

CITY OF
BREMERTON

Joint Compatibility Transportation Plan

Complete Streets Committee 11/4/21

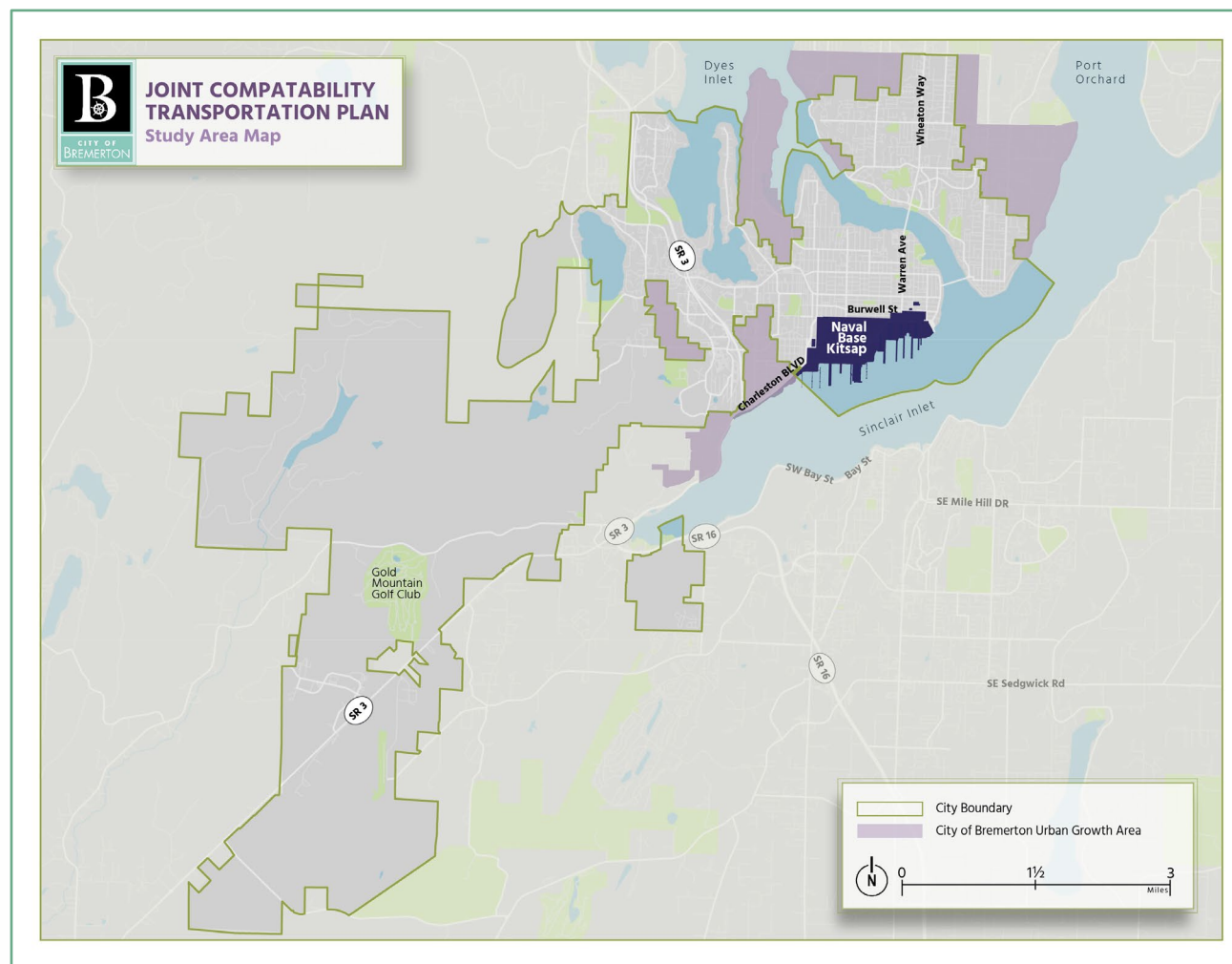
Project Overview

Bremerton has unique traffic and parking issues due to Naval Base Kitsap - Bremerton (NBK-BR), such as:

