

KITSAP COUNTY NON-MOTORIZED FACILITY PLAN

MAPS AMENDED DECEMBER 11, 2018

ADOPTED: DECEMBER 2, 2013



**Kitsap County
Board of County Commissioners**

ACKNOWLEDGEMENTS

Kitsap County wishes to thank the following agencies, organizations, stakeholders, community groups and citizens for the dedication to the development of this and previous non-motorized facility and trail plans.

Without their hard work, this Plan would not have been possible.

Kitsap County Board of Commissioners

Kitsap County Public Works and Parks Departments

City of Bremerton

City of Poulsbo

City of Port Orchard

City of Bainbridge Island

Washington State Department of Transportation

Kitsap Regional Coordinating Council

Central Kitsap Community Council

North Kitsap Trails Association

Clear Creek Task Force

Kingston Community Advisory Council

Chico Creek Task Force

Hansville Greenways

Manchester Community Advisory Council

West Sound Cycle Club

Harrison Hospital

Kitsap Health Department

Kitsap Visitor and Convention Bureau

Puget Sound Energy

Bonneville Power Administration

Dennis Oost, Bill Zupancic, Doug Bear and Cindy Read

Many community groups, citizens and private land owners

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EXECUTIVE SUMMARY

With facilities designed primarily for pedestrians and bicyclists (paved shoulders, bike lanes, and shared use paths, trails and sidewalks), non-motorized transportation is a critical element of an integrated transportation system. A connected regional system of non-motorized facilities will help to increase mobility choices, relieve traffic congestion, reduce air pollution and fuel consumption, promote physical activity and healthy lifestyles, provide an economic generator in our community and improves the quality of life.

Many communities in Kitsap County aspire to provide non-motorized facilities for their residents and visitors; however, until recently there has not been much emphasis on a connected regional system. Efforts began with a Kitsap Regional Coordinating Council (KRCC) document entitled “Looking for Linkage” in 2010. Then, the citizen volunteer created North Kitsap “String of Pearls Trail Plan” was adopted by Kitsap on November 28, 2011 by ordinance 478-2011. This plan incorporates and expands the North Kitsap Plan and provides a non-motorized transportation system vision for the rest of Kitsap County. It includes the plans of local community efforts and recognizes and works with the plans adopted by the cities of Bremerton, Port Orchard and Poulsbo and Bainbridge Island. This regional plan does not replace any local or city plans; in fact, it builds and depends upon local plans and initiatives. This plan strives to:

- Provide a region-wide vision for a connected system of off-road shared use paths and on-road facilities (paved shoulders/bike lanes/shared lanes) and a process to prioritize such routes.
- Ensure facilities address the needs of multiple user groups (commuters, recreational bicyclists, pedestrians, equestrian, tourism, paddlers, etc.)
- Encourage dialogue and more coordinated planning among neighboring counties, cities and local entities; and
- Enhance partnerships and increase communication among cities, and local agencies regarding the implementation and operation (construction, maintenance, marketing, etc.) of non-motorized facilities.

In Kitsap County, there are over 145 miles of on-road non-motorized facilities (paved shoulders-.5 miles of off-road improved facilities, 7.25 miles of off-road unimproved facilities and 371 miles of water trails.

This plan highlights the major gaps and regional routes identified by the community in Kitsap County to achieve a connected system. With extensive public participation, desired and planned non-motorized facilities were solicited and mapped. A regional route was identified along with local priority routes for many communities in Kitsap. There is a north-south priority regional corridor that connects with priority routes identified in City Plans, Kitsap County designated regional growth areas and the priority routes identified in the surrounding counties of Mason County, Jefferson County, Pierce County, King County and with the North Kitsap String of Pearls regional corridors. The regional corridors and local priority routes will help guide Kitsap County investments in the region's non-motorized transportation system.

