

# **West Sound Cycling Club Proposal for a Downtown Bremerton Bike Network**

Paul Dutky is point of contact for this proposal.

# Regional bike routes connecting to the Bremerton Ferry Terminal

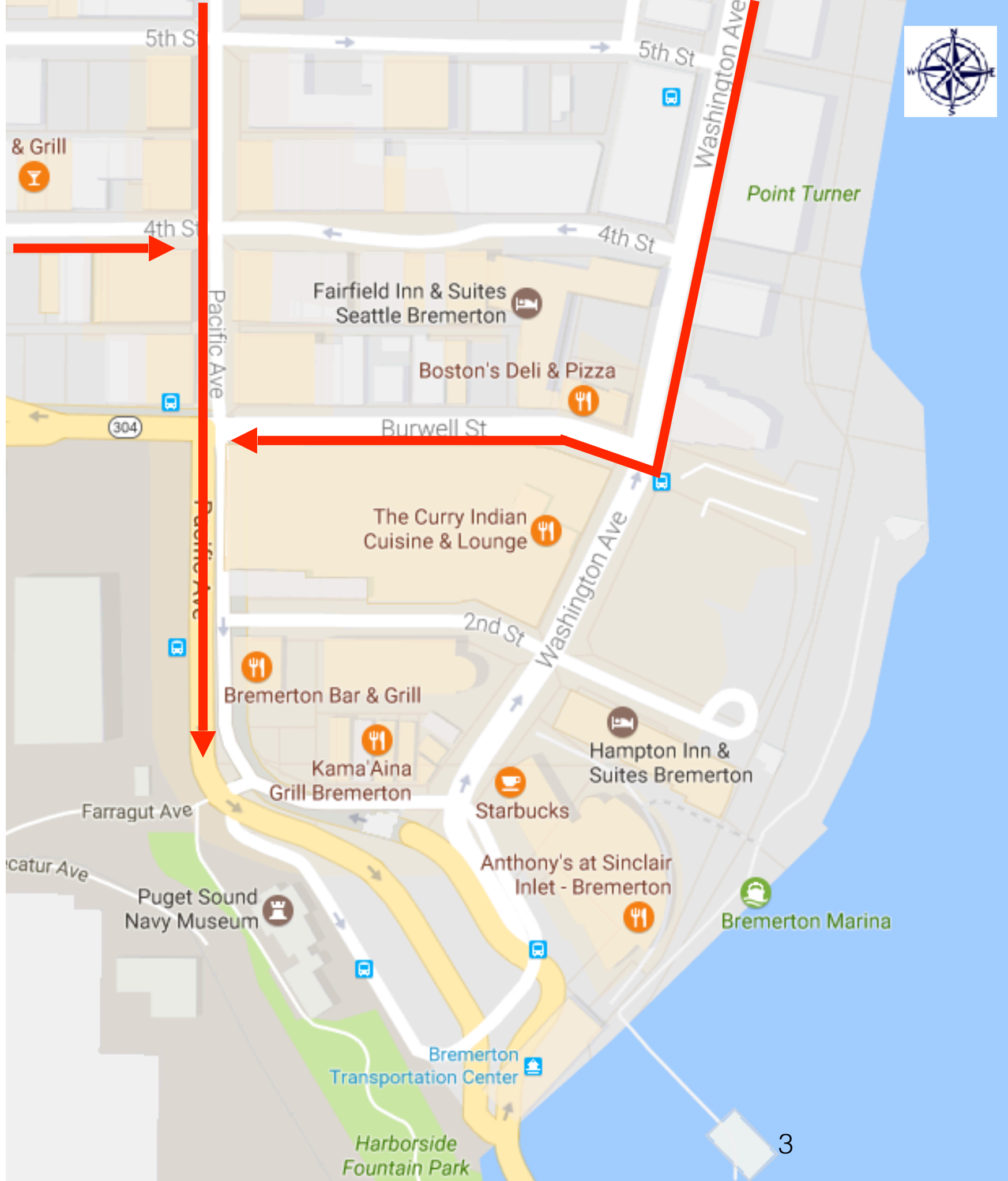
Each is a separate WSCC re-channelization  
proposal

N-S link via  
Park Ave.

