

Bremerton Transportation Element Public Survey Report

Transportation and Non-Motorized Element Updates | March 2024



BREMERTON
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Introduction

Survey Report Findings – cheat sheet!

- Project overview and concise summary of survey results (pages 4, 6-7)
- Detailed survey findings (pages 10-34)
- Community comments and feedback for the City about the Transportation Element update (pages 35-36)

Study Overview

| | |
|---|---|
| <p>Purpose</p> <p>The City of Bremerton is updating the Transportation Element of their Comprehensive plan to improve multi-modal travel in and around Bremerton for all users over the next 20 years. The city will also update their Active Transportation Plan to consider how improvements to biking and walking infrastructure can benefit city residents. The City aims to survey community members who travel in or around Bremerton to obtain a better understanding of perceptions and barriers using transportation services and identifying potential transportation improvements.</p> <p>The City conducted a public survey to learn more about the community's travel needs and support community engagement through online open houses.</p> <p>This report summarizes key survey findings. The City will use the survey results and feedback learned through the online open houses to inform potential solutions to improve travel in and around Bremerton.</p> | <p>Survey objectives:</p> <ol style="list-style-type: none"> 1. Describe overall perceptions of transportation services and potential motivating factors, 2. Describe barriers to using services, 3. Describe attitudes and priorities around improvements, and 4. Identify potential strategies to improve transportation in Bremerton. |
|---|---|

Study Approach

To recruit survey respondents, researchers mailed invitations to a statistically valid, random sample of 5,000 households with Bremerton addresses.

In addition, the City promoted the survey to Bremerton residents through the following channels (See Appendix B for examples of recruitment materials):

- The City's Transportation Plan website
- Social media posts by the mayor and PW
- The mayor's email listserv
- Flyers post throughout the city
- Partnership with Community-based organizations:
 - Kitsap Mesa Redonda
 - Kitsap County Veterans Assistance Program
 - Kitsap County Parent Coalition
 - The Conduit Network
 - The Arc of the Peninsula



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- Online open house
- Bremerton First Friday Art Walk event in Charleston and Downtown

The online survey fielded from January 19th to February 15th, 2024, in English. A total of 605 people took the survey. The response rate was 12.7%, and the margin of error was +/- 4%.

Analysis Methods

This report summarizes survey results using charts. The totals in some charts may add up to somewhat more or less than 100% due to rounding or where respondents could select multiple responses. In addition, the total number of respondents varies from chart to chart based on how many people answered the question.

Correlation analysis was used to determine the relationship between demographic characteristics of respondents (age, gender, income, etc.), their travel behavior (i.e., travel frequency, travel purpose, etc.), and their priorities for travel improvements (e.g., most important projects to improve travel in Bremerton). We analyzed correlations for the following demographic variables:

- Residency in the City of Bremerton
- Frequency of travel in and around Bremerton
- Age
- 2023 household income
- Identifying as male
- Identifying as female
- Identifying as Black, Indigenous, and/or a Person of Color (BIPOC)

Only statistically significant relationships are discussed throughout the report. When something is statistically significant, it means it is highly unlikely to be the result of random chance. To achieve the cut-off for statistical significance, estimates must have a 0.05 significance level (a 95 percent confidence level) and a correlation coefficient above 0.15 or below -0.15. If one or more of the demographic variables listed above does not appear in the correlation report for a question below, then we did not identify statistically significant relationships between those demographic variables and the question response options.

What are correlations and why did we use them?

Correlations are a statistical measurement that tell us if there is a linear relationship between two variables. Correlations usually have one of two directions: positive or negative. If the correlation is positive, both variables move in the same direction, meaning that as one variable increases, the other variable also increases. If the correlation is negative, the variables move in different directions, meaning that as one variable increases, the other variable decreases.

Correlations can identify **trends** and provide helpful insight into complex real-world relationships. For this report, correlations help identify important relationships between demographic variables and transportation use, barriers, and opportunities. Understanding relationships between these variables may help the City develop transportation improvement strategies that meet the needs of all groups of people who travel in or around Bremerton.

Additional guidance on interpreting correlation results:

- A **positive** correlation indicates two variables moving together in the same direction. To report a positive correlation, we say:
 - “If respondents reported X, they were also more likely to report Y.”
 - “Respondents who identify as BIPOC were more likely to travel in or to Bremerton for school, as compared to respondents who do not identify as BIPOC.”
- A **negative** correlation indicates two variables moving in different directions. To report a negative correlation, we say:
 - “If respondents reported X, they were less likely to report Y.”
 - “City of Bremerton residents were less likely to travel in or to Bremerton to visit friends or family, for recreation, and/or for errands, as compared to non-resident respondents.”
- **Descriptions of “younger / older” or “higher / lower income”** do not refer to a specific age or income category. Rather, it means that the relationship changes for respondents at opposite ends of the age or income spectrum. For example:
 - Younger respondents were **more** likely to travel in or to Bremerton as part of a work commute, for school, and/or for childcare, as compared to older respondents. Because age is a spectrum, it is also true that older respondents were **less** likely to travel in or to Bremerton as part of a work commute, for school, and/or for childcare.
 - Respondents with higher incomes were **more** likely to travel in or to Bremerton as part of a work commute and/or for recreation, as compared to respondents with lower incomes.
- Charts may include “I don’t know” or “prefer not to say” responses, but we removed these cases from the statistical analysis.

Key findings and recommendations*+

Travel patterns

- Most respondents (86%) live in the City of Bremerton.
- Most respondents travel to or in Bremerton 4 to 7 days per week (79%); typically for errands (88%), social or recreational activities (76%) and work commute (56%).
- Most respondents typically travel during peak hours (64% between 9:00 a.m. and 2:00 p.m.; 86% between 2:00 p.m. and 7:00 p.m.).
- Most respondents (78%) drive alone or with friends or family (68%). Some use transit, such as ferry (34%) or the bus (18%), or other alternatives to single-occupancy vehicles such as walking (38%), biking (19%), ride share (8%), or carpooling (7%).
- Respondents identified traffic congestion (64%), aggressive or reckless driving (64%), poor road conditions (53%), or wait times at lights (51%) as top traffic issues in Bremerton.
- Respondents thought adaptive or “smart” traffic signals (67%) would improve traffic conditions.

Mode shifts

- Encouraging people to use alternatives to driving alone comes down to ease of use, flexibility, and/or independence. Among alternatives to driving alone, respondents were more interested in options that required less participation with others: bus and biking were most-preferred, followed by carpool, then vanpool.
- Top **barriers** to transit and active transportation use:
 - Riding the bus takes too long (60%)
 - Taking the ferry is a challenge when routes are not frequent enough (89%) or the ferry is unreliable (83%)
 - Biking with incomplete or no bicycle lanes (93%) and navigating dangerous driver behavior (83%)
 - Walking with incomplete or no sidewalks (76%)
- Top **opportunities** to more transit ridership and active transportation:
 - Riding the bus – more frequent service (29%)
 - Using the ferry – more frequent service (64%)
 - Vanpooling – free ride home for emergencies (14%), help establishing vanpool (13%), or learning more about the vanpool program (12%)
 - Carpooling – help establishing a carpool (18%), free ride home for emergencies (16%), or free or reserved parking (16%)
 - Biking – new (42%) or improved (39%) bike lanes
 - Walking – new (55%) or improved (54%) sidewalks and crosswalks

Transportation improvement priorities

- **Most important projects** needed to improve travel in Bremerton:
 - Ferry improvements (48%)
 - Pedestrian improvements (48%)
 - Traffic improvements (38%)
 - Biking improvements (34%)
 - Transit improvements (31%)

*Some questions and categories were not strictly defined, and interpretation left to the individual (i.e., “it costs too much”, “improved comfort at bus stops”, “improved comfort at ferry terminals”, “better information on bus routes”, etc.

+Some response category explanations were removed to improve chart readability. Please see Appendix B (page 39) to see full list of survey questions and response categories.

Detailed Findings

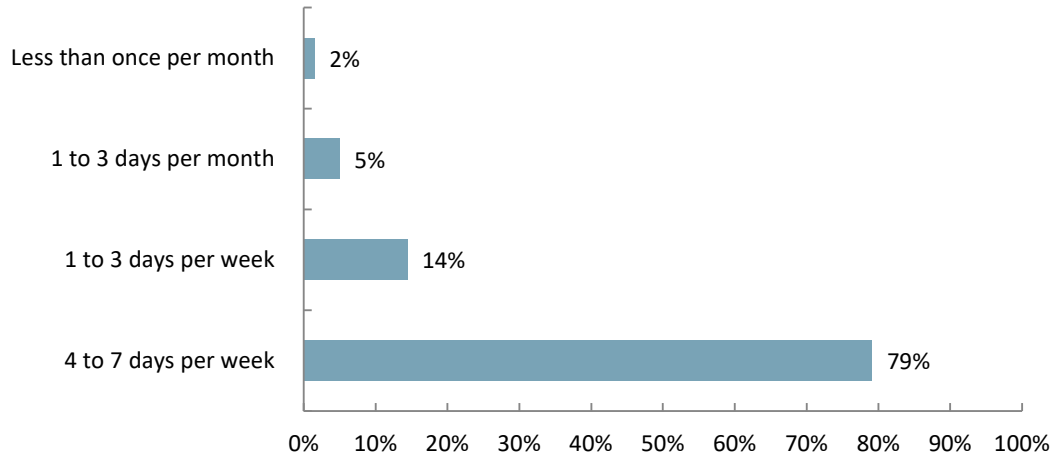
Current travel behavior

Travel frequency

Most respondents (79%) travel to or in Bremerton 4 to 7 days per week.

How often do you usually travel to or in Bremerton?

Base: All respondents (n = 603).



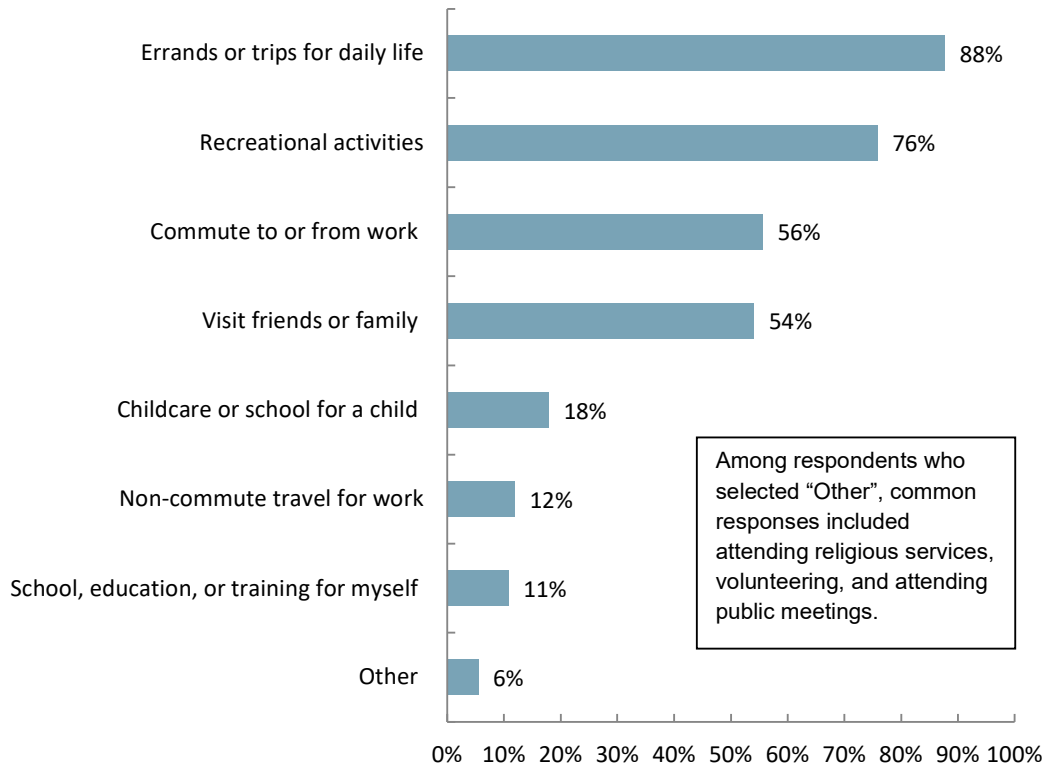
There were no significant correlations between demographic variables and travel frequency. As a reminder, we will only report on significant relationships. Please see page 5 for more information.

Travel purpose

Trips tend to be social, work-related, or for personal business. Errands (88%), recreational activities (76%), commuting to work (56%), and visiting friends or family (54%) make up the majority of trips made to or in Bremerton.

What is the purpose of your travel to or in Bremerton during a typical week?

Base: all respondents (n = 605). Multiple responses allowed.
Percentages sum to more than 100%.



