



6TH STREET



Active Transportation Improvement Project

2025 Community Input & Staff Concept Design Recommendations Information Only Briefing

City Council Study Session

January 28, 2026

Nick Ataie, P.E. – PW&U Engineering Division

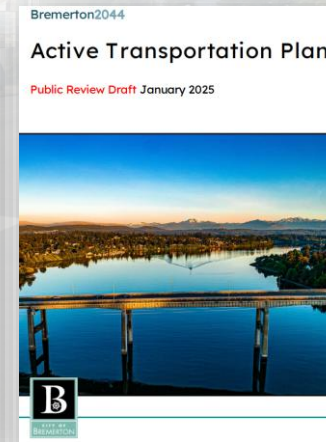
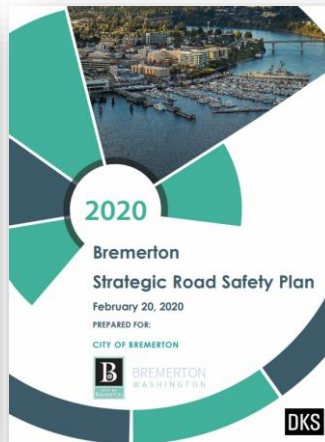
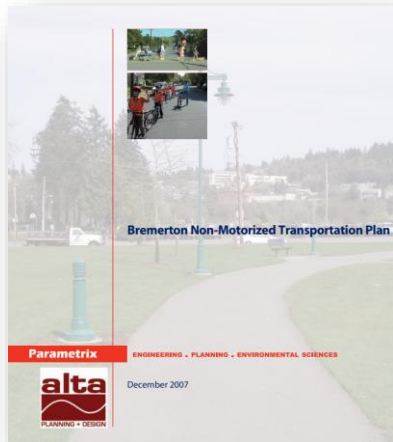


PROJECT OVERVIEW

Project Need & Purpose

- Improve Safety for All Users (Through Cost Effective Street Re-Channelization)
- Connect Bike Network (Charleston to Downtown)

As Previously Planned, Studied, and Validated...





2025 OPEN HOUSE RECAP

September 2025 Open House – 2nd Project Open House

- September 30 – NDGC (5pm – 7pm)
- Approximately 80 Attendees
- Info Boards, Design Concepts, and Delineator Samples
- 200+ Comments from Online Survey
(Open Sept 30 - Oct 26)





2025 ONLINE SURVEY: TAKEAWAYS

- Significantly **more input** compared to 2024 input
- Safety (especially **pedestrian safety**) is a high community priority
- **Traffic & congestion concerns** are still top of mind for many
- Many, but not all, responses reflect **mixed community opinions** or preferences
- Community input, while mixed, still provides a **high value** in the decision-making process

The emphasis on bike lanes is disproportionate to the need. ...

Let's prioritize safety over car movement...

6th Street is fine the way it is...

This works very well in other cities! Highly recommend.



SURVEY RESPONSE SUMMARY



DESIGN RECOMMENDATIONS

DECISION-MAKING FRAMEWORK



Previous Studies



City Policies



Project Constraints



Previous Plans



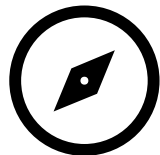
Public Input



Stakeholder Input



Standards



Best Practices



Technical Analysis



STAFF CONCEPT DESIGN

RECOMMENDATIONS MEMO



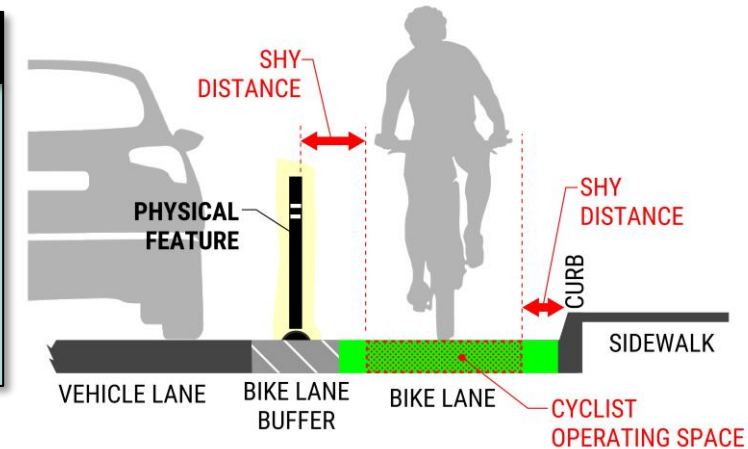
DESIGN RECOMMENDATIONS

BIKE LANE PHYSICAL SEPARATION



STAFF RECOMMENDATION

Use of **flexible post** type bike lane physical separation (either with or without a fixed curb base) at locations **excluding where the Bremerton Fire Department identifies emergency response concerns**

