

Bremerton2044

Attachment C. Summary of Public Engagement



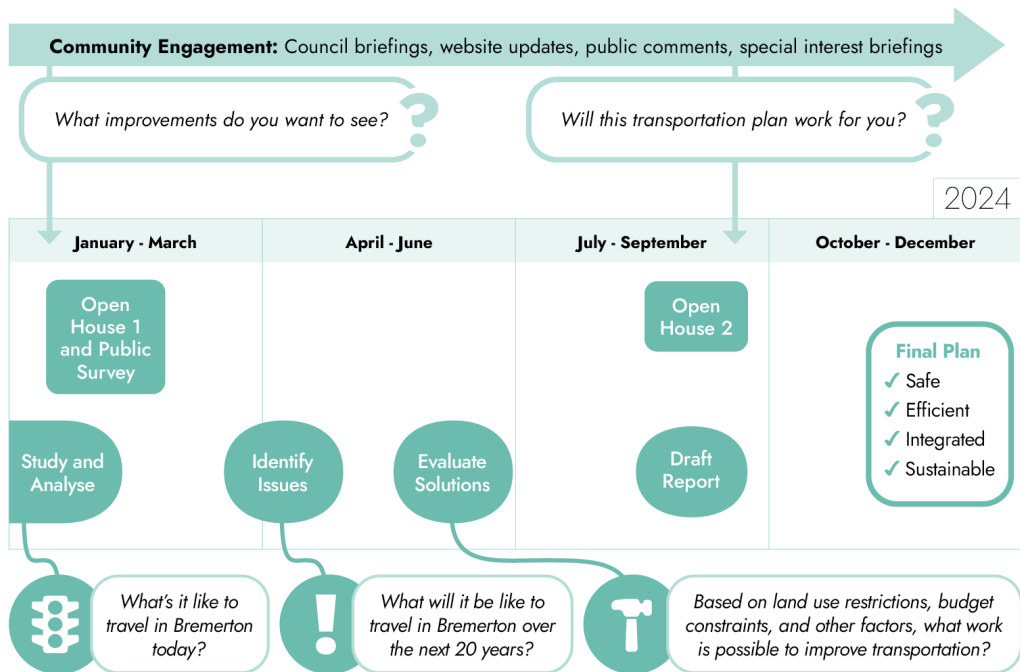


City of Bremerton Transportation Plans Update Comprehensive Plan and Active Transportation

Engagement Summary | November 18, 2024

OVERVIEW

The City of Bremerton is updating its Comprehensive Plan to guide how the city grows and develops. The city started this work in late 2023. Part of this work is updating the city’s transportation plans, both the Transportation Element of the Comprehensive Plan and the Active Transportation Plan to accommodate the city’s projected 46 percent population growth over the next 20 years. The city's Transportation Element goal is to provide a transportation road map to maintain a safe, efficient, and integrated multimodal transportation system. Multimodal refers to all modes of transportation: vehicles, transit, bicycles, and pedestrians. Bremerton’s Active Transportation Plan, formally known as the Non-Motorized Transportation Plan, focuses specifically on non-motorized transportation such as bicycle and walking routes. The city originally adopted the Non-Motorized Transportation Plan in 2007 and is updating it at the same time as the Transportation Element so these plans will work together.



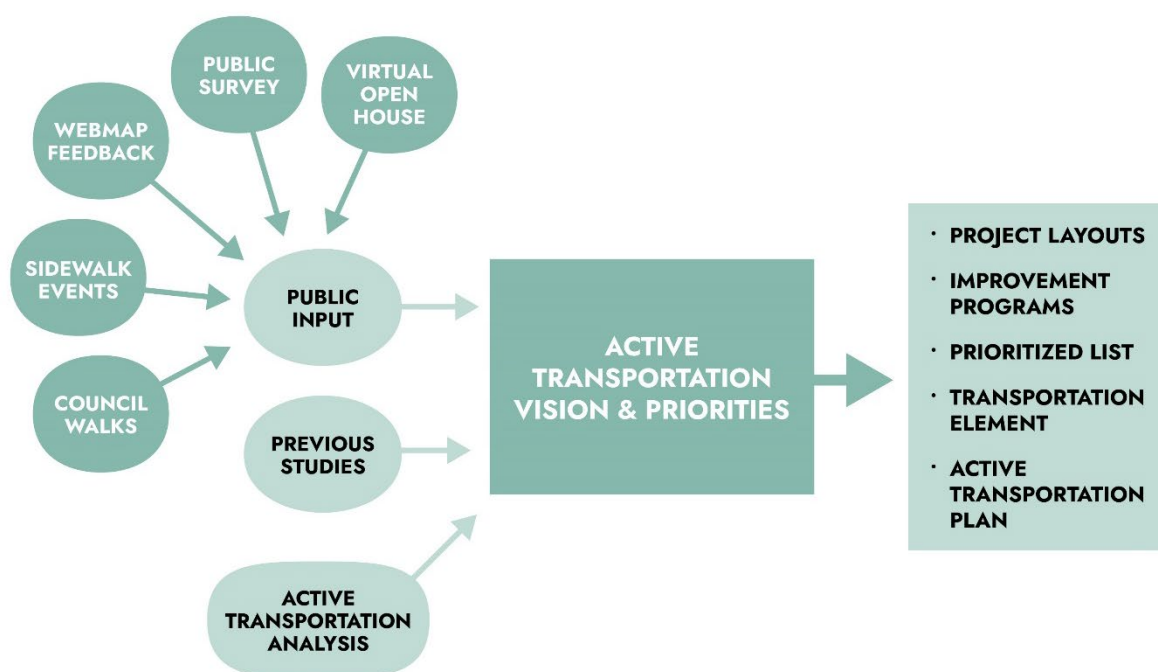
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This chart, shared during the first open house, gives a high-level overview of how the team incorporated public input into the transport plans development process. Note, the team updated the project schedule since this graphic was published with the creation of the final plan scheduled for early 2025.

The transportation team engaged the public during the creation of these plans throughout the year-long process. The city engaged with the Bremerton community at sidewalk events, council walks, through a transportation survey, open houses and through web map feedback collected on Bremerton’s Comprehensive Plan [Transportation Element webpage](#). The team also reached out directly to community-based organizations for input. The transportation team incorporated this feedback into the planning efforts. This report summarizes the engagement efforts by the city.



This chart, shared during the second open house, shows all the different ways Bremerton engaged the public in transportation planning.

ENGAGEMENT ACTIVITIES

An important part of developing the Transportation Element and Active Transportation Plan is feedback from those who live, work and travel throughout Bremerton. The transportation team sought input from the public through a variety of platforms and opportunities as outlined in the city’s [Public Participation Plan](#) (PPP) The PPP includes standard processes and procedures the team should use to reach the public and facilitate feedback on the transportation plans.

The team engaged the public by sending a survey (Jan. 18 – Feb. 20, 2024), hosting two virtual open houses (Jan. 19 – Feb. 15, 2024, and Oct. 2 – 14, 2024) and an in-person open house (Oct. 8, 2024). The team also reached out to community-based organizations, attended council walks and sidewalk events

throughout the process. City staff advertised these opportunities to provide input on the [Transportation webpage](#) and on the following platforms:

- City website
- City email list
- Facebook
- Twitter

Survey and mailer

To recruit survey respondents, researchers working with the transportation team mailed invitations to a statistically valid, random sample of 5,000 households with Bremerton addresses (See appendix B for recruitment materials).

In addition, the city promoted the survey to Bremerton residents through the following channels:

- The city’s Transportation Plan website
- Social media posts by the mayor and PW
- The mayor’s email listserv
- Flyers post throughout the city
- Online open house
- Bremerton First Friday Art Walk event in Charleston and Downtown
- Partnership with Community-based organizations:
 - Kitsap Mesa Redonda
 - Kitsap County Veterans Assistance Program
 - Kitsap County Parent Coalition
 - The Conduit Network

Survey responses, by recruitment method

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

Note “Bremerton website” means the link provided with online Open House 1.

