



MEETING AGENDA

City of Bremerton Complete Streets Committee Meeting - 2025 Q1

March 4, 2025

Location: NDGC 5th Floor Conference Room / Zoom

Time: 9:30 AM

Invitees: RESIDENTS: John Larson, Dianne Iverson, JR Kinnison
COB: Nick Ataie, Tim Barker, Gunnar Fridriksson, Vicki Grover, Katie Ketterer, Tom Knuckey, Ned Lever
BSD: Marc DiCicco
KPHD: Rudy Baum, Eric Evans, John Kiess
KITSAP TRANSIT: Steffani Lillie
OLYMPIC COLLEGE: Jose Jaramillo, Dave Keen
USN: Allison Satter

Introductions-

Discussion Items-

1. **Project prioritization scoring criteria** – received comments from PSRC, updated criteria attached with comments from 2024 Q3 meeting. This will be used for ranking the TIP and producing one-page summaries which will be brought forward to the 2025 Q2 meeting. Please review – are ranking criteria understandable, does scoring look appropriate?
2. **MMLOS - Level of Traffic Stress (LTS) for Pedestrians and Bicyclist facilities** – if we have time, like to continue our discussion from our December meeting. Attached is a draft copy of what we believe we heard should be included in the criteria. Please review and come ready to discuss:
 - What is the recommendation for the definition of a bicycle lane.
 - Are these all the criteria we should be considering? Should we trim the list to simplify?
3. **Upcoming topics:**
 - Traffic Calming Policy
 - Transportation Improvement Plan (TIP) list with scores and summaries
 - Possible revisions to the Complete Streets Committee – awaiting comments from City Council.

Policy:

The purpose of this policy is to provide the guidelines for the MMLOS and LTS to be used for projects in the City of Bremerton, both private and public for bicyclists and pedestrians.

LTS Definitions:

The LTS for pedestrians (PLTS) and for bicyclists (BLTS) is a performance measure that quantifies the amount of discomfort people feel when they walk, roll, or bike along a road within the right-of-way (ROW). There are four categories of performance that are common to both groups:

LTS 1: This level is suitable for all users. People feel safe and comfortable utilizing the facility as requires little attention to the traffic situation. This facility presents little to no stress.

LTS 2: This level is usable by all and most are willing to use the facility as it requires moderate attention to the traffic situation. This facility presents low stress.

LTS 3: This level is where some users are willing to use the facility but others may only use the facility when there are limited route and mode choices available as this requires sustained attention to the traffic situation. This facility presents moderate stress.

LTS 4: This level is difficult or impassible by a wheeled mobility devise or user with other limitations in their movement and most likely used by users with limited route and mode choice. This facility requires sustained attention to the traffic situation, a special ability to navigate safely, and is high stress.



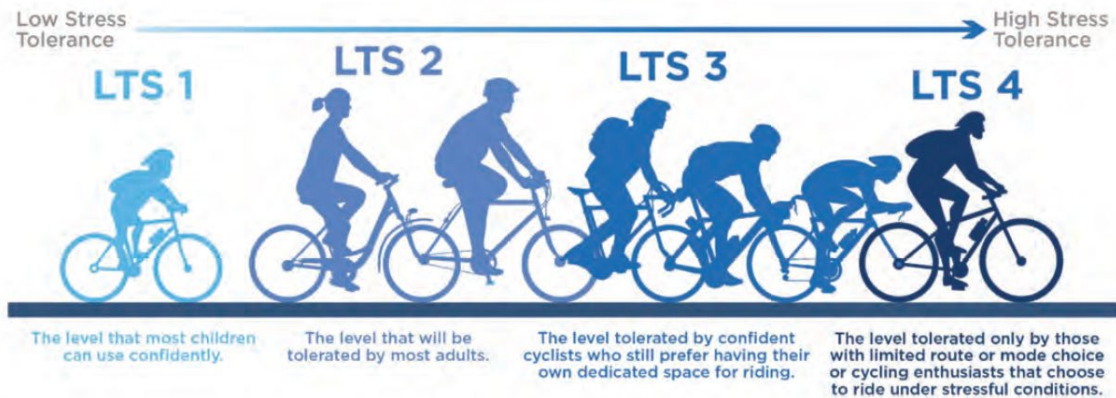
The PLTS uses the following characteristics to assess pedestrians' perceptions of the roadway and facility for segments:

- Existence of a sidewalk.
- Width of the sidewalk.
- Continuity of the sidewalk, are there frequent driveways?
- Distance between crossings, are they signalized?
- Posted vehicle speed.
- Separation of pedestrians from the vehicle travel lanes.
- Does the separation have a vertical component.
- Roadway classification.

