



Washington State Transportation Commission



Kitsap County



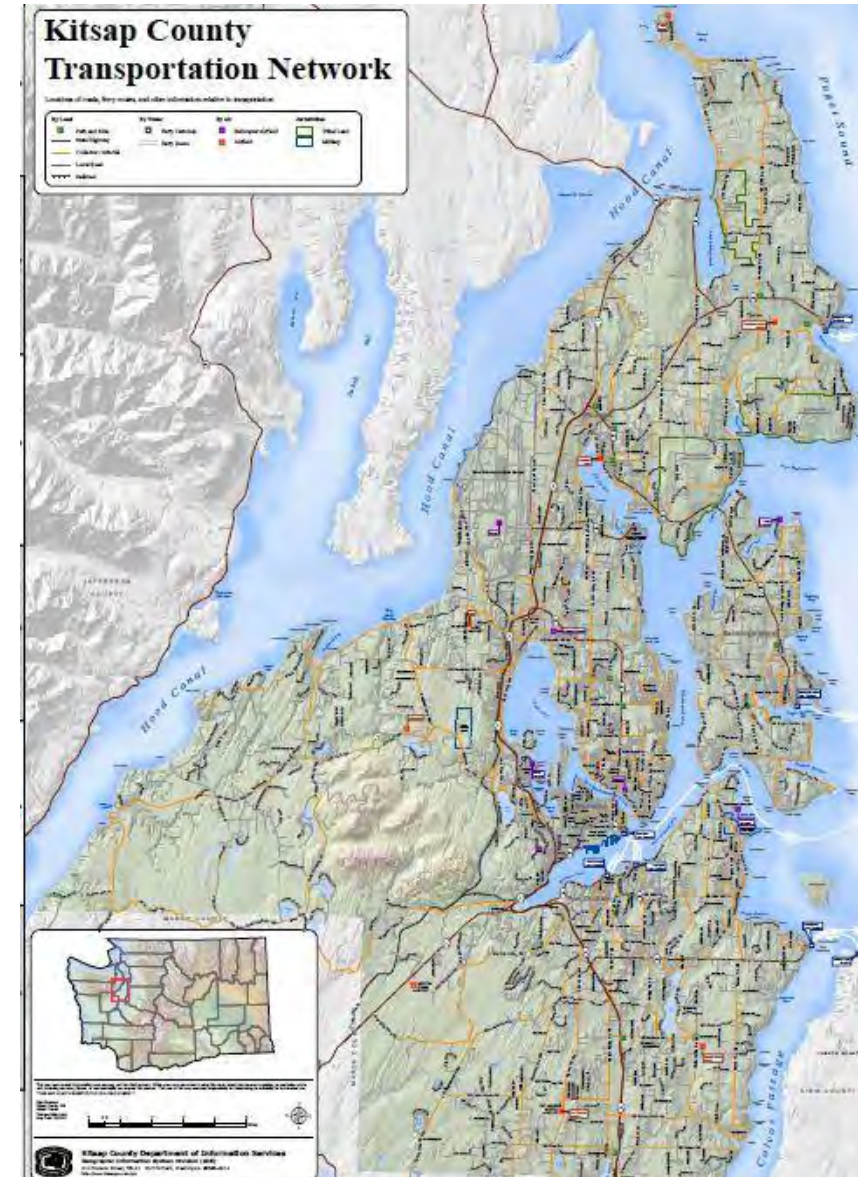


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Kitsap County

- ◆ **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)**



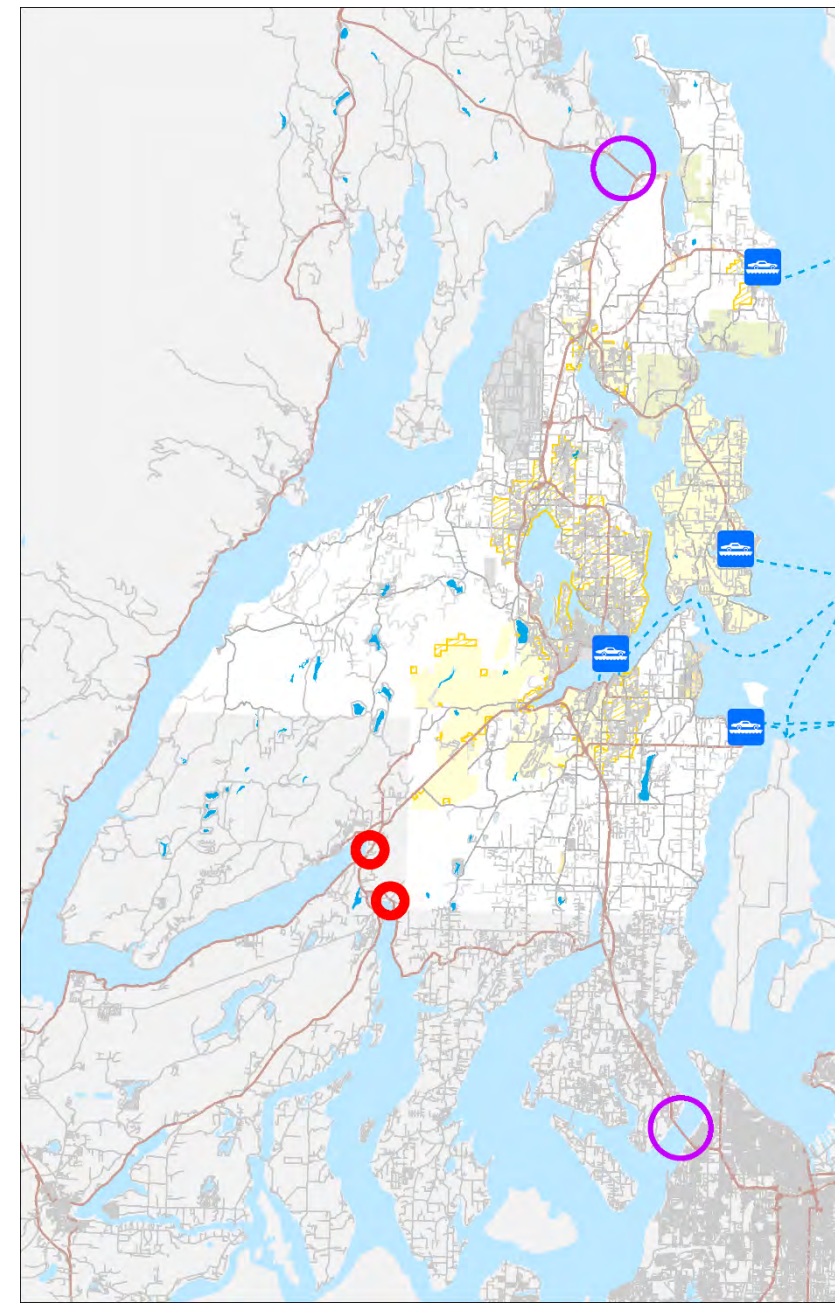


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The Kitsap Peninsula

- ◆ 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



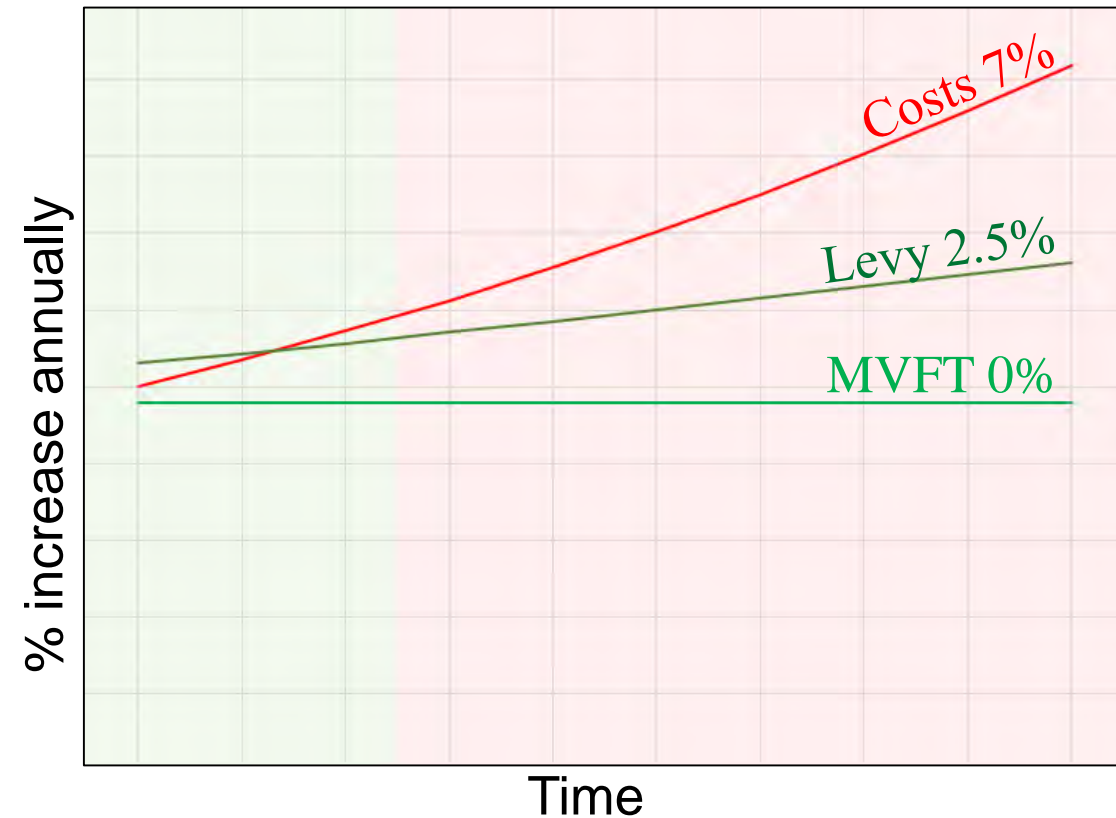


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Financial Forecast

- ◆ **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**





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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





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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



Washington State Trooper Travis Snider uses a shovel as he attempts to find the clogged gutters that were helping to cause the flooding along Highway 16 on Gorst on Sunday. (MEEGAN M. REID | KITSAP SUN)

