



# Kitsap Regional Coordinating Council

## COUNTYWIDE PLANNING POLICY UPDATE BRIEFING

TransTAC Meeting  
November 12, 2020

# PRESENTATION GOALS

- Team introductions
- High level project schedule discussion
- Overall project goals
- Transportation policy overview - discussion

# TEAM INTRODUCTIONS



Clay White  
Project Lead



Matt Covert, AICP  
Policy Analysis



Sami Adams  
Policy Support



Alex Atchison  
Policy  
Development



Claire Woodman  
Policy support



Alicia McIntire  
Policy support



# COUNTYWIDE PLANNING POLICY PURPOSE



PROVIDES A COUNTYWIDE FRAMEWORK  
FOR CITY/COUNTY COORDINATION



ENSURES COUNTY/CITY COMPREHENSIVE  
PLANS ARE CONSISTENT WITH EACH  
OTHER WHERE THERE ARE SHARED GOALS

# PROJECT SCHEDULE

- ❑ LUTAC meetings on draft policies - Nov, Jan, Feb, March
- ❑ TranTAC meetings – Nov, Jan
- ❑ PlanPOL recommendation - March
- ❑ LUTAC revisions (if necessary) - April
- ❑ Executive Board - May, June
- ❑ County adoption/ratification

Actions	General Timeframe	Deliverables	
Project Kick-Off and Project Charter	Sept. - Oct. 2020	<input type="checkbox"/> Project Kick-off meeting <input type="checkbox"/> Project Charter Development <input type="checkbox"/> Project Schedule	✓
Policy Gap Analysis	Sept. – Oct. 2020	<input type="checkbox"/> Gap Analysis Document	✓
Policy Review & Drafting	Oct. - April 2021	<input type="checkbox"/> Prepare and review modifications to existing CPPs.	🕒
KRCC Board review and approval process	May – June 2021	<input type="checkbox"/> KRCC Board review draft CPP updates in May <input type="checkbox"/> LUTAC and consultant discuss Board feedback and make document revisions <input type="checkbox"/> KRCC Board holds hearing in June and makes formal recommendation	
Kitsap County legislative Process	June – August 2021	<input type="checkbox"/> Public comment period <input type="checkbox"/> SEPA review <input type="checkbox"/> Kitsap County Commissioners’ public meeting(s) and hearing process <input type="checkbox"/> As necessary, develop policy amendments based on Commissioners’ feedback. <input type="checkbox"/> Kitsap County adoption by ordinance	
Ratification	Sept. – December 2021	<input type="checkbox"/> 90-day ratification process	

# DRAFT PROJECT GOALS



Growth Management  
Act consistency



Vision 2050 consistency



Regional Centers  
Framework consistency  
(Element C)



Refresh document  
formatting



Add definitions of key  
terms

This is a Countywide Planning Policy (CPP) update, not a re-write

# KEYS TO PROJECT SUCCESS

## **LUTAC/TransTAC**

- ❑ Provide feedback and direction on the project charter and draft policy recommendations.
- ❑ Assist with engagement of elected officials throughout the process. Limit “policy surprises” as the process moves forward.

## **PlanPOL/TransPOL**

- ❑ Guide the development of the new and revised CPPs based upon direction and parameters set by elected officials.

## **KRCC Executive Board**

- ❑ Provide feedback and direction on the draft policy recommendations.
- ❑ Provide a final recommendation to Kitsap County

# PROJECT RISK AND MITIGATION



## SCOPE CHANGES/PROJECT SCHEDULE

Make sure the project approach, goals, and deliverables are decided on upfront.

Discuss decisions and policy amendments with elected officials prior to meetings.

Brief and incorporate TransTAC/TransPOL feedback on certain project elements.



# DRAFT GAP ANALYSIS – HIGH LEVEL OVERVIEW



GROWTH MANAGEMENT  
ACT (GMA)



PSRC VISION 2050



PSRC CENTERS  
FRAMEWORK

Goal		Proposed VISION 2050 policy	Explanation of policy	Is there a current Kitsap CPP that fully or partially implements the new or revised policy?	Proposed new or revised policy (if necessary)	Notes and Comments
VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change	Related Kitsap CPP	Recommended Change to Kitsap CPP or Recommended New Policy	
MPP-T-32	n/a	<u>Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.</u>	Environment - new policy addresses stormwater pollution from transportation facilities	Element E – Countywide Strategies for Open Space Preservation, Resource Preservation, Critical Areas, Air Quality, and Water Quality/Quantity Policy 4  Element H – Transportation Policy 3(a) – 3(c)		No changes needed. These policies fully address MPP-T-32.
MPP-T-33	MPP-T-6	<u>Prepare for changes in transportation technologies and mobility patterns, to support communities with a sustainable and efficient transportation system. Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.</u>	Technology - change addresses changes in transportation technology	Somewhat addressed in existing policies		Element H – Transportation Policy 1(c) identifies technology that can be used to optimize use of transportation facilities and services.  Consider adding policy language to address potential changes to technology and its role in influencing mobility patterns.
MPP-T-34	MPP-T-30	<u>Be responsive to changes in mobility patterns and needs for both people and goods, and encourage partnerships with the private sector, where applicable. Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight movement.</u>	Technology - change updates role of public-private partnerships as a means to respond to change	Not addressed in existing policies		Consider adding policy language to address changes to mobility patterns and potential partnerships with the private sector
	MPP-T-12	<u>Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.</u>	Moved to Regional Collaboration chapter (MPP-RC-6)			
T-Action-1 (Regional)	n/a	<b>Regional Transportation Plan:</b> PSRC will update the Regional Transportation Plan (RTP) to be consistent with federal and state requirements and the goals and policies of VISION 2050. The RTP will incorporate the Regional Growth Strategy and plan for a sustainable multimodal transportation system for 2050. The plan will identify how the system will be maintained and efficiently operated, with strategic capacity investments, to provide safe and equitable access to housing, jobs, and other opportunities, as well as improved mobility for freight and goods delivery. Specific elements of the RTP include the Coordinated Transit-Human Services Transportation Plan and continued updates to the regional integrated transit network (including high capacity transit, local transit, auto and passenger ferries), the active transportation plan, regional freight network, aviation planning and other important system components.	Regional Transportation Plan – supports implementation	Noted. This is work for PSRC.		

