

# Silverdale Transit Center Alternatives Analysis



July 7, 2015

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## Executive Summary

Kitsap Transit began the Alternatives Analysis for a new Silverdale Transit center in an effort to construct a permanent center for our customers. Further, the analysis examines the park and ride potential for each of the seven alternative locations studied. The analysis then narrowed the locations from seven sites to three based on several factors outlined in this document. The three locations were then studied in greater depth to determine the suitability for a permanent center that will improve passenger comfort, expand Kitsap Transit's customer base, provide for a park and ride to reduce vehicle miles traveled (VMT) and allow for future growth of the transit network. The top three locations are aligned with existing transportation corridors in the Silverdale Urban Growth Area; thus, facilitating future transit service improvements between cities within Kitsap County.

The top three locations are the Washington State Department of Transportation (WSDOT) owned property next to Highway 3 and Kitsap Mall Boulevard (Location A), a building on Sid Uhinck Road next to Ridgetop Boulevard currently owned and operated by a private business (Location B), and property on the southeast side of Ridgetop Boulevard between NW Chena Road and Ridgetop owned by the Harrison Medical Group (Location C). The locations scored higher than four other locations as illustrated in the Location Alternatives section of this analysis.

There was extensive public outreach conducted to gain a greater prospective of what location is best suited for the Silverdale Transit center. This outreach included:

- Kitsap Transit bus operators and supervisors were given an opportunity to vote for a preferred location, design elements and features of a new center
- Three events were held to allow our customers and the public to discuss concerns and vote on their preferred location
- Citizens were encouraged to contact us during the open public comment period to voice their preference between March 7 and June 2, 2015

Considering the comment period is open upon preparing this analysis the public preference for location may change and would be addressed in an addendum. Currently the top scoring location is the Harrison Medical Group property (Location C) followed closely by the WSDOT property (Location A). There was much feedback received from the neighborhood adjacent to location C. The feedback primarily focused on traffic concerns along Ridgetop Boulevard if a Transit center is constructed near locations B and C. Conversely, Bus operators and supervisors expressed support for Location C citing traffic concerns with Location A.

The higher score of location C leads Kitsap Transit staff to recommend location C for further environmental review. The environmental review will begin with an Environmental Site Assessment (ESA) which will guide what further study is needed to ready the location for final design and construction. The ESA will be conducted to meet the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) requirements. The selection of a location in this document does not prevent future adjustment based on the Kitsap Transit Board of Commissioners direction.

## Introduction

The Silverdale Regional Center as defined by the Puget Sound Regional Council (PSRC) Regional Centers designation is an area in central Kitsap County that has seen substantial growth in the last 30 years. The growth started with the construction of a regional mall followed by retail associated with activity around the mall. The Naval Base at Bangor also grew during the 1980's with the stationing of Ballistic Missile Submarines and associated infrastructure. In the 1990's further retail and medical related development added to the Regional Center's area. The three transfer center locations are within the Regional Center and Urban Growth Boundary as identified by PSRC and the Growth Management Act.

Kitsap Transit used to have its Silverdale Transfer Center at the mall. However, the agreement expired and the Center was moved to a temporary location on Randall Way prior to moving to the current temporary location off of Greaves Way. Traffic to and from the new shopping center will limit the turning movements of the buses in early 2016. This restriction on turning movements is the reason for the need to relocate the Center elsewhere within Silverdale.

The Kitsap Transit Planning staff has developed this alternatives analysis to determine locations suitable for a new transit or combined transportation center. The term transit and transportation center is being used to describe the new location in an effort to expand the functionality from bus transfers to more of an intermodal examination of sites. The inclusion of a park and ride element in the locational analysis is an effort to capture customers from the area outside the walk shed of the new transit centers' connecting routes. It is also an effort to compliment the Washington Department of Transportation (WSDOT) goal of reducing highway congestion and vehicle miles traveled per capita. However, the park and ride element is not a sole factor in the determination of a suitable location. The criteria for this effort are discussed in this analysis under Selection Criteria.

## Need for a new Transit Center

The location of the present Transfer Center faces challenges as outlined below:

- New Development is not allowing for a turn lane into the current Transfer Center
- Inadequate facility to meet the growth projections for the Silverdale area
- Current site is owned by the State and County does not allow for future expansion
- Current site lacks pedestrian access to housing, medical and social services

These challenges constitute the need to begin the process of locating a permanent Transit center that can meet the needs of the growing Silverdale community and the County. The new development adjacent to the current Center will not allow left turns into the Transfer Center from Greaves Way, this limits our ability to operate service due to the nature of the roadway network in proximity of the Transfer Center.

**Figure 1:** Silverdale Transfer Center looking west from Kitsap Mall Boulevard with the Trails development in the background.



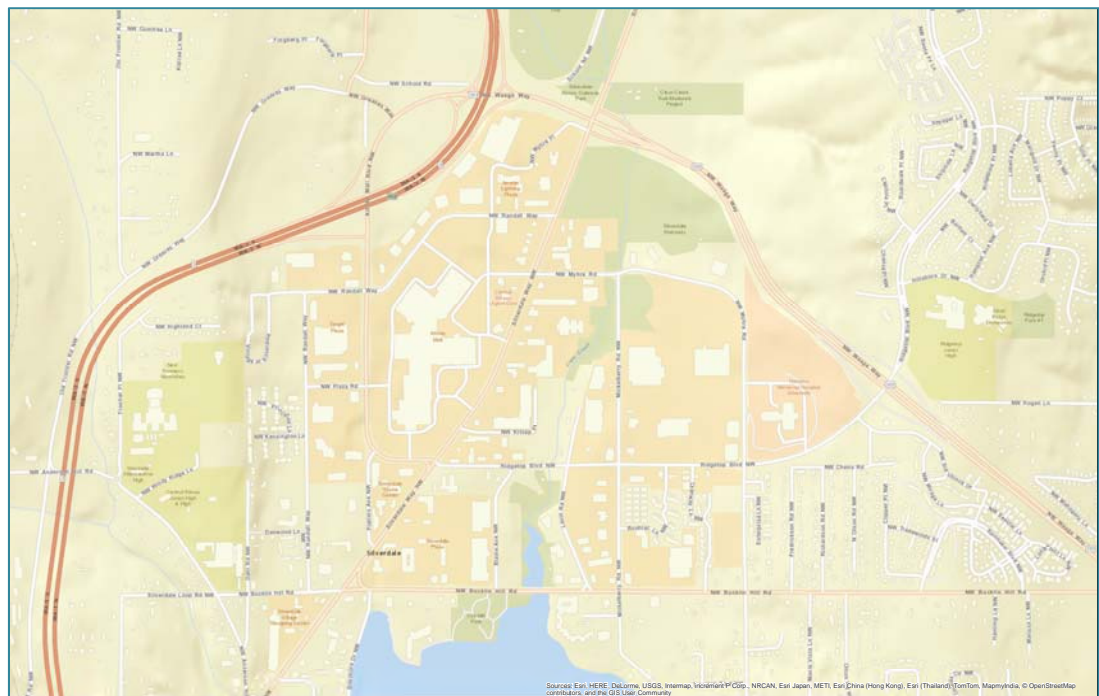
**Figure 2:** Silverdale Transfer Center looking north from Kitsap Mall Boulevard prior to the Trails development.



## Land Use in Silverdale Regional Center

Silverdale is located in the center of Kitsap County. It is at the intersections of State Route 3 and State Route 303 (Wagga Way). The Silverdale area is an unincorporated portion of Kitsap County and is within the designated Silverdale Urban Growth Area (UGA). It is a designated Regional Growth Center by the Puget Sound Regional Council (PSRC). Silverdale contains a mix of land uses ranging from retail and entertainment centered on the Kitsap Mall, big box style stores such as Costco, Lowes and Best Buy nestled between the retail and entertainment core and medical services core located along Ridgetop Road towards Wagga Way. There is also a high school and YMCA facility which attracts large numbers of students and visitors. The Silverdale center is the major retail center for Kitsap County and the Olympic Peninsula serving most of the residents. Single family, multi-family and elderly housing is present around the edges of the retail and medical service centers. The roadway network includes four main thoroughfares of Bucklin Hill Road, Kitsap Mall Blvd., Silverdale Way and Ridgetop Road that bisect Silverdale. Silverdale is bisected by the Clear Creek which features a trail system allowing for recreational and non-motorized mobility through the center. Much of the pedestrian infrastructure is below modern standards for safety. Figure 3 provides an overview of Silverdale.

**Figure 3:**  
Greater  
Silverdale



## Location Alternatives

There were seven locations examined which were narrowed down to three preferred locations to be scored using the selection criteria. The seven locations were selected initially because of proximity to corridors, customer “trip generators” and available land; these locations are displayed in Figure 4. Because concentrating transit services where the growth occurs is important, we required that one of the initial selection criteria was that the properties evaluated were within the Silverdale Urban Growth Area boundary (Figure 5). The method used to narrow the alternatives down to three locations included an internal survey sent to Kitsap Transit management. The survey included questions that discussed the preferences in the future Transit center and it was used to help narrow down the seven location alternatives (Table 1) to the top three. From this process, locations 4, 5 and 6 were selected to bring forward in the public outreach process. **Please note that for simplification of communication, locations 3, 4 and 5 have been communicated as locations A (3), B (4) and C (5) in the public outreach process and through the remainder of this analysis.**

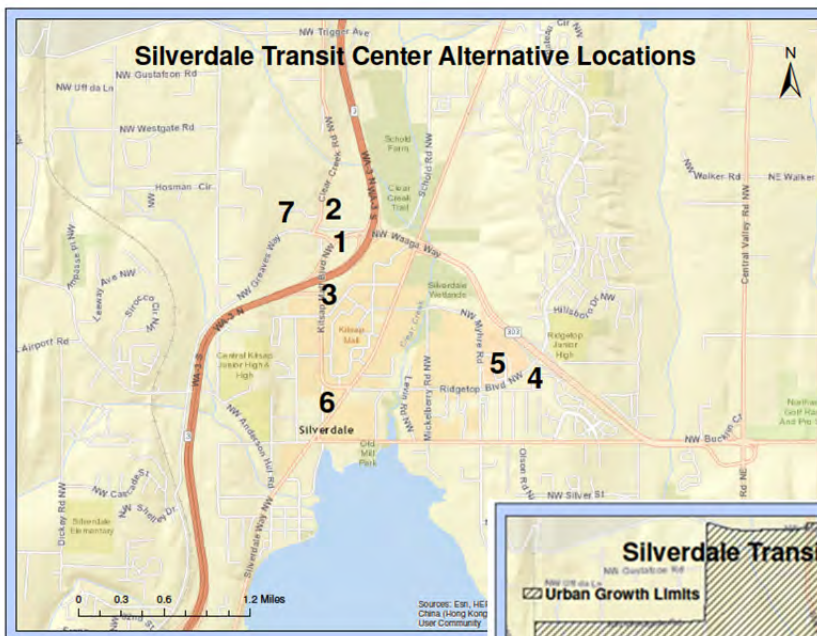


Figure 4: Map of seven evaluated locations.

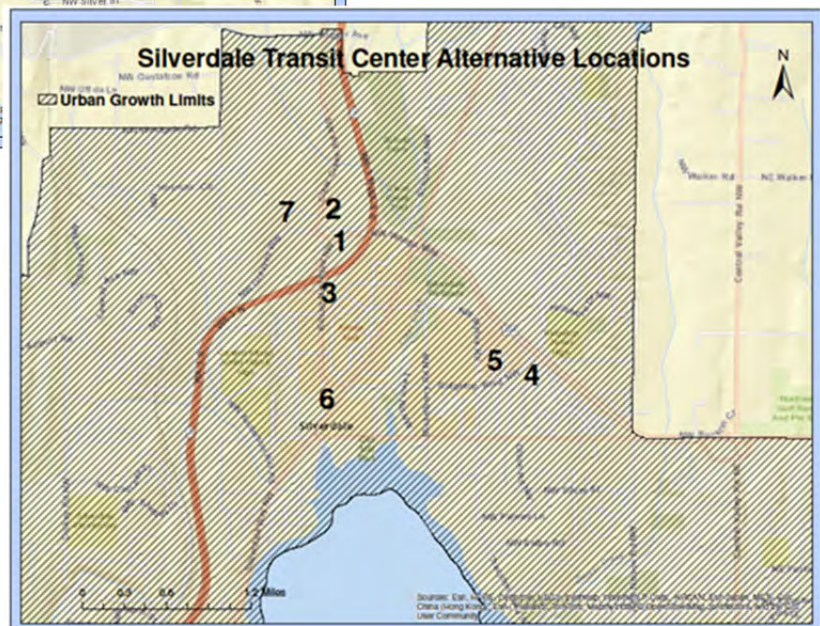


Figure 5: Map of the Silverdale Urbanized Growth Area

**Table 1:** The seven alternative locations considered, top three shaded

Option #	Parcel Title/Location	Parcel Number	Parcel Value	Current Status	Property Owner	Suitable for Transit Access	Developed / undeveloped
1	NW Pete Ross Way	N/A	N/A	Vacant state land	WA	Yes	Undeveloped
2	Unlimited Gary Warner MGR	1225176	\$388,380	Vacant land with minor use parking trailers	Unlimited Warner Gary MGR	Yes - issues with the terrain that would possibly require fill	Undeveloped
3	Highway 3 Old On Ramp	N/A	N/A	Empty with some left over asphalt	WA	Yes - with needed site improvements including signalization to improve the flow and grading work	Undeveloped
4	Ridgetop Road	152501-3-088-2008 & 152501-3-089-2007	\$386,290 & \$1,155,250	Vacant field with occupied building	Sound West Holdings LLC & Arnold Berthold & Linda	Yes, for both a transit center and park and ride if all three parcels used	2 are Undeveloped and one is developed
5	Harrison Hospital	2200046	\$42,03,4470	Hospital Expansion in application status	Harrison	Yes- working with hospital on possible transfer center location at site	Developed and Undeveloped
6	Silverdale Community Center	1242270	\$3,547,390	Used for community center	County	Yes, could have traffic problems but good walk score	Developed
7	Central Kitsap School District	1224062 & 1224070	\$1,873,990	Surplus wooded and partially graded land	Central Kitsap School District / Gary Lindsey	Yes	Undeveloped

The three locations A, B, and C were brought forward to the public for discussion and comment. Kitsap Transit conducted a ninety-day outreach and solicited comments from riders, members of the public, and employees. These locations were brought before the public to gather comments about the potential impact to our existing ridership base and nearby property owners. The final scoring using the public and staff votes is listed in the Evaluation Summary.

The preferred location, once decided, will receive additional analysis in the form of an Environmental Site Assessment report (ESA). This will help Kitsap Transit identify additional elements that may limit the ability to construct and/or operate a Transit center at the preferred alternative location.



## Locations Examined

### Location A - Washington Department of Transportation (WSDOT) site

This location is accessed off of Kitsap Mall Blvd. It is directly across from the Highway 3 northbound off ramp. The off ramp sees most of its traffic flow to the south towards the developed portion of Silverdale. The location provides for access to the current portion of Silverdale that is developed. It is not known how large of a park and ride can be accommodated at this site.



**Figure 6:**  
Location A –  
WSDOT Site

**Figure 7:**  
Location A,  
looking east  
from Hwy 3  
off ramp,  
Kitsap Mall  
is to the  
right



Location A is owned by Washington Department of Transportation (WSDOT). The ownership by WSDOT may prevent Kitsap Transit from owning the property and force a lease arrangement if selected as the final alternative. However, the possibility of WSDOT allowing Kitsap Transit ownership remains a possibility. The location has existing pedestrian features, though they are not to modern standards, connecting it to job sites, multi-family housing and retail centers.

Site A would require modification of an existing traffic signal which would be governed by the outcome of a traffic impact study for the location if selected.

The property is generally sloping towards the highway with existing drainage flowing in a likewise direction prior to entering the storm water system.

The existing transit network would see little change needed to maintain the bus routing and schedules with this site. It would have a positive impact for existing riders by reducing the need to transfer to reach many local retail centers and the jobs associated. However, it would distance riders from the new retail development that is displacing the current Transfer Center.

A small park and ride at this site may be possible and could help free capacity to the state route network by reducing Vehicle Miles Traveled. It would also provide for expanded car and vanpool capacity in Silverdale.

### Location B - Ridgetop Blvd and Sid Uhinck Drive

The Sid Uhinck location consists of up to three parcels totaling 2.5 acres of vacant and occupied land. One of the parcels currently has an insurance company occupying the site. The parcels are accessed from Ridgetop Blvd. and Sid Uhinck Dr. The parcels sit on generally flat and dry terrain.

**Figure 8:** Location B, Ridgetop Boulevard and Sid Uhinck Drive



**Figure 9:** Location B, Looking northeast from Ridgetop to the Wagga Way Overpass

There are three separate property owners for each parcel with a total 2015 tax assessed value of \$2,102,740. This gives a general idea of potential property acquisition costs if all three parcels were to be acquired. If all three parcels were to be procured, a park and ride in addition to the transit center would be possible. Its proximity to the planned Harrison Hospital expansion also allows for the potential movement of employees to the new hospital expansion while limiting traffic congestion to the hospital site. The proximity of this property to Wagga Way maintains operational continuity with the intercity routes of the current network. The parcels primary access road, Sid Uhinck Dr., is situated too close to the Wagga Way intersection to allow for signalization of the intersection. Without a signalized intersection, transit buses ability for safe and efficient turning is limited. Upon researching the sites, it was discovered that there is a new development planned on one of the parcels which could add to the cost of acquiring the property. The County has discussed the realignment of Sid Uhinck Dr. as a possible part of the Hospital expansion project to the south, thus; freeing up land for both locations B and C.



