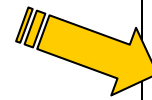




Kitsap Regional Coordinating Council



+ **TransTAC only**
 Kitsap Transit
 Conf Room
Thursday, March 10
1:15 – 2:00 p.m.
 To discuss public/WSDOT
 comments on CPP
 Transportation Element

Chair
 Mayor Patty Lent
City of Bremerton

Vice-Chair
 Commissioner Josh Brown
Kitsap County

Commissioner Steve Bauer
 Commissioner Charlotte Garrido
Kitsap County

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 Council Member Dianne Robinson
 Council Member Greg Wheeler *
City of Bremerton

Council Member Kim Brackett
 Council Member Hilary Franz
 Council Member Kirsten Hytopoulos *
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City of Poulsbo

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Captain Mark Olson
 Tom Danaher, PAO *
*Naval Base Kitsap***

Mary McClure
Executive Management
McClure Consulting LLC

* *Alternate*
 ** *Ex Officio Member*
 *** *Associate Member*

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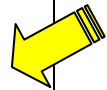
www.KitsapRegionalCouncil.org

TransPOL Meeting
 Kitsap Transit Conference Room
Thursday, March 10, 2011
2:00 – 5:00 p.m.

AGENDA

	ESTIMATED TIME
1. PSRC T2040 Project Prioritization Process: Update	15 MINUTES
2. Funding (<i>materials at meeting</i>)	60 MINUTES
a. Funding Sources: Trends	
b. Federal Re-Authorization Legislation: Update	
c. Project Selection Trends	
d. Project Tracking: Federally Funded Projects:	
• Regional	
• Local	
3. Kitsap Transportation Plan (<i>see attached</i>)	60 MINUTES
(<i>Note: Review Kitsap Programming Processes next meeting</i>)	
4. Revisions to Kitsap's Countywide Planning Policies: Transportation Element (<i>as needed</i>)	20 MINUTES
5. PRTPO Corridor Study Recommendations (<i>see attached</i>)	20 MINUTES
6. Remaining Meetings for 2011 (<i>see below</i>)	<i>INFORMATION ONLY</i>

KRCC TRANSPORTATION COMMITTEES
MEETING DATES: POL/TAC/Joint? not yet decided!
Please put all dates in your calendar



April 14	September 15
May 12	October 13
June 9	November 10
July 14	December 8

TIME: 2:00 p.m. to 5:00 p.m.
LOCATION: Kitsap Transit, 60 Washington Ave.



Kitsap Regional Coordinating Council

Kitsap Transportation Plan Development Approach

March 10, 2011

From the TransTAC

Prepare for 2012 Federal Funding Cycle

- Review KRCC Programming Process
 - Countywide
 - Non-Motorized
 - Inter-Cycle. } See attached
- Finalize Non-Motorized Criteria (based on 2010 Non-Motorized recommendations).
- Identify high priority projects for federal funding (Regional Competitive, possibly Countywide as well).
- Fine-tune grant applications & presentation strategies.

2011: Develop Technical Scoping Analysis: Kitsap Transportation System (Phase I of Kitsap Transportation Plan)

- Multi-Modal
- Based on Existing Data
- Identify Data Gaps

Projected Cost? Sources of Funding?

2012-14: Multi-Jurisdictional Program to Develop:

- Kitsap Transportation Plan developed through a multi-jurisdictional process.
 - Transportation model (to enable “testing” of different alternatives)
 - Public outreach.

Projected Cost? Sources of Funding?

- Multi-resource funding strategies for priority projects.



Kitsap Regional Coordinating Council

Programming Process for Countywide Federal Funds

Adopted by the Kitsap Regional Coordinating Council & the Puget Sound Regional Council

Original Adoption: February, 1999; revised May 4, 2004

Adopted February 7, 2006

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County-level programming of available funds is accomplished through the Kitsap Regional Coordinating Council. Member agencies are Kitsap County, the four Cities within the county (Bainbridge Island, Bremerton, Port Orchard, Poulsbo), the two Tribal governments (Suquamish, Port Gamble S'Klallam) within Kitsap, the Port of Bremerton & Naval Base Kitsap.

The Kitsap Regional Coordinating Council established the Transportation Technical Advisory Committee (TransTAC) as a forum for technical staff representing member jurisdictions and all locally significant modes to collaboratively develop programming recommendations for its consideration. The TransTAC includes Kitsap Transit and WSDOT Highway, Marine, and Urban Mobility Divisions. The State of Washington has been a strong partner in coordination and planning. Within the countywide allocation process, the Kitsap Regional Coordinating Council reserves funding for local governments and transit projects.

Process Goals & Principles: The Kitsap Regional Coordinating Council recognizes that Countywide federal funds are limited in comparison to transportation infrastructure needs. The selection of projects to receive countywide federal funds enhances cooperative decision-making within the county and maximizes the power of the available dollars. The selection process:

- Is a regional process not based upon formula sub-allocation.
- Serves the needs of the entire county by meeting the most pressing needs of its local governments. Because the countywide transportation system consists of major links within and between Centers (including ferry terminal areas), this approach generally delivers regionally-significant transportation improvements.
- Recognizes the long term Comprehensive Plan planning horizon. Balance can be achieved among jurisdictions over more than one funding cycle.
- Considers projects in segments, so that they can be accomplished across one or more funding cycles. In this way, more projects can be moved incrementally towards completion, and projects can be prepared to take advantage of other funding as it becomes available.
- Takes advantage of joint and multiple-source funding opportunities. Project sponsors seek alternative funding sources that may be available, so that the Countywide federal funds can be maximized within Kitsap County. When a project prioritized for Countywide federal funds through the countywide allocation is funded elsewhere, its Countywide federal funds are then applied to other projects that have been identified within this process.
- Seeks to maintain flexibility within the selection process and among the KRCC jurisdictions so that funding opportunities and situational changes can be easily addressed, as above.
- Values consensus decision-making, recognizing it as the hallmark of balance among interests.



Kitsap Regional Coordinating Council

Project Identification, Screening, and Selection

- Working through the TransTAC, each jurisdiction and/or agency identifies those projects of most importance locally.
- Projects must meet criteria:
 1. Must be consistent with a local jurisdiction's adopted Comprehensive Plan.
 2. Must be on an existing local or state agency Transportation Program.
 3. Must consider applicable planning factors identified in federal law.
 4. Must be consistent with Kitsap's Countywide Planning Policy guidance.
- The TransTAC further profiles each project in terms of:
 1. Multi-jurisdictional involvement and coordination opportunities.
 2. Funding feasibility, requirements, and opportunities.
 3. Possible phasing, *e.g.* design, Right of Way acquisition, and construction.
 4. Multi-modal elements and approach.
- Among these projects, a set of projects is identified by the TransTAC as meeting the goals of the Kitsap Regional Coordinating Council as described above. These projects are then submitted to the Kitsap Regional Council's Transportation Policy Committee (TransPOL) for consideration and their recommendation to the full Kitsap Regional Council Board for consideration and endorsement.

Cycling for Predictability: In order to increase jurisdictions' ability to plan effectively, the Cities (together) and the County will cycle from one federal funding period to the next, with Cities able to compete for projects during one biennium and the County bringing proposed projects for consideration during the next cycle. Kitsap Transit and the Port of Bremerton may submit projects in locations supportive of City or County geography, whichever is "in cycle" for that funding period.

