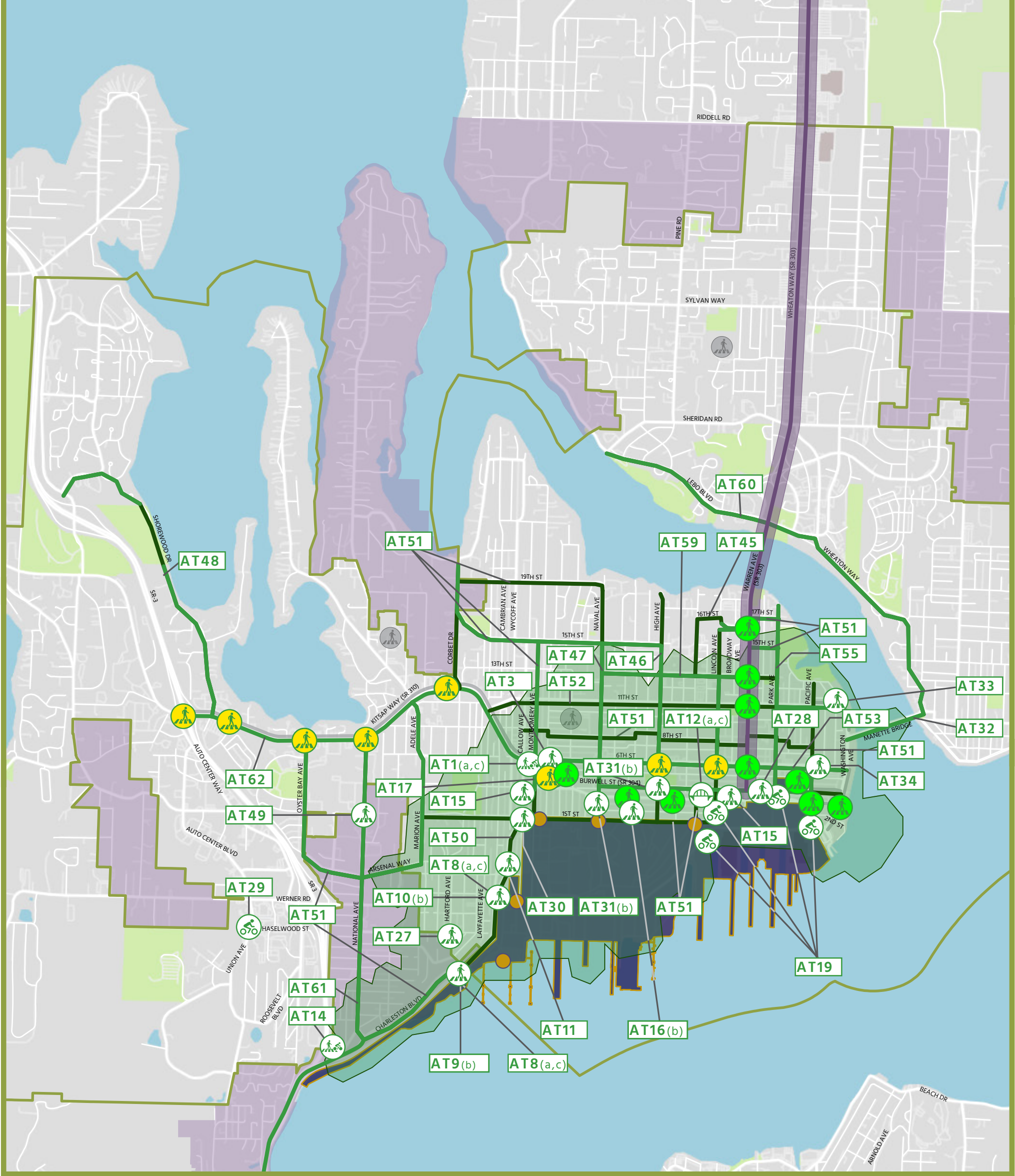




# JOINT COMPATIBILITY TRANSPORTATION PLAN

## All Alternatives

### Active Transportation Improvements



- City of Bremerton Urban Growth Boundary
- City Limits
- Naval Base Kitsap - Bremerton
- 15 Minute Walkshed
- Active Transportation Projects in Improvement C29 (projects proposed in SR 303 study)
- NBK-BR Gates
- No Build Projects
- No Build Projects
- Proposed Bicycle Improvements in Locations Consistent with City Plans
- Proposed Bicycle Improvements at Additional Locations than those Identified in City Plans

