Bremerton2044

Transportation Technical Appendix

Public Review Draft January 2025

CITY OF BREMERTON

Contents

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Attachments

1. Existing Conditions

1.1 Existing Roadway Network

The roadway network in Bremerton features a combination of grid and non-grid systems including state highways that provide access to the region. State Route (SR) 3 is the primary limited access highway serving the Kitsap Peninsula, extending north from Bremerton to the Hood Canal Floating Bridge and south to U.S. Route 101 in Shelton. Within Bremerton, SR 3 provides connections to major destinations including Navy Yard City, Gorst, and the Bremerton National Airport. State routes extend east of SR 3 through the city's urban core and carry most traffic within the city. SR 304 and SR 310 are east-west highways which provide service to downtown, Naval Base Kitsap-Bremerton (NBK-BR), and the Bremerton Ferry Terminal. SR 303 provides a connection from downtown Bremerton across the Port Washington Narrows to East Bremerton and up to Silverdale. East of Gorst, SR 16 extends to noncontiguous areas within Bremerton city limits and continues to Tacoma. SR 166 extends east from SR 16 in Gorst to Port Orchard.

The City uses functional classification to organize its streets into categories based on their intended use and traffic volumes. Functional classes within Bremerton include limited access highways, principal arterials, minor arterials, collectors, and local access roadways. Classifications are defined in alignment with definitions used by the Washington State Department of Transportation (WSDOT). Limited access highways and principal arterial roadways—including state routes, 11th Street, and Washington Avenue—carry high volumes of traffic within the city and are important local and regional connections. Minor arterials are designed for higher traffic volumes and speeds, but they provide access to local destinations throughout the city and nearby areas of Kitsap County. Collector roadways distribute vehicular traffic between local streets and arterials at lower speeds and are intended to be a transition between local streets and arterials. Figure 1 shows roadways within the city by classification.

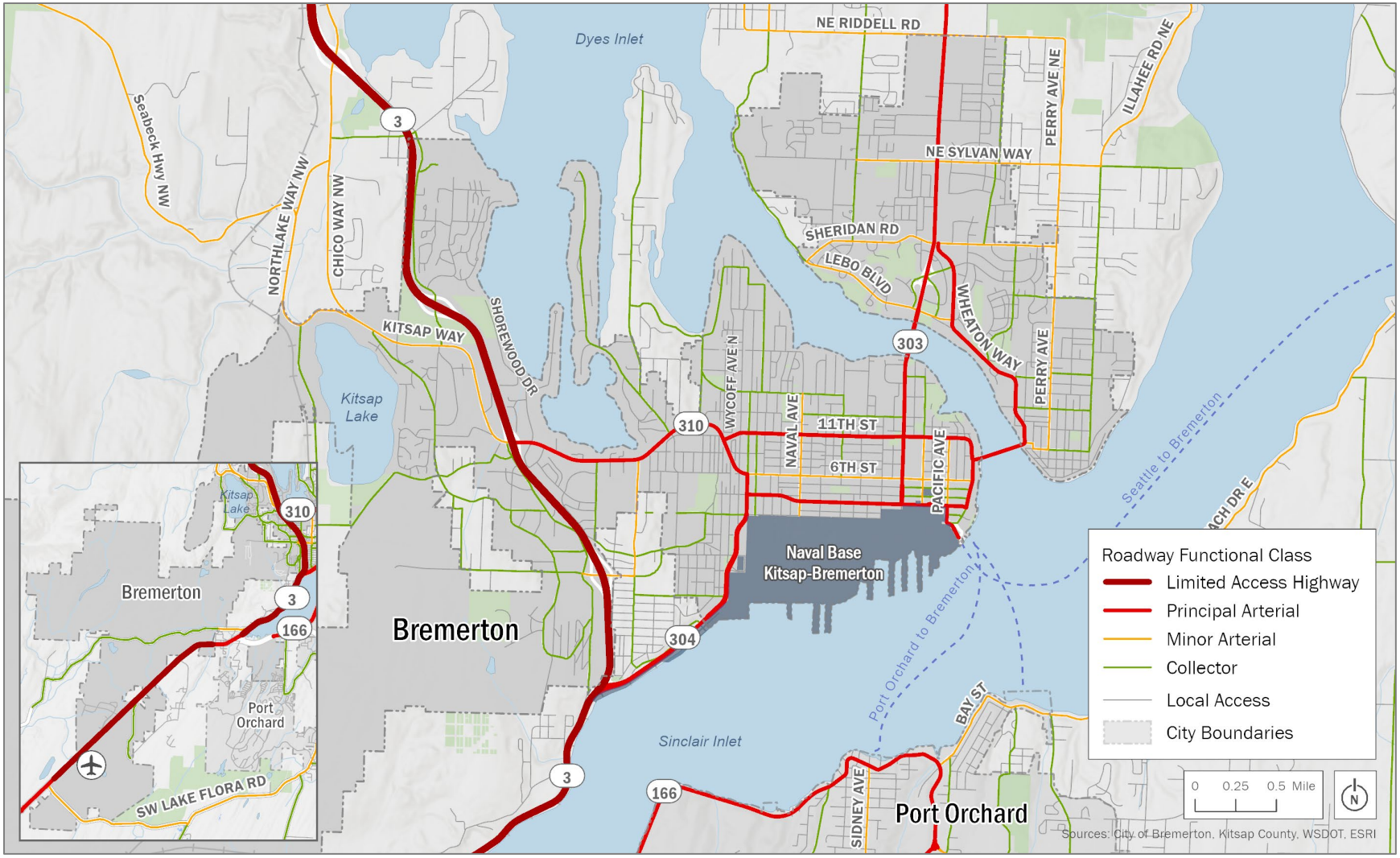

Figure 1. Roadway Functional Classifications

1.2 Active Transportation

1.2.1 Existing Pedestrian Network

Sidewalks are present along many of the collector and arterial roadways in Bremerton, with higher concentrations of existing pedestrian infrastructure in the downtown area. Designated pedestrian infrastructure promotes safe travel options for those who walk or take transit to reach local destinations, encouraging healthy lifestyles and reducing vehicular traffic. Sidewalks, shared-use paths, and crosswalks enhance connectivity within the city, making it easier for residents and visitors alike who are walking or using assistive mobility devices. The 2016 Transportation Element designated Pedestrian and Bicycle Priority Areas along key routes for active transportation users to concentrate facility development along these corridors.

Figure 2 shows the existing pedestrian facilities along collector and arterial roadways within the city. Within city limits, sidewalks are available on both sides of 44% of arterial and collector roadways. The conditions and widths of existing sidewalks vary throughout the city. As of 2018, most existing sidewalks (62%) are in fair or better condition, and 38% of existing sidewalks in the city are in marginal or worse condition. Since sidewalk condition was last assessed in 2019, the City began a sidewalk trip hazard removal program and a sidewalk reconstruction and infill program to address deficiencies in sidewalk condition and remove obstructions to pedestrian mobility. These ongoing programs allow the City to remove 800 trip hazards from city sidewalks annually, and construct or reconstruct approximately 2,000 linear feet of sidewalk annually.

Most functionally classified streets downtown—Warren Avenue, Washington Avenue, and 6th Street—have sidewalks that are generally in better condition than those on adjacent local roads. Most existing sidewalks have a width of 5 feet or less. While sidewalks are present on at least one side of most downtown streets, their conditions vary across different streets. Figure 3 highlights the conditions of existing sidewalks in downtown Bremerton. A safety analysis for pedestrians and bicyclists, including review of crashes that involved a person walking or using an assistive mobility device, is included in Section 1.6.

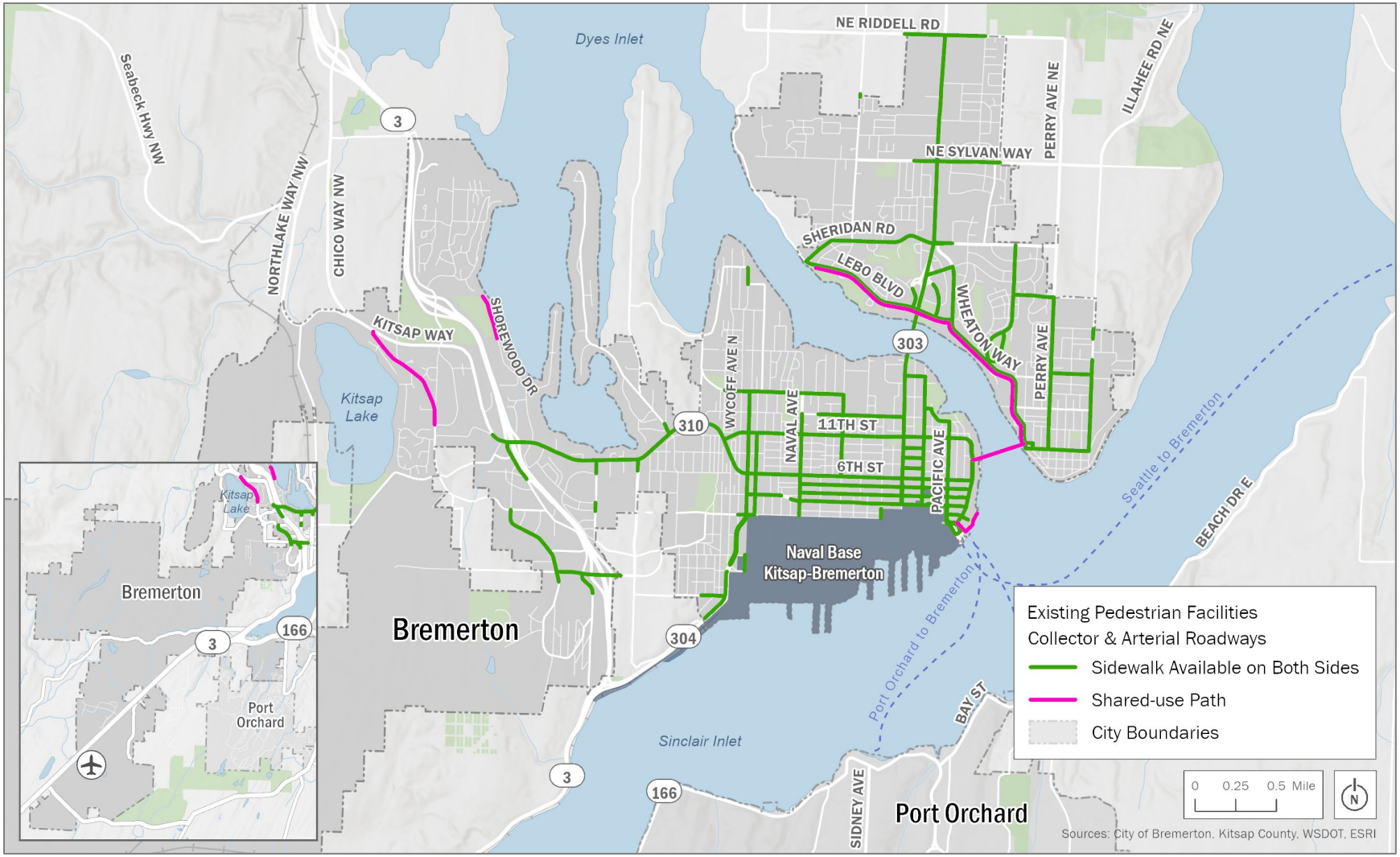

Figure 2. Existing Pedestrian Facilities

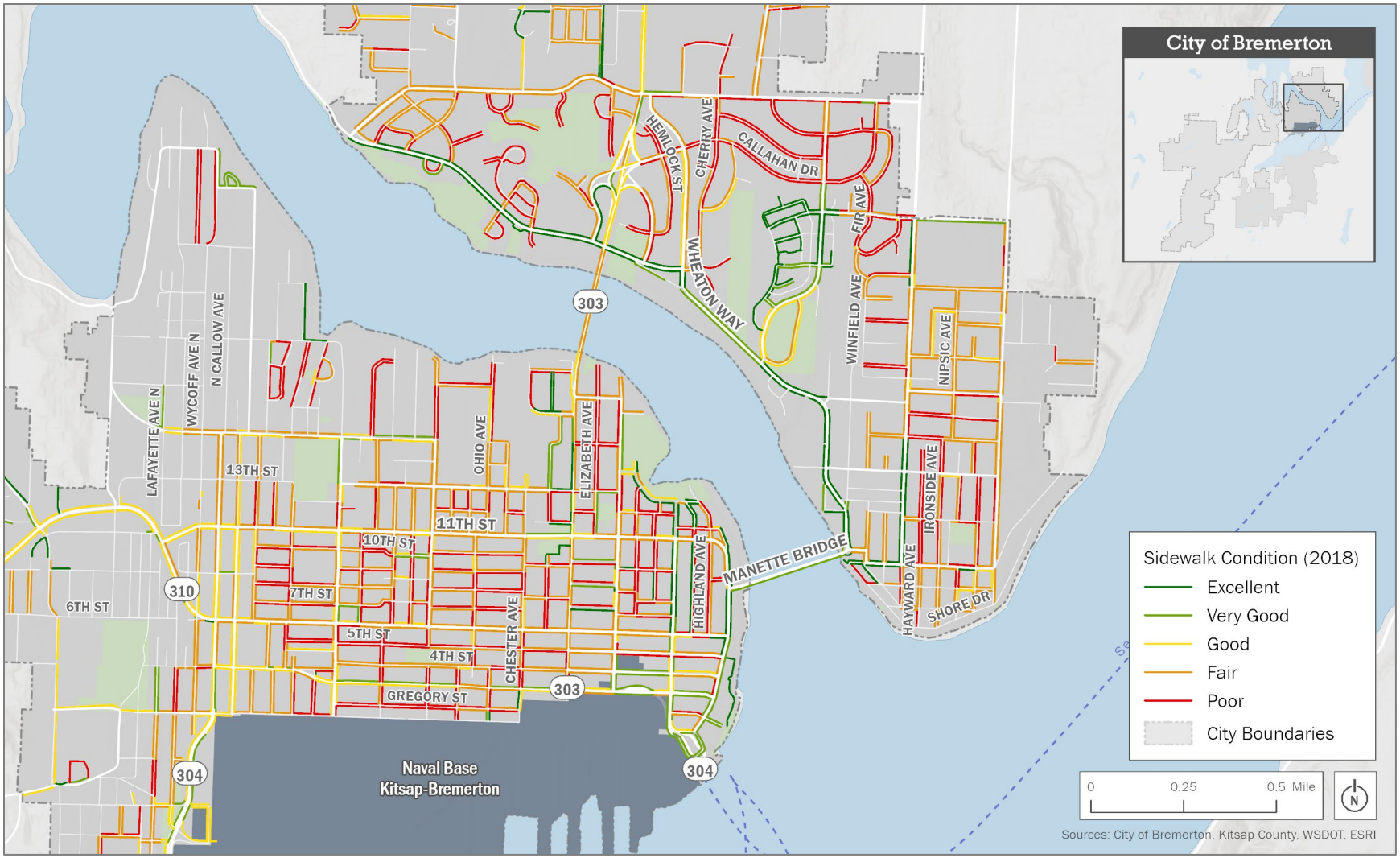

Figure 3. 2018 Sidewalk Conditions

1.2.2 Existing Bike Network

The existing bicycle network within the city includes bicycle lanes, neighborhood greenways, shared-use paths, and other shared facilities. Table 1 summarizes all bicycle facilities included in the data inventory. While the data inventory included paved shoulders as an existing facility for bicycle users, these may not meet current best practices for facility design and user comfort. Existing bicycle facilities are shown in Figure 4.

Table 1. Bicycle Facilities

Bicycle Facility	Description	Miles of Facility
Bike Lane	Dedicated facility for bicyclists adjacent to traffic with striping and lane markings	6.5
Buffered Bike Lane	Dedicated facility for bicyclists adjacent to traffic with a buffer of 2 feet or greater and lane markings	1.4
Shared-Use Path	Paved facility typically separated from motor vehicle traffic, designed to accommodate various nonmotorized users	3.4
Neighborhood Greenway	Low-stress streets with speeds 25 mph or lower that are optimized for bicycle traffic, featuring traffic calming measures and signage to prioritize bicycles and enhance safety	2.1
Paved Shoulder	Shoulders at least 4 feet wide designated for bicycle use; paved shoulder may not meet best practice for facility design since it is not a dedicated facility	0.8
Shared-Lane Markings	Pavement markings or sharrows that indicate shared use by bicyclists and vehicles in a lane	0.8
	Total	**15**

Bremerton has a range of bicycle facilities on City streets, but the existing bicycle network is incomplete with facilities that are disconnected. Near the Bremerton Ferry Terminal, a shared-use path along the waterfront connects to a mixed bicycle lane and neighborhood greenway facility on Washington Avenue and 11th Street. Designated bike lanes extend along Kitsap Way and SR 304 west of downtown and along some connecting roadways near SR 3, including Auto Center Way and Austin Drive. Newer facilities, such as the bike lanes along Kitsap Way and Austin Drive, have a painted buffer between the facility and traffic lane. In East Bremerton, designated bike lanes are present along Wheaton Way and Lebo Boulevard.

A safety analysis for pedestrians and cyclists is in Section 1.6.

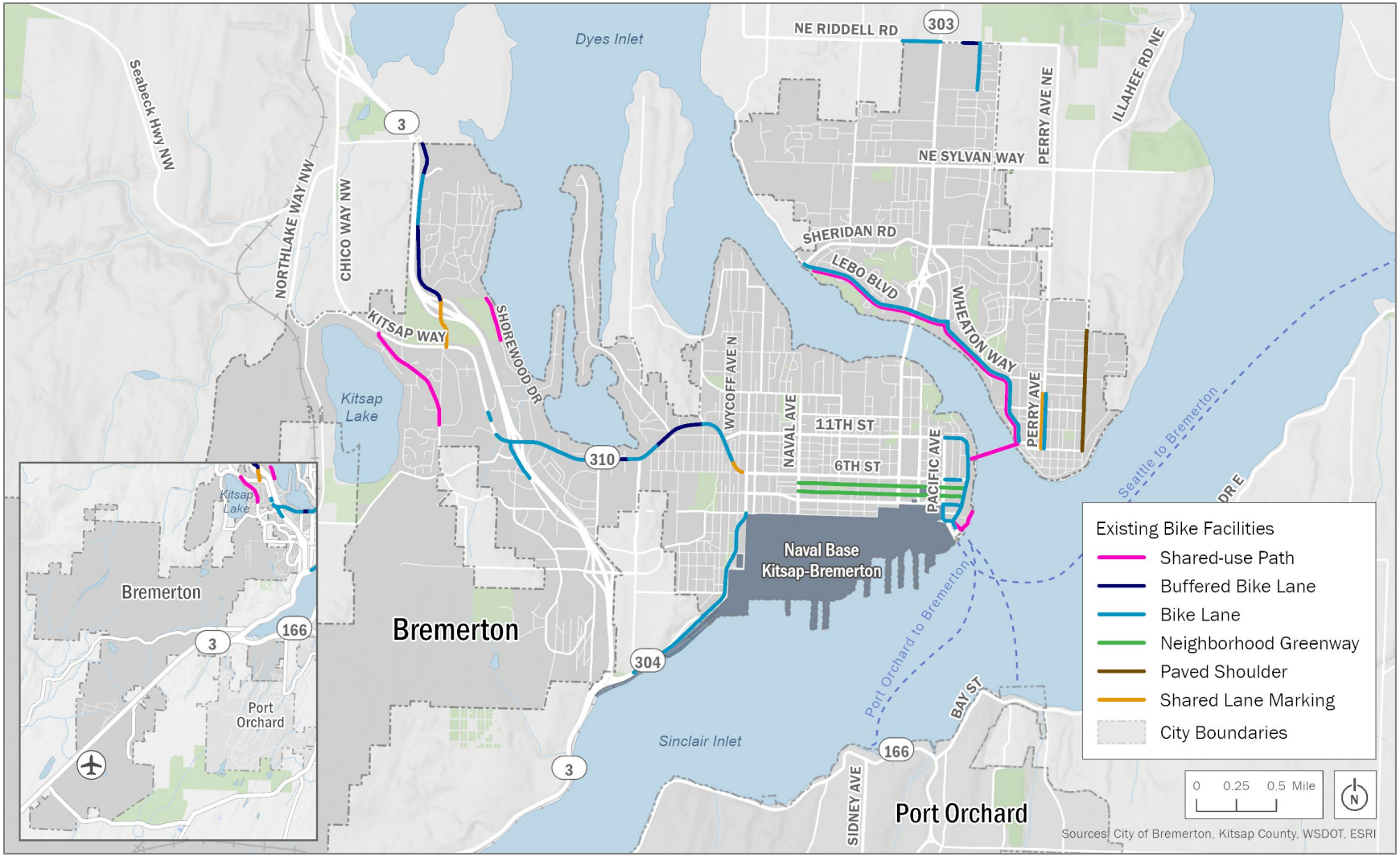

Figure 4. Existing Bicycle Facilities

1.3 Existing Transit Network

Transit service in Bremerton is provided by Kitsap Transit, Mason Transit, and Washington State Ferries. Public transit options include both bus services and ferry routes. Kitsap Transit is the primary transit provider for bus routes within the city, operating 14 fixed routes and on-demand service. Fixed transit routes are concentrated in Bremerton's downtown urban core and Eastside. Kitsap Transit provides on-demand service in the Nollwood Dial-A-Ride service area along Werner Road to connect with fixed-route service. Additionally, Kitsap Transit operates a worker/driver bus service to the Puget Sound Naval Shipyard for federal workers and the South Kitsap Ride on-demand bus service for areas of southwest Bremerton, including the Bremerton National Airport and Puget Sound Industrial Center-Bremerton (PSIC). Mason Transit operates Route 3 and Route 23 between Belfair and Bremerton Ferry Terminal. Typical peak and off-peak transit frequencies by bus route are shown in Table 2. Service hours vary by route, but generally begin at 4:30 or 5 a.m. and extend to 8 or 9 p.m. on weekdays. Saturday service times are more variable, with service between 8 a.m. and 7 p.m. for the most frequent Kitsap Transit bus routes with 30-minute frequencies and between 10 or 11 a.m. and 5 to 6 p.m. for routes with 60-minute frequencies. Route 212 is the only bus route serving Bremerton that has regular Sunday service. Routes with peak-only weekday service do not have Saturday or Sunday service.

