

TRANSPORTATION ELEMENT



“...goes beyond a discussion of moving automobiles efficiently, to an examination of transportation needs for a healthy, vibrant community.”

Transportation Vision

The City of Bremerton will promote convenient, accessible, safe, and environmentally responsible transportation for residents, employers, employees, visitors, and commerce. Bremerton will support alternatives to the automobile, such as walking, bicycling, public transportation, carpooling, ferries, etc. This transportation system will be integrated, convenient, and reliable, and will encourage connectivity and economic vitality. Bremerton’s transportation system will support vibrant and healthy neighborhoods. Bremerton will incorporate aesthetic landscape and design elements to enhance neighborhood character and encourage safe and convenient walking and cycling.

Goals and Policies developed by the community to implement this vision are the core of this element. The Transportation Element Goals and Policies start on page TR10.

TRANSPORTATION ELEMENT
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Introduction



Bremerton has a rich history of unique transportation options and patterns. From small “mosquito” ferries to a strong grid road system, Bremerton has always developed and supported transportation systems that strive to meet the needs of the entire community. This Transportation Element is an effort to continue this tradition. It serves as an important piece of the overall City Comprehensive Plan. To ensure that Bremerton’s transportation system responds to the needs of the community, the vision, goals, and policies contained in this chapter came out of extensive citizen comment and participation.

This Transportation Element goes beyond a discussion of moving automobiles efficiently, to an examination of transportation needs for a healthy, vibrant community. The result is an extensive dialogue about modes of travel other than single-occupancy vehicles. The Transportation Element emphasizes the need to consider pedestrians and bicycles in transportation planning, especially in the creation and linking of walkable centers with appealing streetscapes. While setting standards on heavily used arterials to enable traffic mobility, the Element also works to protect and integrate the adjacent neighborhood character and safety.

The Transportation Element primarily supports the Land Use Element of the Comprehensive Plan, but also complements each of the other Plan Elements. The Transportation Element responds to the numerous state and county mandates articulated in the Growth Management Act (GMA) and the County wide Planning Policies. As an integral part of the regional transportation fabric, Bremerton is dedicated to working with the Washington State Department of Transportation (WSDOT), Kitsap County, and transit agencies to ensure safe, reliable, and effective transportation in Bremerton and its surrounding areas.

A well-coordinated transportation system will enhance the quality of life in Bremerton, while reducing urban sprawl and other undesirable development patterns. A fundamental tool in these efforts, the Level of Service (LOS) standards established in this Element, provide the means to evaluate and measure the impact of future development in the community.

Scope and Content

Section 365-195-325, "Transportation Element", of the Washington Administrative Code (WAC), contains procedural criteria for adopting comprehensive plans and their development regulations. The Transportation Appendix in "Volume 2" of this Comprehensive Plan contains the full technical analysis necessary to demonstrate compliance with these requirements (see City of Bremerton, Technical Appendices - 2003 Comprehensive Plan, Transportation Section). The following Element summarizes: 1) existing conditions and deficiencies, 2) projected conditions and deficiencies (based on Plan assumptions including level of service and concurrency strategies), 3) the goals and policies that form the response to the challenges presented, 4) the improvements necessary for the transportation system to respond, and 5) the costs and the needed financing strategies.

Other important aspects of this Element are: adequate public participation during the preparation and adoption of the Transportation Element, internal consistency with all other Plan Elements, and discussion of a "Concurrency Management Program". These issues are discussed within the context of the major sections, or presented in greater detail in the Transportation Appendix.

Existing Conditions



Traffic Volumes

Existing two-way daily traffic volumes on Bremerton's streets are shown in Figure 2-3 of the Transportation Appendix to the Plan. These counts were recorded between the years 2000 and 2003. Figure 2-4, also in the Transportation Appendix shows the PM peak hour traffic counts recorded in the year 2001 by the City of Bremerton and WSDOT.

