	10/6/2025 8:53 AM
113	The addition of physical features separating the bike lane sounds good at first, but as the posts degrade and get broken, it seems unlikely that they will be maintained. It seems like an unnecessary expenditure.	10/6/2025 8:44 AM
114	bike lanes are a waste of money to the tax payer.	10/6/2025 8:39 AM
115	with the way bikes and Ebikes are, givingway to safety is paramount.	10/6/2025 7:54 AM
116	Added expense and waste of space to cater to a group that provides nothing to the city's budget.	10/4/2025 9:55 PM
117	Physical protection for bike lanes is very important for safety of all users	10/4/2025 9:24 PM
118	Cars can kill cyclists	10/3/2025 4:15 PM
119	I don't think you should be adding bike lanes.	10/3/2025 12:44 PM
120	Flexible posts are a good start, but only one tool. The roadway needs traffic calming, trees, cross walks etc	10/2/2025 10:05 PM
121	Eliminating the center turn lane would give more room for all and increase safety. A physical separation better than plastic pipes, could also help.	10/2/2025 4:00 PM
122	I support POSTS if you cannot do an actual good roadway design that separates bicycles and Peds from cars. As in, these posts are better than nothing but the best thing is to put bikes and Peds on a shared use path not on the roadway.	10/2/2025 1:17 PM
123	I strongly support concrete/solid protection for bike lanes, flexible posts do not discourage cars from entering the bike lane or from parking in the bike lane.	10/2/2025 12:05 PM
124	Where the city has added unprotected bike lanes, like Kitsap Way, I rarely if ever see cyclists and would never use those lanes because it is unsafe.	10/2/2025 12:03 PM
125	Paint is not adequate	10/2/2025 11:31 AM
126	Every bike lane in Bremerton is unprotected and I see cars parked on it all the time. They rendered them pointless.	10/2/2025 11:17 AM
127	safety and comfort are key to encourage use	10/2/2025 11:09 AM
128	If I'm placing my kids in the car to travel across town, would I ever do that if I thought the road design made that decision unsafe in an obvious way? Now change the word "car" in that sentence to "bike". Who is going to use a bike lane that is next to a road which prioritizes speeds of drivers and has no physical separation?	10/2/2025 10:59 AM

## 6th Street Active Transportation Improvement Project Community Survey

129	Every few posts should be concrete or have flower planter boxes and big curb dividers like Seattle.	10/2/2025 8:15 AM
130	Any visual reference to keep cars away from bikes and to prevent vehicles from blocking bike lanes.	10/1/2025 5:00 PM
131	Motorists do not respect bike lanes unless there is a physical consequence to violating them.	10/1/2025 10:01 AM
132	The post options provided at the 09/30 open house seemed highly costly AND not recommended by the fire department. I'm struggling to understand why they are not recommended. Would love to see more data from the fire department on this.	10/1/2025 7:31 AM
133	Physical features are easily overridden by motor vehicles. At the same time, they are hazardous to bicycles.	9/30/2025 7:56 PM
134	Would prefer pavement markers over more vertical options.	9/30/2025 6:19 PM

**Q7 Some design options include posts or physical features to separate bike lanes from traffic. The Bremerton Fire Department has said certain locations of these physical features may negatively impact emergency response times by limiting clear access through the corridor for emergency vehicles. Do you think these posts/features should be left out at the locations where the Fire Department has concerns?**

Answered: 207 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes, they should be left out at certain locations to maintain emergency access	37%	77
No, they should still be included for bike safety	26%	53
Not sure / need more information	9%	19
I don't support any physical bike lane separation features on the project	28%	58
<b>TOTAL</b>		<b>207</b>

#	PLEASE SHARE WHY YOU ANSWERED THIS WAY (OPTIONAL)	DATE
1	Fire department is unfairly being used as opponent in this discourse. There are several physical installations that are compatible with fire vehicle speedy response. Various cities in Washington have created physical barrier protected bike lanes without impacting fire response. If you have real concerns, you should provide research evidence that clearly demonstrates the negative impact, otherwise, you should follow what NACTO design standards outline as the preferred methods of protecting bike lanes.	10/26/2025 2:13 PM
2	An emergency vehicle is more than capable of plowing over the flexible post.	10/22/2025 8:57 PM
3	I think BFD has a valid concern, but I haven't seen much work shopping or research. I would like more information.	10/22/2025 7:15 AM

## 6th Street Active Transportation Improvement Project Community Survey

4	This has posed no difficulty on Bainbridge Island where this very set up is already in place on Madison Ave	10/20/2025 3:52 PM
5	Emergency services can use Burwell and 11th as arterials. We need it safer for cyclists.	10/19/2025 4:59 PM
6	There are other streets that can be used by EMS.	10/19/2025 4:59 PM
7	In these locations use physical separators that EMS can drive over	10/19/2025 3:53 PM
8	It would depend on the extent of the concerns. Barriers could be excluded immediately adjacent to intersections, but also these immediately adjacent posts could help reduce car speed while turning at intersections	10/19/2025 1:25 PM
9	A gap in the posts are not going to confuse drivers as there are still posts ahead that will keep drivers focused	10/19/2025 11:42 AM
10	Cities throughout Puget sound have effectively maintained safety for users and the ability for fire trucks to access Homes.	10/19/2025 10:53 AM
11	Daily safety should not be compromised for theoretical restrictions. In an emergency, alternative routing through sidestreets or even unintentional bypassing of the delineators could be implemented.	10/18/2025 11:27 PM
12	Painted dividers require less maintenance, are not damaged by snow plows, or interfere with garbage trucks, buses, or emergency vehicles.	10/18/2025 2:55 PM
13	An extra expense Bike traffic is almost non existent. Don't see the need for the extra expense at this time. They can always be added if bike traffic justifies the expense	10/18/2025 10:21 AM
14	The fire department will find a way. It's much more important to protect daily road users than to design all streets for fire trucks to drive fast.	10/16/2025 2:22 PM
15	There are many other ways to get east west that are equally fast.	10/16/2025 1:31 PM
16	This entire project is a complete waste of time, money and resources	10/16/2025 10:16 AM
17	All locations are the fire department's concern.	10/16/2025 9:29 AM
18	If designs harm emergency response time, residents should file a lawsuit. Emergency vehicles are much important than damn biker riders	10/15/2025 11:20 PM
19	6th street is just one east-west corridor through Bremerton; the FD has many options, and we should not be held hostage simply because they purchased vehicles that are allegedly too large for the city streets. Maybe the FD should prioritize acquiring equipment that is more consistent with the neighborhoods they operate within.	10/15/2025 4:02 PM
20	<a href="https://www.youtube.com/watch?v=j2dHFC31VtQ">https://www.youtube.com/watch?v=j2dHFC31VtQ</a>	10/15/2025 1:05 PM
21	Depends on what locations, but I'm generally in favor of flexible posts being included everywhere. If the FD runs over some in an emergency, that won't be the end of the world.	10/13/2025 2:11 PM
22	See my other comments	10/11/2025 9:49 PM
23	Yes, our emergency services are very important and anything that will slow down a department that is ALREADY faced budget cuts of other resources would be irresponsible.	10/10/2025 11:00 AM
24	Fewer 🚦, more 🔄 would create bike lanes out of existing lanes.	10/10/2025 7:05 AM
25	It's not a new concept, what do other cities do?	10/9/2025 8:20 PM
26	How can many cities across the country figure this out, but Bremerton can't?	10/9/2025 8:15 PM
27	I do not support bike lanes	10/9/2025 11:31 AM
28	Flexible posts will not prevent emergency vehicle access, as they can be driven through in cases of real emergency.	10/9/2025 6:53 AM
29	Why do you guys ask troglodytes instead of people with degrees in these things?	10/8/2025 6:40 PM
30	wouldn't that depend in part on the type of separation used? If it's a raised curb, couldn't a fire truck drive over that without damaging the vehicle, in an emergency?	10/8/2025 4:26 PM

## 6th Street Active Transportation Improvement Project Community Survey

31	On the north side of 6th st.	10/8/2025 2:15 PM
32	Parking is already limited in downtown. Now you're killing areas with two lanes. Do better.	10/8/2025 10:41 AM
33	No because what if it was a fire hazard	10/8/2025 8:41 AM
34	No more obstruction. This is long settled in this community	10/8/2025 12:28 AM
35	Some how I doubt flexible posts are impeding a fire truck in an emergency but I'm no expert.	10/7/2025 9:08 PM
36	Need more information: if they are talking about 10-15% of the corridor, absolutely. If its anything more, I'd need to see a mockup	10/7/2025 5:41 PM
37	There should still be structures to protect bikers but a compromise in what type should be considered at locations deemed critically necessary for emergency services	10/7/2025 5:06 PM
38	The fire department should invest in smaller more agile options for response, many EU and Asian countries have fire engines with the same capabilities that are substantially smaller, almost van sized. As well, flexi posts should be able to be driven over for the fire department.	10/7/2025 4:37 PM
39	I ride every day when nice on this road and its not needed. State law supports riding in the full lane.	10/7/2025 4:20 PM
40	your focus is way off base and is proven by the fact that you have your emergency group telling you this is a very bad idea yet still being pushed? At what point does the group evaluate and state this may not be the best idea after all and quit throwing money and time at this project.	10/7/2025 2:13 PM
41	Maintenance issues.	10/7/2025 1:18 PM
42	absolutely!	10/7/2025 12:58 PM
43	There does not need to be a bike lane it should be more traffic friendly so people can stop getting stuck in afternoon traffic.	10/7/2025 12:18 PM
44	The fire dept has a great point. Compromising public safety for a small minority of traffic seems counterproductive.	10/7/2025 12:10 PM
45	the fire department concerns are valid.	10/7/2025 11:11 AM
46	Don't hinder the Fire Department.	10/7/2025 10:55 AM
47	Wasteful for a handful of bikes	10/7/2025 10:08 AM
48	This was the type of thing I was thinking of in my previous explanation.	10/7/2025 10:05 AM
49	cyclists shouldn't trump emergency services but if it was something like a flexible post I don't see why they could just run over them.	10/7/2025 10:00 AM
50	Would not be an issue with an extended sidewalk	10/7/2025 9:30 AM
51	ABSOLUTELY. Safety for EVERYONE should be a priority, not just the handful of bike riders. This whole thing is completely ridiculous.	10/7/2025 8:29 AM
52	Overall, this is a poor design as there are less car congested roads to add bike lanes to if concern is really about bike safety. If concern is about fire access or safety then more information is necessary to make an informed decision. The fire department not liking it or the city promoting it does not give facts. How much more space do they need?	10/7/2025 7:25 AM
53	Bike lanes should not limit the response capability of emergency vehicles.	10/7/2025 6:46 AM
54	Motorcycle safety and access for emergency services should be the priority.	10/7/2025 6:27 AM
55	no barriers at all. NO BIKE LANES on 6th!!!!!!	10/6/2025 3:26 PM
56	The Fire Department should have vehicles of an appropriate size, instead of these monstrosities that are so popular in America. And even the way you phrased this question is leading people to a false conclusion that wide streets are safer for drivers which is not true.	10/6/2025 2:58 PM
57	That is a very important consideration to make, and I do not dismiss the importance of fire department access, I just want more information/want to see the alternatives before forming an opinion.	10/6/2025 2:44 PM

## 6th Street Active Transportation Improvement Project Community Survey

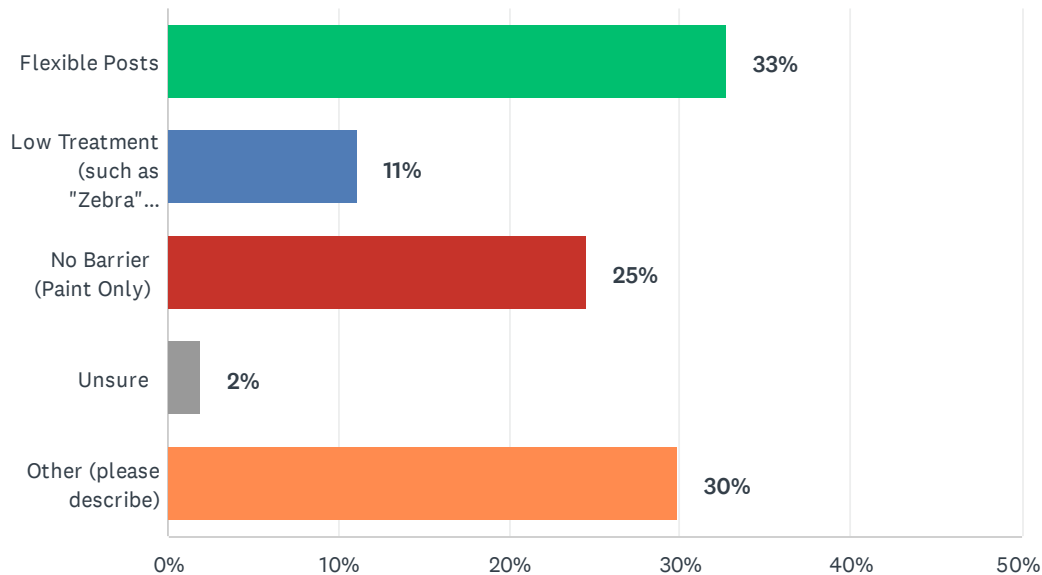
58	Bike lanes that are fully protected or vertical physical barriers are significantly safer and make cyclists more comfortable on the roadway. Narrowing the driving lanes and providing physical barriers that visually narrow the roadway are proven to reduce vehicle speed thus increasing safety for everyone.	10/6/2025 2:19 PM
59	Emergency access should be the primary concern.	10/6/2025 1:48 PM
60	I've seen them damaged in multiple locations and they are not reinstalled due to funding. They also act as barriers to emergency response vehicles.	10/6/2025 12:38 PM
61	If they're going to be flexible posts, then I think its worth it because the cost to replace is minimal compared to the benefits gained.	10/6/2025 12:36 PM
62	Areas of higher concern should use the lower clearance alternatives vice the high posts, the 3 inch bumps are high enough to discourage routine use but allow for crossing for special circumstances like emergency access or trash pick up.	10/6/2025 12:36 PM
63	I don't support bike lanes at all.	10/6/2025 12:12 PM
64	the fire department said its a bad idea and you're still asking the question?	10/6/2025 12:06 PM
65	The physical barrier would be a good reminder for distracted drivers and those who have lived here for a long time and will have to get used to the change.	10/6/2025 10:54 AM
66	these things will just wither away, get damaged, unmaintained and unused	10/6/2025 10:32 AM
67	Bike lanes are not a priority for me.	10/6/2025 9:44 AM
68	I've been commuting on 6th for 18 years. At most I see 1 bicycle a week using this road. Did anyone at the city level count the number of bikes that use this road daily?	10/6/2025 9:08 AM
69	It's one more barrier. Like bikes use the less traveled side streets	10/4/2025 9:55 PM
70	What is the fire department trying to do here by eliminating/reducing separtion, maintain their business? Separated bike lanes are much safer and studies have shown this, please research.	10/4/2025 1:31 PM
71	I don't understand how other cities can manage this and not Bremerton.	10/4/2025 9:15 AM
72	Fast fire trucks should use 11th or Burwell. It's terrible that the City is pitting safe biking against fire protection. Bad faith argument. Shame on you.	10/3/2025 10:43 PM
73	No studies prove this theory	10/3/2025 4:15 PM
74	Bike and ped safety needs to be prioritized and many cities have minimized impacts to emergency services through thoughtful placement and design	10/2/2025 10:05 PM
75	fire trucks have no problem running over these posts. I've seen so many posts down, this is a non-issue. Stop being silly.	10/2/2025 1:17 PM
76	Bremerton FD should also work to acquire smaller European-style fire trucks for response to limited scale fires rather than ladder trucks. Mixed use bike/sidewalks can also be used as an emergency fire lane.	10/2/2025 12:05 PM
77	Other cities seem to manage this - why can't BFD connect with other departments to learn from them?	10/2/2025 12:03 PM
78	These facilities should be designed to protect vulnerable road users 24/7 and physical barriers make cyclists feel much more protected. I do not agree with the fire department's take on physical separation. The posts are flexible so, in the case of an emergency, responding vehicles can run them over. We already see delivery vehicles doing this on Washington Ave where posts are present.	10/2/2025 11:25 AM
79	Amazing how the fire department was MIA on this conversation and then showed up last minute to complain. The problem is their complaint is similar to when my 5 year old claims he can't put on his pants - he can, he just doesn't want to. There are abundant access points to every building. That is already vetted out as city council well understands at this point. The question we should be asking is why do we let our fire department to buy more expensive than necessary trucks that result in these types of complaints. Please watch the following video for a more thorough detailing of the predictable complaints that fire departments put up and why that isn't everyone else's problem. <a href="https://youtu.be/j2dHFC31VtQ?si=0iyoHhPphjvXFFVU">https://youtu.be/j2dHFC31VtQ?si=0iyoHhPphjvXFFVU</a>	10/2/2025 10:59 AM

## 6th Street Active Transportation Improvement Project Community Survey

80	At the least have low treatment	10/2/2025 8:15 AM
81	In the event of an emergency, a fire truck could drive through any vertical plastic barrier.	10/1/2025 5:00 PM
82	I believe the concerns are overblown. Also, I think it is more important to prevent injury, rather than ensure rapid response to injury.	10/1/2025 10:01 AM
83	See above.	9/30/2025 7:56 PM

Q8 The City is evaluating different types of physical features that could be placed in certain spots to separate bike lanes from car lanes. These would not be placed in front of driveways, bus stops, or other locations where street space doesn't allow. Which option do you prefer? Note: Low physical features without posts used adjacent to a bike lane do not currently comply with federal standards, but the City is interested in your opinion on all options being considered.