Table 2. Bus Service and Average Frequencies

Bus Route	Service Period	Weekday Service Span	Peak Frequency	Off-Peak Frequency
#212 - Bremerton/Silverdale West	Mon - Sat	4:30 a.m.–10 p.m.	30 minutes	30 minutes
#215 - McWilliams	Mon–Fri	4 a.m.–8 a.m. 3 p.m.–7 p.m.	20–40 minutes	N/A
#217 - Bremerton/Silverdale East	Daily	4:30 a.m.–10 p.m.	30 minutes	30 minutes
#219 - Crossroads	Mon–Fri	5 a.m.–7:30 a.m. 3 p.m.–4:30 p.m.	15-35 minutes	N/A
#220 - Sunn Fjord	Mon–Sat	4:30 a.m.–9 p.m.	60 minutes	60 minutes
#221 - Perry Avenue	Mon–Sat	5 a.m.–9 p.m.	30 minutes	60 minutes
#222 - Gateway	Mon–Fri	4 a.m.–8 a.m. 3 p.m.–6:30 p.m.	AM peak: 30–50 minutes PM peak: 30–120 minutes	N/A
#223 - Kariotis	Mon–Sat	6:30 a.m.–7 p.m.	60 minutes	60 minutes

Bus Route	Service Period	Weekday Service Span	Peak Frequency	Off-Peak Frequency
#224 - Olympic College	Mon–Sat	5:00 a.m.–7:30 p.m.	30 minutes	60 minutes
#225 - Sheridan Park	Mon–Sat	5 a.m.–9 p.m.	30 minutes	60 minutes
#226 - Bay Vista	Mon–Sat	5 a.m.–9 p.m.	30 minutes	60 minutes
#228 - Marion	Mon–Sat	5:30 a.m.–7:30 p.m.	60 minutes	60 minutes
#229 - Trenton	Mon–Fri	5:30 a.m.–8 a.m. 3 p.m.–7 p.m.	40–50 minutes	N/A
#301 - North Kitsap Fast Ferry	Mon–Fri	4:30 a.m.–8 a.m. 12:30 p.m.–7 p.m.	75–80 minutes	75–80 minutes
Mason Transit #3	Mon–Sat	5:30 a.m.–7:30 p.m.	50–60 minutes	140–170 minutes
Mason Transit #23	Mon–Fri	4 a.m.–5 a.m.	One Trip Daily	

Four ferry routes provide service from the Bremerton Ferry Terminal (see Table 3). The Washington State Ferries Seattle-Bremerton route offers auto and passenger service to Coleman Dock in downtown Seattle. Seattle-Bremerton Ferry is a vital connection for the region's transportation network and has heavy ridership for commuters accessing Seattle during the week. Due to fleet and staffing challenges faced by Washington State Ferries, the Seattle-Bremerton Ferry is running on a reduced schedule. Kitsap Transit operates a passenger-only fast ferry service, which also carries heavy commuter traffic. WSDOT currently funds expanded Kitsap Fast Ferry service with additional sailings while the Washington State Ferries Seattle-Bremerton ferry is operating on a reduced schedule. Kitsap Transit also operates two passenger-only foot ferry routes from the Bremerton Ferry Terminal to Port Orchard and Annapolis.

Table 3. Transit Service: Ferry Routes

Agency	Ferry Route
WSDOT	Seattle - Bremerton Ferry
Kitsap Transit	Bremerton - Seattle Fast Ferry
	Bremerton - Annapolis Foot Ferry
	Port Orchard - Bremerton Foot Ferry

In Bremerton, residents access transit via bus stops, park and rides, transit centers, and the Bremerton Ferry Terminal. These amenities facilitate transportation connections both within Bremerton and to regional destinations. Transit facilities are summarized in Table 4, with the existing transit network shown in Figure 5.

Table 4. Transit Facilities

Facility	Transit Connections		Amenities
Bremerton Transportation Center (Ferry Terminal)	#212 - Bremerton/ Silverdale West #215 - McWilliams Commuter #217 - Bremerton/ Silverdale East #220 - Sunn Fjord #221 - Perry Avenue #222 - Gateway #224 - Olympic College	#225 - Sheridan Park #226 - Bay Vista #228 - Marion #229 - Trenton Commuter #301 - North Kitsap Fast Ferry Kitsap Transit Local Foot Ferries Bremerton Fast Ferry Mason Transit Washington State Ferries	Bus shelters, pedestrian lighting, ferry waiting and queueing areas, restrooms, bicycle parking for up to 28 bikes
Crossroads Neighborhood Church Park & Ride	#219 - Crossroads Shuttle #217 - Bremerton/Silverdale East #301 - North Kitsap Fast Ferry Express		107 parking spaces, paved lot, pedestrian lighting
Wheaton Way Transit Center	#215 - McWilliams Commuter #217 - Bremerton/ Silverdale East #219 - Crossroads Shuttle #221 - Perry Avenue	#223 - Kariotis #225 - Sheridan Park #229 - Trenton Commuter #30 - North Kitsap Fast Ferry Express	163 parking spaces, paved lot, pedestrian lighting, bus shelters bike racks and lockers, restrooms, 4 EV chargers
Bremerton United Methodist Church	#212 - Bremerton/Silverdale West #222 - Gateway Express #224 - Olympic College #226 - Bay Vista		53 parking spaces, paved lot, pedestrian lighting
Gateway	#222 - Gateway Express #226 - Bay Vista		105 parking spaces, paved lot, pedestrian lighting

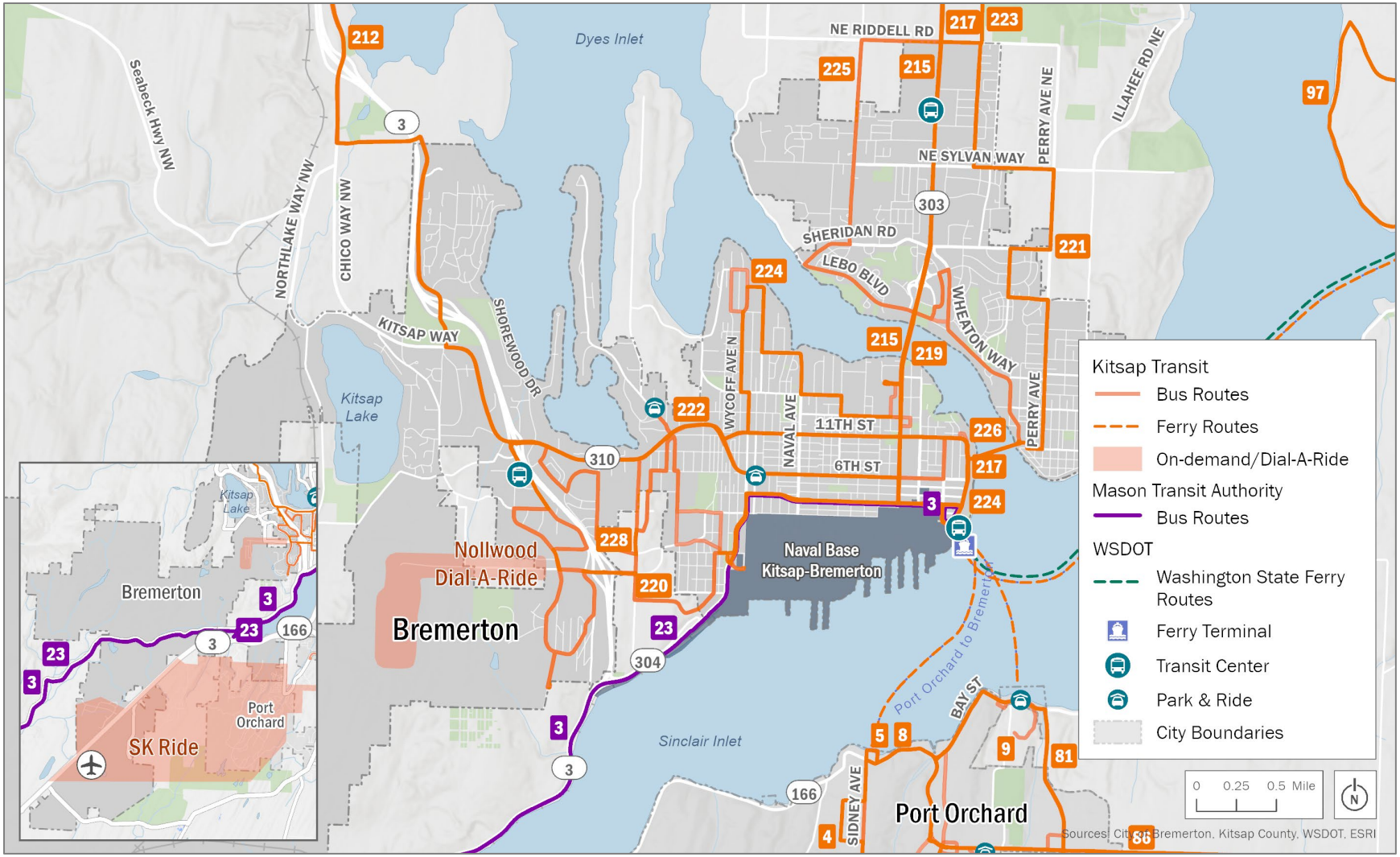

Figure 5. Existing Transit Network

1.4 Existing Freight Network

The Washington State Freight and Goods Transportation System (FGTS) is a freight network designated by WSDOT. FGTS classifies freight corridors for truck, rail, and waterways based on annual freight tonnage carried. Strategic Freight Corridors, based on the FGTS system, are critical transportation routes of significant economic importance, carrying substantial freight volumes. Strategic Freight Corridors include T-1 and T-2 truck routes, R-1 rail routes, and W-1 through W-4 waterway routes. The FGTS network within Bremerton includes both truck and rail corridors. FGTS corridors are categorized into five tiers per mode based on annual freight volumes, as shown in Table 5.

Table 5. WSDOT FGTS Classification Descriptions

Freight Mode	FGTS Corridors		Major FGTS Routes in Bremerton
	Classification	Freight Moved Annually	
Truck	T-1	> 10 million tons per year	SR 3, SR 16
	T-2	4 million to 10 million tons per year	SR 3, SR 16
	T-3	300,000 to 4 million tons per year	SR 303, SR 304, Kitsap Way (SR 310), other local arterial and collector roadways
	T-4	100,000 to 300,000 tons per year	Local arterial and collector roadways
	T-5	> 20,000 tons in 60 days and < 100,000 tons per year	Seattle to Bremerton Ferry (SR 304)
Rail	R-1	> 5 million tons per year	N/A
	R-2	1 million to 5 million tons per year	N/A
	R-3	500,000 to 1 million tons per year	N/A
	R-4	100,000 to 500,000 tons per year	Puget Sound and Pacific Railroad
	R-5	< 100,000 tons per year	N/A
Waterway	W-1	> 25 million tons per year	N/A
	W-2	10 million to 25 million tons per year	N/A
	W-3	5 million to 10 million tons per year	N/A
	W-4	2.5 million to 5 million tons per year	N/A
	W-5	0.9 million to 2.5 million tons per year	N/A

Source: WSDOT 2021 FGTS

As presented in Figure 6, SR 3 and SR 16 are the only roadways in Bremerton classified as T-1 and T-2 truck freight corridors. Most other major truck freight corridors in the city are classified as T-3, which primarily include arterial roadways such as SR 303, SR 304, and SR 310 and a number of other local arterial and collector roadways that carry higher freight volumes. The Seattle to Bremerton WSDOT ferry is classified as a T-5 corridor as an extension of SR 304. The Puget Sound and Pacific Railroad is the only designated rail corridor within Bremerton and is classified as R-4. This rail corridor is owned by the U.S. Navy and operated by Puget Sound and Pacific Railroad. One segment of the rail, which is not part of the FGTS rail network, extends along SR 304 to NBK-BR. Freight corridors in Bremerton are shown in Figure 6.

1.5 Existing Vehicular Traffic

Bremerton uses level of service (LOS) to evaluate existing operational conditions of major intersections. LOS metrics provide a qualitative measure of vehicle delay, represented by grades ranging from A (free flow with minimal delays) to F (high congestion with significant delays). LOS is determined by delay per vehicle at signalized intersections. For unsignalized intersections, LOS is determined by the delay per vehicle for the approach with the greatest delay rather than the average delay at the intersection as a whole. The existing intersection LOS evaluation is based on fall 2023 traffic counts and does not account for ongoing or future roadway improvements.

LOS thresholds are established by the City for municipal roads and by WSDOT for state routes. In Bremerton, minimum standards are defined as LOS E for City roadways. WSDOT LOS thresholds are LOS D for roads designated as Highways of Statewide Significance (HSS) and LOS E/Mitigated for non-HSS roadways. LOS E/Mitigated identifies locations where that congestion must be mitigated when peak hour LOS falls below LOS E.

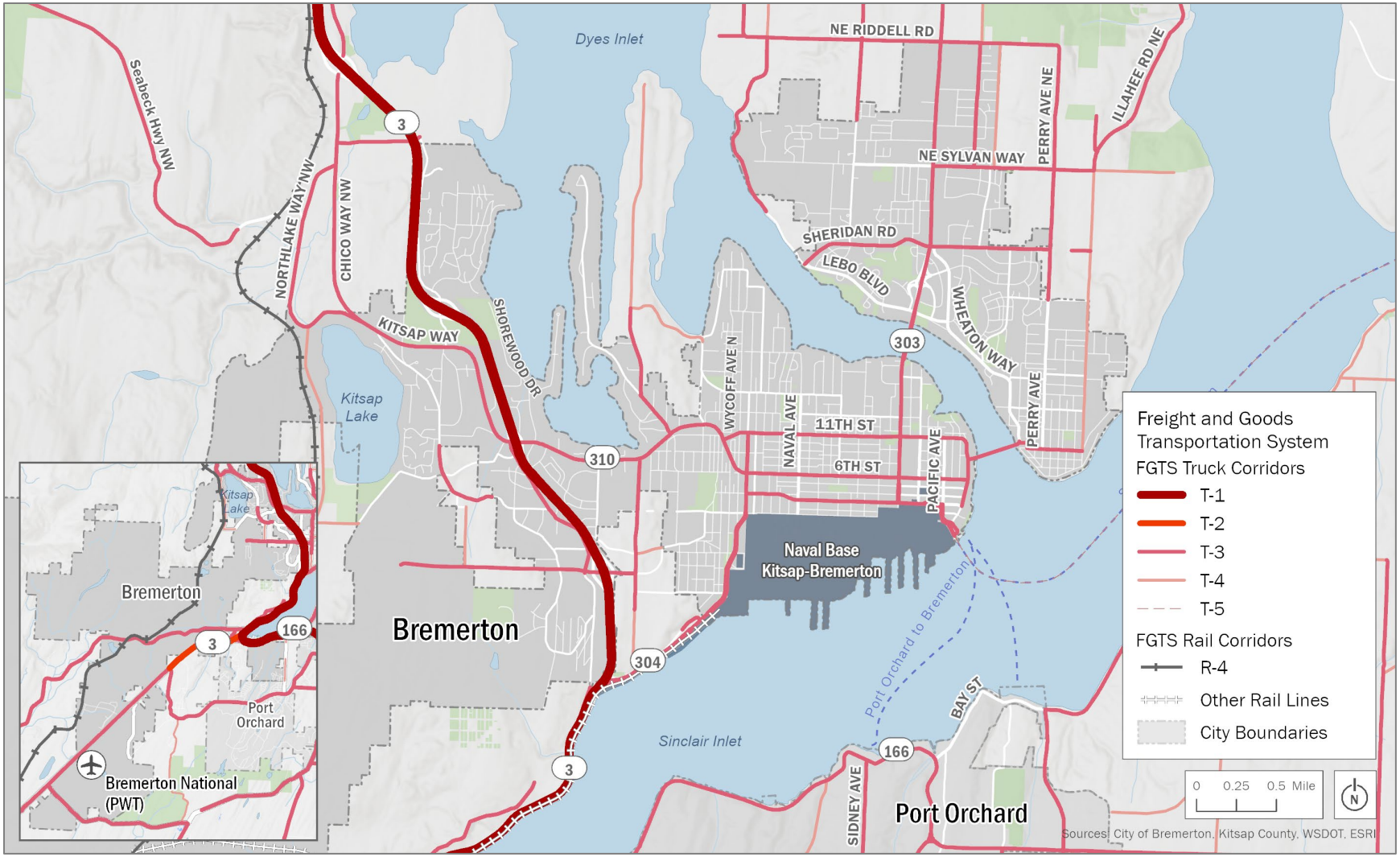

Figure 6. FGTS Classifications

The LOS analysis examined 60 major intersections in Bremerton during peak congestion hours in 2023. Intersections that performed at or below the applicable LOS standard are shown in Table 6. Figure 7 shows the morning peak hour LOS, Figure 8 shows the evening peak hour LOS. The AM peak and PM peak hours were defined based on observed weekday traffic by intersections based on roadway functional class, control type, and location. Three intersections in Bremerton operate below standard, and seven intersections currently operate at their minimum LOS standard. All intersections at or below minimum LOS standard are located along WSDOT routes , as analyzed in the 2023 Transportation Level of Service Analysis Technical Memo based on traffic counts from fall 2023, included in Attachment B.

Table 6. Existing (2023) Intersection LOS at Minimum City or WSDOT Standard

Intersection	LOS Standard	AM LOS	PM LOS
Kitsap Way (SR 310) & SR 3 southbound off-ramp	D (WSDOT HSS)	C	D
Kitsap Way (SR 310) & Marine Drive	D (WSDOT HSS)	D	E
Kitsap Way (SR 310) & Corbett Drive	D (WSDOT HSS)	D	D
Warren Avenue (SR 303) & 11th Street	E/Mitigated (WSDOT Non-HSS)	C	E
Wheaton Way (SR 303) & Sheridan Road	E/Mitigated (WSDOT Non-HSS)	D	E
Burwell Street (SR 304) & N Callow Avenue	D (WSDOT HSS)	D	D
SR 3 southbound off-ramp & Austin Drive	D (WSDOT HSS)	C	D
Loxie Eagans Blvd & SR 3 southbound off-ramp	D (WSDOT HSS)	F	F
SR & Imperial Way	D (WSDOT HSS)	B	E

Kitsap Way (SR 310) and Marine Drive operates at LOS D in the AM peak hour and LOS E in the PM peak hour. In the PM peak hour, the westbound Kitsap Way approach operates over capacity with a volume-to-capacity (v/c) ratio of 1.15 and a 95th percentile queue of over 1,000 feet. Mitigation may require reconfiguration of the intersection or widening of Kitsap Way on both sides of the intersection. The feasibility of major intersection improvements would need to be evaluated in coordination with WSDOT.

The Loxie Eagans Boulevard and SR 3 southbound off-ramp operates at LOS F in both the AM and PM peak hours. The stop-controlled SR 3 southbound off-ramp operates with high delay due to high volume on Loxie Eagans Boulevard. The intersection is identified for roundabout improvement in the Joint Compatibility Transportation Plan (JCTP) Preferred Alternative and the SR 16 Tacoma Narrows Bridge to SR 3 Congestion Study.

Eight intersections that currently operate at the minimum adopted LOS standard may reach LOS-deficient status with ongoing local and regional growth. A detailed evaluation of existing (2023) LOS at all study intersections is included in Attachment B.

- Kitsap Way (SR 310) and SR 3 southbound off-ramp operates at LOS D in the PM peak hour. The draft West Kitsap Way Planning Study identifies future rechannelization of the SR 3 southbound off-ramp which will provide additional intersection capacity.
- Kitsap Way (SR 310) and Corbet Drive operates at LOS D in the AM and PM peak hours. Minor approach stop-controlled movements operate with high delay during peak periods due to high demand on Kitsap Way.
- Warren Avenue (SR 303) and 11th Street operates at LOS E in the PM peak hour. The eastbound and westbound approaches operate at LOS E, and the northbound approach operates at LOS F.
- Wheaton Way (SR 303) and Sheridan Road operates at LOS E in the PM peak hour. The eastbound and southbound approaches operate at LOS E, and the westbound approach operates at LOS F.
- Burwell Street (SR 304) and N Callow Avenue operates at LOS D in the AM and PM peak hours. The westbound left-turn is the critical movement and operates with v/c of 1.07 in the AM and 0.99 in the PM peak hour.
- Austin Drive and SR 3 southbound off-ramp operates at LOS D in the PM peak hour. The SR 3 southbound off-ramp carries relatively high right-turn volumes; this is likely the result of vehicles bypassing peak hour congestion on southbound SR 3.
- SR 3 and Imperial Way operates at LOS E in the PM peak hour due to high southbound through demand traveling to Belfair and Mason County.

