Kitsap County

- Population 267,120 (OFM, 2018)
- 3rd most dense county in state (676/sqmile)
- 4 cities, 3 unassociated UGAs, and 3 LAMIRD communities
- 2/3 of population in unincorporated areas
- 2 Tribal Governments & Reservations
- Naval Base Kitsap, 5 military installations
- 11 State Routes
- 4 Washington State Ferry terminals
- 3 Kitsap Transit Fast Ferry routes (2020)
- 915 miles of County maintained roads
- 42 bridges, and growing (culverts to bridges)
The Kitsap Peninsula

- SR 3 and SR 302 are the only land routes
- Major routes dependent on bridges and ferries
- Connects Puget Sound to the Olympics
- Crossroads for regional routes, goods, and services
- High seasonal peaks impact ferries, bridges, and communities
Financial Forecast

- MVFT revenues flat
- Road Levy
  - Capped at 1% per year plus new construction averages 2.5% annually
- Cost of doing business growing 5% - 7% per year
Shoreline/Climate Change

- Miles of roads vulnerable to:
  - Sea level rise
  - High tide and storm surge
  - Slides from “critical slopes” and “feeder bluffs”
- Population centers in low-lying locations
- Individual new project designs address sea level rise, but systems level analysis/approach needed
Gorst Interchange SR 3/16

- High congestion bottle neck, limited alternatives
- Sub-standard roadway design
- Limited non-motorized connectivity
- Resiliency, susceptible to sea level rising
- Seismic risk, high liquefaction zone
Urban Level Requirements in Rural Areas

- Miller Bay Rd needs paved shoulders for safety, non-motorized, and transit
- Very rural in character and land use, yet within federal urban census boundaries
  - Urban level stormwater treatment required
  - Significantly increases costs
  - Requires ROW purchase or engineered designs within rural topography constraints
SR 104 and Ferry Terminal

- 2nd highest volume in WSF & new Fast Ferry route
- Long unsafe ferry holding queues (2+ miles) in Village Center
- SR 104 realignment & holding lot
- Lack of funding to complete project
- Funding solution needed to mitigate congestion
Unassociated UGAs are densely populated

UGAs require urban streetscapes and infrastructure

County Road Funding geared towards rural road design

2/3 of County Road system doesn’t qualify for federal or state funding programs: 600 of 900 miles are classified as local access

Road Levy is capped

MVFT revenue is flat

Maintenance & construction inflation outpaces revenue growth
Mandatory ADA requirements for preservation projects
- Triggers sidewalk ramp improvements
- Possible signal upgrades
- Increase cost significantly ($20,000+ per intersection)
- Eliminate intersection from project

Preservation/maintenance projects have become “improvement projects”, sometimes doubling project cost
Thank you for coming!

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