

WSSC Re-channelization Proposal

1.17.2017 v4

Park Avenue Bike Corridor

from the Warren Avenue Bridge to Downtown Bremerton

Points of contact: Dianne Iverson and Carol Michel

Planned Warren Ave Bridge modifications will facilitate bike-pedestrian movement on both sides of the bridge with connections north to Sheridan Ave. We suggest a designated bike-pedestrian corridor be created from the bridge to Downtown Bremerton via Park Ave. Both 17th street and Park are currently designated bike routes, but there are no bike facilities (street markings, bike lanes, way finding signs) to guide, and protect, non-motorized users wishing to travel between these two locations.



Suggested bike-pedestrian connections.

Pedestrian underpass

Roto Vista Park
Bremerton Parks Dept.

Elizabeth



The path on Elizabeth Ave. would be designated by way-finding signs and sharrows. The sharrow symbol shown is from the Seattle Neighborhood greenway on 17th street.





SPEED
LIMIT
20

Park Avenue

17th Street



An aerial photograph of a residential street. A speed limit sign is visible in the upper left. A bike lane is marked with a bicycle symbol and arrows. The street is lined with houses and trees. A large grassy area is on the right side of the image.

SPEED
LIMIT
20

Park Drive

Evergreen
Park

SPEED
LIMIT
20

Evergreen Park

14th Street





SPEED
LIMIT
20

Evergreen
Park

14th St.

13th Street

SPEED
LIMIT
20



Street

SPEED
LIMIT
20



A NACTO-approved
“Combined Bike Lane /
Turn Lane” is used on each
side of the 11th street
intersection.

11th Street

13 10 10 33 ft

7 5 10 10 12 44 ft

7 5 10 10 5 7 44 ft

Currently one hour parking
on west side of street. Very little
need for it at this time.

Underlying assumptions:

A clear route for cyclists does not currently exist between 11th and 4th street on Park, but increased traffic in this location warrants way-finding signs and a protected bike lane to encourage cyclist use and offer a protected space.

Parking lanes are decreased from 8 to 7 feet in this proposal to accommodate a bike lane. This has worked well in many other complete streets communities. It requires more accurate parking. Slight incursion into the bike lane by delivery trucks is not a problem.

Currently, two lanes of traffic and parking on east side of street.

Bike lanes proposed for both sides of the street.

10th Street

Momentary reduction in bike lane from 5 feet to 4 feet

Fire Department

7 5 10 10 5 7 44 ft

8 foot bulb out

Momentary reduction in bike lane from 5 feet to 4 feet

sidewalk, west
Bulb out for Fire trucks exiting

9th Street

8th Street

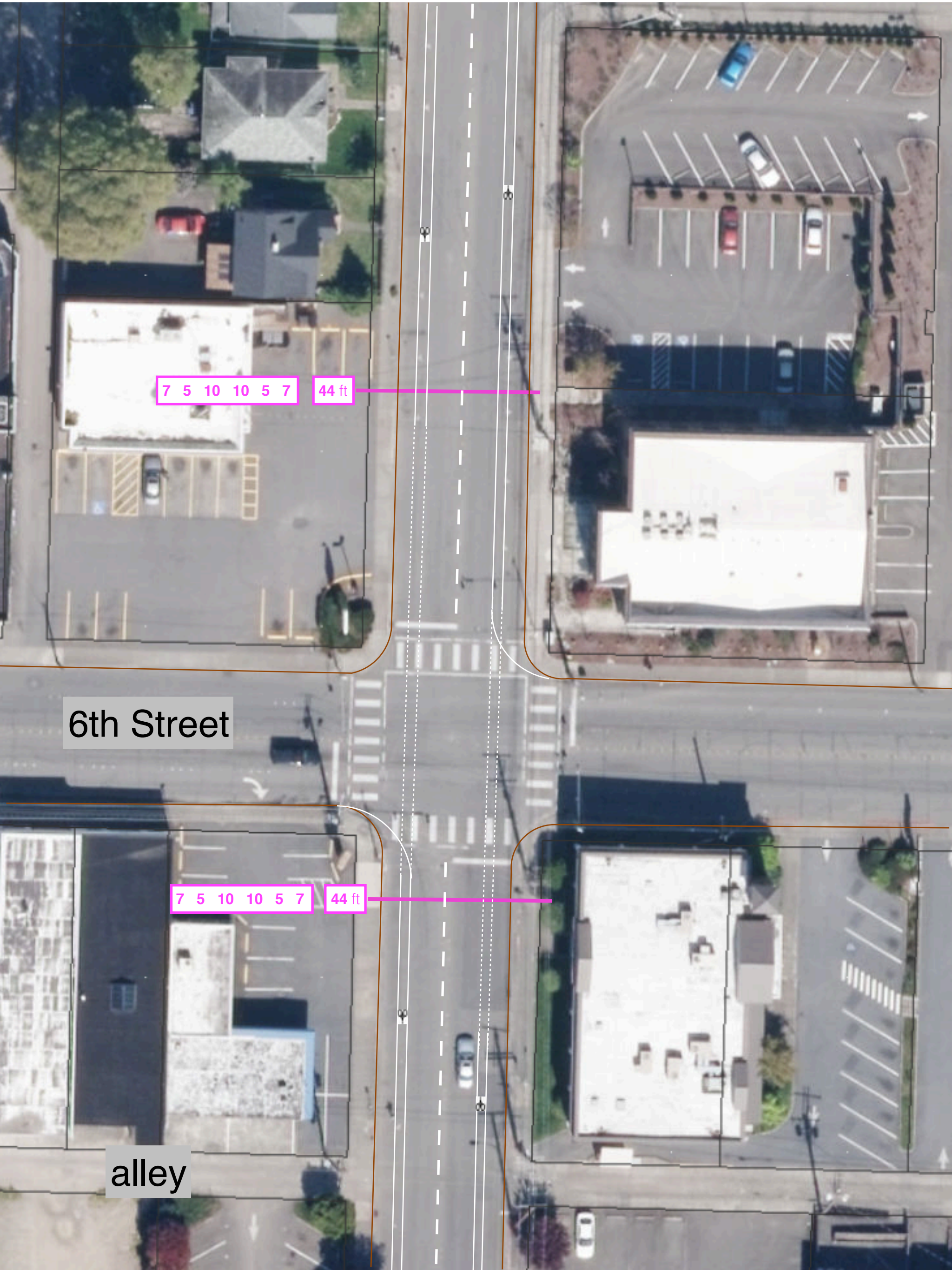
8th Street

7 5 10 10 5 7

44 ft

7th Street

7th Street



6th Street

alley

7 5 10 10 5 7

44 ft

7 5 10 10 5 7


44 ft

5th Street

7 5 10 10 5 7 44 ft

4th Street



An aerial photograph of a city street intersection. The street runs vertically through the center. To the left of the street, there are several parking lots filled with cars. To the right, there are large commercial buildings with flat roofs. A crosswalk is visible on the street. A text box is overlaid on the right side of the image.

No bike facility is indicated
on Park between 4th street
and Burwell.

Burwell Street

PSNS Secure Area