The average daily weekday traffic volumes shown in Figure 2-4 range from 1,100 vehicles per day on Park Avenue north of 13th Ave to 46,700 on the Warren Avenue Bridge. The higher-volume arterials are Kitsap Way (SR 310) between 11th Street and SR-3, 11th Street between Warren Avenue and Callow Avenue, 6th Street between Naval Avenue and Callow Avenue, and Wheaton Way/Warren Avenue between 11th Street and Riddell Road. PM peak-hour directional traffic volumes shown in Figure 2-4 range from 160 (Harlow Drive NW) to 3,800 (Warren Bridge) vehicles per hour on the arterial street system.

Level of Service

The Transportation Appendix provides a detailed discussion of the methodology used to measure roadway Level of Service (LOS). Level of Service measures the function of transportation infrastructure, relating such factors as delay at an intersection or speed along an arterial segment. In general, LOS “A” for a street is excellent – meaning that there is a free flow of traffic along the street or no appreciable delay at an intersection. LOS “F” conditions are characterized by high traffic congestion levels and significant delay. In most transportation areas, this community has determined that a transportation LOS of “D” is generally acceptable. Ultimately, the Element establishes “LOS Standards” that the City ensures as growth occurs, in keeping with the transportation vision.

Transit and Ferry Service



Kitsap Transit operates the transit service in the City of Bremerton. Current transit routes are illustrated on Figure 2-6 of the Appendix. Many of the transit routes serve the Puget Sound Naval Shipyard (PSNS) and downtown Bremerton, especially the Washington State Ferry (WSF) Terminal. Downtown Bremerton is currently served by a public auto/walk-on ferry service, operated by Washington State Ferries (WSF) and private, passenger only service to Seattle. Additionally, a local passenger-only ferry service to

Port Orchard is operated by Kitsap Transit. The public ferry services connect downtown Bremerton with Colman Dock in downtown Seattle, providing an important link between the two downtown areas. The passenger-only ferry service links downtown Bremerton with Port Orchard and Annapolis.

Pedestrian and Bicycle Facilities



Expanding Bremerton’s non-motorized transportation network is consistent with this Element’s goals to encourage an integrated multi-modal transportation system, and to provide a transportation system that effectively encourages pedestrian, bicycle and other non-motorized travel. Both pedestrian and bicycle facilities should be an integral part of the transportation network, and the provision for these facilities should be incorporated in the transportation improvement program to encourage non-motorized trips.

Bremerton has a complete bicycle route network that extends through East and West Bremerton. However, most of the bicycle routes do not have dedicated bicycle lanes. Lack of bicycle lanes on designated routes is a safety problem not only for bicycle riders but also for drivers of automobiles. Exceptions to this status-quo include the recently constructed sections of SR 304, which has dedicated bicycle lanes, and Kitsap Way, which has wide-shoulders which could be made suitable for use by bicyclists.

Existing Deficiencies

Roadway Capacity Deficiencies

As required by GMA, existing transportation system capacity deficiencies have been identified based on the LOS analysis described in Section 2.4 of the Transportation Appendix.

The following existing roadway sections exceed or are close to exceeding this Level of Service D threshold during the PM peak hour:

- Kitsap Way (SR-310) - 11th to National (LOS D approaching LOS E)
- Sylvan Way - Wheaton to Petersville (LOS D approaching LOS E)
- Warren Avenue (SR-303) - Callahan to Sheridan (LOS D approaching LOS E)
- Wheaton Way (SR 303) - Sheridan to Riddell (LOS D approaching LOS E)

Operational, Safety, and Other Deficiencies



Discussions with City staff and the Bremerton Citizen's Advisory Committee identified other existing transportation system deficiencies. These deficiencies include: Auto Center Way between Kitsap Way and the SR-3 southbound On-Ramp; Loxie Eagans Blvd./ Arsenal Way and 1st Street to SR 304 connections; Lower Wheaton Way between Sheridan Road and Callahan Drive; Warren Avenue at 11th Street; and, the Downtown Core. The future transportation improvement plan, discussed in Chapters 4 and 5 of the Appendix, include improvements to address the operational deficiencies in these areas.