### Location C - Harrison Hospital Ridgetop Blvd. Property

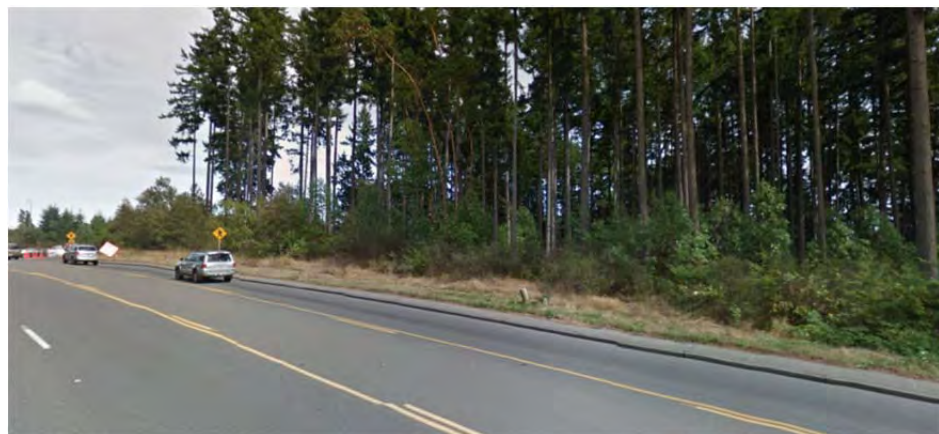
Location C is a property that is approximately 2 acres and is accessed off of both Sid Uhinck Dr. and Ridgetop Blvd. This property is primarily wooded land owned by the Harrison Medical Group. It is directly across the street from the current medical center location, which is planned to expand to include an additional 1,100 employees and several hundred hospital beds in the next five years. The land is also adjacent to a large water tower. There is a residential neighborhood to the south across Chena St. that is made up of single family homes and to the southeast apartment units.

**Figure 10:** Location C – Harrison Hospital Ridgetop Blvd.



The property is large enough to house a medium size Transit center. The property has a gentle slope that follows the slope of Ridgetop Boulevard. This property would require a new signal and detailed coordination with the Harrison Hospital expansion project to ensure the traffic flow success. Property acquisition costs are contingent on Harrison's agreement. A park and ride element may be possible if Sid Uhinck Dr. is realigned or the Harrison Hospital project allows for a shared use park and ride.

**Figure 11:** Location C – Looking to the north, the medical center is left and behind the photographer





## Evaluation Criteria

Criteria have been selected using an internal survey (Appendix A) to collect Kitsap Transit management, planning and operations staff perceptions of which features should be prioritized at a new transit / transportation center. Additional criteria have been added by an internal working group consisting of the Service and Capital Development Director, Transportation and Land Use Planner, Grants and Compliance Coordinator, Administrative Associates and the Transit Planner.

**Table 2:** Additional Evaluation Criteria Used

Perceived Environmental Rating (30)	Park and Ride Function (10)	Within Silverdale UGA (5)	Proximity to Current Transfer Center(10)	Transit Vehicle Access Qualities (25)	Walkable to Housing, Retail, Employment, Medical within 3/4 of a mile (20)
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The definitions of the scoring categories are as follows:

### Perceived Environmental Rating

With 30 points, this is the highest weight given to any of the factors. The Environmental rating is based on the ability of the project to meet Federal regulations in order for Federal funds to be considered in the construction of the facility. The rating is perceived since Environmental Planning professionals were not among the group of scorers.

Thirty points is for projects that are Category Exclusion (CE) from National Environmental Policy Act (NEPA) requirements. Twenty points is given to projects that may require an Environmental Assessment (EA) leading to a Finding of No Significant Impact (FONSI). Projects requiring a full Environmental Impact Statement (EIS) will receive 10 points and those that have visible wetlands, threatened species, etc. receive 1 point.

### Park and Ride Function

A 10 rating is assigned to projects that can have the park and rides built with the first phase of construction. While a 1 point score is received if no park and ride possibility exist with the location.

### Within Silverdale UGA

If the project is in the Silverdale UGA as defined by the Urban Growth Act it receives 5 points, if not, 1 point is issued.

### Transfer Center Relation to Existing

If the site requires little reworking of the current route structure, then 10 points is awarded. If a complete rework is required then 1 point is given.

### Transit Vehicle Access Qualities

A single point given for projects with poor access similar to the current location when the turning

restrictions are implemented and 25 given to locations with optimal transit vehicle access to Silverdale and the local freeways.

### **Walkable to Housing, Retail, Employment, and Medical within $\frac{3}{4}$ of a Mile**

The most points are given to locations with accesses to a multitude of employment, housing choices, retail and medical services with an easy walk to the locations on paved sidewalks with pedestrian controls at intersections, etc. Lower point values are given as the location is further removed from such amenities.

Further evaluation has been conducted using the public outreach process and through interaction with bus operators and road supervisors. Public and employee outreach events are listed below.

Public outreach at the Silverdale Transfer Center

- Tuesday, March 17, 2015 11AM to 1PM
- Tuesday, March 24, 2015 3PM-5PM

A Public workshop at the Silverdale Community Center Evergreen Room

- Thursday, March 26, 2015 6PM-7:30PM

Bus Operator workshops were held on February 25<sup>th</sup> at the Charleston Base and at North Base. The road supervisors were briefed at their February 18<sup>th</sup> meeting.

The Run Committee was informed in February. The Committee, which is made up of drivers and administrative staff including the Service and Capital Development Director advises planning staff on proposed service adjustments including schedules and routing changes.

Additionally, the Citizen Advisory Committee (CAC) was briefed at their February 26<sup>th</sup> meeting. Between the driver workshops, the supervisors meeting and the CAC, a total of 61 surveys were collected. The Limited English Proficiency (LEP) Committee was briefed on March 12, 2015 seeking their concerns about each location. More information and results of the Events can be found in Appendix D.

The Evaluation Criteria was adjusted between the internal evaluations and the public outreach events to reflect a value added to the public and bus operator survey results.

The surveys collected from the bus operators, the supervisors, the Citizen Advisory Committee (CAC), the Kitsap Transit Agency /Advocates Quarterly Meeting, the Central Kitsap Community Council and the public have a rating of 30 points. The overall score is based on all seven of the factors. The top scoring location will be further evaluated and then a recommendation will be made to the Kitsap Transit Board of Commissioners in June 2015.

## Evaluation Summary

The three alternatives chosen by the internal review team are:

- Washington Department of Transportation Site – Option A
- Ridgetop Boulevard and Sid Uhinck Drive – Option B
- Harrison Hospital/Ridgetop Boulevard Property – Option C

**Table 3:** Baseline ranking by internal review team

Option	Parcel Title/Location	Perceived Environmental Rating (30)	Park and Ride Function (10)	Within Silverdale UGA (5)	Proximity to Current Transfer Center(10)	Transit Vehicle Access Qualities (25)	Walkable to Housing, Retail, Employment, Medical within 3/4 of a mile (20)	130 Total Points
A	Washington Department of Transportation site	21.25	1	5	10	15.25	12.5	65
B	Ridgetop Boulevard and Sid Uhinck Drive	15	8.75	5	5	19.25	16.25	69.25
C	Harrison Hospital Ridgetop Boulevard Property	15	2.25	5	5.25	21.25	19.5	68.25

The remaining four locations were eliminated based on determining factors including grading of site, pedestrian access, proximity to freeway on ramps, proximity to jobs and services, cost of property acquisition, park and ride potential, demolition costs, joint development, lease versus own options, etc.

For more information see Appendix A - Kitsap Transit Staff Location Survey. This survey narrowed down preferred characteristics of a new Transit center. Staff scored the locations to provide a baseline ranking, please see Table 3 above. Detailed scoring information can be found in Appendix B.

Once the public outreach was completed, comments and concerns were reviewed by transit staff and are included in Appendix D. The public outreach and outreach to bus operators impacted the preferred site selected as the final preferred alternative site. The public outreach surveys provided a quantitative method to measure the public's and bus operators' preferred location results. Public outreach has a value of 30 points out of a total scoring value of 130 points. Thus, the public's and bus operator's input will have a 23% value in determining the preferred location. It provides for the ability to sway the final determination given the internal ranking scores are grouped within 10 points of each other. The preferred alternative will be presented to the Kitsap Transit Board for consideration and presented to the Federal Transit Administration (FTA) for their review after the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA) process is completed.

When the final alternative is adopted by the Kitsap Transit Board, an Environmental Site Assessment (ESA) will be conducted to determine the NEPA and SEPA determination. This work may include Environmental Justice and Title VI research to determine any adverse impacts if a site is chosen that displace businesses or residential units.



## Recommended Location for the Silverdale Transit Center

Kitsap Transit staff examined the votes received from the two public outreach events at the Silverdale Transfer Center, e-mails and phone calls to customer service staff and through the voting at the public workshop on March 26, 2015.

Location A – 59 votes; 11 e-mails, 6 phone calls & 42 surveys

Location B – 13 votes; 2 e-mails, 1 phone call & 10 surveys

Location C – 51 votes; 1 phone call & 50 surveys

Combined Total – 123 votes; 13 e-mails, 8 phone calls & 102 surveys

*Staff had to throw out 4 received votes as they were determined inconclusive of a preferred location.*

A percentage score for each location was determined by dividing the location total votes by the combined total votes received of 123. The percentage was then applied to the 30 points allocated for the “Public Rating and Bus Operator Rating” evaluation criteria. Table 4 displays the results when the “Public Rating and Bus Operator Rating” results are combined with Table 3.

Please note additional votes were collected at the public workshop on March 26<sup>th</sup>; 19 votes for location A and 3 votes for location C. Kitsap Transit staff also received a petition signed by 20 residents opposing locations B and C at the workshop. These additional votes were not included in public outreach results because duplication could not be verified or eliminated. However, acknowledgement of this additional information will be considered in the final determination. The petition may be reviewed upon request.

**Figure 12:** Public Outreach – Favored Location

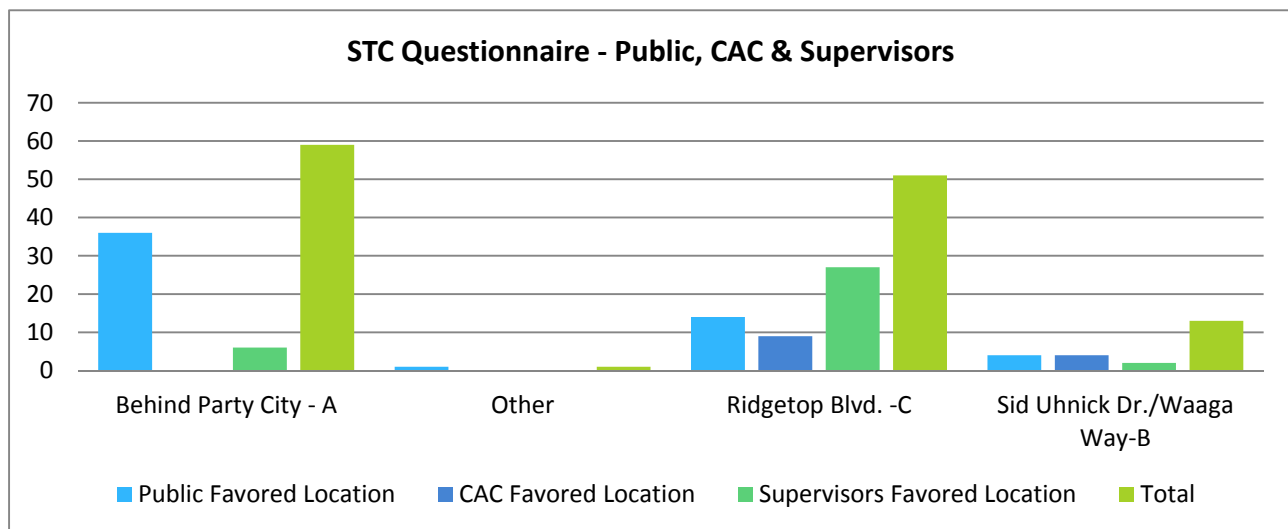


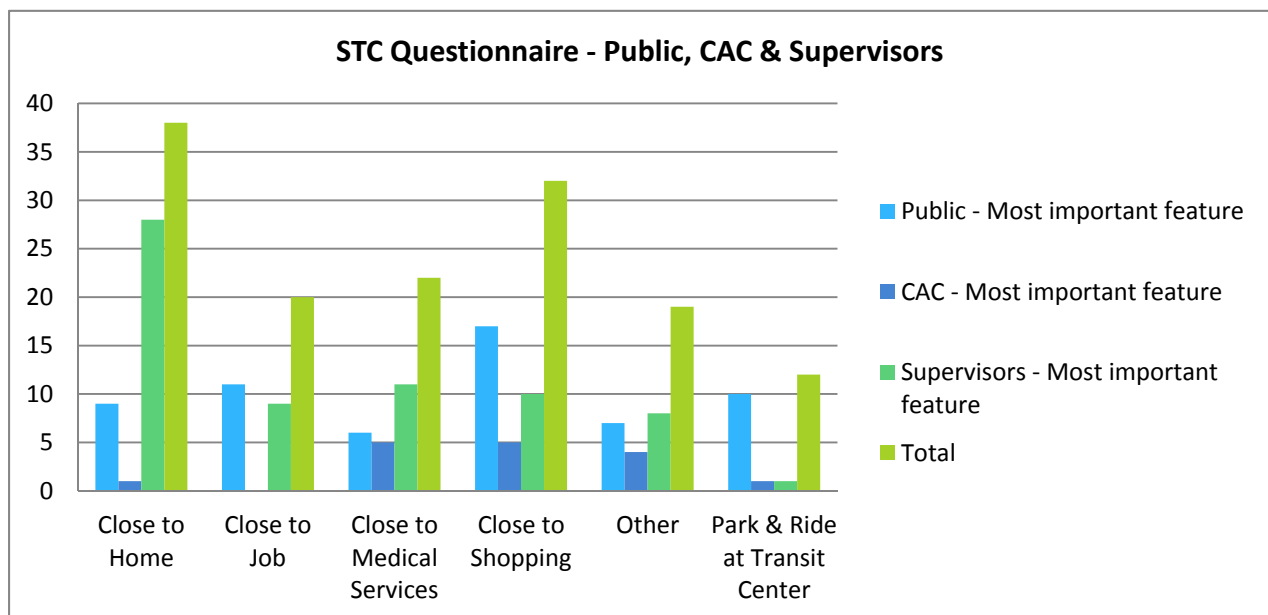
Table 4: Combined ranking

Option	Parcel Title/Location	Perceived Environmental Rating (30)	Park and Ride Function (10)	Within Silverdale UGA (5)	Proximity to Current Transfer Center(10)	Transit Vehicle Access Qualities (25)	Walkable to Housing, Retail, Employment, Medical within 3/4 of a mile (20)	Public Rating and Bus Operator Rating (30)	130 Total Points
A	Washington Department of Transportation site	21.25	1	5	10	15.25	12.5	14.4	79.4
B	Ridgetop Boulevard and Sid Uhinck Drive	15	8.75	5	5	19.25	16.25	3.18	72.43
C	Harrison Hospital Ridgetop Boulevard Property	15	2.25	5	5.25	21.25	19.5	12.4	80.65

Based on the total scores in Table 4, location C is the recommended site for further environmental review noting that location A's score is nearly identical to that of C due to strong public support for location A. If location C is not suitable for a Transit center then location A should be considered based upon the ranking. All locations are along existing corridors. The table considers six criteria in addition to the public and bus operator ratings.

Appendix C has more information as to the results of the surveys concerning transit center features, importance of surrounding land uses near the new center, and what routes are used by the survey takers. One result that is of importance is that most of the survey takers noted that a transit center close to their home and shopping were the top two of importance in a location. Medical services were a close third followed by access to their job.

Figure 13: Public Outreach – Most Important Feature



## Next Steps

The Project Management Plan (PMP) provides a list of steps designed to guide the project from alternative analysis to selecting a single location for further review. The PMP guides when the public outreach process is to be conducted, the development of an ESA for the selected site, the timing of a traffic study, an Environmental Justice review, design to a 30% level, the final design and then Phase II – Phase VI. Appendix E details the project management plan steps. The six phases are:

- Phase I – Environmental/Board Approval/Right of Way/Traffic Impacts Assessment/Feasibility
- Phase II – Design
  - Preliminary Design
  - Final Design
  - Right of Way
  - Bid and Award
- Phase III – Construction
- Phase IV – Fully Operational

The ESA will provide details on the location's feasibility in relation to the National Environmental Policy Act, State Environmental Policy Act, traffic impacts, and other engineering and environmental conditions. The ESA will result in a decision to move forward or to re-determine the most suitable location for a transit center.

Funding is an additional phase of the project scope not covered in this report. However, the cost to construct, operate, plan and procure the transit center is an ongoing factor that will play a large role in determining the final feasibility of commissioning a new transit center in Silverdale.

Recommended funding sources include:

- FTA 5307 formula funds
- FTA 5339 Bus and Bus Facilities formula funds
- WSDOT Regional Mobility Grant
- Local sales tax revenues
- State Transportation Funding Bills
- Agency reserves
- Development fees

It is not known what the final costs for the Transit center will be since a final location has not been determined and a full assessment of the site has not been completed. Many transit or transportation centers of similar scope cost from \$1 million to \$10 million.

## Appendix A – Kitsap Transit Staff Location Survey

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### Kitsap Transit Internal Silverdale Transit Center Survey

An internal survey was conducted in October 2014 and sent to nine Kitsap Transit employees consisting of the Executive Director, Capital and Service Development Director, Finance Director, Facilities and Maintenance Director, Operations Director, Routed Operations Supervisors, Operations Manager, Human Resources Director, and Capital Projects Technician. The survey resulted in eight of the nine persons responding. The questions and results was used to help develop a scoring criteria used to determine the top locations for a Transit center in the Silverdale area.

The questions and results below represent a non-scientific survey. The term Transfer Center has been replaced by Transit center in recent documents. They both represent the same facility.

