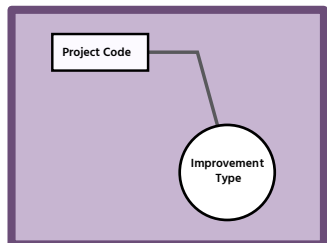
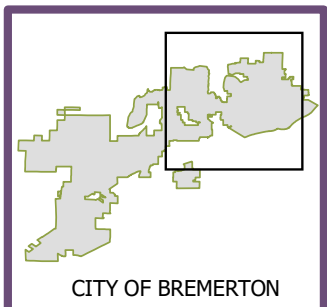


- City of Bremerton Urban Growth Boundary
- City Limits
- Naval Base Kitsap - Bremerton
- NBK-BR Gates
- No Build Projects
- No Build Projects
- Parking Improvement
- Roadway Improvement
- Transit Improvement

- P  
New Parking
- R  
Restrict New Parking
- P  
Parking Management
- P&R  
Park & Ride Improvement
- P  
Passenger Loading Zone
- D  
HOV Lane
- T  
Signal Improvement
- R  
Roundabout
- S  
New Grade-Separation
- B  
Base Gate Improvement



PC - New / Expanded Parking, C - Capacity Projects, B - Projects on Base, T - Transit Service/ Frequency, PM - Parking Management / Policy, CT - Programs to encourage mode shift, O - Other

Source: City of Bremerton, Bremerton Non-Motorized Transportation Plan, USGS

**System-Level Improvements Included in All Alternatives**

C26	Traffic Management Center
C27	Variable message signs
C35	Adaptive signal timing at all signalized intersections
C38	Build projects proposed in Bremerton Strategic Road Safety Plan

T6	More bus routes to the shipyard
CTR3	Incentives to ride transit
CTR4	Reduced fare and regular bus passes. Reduced fare based on income
CTR5	Provide incentives for mode shift away from SOV for residents of neighborhoods along SR 303
CTR8	Co-locate worker/driver stops with origins (daycares, schools, etc.)
CTR11	Improve technology to make the worker/driver program more efficient
CTR12	Partner with Port Orchard to incentivize foot-ferry ridership
O6	Better enforcement of HOV lanes
O9	Enforcement at at-capacity or over-capacity Park & Rides
O12	Keep worker/driver system map more up-to-date
O16	More shelters at transit stops with lighting

PM2	Revisit on-street parking management strategies including permit programs and paid parking in Downtown
PM3	Establish a transportation management association

E1	Education/marketing campaign for Bremerton residents and NBK-BR employees about transportation options
E5	Education/marketing campaign to increase number of NBK employees commuting from Seattle (reverse commute)
E7	Transportation Liaison at NBK-BR to help new hires and staff find best commuter option for them
CTR1	Maintain telework options currently available to Base
O10	Make Callow area more livable - get NBK employees to live near NBK

**System-Level Improvements Included in This Alternative**

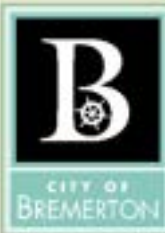
T8	Shuttle service between Park & Rides and downtown Bremerton (regular bus route with high frequency)
T15	Cover more shift times with bus and/or worker/driver
T16	2 different early morning worker/driver buses
T17	Expand vanpool program
T19	Worker/driver late bus (similar to sports team buses) or on-call shuttle
O13	More transit-oriented development at Park & Rides

PM1	Require NBK-BR contractors to park at a Park & Ride location outside of Downtown with frequent transit service to work
PM7	Parking cash-out for new development and employees in lieu of providing parking
PM9	Repurpose parking lots for other travel modes

DRAFT

FOR DISCUSSION PURPOSES ONLY

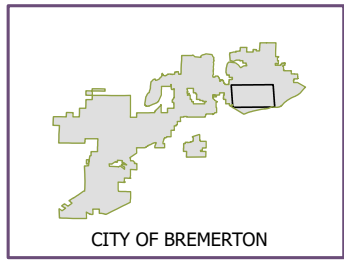
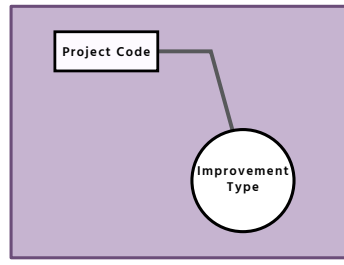