Future Conditions and Deficiencies

This section of the Transportation Element summarizes a more detailed section of the Appendix that evaluates future conditions in the year 2030 based on projected land use and population. The population, employment, and land use patterns employed for this analysis were consistent with the other elements of this Comprehensive Plan.

The purpose of this section is to identify future transportation system deficiencies resulting from projected population and employment increases in the City of Bremerton and Central Kitsap County. The year 2030 was selected for analysis, to maintain consistency with other regional models, including travel demand models at Kitsap County and the Puget Sound Regional Council (PSRC).

Level of Service Standards

The Growth Management Act (GMA) requires the adoption of LOS standards for arterial streets to measure the performance of a future transportation system. Establishment of an LOS standard assures that the desired quality of transportation will be maintained as growth occurs. The methodology and the LOS thresholds are described in Section 2.4 of the Appendix. LOS standards required by the GMA are closely related to the issue of concurrency. The GMA requires transportation improvements to be made concurrent (at the same time) with the community's growth. Once a street exceeds its LOS standard, the street must be planned for improvement within six years, to a level that at least meets (can not fail) the standard. If plans and projected funding to improve

the street would exceed the six-year timeframe, new development that would add more traffic to the street could not be approved.

For these reasons, LOS standards need to be carefully chosen for each local jurisdiction and for different arterials within a city or county. LOS D is the standard used in most urban areas in the Puget Sound region, including the urban portion of Kitsap County. Kitsap County currently measures LOS using a methodology similar to the City.

As shown in Table 2-3 in the Appendix, several roadways in the City of Bremerton already exceed this LOS D threshold. In order to encourage growth in targeted areas of the City – such as the designated Centers, a lower LOS standard (i.e., E or F) is recommended along several arterial corridors. This signals less impact costs – an incentive - for new development in these areas.



As a result, the following LOS standards are recommended as part of the redevelopment plans for the City.

- Maintain LOS E or better (V/C less than or equal to 1.0) in the SR-303 (Warren/Wheaton) corridor, Kitsap Way (SR 310), Sylvan Way, and on the Manette Bridge.
- Maintain LOS D or better (V/C less than or equal to 0.9) on all other arterial streets in the City.

Future Traffic Volumes and Level of Service



Will future traffic volumes meet these standards? What transportation improvement projects might be necessary and to what effect?

To answer these questions, the City utilizes a transportation forecasting model. This model allows the testing of alternatives to evaluate the effect of various transportation projects, such as dedicated High Occupancy Vehicle lanes in various road segments. The conclusion of this Element describes the needed and desired transportation improvements, beginning on page TR19.

The year 2030 traffic volume forecasts of arterial streets in the City assume that future travel characteristics would continue to be similar to those seen today. This transportation forecasting model is limited in its ability to predict travel changes in the future, such as increased transit use and demand management strategies such as telecommuting. Several of these factors are known to be associated with the Comprehensive Plan's Centers-based land use models. These anticipated, non-traditional, travel demand adjustments could reduce the total peak hour volumes by as much as 10 percent.

The Washington State Department of Transportation (WSDOT) sets LOS standards for Highways of Statewide Significance (HSS), including State

Routes (SR) 304, 310 and 3 in the City of Bremerton. For HSS routes, WSDOT uses an average daily traffic to capacity ratio (ACR) standard, and has adopted a standard of ACR 10 (which approximates to LOS D) for these routes. State law exempts HSS routes from local concurrency regulation. However, mitigation for individual development impacts to these routes can still be required through SEPA. On non-HSS routes, including SR 303, the Puget Sound Regional Council has adopted a LOS E-mitigated standard, which is consistent with the City's proposed LOS E standard for this route.