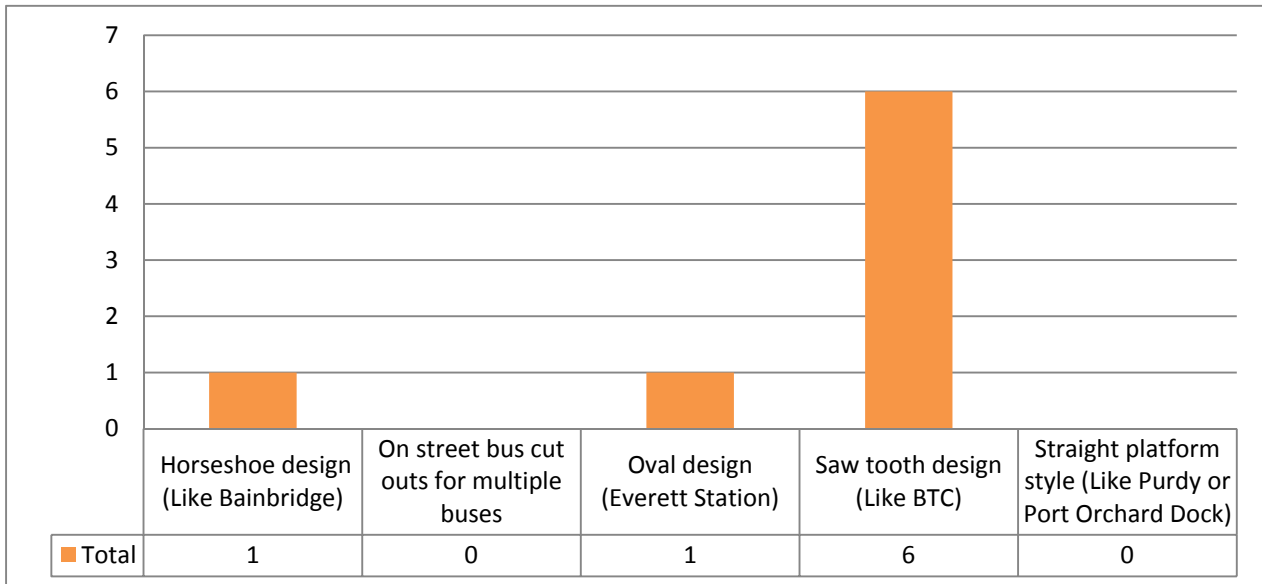
#### Question Summaries

1. What are the features you see as most important in a Transfer Center? (rate 1 being the most important and 8 the least)

Transfer Center Location	Ranking & Number of Responses							8
	1	2	3	4	5	6	7	
Proximity to highway ramps	3	2	1	0	0	0	1	1
Easy pull-in pull-out for buses	2	0	4	1	1	0	0	0
Pedestrian access to transfer center	2	1	1	1	1	1	1	0
Less traffic around transfer center	0	1	0	2	1	4	0	0
Proximity to existing transfer center	0	0	1	1	0	0	1	5
Passenger waiting environment	1	3	0	1	2	0	1	0
Driver comfort station	0	0	1	2	1	3	0	1
Proximity to parking	0	1	0	0	2	0	4	1

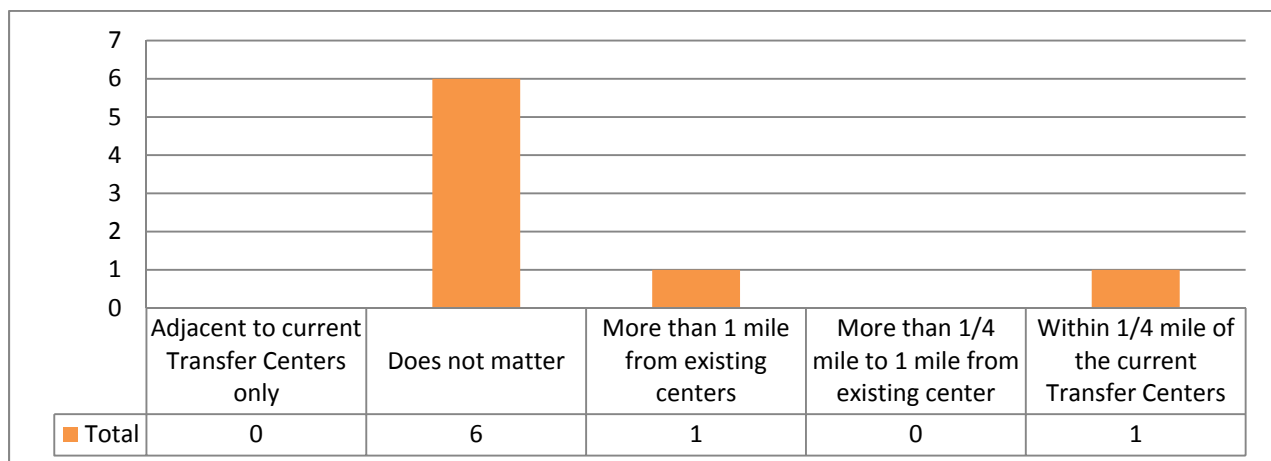
Proximity to highway ramps scored as the most important feature followed by ease of pulling in and out for buses. Additionally, proximity to nearby parking scored low. The passengers waiting environment also proved to be an important factor as the top number two priority. Pedestrian access came in third place. The proximity to the existing transfer center came in as the least important factor in determining the location of a new transit center.

2. What type of design standard do you prefer for bus operations at the new Transfer Center (pick one)?



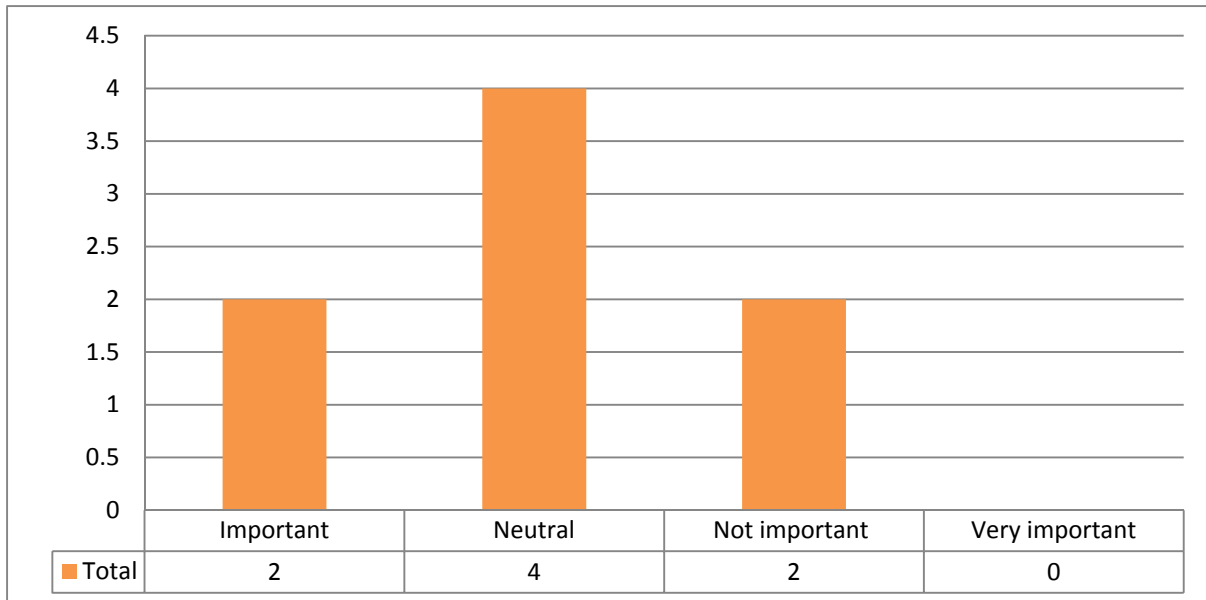
The group favored the saw tooth design with 75% of the respondents. The horseshoe and oval designs each scored one vote. The saw tooth design is currently in place at two of the Kitsap Transit transfer centers and which has become the standard in the system. The results of this question back this concept.

3. How far from the existing Transfer Center should we consider alternatives (pick one)?



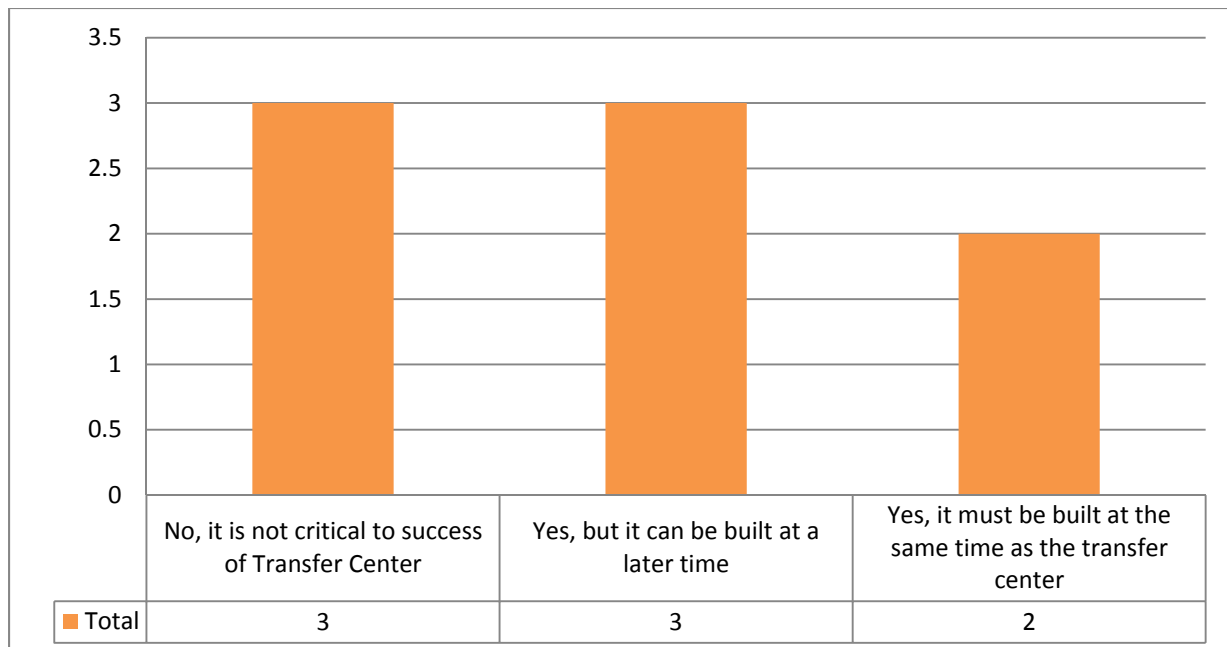
With the exception of two respondents, 75% of the surveyors indicated that it did not matter how far the new center is from the current location. One person answered within ¼ mile. This could be an indication that there is sensitivity to maintaining the current route structure or a reflection of the projected growth trend in the Silverdale UGA.

4. How do you rate the importance of preserving existing route structure in relation to Transfer Center Locations (pick one)?



The results of this question are more spread out than the prior questions in that the range is from important to not important. The neutral answer is the lead response with 50% answering. However, 25% rated preserving the existing structure as important. The outcome of this question could be to keep the route structure as a factor in the scoring criteria during the locational analysis.

5. Is a Park and Ride element critical?



The park and ride element is an overall goal of the siting for a new transit center in Silverdale. However, a majority of the respondents indicated that it can be pursued at a later time in the process. This relates to the need for a replacement transfer center in the next couple of years.

The final multiple choice question asked respondents to rank the facility's proximity to services. With seven the least important and one the most important features.

6. In your opinion, where should the Transfer Center be placed? (rate 1 being the most important and 7 the least)

Transfer Center Location	Ranking & Number of Responses						
	1	2	3	4	5	6	7
Near education centers	0	1	0	2	3	1	0
Near retail centers	3	2	2	0	0	0	0
Near housing	1	1	2	0	0	2	1
Near medical services	1	2	1	2	1	0	0
Near social services	2	1	0	0	2	2	0
Near parks and recreational facilities	0	0	0	0	0	2	5
Community facilities (library, county offices, etc.)	0	0	2	3	1	0	1

Proximity to retail, medical and social services scored the highest while parks ranked as the least important priority.

### Summary

The outcome of this survey points to three major factors seen by Kitsap Transit staff as important points in the development of a preferred location for the Silverdale Transit center. First, the need for simple access from the highways scored very high. Second, the need to place the Center in an area with retail services, medical and social services claimed many votes. Finally, the park and ride element, while understood, appears to have less importance than building a viable Transit center for Kitsap Transit's use.

Additional surveys can be accomplished in the public outreach process as the location determination is narrowed. Public perceptions may be different in scope than those of the Kitsap transit staff. But, they will offer further clues as to the best placement for a Transit center in the Silverdale area.

The survey results were used to assist in the development of ranking /scoring criteria to determine the recommendation of alternatives for the Kitsap Transit Board's deliberation. The scoring criteria are presented in this report. The Silverdale Transit Center Locational Analysis includes the entire scope of the project.



## Appendix B – Project Scoring Packet

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## Selection Criteria

Criteria have been selected using an internal survey to gauge senior transit staff's perceptions of the features which should be prioritized. Additional criteria have been added by an internal working group consisting of the Capital and Service Development Director, Transportation and Land Use Planner, Grants and Compliance Coordinator, Administrative Associates and the Transit Planner.

Selection Criteria Scoring Table

Environmental Rating (30)	Park and Ride Function (10)	Within Silverdale UGA (5)	Transfer Center Relation to Existing (10)	Transit Vehicle Access Qualities (25)	Walkable to Housing, Retail, Employment, Medical within 3/4 of a Mile (20)	Total Score
---------------------------	-----------------------------	---------------------------	---	---------------------------------------	--	-------------

The definitions of the scoring categories are as follows:

### Environmental Rating

With 30 points, this is the highest weight given to any of the factors. The Environmental rating is based on the ability of the project to meet Federal regulations in order for Federal funds to be considered in the construction of the facility.

Thirty points is for projects that are Category Exclusion (CE) from NEPA requirements. Twenty points is given to projects that are Environmental Assessment (EA) leading to a Finding of no Significant Impact (FONSI). Projects requiring a full Environmental Impact Statement (EIS) will receive 10 points and those that have visible wetlands, threatened species, etc. receive 1 point.

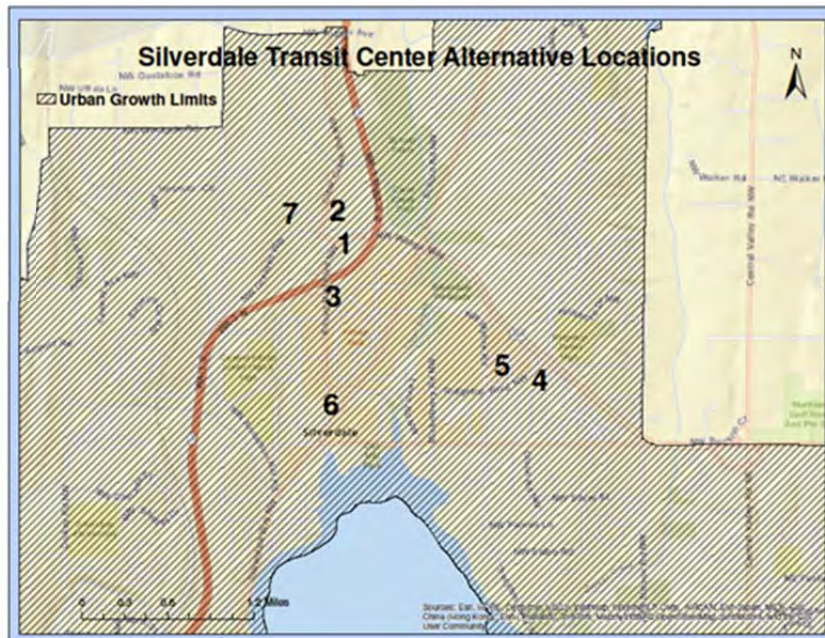
### Park and Ride Function

A 20 rating is assigned to projects that can have the park and ride built with the first phase of construction. A 1 point score is received if no park and ride possibilities exist with the location.

### Within Silverdale UGA

If the project is in the Silverdale UGA as defined by the Urban Growth Act it receives 5 points, if not, 1 point is issued. Refer to the Silverdale UGA map below.

Map of the  
Silverdale  
Urbanized  
Growth Area



### Transfer Center Relation to Existing

If the site requires little reworking of the current route structure, then 10 points is awarded. If a complete rework is required then 1 point is given.

### Transit Vehicle Access Qualities

A single point given for projects with poor access similar to the current location when the turning restrictions are implemented and 25 given to locations with optimal transit vehicle access to Silverdale and the local freeways.

### Walkable to Housing, Retail, Employment, and Medical within $\frac{3}{4}$ of a Mile:

The most points are given to locations with accesses to a multitude of employment, housing choices, retail and medical services with an easy walk to the locations on paved sidewalks with pedestrian controls at intersections, etc. Lower point values are given as the location is further removed from such amenities.

## Location options

Location A - Washington Department of Transportation (WDOT) site





**Location B – Ridgetop Blvd and Sid Uhinck Drive**

**Location C – Harrison Hospital Ridgetop Blvd Property**





## Appendix C – Selected Alternatives Community Outreach Packet

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Table 2: Final Three Alternative Locations

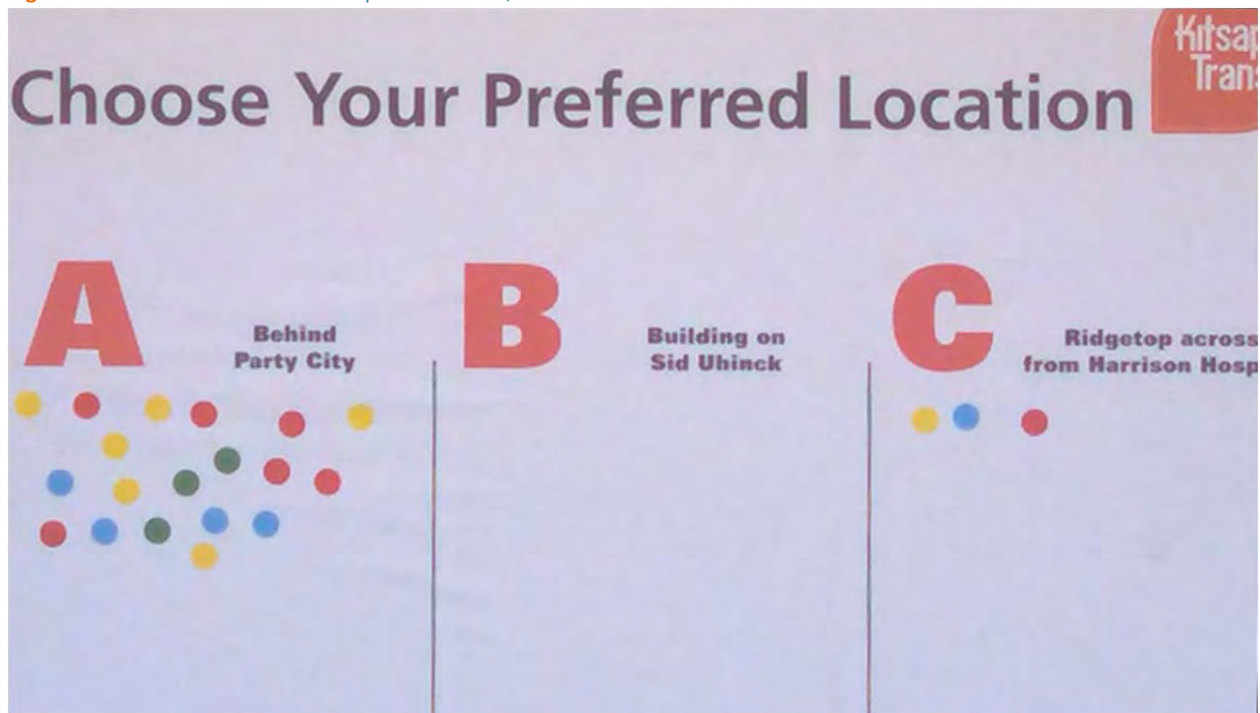
Option #	Parcel Title/Location	Parcel Number	Assessed Tax Value	Acres	Wetlands: Yes, Some or None	Traffic Signal Install or Modification	Displacement Required
3	Highway 3 Old On Ramp	N/A	N/A	2	None	Modification	No
4	Ridgetop Road	152501-3-088-2008 & 152501-3-089-2007	\$386,290 & \$1,155,250	2.5	None	Install	Yes
5	Harrison Hospital	2200046	\$42,03,4470	2	Some	Install	No

Public outreach events were conducted at the following locations and times.

