

Transportation

Transportation Vision

Bremerton strives to promote, manage, and maintain a safe, efficient, and integrated multi-modal transportation system to support a healthy and vibrant community.

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***To be completed** items require further research that will be provided by consultant services. Upon completion, Planning Commission will review the complete draft document. This April release of the document is to focus on the Vision, goals and policies.*

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Introduction

To be completed at a later date.

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Existing Conditions

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Future Conditions

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Goals & Policies

Discussion: Goals & Policies

The following goals and policies form the foundation of Bremerton's transportation strategy for the future. These goals and policies are to support the overall transportation vision placed at the beginning of this element.

Transportation Goals

These Transportation goals are intended to be the basis for establishing detailed and measurable objectives and related performance measures.

T1. Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

T2. Acknowledge the existing built environment and maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

T3. Provide for and improve the safety and security of transportation users and the transportation system.

T4. Enhance Bremerton's quality of life through transportation investments that promote energy conservation, healthy communities, aesthetics, and protect the environment.

T5. Continuously improve the quality, effectiveness, and efficiency of the transportation system.

Transportation Policies

The five transportation goals support the overall growth strategy of the City specifically related to the City's transportation system. Associated policies have been created to support and implement the vision established by the goals.

T1. Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

Implementing Policies:

TR1(A): Support and participate in cooperative regional transportation planning processes to ensure consistency and connectivity throughout the region.

TR1(B): Coordinate with WSDOT to ensure state facility improvements meet the goals of Bremerton and Comprehensive Plan, and minimize negative impacts to the local transportation system.

TR1(C): Promote the continuation of passenger only ferry service and support research and development in new ferry technology.

TR1(D): Incorporate the needs of business and commercial traffic flow in the development of

transportation improvements that affect commercial and industrial Centers.

TR1(E): A concurrency level of service (LOS) standard should be determined for all public streets (except as otherwise exempted) in the City of Bremerton in order to serve as a gauge to judge performance of the City's transportation system.

TR1(F): Create requirements such as a concurrency system that ensures adopted Level of Service standards are maintained when new development and re-development occurs.

- *Ensure the concurrency system establishes existing LOS on an identified list of links and/or intersections within the City;*
- *Require the concurrency system to evaluate the impact on LOS during the development permitting process;*
- *Ensure that development permits are not issued unless and/or until maintenance of adopted LOS standards are assured on links or at intersections impacted by a development proposal.*
- *Consider latecomer agreements to be developed and utilize for street improvements.*
- *Balance Level of Service appropriately with connectivity and mobility.*

TR1(G): Maintain and improve connectivity to link centers to neighborhoods and to the arterials. Including working with transportation providers to develop a public transportation system that allows convenient and efficient travel between Centers and ensuring that designated Centers are walkable, and encourage connectivity.

TR1(H): Inventory and assess parking capacity needs in the Downtown area.

- *Work with the United States Navy, Washington State Ferries, the City of Bremerton, and other major employers in the Downtown Core to address parking demands and their impacts on urban development.*
- *Encourage major employers to address and plan for increased parking demands. Encourage efforts to address increased parking demands through parking structures, transportation facilities, and other multi-modal solutions rather than promoting or expanding surface parking.*
- *Acknowledge the negative impacts surface parking has on urban renewal and economic growth and avoid increased surface parking.*

TR1(I): Encourage transportation improvements that take advantage of Bremerton's waterfront, by providing pedestrian and bicycle paths near the waterfront and encouraging development of urban boating opportunities including non-motorized craft such as kayaks. Identify, and clearly post, public beach access.

TR1(J): Support movement of freight by establishing and identifying clear signage, truck, hazardous material transport, and oversized load routes.

TR1(K): Identify possible corridors for development of future mass transit options such as bus rapid transit, etc.

TR1(L): Expand opportunities for public involvement in the identification, design, and implementation of transportation related improvements within Bremerton.

TR1(M): Enhance the movement of all people by implementing a plan that meets the Americans with Disabilities Act (ADA) requirements throughout the City.

T2. Acknowledge the existing built environment and maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

Implementing Policies:

TR2(A): *Require new development and redevelopment to incorporate transit, pedestrian, and non-motorized transportation measures during the development review process, including measures such as:*

- *Providing bus and transportation shelters and/or pullouts;*
- *Providing adequate sidewalks, pathways and crosswalks for access by all persons;*
- *Minimizing walking distance between buildings, streets, sidewalks, and transit stops;*
- *Extending the connectivity of the pedestrian, bicycle, and grid street system;*
- *Minimizing auto-dominance on streets by working towards further developing complete streets with multi-modal functions;*
- *Incorporating open space, and/or green space in streetscapes to enhance the pedestrian environment.*

TR2(B): *Enhance and maintain the functionality of the local circulation system by:*

- *Developing and utilizing clear and uniform wayfinding signage to guide traffic throughout the City;*
- *Encouraging bus pull-out lanes in convenient and appropriate locations;*

TR2(C): *Support the existing transportation grid system to promote a quality system to connect the commercial and industrial centers.*

TR2(D): *Incorporate appropriate street lighting as it relates to the land uses (i.e., residential, industrial, commercial use).*

T3. Provide for and improve the safety and security of transportation users and the transportation system.