Cycling for Predictability: In order to increase jurisdictions' ability to plan effectively, the Cities (together) and the County will share funding for the 3-year funding cycle balanced to approximately 50%/50%. Kitsap Transit and the Port of Bremerton may submit projects in locations supportive of City or County geography, to be included as part of the Cities' or County's share of the 3 year cycle. *Revised April 4, 2006.*

Public Involvement: It is the intent of the Puget Sound Regional Council and federal policy that the programming of federally supported transportation projects be accomplished in the public light. The Kitsap Regional Coordinating Council and TransTAC concur with the importance of public involvement:

- As part of jurisdictions' Comprehensive Planning processes, all projects have been identified and prioritized with appropriate public involvement at the local level. This step defines projects as delivering Comprehensive Plan goals.
- The Puget Sound Regional Council maintains a list of agencies and organizations throughout Kitsap County that may have interest in all modes of transportation programming. The TransTAC will notify all of these agencies and organizations of the county-wide federal funding programming process, in time for meaningful participation, with instruction concerning contacting TransTAC member jurisdictions.
- Upon request to the Kitsap Regional Coordinating Council, members of the public can obtain information about actions taken at these meetings and meeting agendas. Members of affected groups & the general public may attend these meetings; their agendas will include an opportunity for public comment.
- Presentation and discussion of proposed project programming of Countywide federal funding is conducted in the regular Kitsap Regional Coordinating Council meetings, which are advertised, open to the public, and for which agendas are e-mailed to approximately 115 agencies and individuals.



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Local Guidelines for Non-Motorized Enhancement Projects *Adopted February 7, 2006*

For the 2008 -2010 federal funding cycle, anticipate that 10% of the federal countywide allocation will be available to distribute among eligible non-motorized projects, with a 13.5% local project match required.

During 2004 (the first cycle that the Countywide Forums had responsibility for distributing these funds), candidate projects for 2006-07 were identified that met several criteria:

- Were high priority to the sponsoring jurisdictions
- Meet federal eligibility criteria (*i.e.* focus on bike/pedestrian transportation rather than recreation)
- Would not be disproportionately burdened by federal administrative costs
- Would produce visible results.

For future funding cycles, the TransTAC recommended (2004) that the Kitsap Regional Coordinating Council approach the Non-Motorized Enhancements funding in the same manner as the overall Countywide Allotment of federal funds – using Kitsap’s successful “conveyor belt” approach. That is, identify local projects that:

- (1) Are high priority to the sponsoring jurisdictions
- (2) Meet federal eligibility criteria, and
- (3) Contribute to Kitsap’s regional transportation system.

However, these funds will not be “cycled” from funding period to funding period between Cities and County. Project prioritization will take into account:

- Project “readiness” or constructability (particularly with respect to permitting and environmental documentation)
- “Keeping projects moving” *i.e.* funding a single phase at a time, so that multiple projects throughout the county can proceed.
- Jurisdictional equity is balanced over time, through a review of projects funded.

Projects “in the queue” can be re-positioned based on actual conditions over time.

Projects will be favored that address identified countywide policy goals:

- Completion of the 70+ mile countywide Mosquito Fleet Trail (including City segments)
- Safe walking/biking routes to schools



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Countywide (Re-)Distribution Policy for Inter-Cycle Funds: New Funds or Re-Programming Funds *Adopted February 7, 2006*

This policy covers funds available between TIP programming cycles:

- a. **New Program Funds**
- b. **Funds to be re-programmed** because project cannot be obligated or completed within funding period. To early identify “projects at risk”, the Kitsap Regional Coordinating Council’s TransTAC will conduct a **quarterly review of project status**, using PSRC’s Project Tracking Sheet that includes both Regional and Countywide projects.
 - For projects/funding through the **Regional Competitive Program**, use the Puget Sound Regional Council process.
 - For funding available through the **Countywide Program**, three uses will be considered:
 - As part of the regular TIP programming process, the Kitsap Regional Coordinating Council’s TransTAC, TransPOL and Board will develop and approve a **Prioritized Contingency List** that is 30-50% more than the expected funding.
 - When new and/or re-programmed funds become available, the TransTAC will review the existing Countywide federal projects that may need additional funding due to (for instance) market/materials unpredictability. (**the Under-Funded Project Call**).
 - Funds can also be left to accumulate. This is more likely for relatively small amounts of funds.

The TransTAC will review Under-Funded Project Call requests (including the causes of the under-funding) and the Prioritized Contingency List, using the following considerations:

1. Matching the funds available to the project need.
2. Available match funding.
3. Ability to obligate and spend the funds.
4. Projected completion of activity.
5. Consequence of not funding (with these funds).

The Trans TAC will make recommendation to the TransPOL on funding distribution. The TransPOL reviews and recommends to Kitsap Regional Coordinating Council Board.

Note: Funding recommendation may take a Contingency List project out of order, an under-funded project, and/or accumulate funds until the next TIP cycle.

Blue: Denotes proposed revisions to the 2007 Adopted Kitsap CPP's made before the public comment period.

Red: Denotes proposed revisions to the 2007 Adopted Kitsap CPP's made in response to public, and State and member agency comments

Element H. Transportation

The Growth Management Act requires that transportation planning be coordinated among local and state jurisdictions. The Growth Management Act further requires that transportation planning be coordinated with the land use elements of local comprehensive plans. Coordination of land use and transportation plans will allow Kitsap County and the Kitsap Cities to meet three inter-related transportation goals:

- o Serve Designated Centers to reduce sprawl, conserve land and make more efficient use of infrastructure,
- o Preserve the natural environment, including water, ~~and~~ air quality and, potentially, climate,
- o Provide a balanced system for the efficient, clean, safe movement of people, goods and services among Designated Centers within Kitsap County and the larger Puget Sound region.–

The intent of the following policies is to define appropriate methods and strategies to achieve these goals through inter-regional and intra-regional coordination among transportation and land use planning agencies.

For the purpose of this Policy, the following transportation facilities are of countywide significance:

- a. state and federal highways;
- b. major arterials;
- c. public transit facilities and services;
- d. non-motorized facilities connecting designated centers;
- e. marine transportation facilities (ferries, shipping);
- f. airports and heliports (passenger and/or freight);
- g. rail facilities (passenger and/or freight)

The following facilities and system components should be included in the multi-modal network:

- a. roads, including major highways, arterials and collectors;
- b. public transit, including bus, rail, and park & ride lots;
- c. non-motorized facilities;
- d. vehicle and public or private passenger only ferries;
- e. airports;
- f. parking facilities that support the multi-modal network;
- g. facilities related to transportation demand management;
- h. intelligent transportation systems (ITS).

Policies for Transportation (T):

1. Strategies to optimize and manage the safe use of transportation facilities and services:

- a. The County and the Cities shall each emphasize the maintenance and preservation of their existing transportation network.

- b. Through the regular update of the Transportation Element of their Comprehensive Plan, the County and the Cities should each identify and prioritize operational and safety deficiencies, *with the goal of substantially reducing deaths and serious disabling injuries.*
- c. The County and the Cities should utilize Transportation System Management strategies such as parking restrictions, traffic signal coordination, transit queue jumps (traffic signal modification equipment that allows busses to move ahead of other vehicles), ramp metering, striping non-motorized transportation facilities, *traffic calming devices*, and real time sensor adjustments for traffic signals.
- d. The County and the Cities should develop and implement access management regulations that provide standards for driveway spacing and delineation, and encourage the joint use of access points where practical.
- e. The County and the Cities shall actively seek opportunities to share facilities, expertise, and transportation resources, such as multiple use park & ride/parking lots or shared traffic signal maintenance responsibility.

2. Reducing the rate of growth in auto traffic, including the number of vehicle trips, the number of miles traveled, and the length of vehicle trips taken, for both commute and non-commute trips:

- a. The County and the Cities shall provide both infra-structure and policy incentives to increase the use of non-SOV modes of travel.
 - i. The range of infrastructure incentives to encourage the use of non-SOV modes of travel could include the following:

- Provide public transit, including preferential treatments for transit, such as queue by-pass lanes (dedicated bus lanes that allow for transit queue jumps), traffic signal modifications, and safe, transit stops.
- Provide integrated transfer points to facilitate seamless trips between transit and other modes of travel, particularly at ferry terminals, including park & ride lots, bike storage facilities, carpool/vanpool and transit advantages to ease ingress/egress, with proximity to actual connection points, and innovative transit-oriented development.
- Provide non-recreational bicycle and pedestrian facilities, including safe neighborhood walking and biking routes to school.
- During the development of all state, county, and city highway capacity improvement projects, consider the market for non-SOV travel, and the addition of High Occupancy Vehicle (HOV) lanes, park & ride lots, appropriate infrastructure for both bicycling and walking.