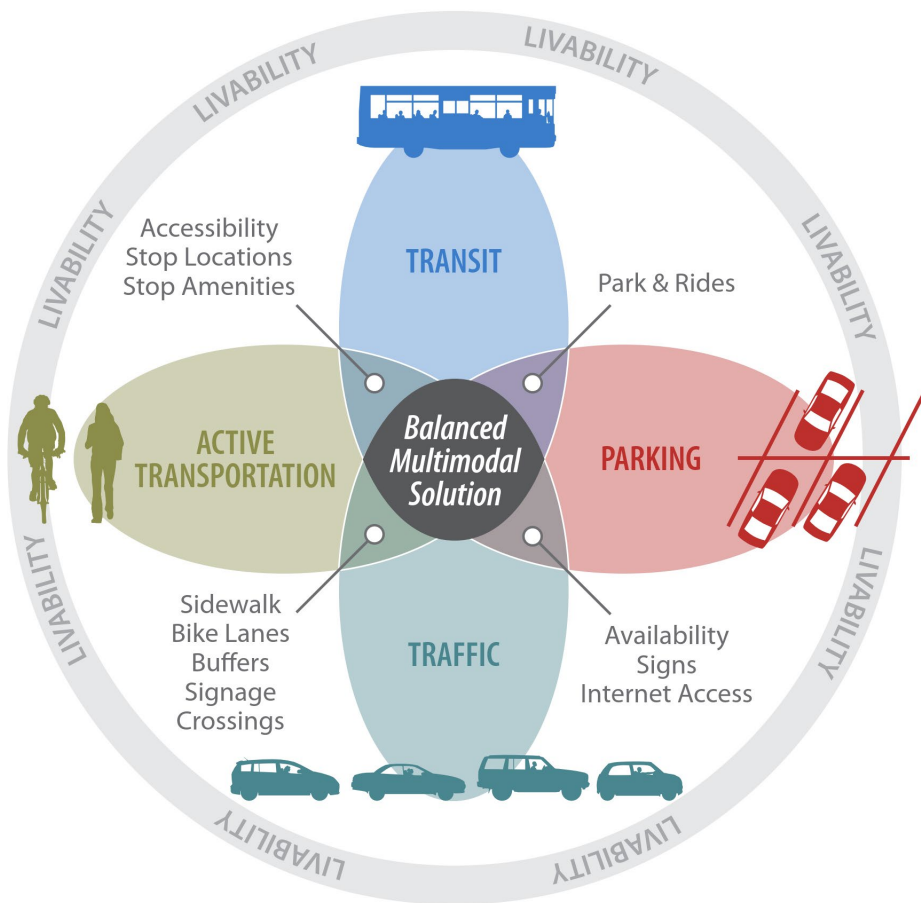
- traffic surges at shift changes
- limited parking both inside and outside fence line
- older infrastructure that is car focused
- forecasted population growth

City and NBK-BR are partnering through a DOD grant to create a plan that will address these challenges

