

Transportation

The Suquamish Village is located one-mile northeast of the Agate Pass Bridge in northern Kitsap County. The Suquamish Village has increasingly become a thoroughfare for ferry commuters who live in North Kitsap and work in Seattle or Everett. It is located along two roads that link Suquamish to the principal arterial, Highway 305 that connects the Kitsap Peninsula to the City of Bainbridge Island.

Kitsap County has established traditionally engineered Level of Service (LOS) standards for county roads classified as arterials and collectors. The LOS for these road types differs depending on whether the road is located in an urban or a rural area. A higher degree of congestion is tolerated in an urban setting. The LOS is defined as a ratio of quantity of traffic (volume) using a road to maximum amount (capacity) of traffic that a road can handle. Volume-to-capacity ratios (V/C ratios) relate directly to measures of level of service.

The existing network of roads reinforces the rural character of the Suquamish Village. Local access roadways within the area are built to “rural road standards” as defined by Kitsap County Public Works using American Association of State Highway Transportation Officials (AASHTO) and Washington State Department of Transportation (WSDOT) guidelines. Rural roads are characterized by having 40 to 50 feet of rights of way, 20 to 24 feet of roadway width, 9 to 11 feet of paved asphalt per lane with the possibility for shoulders and are designed for low traffic volumes. Currently, local streets (see Figure 5) in the Suquamish area are at or below the minimum road standards established by the County. This does not include the collector streets of Division Avenue or Augusta Avenue.

Traffic conditions on local access roadways have reached a level where it has negative effects on the public health, safety and welfare. The necessary infrastructure is either non-existent or inadequately sized to handle the impacts of any development. The Suquamish Tribe was funded by the Bureau of Indian Affairs to complete an inventory and comprehensive traffic plan for the entire Port Madison Indian Reservation. The study began in early 1999 and was completed in mid-2000. The consulting firm of ADA and Associates was retained by the Suquamish Tribe to conduct the study and prepare the Tribal plan. The Tribal planning staff and the ADA engineers coordinated with Kitsap County Dept of Public Works in gathering information. The Tribal study benefited the community in evaluating the impacts of growth on the transportation system in the Suquamish Village. *(Please contact the Suquamish Tribe for more information on this study.)*

Scheduled Improvements

Kitsap County has the responsibility to develop programs and projects that mitigate traffic impacts from general growth, intensive development and historical

deficiencies. These projects and their funding mechanisms are presented and updated in the Transportation Improvement Program (TIP) on an annual basis.

The current Six Year TIP covers 2005 to 2010. Currently, however, there are three projects identified in the Port Madison Indian Reservation for improvements, originally identified in the 2002-2007 TIP. Priority Project No 16 (2002-2007 TIP) is the NE Totten Road at Suquamish Way, and is slated for channelization improvements soon. Priority Project No 27 (2002-2007 TIP) is a safety, capacity and bike lane improvement feasibility study. This study begins at the Miller Bay Road/SR104 intersection and extends south to the Gunderson road just north of the Suquamish Village. This corridor study is currently underway by the County Public Works Department Engineering staff. Priority Project No. 50 (2002-2007 TIP) is the Widme Road from Totten Road to Lincoln Road. Minor widening and resurfacing is planned to bring the roadway up to current standards. This work is scheduled to be completed by 2007.

Beginning in 2001, the County began a project to widen and pave shoulders on W Kingston Road from Miller Bay Road to SR104. This project improved the capacity of W Kingston Road by adding 10 feet for shoulders and channelization at major school access intersections. The road is a link on the Mosquito Fleet Trail Plan and the Kitsap County Bicycle Facilities Plan. As part of the above project, S. Kingston Road from Jefferson Pt to W. Kingston Road will have paved 5-6 foot wide shoulders with a complete overlay following (County Road Project 1539).

Miller Bay Road NE, from SR104 to NE Gunderson Road, is to be widened to four lanes plus left turn channelization at major intersections within the next ten years. This widening is development driven and depends upon the future development of both Whitehorse and Arborwood. Gunderson Road, from SR307 to Miller Bay Road NE, will be widened to 4 lanes plus left turn channelization at major intersections also within the ten-year time frame. As above, this project is development driven and subject to the construction of Whitehorse and Arborwood.

