

Draft Regional Transportation & Active Transportation Plans Comments (1/31/18)

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Regional Transportation Plan

Overall it is very difficult to provide specific comments on the Regional Transportation Plan (RTP) given the central King County and Sound Transit centric nature of the document. The following comments on the RTP are limited to how Kitsap County is, or is not, referenced in the document.

1. Pg. 6, Figure 2, Pg. 11, Figure 4. Silverdale is a Core City and should be identified on the map as such. (Vision 2040, pg. 18, 21)
2. Pg. 45. The RTP implies that I-5 is the only regionally significant state facility, categorizing all other state highways as “Local priority state highways”. The RTP is supposed to plan for all areas of the region. The RTP should specifically call out the need for near-term action on SR16 and SR3 with specific notation of congestion, safety, freight movement, national security, and resilience issues associated with the Gorst area.
3. Pg. 49 map
 - General: dates do not match well with projects
 - Kitsap Fast Ferry Southworth to Seattle is not identified.
 - 4. What is this project and why does it have a 2040 date?
 - 5. What does 2027 date represent?
 - 6. What does 2014 date represent?
 - 7. Bainbridge Island project graphic does not correspond with the funded projects.
4. Pg. 57. Freight Mobility. The RTP implies that the only regionally significant freight roadway facilities are associated with “international trade”. This section should identify the freight routes important to all the areas of the region. SR 16 and SR 3 are vital freight routes serving the Kitsap and Olympic Peninsulas and military installations. Other routes within the region are similarly vital to the region, with or without direct linkage to the Ports. Pg. 59 “Regional and Local Distribution” identifies the majority of freight issues are not related to the ports but does not provide any guidance on how to accommodate 80% of all truck traffic in the region.
5. Pg. 58. Military goods movement. This section should include reference to the importance of Naval Base Kitsap logistical needs.
6. Pg. 60. Projects and investments should include a “needs” section. SR16/3 Gorst area is prime example where investment is needed to support the regional freight network. Identification of specific projects by the region is needed to push solutions at the state and federal levels.
7. Pg. 71. No mention is made of tolls on the Tacoma Narrows Bridge or WSF.

Active Transportation Plan

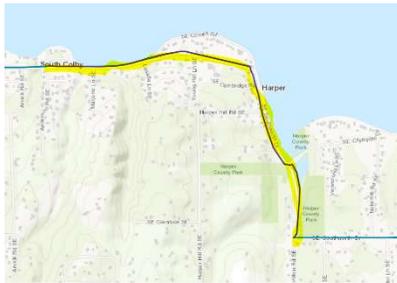
1. Active Transportation Plan (ATP), Pg. 3. The ATP “actions” to “promotes the implementation of the Regional Bicycle Network” is not consistent with the “Four Primary Goals”. The four goals emphasis integration of non-motorized facilities within communities as well as those linking communities. The Goals do not prioritize connections within and between centers nor does it dictate the type of facilities to “2. Improve safety and comfort for people walking and bicycling” or “4. Improve access...”.

The GMA emphasis is on “...facilities and corridors that address and encourage enhanced community access...” (Pg. 8, RCW 36.70a.070). For bicycles and pedestrians that access is not limited to Centers and connecting Centers, but predominately includes linkages within communities, connecting neighborhoods, community centers, schools, and parks. The emphasis on “regional bicycle routes” does not match the Four Primary Goals nor reflect the comprehensive planning efforts of jurisdictions.

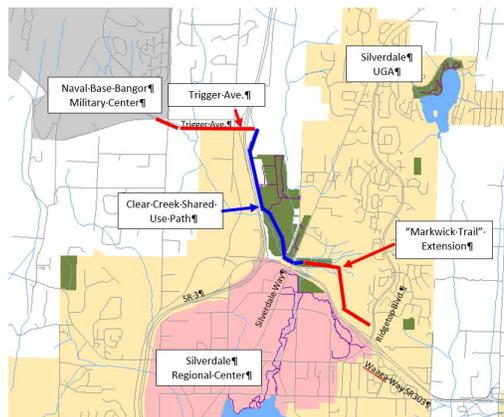
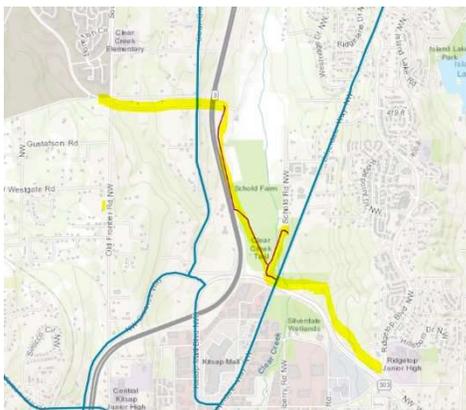
The planning process to create the “Regional Bicycle Network” utilized arbitrary criteria and “charrettes” which undermined local planning processes and approved plans.