Correlations – for additional guidance on interpreting results, see page 5

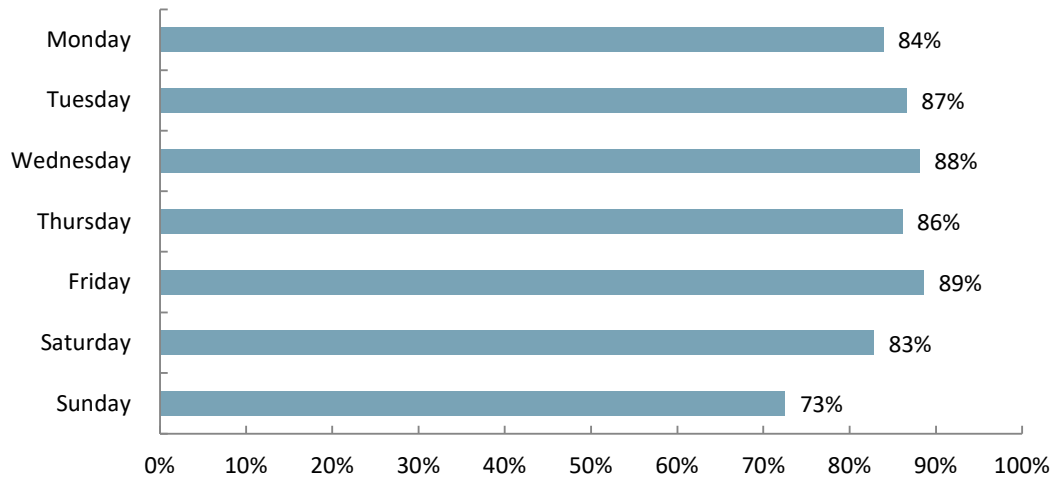
- **City of Bremerton residents** were more likely to travel in or to Bremerton to visit friends or family, for recreation, and/or for errands.
- **Respondents who travel in Bremerton more frequently** were more likely to do so as part of a work commute, to visit friends or family, for recreation, and/or for errands.
- **Younger respondents** were more likely to travel in or to Bremerton as part of a work commute, for school, and/or for childcare.
- **Respondents who identify as female** were less likely to travel in or to Bremerton as part of non-commute travel for work.
- **Respondents with higher incomes** were more likely to travel in or to Bremerton as part of a work commute and/or for recreation.
- **Respondents who identify as BIPOC** were more likely to travel in or to Bremerton for school.

Travel days

Apart from Sunday, results are similar in the number of respondents traveling on any given day of the week. Between 83% and 89% of respondents reported that they travel on a day between Monday and Saturday. Interestingly, the number of people who say they travel on a weekday is not much greater than the number of people who say they travel on a Saturday. Overall, fewer respondents (73%) reported traveling on Sunday.

Please select the days you typically travel in or around Bremerton.

Base: all respondents (n = 603). Multiple responses allowed.
Percentages sum to more than 100%.



Correlations

- **City of Bremerton residents** were more likely to typically travel on Friday, Saturday, or Sunday.
- **Younger respondents** were more likely to report travelling in or to Bremerton on Wednesday.

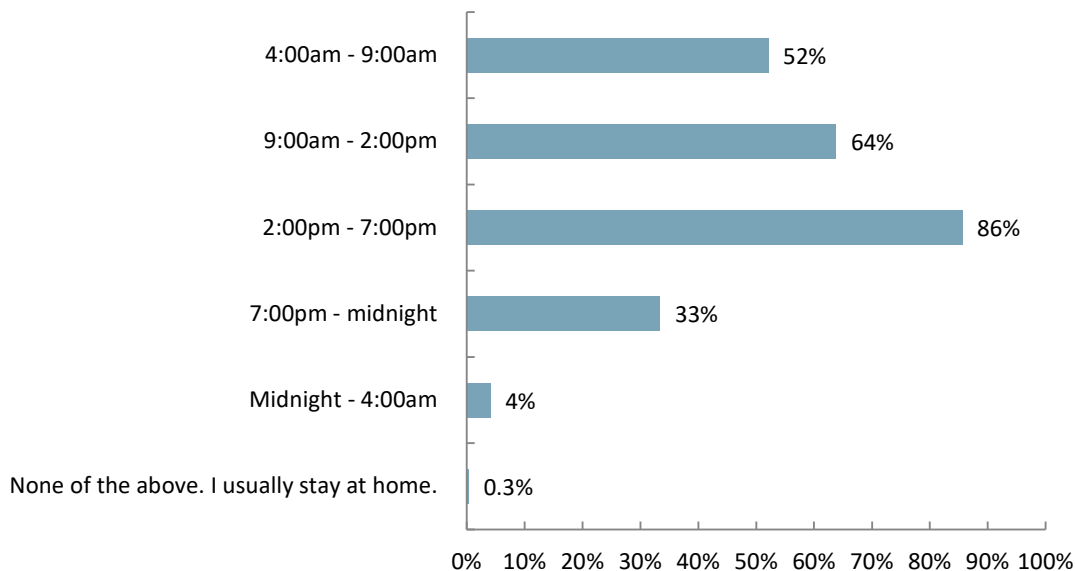
Travel times

Morning schedules appear to vary more widely, whereas most respondents (86%) travel during the afternoon peak. Few respondents said they stay home (0.3%) or travel between midnight and 4:00 a.m. (4%).

Thinking about your typical weekday, what time(s) of day do you usually travel in or around Bremerton?

Base: all respondents (n = 605). Multiple responses allowed.

Percentages sum to more than 100%.



Correlations

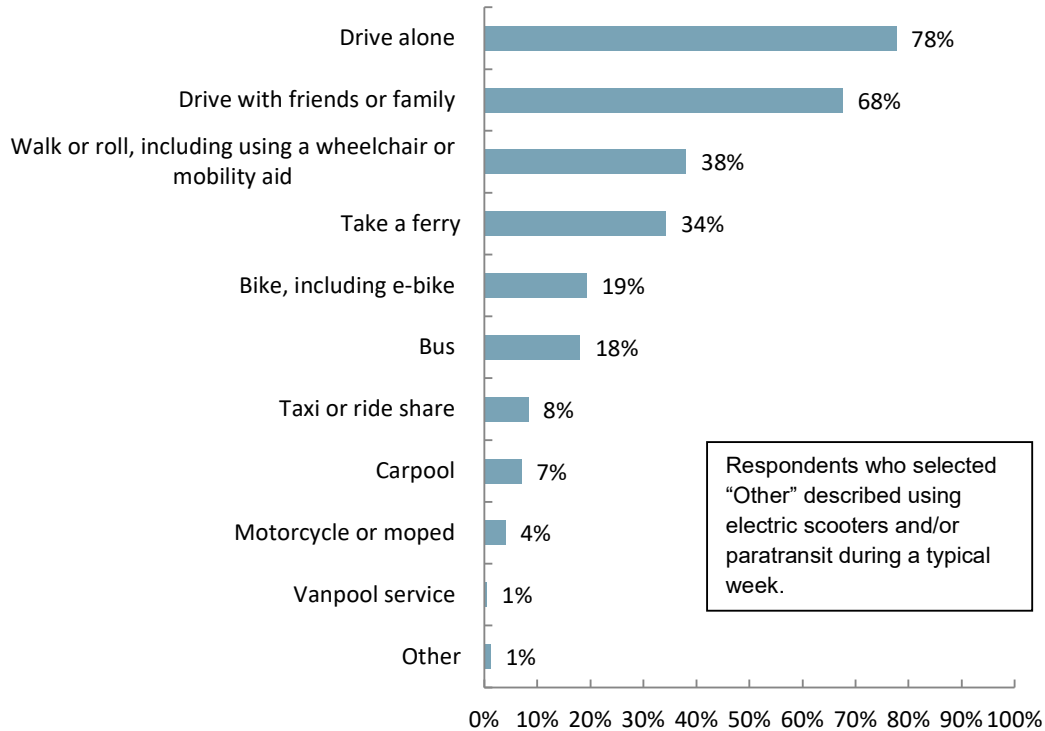
- **Respondents who travel in or around Bremerton more frequently** were more likely to do so between 4:00am and 9:00am, between 2:00pm and 7:00pm, and between 7:00pm and midnight.
- **Younger respondents** were more likely to travel in or around Bremerton from 4:00am to 9:00am.
- **Older respondents** were more likely to travel in or around Bremerton from 9:00am to 2:00pm.
- **Respondents with lower incomes** were more likely to travel in or around Bremerton from 9:00am to 2:00pm.
- **Respondents with higher incomes** were more likely to travel in or around Bremerton between 4:00am and 9:00am.

Travel modes

Driving in a personal vehicle, either alone (78%) or with a friend or family member (68%) remains the top travel mode. Active transportation modes like walking (38%) and biking (19%) ranked second, closely followed by transit modes like taking the ferry (34%) and riding the bus (18%).

Thinking about your travel during a typical week, which of the following do you use to travel?

Base: all respondents (n = 601). Multiple responses allowed.
Percentages sum to more than 100%.



Correlations

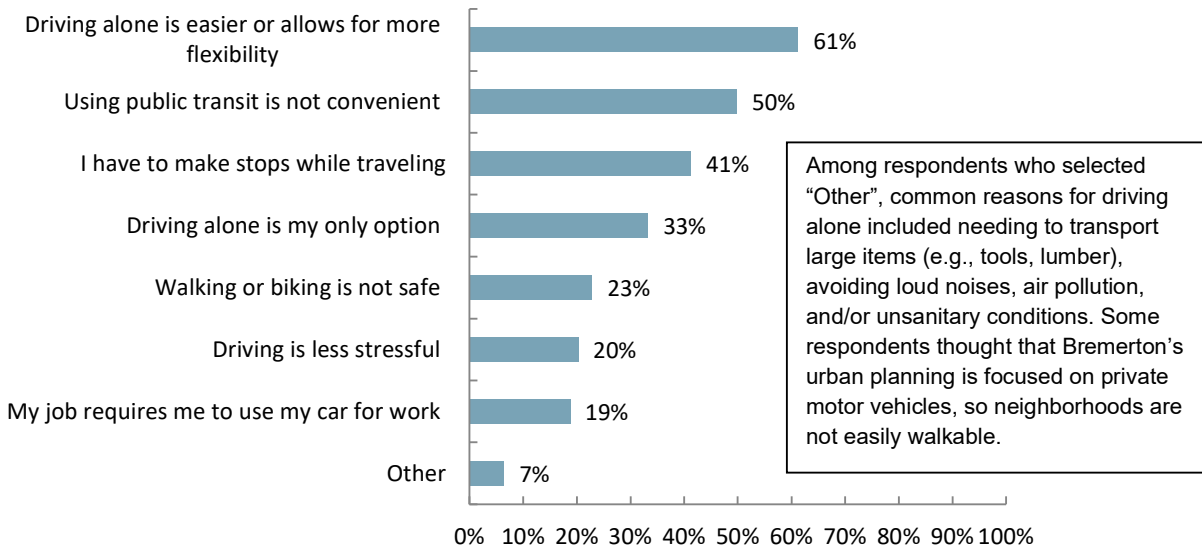
- **People who travel more frequently** were more likely to drive alone and/or walk to get to where they need to go.
- **City of Bremerton residents** were more likely to walk for their trips.
- **BIPOC** respondents were more likely to travel by bus.

Top reasons for driving alone

Reasons for driving alone related to convenience. About two-thirds (61%) reported they drive alone because it was easier or more flexible than other travel modes. Half (50%) said transit is not convenient, and 41(%) pointed to multiple stops during a single trip. Safety (23%), stress (20%), and work-needs (19%) ranked much lower.

What are the top reasons you drive alone instead of using other travel modes for your travel?

Base: all respondents who drive alone to travel (n = 463). Multiple responses allowed. Percentages sum to more than 100%.



Correlations

- **People who travel in or around Bremerton more frequently** were more likely to select "I have to make stops while traveling" and "using public transit is not convenient" as reasons for driving alone.

Barriers and opportunities to using transportation services

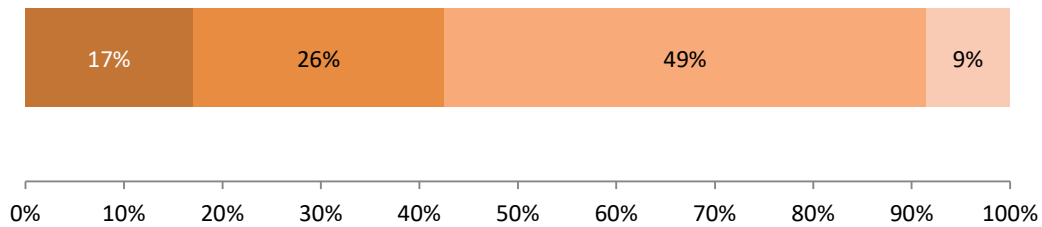
Perceptions of using the bus

Almost half (43%) of respondents who use the bus find using the bus challenging, and 17% consider it very challenging. Only 9% consider the bus “very easy”.

How would you describe the ease of using the bus?

Base: all respondents who use the bus to travel to or in Bremerton
(n = 47).