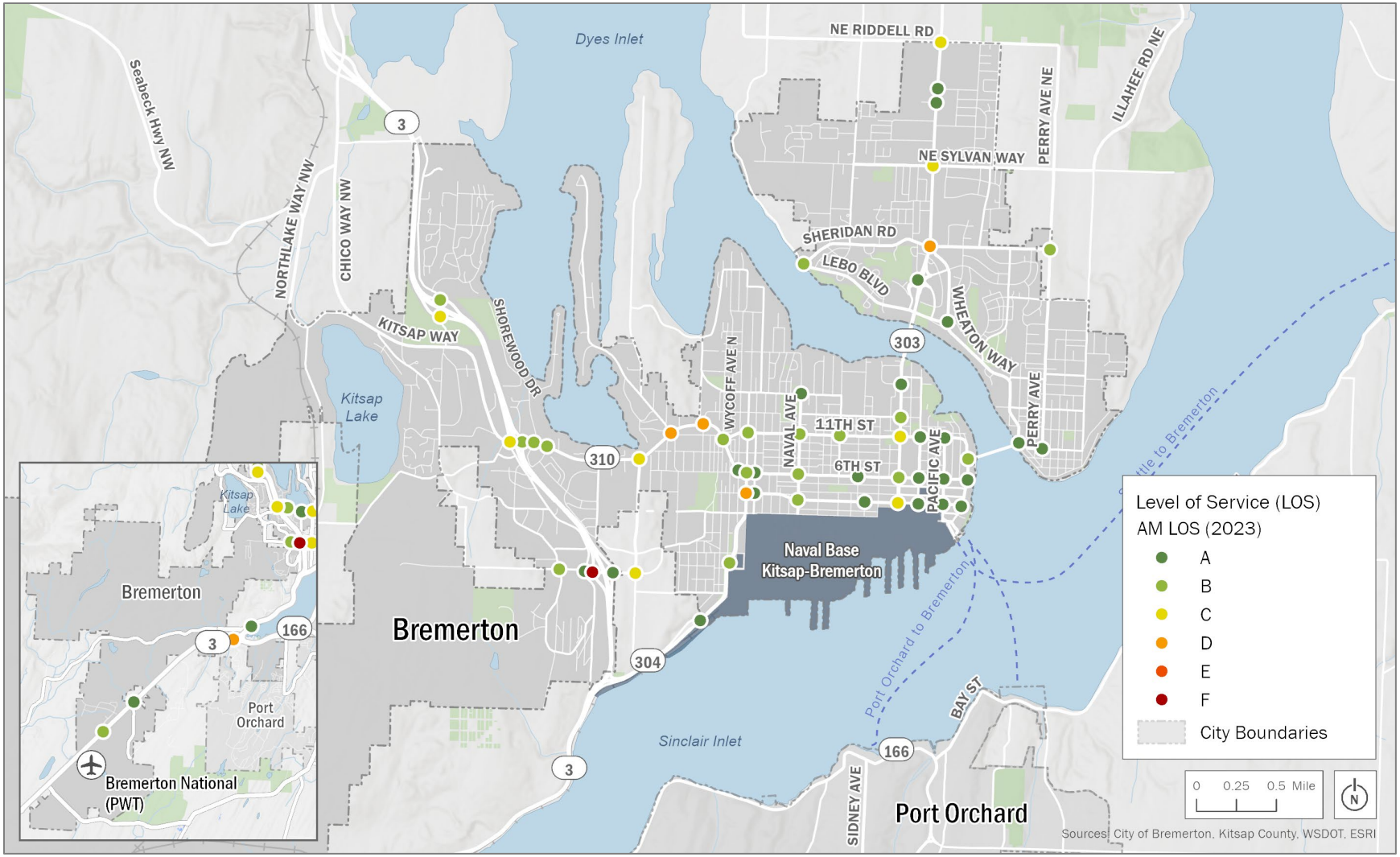

Figure 7. AM LOS (2023)

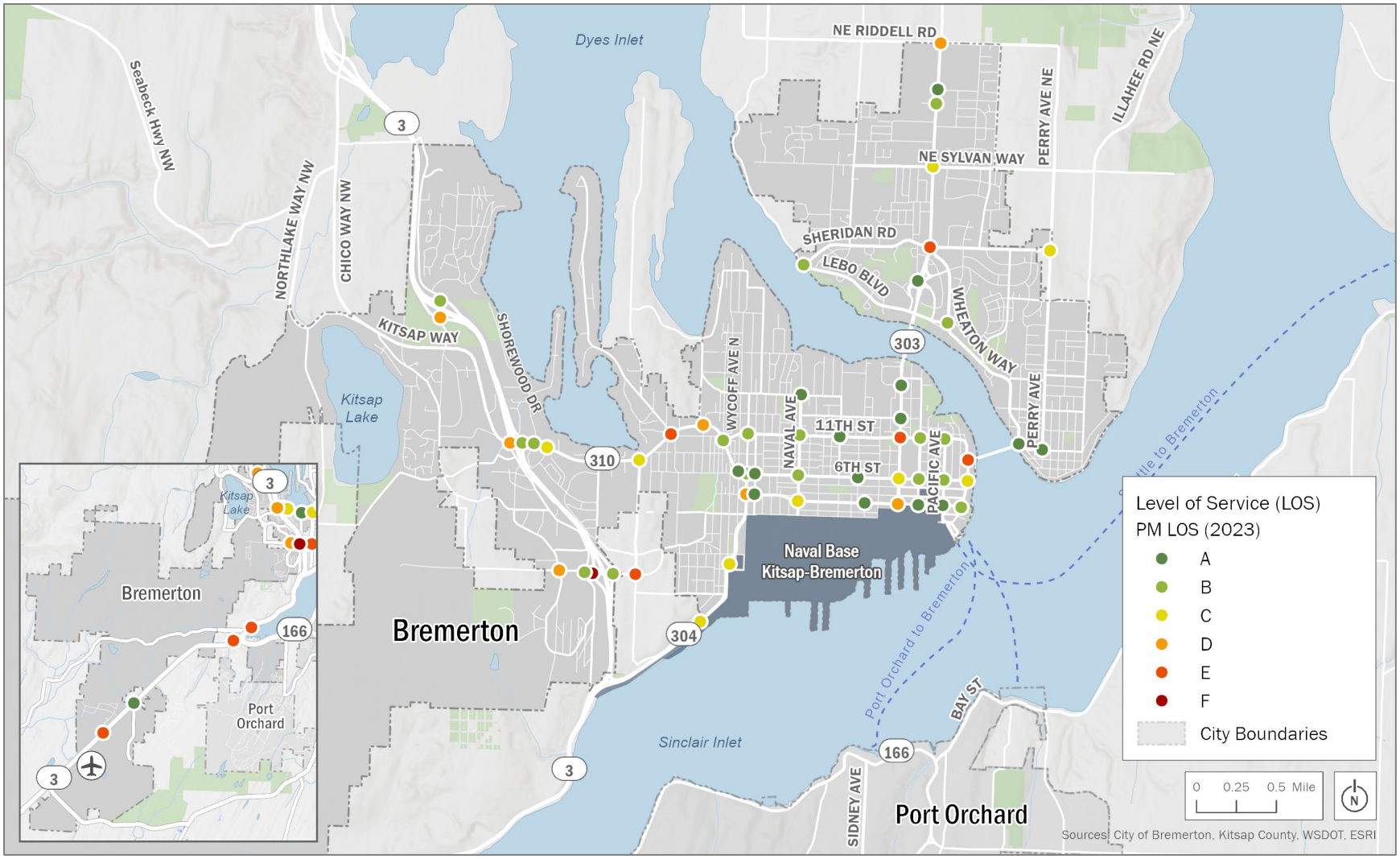

Figure 8. PM LOS (2023)

1.6 Safety and Collisions

Crashes within the city of Bremerton between 2018 and 2022 have been more concentrated near higher traffic roadways, including state routes, arterials, and major intersections. Figure 9 shows the locations of crashes of all user types, which are also particularly dense along the state routes and arterials within the city including SR 3, SR 303, SR 310, SR 304, 11th Street, and other downtown streets. The fatal crashes that have occurred over the same period were concentrated primarily along or near SR 3 and SR 303. Crashes involving bicyclists and pedestrians between 2018 and 2022 showed a similar pattern and were more concentrated in downtown Bremerton and along state routes and arterials.

Within the past 5 years, there have been 110 crashes that involved a bicyclist or pedestrian within the city limits of Bremerton, and only 6% involved drivers under the influence of drugs or alcohol. Most active transportation crashes occurred along arterial or collector roadways, with major crash hotspots downtown and at a major intersection of SR 303 in the northeast section of the city. Table 7 summarizes all active transportation crashes in the past 5 years.

Table 7. Active Transportation Crashes within the City of Bremerton (2018–2022)

		2018	2019	2020	2021	2022
No Injury/ Unknown	Bicyclist	4	7	1	2	2
	Pedestrian	7	8	3	4	1
Suspected Serious Injury	Bicyclist	1	1	0	0	0
	Pedestrian	3	3	5	3	3
Suspected Minor Injury	Bicyclist	2	4	2	1	5
	Pedestrian	11	5	6	5	8
Fatal	Bicyclist	0	0	0	0	0
	Pedestrian	2	0	0	0	1
Total Bicyclist Crashes		**7**	**12**	**3**	**3**	**7**
Total Pedestrian Crashes		**23**	**16**	**14**	**12**	**13**

Source: Washington State Department of Transportation Crash Data 2018 -2022

Total crashes involving bicyclists and pedestrians has generally decreased since 2018. A sharp decline in annual crashes occurred in 2020, which may be a result of changing traffic patterns and reduced vehicular traffic due to the COVID-19 pandemic. Approximately 66% of these crashes occurred at an intersection. There were three fatal pedestrian crashes during this timeframe. Two of the pedestrian fatalities on National Avenue and Oyster Bay Avenue W involved drivers under the influence of alcohol. The other pedestrian fatality occurred along SR 3, which is maintained by WSDOT, on Sam Christopherson Avenue. Figure 9 shows the location and severity of all crashes from 2018

to 2022. Figure 10 and Figure 11 show the locations and severity of pedestrian-related and bicyclist-related crashes from 2018 to 2022.

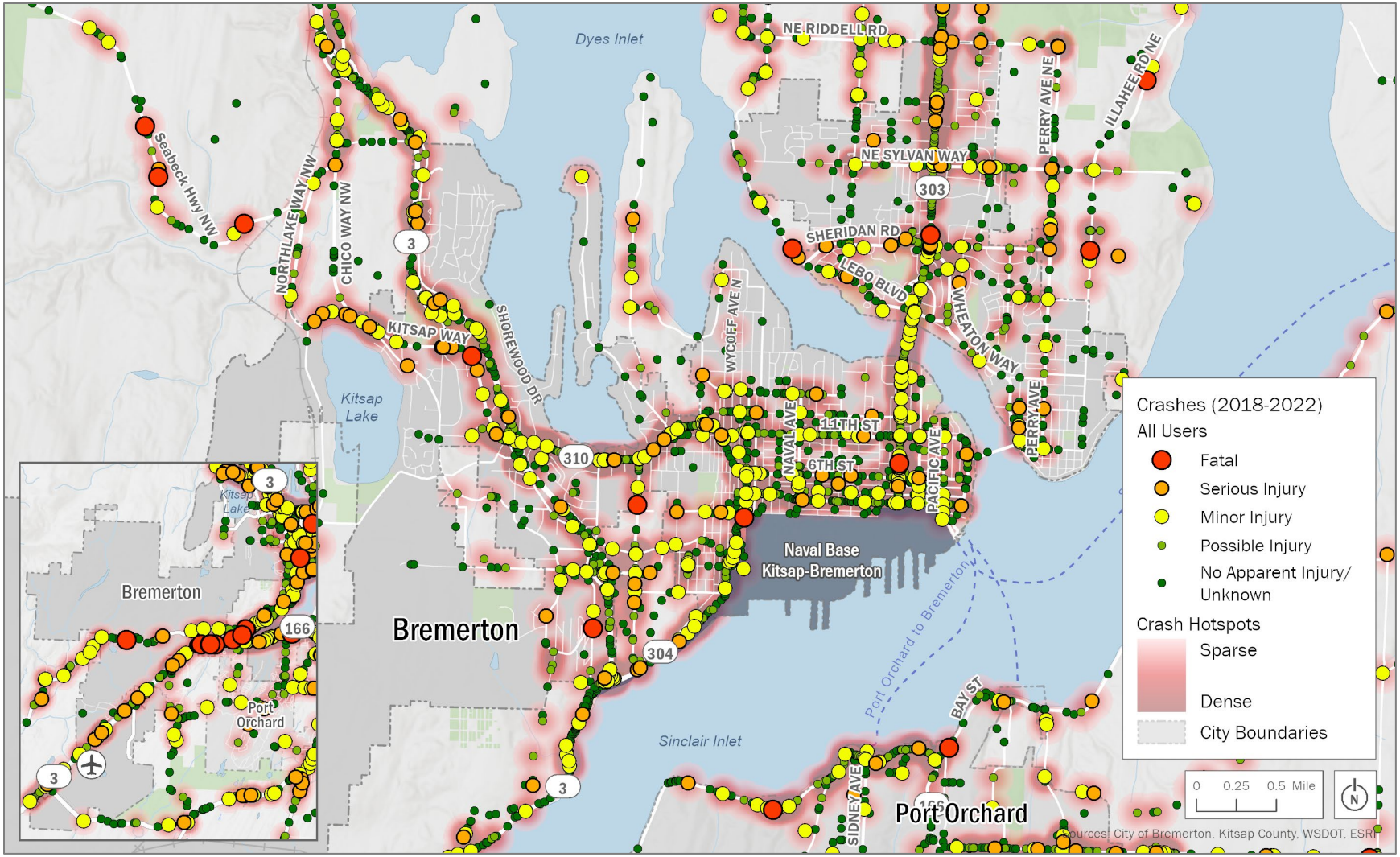

Figure 9. All Crashes (2018–2022)

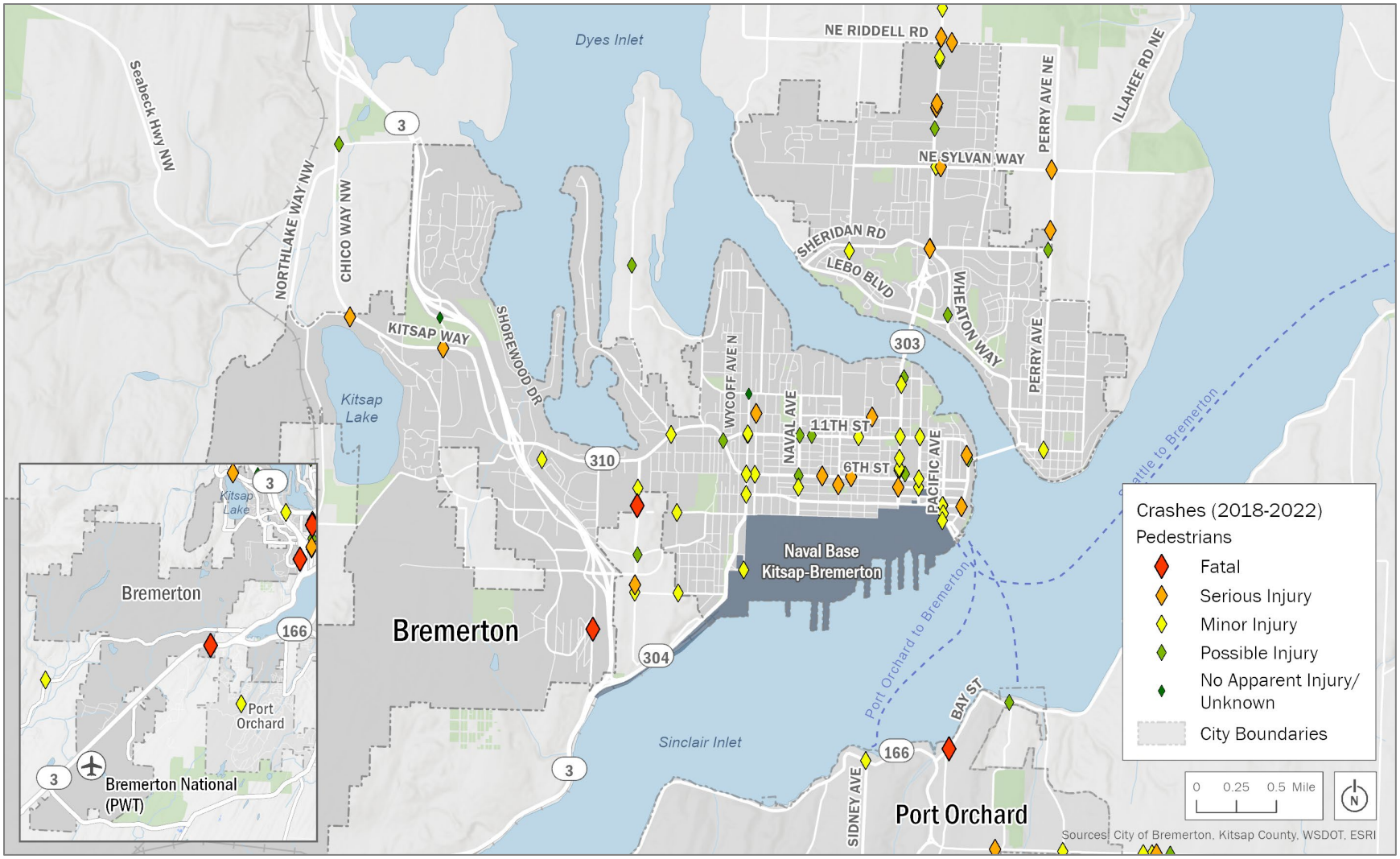

Figure 10. Pedestrian Crashes (2018–2022)

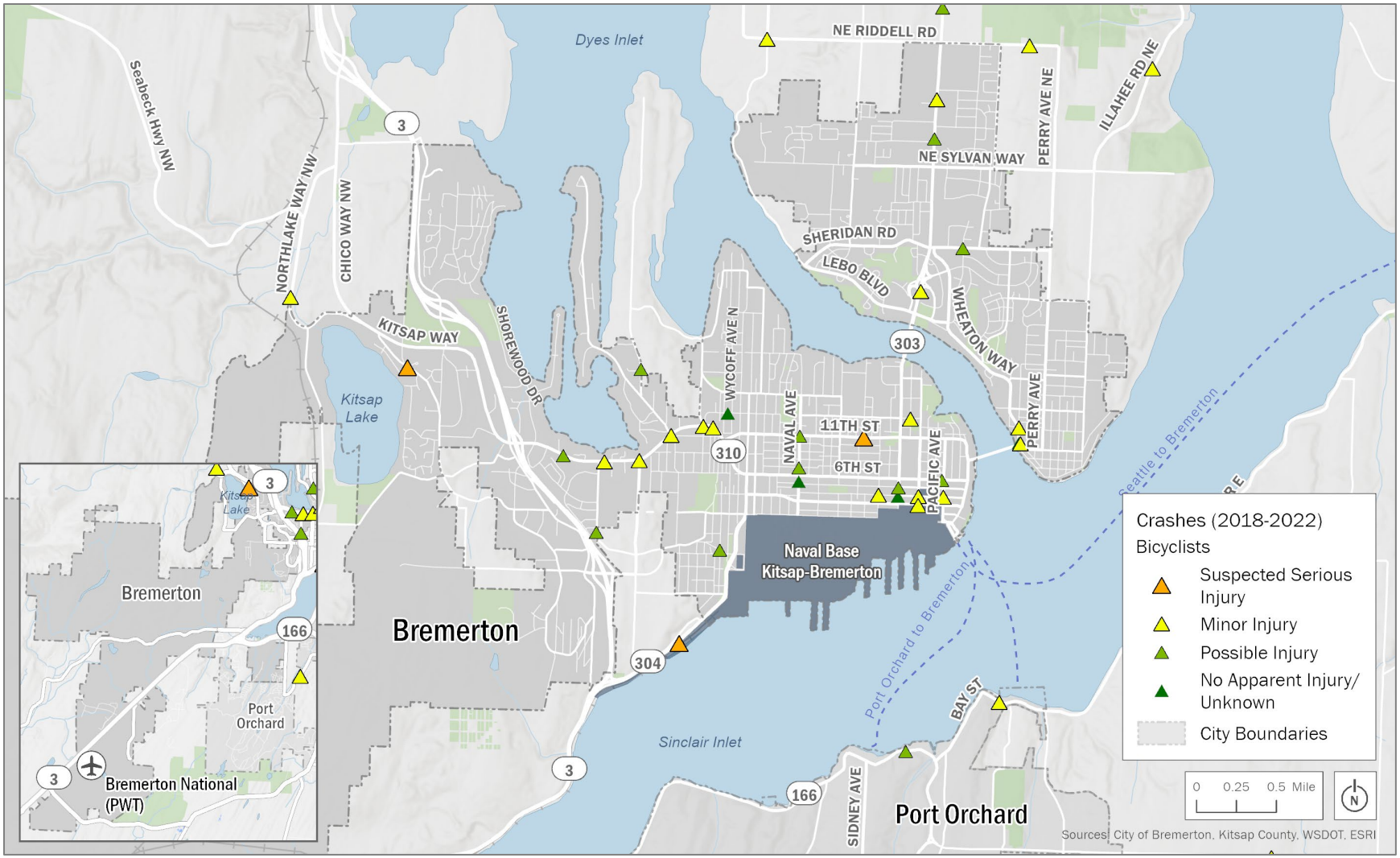

Figure 11. Bicycle Crashes (2018–2022)

2. Related Plans and Projects

2.1 City Plans

2.1.1 Bremerton Active Transportation Plan

Bremerton adopted its first Non-Motorized Transportation Plan in 2007. This plan identified deficiencies in the City's existing pedestrian and bicycle networks and recommendations for the future pedestrian and bicycle networks. The 2007 Plan recommended a range of different types of improvements that would benefit people walking, cycling, and rolling in Bremerton. These included fundamental elements of the network such as sidewalks, crosswalks, bicycle lanes, and shared-use paths. The strategies and priorities in the plan include:

- Investment in Safe Routes to School.
- Changes to City design requirements for parking and transportation facilities.
- Access to transit improvements.
- Definition of potential implementation of the future pedestrian and bicycle network.

Bremerton's 2024 Active Transportation Plan is an update to the 2007 Non-Motorized Transportation Plan. The 2024 Plan was developed in close coordination with the transportation analysis in this Transportation Appendix and supports the goals and policies of the Transportation Element of the 2044 Comprehensive Plan with a focus on people walking, cycling, and rolling. Public input collected during the engagement process informed the recommendations of the Active Transportation Plan and the infrastructure investments that are included in the 20-year transportation capital project list in this document.

2.1.2 Joint Compatibility Transportation Plan

The 2023 JCTP is a commuter and traffic plan the City of Bremerton developed in partnership with NBK-BR. The JCTP is intended to ensure NBK-BR meets its mission for national defense and supports Bremerton's long-range growth needs. As part of the planning process, the JCTP team examined the existing and future needs for all transportation modes that serve NBK-BR and identified strategies to improve multimodal mobility, build and strengthen partnerships, and improve quality of life in Bremerton.

The JCTP builds on previous work from NBK-BR and other agencies, and it evaluates a range of alternatives to improve multimodal access throughout the city of Bremerton and to and from NBK-BR. The plan's analysis follows the four primary goals of the study and process to develop and evaluate future alternatives.

1. Examine and define existing and future needs for all transportation modes serving NBK-BR.
2. Develop solutions to resolve deficiencies.

3. Evaluate options to mitigate transportation and parking demands.
4. Develop a prioritized implementation plan.

In the evaluation of future alternatives, the JCTP found that there was tension between base accessibility and livability. The preliminary Preferred Alternative identified in the plan balances these two objectives with primarily multimodal improvements to Bremerton's transportation system to support access to NBK-BR. Capital improvements in the JCTP that are expected to be led by the City include re-channelization of 6th Street and Naval Avenue, multimodal infrastructure improvements near the base gates, and adaptive signal timing on Burwell Street, Kitsap Way, 6th Street, and 11th Street. Conceptual improvements as part of the JCTP are shown in Figure 12..

Figure 12. JCTP Conceptual Improvements on 6th Street and Naval Avenue

Capital projects identified as part of the JCTP Preferred Alternative that would be implemented by the City are incorporated in the 20-year transportation project list in this document.

2.1.3 SR 303 Corridor Study

The SR 303 Corridor Study was a study of the SR 303 corridor in Bremerton and unincorporated Kitsap County completed in 2021 and led by the City of Bremerton and WSDOT in partnership with Kitsap County. The purpose of the study was to assess constraints along the corridor and prioritize potential projects that would help meet local

needs along the corridor. The study evaluated existing and future corridor needs and deficiencies on SR 303 and identifies a preferred alternative with near-, mid-, and long-term improvement strategies to achieve the long-term vision for the corridor.

The overall vision for the SR 303 corridor that was developed as part of the study is an economically prosperous corridor with a mix of land uses that is accessible and safe for people using all modes of travel. A critical part of this vision is that all people traveling on the corridor feel safe and have access to economic opportunities. To achieve this vision, the preferred alternative identified in the study includes an emphasis on improved sidewalks, reduced conflict points, investments in transit, and corridor traffic management. The proposed improvements in the preferred alternative include:

- Adaptive signal technology with an option for transit signal priority.
- Roundabouts at key locations that contribute to traffic operations, pedestrian accessibility, safety, and context.
- Widened and completed City sidewalks south and north of the Warren Avenue Bridge.
- 10-footwide sidewalks that may be used by all modes of active transportation.
- More connections for active transportation along, across, and adjacent to the corridor.
- Designated bicycle facilities across and adjacent to the corridor.
- Business access and transit (BAT) lane between Callahan Drive and Hollis Street.