Bicycle Improvement

Pedestrian Improvement

New Grade-Separation

Combined Pedestrian / Bicycle Improvement

**AT** Active Transportation Project included in all alternative unless as noted below.

- (a) Support Parking Alternative
- (b) Relocate Parking Alternative
- (c) Add Base Alternative

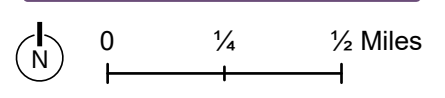
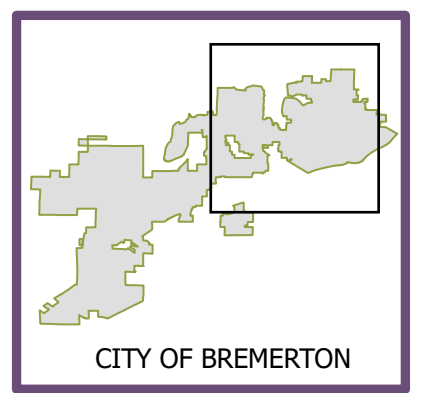
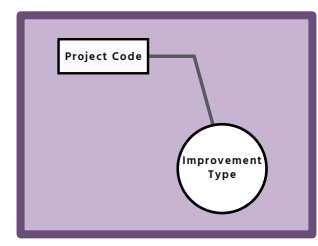
**AT25** Improve Pedestrian Crossing

**AT58** Add Leading Pedestrian Intervals (LPI) to Signal Phasing

**Additional Improvements Included in All Alternatives:**

- AT22 - Develop biking map of downtown
- AT34 - Implement way-finding for people who bike and pedestrians
- AT35 - Modify sidewalk design standards to remove vertical barriers
- AT5 (a, b only) - upgrade sidewalks and pedestrian crossings to be ADA compliant

For descriptions of other AT projects, see page 2.