The State of Washington has taken steps to reduce greenhouse gas emissions and vehicle miles traveled. Not only does reducing the overall amount of travel produce benefits for improving air quality and curbing emissions related to climate change, it also lessens traffic congestion. Developing a transportation system that provides more opportunities for walking, bicycling, or using transit also creates more choices and options for people.

The WA State Dept of Transportation and Vision 2040 policies identify telework (or telecommuting) as a viable transportation alternative. The WSDOT-funded 2008 Kitsap Telework Pilot Project noted the particular importance of telework in rural areas, where citizens tend to drive greater distances.

ii. The range of policy incentives to encourage the use of non-SOV modes of travel could include the following:

- Increased emphasis on the Commute Trip Reduction Program already in place (including ridesharing incentives), with Kitsap Transit designated as the lead agency, including program promotion and monitoring.
- Managed parking demand at ferry terminals, employment, and retail centers to discourage SOV use through privileged parking for HOV users, fee structure and parking space allocations.
- Encouraging telecommuting and home-based businesses as a viable work alternative.
- Encouraging the shift of work and non-work trips to off-peak travel hours.
- Congestion pricing.
- Auto-restricted zones.
- Promotion of driver awareness through educational efforts.

d-b. The County and the Cities shall develop standards *for Complete Streets* that address appropriate bicycle and pedestrian facilities for development of new streets and reconstruction of existing streets. ~~in Designated Centers and Rural Communities.~~

e-c. In Designated Centers, the jurisdictions should complete missing vehicular and non-motorized links between key arterials to accommodate pedestrian and bicycle facilities, without compromising safety standards.

f-d. The County and the Cities ~~shall should~~ develop ~~coordinated~~ bicycle and pedestrian ~~systems~~ plans, which should be *coordinated* ~~consistent~~ across jurisdictional boundaries with particular consideration to providing safe routes for children to walk and to bike to school.

VISION 2040 and Transportation 2040 emphasize ensuring that transportation facilities serve all users and all ages and abilities. By designing and operating complete streets, local jurisdictions provide pedestrians, bicyclists, motorists, and transit riders with safer travel and can avoid expensive retrofits, encourage physical activity and help create walkable communities.

~~*g-e.* Kitsap Transit shall review and comment on In cases of substantial residential, or commercial, or mixed-use development proposals where appropriate, Kitsap Transit shall review and comment on development proposals~~ to facilitate convenient use and operation of appropriate transit services.

3. Environmental impacts of transportation policies:

- a. Transportation improvements shall be located and constructed so as to discourage/minimize adverse impacts on water quality and other environmental features.
- b. The County, the Cities, and Kitsap Transit shall consider programming capital improvements and transportation facilities that alleviate and mitigate impacts ~~of land use~~ on air quality, *greenhouse gas emissions* and energy consumption, such as: high-occupancy vehicle lanes; public transit; vanpool/ carpool facilities; electric and other low emission vehicles including buses; bicycle and pedestrian facilities that are designed for functional transportation.

- c. The County and the Cities shall ensure environmental protection, water quality, and conformance with ESA requirements through best management practices throughout the life of the transportation facilities, including:
 - i. Facility design, and in particular *low impact development strategies for the* collection and treatment of storm water and surface run-off.
 - ii. Avoiding construction during the rainy season.
 - iii. Regular and routine maintenance of systems.
- d. The County, the Cities, and Kitsap Transit should support Puget Sound Clean Air Agency public education about anti-pollution measures.

4. Recognizing that the County and the Cities each encompass a range of development and density patterns, each jurisdiction shall designate its Centers consistent with the criteria set forth in Element C of the Countywide Planning Policies. The following policies relate to planning guidelines to support transit and pedestrian travel appropriate to each type of urban and rural development or re-development:

- a. The County and the Cities shall each prepare development strategies for their Designated Centers that encourage focused mixed use development and mixed type housing to achieve densities and development patterns that support multi-modal transportation.
- b. In Urban Growth Areas, comprehensive plans should promote pedestrian- and transit-oriented development that includes access to alternative transportation and, in the interest of safety and convenience, includes features, such as lighting, pedestrian buffers, sidewalks, and access enhancements for physically challenged individuals.
- c. Rural Communities ~~outside Urban Growth Areas~~ shall accommodate appropriate pedestrian/bicycle connections and transit service and facilities consistent with rural levels of service in order to minimize vehicle trips.

5. Transportation linkages between designated local and regional Centers:

- a. Regional corridors shall be designated for automobile, freight, transit, HOV facilities, rail, marine, bicycle, and pedestrian travel between centers as part of the countywide transportation plan.
- b. The transportation system linking Designated Centers within the county shall be transit-oriented and pedestrian and bicycle friendly.

6. Freight transportation:

- a. Preferred routes for the movement of freight shall be identified as part of the countywide transportation plan.
- b. The County and the Cities shall work to ensure that compatible land uses are applied along designated freight corridors; including, but not limited to, corridors for air, rail, road and marine traffic.
- c. The County and the Cities shall use appropriate roadway standards for designated freight corridors.

7. Transportation relationships with the Puget Sound Regional Council and the Peninsula Regional Transportation Planning Organization:

- a. The Countywide Planning Policies ~~shall~~ *should support further the implementation of Transportation 2030 adopted regional and state plans and policies.* ~~as adopted by the Puget Sound Regional Council.~~ ask trans. PDs recommend to delete.
- b. The County and the Cities shall actively participate in the Puget Sound Regional Council and the Peninsula Regional Transportation Planning Organization (RTPO) to assure that transportation planning in the two regions is consistent and accurately reflects local needs related to identified regional system components.
- c. The Kitsap Regional Coordinating Council shall serve as the point of coordination to assure Puget Sound Regional Council and Peninsula RTPO planning programs are consistent and mutually beneficial to jurisdictions within Kitsap County.
- d. The Transportation Improvement Program (TIP) for Kitsap County shall continue to be a part of the regional TIP adopted by the Puget Sound Regional Council. Local review, comment and recommendations shall be coordinated through the Kitsap Regional Coordinating Council.

8. Identification of needed transportation related facilities and services within Kitsap County:

- a. The Puget Sound Regional Council and the Peninsula RTPO shall identify regional system components and related improvements within Kitsap County with the concurrence of the Kitsap Regional Coordinating Council.
- b. A countywide transportation plan developed by the Kitsap Regional Coordinating Council shall be prepared pursuant to the Growth Management Act to identify countywide transportation facility and service needs. A technical committee including transit and local, regional, and state transportation providers shall be used in this process.

9. Coordination of intra-county transportation planning efforts:

- a. The Puget Sound Regional Council reviews Cities' and the County's Comprehensive plans for consistency of land use and transportation elements.
- b. The County and the Cities shall address compatibility between land use and transportation facilities by:
 - i. Not using new road improvements to justify land use intensification.
 - ii. Managing access on new transportation facilities outside Urban Growth Areas.
 - iii. Allowing phased development of improvements including acquiring right of way.
 - iv. Using comprehensive plans and development regulations to ensure that development does not create demands exceeding the capacity of the transportation system, such as: density limits in areas outside of Urban Growth Areas; concurrency management and adequate public facility regulation; integrated multi-modal and non-motorized networks.
- c. The County and the Cities shall work together in a coordinated, iterative process to periodically reassess whether regional land use and transportation goals can realistically be met. If transportation adequacy and concurrency cannot be met, the following actions should be considered:
 - i. Adjust land use and/or level of service (LOS) standards *and consider adopting multi-modal solutions.*

- ii. Make full use of all feasible local option transportation revenues authorized but not yet implemented.
- iii. Work with Washington State Department of Transportation (including Washington State Ferries), Kitsap Transit, and the private sector to seek additional State transportation revenues, state and federal grants for infrastructure improvements, and local options to make system improvements necessary to accommodate projected population growth.
- d. Adjacent jurisdictions in Kitsap County shall develop consistent street classification system and street standards.
- e. Kitsap Regional Coordinating Council may establish a process for evaluating development impacts including those that may affect neighboring jurisdictions within the county.
- f. The Kitsap Regional Coordinating Council shall function to ensure that transportation planning, system management and improvements at local, regional, and state levels are coordinated, complementary, and consistent with adopted comprehensive land use plans.

