

West Sound Cycling Club

Bremerton Re-channelization Proposals

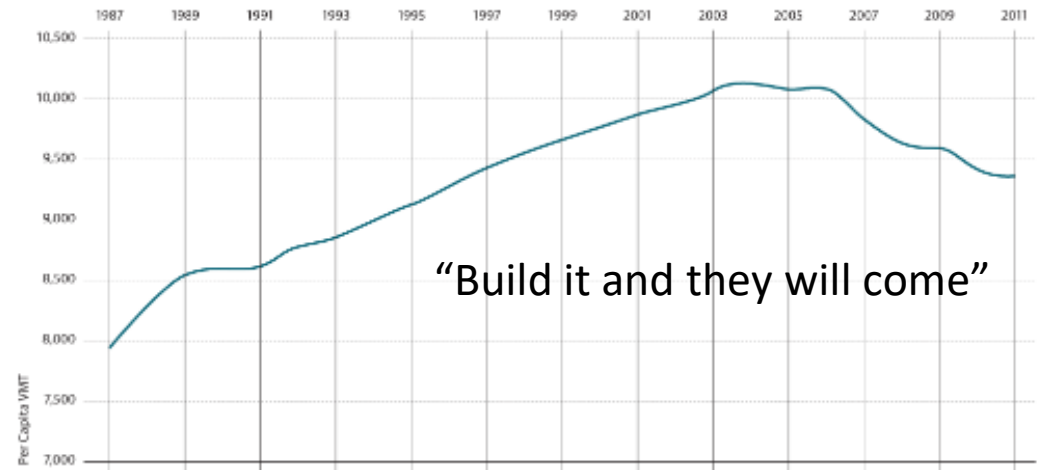
“What can we do with (mostly) Paint?”

January 2017

Bremerton - a city for the people

Mayor Lent: “we expect our new high rise residents will want to use something other than the car for trips in Bremerton”

VEHICLE MILES TRAVELED (VMT) PER CAPITA (CLICK TO ENLARGE)



“Build it and they will come”

Vehicle Miles Traveled (VMT) Per Capita

— Per Capita VMT

Driving per capita continues to decline, even as gas prices have stabilized and the economy has shown signs of recovery.

Source: State Smart Transportation Initiative(SSTI)¹



Resources

- **NACTO Design Guides** (endorsed by WA DOT):
 - Urban Bikeway Design Guide
 - Urban Street Design Guide
 - Transit Street Design Guide
- **Dan Burden** helped vet, validate, and improve proposals

Our Design Approach

- **Narrower travel lanes** calm traffic, make pedestrian crossings easier, and create space for bike lanes and bike buffers.
 - 10 ft lanes are standard in University Place, WA;
9-10 ft lanes used in Washington DC
 - 10.5 ft for low-speed bus routes, 11 ft for higher-speed routes.
 - More “green time” for motorists because pedestrians spend less time in crosswalks.
 - Preserve current arterial 11’ lane widths where able
 - 10 foot center turn lanes work well (Dan Burden)
- **Sharrows**
 - Appropriate where bike and car speeds are reasonably matched and under 25mph.
 - Never uphill
 - Unnecessary on streets like Pacific Avenue

Our Design Approach

- **Bike Buffers** Use when space available. Place on side of greatest hazard (car doors or traffic).
- **Road diets** USDOT: *“Road Diets have the potential to improve safety, provide operational benefits, and increase the quality of life for all road users”*.
 - Can still handle 18,000+ ADTs, often with same traffic throughput as before. Higher volumes require a feasibility study.
- **6 or 8” white lines** are used between travel lanes and bike lanes.
- **The centerline of the street** may be moved laterally to accommodate bike lanes or buffers.
- **Parking lanes:** stripe at 7 ft to discourage sloppy parking and gain space for bike lanes.
- **Diagonal Parking:** Re-stripe all streets with diagonal parking, when possible, because it is safer for both cyclists and motorists.

Road Proposal Process

- Identification of road candidates
- Point Person
- Photos
- Measurement
- Research library
- Buddy review
- Peer review
- Experts
- Advocacy Committee review

Road Recommendations

1. Sheridan West-David
2. Sheridan East-David
3. Austin Drive-Charlie
4. Kitsap Way/6th-Paul
5. Downtown Bremerton-Paul
6. Park Ave.-Dianne, Carol
7. Sylvan Way-Brian
8. Auto Center Way-David
9. Lower Wheaton Way and 13th corner stripe-Charlie
10. Connection between Charleston Blvd and downtown-C

Work in Progress

- Almira, Riddell to Sylvan - Brian / Rick
- Wheaton Way, Lebo to Callahan - Rick
- Wheaton Way, Callahan to Sheridan - Rick



**Northern
Portion**

**Central
Portion**

**Southern
Portion**