- \$750,000 Project
- 18 month study period

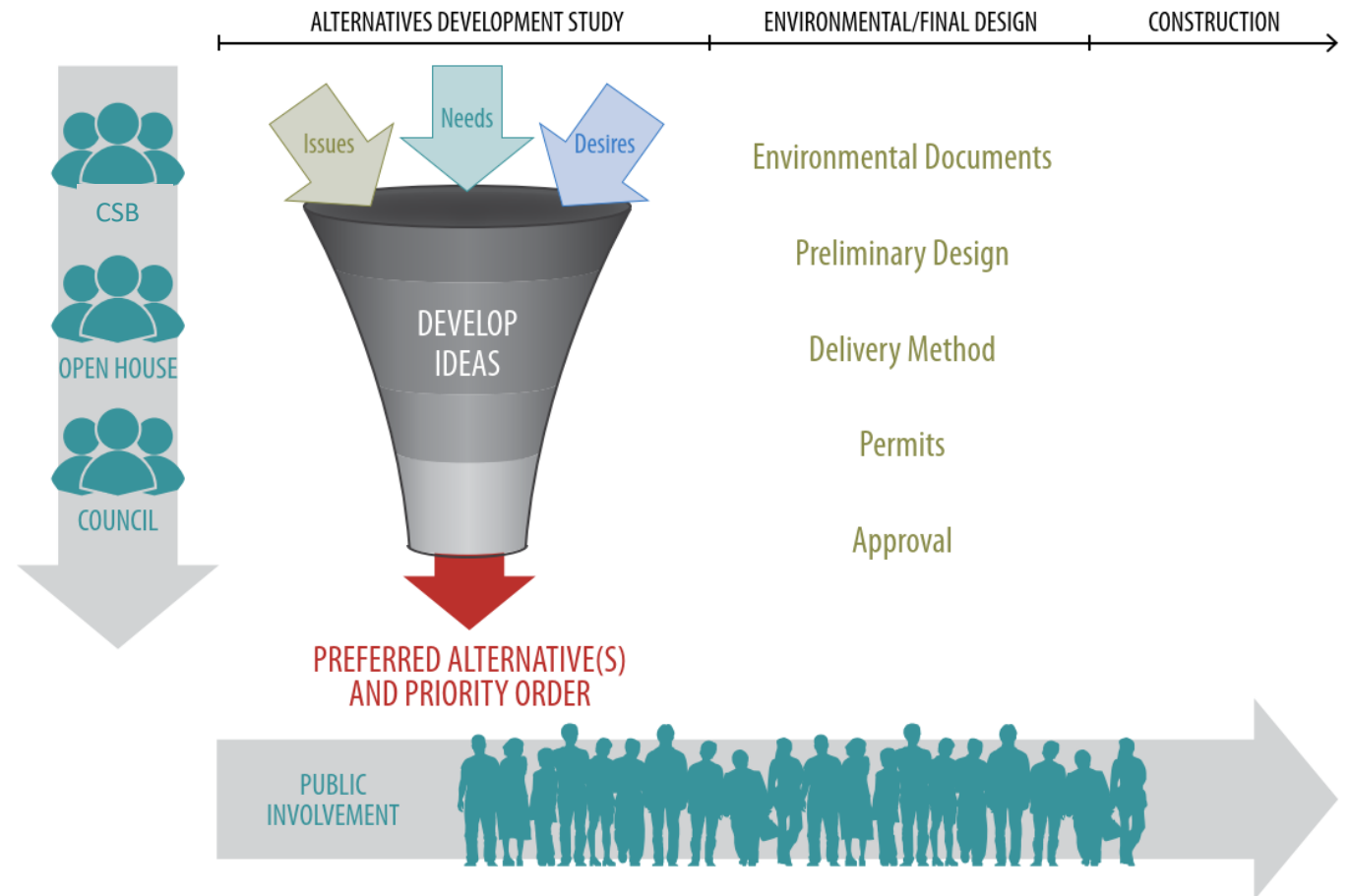


Project Goals



- Examine existing and future need for all transportation modes serving NBK-BR
- Develop solutions to resolve deficits
- Evaluate options to mitigate transportation and parking demands
- Develop a prioritized implementation plan

What will happen?



