

(DRAFT) AGENDA
Special Meeting – Bremerton Planning Commission
(Subject to PC approval)
June 26, 2023
5:30 P.M.
345 6th Street, Bremerton
First Floor Chambers

Zoom Meeting Option

<https://us02web.zoom.us/j/87980962793?pwd=SFFXNDR1ODJBd2NWUTVUazhrMmtTQT09>

Webinar ID: 879 8096 2793

Password: 735937

One tap mobile:

+1 253 215 8782 87980962793# *735937#
US (Tacoma)

Dial by your location:

+1 253 215 8782 US (Tacoma)
+1 669 900 6833 US (San Jose)

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF THE AGENDA

IV. APPROVAL OF MINUTES: May 15, 2023 meeting

V. PUBLIC MEETING

A. Call to the Public: Public comments on any item not on tonight's agenda

B. Workshop:

1. Transportation chapter of the City's Comprehensive Plan for the 2024 Update

VI. BUSINESS MEETING

A. Chair Report: Richard Tift

B. Director's Report: Andrea Spencer

C. Old Business:

D. New Business:

VII. ADJOURNMENT: The next regular meeting of the Planning Commission is **Monday, July 17, 2023.**

Planning Commission meeting packets are available on-line at
<http://www.BremertonWA.gov/AgendaCenter/Planning-Commission-4>

DRAFT

Subject June 26, 2023, Approval

CITY OF BREMERTON

PLANNING COMMISSION MINUTES OF REGULAR MEETING MAY 15, 2023

CALL TO ORDER:

Chair Tift called the regular meeting of the Bremerton Planning Commission to order at 5:30 p.m.

ROLL CALL

Commissioners Present

Chair Tift
Vice Chair Rich
Commissioner Flemister
Commissioner Mosiman
Commissioner Pedersen

Commissioners Excused

Commissioner Coviello
Commissioner Wofford

Quorum Confirmed

Staff Present

Garrett Jackson, Planning Manager, Department of Community Development
Christina Raine, Project Assistant, Department of Community Development
Pat McGanney, Chief, Fire Department
Tom Wolfe, Chief, Police Department
Jeff Elevado, Director, Department of Parks and Recreation
Ned Lever, City Engineer, Department of Public Works and Utilities
Cami Apfelbeck, Water Utility Manager, Department of Public Works and Utilities
Chance Berthiaume, Stormwater Permit Coordinator, Dept. of Public Works and Utilities
Bill Davis, Managing Engineer of Utilities, Department of Public Works and Utilities
Gunnar Fridriksson, Stormwater Project Manager, Dept. of Public Works and Utilities
Vicki Grover, Transportation Project Manager, Dept. of Public Works and Utilities

CHAIR CALL FOR MODIFICATIONS TO AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

COMMISSIONER MOSIMAN MOVED TO APPROVE THE MINUTES OF APRIL 17, 2023, AS PRESENTED.
VICE CHAIR RICH SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

PUBLIC MEETING

Call to the Public (public comments on any item not on the agenda)

Chair Tift invited comments from citizens. There were none.

Workshop: City Services Chapter of the City's Comprehensive Plan for the 2024 Update

Mr. Jackson advised that the purpose of the workshop is for the Commission to consider public comments and provide staff with feedback on the revised Goals and Policies of the City Services Chapter of the Comprehensive Plan. He reviewed that the State requires local jurisdictions to update their comprehensive plans to be consistent with the Growth Management Act (GMA). The City plans regionally (King, Snohomish, Kitsap and Pierce Counties) via the Puget Sound Regional Council

(PSRC), which provides a guiding document for planning regional growth called Vision 2050. The City also plans with the Kitsap Regional Coordinating Council (KRCC), which includes all jurisdictions within Kitsap County. The KRCC's Countywide Planning Policies guide development within Kitsap County. The City's Comprehensive Plan must address local needs, while also meeting criteria for KRCC, PSRC and GMA. He reminded the public that the City is forecasted to grow to just under 64,000 people by the year 2044, jobs are forecasted to increase to about 58,000. The updated Comprehensive Plan is meant to accommodate the rising population.

Mr. Jackson advised that an Environmental Impact Statement (EIS) scoping notice was sent out to the public via postcard, and about 75% of the respondents indicated that population growth should be located in existing centers and high-density areas. The City has been implementing a "centers" approach since 2004. The intent is to condense populations and high-intensity uses into smaller, compact areas. Putting the most intense development standards for height, development coverage, etc. into smaller areas allows developers to make the most efficient use of City infrastructure. The more development is spread out, the more it costs to install and maintain infrastructure.

Mr. Jackson reviewed the various City services as follows:

- **Drinking Water.** The City's Drinking Water System serves about 2.3 billion gallons of drinking water each year to over 72,000 people. He shared a map of the service area, noting that it extends well beyond the jurisdictional boundaries of incorporated Bremerton. Not only does it include some urban growth areas (UGAs) associated with the City, it also goes nearly up to Silverdale into the Central Kitsap UGA. About 48% of the water use is by City residents, 25% by the Navy and 21% by residents in unincorporated areas. The City has a nationally-recognized water system, earning the 2017 American Water Works Association Exemplary Source Water Protection Award. The 2020 Water System Plan has been approved by the Department of Health after an extensive public review process. It will be available on the City's webpage shortly, as it is reviewed by the City Council for adoption.
- **Wastewater.** The wastewater system includes two wastewater treatment plants, 40 sewage pump stations, and 268 grinder pump stations. Since 1996, the City has reduced both the volume and frequency of sewer overflow events by more than 99%. As there are public concerns each time a sewer overflow event happens, it is important to convey the dramatic decrease that has occurred since 1996 when baseline numbers were established. The City's wastewater system received an Outstanding Performance Award in 2021 from the Department of Ecology.
- **Stormwater.** The stormwater system includes 96 miles of piping (from 4" to 84" in diameter), 4,488 catch basins and more than 70 stormwater quality treatment systems. The purpose of the Stormwater Plan is to maintain certification of the stormwater system through the National Pollutant Discharge Elimination System (NPDES) Permit from the Department of Ecology. The draft Stormwater Comprehensive Plan is nearing completion and should find its way in front of the City Council this summer for adoption as an appendix into the Comprehensive Plan.
- **Police Department.** The Bremerton Police Department (BPD) was created in 1901, shortly after the City incorporated. It is one of 25% of the police departments in the State of Washington that are certified by the Washington Association of Sheriffs and Police Chiefs (WASPC), the statewide agency that insures there is a baseline of professional standards for police departments. The national average for officers is 2.4 per thousand. In 2022, the BPD was staffed at 1.4 officers per thousand and received over 44,000 calls for service.
- **Fire Department.** The mission of the Bremerton Fire Department (BFD) is to protect, educate and be leaders in the community while providing progressive life safety services. The current level of service (LOS) is for services to be provided six minutes after an emergency call has been generated. In 2022, the BFD responded to 60.7% more emergency calls compared to 2012, a rise of about 8% per year. The Fire Prevention Office saw a 400% increase in the number of construction/inspections; this is the team that reviews construction permits for International and Local Fire Code conformance.
- **Parks Department.** The mission of the Parks and Recreation Department is to enrich the lives of Bremerton citizens with aquatic, athletic and recreational opportunities for persons of all ages and providing safe and attractive parks and facilities for play, health and fitness, enjoyment and celebrations. The current Parks, Recreation and Open Space (PROS) Plan was adopted in 2020 and is available on the department's webpage. The next update will start in 2025.

All the park-related comments received during the Comprehensive Plan update will be sent to the Parks Department to inform them in their future PROS effort. He shared two maps showing the City's current LOS for parks, advising that the standard LOS is a ten-minute walk to City parks and a two to five-mile drive to community parks.

- **Schools.** Three school districts serve the City's young people, and the boundaries for each district do not follow the jurisdictional City limits. The Bremerton School District serves about 4,400 students, The Central Kitsap School District serves over 11,000, and the South Kitsap School District serves nearly 10,000.
- **Puget Sound Energy.** Puget Sound Energy provides electricity to the City of Bremerton. Demand forecasts have risen from 1.2% average annual growth in 2021 to a current level of 1.8%. PSE aspirational goals are to meet net zero methane emissions by 2022, coal free by 2025, carbon neutral electric system by 2030, and 100% clean electricity by 2045.
- **Cascade Natural Gas.** Cascade Natural Gas expects growth to continue to rise at 1.1% annually, but this could potentially be curtailed by building code provisions that limit natural gas usage for commercial and residential buildings.
- **Telecommunications.** Common private providers in the City include Comcast, T-Mobile and Century Link. The public provider is Kitsap Public Utility District. Outreach is ongoing with telecommunication providers, and they have received one comment from Lumen.

Mr. Jackson advised that four public comments have been received, all of which are posted on the website. He provided a brief overview of each one as follows:

- **Jane Robelowski** thinks that infrastructure improvements should be throughout the City and not just in centers.
- **Caelum Roberts** supports reducing auto dependency and making biking and walking safer.
- **Chris Carlson, representing Buckingham Properties,** supports allowing multifamily structures within the low-density residential zone. The Buckingham Property is over 200 acres. In a previous comment the Ueland Tree Farm, owners of 440 acres, previously requested that multifamily development be allowed in the Low-Density Residential Zone.
- **Lara Lant, representing Lumen,** is letting the Planning Commission know that the fiber they provide will not only help the City technologically, but also from a green infrastructure standpoint.

Mr. Jackson announced that the April winners for the Yeti City of Bremerton Tumbler are Michelle Moshay and Lori Knapton. He reminded those present in the audience and participating online that people who provide public comments will automatically be entered into upcoming drawings. Two winners will be selected every month.

Mr. Jackson announced that City staff attended the Bremerton Community Farmers Market to let citizens know about the Comprehensive Plan update. Staff will also attend the Armed Forces Festival on May 20th.

Again, **Mr. Jackson** said the orders of the day are for the Planning Commission to consider public comment received at the workshop and provide staff with feedback on the revised goals and policies as they appear in the packet.

Mr. Jackson invited a number of Bremerton City Staff to share brief updates with the Planning Commission:

- **Pat McGanney, Fire Chief** announced that the City Council has approved the Police and Fire Departments to put a levy lid lift on the August ballot for public safety staffing. Hopefully, this will enable them to maintain the current level of public service to the citizens of Bremerton.
- **Tom Wolfe, Chief of Police** reported that, currently, the Police Department is operating at a little less than 1.4 officers per thousand. They saw the lowest crime rates when the department was at 1.8 officers per thousand in 2007. As Chief McGanney reported, they will present a levy lid lift on the August ballot, which will enable them to get the

officer ratio up to a sustainable level. This will be needed to keep up with the growth and other changes that are occurring in the City.

- **Jeff Elevado, Parks and Recreation Director** said the department manages a little over 300 acres, approximately 38 parks, facilities, green space and viewsapes for the public's enjoyment. In 2025, they will be updating the PROS Plan, which drives the goals and objectives and capital plan. They plan to do similar public outreach as the update proceeds. They will also incorporate Comprehensive Plan items into the PROS plan.
- **Ned Lever, City Engineer**, said their office works on the capital program for transportation, water, wastewater and stormwater. They also support operations for all of those services.
- **Cami Apfelbeck, Water Utility Manager**, reported that the updated Comprehensive Plan has now been approved by the state and is ready to enter the public process and be brought to the City Council for adoption. The plan is scheduled to go to study sessions on June 14th and 28th, and hopefully go to a City Council meeting on July 5th.
- **Chance Berthiaume, Stormwater Permit Coordinator** said he manages the stormwater program for the City. They recently completed the Stormwater Comprehensive Plan, which is available on the City's website for review and comment. They have also completed the Watershed-Based Plan and the Stormwater Management Program Plan. Both of these documents are posted on the City's website every year for public review and comment.
- **Bill Davis, Managing Engineer of Utilities**, reported that they have over 40 municipal pump stations and two wastewater treatment plants. One of the plants operates year-round and treats the entire City's wastewater service area. The plant in East Bremerton operates only occasionally during very heavy weather events. There has been a big push the last several years to remove beach sewers. Several projects dating back to 2013 have eliminated beach sewers and they will continue to do that. They are also in the process of updating the Wastewater Comprehensive Plan. A consultant has been selected and they are currently negotiating a scope of work. The goal is to complete the update sometime in 2024. Upcoming projects include sewer improvements along Tracyton Beach Road, several upgrades at the wastewater treatment plant, and some upgrades of the eastside treatment plant UV disinfection system.
- **Gunnar Fridriksson, Stormwater Project Manager**, said he works in conjunction with Mr. Berthiaume, who does the planning and layout for projects. He helps with the design and delivery of the capital projects for their program.
- **Vicki Grover, Transportation Project Manager**, said she will be working on the Transportation Element for the Comprehensive Plan update.