■ Very challenging ■ Somewhat challenging ■ Somewhat easy ■ Very easy



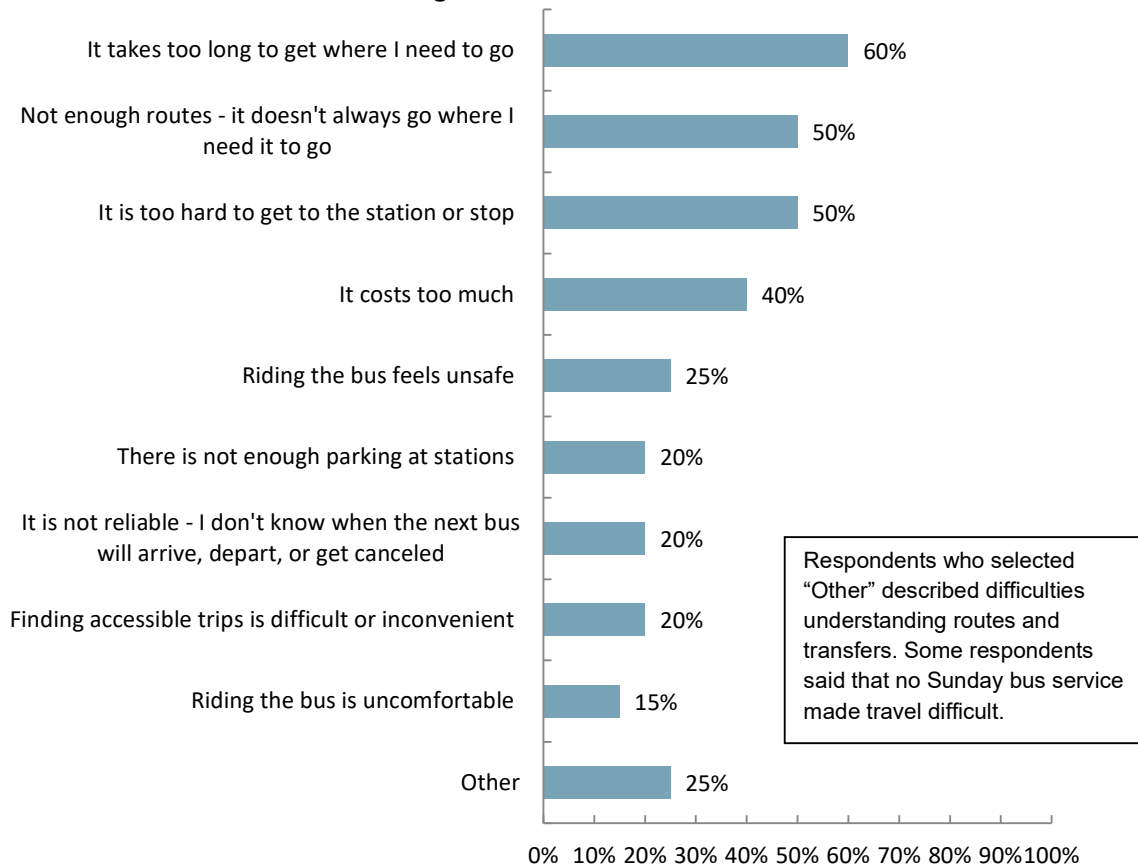
Barriers to using the bus

Time commitment and features of the service network are top challenges to using the bus. Many survey respondents who found using the bus challenging said the bus takes too long (60%), does not have enough routes (50%), or it is difficult to get to a station or stop (50%). Parking (20%), reliability (20%), accessibility (20%), and comfort (15%) ranked lower, but many respondents still reported these challenges.

What challenges do you face when using the bus?

Base: all respondents who use the bus to travel to or in Bremerton AND consider it challenging (n = 20). Multiple responses allowed.

Percentages sum to more than 100%.

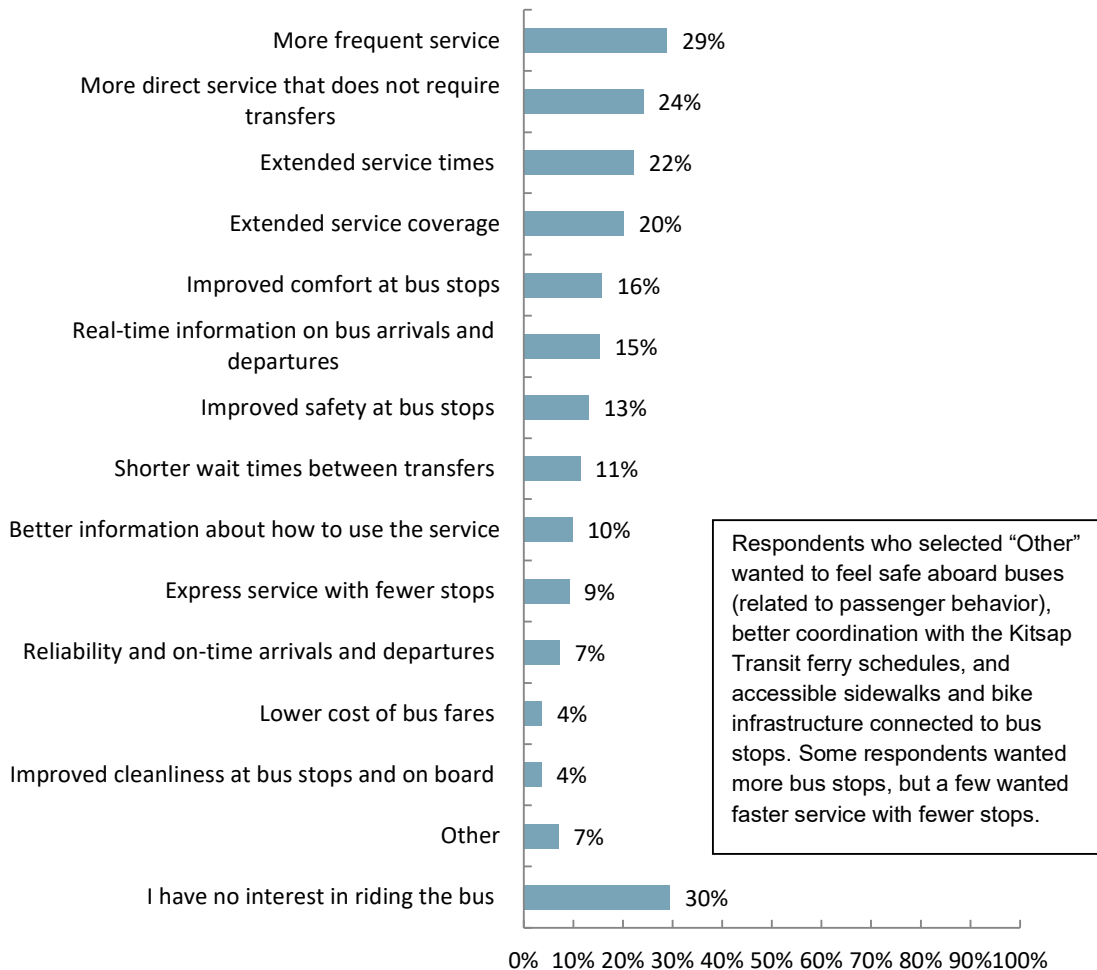


Opportunities to improve bus ridership

More comprehensive service, meaning service that is more frequent (29%), direct (24%), and offering more times (22%) and coverage (20%), may motivate Bremerton residents to use the bus more often. These results underscore that convenience matters for mode choice.

What would motivate you to use the bus more often for travel?

Base: all respondents (n = 589). Multiple responses allowed.
Percentages sum to more than 100%.



Correlations

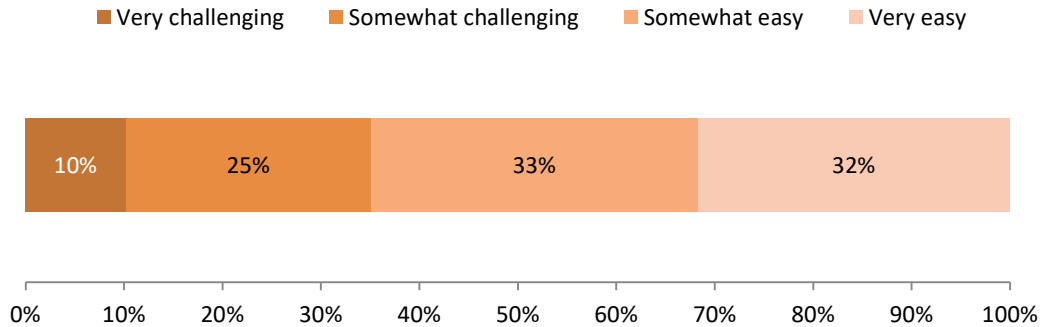
- **Younger respondents** were more likely to be motivated by extended service times and improved comfort at bus stops.
- **Older respondents** were more likely to have no interest in using the bus.
- **Respondents with higher incomes** were more likely to be motivated by real-time information about arrivals and departures.

Perceptions of using the ferry

About two-thirds of respondent's report using the ferry is somewhat (33%) or very (32%) easy. Although roughly one-third (35%) consider it challenging, only 10% of respondents describe using the ferry as very challenging.

How would you describe the ease of using the ferry?

Base: all respondents who use the ferry to travel to or in Bremerton
(n = 205).



Correlations

- **Respondents with higher incomes** were more likely to rate the ease of using the ferry highly.

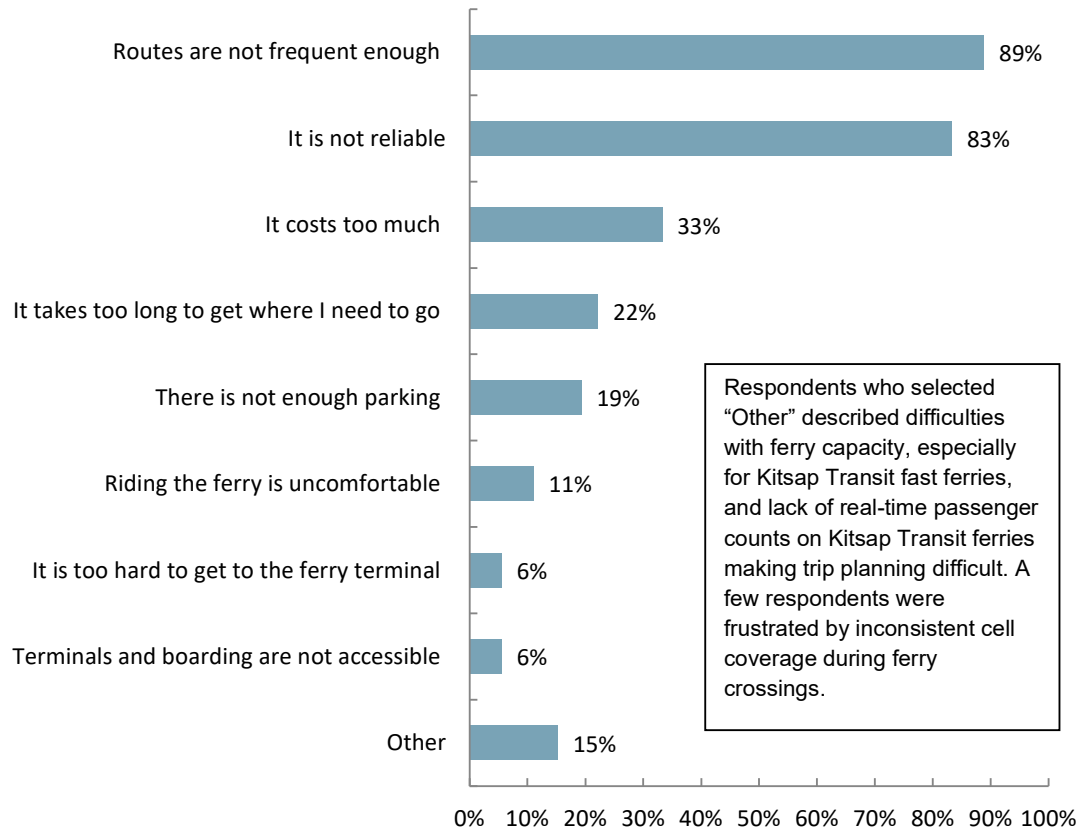
Barriers to using the ferry

Lack of service frequency (89%) and reliability (83%) are top barriers to using the ferry.

What are the challenges you face when using the ferry?

Base: all respondents who use the ferry to travel to or in Bremerton and consider it challenging (n = 72). Multiple responses allowed.

Percentages sum to more than 100%.



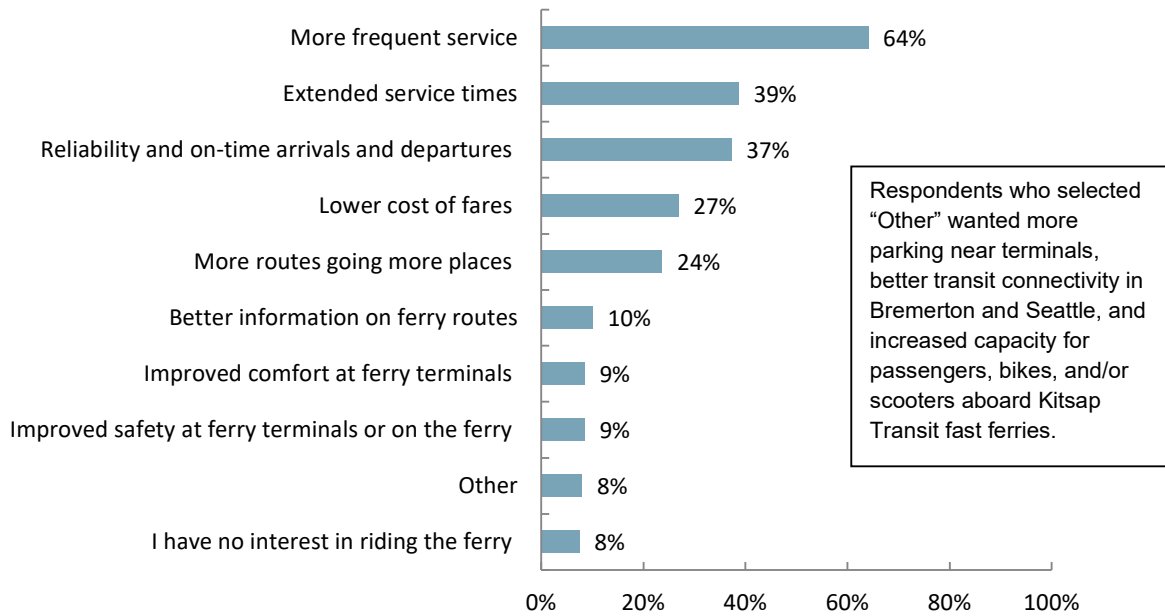
Opportunities to improve ferry ridership

More frequent service (64%) may motivate respondents to use the ferry more often. Extended service times (39%) and improved reliability (37%) may also encourage more residents to use the ferry.

What would motivate you to use the ferry more often?

Base: all respondents (n = 587). Multiple responses allowed.

Percentages sum to more than 100%.