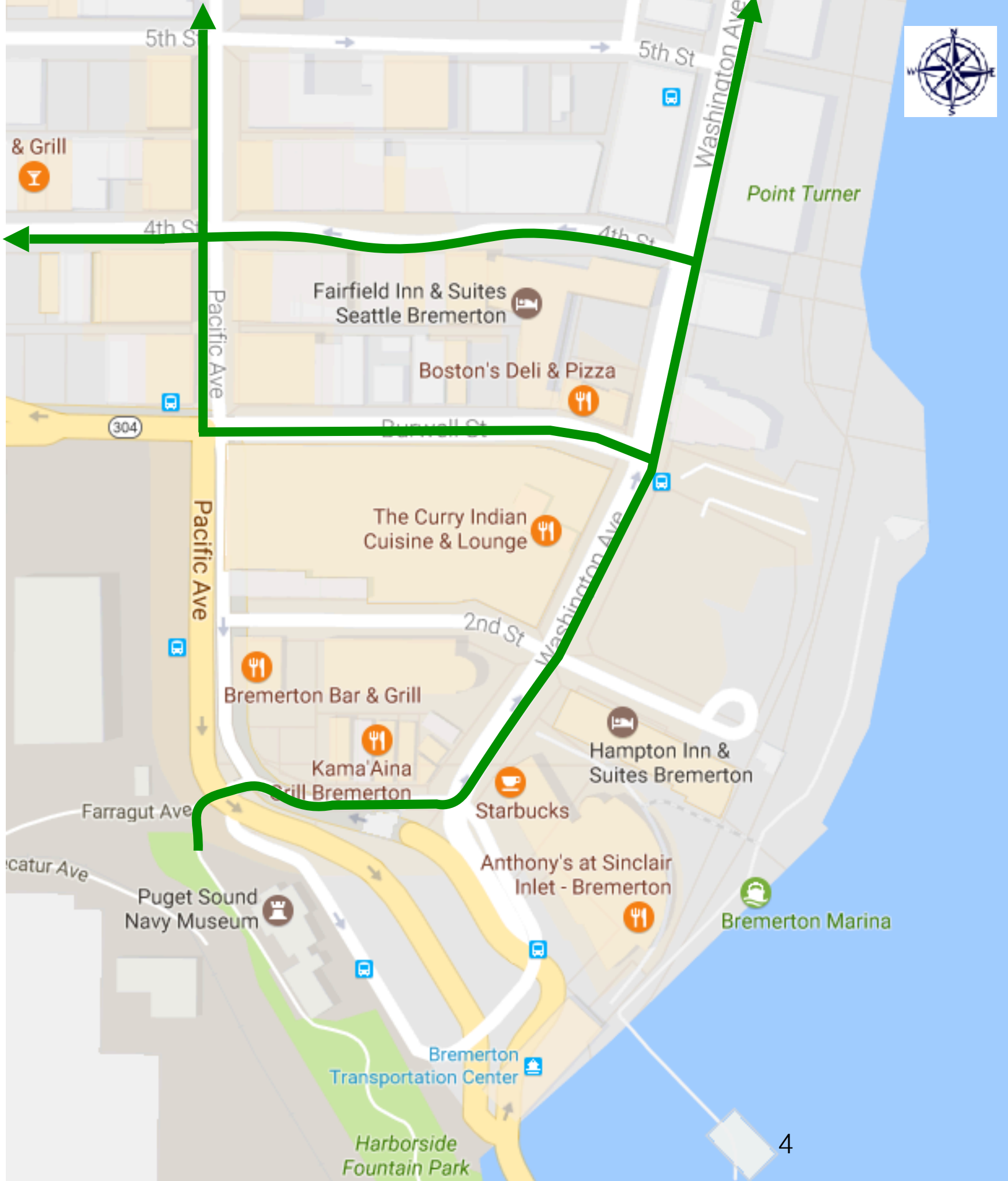
N-S link  
via Pacific

Future link to West Bremerton via road-dieted 6th st.  
(Mosquito Fleet Trail alternative route)