- Silverdale Transfer Center, Greaves Way  
Tuesday, March 17, 2015 11AM to 1PM and Tuesday, March 24, 2015, 3PM-5PM
- Silverdale Community Center Evergreen Room  
Thursday, March 26, 2015 6PM-7:30PM

There were 55 public surveys collected as of April 8, 2015. Twenty comments received through the Customer Service office as of April 16, 2015 and nine e-mails received from residents concerned about the projects impact. The figures A1 and A2 display the results of voting by attendees at the Silverdale Community Center Evergreen Room event on March 26, 2015.

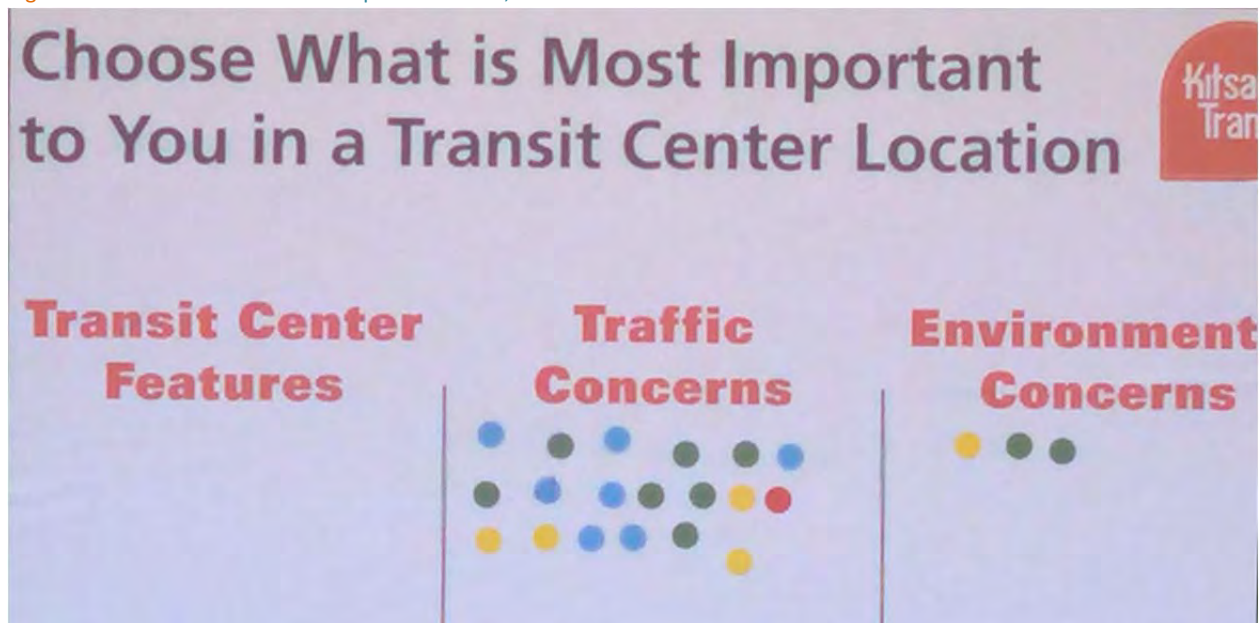
Figure A1: Results from the workshop on March 26, 2015



The event was primarily attended by residents who are concerned with the Location C and its proximity to the housing in the area. The event featured four topic style tables in which ideas were captured by facilitators from the Kitsap Transit staff. The topics were:

- ✓ Transit Center Features – what would make it a better place?
- ✓ Traffic Concerns- traffic around the proposed locations.
- ✓ Environmental Concerns – what natural and human impacts would the center have?
- ✓ General questions and wrap up table that allowed the attendees to vote.

Figure A2: Results from the workshop on March 26, 2015



Additional feedback was received by contacting over 200 passengers at the Silverdale Transfer Center on March 17<sup>th</sup> and 24<sup>th</sup>. Of the 200 passengers contacted, nearly 50 of those persons provided surveys back to transit staff.

The summary of surveys received can be found in the following figures. The public input was placed into five categories. They are:

- ✓ Public Surveys
- ✓ Supervisor and Bus Operator Surveys
- ✓ Citizen Advisory Committee Surveys
- ✓ Comments to the Customer Service Staff by phone and e-mail
- ✓ General e-mails received by Transit Planners

Kitsap Transit received a petition signed by 20 residents in favor of location A and highlighting their concerns about traffic and other problems that could arise from placing a transit / transportation center at Location C.

Figure A3: What location do you favor for a new transit center?

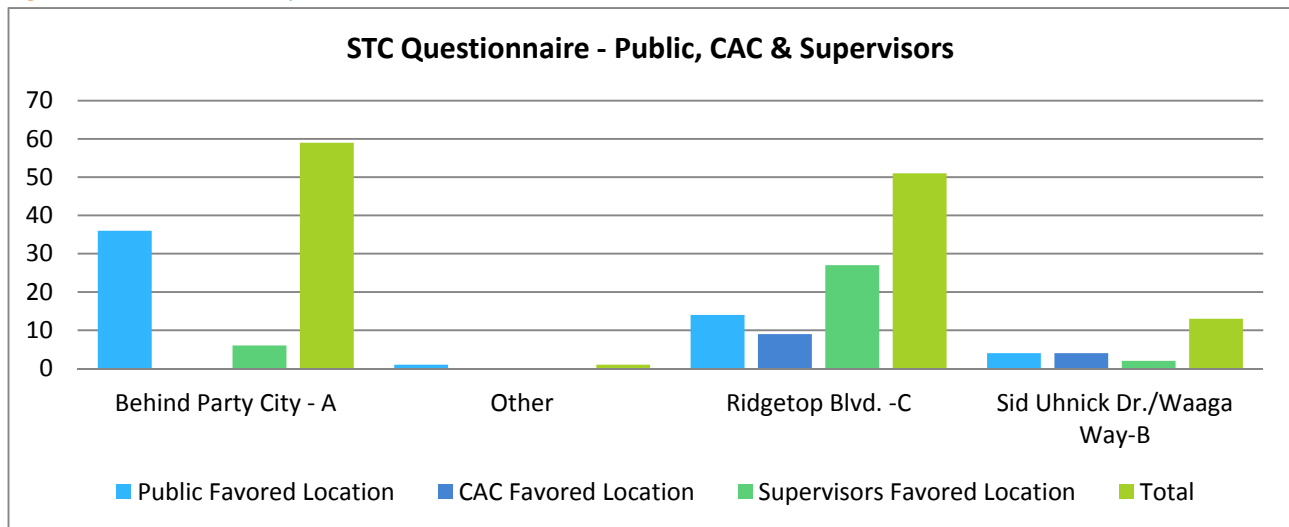


Figure A4: What bus routes around Silverdale do you ride the most?

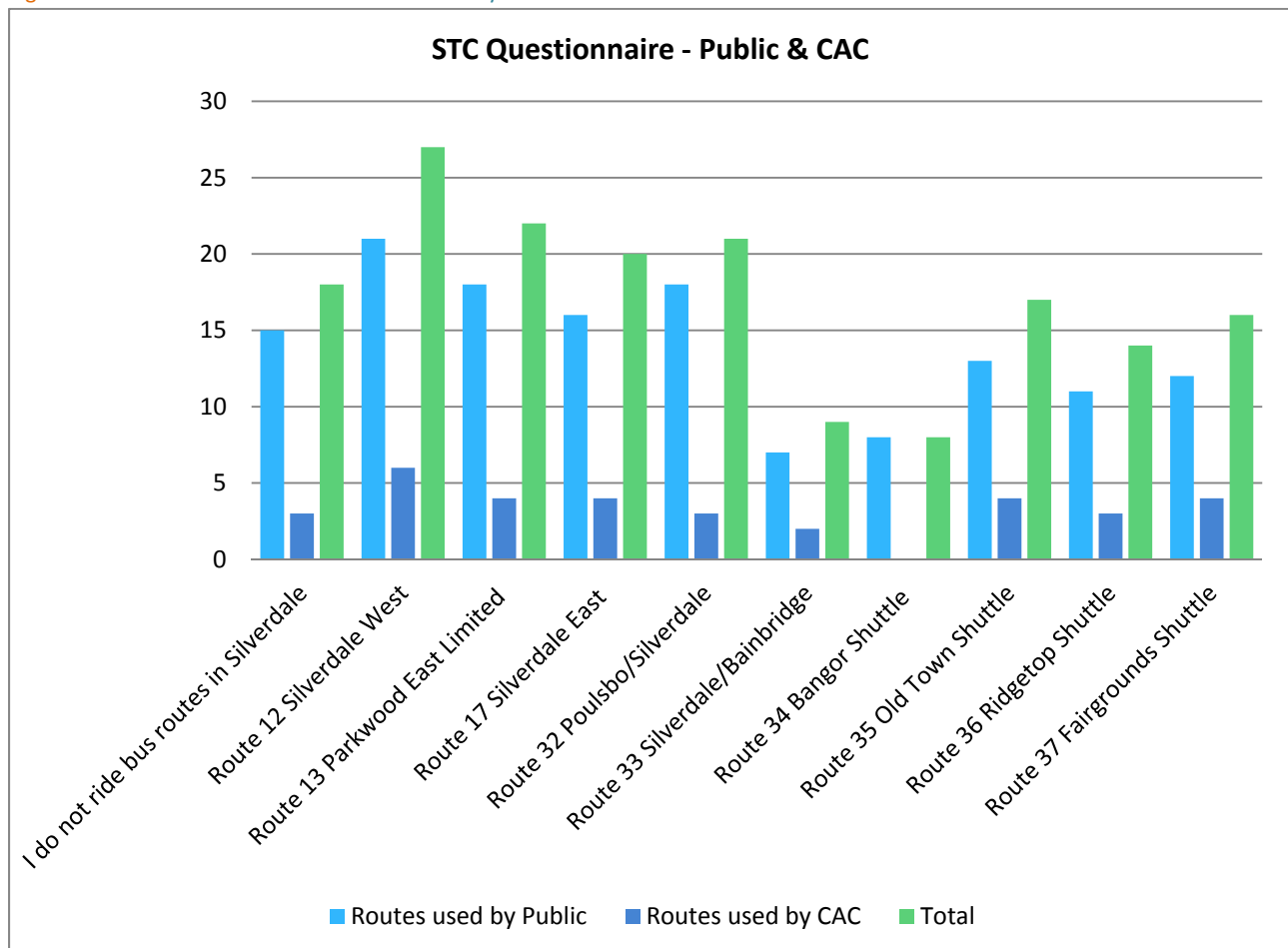


Figure A5: Where do you live?

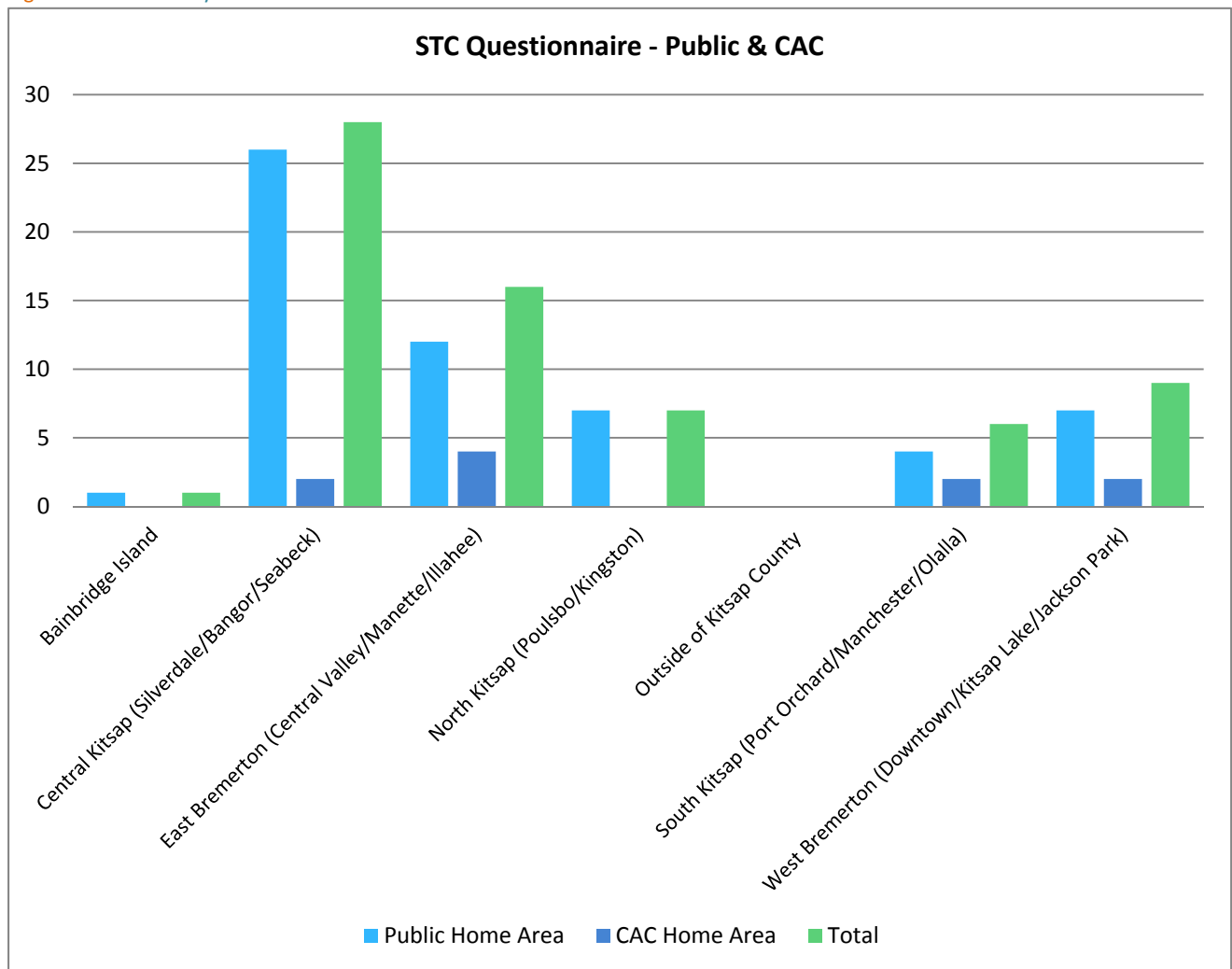
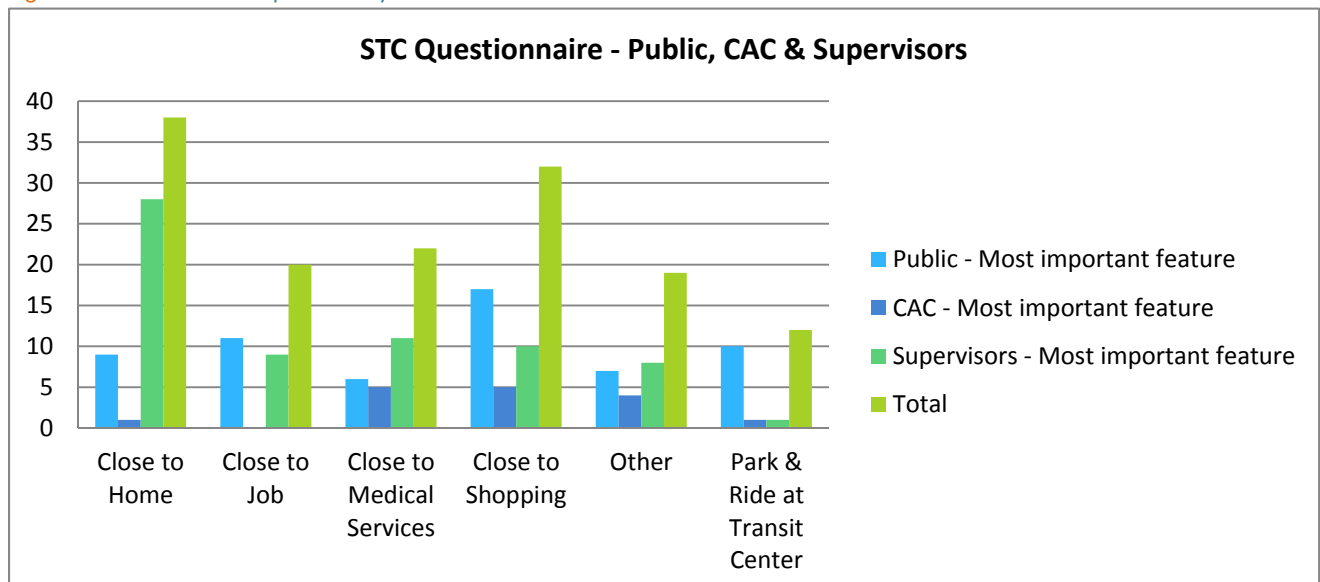


Figure A6: What is most important to you in a new transit center location?