# JOINT COMPATIBILITY TRANSPORTATION PLAN

## Relocate Parking Alternative

Sheet 2 of 3

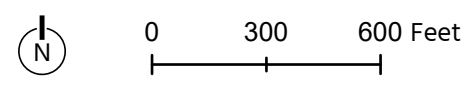


- City of Bremerton Urban Growth Boundary
- City Limits
- Naval Base Kitsap - Bremerton
- NBK-BR Gates
- No Build Projects
- No Build Projects
- Parking Improvement
- Roadway Improvement
- Transit Improvement

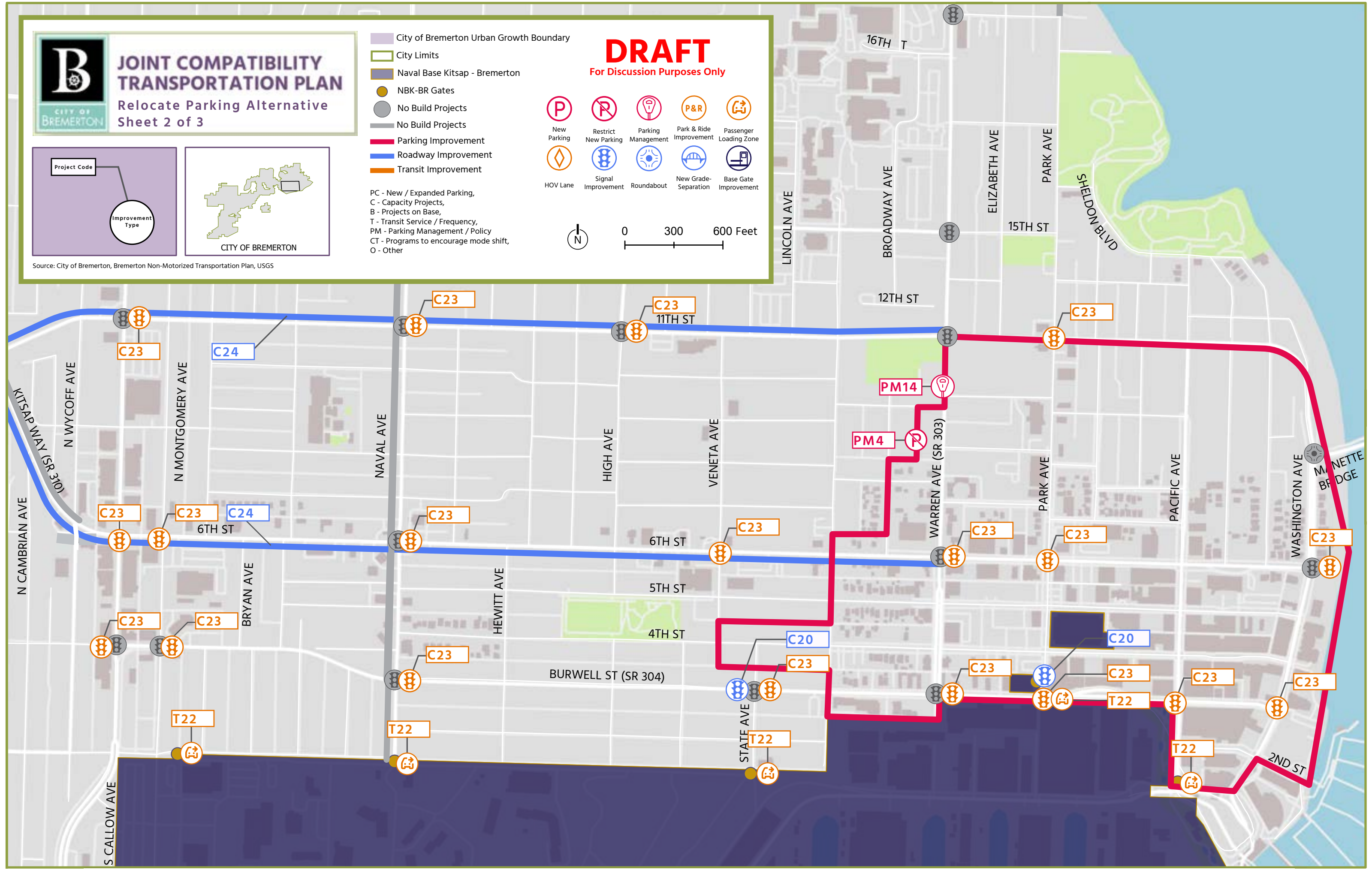
**DRAFT**  
For Discussion Purposes Only