Link to East  
Bremerton via  
Washington  
Ave and the  
Manette  
Bridge

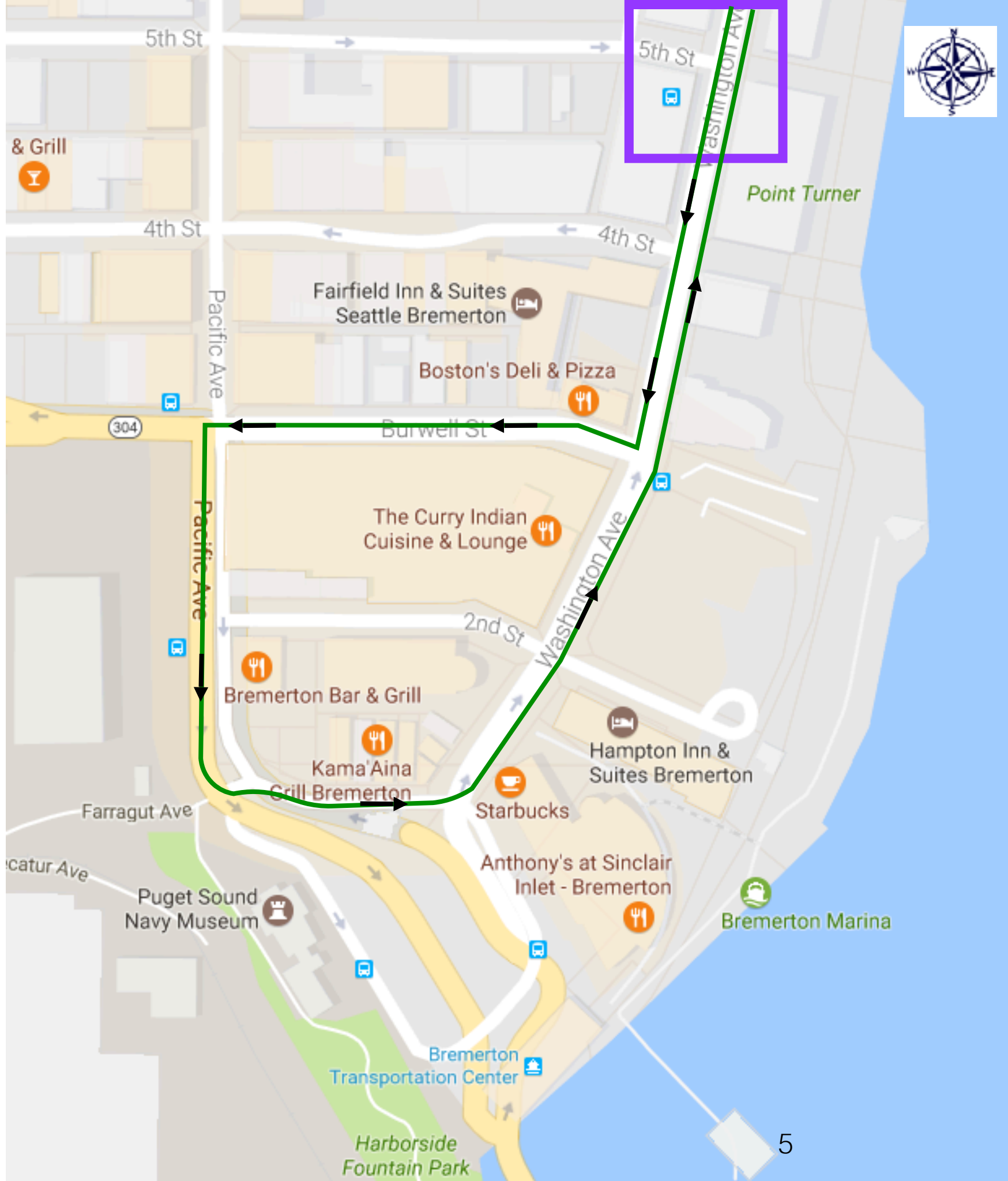


Bike routes into  
downtown Bremerton  
converge at  
Pacific Avenue



Bike routes out of  
downtown Bremerton  
begin at  
Washington Avenue





The following frames propose bike facilities that loop through Downtown Bremerton.

The sequence of images that follow begin at 5th and Washington (the purple box on this page).



existing

Red arrows indicate motor vehicle travel direction.  
Green arrows indicate bike travel direction.

43.5 feet

Lane narrowing from 12 to 9 feet (shown in red) could unexpectedly squeeze cyclists between vehicles in the northbound lane and the curb. In the legal world, this is “leading the customer into a trap”. Cyclists commonly ride here, or on the sidewalk as a safer alternative. A bike lane should connect points south to points north, and implies the route has been vetted for safety.

9 feet

5th street

One Way

Washington Avenue

A sharrow on a 14 foot-wide lane encourages cars to pass bikes on the left. This is not a stress-free situation for the cyclist.

37 feet

Road widths were measured and then compared to the number of points comprising a line spanning the road. This permits a calculation of points per foot. Drawings are nearly to scale.





proposal

43.5 feet

5th street

Washington Avenue

One Way

37 feet

This proposal calls for a road diet between 5th street and Burwell - reducing the northbound lanes from 2 to 1.

Cyclists traveling in both directions have a protected bike lane.

There is concentrated housing and a parking garage from 5th st. to Burwell. Pedestrians have a much friendlier two-lane road to cross, contributing to a more walkable, livable environment.