The LOS and V/C ratios are summarized in Table 3-1 of the Appendix. The following is a summary of that table:

The following arterials would continue to exceed acceptable LOS thresholds in the year 2030 with some or all of the improvement projects, associated with transportation alternatives #1-#4:

- Burwell Street (SR 310) from Warren to Naval (LOS E - Alternatives 1, 3, and 4)
- Charleston Blvd. (SR 304) from Farragut to 6th (LOS F - all alternatives)
- SR 304 between Preble and Farragut (LOS F - Alternative 3, LOS E - Alternatives 1, 2, and 4)
- Werner Road west of Auto Center Road (LOS F - all alternatives)
- Warren Avenue (SR 303) from Callahan to Sheridan (LOS F - all alternatives)
- Riddell Road from Wheaton to Petersville (LOS E - all alternatives)
- Sheridan Road from Wheaton to Halverson (LOS E - all alternatives)
- Sylvan Way from Wheaton to Petersville (LOS F - alternatives 2, 3, and 4)

While deficiencies are predicted in the 2030 Plan horizon, there are no deficiencies identified during the Plan's first 6-year period, lasting through 2009. The analysis indicates that all arterials in the City will continue to operate at the applicable LOS standard through the year 2009. Capacity improvement or lower LOS thresholds will clearly be required before the year 2030. Alternatively, increased Transportation Demand Management and Transportation Systems Management strategies, such as increased bicycle and transit use could provide an acceptable LOS.

Transportation Goals and Policies

The goals and policies for transportation, created by the citizens of Bremerton, provide the primary foundation for this Transportation Element. These goals and policies are located in the following section.

This Plan must also be supportive of, and consistent with, certain state, regional, and county transportation plans. The Transportation Goal of the State of Washington, a baseline for this Transportation Element, as stated in the Growth Management Act, is:

Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

The Puget Sound Regional Council's Destination 2030 Metropolitan Transportation Plan (MTP) establishes a long-range vision for a multimodal transportation system that links major population and job centers throughout the Puget Sound region, providing a variety of transportation choices. In strengthening Bremerton's role as a "metropolitan center", as envisioned in Destination 2030, this Transportation Element is consistent with and helps promote the MTP.

County wide Planning Policies (CWPP) were adopted in September 2003, to guide the comprehensive planning efforts of all jurisdictions within Kitsap County. This Transportation Element is also consistent with the Kitsap County's County wide Planning Policies. A complete recitation of the MTP and the CWPPs is provided in the Appendix.

The City has also reviewed the provisions of the following plans to ensure consistency:

- (a) Bremerton Ferry Terminal to Vicinity of Gorst Highway Improvement Project Transportation Expertise Report - Proposed: 1995
- (b) Campus/Evergreen Neighborhood Plan (Bremerton) - Adopted: 1992
- (c) Waterfront Access Plan (Port Orchard Project) - Adopted: 1989
- (d) West Hills Area Plan (Bremerton-SR 16) - Adopted: 1990
- (e) Werner Road/Loxie Eagans Blvd. Traffic Operations Study Final Report- Adopted 1997
- (f) City of Bremerton Transportation Improvement Program (Six-Year TIP) - Adopted 2003
- (g) County Transportation Element (Kitsap Co.) - Adopted: 1998 (2002 update?)
- (h) Washington State Ferries System Plan 1999-2018
- (i) Kitsap Transit 2001-2007 Transit Development Plan - Adopted: 2001
- (j) Kitsap County Greenways Master Plan
- (k) Kitsap County Bicycle Facilities Plan - Adopted: 2001
- (l) Mosquito Fleet Trail Master Plan - 2001
- (m) SR 303 Corridor Study Transit Service Plan - May, 2003.
- (n) Washington State Highway System Plan 2003-2022 (WSDOT)
- (o) Highways of Statewide Significance - Update 2003
- (p) Destination 2030: Metropolitan Transportation Plan (PSRC) - 2001

The following goals and policies form the foundation of Bremerton's transportation strategy for the future. Citizens developed the goals and policies to support the overall transportation vision placed at the beginning of this element.

Multi-Modal



T1 Encourage the development of an integrated multi-modal transportation system, that provides a variety of convenient transportation choices to improve the movement of people, goods, and freight

T1A 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;
- Preserving and extending the connectivity of the pedestrian, bicycle, and grid street system;
- Minimizing neighborhood street widths to reduce speeds and crossing distances;
- Incorporating open space, and/or green space in streetscapes.