Joint Compatibility Transportation Plan

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#	Improvement Idea	Notes on Improvement	Support Parking Alternative	Relocate Parking Alternative	Add Base Parking Alternative
<b>Capacity Projects (changes in lanes, signals, intersection control, etc.)</b>					
C29	Build projects proposed in SR 303 study	<i>All analysis completed as part of the SR 303 Corridor study through the year 2040</i>	X	X	X
	Widen Warren Avenue Bridge to include 10' sidewalks on both sides		X	X	X
	Sidewalks at both north and south ends that are forward-compatible with long-term plan		X	X	X
	Active transportation facility to connect to Lebo Boulevard on the north side of the bridge		X	X	X
	Provide wayfinding for active transportation		X	X	X
	Bicycle facilities south of the bridge between SR 303 and Park Avenue		X	X	X
	Bicycle facilities on Almira Drive from Sylvan Way to NE Riddell Road		X	X	X
	Build a mid-block pedestrian crossing north of Dibb Street and provide a pedestrian hybrid beacon and pedestrian refuge island		X	X	X
	Build a mid-block pedestrian crossing between 6th Street and 11th Street and provide a pedestrian hybrid beacon signal and pedestrian refuge island		X	X	X
	Build a mid-block pedestrian crossing north of Pearl Street and provide a pedestrian hybrid beacon and pedestrian refuge island		X	X	X
	Build a mid-block pedestrian crossing between Hollis Street and NE Riddell Road and provide a pedestrian hybrid beacon and pedestrian refuge island		X	X	X
	Update lane striping along SR 303 to delineate active transportation facilities		X	X	X
	Improve striping along Callahan Drive tunnel to show active transportation facility		X	X	X
	Install pedestrian crossing treatment at 4th Street and 5th Street		X	X	X
	Bicycle facilities from Callahan Drive to Cherry Avenue using lower Wheaton Way, Spruce Avenue, and E 30th Street		X	X	X
	Build a mid-block pedestrian crossing at Sheridan Road and Spruce Avenue		X	X	X
	Bicycle facilities on Callahan Drive from SR 303 to lower Wheaton Way using existing tunnel under SR 303		X	X	X
	Provide 10' wide sidewalks at the following locations: SR 303 to Almira Drive using NE 32nd Street through Old East Bremerton High School, connecting near Dibb Street Wheaton Way Transit Center to Pine Road NE using NE Normandy Drive or NE Roswell Drive to access Clogston Avenue NE		X	X	X
	Construct a paved active transportation facility from Cherry Avenue to Almira Drive		X	X	X
	Bicycle facilities on Almira Drive from Cherry Avenue to Sylvan Way		X	X	X
	Complete sidewalk connection from south end of Warren Ave Bridge to existing sidewalk south of 18th Street		X	X	X
	Widen sidewalk to 10' on west side of SR 303 between 13th Street and Warren Avenue Bridge		X	X	X
	Construct a tunnel under SR 303 for an active transportation undercrossing, connecting Olympic College to east side of SR 303		X	X	X
	Active transportation facilities on 18th Street through Olympic College to Broadway Avenue		X	X	X
<b>Active Transportation</b>					
AT1	Construct a mobility hub at the Gateway Park & Ride for first/last mile connections. Project may include space for bike share, scooter share, car share, as well as curb space for ride hailing service pickups like Uber and Lyft.	<i>A Mobility Hub is a centralized point where different modes of transportation come together seamlessly. It can include space for bike share, scooter share, car share, as well as curb space for ride hailing services pickups like Uber and Lyft. They are placed in strategic locations, typically where employment, housing, shopping, transit, and/or recreation are concentrated.</i>	X		X
AT3	Add well-lit crosswalks at the bus stop (Montgomery & 6th) to improve access to Gateway Park and Ride.		X	X	X
AT5	Within the 5-minute walksheds, upgrade all sidewalks in Fair, Marginal, Poor, or Very Poor condition; add sidewalks where missing; and upgrade marked and unmarked crossings to be ADA compliant.		X	X	
AT8	Construct a grade-separated crossing on Charleston Blvd, either at Charleston Beach Rd or Farragut St. Between the two, Charleston Beach Rd has a wider area of coverage for pedestrians to cross, with heavy traffic volumes, so this intersection should be prioritized.	<i>Grade separated refers to a bridge or tunnel that goes over or under a roadway.</i>	X		X
AT9	Construct at-grade crossing enhancements at Charleston Blvd/Charleston Beach Rd such as improved intersection geometries, new paint, and leading pedestrian intervals.			X	
AT10	Construct at-grade pedestrian crossing enhancements at Charleston Blvd/Farragut St such as improved intersection geometries, continental striping, and leading pedestrian intervals. Install sensors to detect bikes at the traffic signal. To address vehicle-bike conflicts at Charleston Gate resulting from high speed right turn movements across the bicycle lane/shoulder, consider design treatments to buffer bicyclists from turning vehicles.			X	
AT11	Stripe the crosswalk at Charleston Blvd/Rodgers St by the bus stop.		X	X	X
AT12	Construct a grade-separated crossing over Burwell St near State St/Burwell St intersection.		X		X
AT14	Construct an off-street trail from Gorst to downtown Bremerton. The trail will be 12 feet wide for bicyclists and pedestrians, and will not coincide with the roadway.	<i>This refers to a bicycle and pedestrian trail that would be 12 feet wide and not coincide with the roadway. Some level of buffer between the road edge and trail would be necessary. Details would be worked out in a future Gorst project.</i>	X	X	X
AT15	Establish safe east/west walking routes along the north perimeter of the base (e.g. Burwell St and 1st St to Charleston Blvd), including wayfinding and sidewalks. Stripe a crosswalk and consider additional enhanced crossing elements on Anoka Avenue at Burwell St, and at Burwell St and N Callows Ave to facilitate easier pedestrian crossings. Implement sidewalks and crosswalks on 1st Street to make it a viable option for pedestrians, and extend the sidewalk on Chester Ave to connect Burwell Street to 1st Street. Fill the sidewalk gaps along Burwell St east of Naval Avenue. Additional wayfinding could be implemented at Burwell Street and Pacific Avenue to direct people to nearby attractions and the Naval Base.		X	X	X