Washington Avenue

existing

Burwell Street

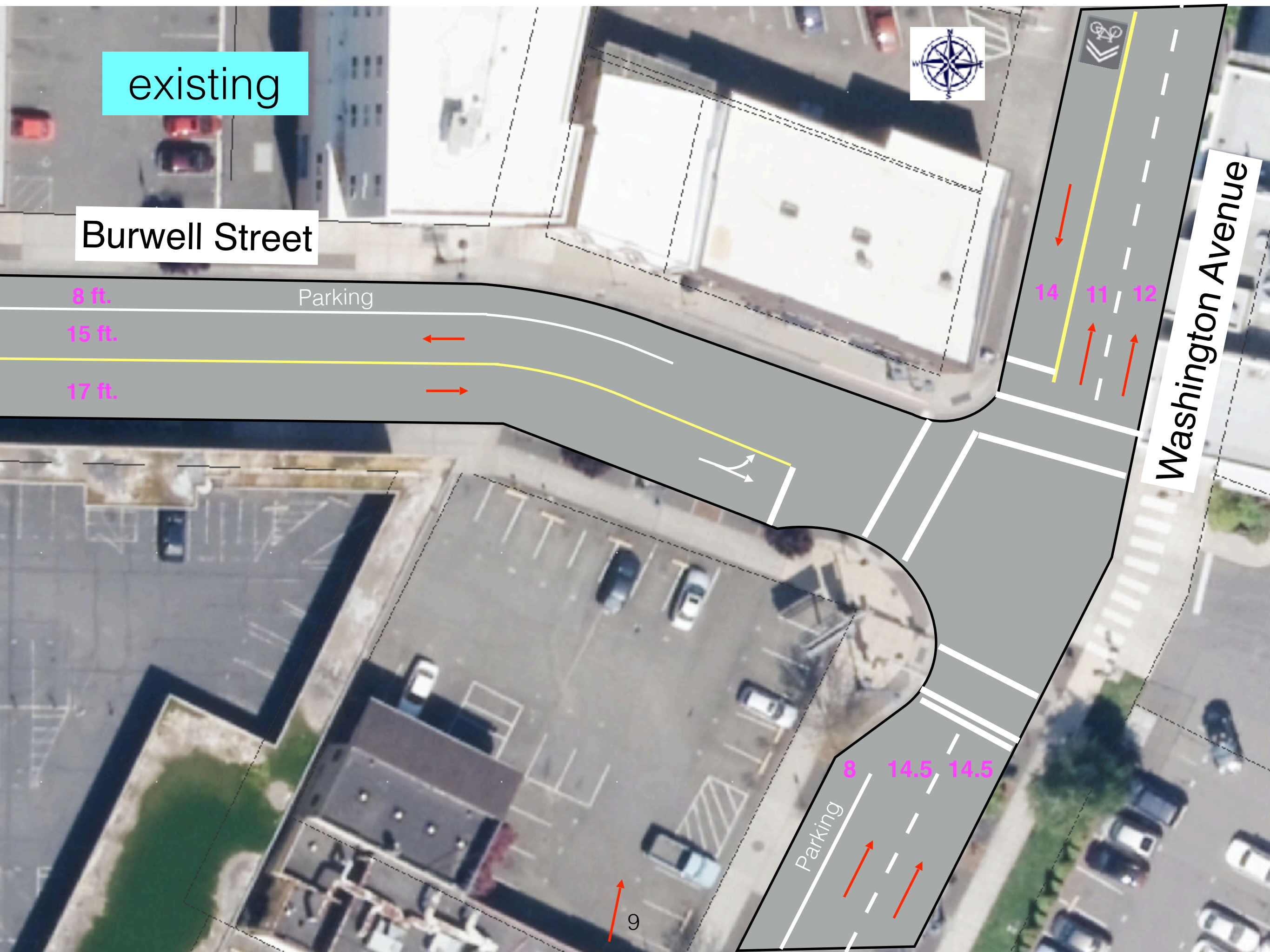




existing

Burwell Street

Washington Avenue





proposal

Burwell Street

Parking

Washington Avenue

The yellow center line on Burwell is moved 1 foot south in this proposal.



existing



Burwell Street

Pacific Avenue



existing



Burwell Street

Parking

8 ft.

Parking

15 ft.

17 ft.

Pacific Avenue

12 12

Buses Only



proposal - option 1

The yellow center line on Burwell is moved 1 foot south.



# Burwell Street

## Parking

## Parking

5 ft.

5

Pacific Avenue

## “Buses and Bikes Only”: NACTO Transit Street Design Guide

Examples of shared bike and bus lanes.





## proposal - option 2

The green bike box facilitates a safe left turn onto Pacific for bikes traveling to the ferry terminal or shipyard. There must be a bike activated turn signal.



Burwell Street



Parking

Parking

8 ft.

5 ft.

11

11

5

WAIT  
HERE

Pacific Avenue

A bike box allows cyclists to move in front of cars and buses waiting at the stop light, thus avoiding conflicts between left turning bikes and vehicles going straight.