Chair Tift invited public comments.

Jim Cline, Interim Vice President of the Charleston Business District, commented that the Parks and Recreation Department does so many other things besides managing all of the parks in the City. One of them is the hanging baskets that were installed in downtown Bremerton. Another was repairing the brackets to hang the flower baskets on Callow Avenue. He thanked the Parks and Recreation Department for the part they play in keeping the City beautiful.

No one else indicated a desire to participate, and **Chair Tift** closed the public portion of the workshop.

Commissioner Mosiman recalled that, at the last meeting, he raised the issue of electric vehicle (EV) charging stations, which is probably a City service rather than a transportation issue. He explained that there is currently a Washington State grant for building EV and hydrogen infrastructure. Bainbridge Island has availed itself to the grant, and they are installing an EV charging station. He reminded them that both the State and Federal Government are wrapping up the clean-air standards and are expecting increases in mileage numbers. Lastly, he said the Biden Administration's recent bill allocates \$7.5 billion to build a network of charging stations for EVs. That money will be funneled to the states, and the states will decide how to disperse the funds. He summarized that probably sometime next fall or winter there will be a large amount of money on the table for building EV infrastructure, and he would like the Planning Commission to recommend the City Council consider these opportunities and include EV infrastructure in the Comprehensive Plan. EVs are coming on, and the City doesn't need to wait 10 years to finally decide to do something about it. By that time, the funding opportunities will have come and gone. The City

needs to service its residents who will increasingly purchase EVs, and he would like visitors to be able to pull up an app that shows a number of EV charging stations in the City, particularly in the business districts.

Commissioner Mosiman said he found the statement made at the last meeting by the Director of Community Development to be slightly erroneous. She implied that EV charging stations would be considered a utility, and he believes that they are akin to lightbulbs and street lighting. The utility company provides the power to the street lights, and the City provides the poles and maintenance, but he wouldn't call street lights a utility. While EV charging stations would use the electricity provided by someone else, but they would not be considered a separate utility such as water or sewer. He invited other members of the Planning Commission to share their thoughts on including language in the 10-year plan that would recommend the City either promote or look at installing EV charging stations in the City.

Chair Tift agreed with Commissioner Mosiman that electric cars and EV charging stations are the future. If they want to bring people to Bremerton, they will need a place to charge their vehicles. This is something the City will need to address, and obtaining grant funding is a better strategy than charging the cost to the taxpayers. He asked the staff members who were participating online if there is already something in their plans for EV charging stations.

Vice Chair Rich also agreed with Commissioner Mosiman. She said would like to know what the City's current plans are for EV charging station infrastructure. If the Commission agrees that planning for EV infrastructure should be institutionalized, what kind of direction does staff need in terms of next steps?

Commissioner Flemister said she would also like to know the answer to the questions raised by Chair Tift and Vice Chair Rich. Has the City earmarked any funding for EV charging stations?

Commissioner Pedersen recommended the City explore what it would take to install charging stations, especially if there is grant money available to do so. It would be nice to know what types of programs other similar cities have, especially those nearby.

Mr. Jackson reminded the Commission that the Comprehensive Plan outlines the City's goals and policies and not individual grant proposals or projects. The City works hand-in-hand with Puget Sound Energy, and they contact the City when opportunities come up for adding charging stations throughout the City. He pointed out there are Comprehensive Plan goals supporting the electrification efforts of the State and region, and he agreed to follow up on that. There will also be additional language in the Transportation Element of the Comprehensive Plan, which the Commission will see at their next meeting.

Ms. Grover referred to a Transportation Element goal, which is to *"promote and develop transportation systems that stimulate, support and enhance the movement of people and goods to ensure a prosperous economy."* A subgoal is that the City would *"participate with the Puget Sound Regional Council (PSRC) and other regional entities to understand and contribute to the implementation of regional plans for electrical vehicle charging and accommodation of other alternative fuel sources, including support of installation of EV charging stations on private and publicly owned property."* She summarized it is her intention to look into these opportunities via the Transportation Element. She has reached out and had conversations with Puget Sound Energy. She said she is just scratching the surface, but EV charging stations are something they will be looking at in the Transportation Element update.

Chair Tift summarized that the Commission has made itself clear that they want EV charging stations to be addressed in the Comprehensive Plan. **Commissioner Mosiman** thanked his fellow Commissioners for weighing in on the issue. Ms. Grover's statement about EV infrastructure sounds complete from first blush. However, he would like to know that will be adequately addressed in the Comprehensive Plan going forward. He sees EV charging stations as a service, but he is okay with addressing it in the Transportation Element instead. He just wants to make sure it is adequately covered. **Mr. Jackson** said the Planning Commission will have an opportunity to review and comment on the draft Transportation Element at their June meeting.

Commissioner Flemister said that after Ms. Grover's response, she is fairly satisfied and comfortable that EV charging station language will be considered as part of the Transportation Element.

Vice Chair Rich referred to the staff presentation that stated that in 2022, the Fire Department responded to 60.7% more emergency calls compared to 2012. She asked if that was calls or service provided. She asked what internal conversations the

Fire Chief is having about this huge increase. **Chief McGanney** said it was an increase in the call volume from 2012 compared to 2022, and it includes emergency services. There are a lot of things that contribute to the increase, including homelessness, pandemic, drug problems and population growth. Two years ago, the City Council approved an additional three staff, which are used to staff an additional 10-hour response unit (paramedic or life-support unit), which runs Monday through Thursday from 8 a.m. to 6 p.m. They have increased transport times due to the relocation of St. Michaels Hospital. As mentioned earlier, the City Council has authorized a levy on the August ballot that will help with staffing issues and allow them to increase from a 10-hour to a 24-hour response vehicle.

Commissioner Pedersen commented that the internet is a basic community utility needed by all and more akin to the road in front of his house. He said he is a bit uninformed about the County's program for creating a public internet service. It may have only been supplemental to provide service to outlying areas that aren't currently getting good service. However, it might be nice to have supportive wording in the City's planning documents if and when the County were to start an effort of this type.

Mr. Jackson pointed out that there is a map attached to the Staff Report showing the current public utility district fiber that is provided to the City of Bremerton. The City has projects in the works with the Kitsap Public Utility District for extending that fiber. **Commissioner Pedersen** asked if the general public would be given an option of purchasing this service, and **Mr. Jackson** responded that he would research and get back to the Commission as to the availability of the fiber. **Commissioner Pedersen** commented that it would be a big deal if the City provided the service directly instead of requiring citizens to purchase the service from a third party. **Chair Tift** said he also had questions about the fiber the public utility district has installed as well as the mechanism to connect to it. The internet has become a vital part of homes today, so this information will be useful going forward.

Chair Tift said he would also like information about how the streets are repaired when sewer and/or stormwater lines are replaced or installed. He assumes that City departments coordinate this effort as the streets program is a part of the Public Works Department.

Chair Tift pointed out that Kitsap Lake is a nice resource for the City of Bremerton. It is utilized not only by the people who live nearby, but by visitors to the public park. He thanked the Parks and Recreation Department and other City departments that were involved in the work that has been done in the park to improve the stormwater system, etc.

Ms. Apfelbeck informed the Commission that, in addition to the Interlocal Agreement with the Kitsap Public Utility District to take advantage of opportunities to share fiber, the water and wastewater utilities are currently working with Astound, formerly Wave Broadband, to extend dark fiber to all of the critical facilities. This means there would be fiber conduit throughout several portions of the City, and she is certain it is part of Astound's business plan to then lay fiber to bring service to the broader citizenry and businesses. Hans Nielson in the City's IT Department is managing this project, and **Mr. Jackson** could follow up with him for a more comprehensive description as to what ways this might lead to access for citizenry.

Commissioner Mosiman noticed from the map provided that the wastewater system provides service to places that are beyond the City of Bremerton. However, Rocky Point and the area to the south were left out. He assumes that means there is no sewer services to those areas. He asked if all of these people are on septic systems. **Mr. Jackson** said sewer is considered a strictly urban service, and the City's service area is limited to the urban area and the City's UGA. There's a small area north of Kitsap Lake that has sewer service, and they are looking to include this area in the UGA as part of the Comprehensive Plan update. **Mr. Lever** clarified that Rocky Point is part of the UGA, but there hasn't been an extension of sewer service to that area. Currently, these properties are on septic systems. That is also true for other properties in the UGAs where the sewer service hasn't yet been extended. **Mr. Davis** added that the City prepared a plan in 2013 that shows some intention in those areas, but nothing has been acted on to date.

Chair Tift thanked the staff members for making themselves available for questions and clarifications during the meeting.

BUSINESS MEETING

Chair Report

Chair Tift did not have any items to report.

Director Report

Mr. Jackson announced that a lot of legislation has been passed at the State level, specifically House Bill (HB) 1110, for missing-middle housing. Staff is currently conducting an internal analysis to see how the legislation will impact the Comprehensive Plan update. There is a lot to take in and analyze.

Chair Tift asked how homeowner’s associations (HOAs) would be impacted by HB 1110. Would HOAs take precedence over State law? For example, would duplexes or fourplexes be allowed in developments if the HOA requires single-family residences? Mr. Jackson said he would research and follow up on these questions at a later meeting.

Old Business

There was no old business.

New Business

There was no new business.

ADJOURNMENT

The meeting was adjourned at 6:34 p.m.

Respectively Submitted by:

Andrea L Spencer, AICP
Executive Secretary

Rick Tift, Chair
Planning Commission

**CITY OF BREMERTON, WASHINGTON
PLANNING COMMISSION AGENDA ITEM**

<p>AGENDA TITLE: Workshop for Comprehensive Plan Update: Transportation Element</p> <p>DEPARTMENT: Community Development</p> <p>PRESENTED BY: Garrett Jackson, Planning Manager; (360) 473.5289</p>
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MEETING PURPOSE

As part of the ongoing 2024 Comprehensive Plan Update, this workshop is intended to gather public input about the Transportation Element of the City's Comprehensive Plan.

PROJECT OVERVIEW

“Bremerton2044” is the title of the City of Bremerton’s Comprehensive Plan Update, which focuses on evaluating which aspects of the plan are working and what needs to be adjusted. The update is required by the Washington State Growth Management Act (GMA) in order to demonstrate that Bremerton has the capacity to absorb population and employment increases forecast to the year 2044. Population estimates indicate that the City will grow to 63,757 persons and 58,258 jobs by 2044. As the US Census Bureau estimates that Bremerton’s population was 43,505 with 44,083 jobs in 2020, this means the City is forecast to increase its population by over 46%, with a 32% increase in the number of jobs. The Comprehensive Plan must also be consistent with regional planning goals established in Puget Sound Regional Council's (PRSC) [Vision 2050](#) and County level planning efforts per the Kitsap Regional Coordinating Council (KRCC) [Countywide Planning Policies](#). The overarching principles and general concepts within the 2016 Comprehensive Plan continue to be applicable, however, some alterations are necessary to reflect changes in State and regional planning standards and to ensure that the document still represents the community.

ORDERS OF THE DAY

This workshop is primarily intended for educational purposes and as an opportunity for the Planning Commission to receive comments from the public regarding the Transportation Element of the City Comprehensive Plan and provide direction to staff for any desired modifications to the vision, goals and policies. The Planning Commission should review the existing Transportation Element (Attachment A), draft revisions (Attachment B), and be prepared to offer comments to Staff on any areas of interest.