The online survey fielded from Jan. 18 to Feb. 15, 2024, in English. A total of 605 people took the survey. The response rate was 12.7%, and the margin of error was +/- 4%. Overall, many participants shared their thoughts and ideas on how to improve transportation in Bremerton. The key findings were:

- Bremerton should improve transportation infrastructure. Respondents thought the city should aim improvements at reducing traffic congestion and speeding on city streets and roads, addressing road maintenance issues, and improving parking management.
 - Respondents identified traffic congestion (64%), aggressive or reckless driving (64%), poor road conditions (53%), or wait times at lights (51%) as top traffic issues in Bremerton.

- Respondents thought adaptive or “smart” traffic signals (67%) would improve traffic conditions.
- Bremerton should reduce car dependency by connecting downtown through frequent, low-cost transit service, update zoning to develop walkable neighborhoods, and coordinate with major employers to reduce the number of cars on roadways during peak hours. Bremerton should increase transit services for the bus and ferry.
 - Top **barriers** to transit use:
 - Riding the bus takes too long (60%)
 - Taking the ferry is a challenge when routes are not frequent enough (89%) or the ferry is unreliable (83%)
 - Top **opportunities** to more transit ridership:
 - Riding the bus – more frequent service (29%)
 - Using the ferry – more frequent service (64%)
 - Vanpooling – free ride home for emergencies (14%), help establishing vanpool (13%), or learning more about the vanpool program (12%)
 - Carpooling – help establishing a carpool (18%), free ride home for emergencies (16%), or free or reserved parking (16%)
- Bremerton should improve bicycle and pedestrian infrastructure.
 - Top **barriers** to active transportation use:
 - Biking with incomplete or no bicycle lanes (93%) and navigating dangerous driver behavior (83%)
 - Walking with incomplete or no sidewalks (76%)
 - Top **opportunities** to active transportation:
 - Biking – new (42%) or improved (39%) bike lanes
 - Walking – new (55%) or improved (54%) sidewalks and crosswalks

Some participants also wanted the city to increase monitoring or control over transportation systems, including more enforcement. See the full [survey report](#) for more information.

Online open house 1 (<https://www.youtube.com/watch?v=gSvO9TpLioQ>)

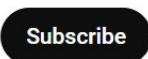
The City of Bremerton hosted a virtual open house (a pre-recorded narrated presentation on Zoom) to introduce the overall Comprehensive Plan update and the process to update the Transportation Element of the Comprehensive Plan and the City’s Active Transportation Plan. The city posted the open house video on the Comprehensive Plan [Transportation Element webpage](#) from January 19, 2024, 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 encouraged attendees to participate in the public survey and visit the project website for updates.



City of Bremerton Comp Plan 2024 Update -Transportation Element & Active Transportation Plan



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As of November 7, 2024, 104 people viewed the online open house 1 video presentation posted on the Bremerton Kitsap YouTube channel. The team did not record any direct feedback from open house 1. While the project team provided contact information in the materials, they directed participants to share their feedback as part of the public survey. A total of 51 survey participants (8 percent of all respondents) shared feedback from the link posted with open house 1 on the webpage.

Online open house 2 (<https://youtu.be/oj6eAL2cWHs?si=8Hda-kwxybcsoAPH>)

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 [Transportation Element webpage](#) from October 2 to 16, 2024. The City’s Project Manager, Vicki Grover, narrated the presentation. First, Vicki shared a brief overview of the transportation plans the city is updating, then how the city evaluates what projects to include in the plans, feedback the city heard from the community through the process and what data was collected for both the Transportation Element of Bremerton’s Comprehensive Plan update and the Active Transportation Plan. Finally, Vicki concluded with how the community can provide additional input and stay informed as the city finishes developing the plans.



City of Bremerton Comprehensive Plan 2024 Transportation Plans Virtual Open House October 2024



BKAT Bremerton-...
886 subscribers

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1

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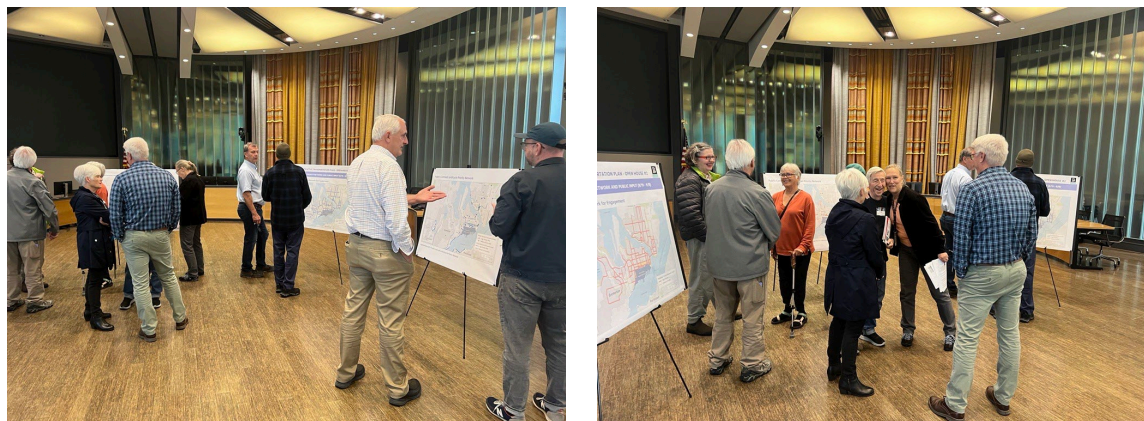


As of November 7, 2024, 117 people viewed the online open house 2 video presentation posted on the Bremerton Kitsap YouTube channel. Ten comments were received following the launch of the open house. Respondents sent six comments to the Comprehensive Plan email address and four directly to the project team. Comments received focused on prioritizing bike routes and protected bike lanes, ensuring safety was highlighted in the plans for bicyclists and pedestrians and specific locations community members would like to see improvements.

In-person open house

Bremerton hosted an in-person open house on Tuesday, Oct. 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. The following city representatives hosted the meeting:

- Garrett Jackson, Planning Manager
- Gunnar Fridrikson, Managing Engineer
- Ned Lever, City Engineer
- Ryan Nash, Project Assistant Transportation Engineering
- Tom Knucky, Director of Public Works & Utilities
- Vicki Grover, Project Manager



Attendees gather at the Norm Dicks Council Chambers for the City of Bremerton Transportation Plans Open House on Oct. 8, 2024.

Community-based organizations

The city of Bremerton reached out to various community-based organizations to engage historically marginalized communities in the city in the update of the transportation plans. Vicki Grover, project manager, reached out between Jan. 4 - 10, 2024. She received three responses and engaged with the following organizations:

- **Conduit Network, Marwan Cameron, Feb. 15, 2024:** Marwan explained how difficult it was for individuals the organization assists to use public transportation services when making doctor visits, being released from jail, and coming out of living on the street. This organization eventually purchased their own vehicles for transporting individuals in need of their assistance.
- **Kitsap County Parent Coalition, Melia Hughes, Jan. 30, 2024:** Melia provided the perspective of her clients that public transportation is important for getting kids to after school programs or to appointments that parents are not able to attend due to work commitments.
- **Department of Humans Services Veteran Program, Rick Becker, Feb. 13, 2024:** Rick shared what the veteran program does, and that transportation is an element of the services they help coordinate for veterans.