10. Coordinated and consistent level of service (LOS) standards:

- a. The County and the Cities should develop comparable level of service standards among the County, Cities and the State of Washington for identified regional system components.
- b. The County and the Cities shall adopt roadway LOS standards. Urban growth management agreements shall designate level of service standards.
- c. The County and the Cities shall adopt transit LOS in the form of "Service Standards" adopted by the Kitsap Transit Board of Commissioners. The standards shall consider both frequency of service and bus capacity.
- d. Consistent with State law, the County and Cities shall recognize the Level of Service Standards for Highways of Statewide Significance, including principal arterial ferry routes, that have been adopted by the *Washington State Department of Transportation ~~Transportation Commission~~*, in their respective Comprehensive Plans.
- e. For State highways and facilities of regional significance, including the Southworth ferry route, the County and the Cities shall include the Level of Service Standards adopted for these routes by the Puget Sound Regional Council, ~~and~~ the Peninsula RTPO, *and the Washington State Department of Transportation*, in their respective Comprehensive Plans.
- f. On highways and streets which are subject to concurrency requirements, the County and the Cities shall each identify capacity deficiencies and either address them in terms of identified funding, adjust the LOS standard on a temporary basis, or place a temporary moratorium on development.
- g. On highways and streets which are subject to concurrency requirements, new development should not cause LOS to degrade to a level lower than the adopted standard, consistent with State law.



Kitsap Regional Coordinating Council

CPP Revisions: Public Comments Received **Transportation Element Only** *March 10, 2011*

⊙ PSRC “additional recommendations” ★ indicates supportive comment, no change requested/suggested.

PSRC	<p>★ Policy language committing to reducing deaths and injuries on the County’s transportation system.</p> <p>⊙ Add provision or side-bar to address “complete streets”</p>	See revised language.
City of Bainbridge Island	(10) Add policies that encourage the establishment of LOS standards for non-motorized transportation facilities.	Will be part of Implementation Review during 2011.
City of Poulsbo	(2) Add reference to telecommuting and WSDOT-funded Telework Pilot Project to the text box	See revised language.
WSDOT	<p>(1-b) Bring safety language into alignment with state goals: <u>“goal of substantially reducing deaths and serious disabling injuries”</u></p> <p>(2) ★ Thank you for including a discussion of climate change, air quality, and VMT reduction.</p> <p>(2) Consider specifically adopting the goals set forth in Governor’s Climate Change Challenge. VMT reduction goals: RCW 47.01.440, GHG reduction goals: RCW 70.235.020.</p> <p>(2) Sub-points made under item #2 jump from a - d.</p> <p>(6a) See Appendix C of the <i>Washington Transportation Plan Update - Freight Movement</i> for WSDOT-designated truck routes; these may be used as a starting point for any further designations.</p> <p>(6) Add a fourth point under (6) along the lines of <i>(d). The County and Cities shall include appropriate stakeholders regarding the designation of freight corridors.</i>”</p> <p>(7-10) We would like to see the state more generally included in the list of organizations with which the County coordinates transportation planning efforts.</p> <p>(7-a) Please correct to read “adopted regional <i>and state</i> plans and policies.” (10-d) Revise to state that LOS is set for Highways of State Significance (HSSs) by WSDOT, not by the Transportation Commission.</p>	<p>(1-b), & (7-a) See revised language.</p> <p>(2) Sub-point list corrected.</p> <p>All other comments noted.</p>
Futurewise	<p>★ Appreciate CPP’s support of pedestrian/transit oriented development.</p> <p>Recommend following additions:</p>	Comments noted.



Kitsap Regional Coordinating Council

	<ul style="list-style-type: none"> • Add policy: criteria for pedestrian- & transit-oriented communities • Incorporate the measures from the Futurewise report, “Transit Oriented Communities: A Blueprint for Washington State. <i>See comment letter for specific policy language recommendation.</i> 	
KAPO	<p>(1c) Evidence that Kitsap has a problem that needs traffic calming devices? (2f) Coordinated bike/ped planning a platitude Kitsap cannot afford. (3b) Greenhouse gas emissions is nonsense. (4c) Accommodating bike/ped connections is unrealistic. (7a) T2040 is not appropriate for Kitsap County. Worthless policy. (9c-i) Negative re: multi-modal solutions. Automobile is best Kitsap solution or long time to come.</p>	Comments noted.
Bob Benze	<ul style="list-style-type: none"> • Emphasis on trails, bicycle- and pedestrian-friendly urban communities ignores the reality of (mostly rural) Kitsap. • People need to be able to use automobiles. Traffic calming, poor design (HOV lanes) and tolling are unwanted by the citizens of Kitsap County. 	Comments noted.
Jack Hamilton	<p>(1-b) Reduction of deaths/disabling injuries will not be achieved by any CPP policy unless it improves roads and reduces congestion. (2) <i>Sidebar Box</i>: State effort doesn’t have measurable positive outcomes. (2-f) Directive, not policy. (2-g) Kitsap Transit will not be able to cope with these requirements without significant increase in revenues. (3-b) Delete revision. Reducing GHG emissions with no factual basis adds little value to public service. (6) Economic growth depends on sound infrastructure/efficient land routes for movement of goods. (7-a) Are Kitsap HOV lanes & toll roads next? Kitsap County transportation modes are demonstrated by full parking lots for cars, not bikes & busses. (9-c) What does multi-modal mean? If it means ferries, please indicate so that the critical nature of that service is highlighted.</p>	Comments noted.



Kitsap Regional Coordinating Council

The material in this and the following 8 pages is related to Agenda Item 5.

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*Executive Management
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** *Ex Officio Member*
*** *Associate Member*

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From: Donahue, John [mailto:DonahJo@wsdot.wa.gov]

Sent: Wednesday, February 23, 2011 2:51 PM

To: Donahue, John

Cc: Lorenzo, Judy; Landon, Ron; Kovich, George; Babineau, Patrick

Subject: Peninsula RTPO - February 18 EC/PB followup

To Peninsula RTPO representatives,

Attached for your review is the list of prospective WSDOT Olympic Region Planning Office studies in the next six years that I presented to the PRTPO Executive Council / Policy Board on February 18. Thank you for your feedback at that meeting, and we welcome additional comments and improvements to the list and study descriptions from Executive, Policy, or TAC members until March 11. Please call or write me directly with your suggestions - my contact information is below.

Upon considering your comments and other regional input, we will bring an updated list to PRTPO TAC and EC/PB in March and April. It's our intention and commitment to finalize the list, and make a proposal for how to prioritize these to our counterparts at WSDOT HQ, for their final consideration by the end of April.

This marks our first attempt at Olympic Region Planning to formally bring a list of prospective studies for discussion and review to our regional organization partners. We believe this is an exciting opportunity to improve how we coordinate and share information, and we appreciate the opportunity to work with you on it.

John P. Donahue, P.E.
Assistant Planning Manager
WSDOT Olympic Region
donahjo@wsdot.wa.gov
NEW 360-357-2651 office
360-280-4290 cell

Six Year Proposal / Olympic Region Transportation Corridor Studies

Six Year Planning Studies List Update

Vision (23 CFR 450.200)

Statewide multimodal transportation planning that is continuing, cooperative, and comprehensive

Process (23 CFR 450.212)

State multimodal corridor planning studies will be part of the statewide transportation planning process . . . (but) development of these transportation planning studies shall involve consultation with, or joint efforts among, the State(s), MPO(s), and/or public transportation operator(s).

Objective

To develop a proposal for state transportation studies for the six year period beginning July 1, 2011. We seek to align studies with local and regional needs by integrating known state needs and priorities with those of our transportation stakeholders. We will look for and encourage collaborative approaches, and will continuously build on the work, ideas, and priorities of our regional partners.