Corridor concepts from the SR 303 Corridor Study are shown in Figure 13, Figure 14, and Figure 15.

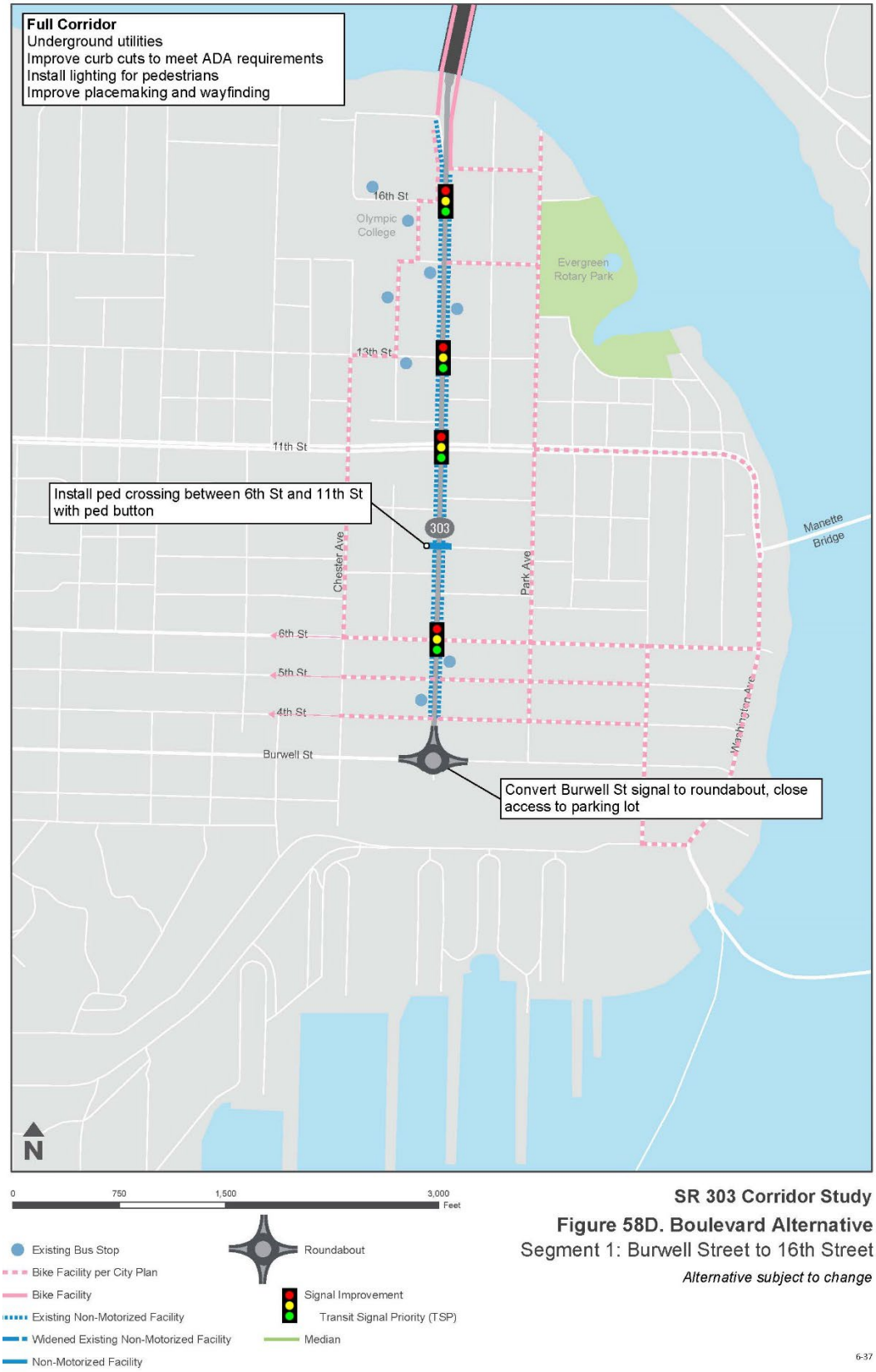

Figure 13. SR 303 Concept Burwell Street to 16th Street Section

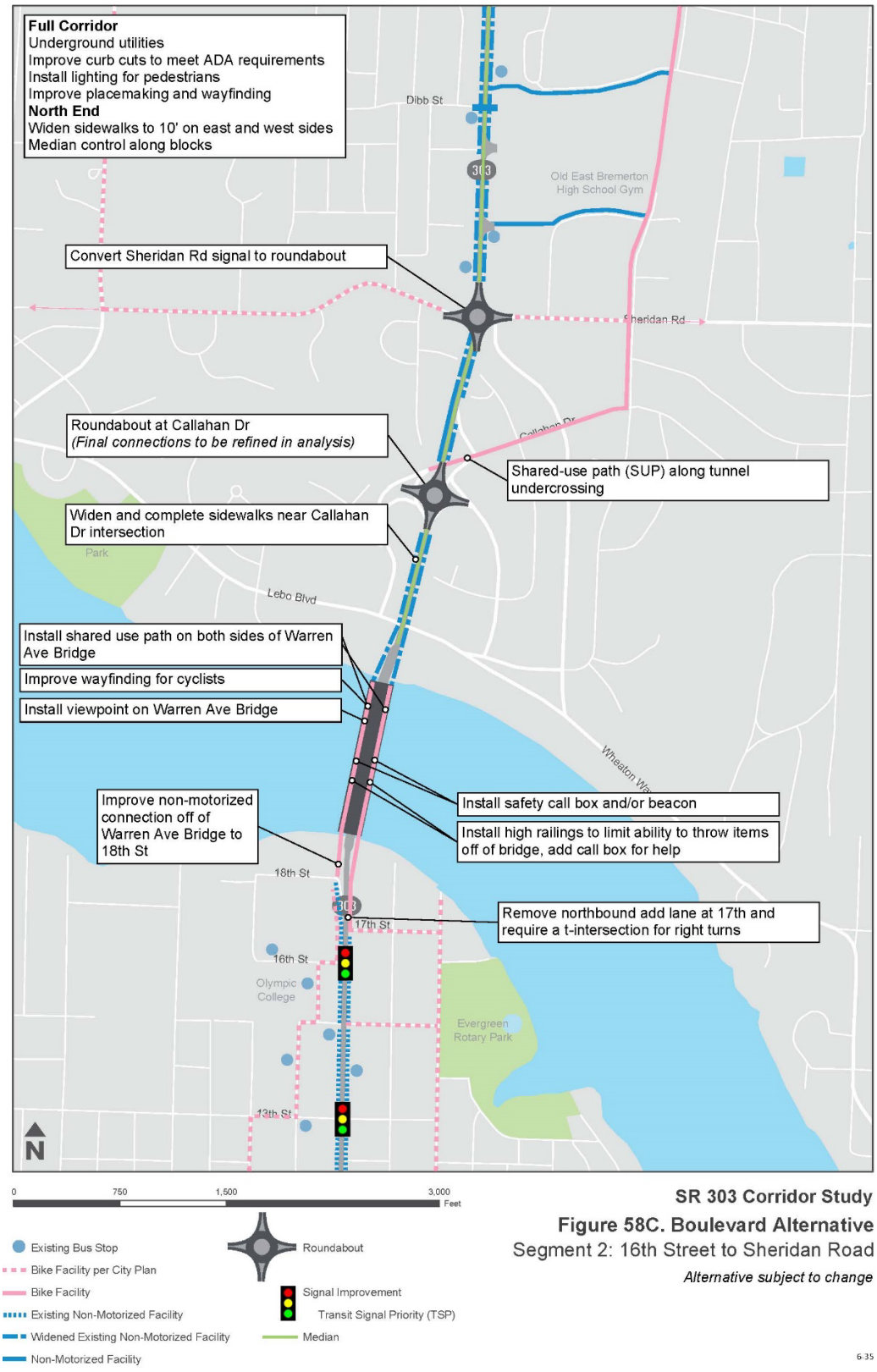

Figure 14. SR 303 Corridor Concept 16th Street to Sheridan Road Section

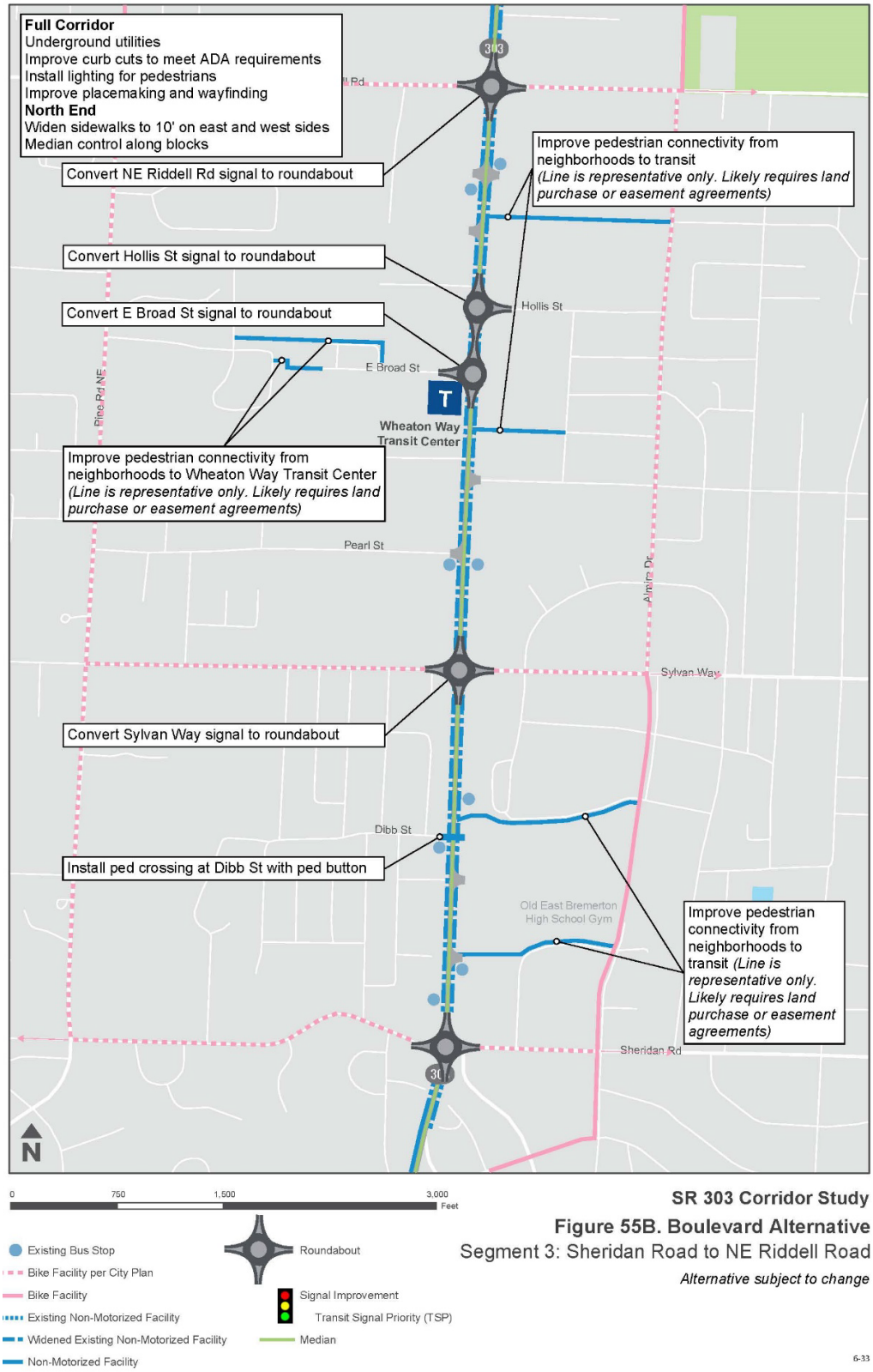

Figure 15. SR 303 Corridor Concept Sheridan Road to Riddell Road Section

2.1.4 Subarea Plans

2.1.4.1 Downtown Subarea Plan

The Downtown Subarea Plan was adopted in 2007 and establishes a vision for compact, mixed-use development in Downtown Bremerton. The plan defines desired patterns of development and design in Downtown Bremerton through urban design and land use strategies. These strategies for implementation of the land use and urban design vision for downtown incorporate sustainable design and development that is sensitive to local context, views, and environmental features. These urban design strategies are coupled with design principles that are reflected in zoning schemes for Downtown Bremerton.

The Circulation chapter of the Downtown Subarea Plan established different downtown street typologies. Streets in Downtown Bremerton are classified as regional arterials, multimodal streets, community boulevards, pedestrian primary streets, green streets, and residential streets. Each of these streets has a preferred street cross section with space for pedestrians, plantings and furnishings, transition areas, and travel lanes for cars. Various other improvements such as curb bulbs and medians, as well as example street furnishing and fixtures, are included in the Plan's Street Design Toolbox for the City to consider as part of future street design.

2.1.4.2 PSIC Subarea Plan

The City of Bremerton has prepared a subarea plan for the Puget Sound Industrial Center – Bremerton (PSIC). The plan supports sustainable economic development in southwest Bremerton. It also ensures that future development would help reduce greenhouse gas emissions and promote low-impact development concepts. The plan's long-term vision is an industrial employment center that is home to a range of different activities and industries focused on environmentally sustainable industrial development and jobs.

The PSIC subarea plan includes goals, strategies, and desired outcomes to support compact and intensive industrial development that minimizes impacts to the natural environment. The goals and strategies for the future transportation network support all modes of travel. The plan also describes opportunities for partnerships with other agencies including WSDOT and local property owners and developers to create a transportation system that is financially feasible. The subarea plan's preferred conceptual roadway network includes a comprehensive circulation concept to be implemented as part of new development in the subarea.

2.1.4.3 Other Subarea Plans

The City of Bremerton's other subarea plans envision future localized transportation improvements and potential future connections in Bremerton's districts and centers including the following:

- **Harrison Heights Subarea Plan:** New pedestrian, bicycle, and roadway connections to create a more complete transportation network with more through-street connections.

- **East Park Subarea Plan:** Street network concepts for new development in the subarea, with trail connections to Madrona Trails Park.
- **Bay Vista Subarea Plan:** Street network concepts and street typologies with recommended circulation and right-of-way standards for new development.
- **Charleston Area-Wide Planning Study (CAPS plan):** While not a subarea plan, this study outlines redevelopment strategies for the Charleston District focusing on brownfield site revitalization. It includes land use planning, market analysis, and community input to support economic growth, enhance walkability, and improve environmental conditions.

2.2 Kitsap County

2.2.1 Countywide Planning Policies

In 2023, Kitsap County adopted revisions to its Countywide Planning Policies (CPPs) together with growth targets for the cities, urban growth areas (UGAs), and rural lands in the County. The CPPs establish a countywide framework for city and county comprehensive plans. The transportation policies in the Kitsap County's 2023 CPPs are summarized by subject area.

- T-1. Strategies to optimize and manage the safe use of transportation facilities and services including maintenance of the existing network, prioritization of existing deficiencies, transportation system management strategies, access management, and shared facilities and transportation resources.
- T-2. Reducing the rate of growth in auto traffic, including the number of vehicle trips, the number of miles traveled, and the length of vehicle trips taken, for both commute and non-commute trips including incentives for non-single-occupancy-vehicle travel, complete streets standards, missing vehicular and active transportation links, and active transportation plans.
- T-3. Environmental and human health impacts of transportation policies including minimizing adverse impacts to human and environmental health, and programs that improve human health and air quality, as well as protection of water resources.
- T-4. Designation of centers and efficient and equitable transit and pedestrian travel appropriate for each planning area including development strategies and plans for designated centers, incorporation of emerging transportation modes into planning, and engagement to understand local transportation needs.
- T-5. Transportation linkages between designated local, regional, and candidate centers including designated corridors for travel between centers by all modes.
- T-6. Freight transportation strategies to ensure reliable goods movement including compatible land uses around freight corridors and facilities and appropriate roadway standards and designations for freight corridors.

- T-7. Active participation of Kitsap County cities in Puget Sound Regional Council (PSRC) and the Peninsula Regional Transportation Planning Organization.
- T-8. Coordination of intra-county transportation planning efforts including collaboration in reassessment of land use and transportation goals, compatible land uses and transportation facilities, coordinated street classifications and standards between jurisdictions.
- T-9. Coordinated and consistent LOS standards to develop comparable standards between the County, cities and WSDOT and expansion of LOS standards to address multimodal concurrency.

Kitsap County's CPPs were considered in the planning process to update the goals, policies, and strategies in the Bremerton 2044 Comprehensive Plan and the plan's transportation element.

2.2.2 Kitsap County Comprehensive Plan

The Kitsap County Comprehensive Plan 2024–2044 is a policy document that will guide decision-making, growth, and investments in Kitsap County for the next 20 years. The plan emphasizes sustainable housing and employment growth based on targets that align with the regional growth strategies in VISION 2050 described in Section 2.3. The Kitsap County Comprehensive Plan sets targets for and outlines strategies to accommodate future growth throughout the county, including the Bremerton UGA.

The Transportation Element of the Kitsap County Comprehensive Plan 2024–2044 outlines goals, policies, and strategies to guide future investment in the County's transportation system. The County's policies and strategies fall under 10 transportation goals for county facilities. These countywide goals align with the goals and policies of Bremerton's Transportation Element.

The Kitsap County Comprehensive Plan includes a specific Gorst Neighborhood Plan for the Gorst UGA between Bremerton and Port Orchard. This neighborhood plan includes zoning alternatives for higher-density residential and mixed-use development. To achieve the vision for growth in Gorst, the County defines policies for land use and community design as well as the provision of transportation and public services.

2.2.3 Kitsap Transit 2022–2042 Long Range Plan

Kitsap Transit is the public transit agency that serves Kitsap County with fixed-route buses, local ferry, and fast ferry service. The agency also administers car and vanpool programs, worker-driver buses, and on-demand services in different areas of the county. Kitsap Transit updates its Long-Range Transit Plan (LRTP) every 5 to 10 years and adopted its most recent LRTP in 2022. The current LRTP plans for transit investments through 2042 and is coordinated with regional plans by the PSRC.

Kitsap Transit's 2022–2042 LRTP includes a range of service projects designed to improve transit service in Kitsap County and capital projects to accommodate operational needs. Kitsap Transit's service projects define the agency's approach to expanded and improved transit service and are dependent on successful implementation of capital projects.

Service projects Kitsap Transit is planning for in Bremerton include new or upgraded bus service and other services described below.

- Frequency upgrades to a number of bus routes in and connecting to Bremerton.
- A new local bus route connecting Belfair and West Bremerton.
- A new express bus route connecting Bremerton and Tacoma.
- A new Bremerton circulator to shuttle people around Bremerton.
- A new high-capacity transit route on SR 303 between Silverdale and Bremerton.
- New on-demand ride zones in and around Bremerton.

2.3 VISION 2050 and Regional Transportation Plan 2022–2050

PSRC is the metropolitan planning organization for the Central Puget Sound Region. PSRC develops regional plans and policies and coordinates decisions about regional growth in King, Pierce, Snohomish, and Kitsap Counties. The PSRC VISION 2050 plan is the long-range plan for growth in the Central Puget Sound Region and includes actions for local governments in support of the plan's vision. The two main components of the plan are the Regional Growth Strategy that focuses growth in designated growth centers near high-capacity transit and the Multicounty Planning Policies that provide a common policy framework for city and county planning.

The PSRC Regional Transportation Plan (RTP) is a long-range plan for transportation investments in the Central Puget Sound Region. This plan builds on and helps implement the plan for growth in the region in VISION 2050. The RTP is updated every 4 years with multimodal investments to create a safe and efficient transportation system for the region. The current RTP was adopted in 2022 and focuses future investments through 2050 in the regional transportation system to support regionwide goals in six areas: climate, access to transit, equity, safety, mobility, and lastly, local needs and future visioning. The RTP anticipates $300 billion in transportation investments over the next 28 years, with 70% dedicated to investments in local and regional public transit.

The future transit network in the RTP includes planned projects in Bremerton including investments in high-capacity transit. Planned improvements by Washington State Ferries in Bremerton are also described in the plan, but these investments are not candidate projects for PSRC funding. The current RTP describes specific candidate projects that would provide multimodal improvements on local roadways. One of the largest candidate projects in the RTP is the reconfiguration of Wheaton Way (SR 303) from Sheridan Road to Riddell Road to include BAT lanes and improve sidewalks on the corridor.

2.4 WSDOT Plans and Projects

2.4.1 SR 3 Freight Corridor

WSDOT is leading the SR 3 Freight Corridor Project to create a new route for SR 3 through portions of Kitsap and Mason Counties that would allow vehicles to travel around Belfair in unincorporated Mason County. This new route for SR 3 would maintain the existing state highway as a business loop but offer drivers and freight traffic the option to travel

around, rather than through, Belfair. The new section of SR 3 would be a Limited Access Corridor with a restricted number of intersections and access points to the highway. Limiting business access and the number of intersections is expected to improve travel times along the corridor with fewer sections of the corridor with slow or stopping traffic. The project is currently in the National Environmental Policy Act (NEPA) review process and is expected to begin construction in summer 2026 and be completed in winter 2028.

2.4.2 SR 3 Gorst Area Planning and Environmental Linkages Study

In summer 2024, WSDOT began the SR 3 Gorst Area Planning and Environmental Linkages (PEL) Study to examine potential future designs for SR 3 near Gorst. SR 3 and SR 16 are critical to accessing the Kitsap Peninsula, and both routes experience frequent congestion in the Gorst area and are susceptible to environmental hazards. The PEL study will look at potential designs for the SR 3 corridor to reduce congestion and make the corridor more resilient in the future. During the PEL study process, WSDOT will work with various stakeholders including the City of Bremerton to define the purpose and need for future projects along the SR 3 corridor between SR 304 and Gorst and develop design options to carry into the environmental review process. The SR 3 Gorst Area PEL Study is expected to be complete in December 2025.

3. Community and Stakeholder Engagement

3.1 Public Survey

The City surveyed community members who travel in and around Bremerton to better understand perceptions and barriers to using transportation services and identifying potential transportation improvements. The City fielded an online survey from January 19 to February 15, 2024. To recruit survey respondents, the survey team mailed invitations to a statistically valid, random sample of 5,000 households with Bremerton addresses, including some addresses outside of city limits. A total of 605 people responded to the survey. The response rate was 12.7%, and the margin of error was +/- 4%.

Most respondents (86%) lived in the city of Bremerton and traveled to or within Bremerton 4 to 7 days per week (79%) for various purposes and daily needs. Most survey respondents (78%) currently drive alone or with friends or family (68%). Respondents reported using the following modes of travel:

- 78% reported driving alone, and 68% driving together with friends or family.
- 34% reported using ferries, and 18% reported riding the bus.
- 38% reported walking, and 19% reported biking for regular trips.
- Other less common modes included ride share (8%) and carpool (7%).