Community Sounding Board

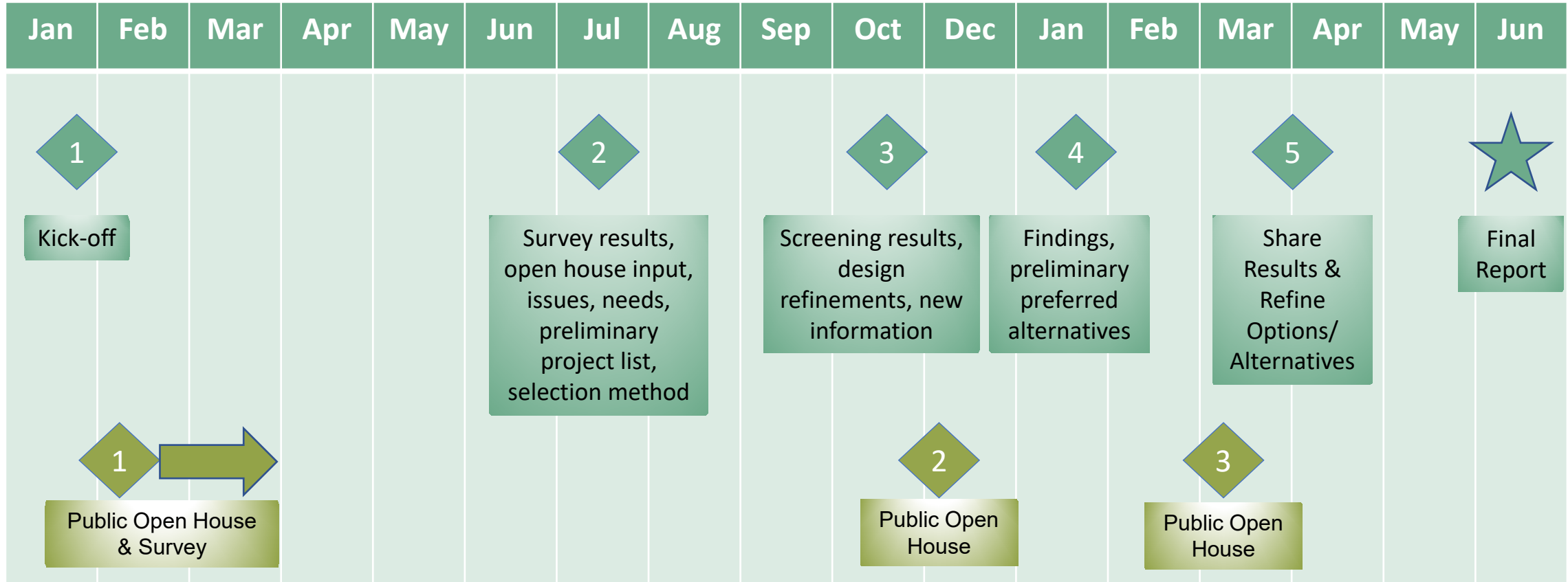
Purpose



- Share agency expertise, advice and ideas
- Support and inform constituency
- Work toward right sized solutions to meet the needs

Participants

- City of Bremerton
- Naval Base Kitsap Bremerton
- Mayor of Bremerton
- Bremerton Council
- Suquamish Tribe
- Bremerton Chamber
- Port of Bremerton
- Kitsap County
- Kitsap Transit
- WSDOT

Project Schedule



 Community Sounding Board
  Public Open House

Public Information Survey

Pre- and post-COVID travels questions

Origins and destinations for work trips

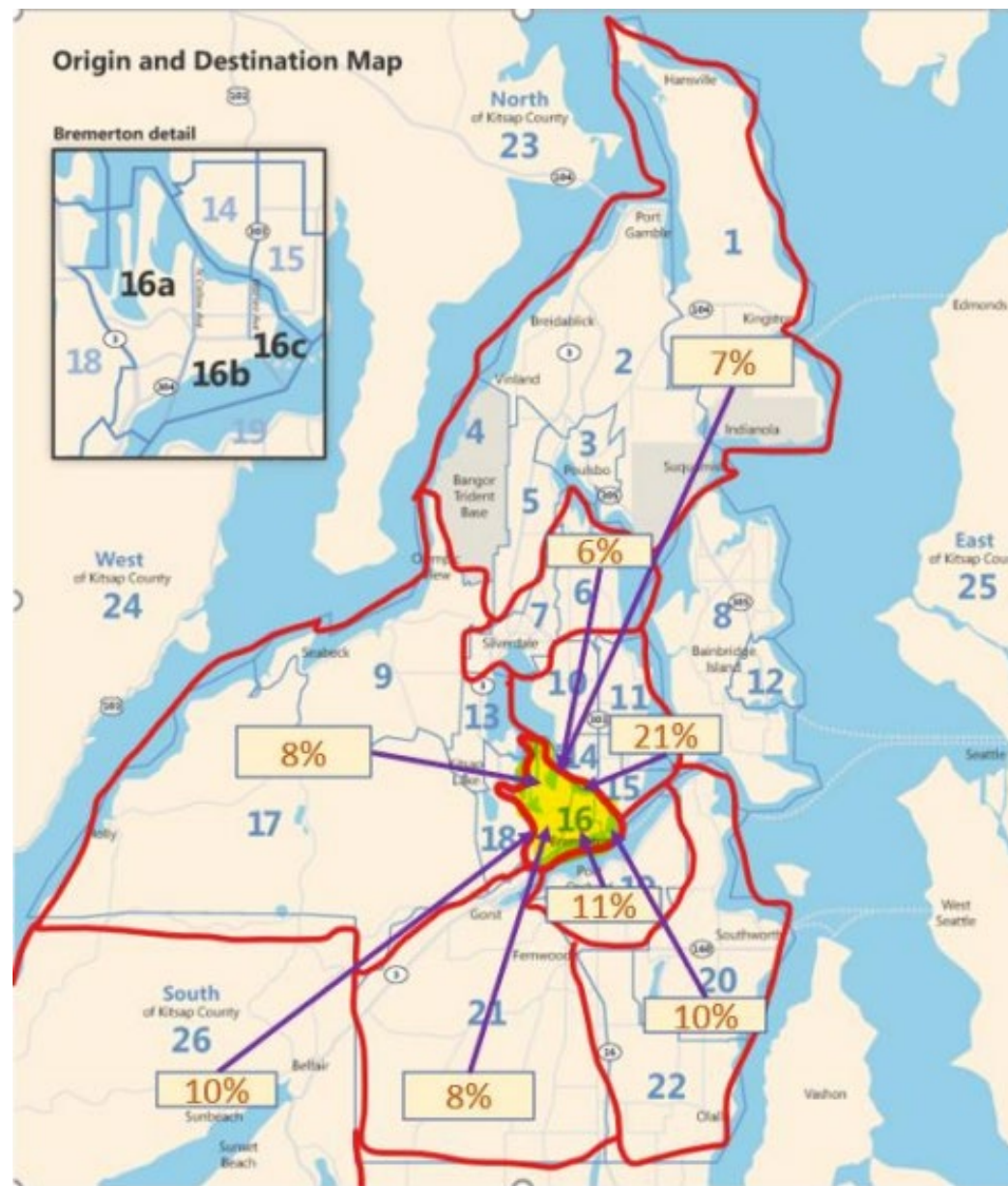
Modes of travel

Travel issues

Travel solutions

Demographics

<http://www.bremertonwa.gov/DocumentCenter/View/9119/JCTP-Final-Survey-Results-PDF>