Cyclists would have access to the “bus only” lane on Pacific by changing the restriction on that lane to “Buses & Bikes Only”, as shown.



existing

Puget Sound Memorial Plaza

Pacific Avenue



1st Street

PSNS Entrance

8 ft.

15 ft.

Harborside Fountain Park  
& Naval Museum



Ferry Loading Area

15

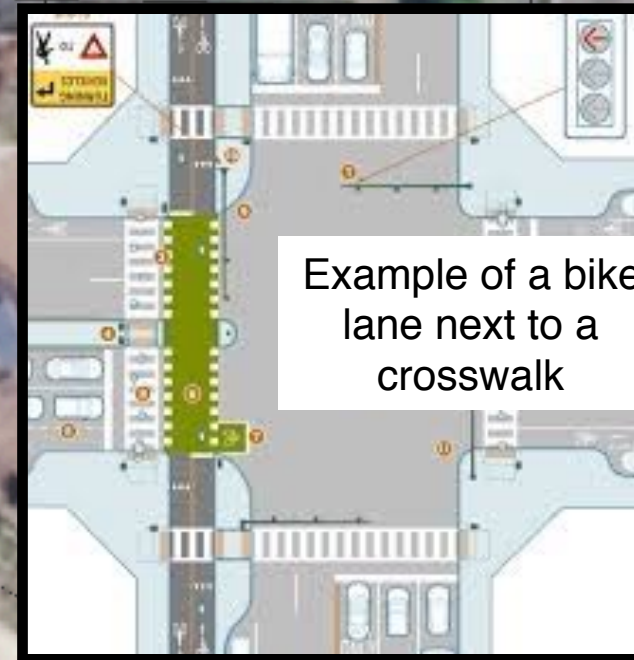


# proposal

Puget Sound Memorial Plaza

PSNS Entrance

Pacific Avenue



1st Street

8 ft.

15 ft.

WSCC has requested guidance from WA Ferries as to how to best guide cyclists to the boarding area near the loading gate. Entry via the vehicle toll booths is not needed. We will advise COB of recommended signage and procedure when we learn it.

Harborside Fountain Park & Naval Museum

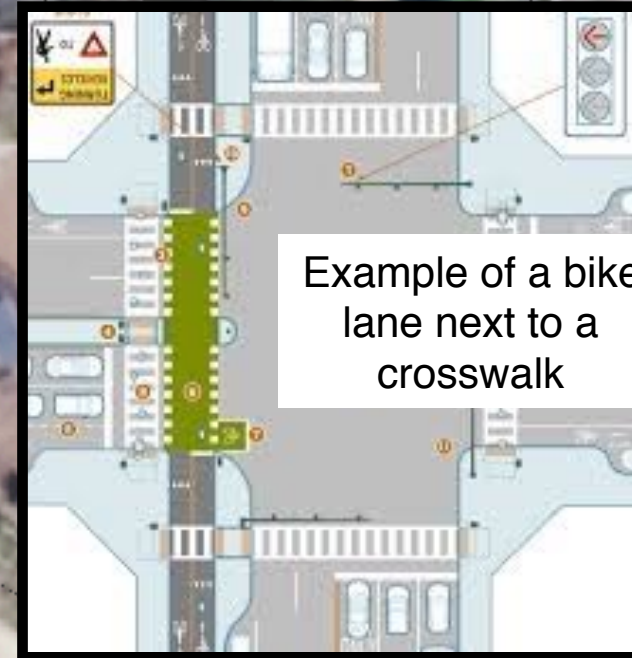


# proposal

Puget Sound Memorial Plaza

PSNS Entrance

Pacific Avenue



Example of a bike lane next to a crosswalk



1st Street

8 ft.

15 ft.

WSCC has requested guidance from WA Ferries as to how to best guide cyclists to the boarding area near the loading gate. Entry via the vehicle toll booths is not needed. We will advise COB of recommended signage and procedure when we learn it.

Harborside Fountain Park & Naval Museum



existing



Washington Avenue

1st Street

Starbucks

Bus exit from  
Ferry Terminal  
Transfer Station



existing

The path cyclists take currently is not altered by designating bike lanes or using sharrows at this intersection. Road markings do, however, clarify where bikes and cars belong, where conflict points are, and they make clear the multi-modal nature of the roadway.