## The Public Survey

## Silverdale Transit Center Survey

Kitsap Transit staff examined seven locations for a new transit center. We narrowed the seven down to three. Please help us decide what location is best by answering the questions below. We need your help in selecting the final location.

**Where do you live?**

- ☐ Central Kitsap (Silverdale/Bangor/Seabeck)
- ☐ North Kitsap (Poulsbo/Kingston)
- ☐ Bainbridge Island
- ☐ East Bremerton (Central Valley/Manette/Illahee)
- ☐ West Bremerton (Downtown/Kitsap Lake/Jackson Park)
- ☐ South Kitsap (Port Orchard/Manchester/Olalla)
- ☐ Outside of Kitsap County

**What location do you favor for a new transit center?** (See map display)

- ☐ Location A - Behind Party City by the old Highway 3 on ramp
- ☐ Location B - Building on Sid Uhnick Dr. next to Wagga Way
- ☐ Location C - Across Ridgetop Blvd. from Harrison Medical Center

**Which bus routes around Silverdale do you ride the most?**

- |   |   |
|---|---|
| <input type="checkbox"/> #12- Silverdale West       | <input type="checkbox"/> #34- Bangor Shuttle                    |
| <input type="checkbox"/> #13- Parkwood East Limited | <input type="checkbox"/> #35- Old Town Shuttle                  |
| <input type="checkbox"/> #17- Silverdale East       | <input type="checkbox"/> #36- Ridgetop Shuttle                  |
| <input type="checkbox"/> #32- Poulsbo/Silverdale    | <input type="checkbox"/> #37- Fairgrounds Shuttle               |
| <input type="checkbox"/> #33- Silverdale/Bainbridge | <input type="checkbox"/> I do not ride bus routes in Silverdale |

**What is most important to you in a new transit center location?** (Check one)

- ☐ How close is it to my job
- ☐ How close it is to my home
- ☐ How close it is to shopping
- ☐ How close it is to medical services
- ☐ Having a Park & Ride at the transit center
- ☐ Other \_\_\_\_\_

**Comments:**

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## The Bus Operator and Supervisor Survey

### Silverdale Transit Center Questionnaire

Kitsap Transit staff examined seven locations for a new transit center. We narrowed the seven down to three. Please help us decide what location is best by answering the questions below. We need your help in selecting the final location.

What location do you favor for a new transit center? (See map display)

- Location A - Behind Party City by the old Highway 3 on ramp
- Location B - Building on Sid Uhinck Dr. next to Wagga Way
- Location C - Across Ridgetop Blvd. from Harrison Medical Center

What type of design standard do you prefer for bus operations at the new transfer center?

- Saw tooth design like the BTC
- Straight platform style like Purdy or the existing Silverdale transfer center
- Horseshoe design like Bainbridge Island terminal
- Oval design – similar to Purdy but with greater angles for parking buses
- On street bus cut outs for multiple buses

What is most important to you in a new transit center location?

- Close to the highway off ramps
- Easy pull in and out for buses
- Park & Ride included
- Pedestrian access
- Close to the existing transfer center
- Other \_\_\_\_\_

Comments:

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### The Project:

The current, temporary Silverdale Transfer Center serves nine Kitsap Transit bus routes. The addition of *The Trails at Silverdale* retail center being built adjacent to the transfer center will alter traffic patterns. Buses will have limited access to the current, temporary transfer center location. Kitsap Transit is conducting an Alternatives Analysis to determine the best location for a new, permanent transit center in the Silverdale area.



### The Need for a New Silverdale Transit Center:

Kitsap Transit's current Silverdale Transfer Center off of Greaves Way was always intended to be temporary. The traffic pattern revisions that come with the *Trails at Silverdale* development will not include a turn lane to allow buses to enter the current transfer center. This traffic flow revision has accelerated the need to find a new location.

The shortcomings of the current location lend insight to what we need for the future. The current center is inadequate to meet the growth projections for the Silverdale area. In addition, it lacks pedestrian access to shopping, housing, medical and social services.

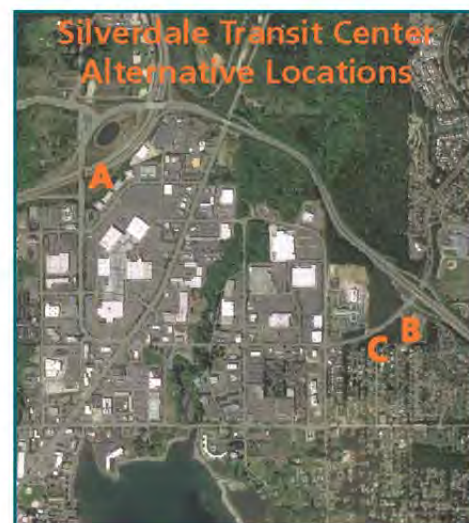
Because the existing site property is owned by the state and county, we can't stay there. To prevent future, disruptive moves, Kitsap Transit needs to own the location of its new Silverdale transit center.

### Site Selection:

Kitsap Transit staff examined seven locations for a new transit center. The primary criteria used in selecting the best three sites shown below was:

- Located within the Silverdale urban growth area
- Highway access
- Property amenities
- An internal Kitsap Transit staff survey

Kitsap Transit staff also contacted numerous property owners when considering their properties as potential locations for the transit center. Staff reduced the list to three alternative locations and are seeking customer and public feedback to help determine the best location for a permanent transit center in Silverdale.





## Site Alternative A:

### Washington Department of Transportation site

The property is the former Hwy. 3 on-ramp situated behind Party City between Randall Way and Kitsap Mall Boulevard. The site is approximately 2 acres.



## Site Alternative B:

### Ridgetop Boulevard and Sid Uhinck Drive

This property is located at 1480 NW Sid Uhinck Drive and currently houses an insurance building. The site is approximately 2.5 acres.



## Site Alternative C:

### Harrison Hospital Ridgetop Boulevard Property

This property is a wooded lot adjacent to the new water tower being constructed across from the Harrison Medical Center. The site is approximately 2.5 acres.



Para la traducción de este documento en español, por favor llame al 1-800-501-7433 durante las horas normales de oficina. El personal de servicios al cliente se conectará con un intérprete.

## Project Timeline:

### March 2015

- Public outreach - see list of events below

### March 7, 2015

- Public comment period opens

### June 2015

- Review public comments to determine final preferred alternative to present to the Kitsap Transit Board
- Present preferred alternative to Kitsap Transit Board
- Final public comment accepted at the Kitsap Transit Board meeting on June 2, 2015 at 9AM.  
*Norm Dicks Government Center  
Council Chambers,  
345 6th Street, downtown Bremerton*

### July 2015 to June 2016

- Environmental review
- Property acquisition
- Preliminary design

### July 2015 to December 2016

- Final design of Silverdale transit center and potential park & ride.
- Secure funding

## We Invite You:

Please join us at these public outreach events to learn more about the project.

Tuesday, March 17, 2015 11AM to 1PM and

Tuesday, March 24, 2015, 3PM-5PM

Silverdale Transfer Center, Greaves Way

Thursday, March 26, 2015 6PM-7:30PM

Silverdale Community Center Evergreen Room

9729 Silverdale Way NW, Silverdale

For assistance with transportation to a meeting, call 1.800.501.7433.

## Connect With Us

Please share your preferred Silverdale Transit Center site and any additional comments about the project.

Kitsap Transit Customer Service  
kitsapride@kitsaptransit.com  
360.377.2877 or 1.800.501.7433

## Kitsap Transit Agency/Advocates Roster

Title	First Name	Last Name	Company Name
			Kitsap Adult Center for Education - Bremerton office
			Kitsap Co. Domestic Violence Task Force
			Kitsap County Consolidated Housing
			Soroptimist of Greater Bremerton
			KC Sheriff's Office
			Kitsap Adult Center for Education-South Kitsap office
	Christina		South Kitsap Helpline
			Kitsap Adult Center for Education-North Kitsap office
	Rae		North Kitsap Fishline
			StandUp for Kids
			Holy Trinity Roman Catholic Parish
	Cheryl	Aberdoh	Parent Child Assistance Program (PCAP)
	Denise	Agee	St Vincent De Paul Society
Program	Akiko	Bates	Olympic College
	Jane	Blackman	Olympic College
	Dennie	Bowers	Peninsula Community Health
	Angela	Branson	Bremerton Housing Authority
	Chris	Burnell	Benedict House
	Katie	Davis	Housing Resources Board
	Pat	Degracia	Kitsap Public Health District
	Christina	Eckley	SK helpline
	Lisa	Fellows	United Way of Kitsap County
	Joan	Ferebee	NAACP - Bremerton Branch
	Jackie	Fojtik	Kitsap Community Resources
	Ann	Garner	Goodwill- Silverdale
	Joy	Gjerszold	Kitsap Unitarian Universal Fellowship
	Patty	Glaser	Bremerton School District
	Robin	Glaser	Habitat for Humanity
	Danielle	Goodrich	DSHS
	Jenna	Greenway	Department of Vocational Rehab
	John	Greenway	Washington Employment Security Dept.
	Kathy	Gross	Operation and Workforce Development
	Margaret	Hess	Worksource
	Leslie	Hopkins	Kitsap County Health District
	Becky	House	American Financial Solutions
Director	Dan	Johnson	Olympic College
	Linda	Joyce	YWCA of Kitsap County
	Susan	Kempf	Department of Commerce
	Dan	Kettwig	
	Jackie	Killoran	One Church One Family
	Jenny	Kucera	Kitsap Rescue Mission
	Denise	Landis	YMCA of Kitsap County



Title	First Name	Last Name	Company Name
	Carla	Lawrence	Embassy Educational Center
	Rev. Walt	Le Couteu	Kitsap Rescue Mission
	Gina	Lindal	DSHS
	Ruth	Loihle	
	Ginna	MacLeod	St Cecilia Parish
	Sara	Marez-Fie	Agape Unlimited
	Martitha	May	Kitsap Immigrant Assistance Center
	Mary	McClure	Kitsap Regional Coordinated Council
	Jim	McKenna	Worksource
ELL Coor	Sarah	Nolan	English Language Learners Central Kitsap
	Mike	O'Shaugh	Kitsap Rescue Mission
	KC	Pearson	Hospice of Kitsap County
	Patty	Peterson	Bremerton Foodline
	Dave	Rasmusse	American Red Cross
ELL Coor	Suzy	Rau	English Language Learners North Kitsap K-12
	Krissy	Remeto	Westsound Treatment Center
	Judy	Ricciardi	St Gabriel Parish
Bishop	Larry	Robertson	Emmanuel Apostolic Church
	Shelly	Rose	Kitsap Public Health District
	Alyson	Rotter	College Success Foundation
	Ann	Rudnicki	Literacy Council of Kitsap Co.
	Julie	Sanko	Kitsap Recovery Center
	Sally	Santana	Homeless Advocate
	Terry	Schroeder	Kitsap Continuum of Care Coalition
	Charmaine	Scott	Kitsap Community Resources
Denny B	Amy	Sharrett	Peninsula Community Health
	Cyndi	Shumate	Peninsula Community Health
	Kimberley	Smith	South Puget Intertribal Planning Agency
	Patrick	Steele	Coffee Oasis
	Beth	Stenwick	Kitsap Mental Health Services
	Margaret	Swigert	DSHS
Manager	Bonnie	Tufts	Kitsap County Block Grant Program
	Susan	Vicent	Helpline House-Bainbridge Island
	Dani	Villines	Our Lady Star of the Sea Parish
	Stuart	Walton	Washington CASH
	Linda	Ward	WA Dept of Veteran's Affairs
	Tawnya	Weintrau	Kitsap County Division of Aging
ELL Coor	Kelly	Welsh	English Language Learners Bremerton School District
	Ruth	Westegaa	Kitsap Public Health District
	Elaine	Williams	Olympic College



## Kitsap Transit / Agency Advocates Quarterly Meeting

Communication connection to LEP, minority and low-income population

**March 12, 2015**

1:00 - 2:00pm

Gateway Conference Center  
Bremerton

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### Agenda

Welcome and Introductions	Jeff Davidson
Kitsap County Planning Division	Michelle Keeton
Kitsap Transit projects	
• Silverdale Transportation Center	Ed Coviello
• Connections with riders	Laurie Talbert
• Other projects	Jeff Davidson
Agency updates	All agencies
Additional items or input	
Topics for next meeting	
○ Next meeting - Thursday, June 11 <sup>th</sup>	
Adjourn	



# RIDER ALERT

## PUBLIC MEETING

### -NOTICE OF PUBLIC HEARING- -AVISO DE AUDIENCIA PÚBLICA-

The Kitsap Transit Board of Commissioners will hold a public hearing on Kitsap Transit's Silverdale Transit Center Alternatives Analysis at their regular meeting on June 2, 2015 at 9AM in the Council Chambers on the first floor of the Norm Dicks Government Center, 345 6th Street, Bremerton WA.

A public comment period is established through June 2, 2015, with final comment taken at the hearing. Copies of the Silverdale Transit Center Alternatives Analysis project flyer are available at the outreach events listed below, at Kitsap Transit's Customer Service Office, 10 Washington Avenue in downtown Bremerton from 6AM to 7PM weekdays and 8AM to 4PM Saturdays, by calling 1.800.501.7433 or online at [kitsaptransit.com](http://kitsaptransit.com). Public comment can be submitted:

**In writing:** Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA 98337

**Via email:** [kitsapride@kitsaptransit.com](mailto:kitsapride@kitsaptransit.com)

**By phone:** 1.800.501.7433

**Online:** [kitsaptransit.com](http://kitsaptransit.com) Select the 'Connect' tab.

**In person:** Tuesday, June 2, 2015, 9AM, Norm Dicks Government Center Council Chambers or at the following upcoming public outreach events:

**Silverdale Transfer Center (Greaves Way)**

March 17 from 11AM to 1PM

March 24 from 3PM to 5PM

**Silverdale Community Center, Evergreen Room (9729 Silverdale Way)**

March 26 from 6PM to 7:30PM

Para la traducción de este documento en español, por favor llame al 1.800.501.7433 durante las horas normales de oficina. El personal de servicios al cliente se conectará con un intérprete.

Issue: 3/6/15

Remove: 6/3/15

**KITSAP TRANSIT**  
1-800-501-RIDE [www.kitsaptransit.com](http://www.kitsaptransit.com)

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## KITSAP TRANSIT NOTICE OF PUBLIC HEARING



Placed on 3/8/2015 | Views: 12

KITSAP TRANSIT NOTICE OF PUBLIC HEARING The Kitsap Transit Board of Commissioners will hold a public hearing on Kitsap Transit's Silverdale Transit Center Alternatives Analysis at their regular meeting on June 2, 2015 at 9AM or as soon thereafter as possible, in the Council Chambers on the first floor of the Norm Dicks Government Center, 345 Sixth Street, Bremerton, WA. The Alternatives Analysis will determine the best location for a new, permanent transit center in the Silverdale area. A public comment period is established between March 7, 2015 and June 2, 2015. Copies of the Silverdale Transit Center Alternatives Analysis flyer are available at the main business offices of Kitsap Transit, 60 Washington Avenue, Suite 200 in Bremerton, between the hours of 8AM and 4PM, Monday through Friday and available online at <http://www.kitsaptransit.com/agency-information/planning>. Written comments may be submitted to Steffani Lillie, Kitsap Transit, 60 Washington Avenue, Suite 200, Bremerton, WA, 98337, or via email at [kitsapride@kitsaptransit.com](mailto:kitsapride@kitsaptransit.com). Written comments, including those transmitted via email, must be received by 4PM on Friday, May 29, 2015 to be considered at the June 2, 2015 public hearing. Written or oral comments may be submitted or presented at the June 2, 2015 public hearing at the meeting location noted above. A resolution adopting the preferred location will be placed on the Kitsap Transit Board of Commissioners June 2, 2015 meeting agenda for consideration. Publish: Kitsap Sun 03/08/2015, 04/19/2015 AD#20145862

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## CENTRAL KITSAP COMMUNITY COUNCIL MONTHLY MEETING

Thursday, March 19<sup>th</sup>, 2015; 7:00 – 9:00 PM  
Water and Fire District Community Room  
5300 NW Newberry Hill Road  
Silverdale, WA

### AGENDA

- |         |    |  |
|---------|----|--|
| 7:00 PM | 1. | <p><b><u>Call to Order:</u></b></p> <p><b><u>Pledge of Allegiance</u></b></p> <p>A. Introductions: Council Members</p> <p>B. Adoption of Agenda</p> <p>C. Approval of Meeting Minutes for January and February</p> <p>D. Correspondence / Announcements</p> <p>E. Opportunity for public comment (comments limited to 3 minutes)</p> |
| 7:20 PM | 2. | <p><b><u>Special Presentations:</u></b></p> <p>A. State of the CK Fire District – CKFR Fire Chief Scott Weninger (30 minutes)</p> <p>B. Silverdale Transit Center Alternatives – John Clauson, Executive Director, Kitsap Transit (30 minutes)</p>   |
| 8:20 PM | 3. | <b><u>Commissioner's Comments</u></b>  |
| 8:30 PM | 4. | CKCC Committee Updates   |
| 8:45 PM | 5. | <b><u>Public Comment:</u></b> Comments limited to 3 minutes  |
| 9:00 PM | 6. | <b><u>Adjournment</u></b>  |