Existing Conditions

Crash History

Current traffic conditions model

2050 traffic conditions model

Mapped planned improvements

Transit

Bike/ped conditions

<https://storymaps.arcgis.com/stories/2a7308bb204344f8acc99f94ced7556b>



Potential Solutions

Solutions were gathered from:

CSB

Public Survey

Public Comment at OOH

West Sound Cycle Club

2 Technical Staff Workshops

Solutions that survived a first level screening were split into three alternatives for further analysis.

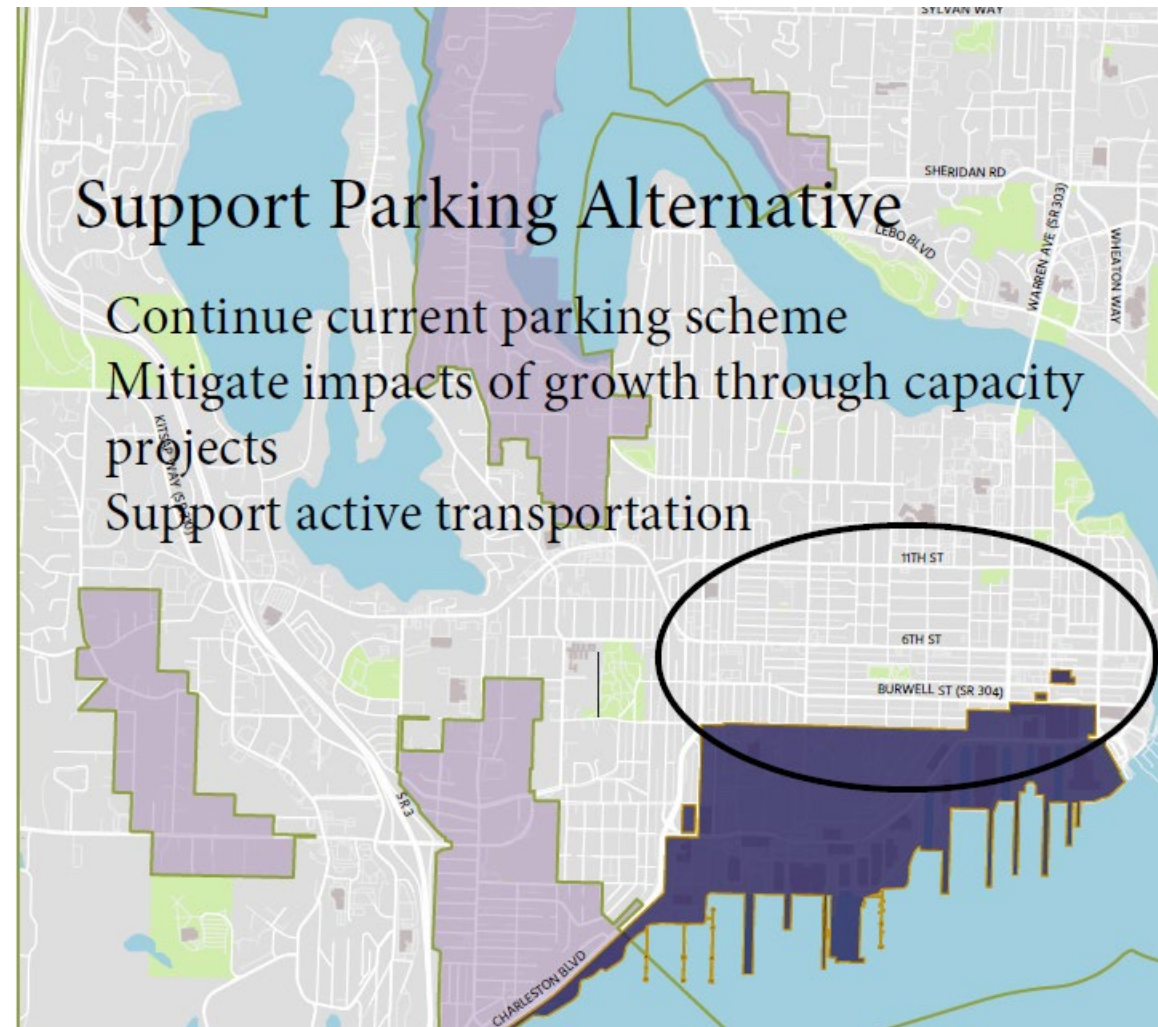
Joint Compatibility Transportation Plan
First Level Screening