Respondents were asked to identify the barriers they encountered using different modes. For driving, the most common issues reported were traffic congestion and aggressive or reckless driving. For active transportation the most common barriers reported were incomplete bicycle and pedestrian facilities, as well as dangerous driver behavior. For transit, the most common barriers were infrequent or unreliable ferry schedules and bus trips taking too long.

Survey questions also asked respondents about opportunities to improve transportation services that would motivate them to use each travel mode more. For active transportation the most common responses were new or improved bicycle and pedestrian facilities. For bus and ferry transit, more frequent service was the most common opportunity to improve transit in survey responses. There was also broad support among those that drive regularly for adaptive or smart signals to improve congestion on Bremerton's roadways. These survey responses informed the planning process for this Transportation Technical Appendix and the Active Transportation Plan update and helped refine the list of potential future transportation improvements.

3.2 Open House #1

The City of Bremerton hosted a virtual open house (a prerecorded narrated presentation on Zoom) to introduce the overall Comprehensive Plan update and the process to update the Transportation Element of the Comprehensive Plan and the City's Active

Transportation Plan. The open house video was posted on the Comprehensive Plan Transportation Element webpage from January 19 to February 15, 2024. The open house narrative explained how the community can be involved in shaping the future of Bremerton's transportation by submitting comments and participating in the survey. The City's project manager, Vicki Grover, shared the study timeline including future outreach milestones, and she encouraged attendees to participate in the public survey and visit the project website for updates.

The virtual open house offered a flexible way for the City of Bremerton to introduce the project and public survey to community members. Attendees viewed the presentation and were able to leave comments through the comment box on the project website or by participating in the public survey. The City's main objectives were as follows:

- Gather input from community members about their transportation needs, concerns, and suggestions.
- Educate the broader Bremerton community about the city's Transportation Element in the Comprehensive Plan and the City's Active Transportation Plan and how they can be involved in shaping the transportation elements.
- Notify community members about future opportunities to provide feedback to help inform the project.

3.3 Webmap Engagement

The project team developed a draft pedestrian priority network and draft bicycle priority network based on previous plans. The priority networks highlight corridors considered high or medium priority for implementing active transportation projects over the next 20 years. The City published the draft pedestrian and bike priority networks for public engagement on a webmap where members of the public could add comments as lines or points. The draft pedestrian priority network and bicycle priority network were available for public comment from August 19 through September 9, 2024 and was refined using public input collected on the webmap and via email during that period.

The feedback collected during this engagement will play a crucial role in determining where the City focuses its investments in active transportation, and it will help shape the development of projects and programs to improve the multimodal transportation system. The City received a total of 225 comments and 8 emails and letters from the public. The input gathered during this period helped align priority network segments and potential future projects with public priorities. The pedestrian and bicycle prioritization networks are shown in Section 5.3.2.

3.4 Open House #2

The City of Bremerton hosted another virtual open house (a pre-recorded narrated presentation on Zoom) to update the Bremerton about progress on the transportation plans. The team posted the open house video on the Comprehensive Plan webpage from October 2 to 16, 2024.

Bremerton hosted an in-person open house on Tuesday, October 8, 2024, at the Norm Dicks Council Chambers. The team hosted the open house from 5 to 7 p.m. Ten community members attended the open house. City staff received four in-person comments at the in-person open house and four email comments that specifically referenced either the online or in-person open house.

4. Future Transportation Needs

4.1 Future Active Transportation Needs

People biking, walking, and rolling need dedicated infrastructure to get around Bremerton safely and comfortably. Current needs for active transportation facilities in the city were evaluated as part of the analysis to develop the transportation element of the Bremerton 2044 Comprehensive Plan and the Active Transportation Plan. Key needs for active transportation facilities were identified through an analysis of gaps in Bremerton's pedestrian and bicycle networks. This analysis guides investments in Bremerton's transportation system that are included in the transportation capital project list.

Level of traffic stress (LTS) was the primary measure used to identify gaps in Bremerton's pedestrian and bicycle networks. LTS is a measure used to evaluate the comfort and safety of active transportation users on roadways, considering factors such as vehicle speed, traffic volume, the number of lanes, and the presence of dedicated pedestrian and/or bicycle facilities. The LTS scale ranges from 1 to 4, with LTS 1 representing the lowest stress, suitable for users of all ages and abilities, and LTS 4 representing the highest stress, suitable only for very experienced and confident bicyclists as shown in Figure 16. A preliminary analysis of pedestrian and bicycle LTS along Bremerton's roadway network using the WSDOT metrics and criteria from the Design Manual was completed for this effort. Further review of alternative methodologies is under consideration.

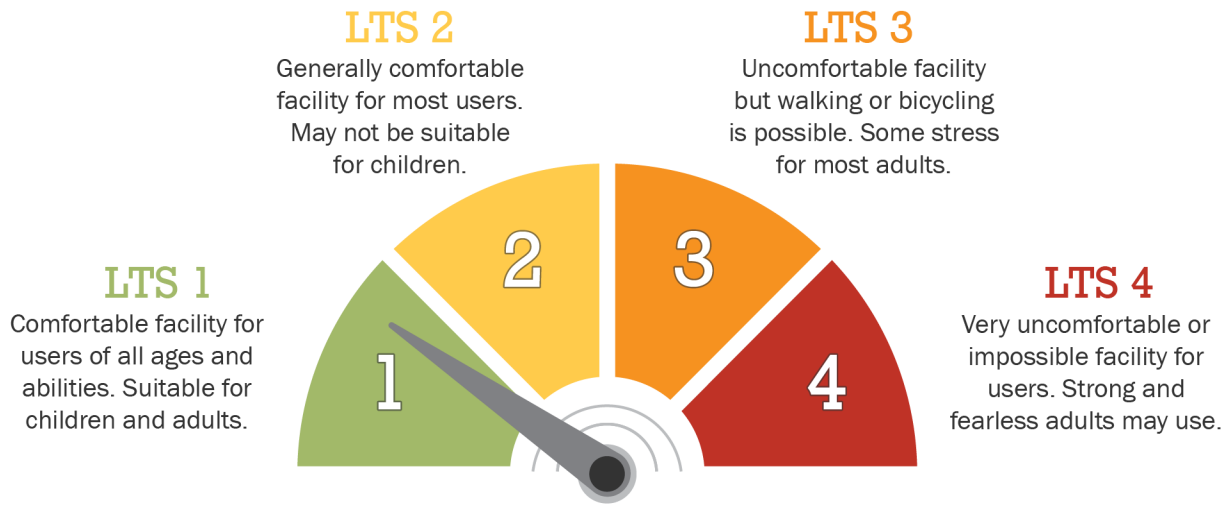

Figure 16. Level of Traffic Stress Ratings

4.1.1 Gaps in the Pedestrian Network

An analysis of pedestrian level of traffic stress (PLTS) was used to identify major roadway segments that lack sufficient pedestrian infrastructure, shown in Figure 17. Current guidelines from the Washington State Department of Transportation outlined in Chapter 15 of the 2023 WSDOT Design Manual served as a model for classification of gaps in the pedestrian network. Arterial and collector roadways in Bremerton with a PLTS rating of 3 or 4 were considered gaps in the pedestrian network. Most streets in Bremerton's downtown core were rated PLTS 1 or 2 because of existing sidewalks and roadway speeds. The City of Bremerton will develop and adopt City PLTS standards that consider a range of methodologies as part of a separate planning process.

While the PLTS thresholds in the WSDOT Design Manual consider sidewalk width, they do not factor in the conditions of the sidewalks or the grade change along the roadways. Roadways with no sidewalks—sections of Kitsap Way, West Arsenal Way, and Auto Center Boulevard—were higher stress at PLTS 3 or 4. Streets with sidewalks at a minimum width of 5 feet in areas with higher traffic volumes or posted speeds at or greater than 35 mph, including Loxie Eagans Boulevard and 11th Street, were also higher stress. The WSDOT methodology relies on target speeds; however, since target speed data was not available for all roads, posted speed limit data was used as a substitute. However, observed traffic speeds on certain roadways such as 11th Street have historically been higher than the roadway's posted speed limit. Other roadways including Corbet Drive and sections of 15th Street west of N Lafayette Avenue do not have existing sidewalks and can be a challenging pedestrian environment; they are rated LTS 2 because of posted travel speeds, consistent with the WSDOT methodology. The Warren Avenue (SR 303) Bridge, currently in design for active transportation improvements, was ranked PLTS 4 due to sidewalk widths less than 4 feet.

4.1.2 Gaps in the Bicycle Network

An analysis of bicycle level of traffic street (BLTS) was used to identify major roadway segments that lack sufficient bicycle infrastructure. Current guidelines from WSDOT served as a model for classification of gaps in the bicycle network. Arterial and collector roadways in Bremerton with a BLTS rating of 3 or 4 were considered gaps in the bicycle network. BLTS was evaluated for collector and arterial roadways within the city limits of Bremerton as shown in Figure 18. Most arterial or collector roadways in Bremerton rated as BLTS 3 or 4 due to a lack of dedicated bicycle facilities. State routes without bike lanes—including SR 303 and segments of SR 304/Burwell Street—were rated as high as BLTS 4. SR310/Kitsap Way has bike lanes and is rated BLTS 2. Roadways in East Bremerton and near Kitsap Lake generally rated as more comfortable and lower stress due to lower posted speed limits and traffic volumes. The City of Bremerton will develop and adopt City BLTS standards that consider a range of methodologies as part of a separate planning process.

Figure 17. Existing Pedestrian Level of Traffic Stress on Arterial and Collector Roadways

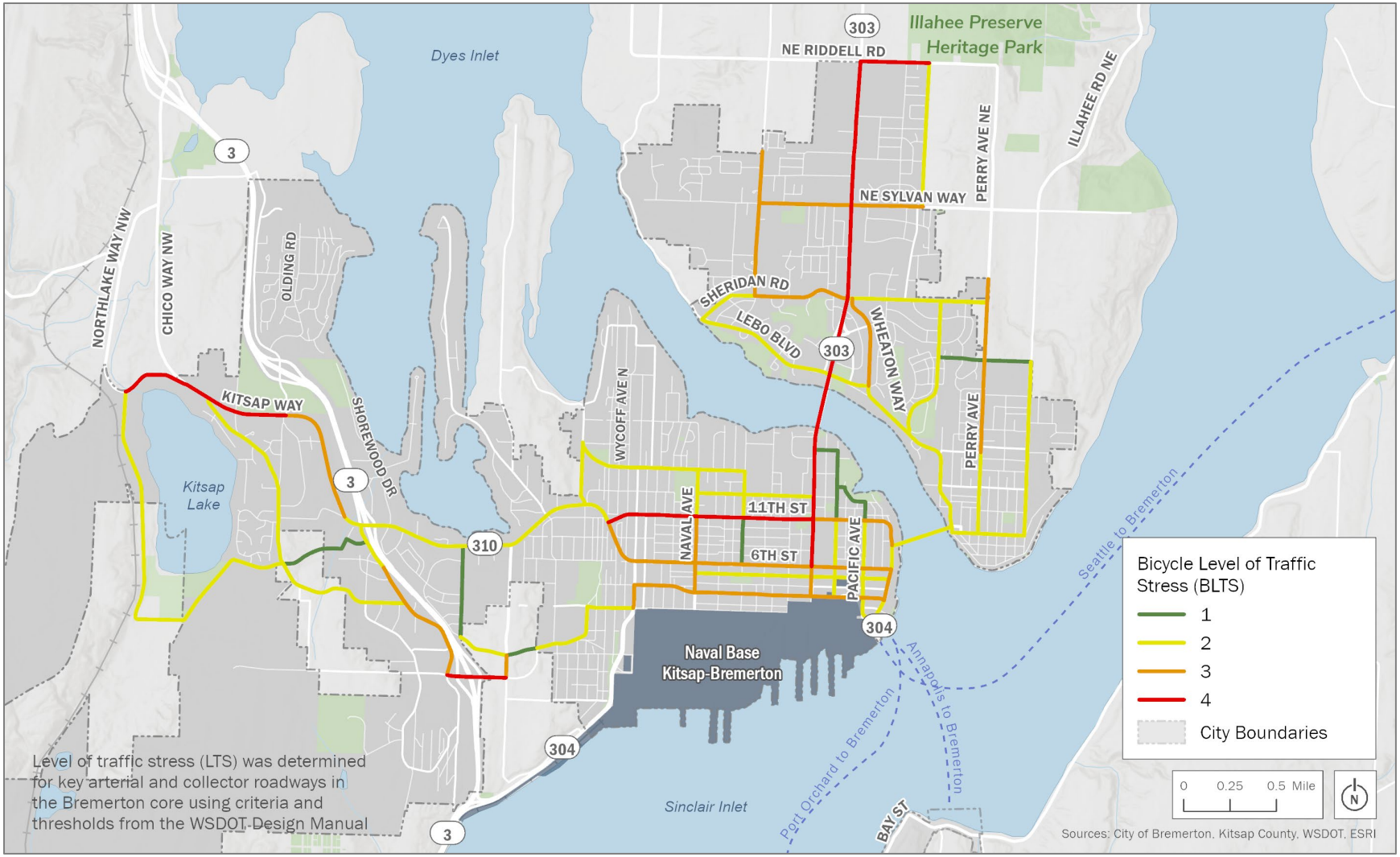

Figure 18. Existing Bicycle Level of Traffic Stress on Arterial and Collector Roadways in Bremerton

4.1.3 Active Transportation Demand

Active transportation demand refers to the desire and need for nonmotorized modes of travel, encompassing both the level of interest and use of these modes within a community. Understanding active transportation demand helps inform infrastructure planning, policy decisions, and initiatives aimed at the implementation of active transportation facilities where they are needed the most.

The active transportation demand analysis focused on identifying and evaluating key destinations for people walking, bicycling, taking transit, or utilizing other forms of nonmotorized travel. Locating active transportation destinations within Bremerton's city limits can inform the existing demand and existing connections and opportunities for improvement. This analysis serves as a foundation for developing strategies that promote walking, cycling, and other sustainable modes of transportation.

A total of 315 active transportation destinations were identified within the city limits of Bremerton. Destinations included a variety of community resources designed to meet the needs of the population. These include civic buildings that serve as hubs for local government and public services, health facilities that provide essential medical care and wellness programs, schools, and parks that offer recreational and green spaces for relaxation and outdoor activities. Destinations also incorporate transportation connections including transit centers, bus stops, and ferry terminals. Beyond these, other critical community resources, such as senior centers or public libraries, were also included to enhance overall quality of life and support the well-being of residents. Table 8 outlines all facilities identified as destinations for active transportation users.

Table 8. Active Transportation Demand

Category	Destinations
Civic buildings	Government buildings, law enforcement, NBK-BR
Community resources	Museums, public library, Red Cross, senior center, PSIC industrial growth center, Bremerton Foodline
Health resources	Urgent care clinic
Park	Parks
School	Schools, Olympic College
Transportation	Transit stops, pedestrian overpass, NBK-BR gate access, airport, ferry, park and ride

NBK-BR = Naval Base Kitsap Bremerton; PSIC = Puget Sound Industrial Center

Areas with high active transportation demand were located based on higher concentrations of active transportation destinations. Notably, downtown and East Bremerton exhibited high demand due to their denser populations and greater availability of civic services. The prevalence of transit stops along collector and arterial roadways in Bremerton's core also influenced concentrations of high demand observed in these areas. Figure 19 shows areas of high active transportation demand in and around Bremerton.

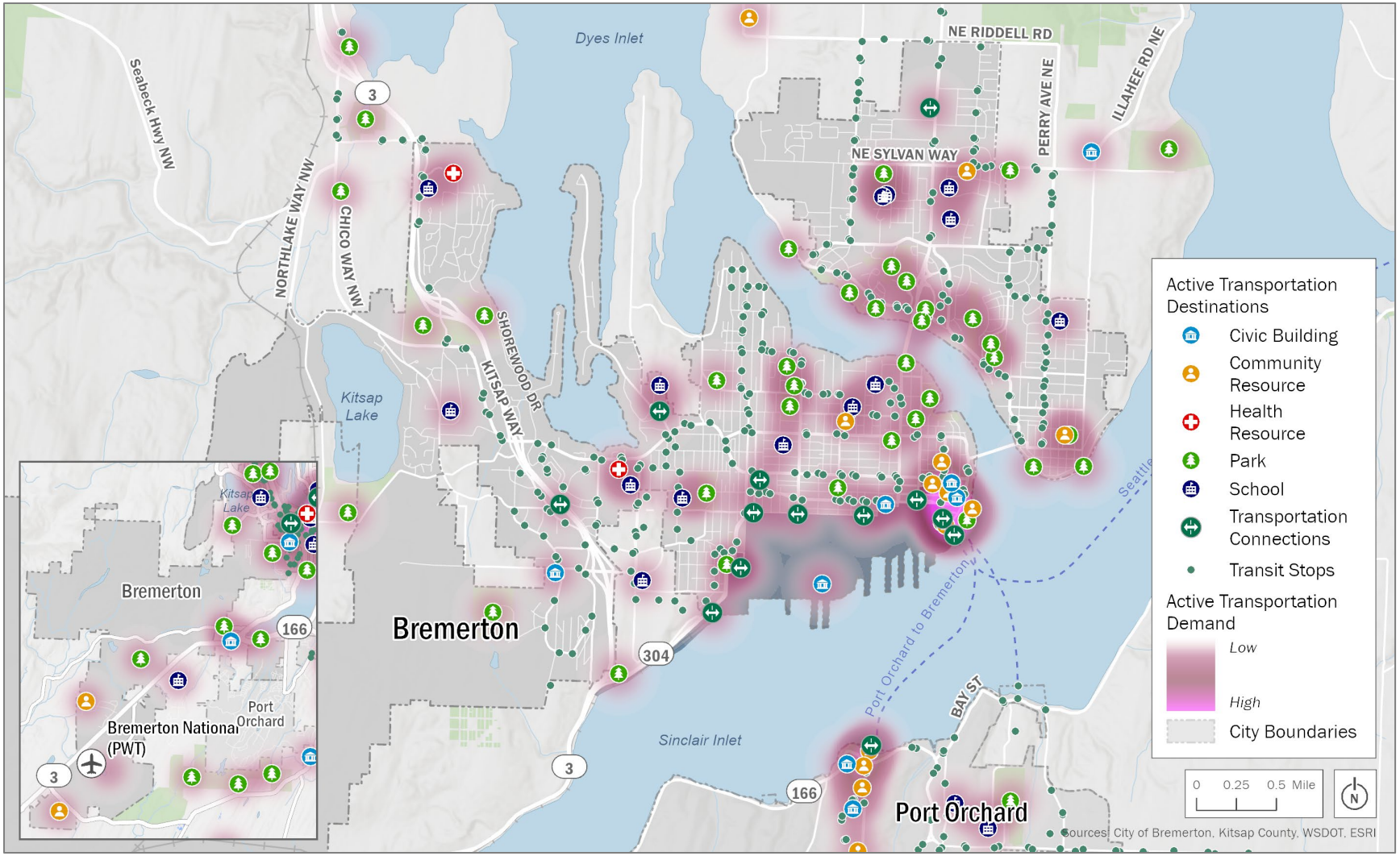

Figure 19. Active Transportation Demand

4.2 Future Vehicular Network

4.2.1 Future Traffic Operations

Future traffic volumes were forecast for 2030 and 2044 using the Bremerton travel demand model, updated in 2023 to reflect the latest development inventory, driver behavior, trip generation rates, and modeling procedures. The model was validated against observed traffic counts and shows a strong correlation with actual travel behavior in both the morning (AM) peak and evening (PM) peak hours of travel. In the validation process, 2023 travel demand model results were compared with 2023 observed traffic; there was a 0.98 correlation coefficient in the morning peak and a 0.96 correlation coefficient in the evening peak between observed traffic and forecast traffic for 2023. This indicates that modeled traffic volumes very closely reflect observed traffic counts. This model represents the best available tool to forecast travel demand in and around Bremerton. Signalized and stop-controlled intersection operations were analyzed in Synchro 11 software using Highway Capacity Manual 6th Edition methodologies. Roundabout intersections were analyzed in Sidra Intersection 9.1 software using the Sidra capacity model and WSDOT Sidra Policy Setting.

Anticipated future deficiencies in 2030 and in 2040 based on forecast growth from Bremerton's assigned housing and employment growth targets and the land use changes considered in the Bremerton 2044 Comprehensive Plan were identified based on intersection LOS. LOS is a qualitative description of traffic operations typically expressed as a letter score from LOS A to LOS F as described in Section 1.5. The analysis of 2030 and 2044 traffic operations assumed the construction of two transportation improvement projects planned by the City:

- **Naval Avenue Rechannelization:** This project will rechannelize Naval Avenue from 1st Street to 11th Street to provide two through lanes and a center turn lane in addition to safe active transportation facilities.
- **6th Street Active Transportation Improvements:** This project will rechannelize 6th Street from 11th Street and Kitsap Way to Washington Avenue to provide two through lanes and a center turn lane in addition to safe active transportation facilities.

Current LOS thresholds are established by the City for municipal roads and by WSDOT for designated state routes. In Bremerton, the minimum standard for traffic operations is LOS E for intersections on City roadways. WSDOT LOS thresholds are LOS D for intersections on roads designated as Highways of Statewide Significance (HSS) and LOS E/Mitigated for intersections on state routes that are not classified as HSS. LOS E/Mitigated identifies locations where congestion must be mitigated when peak hour LOS falls below LOS E. A detailed evaluation of future LOS at all study intersections is included in Attachment C.

4.2.1.1 2030 Traffic Operations

Three intersections within city limits are expected to operate below their minimum adopted LOS standard by 2030 as shown in Table 9. All three intersections are existing deficiencies noted in Section 1.5 and are expected to remain deficiencies in 2030. Forecast growth through 2030 is not expected to result in additional deficiencies based on applicable LOS standards from the City and WSDOT.

Table 9. Intersections with Anticipated Deficiencies by 2030

Intersection	Deficiency Horizon	2030 AM Peak LOS (delay)	2030 PM Peak LOS (delay)
Kitsap Way (SR 310) & Marine Drive	2023	D (44)	D (53)
Loxie Eagans Boulevard & SR 3 Southbound Ramps	2023	F (109)	F (>300)
SR 3 & Imperial Way	2023	B (18)	E (74)

4.2.1.2 2044 Traffic Operations

Seven intersections within city limits are anticipated to operate below their minimum adopted LOS standard by 2044. These include existing (2023) deficiencies at three locations. Anticipated deficiencies and forecast LOS at each intersection are summarized in Table 10 and shown in Figure 20 and Figure 21.