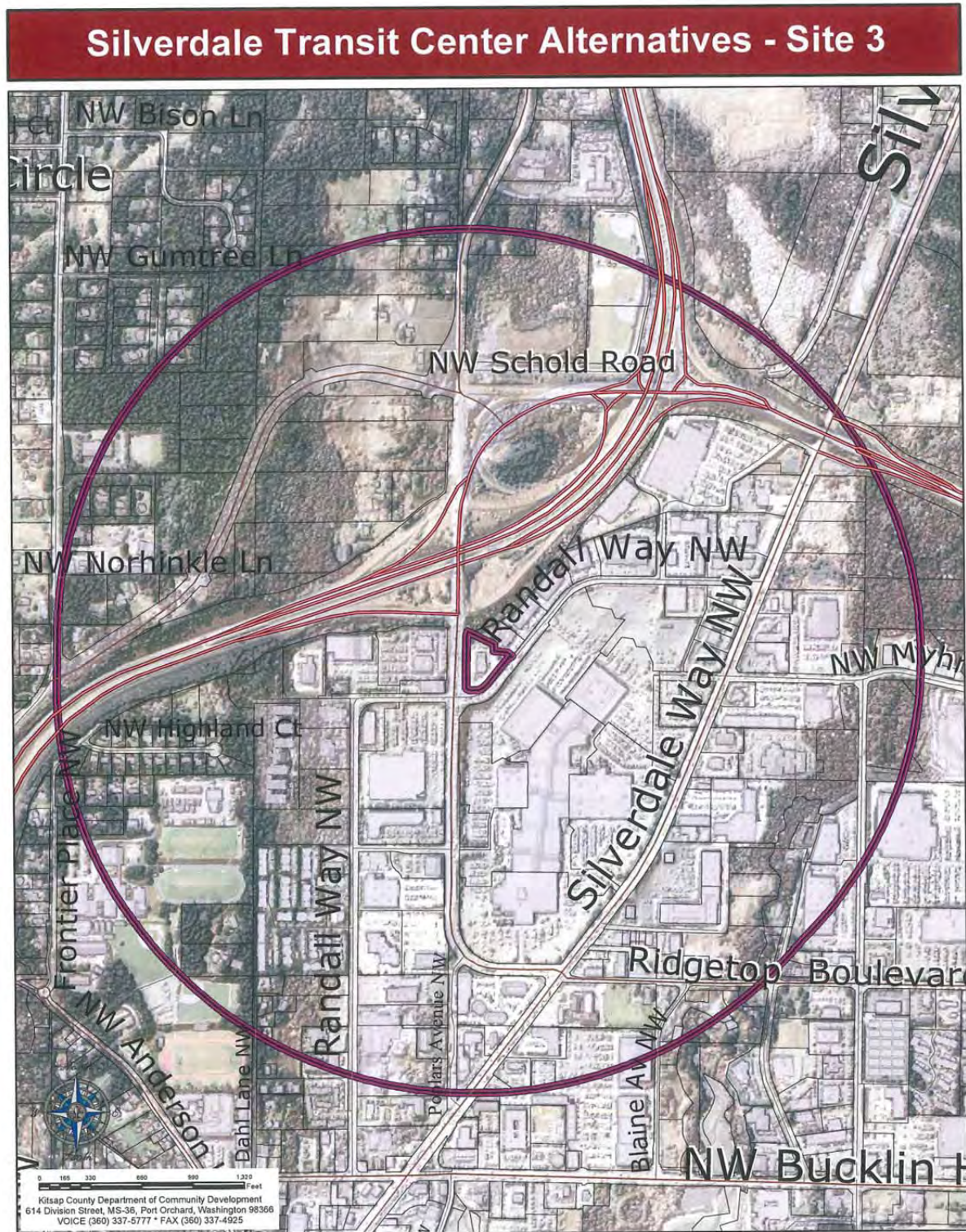
#### Upcoming Meetings:

CKCC Executive Committee: Wednesday, April 1<sup>st</sup>, 5:30-7:00 PM; Community Council Office

CKCC Town Hall Meeting: Thursday, April 16<sup>th</sup>, 2015; CKSD Jenne-Wright Administration Building Gymnasium, Silverdale

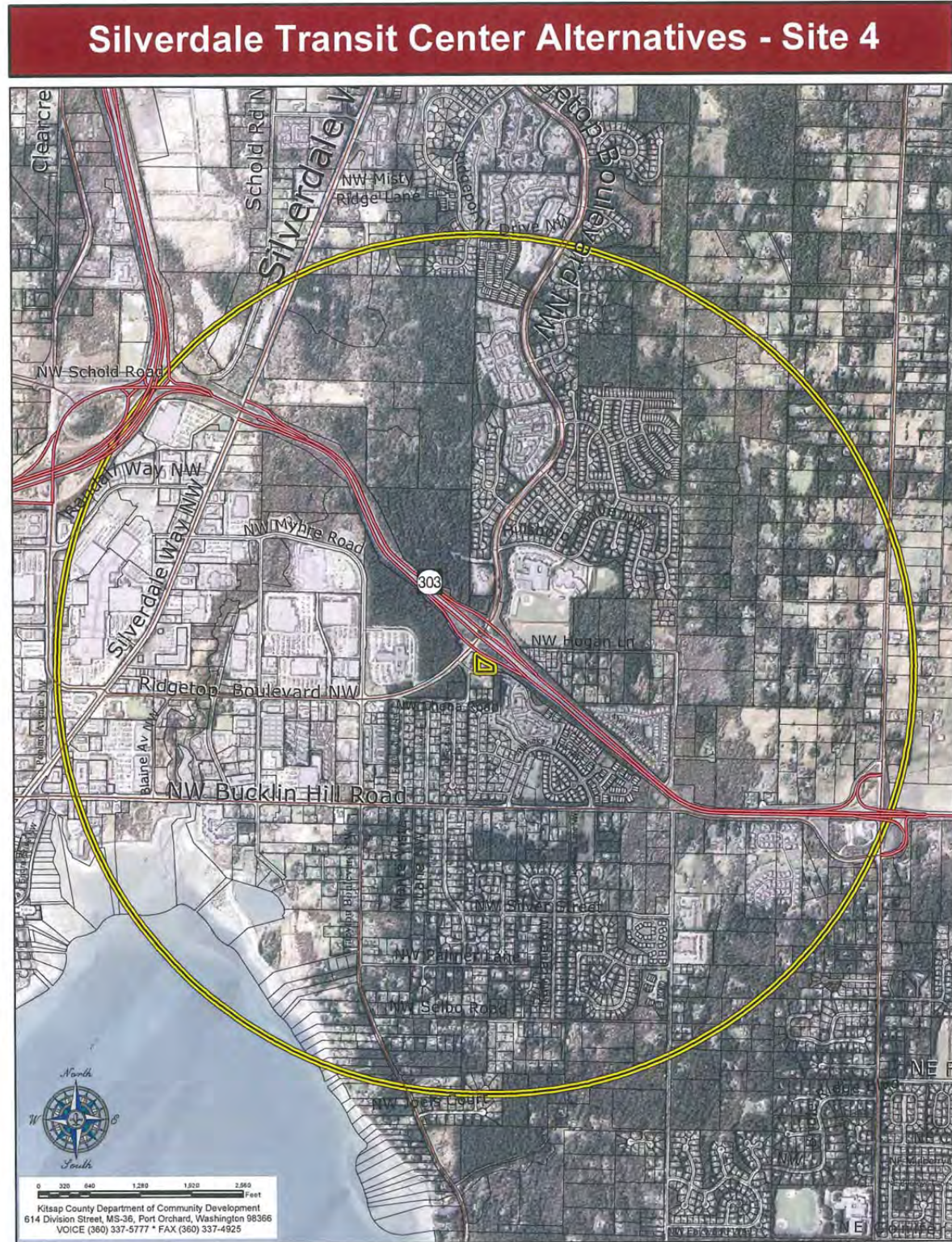


## Notification Mailing Radius for Location A





## Notification Mailing Radius for Location B









60 Washington Ave. Ste. 200  
Bremerton, WA 98337  
Phone: 360.479.6962  
Fax: 360.377.7086

[www.kitsaptransit.org](http://www.kitsaptransit.org)



March 6, 2015

Burt & Kay Arnold  
Owners  
Olympic Northwest Insurance  
1480 NW Sid Uhinck Drive, Ste. 100  
Silverdale, WA 98383

Dear Mr. & Mrs. Arnold,

We have selected your property as one of three alternatives for a new Silverdale Transit Center for Kitsap Transit. The three locations are:

- Washington Department of Transportation site at the former Highway 3 on-ramp off of Kitsap Mall Blvd.
- The insurance building at Ridgetop Boulevard and Sid Uhinck Drive
- Harrison Hospital/medical center Ridgetop Boulevard property

This letter serves as a notice informing you that Kitsap Transit is interested in possibly pursuing an agreement for a long term lease or purchase of the above mentioned property if the Alternatives Analysis report recommends and the Kitsap Transit Board approves your location as the preferred alternative.

We are holding a community workshop on March 26, 2015 at the Silverdale Community Center at 9729 Silverdale Way NW, Silverdale WA 98383 from 6-7:30 PM in the Evergreen Room. The results from the community outreach will help determine the recommended alternative to the Kitsap Transit Board of Directors.

Sincerely,

A handwritten signature in black ink, appearing to read "Edward Coviello".

Edward Coviello, AICP  
Transportation & Land Use Planner

Enclosure  
cc: Steffani Lillie, Service & Capital Development Director  
[barnold@olynorthwest.com](mailto:barnold@olynorthwest.com)

Connecting Communities



60 Washington Ave. Ste. 200  
Bremerton, WA 98337  
Phone: 360.479.6962  
Fax: 360.377.7086

[www.kitsaptransit.org](http://www.kitsaptransit.org)



March 6, 2015

Christina Moyer  
Executive Director of Strategy  
Harrison Medical Center  
2520 Cherry Avenue  
Bremerton, WA 98310

Dear Ms. Moyer,

We have selected your property as one of three alternatives for a new Silverdale Transit Center for Kitsap Transit. The three locations are:

- Washington Department of Transportation site at the former Highway 3 on-ramp off of Kitsap Mall Blvd.
- The insurance building at Ridgetop Boulevard and Sid Uhinck Drive
- Harrison Hospital/medical center Ridgetop Boulevard property

This letter serves as a notice informing Harrison Medical Center that Kitsap Transit is interested in possibly pursuing an agreement for a long term lease or purchase of the above mentioned property if the Alternatives Analysis report recommends and the Kitsap Transit Board approves your location as the preferred alternative.

We are holding a community workshop on March 26, 2015 at the Silverdale Community Center at 9729 Silverdale Way NW, Silverdale WA 98383 from 6-7:30 PM in the Evergreen Room. The results from the community outreach will help determine the recommended alternative to the Kitsap Transit Board of Directors.

Sincerely,

A handwritten signature in black ink, appearing to read "Edward Coviello".

Edward Coviello, AICP  
Transportation & Land Use Planner

Enclosure

cc: Steffani Lillie, Service & Capital Development Director  
[christinamoyer@fhshealth.org](mailto:christinamoyer@fhshealth.org)

Connecting Communities



60 Washington Ave. Ste. 200  
Bremerton, WA 98337  
Phone: 360.479.6962  
Fax: 360.377.7086

[www.kitsaptransit.org](http://www.kitsaptransit.org)



March 6, 2015

Herb Dick  
Washington Department of Transportation  
PO Box 47440  
Olympia, WA 98504-7440

Dear Mr. Dick,

We have selected your property as one of three alternatives for a new Silverdale Transit Center for Kitsap Transit. The three locations are:

- Washington Department of Transportation site at the former Highway 3 on-ramp off of Kitsap Mall Blvd.
- The insurance building at Ridgetop Boulevard and Sid Uhinck Drive
- Harrison Hospital/medical center Ridgetop Boulevard property

This letter serves as a notice informing Washington Department of Transportation that Kitsap Transit is interested in possibly pursuing an agreement for a long term lease or purchase of the above mentioned property if the Alternatives Analysis report recommends and the Kitsap Transit Board approves your location as the preferred alternative.

We are holding a community workshop on March 26, 2015 at the Silverdale Community Center at 9729 Silverdale Way NW, Silverdale WA 98383 from 6-7:30 PM in the Evergreen Room. The results from the community outreach will help determine the recommended alternative to the Kitsap Transit Board of Directors.

Sincerely,

A handwritten signature in black ink, appearing to read "Edward Coviello".

Edward Coviello, AICP  
Transportation & Land Use Planner

Enclosure  
cc: Steffani Lillie, Service & Capital Development Director  
[dickh@wsdot.wa.gov](mailto:dickh@wsdot.wa.gov)

Connecting Communities



## Community Comments Received

Comment #	Date Received	Comment (s)
1	4/3/2015	I am voting for site B as it is near the freeway entrance for both north and south ramps for Hwy 303, but is quite close to the off ramp for both north and south ramps of Hwy 3. I would hope that we could also obtain an agreement of intent for Site C to develop a park and ride, which is a critical part of our development. Without this addition it will be hard to develop ridership. Remember that it was the park and rides in Poulsbo that allowed the development of the current high ridership to the Bainbridge Island Ferry.
2	3/30/2015	<p>Greetings,</p> <p>I believe the best site from the three proposed is site A, the Washington Dept. Of Transportation site. I believe that location is far better and less impactful on traffic than the other sites.</p> <p>First, I think it is not too far from the current location, making an easier transition for both riders and routing. It is close to the mall and the main shopping areas.</p> <p>The drawbacks of both sites B and C are similar and severe. Either of these choices would impact traffic that is often already at a standstill in both directions on Ridgetop Boulevard. Traffic attempting to get from 303 onto Sid Uhinck, already causes backups and fender benders. Not only would this worsen traffic for residents, it would make for difficulty for transit busses to hold to a schedule.</p> <p>Thank you for asking and for the important service you provide our community.</p>
3	3/29/2015	<p>Dear Kitsap transit Customer Service:</p> <p>Thanks for reaching out to me regarding plan to choose the alternate site for the Transit Center.</p> <p>May I recommend Site Alternative B: Ridgetop boulevard and Sid Uhinck Drive? this site will least disrupt the existing normalcy of the Harrison Medical Center, as well as the Kitsap traffic pattern.</p>
4	3/29/2015	<p>I reviewed the three site alternatives shown in the March newsletter. I don't know much about the specifics of Site Alternative A, but the other two alternatives (B and C, both near the Silverdale Harrison Hospital) seem to be extremely poor choices.</p> <p>Ridgetop Boulevard is already badly congested in the section</p>

Comment #	Date Received	Comment (s)
		<p>between its intersections with Myhre Road and Highway 303. Lengthy backups occur on a regular basis. The Hillsboro intersection just to the north gets gridlocked whenever Ridgetop Junior High traffic hits. The problem is made even worse by vehicles attempting to cross multiple lanes to enter Sid Uhinck Drive. I can't even imagine what would happen if a transit center was added to the area. On top of all that, further residential development has been proposed for the Ridgetop area.</p> <p>We have plenty of problems in that area without a transit center. I truly hope that Site Alternative A is a more practical choice.</p>
5	3/29/2015	<p>Site A!!</p> <p>Site A is the only reasonable choice, as it is already located in a commercial/business location. It will not adversely impact traffic, as the other two locations will.</p> <p>Additionally, Site B, it too very near residential areas. It is the worse site of the 3. Ridgetop traffic is already difficult, at best, hence site A is the only appropriate site.</p>
6	3/27/2015	<p>She would like to see the STC behind Party City. Reasons because it is so busy between 3-5 with traffic school busses, etc. She thinks it would make schedule times less affected.</p>
7	3/25/2015	<p>Dear Sirs:</p> <p>I am writing to express my concern that you have considered locating the new Silverdale Transit Center in a residential area. Site Alternatives B and C (on Ridgetop Boulevard) are inappropriate for this venue. The only rational choice, given the traffic congestion and neighborhood concerns, is Alternative A. My neighbors and I, who live in the Summerwind area, plan to petition the neighborhood with the enclosed petition requesting the approval of Site A.</p>
8	3/22/2015	<p>I vote for Site A. This would be better than clogging-up Ridgetop Blvd.</p>
9	3/23/2015	<p>Silverdale Transit Center Alternatives</p> <p>We believe Site Alternative 'A' between Randall Way and the Kitsap Mall would be the best location for the new Silverdale Transit Center. This location is close to both the Kitsap Mall and the new Trails at Silverdale retail center, where many riders may be headed for work, shopping and dining. It has easy</p>

Comment #	Date Received	Comment (s)
		<p>highway access, and being a Washington Department of Transportation site, is already in public ownership.</p> <p>Site Alternatives 'B' and 'C' are not desirable because they are too close to an Elementary School, a Junior High School, and residential areas. It would also create more traffic congestion on Ridgetop Boulevard, which already backs up at the traffic lights near Waaga Way (Hwy 303) during rush hours.</p>
10	3/23/2015	<p>My husband and I live on Marissa Ln off Bucklin Hill. Marissa Ln is across the street from the entrance to the Summerwind complex, and we often drive through there to go to Ridgetop Blvd. The traffic is so busy that sometimes it takes quite a few minutes to be able to make a right turn from Sid Uhinck onto Ridgetop Blvd. It is virtually impossible to make a left turn there, so we don't even try. We believe putting the Transit Center at site B or C would make the traffic on Ridgetop a nightmare. When the Clear Creek part of Bucklin Hill is closed for a year, we're already going to have detours to fight with.</p> <p>We feel that Site A would be a better location for the Transit Center. The busses adding to congestion on Ridgetop for Site B and C could really be a problem. We also feel that bus riders should not have to walk up the hill to Site B or C. It may be a bit farther for them to walk to Site A, but it's relatively flat.</p> <p>Thank you for your consideration on this matter.</p>
11	3/18/2015	<p>NO!</p> <p>Randall Way is much better... lesser of two evils.</p> <p>Traffic on Ridgetop is horrible as it is. Adding to the congestion will make matters far worse.</p>
12	3/19/2015	<p>Good afternoon,</p> <p>I prefer the new Silverdale transfer center to be at site A: The area behind Party City. It is close to the mall, which I believe is a good idea!</p> <p>Thanks!</p>
13	3/17/2015	<p>To Whom it may concern,</p> <p>I live on Clipper Place in Silverdale near proposed sites B and C. As it would be quite convenient for those of us on the east hill of Silverdale, it appears that having a center closer to shops etc. would be best. The biggest negative impact would be, due to the new light signal at 303 and Ridgetop Blvd., is the backing up of traffic leaving Silverdale. As it is now the traffic backs up making it difficult to even get onto Ridgetop from Sid Uhinck.</p>