ATTACHMENTS:

- Attachment A:** Current Comprehensive Plan Transportation Element
- Attachment B:** Draft Revised Vision, Goals, and Policies
- Attachment C.1:** Pending Projects: 2023 Construction Map
- Attachment C.2:** Pending Projects: 6-Year Transportation Improvement Plan

COMPREHENSIVE PLAN, TRANSPORTATION ELEMENT

Each element of the Comprehensive Plan is accompanied by a *Vision* statement, that is later further broken down into more specific goals. Last month, the Planning Commission considered the overarching *Vision* statement of the City Services Element of the Comprehensive Plan. City Departments are currently in the process of updating individual service plans, so this workshop will be limited to a review of the revised Goals & Policies, with technical appendices to be presented to the Planning Commission at a future workshop. The Transportation Element *Vision* reads:

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

The *Vision* statement for this element foresees a diversified transportation system that meets the needs of our community. The goals of the Transportation Element section are provided below; the full text of this element is provided as Attachment A.

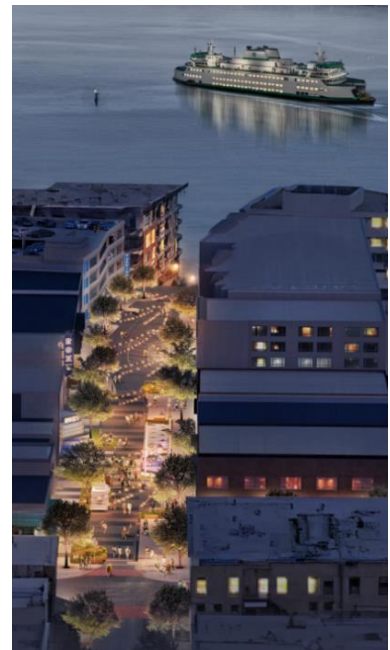
T1. Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

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.



Quincy Square Rendering

The Planning Commission should be prepared to direct Staff on any potential changes to the vision, goals, and policies of the current Comprehensive Plan Transportation Element. The Planning Commission should also note that initial revisions to the Vision, Goals, and Policies are provided in legislative mark-up as Attachment B; new language is underlined and language that has been removed appears with ~~strikethrough~~. Each revision is accompanied by a *Staff Note* indicating the reason for the proposed change.

INTEGRATION WITH OTHER TRANSPORTATION PLANS.

The City Transportation Element must balance the needs of transportation modes that can compete for limited space within the same limited right-of-way. Pedestrians, bikes, transit options, freight, and general automobile use must all safely and efficiently fit within a single integrated system. This integrated system must also coordinate with a number of regional transportation planning organizations to ensure system compatibility between counties, the region, and the State. Coordination with these planning partners is expected as work on the Transportation Element continues.

Puget Sound Regional Council (PSRC)

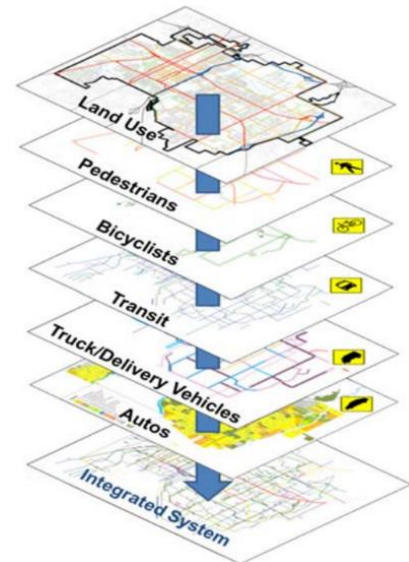
PSRC coordinates transportation and other planning efforts between King, Kitsap, Pierce, and Snohomish counties to ensure, “*The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.*” The framework for this shared multimodal transportation system is published in [Vision 2050](#); Multimodal transportation includes walking, biking, transit, rail, cars and trucks. Vision 2050 calls for growth near current and future high-capacity transit facilities, with a goal for 65% of the region’s population growth and 75% of the region’s employment growth to be located in regional growth centers and areas within walking distance of high-capacity transit. Vision 2050 also supports the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options.

Peninsula Regional Transportation Planning Organization (PRTPO)

While PSRC coordinates transportation with partnering counties to the east, PRTPO plans for concurrency with Clallam, Jefferson, Kitsap, and Mason counties. The purpose of the PRTPO is to have local jurisdictions, tribes, and the state come together for coordinated transportation planning and to have an interconnected and coordinated transportation system that achieves both statewide and local transportation goals. PRTPO is responsible for ensuring on-going coordinated transportation planning among its members and identifying long-range issues or opportunities affecting the region. PRTPO’s online [Regional Transportation Improvement Program \(RTIP\)](#) provides information on the organizations capital improvements objectives.

Kitsap Regional Coordinating Council (KRCC)

All jurisdictions within Kitsap County coordinate on shared transportation systems, and agree to abide by shared policies called [Countywide Planning Policies \(CPPs\)](#). KRCC also supports multimodal transportation options for member jurisdictions while reducing the rate of growth in auto traffic, including the number of vehicle trips, the number of miles traveled, and the length of vehicle trips taken, for both commute and non-commute trips. The CPPs call for a transportation system that promotes human health and reduced green-house gas emissions, by investing in high-occupancy vehicle lanes, public transit, vanpool/ carpool facilities, electric and other low emission vehicles including buses, charging stations for all types of electric vehicles, bicycle and shared mobility options, and partnerships with the private sector.



[Kitsap Transit](#)

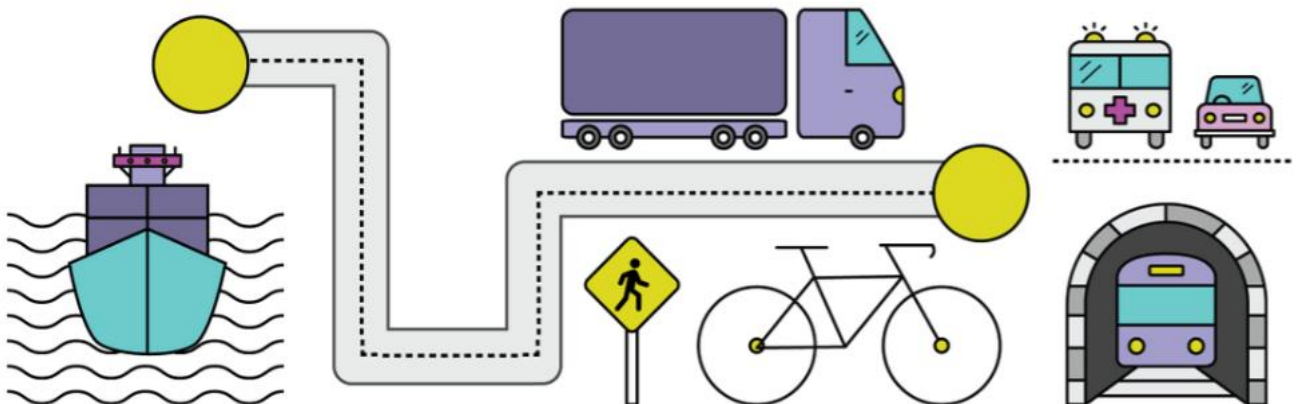
The mission of Kitsap Transit is to provide safe, reliable and efficient transportation choices that enhance the quality of life in Kitsap County. Improve existing service, expand transit options, increase ridership, maintain financial sustainability, improve environmental sustainability. Kitsap Transit provides bus, ferry, and other transit services to Kitsap. [Kitsap Transit Long-range Transit Plan](#) relays how transit service in Kitsap will evolve in the future. This includes a planned express bus route from Downtown Bremerton to Tacoma; this route will help reduce the number of single-occupancy vehicles on WA-16 and eliminate the current need for intercity bus transfers. Also included in the plan is a Bus Rapid Transit (BRT) route from Downtown Bremerton to Silverdale. BRT includes features such as priority at intersections, sections of bus-only right-of-way, level boarding platforms, and amenity-rich stops and shelters.

[Washington State Ferries](#)

While local residents continue to be [frustrated by setbacks in restored service](#), now set to reestablish full service in early 2024, [Washington State Ferries Long-range Plan](#) foresees expanding service in Bremerton in their long-range plans. The Seattle/Bainbridge Island and Seattle/Bremerton routes are the only routes in the system projected to approach or exceed currently certified ferry passenger capacities. Additionally, ridership is forecasted to be more pedestrian in nature. According to 2040 forecasts, bike ridership is expected to increase by 67 percent on the Seattle/Bremerton route. Plans are in place to increase passenger capacity from current boat capacity of 1,500 passengers to 1,800 passengers per vessel through the addition of life rafts and marine evacuation systems, and enclosure of deck space. Other changes include replacing diesel ferries with plug-in hybrids, leading to fuel cost savings and reduced carbon emissions. Terminal modifications are anticipated to accommodate future plug-in ferry models.

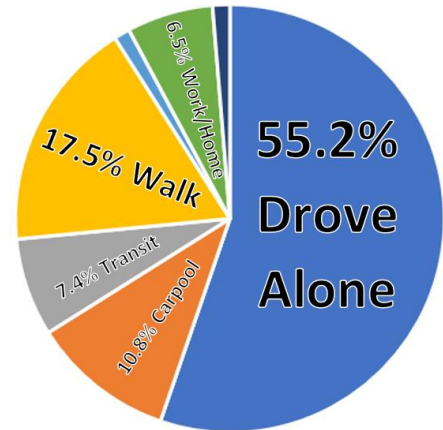
[Washington State Department of Transportation \(WSDOT\)](#)

WSDOT creates a long-range planning document called the [Washington Transportation Plan \(WTP\)](#). This plan centers around six statewide goals & recommendations established by the Washington State Legislature: economic vitality, preservation, safety, mobility, stewardship, and environment & health. Both PSRC and PRPTO assist in the local implementation of WSDOT objectives of ensuring operational efficiency and interconnectivity to safety, managing demand, and life-cycle maintenance costs. The WTP also points out that the housing crisis also compounds transportation problems, as people have to commute longer distances to find affordable housing additional strain is put on the transportation system.



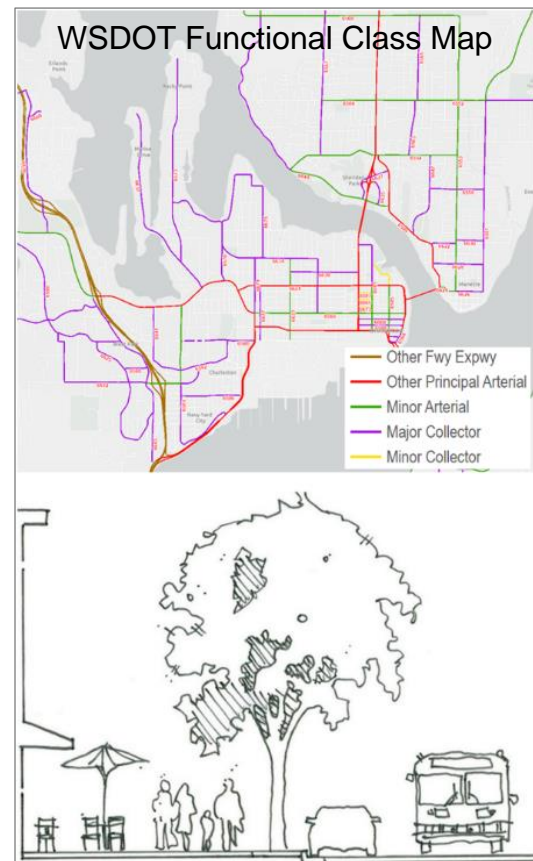
TRANSPORTATION SNAPSHOT.

The *U.S. Census Bureau 2021 American Community Survey* helps provide estimates to determine how commuting citizens use our local transportation network. The average Bremerton citizen has an approximately 26 minute commute time to their place of work, however, 11% of citizens report a commute time of over an hour. Overall, the majority of citizens still drive in single-occupancy vehicles, however, over 35% of the population either walks, carpools, or takes transit options to work. 2.2% of the population reported having no vehicle available to their household. Bremerton has several options when it comes to transportation, in order to better understand how to navigate the City, our webpage provides visitors will a [transportation guide](#) to Bremerton. Nearly 12% of Bremerton citizens work outside of Kitsap County.



CAPITAL IMPROVEMENT PLANNING.

