

City of Bremerton Commute Trip Reduction Four-Year Plan Update: 2025–2029

Benefits of CTR

1. Describe the local land use and transportation context and objectives.

a. Describe the setting in the jurisdiction as it is today or will be in the near future.

Bremerton currently has a population of about 46,058 and is the largest city on the Kitsap Peninsula. Some of the largest employers in Bremerton, include the Puget Sound Naval Shipyard, Olympic College, and Naval Base Kitsap.

b. Describe features of land use and transportation facilities and services that affect commuters.

[PRTPO-RTP-PRTPO+Regional+Transportation+Plan+2040.pdf](#)

[PSRC-RTP-Regional Transportation Plan | Puget Sound Regional Council](#)

Features of Land use

The City is divided into 17 total Land Use designations, and maximum residential density criteria associated with each designation limits the overall population capacity of each Land Use Designation. City Land Use Designations are as follows: Residential, Mixed Use, Commercial/Industrial, and Resource. The Comprehensive Plan enumerates land use designations, each of which are implemented in the Bremerton Zoning Code through a set of zones. The most intense land uses are directed to Downtown, Regional Growth Center. The land use context of what currently exists helps us better understand land use polices. The table below summarizes land area devoted to each land use designation in 2024.

Zoning District	Acreage
Low Density Residential (R-10)	4230
Medium Density Residential (R-18)	315
High Density Residential (R-40)	135
Bay Vista Subarea Plan (BVSAP)	71
District Center Core (DCC)	218
Downtown Subarea Plan (DSAP)	180
Harrison Heights Subarea Plan (HHSAP)	83
East Park Subarea Plan (EPSAP)	52

General Commercial (GC)	290
Freeway Commercial (FC)	306
Neighborhood Business (NB)	30
Industrial (I)	374
Puget Sound Industrial Center (PSIC)	3348
Institutional (INST)	48
Watershed	3079
(W) 3079 City Utility Lands (CUL) 4079	4079

Transportation facilities

Bremerton’s location in the region plays an important role in the demands put on its transportation system. The city is located directly west of Seattle, across the Puget Sound, on the Kitsap Peninsula. The city is divided by the Port Washington Narrows, a strait spanned by two bridges, the Warren Avenue Bridge and Manette Bridge, which connect the eastern and western sides of the city. Several state routes are located within the city including SR 3, SR 304, SR 310, and SR 303, which connect to important regional job centers and destinations in Kitsap County.

Public transit in Bremerton consists of fixed-route bus, worker/driver bus, and ferry service provided by Kitsap Transit, Mason Transit, and Washington State Ferries. The ferry terminal provides passenger-only connections to Seattle, Port Orchard, and Annapolis through the Kitsap Transit fast ferry and local ferry routes. The Bremerton Transportation Center is adjacent to the Bremerton Ferry Terminal and provides connections to key local and regional destinations through 12 Kitsap Transit bus routes, 2 Mason Transit bus routes, and fixed bus routes, mostly along the main travel corridors in Downtown Bremerton. Kitsap Transit operates several park and ride (P&R) lots within City limits. All of these services provide the commuter population with alternatives to SOV use which helps eliminate some congestion and parking issues experienced in Bremerton.

The PRTPPO Transportation Plan 2040 has transportation and land use consistency goals. The policies that will help meet these goals are as follows:

- Provide transportation facilities, motorized and non-motorized, that support the location of jobs, housing, industry and other activities as called for in adopted land use plans.
- Commit to the development and implementation of land use plans and design standards that encourage accessibility via public and private motorized transportation, as well as active transportation opportunities, recognizing the unique needs of all communities in the region.
- Integrate mobility, accessibility and economic goals along transportation corridors with an appropriate combination of investments, policies and land use designations and development standards.
- Create transportation improvements that have a lasting positive impact on the communities served, reflect the culture of the area, and contribute to the sense of place.
- Promote land use policies that provide a variety of housing types in core areas near employment and services.

Ultimately, the goal is to ensure the design and role of transportation facilities supports the community development vision and that land use supports the transportation system; all to better serve the community members in the future.

Kitsap Transit created its Long-Range Transit Plan. The Plan aligns services to the areas of projected growth. The CTR program is an important element in improving access to the land use areas, and transportation facilities for residents in the city.

c. Describe whether and how commuting patterns have changed in the past few years.