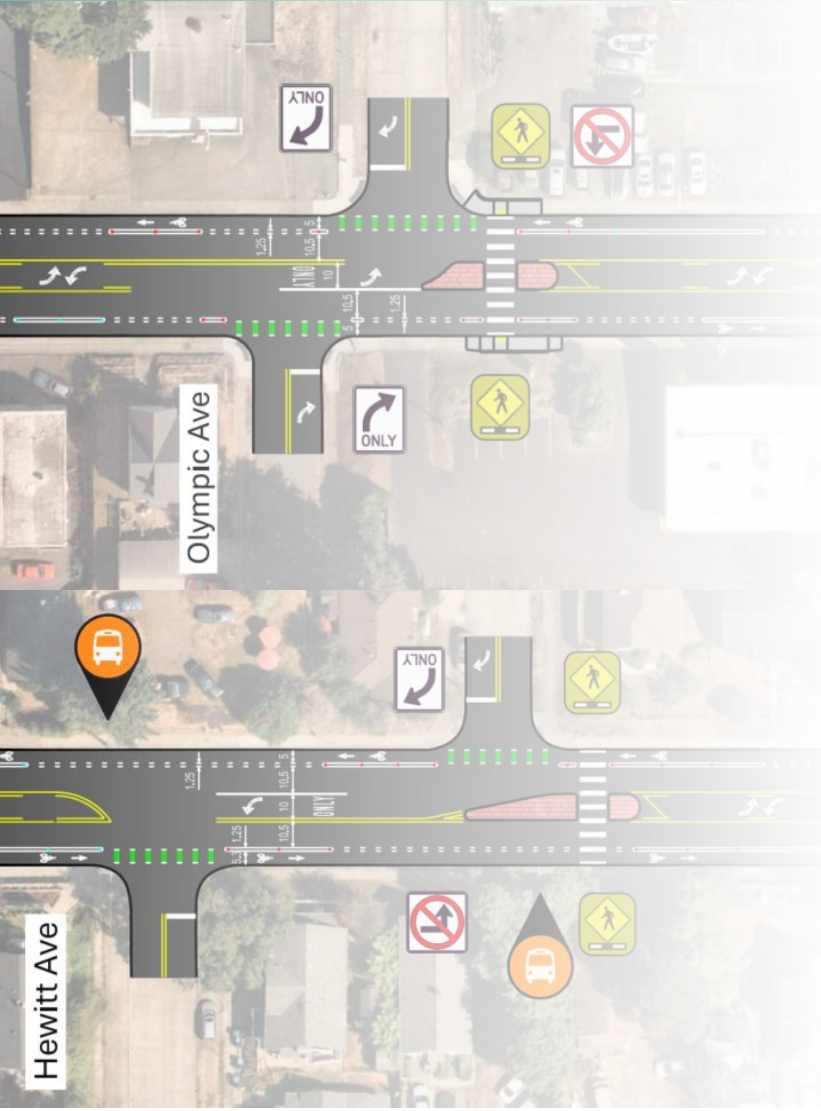


- ✓ Enhanced Cyclist Comfort & Safety
- ✓ Extended Limits of Proposed Placement from Initial Concepts
- ✓ Majority Support (2025 Survey)
- ✓ Seeks Balance with Fire Operations/Response Needs
- ✓ Allows Opportunity for Future Expansion
- ❖ Requires Ongoing Maintenance



DESIGN RECOMMENDATIONS

OLYMPIC AVENUE & HEWITT AVENUE INTERSECTIONS



STAFF RECOMMENDATION

Alternative A (Installation of Paved Center Islands)