Answered: 208 Skipped: 1



ANSWER CHOICES	RESPONSES	
Flexible Posts	33%	68
Low Treatment (such as "Zebra" delineators)	11%	23
No Barrier (Paint Only)	25%	51
Unsure	2%	4
Other (please describe)	30%	62
TOTAL		208

#	OTHER (PLEASE DESCRIBE)	DATE
1	Once again, you are not seeking real feedback but setting up the question to push the survey response towards your preferred choice of "paint only". I strongly encourage you to consider Boston's approach in using permanent concrete barriers. These barriers are being preferred by cities such as Boston who have already experimented with flex post and found them to be costly to maintain + create litter. We need more hardy and sustainable physical barriers. See this article from City of Boston's website that also explains the benefit of concrete cast in place barriers - <a href="https://www.boston.gov/departments/transportation/better-buffers">https://www.boston.gov/departments/transportation/better-buffers</a>	10/26/2025 2:13 PM

## 6th Street Active Transportation Improvement Project Community Survey

2	Minimal impact on bike lane space, minimal cost, emergency vehicle access not negatively impacted	10/23/2025 2:33 PM
3	An ideal "low treatment" should also be safe to cyclists in the bike lane. If possible, the vertical delineators should be maintained.	10/19/2025 3:53 PM
4	There aren't enough bicyclists to justify downsizing the lanes.	10/18/2025 4:03 PM
5	We do not have money in the budget to maintain some of these choices. We won't be able to fix or replace them then the whole project will look like crap.	10/18/2025 10:29 AM
6	I strongly oppose having any dedicated bicycle lanes at all. Bicycles cannot keep up with the flow of traffic, do not obey any traffic laws, and lead to near miss traffic incidences on a daily basis. They do not belong on the road. Physical barriers further limit spaces for cars.	10/16/2025 12:51 PM
7	Traffic is minimal enough on 6th street that none of the above is necessary.	10/16/2025 10:16 AM
8	I don't want bike lanes.	10/16/2025 9:29 AM
9	safer for bikers	10/15/2025 10:56 AM
10	See my comments above, lets think differently about what it means to have a shared multi-modal two way lane with more permanent/dedicated spaces and barriers. See: shared-use path or cycle track that is physically separated from motor vehicle traffic	10/12/2025 12:26 AM
11	None	10/11/2025 9:49 PM
12	Unless there is sufficient street lighting to show cyclist during dark/cloudy hours, Flexible posts or low treatment should be used.	10/10/2025 6:11 PM
13	Unless you are going to start licensing and taxing bike riders like vehicle owners then there should not be bike lanes at all.	10/10/2025 7:41 AM
14	Hard curb.	10/9/2025 8:20 PM
15	Hard curb or even planter strip	10/9/2025 8:15 PM
16	No bike lanes! If you want bike lanes then put them on streets that have less traffic. Example: 4th or 5th street	10/9/2025 3:59 PM
17	I dont support a bike lane at all	10/8/2025 9:07 PM
18	I'm opposed to the bike lane	10/8/2025 8:48 PM
19	Big strong immovable barriers are best. Have you guys seen the news lately?	10/8/2025 6:40 PM
20	You don't have photos of all of the types listed. I'd like to see a raised feature that would allow a fire truck to drive over it, but that would deter other vehicles from driving over it.	10/8/2025 4:26 PM
21	I like both the no barrier as well flexible posts too both of these are great options if they were mixed in together because I like how they are cautious about safety	10/8/2025 8:41 AM
22	A combination of high visibility flex posts and physical barrier to prevent vehicle mounting as best, such as the TUFF CURB XLP detailed on the improvement site.	10/8/2025 8:08 AM
23	Hard barriers; collisions between a car and bicyclist can result in death or severe injury	10/8/2025 6:00 AM
24	I feel these are the most visible, both during the day and night	10/7/2025 9:08 PM
25	a mix of low treatment 80-90% and more robust physical barriers 10-20%. Flexible posts should make up less than 10% of the distance and only where the risk of vehicles drifting across their lane is greatest, i.e. West of Callow. The pic above is a great example of when NOT to use it.	10/7/2025 5:41 PM
26	No bike lanes at all. That's what the sidewalk is for.	10/7/2025 5:21 PM
27	If room can be made for posts why not put in mediums where we can grow trees or native plants. This would still create a barrier that would be able to be driven over by emergency services if needed, create a permeable surface for runoff, a more visually and psychologically obvious division between bikes and cars, and be less upkeep especially if they're planted with clover and not grass (less mowing). Doing this would also create amore pleasing visual and something less industrial looking so would improve the look of our road and neighborhood. It	10/7/2025 5:06 PM

## 6th Street Active Transportation Improvement Project Community Survey

would also create the perception of a smaller road width and more complex visual which would result in drivers slowing down.

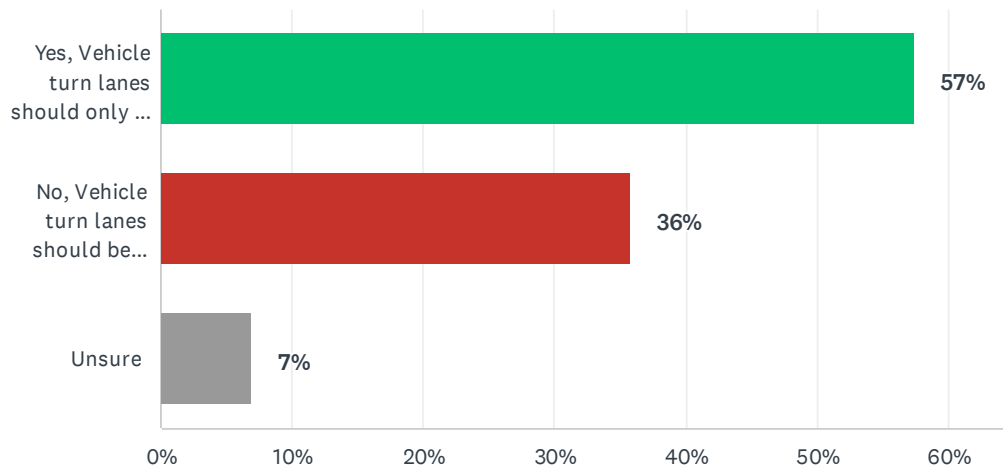
28	No bike lane at all.	10/7/2025 4:52 PM
29	I ride every day when nice on this road and its not needed. State law supports riding in the full lane.	10/7/2025 4:20 PM
30	Not reducing to 3 lanes and the improving the 4 lanes and sidewalks for bikers to utilize.	10/7/2025 2:13 PM
31	None of the above	10/7/2025 12:25 PM
32	Just don't do the bike lanes there is not enough streets for cars to move in this city as is.	10/7/2025 12:18 PM
33	Quit wasting money for a handful of bikes...	10/7/2025 10:08 AM
34	Extended sidewalk, bikes yield to pedestrians.	10/7/2025 9:30 AM
35	NONE. No bike lanes!	10/7/2025 8:29 AM
36	No bike lane	10/7/2025 6:47 AM
37	a narrow raised bed in which trees and shrubbery can be planted to add shade to the area while keeping bikes separate from cars. Is there money for this? Probably not. The neighborhood and the city have to be thought of as a whole and it's a whole pain in the butt to walk and cycle through. Shade trees would provide relief throughout the year.	10/6/2025 9:23 PM
38	As long as the paint can be maintained in the long-term	10/6/2025 7:57 PM
39	A combination	10/6/2025 3:28 PM
40	NO BIKE LANES!!!!	10/6/2025 3:26 PM
41	An actual physical object that will stop a car from killing pedestrians/bicyclists.	10/6/2025 2:58 PM
42	no bike lanes.	10/6/2025 2:47 PM
43	Flexible posts, with some rigid posts where history has shown vehicles accelerate drastically or there is confusion such as near intersections.	10/6/2025 12:36 PM
44	none	10/6/2025 12:36 PM
45	No bike lanes at all. Try getting through this town at 6 am and tell me wasting lanes on bikes is the right answer.	10/6/2025 12:12 PM
46	I disagree with this.	10/6/2025 12:06 PM
47	No bike lanes	10/6/2025 11:56 AM
48	need to make more pedestrian friendly first, then consider bikes	10/6/2025 10:32 AM
49	Please strongly consider concrete barriers for bike lanes. Cars on 6th have swerved and yelled at me while legally riding my bike. If they don't care about hitting a human, they won't care about some plastic bollards.	10/6/2025 9:14 AM
50	No barrier. How much money is budgeted to replace broken flexible posts.	10/6/2025 9:08 AM
51	I think that the painted barrier is the least expensive but think that the posts are a good idea but are easily damaged and could cause a hazard to the bike lane.	10/6/2025 9:00 AM
52	no bike lanes	10/6/2025 8:39 AM
53	Cheapest, easiest option	10/4/2025 9:55 PM
54	Would prefer a solid concrete barrier or flex posts with low treatment together.	10/4/2025 9:24 PM
55	Barriers need to be both physical and visual for safety. Ignore the fire departments recommendation of eliminating physical features in some areas. Do what is safest for all users.	10/4/2025 1:31 PM
56	I also like the low low profile option	10/4/2025 9:15 AM
57	Flexible posts aren't a terrible option but you are taking up SO MUCH ROAD with them. I would rather have a 2 lanes & a turn lane or 4 lanes	10/3/2025 12:44 PM

## 6th Street Active Transportation Improvement Project Community Survey

58	Put the bicycles on the shared use path - physically separated from the motor vehicles. If you can't do that, flexible posts are an option.	10/2/2025 1:17 PM
59	I prefer hard, physical barriers that cars cannot enter. I have been a frequent cyclist and have had cars drive in the bike lane, or park in the bike lane, blocking access.	10/2/2025 12:05 PM
60	Flexible posts is the bare minimum in my view. At intersections, such as Naval, where vehicles will likely cut through the bike lane to turn right tighter spacing or additional 'Low Treatment' between posts should be considered to add protection.	10/2/2025 11:25 AM
61	I mean these options are embarrassing from a safety standard. Flex posts are table stakes and then separation should improve from there in terms of options. See my prior comments: if users don't see a route as safe, they won't use it. I'd vote for some concrete planters - dual purpose of separation and aesthetic value.	10/2/2025 10:59 AM
62	Only interested in low treatment as it doubles as maintaining good vehicle speeds and biker projections, but I have no qualms about no barrier.	9/30/2025 6:19 PM

**Q9 Turn lanes (including the center left-turn lane) are included in the design only where absolutely necessary to reduce traffic delays at busy times or to address known safety/access needs. Reducing the number of turn lanes creates more room for bike lane separation and makes crossings shorter and safer for pedestrians. Do you support this design approach?**

Answered: 204 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes, Vehicle turn lanes should only be provided where absolutely needed	57%	117
No, Vehicle turn lanes should be provided in more locations	36%	73
Unsure	7%	14
<b>TOTAL</b>		<b>204</b>

#	PLEASE EXPLAIN YOUR ANSWER (OPTIONAL):	DATE
1	Traffic backs up without a turn lane leading to more chance for an accident.	10/24/2025 12:20 AM
2	Turning drivers are often dangerous to pedestrians and bikes during low visibility. Many dark winter commuters are safer without so many turns.	10/22/2025 7:15 AM
3	Most commuters on 6th street are through traffic. Turn lanes only provide better access for the few residents and businesses along the corridor. This approach supports the few outweighing the majority.	10/21/2025 8:16 AM
4	Making 6th street safe for bicycles in a top priority! It's part of the non motorized corridor plan 2007!	10/20/2025 3:52 PM
5	This road should emphasize Active Transportation and busses.	10/19/2025 4:59 PM
6	The fewer left turns the better.	10/19/2025 4:59 PM
7	Based on previous statements it seems like it's not the goal for 6th street to be the main East-West pathway for cars. Adding more space for the cars seems counter-intuitive	10/19/2025 1:25 PM

## 6th Street Active Transportation Improvement Project Community Survey

8	Without turn lanes traffic backs up. More vehicles mean more chances of negative interaction	10/19/2025 11:42 AM
9	Turn lanes for cars are dangerous for all non car users.	10/19/2025 10:53 AM
10	My relatives from out of the country call the center turn lanes "Suicide Lanes" because of the ambiguity promoted by them. These should be minimized at least and eliminated at best.	10/18/2025 11:27 PM
11	There are enough turn lanes already in place. KISS	10/18/2025 4:03 PM
12	Reducing the number of lanes will result in traffic congestion if turn lanes are not included in the plan.	10/18/2025 2:55 PM
13	Business and residential should remain unrestricted. This should focused on improving residents lives not built for bike traffic that doesn't exist	10/18/2025 10:21 AM
14	No turn lanes are necessary in 6th street. There is simply not enough traffic to make turn lanes a priority.	10/16/2025 2:22 PM
15	Slowing the entire traffic flow down for bicycles that don't even use 6th street is wasteful and reckless.	10/16/2025 12:51 PM
16	The entire design is flawed	10/16/2025 10:16 AM
17	Turn lanes need to be provided to all peripheral streets.	10/16/2025 9:29 AM
18	Bike riders don't pay taxes. Quit pandering to whiny bike riders	10/15/2025 11:20 PM
19	6th street's volume of traffic doesn't warrant a center turn lane the entire way. The summer construction proved it was possible to live without.	10/15/2025 4:02 PM
20	No left turns to access businesses should be allowed. Use the middle lane as a buslane	10/15/2025 1:05 PM
21	stopping traffic along 6th street isn't ideal - it causes stress and anxiety for drivers as well as risk taking. It also causes road rage.	10/15/2025 10:56 AM
22	Consider shared-use path or cycle track that is physically separated from motor vehicle traffic on one side of the road, reduces how many turns you have to account for. Some of these roads are very low traffic and likely don't need turn lanes.	10/12/2025 12:26 AM
23	i agree, no need for an added turn lane, if there is two way passage it allows anyone intending to go straight can and if you want to proceed in the right lane and go straight you understand the right lane is always considered a turning lane.	10/10/2025 11:00 AM
24	More organic traffic flow by fewer 🚦, and more 🔄 reduces need for wasted/wider road space.	10/10/2025 7:05 AM
25	I don't support the design at all. It doesn't matter what the community says, we all know you're going to do it anyway. The mass majority doesn't want this.	10/9/2025 3:59 PM
26	Drivers can and should take alternative routes if turning is difficult	10/9/2025 12:51 PM
27	Bicycles and lanes should be prioritized. People need to get out of their damn cars	10/8/2025 6:40 PM
28	There's enough room to keep the turning lanes where they are by only installing one bike lane on the north side of 6th st.	10/8/2025 2:15 PM
29	You are not getting people out of cars. The impediments to driving are not a good idea.	10/8/2025 10:41 AM
30	If we are going down to one lane there needs to be a constant the lane. There are many streets to turn into. Imagine huge lines of frustrated traffic. There is already road tag and aggressive acceleration for when I am trying to turn onto my road. That would make it insane. We don't have the iq for occasional turn lanes around here	10/8/2025 9:34 AM
31	Yes people need to know when to turn now so it would help drivers know if they can or not	10/8/2025 8:41 AM
32	Maybe buy some additional right of way if you want a center turn lane.	10/7/2025 5:21 PM
33	What about a roundabout? More space and cost but would also slow traffic down without congestion	10/7/2025 5:06 PM
34	In no case should traffic lanes be reduced as it will decrease both driver and bike safety due to serve congestion.	10/7/2025 2:13 PM
35	Turn lanes for drivers outweighs the need for seldom used bike lanes.	10/7/2025 1:18 PM

## 6th Street Active Transportation Improvement Project Community Survey

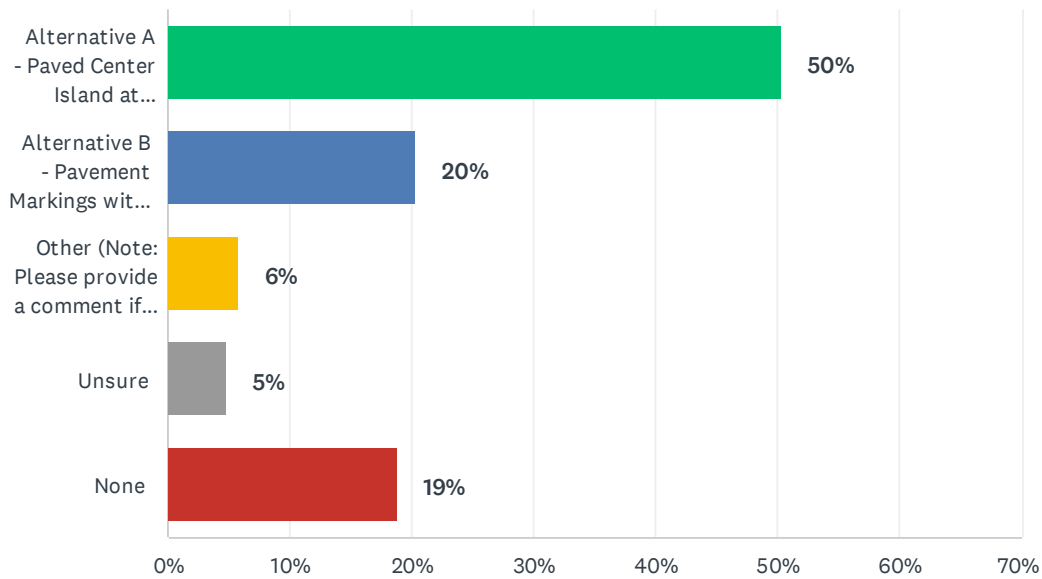
36	do you realize how many thousands ( and soon thousands more) work at PSNS and many of them use POV or mass transportation. Yes, some use bikes and scooters but generally in the winter its to dark, wet, cold for them to do that	10/7/2025 12:58 PM
37	None of the above. Leave it the way it is.	10/7/2025 12:25 PM
38	No do not redo the road keep it as is or make it better for traffic flow rather then doing construction that is not needed.	10/7/2025 12:18 PM
39	If going to keep the 2 lane of travel model, turn lane needed to prevent traffic back ups.	10/7/2025 10:55 AM
40	Vehicle turn lanes are needed to reduce traffic congestion.	10/7/2025 10:26 AM
41	This is wasteful spending for a benefit for a minuscule number of bikes	10/7/2025 10:08 AM
42	There are too many business that could be affected if you make it harder to get to.	10/7/2025 10:00 AM
43	Better all around if: We extended sidewalk, bikes yield to pedestrians.	10/7/2025 9:30 AM
44	Its a road. For vehicles. Not for a few cyclists that hijacked the bremerton board.	10/7/2025 9:04 AM
45	You are limiting access to and from businesses and residents who have taxes paying for this. If those go away who is paying for your changes in the future? Also, these are major arteries for traffic and emergency services that you are restricting, not historical or high pedestrian walking shopping areas like Charleston. Less limitations in this area is better.	10/7/2025 7:25 AM
46	There are considerably, considerably more people that use 6th street for driving than for bikes. You act as if just because there are bike lanes a whole bunch of people are going to change how they commute, and they are not. There are simply way too many people that work at the shipyard, or commute to or from the ferry terminal, that require the use of a vehicle and will never switch to a bike. I commute to the shipyard every day in a vehicle and I have no interest in swapping to a bike, but with this proposed plan you are going to make my commute more cumbersome because there will be a back up of cars in locations that I could often time get into the other lane.	10/7/2025 6:46 AM
47	If you're going to propose a left hand turn lane you may as well turn it into a round-about. Slows down traffic, no need for traffic lights.	10/6/2025 9:23 PM
48	If bike lanes are added, but turn lanes are provided in more locations, I believe that might lead to frustration in both bikers and drivers as drivers might not be able to turn when bikers are in the lane. If they are added in more locations the bike lanes still need to be incorporated.	10/6/2025 2:44 PM
49	Driving this road every day I see frequent right and left turns. If reducing traffic to one lane each direction, I think turn lanes (right and left) will be absolutely necessary to maintain traffic flow.	10/6/2025 2:31 PM
50	Transferring road space from cars to bikes is the wrong answer.	10/6/2025 12:12 PM
51	so we are removing lanes to give bicyclists their own lane. 9 months out of the year there is a significant minority that rides a bike. this is a waste of taxpayer dollars and should be considered fraud.	10/6/2025 12:06 PM
52	Bremerton should prioritize increasing safety of public, pedestrian, and alternative transport.	10/6/2025 9:14 AM
53	without turn lanes anyone turning will cause a backup.	10/6/2025 9:00 AM
54	There needs to be an entire district traffic flow priority of design that each road and intersection is evaluated against.	10/6/2025 8:53 AM
55	reduced lanes will cause increase problems with shipyard traffic, not that many people bike in Bremerton	10/6/2025 8:53 AM
56	Turn lanes can speed up traffic, assuming you maintain it 4 lanes	10/4/2025 9:55 PM
57	Don't design for 10 hours a week	10/3/2025 4:15 PM
58	Add the turn lanes and stop accommodating the bicycles.	10/3/2025 12:44 PM
59	Traffic delays are a non issue. The street has been reduced to 2 lanes for construction this year and traffic flowed great at peak times. The center turn lanes are not pedestrian friendly and should be 100% removed along the corridor.	10/2/2025 10:05 PM

## 6th Street Active Transportation Improvement Project Community Survey

60	Motor vehicle operators should be encouraged (through road design) to drive carefully and slowly through a city. Less pavement, fewer options make this safer for everyone.	10/2/2025 1:17 PM
61	Need a definition of "absolutely necessary".	10/2/2025 12:19 PM
62	Central turn lanes are unnecessary for the amount of traffic on 6th street, with Burwell and 11th street nearby.	10/2/2025 12:05 PM
63	I would eliminate more of these turn lanes	10/2/2025 12:03 PM
64	No vehicle turn lanes at all please.	10/2/2025 11:17 AM
65	Your question is a false dichotomy and doesn't include all options. A 3rd option is no turn lanes. Where is that choice? We had no turn lanes for the last several months due to resurfacing and no material impact on travel times was felt. Stop compromising safety of road users to expedite car speeds. It isn't needed. If someone is in a hurry and needs speed they can go to the 2 stroads that run parallel to 6th and cover the exact same corridor. Why does the city insist on forcing this bad design? Nobody is asking for this. Please write back to me and cite who is demanding this feature? This has not been a request of anyone in city council or any advocacy groups.	10/2/2025 10:59 AM
66	It is okay, desirable even, to have more vehicle delay on this street. More delay will make drivers go slower and therefore safer, or make drivers avoid the route.	10/1/2025 10:01 AM

**Q10** At the intersection of 6th Street and Olympic Avenue, two design alternatives have been developed considering Olympic Avenues intersections north and south of 6th Street do not align. One option (Alternative A) provides a small paved center island on 6th Street at a proposed enhanced crosswalk. The other option (Alternative B) uses mainly paint and curbing instead of a paved island. Both options require new turn restrictions at the intersection. Which design alternative do you prefer?