- Pedestrian generator nearby.

The PLTS uses the following characteristics to assess pedestrians' perceptions of the roadway and facility for intersections:

- Unmarked, infrequent crosswalks, refuge islands.
- Multiple vehicle travel lanes.
- Signalized.
- Roadway lighting.



The BLTS uses the following characteristics to assess bicyclists' perceptions of the roadway and facility for segments:

- Is there a bicycle facility and what type is it.
- Width of the facility.
- Continuity of the facility.
- Posted vehicle speed.
- Separation of bicyclists from the vehicle travel lanes.
- Does the separation have a vertical component.
- Traffic volumes, including truck traffic.
- Roadway classification
- Multiple vehicle travel lanes.

The BLTS uses the following characteristics to assess bicyclist' perceptions of the roadway and facility for intersections:

- Is there a bicycle facility and what type is it.
- Signalized.

Crossings with no ADA ramps automatically get a 3 or 4.

Milwaukee

Category	Criteria		Score
Safety and Security	1.1	Is the project located in an area with a history of serious or fatal crashes?	
	1.2	Does the project improve safety of the transportation network?	
System Preservation and Modernization	2.1	Does the project upgrade or maintain existing infrastructure?	
Complete Streets and Accessibility	3.1	Does the project include a dedicated facility for bicyclists or pedestrians?	
	3.2	Does the project close an identified network gap for walking and biking networks?	
	3.3	Does the project expand multimodal access to key active transportation destinations?	
Concurrency	4.1	Does the project meet existing concurrency needs? (short-term)	
	4.2	Does the project meet future concurrency needs? (long-term)	
Efficient Mobility	5.1	Does the project improve transit speed and reliability?	
	5.2	Does the project address existing congestion?	
	5.3	Does the project provide for a cross-jurisdictional and coordination opportunity?	
	5.4	Does the project provide for bicycle and pedestrian mobility?	
Equity and the Environment	6.1	Proximity to Hazardous Waste Treatment Storage and Disposal Facilities	
	6.2	Proximity to Heavy Traffic Roadways	
	6.3	People of Color (Race/Ethnicity)	
	6.4	Population living in Poverty	
	6.5	Unaffordable Housing	
	6.6	Would the project improve stormwater management and water quality?	
		Maximum Total Score	