Table 10. Intersections with Anticipated Deficiencies by 2044

Intersection	Deficiency Horizon	2044 AM Peak LOS (delay)	2044 PM Peak LOS (delay)
Kitsap Way (SR 310) & SR 3 Southbound Off-Ramp	2044	D (39)	F (86)
Kitsap Way (SR 310) & Marine Drive	2023	E (62)	E (72)
Kitsap Way (SR 310) & Corbett Drive	2044	F (262)	F (>300)
Warren Ave (SR 303) & Burwell St (SR 304)	2044	D (41)	F (82)
Wheaton Way (SR 303) & Sheridan Road	2044	D (46)	F (87)
Loxie Eagans Boulevard & SR 3 Southbound Ramps	2023	F (>300)	F (>300)
SR 3 & Imperial Way	2023	E (65)	F (75)

Seven intersections in Bremerton are anticipated to operate at their minimum adopted LOS standard by 2044. While these intersections will satisfy overall intersection LOS standards, individual intersection approaches or lanes may operate over capacity during periods of peak travel demand. Additional capacity at these intersections is not required to maintain transportation concurrency at these locations, but monitoring traffic operations at these intersections with expected growth should be incorporated into the

City's concurrency management process. Forecasted traffic operations at these intersections in 2044 is described in Table 11.

Table 11. Intersections at Traffic Operations Standard by 2044

Intersection	Analysis Year	2044 AM Peak LOS (delay)	2044 PM Peak LOS (delay)
11th Street & Pacific Avenue	2044	B (12)	E (39)
Kitsap Way (SR 310) SR 3 Northbound Ramps	2044	B (18)	D (36)
Kitsap Way (SR 310) & National Avenue	2044	C (23)	D (40)
Warren Ave (SR 303) & 11th Street	2044	C (31)	E (59)
Wheaton Way (SR 303) & Riddell Road	2044	C (29)	E (60)
Burwell Street (SR 304) & Naval Avenue	2044	C (20)	D (52)
SR 3 Southbound Ramps and Austin Drive	2044	C (23)	D (28)

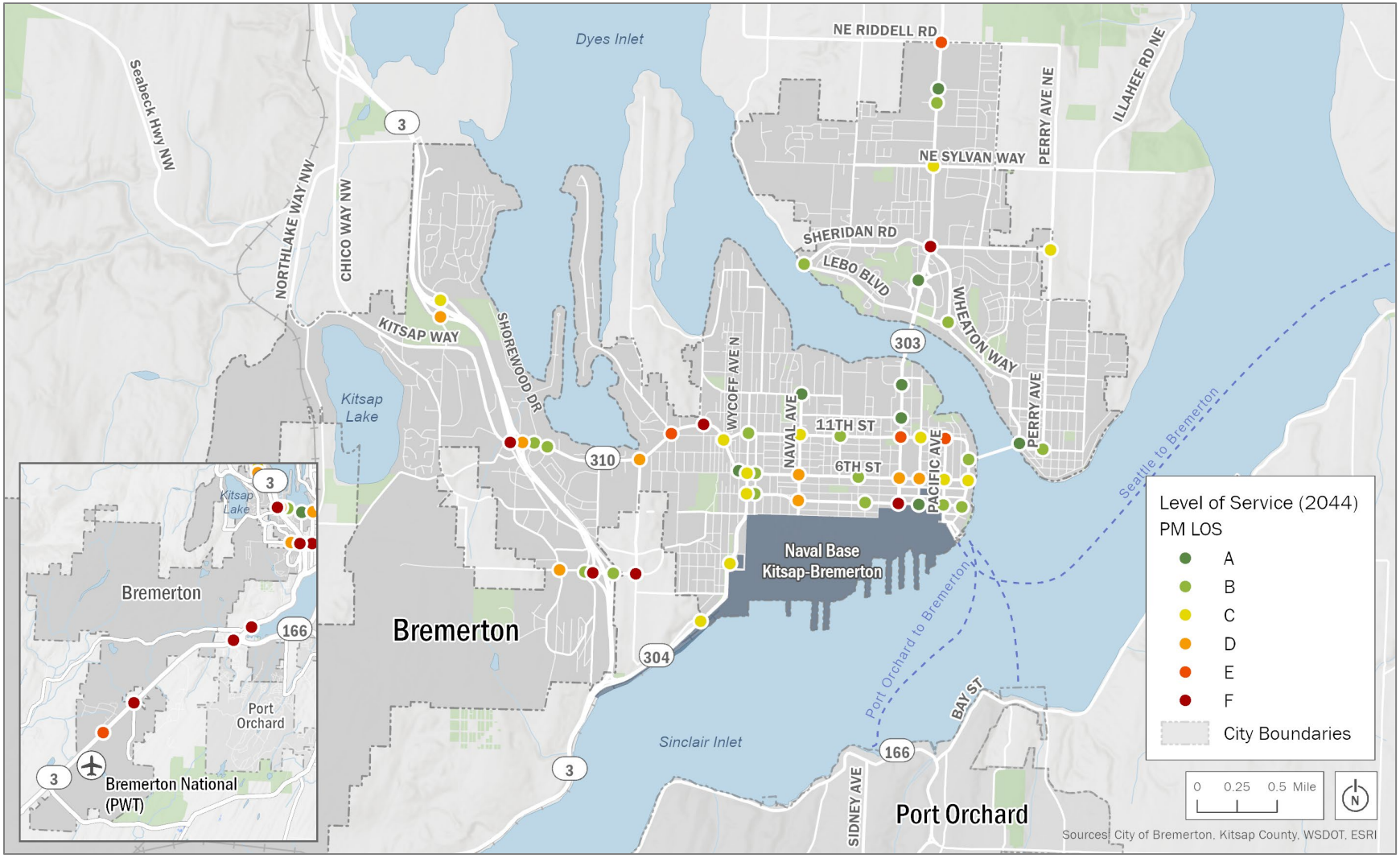

Figure 20. PM LOS (2044)

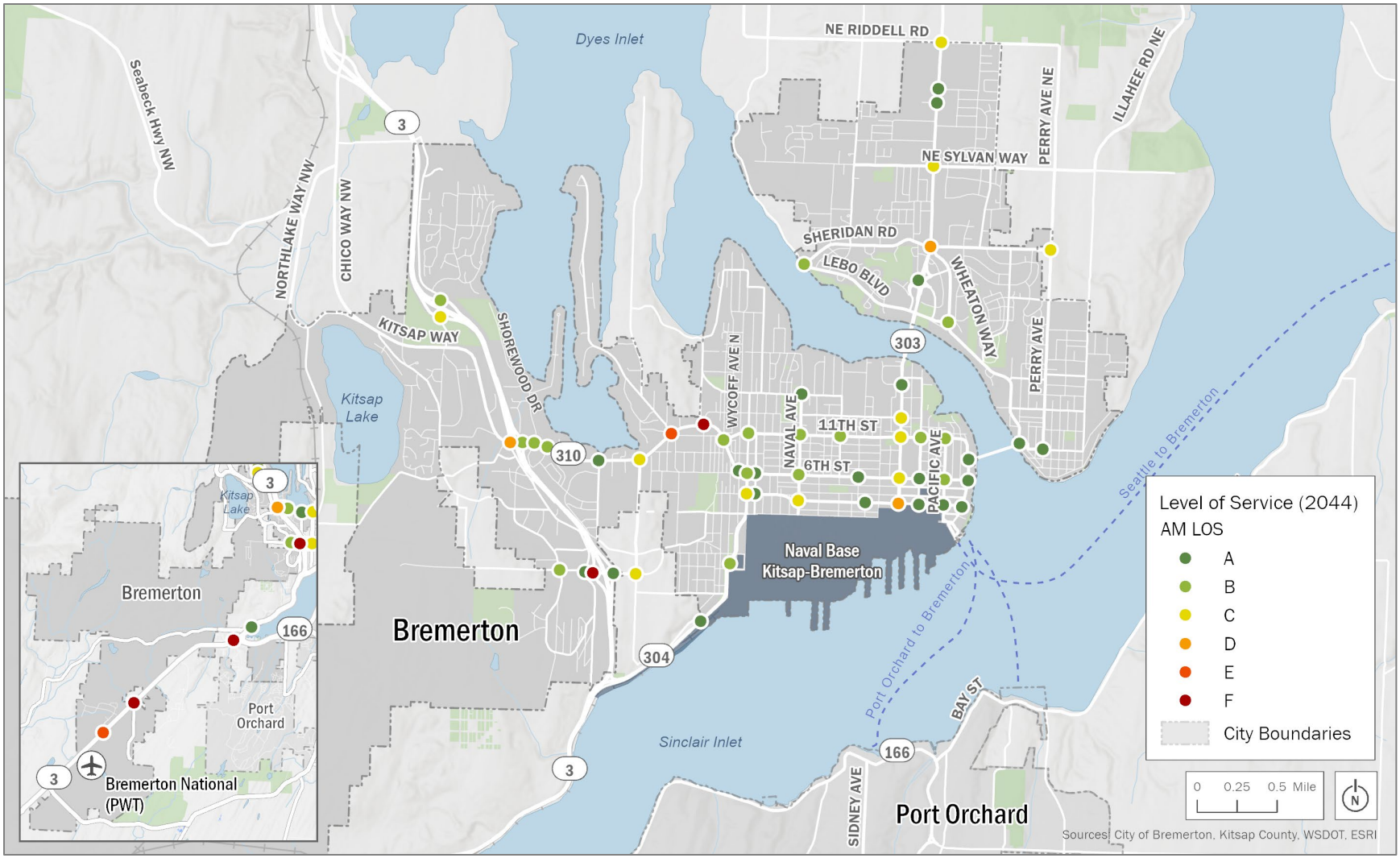

Figure 21. AM LOS (2044)

4.3 Mode Share in PSRC Designated Centers

4.3.1 Current and Historical Mode Share

There are two regional centers in Bremerton: the Downtown Bremerton regional growth center and the PSIC manufacturing/industrial center. PSRC collects data on travel patterns in most designated regional centers through the regional household travel survey and commute mode estimates from the Soundcast travel model. The PSRC regional growth center profiles provide the mode of travel used to commute to work for the Downtown Bremerton regional growth center for 2012, 2017 and 2022. Modes of travel for work-related trips in Downtown Bremerton are shown in Table 12.

Table 12. Mode of Travel Used for Work Trips for Residents of Downtown Bremerton Regional Growth Center

Commute Mode	2012	2017	2022
Drive Alone	17.4%	25.2%	26.0%
Carpool	6.6%	0.3%	4.5%
Transit	9.6%	12.3%	4.3%
Bike	0.0%	0.3%	0.4%
Walk	37.4%	58.3%	59.0%
Work from Home	28.0%	2.8%	5.2%
Other	1.0%	0.8%	0.5%

Source: PSRC Regional Growth Center Profiles, 2024.

PSRC Soundcast estimates from the 2018 activity-based model—available in the PSRC profile for the Downtown Bremerton Urban Growth Center—estimate that 63.4% of commuters to the Growth Center drove alone and 36.6% of commuters used other modes.

PSRC estimated the mode share for commuters traveling to the PSIC area using the Soundcast Activity Based Model included in the PSRC PSIC Center profile. The travel mode for work trips was estimated using Replica, a transportation and land use data platform that aggregates information on travel behavior. Historical travel data and estimates from Replica are available for fall and spring from 2019 onward. Mode-share data was consistent with PSRC estimates from the Soundcast model for 2018, which showed an estimated 73.4% of commute trips were drive-alone trips and 26.4% were made by other modes.

To compare pre- and post-pandemic travel behavior in the PSIC manufacturing/industrial center, Replica data estimated the trips to work by mode ending in the two census block groups with boundaries that include the PSIC area shown in Figure 22. This includes some surrounding areas outside of PSIC, including residential and commercial areas in Gorst and nearby areas of Bremerton and unincorporated

Kitsap County. Modes of travel for work-related trips in PSIC and the surrounding area are listed in Table 13.

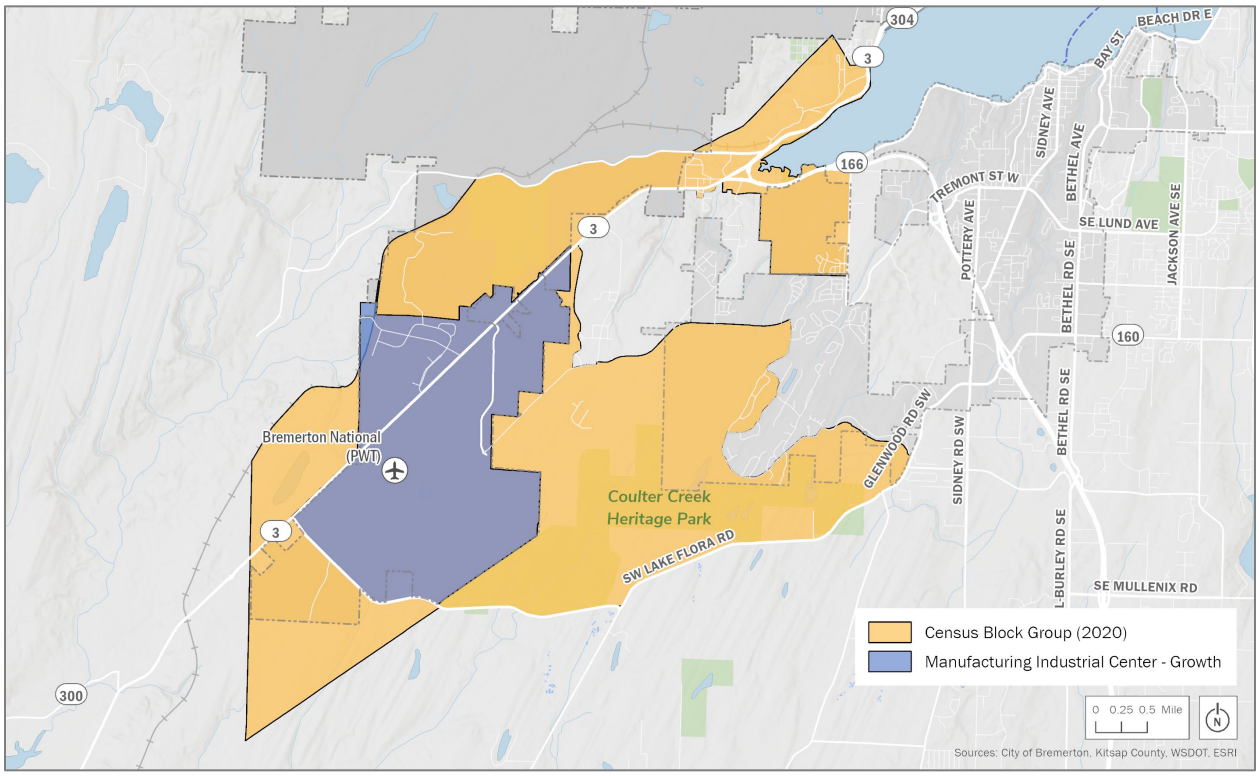

Figure 22. Census Block Groups for PSIC Area Commute Trip Analysis

Table 13. Mode of Travel Used for Work Trips in and around PSIC

Commute Mode	Fall 2019	Spring 2024
Drove Alone	70.2%	74.1%
Carpool	24.3%	22.6%
Transit	0.0%	0.1%
Taxi	0.3%	0.0%
Bike	0.7%	0.1%
Walk	1.3%	1.3%
Other	3.2%	1.9%

In the future, carpooling and driving alone are expected to account for a larger share of potential commute trips in PSIC, while walking would be a more common mode of travel for work trips in Downtown Bremerton. This is primarily a result of the land uses, development patterns, and planned growth in Bremerton's PSRC-designated regional centers and of the communities from which people are accessing employment in Downtown Bremerton and PSIC. Walking trips recorded in 2019 and 2024 likely include

trips to work outside of the PSIC area in Gorst, Sunnyslope, and nearby areas of Kitsap County that have a mix of residential and non-residential land uses.

4.3.2 Mode-Share Goals

Downtown Bremerton and surrounding areas in the city of Bremerton are expected to accommodate a mix of housing and employment growth, with employment concentrated in Downtown Bremerton. Downtown Bremerton is currently served by more frequent transit routes and includes the Bremerton Ferry Terminal with regular service to and from Seattle. In PSIC, growth will be primarily in industrial employment, although some nearby areas of Bremerton and unincorporated Kitsap County would continue to accommodate some residential and commercial growth. PSIC currently has limited transit service along Mason Transit routes. The growth patterns and transit service expected in each of these areas helped inform the City's goals in both centers in the future (see Table 14).

Table 14. Mode-Share Goals for Work and Non-Work Trips in Downtown Bremerton and PSIC

Commute Mode	Downtown Bremerton	PSIC
Drive Alone	34%	55%
Carpool	30%	35%
Transit	10%	8%
Bike	6%	1%
Walk	20%	1%

5. Projects and Implementation

5.1 Capital Projects and Programs

Capital projects were identified from a broad range of previous planning efforts including modal plans, corridor or area plans or studies, and subarea plans; all of which have specific identified and prioritized transportation investments. Some additional projects were developed and added to future capital projects and programs based on public engagement or for operational needs. This Transportation Technical Appendix consolidates the recommended projects and programs from previous planning efforts into one long-term project list. These projects have been prioritized for funding and implementation based on criteria described in Section 5.3.1.

The plans and studies incorporated into this document and the list of future transportation investments include, but are not limited to the following:

- 2023 Joint Compatibility Transportation Plan.
- 2021 SR 303 Corridor Study.
- 2016 Comprehensive Plan.
- 2007 Non-Motorized Transportation Plan.
- 2007 Downtown Subarea Plan.
- 2012 Puget Sound Industrial Center Subarea Plan, Amended 2018.
- 2022 Harrison Heights Subarea Plan.
- 2006 East Park Subarea Plan.
- 2006 Bay Vista Subarea Plan.
- 2021 Charleston Areawide Planning Study.

The complete list of future transportation investments draws from these previous planning documents as well as from analysis and engagement for the Transportation Element and Active Transportation Plan. Future transportation investments are described in this document as transportation projects and programs.

- Projects are generally larger improvements along corridors or at specific intersections and can include right-of-way acquisition.
- Programs include smaller projects that can be funded annually or implemented together. The City's operations staff would implement these programs to help achieve Bremerton's goals and vision for the future of the transportation system.

5.2 Financial Forecasts and Revenue Sources

5.2.1 Revenue Sources and Projections

The City of Bremerton's finance team is currently developing revenue estimates and projections that will be included in this section once available.

5.2.2 Other Potential Funding Sources

The City of Bremerton currently has limited dedicated funding for transportation projects and programs. In the future, the City will continue to explore other funding sources described in this section to implement projects that are not currently planned for funding through 2044.

Transportation Impact Fees: Impact fees are one-time charges assessed by a local government on new development projects to help pay for public capital facilities projects that will directly address capacity improvements (e.g., concurrency projects) required due to increased demand for services created by that development. Impact fees are authorized in RCW 82.02.050-110 and WAC 365-196-850 under the GMA to impose fees for transportation improvements including roadway and multimodal improvements. These projects must be addressed in the Comprehensive Plan, and jurisdictions typically use the funds for multimodal commuting facilities including sidewalks, bike lanes, multiuse paths, and roadways in public right-of-way. Bremerton is unique in Washington State in that its municipal code currently does not allow for collection of transportation impact fees.

General Obligation Bonds: A general obligation bond is a bond issued by the taxing district that uses a tax levy to pay for the interest and principal on the bonded debt. These are authorized as a type of excess levy included in RCW 84.52.056. General obligation bonds are used to pay for long-term improvements that can include transportation improvements. To issue a general obligation bond and the tax to cover the bonded debt, the taxing district must receive voter approval.

Local Improvement Districts: Local improvement districts are a tool to finance capital improvements that will primarily benefit property owners pay to fund those improvements. Local improvement districts are formed by cities with the approval of both the city and local property owners within the district and are governed by state law in chapters 35.43 RCW through 35.56 RCW. The cost of the improvements is paid for over time through special assessments on properties that would directly benefit from the public improvements. Special assessments are typically based on a mathematical assessment (e.g., linear feet of frontage or property area) or special benefit analysis based on an estimate of property value appreciation as a result of the improvements.

Increased Car Tab Fees: Since 2012, Bremerton has assessed a $20 fee with renewal of vehicle tabs to fund the City's Transportation Benefit District, and this fund source generates approximately $600,000 per year. Transportation Benefit Districts can impose a fee of up to $50 per vehicle without voter approval and up to $100 per vehicle with voter approval; however, there are requirements for incremental increases up to $50. Vehicle fees can be increased to $40 without voter approval if a $20 fee has been in

place for at least 24 months. Vehicle fees can be increased to $50 without voter approval if a $40 fee has been in place for at least 24 months. Increases over $40 have additional noticing requirement and may be subject to referendum. Other jurisdictions in Washington such as Bainbridge Island, Des Moines, and Edmonds have fees of $40 per vehicle. It should be noted that since the Transportation Benefit District fee is a flat fee per vehicle, the revenue is generally stagnant and does not increase with inflation.

Sales Tax: Sales tax is another common funding source for Transportation Benefit Districts, with a sales and use tax of up to 0.3% authorized under RCW 82.14.0455 and RCW 36.73.040(3)(a). As of July 2022, a 0.1% sales and use tax can be imposed by a majority vote of the governing board if the Transportation Benefit District includes the entire jurisdiction. Larger sales and use taxes to fund the Transportation Benefit District would require voter approval.

5.3 Future Transportation Investments

5.3.1 Project Prioritization

Conceptual transportation investments developed as part of the City's previous planning processes and through analysis and engagement for this Transportation Technical Appendix and Active Transportation Plan were consolidated into a single set of projects. Projects and programs included the consolidated set of potential improvements were refined with input from the public on the priority networks. Planning-level cost estimates for potential future projects were compiled from previous planning documents where available and escalated to 2024. The project team developed new planning-level cost estimates for projects without recent cost information based on conceptual design or project descriptions. Transportation projects referenced in multiple plans or that included duplicative elements were consolidated where possible. Detailed project sheets for capital projects selected at random to provide a range of project types, priority, and potential cost are in Attachment A. The City of Bremerton's remaining transportation capital projects will have project summaries and design concepts completed at a later date.

161 conceptual projects and programs were evaluated and scored along criteria based on five of the City's transportation priorities that align with the goals and policies in the Transportation Element. Other remaining projects were not flagged for prioritization because they are programmatic (e.g., the sidewalk program). Prioritization criteria and scoring for projects included in the 20-year project list are summarized in Table 15.