Correlations

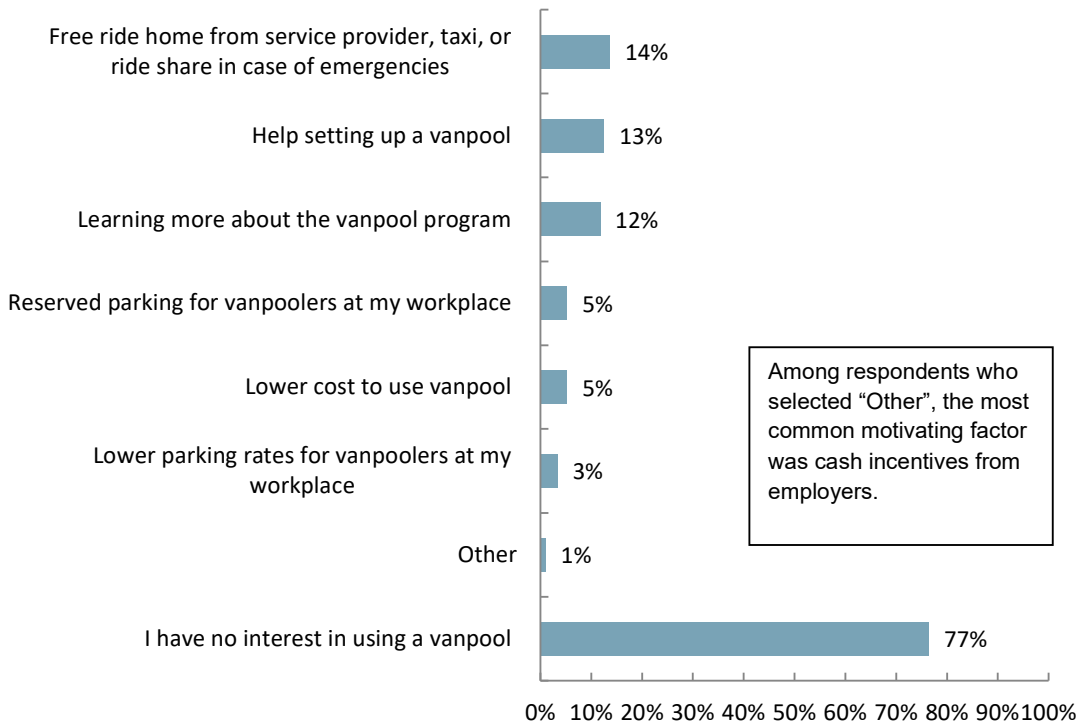
- **Younger respondents** were more likely to be motivated by extended ferry service times.
- **Respondents with higher incomes** were more likely to be motivated by more frequent service.
- **BIPOC respondents** were more likely to be motivated by improved comfort at ferry terminals.

Opportunities to improve vanpool*+

Incentives, support, and information may encourage people to use vanpool more often. Free ride home (14%), support setting up services (13%) and learning more about the program (12%) would motivate respondents to use vanpool more often. However, more than three-quarters of respondents (77%) said they are not interested in using a vanpool. This is much higher than the number of respondents not interested in carpool (see page 22, 66%) or biking (see page 25, 44%).

What would motivate you to use a vanpool more often?

Base: all respondents (n = 358). Multiple responses allowed.
Percentages sum to more than 100%.



Correlations

- **Respondents who travel in or around Bremerton less frequently** were more likely to be motivated by reserved parking for vanpoolers.
- **Respondents who travel in or around Bremerton more frequently** were more likely to report that they had no interest in using a vanpool.
- **Younger respondents** were more likely to be motivated by learning more about vanpool programs, however, young respondents were also more likely to report that they had no interest in using a vanpool.
- **Respondents with higher incomes** were more likely to report that they had no interest in using a vanpool.
- **BIPOC respondents** were more likely to be motivated by learning more about vanpool programs.

*All respondents who use a vanpool to travel in or around Bremerton (n = 3) were asked “How would you rate the ease of using vanpool?” Two out of the three respondents reported using a vanpool as very easy. One person reported using a vanpool was somewhat challenging.

+ The respondent that uses a vanpool to travel in or around Bremerton and considers it challenging (n = 1) was asked “What are the challenges you face when using vanpool?” The respondent reported employer does not offer a vanpool program as a benefit, cannot find people willing to join a vanpool and who live nearby and have a similar schedule as challenges to using a vanpool.

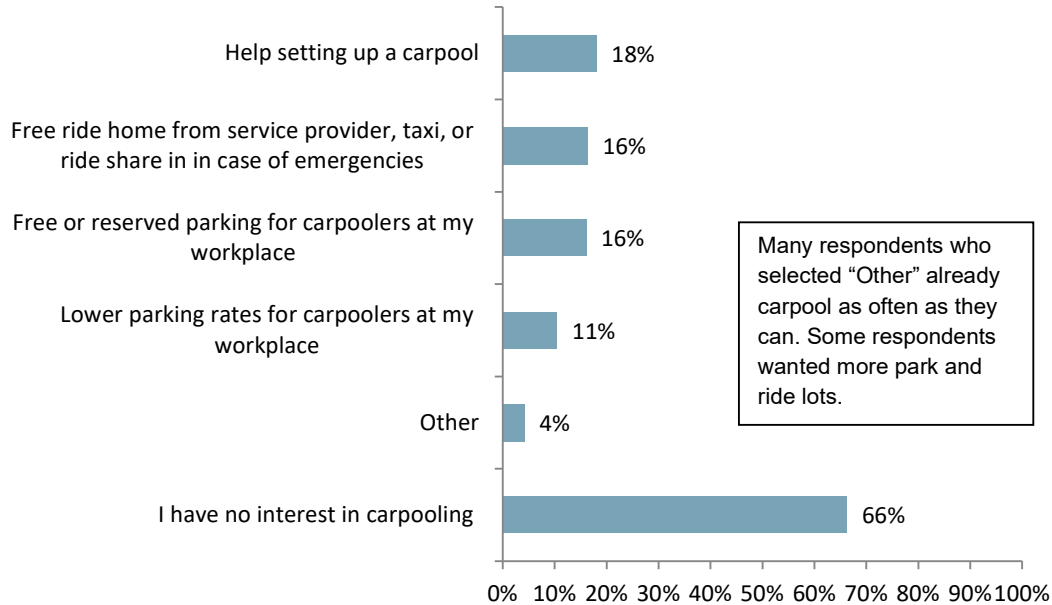
Opportunities to improve carpool

Similar to vanpool, incentives and support may encourage residents to carpool more often. Support setting up services (18%) and free services (ride home and parking, 16%) would motivate respondents to use carpool more often. In contrast with vanpool (77%), fewer respondents said they have no interest in carpool (66%).

What would motivate you to carpool more often?

Base: all respondents (n = 353). Multiple responses allowed.

Percentages sum to more than 100%.



Correlations

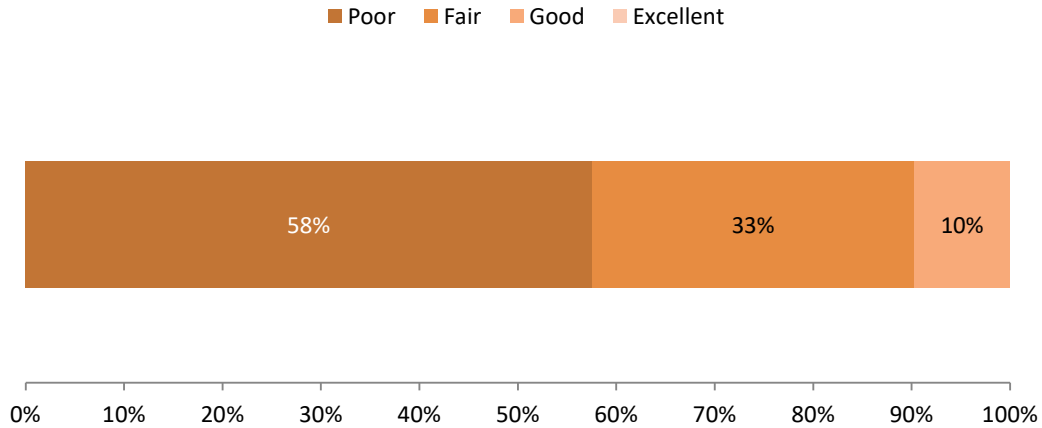
- **Respondents who travel in or around Bremerton less frequently** were more likely to be motivated by reserved parking for carpoolers.
- **Respondents who travel in or around Bremerton more frequently** were more likely to report that they had no interest in carpooling.
- **Younger respondents** were more likely to be motivated by each of the options listed in the survey, but were also more likely to report that they had no interest in carpooling.
- **Respondents with higher incomes** were more likely to report that they had no interest in carpooling.
- **BIPOC respondents** were more likely to be motivated by reserved parking for carpoolers and/or lower parking rates for carpoolers.

Perceptions of biking conditions

Over half (58%) of respondents thought the biking conditions in Bremerton were poor. Only 10% of respondents thought the biking conditions were good, and no one considered conditions "excellent".

How would you rate the biking conditions in Bremerton?

Base: all respondents who bike to travel to or in Bremerton (n = 113).



Correlations

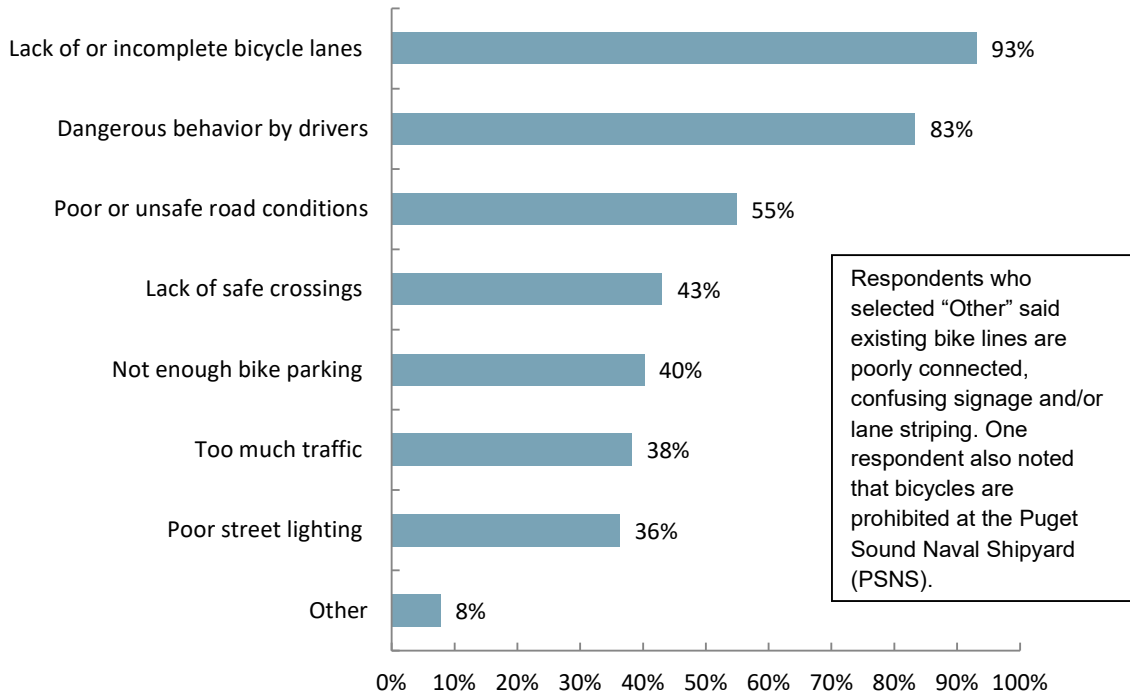
- **Respondents who identify as male** were more likely to rate bike conditions favorably.
- **Respondents who identify as female** were less likely to rate bike conditions favorably.

Barriers to biking

Lack of safety may be the greatest barrier to biking in Bremerton. Lack or incomplete bicycle lanes (93%) and dangerous behaviors from drivers (83%) top the list of barriers to biking.

What are the challenges you face when biking?

Base: all respondents who bike to travel to or in Bremerton and consider the conditions as poor or fair (n = 102). Multiple responses allowed. Percentages sum to more than 100%.



Correlations

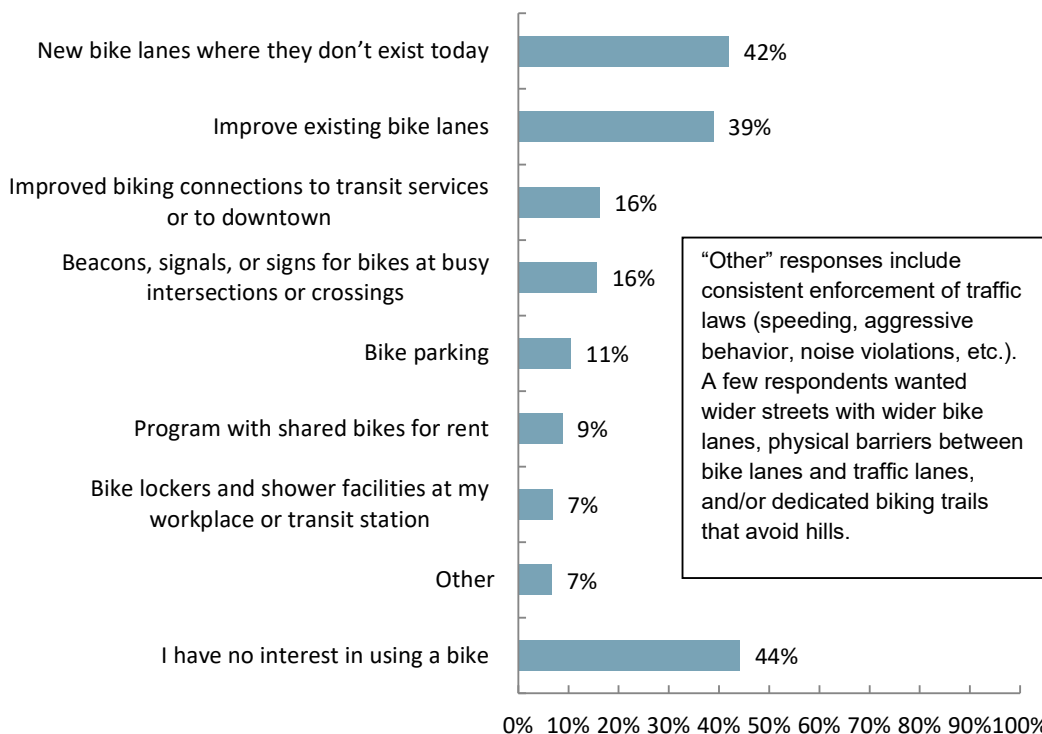
- Respondents who identify as male were more likely identify a lack of or incomplete bicycle lanes as a challenge while cycling.