Answered: 207 Skipped: 2



ANSWER CHOICES	RESPONSES	
Alternative A - Paved Center Island at Crosswalk	50%	104
Alternative B - Pavement Markings with Limited Curb	20%	42
Other (Note: Please provide a comment if selected)	6%	12
Unsure	5%	10
None	19%	39
<b>TOTAL</b>		<b>207</b>

#	PLEASE EXPLAIN YOUR ANSWER (OPTIONAL):	DATE
1	I don't understand the need for a dedicated center turn lane on this intersection to give vehicle a left turn access. You did great by creating an island on one side of the intersection for pedestrians to cross. I would encourage to do the same on other side of intersection as well and make this entire intersection NO left turn for vehicles traveling on 6th street in either direction. This would significantly improve pedestrian experience in crossing 6th street no matter which side of Olympic they are walking from. The vehicles needing to get to Olympic	10/26/2025 2:13 PM

## 6th Street Active Transportation Improvement Project Community Survey

can do so by making 2 left turns at Naval/Burwell or Naval/7th without impacting much traffic flow. The Islands can also be traversed by fire vehicles if needed because of higher clearance.

2	I have used option A before and I feel much safer with it when crossing the road. Also, it is easier for the cars to notice.	10/24/2025 12:20 AM
3	Cars don't respect paint, but are forced to respect curb space	10/22/2025 7:15 AM
4	How many people actually use Olympic Avenue and how does that make this approach fiscally responsible?	10/21/2025 8:16 AM
5	A seems safer for pedestrians	10/20/2025 9:18 AM
6	I prefer to remove left turn lane and have this a two lane road. Make it right-in, right-out for Olympic.	10/19/2025 4:59 PM
7	Maybe no left turns at this location would be better.	10/19/2025 4:59 PM
8	Better to make Hewitt and Olympic right in and right out - a common situation along much of 6th street already. That would allow removal of the two way left turn lane in this location, shorten crossing distance, smooth traffic flow, decrease accidents.	10/19/2025 3:53 PM
9	less scary to cross as a pedestrian	10/19/2025 1:25 PM
10	The raised center island makes it safer for walkers and wheelchairs	10/19/2025 11:42 AM
11	A raised sidewalk or speed table would provide traffic calming while also maintaining the width for emergency vehicle access. Street level flashing lights could also be installed for illumination.	10/18/2025 11:27 PM
12	Why change when there aren't that many vehicles making those turns.KISS	10/18/2025 4:03 PM
13	The island provides more protection for people crossing at that intersection.	10/18/2025 2:55 PM
14	I think this provides better access for pedestrians while also keeping in mind efficiency for emergency services	10/18/2025 11:08 AM
15	Would limit traffic cutting 6th to Burrell. Something that is already an issue.	10/18/2025 10:21 AM
16	Feels like a safer pedestrian experience, especially knowing how fast cars drive here.	10/15/2025 4:02 PM
17	With Naval Ave Elementary just two blocks away, a protected crosswalk would help children and parents living south of 6th feel more comfortable walking to school.	10/13/2025 2:11 PM
18	More physical barriers are better for traffic calming	10/12/2025 12:26 AM
19	Maybe you should focus your time and money on actual problems	10/11/2025 9:49 PM
20	One big eccentric roundabout.	10/10/2025 7:05 AM
21	Bike lanes are not safe	10/9/2025 3:59 PM
22	I do not support a bike lane	10/8/2025 9:07 PM
23	I do not support this bike lane	10/8/2025 8:48 PM
24	Pedestrian safety is paramount. No car will be harmed by a pedestrian	10/8/2025 6:40 PM
25	stop creating bottle necks for commuters. Keep two lanes in both directions with one bike lane on the north side of 6th st.	10/8/2025 2:15 PM
26	Stop trying to spend my taxes on bike lanes when we have homeless trying to kidnap and rape people. We have more important things to worry about than the 3 people that will use the bicycle lanes.	10/8/2025 11:48 AM
27	The barriers Are too much of an impediment	10/8/2025 9:34 AM
28	A Roundabout could also be an option	10/8/2025 7:36 AM
29	more visual for car to slow down	10/7/2025 9:58 PM
30	safer for pedestrians	10/7/2025 8:53 PM
31	A paved center island can be added later if needs arise, but the foot traffic crossing there is	10/7/2025 5:41 PM

## 6th Street Active Transportation Improvement Project Community Survey

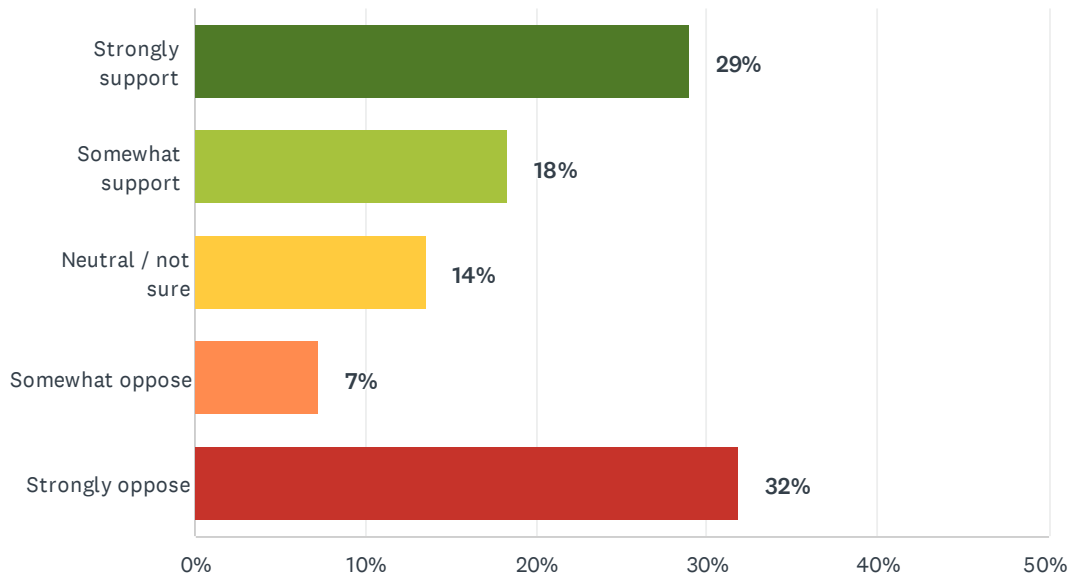
	currently low.	
32	Leave it alone	10/7/2025 5:21 PM
33	I'd rather have a roundabout but if I have to pick from those two then option a	10/7/2025 5:06 PM
34	Turn restrictions will increase traffic congestion. Priorities of this effort are off base from reality.	10/7/2025 2:13 PM
35	I am unfamiliar with this intersection and have no opinion.	10/7/2025 1:18 PM
36	its far better without these impediments	10/7/2025 12:58 PM
37	No do not redo the road keep it as is or make it better for traffic flow rather than doing construction that is not needed.	10/7/2025 12:18 PM
38	quit making things worse	10/7/2025 11:11 AM
39	If it provides a touch of added safety to the pedestrian, I am for it. Plus it looks nice.	10/7/2025 10:55 AM
40	If an accident were to happen the paved center would act as a buffer for the pedestrian in the crosswalk.	10/7/2025 10:26 AM
41	This is Wasteful spending	10/7/2025 10:08 AM
42	They should be aligned by taking some of the park/ride/Kitsap Transit area to allow Olympic to veer East and put in an controlled intersection.	10/7/2025 10:05 AM
43	I am unsure. The paved center islands on Warren are a mess. They were made so wide that cars fit through and they do.	10/7/2025 10:00 AM
44	This is fine as long as the crosswalk has flashing signs on both side when in use.	10/7/2025 9:30 AM
45	Only B if it doesnt pose a safety concern with the Fire Department	10/7/2025 8:29 AM
46	If these are the only 2 options, then B. If possible, please just don't make this traffic worse; it is a horrible plan.	10/7/2025 7:25 AM
47	What is the paved center island really providing other than more work and more cement? If the crosswalk has the ability to light up/flash that is sufficient.	10/7/2025 6:46 AM
48	completely unnecessary, no bike lanes are needed!!!	10/6/2025 3:26 PM
49	The curb on the left will stop people from making approaching from the south from making illegal left turns.	10/6/2025 2:58 PM
50	Curbing seems excessive and a paved center restricts an illegal left turn more.	10/6/2025 2:44 PM
51	Do not reduce driving lanes for a population that does not represent a consistent or abundant population.	10/6/2025 2:02 PM
52	Paved center islands make pedestrians feel safer when crossing as it gives them a percieved island of safety, wherein they can partially cross and stop if something goings wrong halfway through the crossing the road.	10/6/2025 12:36 PM
53	traffic flow isn't high enough and crossing length isn't far enough to justify added cost nor is restricting PD/FD response	10/6/2025 12:36 PM
54	Bikes lanes are a waste of roadways.	10/6/2025 12:12 PM
55	Center islands give pedestrians the thought that they can cross 1/2 way at a time, which can be very confusing for drivers.	10/6/2025 11:32 AM
56	This seems like a safer physical barrier.	10/6/2025 10:54 AM
57	A single turn lane in the center should be protected from oncoming traffic.	10/6/2025 9:44 AM
58	Bremerton should prioritize increasing safety of public, pedestrian, and alternative transport.	10/6/2025 9:14 AM
59	How many people need to use this crosswalk vs. the traffic delays caused by losing 2 lanes of traffic flow? I lived on Olympic for 18 years. This is NOT needed. This makes as bad as losing a lane on Warren.	10/6/2025 9:08 AM

## 6th Street Active Transportation Improvement Project Community Survey

60	The city needs to rethink the traffic problem and the expected growth. It can achieve more density and safety for bikes with a change in traffic directions for roads	10/6/2025 8:53 AM
61	The existing lane structure should be left as is.	10/6/2025 8:44 AM
62	The island seems safest for pedestrians and I'm sure students going to naval cross there. Protect the kids where possible (even against bikes).	10/4/2025 9:55 PM
63	Safer for pedestrians	10/4/2025 9:24 PM
64	Center islands push cars towards the bike lane. Get rid of the barely used turn lane, slow down cars. The park is right there!	10/3/2025 10:43 PM
65	your design does not meet any established standard. Minimum width of 6' with truncated domes at each entry point to traffic	10/3/2025 4:15 PM
66	At least make it safe if you're going to ruin 6th street	10/3/2025 12:44 PM
67	Center turn lanes should be removed in order to provide a fully protected bike lane eliminating need for a pedestrian island all together	10/2/2025 10:05 PM
68	Alternative A is better, but the whole crosswalk should be raised, not just the island. Prioritize people over speed.	10/2/2025 1:17 PM
69	A safe haven for pedestrians is a wonderful enhancement.	10/2/2025 12:19 PM
70	Crosswalk and paved center pedestrian refuge should be provided on both sides of the intersection, requiring pedestrians to make fewer crossings.	10/2/2025 12:05 PM
71	An island both provided refuge for pedestrians at this fast straight section of roadway, and reduces paved width encouraging slower vehicle speeds.	10/2/2025 11:25 AM
72	STOP FORCING SUICIDE MIDDLE TURN LANES!!!! Seriously, look at the safety data of our suicide middle turn lanes elsewhere in the city. They are an injury/death trap. They serve no purpose on this low volume street. Separately if you were to force Alternative B on us, then that needs to be a "continuous sidewalk" meaning the cars rise to the level of the sidewalk and it serves as a speed bump effectively. Otherwise Alternative B is just a design that no pedestrian will use because it doesn't actually do anything to protect them.	10/2/2025 10:59 AM

**Q11 Last year, community input asked the City to look at a “fully protected intersection” at 6th Street and Naval Avenue. This type of design separates cars, bikes, and pedestrians at the intersection to improve safety. It also provides separate vehicle right-turn lanes in the eastbound and westbound direction. However, it would require buying property at the corner and would cost much more than the current project budget allows. Do you support this design concept as presented?**

Answered: 207 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly support	29%	60
Somewhat support	18%	38
Neutral / not sure	14%	28
Somewhat oppose	7%	15
Strongly oppose	32%	66
<b>TOTAL</b>		<b>207</b>

#	PLEASE EXPLAIN YOUR ANSWER (OPTIONAL):	DATE
1	I support the concept of fully protected intersection but this design which makes the overall intersection visually wider is not what the community has advocated for. I believe protected intersection can be achieved without needing so much right of way acquisition provided you are willing to eliminate the right turn only lane. By making this intersection spread out, you will induce drivers approaching the intersection to speed up even more. There is a lot of research that shows that wider visual perception induces more speeding through intersection. The goal should be to keep the physical space as is and achieve as much of the benefit of protected intersection possible.	10/26/2025 2:13 PM

## 6th Street Active Transportation Improvement Project Community Survey

2	The cost.	10/24/2025 12:20 AM
3	the cost	10/23/2025 2:33 PM
4	I support ped safety, but this is overkill for all modes. Keeping cost in mind is also important to me.	10/22/2025 7:15 AM
5	Too complicated	10/20/2025 10:26 PM
6	Protective intersections are safer for those of us that are nonmotorized	10/20/2025 3:52 PM
7	We should stay flexible to add a fully protected intersection in the future, and use realistic assumptions about turning radius on a non-freight corridor, and no busses on Naval.	10/19/2025 4:59 PM
8	The protected intersection the community proposed used existing right of way. It barely fit the existing right of way. That design proved untenable for several reasons. The development of this complex and expensive design which heavily impacts private property was not necessary	10/19/2025 3:53 PM
9	I like the separated traffic but it seems way too expensive. A less expensive option would be the protected bike lanes. Maybe full height concrete barriers?	10/19/2025 1:25 PM
10	A continuous solution is needed in order to promote usage and minimize the vehicle impact of increased population in the area.	10/18/2025 11:27 PM
11	Present design works just fine. KISS	10/18/2025 4:03 PM
12	The paint only option is much less costly. See how that option works before incurring a lot of costs without knowing if it will actually work for bikers. People may still prefer to drive.	10/18/2025 2:55 PM
13	After thinking about cost, as well as what Bremerton may look like in the near future, I do not think this option should be considered. In larger cities, it may be a workable solution. However, for the current population and near future population, it is a bit overkill.	10/18/2025 11:08 AM
14	I've haven't seen more than 5 bikes on 6th in the last 2 weeks. Bike traffic does not demand such a grandiose expense at this time. Let's go with basic bike lanes with traffic control If bike traffic increases enough to justify the expense it can be revisited	10/18/2025 10:21 AM
15	Expensive, the current measures drawn up to slow 6th traffic down should improve overall safety at that intersection	10/16/2025 1:31 PM
16	This option appears much too costly and complex for little or no benefit.	10/16/2025 12:51 PM
17	This is unnecessarily cumbersome.	10/16/2025 9:29 AM
18	Tax funds should be used for other purposes	10/15/2025 11:20 PM
19	The volume of vehicle traffic just doesn't warrant the dedicated right turn lanes, which will only encourage drivers to speed into the corner and not heed the requirement to stop before taking a right turn on red.	10/15/2025 4:02 PM
20	I take this intersection to enter the shipyard by naval gate.	10/15/2025 1:05 PM
21	This is a beautiful design, but massive overkill for this intersection. The costs and impact to local businesses is not worth it.	10/13/2025 2:11 PM
22	This is a one time investment for a lifetime of progress, make it happen.	10/12/2025 12:26 AM
23	im not really sure how this would impact traffic with people swinging out very wide to take these corners or other running through lights it makes the intersection alot larger i feel like, its hard to tell though but i feel indifferent on this one	10/10/2025 11:00 AM
24	Convert to a roundabout.	10/10/2025 7:05 AM
25	Build for the future and don't skimp on safety.	10/9/2025 8:20 PM
26	Bike lanes are dangerous	10/9/2025 3:59 PM
27	JolieBean Coffee is a tax paying business that you are going to "acquire" and but out of business for what bike riders? Has there been a survey of how many people use 6th to ride?	10/8/2025 8:48 PM
28	At the risk of sounding like a commie, this is entirely necessary in as many intersections as possible	10/8/2025 6:40 PM

## 6th Street Active Transportation Improvement Project Community Survey

29	You have not thoroughly studied the impacts of reducing to one lane for 13,000 commuters, as well as the impact of the ferry returning near the same time as 21,000 federal employees on NBK are exiting all control points.	10/8/2025 2:15 PM
30	Stop trying to spend my taxes on bike lanes when we have homeless trying to kidnap and rape people. We have more important things to worry about than the 3 people that will use the bicycle lanes.	10/8/2025 11:48 AM
31	your literally going to create more traffic	10/8/2025 10:49 AM
32	Safer for onwheelers like my kids and I	10/8/2025 9:34 AM
33	Yes If the city has a good plan on how to handle traffic better then they should say something about it	10/8/2025 8:41 AM
34	These protective buffer zones and separation is one of the most effective methods for increasing bicycle and pedestrian safety.	10/8/2025 8:08 AM
35	This is essential. This was what was communicated for years. Stop obstructing.	10/8/2025 12:28 AM
36	not sure if worth extra money	10/7/2025 9:58 PM
37	The folks driving to and from the base my help explain why Gorst has so many accidents	10/7/2025 9:08 PM
38	6th and naval is not my main concern	10/7/2025 8:53 PM
39	I like the ideas here. This intersection is not major enough for this treatment. Either at 303 or Callow it makes more sense to spend the money, but is currently overkill.	10/7/2025 5:41 PM
40	Cost/benefit doesn't seem worth it to me.	10/7/2025 5:30 PM
41	Leave it alone	10/7/2025 5:21 PM
42	Having walked this intersection hundreds of times, adding these changes would help make the area substantially more walkable and desirable.	10/7/2025 4:37 PM
43	You don't have the money to pay for any of this anyway. If it provided benefit to improved traffic flow out of Bremerton than would be worthwhile.	10/7/2025 2:13 PM
44	The long term impact of the land purchase will be worth it.	10/7/2025 1:18 PM
45	looks far safer and easier to maneuver busses and semis	10/7/2025 12:58 PM
46	We don't need the bike lanes.	10/7/2025 12:25 PM
47	No do not redo the road keep it as is or make it better for traffic flow rather than doing construction that is not needed.	10/7/2025 12:18 PM
48	I don't believe this will improve pedestrian safety at all since cyclists ignore traffic controls on a regular basis.	10/7/2025 12:10 PM
49	I have walked and ridden through these types of intersections, they do not provide the extra feeling of safety, to me, that the cost would seem worth it. I would need to see actual research numbers to prove that this is worth the investment. If it is truly worth the investment, we need these in lots of other places.	10/7/2025 10:55 AM
50	Again this is wasteful spending	10/7/2025 10:08 AM
51	As I have stated; pedestrian and bicyclist safety should be paramount.	10/7/2025 10:05 AM
52	Alot of work for too little gain	10/7/2025 9:30 AM
53	Total waste of money, there are already sidewalks.	10/7/2025 8:29 AM
54	Stongly support if only current options available. If possible do not limit traffic to one lane each way with turnouts. Poor traffic management.	10/7/2025 7:25 AM
55	The city has a bunch of project that continually need to get done, but going way over budget on updating one intersection sounds like a good idea?	10/7/2025 6:46 AM
56	We don't need a bike lanes on 6th. Lets look at other streets as options with less traffic and ultimately creating more safety for the bicycle riders.	10/7/2025 6:27 AM