Washington Avenue

Parking

8

14.5

14.5

1st Street

Parking

8 ft

15 ft

Starbucks

Bus exit from  
Ferry Terminal  
Transfer Station

19



proposal



Washington Avenue

Parking

Starbucks

1st Street

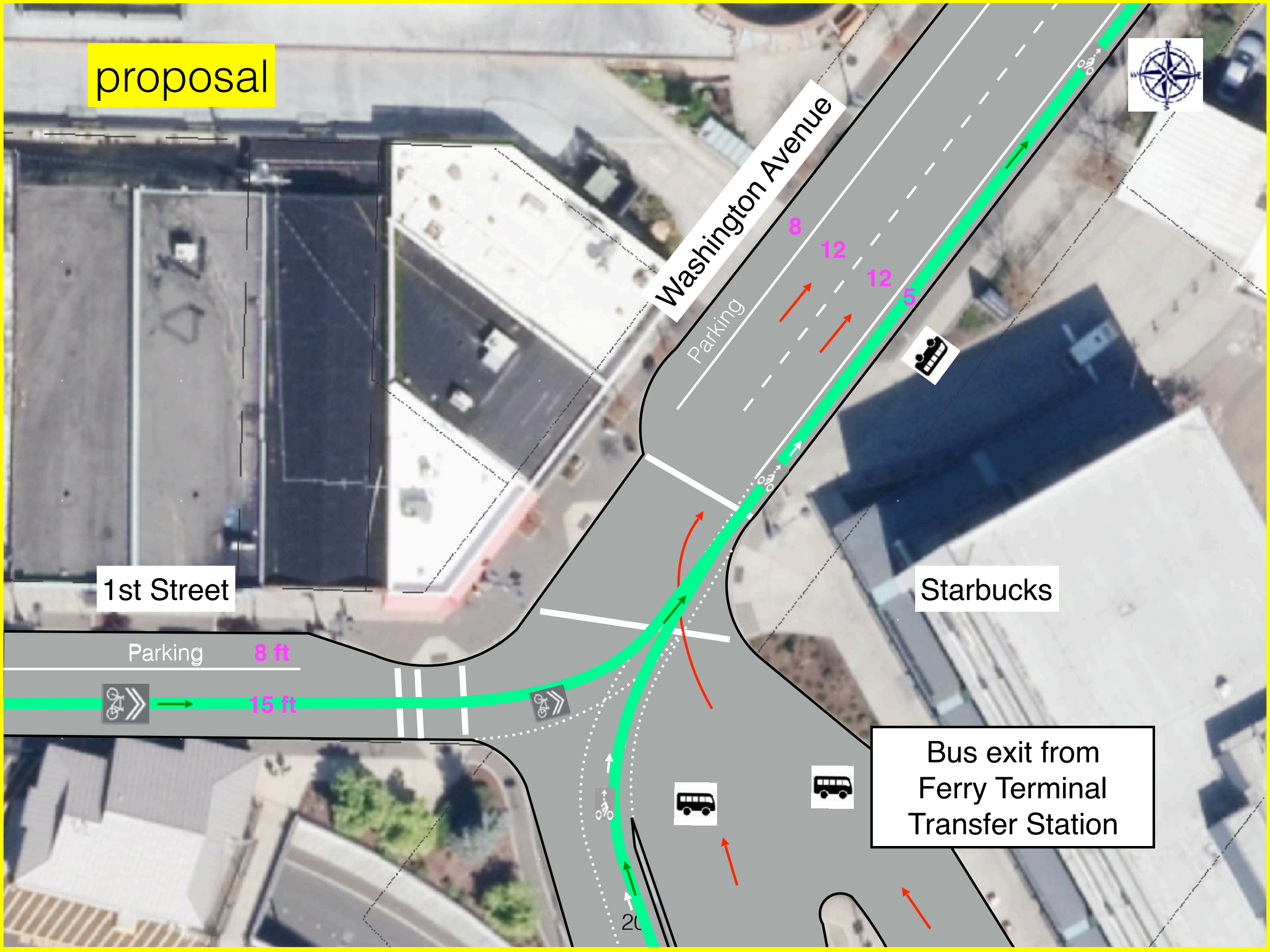
Parking

8 ft

15 ft

Bus exit from  
Ferry Terminal  
Transfer Station

20





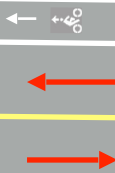
proposal

Burwell Street

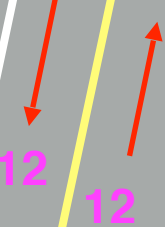


Parking

8  
5  
11  
11  
5



7  
12  
12



Washington Avenue



8

12

12



existing



43.5 feet

5

11

11

11

5

9 feet

One Way

5th street

Washington Avenue

Bicyclists *routinely* ride north on Washington Avenue from the Shipyard and Ferry terminal along this road, either in the travelled lane, or on the 15 - 17 foot sidewalk. There is not adequate space for them (or cars) on the curb side of the roadway at 5th st. at this time.