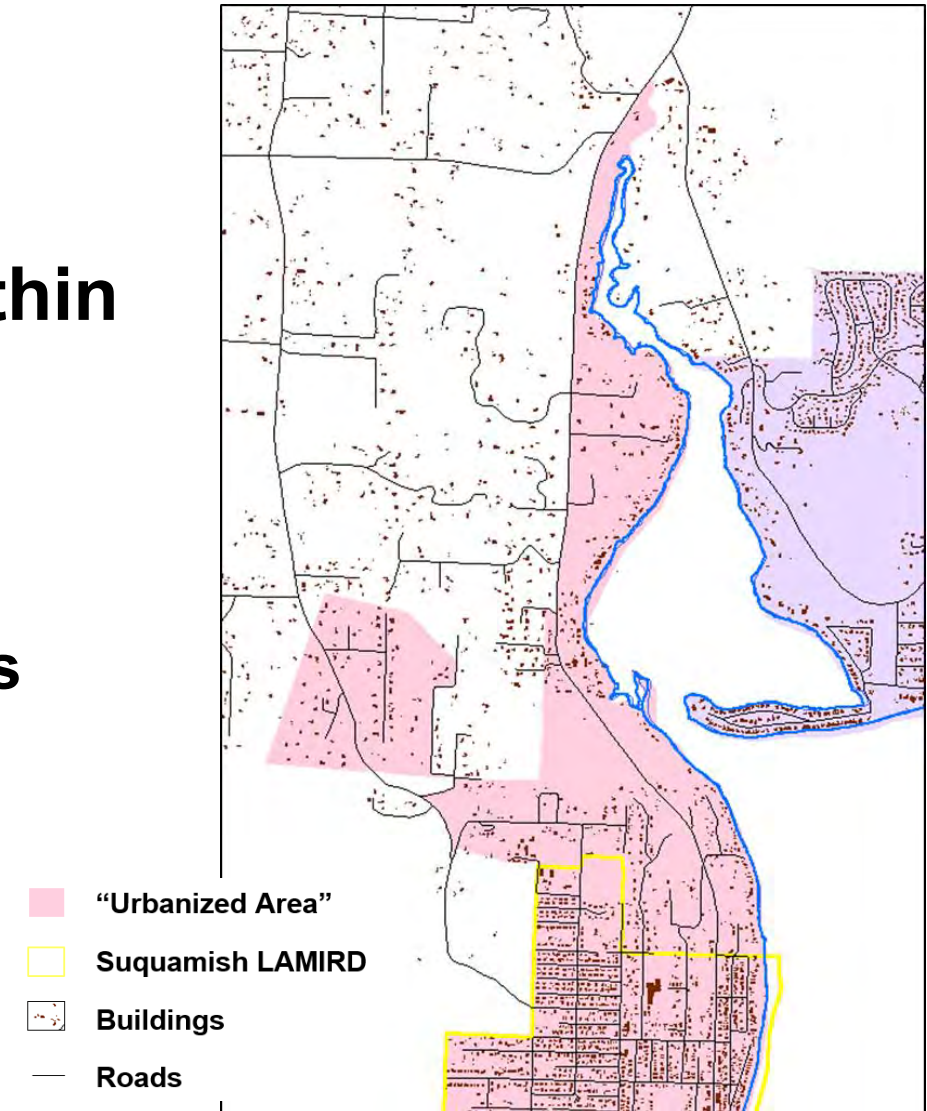


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Urban Level Requirements in Rural Areas