Joint Compatibility Transportation Plan

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#	Improvement Idea	Notes on Improvement	Support Parking Alternative	Relocate Parking Alternative	Add Base Parking Alternative
AT16	Upgrade pedestrian facilities in the vicinity of all pedestrian gates at NBK-BR to establish a safe, comfortable walking route to the Base. Widen sidewalks along Montgomery Ave, Naval Ave, and State St. Consider pedestrian safety enhancements near the bus stops on Burwell Ave.			X	
AT17	Upgrade pedestrian facilities on Montgomery Ave from 6th St to 1st St to establish a safe, comfortable walking route from the Gateway P&R to the Base by widening the sidewalks along Montgomery Ave and adding ADA-complaint curb ramps at the intersection of Montgomery Ave/Burwell St.		X	X	X
AT19	Install bike locker parking outside (and/or inside) the State Street, Burwell, and Bremerton gates. Naval and Charleston would also benefit from bike parking, but are less of a priority due to lower pedestrian traffic.		X	X	X
AT22	Develop a biking map of downtown Bremerton, including how to access/navigate the Base by bike		X	X	X
AT25	Improve pedestrian crossings on Kitsap Way/6th Street: Stripe new high-visibility crosswalks on 6th Street at Montgomery Avenue, High Avenue, and Chester Avenue. Implement crossing enhancements at the 6th Street and SR-3 interchange, such as restriping, stop bars, signage to yield to pedestrians, and ADA upgrades. Enhance crosswalks at Kistap Way/National Ave, Kitsap Way/Oyster Bar Ave, Kistap Way/Ostrich Bay Ave, to provide striping at all sides of the intersection. Add a PHB or signal between Morgan Road and Corbet Drive to provide access to the bus stops and businesses.	<i>Consideration for crossings at, or near, bus stops could help to encourage transit use on the corridor.</i>	X	X	X
AT27	Improve the sidewalk conditions in the neighborhood west of Charleston Blvd. (There are sidewalk gaps approaching Charleston Blvd along Cambria Avenue, missing curb ramps on sidewalks, and many sidewalks that are uneven and made with gravel. Lafayette Avenue has the same sidewalk profiles, with more intersections and transit stops along the corridor that need ADA improvements. Fill sidewalk gaps on Summit Avenue.)	<i>A lot of people are moving to this area and not many full width/ada accessible sidewalks.</i>	X	X	X
AT28	At the intersection of Burwell St/Park Ave, improve visibility of pedestrians crossing the street by adding leading pedestrian intervals. Consider additional signage to remind drivers to look for pedestrians, such as in pavement lighting or a flashing signal on the eastern approach to the signal to warn drivers accelerating out of the tunnel to slow for the signal/pedestrians. Consider removing the tree at the NE corner of the intersection to increase pedestrian visibility/sight distance for drivers.		X	X	X
AT29	Remove the proposed sharrow along Union Ave W between Werner Rd and Earhart St from future construction plans.	<i>The proposed sharrow is not feasible given terrain and cost</i>	X	X	X
AT30	Provide pedestrian safety enhancements at Callow Ave/1st St, such as adding a signalized pedestrian crossing, and re-striping the crosswalk with high visibility paint.	<i>People get stranded in the median. There have been some ped accidents. Right by the Pho restaurant. Also a transit stop here. Possibly relocate cross-walk to north side of intersection. Consider HAWK signal.</i>	X	X	X
AT31	Add crosswalks on Hewitt Avenue north and south of Burwell Street, and Anoka Avenue at Burwell Street.			X	