# COMPARISON TABLE OVERVIEW

01

PIVOT FROM  
CHARTER/GAP  
ANALYSIS

02

PREPARE DRAFT  
POLICY CHANGES  
FOR  
CONSIDERATION

03

CONTINUED  
COMMUNICATION  
WITH THE BOARD  
AND COMMITTEES

NEXT STEPS

## VISION 2050 UPDATE

- New and revised goals and policies
- Directly and indirectly related to transportation policy development
- Likely recommended changes to multiple elements in Kitsap Countywide Planning Policies

## NEW VISION 2050 POLICIES

- MPP-RGS-12: Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit.
- MPP-CC-12: Prioritize transportation investments that support achievement of regional greenhouse gas emissions reduction goals, such as by reducing vehicle miles traveled.
- CC-Action-3 (Local): Policies and Actions to Address Climate Change: Cities and counties will incorporate emissions reduction policies and actions that contribute meaningfully toward regional greenhouse gas emission goals, along with equitable climate resiliency measures, in their comprehensive planning. Strategies include land uses that reduce vehicle miles traveled and promote transit, biking, and walking consistent with the Regional Growth Strategy, developing and implementing climate friendly building codes, investments in multimodal transportation choices, and steps to encourage a transition to cleaner transportation and energy systems.
- MPP-DP-23: Evaluate planning in regional growth centers and high-capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to mitigate displacement impacts.

## NEW VISION 2050 POLICIES

- DP-Action-5 (Regional): Concurrency Best Practices: PSRC will continue to develop guidance on innovative approaches to multimodal level-of-service standards and regional and local implementation strategies for local multimodal concurrency. PSRC, in coordination with member jurisdictions and WSDOT, will identify approaches in which local concurrency programs fully address growth targets, service needs, and level-of-service standards for state highways. PSRC will communicate to the Legislature the need for state highways to be addressed in local concurrency programs.
- MPP-H-8: Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.
- MPP-T-30: Provide infrastructure sufficient to support widespread electrification of the transportation system.
- MPP-PS-2: Promote affordability and equitable access of public services to all communities, especially the historically underserved. Prioritize investments to address disparities.

## REVISED VISION 2050 POLICIES

- MPP-DP-52: Develop, implement, and evaluate concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.
- MPP-T-4: Improve the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and serious disabling injuries.
- MPP-T-5: Develop a transportation system that minimizes negative impacts to, and promotes, human health.
- MPP-T-6: ~~Promote~~ Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms to manage and fund the, ~~that sustain~~ maintenance, improvement, preservation, and operation of the transportation system facilities and ~~reflect the costs imposed by users.~~

## REVISED VISION 2050 POLICIES

- MPP-T-9: Implement transportation programs and projects that provide access to opportunities while preventing or mitigating in ways that prevent or minimize negative impacts to people of color, people with low- income, minority, and people with special transportation needs populations.
- MPP-T-10: Ensure mobility choices for people with special transportation needs, including persons with disabilities, seniors the elderly, youth the young, and people with low-incomes populations.
- MPP-T-11: Design, construct, and operate a safe and convenient transportation system for all users transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, using best practices and context sensitive design strategies as suitable to each facility's function and context as determined by the appropriate jurisdictions.
- MPP-T-25: Ensure the freight system supports the growing needs of global trade and state, regional and local distribution of goods and services. meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.



## REVISED VISION 2050 POLICIES

- MPP-T-26: Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, ~~and efficiency, and mobility, and prepare for continuing growth in freight and goods movement, and to prevent degradation of freight mobility.~~
- MPP-T-28: Promote coordinated planning and effective management to optimize the region's aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities. Consider demand management alternatives as future growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State. Support effective management of existing air transportation capacity and ensure that future capacity needs are addressed in cooperation with responsible agencies, affected communities, and users.

## REVISED VISION 2050 POLICIES

- MPP-T-31: Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery. ~~Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.~~
- MPP-T-33: Prepare for changes in transportation technologies and mobility patterns, to support communities with a sustainable and efficient transportation system. ~~Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.~~
- MPP-T-34: Be responsive to changes in mobility patterns and needs for both people and goods, and encourage partnerships with the private sector, where applicable. ~~Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight movement.~~



QUESTIONS?