



KITSAP COUNTY DEPARTMENT OF COMMUNITY DEVELOPMENT

614 DIVISION STREET MS-36, PORT ORCHARD WASHINGTON 98366-4682
(360) 337-7181 FAX (360) 337-4662 HOME PAGE - www.kitsapgov.com/dcd/

Larry Keeton, Director

Keyport Community Planning Process Community Stakeholder Group Meeting: M I N U T E S

Tuesday, March 27, 2007, 7:00 – 9 p.m.

Location: Keyport Bible Church, 15270 Washington Ave. NE, Keyport, WA

Meeting Facilitators: Milt Meeds, Keyport Improvement Group Secretary
& James Weaver, Kitsap County Department of Community Development (DCD)

Meeting Attendance (from sign-up sheet): Bob and Joanne Ballard, Carolyn and Mike Chinn, Don and Alberta Cramsey, Barbara and Rich Culley, Deborah Dubois, Elizabeth Gale, Dick and Shirl Golden, Doug Jennings, Jim and Linda Laughlin, Milt and Lynn Meeds, John Steinmetz, Don and Karol Stevens, Rhonda Williamson, Keith and Katherine Reed, James Weaver (DCD), Katrina Knutson (DCD), John Clauson (Kitsap Transit) and Greg Cioc (Public Works).

Agenda Item I: Meeting Introduction:

Milt Meeds, Secretary of the Keyport Improvement Group, began the meeting and asked everyone around the room to introduce themselves and to describe where in Keyport they lived. The room proceeded to introduce themselves around the table. A number of attendees did enter the room later in the meeting and introduced themselves as they entered.

Senior Planner, James Weaver, discussed the Keyport Community mailing that was sent out to all Keyport and Keyport Trace citizens. James also discussed the Keyport Community survey as a pilot project that the County was attempting to gauge the community as a whole on a broad range of issues, explained that this is the first time the County had done an internet survey of this type, and wanted and asked the group for comments. The survey was available for citizen input on the Keyport Community Plan website, http://www.kitsapgov.com/dcd/community_plan/subareas/keyport. Some community members stated that the survey was too long, or was too complicated. Others wanted the survey to be agree/disagree only. James thanked them for their comments and stated those concerns would be addressed in future surveys. James also indicated that Agenda item IV is no longer part of tonight's agenda. He explained that Bill Galvani, Director of the Naval Undersea Museum was unable to attend due to immediate matters at the Museum, and that he may be able to attend a future meeting.

Agenda Item II: Regular Keyport Improvement Group Business:

No official Keyport Improvement Group business was conducted for this meeting. Milt Meeds then turned the meeting over to James Weaver, a Senior Planner from Kitsap County Department of Community Development and the project manager of the Keyport Community Plan.

Agenda Item III: Keyport Naval Undersea Warfare Center discussion with Navy representatives:

James Weaver introduced Diane Jennings, Public Affairs Officer for the Naval Undersea Warfare Center, Keyport. Diane stated that the Bremerton Naval Base, Sub-Base Bangor, and Keyport Naval Undersea Warfare Center are now all under Naval Base Kitsap. Diane stated that she will take down the community's questions and discuss them with representatives from Naval Base Kitsap.

Question: *The Community has an interest in having limited access to the base. Please explain current security as it pertains to walking paths in Keyport.*

Reply: Public access would not very easy to accomplish. Since 9-11, security is very tight for all installations. In emergency situation, there are provisions for community access to evacuate Keyport to the main land through the naval base, but that would need to be formally brought up with the security representatives.

Question: *How can we re-enliven the Washington corridor? Is it possible to work with the Navy to have access to the museum through the north gate, so that Keyport could benefit economically from the museum? What are the possibilities and difficulties? How could the community, through this planning effort, bring, at minimum, pedestrian access to the museum through Washington Street in addition to the main base entrance?*

Reply: Diane and the Community participated in a discussion of the security measures for parking lot 5 and different gates near the museum that could potentially provide Keyport community access to the museum through Washington Street. Diane explained that there are a series of gates between the museum and the secured naval base. If the Parking Lot 5 gate is open, then the Navy would have to close off all public access to the Museum grounds, including the Washington Street Gate for pedestrians, as to not allow access to the rest of the base.

Question: *Would grant funding (cameras, signage) be of assistance to the Navy?*

Reply: Diane will have to check if grant funding for any additional security measures would be of assistance to the Navy.

Question: *For 4 months in the summer, boat tours will come to Keyport. Is it possible to work on a better way for tourists to access the museum?*

Reply: Diane indicated that she would check on this with the Navy representatives.

Question: *Are their opportunities for trip reduction at Keyport? Would a transit alternative serving the Keyport community also be of benefit to the base population?*

Reply: Diane responded that she would check with the Navy representatives regarding transit options and existing trip reduction and alternative transit plans.

Question: *Does the navy have a preferred alternative for the LAMIRD boundary? The community is currently leaning toward Alternative 1 and Alternative 6, would the Navy prefer inclusion or exclusion of the planning boundary?*

Reply: Diane indicated that she did not know what the position would be for inclusion in any local government planning boundary. She state that, similar to the other items, she would take all this information back to the folks at Naval Base Keyport and get back to the community.

Question: *What is the museum's relationship to the base?*

Reply: The museum was founded by the base and existed before there was any military construction on the site. The museum is run and funded by Navy and Museum Foundation.