Our intention is to involve regional partners in identifying and prioritizing studies.

Active management

As we consider planning priorities for the coming period, we recognize the need to revisit the process on a regular basis, so that we can adapt to changed conditions and new opportunities.

Contact

Please forward comments or questions about these or other planning studies to: John Donahue, WSDOT Olympic Region Planning Office (donahjo@wsdot.wa.gov)

February 18, 2011

Six Year Proposal / Olympic Region Transportation Corridor Studies

ID	Title	County	Description	Approach to prioritization
1	All Weather Access Study for frequent closures SR 109, SR 110 & SR 112	Clallam, Grays Harbor	To consider options for improving all weather access performance for state highways serving one-way in/out purposes, ensuring access is maintained to tribal and local communities where the state route is the only reasonable access.	Ongoing maintenance issues incurred on an annual basis. Focus is on communities with no reasonable alternative route.
2	US 12 & SR 8 Limited Access Study / Olympia to Aberdeen	Grays Harbor, Thurston	To evaluate at-grade intersections within the study limits, consider options including improvements on and off the system, and prioritize these improvements based on criteria developed in cooperation with WSDOT and local stakeholders, including safety, congestion, and economic vitality.	Several intersection analysis locations identified. Recent legislative proviso funding confirms local interest in solutions. An action plan will provide a systematic approach to improvement design or prioritization.
3	SR 104 Improvements - Vicinity Hood Canal Bridge	Jefferson	To identify and analyze priority issues related to highway operations on the highway west of the Hood Canal Bridge, including mobility and safety concerns, and recommend solutions.	Emerging IAL issue. Previous corridor study investment never concluded. Potential emerging investments in this corridor should be accompanied by corridor examination.
4	SR 20 / Port Townsend Entryway Study	Jefferson	To work collaboratively on a vision for the vicinity of Discovery-Mill/Jacob Miller intersections. To identify and evaluate improvement(s) needed to fulfill the vision.	This would be a followup to recent corridor study and has the prospect to attract local participation and associated funding.
5	SR 3 Vicinity Hood Canal Bridge Operational Improvements	Kitsap	An operational feasibility study to mitigate operational challenges and determine which solution is appropriate.	A mobility need in 2030, Investment in two previous studies indicates significant progress on the issue, but more investment is needed to conclude this work and get a recommendation that is acceptable.
6	SR 3/SR 304 Interchange Feasibility and Design	Kitsap	To consider the feasibility of short term solution(s) to address congestion, and recommend a solution based on criteria developed in cooperation with both WSDOT and stakeholder interests	Followup to recent corridor study has the prospect to attract local participation and associated funding.
7	SR 8/US 101 Interchange Feasibility Study	Thurston	To investigate the feasibility of certain short term solution(s) identified to address congestion issues at this location, identifying and clarifying any deviations	A TRPC priority, IAL, and 2030 mobility need.

Listed in alphabetical order

For review and comment by March 11, 2011

Six Year Proposal / Olympic Region Transportation Corridor Studies

ID	Title	County	Description	Approach to prioritization
			associated with those solution(s).	
8	I-5/US101 Interchange Feasibility Study	Thurston	To identify and screen alternatives, analyze benefits, costs, and impacts, and recommend both short and long term solution(s) and outline the overall strategy needed to address the long-term traffic needs at this location. To inform ongoing and future IJR activities at this location and nearby.	A TRPC priority, IAL, and a 2030 mobility need. Follows a preliminary, fatal flaw screening effort in 2009/2011, serving related studies in the vicinity, including a proposed master plan study on the entire Thurston County corridor.
9	Passing Lane Priorities Coordination Study	Many	To provide refinement of the results of a technical exercise considering environmental and traffic conditions, and collaboration with local agencies to confirm location feasibility and consistency with local plans.	WSDOT Capital Program Development and Management Office priority.
10	Intersection Improvement Priorities Coordination Study	Many	To consider site specific issues related to improvements needed to address concerns identified in the IAL prioritization process. To refine the solution and present for both local and internal agency input and support.	WSDOT Capital Program Development and Management Office priority.
11	Fish Passage Barrier Priorities Coordination Study	Many	To develop a coordinated, cross-jurisdictional approach to fish barrier removal that would optimize the benefits of the program, using both technical and stakeholder decision making processes. To provide a recommendation for coordinating barrier removal actions along a priority highway segment.	WSDOT Capital Program Development and Management Office priority.
12	ADA Retrofit Coordination Study	Many	To coordinate and document a collaborative, inter-agency process for identifying, analyzing, and weighing options for addressing ADA retrofit requirements within city limits.	WSDOT Capital Program Development and Management Office priority. In 2011/13 includes SR 110 and US 101 in Forks, US 101 in Port Angeles, SR 167 in Puyallup, SR 3 in Shelton, US 12 in Oakville, SR 8 in McCleary, SR 99 in Fife, and SR 107 in Montesano.

Listed in alphabetical order

For review and comment by March 11, 2011

Other Proposed Transportation Corridor Studies for Consideration

ID	Title	County	Description	Approach to prioritization
A	US 101 Traffic Circulation and Access Plan / SR 112 to Deer Park Road	Clallam	To consider improvements to the existing corridor focusing on access and circulation changes. Build on options identified during the discontinued Port Angeles US 101 study, such as “decoupling” US 101 Front Street Couplet and US 101 Mainline 1st Street.	Will extend offer to work on pedestrian issues as part of upcoming paver. Will respond as local initiatives develop
B	Olympic Peninsula non-motorized transportation study	Clallam / Jefferson	To provide detail and refinement of solutions associated with statewide non-motorized plan and policies.	Not identified as a mobility of safety priority in 2030.
C	US 12 Aberdeen Feasibility Study	Grays Harbor	To consider issues identified by the Grays Harbor Council of Governments and study potential ITS solutions at Wishkah Mall Blvd and potential railroad siding improvements.	Not identified as mobility or safety priority in 2030. Local grant in process. Will respond as partnership opportunities emerge.
D	Truck Route Alternative - Study Update and Reevaluation	Grays Harbor	To update previous studies about the new corridor, consider recommendations for appropriate, low cost measures to address community and port concerns.	Not identified as mobility or safety priority in 2030. Local grant in process partnership possibilities.
E	SR 116 Corridor Plan	Jefferson	To recommend short and long range improvement strategies that are consistent with local and state policies and priorities.	Not identified as mobility or safety priority in 2030.
F	Feasibility Study for a Comprehensive Program to Encourage Alternative Transportation Choices	Jefferson	To establish the baseline conditions and user community, define a collaborative model through stakeholder involvement, confirm program assumptions and goals, identify program options, and establish benefits and costs of those options	VMT reduction emphasis. A statewide policy on GHG/VMT reduction is still in development. Local lead anticipated.
G	SR 303 Corridor Plan Update / Bremerton to Silverdale	Kitsap	To consider recommendations from previous studies - HOV lanes 11th to Fairgrounds or BAT lane - and determine the preferred alternative going forward, or scope EIS needed to get to a preferred alternative.	Existing CMP revision. Will work with local agencies to establish process and priorities for this type of activity.
H	Corridor Enhanced Transit Alternatives Analysis	Kitsap	To investigate the feasibility of implementing high capacity transit service in the corridor.	Current feasibility level study is wrapping up. Anticipate local lead on follow-ups.
I	SR 104 Corridor Plan / SR 307 to Kingston Terminal	Kitsap	To consider solutions that will align future investments to prospective changes in ferry terminal configuration, reservation operations, and potential transportation changes to the Kingston subarea.	2030 mobility need not safety. Local initiative in Kingston underway. Good timing would be to come in with this once that