Comment #	Date Received	Comment (s)
		<p>I believe this would create an even more traffic snarl and also make it more difficult for the transit buses to get in and out of the center. Also the higher traffic area along with limited sidewalks make it a bit more dangerous for pedestrians. The better site seems to be site A due to location and ease of entry and exit from major roads.</p> <p>Thanks you for taking the time to read my e-mail. I trust those leading the decision will make the best choice for our growing community.</p>
14	3/13/2015	<p>I am writing to express my concern over the proposed Silverdale Transit Center Site Proposals. I live in the Summer wind Housing Development adjacent to 2 of the proposed sites. The traffic flow on Ridgetop Blvd near Harrison Hospital is already inadequate to accommodate the current usage. I am appalled that you would even consider Sites B or C for a new Transit Center Site. I have often waited in excess of 15 minutes just to get out of my neighborhood. The Silverdale Transit Center belongs in the commercial center of Silverdale...site A</p>
15	3/14/2015	<p>Please do not place a bus transfer station anywhere on RIDGETOP BLVD. Placing it at either locations proposed will only impede traffic flow. There was a comment in the Sun when Bucklin Hill was closed for 3 days that there was" no noticeable increase in traffic on Ridgetop". Living on Chena Rd for 45 years I totally disagree with that information. Agreed there are short periods of light traffic but these are not often and few between. It is difficult to turn on or off Ridgetop and drivers frequently stop in the intersection causing more congestion. Bucklin Hill closing for a year or more will be very difficult on this community. Ridgetop/Wagga Way is the only route in or out of Silverdale on this side.</p> <p>With Harrison hospital moving completely to Silverdale there appears to be a bigger need to PLAN adequate parking in this area. The professional staff are not usually coming to work on a bus. I think most people riding the bus are headed to shopping. There also would be the constant BEEPING when they back up all hours of the day, not pleasant for a residential / hospital area.</p> <p>The enormous amount of staff for all the specialties as well as supplies to be delivered daily will cause a tremendous traffic nightmare as it is.</p> <p>A while ago Kitsap Transit had a crew come out to the corner of Sid Uhinck and Ridgetop. They worked for weeks pouring a nice</p>

Comment #	Date Received	Comment (s)
		<p>concrete pad, erecting a very nice covered Bus stop with protected seating. This whole project was removed except for the concrete pad shortly after completed. I would say very poor planning!!! The</p> <p>influx of traffic from Bucklin Hill closure, building office spaces, parking, delivery, construction and vehicles appears to be monumental</p> <p>Please remove the 2 possible Ridgetop alternatives from the planning board!! With all the projected progress for this Ridgetop area I and many neighbors feel this is not a good choice for a bus transfer station. I foresee a great deal of traffic congestion. There must of been other areas in the list of 8 sites that would be a better choice</p>
16	3/10/2015	<p>hi my name is lori.i was wondering when they are going to move the Silverdale transit station and you know where at. i ride the bus and i don't want to get to Silverdale and fine they move. i hate to ask this could you have the bus driver say when the next stop i'm 100 present blind in the right eye and there time i have ask the driver to let me know when i need my stop and then i have to say out loud that i'm blind in my right eye and everyone is staring at me and i feel unconformable being on the bus. thank you</p>
17	3/7/2015	<p>Possible new Silverdale Bus transfer Location? There is the parking lot area between Silver city and Castle's north east of Kohl's. PPR Kitsap Mall LLC 162501-2-072-2007 ID no. 2032332. It is only used by silvercity workers and has plenty of extra room on the north end of the lot. Best location for foot traffic The mall never uses</p>
18	4/6/2015	<p>Please do not put the new Silverdale Transfer Station on Ridgetop Blvd. Traffic there is bad normally due to the hospital and major businesses in the area, and particularly bad during rush hour. A transfer station would exponentially make matters worse.</p>
19 Appendix C	4/8/2015	<p>RE: STC survey: I object to options C &amp; B since there is already traffic problems there. I think it is just plain</p>
20	4/11/2015	<p>I just became aware that Kitsap Transit is debating putting in a bus transfer station on Ridgetop Blvd. near Sid Uhnck Dr. I implore you to find another location.</p>
21	4/21/2015	<p>The caller's choices for the new transfer center are: 1 - Sid Uhnck location, 2 - Harrison location, 3- old onramp location. She'd be especially happy if the Sid Uhnck location closed off access to Sid Uhnck - lots of people speed down the street to get to Bucklin Hill Rd.</p>

Comment #	Date Received	Comment (s)
22	4/23/2015	<p>Delighted to hear that there will not be a transit center in my backyard (B), or that the decision hasn't formally been made yet. I would LOVE to have it on the hospital property since it would allow a warm, dry, place for anyone to wait inside the cafeteria. Please consider those bus passengers who are low income.</p> <p>I have heard that there may be plans to have the Sid Unick road closed. This would be wonderful and would help soooo much with the steady flow of traffic that cuts through our housing to get from Ridgetop to Bucklin Hill Rd.</p>
23	3/21/2015	<p>Hi Ed,</p> <p>Nice to meet you and Trudy the other day. I appreciate your outreach to the community. Great efforts on behalf of Kitsap Transit. From meeting you I took away that you do have the concerns of neighborhoods located close to possible bus x locations as something you are concerned about and want to do the "right" thing if possible.</p> <p>Hey, from my laymen's position here's a comment. Based on drawings from letter I received dated 15 May 2009 which identified future expansion plans for the Silverdale Hospital Complex (notice of application – from Kitsap County Dept of Comm Development). They identify a future relocation of Sid Uhnick to further south a little then down the hill west to about where existing entrance is to hospital on north side of Ridgetop. If that proposed design was implemented I do not see how there would be enough space for a bus x station anyway on the 2.5 acres considered to be site C. If they did relocate Sid Uhnick to that design then I guess they would install another traffic signal there to allow ingress/egress of cars to flow smoother than it does in it's present location. So Ridgetop would then have 3 traffic signals kind of within very close proximity to each other. Seems weird to me. Remember I am not a traffic engineer.</p> <p>Further, if they were to relocate Sid Uhnick I do not see how site B would have enough space for a bus x transfer facility even after the relocation of road and sidewalk and such. It does not have enough space presently for the bus transfer, as noted even by you it is not really 2.5 acres. I just don't see how relocation to site B could ever be considered. I know you kind of hinted at that. The best result for me would be to have it removed from consideration. I know it is just one of the three</p>

Comment #	Date Received	Comment (s)
		<p>but that's the location that rankles me the most. I hate to be a fired up Irishmen. It's gotten me in trouble sometimes.</p> <p>Gary Lindsey has identified that no one from Kitsap Transit has approached him about buying the piece of property located directly north of our properties on Chena Road NW. He is proceeding with possible sale of that property to future developers of a medical facility with no changes to footprint of property as it now exists.</p> <p>Thanks for your time.</p>
24	3/12/2015	<p>To Kitsap Transit RE: alternatives for Silverdale Transit Center location</p> <p>I understand that the two options near the intersection of Ridgetop Boulevard and Highway 303 may be attractive because of their proximity to the new hospital complex, but as a Ridgetop resident, I have to say that the intersection with the new light that was added by the state has become a terrible traffic mess. As more traffic is added because of the hospital development, I fear what is going to happen at that intersection. I could see just further problems as you bus traffic to that mix. The only way I could support one of the two locations near the hospital would be if there is a decision made to create another access to Highway 303 that serves the hospital directly and keeps the additional traffic off of Ridgetop Blvd.</p> <p>Alternative A, which is closer to the mall and would well serve loop routes around Silverdale, would be my preferred site at this point because of the already congested traffic issues I mentioned above.</p> <p>Thanks for your consideration.</p>
25	3/11/2015	<p>I do not think either site on the top of Ridgetop is a good choice. The intersection at the top of Ridgetop was recently redone, but there is a great deal of traffic on Ridgetop, which means there is still congestion at the intersection and traffic backups going down Ridgetop past the next intersection. If you add buses, you would need to re-redo that intersection and some of Ridgetop; I don't think even that measure would ease the problem. Also, I'm not sure that it's a good idea to have a transit center across from a hospital ER. Neither alternative B nor alternative C is a good choice. I vote for alternative A.</p>
26	3/4/2015	I am unable to attend the community meetings to discuss the

Comment #	Date Received	Comment (s)
		<p>proposed options for the new transit center. Therefore, I am commenting now:</p> <p>The two sites off of Ridgetop are very poor choices (Ridgetop and Sid Uhinck and the site next to the new water tower). This area is already heavily congested and any additional traffic will create total gridlock. There are always vehicles holding up traffic off of Waaga Way as they try to dart across Ridgetop for the quick left turn onto Sid Uhinck. This has already been documented in the Kitsap Sun and in the Road Warrior column. Vehicles trying to exit from Sid Uhinck onto Ridgetop face a similar situation with the existing traffic backup due to the traffic signal. Adding buses to this mix will only exasperate the situation!</p> <p>I live just north of this intersection off of Ridgetop. I am very familiar with traffic flow and the need to improve this flow after the traffic light was installed. I suggest your committee observe the traffic flow before making your selection. Traffic is at its worse from 3 PM to almost 5 PM Daily. After observing, I am confident you would not want to add your buses to this mix. Trying to keep a set schedule for your customers will be difficult to achieve.</p> <p>Therefore, I strongly suggest removing the two "Ridgetop Options" from your list of potential sites. I can not comment on the third option off of Highway 3 because I am not familiar with the site.</p> <p>Thank you for reviewing my comments and incorporated them into your public comments.</p>
27	4/11/2015	<p>I just heard that you may be putting a transfer station at Ridgetop and Sid Uhnick and wanted to express my opinion. I travel this everyday to get to and from work, it is the shortest route. The other way around is Silverdale Way and that would be ridiculous since I am coming from East Bremerton. Traffic is cluster enough, adding a transfer station will only compound the existing problem. Please reconsider.</p>
28	4/1/2015	<p>Mr. Clausen,</p> <p>I appreciate your responses to the points I made. I guess we can have a difference of opinion on your comments made in paragraph 3. There is an awful lot of automobiles parked anywhere they can park at and near the current Harrison Hospital in Bremerton. Not sure the transit system is being</p>

Comment #	Date Received	Comment (s)
		<p>overwhelmed with people riding the bus to and from the existing Harrison Hospital. But, point well taken. It's your business to promote more people riding public transit now and into the future.</p> <p>I want to thank you and Kitsap Transit again for giving the public the opportunity to have input on your process of selecting the proposed new location for the Transit Center in Silverdale. It got my attention and got me involved along with a lot of my neighbors located all over Buckling Hill and the Ridgetop area. Also showing concern about the location is drivers that use Ridgetop Blvd. When I am walking the intersection of Ridgetop and Hwy 303 with my sign I get a lot of thumbs up and honking horns in support of no Transfer Center on Ridgetop Blvd.</p> <p>Thanks again for your response.</p>
29	3/30/2015	<p>Gentlemen and cc addressees,</p> <p>The perfect location for the Silverdale Bus Transfer Center is the seldom used portion of the north side of the Kitsap Mall parking lot. The only real use that land gets is for temporary car lots to sell cars and for traveling carnivals. It is vacant most of the time. Even at peak shopping times Thanksgiving, Christmas, Easter, etc. No dedicated use.</p> <p>The County, Kitsap Transit, Bremerton Mayor, Poulsbo Mayor, Port Orchard Mayor, our state legislators, federal congressman and senators need to team up and negotiate with the Kitsap Mall to obtain the proper size footprint of property north side parking lot of mall and locate the Silverdale Bus Transfer Center at that location. I realize the mall does not want the Transfer Center on their property. I say the government entities that represent the people should negotiate stronger with the Kitsap Mall to influence them to partner with Kitsap Transit to allow location of the New Transfer Facility on current Kitsap Mall property north parking lot. It is just about the only real feasible land area in Silverdale for the new Transfer Center to be located.</p> <p>It was mentioned at the public outreach meeting that one of the long term objectives for Kitsap Transit, Kitsap County and Harrison Group was to reduce traffic on Ridgetop. Adding a Bus Transfer Center on Ridgetop location B or C would add traffic not reduce traffic. Anybody can see that. Anybody I ask agrees</p>



Comment #	Date Received	Comment (s)
		<p>with that position. The location in the north mall parking lot is flat, easy ingress/egress to freeways-main roads and is not located near existing residential neighborhoods. Riders from Bremerton, other cities and areas could easily get to shopping in Silverdale, restaurants, and could catch a quick shuttle up to the new Harrison Hospital Complex to meet their medical needs. Ride shuttle back down to the north parking lot. Seems very simple to me.</p> <p>I guess the obstacle is that Kitsap Mall owners do not want the Transfer Center on their property. I say the government entities that represent the people of Kitsap Region should readdress the locations currently identified A, B and C and consider an all-out effort to procure or partner with the Kitsap Mall to locate the new Transfer Center at the unused portion of the Kitsap Mall north parking lot.</p> <p>I have heard the term “Kitsap Transit partnering with Harrison Hospital Group” mentioned at the public outreach meetings. Specifically to “partner” with Harrison Group to place the new Transfer Center at Site B or C. It’s just a guess on my part, but “partnering” may be a euphemism for Harrison Group giving the 2.5 acres located at site C to Kitsap Transit or selling at a reduced price in consideration that Kitsap Transit locate the new Transfer Center at Site C which is right across Ridgetop Blvd from the Hospital Complex. The Harrison Group may just want bus riders basically delivered right next to their Hospital Campus. If site B or C is chosen for the new location that would be against the desires of community members who attended the public outreach meetings. It is clear the community does not want the new location to be located on Ridgetop Blvd site B or C.</p> <p>Now, I have written this from the perspective of a private citizen. I retired after 31 years working for the Department of Navy federal service I know a little about bureaucracy. I realize once the train has pulled from the station it is difficult to stop the train or return it to its original starting place. But it can be done!</p> <p>At the community outreach meeting 3/26/15 the community members present clearly identified that sites B and C on Ridgetop Blvd make no sense whatsoever and site A is really not satisfactory. Their main concern was impacts to traffic flow now and in the future, especially on Ridgetop Blvd. How we got</p>

Comment #	Date Received	Comment (s)
		<p>this far with these three lousy locations I do not understand? Let's start to think a little "out of the box" before this goes wrong with the results negatively affecting Silverdale, Kitsap County and the region for many years to come.</p> <p>It seems to me "the government entities" that represent the people could muster enough influence to change the Kitsap Malls position to allow the new Transfer Center to be located in the north parking lot of the mall.</p> <p>I'm way out of my league here but isn't there some kind of eminent domain or something that could be used to change the Kitsap Mall owners position?</p> <p>If the Kitsap Mall ownership is really the final say on what is good for Kitsap County and residents then I am sorry for that. I realize they provide a significant amount of tax revenue to the county. I don't think they would leave if they lost this battle. Has anyone really tested them? I hope the owners of the Kitsap Mall do not mandate what happens in Kitsap County. It seems the people and their representatives should have leverage over them not vice versa.</p> <p>Here's a quote from Teddy Roosevelt "speak softly but carry a big stick".</p> <p>I look forward to return communication from distribution To.. or Cc... related to this e-mail.</p> <p>Thank you very much for your time.</p> <p>One citizen against location of a Bus Transfer Center anywhere on Ridgetop Blvd.</p>
30	3/10/2015	<p>In response to your request for feedback on where to place a new Silverdale transit center, I believe that placing it at Sid Uhinck and Ridgetop would result in nightmarish traffic problems. The newly installed stop light at Ridgetop/Waaga has provided some relief for those attempting to turn off of Waaga onto northbound Ridgetop. But it has also resulted in huge backups on Ridgetop Blvd heading north toward Waaga Way. Adding a bus terminal in there is a very bad idea and will only compound an already taxing situation.</p> <p>Furthermore, as the hospital adds new buildings, traffic on Ridgetop/Waaga will only increase dramatically.</p>

## Appendix D – Project Management Plan

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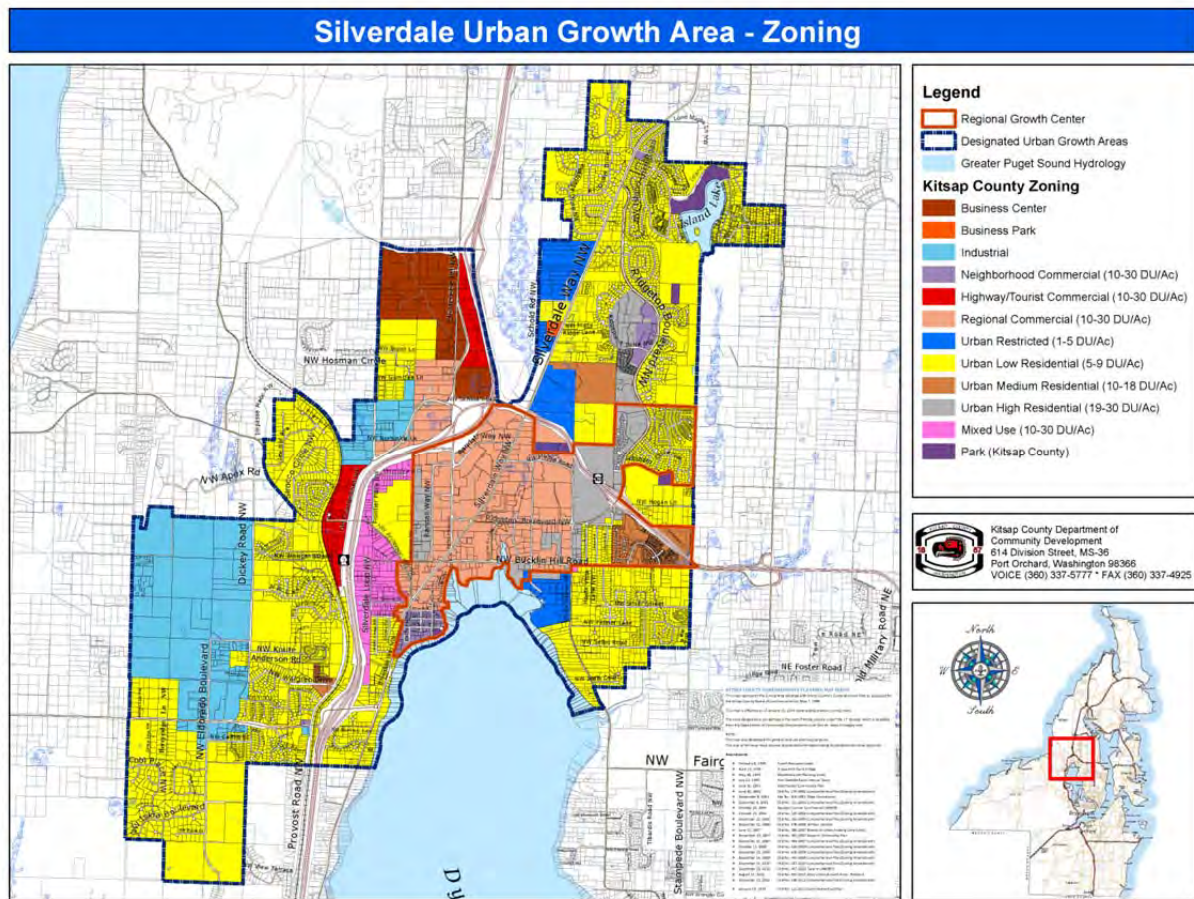
## Project Management Plan