T1B Work with Washington State Ferries and Kitsap Transit to coordinate transit schedules of multiple modes of transportation, and to further transportation conveniences.

T1C Work with Kitsap Transit to establish and designate convenient park and ride locations. (T11B)

- Give priority to establishing park and rides in existing parking lots.
- Form partnerships with community organizations along easily accessible arterials that have dormant parking during traditional commuting hours (i.e., churches)

T1D Establish a commuter parking fee schedule in City-operated parking structures, with savings for high-occupancy vehicles and short-term parking.

T1E Encourage formation of safe, easily accessible, clearly marked pick up/drop-off locations at transportation centers.

Community Character



T2 Develop transportation improvements that reflect Bremerton’s natural, historic, maritime, waterfront, and urban character, consistent with the short and long-term vision of the Comprehensive Plan

T2A Encourage transportation improvements that take advantage of Bremerton’s waterfront.

- Support plans for the creation of a “Mosquito Fleet” trail from Gorst to Poulsbo and enable the location of a Bremerton link
- Enable pedestrian and bicycle paths to be created along the waterfront
- Encourage development of urban boating opportunities
- Provide places for non-motorized craft used to commute over water

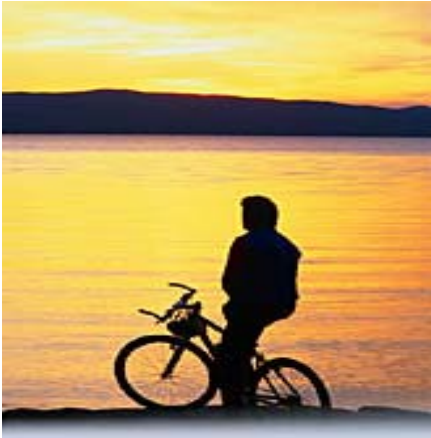
T2B Reflect the urban nature of roadways within Bremerton by encouraging, where appropriate:

- Street trees and landscaping
- Traffic calming strategies and devices
- On-street public parking
- Street lighting
- Accommodations for transit stops
- Crosswalks and sidewalks

T2C Restore/create unique neighborhood aesthetics via formation of distinctive streetscapes and traffic controlling devices.



Environment



T3 Develop and maintain a transportation system that respects the natural environment, including the quality of Bremerton air, water and natural habitats

T3A Preserve and restore natural habitat and native vegetation.

T3B Encourage transit providers and organizations with large fleets of vehicles to utilize “green” fuel and reduce emissions/air pollution.

T3C 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 along roadways
- Where possible the City shall require the use and maintenance of natural vegetated stormwater controls (bioswales, etc.)



T3D Where possible, the City shall require the under-grounding of overhead utilities to reduce the need for removal and maintenance of roadside vegetation.

Neighborhoods



T4 Protect residential neighborhoods from negative transportation impacts

T4A Minimize the impacts of traffic on residential neighborhoods by discouraging the use of local access streets by non-local traffic.

T4B Maintain connectivity of the transportation system.

T4C Reduce speed on neighborhood streets through the use of street design devices such as curb bulbs, “median obstacles,” or other measures proven to be safe and effective at reducing travel speeds.

T4D Establish and maintain a traffic control program for assessing and responding to residential neighborhood traffic control concerns. Establish standards for maximum desirable traffic volumes and percentage of non-local traffic. Establish a process for escalating control responses based on the severity of the disturbance to the neighborhood.

T4E Minimize neighborhood street widths and crossing distances.

Parking



T5 Recognize the importance of easily accessible, attractive and well dispersed parking as a valuable community asset

T5A Implement parking ratios that reflect the least amount of spaces required for development approval, where transportation options other than the automobile are available to serve travel needs.

T5B Require landscaping along the edge of parking areas to reduce visual impact and aid in filtration of runoff.