Table 15. Prioritization Criteria

Category	Criterion	Score	Score Definition
1. Safety and Security	Is the project located in an area with a history of serious or fatal crashes?	0	Project location has no recent crashes (past 5 years) or identified safety concerns.
		5	Project location has one or more crashes of any type and severity (past 5 years).
		10	Project location has one or more fatal/severe injury collisions and/or any

Category	Criterion	Score	Score Definition
			bike/pedestrian-involved collisions (past 5 years).
	Does the project improve safety of the transportation network?	0	Project does not specifically address safety concerns and no citizen comments.
		10	Project addresses and improves known safety issue and addresses citizen comments.
2. System Preservation and Major Maintenance	Does the project upgrade or maintain existing infrastructure?	0	Project includes new infrastructure where none existed, i.e., new roadway.
		10	Project includes reconstruction of a roadway, crossing enhancement, new technology.
		20	Project includes preservation of a roadway, i.e., grind and overlay.
3. Complete Streets and Accessibility	Does the project include a dedicated facility for bicyclists or pedestrians?	0	Project does not include bicycle or pedestrian infrastructure.
		2	Project includes either bicycle or pedestrian infrastructure, but not both.
		4	Project includes both bicycle and pedestrian infrastructure.
	Does the project close an identified network gap for walking and biking networks?	0	Project does not close a gap or extend existing infrastructure.
		4	Project includes facilities that complete an active transportation gap or extend infrastructure for either bicyclists or pedestrians.
	Is the project on the bicycle or pedestrian priority network?	0	Project is not on the priority network.
		4	Project is on the priority network.
	Does the project expand multimodal access to key active transportation destinations?	0	Project does not include bicycle or pedestrian facilities within 0.25 miles of key active transportation destinations.
		4	Project includes both bicycle and pedestrian facilities within 0.25 miles of key active transportation destinations.
	Does the project include transit improvements?	0	Project does not include transit infrastructure improvements or accommodation.
		2	Project does include minor transit infrastructure improvements or accommodation, i.e., coordination with transit for future bus stops and shelters, construction of pads for bus stops.
		4	Project includes construction of improvements for safety at or near bus stops, e.g., curb bump-outs, mid-block pull-out stops, bus island.
4. Concurrency	Does the project meet existing or future concurrency needs?	5	The project addresses long-term deficiencies (20 years)
		15	The project addresses existing or short-term deficiencies (6 years)
5. Efficient Mobility	Does the project provide efficiency and/or reliability for	0	Project does not include transit efficiency or reliability improvements.

Category	Criterion	Score	Score Definition
	transit? (Including ferries)	5	Project includes transit efficiency and reliability improvements, e.g., builds a rapid transit lane.
	Does the project address existing congestion?	0	Not considered an area of existing congestion.
		4	The project will reduce general delay/congestion, e.g., adaptive signal project increasing roadway capacity.
	Does the project provide for a cross-jurisdictional and coordination opportunity?	0	The project does not provide an opportunity for coordinating with another jurisdiction.
		4	The project does provide an opportunity for coordinating with another jurisdiction.
6. Equity and the Environment	Would the project improve access for underserved communities?	2	Environmental Effects – Proximity to Hazardous Waste Treatment Storage and Disposal Facilities.
		2	Environmental Exposures – Proximity to Heavy Traffic Roadways.
		2	Socioeconomic Factors – People of Color (Race/Ethnicity).
		2	Socioeconomic Factors – Population living in Poverty.
		2	Socioeconomic Factors – Unaffordable Housing.
	Would the project improve stormwater management and water quality?	2	Project includes green stormwater infrastructure and/or new landscaped areas for retention and infiltration.
Maximum Score		**100**	

5.3.2 Pedestrian Priority Network and Bicycle Priority Network

The draft pedestrian priority network (Figure 23) and bicycle priority network (Figure 24) were developed through evaluation of previous plans and workshops with the project team. The draft pedestrian priority network and bicycle priority network were available for public comment and were refined using public input collected on the webmap and via email during the comment period from August 19 through September 9, 2024. A summary of this engagement is included in Section 2 and Appendix E.

The priority networks highlight corridors considered high or medium priority for implementation of future active transportation projects through and beyond the 2044 planning horizon. High-priority segments of the pedestrian and bicycle priority networks focus on providing the most direct paths to key active transportation destinations, while medium-priority networks are generally intended for recreational users. Other collaboration opportunities with Kitsap County, Washington State, and local institutions were also identified as medium-priority segments. The pedestrian and bicycle priority networks identify future improvement corridors, not active bike routes or specific improvement projects. These networks highlight routes that will be prioritized for future improvements, not necessarily routes that are ideal for use right now. The City of Bremerton will consider potential LOS as well as BLTS and PLTS standards based on a range of methodologies as part of a separate planning process

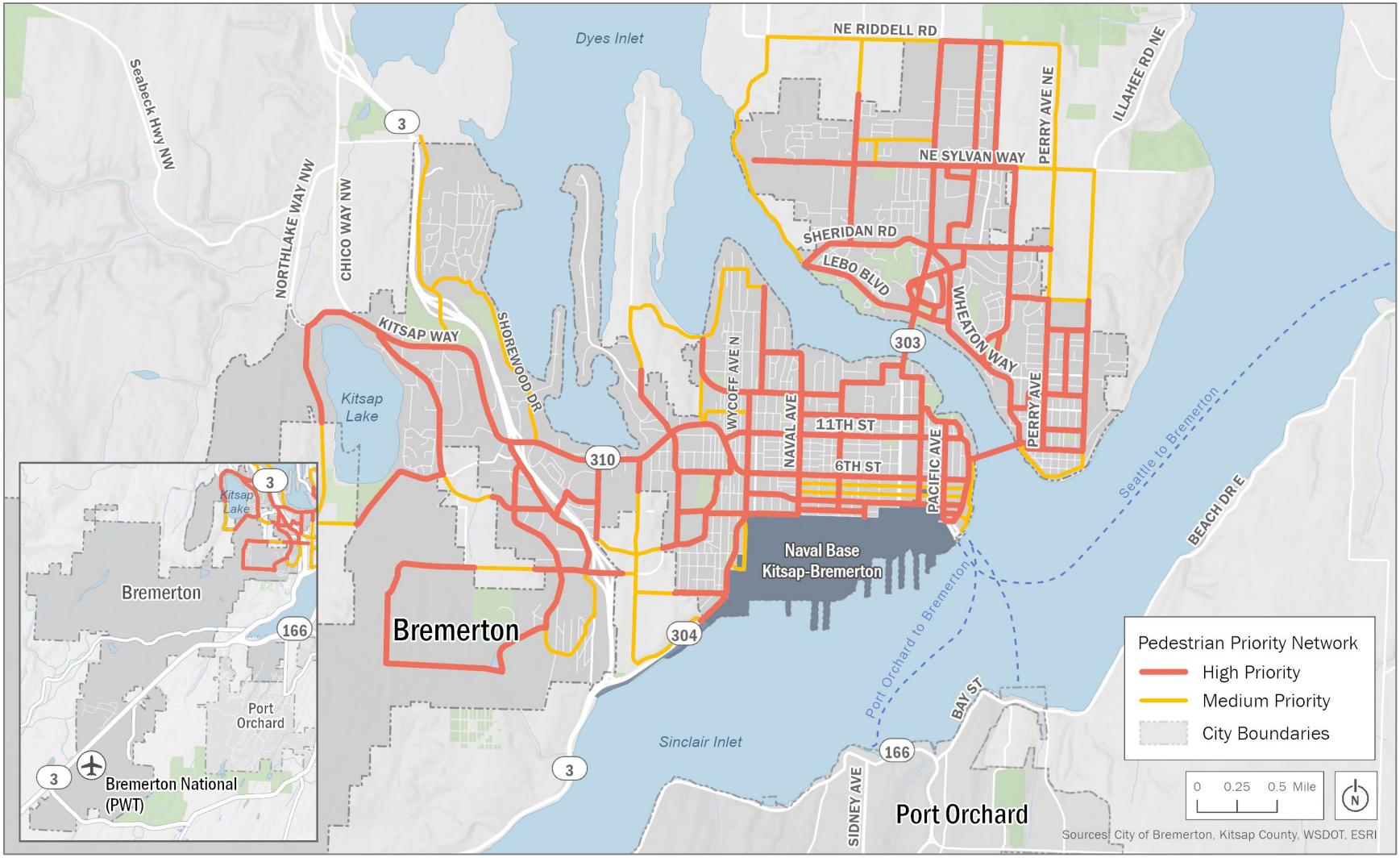

Figure 23. Pedestrian Priority Network

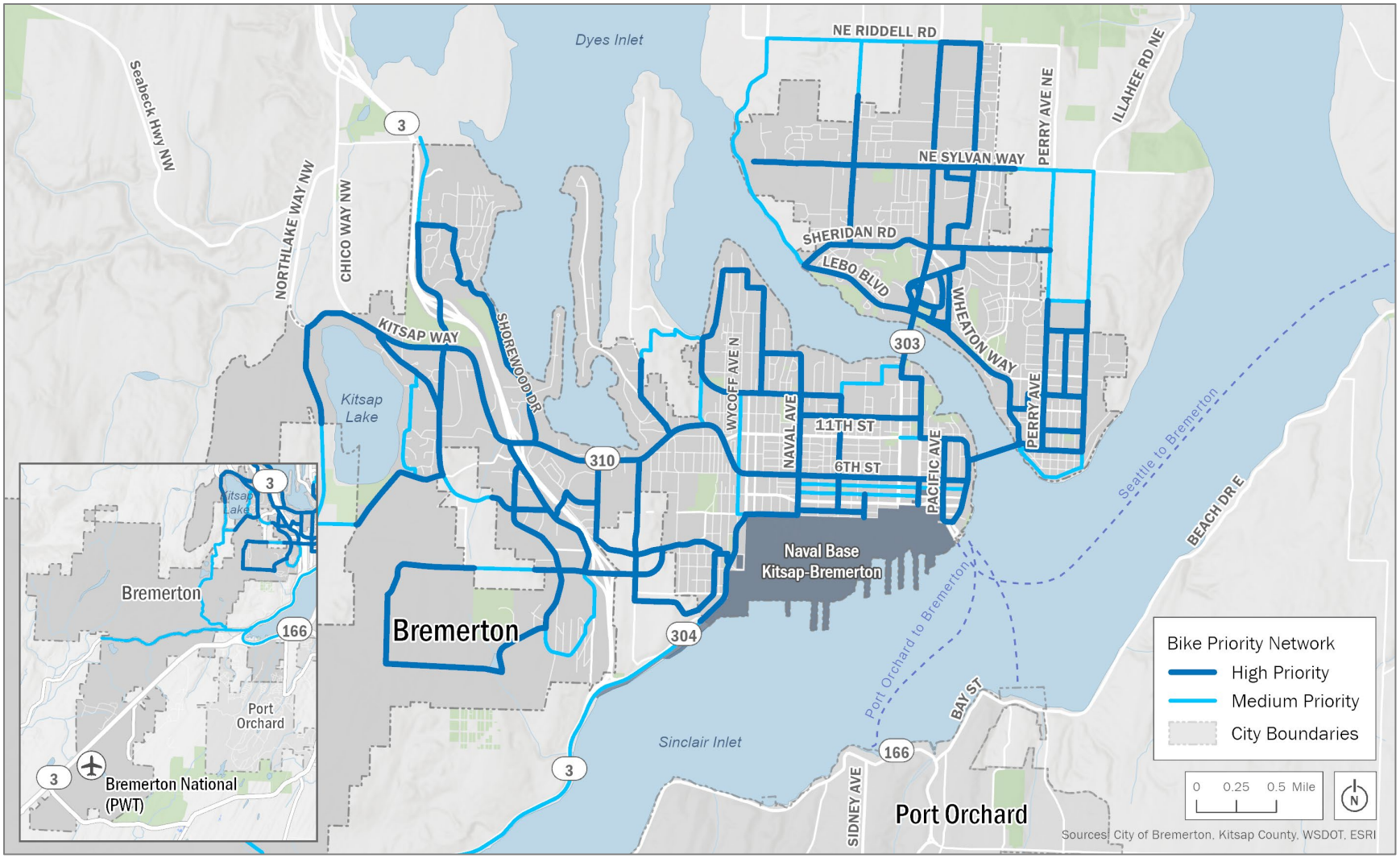

Figure 24. Bike Priority Network

5.3.3 Future Traffic Operations Deficiencies

Criteria to support implementation of projects that address deficiencies were not used in the evaluation of future projects. Measures related to concurrency are useful for the regular prioritization of projects for inclusion in the 6-year Capital Improvement Program (CIP) to meet state concurrency requirements in the GMA. Projects identified to address deficiencies based on the City's LOS standards for traffic operation were, however, included in the list of funded projects since these must be implemented with development over the 20-year horizon of the comprehensive plan to address concurrency.

5.3.3.1 Concurrency System

The Washington State Growth Management Act (GMA) requires cities and counties to provide public infrastructure, including transportation facilities and services, concurrent with new development. Transportation concurrency requires that the impacts of new development do not reduce transportation LOS below the responsible agency's adopted LOS standards. If it is determined during the development review process that the proposed land use action would reduce LOS below the adopted standard, the development must be modified to reduce its transportation impact or provide corrective transportation improvements. Transportation improvements, which may include project funding, must be identified and programmed within a 6-year period from development permitting. Should any of these requirements fail to be met, the development proposal cannot be granted approval.

Washington House Bill (HB) 1181, passed in 2023 and codified as RCW 36.70A.070, added several local agency transportation planning requirements. In addition to an increased emphasis on per-capita vehicle-miles traveled reductions and a requirement to calculate multimodal travel demand forecasts, HB 1181 required agencies to adopt multimodal level of service (MMLOS) standards.

This Transportation Technical Appendix includes a multimodal transportation concurrency management system, including MMLOS standards, which satisfy current statutory requirements. These standards will evaluate new development for impacts related to pedestrian safety, street design, transit, on-site transportation, and intersection capacity. By quantifying development impacts relative to defined MMLOS standards, the transportation concurrency management system will provide a uniform, transparent, and repeatable method of ensuring that transportation infrastructure keeps pace with development citywide Bremerton will develop LOS and potentially PLTS and BLTS standards that consider a range of methodologies as part of a separate planning process. A memorandum summarizing the concurrency system and evaluation methods is included in Attachment F.

The concurrency MMLOS standards identify transportation infrastructure deficiencies which will result from anticipated development, including three WSDOT-owned intersections within city limits, and identifies recommended transportation improvement projects for each LOS-deficient intersection. While Bremerton is not required to mitigate

LOS deficiencies on WSDOT facilities, the City may choose to pursue mitigation strategies on these facilities for the benefit of City residents, visitors, and businesses.

5.3.3.2 Level of Service Standards

Multimodal LOS standards will evaluate new development for impacts related to pedestrian safety, street design, transit, on-site transportation, and intersection capacity. By quantifying development impacts relative to defined MMLOS standards, the transportation concurrency management system will provide a uniform, transparent, and repeatable method of ensuring that transportation infrastructure keeps pace with development citywide.

Current LOS standards for traffic operations are established by the City for municipal roads and by WSDOT for designated state routes. In Bremerton, the minimum standard for intersection traffic operations is LOS E for intersections on City roadways. WSDOT LOS standards are LOS D for intersections on HSS such as SR 304/Burwell Street and SR 310/Kitsap Way and LOS E/Mitigated for intersections on state routes that are not classified as HSS such as SR 303. LOS E/Mitigated identifies locations where congestion must be mitigated when peak hour LOS falls below LOS E.

While WSDOT facilities are not typically subject to concurrency, several principal arterials in Bremerton are under City jurisdiction, but are designated state highways and are subject to WSDOT standards for traffic operation. This includes SR 303 along Warren Avenue and Wheaton Way, SR 304 along Burwell Street and N Callow Avenue, and SR 310 along Kitsap Way. For intersections along these roadways, the City uses the applicable WSDOT standards for traffic operations on HSS and other roadways. LOS standards for traffic operations at intersections and ramp terminals in Bremerton are shown in Table 16.

Table 16. Applicable Traffic Operations LOS Standards for Intersections in Bremerton

Roadway Type	Intersection LOS Standard
City Streets without State Highway Designation	E
WSDOT HSS (SR 3, SR 304, SR 310)	D
WSDOT non-HSS (SR 303)	E/Mitigated

5.3.4 6-Year and 20-Year Transportation Capital Projects

Near-term transportation improvements have been identified as part of the 6-year capital project list in Table 17. This list incorporates the transportation projects anticipated as part of the 2025–2030 as well as additional projects to address existing deficiencies and studies to define future improvements.

Longer-term projects are included in the 20-year project list shown in Table 18. Programs are anticipated to receive continued funding through 2044.

Table 17. 6-Year List of Capital Projects and Programs

Project ID	Category	Project Name	Project Description	Funding Status	Estimated Cost
TR00066	Safety	City Safety Improvement Program	Annual City Safety Improvement Program.	Funded	$160,000/yr
TR00068	Maintenance and Preservation	Signal System Upgrade Program	Annual Signal System Upgrade Program.	Funded	$1,000,000/yr
TR00105	Safety	City Street Lighting Program	Annual City Street Lighting Program.	Funded	$50,000/yr
TR00139	Maintenance and Preservation	Streets Preservation and Maintenance Program	Annual Streets Preservation and Maintenance Program.	Funded	$750,000/yr
TR00142	Maintenance and Preservation	Signage and Pavement Marking Maintenance Program	Annual Signage and Pavement Marking Maintenance Program.	Funded	$300,000/yr
TR00143	Maintenance and Preservation	Sidewalk Program	Annual Sidewalk Program.	Funded	$500,000/yr
SW00029	Maintenance and Preservation	Parish Creek Culvert Replacement	Replace the existing fish barrier culvert that crosses W Belfair Highway at Parish Creek with a two-lane bridge.	Partially Funded	$2,733,000

Project ID	Category	Project Name	Project Description	Funding Status	Estimated Cost
TE0087	Corridor (bike and ped)	11th Street Corridor Study	Study potential pedestrian improvements to 11th Ave between Pacific Ave to Kitsap Way including capital projects that would improve pedestrian safety and comfort on the 11th Steet corridor.	Unfunded	N/A
TR00010	Corridor (bike and ped)	Naval Ave Road Diet	Revise lane configuration on Naval Ave to include two-way center turn lane and bike lanes; pavement resurfacing, bike lanes, boxes and detection, wider sidewalks, signal timing and phasing, intersection treatments, curb bulbs, wayfinding signage, pavement markings, and modified storm drainage.	Partially Funded	$10,106,100
TR00024	Corridor (bike and ped)	6th St Active Transportation Improvements Project	Road diet and rechannelization of the 6th Street corridor to convert the roadway from four lanes to three lanes with continuous on-street bike lanes.	Partially Funded	$3,150,000
TR00029	Corridor (bike and ped)	Warren Ave Bridge Active Transportation Improvements	Roadway and sidewalk improvements, sidewalk and active transportation improvements south and north of the bridge. Includes asymmetrical widening on both sides of the bridge, with a 12-foot clear-width walkway on the east side and an 8-foot clear-width walkway on the west side with two overlooks if within budget.	Partially Funded	$25,000,000

Project ID	Category	Project Name	Project Description	Funding Status	Estimated Cost
TR00043A	Corridor (bike and ped)	View Ridge Safe Routes to Schools Phase 1	View Ridge bicycle and pedestrian improvements with pedestrian, bicycle and shared facilities on Sylvan Way, E 33rd Street, Almira Drive north of Sylvan Way and the alleyway west of Almira south of Sylvan Way.	Partially Funded	$4,285,000
TR00043B	Corridor (bike and ped)	View Ridge Safe Routes to School Phase 2/Almira Dr Corridor Project	Add bike lanes on Almira Dr from Sylvan Way to Riddell Rd. Includes widening and stormwater improvements.	Partially Funded	$6,512,000
TR00065	Traffic	Werner Rd Widening and Signal Improvements	Upgrade signals and roadway to help move traffic and improve level of service from SR 3 southbound ramps to Union Ave W.	Partially Funded	$7,700,000
TR00111	Traffic	Kitsap Way/Marine Dr Intersection Improvements	New roundabout at Kitsap Way and Marine Dr.	Unfunded	$5,327,700
TR00148	Crossing Improvements	Sinclair/Union Intersection Improvements	Pedestrian safety improvements to the Sinclair and Union intersection.	Partially Funded	$1,250,000
TR00151	Maintenance and Preservation	Belfair Valley Road Subgrade Repair and Overlay	Repair to Belfair Valley Rd.	Partially Funded	$150,000
TR00154	Safety	Phinney Bay Retaining Wall and Guardrail Project	Retaining walls and guard rails on Phinney Bay Dr.	Partially Funded	$2,050,000

Project ID	Category	Project Name	Project Description	Funding Status	Estimated Cost
TR00159	Traffic	SR 303 Adaptive Signal Control Implementation	Upgrade signals to help move traffic and improve level of service on SR 303 from Sheridan to Riddell.	Partially Funded	$2,593,076

Table 18. 20-Year List of Capital Projects and Continuing Programs

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TR00066	Safety	City Safety Improvement Program	Annual City Safety Improvement Program.	$ 160,000/yr
TR00068	Maintenance and Preservation	Signal System Upgrade Program	Annual Signal System Upgrade Program.	$ 1000,000/yr
TR00105	Safety	City Street Lighting Program	Annual City Street Lighting Program.	$ 50,000/yr
TR00139	Maintenance and Preservation	Streets Preservation and Maintenance Program	Annual Streets Preservation and Maintenance Program.	$ 750,000/yr
TR00142	Maintenance and Preservation	Signage and Pavement Marking Maintenance Program	Annual Signage and Pavement Marking Maintenance Program.	$ 300,000/yr
TR00143	Maintenance and Preservation	Sidewalk Program	Annual Sidewalk Program.	$ 500,000/yr
TE0001	Multimodal	Park Ave/4th Street Mobility Hub	Construct a mobility hub at the southwest corner of Park Ave and 4th St for first/last mile connections; includes bike parking area	$1,622,400

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TE0002	Pedestrian	High Ave/5th, 7th, 8th, 10th, and 12th St ADA Pedestrian Improvements	ADA Pedestrian Improvements	$490,000
TE0003	Bicycle	Auto Center Blvd/Bruenn Ave Bicycle Lanes	New bicycle lanes	$4,150,650
TR00015	Bicycle	Sheridan Rd Bicycle Lanes	New bicycle lanes and roadway reconstruction	$11,700,000
TE0004	Bicycle	Sylvan Way Sidewalks Bicycle Lanes (SR 303 to Olympus)	New bicycle lanes from Wheaton Way to Olympus Drive and fill sidewalk gaps	$4,801,000
TE0005	Bicycle	Bicycle corridor signage, pavement markings and intersection treatments for shared roadway applications	Signage, pavement markings, and intersection treatments for roadways in Bremerton. 1st St., Bruenn/ACW; 1st St, Hartford/Naval; Holman, Perry/Trenton; Searle, ACW/SR3; Olding/Shore/Root, Austin/Ostrich Bay Trail; Cherry, Lebo/Sheridan	$600,000
TR00110	Bicycle	Kitsap Lake Area Ped/Bike Improvements	Improve bicycle pedestrian safety and connectivity	$8,539,871
TE0012	Bicycle	Northlake Way Bicycle Corridor	Shoulder bikeway	$660,000
TR00189	Bicycle	Shorewood Dr Bike Facilities	Add bike facility on Shorewood Dr to connect Kitsap Way and to downtown Bremerton with bicycle signage and pavement markings; Add bike facilities on Shorewood Dr to connect to Kitsap Way	$5,299,840