Opportunities to improve biking

Improved safety conditions, especially bike lanes, may encourage people to bike more often. New (42%) and improved (39%) bike lanes would motivate respondents to bike more often. Incentives such as parking (11%), shared bike services (9%), lockers and showers (7%) have less appeal. In contrast with other drive-alone alternatives, fewer respondents said they have **no** interest in biking. Only 44% of respondents expressed this sentiment, compared to 77% for vanpool and 66% for carpool.

What would motivate you to bike more often?

Base: all respondents (n = 580). Multiple responses allowed.
Percentages sum to more than 100%.



Correlations

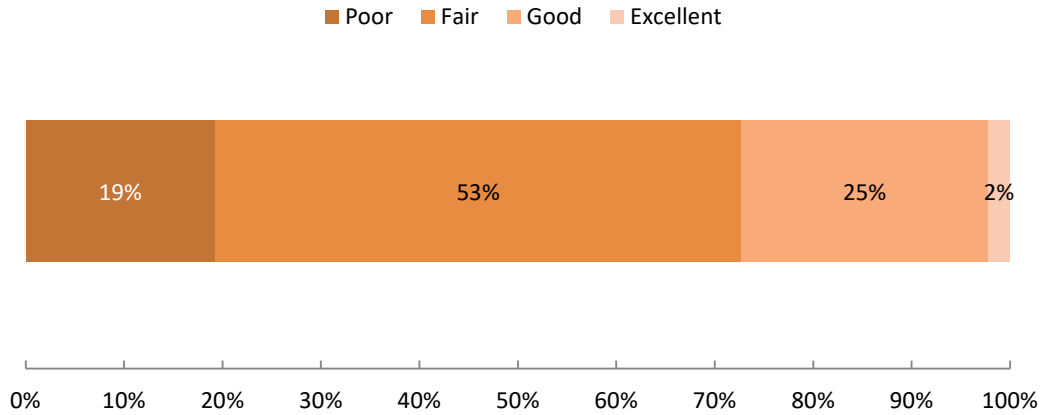
- **City of Bremerton residents** were less likely to report that they had no interest in biking for travel.
- **Respondents who identify as female** and/or **older respondents** were more likely to report that they had no interest in biking for travel.
- **Younger respondents** were more likely to be motivated by new bike lanes, improved existing bike lines, and/or programs with shared bikes for rent.
- **Respondents with higher incomes** were more likely to be motivated by new bike lanes, improved existing lanes, and/or crossing signals at busy intersections.

Perceptions of walking conditions

In general, respondents do not think highly of walking conditions in Bremerton. Over half (53%) rated conditions as fair, and 19% rated conditions as poor. Only 2% rated conditions excellent.

How would you rate walking conditions in Bremerton?

Base: all respondents who walk or roll to travel to or in Bremerton (n = 223).



Correlations

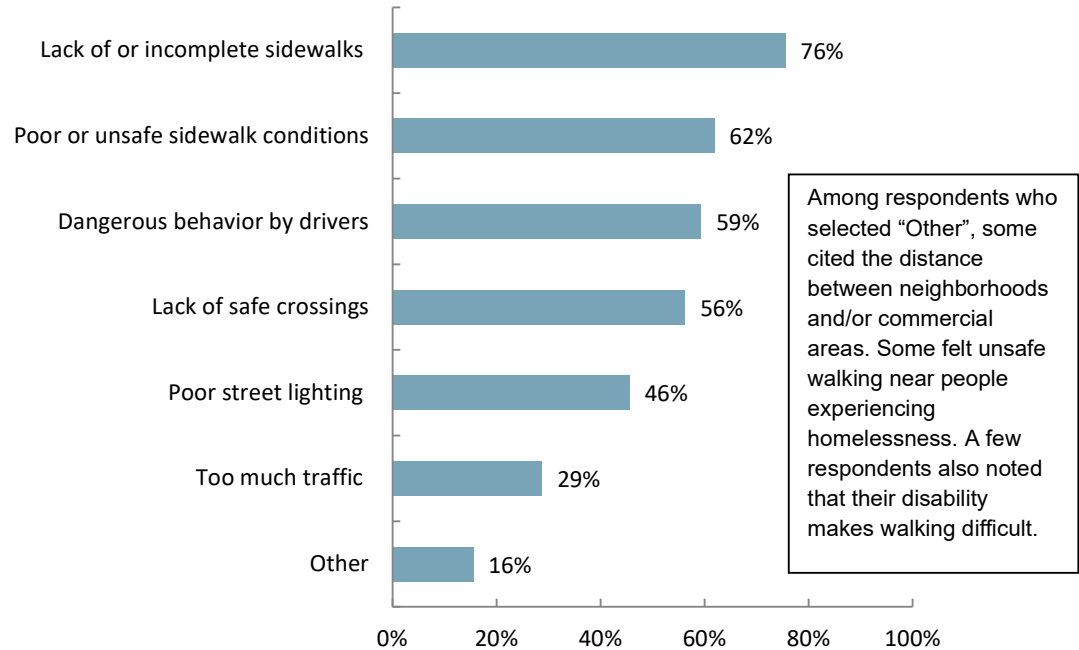
- **City of Bremerton residents** were more likely to rate walking conditions more favorably.

Barriers to walking or rolling

Again, safety is a top barrier to walking or rolling, both in terms of physical infrastructure (sidewalks, crossings, lighting) and behavior (unsafe drivers). Lack of or incomplete sidewalks (76%), poor sidewalk conditions (62%), dangerous behavior from drivers (59%), and lack of safe crossings (56%) are the top barriers when walking.

What are the challenges you face when walking?

Base: all respondents who walk or roll to travel to or in Bremerton and think the conditions are poor or fair (n = 160). Multiple responses allowed. Percentages sum to more than 100%.



Correlations

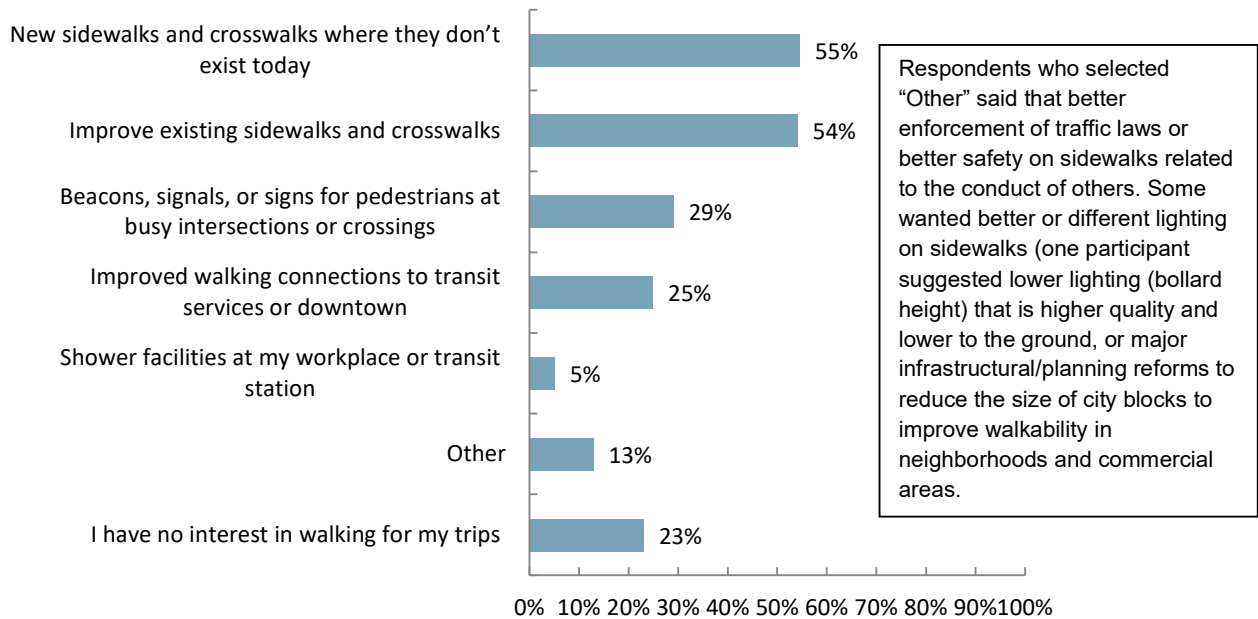
- **Respondents who travel in Bremerton more frequently** more likely to identify a lack of or incomplete sidewalks as a challenge when walking.
- **Respondents with higher incomes** were more likely to identify a lack of or incomplete sidewalks, and a lack of safe crossings, as challenges.

Opportunities to improve walking or rolling

Safety improvements, especially related to physical infrastructure (sidewalks, crossings, connections), may encourage people to walk or roll more often. New (55%) and improved (54%) sidewalks and crosswalks would motivate respondents to walk for their trips more often.

What would motivate you to walk more often for your trips?

Base: all respondents (n = 577). Multiple responses allowed.
Percentages sum to more than 100%.



Correlations

- **Respondents who travel in or around Bremerton less frequently** were more likely to be motivated by shower facilities at their workplace or transit station.
- **Younger respondents** were more likely to be motivated by improved walking connections to transit services or downtown and/or by shower facilities at their workplace or transit station.
- **Older respondents** were more likely to report that they had no interest in walking for their trips.
- **BIPOC respondents** were more likely to be motivated by shower facilities at their workplace or transit station.

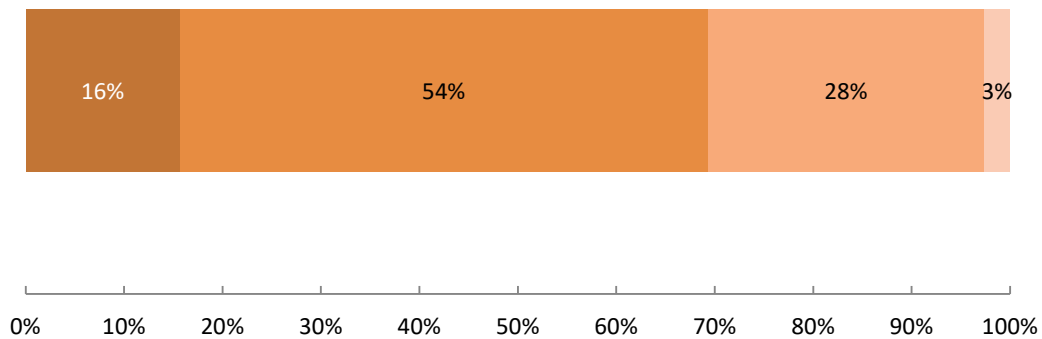
Perceptions of traffic conditions

In general, respondents do not think highly of traffic conditions in Bremerton. Over half (54%) rated conditions as fair, and 16% rated conditions as poor. Only 3% rated conditions excellent.

How would you rate the traffic conditions in Bremerton?

Base: all respondents (n = 580).

■ Poor ■ Fair ■ Good ■ Excellent



Correlations

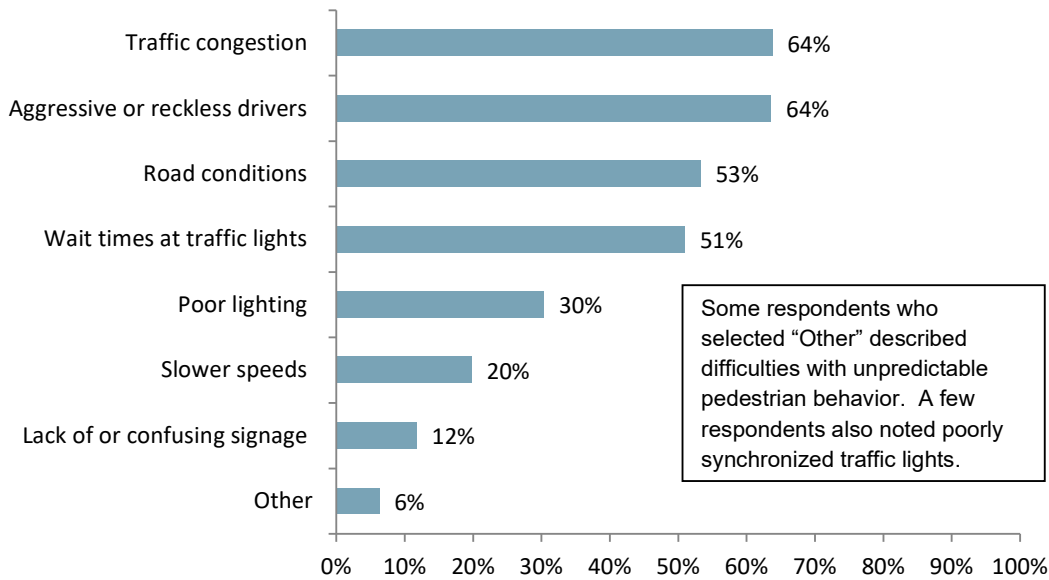
- **Respondents with higher incomes** were more likely to rate traffic conditions more favorably.