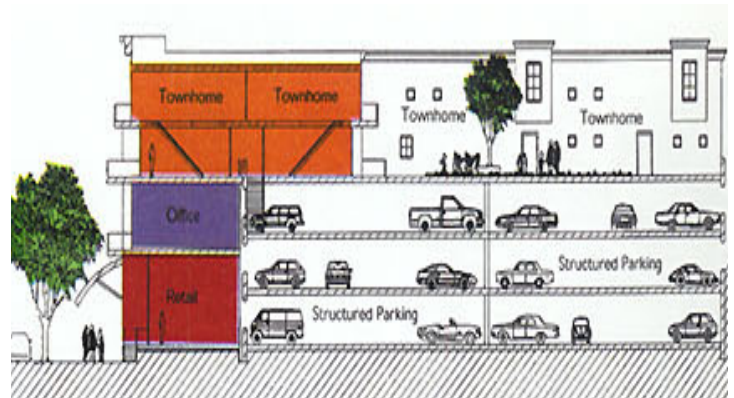
T5C Inventory and assess parking capacity needs in the Downtown area.



- Work with the United States Navy, the City of Bremerton, and other major employers in the Downtown Core to ensure adequate parking for employees and visitors

T5D Assure parking availability for commercial needs without impacting arterial circulation, residential neighborhoods, or other businesses by:

- Limiting parking on arterials that have inadequate capacity,
- Encouraging joint development of off-street parking facilities for compatible land uses,
- Working with business owners toward a goal of limiting employee parking to off-street facilities, and
- Reserving on-street parking for business and residential use.



Levels of Services/Operations



T6 Improve connectivity and mobility within Bremerton's transportation system through the identification and implementation of improvements that maintain Level of Service standards

T6A. Create requirements that adopted Level of Service standards must be maintained when development occurs.

- Create a concurrency system that establishes existing LOS on an identified list of links and/or intersections within the City
- Create a concurrency system that requires impact on LOS to be established during the development permitting process
- Create a concurrency system that does not issue development permits unless and/or until maintenance of adopted LOS standards on links or at intersections impacted by a development proposal is assured.

Travel Demand Management

T7 Develop Travel Demand Management (TDM) strategies to minimize the need for additional transportation infrastructure and expenditure

T7A Continue to coordinate with local employers to implement commute trip reduction plans and programs.



T7B Work with the Washington State Ferry System to coordinate ferry traffic with local traffic demands.

Safety



T8 Ensure transportation system safety through maintenance of infrastructure, and incorporation of safety enhancements, in transportation improvement projects

T8A 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
- Designate and clearly demarcate appropriate routes for through truck traffic, hazardous materials transport, and oversized traffic
- Develop and utilize clear and uniform signage to guide traffic throughout the City
- Encourage bus pull-out lanes
- Examine, and where appropriate, incorporate U-Turn lanes

T8B Incorporate appropriate street lighting as it relates to the land uses (i.e., residential, industrial, commercial use).

T8C Utilize natural and engineered street design devices such as curb bulbs, “median obstacles,” or other measures proven to be safe and effective at reducing travel speeds.

Ferry

T9 Coordinate with Washington State Ferries and other possible providers to operate ferry service to Bremerton that meets local service and commuter needs, coordinates with all travel modes, and provides significant regional service

T9A Encourage WSF to conduct public input meetings in Bremerton, and be responsive to ferry patron needs.

T9B Make ferries accessible to all persons.

T9C 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.

T9D Promote the continuation of passenger only ferry service.

T9E Promote coordination of ferry and transit schedules to encourage multi-modal travel.

T9F Support research and development in new ferry technology.



Through Traffic/State Highways



T10 Coordinate with WSDOT to ensure state facility improvements meet the goals of the Bremerton transportation vision and Comprehensive Plan, and minimize the negative impacts to the local transportation system

T10A Bremerton should support and participate in the cooperative regional transportation planning processes.

T10B Expand opportunities for public involvement in the identification, design, and implementation of transportation related improvements within Bremerton.

T10C The City should continually work with Kitsap County, WSDOT, regional transportation agencies, and transportation providers to plan, fund, and implement joint transportation projects and programs.

T10D Support improvements on state highways to reduce congestion, and improve safety and access for through traffic, local traffic, and non-motorized and transit users.