Community events

The city of Bremerton Public Works staff attended the following events with information about the transportation planning effort:

- St. Patrick’s Day Parade, March 11, 2023; Vicki Grover attended with DCD.
- Island Fest, August 19, 2023; Vicki Grover attended.
- First Friday Art Walk – Callow, November 3, 2023; Vicki Grover and Gunnar Fridriksson attended.
- First Friday Art Walk – Downtown, December 1, 2023; Vicki Grover and Gunnar Fridriksson attended with DCD.
- Kitsap Mesa Redonda meeting, January 10, 2024; Vicki Grover attended with DCD. Other attendees included:
 - Evergreen Goodwill
 - Kitsap County Immigration
 - Holly Ridge Center
 - Well Point WA

- Vroom
 - Kitsap County Parents Coalition
 - Kitsap Transit HR representative
 - Job Source
 - Kitsap County Public Health
 - Peninsula Community Helat
 - Catalyst School
- St. Patrick’s Day Parade, March 16, 2024; Vicki Grover attended with DCD.
 - Armed Forces Parade, May 18, 2024, Vicki attended with DCD.
 - District 4 Meeting, September 5, 2024; Public Works attended.
 - Joint District 1 & 2 Meeting, October 29, 2024; Public Works attended.
 - Kitsap Mesa Redonda meeting on November 13, 2024; Vicki Grover attended with DCD. Attendees included: Kitsap County Immigration; Holly Ridge Center; Kitsap County Parents Coalition; Kitsap Transit HR representative; Kitsap School District; Kitsap Public Health; various legal services.
 - District 7 Meeting, November 14, 2024; Public Works attended with DCD.
 - District 3 Meeting November 18, 2024; Public Works attended with DCD.
 - District 5 Meeting November 19, 2024; Public Works attended with DCD.
 - District 4 Meeting November 21, 2024; Public Works attended with DCD.
 - District 6 Meeting November 25, 2024; Public Works attended with DCD.
 - Kitsap Public Health Equity Collaborative Meeting November 19, 2024; Public Works attended with DCD.
 - District 6 Meeting December 9, 2024; Public Works attended with DCD.

Bremerton website updates

The team created a webpage: <https://www.bremertonwa.gov/1352/Transportation> for the updated Transportation Plans on the [Comprehensive Plan – Bremerton 2044 webpage](#). The city posted updates about the transportation plans and development including:

- Open house 1
- Web Map feedback
- Open house 2
- Next steps

Bicycle and Pedestrian Priority Networks web map

The city of Bremerton posted an interactive map to the Comprehensive Plan Transportation Element webpage. The map showed the current bicycle and pedestrian priority networks considered high or medium priority for implementing active transportation projects over the next 20 years. The team posted the map on the webpage for three weeks and the city received a total of 225 comments and 8 emails and letters from the public (see Appendix C for more information on public comment received). The input gathered during this period will guide the city's approach to refining the networks and ensuring they align with public priorities.

Social media

The city advertised virtual open house 1, the survey and virtual open house 2 on Bremerton’s X account and Facebook account. See appendix B.

Sharing physical materials

The team created a fact sheet to share information about the Comprehensive Plan process, what considerations they would include in the Transportation Element and Active Transportation plan development, project timeline and contact information.

COMMENTS

The study team received comments from many different sources throughout the process including survey comments, email, in-person at open houses and community meetings. Most of the comments came through the survey that was fielded at the beginning of the process in January 2024.

Source	Number of comments
Survey	304
Online open house 1	N/A
Online open house 2	4
In-person open house	4
Web map feedback	8
Comprehensive Plan email	6
Comprehensive Plan website	22 as of Dec 2024
Total	326

Note: Participants in virtual open house 1 submitted comments via the survey to the open-ended question “Did we miss anything? What else should we consider improving travel in Bremerton? Please briefly describe them here.”

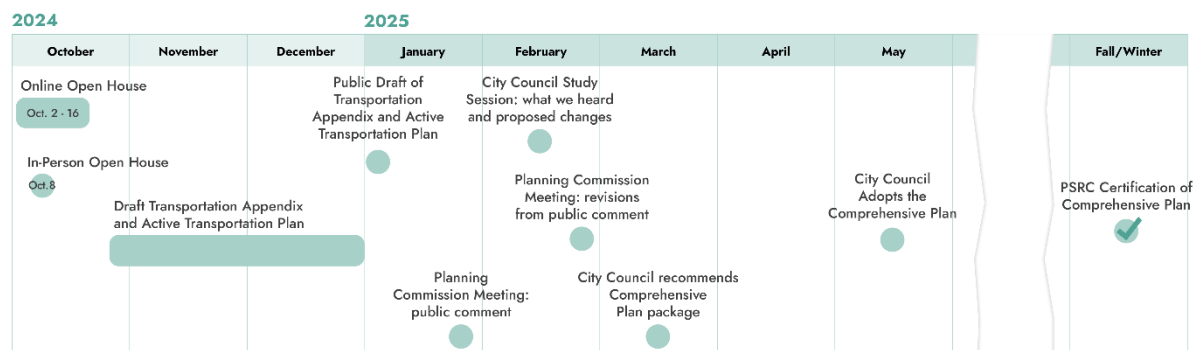
The team summarized comment themes from the survey in the survey section. Other comments received focused on prioritizing bike routes and protected bike lanes, ensuring safety was highlighted in the plans for bicyclists and pedestrians and specific locations community members would like to see improvements. See full comments in Appendix C.

OUTCOMES AND NEXT STEPS

The study team received feedback and engagement from the public at various touchpoints throughout the development of the transportation plans. The team is now drafting the plans which they will present to the Planning Commission for public comment and to the City Council Study Session in early 2025. Then the team will make revisions based on public comment and present the plan again to the Planning Commission. The City Council will then recommend the Comprehensive Plan Package including the

transportation plans. The city will adopt the final plans later in 2025.