The Mosquito Fleet Trail is a 57-mile long bicycle and pedestrian trail that is proposed from Kingston to Southworth. It follows the historic stops of the Mosquito Fleet, boats that provided transportation to numerous towns and villages in Kitsap County. In the Suquamish area, the Mosquito Fleet Trail follows Miller Bay Road (primary route, separated bicycle path), south to NE Augusta Ave. and continues on to Suquamish Way NE to the intersection of NE Totten Road, and then westerly along Totten Road to its intersection with SR305. A secondary route is also listed following Suquamish Way NE, southerly past the NE Totten Road/Suquamish Way NE intersection and continuing south to the Suquamish Way intersection with SR305.

Funding

1. County Road Levy

Kitsap County currently levies property tax on real and personal property in the unincorporated area. This road levy is apportioned to the road fund and can be taxed at a rate up to \$2.25 per thousand dollars of assessed value.

2. Local Option Motor Vehicle Fuel Tax

This tax may be levied by counties where motor vehicle fuel is sold within the county and is subject to state motor fuel tax.

3. Impact Mitigation Fees

The road impact fee rates set forth in section 4.110.200 Road Impact Fees of the current Kitsap County Code are in effect. The basic approach to impact fees for Kitsap County is to charge new development its proportional share of new transportation facilities that are required to serve that development.

4. Transportation Benefit Districts (TBD)

The state legislature authorized TBDs in 1987. Counties may create these districts to fund specific transportation needs. The district provides a mechanism for coordinating public and private funds on specific projects. TBDs are authorized to levy special property taxes for one year or to fund bond issues approved by county voters.

5. County Road Improvement District (CRID)

This is a process that allows Kitsap County to facilitate the reconstruction of an existing roadway. The reconstruction benefits the property owner as follows:

1. The roadway is reconstructed to Kitsap County design standards for public roads;
2. The maintenance of the reconstructed roadway becomes the responsibility of Kitsap County; and
3. The property within the improvement district receives an increased property value.

Property owner petitioning is the most common method of forming a CRID. The Board of County Commissioners may also form a CRID by Resolution.

6. Federal Funds – Intermodal Surface Transportation Efficiency Act (ISTEA)

This federal program, reauthorized in 1998 as TEA-21 and again reauthorized in 2005 as SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users, has three primary categories of funds available to counties. They are:

1. Surface Transportation Program (STP);
2. Transportation Enhancement; and
3. Statewide Competitive

The largest and most important funding source is the Surface Transportation Program. Revenues from this program may be spent on federally classified roads, Intermodal transportation projects, and non-motorized transportation enhancements.

The Enhancement program is directed specifically at non-motorized transportation projects that have previously received no funding. Projects may be suggested by any segment of the community but must be sponsored by a local agency.

The Statewide Competitive fund was created specifically to provide transit with a special venue to compete for ISTEA revenues.

7. Office of the Bureau of Indian Affairs

The US Department of the Interior (parent agency of the Bureau) administers funds which may be allocated on a competitive grant basis for planning and construction on roads (both Tribal and county) on and adjacent to the Port Madison Indian Reservation when a benefit to the Tribal members can be shown.

Concurrency Management

The purpose of Concurrency Management (adopted by ordinance in Feb 1998) is to:

1. Provide adequate LOS on transportation facilities for existing uses and new development in unincorporated Kitsap County;
2. Provide adequate transportation facilities that achieve and maintain County LOS standards as provided in the Transportation Appendix of the 1998 Comprehensive Plan; and
3. Ensure that County LOS standards are achieved “concurrently” with development as required by the Growth Management Act.

The ordinance requires existing highway capacities be determined and weighed against current level of service, thus determining excess capacity. Concurrency allows for the set-aside of excess capacity in the county road system for development. If the county road system is at capacity or exceeds it, a concurrency certificate may not be granted to the project. A development cannot go forward without reduction on size to meet current capacity or the impacted road systems need to be improved. The analysis of LOS adequacy is only applied when determining concurrency for County arterials and collectors in the areas under the County’s jurisdiction.

The Tribe has not entered into an interlocal agreement with the County. Development undertaken by the Tribe or its members, on tribally owned land or trust land is exempt from the County concurrency ordinance. Development of fee

land located on the reservation and owned by non-tribal members is subject to the requirements of the ordinance.

Analysis

Federal Functional Classification System

The functional classification is the division of highways, roads and streets into groups having similar characteristics of providing mobility and/or land access. For transportation planning and design purposes, this grouping by similar characteristics recognizes that individual roads and streets do not serve travel independently of each other (see Figure 6).