Transit

T11 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

T11A Work with transportation providers to develop a public transportation system that allows convenient and efficient travel between Centers.

T11B Work with Kitsap Transit to designate appropriate park & ride facilities. (T1C)

T11C Identify possible corridors for development of future mass transit options such as light rail, monorail, bus rapid transit, etc.

T11D Support efforts to expand usage and infrastructure for mass transportation.

T11E 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;
- Installing bicycle racks on buses, and
- Developing and distributing information concerning local and regional non-motorized routes.



Non Motorized



T12 Provide a transportation system that effectively serves the needs of and encourages pedestrian, bicycle and other non-motorized travel

T12A Devise a non-motorized transportation plan.

- Maximize safety when identifying pedestrian and bike path corridors.
- Establish uniform signage to designate bike paths.

T12B Ensure that designated Centers are walkable, and encourage connectivity.

T12C Maintain existing and create new engineered bike lanes.

T12D Adopt street standards which require bike lanes on identified bike routes.

T12E Identify, and clearly post, public beach access.

Economic

T13 Incorporate the needs of business and commercial traffic flow in the development of transportation improvements that affect commercial and industrial Centers

T13A Establish and identify through clear signage, a truck and oversized load route.



T13B Apply appropriate street design standards for industrial and commercial districts, which allow for the easy movement of goods and services.

T13C Support a freight rail link.

Downtown

In addition to the goals and policies in the preceding section, significant guidance for transportation planning is drawn from the Downtown Goals and Policies found in the Land Use Element of this Comprehensive Plan.

Proposed Transportation Improvements and Costs

This section of the report describes the transportation facility improvements and costs, to accommodate the future travel demand resulting from increased growth in the City of Bremerton. In addition to the roadway facility improvements, this section of the plan identifies transit, ferry, pedestrian, bicycle, and transportation demand management strategies

Roadway Capacity Improvements

The results of the future travel demand forecasts highlight the importance of the SR 303 (Warren Ave./ Wheaton Way), SR 310 (Kitsap Way), and SR 304 corridors to the City of Bremerton. Recommended improvements to these major travel corridors address existing and future roadway capacity deficiencies in the City of Bremerton, and meet GMA requirements. The Transportation Appendix discusses improvement options for each of these major travel corridors.

Operational, Safety, and Other Improvements

In addition to the major corridor improvements discussed above, there are a number of smaller-scale improvements to consider for traffic operations and safety. Many of these improvements address existing operational, safety, and other deficiencies (identified in Section 2.8 of the Transportation Appendix.)

These improvements include:

- Downtown Bremerton Transportation Center (BTC) access/pedestrian improvements,
- Auto Center Way between Kitsap Way and the SR-3 On-Ramp,
- Lower Wheaton Way between Sheridan Road and Callahan Drive,
- Warren Avenue at 11th Street,
- Warren Ave. southbound off-ramp to Callahan Drive,
- Manette Bridge replacement,
- Loxie Eagans Blvd./ Arsenal Way and 1st Street to SR 304 connections, and
- Other miscellaneous channelization or traffic control improvements to reduce accidents as warranted.

Pedestrian and Bicycle Improvements



Pedestrian and bicycle facilities are becoming increasingly important to complement other elements of the transportation systems. For Bremerton, the trips that have the greatest potential for shifting to a non-motorized travel mode include trips to and from nearby neighborhood and district Centers, to and from transit and ferry terminals, and short trips for shopping, errands, and other purposes. Improving safety for pedestrians and bicyclists is also critical to advance this form of transportation and to support the development of successful Centers.

Bremerton currently has a reasonably complete network of pedestrian and bicycle facilities in the downtown area where sidewalks exist on all major streets. With the planned increase in density in the downtown area and in Centers, pedestrians and bicycle facilities will be increasingly important. The existing bicycle routes shown on Figure 2-8 of the Transportation Appendix provide a complete network of bicycle routes for traveling between major destinations within Bremerton.

The Appendix also provides a discussion of planned non-motorized facilities, including the Mosquito Fleet Trail, TDM strategies, and traffic calming measures.