Next steps for Bremerton Transportation Plans



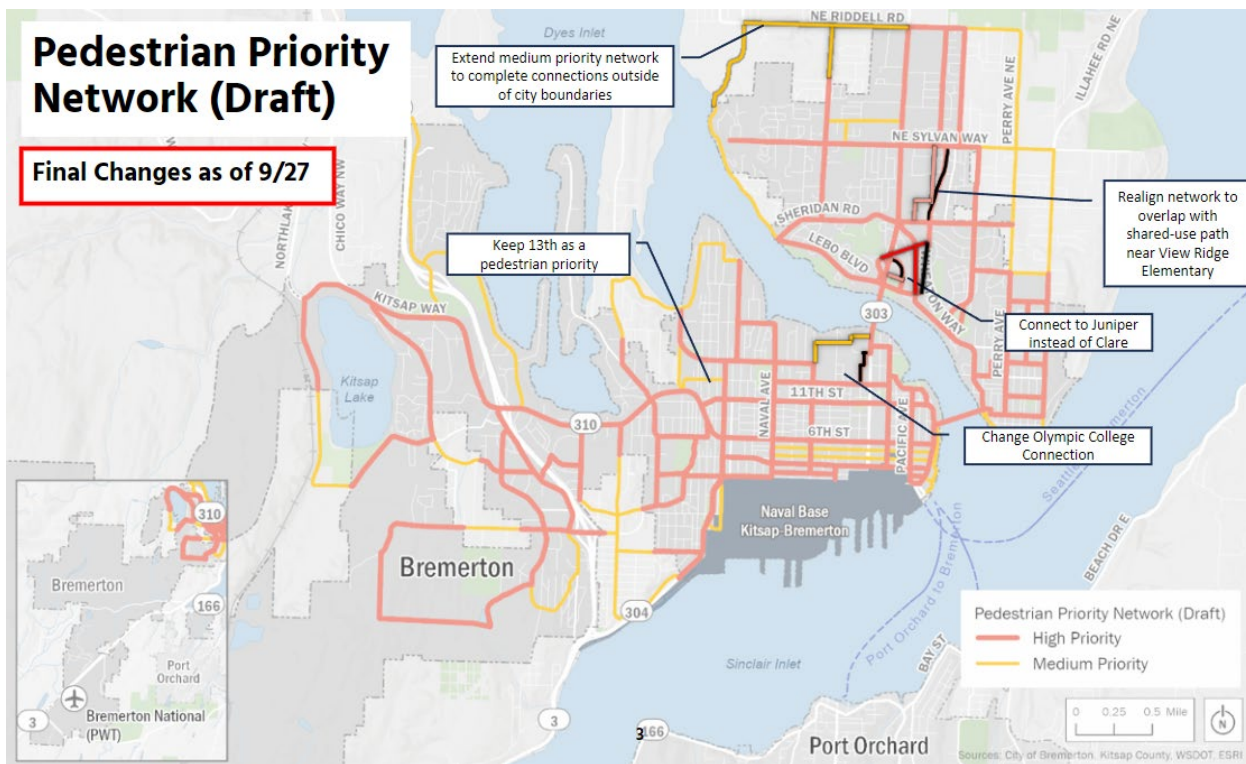
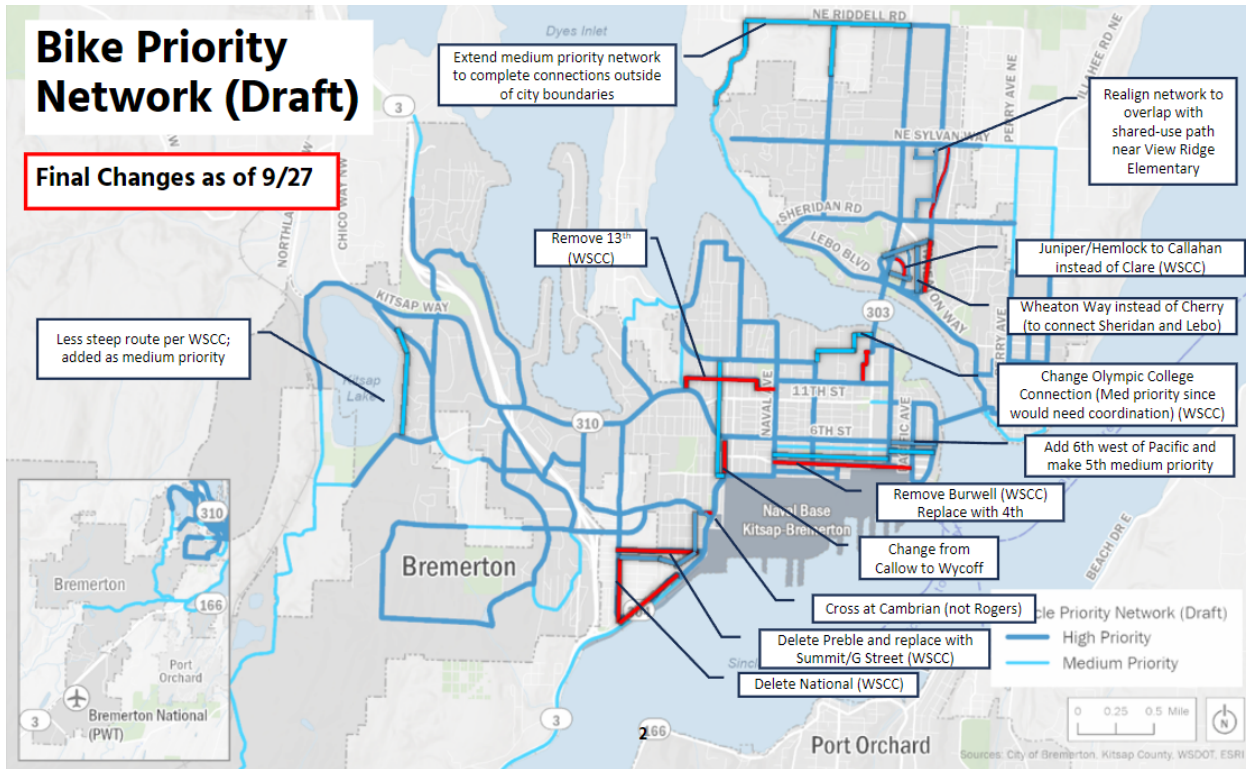
The team shared the above graphic during the second open house to show the public what opportunities they will have to comment on the draft transportation plans. Per the city’s PPP, the team will accept and encourage written comments on the draft transportation plans in various forms, including email messages and facsimiles. The team will post notice of public comment periods and draft plans at the following locations according to the PPP:

1. Department of Community Development, 345 6th Street, Suite 600 Bremerton
2. Downtown Library, 612 5th Street, Bremerton
3. Kitsap Regional Library – Sylvan Way Branch. 1301 Sylvan Way, Bremerton
4. Sheridan Community Center, 680 Lebo Blvd., Bremerton
5. Olympic College Library, 1600 Chester Avenue, Bremerton
6. School District Office, 134 Marion Avenue, Bremerton

Comments should be addressed to the City of Bremerton Planning Commission at: (Mail Address) Department of Community Development, 345 6th Street Suite 600, Bremerton, Washington 98337; or (E-mail Address) compplan@ci.bremerton.wa.us. For specific questions Planning Manager Garrett Jackson will be available throughout this process at (360) 473-5289. Planning staff will provide public comment cards at Commission meetings and at strategic locations throughout the city. The comment cards will be regularly collected but also designed for easy postcard mailing. In addition to this, assorted City of Bremerton swag will be handed out to those who are involved in the 2024 Comprehensive Plan – Public Participation Plan 3 commenting process.

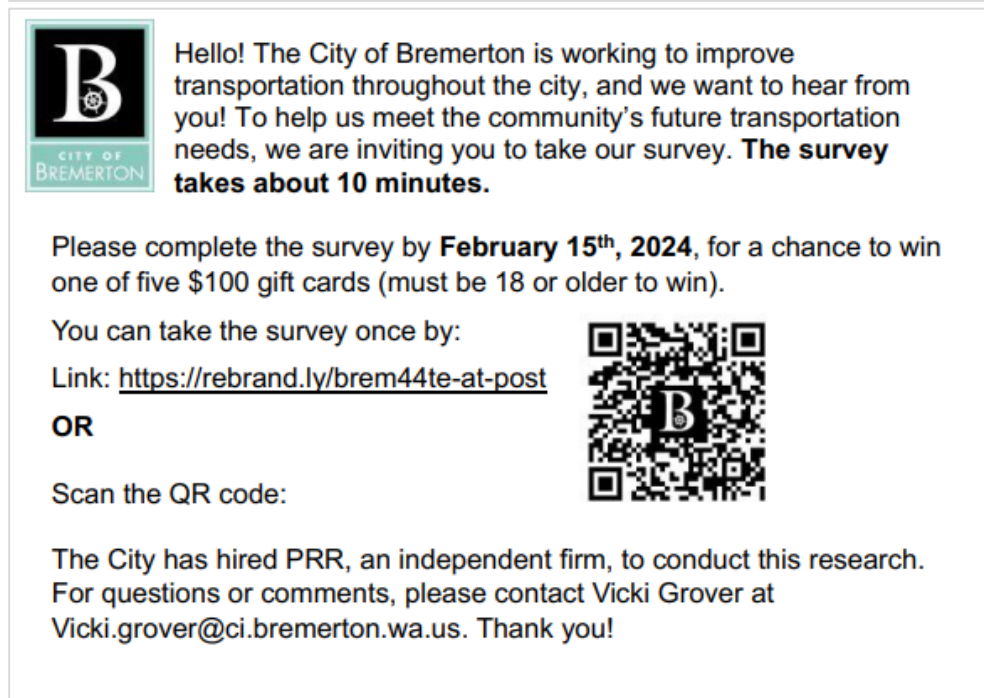
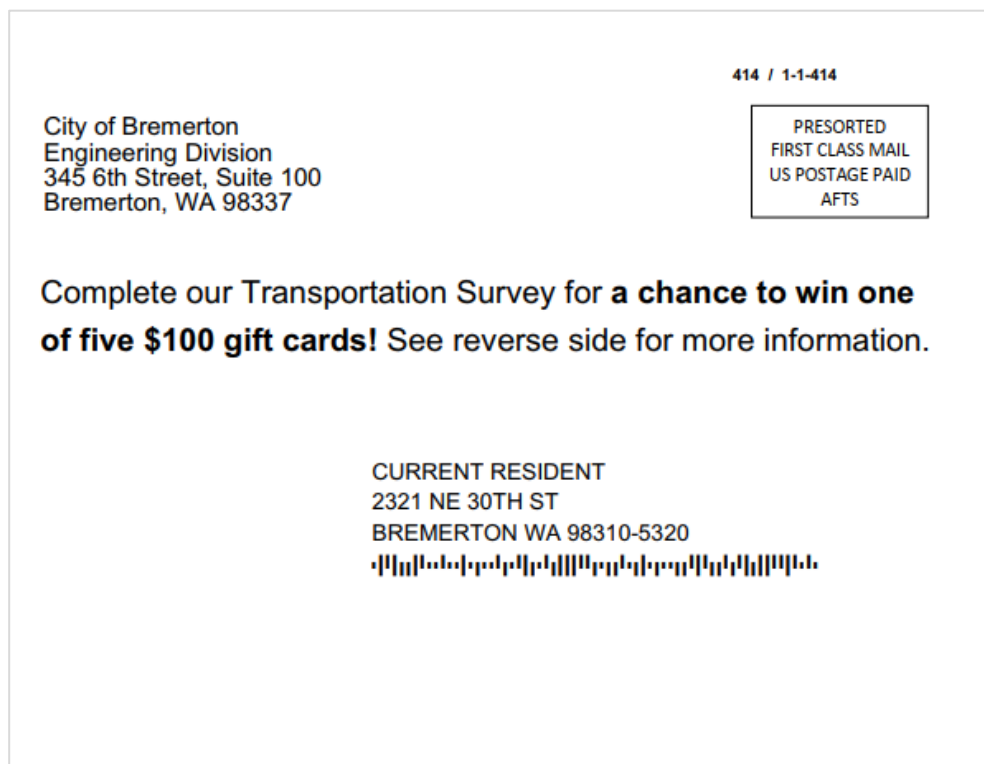
Written comments will be presented to the Planning Commission during official public meetings (see tentative dates in the “Next Steps” schedule above. All comments on draft proposals and alternatives will be accepted and brought to the attention of the Planning Commission for their consideration. The team will keep written comments on file for public review. Those received prior to December 2024 are included in this report (see Appendix C) City Planning Staff will acknowledge the receipt of written comments by sending a letter with notification of opportunities for further involvement.