A functional classification defines the major role that a road or street serves within the existing and future roadway network. Arterials provide the highest degree of mobility and land access. Local roads and streets emphasize land access in lieu of mobility, ie, speed and reduced travel times. Different criteria are used to determine functional classifications in non-urbanized areas as compared to urbanized areas. The community of Suquamish lies in the non-urbanized area; therefore, all roads and streets in and surrounding Suquamish are considered rural. A full explanation of the functional classification system can be found in *Guidelines for Amending Urban Boundaries, Functional Classifications, and Federal Aid Systems* WSDOT, August 1990. Following is a brief summary of arterial, minor and collector road systems.

Principal arterials serve major centers of activity of a metropolitan area, the highest traffic volume corridors and the longest trip desires, and carry a high proportion of the total urban area travel on a minimum of roadway mileage.

Minor arterials interconnect with and augment principal arterials and form a rural network that link cities and larger towns and form an integrated network providing interregional and inter-county service. Minor arterials constitute routes whose design should be expected to provide for relatively high overall travel speeds with minimum interference to through movement.

Collector roads generally serve travel of primarily intra-county rather than statewide importance and constitute those routes on which predominant travel distances are shorter than on principal or minor arterial routes at moderate speeds. Major collectors provide service to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as schools, parks, shipping points (eg, ferries) and similar traffic generators. Minor collectors are spaced at intervals consistent with population density, to collect traffic from local roads and provide for all developed areas to be within a reasonable distance of a collector road. They also provide service to smaller communities and link traffic to rural areas.

Level of Service Standards

As measures of transportation system effectiveness, level of service standards can help jurisdictions identify where and when transportation improvements are needed and when development or growth will affect system operation. Level of service provides a standard below which a transportation facility or system is not considered adequate.

The following arterial LOS standards are representative of those expected in the rural Suquamish area:

- LOS A: Describes primarily free flow operations at average travel speeds, usually about 90% of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal. Volume/Capacity (V/C), or LOS ratio, range is 0.50 and below.
- LOS B: Represents reasonably unimpeded operations at average travel speeds, usually about 70% of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. LOS range or V/C ratio range is 0.60 to 0.69.
- LOS C: Represents stable conditions; however, ability to maneuver and change lanes in mid-block location may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50% of the average free flow speed for the arterial class. V/C or LOS ratio range is 0.70 to 0.79.
- LOS D: Borders on a range in which small increases in flow may cause substantial increases in approach delay and hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes or some combination of these. Average travel speeds are about 40% of free flow speed. LOS or V/C ratio range is 0.80 to 0.89.
- LOS E/F: Suquamish does not have any E/F LOS roads.

Levels of service standards apply to the facility's location and its functional classification. The following represent Kitsap County's adopted LOS standards for rural areas and its V/C ratio:

Principal Arterial, Rural 0.79/LOS C

Minor Arterial, Rural	0.79/LOS C
Collector, Rural	0.79/LOS C
Minor Collector, Rural	0.79/LOS C
Residential/local, Rural	0.79/LOS C

Inventory of Facilities--Roads and Shoulders

Major routes serving the Suquamish Village include: Miller Bay Road NE, which changes names to Augusta Avenue as it enters the greater village area from the north, and changes names again at NE South Street, becoming Suquamish Way NE as it leaves the village. This corridor is the main north-south route. The other major routes serving the village include: NE Columbia Street, Division Avenue NE and NE Totten Road.

Miller Bay Road NE is classified as a major collector road connecting SR305 through the Port Madison Indian Reservation north to SR104 in Kingston. The Average Daily Traffic count (ADT) is 6,889 (2004 data) just south of W. Kingston Road, and the existing LOS is 0.63 from Gunderson Road to Indianola Road and 0.49 from Indianola Road to South Kingston Road. These equate to LOS B and A respectively. Miller Bay Road has 3-foot gravel shoulders on both sides.

Augusta Avenue is classified as a major collector road. It connects Miller Bay Road NE at the Soundview Blvd/Pebble Beach Dr intersection through the Suquamish Village south to Suquamish Way NE, and terminates at the NE Parkway intersection. The ADT is 5600 vehicles.