Implementing Policies:

TR3(A): *Ensure transportation system safety for users and the transportation system through maintenance of infrastructure, and incorporation of safety enhancements, in transportation improvement projects.*

TR3(B): *Maximize the functionality and safety of the local circulation system.*

- *Control the location and spacing of commercial driveways and the design of parking lots to avoid traffic and pedestrian accidents, confusing circulation patterns, and line-of-sight obstructions;*

TR3(C): *Further develop the Complete Streets ordinance to better be utilized within the City.*

TR3(D): *Provide a transportation system that effectively serves the needs of and encourages safe pedestrian, bicycle and other non-motorized travel by implementing the policies of City of Bremerton's Non-Motorized Transportation Plan.*

TR3(E): *Encourage the use of public transit by bicyclists and pedestrians by:*

- *Providing safe, attractive, and comfortable walkways and waiting facilities at public transit loading areas;*
- *Providing bicycle storage at transit facilities including bus stops;*
- *Installing bicycle racks on buses, and*
- *Developing and distributing information concerning local and regional non-motorized routes.*

TR3(F): *Reflect the urban nature of roadways within Bremerton by encouraging, where appropriate:*

- *Street trees and landscaping;*
- *Traffic calming strategies and devices;*
- *On-street public parking;*
- *Appropriately scaled and consistent street lighting;*
- *Frequent and appropriate accommodations for transit stops;*
- *Regularly spaced and ADA compliant crosswalks and sidewalks.*

TR3(G): *Minimize the impacts of traffic on residential neighborhoods by discouraging the use of local access streets by non-local traffic.*

TR3(H): *Restore/create unique neighborhoods via formation of distinctive streetscapes and traffic controlling devices.*

TR3(I): *Reduce speed on neighborhood streets through the use of street design devices such as curb bulbouts, "median obstacles," or other measures proven to be safe and effective at reducing travel speeds. Traffic calming measures should include minimizing neighborhood street widths and pedestrian crossing distances to promote a sense of safety for pedestrian crossings.*

T4. Enhance Bremerton's quality of life through transportation investments that promote energy conservation, healthy communities, aesthetics, and protect the environment.

Implementing Policies:

TR4(A): *Minimize impacts of road construction on environmentally sensitive areas; minimize damaging storm water runoff and pollution from road use and maintenance.*

- *Implement programs that encourage the planting of low-maintenance, vegetated groundcover and trees (where space is adequate) along roadways;*
- *Where possible the City shall require the use and maintenance of natural vegetated stormwater controls (bioswales, etc.).*

TR4(B): *Encourage City vehicles to utilize sustainable fuel and reduce emissions/air pollution.*

TR4(C): *Where possible, the City shall require the under-grounding of overhead utilities.*

TR4(D): *Require street beautification including landscaping along the edge of parking areas to reduce visual impact and aid in filtration of runoff.*

TR4(E): *Maintain existing and create new engineered bike lanes and adopt street standards that require bike lanes on identified bike routes to encourage healthier options for the community.*

T5. Continuously improve the quality, effectiveness, and efficiency of the transportation system.

Implementing Policies:

TR5(A): *Work with Kitsap County, WSDOT, regional transportation agencies, and transportation providers to plan, fund, and implement joint transportation projects and programs.*

TR5(B): *Coordinate plans and development with the Puget Sound Regional Council (PSRC)'s Transportation 2040 and Kitsap Countywide Planning Policies for regional consistency.*

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TR5(C): *Support improvements on state highways to reduce congestion, and improve safety and access for through traffic, local traffic, non-motorized and transit users.*

TR5(D): *Work with WSDOT to develop solutions for the access to and from Bremerton with focus on the Gorst interchange.*

TR5(E): *Coordinate with Washington State Ferries and other possible service providers to operate ferry services to Bremerton that meet local service and commuter needs, coordinate with all travel modes, and provide regional service.*

TR5(F): *Support and promote ferry system programs that maximize the convenience of non-motorized connections, and high-occupancy vehicle (HOV) use, by providing priority status and discouraging single occupancy vehicle use on ferries.*

TR5(G): *Work with Washington State Ferries and Kitsap Transit to coordinate transit schedules of multiple modes of transportation, and to further transportation conveniences including multi-modal options.*

TR5(H): *Work with Washington State Ferries and Naval Base Kitsap and Puget Sound Naval Shipyard to coordinate schedules to reduce congestion from worker releases and the releasing of ferry commuters.*

TR5(I): *Encourage transportation agencies, especially public transit, to operate and maintain local/regional services and facilities that reduce the need for single-occupant vehicles and support the needs of transit-dependent users. Support efforts to expand usage and infrastructure for mass transportation.*

TR5(J): *Work with Kitsap Transit to establish and designate convenient park and ride locations. Incentives could include giving priorities to establishing park and ride in existing parking lots, and forming partnerships with community organizations along easily accessible arterials that have dormant parking during traditional commuting hours (i.e., churches).*

TR5(K): *Develop Travel Demand Management (TDM) strategies to minimize the need for additional transportation infrastructure and expenditures. Continue to coordinate with local employers, including the Puget Sound Naval Shipyard, to implement commute trip reduction plans and programs and stagger release where feasible.*

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Proposed Improvements & Cost

To be completed at a later date.

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Financing and Implementation Plan

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