To be discussed at Workshop #2

#	Improvement Idea	Notes on Improvement	Is it consistent with the Study Goals?	Is it Feasible?	Is it Ineffective according to previous studies?	First Level Screening Result	Notes on Screening
New / Expanded Parking							
PC1	Add park-and-ride in West Bremerton and establish frequent shuttle service between P&R and NBX-GR	Covered by PC6, PC7, T8	N/A	N/A	N/A	FAIL	Repeat
PC2	Add parking outside of downtown with frequent shuttle service	Covered by PC6, PC7, PC 11, T8	N/A	N/A	N/A	FAIL	Repeat
PC6	Add park-and-ride locations outside of Downtown	Covered by PC6, PC7, PC 11	N/A	N/A	N/A	FAIL	Repeat
PC9	Park-and-Ride near downtown similar to Gateway		No	Yes	Yes	FAIL	Preference for park and rides further from Downtown
PC10	Park-and-Ride at Port	Repeat of PC11	N/A	N/A	N/A	FAIL	Repeat
PC15	Increase the number of multi-level parking structures (not single-level lots)	Covered by PC14	N/A	N/A	N/A	FAIL	Repeat
Capacity Projects (changes in lanes, signals, intersection control, etc.)							
C3	Design Washington Avenue/Manette Bridge roundabout to accommodate Year 2050 growth	Add northbound right-turn slip lane to reduce v/c ratios for northbound approach. A meter on the southbound approach operates well above v/c of 1.0	Yes	No	No	FAIL	Design and construction costs likely to outweigh benefit; would have major impacts to residential neighborhood
C4	Replace all City signals with RABs in downtown		No	No	No	FAIL	Not consistent with goals of the study due to residential and business impacts
C11	Build road/ramps directly from SR 3 to Charleston Gate		Yes	No	No	FAIL	Design and construction costs likely to outweigh benefit; would have major impacts to residential neighborhood
C14	Add capacity at SR 3/SR 304 interchange, including a SR 3 SB off-ramp to SR 304		Yes	No	No	FAIL	Design and construction costs likely to outweigh benefit; would have major impacts to both the wastewater treatment plant and the residential neighborhood north of SR 304
C17	Dedicated transit lane along Kitsap Way	Repeat of C7	N/A	N/A	N/A	FAIL	Repeat
C19	BAT lanes or dedicated center lanes along future BRT corridor SR 303	Repeat of C29	N/A	N/A	N/A	FAIL	Repeat
							Design and construction costs likely to outweigh

Support Parking Alt

- Capacity projects on Kitsap Way and Burwell
- 6th and 11th Road Diet
- Expand Parking at strategic locations downtown, such as near Park and 4th Street
- HOV Lane on SR 304 heading into the City
- Navy gate adjustments
- Active transportation improvements