This plan is meant to be a living document that represents the current and desired non-motorized transportation needs in Kitsap. The core components of the Plan include:

- Summary of previous planning efforts.
- Survey of existing facilities such as regional bicycle routes, shared use paths, shoulder conditions and community trails.
- A clear classification structure for non-motorized facilities including potential design elements and funding sources.
- Cost-effective locations for regional north/south and east/west connections between activity centers and other jurisdictions (cities and adjacent counties) either through bicycle routes or shared use paths.
- Implementation process for prioritizing public funding of regional non-motorized facility projects.
- Strategies for the long-term maintenance of constructed facilities.

With limited resources, basic preferences for areas to focus future public funding of regional improvements is needed to meet the goals of the Plan. The preferences established by the Plan and associated maps include:

- 1) Regional Routes
- 2) Safety Focus Areas
- 3) Bicycle Routes
- 4) Roads of Bicycle Use

The comprehensive nature of the Non-Motorized Transportation Plan suggests that coordination with affected agencies and private land owners will be important. The implementation of this plan also requires coordination between the various departments within Kitsap, including the Public Works, Community Development, and the Parks Departments. Affected agencies and organizations may include:

- City of Poulsbo
- City of Bremerton
- City of Port Orchard
- City of Bainbridge Island
- Unincorporated communities in Kitsap County
- Citizens advisory committees
- Suquamish and Port Gamble S'Klallam Tribe.
- Kitsap Transit
- Kitsap land trusts
- School Districts
- Port Districts
- Washington State Ferries
- Washington State Department of Transportation (WSDOT)
- Washington State Parks
- Washington State Department of Fish and Wildlife

- Department of Natural Resources (DNR)
- Naval Base Kitsap
- Puget Sound Energy
- Bonneville Power Administration
- Other interested stakeholders.

This Plan will be updated periodically as facilities are built, other potential connections are found, or the needs within a community change.

INTRODUCTION

In 1992, as a response to development pressure and rapid urbanization, Kitsap County adopted Resolution 137-1992 with the express desire to “maintain and enhance” the scenic character of Kitsap, reinforcing the goal of the Kitsap County Open Space Plan to protect and enhance environmentally sensitive areas and make a commitment to expand a system of trails, paths and bicycle facilities.

Subsequently, a planning project was undertaken in order to establish an overall concept for a county-wide Greenway system that could satisfy the goals expressed in the resolution and to develop a specific work plan for the application of federal funding via the then Intermodal Surface Transportation Efficiency Act (ISTEA). The Kitsap County Greenways Plan received funding in the spring of 1993 and was completed in 1996. The primary mission of the Plan was to develop a process and a plan that addressed a range of linear elements such as non-motorized transportation corridors, recreational trails, scenic resources and wildlife corridors. These linear elements of the Greenways system link together a variety of destinations such as parks, schools, places of employment, shopping areas and transit facilities as well as provide access to a variety of scenic, educational, and interpretive resources. These connection links consist of both built facilities, such as commuter and/or recreational bike routes, pedestrian trails and equestrian trails, and undeveloped corridors for the protection of significant natural and scenic resources.

The original Bicycle Facilities Plan addressed the transportation component of the 1996 Greenways Plan and was initiated by Kitsap through the Department of Public Works (KCPW) in the fall of 2000 to plan for a comprehensive system of bicycle facilities and to strengthen bicycling as a viable, safe, attractive alternative form of transportation. The plan was to guide decisions about non-motorized planning and development in Kitsap County for the next twenty years. The Kitsap County Parks, Recreation and Open Space Plan was adopted on March 28, 2012, addresses the recreation and natural resource components of the Greenways Plan, including non-motorized facilities through parks and open space corridors. Together, the Open Space Plan and Bicycle Facilities Plan provided for an interconnected countywide system of bicycle routes for both recreation and transportation purposes.

Even with these plans, a need exists for better coordination to ensure a comprehensive system of bicycle facilities, trails and other opportunities that are connected serving both local and regional users. The North Kitsap String of Pearls Trails Plan, developed through thousands of volunteer hours, addressed many of these issues for North Kitsap and was adopted in 2011. Other adopted sub-area plans e.g. Kingston, Manchester has similarly planned facilities for other local communities. This Non-Motorized Facilities Plan completes the picture the entirety of Kitsap County, connecting all portions of Kitsap with commercial, employment and activity centers as well as neighboring jurisdictions and ferry systems.