Commuting patterns have changed significantly over the last few years, in large part because of COVID, and more folks are working remotely or doing hybrid work. While this is great for the environment, it does pose some challenges for CTR and other modes of commuting. Luckily, there are two, foot ferry options between Port Orchard and Bremerton, helping alleviate much of the traffic and giving people an alternative to driving to Bremerton, as PSNS is the largest employer in the county.

d. List the most important land use and transportation objectives from your city or county's plans that commute trip reduction most directly affects.

The five comprehensive plans within Kitsap County are each placing zoning that will allow for 70% of the population and employment growth within ½ mile of designated High-Capacity Transit Corridors (HCT). This adjustment will fuel the use of transit services including CTR aspects with reduced parking capacity. The reduced capacity will encourage non-SOV travel.

e. Describe critical aspects of land use and transportation that should be sustained and key changes that should be considered to improve commute trip reduction's contribution to the land use and transportation objectives you reference.

The aspects of the Puget Sound Regional Council's Vision 2050 Plan support increased use of CTR services. Concentrating growth along designed transit corridors provides a framework to design communities which require less reliance on SOVs. The communities in Kitsap are implementing the goals through the comprehensive planning process. However, challenges remain.

Such challenges are the location of employment centers far from the workforce housing and far from transit services. This leads to requests for CTR services. The services can help but are limited due to the location of the workforce. Adjustments to CTR services such as ride sharing, and vanpools are helping employees access work sites. However, free parking limits the share of employees which will seek CTR services.

It's important that the changes in the comprehensive plans be kept, allowing the expected growth to occur near transit and with reduced parking ratios. This will improve the efficiency of the transportation system. It will encourage expanded use of CTR services while providing benefits to employers.

2. Describe how the CTR program will help achieve the jurisdiction's land use and transportation objectives.

- a. Describe how and to what extent your CTR program will help your city or county achieve the land use and transportation objectives referenced in question 1.*

The CTR Program at Kitsap Transit compliments the local Comprehensive Plans by providing alternatives to driving alone to employment locations, as well as resources, education, and training on commute options through outreach efforts and providing materials both in print and electronic form. Expanding mode options to make walking and biking realistic options and encouraging dynamic parking pricing would also help the city achieve their CTR goals. All of the local Plans specifically call for reductions in drive alone rates to work sites.

3. Describe how the CTR program will help achieve the jurisdiction's environmental objectives.

- a. Describe how the CTR program will support jurisdiction greenhouse gas emission reduction efforts.*

By encouraging less vehicle miles traveled per person there is a benefit to reducing GHG emissions. The program also supports lower parking ratios, and less land is needed for development. This reduces the urban heat island effect to an unknown degree.

- With **existing federal, state, and regional policies** will reduce Kitsap County's GHG emissions by 47% by 2050
- **Additional reductions** will be needed to achieve a 50% reduction by 2030, 70% reduction by 2040, and 80% reduction by 2050. Achieve an 80% reduction by 2050

- b. Describe how the CTR program will support jurisdiction environmental objectives in addition to greenhouse gas emission reductions.*

The CTR Program will support jurisdictional environmental objectives in addition to greenhouse gas emission reductions by encouraging non drive along commute options such as ride sharing, transit, and active transportation. This addresses many goals in the Comprehensive Plans such as public health, storm water, preserving rural lands, etc.

4. Describe how your CTR program will help achieve regional and state objectives.

- a. Summarize the local, regional, and state benefits that would be gained if you achieve your CTR targets.*

The CTR program will help achieve regional and state objectives as past data shows that the non-drive-alone trip rate is higher at CTR worksites, which shows having a program in place is having a positive impact

at employers in the county that support CTR. The CTR program helps achieve both regional and state objectives by having the same goals of sustainable, equitable, affordable, safe, and an efficient multimodal transportation system.

City of Bremerton Comprehensive Plan:

Objectives:

- Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- Acknowledge the existing built environment and maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
- Provide for and improve the safety and security of transportation users and the transportation system.
- Enhance Bremerton's quality of life through transportation investments that promote energy conservation, healthy communities, aesthetics and protect the environment.
- Continuously improve the quality, effectiveness, and efficiency of the transportation system.