The following maintained Kitsap County roads are all classified as local roads within the community of Suquamish: NE Middle St, NE Newton St, NE Nelson St, NE Bell St, NE Prospect St, NE Plum St, NE Maple St, NE Madison St, NE Fern St, NE Geneva St, NE Pine St, NE Cedar St., Fir St, NE Fir St, NE Pear St, Urban Ave. NE, NE South St, NE Winfred St, NE James St, NE Union St, NE Parkway St, North Urban Ave NE, Brockton Ave NE, Angeline Ave, NE, Harris Ave NE, 1st Ave. NE, Soundview Blvd NE, 2nd Ave NE, 3rd Ave NE, 4th Ave NE, 5th Ave NE, Canyon Creek Ct NE, View Terrace NE, NE Whale Dancer Ct, S Angeline Ave, NE, NE McKinstry St, Park Blvd NE, Purves Ave NE.

The following private roads are not part of the Kitsap County road network: NE Totem Lane, NE Hyak Lane, Smith Lane NE, NE Enetai Lane, Cherry Tree Lane NE.

Identified Transportation Projects

A Tribal Transportation Plan was prepared by ADA Engineering and David Hamlin and Associates in October of 1999. Ten projects valued at 1.4 million dollars were identified as part of the planning process. They consisted primarily of betterment projects to help in resolving current and projected traffic problems. The majority of the projects are located on County or State rights-of-way, with

only two projects on Tribal lands. Specifically, four of these proposed capital improvement projects are on county right-of-way. These identified projects did not warrant immediate improvement, but it was recommended that they should be monitored and completed when needed. It was further recommended that the Tribe notify the respective agencies of these findings in order to effect inclusion in the respective six-year Capital Improvement Programs.

The technical data used in the preparation of this extensive transportation plan and analysis included collection of current and historical traffic counts, review of previous traffic plans and SR305 Corridor studies, a level of service analysis at ten intersections, turn counts and movements, a level of service analysis of the future intersection conditions, and subsequent recommendations. Following is a complete list of those locations where improvements were recommended and are priority ranked based on Tribal need and perspective.

1. SR305/Suquamish Way NE – lengthen northbound right-turn lane on SR305
2. Angeline Ave NE – housing access (BIA)
3. SR305/Totten Road NE Signal – monitor as warranted.
4. SR305/Sandy Hook Road NE – install right-turn pocket for southbound right-turns on SR305
5. NE Miller Bay Road/Gunderson Road – install northbound left-turn pocket, southbound right-turn pocket, and northbound merge/acceleration lane.
6. Indianola Road/NE Miller Bay Road – install southbound left-turn pocket, northbound right-turn pocket, and southbound merge/acceleration lane.
7. Suquamish Way NE/Division Ave – install eastbound left-turn pocket.
8. NE Totten Road/Suquamish Way NE – monitor location for potential northbound left-turn pocket.
9. SR305/NW Arts College Access – monitor as warranted to install left-turn pocket on SR305
10. George Lane NW – rights-of-way acquisition (BIA)

Staff Recommended Projects

The following location should be monitored for potential addition to the TIP:
Suquamish Way/Division Ave – eastbound left-turn pocket including illumination.

The following General Paving projects are programmed, subject to funding, within the Suquamish community in the next five years:

2006:

Division Ave	McKinstry to Suquamish Way
McKinstry St	Division to Angeline
Division Ave	Suquamish Way to Prospect
Geneva St	Harris

2009:

Center St	Angeline to end
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Bike Route Recommendations

One of the most cost effective and efficient methods of providing safe bicycle systems is widening shoulders. Shoulder widening within the existing public rights-of-way would be most beneficial along Columbia, Port Gamble/Suquamish, Suquamish Way and Totten Road. In some instances right-of-way constraints may preclude the ability to pave shoulders, but in some instances where new and upgraded storm drainage work is being undertaken it may be possible to ‘tightline’ new drainage structures to add widening on those sides.