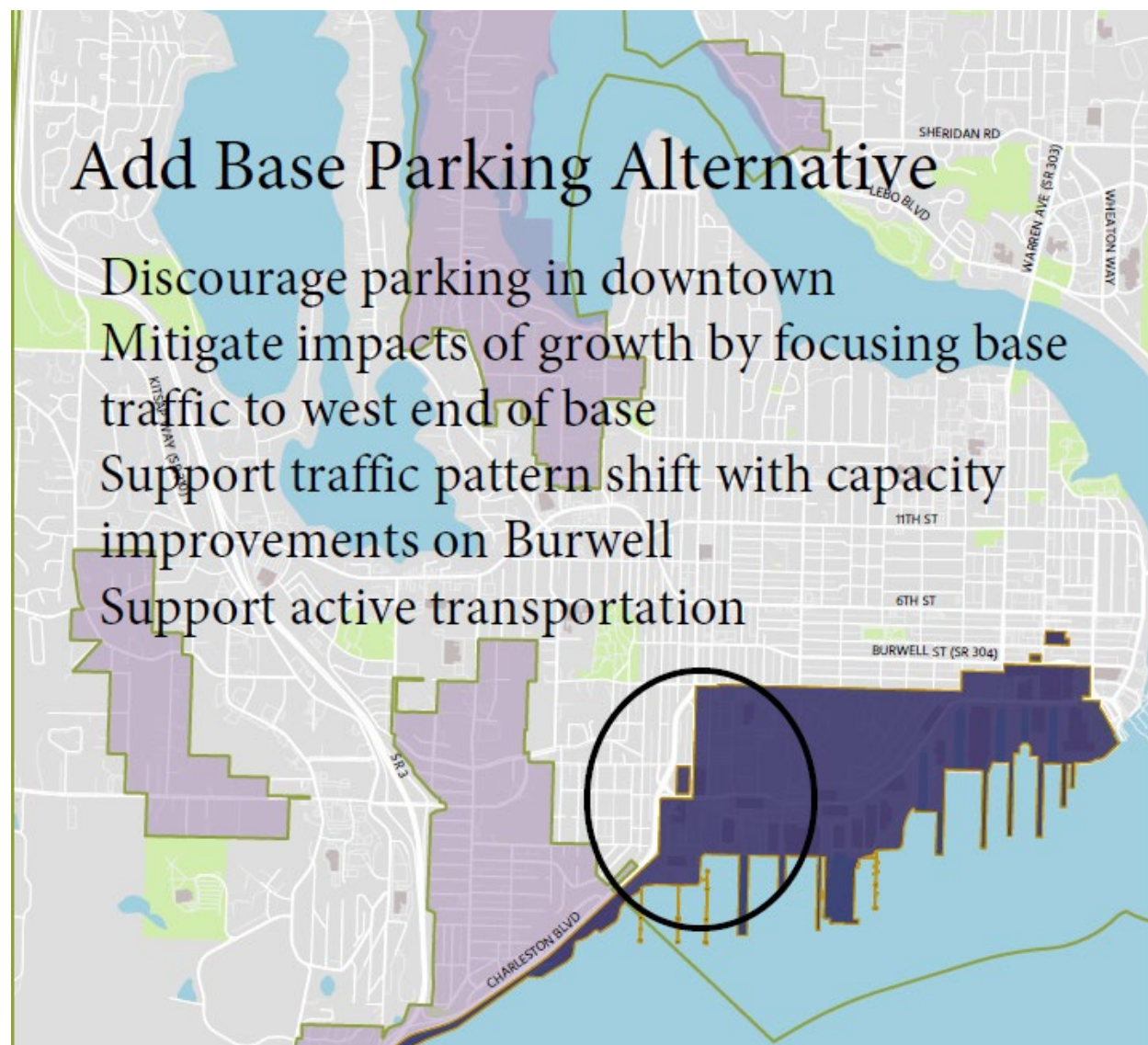
Relocate Parking Alt

- Park and Rides to prevent cars from driving into City
 - McWilliams
 - Auto Center
 - Gorst/PSIC
 - Port Orchard
- 6th and 11th Road Diets
- Navy gate upgrades for better multi-modal access
- Transit lane Kitsap Way (westbound)
- Parking policies to discourage commuter vehicles in Downtown
- Active transportation improvements



Add Base Parking Alt

- Parking within base gates
- Navy gate alterations to add capacity
- Capacity improvements to Burwell
- Base transit improvements to move people from parking areas to work areas
- HOV lane on SR 304 (into City)
- Active transportation improvements
- Parking policies to discourage parking in Downtown







Measures and Metrics

- Travel Time Reliability
- Travel Time
- Mobility
- Safety
- Active Transportation
- Parking
- Livability
- Accessibility

<p>Active Transportation: improve accessibility, connectivity and increase safe ped/bike options to decrease percent of trips made by driving alone</p>	Number of people who can walk/bike to NBK-BR or P&Rs under low stress conditions
	Number of high-quality travel choices in the study area.
	Safe and Comfortable Walking and Biking Options: Project makes walking and/or biking more comfortable for people of all ages and abilities.
<p>Parking: Parking system supports a vibrant, attractive and user-friendly Downtown with thriving neighborhood districts and attractive residential neighborhoods</p>	Parking utilization including parking occupancy, duration, and turnover.
	Parking violations in Downtown and adjacent neighborhoods
	City parking revenue
	City parking enforcement technology
	Accessibility to parking for shipyard workers
	Tracking the "Bremerton Shuffle" (i.e. the movement of vehicles)
	Surface Parking land use impacts

Second Level Screening - Rating

- For each performance measure, improvements scored on the range shown below

			
Make conditions worse compared to 2050 No Build	None/minimal change to conditions compared to 2050 No Build	Project improves conditions compared to 2050 No Build	Project creates even greater improvements compared to 2050 No Build

- Most study goals include more than one performance measure. Individual scores rolled up into one overall score for each study goal.