## 6th Street Active Transportation Improvement Project Community Survey

57	or a ROUND-ABOUT!!! Geez I gotta think of everything apparently.	10/6/2025 9:23 PM
58	Too expensive. I prefer to increase QUANTITY (mileage) of bike lanes, vs maximal quality	10/6/2025 7:57 PM
59	That intersection definitely needs improvements as it is very tight and feels dangerous at times. This concept seems like it would achieve all the goals of safety improvement and vehicle congestion decrease.	10/6/2025 2:44 PM
60	Are there really enough pedestrians to justify this? I doubt it. I see this as an unnecessary expense.	10/6/2025 2:36 PM
61	This is a highly congested area due to the Shipyard and making this intersection one of the best for safety and traffic flow will be key to a successful project.	10/6/2025 2:31 PM
62	Bike lanes that are fully protected are significantly safer. Narrowing the driving lanes and providing physical barriers that visually narrow the roadway are proven to reduce vehicle speed thus increasing safety for everyone.	10/6/2025 2:19 PM
63	The addition, although expensive, has the potential to add a high amount of value to residents due to the improved safe access to the bus stops near the intersection.	10/6/2025 12:36 PM
64	More likely than not the Naval Ave project will proceed too. Delaying this improvement will only make the cost higher.	10/6/2025 12:36 PM
65	Do not waste roadway space on bikes.	10/6/2025 12:12 PM
66	Seems annoying for bicyclists without that much added safety.	10/6/2025 11:32 AM
67	Need to make the streets more pedestrian friendly, not bikes. Everyone just speeds through this area.	10/6/2025 10:32 AM
68	Dedicated turn lanes are a significant win to prevent the constant near misses I observe on a daily basis.	10/6/2025 9:44 AM
69	Bremerton should prioritize increasing safety of public, pedestrian, and alternative transport.	10/6/2025 9:14 AM
70	I use this Navel/6th crosswalk all the time and its fine as is. This change will cost multiple millions of dollars for the 10 or so bikes that would save 10 seconds of riding. If you broke it down and just paid the bicyclists \$100k each it would be cheaper.	10/6/2025 9:08 AM
71	Im not sure why the full parcel acquisition would be needed? the other three corners proposed a row boundary. Why not do the same for that parcel?	10/6/2025 8:57 AM
72	What is the traffic strategy for down town and commuters. How is this addressing congestion and larger parking.	10/6/2025 8:53 AM
73	Support will depend on the cost of the land	10/6/2025 8:53 AM
74	evening traffic is already bad enough. removing lanes from the road will make it much worse.	10/6/2025 8:39 AM
75	That looks like complete chaos and overly complicated, not to mention expensive.	10/4/2025 9:55 PM
76	Because this is so close to Naval Ave Elementary and children could be using it, I'm very much in support of a design that could offer more protection to kids	10/4/2025 9:24 PM
77	There are way cheaper ways to protect an intersection. Come on. Try harder.	10/3/2025 10:43 PM
78	you are not following your own arguments of lane alignment	10/3/2025 4:15 PM
79	I've heard interest of an itemized cost of proposed design features. This would be helpful in determining what aspects of the design could be omitted. (I.e. lane reductions)	10/3/2025 1:55 PM
80	Naval ave intersection is fine as is.	10/3/2025 12:44 PM
81	This intersection needs a road diet, this type of intersection looks very unsafe for pedestrians and cyclists	10/2/2025 10:05 PM
82	It is better to have more protection. HOWEVER, there is no need for three lanes in any direction on this road. Shrink the road and make this a circle instead. ONE LANE IN AND OUT FOR EACH DIRECTION. That fits.	10/2/2025 1:17 PM
83	I believe this design of intersection works the best, however the additional turn lanes create	10/2/2025 12:05 PM

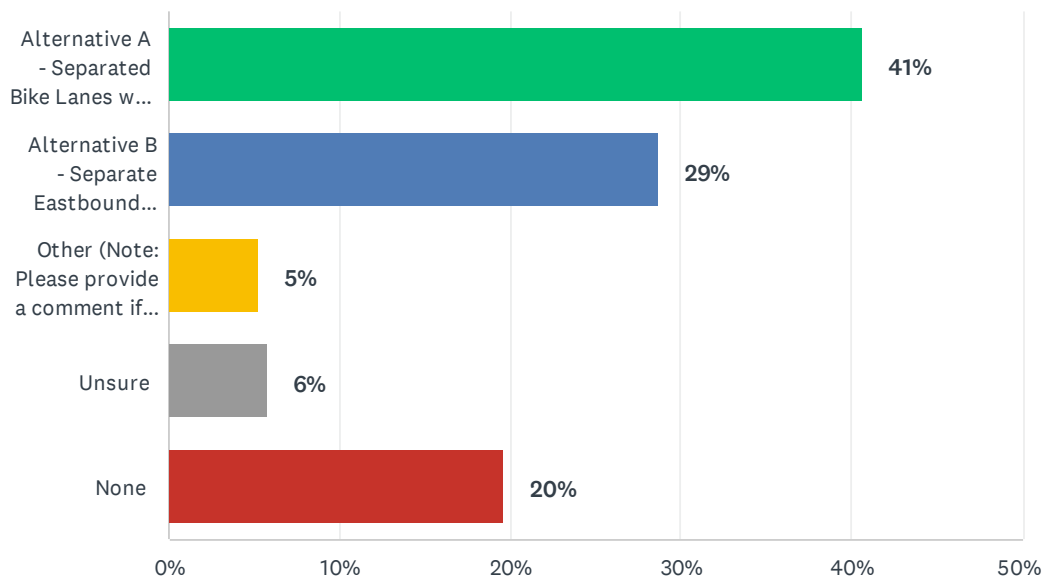
## 6th Street Active Transportation Improvement Project Community Survey

extra space that is not necessary with current traffic levels and would reduce total intersection size and

84	I appreciate the protected intersection but is it really necessary to have dedicated right turn lanes at this intersection?	10/2/2025 12:03 PM
85	As a daily cyclist through this intersection I would love to see this level of infrastructure created for cyclists. I do not think this should be considered for the initial round of improvements. Its cost and disruption (acquisition of adjacent parcels) will be a major sticking point. I would rather see some improvement, as per Alternate A, than have this bog down the process.	10/2/2025 11:25 AM
86	don't want budget it delay implementation	10/2/2025 11:09 AM
87	No car turn pockets. Those significantly increase the likelihood of fatalities at the intersection and aren't necessary. Frankly none of this is necessary for pedestrian safety if you have a 2 lane road all through 6th street. It is the insistence on making it a 3-4 lane "stroad" that creates all this extra expense for a charade of safety at Naval. End the charade and make this a 2 lane road.	10/2/2025 10:59 AM
88	I believe this intersection can be done safely without the purchase of land. I strongly prefer Alternative A	10/1/2025 5:00 PM
89	This plan expands the intersection into the pedestrian right of way, rather than diminishing the vehicle right of way. The cars have too much space. Also, this design places right turners in conflict with bicyclists who are going straight.	10/1/2025 10:01 AM
90	I don't think this design is necessary, nor is it cost effective. From the 09/30 open house I was a big fan of the 2nd option that remained in budget and provided bike lanes.	10/1/2025 7:31 AM
91	Prefer the version with no right turn lanes, but I also have concerns about having a protected intersection at naval when there's no other main protected intersections; ie if no other physical boundaries are done, does it make sense from a protective and fiscal standpoint.	9/30/2025 6:19 PM

Q12 At 6th Street and Naval Avenue, two design alternatives have been developed that fit within the existing street width and current project budget. Alternative B adds an eastbound right-turn lane which would share space with the bike lane. This turn lane is not strictly needed, but it could help reduce congestion in the mornings when traffic is heavy toward the Naval Gate. Alternative A does not add the right-turn lane, leaving more space for separated bike lanes. If a fully protected intersection is not built here, which design option do you prefer?

Answered: 209 Skipped: 0



ANSWER CHOICES	RESPONSES
Alternative A - Separated Bike Lanes with No Separate Eastbound Vehicle Right Turn Lane	41% 85
Alternative B - Separate Eastbound Vehicle Right Turn Lane with Bike Lane Mixing Zone	29% 60
Other (Note: Please provide a comment if selected)	5% 11
Unsure	6% 12
None	20% 41
<b>TOTAL</b>	<b>209</b>

#	PLEASE EXPLAIN YOUR ANSWER (OPTIONAL):	DATE
1	Why are we even bringing up alternative B when study after study has shown that "turn pockets" are inherently dangerous. NACTO has mentioned that and so has various university transportation study group. Do you not read your own guiding standards or do you intentionally want bicyclists to get injured?	10/26/2025 2:13 PM
2	It's good to reduce congestion which leads to less accidents.	10/24/2025 12:20 AM

## 6th Street Active Transportation Improvement Project Community Survey

3	Option B is appropriate for strong cyclists, but does not adequately protect more vulnerable bikers that are less confident riding in traffic.	10/22/2025 7:15 AM
4	I'm not familiar enough with this intersection and traffic flow	10/20/2025 9:18 AM
5	Protected would be great. Prefer not to add a lane since this isn't the main planned throughway	10/19/2025 1:25 PM
6	There aren't that many bikes in that area during rush hour. It's safer for all.	10/19/2025 11:42 AM
7	This is a priority bike corridor. Cars have two other options. 11 th and Burwell. Bikes need 6 th.	10/19/2025 10:53 AM
8	Permanant design choices for periodic and temporary conditions do not make sense. The goal is to promote and increase safe bicycle transportation at all times of day.	10/18/2025 11:27 PM
9	Please leave current design as is, it works just fine.KISS	10/18/2025 4:03 PM
10	I'm not sure that option b will make that much of a difference in that during high traffic times because it is not very long, the vehicles will still need to yield to bikers.	10/18/2025 2:55 PM
11	I think it is very important to allow right turns towards the naval gate. I think the bike and car lanes can coexist for this right turn option.	10/18/2025 11:08 AM
12	Appears to be a safer alternative	10/18/2025 10:21 AM
13	There is significant congestion at this intersection every morning. A dedicated turn lane is required to avoid large backups.	10/16/2025 12:51 PM
14	No bile lane, and definitely right turn lanes.	10/16/2025 9:29 AM
15	Again, no right turn lane is warranted. If traffic backs up due to the Naval gate inefficiency in processing entry, the city should engage the Navy to address that inefficiency rather than designing our roads around it.	10/15/2025 4:02 PM
16	Alternate B is stupid. Do NOT do that. Cars should NEVER cross bikelanes. Alternate B will kill people	10/15/2025 1:05 PM
17	Mixing zones are dangerous for bikes	10/12/2025 12:26 AM
18	I know we are encouraging people to use green modes of transportation but from what i see the amount of Bikes that are ridden (especially in the fall-spring time frame) is not enough to warrant a fully dedicated bike lane	10/10/2025 11:00 AM
19	Convert to a roundabout.	10/10/2025 7:05 AM
20	Bike lanes are dangerous	10/9/2025 3:59 PM
21	Not familiar with this intersection at busy times	10/9/2025 12:51 PM
22	Cars will not look out for cyclists turning left. We need traffic cameras to ticket those that don't treat red lights as stop signs	10/8/2025 6:40 PM
23	Only place one bike lane on the north side of 6th st. and keep 4 lanes of travel in both directions.	10/8/2025 2:15 PM
24	Stop trying to spend my taxes on bike lanes when we have homeless trying to kidnap and rape people. We have more important things to worry about than the 3 people that will use the bicycle lanes.	10/8/2025 11:48 AM
25	because you dont have many people biking in.	10/8/2025 10:49 AM
26	Traffic would be too bad without this. There needs to be a balance	10/8/2025 9:34 AM
27	If not adding the right turn or left for drivers I don't think it would be safe for pedestrians and bicyclists or anyone why can't we have signs that point that out instead of lanes or both whatever helps everyone get around safely	10/8/2025 8:41 AM
28	Hi traffic and congestion times are the most dangerous for a cyclist. Accommodating vehicle convenience over the safety of the cyclist is a bad idea.	10/8/2025 8:08 AM
29	Fully protected is what the residents have supported. This is essential.	10/8/2025 12:28 AM
30	i prioritize bikeability to gate traffic	10/7/2025 9:58 PM

## 6th Street Active Transportation Improvement Project Community Survey

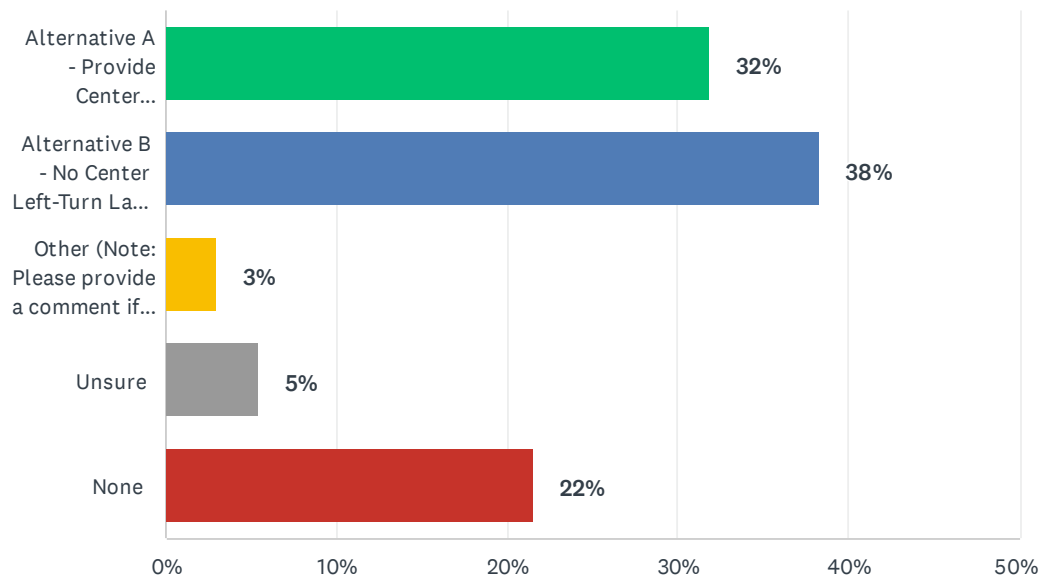
31	I like the idea of A, but its not practical during heavy use.	10/7/2025 5:41 PM
32	Don't fix what isn't broken.	10/7/2025 5:21 PM
33	Sharing bike lanes especially due to base traffic is asking for a biker fatality	10/7/2025 5:06 PM
34	No change that increases traffic congestion should be made for the 0.1% of the users which is the bike riders. This is not aligned with what is actually needed which is roadway improvements to reduce congestion. .	10/7/2025 2:13 PM
35	I prefer options that make driving easier as vehicles should be the priority over bicycles.	10/7/2025 1:18 PM
36	We don't need the bike lanes. We need 2 lanes each direction.	10/7/2025 12:25 PM
37	No do not redo the road keep it as is or make it better for traffic flow rather than doing construction that is not needed.	10/7/2025 12:18 PM
38	Big fan of more information being provided, this model provides that through the painting of the street.	10/7/2025 10:55 AM
39	Again this is wasteful spending	10/7/2025 10:08 AM
40	Cars and bicycle should mix a minimum amount.	10/7/2025 10:05 AM
41	Bad design for right turns all around.	10/7/2025 9:30 AM
42	If limiting traffic to one lane each way then option B is better than A and neither are safe for bikers.	10/7/2025 7:25 AM
43	Traffic into Naval Gate can be horrible and there are way, way more vehicles than bikes at that time of the morning. I don't know how you could ever justly consider not having a right turn lane for vehicles. I understand you want to make the city bike friendly, but it should not be at the expense of the everyday car commuter.	10/7/2025 6:46 AM
44	We don't need a bike lanes on 6th. Lets look at other streets as options with less traffic and ultimately creating more safety for the bicycle riders.	10/7/2025 6:27 AM
45	This allows for a more seamless & cost-effective transition once the protect intersection is funded.	10/6/2025 12:36 PM
46	Leave it as it is.	10/6/2025 12:12 PM
47	No bike lane	10/6/2025 11:56 AM
48	Make pedestrian friendly first. Not just for bikers who probably don't live in Bremerton.	10/6/2025 10:32 AM
49	Bike lanes are not a priority for me.	10/6/2025 9:44 AM
50	Turn pockets and shared lanes are dangerous for bicycles.	10/6/2025 9:14 AM
51	If the reason for the alternative B is to reduce traffic congestion then why are you thinking that removing a lane of traffic on 6th is a good idea?	10/6/2025 9:08 AM
52	The existing lane structure should be left as is.	10/6/2025 8:44 AM
53	Whatever helps tragic	10/4/2025 9:55 PM
54	While it would be nice to have a right turn lane, I don't like right turn lanes that cross into bike lanes as it just makes it way more dangerous for cyclists	10/4/2025 9:24 PM
55	Leave more space for the protefted bike lane, traffic volume is low.	10/4/2025 1:31 PM
56	Alternative b may be used for only 5 hours a week	10/3/2025 4:15 PM
57	STOP ADDING THE BIKE LANES. TRAFFIC IS ALREADY HORRIBLE DURING COMMUTER TIMES AND YOU ARE GOING TO MAKE IT WORSE	10/3/2025 12:44 PM
58	This should be a traffic circle. There should only be ONE lane for each direction of motor vehicle traffic.	10/2/2025 1:17 PM
59	Prefer Alternate A for its simplicity and full separation of cyclist and vehicle lanes at the right turn to Naval. Having the cycling lane extend east of the vehicle stop line is nice, but tighter spaced posts (or barriers) to protect cyclists from right turning vehicles should be considered	10/2/2025 11:25 AM

## 6th Street Active Transportation Improvement Project Community Survey

60	This is only because Plan B is horrific. Tell you what, if the city designers think either option is safe then they should be forced to walk or bike through this intersection at rush hour each day.	10/2/2025 10:59 AM
61	Turn lanes that cross the bike lane are very unsafe as a bicyclist. Option A is inexpensive, safe and easy to use.	10/1/2025 5:00 PM
62	In this neighborhood I often see drivers going straight from a right turn lane, essentially changing lanes in the middle of the intersection. I want to prevent this type of conflict.	10/1/2025 10:01 AM
63	Alternative B makes me really concerned for bicycle safety - having to cross over a right turn lane can be really nerve wracking. Drivers often don't check their mirror before merging into the right turn lane. I also don't think a right turn lane is necessary to manage traffic volumes at that gate. Most commuters are coming down Burwell or turning onto Naval from 11th.	10/1/2025 7:31 AM
64	I do not want bikes sharing a turn lane, especially with how dangerous the intersection can be.	9/30/2025 6:19 PM

Q13 On 6th Street between Roosevelt Avenue and Pennsylvania Avenue, two design alternatives have been developed as this area contains fewer driveways. One option (Alternative A) provides a center turn lane and maintains a narrow bike lane buffer. The other option (Alternative B) reduces this portion of 6th Street to 2-lanes to provide a wider bike lane buffer. Both options would require new turn restrictions at Hewitt Avenue as shown. Which design alternative do you prefer?