Through the planning process, with transportation stakeholder groups and the public, City transportation professionals identify capital improvements to improve our local multimodal system. The finished product for any given transportation project is determined through a number of factors arrived at through the planning process. Specific improvements are often based on the classification assigned to each roadway section, classifications help determine the expected intensity of roadway use and how the street is intended to interface with surrounding private property. For instance, a street intended for heavy-truck freight will be constructed to different standards than a residential street. Roadway construction standards are adopted in City [Design & Construction Standards](#) to address different classification types. If you've ever wondered at the origins of street signage and road markings, look no further than the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD is compilation of national standards for all traffic control devices, including road markings, highway signs, and traffic signals. Each project looks to follows local standards, in addition to any required State and National standards required, like the MUTCD. Separate roadway configurations can also be adopted through [subarea plans](#) or through broader public coordination employed for placemaking efforts like [Quincy Square](#).

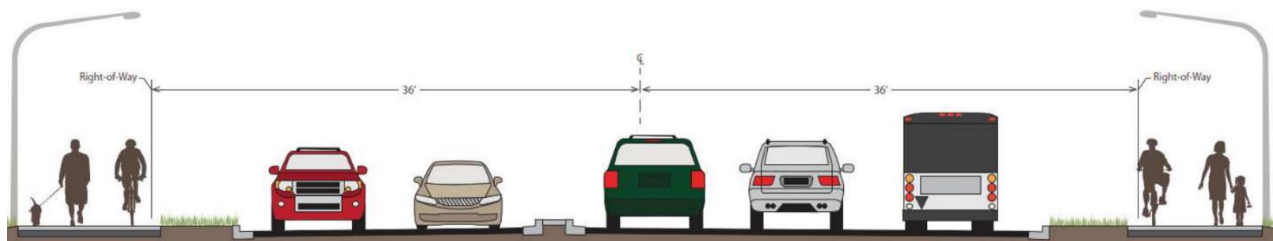


If you are curious about what projects the City has identified to improve our multimodal system, there are documents available to inform the public on what development is coming in the short-term and long-term:

- 2023 Construction Map. Included as Exhibit C.1, this document illustrates the location of transportation (and other) projects to be completed in 2023.
- Transportation Improvement Plan (TIP). Included as Exhibit C.2, the TIP breaks down transportation projects that have received funding. The list of projects are broken down into three tiers. Tier 1 projects are fully funded, Tier 2 are partially funded, and Tier 3 are not funded.
- [Nonmotorized Transportation Plan](#). The nonmotorized plan provides an in depth look at what pedestrian and bicycle improvements are being considered.
- [Capital Improvement Plan \(CIP\)](#). The CIP provides a 20-year look at projects that are being considered in the long-term. The CIP can be found in the appendices of the current Comprehensive Plan.

There are multiple routes public input is sought for individual project proposals including feedback from the City [ADA Committee](#), [Complete Streets Committee](#), and outreach for specific projects. For more information a current projects, visit the City webpage for [transportation projects](#). Recent examples include:

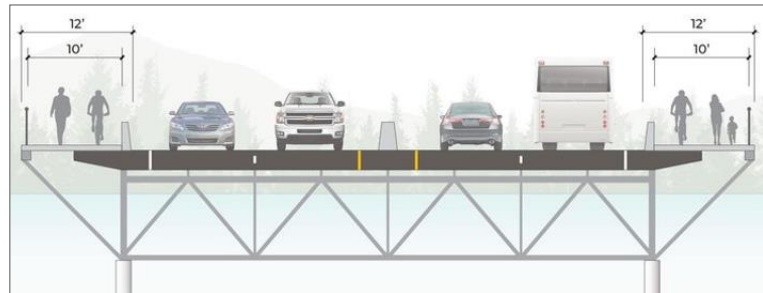
- [Joint Compatibility Transportation Study \(JCTP\)](#). The Navy and the City have partnered to commission a \$750,000 comprehensive commuter traffic plan to resolve traffic and parking conflicts experienced between our two jurisdictions. The study will create a responsive and actionable plan to address transportation issues in Bremerton and ensure Bremerton's growth will not impede Naval Base Kitsap – Bremerton (NBK-BR).
- [SR 303 Corridor Plan](#). A City and WSDOT partnership led to the completion of the 303 Corridor Study. This plan looks at the future of the corridor from Burwell Street to Fairgrounds Road, and determined preferred road configuration types for individual segments of the corridor (*see example below*). The plan includes dedicated Business Access Transit (BAT) lanes. BAT lanes are curb lanes used only by right-turning vehicles and buses. They help buses move more efficiently through traffic and provide better access to businesses.



- [Safe Routes to School](#). This program seeks to improve safety and mobility for children by enabling and encouraging them to walk and bike to school. The program is for projects within two-miles of primary, middle, and high schools (K-12). Recent local examples include 1,400 feet of sidewalk added near Crownhill Elementary, and sidewalks added near [Kitsap Lake Elementary](#), and [View Ridge Elementary](#). Adding speed-feedback signs in these areas has also proven to be effective. In 2018 a traffic volume and speed study near school crossings demonstrated an average of 85% of drivers exceed school zone speed limits by 12MPH; studies indicate that speed is decreased on average by 10 MPH following installation of speed feedback signs.



- [Multimodal Warren Avenue Bridge Project](#). The Public Works Department is currently analyzing several alternatives to enhance the existing Warren Avenue Bridge. Walkways on the bridge are too narrow for wheelchairs and strollers to pass, and difficult for bicycles and pedestrians. Pedestrians have been observed climbing on bridge handrails to pass wheelchairs. This project proposes to widen the existing bridge in order to provide ADA-accessible pedestrian and bicycle facilities.



- [West Kitsap Way Planning Study](#). Currently the City is seeking participation for potential street improvements to Kitsap Way west of Highway 3. This effort began earlier this year, and is expected to extend envisioned pedestrian and bicycle improvements slated for the remainder of Kitsap Way, east of the study area.

UPCOMING PROJECTS 2023-2024.

The City Public Works Department has been working at capacity to deliver high quality projects that make the City a more safe and vibrant community. Prior to completion of the Comprehensive Plan update in December of 2024, the City transportation system should have the following exciting projects well underway:

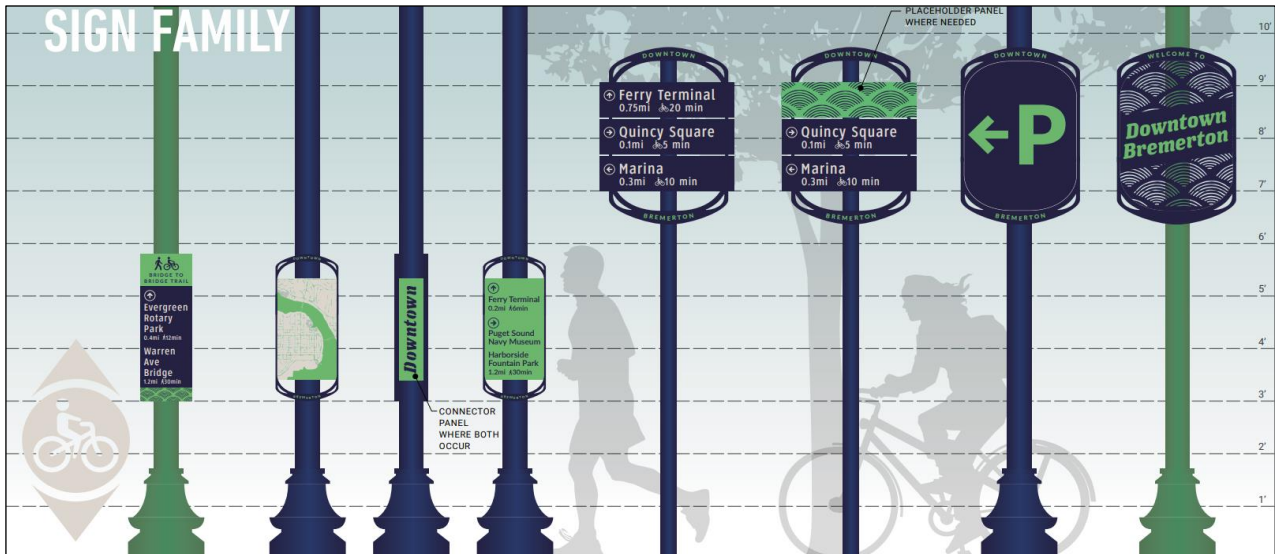
- [Washington Avenue Roundabout](#). In an effort to improve traffic flow, soon both sides of the Manette bridge will feature roundabouts. The Washington Avenue roundabout will feature wide sidewalks, on-street bicycle lanes, and a rapid flashing beacon technology to assist pedestrian crossings at the roundabout. The project also includes pedestrian improvements to Lower Washington Avenue, stormwater upgrades, and water main improvements.



- [Manette Improvements](#). If you've visited Manette recently, you have no doubt noticed street construction activities on Perry Avenue and/or 11th Street. Improvements to Perry Avenue have wrapped up, and that roadway is now again open to the public. Work on 11th Street through the heart of the Manette business district has just begun. Improvements include new expanded sidewalks, pedestrian bulb outs at crossing areas, and improved lighting.



- [Wayfinding Signs](#). The City commissioned a comprehensive wayfinding system to improve the City aesthetic and street navigation. The resulting signage adds vibrancy to City streets, while providing direction to notable destination throughout Bremerton. Implementation will begin in 2023-2024 with future phases being implemented as funding is available.



COMPREHENSIVE PLAN UPDATE ITEMS.

The City has a consultant under contract to establish baseline traffic conditions, ensure compliance with Regional, State, & Federal standards, and ensure hearty public engagement throughout the process. The Planning Commission should expect more information as it becomes available regarding these efforts. There are a number of ambitious projects the City will be considering with this Comprehensive Plan update process, including:

- Identify Infrastructure Needs. With the Comprehensive Plan update, City transportation professionals will consider where forecasted populations and jobs will be located, and propose infrastructure necessary to mitigate effects on the transportation system. Robust public outreach is planned to ensure that any proposed improvements meet the needs of today's citizens.
- High-Capacity Transit (HCT). Kitsap Transit has identified a HCT route from Downtown Bremerton to Silverdale. The City will work closely with Kitsap Transit to ensure HCT routes and stations are integrated into the overall multimodal plan.
- Evaluate Level of Service (LOS) Standards. Currently the City operates at a LOS of E. This means that City streets operate at *near-capacity operations, with significant delay and low speeds*. With this Comprehensive Plan update, the City will study whether a different LOS should be applied dependent on the street classification. In addition, whereas our current LOS standards are based on vehicle trips, the City will be considering LOS standards that reflect our multimodal system of integrated vehicles, bicycles, and pedestrians.
- Update Nonmotorized Transportation Plan. The nonmotorized plan is outdated and is in need of a refresh. The updated plan will reflect current conditions, study potential new projects, and include modern best practices.
- Develop Project Prioritization Framework. Currently, the TIP and CIP are a basic list that does not include a method for prioritization. With this Comprehensive Plan update, the City will study potential ways to prioritize projects that are most needed by the community.
- Consider Potential Transportation Impact Fee. Today, the City of Bremerton is the only jurisdiction in Kitsap County that does not have a Transportation Impact Fee. The fee is a potential additional funding tool that could be utilized to improve the multimodal system. This would be a one-time fee paid by new development, and is based on the number of vehicle trips the new use is expected to make; this ensures that the fee is proportional to a user's impact on the transportation system.

LOS	DESCRIPTION
A	Free-flowing conditions
B	Stable operating conditions
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists
D	High density of motorists, but stable flow
E	Near-capacity operations, with significant delay and low speeds
F	Over capacity, with delays

ORDERS OF THE DAY

This workshop is primarily intended for educational purposes and as an opportunity for the Planning Commission to receive comments from the public regarding the Transportation Element of the City Comprehensive Plan and provide direction to staff for any desired modifications to the vision, goals and policies. The Planning Commission should review the existing Transportation Element chapter (Attachment A) draft revisions (Attachment B), and be prepared to offer comments to Staff on any areas of interest.



Element 5

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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Transportation

Introduction

Transportation Introduction

Bremerton is a city rich in history and beauty. Over the years, Bremerton’s character has evolved— from its early naval and shipyard roots that supported more than 80,000 people at the height of World War II to one of America’s most livable cities. Bremerton has continued to grow aided by its position as a major employment center and transportation hub for Kitsap County. Today, Bremerton is the largest city in Kitsap County with a population of 39,000. Many employers and attractions call Bremerton home, including the largest employer in the county, Naval Base Kitsap.