The Suquamish community would like to see established bike routes that connect the Suquamish Village to other areas in the nearby community. The following routes are consistent with the County Bicycle Plan and the Mosquito Fleet Trail Plan, and therefore added focus should be placed on these routes in all future County Transportation Improvement Programs:

1. To Poulsbo:
Suquamish Way – Totten Rd – Lemolo Shore Dr – Fjord Dr
2. To Indianola:
Downtown Suquamish – Miller Bay Rd– Indianola Rd
3. To Bainbridge Island:
Suquamish Way – Agate Pass Bridge
4. To Port Gamble:
Columbia Rd- Port Gamble/Suquamish Highway

Traffic Calming on Suquamish Streets

Kitsap County Resolution Number 143-1999 established the Local Traffic Safety Program (LTSP), which states the following objectives:

1. Improve neighborhood livability by mitigating the impact of vehicular traffic on residential neighborhoods.
2. Promote safe and pleasant conditions for residents, motorists, bicyclists, pedestrians and transit riders on residential streets
3. Promote and support the use of transportation alternatives to the single-occupant vehicle
4. Encourage citizen participation in all phases of LTSP activities
5. Make efficient use of County resources by prioritizing traffic calming projects
6. Support the policies contained in the Transportation Element of the County Comprehensive Plan to “Develop innovative roadway design standards which enhance neighborhood identities, but do not infringe on the safety of motorized and non-motorized traffic” and “develop a traffic management strategy that minimizes through traffic in residential neighborhoods”. These may include visual optical chevrons, pedestrian activated crosswalks, speed reduction devices (eg, bumps, pillows) and other calming mechanisms.

Kitsap County has three methods that citizens can use to acquire traffic calming:

1. Streamlined speed hump projects;
2. Residential speed hump purchase projects; and
3. Local Improvement District (lid) process.

Many roads within Suquamish are strong candidates for traffic calming measures.

Gateway Treatment to Slow Traffic into the Village

Gateways are distinctive devices that reinforce a community’s identity. Suquamish, with its rich native heritage and history, as well as the distinction of being the resting place for Chief Sealth, may capitalize on the use of northwest art to meaningfully identify the community as a unique place within Kitsap County. Gateways can be coupled with other visually appealing devices such as colored shoulders, artwork, landscaping and medians to achieve a visual effect that give a sense of place and pride to residents of the community. Finally, gateways define the transition area from rural to ‘more urban’ and visually define the community edge. This serves to let motorists know that they are in a more densely populated area and speed should be reduced.

Chicanes

Chicanes are included in this discussion as they are an effective traffic calming facility that can also be used to as a ‘gateway’ into a community. Chicanes are designed to force oncoming traffic to veer to the left or right (or both) to navigate the chicane.

Description:

- a series of narrowings or curb extensions that alternate from one side of the street to the other forming S-shaped curves
- also called deviations, serpentine, reversing curves, twists, and staggerings

Applications:

- appropriate for mid-block locations only
- most effective with equivalent volumes on both approaches
- typically, is a series of at least three curb extensions
- can use on-street parking to create chicane

Design/Installation Issues:

- unless well-designed, chicanes may still permit speeding by drivers cutting straight paths across the center line
- European manuals recommend shifts in alignment of at least one lane width, deflection angles of at least 45 degrees, and center islands to prevent drivers from taking a straight "racing line" through the feature

Potential Impacts:

- no effect on access
- limited data available on their effect on speed, volume, and collisions
- street sweeping may need to be done manually
- can impact parking and driveway access
- provides opportunity for landscaping

Emergency Response Issues:

- limited data available on their effect on delay to emergency response
- emergency response typically prefer two-lane chicanes to speed humps

Pedestrian Safety

Pedestrian safety is probably the most discussed issue within Suquamish. Of particular concern, school children often walk on the streets that are impacted by parked cars and utility poles. Attempts to correct the problem resulted in the construction of a non-standard walking 'path' that wind around utility poles and trees.

Right-of-way widths are generally 40 feet throughout Suquamish, which is sufficient for normal local street width. A street profile of two 11-foot-wide travel lanes and 3 to 4-foot-wide ditches still leaves 10 feet available for sidewalks or shoulders. However, utility poles, fences, trees and shrubs, and parked cars tend to encroach into the right-of-way. The following considerations need to be presented before any decision is made whether to construct sidewalks and walking paths:

1. *Is the political will there to clear the right-of-way of obstructions?* The obstructions include minor things (eg, mailboxes) and major issues (eg, parked

cars and fences). Residents are often reluctant to remove personal touches to their property, regardless of underlying ownership. The responsibility for moving utility poles that are within a right-of-way is on the utility franchisee. However, poles that are outside of the right-of-way are the responsibility of the county with the cost borne by the county residents. Finally, the county would have to conduct a street inventory to identify barriers that need to be removed.