Answered: 204 Skipped: 5



ANSWER CHOICES	RESPONSES	
Alternative A - Provide Center Left-Turn Lane with Reduced Bike Lane Buffer	32%	65
Alternative B - No Center Left-Turn Lane with Increased Bike Lane Buffer	38%	78
Other (Note: Please provide a comment if selected)	3%	6
Unsure	5%	11
None	22%	44
<b>TOTAL</b>		<b>204</b>

#	PLEASE EXPLAIN YOUR ANSWER (OPTIONAL):	DATE
1	Center turn lanes help reduce traffic back up if someone is waiting to turn.	10/24/2025 12:20 AM
2	Compared to the rest of the proposed modifications, in just this area specifically a center turn lane would not become as congested as other options.	10/22/2025 8:57 PM
3	Less left turns from 6th is better, but I'm not aware of traffic patterns here.	10/22/2025 7:15 AM
4	How many people actually use Hewitt Avenue and how does that make this approach fiscally responsible?	10/21/2025 8:16 AM

## 6th Street Active Transportation Improvement Project Community Survey

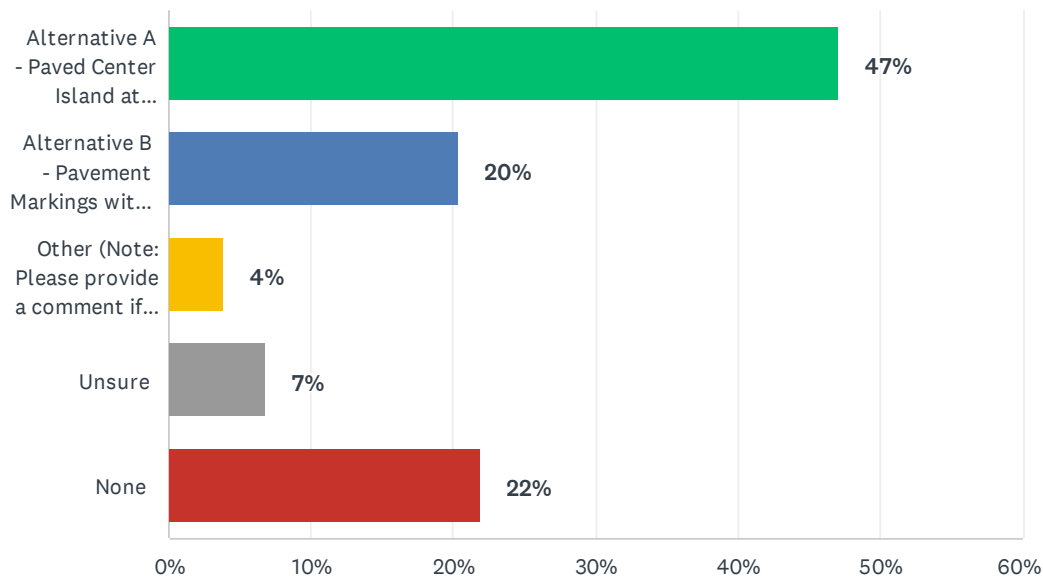
5	Ask residents if they prefer limited access to their street.	10/19/2025 4:59 PM
6	Ask residents at this location for their input	10/19/2025 10:53 AM
7	Please leave current designs alone as there is not that many vehicles using those street intersections. KISS	10/18/2025 4:03 PM
8	Provides some protection for pedestrians crossing the road.	10/18/2025 2:55 PM
9	I really think that not having the permanent curbing in the center lanes will help with emergency vehicle access	10/18/2025 11:08 AM
10	Better traffic flow	10/18/2025 10:21 AM
11	I am opposed to restricting turns to any of the roads along 6th St.	10/16/2025 9:29 AM
12	Volume doesn't warrant center lane, and the alt B gentle curve will force vehicles to slow down more than the current straightaway.	10/15/2025 4:02 PM
13	Why not make Burwell and sixth avenue one-way streets	10/14/2025 9:45 AM
14	More physical barriers are better for traffic calming and bike lane should have more buffer	10/12/2025 12:26 AM
15	There should not be dedicated bike lanes. Period.	10/10/2025 7:41 AM
16	Convert to 3-way roundabouts	10/10/2025 7:05 AM
17	Bike lanes are not safe	10/9/2025 3:59 PM
18	I think instead of bike lanes on a arterial - I use fifth - cars do not slow for bikes and this constant changing of 6th just makes it worse	10/9/2025 11:38 AM
19	As someone who lives on 5th this is only going to push traffic toward the park and school	10/8/2025 8:48 PM
20	We need full bike lanes. People are dying of coronary artery disease, diabetes, multi infarct dementia, and being hit by cars	10/8/2025 6:40 PM
21	Only place one bike lane on the north side of 6th st. and keep 4 lanes of travel in both directions.	10/8/2025 2:15 PM
22	Stop trying to spend my taxes on bike lanes when we have homeless trying to kidnap and rape people. We have more important things to worry about than the 3 people that will use the bicycle lanes.	10/8/2025 11:48 AM
23	Barrier is too much. Expect people running into it	10/8/2025 9:34 AM
24	Why don't we give both a try and add a turn restriction at Hewitt avenue as shown	10/8/2025 8:41 AM
25	Protected bike lanes only	10/8/2025 12:28 AM
26	alt A, assuming something like a flexible barrier post is in use. Other wise alt B	10/7/2025 9:08 PM
27	no turn lanes can also be dangerous for bikes trying to get by stopped cars	10/7/2025 8:53 PM
28	Don't skimp on widths for bike lanes, unless lanes are safe they won't be used and this will have been for nothing	10/7/2025 5:06 PM
29	Both of these change options are likely to have a negative impact on traffic congestion and thus overall safety for all not just bike riders.	10/7/2025 2:13 PM
30	Prefer to prioritize auto safety as bike lanes will be seldom used.	10/7/2025 1:18 PM
31	People need to learn to plan their route according to traffic.	10/7/2025 12:25 PM
32	No do not redo the road keep it as is or make it better for traffic flow rather than doing construction that is not needed.	10/7/2025 12:18 PM
33	I don't know the current traffic level of Hewitt Ave. I have rarely ever seen anyone turn on or off Hewitt.	10/7/2025 10:55 AM
34	Wasteful spending	10/7/2025 10:08 AM
35	Fewer driveways doesn't mean none. I believe there would be a significant and unnecessary	10/7/2025 10:00 AM

## 6th Street Active Transportation Improvement Project Community Survey

	impact on folks just trying to get home.	
36	Avoid limiting traffic. Do not put in a physical barrier in the road for emergency services and have a turn lane. If limiting to one lane you need an option C here that is not currently shown.	10/7/2025 7:25 AM
37	We don't need a bike lanes on 6th. Lets look at other streets as options with less traffic and ultimately creating more safety for the bicycle riders.	10/7/2025 6:27 AM
38	no preference	10/6/2025 7:57 PM
39	Increases the area where vertical bike lane delineators can be utilized in agreeance with emergency services	10/6/2025 2:19 PM
40	Maintains lane consistency so less driver confusion. Also with center turn lane, cars are less likely to use bike lane to pass cars stopped to make a left hand turn	10/6/2025 12:36 PM
41	Bikes are a waste of roadway space.	10/6/2025 12:12 PM
42	No bike lane	10/6/2025 11:56 AM
43	Make pedestrian friendly first. Not just for bikers who probably don't live in Bremerton.	10/6/2025 10:32 AM
44	The constant near misses would require drives to re-path, a center lane barrier would be strongly advised to prevent left turns across the lanes.	10/6/2025 9:44 AM
45	Bremerton should prioritize increasing safety of public, pedestrian, and alternative transport.	10/6/2025 9:14 AM
46	How many bikes are impacted with the current 4 lanes of traffic? One? Three? How many bikes use the current bike lanes on Kitsap Way? I have used this road everyday for 18 years and have seen maybe 1 bike a week.	10/6/2025 9:08 AM
47	Whatever helps traffic move most efficient.	10/4/2025 9:55 PM
48	Too often I see these unnecessary center turn lanes used as passing lanes for speeding cars.	10/4/2025 1:31 PM
49	So few left turns. 2-lane is always safer than 3-lane street. Your data isn't right. Show your data, please.	10/3/2025 10:43 PM
50	Limits cut through traffic on Hewitt	10/3/2025 4:15 PM
51	Stop accommodating the bikes.	10/3/2025 12:44 PM
52	Alt B is much safer	10/2/2025 10:05 PM
53	Fewer lanes is safer.	10/2/2025 1:17 PM
54	Recent construction on 6th has shown that a single lane is adequate for traffic levels	10/2/2025 12:05 PM
55	More room for pedestrians and bicycles is a better use of our limited space. As is, pedestrians often avoid walking on 6th due to car traffic, leading to longer overall trips. Even if some cars need to take a longer route, I believe giving more space to pedestrians can reduce trip times overall, when non motorists are taken into account.	10/1/2025 10:01 AM
56	I think reducing left turns with a solid stripe could encourage U-turns in some drivers.	9/30/2025 6:19 PM

**Q14 At the intersection of 6th Street and Hewitt Avenue, two design alternatives have been developed considering Hewitt Avenues intersections north and south of 6th Street do not align. One option (Alternative A) provides a small paved center island on 6th Street at a proposed enhanced crosswalk. The other option (Alternative B) uses mainly paint and curbing instead of a paved island. Both options require new turn restrictions at the intersection and are only possible if a center turn lane is provided in the area on 6th Street. Which design alternative do you prefer?**

Answered: 206 Skipped: 3



ANSWER CHOICES	RESPONSES	
Alternative A - Paved Center Island at Crosswalk	47%	97
Alternative B - Pavement Markings with Limited Curb	20%	42
Other (Note: Please provide a comment if selected)	4%	8
Unsure	7%	14
None	22%	45
<b>TOTAL</b>		<b>206</b>

#	PLEASE EXPLAIN YOUR ANSWER (OPTIONAL):	DATE
1	Neither of this design is compatible with option B in previous question. Was this not reviewed before asking for community feedback? Please ask the consulting firm to come up with design alternatives that are compatible with option B for Q:13, otherwise, this is telltale that you are biased towards alternative A in question 13.	10/26/2025 2:13 PM

## 6th Street Active Transportation Improvement Project Community Survey

2	Paved center is safer and easier for traffic to see.	10/24/2025 12:20 AM
3	Cars respect curbs	10/22/2025 7:15 AM
4	How many people actually use Olympic Avenue and how does that make this approach fiscally responsible?	10/21/2025 8:16 AM
5	Eliminate left turns altogether, make a two-lane road. Otherwise, prefer Alt A.	10/19/2025 4:59 PM
6	Would this be better as a two lane road with no left turns.	10/19/2025 4:59 PM
7	see answer to question 13	10/19/2025 3:53 PM
8	less mentally straining for pedestrians to cross the street	10/19/2025 1:25 PM
9	Ask residents near that intersection what they need?	10/19/2025 10:53 AM
10	put in a raised sidewalk or speedtable at the crossong to promote traffic calming but minimize width restrictions for emergency vehicles. Additional street level flashing lights can also be installed.	10/18/2025 11:27 PM
11	Please leave well enough alone.	10/18/2025 4:03 PM
12	Provides some protection for pedestrians.	10/18/2025 2:55 PM
13	Appears to provide better traffic flow	10/18/2025 10:21 AM
14	I am opposed to restricting turns to any of the roads along 6th St.	10/16/2025 9:29 AM
15	If there is going to be a center lane, the paved island will help protect pedestrians better.	10/15/2025 4:02 PM
16	More physical barriers are better for traffic calming	10/12/2025 12:26 AM
17	Convert to 3-way roundabouts	10/10/2025 7:05 AM
18	Bike lanes are not safe	10/9/2025 3:59 PM
19	Safety first	10/8/2025 6:40 PM
20	Only place one bike lane on the north side of 6th st. and keep 4 lanes of travel in both directions.	10/8/2025 2:15 PM
21	Stop trying to spend my taxes on bike lanes when we have homeless trying to kidnap and rape people. We have more important things to worry about than the 3 people that will use the bicycle lanes.	10/8/2025 11:48 AM
22	The paved center on the crosswalk is so normal nowadays I see construction happening and crosswalks turning into this	10/8/2025 8:41 AM
23	Protected bike lanes only. This is safer for everyone	10/8/2025 12:28 AM
24	Cost. There is not a large volume of crossings here and it can be added retroactively if needed later.	10/7/2025 5:41 PM
25	Make permeable surface so additional pavement doesn't result in more flooding or pooling	10/7/2025 5:06 PM
26	Both of these change options are likely to have a negative impact on traffic congestion and thus overall safety for all not just bike riders.	10/7/2025 2:13 PM
27	I do not navigate this intersection on foot and have no valuable opinion.	10/7/2025 1:18 PM
28	We have lived here long enough to plan for traffic.	10/7/2025 12:25 PM
29	No do not redo the road keep it as is or make it better for traffic flow rather than doing construction that is not needed.	10/7/2025 12:18 PM
30	Pedestrian protection always worth the additional cost. Plus looks nice.	10/7/2025 10:55 AM
31	Wasteful spending	10/7/2025 10:08 AM
32	I am unsure. The paved center islands on Warren are a mess. They were made so wide that cars fit through and they do.	10/7/2025 10:00 AM
33	Do not limit traffic to one lane in each direction. If forced to limit traffic, there should be no	10/7/2025 7:25 AM

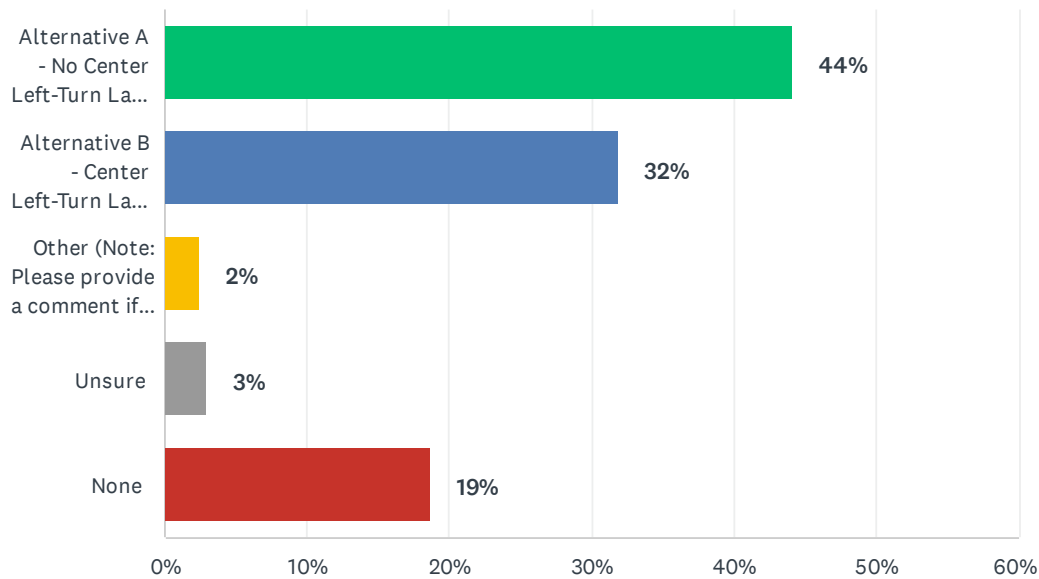
## 6th Street Active Transportation Improvement Project Community Survey

physical barriers in the road for emergency services.

34	We don't need a bike lanes on 6th. Lets look at other streets as options with less traffic and ultimately creating more safety for the bicycle riders.	10/7/2025 6:27 AM
35	no preference	10/6/2025 7:57 PM
36	traffic flow isn't high enough and crossing length isn't far enough to justify added cost nor is restricting PD/FD response	10/6/2025 12:36 PM
37	Don't reduce lanes	10/6/2025 12:12 PM
38	Bremerton should prioritize increasing safety of public, pedestrian, and alternative transport.	10/6/2025 9:14 AM
39	Where are these people going once they cross the crosswalk? The 2 locations are the high school or the shipyard. The crosswalk at High with the crossing lights is sufficient for their travels. The roads are a grid system, there are no shortcuts.	10/6/2025 9:08 AM
40	Less common crossing for students, save the money.	10/4/2025 9:55 PM
41	Again, ridiculous that you make a designated left turn on the almost never used hewitt. It goes one block. Make that safe, no left turn lane.	10/3/2025 10:43 PM
42	paved center island constructed to true design standards	10/3/2025 4:15 PM
43	Make it safe if you are going to ruin 6th street	10/3/2025 12:44 PM
44	Add crosswalks at all intersections to calm traffic	10/2/2025 10:05 PM
45	Always prioritize pedestrian safety. This whole crosswalk should be raised, like a wide speed hump.	10/2/2025 1:17 PM
46	This should be just 2 lanes all the way through BUT if I have to choose then A because Paint isn't a safety feature that will protect my children from a 4k lb vehicle as proposed in B.	10/2/2025 10:59 AM
47	I would prefer to have no turn lane, forcing left turning cars to stop traffic and increasing delays for vehicles. This will make cars go slower or avoid the route all together.	10/1/2025 10:01 AM
48	Prefer the island, especially if it makes crossing easier.	9/30/2025 6:19 PM

Q15 On 6th Street between Warren Avenue and Park Avenue, two design alternatives have been developed. One option (Alternative A) reduces 6th Street to 2-lanes east of Warren providing areas with wider bike lane buffers. The other option (Alternative B) provides a center turn lane for business access, but would significantly reduce space for bike lane buffers. Which design alternative do you prefer?

Answered: 204 Skipped: 5



ANSWER CHOICES	RESPONSES	
Alternative A - No Center Left-Turn Lane with Maximized Bike Lane Buffers	44%	90
Alternative B - Center Left-Turn Lane with Limited Bike Lane Buffers	32%	65
Other (Note: Please provide a comment if selected)	2%	5
Unsure	3%	6
None	19%	38
<b>TOTAL</b>		<b>204</b>

#	PLEASE EXPLAIN YOUR ANSWER (OPTIONAL):	DATE
1	Center turn lanes are safer and do not block traffic.	10/24/2025 12:20 AM
2	Expanding the turn lane can help with congestion in the future when or if more businesses are added to the Kitsap Business Center	10/22/2025 8:57 PM
3	Cars turning left into the alleyway are dangerous to cars, bikes and pedestrians	10/22/2025 7:15 AM
4	There is less vehicle traffic during peak commute hours between Warren and Park which makes the reduction of lanes in this area more feasible.	10/21/2025 8:16 AM
5	Safer for cyclists.	10/19/2025 4:59 PM