Category	Criteria		Methodology	Datasets	Score	Score Definitions
Safety and Security	1.1	Is the project located in an area with a history of serious or fatal crashes?	Score for projects in location with a history of fatal/severe injury crashes or bike/pedestrian-involved crashes and/or adds an FHWA approved Proven Safety Countermeasure	Crashes within City limits in past 5 years (WSDOT).	0	Project location has no recent crashes (past 5 years) or identified safety concerns
					5	Project location has one or more crashes of any type and severity (past 5 years)
					10	Project location has one or more fatal/severe injury collisions and/or any bike/pedestrian involved collisions (past 5 years)
	1.2	Does the project improve safety of the transportation network?	Score for projects that include safety improvements for multiple modes and/or address safety concerns and citizen comments	City Safety Plan, Safe Routes to School, Cartegraph	0	Project does not specifically address any safety concerns and no citizen comments
					10	Project addresses and improves known safety issue and addresses citizen comments
		Maximum score			20	
System Preservation and Major Maintenance	2.1	Does the project upgrade or maintain existing infrastructure?	Score for projects that enhance or maintain condition of facilities through pavement overlays, or facility upgrades	Project information	0	Project includes new infrastructure where none existed, i.e. new roadway
					10	Project includes reconstruction of a roadway, crossing enhancement, new technology
					20	Project includes preservation of a roadway, i.e. grind and overlay
		Maximum score			20	
Complete Streets and Accessibility	3.1	Does the project include a dedicated facility for bicyclists or pedestrians?	Score based on inclusion of active transportation infrastructure. Dedicated facility or dedicated enhanced. 3 point scale. Scale to the roadway.	Project information	0	Project does not include bicycle or pedestrian infrastructure
					1	Project includes either bicycle or pedestrian infrastructure, but not both
					3	Project includes both bicycle and pedestrian infrastructure
	3.2	Does the project close an identified network gap for walking and biking networks?	Score if improves or maintains a connected network of pedestrian or bicycle facilities by closing designated active transportation gaps identified in the Active Transportation Plan	Active transportation destinations map (ATP)	0	Project does not close a gap or extend existing infrastructure
					3	Project includes facilities that completes an active transportation gap or extends infrastructure for either bicyclists or pedestrians
	3.3	Is the project on the bicycle or pedestrian priority network?	Score if the project is on the priority network for either bicycle or pedestrians	Active transportation destinations map (ATP)	0	Project is not on the priority network
					3	Project is on the priority network
	3.4	Does the project expand multimodal access to key active transportation destinations?	Score for active transportation or transit improvements within 1/4 mile of designated active transportation facilities in the Active Transportation Plan	Active transportation destinations map (ATP)	0	Project does not include bicycle or pedestrian facilities within 1/4 mile of key active transportation destinations
					3	Project includes both bicycle and pedestrian facilities within 1/4 mile of key active transportation destinations
	3.5	Does the project include transit improvements?	Score based on inclusion or accommodation of infrastructure for transit.	Project information	0	Project does not include any transit infrastructure improvements or accommodation
					1	Project does include minor transit infrastructure improvements or accommodation, i.e. coordination with transit for future bus stops and shelters, construction of pads for bus stops.
					3	Project includes construction of improvements for safety at or near bus stops, i.e. curb bump-outs, mid-block pull-out stops, bus island, etc....
	3.6	Does the project include connections to city centers and/or regional centers?	Score based on connecting city and/or regional centers, i.e., downtown Bremerton, PSIC, Silverdale, Charleston business district, Eastside Village, Manette, Wheaton Way/Riddell, and Wheaton Way/Sheridan.	Project information	0	Project does not connect two centers.
					1	Project is on a route between centers.
					3	Project connects two or more centers.
		Maximum score			18	
Concurrency	4.1	Does the project meet existing or future concurrency needs?	Score for projects that correct existing deficiencies required for concurrency for roadway/multimodal within the next 6 years or whether it is for 20 years	Project information	5	The project addresses long-term deficiencies (20 years)
					15	The project addresses existing or short-term deficiencies (6 years)
		Maximum score			15	
Efficient Mobility	5.1	Does the project provide efficiency and/or reliability for transit? (Including ferries)	Score for projects that include coordination with other agencies or improvements to the roadway system that benefit transit	Project information	0	Project does not include any transit efficiency or reliability improvements
					5	Project includes transit efficiency and reliability improvements, i.e. builds a rapid transit lane
	5.2	Does the project address existing congestion?	Score for potential of project to reduce general purpose traffic delay and congestion	Project information	0	Not considered an area of existing congestion
					5	The project will reduce general delay/congestion, i.e. adaptive signal project increasing roadway capacity
	5.3	Does the project provide for a cross-jurisdictional and coordination opportunity?	Score for whether project involves other jurisdictions and provides a mutual benefit	Project information	0	The project does not provide an opportunity for coordinating with another jurisdiction.
5					The project does provide an opportunity for coordinating with another jurisdiction	
		Maximum score			15	
Equity and the Environment	6.1	Would the project improve access for underserved communities?	Score for projects that include walking, biking, transit, or motor vehicle access improvements in areas listed in the Washington State Department of Health Tracking Network (WTN) https://fortress.wa.gov/doh/wtn/WTNIBL/	Disadvantaged Communities categories including Socioeconomic Factors	2	Environmental Effects - Proximity to Hazardous Waste Treatment Storage and Disposal Facilities - 1-5=0, 6-10=2
	6.2				2	Environmental Exposures - Proximity to Heavy Traffic Roadways - 1-5=0, 6-10=2
	6.3				2	Socioeconomic Factors - People of Color (Race/Ethnicity) - 1-5=0, 6-10=2
	6.4				2	Socioeconomic Factors - Population living in Poverty - 1-5=0, 6-10=2
	6.5				2	Socioeconomic Factors - Unaffordable Housing - 1-5=0, 6-10=2
	6.6	Would the project improve stormwater management and water quality?	Score for projects that reduce net impervious surface or include green stormwater infrastructure	Project information and conceptual design	2	Project includes green stormwater infrastructure and/or new landscaped areas for retention and infiltration
			Maximum score			12
		Maximum Total Score			100	