Question: *What is the correct name of the military installation at Keyport?*

Reply: Naval Base Kitsap, Keyport.

Agenda Item V: Transit and Highway 308 Park & Ride discussion with Kitsap Transit representatives

James Weaver then introduced John Claussen, a representative Kitsap Transit to discuss the transit improvement possibilities, challenges, technical details, and potential park and ride projects with Kitsap Transit. Mr. Claussen clarified the definitions of commuter market and community needs. John explained in detail the limitations of Kitsap Transit and the ridership requirements for any proposed transit line. He also explained the existing park-and-ride projects and indicated the priority needs for transit funding throughout the County. John also provided information about the Access routes, how that program is funded, and which segments of the population that it serves.

John explained the process for setting up new transit routes and described the population levels typically required to serve smaller communities throughout Kitsap County. He explained the timing required to provide transfer access at the transit hubs like Silverdale and that any transit line has to be able to accommodate the coordination of meeting other transit routes at the same time. He explained how this would limit the time each shuttle could remain on the road and still make it back the transit hub for timely transfers. John discussed some of the available transit options for a small community like Keyport. John also indicated that Kitsap Transit may be open to explore the possibility of "borrowing" a few bus trips from Bangor shuttle each day to service the Keyport community, Museum and Naval Base.

Question: *How many trips a day does Kitsap Transit provide to and from Bangor?*

Reply: The Silverdale to Bangor Sub-Base is shuttle route 34 and typically makes 16 trips a day.

Question: *What time frame does Kitsap Transit give a new transit service to get up and running?*

Reply: Kitsap Transit typically does not review newly established routes until they have been running for 6 months to allow a clear example of ridership levels. Typically, a bus would need to average 10 passengers an hour to be at a good performance level and meet the requirements required for continued funding. Typically, the biggest complaint about our transit service is empty busses running around. That is actually a rare occurrence, but those typically only occur when commuter busses are full from the ferry access points and return commuters home and then are empty when they return to the ferry to pick up more commuters. The full commuter busses going one way typically meet or exceed the minimum performance levels for the 10 passengers per hour for each route.

Question: *How many access trips come to Keyport each day?*

Reply: Access is a federal mandate and is in on demand and is limited to elderly and disabled citizens. Kitsap Transit has opened this service up for general public use throughout the County when only the urban areas are mandated, but it requires a call a day in advance to schedule a trip.

Question: *Would a fixed route off-set some Access usage?*

Reply: It is a possibility that there may be some savings for efficiency, but one thing to note is that they are funded from entirely different sources.

Question: *Does Kitsap Transit have plans for a park and ride on HWY 308 and Silverdale Way intersection? If so, the community could use a shuttle between Bangor and Keyport with a stop at the park and ride.*

Reply: It may be a project to explore in the future, possibly with a Transit Oriented Development project of some sort. That would have to be explored in the future transit plans. The challenge in this scenario would be the on-going shuttle. It would require a Kitsap Transit driver and bus, and would still need to meet the 10 passengers and hour standard. It may be better to borrow some trips from the Bangor route.

Question: *Does it make more sense to put Keyport in a bus loop?*

Reply: No. John again explained the transit routing requirements and Kitsap Transit only has so much time before the bus has to be at the hub.

Question: *Are there other transit programs that may work for Keyport?*

Reply: John then discussed the potential of having a community van. The Community would need to identify community drivers, and the van would be available for the community. Kitsap Transit would provide gas and insurance and community would provide drivers. James Weaver stated that he would facilitate this process, until it was up and running.

Question: *Are there any worker/driver vans that go into Keyport?*

Reply: Yes, we have Vanpool Vans that go on base for our employee transit program.

Question: *Opportunity for a park and ride in Keyport?*

Reply: Kitsap Transit plans for Park and Rides all over the county, but not one in the near future in Keyport. James Weaver indicated that if there was a need for planning support in the community plan, there may be an opportunity to aid in zoning or Transit Oriented Development for an eventual park and ride that could service Keyport.

Question: *Could one of the vanpool vans be used for the community van?*

Reply: Kitsap Transit will look into this. One downside is the fact that the van has to be back when it is time for the employees to go home.

Question: *Are their bike racks on Kitsap Transit buses?*

Reply: Yes.

Question: *Do the community vans have bike racks?*

Reply: No, but if that is of interest, Kitsap Transit could look into it.

Agenda Item VI: Other Business:

James Weaver led a lively discussion regarding Washington Avenue improvements, draft transit routes and historical land use. Numerous opinions and complaints with past planning efforts was expressed by the community. James expressed that the Keyport Community Plan was only a tool to allow the community to provide a path for future development. He indicated it wouldn't necessarily be able to satisfy all the expressed desires to "fix" government issues at the local, state, and/or federal. James also stated that many of the desired projects may have to be accomplished over the next decade, with ongoing community effort necessary to realize all of these desired projects. James indicated that the Department of Community Development staff goals was utilize all the resources available to identify the communities concerns and issues, propose potential solutions, and assist the community completion of the plan as a first step to accomplish those goals and desired projects. This discussion closed the meeting.

Agenda Items: Next Steps / Future Meetings

The next meeting is anticipated to begin discussion of Commercial and Residential land use.

9:00 p.m. Meeting Adjourn

Please Note: Meeting minutes are provided by Kitsap County Department of Community Development staff with comments, questions, discussion and conversations summarized to the best ability. Any corrections or comments may be directed to James Weaver at jweaver@co.kitsap.wa.us.