Listed in alphabetical order

For review and comment by March 11, 2011

Other Proposed Transportation Corridor Studies for Consideration

ID	Title	County	Description	Approach to prioritization
				direction is established.
J	SR 7 Corridor Plan / SR 706 to SR 507	Pierce	To recommend short and long range improvement strategies that are consistent with local and state policies and priorities.	Urban Planning Office / Pierce County coordination needed
K	SR 302 EIS	Pierce / Kitsap	To consider alternatives for efficient and functional transportation route through this corridor that will improve roadway capacity, mobility, and safety, and to address regional connection issues along route.	Larger cost NEPA compliant EIS document. Currently a legislative funding proposal. Also a bridge replacement program issue.
L	RDP updates (SR 161 / 162 / 410 / 507 / 510)	Pierce / Thurston	To analyze problems and prospective solutions for improving route capacity, modal connections, and other improvements to serve regional and local travel on and off the state system.	Existing Route development plans from 1990's should be considered for revision. Will work with local agencies to establish process and priorities for this type of activity.
M	Yelm Vicinity Circulation Update	Thurston	To update traffic analysis associated with a prior study, and confirm status of previous recommendations.	Current project remains underfunded. Study about further investments should wait until traffic patterns have stabilized
N	West Olympia Access – US 101 Interchange Justification Report and Preliminary Engineering	Thurston	Completion of IJR and Preliminary Engineering of Phase 1.	Anticipate local lead
O	I-5 Mobility Strategy - TRPC , Multi-modal Highway Plan	Thurston	To evaluate needs of I-5 between 93rd Ave in Thurston County and SR 512 in Pierce County.	Local lead and proposal at this time
P	Safety Rest Area Site Selection Study / US 101 / SR 8	Many	To analyze needs and priorities for providing public access to appropriate facilities using state and federal criteria. Document, integrate, and reconcile existing proposals in the area considering criteria and need.	Priority not established
Q	Regionwide park and ride study	Many	To consider short-term, medium-term, and long-term strategies for improving WSDOT owned park and ride lots, and identify opportunities for transfer of property between agencies for new or existing lots, transit centers. Document interagency coordination opportunities with new or future development.	Department policy is evolving suggest wait until firm direction on a statewide basis and across agencies is established.

Listed in alphabetical order

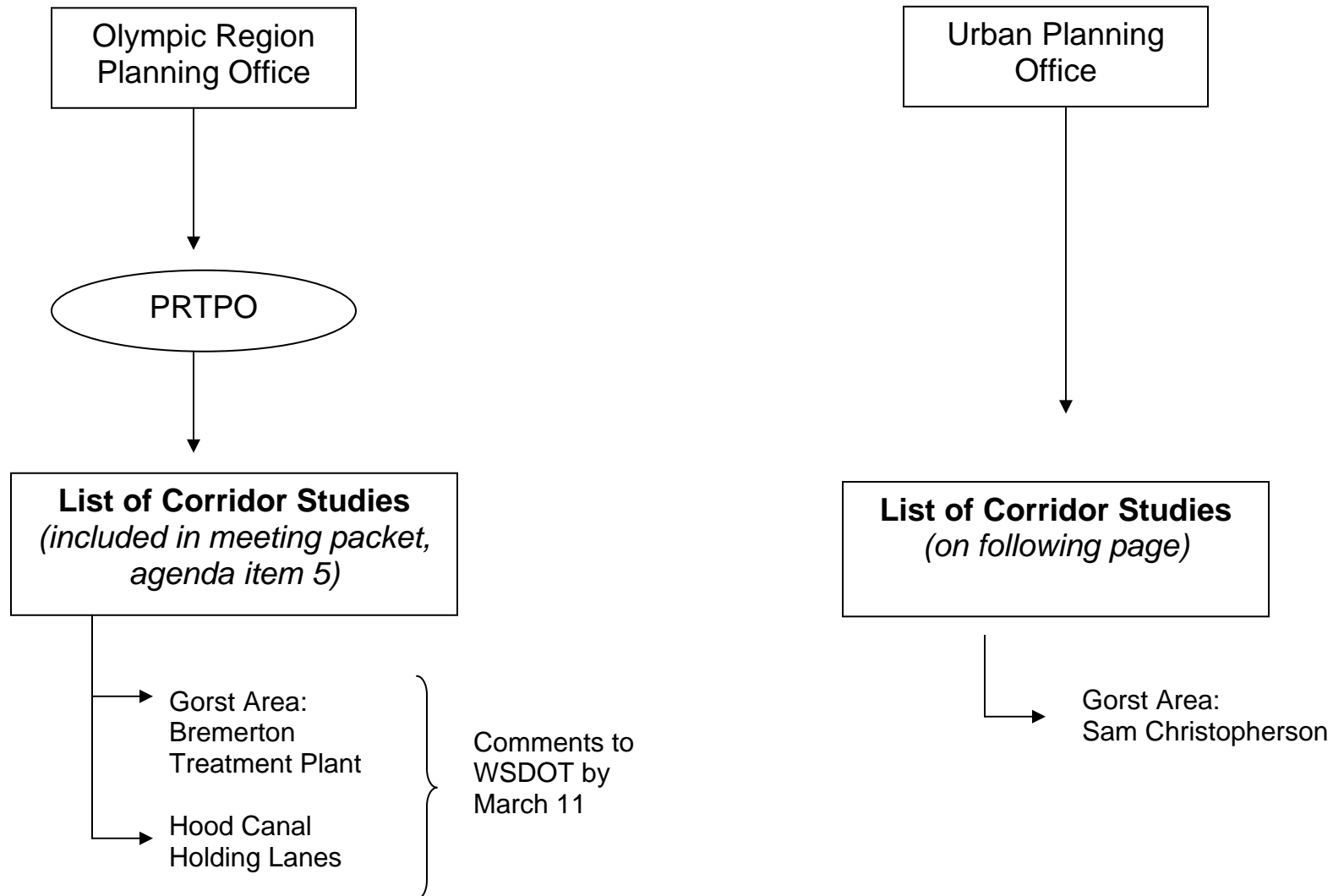
For review and comment by March 11, 2011



Kitsap Regional Coordinating Council

WSDOT Corridor Study Recommendations: Background

March 10, 2011



From: Yan, Shuming
Sent: Friday, February 04, 2011 1:27 PM
To: McCormick, Adele
Cc: Trussler, Stacy; Warren, Richard; Washington, Tom; Lorenzo, Judy; Sheikh-Taheri, Azim; Landon, Ron; Donahue, John; Woehler, Kerri; Carlson, Todd

Subject: 6 year planning study list

Hi Adele,

Attached are the 12 various planning studies proposed to be undertaken in the next 6 years in the central Puget Sound region.

- | | |
|------------------------------|-------|
| 1. Tolling 509 | 11-13 |
| 2. Tolling 167 | 11-13 |
| 3. SR 522 | 11-13 |
| 4. SR 523 | 11-13 |
| 5. I-5 JBLM | 13-15 |
| 6. SR 520 | 13-15 |
| 7. I-5 King Co / Everett | 13-15 |
| 8. SR 512 | 13-15 |
| 9. SR 3/SR 16 I/C | 13-15 |
| 10. I-5 Everett to Arlington | 15-17 |
| 11. SR 99 | 15-17 |
| 12. SR 525/526 | 15-17 |

See next page for
SR3/16 project
description

Three of the twelve are in the Olympic Region (file names started with UPO-OR). If funded, we assume they will be joint efforts. Please let me know if you have any questions. Thanks.

Shuming

Shuming Yan, PE
WSDOT Urban Planning Office
206-464-1276

**Proposed Study Details for SR 3/SR 16 I/C
Six-Year Corridor Planning Study Assessment**

Please complete a Proposed Study Detail Sheet for each proposed corridor planning study. These proposals will be used to develop a six-year (three biennia) statewide list. Each region and UPO will be asked to submit a prioritized list along with some form of explanation how MPOs/RTPOs were involved in identifying the proposed studies and their support for the highest priorities.

Return a completed study detail sheet for each proposed planning study to Adele McCormick at McCormA@wsdot.wa.gov by January 31, 2011.