Perceptions of traffic issues

Other drivers, including traffic congestion (64%) and dangerous drivers (64%), top the list of traffic issues. Absent or confusing signage (12%) and slower speeds (20%) are less salient.

What traffic issues do you experience in Bremerton?

Base: respondents who thought traffic conditions were poor or fair (n = 398). Multiple responses allowed. Percentages sum to more than 100%.



Correlations

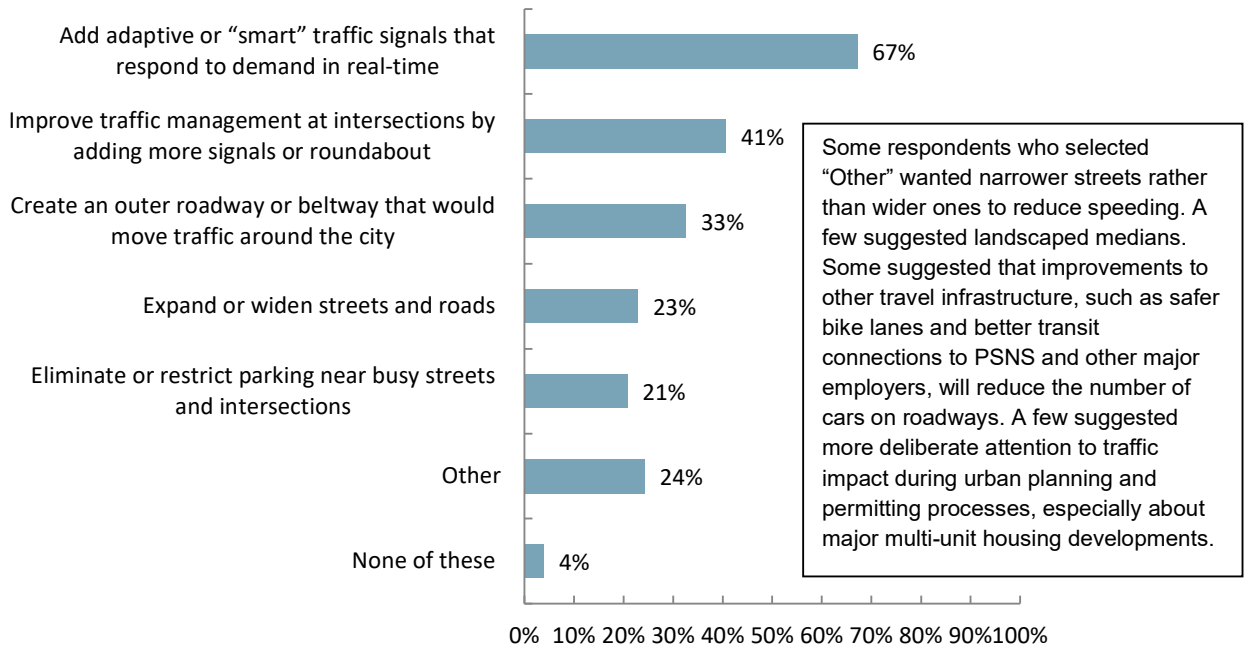
- **Respondents who have lived in Bremerton longer** were more likely to identify poor lighting as a challenge.

Opportunities for traffic improvements

Many respondents leaned towards technological solutions to improve traffic conditions. Over two-thirds (67%) thought smart or adaptive traffic signals would improve conditions. Many pointed to signals or roundabouts (41%) or an outer roadway (33%).

Which of the following do you think will improve traffic conditions in Bremerton?

Base: all respondents (n = 573). Multiple responses allowed.
Percentages sum to more than 100%.



Correlations

- **Respondents who identify as male** were more likely to select “improve traffic management at intersections by adding more signals or roundabouts.”
- **Respondents with higher incomes** were more likely to select “add adaptive or “smart” traffic signals that respond to demand in real-time”.

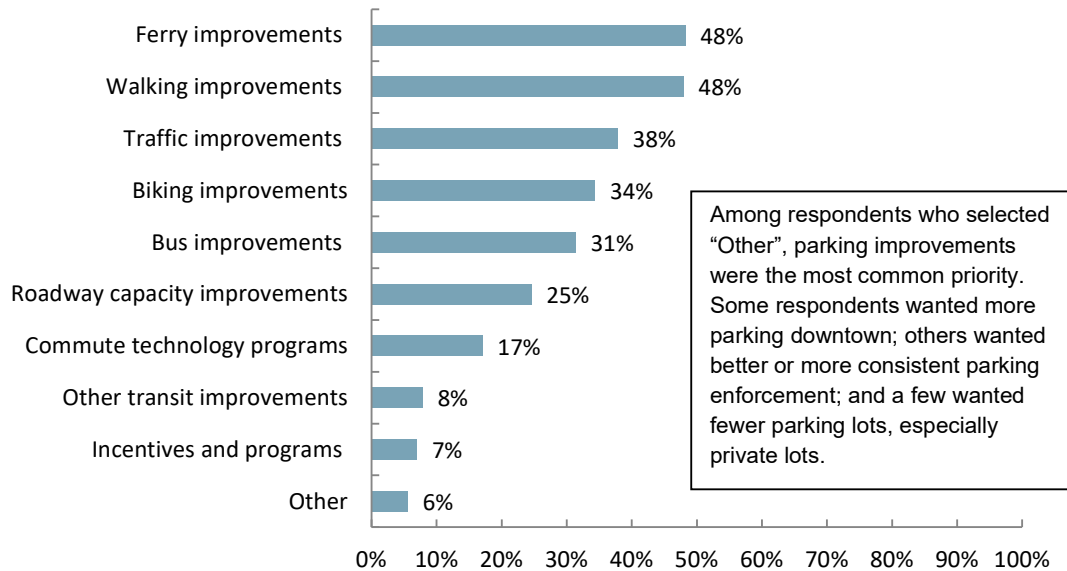
Priorities for improvements

Improvement priorities

Respondents said ferry (48%) and walking (48%) improvements were among the most important projects to improve travel in Bremerton. Incentives and programs (7%) sat at the bottom of the list.

Which transportation improvements are most important to you?

Base: all respondents (n = 575). Multiple responses allowed.
Percentages sum to more than 100%.



Correlations

- **Respondents who identify as female** were more likely to prioritize walking improvements.
- **Respondents who have lived in Bremerton longer** were more likely to prioritize roadway capacity improvements.
- **Respondents with higher incomes** were more likely to prioritize biking improvements and ferry improvements.

Key survey comments and feedback

Respondents to the open-ended question “*Did we miss anything? What else should we consider to improve travel in Bremerton? Please briefly describe them here.*” (n = 304) suggested investing in transportation infrastructure, traffic management, active transportation infrastructure, and alternative transportation services.

- “A few participants” denotes themes that two or three participants discussed in their comments.
- “Some participants” denotes themes that four to seven participants discussed in their comments.
- “Many participants” denotes themes that eight or more participants discussed in their comments.

Transportation Infrastructure and Traffic Management

- **Improve road maintenance.** Many participants noted large cracks or potholes on roads and streets make driving unnecessarily dangerous.
- **Reduce speeding on roads and streets.** Some participants shared suggestions like adding speed bumps, greenbelts, or roundabouts. Participants had mixed opinions on whether roundabouts would be an effective solution. Some noted that drivers who do not know how to use a roundabout could cause collisions.
- **Improve parking management.** Participants offered parking suggestions including satellite parking or adding more park and ride lots supported by shuttle services downtown. Some participants said they wanted less surface parking and/or smaller lots downtown. A few participants wanted more dedicated accessible parking for people with a disability.
- **Add covered shelter at bus stops.** Some participants wanted more covered shelters at bus stops.
- **Reduce traffic congestion.** Some participants suggested adaptive traffic signals. Participants had mixed opinions on unprotected left turns and being able to turn right during a red light, and whether these features should be increased throughout Bremerton. A specific pain point for some participants is traffic congestion caused by shift changes at the Puget Sound Naval Shipyard.

Active Transportation Improvements

- **Reduce car dependency.** Participants wanted to see more connectivity across transportation services to reduce car dependency in Bremerton.
- **Improve sidewalk maintenance.** Some participants noted that poor lighting made it difficult to walk at night.
- **Add more sidewalks and crosswalks.** Many participants wanted more sidewalks and crosswalks outside of the downtown core.
- **Add more protected bike lanes and biking trails.** Some participants wanted protected bike lanes (physical barriers between bike lanes and roadways). Others wanted dedicated scenic biking trails.

Transit Service Improvements

- **Add more frequent bus services.** Some participants wanted more regular service on Sundays and in the late evenings. Others wanted more service during peak hours, and a few suggest reducing service during off-peak hours.
- **Add more affordable transit opportunities.** Some participants suggested a trolley or other free/low-cost hop-on service.
- **Improve or add more frequent ferry services.** Many participants are dissatisfied with Washington State Ferries (WSF) single-boat service to Bremerton. Many participants liked the Kitsap Transit fast ferry but wanted more regular service on weekends, especially Sundays.
 - A few participants wanted ferry service to from Bremerton to Silverdale and Bainbridge Island.
- **Provide scooter and bike share rentals.** Some participants supported rentable micro transit options, such as bikes or Lime scooters.
- **Improve transit connectivity.** Some participants suggested strengthening coordination between Kitsap Transit, Washington State Department of Transportation (WSDOT), Department of Defense (DOD), and the city's services to improve service connectivity, increase transit use or reduce driving dependency.

Other Improvements

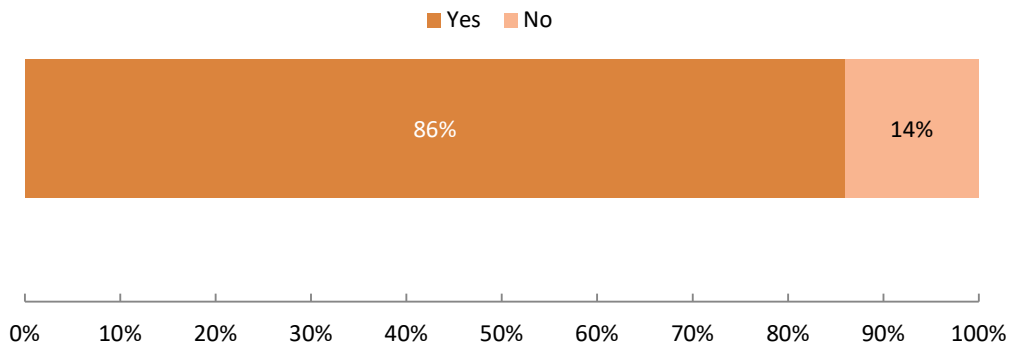
- **Update zoning and city planning policies to make neighborhoods more walkable or accessible.** Some participants advocated for significant zoning and urban planning updates to develop more walkable commercial areas within neighborhoods.
- **Increase enforcement.** Many participants are dissatisfied with the lack of traffic law enforcement. A few suggested speed traps or patrols to crack down on reckless driving.
 - Some participants wanted more consistent parking enforcement.
- **Collaborate with businesses to create incentive programs for carpoolers.** Some participants wanted the city to encourage businesses to develop incentive programs for employees who carpool.
- **Educate community members on transportation services and improvements.** Some participants wanted better education about multimodal transit and successful transit infrastructure models from other cities and/or countries.

Appendices

Appendix A: Survey respondent demographic profile

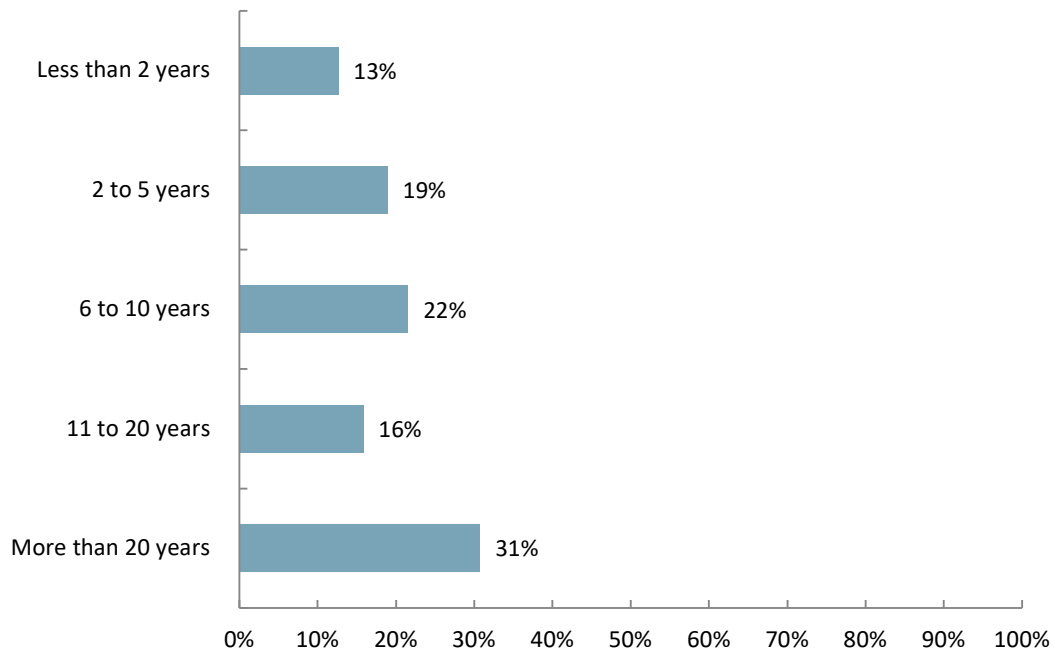
Do you live in the City of Bremerton?

Base: all respondents (n = 605).