HISTORY

The term “greenway” was first popularized by William H. Whyte in a monograph published by the Urban Land Institute in 1959. Though a relatively new term, the concept has been prevalent in America since the latter part of the nineteenth century. During that time Fredrick Law Olmsted, the “father” of American landscape architecture, created several linear park systems, known then as parkways, including the Emerald Necklace (Olmsted Parkway) in Boston, and Riverside in Illinois. These linear parkways linked together parks and open spaces, providing pleasure drives for carriages and horseback riders (bicycles did not appear in substantial numbers until the 1890s and automobiles not until several years thereafter) and walks through pastoral, natural and sylvan landscapes.

During the post World War I era, urban sprawl had become a common phenomenon. Benton MacKaye, co-founder of the Wilderness Society in 1936 and member of the Regional Planning Association of America, disturbed by the loss of rural countryside, suggested that “dams and levees of open space be established, primarily along ridge lines, to contain and direct the outward metropolitan flow.” MacKaye proposed this idea for the Appalachian Trail, creating a levee for the entire East coast. MacKaye later expanded on the concept by creating “open ways” around cities which provided both recreation and open space corridors, following the natural land forms. Today the concept continues to evolve, as epitomized by the Ridge Trail/Bay Trail in San Francisco and the Bay Circuit Trail in the Boston area.

The contemporary greenway movement was recognized and given national prominence in 1987 by the President’s Commission on American Outdoors, which identified both the increasing popularity of bicycling, jogging and walking and the threat of increasing fragmentation of our open countryside as a result of rapid urbanization. An emphasis in the Commission’s recommendations was to “establish a network of greenways across America”.

In 1988, the National Trails Agenda Project was initiated for the study of current and future trail needs across America. The project proposed the development of a national system of trails, establishing an attitude towards trails that valued them as “part of the nation’s physical infrastructure” and “as part of the general conduct of everyday governance.”

Kitsap County

Located in the coastal region of western Washington, Kitsap County is a lowland area nestled between the Olympic Mountain range to the west and the Cascade Mountains to the east. Occupying the Kitsap Peninsula and including Bainbridge and Blake islands, Kitsap also forms the western shoreline for Puget Sound. Covering approximately 251,520 acres, it ranks 36 out of 39 counties in Washington for size, yet with a population of 254,991 it ranks 3rd in density out of 39 counties, behind King and Clark County.

Kitsap County is unusually situated because it is virtually an island, bordered by Hood Canal to the west, Admiralty Inlet to the north, and Puget Sound to the east, with only a five-mile strip between Hood Canal and Case Inlet connecting it to the mainland. With approximately 371 miles of shoreline, Kitsap County has more saltwater frontage than any other county in the state. The extensive shoreline makes water-related

activities an important element of the landscape and non-motorized travel. It is due to Kitsap's shoreline and shoreline public facilities that the Kitsap Peninsula Water Trails have received national recognition and significance as part of the US National Parks Water Trails.

Kitsap County is adjoined by Pierce and Mason Counties to the south, Jefferson County to the west by the Hood Canal Bridge, and King and Snohomish Counties to the east. Primary access to Kitsap from the more heavily developed and populated King County across Puget Sound is by ferry. There are currently four car ferry routes linking Kitsap County to the east Puget Sound.

For most of its history, Kitsap County has remained primarily rural in character, experiencing relatively slow population growth and few demands on its resources. In recent years, Kitsap has been subject to increasing pressure on its physical resources, resulting in diminishing open space, greater congestion on its road system and growing demands from its citizens to somehow manage the impacts of growth in a positive way.