Proposed Study Base Data

1	Proposed Study Title	<i>SR 3/SR 16 Interchange Justification Report and Conceptual Design</i>	
2	Route Number	<i>SR 3</i>	
3	Beginning Milepost	<i>34</i>	
4	Ending Milepost	<i>35</i>	
5	Local name(s) for this route (including special designations)	<i>Belfair Highway, Sam Christopherson Road, Navy Yard Highway</i>	
6	Legislative District(s)	<i>Legislative 35th & 26th, Congressional 6th</i>	
7	Is the proposed study on a Moving Washington Corridor?	<i>No</i>	
8	Proposed Budget (A detailed 11-13 biennium budget will be developed in the future.)	<i>\$500,000</i>	
9	Primary Study Purpose and Performance Deficiencies	<i>To study solutions proposed by the BEDS report and explore issues connected with those solutions.</i>	
10	Proposed Study Type	X	Follow up to a Previously Completed Study
			New Corridor Planning Study
			O & D Study
			Intersection Analysis Study
			Other (please specify)
11	Names and Dates of Previous Studies on this Corridor (List most current first)	<i>BEDS '2010'</i>	

Study Scope/Focus Data

12. What are the concerns along this route? Please include anticipated outcomes or products. Concerns should be linked to factual data wherever possible, for example, travel times, volumes, collisions, and growth rates.

Congestion, safety, expected growth (both population and industry(SKIA))

13. Proposed scope: *We will examine traffic and environmental data and options for improvements intended to address short, medium, long term needs. We will develop operational model(s) to use as a platform for comparing and evaluating the leading alternative. We will identify key stakeholders, issues, and develop criteria necessary to evaluating and screening alternatives, and recommend solutions based on these technical results.*

14. List the products expected from the study, including questions and issues that need to be answered or resolved. (See examples listed in gray.)

Report/Plan
Investment Recommendation(s)
Traffic Data
Survey Data
Modeling

15. Proposed budget: \$500,000
(In the future, a detailed budget will be developed for each study selected for the 11-13 biennium.)

16. Based on your preliminary understanding, list the resources needed to conduct this study, including staff, skill sets, and costs. (See examples listed in gray.)

Resource	Cost
<i>Supervisor, .25 FTE</i>	<i>\$500,000</i>
<i>Project Lead, .75 FTE</i>	
<i>2 TPS, .5 FTE for technical analysis and evaluation</i>	
<i>Outreach specialist, .25 FTE</i>	
<i>Report writer, .25 FTE</i>	
<i>Design Engineer: .5</i>	
<i>Traffic Engineer: .25</i>	

17. When does this study need to be completed? *15-17 biennium*

18. Describe the urgency and any local or regional triggers or opportunities.
Unknown

19. Will a partnership window close if the study is not done in the next two to four years?
None known

Who will participate or be consulted?

20. What jurisdictions, organizations, and tribes will participate in or be consulted for this study. (Include city, county, and federal land management agencies, and transportation organizations and agencies): *Port and City of Bremerton, Kitsap County, Bremerton Naval Shipyard, non-motorized community, Suquamish & Skokomish Tribes, PSRC, PRTPO*
21. In addition, who are the stakeholders for this study? *See above*
22. Who is initiating the study effort? *WSDOT UPO*
23. List in-kind and financial partners for this study: *None identified*
24. What other activities or projects are occurring now or will be occurring concurrently with the proposed study? *None known*
25. Is the need for this study a recommendation from a MTP, RTP, or local coalition, or identified in another transportation plan? Yes (Provide details)
Please describe: *This segment is in a SR 16/SR 3 Corridor Analysis (dated January 1994 by Parametrix), a Bremerton Ferry Terminal to the Vicinity of Gorst FEIS (dated May 1996 by the City of Bremerton), and the January 2011 Bremerton Economic Development Study (BEDS) with WSDOT Urban Planning Office as lead agency. Improvement at this location has been identified as a priority by the Kitsap Regional Coordinating Council.*

Performance and Deficiency Information and Issues

26. List existing or forecasted performance deficiencies along the corridor, such as safety and mobility. Include Intersection Analysis Locations (IALs). Please provide the data sources for deficiency projections.

Performance Deficiency or Concern	Source of Data
<i>Congestion</i>	<i>The source of the 70% of posted speed threshold performance deficiency is WSDOT's highway analysis program. Level of service and safety analysis can be found in the Bremerton Economic Development Study (January 2011) and the Bremerton Ferry Terminal to the Vicinity of Gorst FEIS, dated May 1996.</i>

27. List environmental and Sustainability issues and concerns present along this corridor.

Environmental/Sustainability Issue	Location (mileposts)
<i>Proximity to tidewaters and wetlands</i>	



Kitsap Regional Coordinating Council

Final Kitsap County PSRC Regional Priority Project List

October, 2010


Kitsap Projects on WSDOT Lists

Project Name, Jurisdiction & Category	Description	Project Type	Project Timeline	Total Project Cost (thousands)	Project Cost Breakdown By Biennia - YOY \$**	Consistent with Approved Regional Transportation Plan?	Policy Goals Project Addresses	Comments
WA State Ferries System - WSDOT, WSP	In short term, specifically, two 144 car ferries	Preservation; Maintenance	Construction asap	Unknown	Unknown	No	Economic Vitality; preservation; mobility; stewardship	<i>This project removed. Ferry projects not to be addressed by this list.</i>
Gorst Area Interchange and Highway Improvement Program - SR 3/SR16/SR304 - State - Road	This a series of strategies (projects) that would be phased over a period of time to improve the SR 3, SR16, and SR 304 corridors within the Gorst area. <u>The initial two projects</u> consist of Intersection improvements and re-channelization at the SR 3/Sam Christopherson Road Intersection, add through lanes and add new turn lanes; eliminate lane drop on SR 16 to northbound SR 3 by extending lane north of railroad bridge and extend northbound SR 3 lane.	Add Capacity, Mobility, Safety	P&E 2011-2013 Construction 2013-2015	\$43,514 (2009)	\$47,508 (2015)	Yes	Mobility, Safety, Congestion Relief, Economic Development	Projects were identified in Bremerton Economic Development Study (BEDS), that will eventually reconstruct two interchanges & widening state routes within Gorst Area. Initial projects provide interim improvements to meet current traffic demands. If all improvements were implemented by estimated completion date (2040) the estimated planning cost would approximately be \$1.11 billion.
SR 3 Vicinity of Hood Canal Bridge Improvements - State - Road	Currently two improvement strategies have been identified as potential solutions; Add a northbound (NB) truck/climbing lane/Hood Canal holding lane NB between Big Valley and the SR 3/SR 104 intersection or Construct flyover jug handle with holding area in the vicinity of the Hood Canal Bridge. An operational feasibility study is needed to determine which solution is appropriate	Reconstruction, Safety, Add Capacity	Feasibility Study 2011 - 2012 P&E 2012-2014 Construction 2014-2016	\$10,000 - \$27,000 (2009)	\$10,900 - \$30,588 (2016)	Yes	Mobility	





Kitsap Regional Coordinating Council

Project Name, Jurisdiction & Category	Description	Project Type	Project Timeline	Total Project Cost (thousands)	Project Cost Breakdown By Biennia - YOE \$**	Consistent with Approved Regional Transportation Plan?	Policy Goals Project Addresses	Comments
 Widen SR 3 in the vicinity of the SR 3/SR 304 Interchange - State - Road	Widen southbound SR 3 under SR 304 ramp overcrossing to four-lanes, and extend SR 304 on-ramp to southbound SR 3 (vicinity MP 36.34 to MP 36.72)	Add Capacity, Mobility, Safety	P&E 2012-2014 Construction 2014-2016	\$9,588 (2009)	\$10,764 (2016)	Yes	Mobility, Safety, Congestion Relief, Economic Development	Area has been identified as mobility deficiency & Bottleneck and Chokepoint in the State Highway System Plan (HSP) & identified as improvement strategy in recent Bremerton Economic Development Study (BEDS). Project is an initial step in improving location ~ the long-term solution is reconstruction of the SR3/SR 304 interchange.
Realign SR104 in downtown Kingston - State/Kitsap County - Road	Realign SR104 in downtown Kingston to move ferry traffic to the north couplet and local traffic to the south couplet. Construct intersection improvements ie. Roundabout or signals	Reconstruction, Safety	Feasibility Study 2010-2011 P&E 2012-2014 Construction 2014-2016	\$6,000 - \$12,000 (2010)	Feasibility \$80k 2010/11 PE/ROW \$800k 2011/13 Const \$6m+ 2013/15	Yes	Mobility, Safety, Congestion Relief, Economic Development	Project is a citizen & stakeholder initiative based on a partially completed SR104 corridor study by WSDOT in the 1990s.
Multi-modal Study of the SR305 Corridor - State and others - Multi-modal	Conduct a multi-modal study of the SR305 corridor from Poulsbo to the Bainbridge Island Ferry including trail planning	Study	Feasibility Study 2011-2013	\$1,000 (2012)	Feasibility \$1m 2012	Yes	Mobility, Safety, Congestion Relief, Economic Development	