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TE0013	Bicycle	Wheaton Way/Spruce Ave/E 30th St Bike Lanes	Bicycle facilities from Callahan Drive to Cherry Avenue using lower Wheaton Way, Spruce Avenue, and E 30th Street	$3,710,791
TE0014	Bicycle	SR 303 Off-Corridor Bike Improvements	Add bike lanes on Callahan Dr, Cherry Ave, and Almira Dr (Callahan to Cherry Connection)	$3,710,791
TE0015	Bicycle	SR 303 Off-Corridor Bike Improvements	Add bike lanes on Callahan Dr, Cherry Ave, and Almira Dr (Callahan and Wheaton Bike Lanes)	$3,710,791
TR00133	Traffic	Lake Flora Widening	Widening to southern end of potential southern end of Cross-PSIC Bremerton roads.	$4,556,163
TE0016	Traffic	Wheaton Way Left-Turn Lane Extension	Extend northbound left-turn lane on SR 303 from 16th Street to 13th Street	$996,318
TE0017	Traffic	Kitsap Way (SR 310)/Corbet Dr Intersection Improvements	New multilane roundabout with two lanes in each direction of Kitsap Way	$5,647,775
TE0018	Traffic	Kitsap Way/Austin Dr/Lyle Ave Intersection Improvements	Convert stop-controlled intersection to roundabout	$3,048,129
TR00199	Traffic	Adaptive Signal Control Implementation (Burwell to 17th)	Upgrade signals to help move traffic and improve the level of service on SR 303 from Burwell to 17th.	$2,696,799
TE0025	Traffic	Burwell St/Warren Ave Intersection Improvements	Reconfiguration of Burwell Street and Warren Ave intersection, including closure of south leg.	$-
TR00163	Traffic	SR 303 Access Management (Sheridan Rd to Sylvan Way)	Implement median access control with U-turns at intersections	$4,197,453

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TR00164	Traffic	SR 303 Access Management (Sylvan Way to Hollis St)	Implement median access control with U-turns at intersections	$3,406,628
TR00198	Traffic	SR 303 Corridor Design	Develop corridor schematic between Burwell St & NE Riddell Rd using updated survey data	$425,829
TR00165	Traffic	SR 303 Improvements (Burwell St to 6th St)	Median, channelization and signing improvements	$1,824,979
TE0026	Corridor (bike + ped)	Harlow Dr Corridor Project	Sidewalk & Bike Lanes from Kitsap Way to city limits and city limits to Auto Center Way/Bruenn Ave	$8,080,000
TR00031	Corridor (bike + ped)	Auto Center Way Multimodal Conversion	Complete bicycle lane and sidewalk gaps	$4,670,000
TR00017	Pedestrian	Pine Rd Reconstruction	Sidewalks and bicycle lanes	$12,895,925
TE0027	Corridor (bike + ped)	Sheridan Rd Corridor Project	Sidewalks and bicycle lanes	$10,201,100
TR00041	Corridor (bike + ped)	Armin Jahr Elementary Safe Routes to Schools	Improve bicycle and pedestrian safety near schools - Intersection of Dibb St and Stewart Rd	$939,386
TR00095	Corridor (bike + ped)	Belfair Valley Road Shoulder Widening	Widen shoulder to accommodate multimodal travel - Division to McKenna Falls	$640,490
TE0028	Corridor (bike + ped)	Sylvan Way Corridor Project (Sulphur Springs to Pine Rd NE)	Sidewalks and bicycle lanes from Sulphur Springs Ln to Pine Rd NE	$16,633,575

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TR00016	Corridor (bike + ped)	Sylvan Way Reconstruction (SR 303/Wheaton Way to Pine Rd NE)	Sidewalks and bicycle lanes from SR 303/Wheaton Way to Pine Rd NE	$13,928,425
TE0029	Corridor (bike + ped)	Transit Vicinity Ped/Bike Improvements	Pedestrian/Bike improvements within 5-minute walkshed of park and rides	$7,138,560
TE0030	Corridor (bike + ped)	18th St Active Transportation Facilities	Active transportation facilities on 18th St through Olympic College	$1,011,850
TE0032	Corridor (bike + ped)	SR 303 Bury Utilities	Underground utilities that would otherwise be obstructions in the sidewalks	$28,899,675
TR00039	Corridor (bike + ped)	Crownhill Elementary Safe Routes to Schools	Improve bicycle and pedestrian safety near schools - Rocky Point Road and Marine Dr intersection	$690,306
TE0031	Corridor (bike + ped)	Naval Ave Safe Routes to Schools	Improve bicycle and pedestrian safety near schools - 10th and Naval Intersection	$939,386
TE0033	Corridor (bike + ped)	Kitsap Lake Elementary Safe Routes to Schools	Improve bicycle and pedestrian safety near schools	$1,878,772
TR00108	Corridor (bike + ped)	SR 303 Active Transportation Improvements (Warren Ave Bridge to Sheridan Rd)	Active transportation improvements. Update striping, provide wayfinding, underground utilities; 10′ sidewalks on both sides; Update lane striping along SR 303 to delineate active transportation facilities; provide wayfinding for active transportation users; Underground utilities that would otherwise be obstructions in the sidewalks	$1,034,155
TE0034	Crossing Improvements	Marion St at Renaissance High School Crossing Improvements	Intersection improvements	$2,539,950

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TE0035	Crossing Improvements	Sheridan Rd at Pine Rd Crossing Improvements	Intersection improvements	$454,300
TE0036	Crossing Improvements	11th St at Callow Ave Crossing Improvements	Intersection improvements	$1,800,000
TR00136	Crossing Improvements	Lower Wheaton Way Reconstruction (Lebo Blvd to Sheridan Rd)	Street reconstruction, Lebo to Sheridan	$2,846,624
TE0037	Crossing Improvements	Strategic Road Safety Plan Improvements	Build projects proposed in Strategic Road Safety Plan. Includes adaptive signal timing along Burwell St and pedestrian crossing treatments at Burwell St/Washington Ave & 6th St/Hewitt Ave; Pedestrian crossing treatments at 6th St/Hewitt Ave and Burwell St/Washington Ave	$3,136,640
TR00186	Crossing Improvements	NBK Vicinity Signal Improvements	Add all walk ped phases at Burwell St/ State Ave, Park Ave/Burwell St. Pacific Ave/Burwell St	$27,040
TE0038	Crossing Improvements	Kitsap Way at Harlow Dr Intersection Improvements	Convert minor-approach stop controlled intersection to roundabout	$2,853,450
TE0039	Crossing Improvements	Kitsap Way at Chico/Northlake Way Intersection Improvements	Convert stop-controlled intersection to roundabout	$7,495,220

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TR00171	Crossing Improvements	SR 303 Improvements (Warren Ave Bridge to Sheridan Rd)	New roundabout at SR 303 & Callahan Ave, construct NB BAT lane, repurpose tunnel along Callahan Dr to be active transportation undercrossing; Bicycle facilities on Callahan Drive from SR 303 to lower Wheaton Way using existing tunnel under SR 303	$17,276,471
TE0040	Crossing Improvements	SR 303 Midblock Crossing (Between 6th St & 11th St)	Build a mid-block pedestrian crossing between 6th Street and 11th Street and provide a pedestrian hybrid beacon signal and pedestrian refuge island. Add bus stops near mid-block crossing.	$790,824
TE0041	Crossing Improvements	SR 303 Midblock Crossing (Between Hollis St & Riddell Rd)	Build a mid-block pedestrian crossing between Hollis Street and NE Riddell Road and provide a pedestrian hybrid beacon and pedestrian refuge island. Relocate bus stops to be near mid-block crossing	$608,326
TE0042	Crossing Improvements	SR 303 Midblock Crossing (North of Dibb St)	Build a mid-block pedestrian crossing north of Dibb Street and provide a pedestrian hybrid beacon and pedestrian refuge island	$608,326
TE0043	Crossing Improvements	SR 303 Midblock Crossing (North of Pearl St)	Build a mid-block pedestrian crossing north of Pearl Street and provide a pedestrian hybrid beacon and pedestrian refuge island. Relocate bus stops to be near mid-block crossing	$608,326

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TE0044	Crossing Improvements	SR 303 Olympic College Undercrossing	Construct a tunnel under SR 303 for an active transportation undercrossing, connecting Olympic College to east side of SR 303	$4,075,787
TR00172	Crossing Improvements	SR 303/Riddell Rd Intersection Improvements	Replace the signal at NE Riddell Road with a roundabout including pedestrian crossings at all four quadrants	$10,402,382
TE0045	Corridor (bike + ped)	Perry Ave Corridor Project (E 17th Street to City Limits)	Sidewalks and bicycle lanes from E 17th Street to City Limits	$11,000,000
TE0046	Corridor (bike + ped)	Riddell Rd Corridor Project	Sidewalks and bicycle lanes from Pine Rd NE to Perry Ave NE	$13,000,000
TR00047	Corridor (bike + ped)	Jarstad - Lake Kitsap Trail	Shared-use path on former railroad corridor	$5,132,134
TR00026	Corridor (bike + ped)	National Ave Reconstruction	Sidewalks and bicycle lanes from 1st Street to Kitsap Way	$5,028,000
TE0047	Safety	West Belfair Valley Rd Guardrails	Evaluation and implementation from Division to McKenna Falls	$113,865
TE0048	Shared-use path	Sheridan Park Connector	Active transportation facility to connect to Lebo Boulevard on the north side of the bridge	$9,276,000
TE0049	Shared-use path	Shared-use Path Connection to Almira Dr	Provide 10′ wide sidewalks from SR 303 to Almira Drive using NE 32nd Street through Old East Bremerton High School, connecting near Dibb Street	$3,710,791

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TR00028	Shared-use path	East Bremerton Shared-use Path (WSCC Initiative)	Improve bicycle and pedestrian safety and connectivity; Paved active transportation facility from Cherry Ave to Almira Dr	$967,852
TR00169	Shared-use path	SR 303 Improvements (13th St to Warren Ave Bridge), Phase 6	Channelization, sidewalk, and transit improvements from 13th St to Warren Ave Bridge; Widen sidewalk to 10' on west side of SR 303 between 13th Street and Warren Avenue Bridge	$3,284,963
TR00170	Shared-use path	SR 303 BAT Lane & Sidewalk (Sylvan Way to Riddell Rd)	Construct northbound BAT lane; Widen sidewalks to 10' on both sides of SR 303; Underground utilities that would otherwise be obstructions in the sidewalks	$44,711,994
TE0050	Pedestrian	1st St West of Harlow Sidewalks	Auto Center Blvd./Bruenn Ave to Auto Center Way	$1,790,000
TE0051	Pedestrian	16th St Sidewalks	Sidewalks	$700,000
TE0052	Pedestrian	26th St Sidewalks	Sidewalks	$1,200,000
TE0053	Pedestrian	Corbet Dr Sidewalk	Sidewalk	$4,110,000
TE0054	Pedestrian	Hartford St Sidewalk	Sidewalk	$1,690,000
TE0055	Pedestrian	Phinney Bay Dr Sidewalk	Sidewalk	$3,800,000
TE0056	Pedestrian	Preble St Sidewalks	Sidewalk	$3,190,000
TE0057	Pedestrian	Price Rd Sidewalks	Sidewalks	$3,790,000
TE0058	Pedestrian	Rocky Point Rd Sidewalks	Sidewalks	$3,020,000
TE0059	Pedestrian	Roosevelt Blvd Sidewalks	Sidewalks	$2,790,000
TE0060	Pedestrian	Tracyton Beach Rd Sidewalks	Sidewalks	$1,110,000

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TE0061	Pedestrian	Magnusson Way/Stone Way Sidewalks	Sidewalks	$1,620,000
TE0062	Pedestrian	Shorewood Dr Sidewalks	Sidewalks	$5,550,000
TE0063	Shared-use path	NAD Park-Jackson Park Naval Housing Area Shared Use Path	Shared use path	$2,700,000
TE0064	Pedestrian	Snyder Ave Sidewalks	Sidewalks	$5,360,000
TR00161	Pedestrian	Ped Connector Under Warren Ave Bridge South Approach	Improve pedestrian safety and connectivity	$711,656
TE0065	Pedestrian	State St Pedestrian Corridor Improvements	Improve pedestrian safety and connectivity - from 1st Street to 4th Street	$7,116,559
TE0066	Pedestrian	Matan & Lillian & James Walker Park Sidewalk Connector	Sidewalk connector; Bloomington & Olympic	$626,257
TR00055	Pedestrian	Anderson Cove Sidewalk Improvements	Construct sidewalks along Naval Ave from 19th St to 15th St	$626,257
TE0067	Pedestrian	Shore Dr Shared-use Path Planning Study	Improve bicycle and pedestrian safety and connectivity; Convert upper portion of Shore Dr. to shared use path	$85,399
TE0068	Pedestrian	Marine Dr Nonmotorized Improvements	Improve bicycle and pedestrian safety and connectivity	$1,352,146
TE0069	Pedestrian	Wheaton Way at Callahan Sidewalk Improvement	Improve pedestrian safety and connectivity	$266,877
TE0070	Pedestrian	Petersville Rd Sidewalk	Sidewalks	$5,916,225
TE0106	Pedestrian	West of Charleston Blvd Sidewalk Improvements	Improve sidewalk conditions in the neighborhood west of Charleston Blvd	$8,652,800

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TR00185	Pedestrian	NBK Vicinity Active Transportation Improvements	"Within the 10-minute walksheds of base gates, upgrade and/or add sidewalks; upgrade marked and unmarked crossings to be ADA compliant."	$71,601,920
TR00184	Pedestrian	1st St Shared-Use Path	Add a shared-use path along south side of 1st Street between Naval Ave and Callow Ave; Stripe eastbound contraflow bicycle lane; westbound bicycle travel accommodated in shared vehicle/bicycle lane; JCTP: AT 15 add shared-use path on south side of 1st St between Naval Ave and Callow Ave	$324,480
TE0071	Pedestrian	Wheaton Way Sidewalk Widening	Widen sidewalks to 10’ on both sides of SR 303; Underground utilities that would otherwise be obstructions in the sidewalks	$34,370,444
TE0072	Pedestrian	4th St Landscaping Replacement and Sidewalk Repair	Maintenance upgrades to sidewalk to improve pedestrian safety and connectivity	$569,325
TE0073	Pedestrian	SR 303 Improvements (13th St to Warren Ave Bridge), Phase 1B	Channelization, sidewalk, and transit improvements from 13th St to Warren Ave Bridge; Widen sidewalks to 10’ on east side of SR 303 from north of 17th Street to the Warren Avenue Bridge.	$3,284,963
TE0074	Pedestrian	SR 303 BAT Lane & Sidewalks (Sheridan Rd to Sylvan Way)	Construct northbound BAT lane and provide sidewalk improvements	$34,370,444

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TE0075	Pedestrian	SR 303 Sidewalk Improvements (Burwell St to 13th St)	Sidewalk improvements from Burwell St to 13th St	$3,163,298
TE0076	Bicycle	13th St Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, traffic calming from Naval Ave to Park Ave	$717,139
TE0077	Bicycle	15th St Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from Lafayette Ave to High Ave	$270,244
TE0078	Bicycle	Russell Rd Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from SR 310 to National Ave	$136,540
TE0079	Bicycle	High Ave Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from 9th St to 19th St	$187,793
TE0080	Bicycle	Trenton Ave Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from Shore Dr to Stone Way	$182,121
TE0081	Bicycle	Ironsides Ave/Nipsic Ave Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from Shore Dr to Holman St	$72,322

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TE0082	Bicycle	4th and 5th Streets Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming between Olympic Ave and Washington Ave	$729,294
TE0083	Bicycle	Phinney Bay Dr. Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from Rocky Point Rd to Lafayette Ave	$69,080
TR00034	Bicycle	Arsenal Way/Patten Ave Safety Improvements	Improve bicycle and pedestrian safety and connectivity; bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming	$142,331
TE0084	Bicycle	Oyster Bay Ave Traffic Calming	Help move traffic and improve roadway safety; Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming.	$996,318
TE0085	Bicycle	Park Ave Bike Lanes	Construct bike lanes on Park Ave between 4th St and 6th St.	$135,200
TR00071	Traffic	SR 304/Burwell Street Adaptive Signals	Implement adaptive signals along SR 304 within from Burwell St and Washington Ave to SR 304/Charleston Beach Blvd including 12 signalized intersections	$3,500,175
TE0086	Pedestrian	Callow Ave streetscape improvements	Streetscape improvements between Burwell Street and 13th Street with a festival street section between 6th to 9th to include street lights, festoon lighting, and urban furniture	$-

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TR00202	Crossing Improvements	Clare Ave Shared-Use Path	Develop a new multi-use path from Lebo Blvd to SR 303 along Clare Avenue	$-
TR00040	Corridor (bike + ped)	Mountain View Middle School SRTS	SRTS improvements at mountain view middle school near Trenton Ave and Holman Street	$-
TR00022	Traffic	Improve Shorewood Dr through NAD Park to Jackson Park	Roadway improvements and bike/ped facilities through NAD Park to Jackson Park	$-
TE0024	Traffic	West Kitsap Way Phase 1a - Chico Way/Northlake Way to Harlow Dr	Reconfiguration and construction between Chico Way/Northlake Way to Harlow Dr	$4,668,330
TE0023	Traffic	West Kitsap Way Phase 1b - Harlow Dr to Lakehurst Dr	Reconfiguration and construction between Harlow Dr and Lakehurst Dr	$3,998,000
TE0022	Traffic	West Kitsap Way Phase 2a - Lakehurst Dr to Austin Dr	Reconfiguration and construction between Austin Dr and Lakehurst Dr	$6,590,000
TE0021	Traffic	West Kitsap Way Phase 2b - Austin Dr to Burchfield Dr	Reconfiguration and construction between Austin Dr and Burchfield Dr	$5,965,871
TE0020	Traffic	West Kitsap Way Phase 3 - Wilmont St to Burchfield Dr	Reconfiguration and construction between Wilmont St and Burchfield Dr	$13,583,000
TE0019	Traffic	West Kitsap Way Phase 4 - Wilmont St to SR3/Auto Center Way	Reconfiguration and construction between Wilmont St and SR 3 Interchange	$4,102,000
TR00007	Corridor (bike + ped)	11th Street Community Blvd	Community Boulevard with bicycle and pedestrian improvements from Warren Ave to Pacific Ave	$4,407,407

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TR00150	Safety	11th Street Improvements	Improvements to 11th Street from Kitsap Way to Naval Avenue	$-
TR00156	Maintenance/Preservation	11th Street Preservation	Maintenance and preservation to 11th Street from Naval Ave to Warren Ave	$-
TR00197	Corridor (bike + ped)	Catalyst School SRTS	Safe routes to school improvements for access to the Catalyst School	$-
TR00085	Wayfinding	Bridge to Bridge Trail Wayfinding improvements	Wayfinding signage for the bridge-to-bridge trail	$-
TR00200	Wayfinding	Charleston Area Wayfinding improvements	Wayfinding signage for the Charleston area	$-
TR00203	Crossing Improvements	Sheridan Road RRFB	RRFB installation for Sheridan at crossing to Spruce Ave	$-
TR00155	Multimodal	12th Street Reconstruction	Reconstruction of 12th Street from Warren to Elizabeth	$-
TE0088	Multimodal	Burwell Street Corridor Study	Study expansion of Burwell Street for vehicle capacity and expanded sidewalks or pedestrian improvements on the south side of Burwell from Park Ave to N Callow Ave.	$-
TR00176	Corridor (bike + ped)	Wycoff Ave Streetscape and ped/bike improvements	Sidewalk replacement and new sidewalk from 6th Street to 15th Street, bike/ped crossing improvements north/south on Kitsap Way, traffic calming at intersections with Burwell St, 13th Street and 15th Street	$-

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TE0089	Bicycle	Juniper St bicycle corridor and bike/ped connection to SR 303	Bicycle and shared roadway signage, pavement markings, intersection treatments, traffic calming, and crossing improvements at Clare Ave.	$-
TE0090	Bicycle	Hemlock St Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, traffic calming, and crossing improvements at Callahan Drive.	$-
TE0091	Pedestrian	Marine Drive Sidewalks	Construct sidewalks on the west side of Marine Drive from Kitsap Way to Rocky Point Road.	$-
TE0092	Crossing Improvements	Crossing improvements at Dora Ave and Marine Drive	Crosswalk and curb bulb out across Dora Avenue on the north leg of the of the intersection between Marine Drive and Dora Avenue.	$-
TE0093	Pedestrian	Adele Avenue Sidewalks	Replace sidewalks on the west side of Adele Avenue and fill sidewalks gaps between 11th Street and 9th Street.	$-
TE0094	Crossing Improvements	Improve crossing of Adele Ave and 6th Street	Add pedestrian island between Adele, 6th and Marion in the middle of the intersection, add crossings of Marion Ave N and 6th Street at Adele and install sidewalks through the intersection on the south side of 6th Street.	$-
TE0095	Pedestrian	Marion Avenue Sidewalks	Add sidewalks to the west side of Marion Avenue from 6th Street to 1st Street.	$-

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TE0096	Corridor (bike + ped)	Werner Road and Loxie Eagans Active Transportation Corridor Study	Study bicycle and pedestrian facility options on Loxie Eagans and Werner Road from northbound SR 3 ramps to Union Ave W to connect neighborhoods east and west of SR3.	$-
TE0097	Shared-use path	Werner Road Shared Use Path	Shared-use path from Union Ave W/Auto Center Way to Panoramic Loop.	$-
TE0098	Bicycle	Park Ave Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from 6th Street to 17th Street.	$-
TE0099	Pedestrian	1st Street East of Callow Sidewalk Infill and Replacement	Replace sidewalks on the north side between N Wycoff Ave and N Lafayette Ave; add on south side of 1st Street from N Wycoff Ave to Marion Ave.	$-
TE0100	Bicycle	S Summit Ave Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from Rodgers to City Limits.	$-
TE0101	Bicycle	S Cambrian Ave Shared-use Path	Multi-use path connection on S Cambrian Avenue and bike crossing improvements across SR 304 to connect with existing 304 bike facilities.	$-
TE0102	Bicycle	Rodgers St Bike Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, traffic calming from S Summit Street to S Cambrian Ave.	$-

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
TE0103	Pedestrian	13th Street Sidewalks	Sidewalks on 13th Street from N Callow Ave to Kitsap Way.	$-
TE0104	Corridor (bike + ped)	E 13th Street Corridor Project	Sidewalks and bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from Perry Ave to Trenton Ave.	$-
TE0105	Bicycle	Harkins Street and Pitt Ave Bicycle Improvements	Separated bike lanes on Harkins St to Pitt Ave and painted bike lanes on Pitt Avenue to E 11th Street; intersection improvements at Harkins Street and Pitt Avenue.	$-