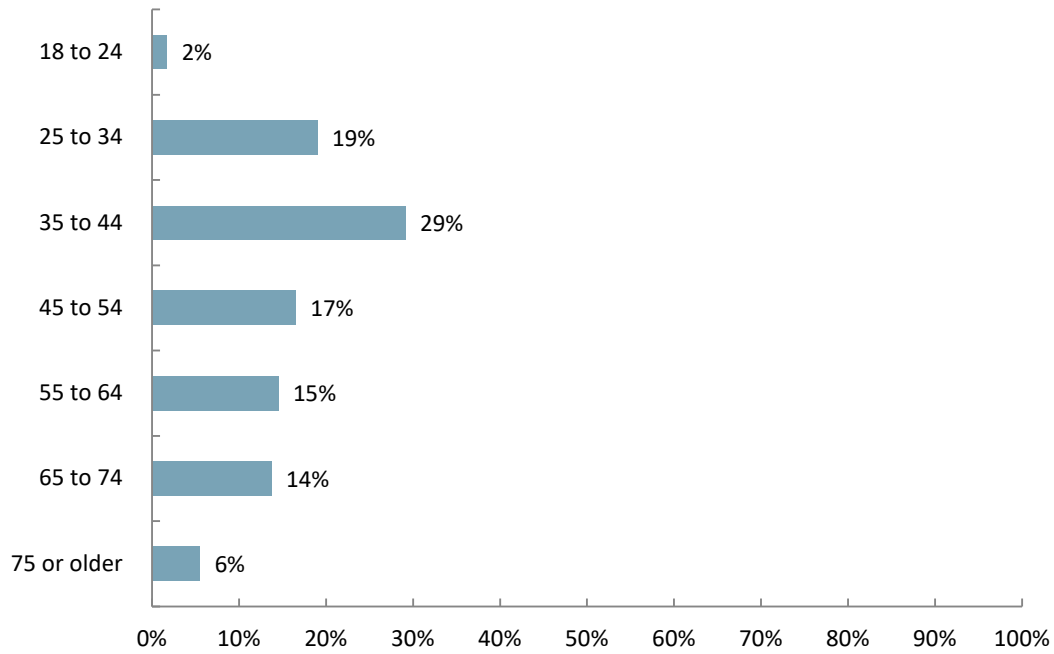
How long have you lived in Bremerton?

Base: all respondents (n = 490).



What is your age?

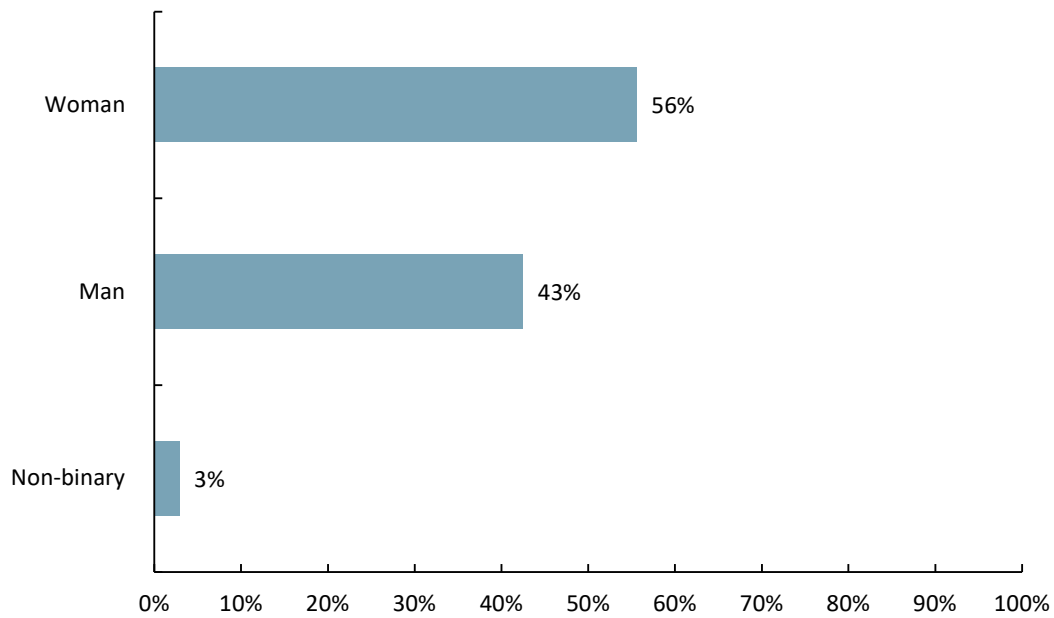
Base: all respondents (n = 605).



How do you identify?

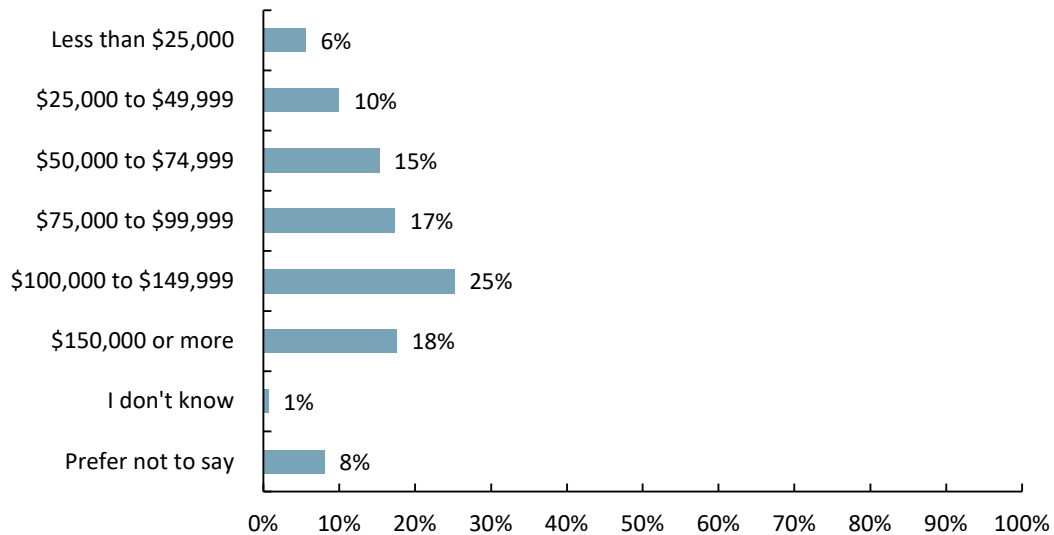
Base: all respondents (n = 550). Multiple responses allowed.

Percentages sum to more than 100%.



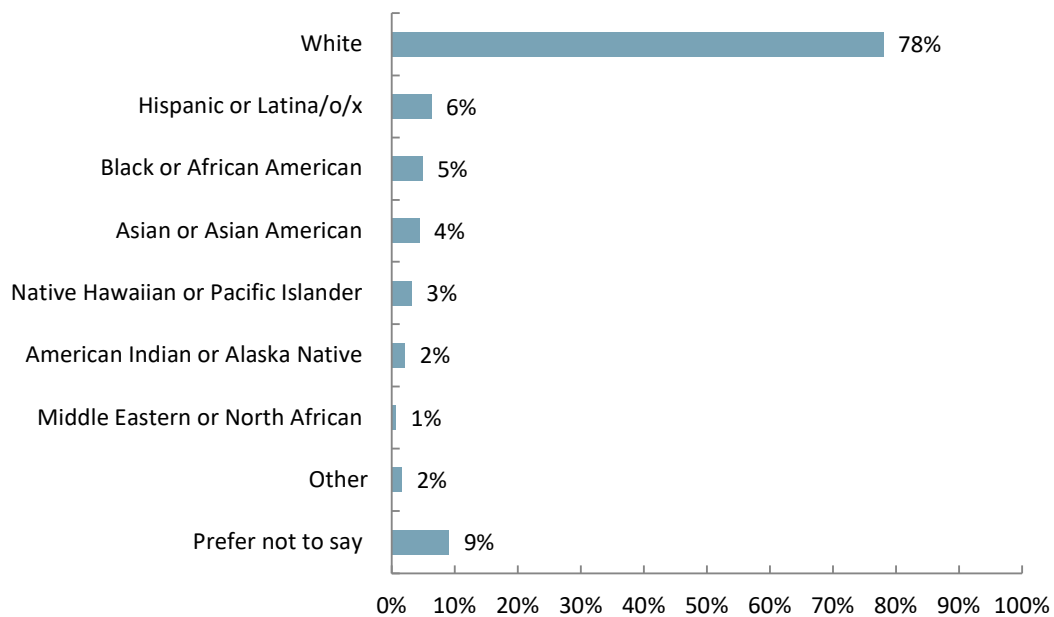
What was your household's total yearly income for 2023 before taxes?

Base: all respondents (n = 568).



How do you identify?

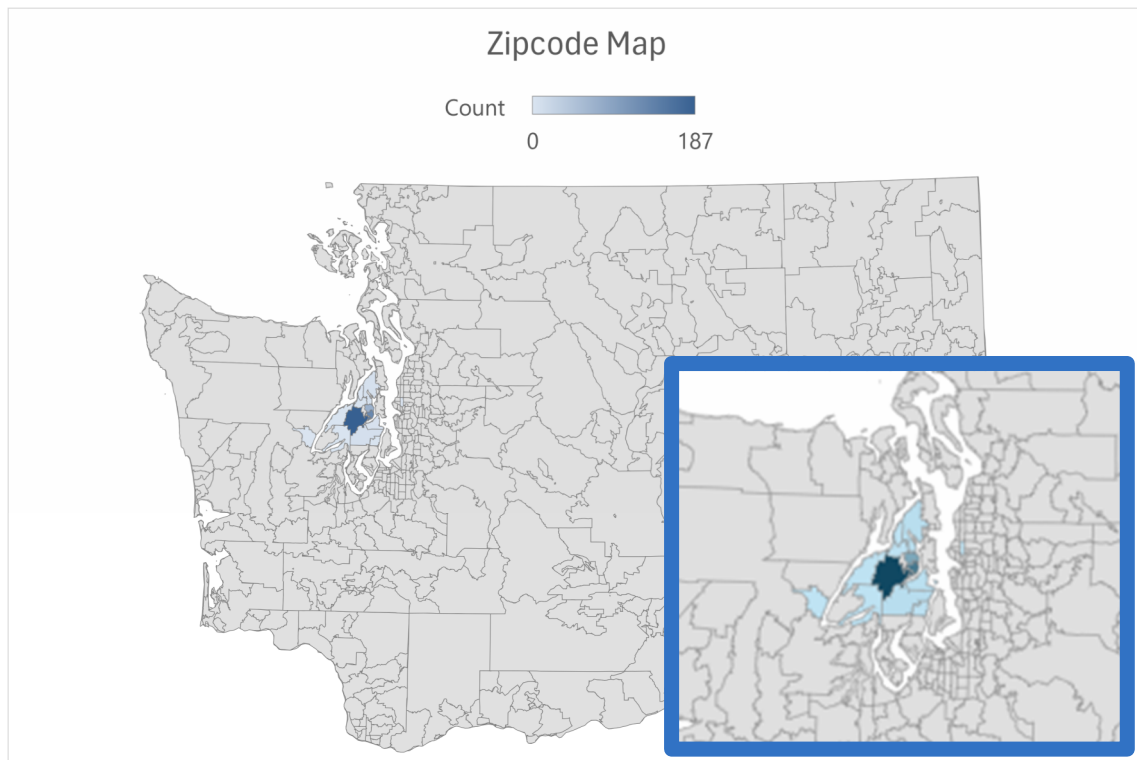
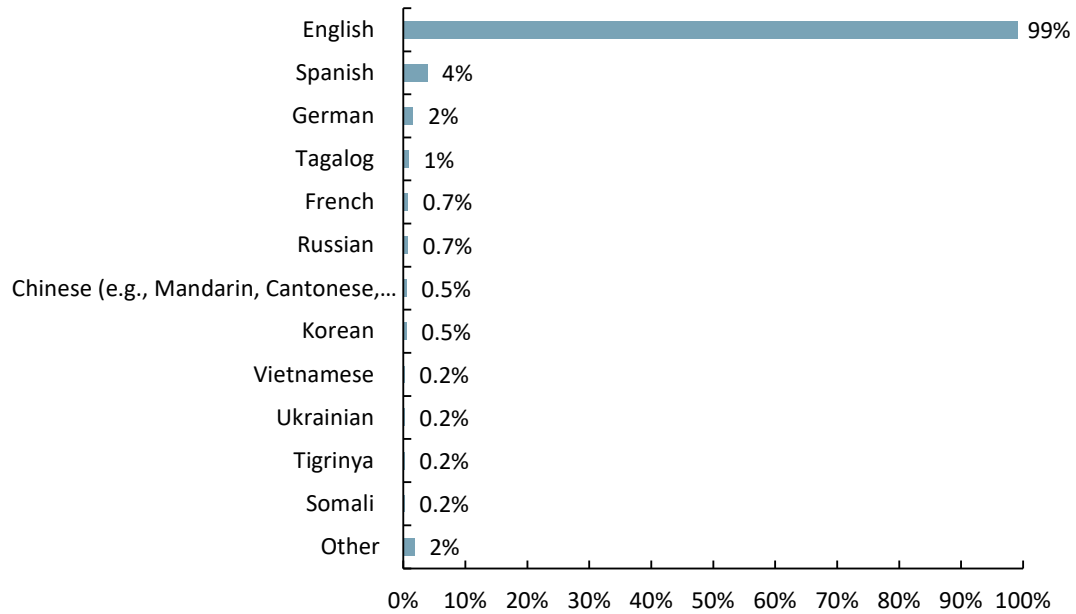
Base: all respondents (n = 569). Multiple responses allowed.
Percentages sum to more than 100%.



What language(s) do you primarily speak at home?

Base: all respondents (n = 569). Multiple responses allowed.

Percentages sum to more than 100%.



