



Kitsap Regional Coordinating Council

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Kitsap County

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Kitsap County

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Port of Bremerton

Captain Pete Dawson
Tom Danaher, PAO *
Naval Base Kitsap**

Mary McClure
Executive Management
McClure Consulting LLC

* Alternate
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Transportation Policy Committee December 8, 2011 Meeting Summary

Participants:

	<i>TransPOL</i>	<i>TransTAC</i>
Kitsap County		Greg Cioc
Bremerton	Jim McDonald Nick Wofford	
Bainbridge Island	Kim Brackett Debbi Lester	Lance Newkirk
Poulsbo	Linda Berry-Maraist	Andre Kasiniak
Port Orchard		Mark Dorsey
Port of Bremerton		Fred Salisbury
Kitsap Transit		Wendy Clark-Getzin
WSDOT		George Kovich
Kitsap Regional Council	Mary McClure	Vicky Clarke
<i>Not in Attendance</i>	Suquamish Tribe WSF	Port Gamble S'Klallam Tribe PSRC
<i>Others In Attendance</i>	Don Willott	Bainbridge Island Non-Motorized Transportation Committee, PSRC BPAC

1. KRCC Transportation Program: 2011 Accomplishments:

- Reviewed & Updated Transportation Element of Kitsap CPP's
- Developed Priority Project List for WA State Legislature
- Developed scope of work, funded and begun Phase I Assessment of Countywide Multi-Modal Transportation Plan
- Distributed Inter-Cycle Federal Funds totaling \$1,852,995
- Tracked Successful Obligation of all Kitsap's projects funded through 2011-2013 (2009) Federal Funding Cycle
- Reviewed & Affirmed KRCC Countywide Federal Funding Process & Policies
- Revised Kitsap Non-Motorized Federal Funding Priorities
- Sponsored Kitsap Complete Streets Leadership Forum, attended by +/- 100 interested citizens, policy makers, planning & engineering staff, health & human service providers

Points of Discussion:

- City of Bremerton reps noted that the City anticipates adopting a Complete Streets ordinance in January 2012.

2. Kitsap Corridor Overview: Review 2010 Document & Next Steps

In early 2010, KRCC coordinated two meetings of North Kitsap transportation

stakeholders. A document, "[Kitsap Corridors Report](#)" was produced shortly thereafter and based on the discussions at those meetings. The document is available from the KRCC website.

North Kitsap Priorities:

- Further to discussion of North Kitsap priorities at the November 29 Special KRCC TransPOL meeting, Commissioner Gelder has called a North Kitsap Transportation meeting on January 6, 2012. The group commented that the Suquamish Tribe and Port of Kingston be invited to that meeting and that having copies of 1992 SR305 Major Investment Study before the meeting would be useful.
- Currently, all three Commissioners are involved in various transportation issues throughout the County: Commissioner Brown participates in the KRCC TransPOL and PSRC; Commissioner Garrido is participating in the Connecting Washington Task Force and with ferries issues; and Commissioner Gelder is hosting the North Kitsap priorities meeting. The Commissioners' perspectives on growth management and economic development will be advantageous to countywide transportation issues.
- Port of Kingston Commissioner Pete DeBoer contacted Mary McClure after approval of the Kitsap Priority Project list, with regard to the Port's need for operating funds for the Sound Runner Kingston to Seattle passenger only ferry. Mary McClure proposes that the Port of Kingston be represented at the KRCC TransPOL during 2012, and has discussed the idea with the KRCC Executive Committee, who were supportive but deferred the TransPOL for a final decision. The TransPOL group concurred, and questioned whether the Port would be required to pay dues, or want to make a voluntary contribution to the KRCC. Mary McClure commented that dues would not be required for participation in the KRCC Transportation program.

3. Kitsap Countywide Multi-Modal Transportation Plan: Phase I Assessment

One element of the Phase I Assessment is a Bainbridge Island survey, to understand the communities' desires for the SR305 corridor. In the 1990's, the Bainbridge City Council passed a resolution that they wanted no road widening on the SR305 corridor on Bainbridge. Since then, WSDOT has done no corridor planning on SR305 on Bainbridge (although Kitsap Transit has), and will not while there are limitations on their ability to implement solutions. The question of corridor improvements has been raised in recent years, but the desires of the community at this time are unknown: Has the desire around the capacity issue changed on the Island? The KRCC TransPOL discussed this:

- The conversation needs to be started: The City Council does not currently know the community's wishes.
- If / when Bainbridge Island population reaches 25,000 (currently at 23,000 and dropping) it would become (financially) responsible for transportation planning on the corridor.
- Contrary to perceptions, much of the traffic on SR305 on Bainbridge is local traffic.
- When considering SR305 on the Island, we must also look at the Agate Pass Bridge and the junction just beyond it at the Casino.
- Questions should not focus on needs or solutions but be a broad-based value survey that asks:
 - Who are you?
 - Where are you going and why?
 - Which facilities and modes do you use and when?
- If would be possible to use license plates to identify users of the corridor and mail surveys to them. However, this would not necessarily be surveying the Bainbridge community.

The group felt that a survey for the entire SR305 corridor would be useful, but that issues on all other Kitsap corridors are known.

Next Steps:

- Contact WSF staff re: next anticipated Origin and Destination survey.
- The Bainbridge City Council should be involved in survey development and consider what additional questions they might want to ask in the survey.

4. MAP21 & 2012 Federal Funding Cycle

The Senate version of MAP21, the Federal Transportation Funding package, was included in the KRCC TransPOL packet. The House has tabled their version until 2012.

5. Kitsap County Non-Motorized Planning Update

Vicky Clarke captured major highlights in non-motorized planning with the KRCC Transportation Committees since 2004. View the [Non-Motorized Presentation](#) on the KRCC website's transportation Committees Meeting materials page.

6. Non-Motorized Funding Recommendations

The TransPOL has discussed the recommendations at several meetings this fall, and have made the following policy decisions:

- Keep non-motorized funding set-aside at 10%, acknowledging that non-motorized projects can also be funded with the remaining 90% of funds.
- Favor ROW and construction projects over planning, with flexibility
- Safe Routes to Schools and Mosquito Fleet Trail projects are priority for funding.

Next Steps:

- KRCC staff to write up revised policies as per POL direction for POL review at January meeting.

7. Other Items: PSRC Transportation 2040 Prioritization

The group discussed the impacts of the proposed set-aside for preservation and maintenance through the PSRC Federal Funding process.

Points of Discussion:

- Clarification needed on what constitutes a preservation and maintenance project. For instance, bridge replacements are considered preservation projects.
- The roads that have the greatest need for preservation funds are not federally classified – they are the local, residential roads that jurisdictions have no money to repair.

Next Steps:

- Dedicate some meeting time early 2012 to transmit technical information and background on the discussion of preservation and maintenance funding to the TransPOL to enhance this conversation as it develops.