Alternative B included use of paint and curbs only

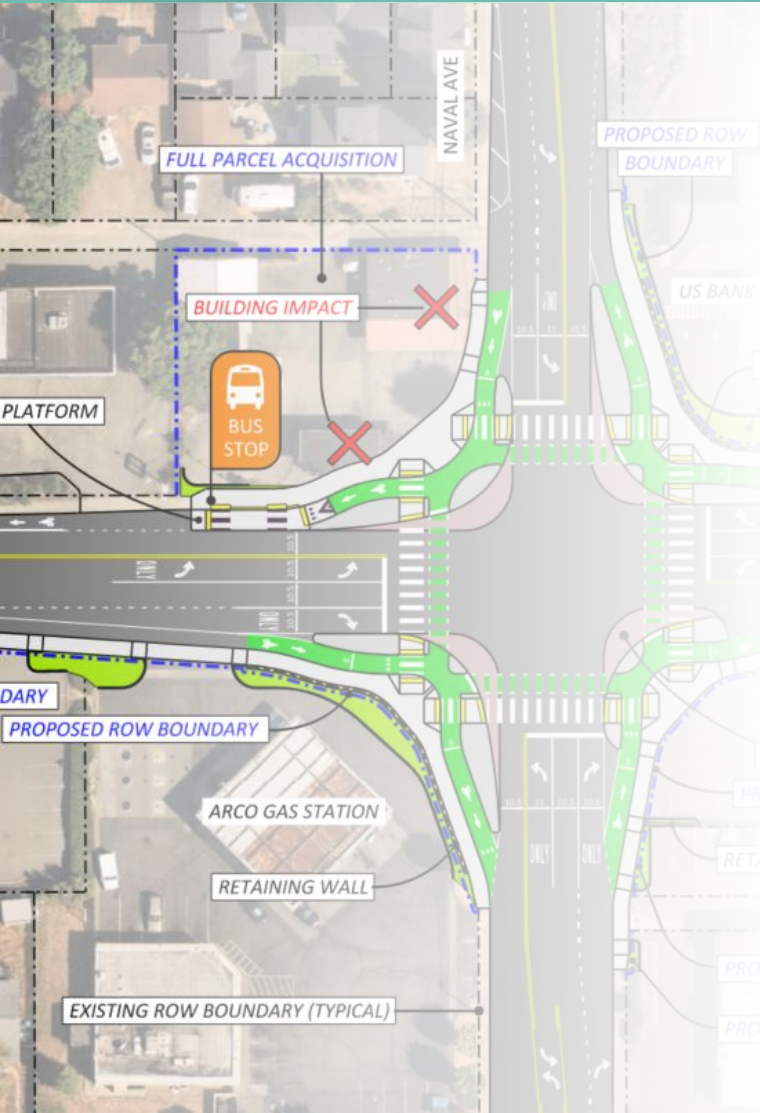


- ✓ Improved Pedestrian Safety (Highest Weighted Survey Priority)
- ✓ Speed-Reduction & Enhanced Visibility Strategy
- ✓ Preferred Treatment (2025 Survey)
- ❖ Offset Intersections Require Turning Restrictions for Safety
- ❖ Precludes Physical Bike Lane Separation (Emergency Access)



DESIGN RECOMMENDATIONS

NAVAL AVENUE FULLY PROTECTED INTERSECTION



STAFF RECOMMENDATION

Defer consideration of a fully protected intersection at 6th Street and Naval Avenue at this time



Two other Naval Avenue intersection alternatives developed

- ✓ Concepts Developed In Response to 2024 Project Outreach
- ✓ Provides the Highest Level of Non-Motorized Safety & Comfort
- ✓ Developed Using Latest AASHTO & NACTO Guidance
- ❖ Mixed Community Support (2025 Survey)
- ❖ Cost Prohibitive with Current Funding
- ❖ Would Require Right-of-Way & Adjacent Property Impacts



DESIGN RECOMMENDATIONS

NAVAL AVENUE INTERSECTION DESIGN ALTERNATIVES



STAFF RECOMMENDATION

Alternative A (**Separated Bike Lanes with No Separate Eastbound Vehicle Right Turn Lane**)



