



MEETING MINUTES

City of Bremerton Complete Streets Committee Meeting - 2025 Q2

June 23, 2025

Location: NDGC 5th Floor Conference Room / Zoom

Time: 1:00 PM

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

Attendees: RESIDENTS: John Larson, Dianne Iverson, JR Kinnison
COB: Nick Ataie, Tim Barker, Gunnar Fridriksson, Brian Hauschel, Ned Lever
KPHD: Rudy Baum
OLYMPIC COLLEGE: Dave Keen
USN: Anna Whalen

Introductions-

Discussion Items-

1. **6th Street Active Transportation Project** – Quick update for the project from Nick Ataie, Project Manager.
 - Nick provided an update on the project, which aims to reconfigure the roadway to include bike lanes and improve safety for all users.
 - A second open house is planned for late August to gather public input on design alternatives.
 1. Discussion will be focused on balancing competing needs (bike lanes vs. transit and freight operations).
 - The committee agreed to review the project **after** the open house, during the third quarter meeting.
 - The committee requested clarification on how public feedback will be integrated into the decision-making process.
 1. This is a concern Nick is still working to resolve.
2. **TIP and the project prioritization scoring criteria** – Tiers 1-3 have been ranked using the new criteria, discussion on the official TIP list - attached. Some discussion points:
 - Do the scores appear appropriate for the project? Are there suggestions for next year's scoring?



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- The TIP is intended to be a 6-year plan, should there be a limit on how many projects are kept in the respective tiers? Or should there be a cut-off point if a project is low scoring?
- The scoring methodology was applied to Tier 1, 2, and 3 projects; Tier 4 projects are yet to be scored (planned to be complete by Q4).
- Lower scoring projects remain on the list due to operational priorities (ex: N. Wycoff Reconstruction was requested by Operations staff).
- The committee expressed concerns about transparency and public understanding of the scoring process.
 1. **ACTION:** Gunnar to explore the possibility of creating a GIS-based, externally facing webpage for TIP projects to improve transparency and public access to project information.
- The committee suggested separating multimodal projects from road projects and improving public understanding of the scoring process.
- The committee requested access to the detailed scoring spreadsheet for review and feedback.
 1. **ACTION:** Gunnar/Ryan to send out spreadsheet containing compiled scores for the TIP projects.
 - a. Feedback requested by the second week of July.

3. Traffic calming policy – See attached, please review and come ready to discuss.

Some discussion points mentioned by PWC:

- Is the petition threshold appropriate or should it be reduced to 51%? Should non-responses be considered as a no? If an entire neighborhood is contacted and 30% say yes and the rest are non-responsive – is that sufficient to install the measures?
- Should there be alternative paths to initiate a review of a measure?
- Is the 85% percentile a sufficient warrant or should the 90 or 95% speed be used instead. Or should the 85% be kept and anything that is 5mph or more over posted speed?
- Are there other warrants we should consider using as a measure?
- Should the “quick-build” traffic calming measures be utilized for a street that is scheduled for capital improvements?
- Looking at the table for the traffic calming measures, are there measures we should be considering on other classifications, i.e., road diets, raised intersections, raised crosswalks?
- The policy outlines criteria for evaluating traffic calming requests, including speed thresholds, crash history, and vehicle volumes.
- Concerns were raised over the reactive nature of the policy. The committee recommends adopting a more proactive approach, simplifying the process, and clarifying measurable criteria.
- Deciding on the appropriate threshold for speed criteria is still in process.
- Determining the appropriate percentage (if any) of neighborhood support required for implementation is still in process.



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4. **Complete Streets Committee**

- A proposal to transition the committee into a formal Transportation Advisory Committee was briefly discussed. This would involve a citizen-led structure, similar to the Parks Commission, with Mayor-appointed members.
- The committee briefly reviewed how this structure would differ from the current format and if this transition aligns with the committee's goals and the City's needs.

Next meeting scheduled for September 10, 2025, from 10:00 am – 12:00 pm.