The Kitsap County Greenways planning process, begun in 1993 and completed in 1996, affirmed that it was important to the citizenry of Kitsap County to protect scenic/visual features and sensitive natural resources, as well as provide alternative forms of transportation and recreation. Kitsap has taken a pro-active stance to insure implementation of the ideas proposed in the Greenways Plan. In addition to the development of the original Bicycle Facilities Plan, the year 2000 saw the development of Open Space and Rural Policy Plans and the Endangered Species Act (ESA) listing of Chinook and Chum salmon, thereby taking a major step towards protecting those critical wildlife corridors identified in the Greenways Plan.

PREVIOUS NON-MOTORIZED PLANNING

Part of this process was to review previous planning documents and identify relevant information to reference and incorporate into this plan. Some documents were specifically written for Kitsap County and the Puget Sound Region, including the *Kitsap County Comprehensive Plan (Transportation Chapter, 2006)*, the *Kitsap County Greenways Plan (1996)*, *Transportation 2040, April, 2010 (PSRC)*, and the *1995 Metropolitan Transportation Plan (PSRC)*. Other documents, written in the context of the state and country, were also reviewed for relevant information. They include *The National Bicycling and Walking Study* and subsequent *Five and Ten-Year Status Reports (USDOT, 1993, 1998 and 2004 respectively)*, the updated *Guide for the Development of Bicycle Facilities (AASHTO, 2012)*, *Washington's Transportation Plan 2007-2026 (WSDOT, 2006)* and *the Local Agency Guidelines (WSDOT, 2010 update)*.

Review of these documents was in some cases necessary to assure that the Bicycle Facilities Plan will comply with the Growth Management Act (GMA) requirement of concurrency between planning documents and with Intermodal Surface Transportation Efficiency Act (ISTEA) and subsequent reauthorizations of federal funding standards. The review helped to avoid repeating work already completed, and also shed light on the unique issues and challenges presented by the topography and development patterns existing in Kitsap County.

Kitsap County Greenways Plan, 1996

As explained in the preface of this update, the Bicycle Facilities Plan is based on the Transportation component of the Kitsap County Greenways Plan. The plan was developed over the course of three years with an extensive public planning process to identify corridors that would serve as non-motorized transportation routes and recreation opportunities and that would protect scenic and natural resources throughout Kitsap. The Greenways Plan came about as a direct response to County residents' desire for a mapped system of connected open space. The Greenways Plan identifies and links transportation, recreation, natural and scenic resources. Although the Greenways Plan was never formally adopted, from it arose several inter-related plans. The plan has served as a guide for the various departments that form the Kitsap County governing structure and it provided a strong foundation for the development of the original 2001 Bicycle Facilities Plan.

Kitsap County Bicycle Facilities Plan, May 2001

Based on recommendations in the transportation component of the Greenways Plan, the 2001 Kitsap County Bicycle Facilities proposed the development of bicycle facilities across Kitsap on regional, sub-regional and local road systems. The Bicycle Facilities Plan has provided guidance to develop and expand the non-motorized system and to strengthen bicycling as a safe, healthy, and attractive form of transportation throughout Kitsap. Following completion of the 1996 Greenways Plan and prior to the May 2001 adoption of the Bicycle Facilities Plan, the Department of Public Works began to implement projects, as stipulated within the Plan, with an aggressive shoulder paving program that now boasts more than 145 miles of paved centerline shoulder improvements.

Kitsap County Mosquito Fleet Trail Master Plan, 2001

The Mosquito Fleet Trail Master Plan defines in greater detail a project that is both part of the Kitsap County Open Space Plan and the Kitsap County Bicycle Facilities Plan. The planned trail corridor, which was originally approximately 57 miles is now over 100 miles, edges the eastern shoreline of Kitsap County, including Bainbridge Island. The basic concept is that of a trail corridor for use by bicyclists and pedestrians connecting historic Mosquito fleet locations and existing docks along the way. It is a route for usage by commuters, bicycle touring groups, tourists, children and other recreational users. It links cultural resources and scenic sites, parks and docks, businesses and schools, transit and other public facilities, multiple communities, all four cities and all active ferry terminals. The entire Mosquito Fleet Trail (MFT) corridor was designated as ‘High Priority’ in the original 2001 Bicycle Facilities Plan.