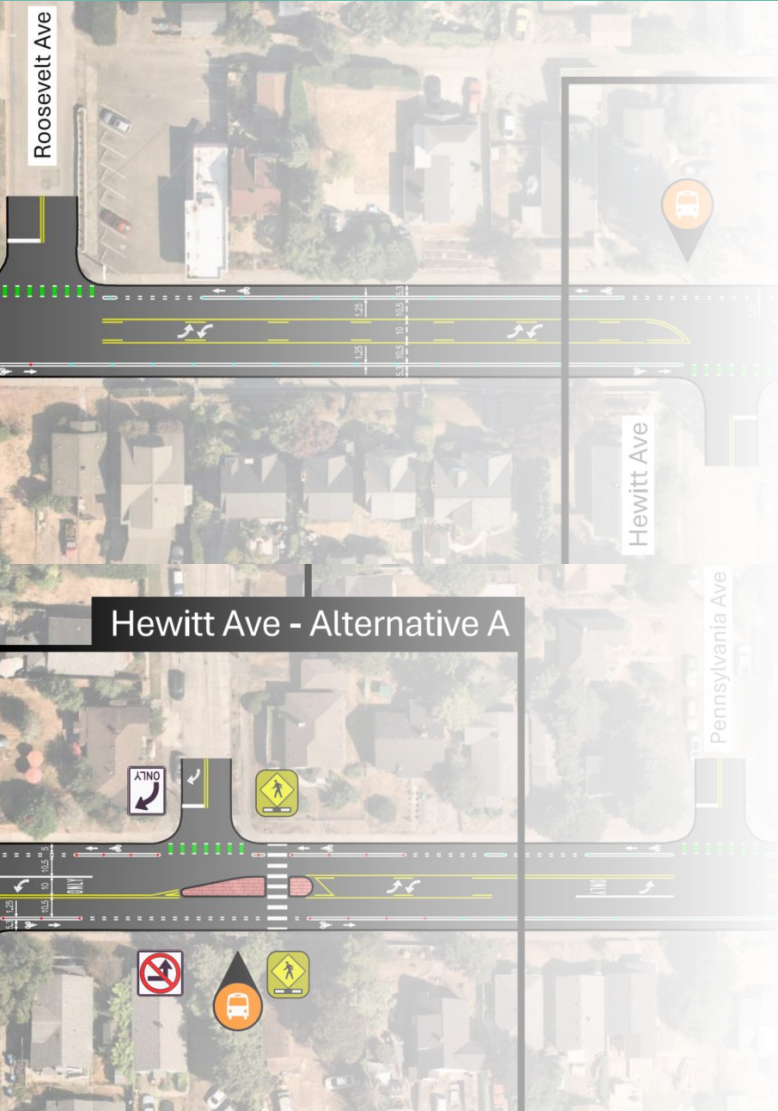
Alternative B included an eastbound right turn lane with bike lane mixing zone

- ✓ Concept Developed In Response to 2024 Project Outreach
- ✓ Prioritizes Bike Separation Over Vehicle Turn Lanes
- ✓ Does Not Require Street Widening / Low-Cost Implementation
- ✓ Allows Acceptable Intersection Vehicle Operations
- ✓ Preferred Treatment (2025 Survey, ±12% More Favored)
- ❖ Intersection Operations Sensitive to Navy Gate Operations



DESIGN RECOMMENDATIONS

ROOSEVELT AVENUE – PENNSYLVANIA AVENUE DESIGN ALTERNATIVES



STAFF RECOMMENDATION

Alternative A (Provide **Center Left-Turn Lane** with **Reduced Bike Lane Buffer**)



Alternative B included a 2-lane roadway with increased bike lane buffering

- ✓ Allows Recommended Center Island Installation (Hewitt Ave)
- ✓ Allows Maximum Physical Bike Lane Separation
- ✓ Maximizes Neighborhood Access and Side Street Turning
- ✓ Maintains Consistent Street Configuration
- ❖ Not the Preferred Treatment (2025 Survey, ±6% Less Favored)



DESIGN RECOMMENDATIONS

WARREN AVENUE – PARK AVENUE DESIGN ALTERNATIVES



STAFF RECOMMENDATION

Alternative A (No Center Left-Turn Lane with Maximized Bike Lane Buffers)



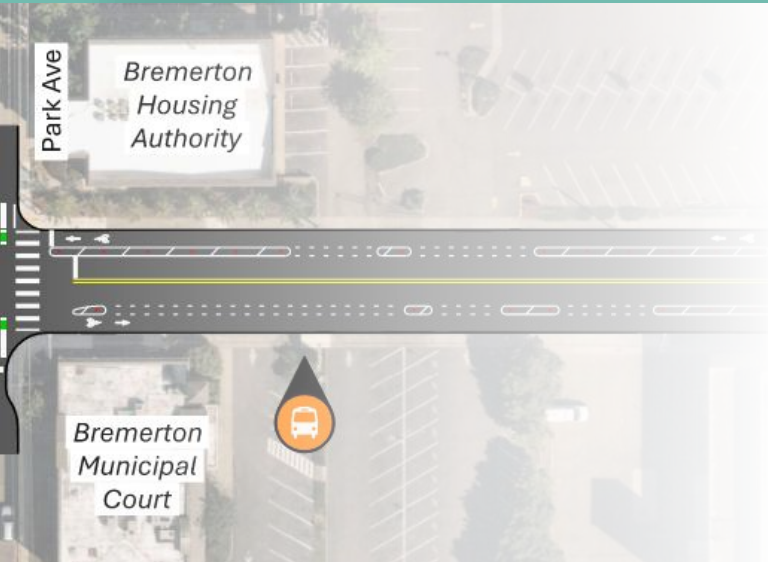
Alternative B provided a center turn lane with limited bike lane buffers