**YOE = Year of Expenditure Dollars assuming a 3% inflation factor



Kitsap Regional Coordinating Council

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Mary McClure
Executive Management
McClure Consulting LLC

* Alternate
** Ex Officio Member
*** Associate Member

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360-297-7762 (fax)
www.KitsapRegionalCouncil.org

Joint Transportation Committees Meeting January 25, 2011 Meeting Summary

Participants:

Kitsap County	Josh Brown Carol Arends *	Greg Cioc **	Jim Rogers
Bremerton	Nick Wofford * Jim McDonald *		
Bainbridge Island	Kim Brackett * Debbi Lester *	Lance Newkirk **	
Poulsbo	Linda Berry-Maraist * Becky Erickson	Andre Kasiniak **	
Port Orchard	Carolyn Powers * Jim Colebank *	Mark Dorsey **	
Navy Region Northwest PSRC	Spencer Horning ** Larry Burris **		
Kitsap Transit	Wendy Clark-Getzin ** Charles Prestrud *	George Kovich **	
WSDOT	Stacy Trussler *		
Kitsap Regional Council	Mary McClure	Vicky Clarke	* TransPol **TransTAC

Not in attendance:

Suquamish Tribe	Port Gamble S'Klallam Tribe
Port of Bremerton	WSF

1. Reports & Updates

a. SR305 Corridor Planning: Wendy Clark-Getzin

- Currently, the number of bus passengers (not including vanpools) on the corridor is below the threshold to access FTA New Starts funding, which Kitsap Transit anticipated using for corridor improvements (including sidewalks and multi-modal).
- 3000 bus passengers per day is the service threshold ~ SR305 is about 300 below that number. Higher density is needed for future FTA interest.
- A modeling process is an option for agencies that do not meet the passenger threshold, but this is a long process.
- The consultant is wrapping up project and will release the report mid-February.
- Current priority among the Kitsap Transit Board is to restore recently-cut service.
- Understanding jurisdictions' growth patterns and plans for future projects around the corridor will help clarify whether/when the passenger baseline can be reached.

Next Steps:

- Transit requests that all stakeholders read the report, so that immediate issues can be addressed and the consultant's contract terminated.
- Next step in Corridor Planning is to look at what can be enacted locally.
- Information in the report could be utilized in future work ~ perhaps with WSDOT.

(Additional Agenda Item) **Potential Transit Oriented Development in Poulsbo:** *Becky Erickson*
Edward Rose Co. (a private developer) has submitted a proposal for a 55 acre development on SR305 in Poulsbo, to include 2.8 acres commercial and 140 assisted living units. The development would be high-end and high-density. The City of Poulsbo would like to see less parking in the development, and for it to be more bicycle-friendly. To date, no agreement between the developer and the City has been made.

1b. Priority Projects List for Washington Transportation Commission

KRCC submitted a Priority Project List to PSRC in October, which was forwarded to the WTC as part of the PSRC's Regional Project List. No clear direction was given by WTC as to the use of the list. Local arterials were not included on the Kitsap list. Ferries were originally included on the Kitsap list (even though the WTC memo stated that ferries need not be on the list and were included on another list) ~ but were removed from the Kitsap list because project specifics (needed by PSRC to complete the WTC form) were not known.

It has recently been speculated that the list will be used as the basis for a statewide funding package. Legislative direction to WTC was to find out what local agencies and users of the transportation system believe are the system priorities. It is still not completely clear what the use of the list will be. It could be that it is used to give a flavor of priorities: local vs. state. It is clear that no definitive use is yet known.

Points of Discussion:

- The inclusion of ferries on the list is important ~ especially in light of recent legislative proposals to cut service. Ferries are our marine highways.
- Some MPOs/RTPOs have been “punished” (their information excluded) because they did not complete the WTC assignment exactly as specified.
- Numerous iterations of lists are usually created in the formulation of funding packages.
- There may be the need to bring the KRCC TransPOL together at short-notice to move forward with the Project List during the legislative session.

1c. T2040 Project Prioritization Process: *Becky Erickson*

Poulsbo Mayor Becky Erickson is part of the Prioritization Working Group. She reported on the work of the Work Group thus far:

- Work Group is currently being “educated” about the process, including learning how other MPO's have approached prioritization.
- The Work Group heard presentations from four other MPO's about their prioritization processes in late 2010. (see www.psrc.org for more very interesting detail on the Peer Exchange).
- The process will be complex.
- Prioritization criteria could include:
 - Greenhouse Gas Emissions (GHG)
 - Maintenance (set-aside?)
 - Multi-Modal
 - Cost per passenger mile
 - Geographic Equity
- Currently, the constrained portion of the plan includes:
 - \$58B ~ Regional Expansion (inc. \$1.5B for ferries)
 - \$26B ~ non-MTS (“not regionally significant” projects ~ local)
 - \$98B ~ Preservation, maintenance, operations
- Only a few Kitsap projects hit \$X threshold to be included in the preliminary illustrative list of projects.
- TransPOL to receive regular updates from the Prioritization Working Group throughout the process.

1d. Port of Bremerton: Development Proposals/Access

- The existing motor sports facility/raceway may be moved/expanded at the Port of Bremerton SKIA. PSRC has questioned whether its access will be via the federally funded (STP) SKIA Cross Connector. *Meeting participants stated that the proposed raceway would be on the other side of the property from the Cross-SKIA connector.*
- The PSRC Growth Management Policy Board will, at some point, reevaluate all Center designations ~ including analysis of progression toward job/employment allocations ~ what could this mean for SKIA? Will its designation change from industrial?

2. Countywide Transportation Plan

Representatives to the KRCC Transportation Committees discussed the need for a Countywide Transportation Plan, and what they would like the plan to achieve.

Points of Discussion:

- Seek more equitable way of funding projects locally ~ fund the projects that make sense
- Create balance between focus and access to federal countywide funds. For some projects it is the only \$ source.
- Seek to achieve more success regionally through cross-jurisdictional projects.
- Balance risk of having smaller projects shovel ready with the cost of environmental review (10% overall project cost).
- Look at breaking larger projects into achievable milestones (\$700M for Gorst is unrealistic: \$23M less so).
- With a model we could know more about future growth patterns and how they will affect traffic flow.
- A plan needs to allow for the evolution of local and regional policy.
- Create a strategic plan for each funding stream.
- Is there a better way to approach the Countywide Funding Process? Should projects be scored?
- Is a list of criteria (preservation, safety, capacity, etc) needed?
- The next Federal Funding Cycle will likely be data driven and include performance measures ~ how do we address that locally?

Next Steps:

- TransTAC to meet, and report back to POL in March with:
 - Recommendations on refinement of Countywide Funding Process (+ consideration of scoring method).
 - Key objectives and recommendations on the approach to a Countywide Transportation Plan.

3. Proposed Revisions to the Kitsap Countywide Planning Policies ~ Element H: Transportation

Committee members agreed to review the Transportation Element of the CPP's and submit any comments to KRCC staff before the end of the Public Comment period: January 27, 2011. *Note: No comments were received.*

4. Next Meetings:

TransTAC
February 10, 2011
Kitsap Transit
Washington Ave, Bremerton

TransPOL
March 10, 2011
Kitsap Transit
Washington Ave, Bremerton.