The MFT mapped primary and secondary routes and connections, as well as locating historic Mosquito fleet sites and potential viewpoint sites. Corridor routes were identified based on accessibility, continuity, linkage, the user’s trail/waterfront/scenic experience, and environmental sensitivity. The MFT route almost exclusively follows existing road corridors; however, it was implicit in the plan that connections needed to leave the roadway and be made to access the waterfront where and when feasible.

Kitsap embarked on the Mosquito Fleet Trail (MFT) as a first step in implementing the Greenways Plan. The MFT:

- Could serve both non-motorized transportation and recreation needs.
- Has appeal for both local communities and visitors to Kitsap.
- Follows scenic corridors and connects significant cultural, historic and scenic sites.
- Connects all four of Kitsap’s Cities and seventeen of its communities.

Kitsap County Parks, Recreation & Open Space Plan

The Department of Kitsap County Parks and Recreation along with a citizen commission saw the completion and adoption of the Parks, Recreation and Open Space Plan on June 26, 2006. The plan serves to articulate the long-range, twenty year county vision for park and open space projects and to establish specific six year priorities for the Parks and Recreation Department. The vision expressed in public meetings held during the planning process is for a county-wide trail network connecting residential communities to parks, open spaces, schools, places of business and community facilities. Also within that vision is networks of trails within the large Heritage Parks which have been recently acquired. The Parks and Recreation Department has been responsible for trails which are not within road rights-of-way, while the Public Works Department provides pedestrian/bicycle facilities along roads within the rights-of-way.

The National Bicycling and Walking Study, 1993 (U.S. Department of Transportation)

In 1993 the U.S. Department of Transportation published this report on national trends in bicycling and walking in the United States. Over twenty additional case study supplements have also been published examining specific elements relevant to the nationwide emphasis on planning and developing better systems for pedestrian, bicycle, and transit movement within communities. The study identifies some relevant and interesting points for this plan, including the beneficial effects of bicycling and walking in terms of health, safety, transportation, recreation and economics, all of which have been described

previously in this report in the section on the “Benefits on Non-Motorized Transportation.” (Section Two, p. 6)

Included in the study was a 5-point Recommended Action Plan for implementation by state and local governments:

- Organize a bicycle/pedestrian program.
- Plan and construct needed facilities.
- Promote bicycling and walking.
- Educate bicyclists, pedestrians and the public.
- Enforce laws and regulations.

The Kitsap County Bicycle Facilities Plan provides a framework for achieving these objectives.