- ✓ Concept Developed In Response to 2024 Project Outreach
- ✓ Allows Maximum Bike Lane Separation
- ✓ Preferred Treatment (2025 Survey, ±12% More Favored)
- ✓ Area of Lower Vehicle Volumes / Downtown Core
- ❖ **Precludes Physical Bike Lane Separation (Emergency Access)**



DESIGN RECOMMENDATIONS

PARK AVENUE – PACIFIC AVENUE DESIGN ALTERNATIVES



STAFF RECOMMENDATION

Alternative B (Removal of All On-Street Parking with Increased Bike Lane Separation)



Alternative A included a 2-lane roadway with 8 on-street parking spaces
Alternative C included a center turn lane and limited bike lane buffers

- ✓ Concept Developed In Response to 2024 Project Outreach
- ✓ Allows Maximum Bike Lane Separation / Maintains 2-Lanes
- ✓ Preferred Treatment (2025 Survey, ±7% More Favored)
- ❖ Precludes Physical Bike Lane Separation
- ❖ Requires Elimination of all 18 On-Street Parking Spaces



DESIGN RECOMMENDATIONS

ON-STREET PARKING EAST OF PACIFIC AVENUE



STAFF RECOMMENDATION

Provide **parking protected bike lanes** east of Pacific Avenue



No alternatives were provided to parking-protected bike lanes at on-street parking locations

- ✓ Maintains Some Residential Permit Parking
- ✓ Incorporates Parking as Bike Lane Physical Separation
- ✓ Parked Vehicles Support Speed Reduction
- ✓ Preferred Treatment (2025 Survey, ±29% More Favored)
- ❖ Requires Reduction of 9 On-Street Parking Spaces



DESIGN RECOMMENDATIONS

PEDESTRIAN & BICYCLE SIGNAL IMPROVEMENTS

STAFF RECOMMENDATION

Implement **Leading Pedestrian Intervals (LPI)**

Install **Bike Signal** and **No Turn on Red (NTOR)**
Westbound at Warren Ave



- ✓ LPI Improves Pedestrian Safety & Visibility (Early Implementation)
- ✓ New Bike Signals & NTOR Only at One Location (Per MUTCD)





NEXT STEPS & ANTICIPATED SCHEDULE

January - March 2026

HDR Engineering Contract Amendment

- Feb 17 – Public Works Committee
- Feb 25 – Study Session
- Mar 4 – City Council

March - October 2026

Develop Final Engineering Design

- No Further Formal Public Input Anticipated

November 2026 – January 2027

Bid Phase

- Target Construction Award in January 2027

February – March 2027

Pre-Construction Activities & Outreach

April – August 2027

Construction

- Warm/Dry Weather Construction Window

August / September 2027

Construction Complete



PROJECT FUNDING & ESTIMATED COSTS

UPDATED FROM MATERIAL SHOWN IN COUNCIL PACKET

PHASE	FUNDING SOURCE	CURRENT BUDGET	CURRENT ESTIMATED COST	ESTIMATED FUNDING NEED/SURPLUS	NOTES
Design	CITY	\$700,000	\$850,000	\$150,000 *	Added Analysis / Concept Design, Second Open House, Staff Time
Right-of-Way	GRANT **	\$50,000	\$0	(\$50,000)	All Recommendations Within Existing Right-of-Way
Construction	GRANT **	\$3,110,000	\$2,800,000	(\$310,000)	All Recommendations Within Construction Budget
TOTAL	CITY & GRANT	\$3,860,000	\$3,650,000	(\$210,000) ***	

* A budget adjustment will be required for remaining design costs

** Grant funding been requested from WSDOT to be used for remaining design costs

*** Remaining design costs will be tracked for possible reimbursement at end of project with any remaining unspent grant funds



QUESTIONS & DISCUSSION



www.bremertonwa.gov/6thStreetProject
6th Street Active Transportation Improvement Project



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