APPENDIX A: UPDATED BIKE AND PEDESTRIAN PRIORITY MAPS



APPENDIX B: SURVEY RECRUITMENT MATERIALS

Postcard



Bremerton Website

Social Media

City of Bremerton - Public Works & Utilities
Jan 19 · 🌐

We want to hear from you about the future of transportation in Bremerton! 🗣️

The city of Bremerton needs your feedback to help improve our city's transportation. We're updating our transportation plans as part of the Bremerton 2024 Comprehensive Plan update. The plan will be a framework for most of Bremerton's big-picture decisions on how to grow over the next 20 years while preserving and improving our neighborhoods. Your input on transportation challenges, solutions and ideas will help guide the planning process.

For more information, please visit:
<https://www.bremertonwa.gov/1352/Transportation>

City of Bremerton - Government · Follow
Jan 19 · 🌐

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



👍 2 1 share

👍 Like 🗨️ Send ➦ Share

City of Bremerton - Public Works & Utilities
Oct 5 · 🌐

Hey Bremerton! Come attend our open house and share your opinion! Your input will help guide Bremerton's future development. 🏠

Virtually from October 2nd through the 16th and in person at the Norm Dicks Government Center on October 8th from 5pm till 7pm.
#BremertonPublicWorks





STAY INVOLVED IN BREMERTON'S FUTURE!
Please make your voice heard, join our upcoming open houses
<https://www.bremertonwa.gov/1352/Transportation>

The City will be hosting a virtual open house at <https://www.bremertonwa.gov/1352/Transportation> from October 2, 2024 to October 16, 2024, or come see us in person on October 8, 2024 from 5pm - 7pm in the Norm Dicks Government Center 1st floor Council Chambers.

Your input will help guide development of projects, come see our progress on the updates of the Transportation Element and Active Transportation Plan.

Visit: <https://www.bremertonwa.gov/1352/Transportation> or scan the QR code to access the transportation page:



👍 Like 🗨️ Send ➦ Share

APPENDIX C: COMMENTS RECEIVED

Web map feedback

Email received	Summary of feedback
August 19, 2024	Email with reported safety concerns at the intersection of Adele Ave, Marion Ave N and 6 th Street. The concerns include lack of sidewalks and crosswalk locations at this intersection and a lack of compliance with stop control at this intersection.
August 20, 2024	This email shared conceptual bike network for the city with recommendations for inclusion in the bicycle priority network. Recommendations include types of bike infrastructure by street type, similar to Seattle Bike Master Plan (now incorporated into Seattle Transportation Plan).
September 8, 2024	This follow-up email shared a revised map from Street Smart Bremerton consistent with WSCC.
August 25, 2024	Reported safety concerns related to traffic on 4 th Avenue since construction of bulb-outs at the intersection near Kiwanis Park to narrow the roadway.
August 29, 2024	Email with reported safety concerns and request for more crosswalks. Recommendations in the email include a request for more crosswalks on Sheridan Avenue with rapid flashing beacons.
September 8, 2024	Shared at conceptual bike map including WSCC recommendations. The recommendation in the email includes a long-term vision for a connected network that is suitable for all ages and abilities and is implementable in a 15-year period.
WSCC Email	Email includes requests for additions and modifications to the priority networks, particularly for bike priorities. Additions include a connection under Warren Ave near 18 th Street, connection to the Warren Ave Bridge, connection from Sheridan Park to Almira, modification to connection to Almira on the priority map. Other recommended changes include removal of sections of 13 th Ave, National Ave, and the route through Olympic College from the bicycle priority network. The project team considered these comments in the summary of comments, refinement to the priority networks and development of projects.
WSCC Email 8-Attachment Summary	Detailed commentary on priority bike network echoing comments above with more detail on specific connections including addition of Harkins and Pitt in Manette modifications to networks near View Ride SRTS improvements, Harrison Heights Subarea transportation concepts, removal of sections of Broadway and 13 th Avenue, addition of Lakehurst Dr ROW near Kitsap Lake, recommendation for different connections to replace Preble Street as an east-west route and changes in priority levels.

Open House 2

Email received	Summary of feedback or email text
Oct. 11, 2024	Mr. Knuckey, It's inaccurate for you to characterize our exchange as simply conveying minor, solvable maintenance issues. You were forcefully arguing against including protected bike lanes in our plan. For instance, you also used a poor argument based on road width

constraints and the cost of plastic bollards as reasons we probably shouldn't hope to protect the lanes in the upcoming 6th Street road diet project.

To put the issue of maintenance as a stumbling block fully to rest, I'd like you to inform you of the existence of the Federal Highway Administration's *Guide for Maintaining Active Transportation Infrastructure for Safety* (https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-10/Guide_for_Maintaining_Active_Transportation_FHWA-SA-23-005_0.pdf). Michelle Swanson, City of Olympia Senior Planner (mwsanson@ci.olympia.wa.us), responded again today with this helpful guide, saying that anything from the FHWA should carry a lot of weight in your line of work. It specifically addresses protected and separated bike lanes and should assure folks that we can figure maintenance issues out, like other cities have.

To turn our attention forward to the upcoming Public Works Commission meetings, I've attached a photo (below) of the type of protection being installed in Seattle and lots of other cities nowadays. I urge you to strongly consider this type of protection if we truly want a network for all ages and abilities, as Ms. Grover stated as one of the few main goals of our bike plan. This could forcibly stop the huge pickup trucks and SUVs most people drive nowadays from killing people, vs. simple plastic bollards, and it would be more durable than bollards over time. Notice how little road width is needed for such a strong level of protection. Also, bike lanes needn't always be quite as wide as the one in this photo in narrow road sections. I know I'd gladly give up some lane width for a greatly increased level of protection, and I'm sure most other riders would agree.