2. *Suquamish is categorized as a LAMIRD, which may carry with it a different set of design issues than those traditionally associated with a rural community.* The county does not have road standards regarding urban amenities for LAMIRDs. Sidewalks, for example, are considered an urban amenity. The county will have to approve a set of standards for these communities that reflect the urban density without impacting the rural sense that the residents wish to protect.

3. *The Sub-Area Plan must address safety issues that have been identified by the community as very important.* The county has existing policies that promote both safety and the benefits of physical exercise. These policies must be applied to specific improvements through the county's political process.

Cars Parked in Right-of-Ways

As stated above, while the right-of-way is adequate for local roads, the fact that Suquamish has narrow parcels and limited off-street parking often leads to cars parked on-street, which block the shoulders and limited number of walking paths. It is apparent that one of the reasons students are walking in the street is due to the parking pattern. Because of the narrow parcels, there is generally only room for a one-car garage and perhaps parking for an automobile in the driveway.

Possible deterrents to on-street parking are:

1. Signage prohibiting parking along paths;
2. An amnesty day to remove derelict cars;
3. Sidewalks; and
4. Curb and gutter that clearly indicate where on-street parking is permitted

Sidewalks, Curb and Gutter Improvements in Conjunction with Stormwater Improvements

The Stormwater Division of Public Works will be improving the stormwater system from 2006 - 2008. Public Works will piggyback road improvement projects as the stormwater projects are completed. At this time, the projects identified in the 2005-2010 TIP are:

1. Augusta Ave from Center to Geneva, a road overlay project in 2006; cost: \$350,000.
2. Center St from Augusta to Division, a road reconstruction scheduled for 2008; cost: \$1.2million. This project will include sidewalks.

Intersection Improvements at Suquamish Way and SR305

The intersection of Suquamish Way NE and SR305 has been identified in the Suquamish Tribal Transportation Plan as an important intersection project. The intersection receives the majority of traffic from Bainbridge Island ferry surges, is directly at the entrance into the Clearwater Casino and is a primary access point to the City of Poulsbo and the Suquamish community.

The lane configurations and 2005 estimated PM peak hour volumes were developed as part of the Suquamish Tribal Transportation Plan and are as follows:

Southbound Suquamish Way –westbound right turn lane, center lane to the Clearwater Casino, eastbound left turn lane with storage capacity. Projected volumes are SB-WB, 72; SB-through, 32; SB-EB, 209 for a total of 313 movements.

Eastbound SR305 – northbound right turn lane with storage capacity, center lane to Bainbridge Island, southbound left turn lane to Clearwater Casino. Projected volumes are EB-NB, 101; EB-through, 689; EB-SB, 92 for a total of 882 movements.

Westbound SR305 – westbound left turn lane to the Clearwater Casino, center lane to Poulsbo, northbound right turn lane to Suquamish. Projected volumes are WB-SB, 26; WB-through, 940; WB-NB, 426 for a total of 1392 movements.

Northbound Clearwater Casino – northbound right turn lane to Bainbridge Island, left turn and center lane to Poulsbo/Suquamish. Volumes are NB-EB, 14; NB-through, 28; NB-WB, 72 for a total of 114 movements.

Several complaints associated with this intersection have been noted throughout the years. Bicyclists have complained that traffic heading southbound on Suquamish Way moves over to the shoulder to make a right turn toward Poulsbo, thus endangering cyclists. The traffic light tends to back up traffic on both the Suquamish leg of the intersection and the Agate Pass Bridge leg. Traffic queues up to near Totten Road and onto Bainbridge Island as far as Day Road have been noted.

Division Avenue Trail Project

In an effort to complete a Division Ave Trail, interest has been expressed in linking Suquamish to the Nature Preserve north of the community.

The following process should be explored to determine the feasibility of linking the upper part of Suquamish with the Cowling Creek property:

- Meet with Engineering Staff to discuss options, including a new road or bicycle path for pedestrians/bikes.

- Get concurrence from Commissioners to: Maintain right-of-way and bring into system; use right-of-way for trail; and have citizens help to build trail.
- Meet with the president of the Friends of Miller Bay, (the organization working to purchase the Cowling Creek properties) and the citizens advisory group.
- Meet with residents of Division Ave to explain proposals.
- Create a 'trail team.'
- Pave/soft-surface a 10-foot-wide trail.
- Construct a Village Lane road at north and south end of Division: 14-foot-wide lane with 3-foot-wide shoulders (see below).
- Tie into trails in Suquamish Nature Preserve.