This Transportation Element aims to provide a 20-year vision for Bremerton’s transportation system, which respects the community’s history and character, supports anticipated growth in the region, and builds on Bremerton’s momentum as an attractive community in which to live, work, and play by supporting safe and comfortable travel by all modes through 2036.

Purpose

The vision for Bremerton’s Transportation Element is to promote, manage, and maintain a safe, efficient, and integrated multi-modal transportation system that is consistent with the City’s overall vision and adequately serves anticipated growth. Guidance from City staff, the Planning Commission, stakeholders, and citizens helped identify several priorities:

- Improve safety for all users through updated facilities and street designs that accommodate all modes
- Create an interconnected multimodal network that connects all users to City Centers and major destinations within Bremerton as well as Kitsap County
- Coordinate with local and regional partners to ensure that travel patterns do not disproportionately impact Bremerton residents’ quality of life
- Increase transportation spending on maintaining, preserving, and operating the existing transportation system

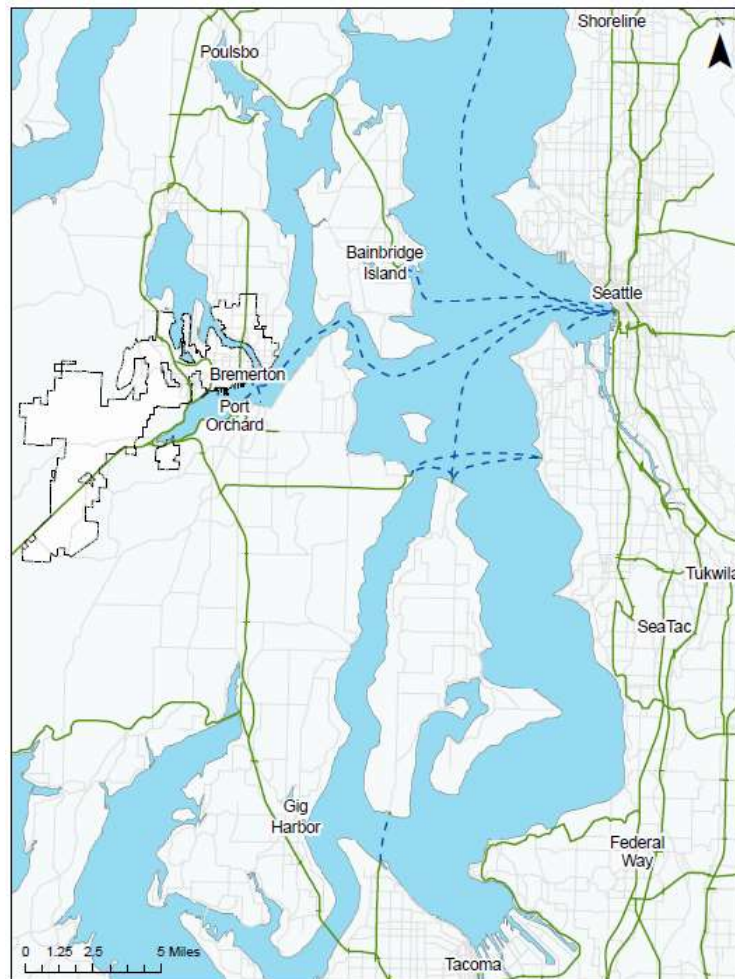
The Transportation Element sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Bremerton achieve its vision.

Planning Requirements

Bremerton’s location in the region plays an important role in the demands put on its transportation system. The City is located directly west of Seattle, across the Puget Sound, on the Kitsap Peninsula. The city is divided by the Port Washington Narrows, a strait spanned by two bridges, the Warren Avenue Bridge and Manette Bridge, which connect the eastern and western sides of the city. With direct access to Seattle, Bremerton is influenced by many regional travelers and trends. Several state routes are located within the city including SR 3, SR 304, SR 310, and SR 303, which connect to important regional job centers and destinations in Kitsap County.

The City must coordinate its transportation planning with a variety of jurisdictions, including Kitsap County, the Puget Sound Regional Council (PSRC), the State of Washington, the US Navy, Kitsap Transit, the Suquamish Tribe, along with the Kitsap Regional Coordinating Council. Figure 1 shows the location of Bremerton in this regional setting.

Figure 1: Regional Map



Growth Management Act (GMA)

The State's Growth Management Act of 1990 requires communities to prepare a transportation plan that ties directly to the City's land use decisions and financial planning. This Transportation Element Update fulfills the mandate. Additionally, given the number of state routes that begin and end in Bremerton, this plan aims to coordinate with the Washington State Department of Transportation (WSDOT) to ensure that these state facilities can adequately serve the region's needs.

Transportation

Introduction

Other Plans

The Puget Sound Regional Council (PSRC) is the region's metropolitan planning organization made up of cities, towns, counties, ports, tribes, transit agencies, and major employers. PSRC has set policy for King, Pierce, Snohomish, and Kitsap Counties through Vision 2040, which lays out the long-term goals for growth management, economic, and transportation issues.

Vision 2040 identifies several key goals for transportation in the region:

- **Maintenance, Management, and Safety** – Maintain, preserve, and operate the existing transportation system in a safe and usable state.
- **Support the Growth Strategy** – Support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.
- **Greater Options, Mobility, and Access** – Invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

In addition to those priorities, the multicounty planning policies in VISION 2040 and the strategies in Transportation 2040 call for reducing greenhouse gas emissions and adapting to impacts related to climate change. VISION 2040 (page 42) has an overview of climate change and related policies and page 34 in Transportation 2040 for information on the four-part greenhouse gas reduction strategy (land use, user fees, choices, and technology). The plan already includes policies that support positive actions to reduce greenhouse gases, such as promoting transit and increasing nonmotorized transportation options. Climate Change and greenhouse emission policies are addressed in this element and within the Environmental element.

This Transportation Element is consistent with the Vision 2040 priorities.

The Puget Sound Industrial Center (PSIC), formerly known as South Kitsap Industrial Area (SKIA), is one of eight Puget Sound Regional Council's designated manufacturing/industrial centers. Located in southwest Bremerton, it encompasses approximately 3,700 acres planned for industrial development and use.

Following annexation, the PSIC-Bremerton Subarea Plan¹ was established with a vision to:

- Strive for 10,000 new jobs throughout a 20-year planning horizon
- Encourage development while minimizing greenhouse gas emissions
- Incentivize sustainable development
- Have a clear plan for future infrastructure.

This Transportation Element is consistent with the PSIC-Bremerton Subarea Plan's vision to develop a complete transportation system that supports all modes of travel and all potential users of the site. The transportation improvements from PSIC-Bremerton are included in this document.

¹ Formerly known as the South Kitsap Industrial (SKIA) Subarea Plan

Role of the Transportation Element

The transportation element provides a framework that outlines the policies, projects, and programs necessary to implement the City's vision of future mobility in and through the City of Bremerton. The transportation element also describes the financial environment for implementing projects out to 2036.

In essence, the Transportation Element informs the development of the Capital Improvement Program by identifying the types of projects the City should undertake to support future travel trends. The plan also evaluates how these projects coincide with the community's values and financial resources.

Public Outreach

This plan included public outreach through community and stakeholder workshops, as well as committee meetings. The City held an open public workshop in August 2015 to gain insight on how Bremerton citizens would like to prioritize transportation for the next 20 years. The consultant team met frequently with City staff members and stakeholders throughout the course of the planning effort.



Transportation

Introduction

Regional Coordination

The City coordinated this Transportation Element with other agencies and government bodies that have an interest in or influence on transportation in Bremerton. These groups include:

- Puget Sound Regional Council (PSRC)
- Washington Department of Transportation (WSDOT)
- Washington State Ferries (WSF)
- Kitsap County
- Port of Bremerton
- Kitsap Transit
- Naval Base Kitsap (NBK)
- City of Bremerton ADA Representatives
- Bremerton School District
- West Sound Cycling Club



The City also routinely coordinates with the appropriate jurisdictions and agencies on planning and engineering projects.

Technical Appendix

As all chapters of this Plan, the technical appendix that can be found in Chapter 8, that has further information to support the Vision, Goals and Policies (subsequent section). The technical appendix for the transportation includes the following:

- **Conditions and Trends:** Describes conditions for all travel modes in the existing transportation system. Also identifies current challenges and trends that will affect Bremerton's transportation network in the future.
- **Bremerton Public Outreach Findings:** Describes the public outreach process conducted through stakeholder and community workshops, as well as the specific feedback received from community members.
- **Future Transportation Vision:** Introduces a layered network concept that forms the foundation of this plan to accommodate all modes of travel and create a complete transportation network in Bremerton. This section also details how to accommodate each travel mode and establishes the City's level of service standards.
- **Capital Plan:** Provides the long-range project lists based on the community values expressed in the transportation goals and layered network.
- **Implementing the Transportation Element:** Evaluates Bremerton's financial conditions over the next 20 years and provides guidance on plan implementation.

Vision

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

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 stated above.

Transportation Goals

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

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

Implementing Policies for Goal T1:

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

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

Transportation




Vision, Goals & Policies

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




TR1(D): Develop a transportation system that will maintain a LOS E or better (V/C less than or equal to 1.0) throughout the City; except along SR 310 (Kitsap Way), which is a Highway of Statewide Significance.

Discussion: Develop and maintain a Layered Network that provides connectivity and recognizes that not all streets provide the same quality of travel experience. Classify streets as Freeway, Major/Principal Arterial, Minor Arterial, Major/Principal Collector, Minor Collector, or Local Street. Ensure that the Layered Network continues to provide for all varieties of street uses including regional mobility and cross-town trips, commuting, shopping, and recreational travel, property and business access, and parking, regardless of mode. Also, consider adopting a layered network facility completeness measure as described in the following pedestrian, bicycling, and transit priority areas level of service tables.




Pedestrian Priority Area Level of Service (LOS)

WITHIN PEDESTRIAN PRIORITY NETWORK	
	Sidewalk provided on both sides of the road*
	Sidewalk or wide shoulder provided on one side of the road
	No pedestrian facility provided

Bicycle Priority Area Level of Service (LOS)

WITHIN BICYCLE PRIORITY NETWORK	
	Provides minimum treatment* recommendation, as shown within the Bicycle Priority Network
	Provides a lower-level facility than recommend in the Bicycle Priority Network
	No bicycle facility or signage

Transit Priority Corridor Level of Service (LOS)

TRANSIT STOP AMENITIES	
	More than 80% of transit stops meet amenity minimum provisions
	More than 60% of transit stops meet amenity minimum provisions
	Less than 60% of transit stops meet amenity minimum provisions

TR1(E): Incorporate the needs of business and commercial traffic flow in the development of transportation improvements that affect commercial and industrial Centers.

TR1(F): Implement concurrency requirements to ensure adopted Level of Service standards are maintained when new development and re-development occurs.

- *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; and,*
- *Evaluate the feasibility of plan-based concurrency program to simplify development review procedures and enhance the attractiveness for developing in Bremerton*

TR1(G): Maintain and improve connectivity to link centers to neighborhoods and to the arterials. Work 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 Naval Base Kitsap, 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, economic growth, and the environment, 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 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): Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of transportation planning, programming, and implementation. Satisfy the community's desire for a high level of accommodation for persons with disabilities using appropriate design standards.

Transportation

Vision, Goals & Policies

TR1(N): Support the transportation needs of traditionally underserved neighborhoods and vulnerable populations, through investment in equitable modes of transportation and equal spending throughout the City, in addition to potential catch-up investment for areas in need as necessary.

TR1(O): Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services.

TR1(P): Leverage state and federal funds for transportation improvements.

Goal 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 for Goal T2:

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).

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

Implementing Policies for Goal T3:

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, with a context-sensitive design focus to ensure improvements fit the community in which they are located, 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. Encourage use of bioretention in curb bulb outs, traffic circles, and other traffic calming measures. Traffic calming measures should include minimizing neighborhood street widths and pedestrian crossing distances to promote a sense of safety for pedestrian crossings.

TR3(J): Identify transportation programs and strategies for security and emergency responses.