To preempt further arguments against adding protections based on road width constraints, I'd like to remind you that the protection in Bremerton's only extant stretch of protected bike lane, downtown on Washington Avenue, is comprised of plastic

	<p>bollards placed directly atop the paint of the line delineating the bike lane. <u>It took no additional width to add that protection.</u> Since protections can be added to a bike lane at virtually any road width, the cost of plastic bollards are one of the few remaining arguments against protecting the lanes of any particular section of the spines of our bike network. However, I can't imagine that the City Council and public wouldn't be in favor of trying to find the money for some plastic bollards (and hopefully better protections). Avoiding children biking through paint-only bike lanes on streets like 6th (and likely preventing awful injuries and deaths) is worth some amount of the city's money. Protected bike lanes have been shown to slow traffic down, making roadways safer for all users, <u>including pedestrians and those in vehicles.</u></p> <p>I suspect there are guidance documents and/or other cities' plans you and your staff can review to learn about the spectrum of lane separation and protection strategies available nowadays, and I encourage you to share them with the Public Works Commission at upcoming meetings if you already haven't. <u>It's particularly notable that a review of them hasn't been presented to the public as part of this Active Transportation Plan process, and that all of the public's comments and the open house have occurred in the absence of one.</u> In lieu of a more formal review though, I'd be happy to present more lane protection options to staff and/or the Public Works Commission. We're surrounded by cities that base their bike plans on protected lanes and their plans are easy to look up.</p> <p>Thank you,</p> <p>Erik Pedersen Bremerton Planning Commission</p>
<p>Oct. 10, 2024</p>	<p>Thanks a lot for your time at the Active Transportation Open House last night. I was saving my public comment for the open house but after our discussion we agreed it'd be easier for both of us if I submitted something electronically. I've also copied my District 3 Council Representative and the other city staff and councilmembers I spoke with last night because I'm concerned about the direction this process seems like it's headed.</p> <p>To expand on the points, we spoke about on the phone this summer and in the planning commission meeting where we addressed the Active Transportation Plan months ago:</p> <ol style="list-style-type: none"> 1. Any network that isn't drastically more selective than the one you've shown on your maps to date will almost certainly not be completed in our lifetimes, at the rate Bremerton builds bike lanes. We should prioritize one, single, continuous, <u>PROTECECTED</u> east-west route, and one, single <u>PROTECTED</u> north-south route that we'll feel pressure to actually complete. Maybe two in each direction. Plugging gaps in our existing, scattered, paint-only lanes are a good secondary goal. This is what would increase safety and ridership most in Bremerton. Everything else on your maps should be a distant third in priority. 2. It's important to set goals that mean something. You've stated the goal of making something that's <u>safe for all ages and abilities</u> in our current plan draft, which is a worthy goal to have, but if we're not even considering the building of protected bike lanes, we're being disingenuous about this goal. Imagine a family with children reading about our goals and riding over to our up-and-coming 6th Street road diet project. After talking with you, Mr. Fridriksson and Director Knuckey last

night, it sounds like nobody within our Public Works Department expects that to be a protected bike lane (despite consistent pleas from the biking public). Is that paint-only lane going to be safe for children? I wouldn't let my kids ride in it, would you? What about novice, disabled or elderly riders? We need to be honest about our goals.

3. Protected bike lanes are not a new-fangled, unproven or overly expensive option. EVERY SINGLE ONE of our main neighboring cities on Puget Sound has planned their bike networks around spines of separated and/or protected bike lanes - this includes Tacoma, Seattle, Olympia, Bellevue, Everett, and Bellingham. Furthermore, Olympia, Bellingham, Seattle, and Bellevue explicitly prioritize separated/protected bike lanes far above paint-only lanes because of their stated goals of building networks for all ages and abilities, as well as the growing body of evidence of their increased safety and ridership outcomes. Since I brought up this topic with you at the beginning of this process, it does not appear as though you've familiarized yourself with the various types of protected bike lanes that exist and are planned for throughout the other cities of our region, or considered what suite of them might work best through different parts of Bremerton.

I'd start with reading Bellevue's plan, personally. It cites credible evidence that its bike network based on aggressively adding separated/protected lanes will save lives. They expect theirs to save 4.8 lives over 20 years vs their old approach! You might also look at Eldridge Avenue in Bellingham as an example of a protected bike lane on a road-diet street similar to 6th Street that appears like it was installed relatively quickly and cheaply.

4. All three planning staff members in attendance last night, including you, Mr. Knuckey, and Mr. Fridriksson, consistently discouraged the idea of considering any protected bike lanes for our plan to me and several other members of the public within earshot. This made the open house seem much less like a listening session than an expectation-lowering session. With such staff unanimity, from the Public Works Director down, members of the public are left to wonder if you're allowed to write a plan that even addresses the option of protected bike lanes. There's a strong appearance of preconceptions (and/or willful ignorance).

Sadly, Director Knuckey cited simple issues with sweeping behind bollards and snow removal as reasons Bremerton can't hope to include protected bike lanes in our plan. He made the same argument at a recent public meeting about the 6th Street road diet as well. I asked him how all the other nearby cities with protected bike lanes handle these issues, and he hadn't seemed to consider that they routinely can and do. So, today I randomly picked Olympia from the list of the cities above with lots of protected bike lanes in their plan and reached out to them! I was easily able to get a hold of Michelle Swanson, Senior Planner with their Department of Public Works - Transportation (mswanson@ci.olympia.wa.us). Here's the most relevant section from her response: "We reached out and asked other jurisdictions about maintenance, too. We heard that Seattle DOT has had good luck with an extra-tough flex-post that sweepers can roll over, so that's worked for some of their lanes that are separated from traffic by flex-posts. We

	<p>expect that we will likely need to buy some special equipment to clear separated bike lanes when the time comes, as we prefer more permanent types of infrastructure than flex-posts since that cuts down on maintenance costs. It's possible we'll team up with our stormwater utility to buy a piece of equipment that can also clean pervious sidewalks... We really haven't worried too much about snow. It snows so rarely here and the snow melts so quickly that we just let it play out."</p> <p>5. It took me 10 minutes to get an idea of what some of the answers to Mr. Knuckey's issues might be. Do those sound like insurmountable obstacles, or is Director Knuckey using this issue as an excuse to stick with a comfortable status quo? A walk-behind street sweeper and a few extra staff hours per week might solve the issue. Mr. Knuckey said our parks department already owns one of these walk-behind sweepers, in fact.</p> <p>I hope we're not the only metropolitan city in our region to create a brand-new bike plan based on paint-only lanes. A plan that isn't based on a spine of protected bike lanes would be obsolete before it's finished and lead to preventable serious injuries and deaths for multiple Bremertonians. Let's be honest about our goals, look at what the other main cities around Puget Sound are doing, imagine yourself and a kid from your own family in one of these paint-only lanes, and change course.</p> <p>Thank you,</p> <p>Erik Pedersen</p>
<p>Oct. 16, 2024</p>	<p>Hi folks, I watched the 28-minute video about the transportation element and active transportation plan. Looks like a lot of good ideas are already included in the plan; however, nowhere on the web site could I find the actual draft document. Does that exist yet? It would be nice to provide that if so. Regardless, here are my comments:</p> <ol style="list-style-type: none"> 1. In general, to implement a plan for improved active transportation, the city will need to provide additional resources above what it is currently providing. For example, it will be more expensive to maintain a proper active transportation system, such as more hand maintenance work around candlestick markers for bike lanes, more resources to maintain sidewalks, more resources to keep the street markings fresh, additional ADA investments, trip hazards, tree maintenance, sidewalk sweeping. In particular, additional resources need to be committed to street sweeping, it is important to keep gravel out of the bike lanes. Sidewalks along the arterials also accumulate gravel from snow/ice events that is never cleaned off. The gravel increases the chance of a slip/fall for pedestrians and is difficult for e-bikes, e-scooters, and motorized wheelchairs to navigate safely. 2. Based on my personal experience of walking downtown, along Washington Avenue, SR-303, Washington Avenue, and the Manette Bridge, I feel strongly that the plan should include a goal to completely electrify busses. That's because of the noise the diesel buses make. Most walkers will tell you that the motorized buses are extremely noisy and in addition, have an air-brake feature that opens a valve at the bottom of the tanks to purge water. It is very loud and startling. This is really uncomfortable for pedestrians and bikes. On the other hand, the new electric buses are super quiet, a great new feature.