- New Parking
- Restrict New Parking
- Parking Management
- Park & Ride Improvement
- Passenger Loading Zone
- HOV Lane
- Signal Improvement
- Roundabout
- New Grade-Separation
- Base Gate Improvement

PC - New / Expanded Parking,  
C - Capacity Projects,  
B - Projects on Base,  
T - Transit Service / Frequency,  
PM - Parking Management / Policy  
CT - Programs to encourage mode shift,  
O - Other



Source: City of Bremerton, Bremerton Non-Motorized Transportation Plan, USGS







Joint Compatibility Transportation Plan

DRAFT - For Discussion Purposes Only

#	Improvement Idea	Notes on Improvement	Relocate Parking Alternative
<b>New / Expanded Parking</b>			
PC3	Add more parking in Port Orchard and increase foot-ferry frequency for Port Orchard and Annapolis	<i>Assume this occurs as part of a Kitsap Transit and/or Port Orchard project. Need to consider changes to Kitsap foot ferry frequency to accommodate higher demand.</i>	X
PC4	Add capacity at McWilliams Park & Ride	<i>Needs to consider higher frequency transit (BRT) and SR 303 Corridor Study projects.</i>	X
PC5	Partner with Port of Bremerton to provide parking and run shuttles from PSIC		X
PC6	Park & Ride near SR 3/Kitsap Way interchange (Austin Dr or Auto Center Dr)	<i>Input from Kitsap Transit regarding # of stalls needed.</i>	X
PC17	Park & Ride along SR 3 near Port of Bremerton (south end near SW Lake Flora Rd or north end near Bree Dr or Victory Dr SW)		X
<b>Capacity Projects (changes in lanes, signals, intersection control, etc.)</b>			
C1	Improve SR 3/Kitsap Way interchange: update signals or replace with roundabouts at ramp terminals		X
C2	Convert signals at SR 3/Loxie Eagans interchange to roundabouts		X
C7	Add westbound business access transit (BAT) lane along Kitsap Way (11th St to SR 3)		X
C20	Change signal timing to include all-way pedestrian phase at State/Burwell and Park/Burwell intersections		X
C23	Transit signal priority (TSP) at every signalized intersection along transit corridors	<i>Transit signal priority provides opportunity for buses to extend the length of green time at a traffic signal so the bus doesn't have to stop. This improves bus travel time and reliability.</i>	X
C24	Road diets on 6th St and 11th St to provide bike facilities	<i>A road diet includes the repurposing of underused travel lanes and/or parking to provide bicycle lanes, wider sidewalks with buffer, and transit improvements. It is intended to more efficiently use the roadway space.</i>	X
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
C31	Signalize intersections near proposed Park & Rides	<i>Consider need for full signal or possibly providing a pedestrian signal.</i>	X
<b>Transit Service / Frequency</b>			
T22	Kiss and rides near all gates	<i>Kiss and rides are locations where people can pull out of the traffic stream to let people out of their car to catch a bus. In this case it would be locations to drop passengers so they can walk onto the base. Can reduce need for parking, but does not reduce volume.</i>	X
<b>Parking Management / Policy</b>			
PM4	Restrict new parking in Downtown	<i>This may include restricting park and ride lots and/or new standalone public parking facilities (i.e., those that are not accessory to another land use) through zoning. It may also include a City policy to not develop new public parking facilities Downtown that would be for commuter parking.</i>	X
PM14	Create commercial parking zones (or non-residential parking permit zones BMC 10.10.030) with on-street paid parking permits for both employees and clientele		X