## 6th Street Active Transportation Improvement Project Community Survey

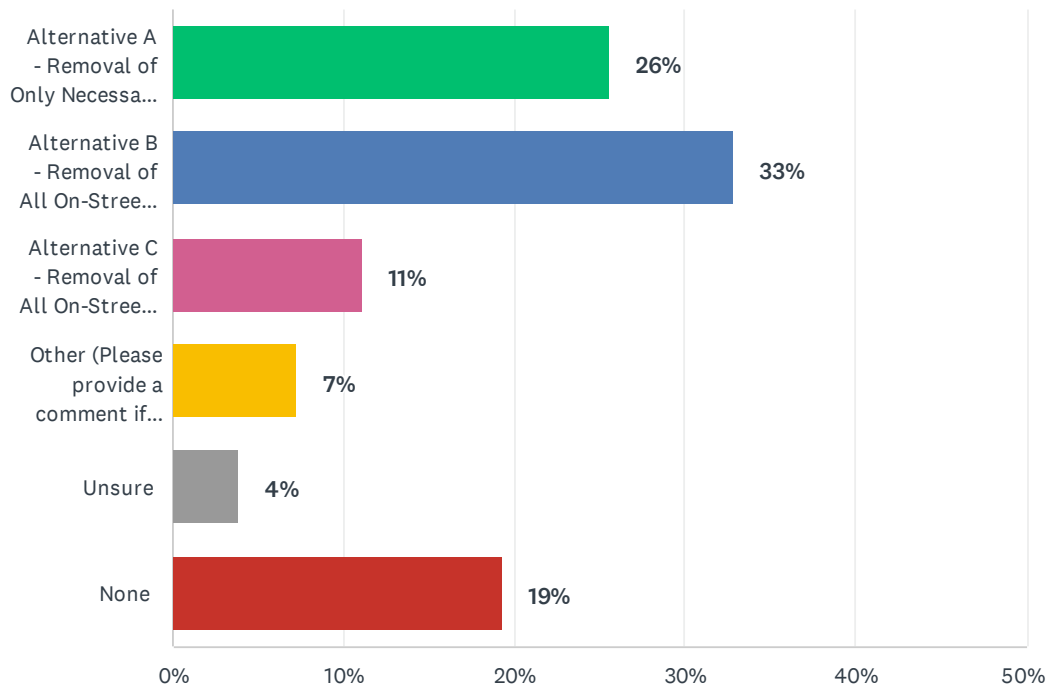
6	This is a safer option	10/19/2025 10:53 AM
7	Have mercy,leave alone, street design works as is.	10/18/2025 4:03 PM
8	Allows for some traffic turning left across traffic.	10/18/2025 2:55 PM
9	Better traffic flow At this time limited bike traffic doesn't demand wider lanes. Think this case of believing build it and they will come. Not sure this is the case	10/18/2025 10:21 AM
10	More room for bikes and prioritize traffic calming	10/12/2025 12:26 AM
11	No bike lanes are needed.	10/10/2025 7:41 AM
12	Convert to roundabout.	10/10/2025 7:05 AM
13	Bike lanes are a bad idea	10/9/2025 3:59 PM
14	Bike lanes are necessary	10/8/2025 6:40 PM
15	Only place one bike lane on the north side of 6th st. and keep 4 lanes of travel in both directions.	10/8/2025 2:15 PM
16	Stop trying to spend my taxes on bike lanes when we have homeless trying to kidnap and rape people. We have more important things to worry about than the 3 people that will use the bicycle lanes.	10/8/2025 11:48 AM
17	I prefer both of them because on a you have maximize bike lanes and on b it's limited bike lanes buffers so if we can figure out where we need the buffers the most we can understand how this can affect business too and what to do when that happens	10/8/2025 8:41 AM
18	Protected bike lane only	10/8/2025 12:28 AM
19	Many bikes use this area	10/7/2025 8:53 PM
20	If bike lanes are what are wanted then don't make the unsafe or inconvenient to use by making them narrow	10/7/2025 5:06 PM
21	Both of these change options are likely to have a negative impact on traffic congestion and thus overall safety for all not just bike riders.	10/7/2025 2:13 PM
22	Again, vehicles should take priority over bicycles. The vast majority of use will be by drivers.	10/7/2025 1:18 PM
23	Why are you making this into such a big problem?	10/7/2025 12:25 PM
24	No do not redo the road keep it as is or make it better for traffic flow rather than doing construction that is not needed.	10/7/2025 12:18 PM
25	The number of people who cross this street in the middle is greater than the number of bicyclists. Give them a turn lane to get them out of the lane of traffic.	10/7/2025 10:55 AM
26	Wasteful spending	10/7/2025 10:08 AM
27	Better visibility	10/7/2025 9:30 AM
28	There absolutely needs to be turning lanes here at the light.	10/7/2025 8:29 AM
29	Poor Planning to limit traffic. If limiting it have option B.	10/7/2025 7:25 AM
30	We don't need a bike lanes on 6th. Lets look at other streets as options with less traffic and ultimately creating more safety for the bicycle riders.	10/7/2025 6:27 AM
31	center turn lane, cars are less likely to use bike lane to pass cars stopped to make a left hand turn	10/6/2025 12:36 PM
32	Bikes are a waste of roadway space.	10/6/2025 12:12 PM
33	No bike lane	10/6/2025 11:56 AM
34	Bike lanes are not a priority for me.	10/6/2025 9:44 AM
35	Bremerton should prioritize increasing safety of public, pedestrian, and alternative transport.	10/6/2025 9:14 AM
36	This street already backs up past the park intersection during high traffic flows. Please do not	10/6/2025 9:08 AM

## 6th Street Active Transportation Improvement Project Community Survey

	reduce the 4 lanes for traffic between Park and Warren.	
37	Best use to support businesses that already struggle in that area.	10/4/2025 9:55 PM
38	While larger bike lanes would be nice, I think it would be better for small businesses to have a turn lane here	10/4/2025 9:24 PM
39	No need for a center turn lane here that is sometimes used by speeding cars as a passing lane, traffic volume is low. build this for safety and use the maximized bike lane buffer.	10/4/2025 1:31 PM
40	No one cares about the bike lanes.	10/3/2025 12:44 PM
41	Prioritize slower speeds and fewer choices.	10/2/2025 1:17 PM
42	Reducing car speeds on 6th will encourage drivers to take 11th or Burwell. This will make 6th a safer multimodal corridor.	10/1/2025 5:00 PM
43	This will make pedestrians feel safer, increasing foot traffic and thereby helping local businesses.	10/1/2025 10:01 AM
44	The volume of traffic here makes me want to maximize bike lane buffers, as this is such a critical intersection for people headed downtown.	10/1/2025 7:31 AM
45	Provides better protection for bikers and pedestrians.	9/30/2025 6:19 PM

**Q16 To create space for bike lanes between Park Avenue and Pacific Avenue, on-street parking would need to be reduced or removed. All design alternatives provide continuous bike lanes, but the amount of parking kept changes how much separation can be added between bikes and vehicle traffic or may allow for a center turn lane. Which option do you prefer?**

Answered: 207 Skipped: 2



ANSWER CHOICES	RESPONSES	
Alternative A - Removal of Only Necessary On-Street Parking (Balanced Street Use Priority)	26%	53
Alternative B - Removal of All On-Street Parking with Increased Bike Lane Separation (Bike Separation Priority)	33%	68
Alternative C - Removal of All On-Street Parking with Center Turn Lane (Access Priority)	11%	23
Other (Please provide a comment if selected)	7%	15
Unsure	4%	8
None	19%	40
<b>TOTAL</b>		<b>207</b>

#	PLEASE EXPLAIN YOUR ANSWER (OPTIONAL):	DATE
1	As long as houses have somewhere else to park, they do not need to be on a busy road, and I like center turn lanes as said previously.	10/24/2025 12:20 AM
2	Remove street parking in this area. Street parking during weekdays is used almost exclusively	10/22/2025 8:57 PM

## 6th Street Active Transportation Improvement Project Community Survey

by PSNS personnel. It should not be the cities duty to add parking lots, the city should be focusing on measures to reduce the need of the parking in the first place.

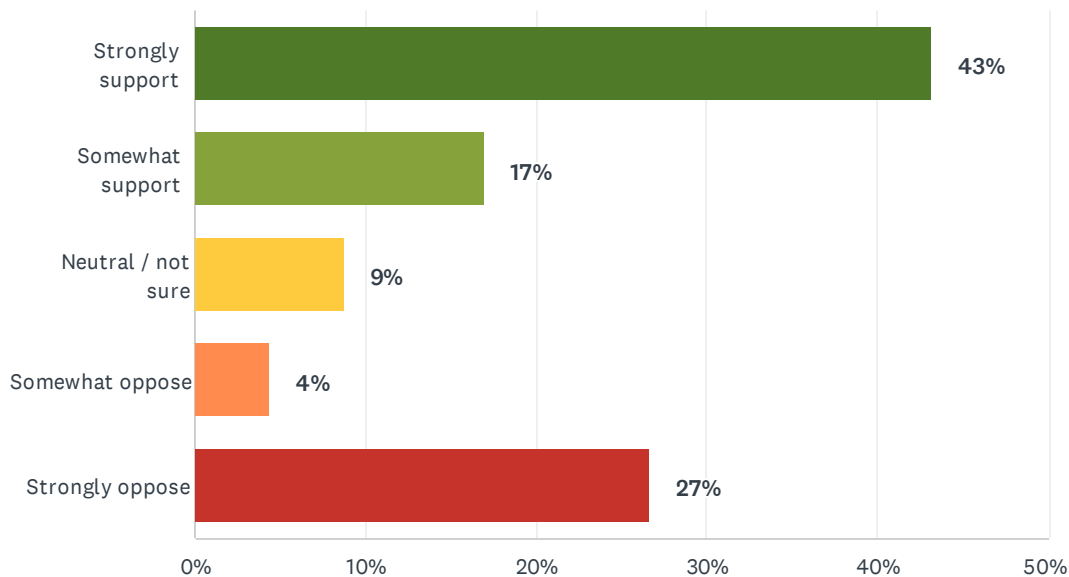
3	Preserving parking is important for optics. Parking gives more bike and pedestrian separation from traffic	10/22/2025 7:15 AM
4	If designing this area from scratch, we wouldn't put parking for a few spaces here. We would make 6th St consistent and continuous.	10/19/2025 4:59 PM
5	This is a planned east-west bicycle corridor, so it should maximize cyclist comfort and safety.	10/19/2025 3:53 PM
6	I feel like a center turn lane is not needed in this lower traffic section	10/19/2025 1:25 PM
7	Leave alone.	10/18/2025 4:03 PM
8	On street parking can create traffic congestion as vehicles are being parked or entering traffic. Also create blind spots for drivers and bikers.	10/18/2025 2:55 PM
9	Presently there is very little bike traffic in Bremerton. Think we should money to benefit the majority of residents and not a very small bike minority	10/18/2025 10:21 AM
10	There is so little traffic here! No need for turn lanes.	10/16/2025 2:22 PM
11	I am opposed to reducing parking spaces or narrowing driving space.	10/16/2025 9:29 AM
12	Eliminate bike riding	10/15/2025 11:20 PM
13	These images demonstrate just how much surface parking already exists on this block. The city does not need other provide more on the street for businesses if they already have their own.	10/15/2025 4:02 PM
14	DO NOT remove any on-street parking. There is already a shortage of it downtown.	10/15/2025 10:56 AM
15	There are rarely if ever cars parked on this stretch of road, there is also very limited traffic that would require a turn lane.	10/12/2025 12:26 AM
16	We need parking. Don't take away what little parking we have.	10/9/2025 3:59 PM
17	Parking is limited in this area - I live close and it is always a nightmare during downtown events and I park really going after people on those days	10/9/2025 11:38 AM
18	No removal of on-street parking	10/9/2025 11:31 AM
19	Guys seriously stop with the car fanaticism. Do any of you ever ride a bike? Please go on a trip outside the country	10/8/2025 6:40 PM
20	Only place one bike lane on the north side of 6th st. and keep 4 lanes of travel in both directions.	10/8/2025 2:15 PM
21	Stop trying to spend my taxes on bike lanes when we have homeless trying to kidnap and rape people. We have more important things to worry about than the 3 people that will use the bicycle lanes.	10/8/2025 11:48 AM
22	The downtown area needs MORE parking. Please please please please please don't remove parking spaces.	10/8/2025 10:41 AM
23	Dont remove any on street parking. bike lanes are unneeded.	10/8/2025 7:36 AM
24	Protected bike lanes only	10/8/2025 12:28 AM
25	Downtown is basically a parking lot, it does not need more parking. Just look at the reference image...	10/7/2025 9:08 PM
26	parking is already an issue downtown	10/7/2025 8:53 PM
27	Either A or C is acceptable - B is not	10/7/2025 5:41 PM
28	There's other nearby parking, prioritize bike lanes	10/7/2025 5:06 PM
29	Keep it as is	10/7/2025 4:20 PM
30	100% not in alignment with what is actually needed in this city. increase in parking spaces should be the focus not reduction of parking for bike riders.	10/7/2025 2:13 PM

## 6th Street Active Transportation Improvement Project Community Survey

31	Prioritize vehicle movement as it represents most of the use and should be prioritized.	10/7/2025 1:18 PM
32	No do not redo the road keep it as is or make it better for traffic flow rather than doing construction that is not needed.	10/7/2025 12:18 PM
33	I would leave it as is. I have walked this street a lot and don't recall ever seeing a bicycle on it.	10/7/2025 10:55 AM
34	Wasteful spending	10/7/2025 10:08 AM
35	NO REDUCTION TO ON STREET PARKING	10/7/2025 10:00 AM
36	Just widen the sidewalks. Nobody wants to ride in all the debris from the road.	10/7/2025 9:30 AM
37	We need more street parking, not less!!	10/7/2025 8:29 AM
38	Poor planning overall to limit lanes. Avoid on street parking at almost all costs if already limiting street space for emergencies. Option C if going through with this horrible idea.	10/7/2025 7:25 AM
39	We don't need a bike lanes on 6th. Lets look at other streets as options with less traffic and ultimately creating more safety for the bicycle riders.	10/7/2025 6:27 AM
40	NO BIKE LANES ARE NEEDED!!!! A two-lane road is more necessary	10/6/2025 3:26 PM
41	Dont remove parking to further accomodate the very limited bicycle traffic.	10/6/2025 2:47 PM
42	Low traffic flow & minimal left turns. Already low quantity of parking spaces in downtown area.	10/6/2025 12:36 PM
43	parking is needed for business to survive your fixing a problem that doesn't exist	10/6/2025 12:36 PM
44	Bikes are a waste of roadway space.	10/6/2025 12:12 PM
45	No bike lane	10/6/2025 11:56 AM
46	We need more parking.	10/6/2025 10:58 AM
47	This is an area that has a lot of transients and it would be nice to have areas where they can't park their cars	10/6/2025 10:54 AM
48	Bike lanes are not a priority for me. The number of available parking lots should preclude using street parking.	10/6/2025 9:44 AM
49	Bremerton should prioritize increasing safety of public, pedestrian, and alternative transport.	10/6/2025 9:14 AM
50	Leave it as it is.	10/6/2025 9:08 AM
51	Parking in Bremerton sucks enough as is	10/6/2025 8:50 AM
52	No bike lanes, maximum parking. Parking is already hard down there during events, we don't want to make it worse.	10/4/2025 9:55 PM
53	Demand for on street parking seems very low here. Again, no need for center turn lane that will just act as a speeders passing lane. Build this section for safety.	10/4/2025 1:31 PM
54	I do not care about bikes, I care about traffic congestion	10/3/2025 12:44 PM
55	There is an excessive amount of parking nearby no need to add more	10/2/2025 10:05 PM
56	Prioritize separation and safety. Encourage non-motorized travel.	10/2/2025 1:17 PM
57	Literally 60% of our downtown land is already surface parking, we don't need to trade road user safety for more parking and we definitely don't need more suicide lanes	10/2/2025 10:59 AM
58	This town is so covered in parking it's ridiculous. We need to encourage multimodal transit. We don't need to encourage driving.	10/1/2025 5:00 PM
59	I live in this neighborhood and I do not think we need more parking. This is the area of Bremerton with the best bus service, people can and should take transit, or use the nearby parking garage.	10/1/2025 10:01 AM
60	I live in this area and I very rarely see people parking on the street in this block.	10/1/2025 7:31 AM
61	I would prefer A for parking availability, but would accept B as there is still more safe bike space than C.	9/30/2025 6:19 PM

**Q17 On 6th Street between Park Avenue and Washington Avenue, design alternatives reflect options with on-street parking. If this parking is provided, the current recommendation is to locate the on-street parking between the travel lane and bike lane. This design further separates bike lanes from moving vehicles by locating parking on the outside of the bike lane. A representative image of a parking-protected bike lane is shown below. Do you support the use of parking protected bike lanes?**

Answered: 206 Skipped: 3



ANSWER CHOICES	RESPONSES
Strongly support	43% 89
Somewhat support	17% 35
Neutral / not sure	9% 18
Somewhat oppose	4% 9
Strongly oppose	27% 55
TOTAL	206

#	PLEASE EXPLAIN YOUR ANSWER (OPTIONAL):	DATE
1	Strongly support provided the parking space and bike lanes are separated by physical barriers, otherwise some vehicles will simply encroach in the bike lane. This happens frequently in communities where there is limited bicycling infrastructure and drivers don't have the awareness of bike lane being a dedicated space.	10/26/2025 2:13 PM
2	This is the safest option for bicycles.	10/24/2025 12:20 AM
3	Prefer no parking, but if parking is implemented, there needs to be a buffer width greater than a	10/19/2025 4:59 PM

## 6th Street Active Transportation Improvement Project Community Survey

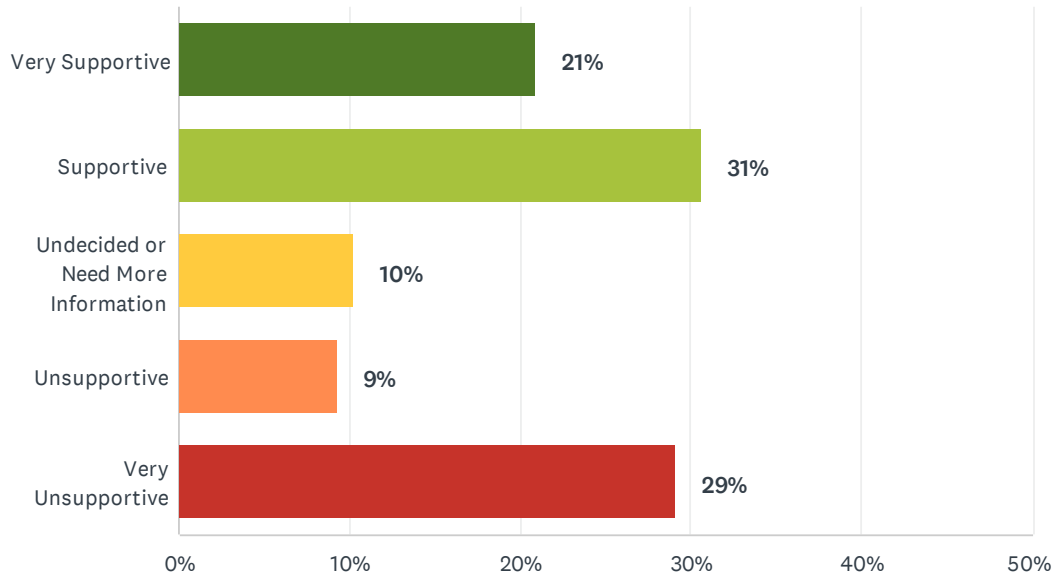
	door opening, even at the expense of slightly narrower bike lane.	
4	The buffer needs to be as wide as the door opening.	10/19/2025 4:59 PM
5	The image show provides a reasonable door buffer space, and separates cyclists from moving cars.	10/19/2025 3:53 PM
6	Would make me feel safer and more likely to utilize a bike vs car	10/19/2025 1:25 PM
7	The buffer provides space for motorists to open passenger doors without mooring cyclists	10/19/2025 11:42 AM
8	My one concern is people entering and exiting vehicles and how injurries to them or bicyclists may occure.	10/18/2025 11:27 PM
9	How would you plow this in the winter	10/18/2025 2:55 PM
10	Using cars to separate bike lanes has the potential to bikes not visible to moving vehicles.	10/18/2025 10:21 AM
11	Bikes do not belong on the road.	10/16/2025 12:51 PM
12	Bike riders should go somewhere else	10/15/2025 11:20 PM
13	This works very well in other cities! Highly recommend.	10/15/2025 4:02 PM
14	Don't interrupt bike lanes for parking spots, each time a biker has to transition around cars it creates risk. Also further removes traffic from walkers	10/12/2025 12:26 AM
15	Only where 2 lane streets can be converted to single lane due to roundabout traffic relief.	10/10/2025 7:05 AM
16	It makes sense if you must have parking	10/9/2025 8:20 PM
17	Worry about unfamiliar parking placement contributing to accidents	10/9/2025 12:51 PM
18	I do not support bike lanes	10/9/2025 11:31 AM
19	Paramount	10/8/2025 6:40 PM
20	Only place one bike lane on the north side of 6th st. and keep 4 lanes of travel in both directions.	10/8/2025 2:15 PM
21	Stop trying to spend my taxes on bike lanes when we have homeless trying to kidnap and rape people. We have more important things to worry about than the 3 people that will use the bicycle lanes.	10/8/2025 11:48 AM
22	I still don't want road diets.	10/8/2025 10:41 AM
23	Makes it harder to overtake a bike or pev in that lane	10/8/2025 9:34 AM
24	This provides both hard protection for bicyclists in a cheap and elegant way	10/8/2025 6:00 AM
25	Assuming there is a gap such as the reference image shows, I support it. With no gap a cyclist wont have time to slam the brakes when some one dashes from their car to the sidewalk with out looking.	10/7/2025 9:08 PM
26	even safer for bikes	10/7/2025 8:53 PM
27	They have sidewalks.	10/7/2025 5:21 PM
28	Yes though creating a raised plantable medium would be better than the posts and more protective and allow an easy step for those parking and ensuring they don't park over into the bike lane/encroach	10/7/2025 5:06 PM
29	100% not in alignment with what is actually needed in this city. increase in parking spaces should be the focus not reduction of parking for bike riders.	10/7/2025 2:13 PM
30	Too hard to park a vehicle!	10/7/2025 1:18 PM
31	These have been shown to increase accidents when drivers cannot see the bicyclist speeding behind the cars.	10/7/2025 12:44 PM
32	So you are going to take parking areas in the town that needs more parking, how about you fix real issues rather than adding new ideas that really aren't worth the cost.	10/7/2025 12:18 PM
33	I can't support any option that prioritizes a small fraction of traffic at the expense of car/transit	10/7/2025 12:10 PM