Task Name	Duration	Cost
<b>Silverdale Transfer Center</b>	<b>705 days</b>	<b>\$3,100,001.00</b>
<b>PHASE I - ENVIRONMENTAL</b>	<b>372 days</b>	<b>\$100,000.00</b>
Alternatives Analysis	108 days	\$0.00
Outreach	70 days	\$0.00
Request Right of Entry for 1 site	3 days	\$0.00
Staff Letter	6 days	\$0.00
Visit SITE with AECOM, finalize Scope of Work	5 days	\$0.00
Request Price Proposal for 1 Site	2 days	\$0.00
Board Resolution to Award PO	1 day	\$0.00
Issue Purchase Order to AECOM	4 days	\$100,000.00
Project Kickoff Meeting	1 day	\$0.00
ESA Phase I Deliverables	90 days	\$0.00
Submit DCE/SEPA	8 days	\$0.00
NEPA approved	200 days	\$0.00
<b>PHASE II - DESIGN</b>	<b>291 days</b>	<b>\$500,000.00</b>
Board Resolution to Request Qualifications	1 day	\$0.00
Request Proposals	30 days	\$0.00
Board Resolution to Award	1 day	\$0.00
Engineering, Traffic Study, Predesign 30%, EJ, Planning/Permitting	60 days	\$500,000.00
Final Design Bid & Award	60 days	\$0.00
Final Design Complete	60 days	\$0.00
Permitting	90 days	\$0.00
<b>PHASE III - REAL PROPERTY ACQUISITION</b>	<b>90 days</b>	<b>\$1.00</b>
Buy	90 days	\$1.00
<b>PHASE IV - BID &amp; AWARD</b>	<b>211 days</b>	<b>\$2,500,000.00</b>
Construction Approved	25 days	\$0.00
Board Resolution to Bid	1 day?	\$0.00
Bid	30 days	\$0.00
Board Resolution to Award	1 day	\$0.00
Award	1 day	\$2,500,000.00
Notice to Proceed	10 days	\$0.00
<b>PHASE V - CONSTRUCTION</b>	<b>180 days</b>	<b>\$0.00</b>
Construction	180 days	\$0.00
<b>PHASE VI - COMMISSIONING</b>	<b>20 days</b>	<b>\$0.00</b>
Commissioning	20 days	\$0.00

## Appendix E – Silverdale Zoning Map

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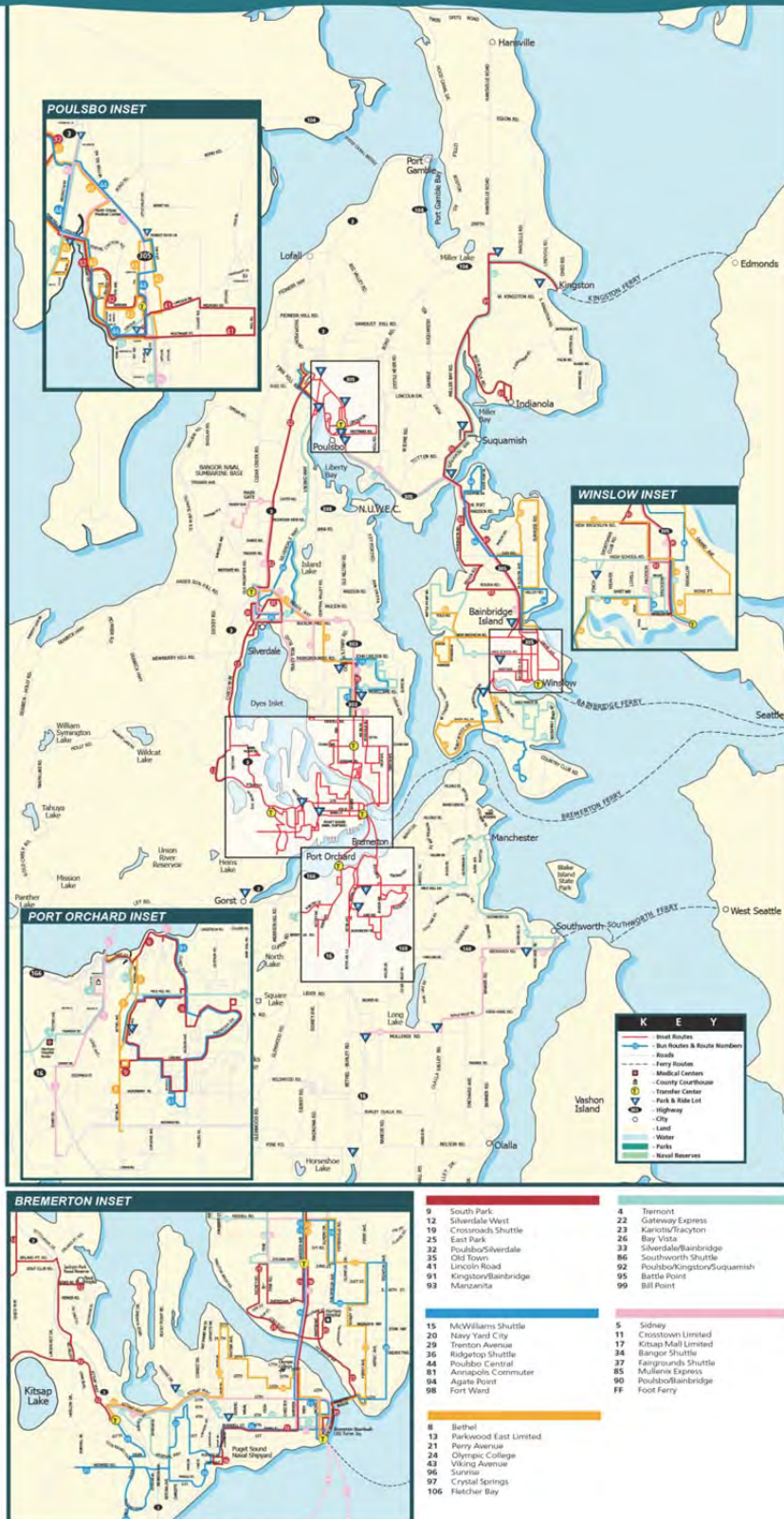




## Appendix F – Kitsap Transit System Map

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# Kitsap Transit System Map



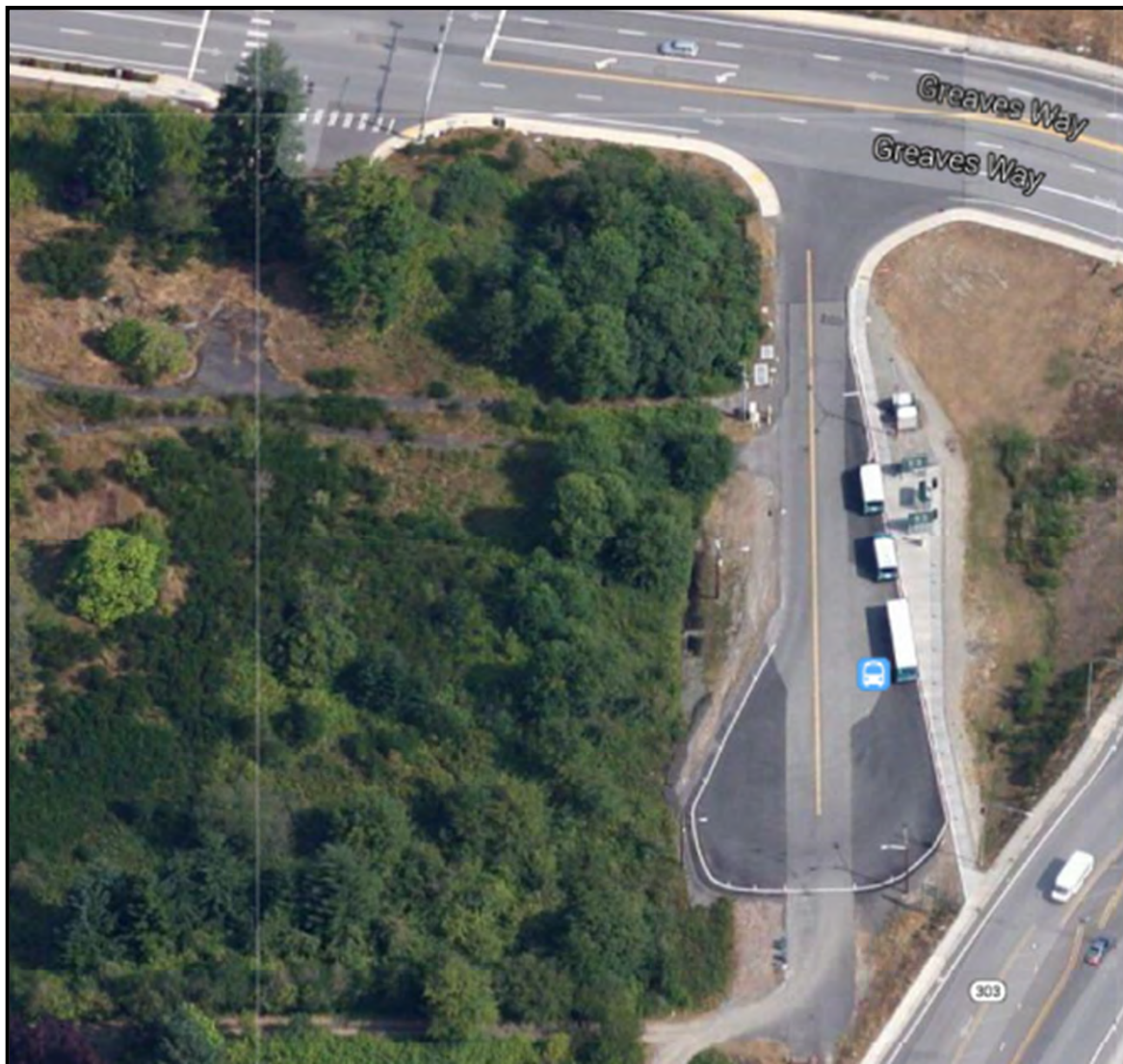
This map is intended for general transit information only, and subject to change. Refer to individual schedules for specific information.

## Appendix G – Location Alternatives Presentation

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# Silverdale Transit Center Locational Analysis





- **Current Location**

- 1) Right in & out only turns in 2016 due to Trails Center development
- 2) Poor pedestrian access forces a transfer for most Silverdale bound customers
  - i. Reduces total passengers due to the transfer move needed
  - ii. Limited space for park & ride



- **Planning Process**
  - 1) Review existing Center conditions
  - 2) Need for new Transit Center
  - 3) Scoring criteria
  - 4) Scoring alternatives
  - 5) Recommended locations
  - 6) Committee Approval



- **Goals**

- 1) New Transit Center

- **Considerations**

- 1) Redesign of service to reflect growth
- 2) NEPA suitability
- 3) Park & Ride
- 4) Long term use





# - Overview of locations

Option #	Parcel Title/Location	Parcel Number	Parcel Value	Current Status	Property Owner	Suitable for Transit Access	Developed / undeveloped	Permit issued (Y/N)
1	NW Pete Ross Way	N/A	N/A	Vacant state land	WA	Yes	Undeveloped	N
2	Gary Warner	1225176	388380	Vacant land with minor use parking trailers	Unlimited Warner Gary MGR	Yes - issues with the terrain that would possibly require fill	Undeveloped	N
3	303 Old On Ramp	N/A	N/A	Empty with some left over asphalt	WA	Yes - with needed site improvements including signalization to improve the flow and grading work	Undeveloped	N
4	Silverdale Way Across from Rotary Park - Gary Lindsey	multiple	Not sure given it could be a partnership	Woods with creek in the middle of the parcel	Gary Lindsey	Unknown at this time	Undeveloped	N
5	Harrison Hospital	2200046	42,034,470	Hospital Expansion in application status	Harrison	Yes- working with hospital on possible transfer center location at site	Developed	N
6	Silverdale Community Center	1242270	3,547,390	Used for community center	County	Yes, could have traffic problems but good walk score	Developed	N
7	Central Kitsap School District	1224062 & 1224070	1873990	Surplus wooded and partially graded land	Central Kitsap School District / Gary Lindsey	Yes	Undeveloped	N

- **Central Kitsap School District**





- In surplus status by CK School District
- Three parcels with the western parcel forested  
Access road from Greaves needed to open  
parcels up for future development
- Access to Clear Creek Good for joint economic  
development
- 13 Acres for all three parcels



- **Werner Property**







- Property for sale - expensive asking price  
\$40 per square foot.
- Do we need the entire parcel with wetlands  
below ground / possible fill from mall site,  
etc.?
- Good location for park & ride lot in  
conjunction with adjacent State land

- State Land Adjacent to Werner





- State property
- Park & ride would have to be located at Werner or existing transfer center
- Potential environmental mitigation needed?
- Would the state sell?
- Lease could be tricky



- Community Center Complex







- Center of Silverdale with strong pedestrian connections
- Park & Ride element
- Operational challenges with potential traffic congestion
- Demolition costs
- Strong joint development potential

- Harrison Hospital Site

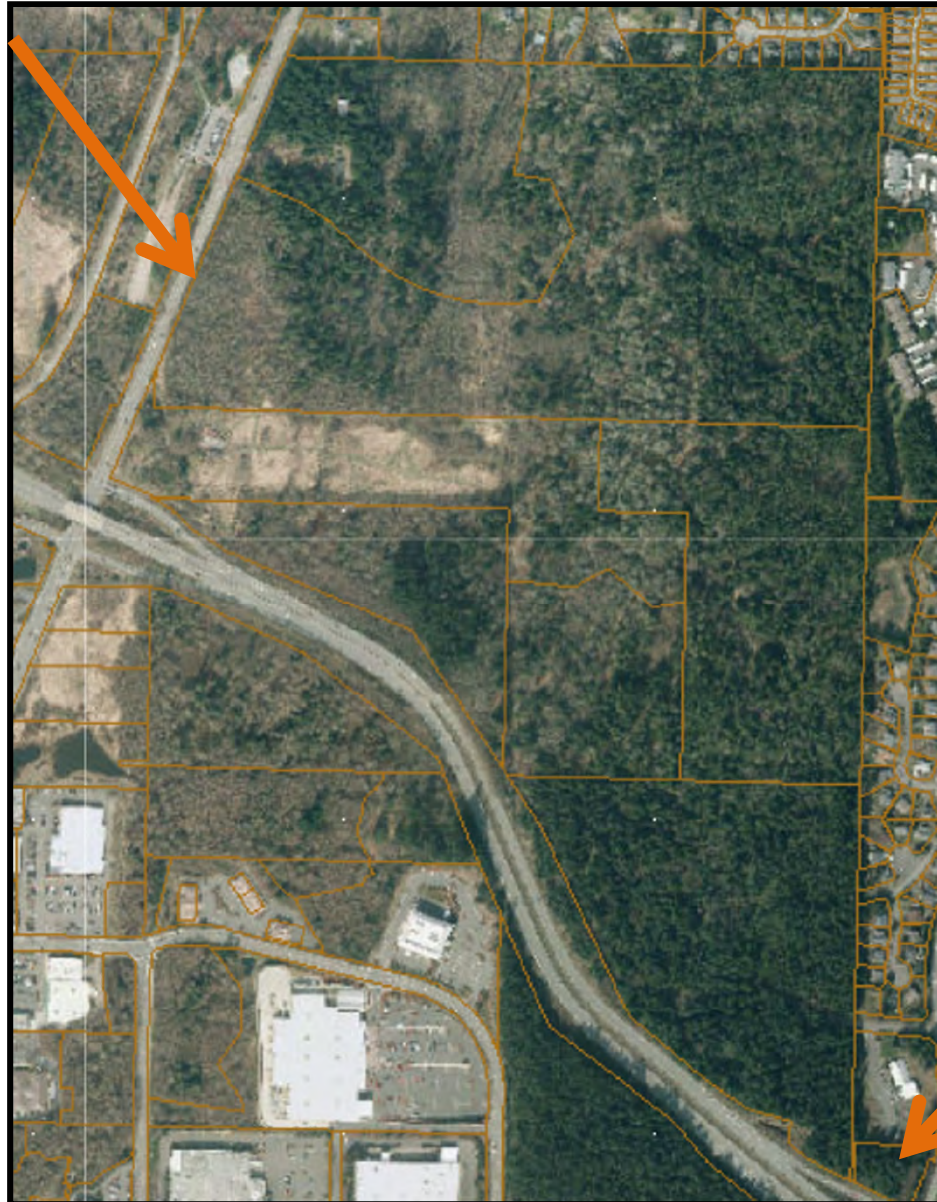




- Lower overall costs for construction
- Could expand ridership market profile
- May add time to Bremerton based 12 and Poulsbo based 32 runs
- Park & ride element not certain
- Meeting with Harrison on the 19<sup>th</sup> to discuss



- **Silverdale Way Site**







- Likely several years off before construction
- Southeast parcel with access to Ridgetop
- Work needed on Ridgetop to improve access
- Topography is a challenge
- Not in walkable environment as of today
- Long term potential with new development

- **Old Highway Ramp Location**





- Good access if signal installed
- Minimal impact to existing route structure
- Topography problems
- Not tailored to a park & ride
- Pedestrian friendly to the Silverdale “of today”
- Long term lease

# Silverdale Transit Center Locational Analysis



- **Next Steps**

- Location scoring (Top 3?)
- NEPA results
- Report with recommendations
- Committee / Board action
- Public Participation Process
- Final Selection