Appendix B: Survey instrument

Bremerton Transportation Plan Survey

(untitled)

1. Do you live in the City of Bremerton? *

- Yes
- No

2. What is your age? *

- Under 16
- 16 to 17
- 18 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 to 74
- 75 or older

(untitled)

5. Please select the days you typically travel in or around Bremerton. Please select all that apply.

- Monday
- Tuesday
- Wednesday
- Thursday
- Friday
- Saturday
- Sunday

6. Thinking about your typical weekday, what time(s) of day do you usually travel in or around Bremerton? Please select all that apply.

- 4:00am - 9:00am
- 9:00am - 2:00pm
- 2:00pm - 7:00pm
- 7:00pm - midnight
- Midnight - 4:00am
- None of the above. I usually stay at home.

(untitled)

3. How often do you usually travel to or in Bremerton?

- Less than once per month
- 1 to 3 days per month
- 1 to 3 days per week
- 4 to 7 days per week
- I have not traveled to or in Bremerton in the past year

(untitled)

4. What is the purpose of your travel to or in Bremerton during a typical week? Please select all that apply.

- Commute to or from work
- Non-commute travel for work (e.g. realtors, electricians, truck or bus drivers, etc.)
- School, education, or training for myself
- Childcare or school for a child
- Errands or trips for daily life (grocery shopping, airport, medical appointments, etc.)
- Recreational activities (shopping, exercising, entertainment, etc.)
- Visit friends or family
- Other (please tell us more):

(untitled)

7. Thinking about your travel during a typical week, which of the following do you use to travel? Please select all that apply.

- Walk or roll, including using a wheelchair or mobility aid
- Bike, including e-bike
- Motorcycle or moped
- Bus
- Vanpool service (a program that provides vans so groups can commute together)
- Take a ferry (please specify destination):

- Drive alone
- Drive with friends or family
- Taxi or ride share (Uber, Lyft, etc.)
- Carpool (two or more people sharing a ride to work or school)
- Other (please tell us more):

(untitled)

8. What are the top reasons you drive alone instead of using other travel modes for your travel? Please select up to three (3).

- Driving alone is my only option
- My job requires me to use my car for work
- Driving alone is easier or allows for more flexibility
- Driving is less stressful
- I have to make stops while traveling (drop off children at school, run errands, family obligations, etc.)
- Walking or biking is not safe
- Using public transit is not convenient
- Other (please tell us more):

(untitled)

9. How would you describe the ease of using the bus?

- Very challenging
- Somewhat challenging
- Somewhat easy
- Very easy

(untitled)

11. What would motivate you to use the bus more often for travel? Please select up to three (3).

- More direct service that does not require transfers (getting to your destination without having to change buses)
- Shorter wait times between transfers
- Extended service times (service available earlier or later in the day)
- More frequent service (shorter wait times between buses on the same route)
- Extended service coverage (more routes going more places)
- Improved comfort at bus stops (shelters, lighting, etc.)
- Improved safety at bus stops (cameras, staff presence, etc.)
- Express service with fewer stops (a service that stops less frequently and gets you to your destination faster compared to regular service)
- Better information about how to use the service (routes, schedules, fares, etc.)
- Real-time information on bus arrivals and departures
- Reliability and on-time arrivals and departures
- Lower cost of bus fares
- Improved cleanliness at bus stops and on board
- Other (please tell us more):
- I have no interest in riding the bus

(untitled)

10. What challenges do you face when using the bus? Please select all that apply.

- It costs too much
- Not enough routes - it doesn't always go where I need it to go
- It takes too long to get where I need to go
- It is too hard to get to the station or stop
- There is not enough parking at stations
- Riding the bus feels unsafe
- Riding the bus is uncomfortable
- It is not reliable - I don't know when the next bus will arrive, depart, or get canceled
- Finding accessible trips is difficult or inconvenient
- Other (please tell us more):

(untitled)

12. How would you describe the ease of using the ferry?

- Very challenging
- Somewhat challenging
- Somewhat easy
- Very easy

(untitled)

13. What are the challenges you face when using the ferry? Select all that apply.

- It costs too much
- It takes too long to get where I need to go
- It is too hard to get to the ferry terminal
- There is not enough parking
- Routes are not frequent enough
- Riding the ferry is uncomfortable
- It is not reliable - I don't know when the ferry will arrive, depart, or get canceled
- Terminals and boarding are not accessible
- Other (please tell us more):

(untitled)

14. What would motivate you to use the ferry more often? Please select up to three (3).

- Extended service times (e.g., service available earlier or later in the day)
- More frequent service (e.g., more vessels on the route)
- Improved comfort at ferry terminals
- Improved safety at ferry terminals or on the ferry
- Better information on ferry routes, schedules, and real-time arrivals and wait times
- Reliability and on-time arrivals and departures
- Lower cost of fares
- More routes going more places
- Other (please tell us more):
- I have no interest in riding the ferry

(untitled)

15. How would you rate the ease of using a vanpool?

- Very challenging
- Somewhat challenging
- Somewhat easy
- Very easy

(untitled)

17. What would motivate you to use a vanpool more often? As a reminder, a vanpool is a group of commuters who ride to work together in a van provided by a transit agency or employer. Please select up to three (3).

- Reserved parking for vanpoolers at my workplace
- Lower parking rates for vanpoolers at my workplace
- Free ride home from service provider, taxi, or ride share in case of emergencies
- Help setting up a vanpool (such as a vanpool matching service that will pair you with the right person to share your drive)
- Learning more about the vanpool program
- Lower cost to use vanpool
- Other (please tell us more):
- I have no interest in using a vanpool

(untitled)

16. What are the challenges you face when using vanpool? Select all that apply.

- It costs too much
- My employer does not offer a vanpool program as a benefit
- It takes too long to get to work
- There is not enough parking near where I work
- Vanpool is uncomfortable
- Vanpool is not accessible
- My schedule is not consistent or predictable
- I need to be able to leave work on short notice
- I cannot find people willing to join a vanpool
- I cannot find people willing to join vanpool who also live near me and have a similar schedule
- Other (please tell us more):

(untitled)

18. What would motivate you to carpool more often? As a reminder, a carpool is when two or more people sharing a ride to work or school. Please select up to three (3).

- Free or reserved parking for carpoolers at my workplace
- Lower parking rates for carpoolers at my workplace
- Free ride home from service provider, taxi, or ride share in case of emergencies
- Help setting up a carpool (such as a carpool matching service that will pair you with the right person to share your drive)
- Other (please tell us more):
- I have no interest in carpooling

(untitled)

19. How would you rate the biking conditions in Bremerton?

- Poor
- Fair
- Good
- Excellent

(untitled)

20. What are the challenges you face when biking? Please select all that apply.

- Too much traffic
- Dangerous behavior by drivers (speeding, not yielding, etc.)
- Lack of or incomplete bicycle lanes
- Lack of safe crossings (no marked crosswalks or traffic signals)
- Poor street lighting
- Not enough bike parking
- Poor or unsafe road conditions (blocked lanes, cracks, potholes, etc.)
- Other (please tell us more):

(untitled)

21. What would motivate you to bike more often? Please select up to three (3).

- Improve existing bike lanes (visible paint, reflective cones, freestanding barriers, "one-way" bike lanes, etc.)
- New bike lanes where they don't exist today
- Improved biking connections to transit services or to downtown
- Bike parking
- Beacons, signals, or signs for bikes at busy intersections or crossings
- Program with shared bikes for rent
- Bike lockers and shower facilities at my workplace or transit station
- Other (please tell us more):

24. What would motivate you to walk more often for your trips? Please select up to three (3).

- Improve existing sidewalks and crosswalks
- New sidewalks and crosswalks where they don't exist today
- Improved walking connections to transit services or downtown
- Beacons, signals, or signs for pedestrians at busy intersections or crossings
- Shower facilities at my workplace or transit station
- Other (please tell us more):
- I have no interest in walking for my trips

(untitled)

25. How would you rate the traffic conditions in Bremerton?

- Poor
- Fair
- Good
- Excellent

(untitled)

(untitled)

22. How would you rate walking conditions in Bremerton?

- Poor
- Fair
- Good
- Excellent

(untitled)

23. What are the challenges you face when walking? Please select all that apply.

- Too much traffic
- Dangerous behavior by drivers (speeding, not yielding, etc.)
- Lack of or incomplete sidewalks
- Lack of safe crossings (e.g., no marked crosswalks or traffic signals)
- Poor street lighting
- Poor or unsafe sidewalk conditions (sidewalks blocked, cracks, uneven, gapping, etc.)
- Other (please tell us more):

(untitled)

26. What traffic issues do you experience in Bremerton? Please select all that apply.

- Slower speeds
- Aggressive or reckless drivers
- Road conditions (blocked lanes, cracks, potholes, etc.)
- Traffic congestion
- Wait times at traffic lights
- Lack of or confusing signage
- Poor lighting
- Other (please tell us more):

(untitled)

27. Which of the following do you think will improve traffic conditions in Bremerton? Please select all that apply.

- Create an outer roadway or beltway that would move traffic around the city
- Expand or widen streets and roads
- Eliminate or restrict parking near busy streets and intersections
- Add adaptive or "smart" traffic signals that respond to demand in real-time
- Improve traffic management at intersections by adding more signals or roundabouts
- Other (please tell us more):
- None of these

28. Which transportation improvements are most important to you? Please select up to three (3).

- Walking improvements - make it safer and easier to walk
- Biking improvements - make it safer and easier to bike
- Bus improvements - make it more convenient and easier to ride the bus
- Ferry improvements - make it more convenient and easier to ride the ferry
- Other transit improvements - add more park-and-ride facilities, vanpools, etc.
- Traffic improvements - reduce congestion, add signals or roundabouts, etc.
- Roadway capacity improvements – add more lanes, widen roads, build new roads, etc.
- Incentives and programs - support finding/creating vanshare or carpool options, transit fare incentives, etc.
- Commute technology programs (real-time traffic, transit, or parking information, etc.)
- Other (please tell us more):

(untitled)

29. Did we miss anything? What else should we consider to improve travel in Bremerton? Please briefly describe them here.

30. What is your home 5-digit zip code?

(untitled)

31. How do you identify? Please select all that apply.

- Man
- Woman
- Non-binary
- Gender(s) not listed here
- Prefer not to say

(untitled)

32. How long have you lived in Bremerton?

- Less than 2 years
- 2 to 5 years
- 6 to 10 years
- 11 to 20 years
- More than 20 years

(untitled)

Appendix C: Survey recruitment methods

Survey responses, by recruitment method

| Recruitment method | Count | Percent |
|---------------------------|--------------|----------------|
| Postcard | 321 | 53% |
| Web link | 51 | 8% |
| Social media | 70 | 12% |
| Bremerton website | 163 | 27% |
| Total | 605 | 100% |

Postcard

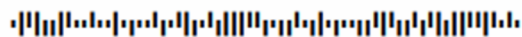
City of Bremerton
 Engineering Division
 345 6th Street, Suite 100
 Bremerton, WA 98337

414 / 1-1-414

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 AFTS

Complete our Transportation Survey for **a chance to win one of five \$100 gift cards!** See reverse side for more information.

CURRENT RESIDENT
 2321 NE 30TH ST
 BREMERTON WA 98310-5320



Hello! The City of Bremerton is working to improve transportation throughout the city, and we want to hear from you! To help us meet the community's future transportation needs, we are inviting you to take our survey. **The survey takes about 10 minutes.**

Please complete the survey by **February 15th, 2024**, for a chance to win one of five \$100 gift cards (must be 18 or older to win).

You can take the survey once by:

Link: <https://rebrand.ly/brem44te-at-post>

OR

Scan the QR code:



The City has hired PRR, an independent firm, to conduct this research. For questions or comments, please contact Vicki Grover at Vicki.grover@ci.bremerton.wa.us. Thank you!

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Mayor Wheeler's Proposal to Construct a Homeless Shelter in Bremerton
[Read on...](#)

2024 Parking Lot Rate Updates
New parking lot rates will go into effect on February 1, 2024
[Read on...](#)

Message from Mayor Wheeler
Best Wishes for a Joyous Holiday Season
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JAN 23 **VIRTUAL MEETING - Finance, Investment, & Parking Committee Meeting**
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JAN 24 **City Council Study Session**
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Public Notices

Posted on: January 19, 2024

Bremerton Transportation Update

Share your feedback on the future of transportation in Bremerton

We're updating our transportation plans to support the needs of all users – motorists, transit riders, freight carriers, bicyclists, and pedestrians – over the next 20 years. We want to include your voice in this effort. You are invited to learn more by visiting our online open house Jan. 19 – Feb. 15. You will have the opportunity to submit feedback and questions.

Take our 10-minute survey and provide input on how to improve travel in and around Bremerton. Participants (ages 18 or over) can enter to win one of five \$100 gift cards.

Visit www.Bremerton2044.com before February 15 to participate.

This transportation work is part of updating the overall Comprehensive Plan for the City of Bremerton. The 2024 Comprehensive Plan is the framework for most of Bremerton's big-picture decisions on how to grow over the next 20 years while preserving and improving our neighborhoods. Your feedback and engagement will help guide the planning process. Thank you for your interest in the future of transportation in the City of Bremerton!

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Social media post

**City of Bremerton - Government**
January 19 at 8:30 AM · 🌐

Your input matters! Share your thoughts on the future of transportation in Bremerton by joining our online open house and survey. Survey participants (ages 18 or over) can enter to win one of five \$100 gift cards. Start shaping the future at www.Bremerton2044.com.

  12 10 shares

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 Write a comment...    

**City of Bremerton** @CityofBremerton · Jan 19

Share your thoughts about the future of transportation in Bremerton! Join our online open house and survey. Participants (ages 18 or over) can win a \$100 gift card. Start shaping the future at Bremerton2044.com

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