AT32	Relocate the bike lanes on the Manette Bridge to be adjacent to the sidewalk, on the other side of the concrete barrier	<i>Widened sidewalks across bridge part of SR 303 Corridor Study</i>	X	X	X
AT33	Add crosswalk at Highland Ave/11th St		X	X	X
AT34	Implement wayfinding throughout downtown Bremerton for pedestrian routes and bicycle routes to help people navigate to popular destinations (e.g. Manette, ferry, parks, etc.)	<i>Wayfinding refers to adding signs, kiosks, apps that help people navigate a city using the sidewalk or bicycle network.</i>	X	X	X
AT35	Modify approach to sidewalk design in Bremerton so new constructed sidewalks do not have vertical barriers (i.e. returned curbs)	<i>While these are ADA compliant, they are not best practice, as they perpetually trap debris and require cleaning by hand in many cases; can be a tripping hazard; and create tight pedestrian environments. We do not recommend redoing these locations, but when locations that are not ADA compliant get upgraded, we recommend moving away from this approach. This recommendation may be better suited outside the context of this project list.</i>	X	X	X
AT45	Provide low-stress bike connections to Olympic College by adding wayfinding and low-stress connections from 13th/Ohio to 16th/Warren. The SR-303 Corridor study proposes future bike facilities around Warren Avenue, specifically along the west side of Warren Avenue from 16th Street to 18th Street, along with a tunnel crossing Warren Avenue at 16th Street. The bike route would be on 16th Street and Chester Avenue (a path that runs through Olympic College that could potentially be a shared use path). Explore the possibility of extending 18th Street in North OC to allow bicyclists to access Ohio Avenue; this avoids major inclines and provides a low-stress bike corridor along Ohio Avenue. This project will require coordination with Olympic College.		X	X	X
AT46	Construct a bike boulevard on High Street through downtown Bremerton including sharrows and wayfinding. High Street is 20 mph and primarily residential. There are not significant inclines across High St outside of a short hill approaching 7th Street. Adjacent roads such as 11th Street and 13th Street are very steep and would be challenging for bicyclists. Modify the RRFB at High St/Burwell St so the push buttons can be used by bicyclists without dismounting and consider additional signage.		X	X	X
AT47	Construct separated bike facilities on Naval Avenue from 13th St to 1st St. Install bicycle signals at major intersections on Naval Avenue. Additional sensors need to be implemented at major intersections such as Burwell, 6th, and 11th Streets, as bike users are not currently triggering signal lights. Naval Avenue should be prioritized for implementation, with 13th St bike lanes (AT59) occurring in a second phase.		X	X	X
AT48	In line with the Active Transportation Plan, add bike facilities on Shorewood Drive and Cascades Pass Blvd/Deception Pass St/Gray Harbor Ct to provide a key connection from Jackson Park to planned facilities on Kitsap Way and to downtown Bremerton. It also connects the housing area to the base. Shorewood Drive does not experience inclines, is low volume, and has low traffic speeds.		X	X	X
AT49	In response to roadway updates recommended to Kitsap Way and National Ave as part of other projects, construct crosswalks at 1st St/National Ave and install sidewalks on National Ave. Address visibility for northbound traffic on National Avenue at 1st St by adding pedestrian crossing signage and/or trimming the vegetation blocking the intersection.		X	X	X