2. Pg. 31. The “Segments of...”
 - The “Regional Bicycle Route” map does have a legend so it is not possible to determine what the different graphics/colors represent.
 - Completed Segments. “...in some cases, paved and striped shoulders on rural roadways”: The caveat “in some cases” is indicative of the lack of incorporating context sensitive design, practical solutions, and an over reliance on the Rails to Trails model in the ATP. In rural areas 4 foot or greater paved shoulder are an appropriate facility. If all applicable rural shoulders are not included, then there should be no delineation between Completed and Planned Segments. For Kitsap County, shoulder condition information was provided.
 - Aspirational Routes. This classification should be deleted
 - If a project “...would compete gaps in the regional network...” then it should be shown as a route.
 - If it is “...a popular scenic route” and identified in a local plan then it should be shown as a route.
 - If it is “not identified in agency plans” it should not be shown on the map. That the RBM would show projects that are not consistent with local plans violates GMA.
 - The web based mapping system used for the map does not have the scaling limitations of paper maps. The ATP should show all the jurisdiction’s networks, not limit it to showing arbitrary regional routes. Neighborhood connections to local parks and services are just as important to active transportation and probably more important to safety than a forced route hierarchy.

- Map: The Southworth Dr. and Kingston graphic should be consistent with all routes within Kitsap County.



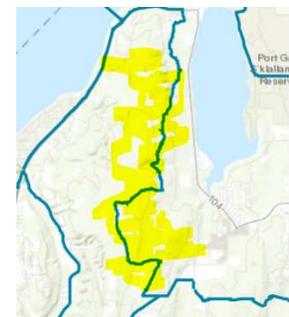
- Map: The Clear Creek Shared Use Trail was not included in Kitsap County's submission. Inclusion of the trail "violated" the route density criteria. If included, the complete route should be included. Add Trigger Ave from NBK-Bangor to CCT and the Marwick Trail extension. The line is not interactive on the map.



- Map: Update parks layer to show Port Gamble Park. Kitsap County will provide updated GIS layer.

- Addressing All Ages and Abilities:

- "The BPAC has recommended that shared use paths, protected bike lanes and neighborhood greenways are the preferred types for implementing the RBN..." this statement is indicative of the lack of incorporating context sensitive design, practical solutions, and an over reliance on the Rails to Trails model in the ATP.



- Pg. 45-6. Objective 2 speaks about internal engagement within PSRC. PSRC is a member organization, coordination with member planning process should be the primary method of "public engagement".

- Pg. 48. Objective 2, "Promote the implementation of the regional bicycle network to support all ability levels." The focus on the RBN detracts from the purpose of the ATP. By its nature pedestrians ("...connecting destinations to and from where people live, shop, play, exercise and work...pg. 32) and bicyclists (...average bike trip is about 3

miles...pg. 34) are local, not regional transportation modes. The actions should reflect the local active transportation utilizing a context sensitive design and practical solutions bases.

9. Pg. 49. Objective 1 & 2. If the Chapter 5 Design Guidelines are to be used for “informing the criteria for regional funds” then the full range of designs implementation within a context sensitive design and practical solutions approach should be given equal weight. The criteria should reflect the right solution for the project, not fixate on urban level design standards.
10. Pg. 58 Objective 2. While the objective references the RBN (see previous comments) and local networks the actions pursue RBN “awareness” and “fostering support” while the local network’s action plan is “crowdsourcing data collection”. Not exactly balanced regional actions.

State Facilities Action Plan

1. **WSDOT Approach** (Pg. 3). Is this section only specific to King County project delivery or WSDOT’s approach for the Central Puget Sound Region? The section outlines WSDOT’s approach to planning/project delivery for selected WSDOT projects within King County, but does not discuss how this new organizational structure will integrate with WSDOT’s planning structure relative to Olympic and Northwest Regions, local jurisdictions, and PSRC’s planning effort throughout the region.
2. **Seismic Lifeline Routes** (pg. 15) **What additional study...** (pg. 18). How is Kitsap County addressed relative to seismic vulnerability? The Potential Lifeline additions should include: SR 16/3 entire corridor with specific attention to Gorst (liquefaction, land slide, access to Bremerton Airport, military logistics route), SR 305 Agate Pass Bridge, SR 3 Hood Canal Bridge.
3. **Local-Interest State Routes** (pg. 27-28). The structure of this appendix seems to classify WSDOT facilities as either part of the King Count Project Delivery (with an assumed “regional interest”) and Local-Interest Routes. At a minimum Highways of Statewide Significant (HSS) routes should be addressed specifically.