Balzow and Division Avenue Trail completion

Balzow trail. The Balzow trail is a partially constructed trail that starts at the end of NE Balzow Way in the south end of Suquamish, and proceeds under the Agate Pass Bridge to the Clearwater Casino. The trail is relatively unknown but has the potential to provide a link for non-motorized travel.

Division Ave trail from South St to Suquamish Way. Interest has been expressed in the creating of a trail through Tribal property from roughly the end of 5th Ave to the south, across the property to Suquamish Way. This would create a safer path for pedestrian traffic than walking along Division Ave. This trail would then use 5th Ave as the corridor to the school.

Slab Improvements--Reconstruction of the Suquamish Dock

The Suquamish Dock area represents a traditional gathering place for tribal members as well as being, at one time, a stop for the Mosquito Fleet. As a focal point for the community, the dock area provides access to Puget Sound, a sweeping view of Seattle, the environs and a cultural treasure. Reconstruction of the dock would solidify the community and provide a visible area for cultural events, economic redevelopment and youth activities.

Division Avenue Improvements

As noted earlier, two issues have arisen regarding the intersection of Suquamish Way and Division Ave. The pedestrian crossing at Division and Suquamish Way (near Texaco) leads into brambles with minimal shoulder clearance and there is clear need for a flasher and/or a left turn lane at that intersection.

Recent traffic counts at the intersection indicate that the intersection operates at a LOS A, virtually free-flow, with an occasional backup for the northbound left turn from Suquamish Way to Division. Observations show that pedestrians crossing Suquamish Way are basically 'on their own' when they cross, as there are no pedestrian actuated signals to stop traffic, nor pedestrian refuge islands. Additionally, the landing on the north side of Suquamish Way is a ditch and is often choked with blackberries—it does not afford a safe walking area for the pedestrian.

Should the intersection be improved, warrants must be met to determine the need for left and right turn pockets and a traffic analysis made to determine storage capacity. Modeling of this intersection would determine storage need. Construction of the left-turn lane should consider a pedestrian actuated signal.

Sidewalks on Division Avenue

The county constructed a walking path along Division Ave from Suquamish Way to Prospect in the early 1990s. The presence of utility poles, ditches, fences and topography precluded the county from constructing a flat path as had been designed. However, every attempt was made to create a reasonable surface for pedestrians to travel.

Maintenance on the path has been lax, and the original 4-foot-wide path has suffered from neglect. Pedestrians often are seen walking in the street, especially when they are in groups, ie, children walking to school. The construction of sidewalks along Division Ave should be a goal of this plan, but the reality of the above-mentioned barriers would require the relocation of utility poles, tight-lining of ditches, removal of barriers within the right-of-way, and considerable cut and fill as appropriate.

Reroute of School Bus from Division-Geneva-Park to Division-Prospect-Park Route

Citizens and the School Crossing Coordinator have stated that there are issues with Kitsap Transit buses, especially at the corner of Geneva and Park during peak hours, where school buses have to make a difficult 90-degree turn onto Park from Geneva. One possible scenario to solve this issue is to reroute the transit buses to either a new Park and Ride or restrict usage of Geneva Street during peak school hours.

Another solution is to change the school bus route away from the Geneva turn and instead to continue up Geneva to Division, right on Division to Prospect, right again on Prospect to Geneva and then right on Geneva from the north. This would eliminate the interface with parking along Park in front of the school where parents are dropping off their children and would allow the school buses to access their dedicated north entrance into the school.

Safe Pedestrian Routes; Safe Walkways to School

Where there are concerns about walkability and/or safety of particular areas, neighborhoods or routes to school, it is a good idea to conduct a safety survey. Appendix B shows a suggested form--*Safe Routes To School / Community Assessment of Safety; How Walkable is Your Community*—to conduct a safe pedestrian route survey in neighborhoods. After completing the surveys, again review Appendix B, *Improving Your Community's Score* for ways to improve the pedestrian safety and walkability of areas within Suquamish.

Shoulder Improvements

Indianola Road from Miller Bay to Beachwood Avenue. The county completed a shoulder-widening project on Indianola Road in 1997 that extended from Indianola to Beachwood Avenue. With the recent activity at the White Horse development, a new access to Indianola Road will be added that will invite more non-motorized usage. Citizens of Indianola and Suquamish have indicated that they would like to see the shoulder widening extended to Miller Bay Road to accommodate increased bicycle and pedestrian activity. There may be an opportunity to seek Bureau of Indian Affairs (BIA) funds as it could be argued that the extension will help connect the two disparate parts of the Port Madison reservation together.