Second Level Screening Results – Active Transportation

Study Goal Area	Performance Measures	Support Parking Alternative	Relocate Parking Alternative	Add Base Parking Alternative
Active Transportation: <i>Improve accessibility, connectivity and increase safe ped/bike options to decrease percent of trips made by driving alone.</i>	Number of people who can walk/bike to NBK-BR or P&Rs under low stress conditions	↗	↗	↗
	Number of high-quality travel choices in the study area	↑	↑	↑
	Safe and Comfortable Walking and Biking Options	↑	↑	↑
	Average Score	↗	↗	↗

- **Active transportation projects are essential for safe and efficient connectivity between where people are parking and their final destinations.**
- Active transportation is not a differentiator between alternatives.
- Active transportation projects will be prioritized for the Preferred Alternative.

Second Level Screening Results – Travel Time/Mobility/Safety

Study Goal Area	Performance Measures	Support Parking Alternative	Relocate Parking Alternative	Add Base Parking Alternative
		Performance compared to 2050 No Build Alternative		
Travel Times and Reliability: <i>Improve travel times to/from downtown Bremerton and make travel times to/from downtown Bremerton more predictable.</i>	Travel times (GP and transit)	→	→	↗
	Travel Time Reliability (GP and transit)	↓	→	↗
	Average Score	↓	→	↗
Mobility: <i>Increase the transportation system's ability to efficiently move all people and goods.</i>	Person hours of delay - general purpose	→	↗	↑
	Person hours of delay - Transit	→	↓	↗
	Average Score	→	↓	↑
Safety: <i>Improve safety and reduce serious injury and fatal crashes.</i>	Number of overall crashes	↑	↑	↗
	Number of serious injury and fatal crashes	↑	↑	↑
	Average Score	↑	↑	↗

Results –Travel time/mobility summary

Alternative	Positive	Negative
Support Parking	<ul style="list-style-type: none"> ↑ Roundabouts on Kitsap Way ↑ Roundabouts on Burwell St ↑ NB HOV lane on Charleston Blvd ↑ Added lane on Burwell St ↑ Projects in SR 303 study 	<ul style="list-style-type: none"> ↓ Capacity reductions from 6th/11th St road diet cancels out system wide travel time improvements in PM peak hour ↓ Grade-separated intersection at Callow Ave/Burwell likely not feasible
Relocate Parking	<ul style="list-style-type: none"> ↑ Reduction in downtown volumes ↑ Most signal timing changes ↑ WB BAT lane on Kitsap Way ↑ TSP at signalized intersections ↑ Projects in SR 303 study 	<ul style="list-style-type: none"> ↓ Capacity reductions from 6th/11th St road diet cancels out system wide travel time improvements in PM peak hour
Add Base Parking	<ul style="list-style-type: none"> ↑ Reduction in downtown volumes ↑ WB GP lane on Kitsap Way ↑ Most signal timing changes ↑ NB HOV lane on Charleston Blvd ↑ Added lane on Burwell St ↑ Projects in SR 303 study 	<ul style="list-style-type: none"> ↓ Not feasible to build all parking demand on Base

Second Level Screening Results - Parking

Study Goal Area	Performance Measures	Support Parking Alternative	Relocate Parking Alternative	Add Base Parking Alternative
<p>Parking: <i>Parking system supports a vibrant, attractive and user-friendly Downtown with thriving neighborhood districts and attractive residential neighborhoods.</i></p>	Parking utilization	↑	↑	↑
	Parking violations	↑	↑	↑
	City parking revenue	↑	↗	↓
	City parking enforcement	↑	↑	↗
	Accessibility to parking for Base workers	↑	↗	↑
	Tracking the "Bremerton Shuffle"	↑	↑	↗
	Surface parking/land use impacts	↓	↑	↗
	Average Score		↗	↑

Base Accessibility & Livability

Study Goal Area	Support Parking Alternative	Relocate Parking Alternative	Add Base Parking Alternative
<p>Base Accessibility: Improve Base accessibility for NBK-BR workers.</p> <p>Livability: Improve overall livability for Bremerton residents.</p>	<p>→</p> <p>↗</p>	<p>↓</p> <p>↗</p>	<p>→</p> <p>↗</p>

Next Steps

- Prioritize goals based on community feedback
- Develop preliminary cost ranges
- Develop cost/benefit analysis
- Prioritize modal projects
- Identify and analyze a Preferred Alternative (PA)
- Solicit feedback on draft PA

More Information

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