- ◆ **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**



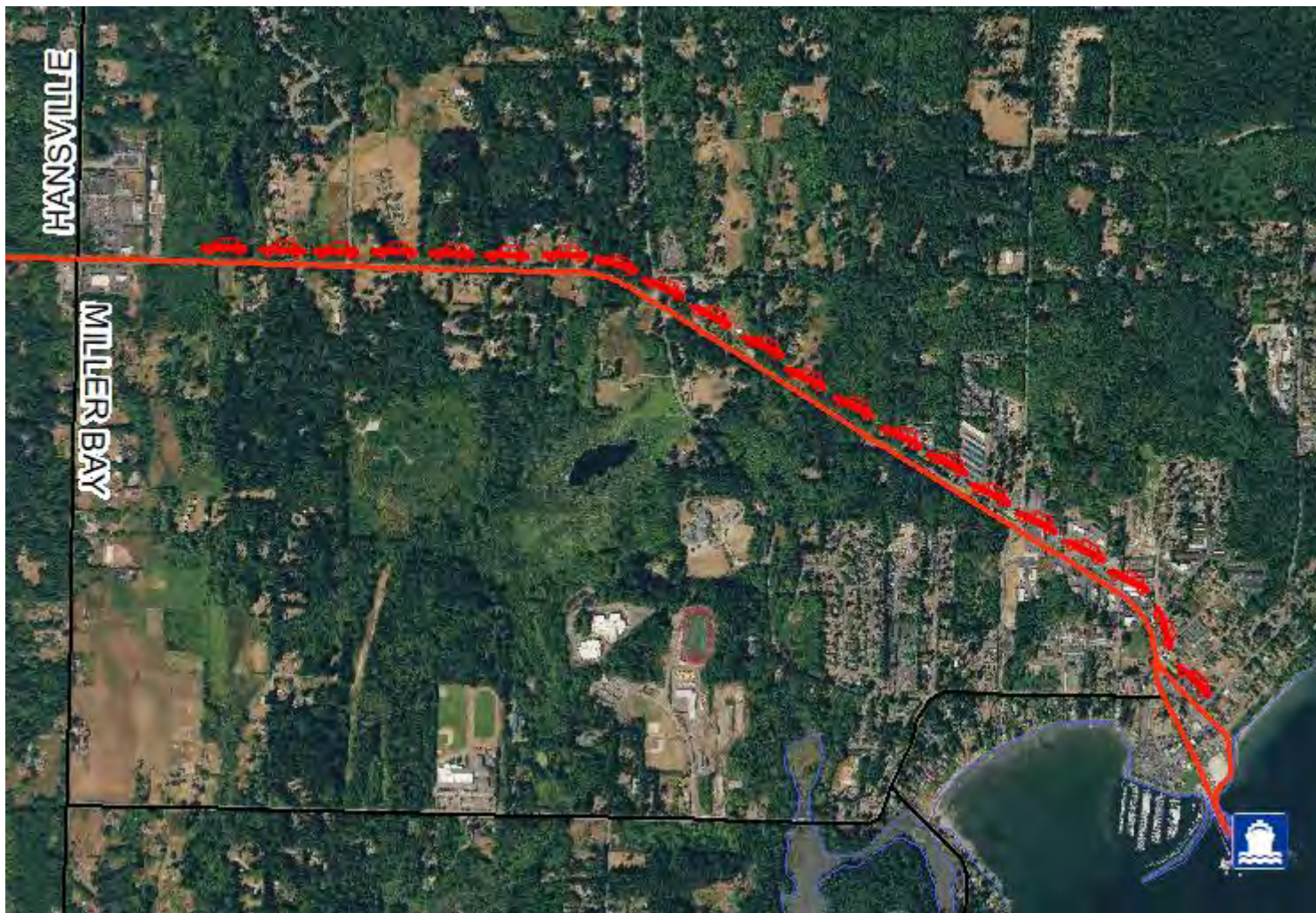


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SR 104 and Ferry Terminal

- ◆ 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



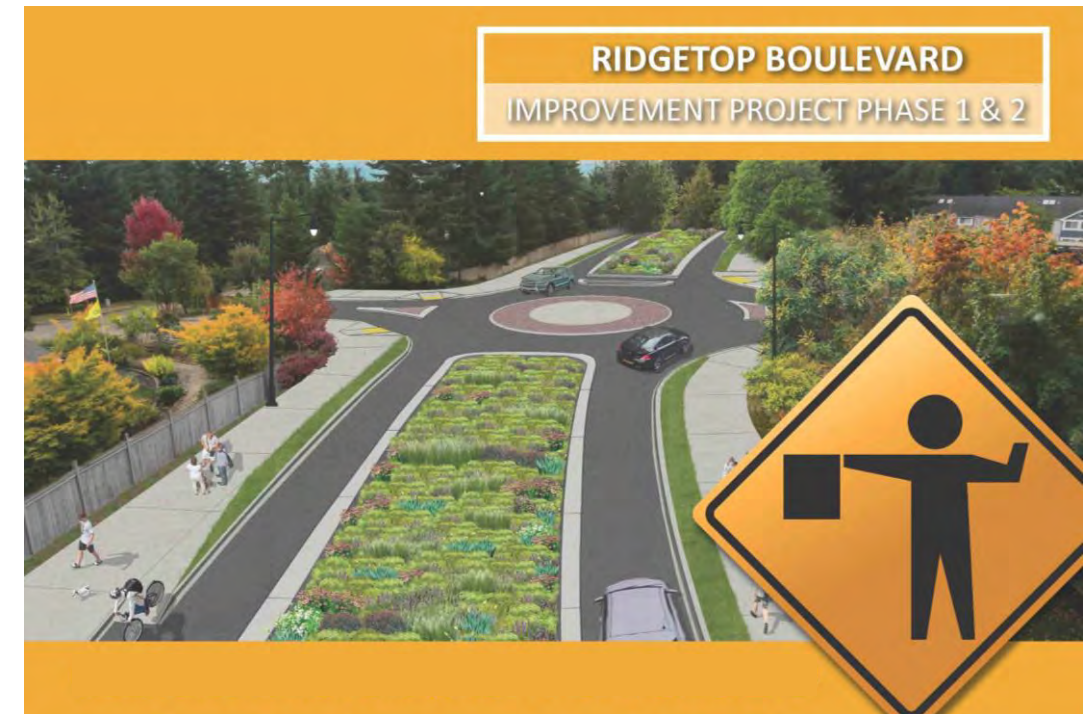


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Urban streetscapes on a rural budget

- ◆ 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





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ADA and Preservation

- ◆ **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**





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Thank you for coming!

Robert Gelder, County Commissioner

rgelder@co.kitsap.wa.us

(360) 337-4418

614 Division St. MS-4

Port Orchard, WA 98366