State CTR Draft Plan Objectives:

- Improve delivery of CTR programs
- Produce more useful transportation behavior data
- Respond to shifting mobility patterns
- Reduce greenhouse gas emissions

Summary of benefits that would be gained by meeting CTR targets:

- Delivery of CTR programs would be improved. The plans to improve the safety and security of transportation users would help potential and existing users feel better about those mode options.
- Enhancing Bremerton's quality of life through transportation investments promoting energy conservation and protecting the environment aligns with the state's plans of reducing greenhouse gas emissions.

b. List adjacent CTR-affected cities and counties.

- Port Orchard
- Unincorporated Kitsap County

c. Describe the top few cross-border and regional transportation issues that affect your jurisdiction.

There are several issues that the current Regional Transportation Plan highlights.

- SR 16 at Gorst – a major choke point impeding north-south travel patterns.
- Distance between housing location and employment location force commuting travel times to increase.
- WSF Ferry service disruptions

- US Navy employee/service member commute patterns which increase pressure on off-base housing – forcing commute patterns over long distances.
- SR 16: I-5 Jct (Tacoma) to SR 3 Jct (Gorst)
- SR 3: SR 16 Jct (Gorst) to SR 305 Jct (Poulsbo vicinity)- WSDOT has identified one Safety Investment action in the next six years encompassing 78 percent of the corridor
- SR 304: West Access at SR 3/SR 304 Junction to Bremerton Ferry

d. Describe the strategies you, adjacent cities and counties, and your region have agreed to use to address the top issues described in the previous bullet.

- Explore possibility of ferry reservation system between Bremerton and Seattle to reduce queuing.
- Consider adaptive traffic signals to detect and accommodate changing traffic patterns in a network grid (City of Bremerton jurisdiction).
- Evaluate using law enforcement during summer weekends for ferry loading priority along right lane of Burwell St to reduce queuing.

The following three strategies to address environment are: Protect and Maintain:

- Protect and maintain existing assets that provide environmental roles (these include WSDOT's mitigation sites, storm water systems, and fish-passable culverts).
 - Enhance or Restore: Enhance or restore natural areas and environmental roles associated with the multimodal transportation system.
 - Fish Barrier Retrofit: WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead.
 - Economic vitality: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- Bremerton – Work with the City's ETC to expand use of CTR to address SR 16 at Gorst – another major choke point impeding north-south travel patterns, WSF Ferry service disruptions.
 - Port Orchard – Work with the City's ETC to expand use of CTR to address, US Navy employee/service member commute patterns which increase pressure on off-base housing forcing commute patterns over long distances and SR 16 at Gorst – another major choke point impeding north-south travel patterns.
 - Kitsap County – Work with the City's ETC to expand use of CTR to address WSF Ferry service disruptions, US Navy employee/service member commute patterns which increase pressure on off-base housing – forcing commute patterns over long distances, SR 16 at Gorst another major choke point impeding north-south travel patterns.

Performance targets

5. List your jurisdiction's CTR performance target(s).

a. *List performance targets that reflect only CTR-affected worksites.*

Option 1. Weighted average drive-alone rate (DAR) of 60% or less for CTR-affected worksites at the jurisdictional level.

b. *List any additional performance targets.*

No additional performance targets other than the recommended Option 1.

6. List the base value you'll use for each performance target.

a. *For each performance target, provide the number you'll use as the baseline (or starting number). You'll measure the difference between this number and your results to report performance.*

I have established a base value using the 2023-2025 survey cycle and will measure progress using 2025-2027 survey results. I'm using the average drive alone rate, weighted by the total employees at each worksite.

As of August 2024, CTR Survey Results City of Bremerton Baseline:

Weighted DAR of 50.5%

7. Describe the method you used to determine the base value for each target.

a. *Provide the source for each base value listed.*

The source is the CTR Survey. Alex helped provide the weighted DAR. The way to account for this mathematically is calculating a weighted average based on the number of employees.

1. Multiply the total employees by the drive alone rate for each worksite
2. Add those numbers together
3. Divide by the total number of employees for all worksites

8. Describe how you'll measure progress toward each target.

a. *List the method you'll use to measure progress for each target.*

CTR Survey every two years

9. List your jurisdiction's CTR-affected worksites.

a. *List all your CTR-affected sites.*

1. City of Bremerton – Norm Dicks Government Center
2. City of Bremerton – Public Works & Utilities
3. Kitsap Mental Health Services
4. Kitsap Public Health District
5. Kitsap Transit – Harborside
6. Kitsap Transit – Charleston Base

7. Olympic Community College - Bremerton Campus
8. US Navy – Navy Base Kitsap
9. US Navy - Puget Sound Naval Shipyard & Intermediate Maintenance Facility
10. US Navy – Naval Hospital
11. US Navy – NAVSUP FLC

10. List a performance target for each CTR-affected worksite.

- a. *For any performance targets tied to the CTR survey, indicate that you'll establish performance targets during the 2023-2025 survey cycle.*

We will use the jurisdictional target of 60% for all the worksites.

