

**How do we connect
Charleston Beach Rd at 1st street with
Downtown Bremerton?**

option 1

6th St.



The route in red may work heading west, downhill, using a pedestrian island at the yellow circle to facilitate crossing Naval Ave. The traffic light at Burwell facilitates a safe crossing there. Vehicular congestion at the Naval Ave. entrance to the shipyard is problematic.

Naval

4th St.

Burwell

1st St.

Shipyard Entrance



option 2



6th St.

Burwell's 4 busy lanes divide this neighborhood. One solution is a pedestrian crossing at the red circle, and a pedestrian island at Naval at the yellow circle. This creates an ADA compliant grade between 1st st. at Charleston and 4th street at Naval.

Burwell

Naval

4th St.

1st St.



Completion of a road diet on 6th street will create a safe corridor for bikes. Between 1st and 6th street lies Montgomery Ave, which is flat, low volume, and suitable for a neighborhood greenway.

option 3

11th St.

Naval Ave.

6th St.

4th St.

Burwell St.

1st St.

Montgomery Ave.

Charleston Blvd.



option 3

Mosquito Fleet Trail

The County-approved Mosquito Fleet Trail Plan is similar to the WSCC proposal for-bike pedestrian facilities along Kitsap Way and 6th street. They become synonymous by substituting a road diet on 6th street for a road diet on Burwell.

The connection between 1st street and 6th street is made via low-volume, flat, Montgomery Avenue. Existing traffic lights where Montgomery crosses both 6th and Burwell make for a safe bike-pedestrian route. Eastbound cyclists on a road-dieted 6th street would have numerous ways to access 4th and 5th streets after reaching Naval Avenue.

This route *avoids* the Naval Avenue entrance to the Shipyard, steep grades on 1st st., heavy traffic on Burwell with no space for bike facilities, and Burwell's bike-unfriendly congestion at Callow.