## 6th Street Active Transportation Improvement Project Community Survey

	traffic.	
34	People do not look for bikes on that side of the vehicle after parked. Additionally, bike traffic on this section is very low.	10/7/2025 10:55 AM
35	Wasteful spending	10/7/2025 10:08 AM
36	Just widen the sidewalks. Nobody wants to ride in all the debris from the road.	10/7/2025 9:30 AM
37	These bike lanes are not needed	10/7/2025 8:29 AM
38	avoid injury to cyclists & motorists who open left side car doors without making cautionary check for bikes	10/6/2025 7:57 PM
39	NO BIKE LANES NEEDED!!!!!!	10/6/2025 3:26 PM
40	I'm while I'm all for protecting bike lanes, let's not get too crazy about having parking that increases traffic.	10/6/2025 2:58 PM
41	Keeps cars out of bike lane. Posts vs other lower options remove the trip hazard to passengers accessing the cars parked.	10/6/2025 12:36 PM
42	Bikes are a waste of roadway space.	10/6/2025 12:12 PM
43	this will lead to pedestrian and bicycle accidents as people exiting their cars will have to dodge bicyclists.	10/6/2025 12:06 PM
44	No bike lane	10/6/2025 11:56 AM
45	Leaves cars looking like they are in the middle of the street when there are no bikers, and people leaving parked cars and blindly crossing bike lanes when there are bikers.	10/6/2025 11:32 AM
46	With a lot of transients in the area I feel this would be a less safe option because it would give them more space to leave their belongings and garbage or set up camp outside their cars in the bike lanes.	10/6/2025 10:54 AM
47	Bike lanes are not a priority for me.	10/6/2025 9:44 AM
48	Leave it as is.	10/6/2025 9:08 AM
49	Depends on if it still maximizes traffic flow and parking as the priority. Also those protectors will be destroyed by parallel parking.	10/4/2025 9:55 PM
50	I support this as long as the markings for cars parking are far away from entrances to businesses so cars turning in to businesses have visibility to cyclists	10/4/2025 9:24 PM
51	Yes! protect people (biking and walking) from moving cars. This would be ok - Alt B is better, but Alt A is ok	10/3/2025 10:43 PM
52	I would rather no bike lane and you add a turn lane	10/3/2025 12:44 PM
53	As long as space accounts for door swing.	10/2/2025 4:00 PM
54	Physical separation of bicycles and pedestrians from moving motor vehicles is a good idea for everyone.	10/2/2025 1:17 PM
55	I support parking-protected bike lanes with hard barriers to protect cyclists from cars entering/parking in the bike lane.	10/2/2025 12:05 PM
56	It's okay if cars hit cars. It's bad if cars hit people.	10/1/2025 10:01 AM
57	Even when parking is not in use it encourages safer driving decisions.	9/30/2025 6:19 PM

## Q18 Overall, how would you rate your support for the design options shown so far for the 6th Street project?

Answered: 206 Skipped: 3



ANSWER CHOICES	RESPONSES	
Very Supportive	21%	43
Supportive	31%	63
Undecided or Need More Information	10%	21
Unsupportive	9%	19
Very Unsupportive	29%	60
<b>TOTAL</b>		<b>206</b>

#	PLEASE EXPLAIN YOUR ANSWER (OPTIONAL):	DATE
1	I am glad we are inching towards the right direction, but I still see a strong bias towards an automobile centric 6th street.	10/26/2025 2:13 PM
2	I do not think taking a lane from each side for bicycles, which I have only seen less than a handful, is a good idea. The traffic will gravitate to 11th Street and it is already extremely crowded.	10/24/2025 12:20 AM
3	This should massively reduce congestion, increase clarity for drivers, and hopefully decrease the inherent risk of being a pedestrian in this area of nonchalant PSNS personnel during the mornings and afternoons.	10/22/2025 8:57 PM
4	Vehicular traffic congestion during peak travel far more outweighs pedestrian and bicyclist traffic. Further constraining vehicular traffic is only going to lead to more congestion and erratic driving by frustrated commuters.	10/21/2025 8:16 AM
5	A big improvement in cyclist and pedestrian safety, and could be made even safer.	10/19/2025 4:59 PM
6	The options provided are all dramatically better than the existing situation.	10/19/2025 3:53 PM

## 6th Street Active Transportation Improvement Project Community Survey

7	Adding bike lanes and dieting car lanes would be great for this dangerous roadway. I take the ferry from Port Orchard often and this would allow me to bike to the Charleston area without fearing for my life	10/19/2025 1:25 PM
8	I would have liked to have seen less expensive protected bike lanes and not pit the fire department against safe street advocates	10/19/2025 10:53 AM
9	I am very encouraged that some much concideration is being taken into account for bicycle and pedestrain safety. Lets take it even further though!	10/18/2025 11:27 PM
10	Leave alone that which works just fine as is. Use less traffic streets for bicycles.	10/18/2025 4:03 PM
11	Recommend paint option as the first step to determining if more improvements are needed in the future if more bikers are found using the bike lanes.	10/18/2025 2:55 PM
12	Narrowing the lanes for motor vehicles would hopefully make Bremerton a more walkable city. Presently with the narrow sidewalks, speeding traffic and no traffic enforcement Bremerton is not a comfortable or safe place to walk	10/18/2025 10:21 AM
13	It's looking great! I will be in strong support once I feel safe traveling on 6th with my family, on foot and on bicycle.	10/16/2025 2:22 PM
14	The amount of resources and money spent pandering to bicycling is wasteful and unnecessary. Roads are meant for car traffic only. I have walked along 6th street in the morning for over ten years and almost never see bicycle traffic. Taking down lanes for cars to accommodate bicycles will vastly slow transit on 6th street which is already a disaster.	10/16/2025 12:51 PM
15	Wasting time and money when tax funds have more important issues	10/15/2025 11:20 PM
16	All of these options reduce critical traffic lanes. PSNS is the largest employer in Kitsap County and to reduce access to it is not beneficial to anyone.	10/15/2025 10:56 AM
17	Right direction to protect bikers and pedestrians and implement traffic calming, now lets do more!	10/12/2025 12:26 AM
18	i do not understand the need to put so much in for Bikes as i drive this road daily for my commute and do not see bikes on the road like the changes reflect.	10/10/2025 11:00 AM
19	We have more traffic we don't need fewer lanes.	10/9/2025 3:59 PM
20	Car drivers do not want it - it seems like even the fire dept doesn't either	10/9/2025 11:38 AM
21	There is no need for a bike lane	10/8/2025 9:07 PM
22	I don't feel like there has been enough evidence to justify this entire project for a couple of "possible" riders and let it negatively affect neighboring people	10/8/2025 8:48 PM
23	Thank you for thinking about bikes. It's time to act upon it, crack down on speeding illegally modified vehicles and all the detriments they bring to this city	10/8/2025 6:40 PM
24	Only place one bike lane on the north side of 6th st. and keep 4 lanes of travel in both directions.	10/8/2025 2:15 PM
25	Stop trying to spend my taxes on bike lanes when we have homeless trying to kidnap and rape people. We have more important things to worry about than the 3 people that will use the bicycle lanes.	10/8/2025 11:48 AM
26	Your limiting access for people to park and go to businesses and for commuters. most people travel by cars not bikes. Also, if you want people to have a better way to commute start thinking about trains or subways or skylines.	10/8/2025 10:49 AM
27	I live on 10th and use 6th every day by foot and/or car. This is a great looking plan.	10/8/2025 10:45 AM
28	No road diets. No killing parking in downtown. Do better.	10/8/2025 10:41 AM
29	I like the idea of making space for bicyclist , cars , and pedestrians more safer and more reliable	10/8/2025 8:41 AM
30	I dont see the practical need for bike lanes at this time. Most people biking dont obey the traffic laws	10/8/2025 7:36 AM
31	The city keeps obstructing. We have supporter protected bike lanes for years. Now the road is	10/8/2025 12:28 AM

## 6th Street Active Transportation Improvement Project Community Survey

paved and they have been removed and all of a sudden now this is a public debate again.

32	Studies show road diets work. Encouraging citizens to feel more comfortable walking or cycling around down is a great thing. I hope one day this city feels safe enough to encourage my kids to ride their bikes.	10/7/2025 9:08 PM
33	More concern could be given to permeable surfaces and grassy/plantable mediums instead of more concrete and posts	10/7/2025 5:06 PM
34	100% misaligned with this effort. The city is not in touch with reality of what is needed which is focus on improving traffic congestion and increasing parking. Recommend redoing your surveys and not focusing on the louder voice of the smaller minority. I would 100% support this effort if its focus was "improving down town traffic flow congestion and parking issues that are plaguing Bremerton residence, SY workers, and businesses.".	10/7/2025 2:13 PM
35	I feel that bicycle traffic is over weighted in the design options. Vehicle traffic movement should be prioritized.	10/7/2025 1:18 PM
36	giving vehicle space and maneuverability for big rigs that owners pay road taxes and bring labor into Bremerton is a poor trade off for non-paying bike riders	10/7/2025 12:58 PM
37	You are trying to get us out of POVs. You are going full tilt socialist.	10/7/2025 12:25 PM
38	This not a good project it does not need to be done, there is to small of a group of people requesting this, just don't do it.	10/7/2025 12:18 PM
39	This entire plan prioritizes cyclists, a very small minority of traffic, over car/transit traffic which are the vast majority. Maximizing traffic flow should be the cities priority, not catering to minority special interests.	10/7/2025 12:10 PM
40	vehicle tabs/taxes paying for bicycle lanes???	10/7/2025 10:42 AM
41	This area is where i work and walk.	10/7/2025 10:26 AM
42	This is wasteful spending especially considering the minuscule number of bikes	10/7/2025 10:08 AM
43	As stated above. You are reducing the ability for drivers to actually utilize the roads all while expecting them to foot the bill. We pay higher tabs, higher gas prices, higher parking fares, etc, all while getting less usage.	10/7/2025 10:00 AM
44	Just widen the sidewalks. Nobody wants to ride in all the debris from the road.	10/7/2025 9:30 AM
45	This is a total waste of money and is going to create havoc on traffic	10/7/2025 8:29 AM
46	I'm concerned that the city is going to prioritize bike lanes over commuter vehicles, resulting in a more congested commute for thousands of people.	10/7/2025 6:46 AM
47	We don't need a bike lanes on 6th. Lets look at other streets as options with less traffic and ultimately creating more safety for the bicycle riders.	10/7/2025 6:27 AM
48	Please, please do this! We need to slow the traffic speed and volume on 6th.	10/7/2025 6:12 AM
49	It is an extreme waste of tax payer money to "protect" and extreme minority of the population/road users in the area that already have safer options available that will only make an already congested area worse. This city has much more pressing issues to solve with its severly degraded roadways, dangerous and non-ada compliant sidewalks, etc..	10/7/2025 6:06 AM
50	Very nice, but too expensive in my view.	10/6/2025 7:57 PM
51	worst designs ever!!!!	10/6/2025 3:26 PM
52	It has good intentions, but doesn't go far enough.	10/6/2025 2:58 PM
53	Where is the money coming from to fund a project that by all appearances, is frivolous and unnecessary?	10/6/2025 2:36 PM
54	I'm most concerned about traffic flow with only one lane thru the street lights at Wycoff, Callow, and Montgomery. These lights already backup with two lanes and to get the same traffic flow with one lane you'll need a light that lasts at least twice as long. With that, the left lane already backs up due to traffic congestion on Callow, so how will that be mitigated so 6th to Kitsap Way traffic doesn't bottleneck too?	10/6/2025 2:31 PM

## 6th Street Active Transportation Improvement Project Community Survey

55	Bicyclists are very much a minority, especially during the 9 months of rain. They provide zero revenue or funding support to the project, while growth in the area will do nothing but continue to increase the number of cars in the city.	10/6/2025 12:38 PM
56	Bikes are a waste of roadway space.	10/6/2025 12:12 PM
57	No bike lane	10/6/2025 11:56 AM
58	The number of people that would benefit from all this money being spent is a small fraction of the people that would be forever negatively impacted by losing traffic lanes.	10/6/2025 9:08 AM
59	cutting back on driving lanes will be terrible for anyone commuting. bikes should be required to have tabs like cars to pay for their lanes. huge waste of money to the tax payers.	10/6/2025 8:39 AM
60	You already did a ton of work on 6th, why would you change any of the lanes now, instead of when you did the work.	10/4/2025 9:55 PM
61	Any of these options, (while some much better than others) are a big improvement over the currnt conditions. Thanks.	10/4/2025 1:31 PM
62	Pick the safer for humans (bikes and peds) options and I'm supportive. Center turn lanes don't make driving safer, your data is wrong. Check again.	10/3/2025 10:43 PM
63	Designers seem unfamiliar with designing bike lanes in an urban area	10/3/2025 4:15 PM
64	We do not want bike lanes! We want improved traffic congestion!	10/3/2025 12:44 PM
65	Some progress has been made but the project seems to still not be prioritizing bikes and peds overall	10/2/2025 10:05 PM
66	There are alternatives I support and those I do not. I am not going to answer this blanket question.	10/2/2025 1:17 PM
67	Remove all vehicle turn lanes. They are not necessary.	10/2/2025 11:17 AM
68	2 lanes for cars, period. It immensely boosts safety while lowering costs vs. the proposals above. We lived just fine on 2 lanes these last few months. If the city was so convinced that 2 lanes was a negative, they would've sponsored studies to prove that during the recent re-paving. Instead independent work by our citizens showed no material change in travel time for cars.	10/2/2025 10:59 AM
69	I feel this is an improvement over previous designs, but I am still confused by all the amenities provided to speed up car traffic. I want fewer and slower cars on this road.	10/1/2025 10:01 AM

## Q19 Is there anything else you'd like the project team to know or consider as we continue designing the 6th Street project?

Answered: 115 Skipped: 94

#	RESPONSES	DATE
1	Connecting bike lanes and bus stops	10/26/2025 6:50 PM
2	1743 5th St	10/26/2025 3:06 PM
3	I am appreciative of the effort and desire to improve bicycling experience. I would encourage you to not do bare minimum in the design process and try to be a bit bold and in-line with what other cities in our region are doing. The thing with bicycling in our automobile centric culture is that to make people actually use these facilities, we need to make them feel very safe. Half baked design elements like paints/plastic posts don't make people safe. So, if you really want to see ROI in the form of people using these facilities and all segments of the population benefitting from it, you need to embrace the safety more strongly. Incremental paint lines here and there just won't do it. We have an opportunity here to see how in our community we can induce demand for alternate modes of transport by giving people a truly safe infrastructure. The city is making efforts and spending time and resources to make 6th street better. Let's not waste all this effort by shying away from some bold decisions such as using concrete barriers, or eliminating center lanes etc.	10/26/2025 2:13 PM
4	1743 5th Street	10/26/2025 1:05 PM
5	I agree with the pedestrian crossings as there are many more pedestrians than bicycles on 6th Street. Has someone done a study to see how many bicycles use the road?	10/24/2025 12:20 AM
6	1724 5th St	10/23/2025 2:33 PM
7	Reduce street parking as much as possible. Drivers in these proposal areas are using vehicles that reduce the usability of these street parking spots (massive trucks.)	10/22/2025 8:57 PM
8	The stop signs on 6th and Veneta. During peak vehicular commute times it's often dark. There are no lights at this intersection, and you cannot see pedestrians or bicyclists waiting to cross the street, especially when your vehicle's pillar is blocking your diagonal line of site. Remove the stop signs or add adequate street lighting to improve visibility.	10/21/2025 8:16 AM
9	Thank you for your continued work with this.	10/20/2025 3:52 PM
10	Make this corridor bike-ped centric, not car sentric. State that this is not a freight corridor. Cars going straight through should be encouraged to use 11th or Burwell.	10/19/2025 4:59 PM
11	Please emphasize bike and pedestrian safety over vehicles.	10/19/2025 4:59 PM
12	Kudos. You've provided a spectrum of options that include features that will increase bicycle mode share.	10/19/2025 3:53 PM
13	7622 N Via De La Siesta	10/19/2025 11:42 AM
14	Let's prioritize safety over car movement in the city. We're not there yet.	10/19/2025 10:53 AM
15	Let's make 6th street a bicycle & pedestrian corridor! We already have arterials to move large numbers of vehicles into or out of our city but there are no safe viable routes for cyclists and pedestrians. Now that the minimum parking space laws have been removed, we need to encourage folks that move here to consider vehicle free living and this will go a long way to do that. We could create a whole corridor of bicycle and pedestrian friendly business who could see increased traffic from an increase in foot and cyclist traffic, converting parking lots to bike racks and outdoor spaces that would directly connect with people as they pass by. This is an opportunity to invest in our future. Let's take it!	10/18/2025 11:27 PM
16	Don't redesign a safe street that works just fine as is. Use the money to finish surfacing Perry ave to Sheridan so no one breaks an axle on that stretch of washboard.	10/18/2025 4:03 PM

## 6th Street Active Transportation Improvement Project Community Survey

17	Paint first, test results, and determine if other improvements are needed.	10/18/2025 2:55 PM
18	So far the options provided have been great and well thought out. The transparency is very much appreciated. As a resident of the union Hill area of Bremerton, I realize how important it is for all types of users and travelers to have efficient and protective spaces. That said, traffic safety is a very big issue in this part of the city. I believe that traffic calming really needs to happen and be taken as a high priority when considering these option design plans.	10/18/2025 11:08 AM
19	We are growing and we need to be honest with ourselves. Massive amounts of people are not going to use bicycles. Centering construction around an ideal that only a small group of people strive for is not in the best interest of the city. 6th street will become the equivalent of a treadmill that does nothing but hold laundry ( best of intentions to be healthy and use but never actually happens)	10/18/2025 10:29 AM
20	You should look at ways to mitigate traffic cutting from 6th to Burwell using Bryan Ave. Cars also cut from Burwell to 6th using BryanAve although it is a one way street. Might want to consider ways to keep residential streets from becoming commuter shortcuts with the narrowing of 6th.	10/18/2025 10:21 AM
21	Thank you for collecting this feedback! As always, the community input process is tedious and complicated, but makes for much better outcomes!	10/16/2025 2:22 PM
22	I like flexible posts but I feel like I've been to a number of cities that failed to upkeep them and then in a few years a majority of them are broken and missing anyways. I think the low impact barriers might be a better long-term option	10/16/2025 1:31 PM
23	Remove the bike lanes.	10/16/2025 12:51 PM
24	As opposed to providing bike lanes to a handful of people, we have 10,000 workers that drive in every day, and we must accommodate all these people and their vehicles. Have some common sense!	10/16/2025 9:29 AM
25	Please address the 6th/Wycoff intersection! The neighborhood would benefit greatly from a crosswalk there, as 6th breaks up the neighborhood and requires pedestrians to go to Callow to cross despite the fact there's a traffic light at Wycoff.	10/15/2025 4:02 PM
26	Consider making burwell and 6th street into one way roads. Burwell being east bound and 6th street being west bound!	10/15/2025 1:05 PM
27	Make Burwell and 6th Ave one-way streets. this would move traffic and give bike lanes more room.	10/14/2025 9:45 AM
28	During construction for phase 3 of the 6th St resurfacing project, lots of my neighbors, especially those on 4th and 5th streets, noticed that impatient drivers were using those streets as an alternative to 6th. With this road diet on 6th, traffic calming measures on neighboring residential streets should be considered as well.	10/13/2025 2:11 PM
29	I like the progress being made, but please consider innovation. We're likely only going to make this investment just one time in my lifetime and we should do it right for the long-term. Plastic barriers are goign to need to be continuously maintained and replaced, what happens next time road needs to be repaved? Consider a two-way shared pathway	10/12/2025 12:26 AM
30	All council people that support this should get voted out	10/11/2025 9:49 PM
31	There needs to be lane reflectors on 6th street. During wet, dark conditions, the lane paint markers becomes practically invisible. This makes it difficult to determine if I am veering off my lane.	10/10/2025 6:11 PM
32	We should be increasing the flow of traffic to not have these bottle necks on Burwell and out the gates to get smooth traffic flow rather than focusing on green paint and bike lanes for the handful of bikes that use us for the ferry or ride into work. Cutting most lanes down to one going each way for most roads is such a headache. and is another reason why people don't like to come downtown to the shops and spend their money, its such a hassle. I am a Bremerton resident but last thing I ever think of doing is going downtown because I'm either going to pay way too much money to park...or get accosted by a homeless or mentally ill person.	10/10/2025 11:00 AM
33	Bike lanes will only delay emergency response, remove already limited parking and correct an issue that is not there	10/10/2025 7:11 AM