Joint Compatibility Transportation Plan

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#	Improvement Idea	Notes on Improvement	Support Parking Alternative	Relocate Parking Alternative	Add Base Parking Alternative
AT50	Construct protected bike lanes or a shared-use path on Charleston Blvd between 1st St and SR-3 to make it a low-stress facility given high traffic speeds and volumes (ADT is greater than 30,000). The west side of Charleston Blvd has a buffered sidewalk, so the west side could be considered for a shared-use path. Install separate bicycle signal heads at signals to provide a leading bicycle signal phase and bike activation sensors, and design all intersections to allow safe movements for bicyclists (e.g. bike boxes, green pavement paint, etc), such as Charleston Blvd/Farragut Street, where northbound right turning vehicles may conflict with cyclists.		X	X	X
AT51	Construct bike boulevards that connect to downtown Bremerton to flesh out the low-stress bike network. Bike boulevards will include sharrows and distinct, branded wayfinding signage that indicates it is a bicycle route. Where the routes cross signalized intersections, provide bicycle signal detection and actuation, and consider installing separate bicycle signal heads to provide a leading bicycle signal phase. Types of improvements needed at non-signalized intersection include advance warning signs to notify motorists of bicycle boulevard crossings, intersection crossing markings, or raised intersections.  Bike boulevards are proposed on 15th St from High Ave to Corbet Dr NW, Chester Ave from Olympic College to 1st St, Montgomery Ave from 1st St to 15th St, State Street from 1st Street to 4th Street, 4th Street from Washington Ave to Naval Ave, 8th Street from Washington Ave to Montgomery Ave, Wycoff Ave from 11th Ave to 26th St, 1st St from Chester Ave to Marion Ave (with added signage at intersections), 19th St from Naval Ave to Corbet Dr NW, National Ave from Kitsap Way to Charleston Beach Blvd, Oyster Bay Ave/W Arsenal Way, Marion Ave from W Arsenal Way to Kitsap Way, Corbet Dr NW from E Phinney Bay Dr to Kitsap Way, Pacific Ave from Burwell St to 13th St.		X	X	X
AT52	Construct protected bike lanes on 11th Street from Kitsap Way to Washington Avenue to connect with proposed bike lanes along Washington Avenue. Protected bike lanes are recommended as ADT is high at around 20,000. Install separate bicycle signal heads to provide a leading bicycle signal phase and bike activation sensors at N Callow Ave, Naval Ave, High Ave, Warren Ave, Park Ave, and Pacific Ave. Design all intersections to allow safe movements for bicyclists (e.g. bike boxes, green pavement paint, etc).		X	X	X
AT53	Construct protected bike lanes on 6th Street from Kitsap Way to Washington Avenue. Protected bike lanes recommended as ADT is greater than 10,000. Install separate bicycle signal heads to provide a leading bicycle signal phase and bike activation sensors at Naval Avenue, High Avenue, Veneta Avenue, Warren Avenue, Park Avenue, Pacific Avenue and Washington Avenue. Design all intersections to allow safe movements for bicyclists (e.g. bike boxes, green pavement paint, etc).		X	X	X
AT55	Construct bike lanes on Park Avenue from Burwell St to Lower Roto Vista Park, and install separate bicycle signal heads to provide a leading bicycle signal phase and bike activation sensors at 11th St and 6th St. ADT is less than 5,000 and speeds are relatively low, so bike lanes are sufficient per the FHWA Bikeway Selection Guide.		X	X	X
AT58	Add leading pedestrian intervals at key intersections in downtown Bremerton that people frequently walk to access facilities, such as Olympic College, the Naval Base, or Gateway Park & Ride, or key intersections that may align with pedestrian travel patterns to activity centers. As a first phase of improvements, leading pedestrian intervals are recommended at the following intersections: Burwell & State, Burwell & Naval, Burwell & Pacific, Burwell & Washington, Warren & 16th, Warren & 13th, 6th & Montgomery, 6th & Warren, 6th & Pacific, 11th & Warren. Evaluate adding additional leading pedestrian intervals as part of a second phase of improvements.		X	X	X
AT59	Implement a separated bike lane on 13th St from Park Ave to Naval Ave. ADT is close to 10,000 and speeds are relatively low, but the higher volumes and presence of transit stops warrants need for enhanced bicycle facilities to provide connections to Olympic College and other planned facilities on Warren Ave and High Ave.		X	X	X
AT60	Update bicycle lanes to separated bicycle lanes on Wheaton Way to provide low stress facilities due to high ADT around 7,000 and speed limits of 25 MPH. Extend separated bike facilities to Lebo Blvd and Sheridan Rd to connect with Warren Avenue Bridge bike facilities.		X	X	X
AT61	Implement low stress separated bike lanes on National Avenue to provide N/S connections in the Naval Yard area of Bremerton. Road widening would be necessary to provide a low-stress facility, which is recommended due to ADT around 7,000 and 35 MPH speeds.		X	X	X
AT62	Construct protected bike lanes or a shared-use path on Kitsap Way between SR3 and N Callow Ave to make it a low-stress facility given high traffic speeds and volumes (ADT around 40,000). Install separate bicycle signal heads at signals to provide a leading bicycle signal phase and bike activation sensors, and design all intersections to allow safe movements for bicyclists (e.g. bike boxes, green pavement paint, etc).		X	X	X