Transit Service and Facility Improvements



Kitsap Transit's Transit Development Plan (2001-2007) documents future transit service and facility improvements in Bremerton. This plan includes a Six-Year Capital Plan (2001-2007), a list of Capital Priorities (2007-2027), and Long Range Concept Plans. The plan addresses transit service, routes and fleet, park-and-ride lots, HOV facilities, transfer centers, ferry terminals, multi-modal improvements, and operations and maintenance. Key elements of the Kitsap Transit Plan are discussed in the Appendix to this Transportation Element. Improvements

to ferry service and facilities are also discussed in the Transportation Appendix.

Cost Estimates

The City of Bremerton's Six-Year Transportation Improvement Program (2004-2009) includes planning-level cost estimates for many of the major facility improvements described in this Element. Costs for funding the transit, ferry, and TDM elements of the plan are not included, as these improvements are normally funded by WSDOT, WSF, or Kitsap Transit.

Table 4-4 in the Appendix summarizes the planning-level cost estimates for the improvements identified in the City of Bremerton's Six-Year Transportation Improvement Program (TIP). In addition to the total cost of each project, an estimated breakdown of local, state, and federal shares for each project is provided.

Financing and Implementation Plan

The GMA requires a financial element to be included as part of the transportation element of a comprehensive plan. The financial plan needs to include a comparison of estimated transportation improvement costs against the potential revenue generated from existing and future financial sources. Future revenues may include new local sources, such as development impact fees, revenues from state and federal fuel taxes, and grants from federal, state, or county agencies.

A key requirement of the GMA is that the estimated transportation improvement revenues must be sufficient to fund the improvements identified in the plan. If revenues fall short of anticipated costs, the City must identify additional funding sources. If additional funding sources cannot be identified, or are not desired, the LOS standard or land use assumptions contained in the plan must be adjusted to maintain a balance between needs, costs, and revenues.

Existing and Projected Revenue

As shown in the Transportation Appendix Table 4-4, the City of Bremerton currently relies on a combination of local, state, and federal sources to fund transportation improvements. These historical funding patterns were used to estimate future revenues from both City and other sources over the life of the plan. For the City of Bremerton, an annual revenue amount of \$260,000 was assumed to fund transportation improvements. This would amount to \$1.56 million over six years or \$5.2

million over 20 years, in 2003 dollars. For other funding sources, the \$4.86 million annual amount is assumed to continue into the future at the same rate. This would generate an additional \$29.16 million over the next six years or \$97.2 million over the next 20 years. Funding sources in the federal and state categories include: Surface Transportation Program (STP), Arterial Improvement Program (AIP), Transportation Partnership Program (TPP), and the Nickel Funding Package. These sources are discussed in detail in the Transportation Appendix.

Improvement Costs/Revenue Comparison

A TIP has been developed for the first six years of the transportation plan. As required by the GMA, estimated revenues must be sufficient to cover anticipated expenditures. Transportation Appendix Table 5-1 summarizes the estimated transportation revenues and expenditures for the first six years of the plan.

Table 5-1 indicates that the estimated \$46.9 million in total expenditures between the years 2004 and 2009 falls short of the projected \$55.9 million for improvement costs shown in Table 4-4. Similarly, the estimated \$41.15 million in expenditures for GMA-related capacity improvements to SR 304 between the years 2004 and 2009 falls short of the estimated \$50.16 million in project costs. It should be noted, however, that the apparent \$9 million budget shortfall does not actually represent a deficit, but instead is associated with SR 304 improvement funds that have been dispersed from federal, state, and local sources prior to the year 2004. As shown in these two

tables, the projected costs and expenditures for the next six years exceed the \$30.72 million (\$1.56 million from City of Bremerton and \$29.16 million from other sources) revenue projection that would be expected based on past years' funding patterns. However, the City of Bremerton's Six-Year TIP, shown in Transportation Appendix Table 5-1, indicates that adequate funds have already been allocated to the proposed roadway improvement projects in the City of Bremerton.