11. List the base value you'll use for each site.

- a. *For any performance targets tied to the CTR survey, indicate that you'll establish a base value during the 2023-2025 survey cycle.*

I'll establish a base value after survey data validation.

Services and strategies

12. Describe the services and strategies your jurisdiction will use to achieve CTR targets.

- Continue enhancing and promoting the Smart Commuter Program efforts particularly offering premium parking spaces for Vanpool and Carpools where possible.
- Continue working with Kitsap Transit on creating more outreach events to help spread awareness of CTR options, including promotional materials and incentives. Schedules and printed materials for all services will be provided.
- Maintain telework options currently available to NBK-BR and city employees. Telework allows people to work from home and use the internet or phone for their meetings, which would reduce the number of people traveling to Downtown and improve congestion.
- CTR3 Incentives to ride transit Incentives like citation forgiveness for smart commuter registration and 1 month of activity would encourage mode shift from driving alone and improve congestion in Downtown.
- CTR4 Reduced fare and regular bus passes. Reduced fare based on income Reduced fare would encourage mode shift from driving alone and improve congestion in Downtown.
- CTR5 Provide incentives for mode shift away from single-occupancy vehicles for residents of neighborhoods along SR 303. Incentives could include subsidized bus passes, free bus zones, or incentives such as shower facilities for bicyclists and childcare options from employers that do not provide free parking.
- CTR8 Collocate worker/driver stops with origins (daycares, schools, etc.) Improvements to transit would encourage mode shift from driving alone and improve congestion in Downtown.
- CTR11 Improve technology to make the worker/ driver program more efficient Improvements to transit would encourage mode shift from driving alone and improve congestion in Downtown. CTR12 Partner with Port Orchard to incentivize foot-ferry ridership Improvements to transit would encourage mode shift from driving alone and improve congestion in Downtown

13. Describe how jurisdiction services and strategies will support CTR-affected employers.

- Host outreach events to help employees with commute options.

- Providing subsidies or transportation incentives.
- Limit the free parking.
- Option to telecommute for employees

14. Describe barriers your jurisdiction must address to achieve CTR targets.

a. *Describe how you'll address these barriers.*

Inventory and assess parking capacity needs in the Downtown area.

- Work with the Naval Base Kitsap, Washington State Ferries, the City of Bremerton, and other major employers in the Downtown Core to address parking demands and their impacts on urban development.
- Encourage major employers to address and plan for increased parking demands. Encourage efforts to address increased parking demands through parking structures, transportation facilities, and other multi-modal solutions rather than promoting or expanding surface parking.
- Acknowledge the negative impacts surface parking has on urban renewal, economic growth, and the environment, and avoid increased surface parking.

15. Describe the transportation demand management technologies your jurisdiction plans to use to deliver CTR services and strategies.

Kitsap Transit, who implements the program on behalf of the City of Bremerton, utilizes statewide CTR technology such as Rideshareonline.com, and the CTR Survey Tool to administer the CTR Survey and Program Report.

16. Transcribe or link to your local CTR ordinance.

[City of Bremerton](#)

17. Describe your financial plan.

a. *Describe the estimated average annual costs of your plan.*

City of Bremerton has an agreement with Kitsap Transit to implement the CTR program. Below are the estimated amounts for each activity using CTR grant funds.

**these are estimates and may fluctuate across the jurisdictions depending on involvement. My CTR funds do involve resource sharing.*

Activity	Estimated average annual cost
Employer Engagement*	11,000
Commute Trip Reduction 4-Year Plan	7,350
Performance Reporting**	8,000
Administration***	11,000
Total	\$37,350

* Includes identifying worksites and employee transportation coordinators, conducting training, providing technical assistance, and reviewing employer CTR plans.

** Includes worksite surveys and program reports.

*** Includes financial and program management; CTR for city employees; involvement in comprehensive, regional transportation, and transit planning; transportation demand management technical assistance to capital projects.

b. *Describe likely funding sources, public and private, to implement your plan.*

Source of Revenue	Estimated average annual revenue
Kitsap Transit	\$41,943
WSDOT	\$37,350
Total	\$79,293

Funding for CTR in the City of Bremerton comes primarily from the WSDOT CTR grant funding along with local funds from Kitsap Transit.