Transportation

Vision, Goals & Policies

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

Implementing Policies for Goal T4:

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 Low Impact Development (LID) Best Management Practices (BMPs) (bioretention, permeable pavement, 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 and encourage utility placement under the paved section of the ROW to reduce potential conflicts with LID BMPs.

TR4(D): Require street beautification including landscaping and Low Impact Development (LID) Best Management Practices (BMPs) along the edge of and within parking areas to reduce visual impact and aid in filtration of runoff. Emphasize use of drought tolerant native vegetation in bioretention facilities and planter strips.

TR4(E): Reduce reliance on drive alone trips by prioritizing and implementing supportive local-level transit, high occupancy vehicle (HOV), and nonmotorized improvements.

TR4(F): Enhance mobility using the existing footprint of the roadway and technological advancements. When widening roadways, impacts to non-motorized users and transit vehicles and passengers should be minimized.

TR4(G): Facilitate safe school walking routes, and, where possible, make capital budget decisions that support such a system.

TR4(H): Assure cost-effective maintenance of transportation facilities under the City's jurisdiction, including nonmotorized facilities.

TR4(I): Develop clean transportation programs and facilities, including actions to reduce pollution and greenhouse gas emissions from transportation.

TR4(J): Incorporate environmental factors into transportation decision-making, including attention to human health and safety.

TR4(K): Develop actions for transportation system robustness including adaptation strategies to the effects of climate change.

TR4(L): Incorporate environmental factors into transportation decision-making, including attention to human health and safety.

TR4(M): Develop clean transportation programs and facilities, including actions to reduce pollution and greenhouse gas emissions from transportation.

TR4(N): Providing adequate sidewalks, pathways and crosswalks for access by all persons;

TR4(O): Minimizing walking distance between buildings, streets, sidewalks, and transit stops;

TR4(P): Extending the connectivity of the pedestrian, bicycle, and grid street system;

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

Implementing Policies for Goal T5:

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.

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, which 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 to coordinate schedules to reduce congestion from worker releases and the releasing of ferry commuters.

Transportation

Vision, Goals & Policies

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): Reduce auto dependency, especially drive-alone trips, by employing and promoting the application of programs enhance mobility and assist in achievement of the land use vision. This includes:

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

TR5(L): Provide a prioritize list of transportation projects that supports the Comprehensive Plan vision. That prioritized list should consider projects that support the regional Downtown Center and Puget Sound Industrial Center-Bremerton and the City's Centers Concept, or approved by a functional plan.



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Vision

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

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 stated above.

Transportation Goals

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

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

Implementing Policies for Goal T1:

TR1(A): Support and participate in cooperative regional transportation planning processes to ensure a multimodal transportation system that supports the Regional Growth Strategy and consistency and connectivity throughout the region.

Staff Note: Addresses PSRC Vision 2050 consistency checklist.

TR1(B): Coordinate with WSDOT, Kitsap County, and other stakeholders 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 (including fast ferry) technology.

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TR1(E): Incorporate the needs of business and commercial traffic flow in the development of transportation improvements that affect commercial and industrial Centers.

TR1(D): ~~Develop a transportation system that will maintain a LOS E or better (V/C less than or equal to 1.0) throughout the City; except along SR 310 (Kitsap Way), which is a Highway of Statewide Significance.~~ Evaluate and establish appropriate Level of Service (LOS) standards for all City streets.

Staff Note: *City will evaluate alternative LOS standards with the Comprehensive Update process.*

TR1(F): Implement concurrency requirements to ensure adopted Level of Service standards are maintained when new development and re-development occurs.

- *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; and,*
- *Evaluate the feasibility of plan-based concurrency program to simplify development review procedures and enhance the attractiveness for developing in Bremerton.*

TR1(G): Maintain and improve connectivity to link centers to neighborhoods and to the arterials. Work 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 Naval Base Kitsap, 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, economic growth, and the environment, and avoid increasing 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.

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

Staff Note: Addresses PSRC Vision 2050 consistency checklist.

TR1(K): Identify 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): Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of transportation planning, programming, and implementation. Satisfy the community's desire for a high level of accommodation for persons with disabilities using appropriate design standards.

TR1(N): Support and foster equitable access, connections and mobility for all, and the transportation needs of traditionally underserved neighborhoods and vulnerable populations, through investment in equitable modes of transportation and equal spending throughout the City, in addition to potential catch-up investment for areas in need as necessary.

Staff Note: Addresses PSRC Vision 2050 consistency checklist.

TR1(O): Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services.

TR1(P): Leverage state and federal funds for transportation improvements.

TR1(Q): Monitor and prepare for changes in transportation technologies and mobility patterns.

Staff Note: Addresses PSRC Vision 2050 consistency checklist.

TR1(R): Participate with PSRC and other regional entities to understand and contribute to implementation of regional plans for Electric Vehicle (EV) charging and accommodation of other alternative fuel sources. Support installation of EV charging stations on private and public owned property.

Staff Note: Addresses PSRC and State EV regional coordination planning/Vision 2050 consistency checklist

Goal 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 for Goal T2:

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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).

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

Implementing Policies for Goal T3:

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

Staff Note: *Addresses PSRC Vision 2050 consistency checklist.*

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.*

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TR3(C): Further develop the Complete Streets ordinance, with a context-sensitive design focus to ensure improvements fit the community in which they are located, 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;
- Promote 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;
- Promote 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. ~~Encourage use of bioretention in curb bulb outs, traffic circles, and other traffic calming measures.~~ Traffic calming measures should include minimizing neighborhood street widths and pedestrian crossing distances to promote a sense of safety for pedestrian crossings.

Staff Note: Unneeded specificity and stormwater comments not appropriate in this section.

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~~TR3(J): Identify~~ Increase the resilience of the City's transportation system programs and support strategies for security and emergency management responses.

Staff Note: Addresses PSRC Vision 2050 consistency checklist.

~~TR4(K): Where possible, the City shall require the under-grounding of overhead utilities and encourage utility placement under the paved section of the ROW.~~

Staff Note: Moved From TR4(C)

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

Implementing Policies for Goal T4:

~~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 Low Impact Development (LID) Best Management Practices (BMPs) (bioretention, permeable pavement, etc.) where appropriate.
- Design transportation facilities improvements consistent with City stormwater regulations, striving for enhanced water quality standards, and minimizing impacts to fish and wildlife habitat areas.
- Consider improved fish passage when making transportation facilities improvements.

Staff Note: Addresses PSRC Vision 2050 consistency checklist.

~~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 and encourage utility placement under the paved section of the ROW to reduce potential conflicts with LID BMPs.~~

Staff Note: Moved to TR3(K).

~~TR4(DE): Require street beautification including landscaping and Low Impact Development (LID) Best Management Practices (BMPs) along the edge of and within parking areas to reduce visual impact and aid in filtration of runoff. Emphasize use of drought tolerant native vegetation in bioretention facilities and planter strips.~~

~~TR4(EF): Reduce reliance on drive alone trips by prioritizing and implementing supportive local-level transit, high occupancy vehicle (HOV), and nonmotorized improvements.~~

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TR4(~~FG~~): Enhance mobility using the existing footprint of the roadway and technological advancements. When widening roadways, impacts to non-motorized users and transit vehicles and passengers should be minimized.

TR4(~~GH~~): Facilitate safe school walking routes, and, where possible, make capital budget decisions that support such a system.

TR4(~~H~~): Assure cost-effective maintenance of transportation facilities under the City's jurisdiction, including nonmotorized facilities. Reduce need for new capital improvements through investments in operations, demand management strategies and system management activities that improve the efficiency of the City's current transportation system and facilities.

Staff Note: Addresses PSRC Vision 2050 consistency checklist.

TR4(~~I~~): Develop clean transportation programs and facilities, including actions to reduce pollution and greenhouse gas emissions from transportation.

TR4(~~JK~~): Incorporate environmental factors into transportation decision-making, including attention to human health and safety.

TR4(~~KL~~): Develop actions for transportation system robustness including adaptation strategies to the effects of climate change.

~~TR4(L): Incorporate environmental factors into transportation decision-making, including attention to human health and safety.~~

Staff Note: Same as policy TR4(J)

~~TR4(M): Develop clean transportation programs and facilities, including actions to reduce pollution and greenhouse gas emissions from transportation.~~

Staff Note: Same as policy TR4(I)

TR4(~~MA~~): Providing adequate sidewalks, pathways and crosswalks for access by all persons.

TR4(~~N~~ ~~Θ~~): Minimizing walking distance between buildings, streets, sidewalks, and transit stops.

TR4(~~Q~~ ~~R~~): Extending the connectivity of the pedestrian, bicycle, and grid street system.

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

Implementing Policies for Goal T5:

City of Bremerton 2024 Comprehensive Plan Update Draft Transportation Goals and Policies | June 2023

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~~ 2050 and Kitsap Countywide Planning Policies for regional consistency.

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, Kitsap Transit, 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, which 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, and other possible service providers 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 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): Reduce auto dependency, especially drive-alone trips, by employing and promoting the application of programs enhance mobility and assist in achievement of the land use vision. This includes:

- Develop Travel Demand Management (TDM) strategies to minimize the need for additional transportation infrastructure and expenditures.

ATTACHMENT B

City of Bremerton 2024 Comprehensive Plan Update Draft Transportation Goals and Policies | June 2023

- *Continue to coordinate with local employers, including the Naval Base Kitsap, to implement commute trip reduction plans and programs and stagger release where feasible.*
- *Develop a parking ratio reduction policy for development around planned high-capacity transit corridors as identified in the Kitsap Transit Long-Range Transit Plan.*

Staff Note: *Suggested policy from Kitsap Transit.*

TR5(L): Provide a prioritize list of transportation projects that supports the Comprehensive Plan vision. That prioritized list should ~~consider~~ include projects that support the regional Downtown Center and Puget Sound Industrial Center-Bremerton ~~and~~ that furthers the City's Centers Concept or approved by a functional plan. Prioritize multimodal investments in centers and high capacity station areas.

Staff Note: *Addresses PSRC Vision 2050 consistency checklist.*

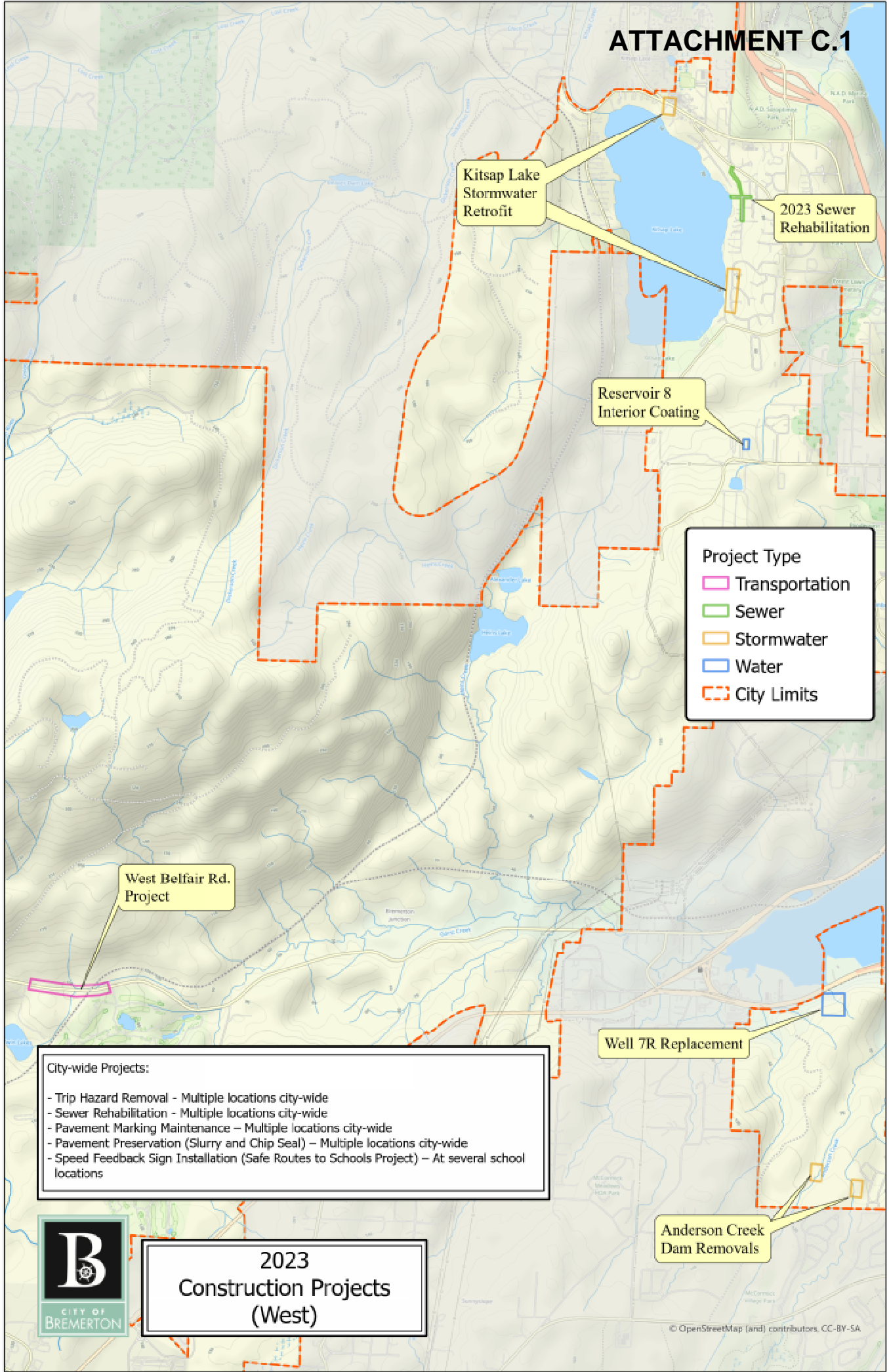
TR5(M): Protect the continued operation of airports from encroachment by incompatible uses and development on adjacent land.