37 feet

14

11

12

22



## option 1

At 5th and Washington, looking south.

A revised east curb on Washington Avenue at 5th street would generate enough space for a 4 foot bike lane and a 10 foot vehicle lane.

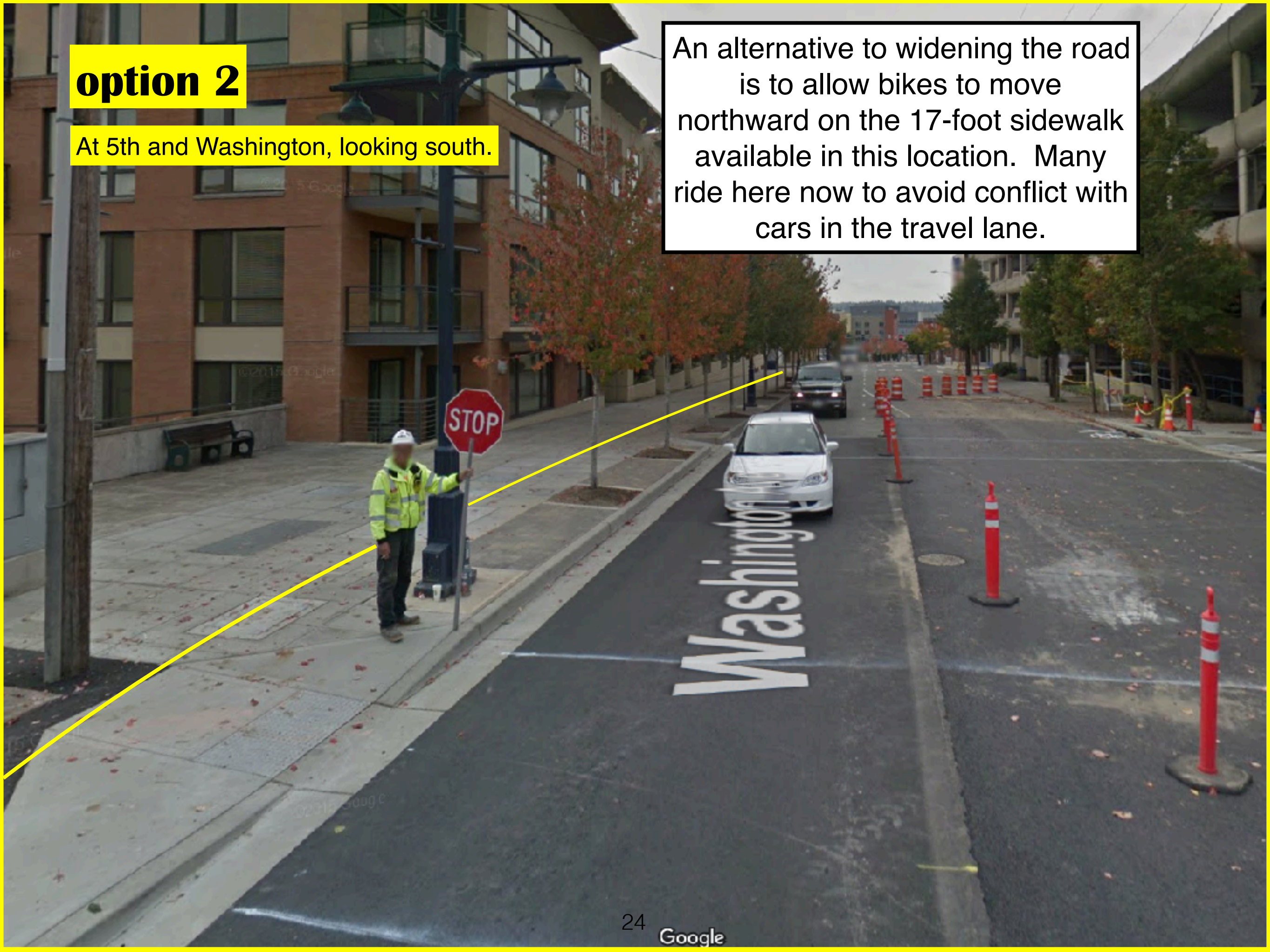




## option 2

At 5th and Washington, looking south.

An alternative to widening the road is to allow bikes to move northward on the 17-foot sidewalk available in this location. Many ride here now to avoid conflict with cars in the travel lane.