The breakdown from the **WSDOT** funds is estimated as follows:

\$199,600 every two years for all of Kitsap County jurisdictions.

\$74,700 is allocated to City of Bremerton from WSDOT funds every 2 years.

Kitsap Transit’s breakdown of funds is estimated as follows:

\$106,782 is the estimated yearly budget from Kitsap Transit. (Funds are from the CTR budget, SCOOT Car budget, and a portion of the Rideshare budget combined)

\$106,782 per year divided by all worksites (\$3813 each) then per worksite in each jurisdiction.

\$41,943 is City of Bremerton’s yearly total from that based on having 11 worksites in their jurisdiction.

18. Describe your implementation structure.

a. *Describe who will conduct the activities listed in your plan.*

Employee Transportation Coordinators within the jurisdiction will work with the CTR Administrator at Kitsap Transit to implement the CTR program and conduct the activities.

b. *Indicate who will monitor progress on your plan. List job title, department, and name.*

The City of Bremerton has an agreement with Kitsap Transit to implement the CTR program. This would be a combined effort with jurisdictional ETC’s and the Commute Trip Reduction Administrator at Kitsap Transit, Lindsay Kuiphoff. This position is in the Service & Capital Development department.

19. List your implementation schedule.

a. *Provide the timeline for anticipated projects.*

Aside from the CTR Surveys & Program Reports and WSRO Conferences, I don’t have any solid dates or specific projects planned. Most of my CTR activities are planned as they come up, especially with outreach events, other than Employer Benefit Fairs, but again we schedule them as they come up.

- Fall 2025 – CTR Program Reports
- October 2025 – Washington State Ridesharing Organization (WSRO) Conference
- Spring 2026 – CTR Surveys
- October 2026 – WSRO Conference
- Spring 2027 – CTR Program Reports
- October 2027 – WSRO Conference

- Spring 2028 – CTR Surveys
- October 2028 – WSRO Conference
- Spring 2029 – CTR Program Reports
- Will schedule outreach events, ETC trainings, meetings throughout each year and as needed.

Provided by the City of Bremerton Planner:

The Joint Compatibility Transportations Plan recommends projects that are divided into phases based on the type of project (capital or policy-based) and the agency that has the ownership or ability to lead the project. Recommended projects and project phasing include:

- i. Ongoing and Early Actions includes efforts or projects that are already underway and should continue, including commuter education, NBK-BR gate management, teleworking, implementation of recommendations from the City of Bremerton Parking Study (City of Bremerton 2017), improved lighting, and policies to encourage density in Downtown.
- ii. Short-Term Projects (0 to 6 years) includes capital projects that improve the livability of Bremerton, address immediate capacity and safety issues, and reduce barriers for residents and commuters accessing NBK-BR by active transportation modes. Also included are policy and operations projects that support and improve transit accessibility; these projects set the groundwork for large capital investments in transit infrastructure recommended in the midterm years.
- iii. • Mid-Term Projects (6 to 20 years) includes major capital investments in transit infrastructure that support a mode shift from single occupancy vehicles to mass transit. These investments are consistent with Kitsap Transit’s Long-Range Plan and the region’s plans for growth and land use (PSRC 2020). The benefit of these investments is to develop a reliable transit system that connects people within and between communities.
- iv. Long-Term Projects (20+ years) includes projects with recognized benefits to Bremerton livability and to NBK-BR accessibility, but that may take longer to complete. For example, completing the implementation of the SR 303 Corridor Study is included as a long-term project. The SR 303 Corridor Study includes a suite of phased improvements that should be implemented as recommended by that study, however the full implementation of all recommendations will be completed over the long term.
*More detailed information about the recommended projects and next steps can be found in sections 7 and 8 of the JCTP document. Additionally, one-page summaries of each project can be found in Appendix O.