Staff Note: *Addresses PSRC Vision 2050 consistency checklist.*

TR5(N): Participate, as appropriate, in planning and management to optimize the greater region's aviation system. Consider health, air quality and noise impacts to communities.

Staff Note: *Addresses PSRC Vision 2050 consistency checklist.*

ATTACHMENT C.1



Kitsap Lake Stormwater Retrofit

2023 Sewer Rehabilitation

Reservoir 8 Interior Coating

Project Type

- Transportation
- Sewer
- Stormwater
- Water
- City Limits

West Belfair Rd. Project

Well 7R Replacement

Anderson Creek Dam Removals

- City-wide Projects:
- Trip Hazard Removal - Multiple locations city-wide
 - Sewer Rehabilitation - Multiple locations city-wide
 - Pavement Marking Maintenance – Multiple locations city-wide
 - Pavement Preservation (Slurry and Chip Seal) – Multiple locations city-wide
 - Speed Feedback Sign Installation (Safe Routes to Schools Project) – At several school locations



2023 Construction Projects (West)

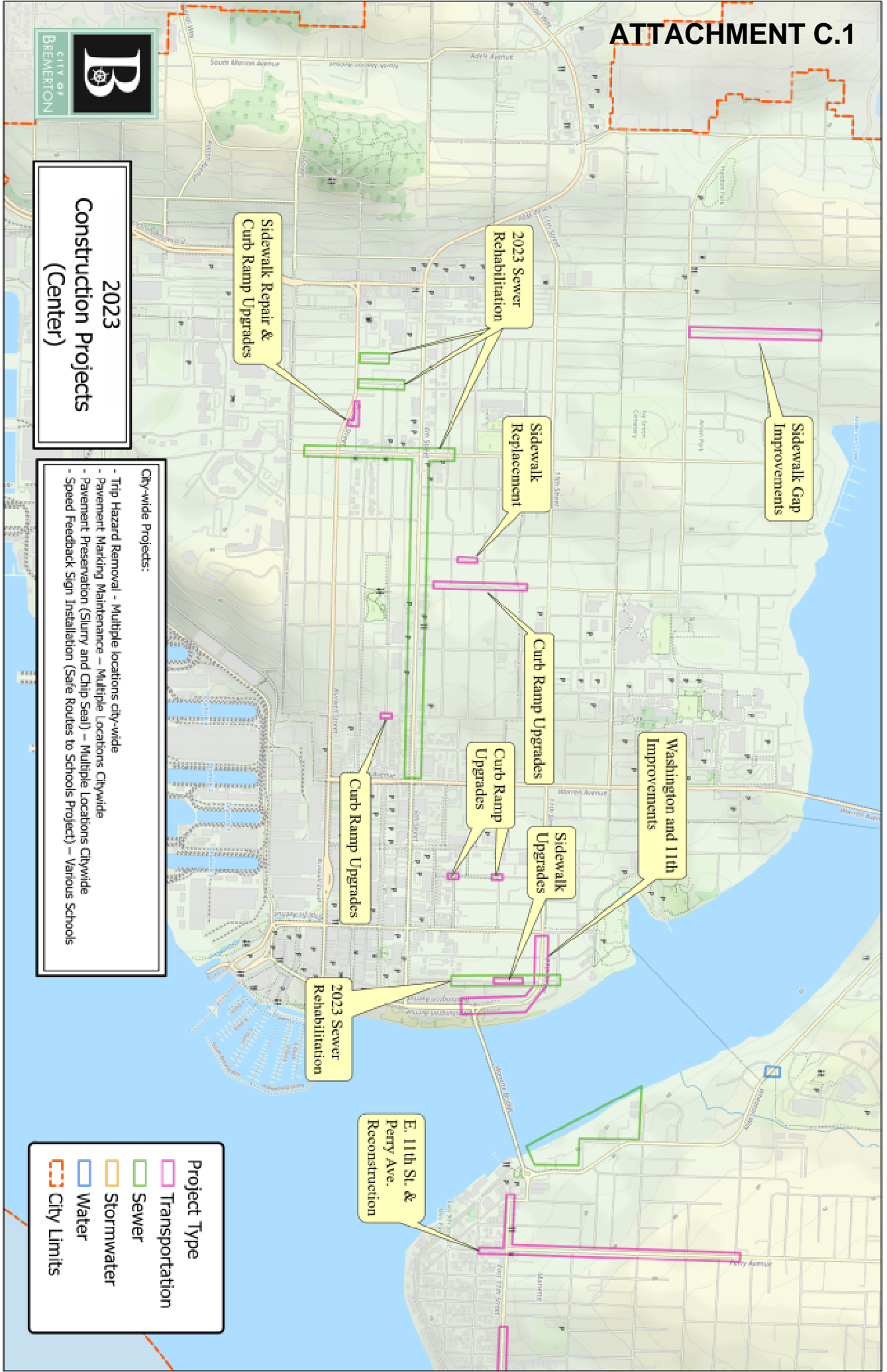


2023 Construction Projects (Center)

- City-wide Projects:**
- Trip Hazard Removal - Multiple locations city-wide
 - Pavement Marking Maintenance – Multiple Locations Citywide
 - Pavement Preservation (Slurry and Chip Seal) – Multiple Locations Citywide
 - Speed Feedback Sign Installation (Safe Routes to Schools Project) – Various Schools

Project Type

- Transportation
- Sewer
- Stormwater
- Water
- City Limits



Sidewalk Gap Improvements

2023 Sewer Rehabilitation

Sidewalk Replacement

Curb Ramp Upgrades

Washington and 11th Improvements

Sidewalk Upgrades

Curb Ramp Upgrades

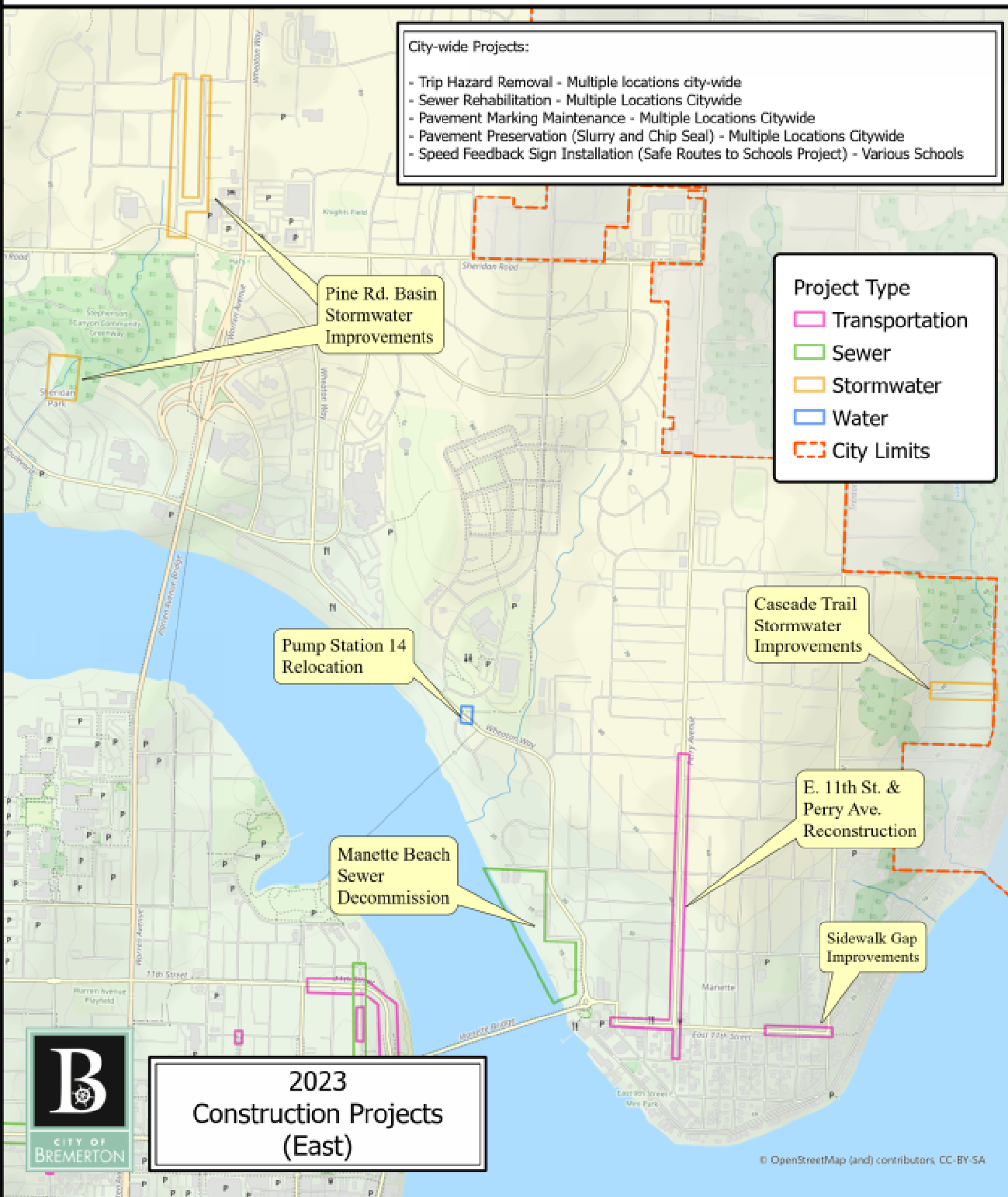
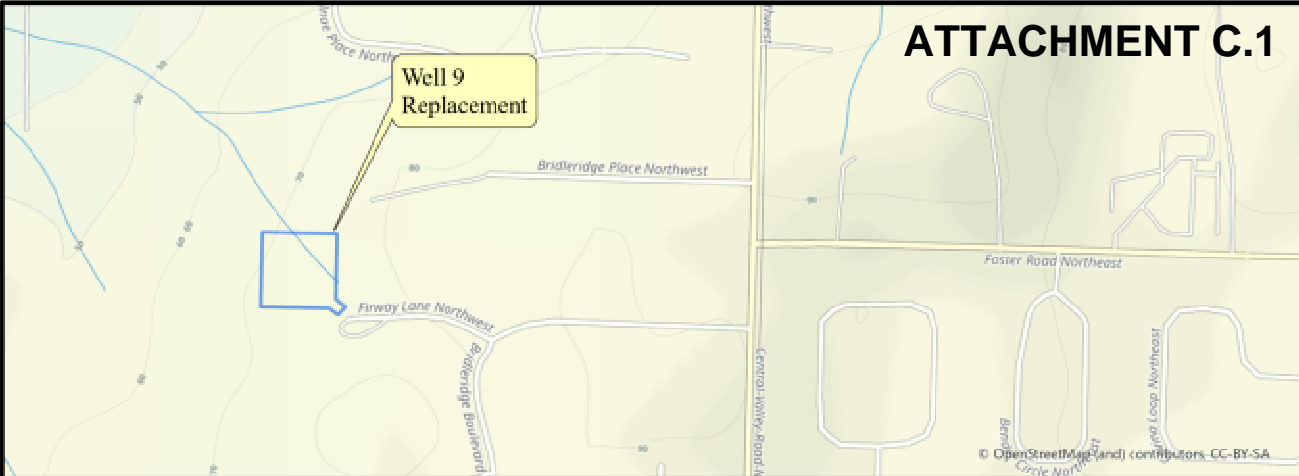
Curb Ramp Upgrades