	<ol style="list-style-type: none"> 3. The plan should include a goal to reduce lane widths. This will both calm traffic and keep vehicles further from the edges of the sidewalks within the existing right of way. 10.5 foot lanes should be the maximum arterial standard. 4. Related to above, the idea of walking and biking comfort (or discomfort) is important. Noise is a big part of that. That’s why it is consistent with a good active transportation plan to adjust vehicular traffic, as much as feasible, more toward the center of the street to get the traffic further away from pedestrians. Even a few inches are important for pedestrian comfort. Narrower lanes accomplish this. 5. Carefully plan for bike lane continuity. 6. The plan should include specific mention of repairing/widening sidewalks on main arterials, specifically the entire length of SR-303, the entire length of Burwell, 11th from SR-303 to Kitsap Way. I am not mentioning 6th street here, since that project is already in the works. 7. Pull the walk signal activation buttons from the core downtown area. Re-time the signals to provide pedestrian crossings at regular intervals. 8. Consider making Park Avenue, between 4th and Burwell, a pedestrian plaza. 9. Since this is a 20-year plan, there is one more thing to consider. There have been discussions about how Bus Rapid Transit might work for Bremerton in the future. The conversation about this concept goes quickly to the problem of getting buses across the Warren Avenue Bridge. The plan should consider a gondola system to connect Port Orchard and the 303 corridors to the downtown area. The reason this might be viable is because of the cost of constructing a new bridge across Port Washington Narrows. If the transit investment is eventually going to be made anyway, a gondola system might be cost competitive. This is Joe Keller’s idea. It may initially sound a little crazy but the power of an idea like this is that it shows a willingness to consider what might be possible, instead of continually settling for minor incremental improvements that don’t achieve the potential of what is possible. Given that we live in one of the most beautiful physical settings in the state, a gondola system would be functional, fun, practical, and iconic to the city. It would have the potential to re-draw and reinvigorate the SR-303 corridor and the downtown area. And it would attract many funding partners: Kitsap Transit, the city, possibly Kitsap County, the State, the Feds, private investment. Again – sounds a little crazy but give the concept a placeholder in the plan. <p>Chal A. Martin</p>
<p>Oct. 16, 2024</p>	<p>I'm Rick Feeney of West Sound Cycling Club (WSCC) Advocacy Team (South Kitsap Rep.). I did a review of the Transportation Plan and here's a few comments. As the PSNS&IMF's Engineering Department's Personnel Safety Engineer for my last 8 years (serving 2000 engineers and technicians) and volunteer lead steward of South Kitsap Regional Park (SKRP); I have established knowledge on U.S. Navy Risk Assessments (e.g., comprised of probability and severity of a bad event or near miss and proactive fixes to prevent them). There are many government and vendor policy documents on this topic. I think your document could be strengthened documenting using established policies. I think it would enhance that policy a bit. Here's a few comments I noted to possibly incorporate:</p> <p>Rick Feeney Port Orchard</p>

	<p>https://wsdot.wa.gov/publications/fulltext/CEVP/ProjectRiskManagementGuide.pdf</p> <p>PSRC: 3rd para.: ...is published in Vision 2050. It's the first mention of it in this section. Obviously will need a hyperlink and/or home Internet address specified.</p> <p>Improving Safety for All Users: Include “The City of Bremerton will scrutinize all new projects, significantly revised projects, and alternatives practices/improvements, and concepts with the WSDOT’s documented Risk Assessment protocol, to the appropriate level.</p> <p>The city also routinely coordinates... Include a most valuable ally the StreetSmart Bremerton.</p> <p>T3 & Goal T3: Add: “The City of Bremerton will scrutinize all new projects, significantly revised projects, alternatives practices/improvements, and concepts with the WSDOT’s documented Risk Assessment protocol, to the appropriate level.”</p> <p>TR1(S): The City of Bremerton will establish a Normal Operating Practice (NOP) routinely critiquing past accepted practices and production norms from all levels of personnel for the betterment of the policy and product in a cost-effective manner. (An example might be the WSCC gifted bike locking devices and modified usage policies which have resulted in a great report.)</p> <p>TR2(A): Add a bullet with: * Extending the useful life cycle (physical and esoteric/beautification) of the adopted products.</p> <p>Goal T5: Continuously improve the quality, safety, effectiveness, and efficiency of the transportation system.</p> <p>Somewhere in the Transportation policy section, include a policy similar the Kitsap County’s new policy on incorporating bicycle parking policy (e.g., near front of building entrance, visible not hidden, proven pilferage designs, etc.</p>
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Feedback from Comprehensive Plan email

Email received	Email
Oct. 16, 2024	I urge the city to prioritize bicycle and pedestrian improvements over those for vehicle traffic. There are many families that live in Bremerton, and it is a challenge to find safe places to bike and walk. My son, partner, and daughter live on 6th street and their young child doesn't have a safe place to play outdoors. Also, making it easier to get to the ferry terminal and to Puget Sound Naval Shipyard by foot or bike will reduce traffic congestion and parking problems and should be a high priority. When my husband lived on Lebo, near Lions Park, he could walk to the Shipyard faster than taking the bus. Encouraging walking and cycling by providing safe paths could really make a difference as many people who live in Bremerton could otherwise get to the Shipyard fairly quickly

	<p>without using a car. High speed fast ferries, combined with bike storage at the ferry terminal, also encourage commuters to leave their cars at home. E-bikes have allowed many more folks to try cycling and safe cycling paths leading to the Shipyard and the ferries could make all the difference as the unfortunately real safety concerns are the biggest barrier at this time. At the Washington Navy Yard in Washington D.C, bike paths have made a huge difference in the number of folks commuting by bike. When I used my bike to commute in Washington D.C., the Navy Yard bike racks were packed full because Washington D.C has added bike paths that make commuting by bike safe. Since bikes take up much less space than cars, bike commuters really did help with the parking problems at the Washington D.C. Navy Yard. This shows the real difference that safe bike paths make.</p> <p>Beth Anderson</p>
<p>Oct. 15, 2024</p>	<p>I've noticed in looking at the map for improvements to the city of Bremerton 18th street has not been considered a priority for the segment between Wheaton Way and Perry. This is a highly trafficked road between two main thoroughfares. It is currently in very bad condition and should be considered for improvement. Many people use this street to access the YMCA, Ice rink, the bridge loop walking path, and Bike lanes on Wheaton Way. When improvements were made on Wheaton Way, they brought a great sidewalk part way up 18th St. It would be nice to see that continued to allow for safe access to upper Manette. Please consider adding streets to your map that need improvements and not just streets that are already in much better shape.</p> <p>Thanks, Andrew Sharman</p>
<p>Oct. 16, 2024</p>	<p>Hi -</p> <p>As a district 3 resident with 4 small children invested in the long-term viability of this city I wanted to provide a couple brief thoughts on the 2044 Plan.</p> <p>My primary issue is inducing demand for parking. We have to reject the status quo. More of the same behavior (single owner-occupied cars traveling to the shipyard and bulldozing our downtown real estate for parking lots) is unsustainable for livability, building a sustainable tax base, supporting our local businesses or easing traffic. The definition of insanity is doing the same thing and expecting the same result. Behavioral economics says you need to raise the costs on those behaviors or provide viable alternatives such as biking, transit or carpooling.</p> <p>To add insult to injury, we tax parking lots at lesser rates than improved structures while also giving this land to residents who disproportionately are coming in from other municipalities. Said another way, we are directly subsidizing other communities through our policies and knee capping our own budgets. It has to end or else we just will continue to plant seeds for our own inevitable decline, turning Bremerton into an undesirable place to live because all of our money is being used to subsidize other communities.</p> <p>On the positives, and tangent to this, I applaud efforts to build a bike network. Again, no solutions to parking, congestion and driving work without viable alternatives. I would submit however that no such network will get used if it is simply painted gutter lanes. Paint doesn't protect 150lb humans traveling 15 MPH from 4k lb. vehicles traveling 25MPH. If all you want on bike paths is risk taking demographics that skew heavily to young men, then you are going to get your wish with painted gutter lanes. If you want to alleviate real traffic problems though and reach broader demographics, separated and protected infrastructure is mandatory.</p> <p>Thanks for your consideration.</p> <p>-Adam Doehrel</p>