20. Describe the CTR plan for jurisdiction employees.

- a. *Describe the services, programs, information, and other actions your city or county put in place to help its employees reduce their drive alone commute trips.*

The Employee Transportation Coordinators at each worksite within the jurisdiction are the ones who implement the CTR programs at their respective worksites. The following are the list of ETCs for the City of Bremerton:

- Cathy Bonsell, City of Bremerton – Norm Dicks Government Center & Public Works & Utilities

- Currently Vacant, Kitsap Mental Health Services
- Kelly Dowless & Margo Chang, Kitsap Public Health District
- Paula Bayne & Joanna Wedding, Kitsap Transit
- Currently Vacant, Olympic College
- Jim Lloyd, C1122 Industrial Security Officer/Lead, Puget Sound Naval Shipyard & Intermediate Maintenance Facility
- Ann Craig, Management Assistant, & Andrea LaCoste, NAVSUP FLC Puget Sound
- Brandon Wheeler, Transportation Manager, Naval Hospital
- Currently Vacant, Naval Base Kitsap

They administer the program elements required of the employer including:

- Displaying their contact information in an accessible area at each affected worksite.
- Attend basic training and any ETC networking meetings offered.
- Develop a mix of elements that encourage employees to use commute options
- Promote the Guaranteed Ride Home program
- Submit a Program Report every two years
- Survey every two years
- Implementation of the following measures designed to achieve the county's commute trip reduction goals:
 - Distribute promotional challenges and campaigns.
 - Help employees with commute options as needed.
 - Provide information to employees on the program and its benefits.
 - Administer CTR surveys and report on the results
 - Produce their worksite's CTR program reports.

21. Describe how the CTR plan for jurisdiction employees contributes to the success of the overall plan.

- a. Describe how the plan for jurisdiction employees reinforces the success of the jurisdiction plan?*

By providing jurisdiction employees the opportunities to; telework, opportunities to have compressed and flexible schedule, surveying employees, distributing CTR information, having the city's worksites located near transit stops, limiting free parking, informing on the guaranteed ride home program, and encouraging participation in regional events, helps encourage employees to not drive alone and choose other options to commute to and from work, helps contribute to the success of the overall plan.

Alignment with plans

22. List the transit agencies that provide service in your jurisdiction.

Kitsap Transit, Washington State Ferries, and Mason Transit

23. List the transit plans you reviewed while developing this plan.

- City of Bremerton's Comprehensive Plan
- The PSRC Regional Transportation Plan
- Vision 2050
- The PRTPO RTP

- Kitsap Transit’s Transit Development Plan
- Kitsap Transit’s Long-Range Transit Plan
- The Comprehensive Plans within Kitsap County

24. Describe how this CTR plan supports the transit plans.

This Plan compliments the Kitsap Transit LRTP by continuing the CTR program to address access to employment. The LRTP is designed around the local comprehensive plans and Vision 2050. These Plans explain where the growth of population and employment will occur in the next 20-years. Our CTR program includes our Worker/Driver bus routes which serve as an employee shuttle to the Puget Sound Naval Shipyard and Bangor Submarine Base. These bus routes (35 total) carry over 1,500 riders per day into the workplace removing SOV trips from the roads. Our other programs accomplish similar results by reducing the need for SOV travel. This can also reduce GHG emissions. The Vision 2050 Plan calls for reduced SOV trips and GHG emissions. It also recognizes that the impacts of COVID-19 and impacts to employment, may continue to delay forward momentum. This CTR local plan also outlines the direction each of our jurisdictions are moving towards and their goals to promote use of public transit.

25. Describe any comprehensive plan updates that are needed and when they will be made.

The Comprehensive Plan is currently in Draft form and is set to be approved and implemented in 2025. The Draft is located on the City of Bremerton website: [Draft-Comprehensive-Plan-6172024](#)