Sidewalk Repair & Curb Ramp Upgrades

2023 Sewer Rehabilitation

E. 11th St. & Perry Ave. Reconstruction

ATTACHMENT C.1



- City-wide Projects:**
- Trip Hazard Removal - Multiple Locations city-wide
 - Sewer Rehabilitation - Multiple Locations Citywide
 - Pavement Marking Maintenance - Multiple Locations Citywide
 - Pavement Preservation (Slurry and Chip Seal) - Multiple Locations Citywide
 - Speed Feedback Sign Installation (Safe Routes to Schools Project) - Various Schools

Project Type

- Transportation
- Sewer
- Stormwater
- Water
- City Limits



2023 Construction Projects (East)



PROPOSED TRANSPORTATION IMPROVEMENT PROGRAM

2024-2029

	2024						2025						2026						2027						2028						2029						Six-Year Period Total
	Tier 1		Funded		2024		2025		2026		2027		2028		2029		Tier 2		2024		2025		2026		2027		2028		2029								
Tier 1																															Funded						
TR00066	City Safety Improvement		160,000	160,000	160,000	160,000	160,000	160,000	160,000	160,000	160,000	160,000	160,000	160,000	160,000	160,000	960,000																				
TR00068	Signal System Upgrades		100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	600,000																				
TR00105	City Street Lighting		35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	210,000																				
TR00139	Streets Preservation and Maintenance Program		750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	4,500,000																					
TR00142	Signage and Pavement Marking Maintenance		170,000	300,000	170,000	170,000	300,000	170,000	170,000	300,000	170,000	170,000	300,000	170,000	300,000	1,410,000																					
TR00143	Sidewalk Program		775,000	775,000	775,000	775,000	775,000	775,000	775,000	775,000	775,000	775,000	775,000	775,000	775,000	4,650,000																					
TR00144	Bridge Inspection and Repair Program		-	20,000	-	-	20,000	-	-	20,000	-	-	20,000	-	-	60,000																					
TR00149	Systemic Pedestrian Treatments Bundle - RRFB		723,587	-	-	-	-	-	-	-	-	-	-	-	-	723,587																					
TR00002	Quincy Square on 4th Street		4,434,476	-	-	-	-	-	-	-	-	-	-	-	-	4,434,476																					
TR00005	6th Street Phase III		3,171,702	-	-	-	-	-	-	-	-	-	-	-	-	3,171,702																					
TR00023	Upper Shore Drive Shared Use Path		50,000	148,840	-	-	-	-	-	-	-	-	-	-	-	198,840																					
TR00043A	View Ridge Elementary (Almira SRTS) Phase 1		133,750	4,088,750	832,500	-	-	-	-	-	-	-	-	-	-	5,055,000																					
TR00064	Wayfinding Signage		101,945	-	-	-	-	-	-	-	-	-	-	-	-	101,945																					
TR00146	Transportation Planning (Non-Motorized, Comp Plan)		200,000	-	-	-	-	-	-	-	-	-	-	-	-	200,000																					
TR00151	Belfair Valley Road Subgrade Repair & Overlay		100,000	-	-	-	-	-	-	-	-	-	-	-	-	100,000																					
TR00159	SR 303 Adaptive Signals (Sheridan to Riddell)		200,000	300,000	1,117,885	-	-	-	-	-	-	-	-	-	-	1,617,885																					
	Subtotal Tier 1		\$11,105,460	\$6,677,590	\$3,940,385	\$2,140,000	\$1,990,000	\$2,140,000	\$2,140,000	\$2,140,000	\$2,140,000	\$2,140,000	\$2,140,000	\$2,140,000	\$2,140,000	\$27,993,435																					
Tier 2																															Partially Funded						
TR00010	Naval Avenue Road Diet		1,108,000	658,000	10,100,000	-	-	-	-	-	-	-	-	-	-	11,866,000																					
TR00020	Oyster Bay Avenue Improvements		-	-	-	250,000	669,628	6,035,372	6,955,000	-	-	-	-	-	-	6,955,000																					
TR00029	SR 303 Warren Ave Bridge Pedestrian Improvements		500,000	500,000	12,000,000	12,000,000	-	-	-	-	-	-	-	-	-	25,000,000																					
TR00060	Ricky Road - Street Light Construction		-	-	-	-	-	-	-	-	-	-	-	-	-	200,000																					
TR00065	Werner Road - Signal Improvements and Widening		-	-	-	350,000	350,000	7,000,000	7,700,000	-	-	-	-	-	-	7,700,000																					
TR00130	Cross-SKIA Connector and Lake Flora Road - Contribution to Port		-	185,000	-	-	-	-	-	-	-	-	-	-	-	185,000																					
TR00148	Sinclair / Union Intersection Improvements		-	-	-	250,000	1,000,000	-	-	-	-	-	-	-	-	1,250,000																					
TR00154	Phiney Bay Retaining Wall and Guardrail Project		-	2,000,000	-	-	-	-	-	-	-	-	-	-	-	2,000,000																					
	Subtotal Tier 2		\$1,608,000	\$3,343,000	\$22,100,000	\$12,850,000	\$2,019,628	\$13,235,372	\$55,156,000							\$55,156,000																					
Tier 3																															Unfunded						
TR00113	Green Standard Pedestrian Improvements		-	-	-	-	-	-	-	-	-	-	-	-	-	-																					
TR00114	Green Standard Bicycle Improvements		-	-	-	-	-	-	-	-	-	-	-	-	-	-																					
TR00115	Yellow Standard Pedestrian Improvements		-	-	-	-	-	-	-	-	-	-	-	-	-	-																					
TR00116	Yellow Standard Bicycle Improvements		-	-	-	-	-	-	-	-	-	-	-	-	-	-																					
TR00117	Area B Collector Road		-	-	-	-	-	-	-	-	-	-	-	-	-	-																					
TR00118	Area C Collector Road		-	-	-	-	-	-	-	-	-	-	-	-	-	-																					
TR00119	Area D Collector Road		-	-	-	-	-	-	-	-	-	-	-	-	-	-																					
TR00120	Area F Collector Road		-	-	-	-	-	-	-	-	-	-	-	-	-	-																					



PROPOSED TRANSPORTATION IMPROVEMENT PROGRAM

2024-2029

	2024	2025	2026	2027	2028	2029	Six-Year Period Total
TR00121	Area G Collector Road	-	-	-	-	-	-
TR00122	Local Access Projects - 5.64 miles of local access road	-	-	-	-	-	-
TR00007	11th Street Reconstruction (Warren to Pacific)	-	-	-	-	-	-
TR00015	Sheridan Reconstruction	-	-	-	-	-	-
TR00016	Sylvan Reconstruction	-	-	-	-	-	-
TR00017	Pine Road Construction	-	-	-	-	-	-
TR00022	Improve Shorewood Drive through the NAD Park to Jackson Park	-	-	-	-	-	-
TR00024	East/West Corridor Diet (6th Street)	-	-	-	-	-	-
TR00026	National Avenue Reconstruction	-	-	-	-	-	-
TR00027	North/South Corridor Bike/Ped Backbone Improvements	-	-	-	-	-	-
TR00028	E. Bremerton Shared Use Path	-	-	-	-	-	-
TR00030	Marine Drive NMT Improvements	-	-	-	-	-	-
TR00031	Auto Center Way Multimodal Conversion	-	-	-	-	-	-
TR00032	Tracyton Beach Drive Improvements	-	-	-	-	-	-
TR00033	Intelligent Transportation Systems (ITS) Program	-	-	-	-	-	-
TR00034	Arsenal Way/Patton Ave Safety Improvements	-	-	-	-	-	-
TR00036	SR 303 Corridor Improvements (Plan Implementation)	-	-	-	-	-	-
TR00039	Crownhill Elementary (SRTS) Phase II	-	-	-	-	-	-
TR00040	Mountain View Middle School (SRTS)	-	-	-	-	-	-
TR00041	Armin Jahr Elementary (SRTS)	-	-	-	-	-	-
TR00043B	View Ridge Elementary (Almira SRTS) Phase 2	-	-	-	-	-	-
TR00044	Naval Avenue Elementary (SRTS)	-	-	-	-	-	-
TR00046	State Street Pedestrian Corridor Improvement	-	-	-	-	-	-
TR00047	Gorst Sinclair Trail (Planning)	-	-	-	-	-	-
TR00048	Dockside Access Way (Planning)	-	-	-	-	-	-
TR00053	Riddell Road Sidewalk Improvement	-	-	-	-	-	-
TR00055	Anderson Cove Sidewalks	-	-	-	-	-	-
TR00056	Matan & Lillian & James Sidewalk Connector	-	-	-	-	-	-
TR00061	Pine Road - Street Light Construction	-	-	-	-	-	-
TR00071	Burwell Street Adaptive Signals	-	-	-	-	-	-
TR00074	PSNS Main Entrance	-	-	-	-	-	-
TR00085	Bridge to Bridge Trail Wayfinding	-	-	-	-	-	-
TR00088	Downtown Circulation Study	-	-	-	-	-	-
TR00089	Manette Traffic Circulation Study	-	-	-	-	-	-
TR00095	Belfair Valley Road Shoulder Widening for Multimodal	-	-	-	-	-	-
TR00096B	West Kitsap Way Reconstruction/Rechannelization Implementation	-	-	-	-	-	-
TR00097	West Belfair Valley Road Reconstruction	-	-	-	-	-	-



PROPOSED TRANSPORTATION IMPROVEMENT PROGRAM

2024-2029

	2024						2025						2026						2027						2028						2029						Six-Year Period Total
	2024		2025		2026		2027		2028		2029		2024		2025		2026		2027		2028		2029		2024		2025		2026		2027		2028		2029		
TR00100	STEM Academy (National/Arsenal) SRTS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00102	4th Street Landscaping Replacement/Sidewalk Repair	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00106	Hospital District Street Improvements: Callahan, Cherry, Wheaton	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00108	Sidewalk Improvement (Wheaton Way at Callahan)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00109	Repair Downtown Street Standard Banner Supports	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00110	Repair Downtown Street Standard Banner Supports	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00111	Kitsap Lake Vicinity Ped/Bike Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00112	Marine Drive LOS Improvements at Kitsap Way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00123	SR 3/Imperial Way - signalize intersection, modify approaches	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00124	SR 3/Sunnyslope Road - signalize intersection, modify approaches	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00125	SR 3/SR 16/Sam Christopherson Ave - grade separation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00126	Old Clifton Road/SR 16 Eastbound Ramps - Signalize intersection	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00127	Old Clifton Road/SR 16 Westbound Ramps - Signalize intersection	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00128	Analysis Area C and SR 3 - New intersection	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00129	Analysis Area C/D and Lake Flora Road - New intersection	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00131	Cross-SKIA Connector/ Analysis Area B/ SR 3 - New intersection	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00132	SR 3 Widening - Widening from Imperial Way to Gorst	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00133	Lake Flora Widening	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00134	Belfair Bypass - 2-lane divided highway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00135	Trails-12 miles of trails	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00136	Lower Wheaton Way Reconstruction (Lebo to Sheridan)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00150	11th Street / Callow Avenue Intersection Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00155	12th Street Reconstruction (Warren/Elizabeth)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00156	11th Street Preservation (Kitsap Way to Chester)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00158	Charleston Subarea Implementation Plan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TR00160	Eastside Village Subarea Plan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	Subtotal Tier 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	Grand Total	\$12,713,460	\$10,020,590	\$26,040,385	\$14,990,000	\$4,009,628	\$15,375,372	\$83,149,435	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			