## 6th Street Active Transportation Improvement Project Community Survey

34	Just get rid of the 🚦, and replace with 🚲, then existing 2nd lanes can be used for bikes and buses. Watch these YouTube videos for inspiration. Let's FIX the HIGH SCHOOL... with 152 ROUNDABOUTS! <a href="https://youtu.be/1ZUZA76L09M?si=YxR8Zs8rnwlrqQ2Q">https://youtu.be/1ZUZA76L09M?si=YxR8Zs8rnwlrqQ2Q</a> The beauty of Carmel's roundabouts captured by a drone (at night) <a href="https://youtu.be/eBvvSTfYUYA?si=n5SasrzbxsE9BiMf">https://youtu.be/eBvvSTfYUYA?si=n5SasrzbxsE9BiMf</a> Totem poles and Viking statues would make perfect roundabout art for this area. Driving Around Carmel, Indiana in 4k Video <a href="https://youtu.be/xk08v_FU5xo?si=0uozwelObcnZWPNT">https://youtu.be/xk08v_FU5xo?si=0uozwelObcnZWPNT</a>	10/10/2025 7:05 AM
35	The recent construction showed that 6th does not need 2 lanes or even a turn lane. Most of the time there was minimal backup. It also significantly reduced speeds to a much safer level.	10/9/2025 8:15 PM
36	It doesn't matter what anyone says, you are going through with this bike lane nonsense anyway. Many people will be very unhappy. It's a waste of money and resources to make things less efficient.	10/9/2025 3:59 PM
37	I rarely see people biking on main roads and wonder if they'd be better off sticking to smaller roads with calmer traffic. Drivers are extremely impatient and aggressive during busy times so my preference is to avoid where they are. Not sure this will improve driving safety on balance. Sixth has worked fine for me as a pedestrian before any changes.	10/9/2025 12:51 PM
38	Give up thinking sixth is going to magically become bike friendly	10/9/2025 11:38 AM
39	What volume of bikes to cars are supported on this project. The cost to create a bike lane for less than 25% usage is not feasible.	10/9/2025 11:31 AM
40	I don't agree with prioritizing a full vehicle lane to turn it into a bike lane, therefore increasing traffic build up on 6th avenue. With the amount of rough neighborhood roads in Bremerton, funds would be put to better use repairing these and adding sidewalks, especially in East Bremerton, before setting up more bike lanes. Eleventh Avenue, another well-traveled street, is very rough, especially for smaller vehicles. Additionally, it is not uncommon for people to travel at 40 MPH down Burwell, 6th, and 11th. I doubt this will change if 6th is narrowed down to one vehicle lane in either direction, likely increasing the chance of wrecks, especially during morning rush hour.	10/9/2025 9:08 AM
41	Bikes dont even use 6th street. Adding a bike lane would only cause congestion on 6th and have traffic spill over to side streets.	10/8/2025 9:07 PM
42	Have you thought about how this will affect the immediate side streets? Will this push traffic toward the school and park and Endanger children more?	10/8/2025 8:48 PM
43	Please please have police enforce modified exhaust laws. Seriously this is detrimental to everyone and it is illegal	10/8/2025 6:40 PM
44	Design the road so that vehicles must travel at or below the speed limit. (Exception for emergency vehicles.) Provide separated bike lanes.	10/8/2025 4:26 PM
45	822 Burwell St	10/8/2025 4:06 PM
46	Only place one bike lane on the north side of 6th st. and keep 4 lanes of travel in both directions. The JCTP was to determine whether we needed a livability centric downtown Bremerton, or a commuter centric downtown Bremerton. Regardless of the facts and results of the study indicating that the majority of the Naval Installation employees live in Bremerton, and the results indicating there needs to be stronger public transportation options and more parking solutions, I watched for 2 years as stakeholders ignored data and clearly had an agenda to pursue. Even hearing the Mayor in meetings state that we need to reduce parking in downtown Bremerton by 2,000 cars, then when challenged on that fact changing his tune to appease other stakeholders. It's clear that the City is not understanding where it's revenue comes from... or is ignoring the needs of the people it serves to attract other people from outside the area and across the water to move to Bremerton as a bedroom community for Seattle. Initiatives like this to cater to the few, knowing you have the majority trapped with less options, is why the Bremerton 2040 plan is going to drive revenue away and push away Federal Employees to the tune of over \$4B in payroll.	10/8/2025 2:15 PM
47	Stop wasting money on redesigning streets and give it to the local police to help clean up the crime on the streets.	10/8/2025 11:48 AM
48	If there was an option to take a train or subway that had a park and ride that left every hour id commute that way. I cannot commute by bike because it's entirely too far.	10/8/2025 10:49 AM

## 6th Street Active Transportation Improvement Project Community Survey

49	I think that 6th can be cut down to two lanes easily after this summers work on it. It was only two lanes that whole time and I used it scores of times and never encountered a problem. Lets make our city more walkable and bikeable esp as it is not making driving any worse. Great chance here to improve our city.	10/8/2025 10:45 AM
50	No road diets. No killing parking in downtown. Do better.	10/8/2025 10:41 AM
51	Very well put together survey. Ramble here but would also really love to see; taller building capabilities, more bus and ferry stops and times served (dui prevention) and more mixed use zoning (want more shops around) so feel free to share intel relating to those matters	10/8/2025 9:34 AM
52	I think the road has been pleasant to travel on since it's been repaved. I think it's perfect how it is right now	10/8/2025 9:27 AM
53	If the plan of removing all side wall parked cars out the way the city will have a problem with cars having no where to park that's why maybe adding more parking garages around the city if there's not enough room	10/8/2025 8:41 AM
54	Protect the damn bike lanes for gods sake already.	10/8/2025 12:28 AM
55	As a biker who has been run over by a car on a street with no bike lane, I am a huge fan of this project and think it is a much-needed improvement for the city! Thank you!	10/7/2025 9:58 PM
56	I hope the project is seen as an overall success by all those that use the roads in the future.	10/7/2025 9:08 PM
57	For future suveys, when more than 2 design alternatives are presented, consider allowing people to choose more than 1 OR go to ranked choice.	10/7/2025 5:41 PM
58	As a frequent pedestrian on 6th, cars going past me well over the speed limit is a little unnerving when the outside lane is directly against the sidewalk. Bike lanes will certainly help alleviate that concern.	10/7/2025 5:30 PM
59	Repave the road and leave it alone.	10/7/2025 5:21 PM
60	This is a waste of taxpayer money.	10/7/2025 4:52 PM
61	Sounds like this project has captured most of what I would want out of a redesign for 6th St!	10/7/2025 4:37 PM
62	Stop. It fine as is. A waste of limited money. I ride every day when nice on this road and its not needed. State law supports riding in the full lane.	10/7/2025 4:20 PM
63	Stop and reassess your focus and the fact that you are not aligned with the majority of business owners, residences and those who work in Bremerton which pays majority of the taxes for this city and drives your revenue to continue to operate whereas small majority of bike riders does not.	10/7/2025 2:13 PM
64	please ride in a bus through all of these areas and get a feel for what we deal with M-F year-round, please!	10/7/2025 12:58 PM
65	Why not designate a non-arterial street that traverses east west across the city as the bicycle path. Take over one full lane, make the street one way only, and designate the lane as a bike lane. It will be sad if this is another instance of attempting to obtain outside funding to cover the cost of street/sewer repairs, as quoted by the city engineer in the Kitsap Sun when 11th street was being worked on.	10/7/2025 12:44 PM
66	Stop where you are and re-evaluate your priorities. 6th Street is fine the way it is. We don't need unused bike lanes. If we did need them, the bicyclists need to pay for it. Not use our gas tax money to restrict our freedom of travel.	10/7/2025 12:25 PM
67	This project is unnecessary and will just cause more issues than it will fix. What is really needed is more parking that isn't expensively owned by a conglomerate, and better roads that can help the people that work and live here get in and out easily no matter what time of day it is.	10/7/2025 12:18 PM
68	don't ruin the roads more than you already have	10/7/2025 11:11 AM
69	Not at this time.	10/7/2025 10:55 AM
70	Why are we reducing vehicle access and parking when we don't have enough now and catering to non-taxed bicycles?	10/7/2025 10:42 AM

## 6th Street Active Transportation Improvement Project Community Survey

71	Again I believe this is a complete waste of funding and time used.	10/7/2025 10:08 AM
72	Once this project is concluded, I am much more likely to commute to work on my bike. Currently Bremerton has proven to be far to unsafe to ride a bike, too many of my coworkers have been struck and seriously injured.	10/7/2025 10:05 AM
73	Based on the conversations I have will people from all over the county, this is a wildly unpopular project. Do you ever release the findings from these surveys that show you actually take into account the voice of the people?	10/7/2025 10:00 AM
74	Can you guess? Just widen the sidewalks. Nobody wants to ride in all the debris from the road.	10/7/2025 9:30 AM
75	Spend money on timed lights for the majority of users of the road.	10/7/2025 9:04 AM
76	14,000 federal employees (not including active duty military and their families) commute to PSNS and a lot utilize 6th St. Losing a lane of traffic is going to create total havoc and chaos with traffic. 11th, 6th, and Burwell are three of the busiest streets for commuting and shouldn't even be considered for the bike lane project. There are way more drivers then bicylists and this should never of been considered. I only recently moved out of Bremerton, but have lived there for 36 years and as much as Bremerton wants it to be, it will never be a bike friendly city. Money is being wasted on these projects. Quincy square for example was a huge waste of money. I can't even walk from the gov parking garage down pacific without feeling unsafe due to the drug and homeless epididemic in the city. Maybe that should be the focus. I would never ride a bike or walk because of this epidemic either. The cities priorities are totally out of wack.	10/7/2025 8:29 AM
77	vehicle traffic has only increased in recent years so vehicle throughput should be the priority over bike lanes. Increasing numbers of people use Bremerton as a means to an end, so we should make it the best means for vehicles because that will increase public use and interest drawing more residents back to Bremerton. If we focus on bike lanes, the residents will feel trapped and it will push them away.	10/7/2025 7:04 AM
78	In many aspects of city work, it feels and appears like City Council members push for what they want or think would be best versus looking at the numbers, thinking about what would be best for the community as a whole rather than a small portion of it, and forgo listening to city employees with a lot of expertise and experience simply because council members have certain beliefs or personal desires that they want to pursue.	10/7/2025 6:46 AM
79	Doing this will cause just that much more traffic congestion issues in Bremerton. As an avid bike rider I understand the want to for keeping riders safe. So, if that is the issue, let's look at using a road with less traffic to really keep the riders safe, not just spending massive amounts of money on a project making traffic worse and emergency response times worse, but focus on our homeless and drug problems here in downtown Bremerton. Keep the streets the way they are, and just improve them, like 11th, that road is so bumpy and rough you are almost guaranteed to lose fillings from your teeth driving down it.	10/7/2025 6:27 AM
80	It is an extreme waste of tax payer money to "protect" and extreme minority of the population/road users in the area that already have safer options available that will only make an already congested area worse. This city has much more pressing issues to solve with its severely degraded roadways, dangerous and non-ada compliant sidewalks, etc..	10/7/2025 6:06 AM
81	General comment: I would prefer to have more bike lanes on streets of Bremerton, not just a few sophisticated (and very costly) bike lanes.	10/6/2025 7:57 PM
82	there are already to many cars on these roads the last thing we need to do is take road space away. If anything we need to widen all of the lanes to make 6th street a 5 lane road.	10/6/2025 4:43 PM
83	<b>THIS DESIGN IS AWFUL!!! NO MORE BIKE LANES!!!! STOP REDUCING LANES IN BREMERTON!!!!!!</b>	10/6/2025 3:26 PM
84	Where is the data showing the number of bicycles on the road because I don't see them enough to justify giving them their own lanes. Why are you using 7-year-old data of car accidents on 6th street? Where is the money coming from to fund this pet project? I suggest requiring bicycle riders to license their bikes to help pay for the cost.	10/6/2025 2:36 PM
85	As stated in other answers, the 6th to Callow left turn may really backup during peak commute hours. The queue for that turn should start at Montgomery where that left turn lane would be a straight/left turn lane. Also, a shared bike/right turn lane should exist at both Callow and Montgomery in both directions.	10/6/2025 2:31 PM

## 6th Street Active Transportation Improvement Project Community Survey

86	Why are we wasting our taxpayer dollars on this when we can't feed the unhoused?	10/6/2025 1:41 PM
87	I would say if the goal is to make the street safer for bicyclists and pedestrians then there should be some consideration of upgrading the available lighting along the whole street to increase evening and nighttime visibility on the street for the safety of both pedestrians, bicyclists, and drivers. I would also consider adding more speed cameras like the ones that currently exist at Warren & 11th. This also has the added benefit of generating some revenue to recoup expenditures for the project costs over time.	10/6/2025 12:36 PM
88	6th is the street that runs closest to the largest employer in Kitsap. Shift change hours are already a nightmare without reducing vehicle access. This is hilly cold weather land that not many people ride bikes on. Stop listening to a vocal minority screaming for bikes and focus on the vast majority of people that drive or take the bus.	10/6/2025 12:12 PM
89	given the sheer volume of traffic expected with the construction of the drydock at PSNS. how do you expect this plan to increase flow or is this just catering to a small group while impacting the greater population? Can anyone of you give me the amount of bicycle traffic in the winter? this is a waste wrapped up in some feel good, we did something for a niche group wrapper.	10/6/2025 12:06 PM
90	No bike lane	10/6/2025 11:56 AM
91	We don't need more bike lanes.	10/6/2025 10:58 AM
92	None	10/6/2025 10:44 AM
93	No	10/6/2025 9:57 AM
94	I do not support the changes that the City of Bremerton is trying to impose on its residents and other local commuters.	10/6/2025 9:33 AM
95	What studies have been done to realistically estimate the need for all the changes? Is this just a money grab to get state/federal dollars to offset the costs of resurfacing the road? Please Please look at the number of people that this might benefit and divide by the dollars spent to see how much money per person and see if any of this makes good use of taxes.	10/6/2025 9:08 AM
96	ensuring enough lighting for crosswalks.	10/6/2025 9:00 AM
97	by adding bike lanes, this will greatly impact travel time to the average commuter causing great delays. as Bremerton grow in population, the city should be figuring out how to expand traffic lanes not reduce them for bike lanes. this project is unfair to the tax payers, that pay for the roads from sales in fuel. if this project does happen, the city need to charge a fee on bicycles to ride on the road, similar to any car on the road.	10/6/2025 8:39 AM
98	Don't be held captive by a vocal minority of bikers who don't pay to maintain roads anyway.	10/4/2025 9:55 PM
99	Thank you for listening and being so involved with the community!	10/4/2025 9:24 PM
100	This is A LOT BETTER than the previous effort, and better than Naval. Just push forward the safe options, please.	10/3/2025 10:43 PM
101	Next bike lane/active transportation project design should only be awarded to firms with extensive experience	10/3/2025 4:15 PM
102	It may be beneficial to communicate some of the benefits protected bike lanes also offer to pedestrians.	10/3/2025 1:55 PM
103	This project makes me angry every day. The amount of congestion you have already created on 6th Street is frustrating and the lack of coordination with your project team executing the construction in a high traffic area is shameful. I am going to vote out whomever has supported this project. It does not reflect the communities wants or needs. How on earth did you not poll or coordinate with the shipyard regarding this project. It is exceptionally disappointing.	10/3/2025 12:44 PM
104	6th should be designed for all users including kids. Several of The current design options feels potentially unfriendly / dangerous to cyclists and peds.	10/2/2025 10:05 PM
105	Prioritize people over cars. We have to make it comfortable to bike and walk and take transit so that people will be confident to get out of cars. Better for all of us. Engineers should be thinking - would I want my grandma or my son to walk or pedal here? If not, try again.	10/2/2025 1:17 PM
106	Please review Strong Towns guidance on bike lane design and coordination with mass transit	10/2/2025 12:05 PM

## 6th Street Active Transportation Improvement Project Community Survey

to ensure that downtown Bremerton is safe and accessible for humans, not cars.

107	Final design needs to show increased tree canopy over exiting tree cover	10/2/2025 11:31 AM
108	Protected bike lanes should start becoming at priority in Bremerton. You tried the unprotected way and they are rendered useless daily with vehicles parked on it constantly. There's not enough parking tickets enforcement in this city to keep going with the unprotected bike lanes. Reality is if you really want usable bike lanes in this city, they must be protected.	10/2/2025 11:17 AM
109	Yes, there should be leading signal detections at lights for bikes. Bikes are most vulnerable in intersections and the time to cross is 2x when off a dead stop. With several hills on 6th, there should be detection of bikes to flip the light or trigger it on approach so keep momentum on the approach instead of constant starting/stopping. Remember, the only way to fix traffic is to provide viable alternatives to driving. 6th is the start of that network of alternatives.	10/2/2025 10:59 AM
110	Implementing any way to reduce speeds on 6th is a very good idea. It is not a safe road as-is and Bremerton needs to consider what kind of City we want to be in the future that provides accessibility to all types of users.	10/2/2025 10:28 AM
111	1627 4th Street	10/1/2025 5:00 PM
112	As I understand it, the model used here for traffic demand is based on the assumption that road capacity will increase or stay the same. I believe this may exaggerate the future need for capacity because it does not account for induced demand. By reducing the capacity and throughput of vehicles, we can significantly reduce the demand as well, since motorists will choose other options like carpooling, parks and ride, or alternative routes. I worry that we are including too many amenities in this design which help cars go fast, such as turn lanes, which will in turn cause more drivers to take 6th Street.	10/1/2025 10:01 AM
113	I would love to see models that have data to back up claims like "reduces traffic congestion" or "13,000 cars travel on this street per day". It would be really helpful to have these metrics to better understand the objective impact of each model. Right now, the information provided (at least at the open house) felt fairly subjective, and I'd prefer to make some of my recommendations after evaluating the data myself. Thanks for the opportunity to be involved!	10/1/2025 7:31 AM
114	I strongly oppose the entire project. The cost effectiveness is extremely limited due to the small numbers of beneficiaries. Also, the population of the city will continue to grow, and vehicle density will only increase. Limiting lanes can only limit capacity.	9/30/2025 7:56 PM
115	I would prefer the intersection at 6th and Veneta to remain a 4-way stop. As a driver who passes through it consistently, it has not impacted my travel time whatsoever but HAS encouraged safer driving speeds and more active driver awareness.	9/30/2025 6:19 PM