Miller Bay from Suquamish north to Indianola Road. The county currently has a widening project to add signals and shoulders on Miller Bay Road from Gunderson Road to Indianola Road (2007). Bicyclists and pedestrians traveling south on Miller Bay Road from Gunderson must travel on gravel shoulders that range from 1 to 4-feet-wide. Gravel shoulders are not safe, nor suitable for bicycle travel. Often bicycles are forced to travel in the general purpose lanes, competing with automobiles.

Columbia Street/Port Gamble Road from Suquamish; Lincoln Road from Columbia/Port Gamble to Poulsbo; and Totten Rd from Suquamish Way to Sackman Road/Ditto Lane/SR305. In general, the above roads have little or no shoulders and are either very busy (Lincoln) or very windy in nature (Columbia). The shoulder improvements, while providing the bicycle community with a travel surface, would be constructed for general safety purposes on these roads.

Rural Centers and Corridors Program--Planning Analysis

Funding was made available for the Puget Sound Regional Council's Rural Centers and Corridors Program to provide financial incentives and assistance to promote a cooperative multi-modal corridor approach that brings together rural town center(s), county(ies) and state DOT rural highway corridor interests. These entities are encouraged to take this corridor-planning approach to jointly plan and implement essential multi-modal projects to improve centers and corridors for increased safety, improved mobility and access, and to support infrastructure improvements and design amenities to assist in meeting rural center/community economic development needs. See Appendix C for an example of a project programmed for review under the Rural Corridors program—The Miller Bay Corridor program. Eligible projects can cover a broad range of multi-modal transportation system capital needs:

roads, highways, and transit facility improvements; roundabouts; intelligent traffic/transportation systems; transit system amenities; bike-pedestrian sidewalks, bike lanes on roads and off-road bike-pedestrian-equestrian trail projects; traffic and trail signage; gateway entries to towns; and urban design enhancements for "main street" treatments in town/community

centers such as medians, widened sidewalks with curb bulb outs and landscaping for pedestrian/bicyclist- friendly environments.

Goals, Policies and Recommendations

The following goals and policies target achieving certain components or elements of community vision and provide for specific, often adoptable or legislative, guidance to identify or accomplish actionable items (eg, projects, ordinance changes). The goals and policies should be considered by the community as overarching themes and activities in community development.

Goals

- GOAL T-1** Encourage an efficient multimodal transportation system for the Suquamish Rural Village, in coordination with the Tribe and County.
- GOAL T-2** Ensure public involvement in transportation planning.
- GOAL T-3** Minimize negative environmental impacts created by improvements to the transportation system.
- GOAL T-4** Coordinate land use and transportation planning to help manage growth.

Policies

- POLICY T-1** Develop a public involvement program to include neighborhood group interaction.
- POLICY T-2** Consider land use, scenic values, neighborhood impacts and natural features in the review of road improvement projects.
- POLICY T-3** Establish design guidelines for streets in Suquamish to ensure consistent Village character and safety for pedestrians.
- POLICY T-4** Promote bicycle paths, pedestrian paths and greenbelt links in coordination with the Kitsap County Greenways Plan.
- POLICY T-5** Acquire needed rights-of-way based on the County's rural roadway design standards.
- POLICY T-6** Provide a safe, comfortable and reliable transportation system.

POLICY T-7 Integrate drainage and stormwater control systems in the design of roadways and pathways.

Recommendations

The following recommendations are not binding, but are appropriate targets for further policy analysis by the community and should be implemented when possible.

- REC T-1** Build a bus shelter across from the Suquamish Village Shell & Mini Mart, 18490 Suquamish Way NE.
- REC T-2** Support passenger-only ferry service at Kingston, with increased transit connections to Suquamish.
- REC T-3** Examine street options upon completion of the ADA firm's traffic analysis.
- REC T-4** Develop a funding strategy and financing plan upon completion of traffic analysis programs.
- REC T-5** Design road and streets in accordance with the desired Suquamish Village character.
- REC T-6** Reduce traffic and Kitsap Transit bus transportation impact in school safety zones in order to promote safety for children walking/traveling to and from school.