Engagement

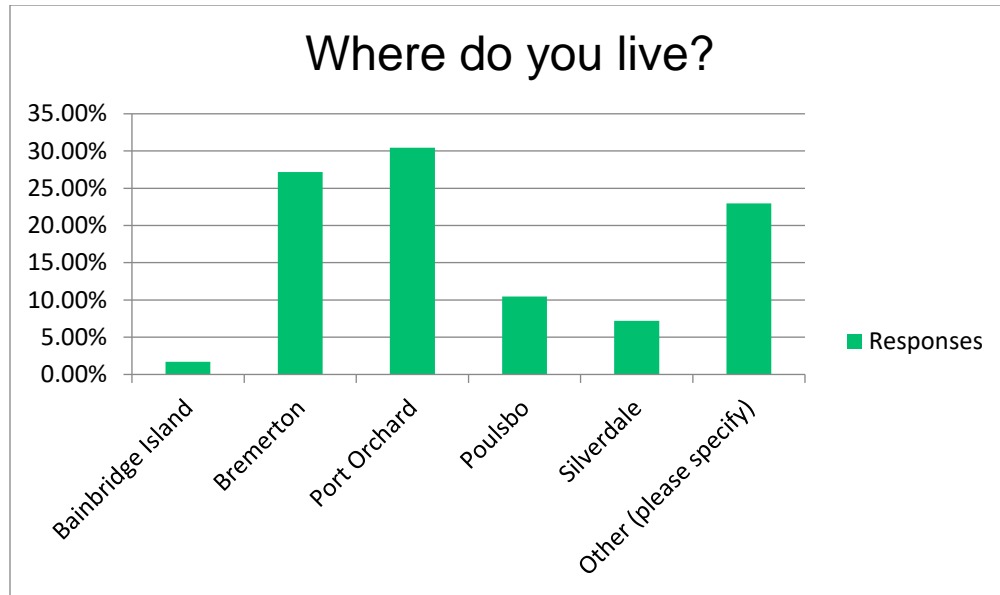
26. Describe stakeholder engagement.

a. *Who did you talk to?*

Kitsap Transit conducted a CTR scoping survey put out by the Marketing department. The survey was open for 3 weeks and was distributed on the following platforms to reach as many residents throughout the county as possible:

- Kitsap Transit’s website
- Sent to ETC’s to share with their employees
- Rider Alert subscribers
- Posted on social media.

We received 706 responses. 192 (27.20%) of those respondents said they lived in Bremerton. The second largest percentage of respondents were from Bremerton, the first largest was Port Orchard. 314 people (49%) said they work in Bremerton.



Jurisdictional contact for plans: Lindsay Kuiphoff, Kitsap Transit

b. When did you talk to them?

March 2024 via ETC and employer outreach, and again in August 2024 with the CTR Scoping Survey.

c. What did they have to say?

- i. The top 3 most important community issues for people are: Traffic congestion 65.86%, Travel options besides cars 52.69%, and Equity (adequate, safe access to commute options for all) 35.55%.
- ii. The top 3 activities or investments people think local jurisdictions should focus on through their CTR programs are: Support telework and hybrid work options 48.44%, Build more safe infrastructure for walking and biking 45.61%, Review and update parking strategies and programs 39.24%

d. How did what they said influence the plan?

The feedback from stakeholders is mostly aligned with the City of Bremerton's transportation plans.

The Transportation Element of the Comprehensive Plan will ensure we have a transportation road map to maintain a safe, efficient and integrated multimodal transportation system that supports a healthy and vibrant community. Multimodal refers to all modes of transportation: vehicles, transit, bicycles and pedestrians. To help achieve this multimodal vision the city is updating Bremerton's Active Transportation Plan which focuses on non-motorized transportation including bicycle and walking routes.

27. Describe vulnerable populations considered.

All populations were considered with surveying outreach. Each city and the county sent out notice of the survey, as well as at outreach events. If we need to do more targeted engagement beyond this, we can.

28. Describe engagement focused on vulnerable populations.

a. *Who did you talk to?*

- Limited English Proficiency (LEP) groups were notified of the scoping survey
- Veteran community was notified of the scoping survey
- Low-Income and racial/ethnic groups
- * The way we did outreach didn't allow for specific numbers for each. Had I made provisions to separate out the groups within the survey questions, I would know the breakdown of respondents from each group. Lesson learned for next time.

29. List employers' suggestions to make CTR more effective.

- a. Reached out to all ETCs within the jurisdiction to have them give any suggestions to make CTR more effective. I only received one from anyone in the Bremerton jurisdiction. Here is what she said: *"I'd really like to see the networking meetings return. It would be helpful to have an opportunity to hear what other agencies are working on, incentivizing, how the move to hybrid work is affecting CTR efforts. The meetings also offer support and updates on CTR efforts and general reminders of how to connect with staff."*

These meetings have been happening again and will continue to offer more.

30. Describe results of engagement focused on vulnerable populations that will be provided for use in comprehensive plan and transit plan updates.

- a. Lots of responses for safer biking/walking infrastructure needed. Bremerton plans to add bike lanes. The Active Transportation Plan is currently being developed.
- b. Increase frequency/geographic coverage of public transportation. Offer later service.
- c. Lack of knowledge of Guaranteed Ride Home and ride matching help.