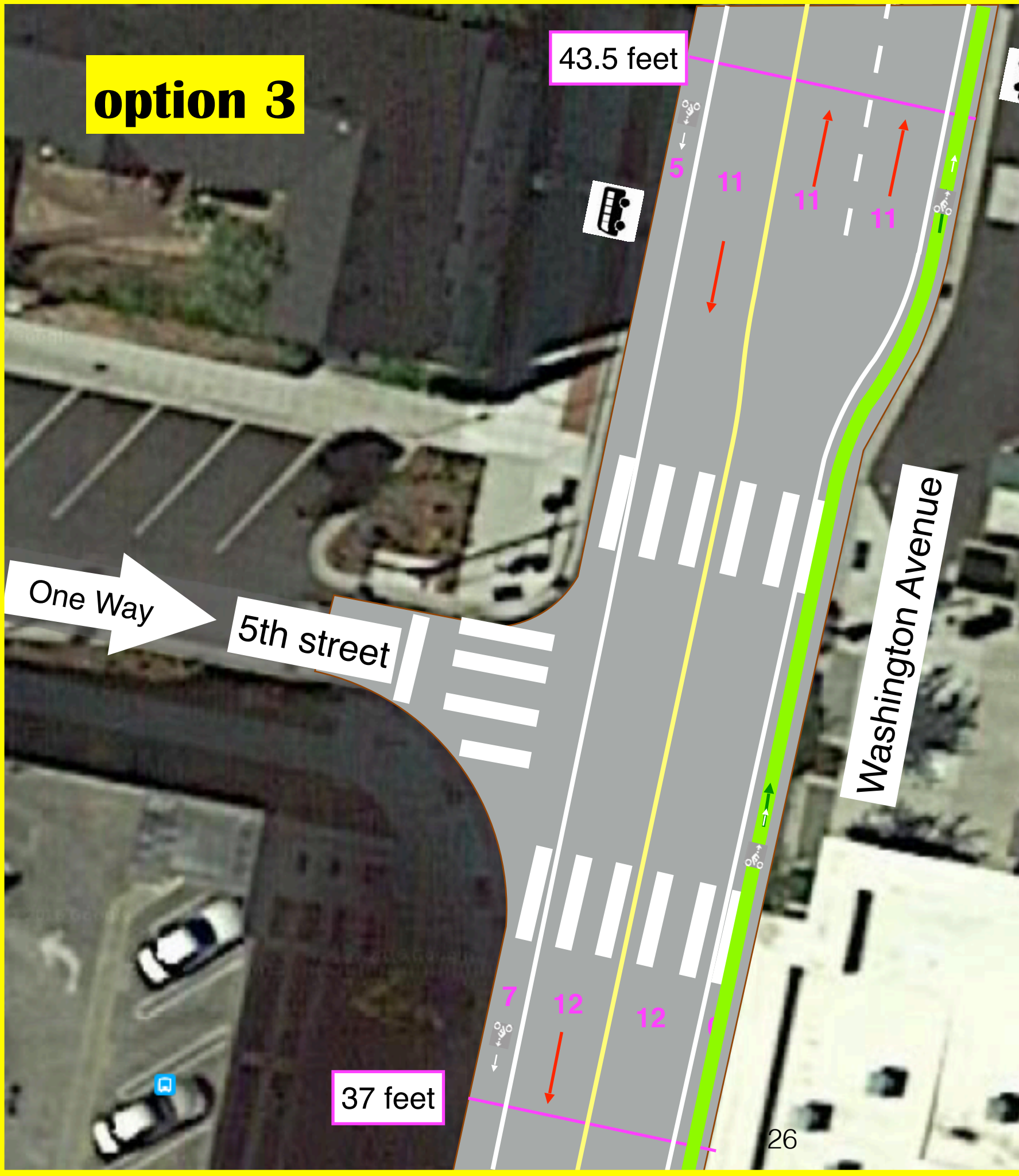
## option 2

This one-way cycle track in Cambridge Massachusetts is on a sidewalk similar to the one on Washington Avenue.





## option 3



A two-lane road south of 5th street with wide bike lanes makes Washington Avenue safer and friendlier for all users. It solves the pinch point lane-narrowing problem and creates an uninterrupted bike lane from the ferry terminal to the Manette bridge using only paint.

There would be need for two northbound lanes if turning vehicles at intersections blocked the through lane. Here, there is low likelihood that north bound vehicles will turn onto 4th street, and 5th street is unavailable to northbound traffic. A single unobstructed lane can accommodate 28,000 ADTs.



6th street

Recently re-channelized roadway.  
NO CHANGES INDICATED

The dedicated turn lane for northbound Washington Avenue traffic turning onto 6th street is 80 yards long, extending from 5th to 6th street.

Additional “storage” of vehicles turning at 6th street is probably not needed, which would justify the reduction in northbound lanes on Washington Ave from 2 to 1 south of 5th street.

Washington Avenue

27