<p>Oct. 16, 2024</p>	<p>To whom it may concern, I have been paying attention to the direction of Bremerton development and have concerns.</p> <p>Downtown Parking Bremerton already has an inordinate number of parking garages downtown. Increasing that number of parking garages would send a disappointingly clear message that city leaders, planners, and big employers prefer to prioritize car transport over safe streets and a bold, progressive vision for what Bremerton is and could be. We have an opportunity to design a city that has a vital downtown, community spaces, contiguous protected bike lanes, and walking paths. Where we can move around the city with a reduced dependency on cars. Downtown Bremerton is already full of vacant buildings which limits vital development. We can do better by increasing trees and community spaces, reducing concrete structures and encouraging non-single-car transport modes.</p> <p>Level Traffic Stress I often move around the city core by foot. I was a bike commuter for many years but have given up this mode of transport. Drivers here are aggressive and fast and there are few actual protected bike lanes. We have allowed Bremerton to be driver dominant and I feel it's time to really look at how we can create a more enjoyable place to navigate. As I understand, we have an opportunity to be first on the wave of planning for future LTS studies, by adding LTS to the 2044 TP. Let's be courageous and be on the forefront of new ways of development.</p> <p>Bike & Pedestrian Priority Network This needs major community involvement to understand the vision and create something truly safe and scalable as Bremerton grows. I was in Vancouver BC this week and they are developing a greenway through the city that has completely protected bike/ped lanes. It is rimmed with community gardens and gathering spaces. It is refreshing to see that they are even removing buildings to prioritize safe transport for bikes, walkers, families, commuters, across the city. We are a small city and have the opportunity NOW to create safe streets and pathways that are contiguous, connected, and useful.</p> <p>Speeding & traffic violence This is absolutely a problem in Bremerton and seems to be an accepted part of the culture. We need a solid vision of how, when, and where traffic calming will be implemented – not just a side note in the TP. As a citizen I want to understand the overall vision and how we will accomplish safer streets. Will we increase enforcement? Will we address the known unsafe streets that encourage people to speed to the shipyard in the morning? I live in this path and can offer firsthand experience of aggression and speeding. Having crossed the Manette bridge to traverse the city by bike many times, I can speak to the aggression and speeds, hence my concern.</p> <p>Thank you for the opportunity to share my concerns. Again, we have an opportunity as Bremerton grows, to build a city where we can be safe and part of a vital community. Where future generations of Bremerton citizens will look back with pride that we adopted a Livable Centered Vision.</p> <p>Thank you Heather Pugh</p>
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<p>Oct. 15, 2024</p>	<p>My name is Jeff Kerr. I live on 10th Street in Manette. (10th street in Manette) My suggestion and/or concern is that 10th Street from lower Shore Drive by the Boat Shed to Trenton has been neglected for years. There are hardly any sidewalks and the street is rough, bumpy and potholes. I see lots of money being spent in the core of Manette and on other streets being repaved that are in much better shape than 10th Street and I would like to know if in the future you would consider taking a look at my concerns. To add sidewalks and repave 10th street in Manette. (upper shore drive) And on a second suggestion. Upper Shore Drive would make a great walking path from the park above the boat shed to Bachman Park gazebo. It gets a lot of traffic with Walkers, dog walkers and Bicyclists. it's very dangerous with cars in that one lane one way street not very friendly for walking at this point. I would suggest having a look at it. It would be a great area to upgrade to a more friendly walking path. and with great views.</p> <p>Thank you Jeff Kerr</p>
<p>Oct. 16, 2024</p>	<p>I am supportive of efforts to accommodate housing and jobs in Bremerton and Kitsap County. When the Comprehensive Plan Update is adopted, concurrency regulations will require that future development pay for infrastructure that is needed to support that <i>future</i> growth. It does not allow for developers to pay for the deficiencies that currently existing under existing conditions.</p> <p>The existing adopted Transportation Element identifies priorities:</p> <ul style="list-style-type: none"> - Improve safety for all users through updated facilities and street designs that accommodate all modes - Create an interconnected multi-modal network that connects all users to City Centers, and major destinations within Bremerton, as well as Kitsap County. - Coordinate with local and regional partners to ensure that travel patterns do not disproportionately impact Bremerton residents' quality of life. - Increase transportation spending on maintaining, preserving and operating the existing transportation system. <p>WAC 365-195-415 requires that jurisdictions identify improvements that are necessary to address existing deficiencies. A reassessment is required when gaps in funding do not allow for provision of facilities and services to support adopted land use plans. I am concerned that funding is lacking to address the deficiencies in infrastructure and services that are required to support <i>adopted</i> plan priorities. Can we truly say that street designs accommodate all modes under existing conditions, and that an inter-connected multi-modal network exists to support current adopted growth?</p> <p>Under the proposed plan, growth will increase by over 40 percent. Future development is expected to address impacts and necessary infrastructure. I would like to see where the Comprehensive Plan draft materials identify the gaps in service, infrastructure and funding that exist now, under adopted plans, and how those gaps are going to be filled. For example, I don't see on the ground enforcement of traffic regulations in my neighborhood, which would support safety and quality of life. There are gaps in sidewalk provision, and a very sporadic transit service. Will the EIS provide clarity on the gaps to meet existing needs and how those deficits are being addressed per WAC 365-195-415?</p> <p>Most sincerely, Jacq</p>

In-person open house comment cards, Oct. 8, 2024

Comment	Comment card text translated (see appendix C.2)
Comment 1	Vision statement should be stronger than "strive for."
Comment 2	As a pedestrian, I'd like to see more little parks in the more rural heavy areas and maybe an area for the homeless in multiple spots to help appease the general public so less time is spent trying to run them off.
Comment 3	The sidewalk plan needs to include Wycoff between 13th Street and either 9th or 6th Street. With the St. Vincent de Paul major project projected to have an entrance onto Wycoff, improving the pedestrian connection to 6th Street will serve as a viable connection to the Charleston Business District. The CBD/city project to have the Wycoff overpass improved with murals, improved lighting etc. this stretch of street must have a multi-modal update.
Comment 4	The 6th Street multimodal project will have a significant impact connecting downtown and the Charleston Business District Center. First it will improve all forms of travel between the one mile of distance and of the two areas. Next will allow the CBD a better opportunity to become a Creative District. It will also serve as another step in the CBD becoming a Main Street affiliate. Connecting the two retail/entertainment centers will benefit all of Bremerton.

APPENDIX C.2

Comment 1

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Comment 2

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The sidewalk plan needs to include Wycoff between 13th St and either 9th or 6th Street. With the St. Vincent de Paul major project projected to have an entrance onto Wycoff, improving the pedestrian connection to 6th St. will serve as a viable connection to the Charleston Business District. The CBD/city project to have the Wycoff overpass improved with murals, improved lighting etc. - this stretch of street must have a multi-modal update.

Comment 4

The 6th Street multi-modal project will have a significant impact connecting Downtown and the Charleston Business District Center. First it will improve all forms of travel between the one mile of distance between the two areas. Next it will allow the CBD a better opportunity to become a Creative District. It will also serve as another step in the CBD becoming a Main Street affiliate. Connecting the two retail/entertainment centers will benefit all of Bremerton.