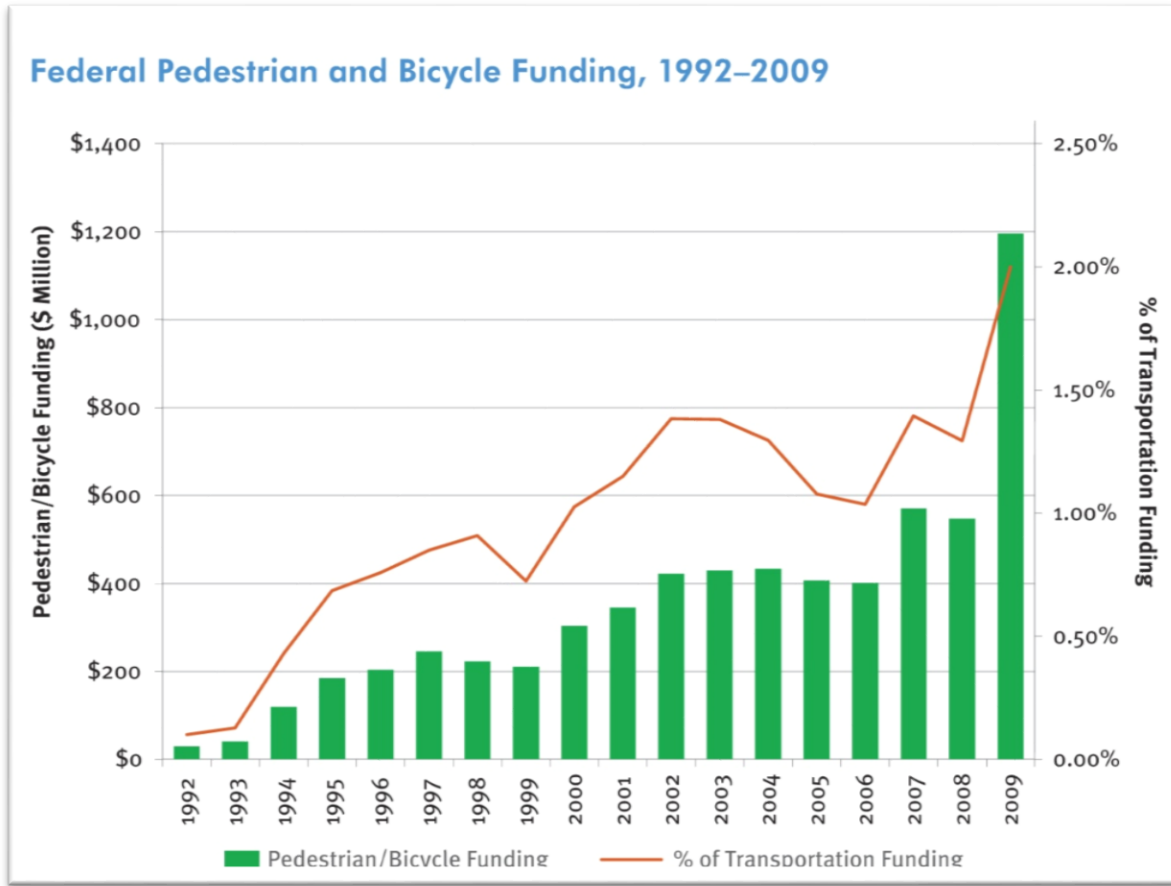
The *National Bicycling and Walking Study* was a landmark report that ushered in a period of unparalleled progress for bicycling and walking issues. Soon after Congress commissioned the Study, it also passed the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, which made available billions of dollars of transportation funds, which could be used for a range of transportation projects, including bicycling and walking improvements. Several programs were set up to supply this funding:

- Surface Transportation Program (STP), including Transportation Enhancement Activities (TE) and Highway Safety funds;
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program (Kitsap County lies within an *attainment area and therefore does not qualify for CMAQ funds*);
- National Highway System Funds; and
- Federal Lands Highway Program funds.

As a result of this legislation, Federal-aid spending on pedestrian and bicycle improvements increased from \$6 million in 1990 to over \$238 million in 1997. About three-fourths of this funding came from the Transportation Enhancements (TE) Activities. In 1998, Congress passed the Transportation Equity Act for the 21st Century (TEA-21), a reauthorization of the ISTEA legislation. Covering the period of 1999 through 2004, TEA-21 brought still another increase in pedestrian and bicycle funding. Federal spending on these modes increased from \$204 million in 1999 to over \$427 million in 2004, with about two-thirds from TE Activities.

The next reauthorization of Federal transportation legislation came in 2005 with the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Intended to cover the period of 2005 to 2009, SAFETEA-LU again increased funding for pedestrian and bicycle program improvements. While funding declined in its first year of reauthorization, obligations for 2009 were nearly \$1.2 billion. This sudden increase in funding was due in part of the 2009 American Recovery and Reinvestment Act (ARRA), which added more than \$400 million in supplemental funds for bicycle and pedestrian projects and programs.

SAFETEA-LU also set up two new programs intended to support non-motorized transportation: the Safe Routes to School Program (SRtS) and the Non-motorized Transportation Pilot Program. Both of these programs were intended to address needs within the bicycle and pedestrian communities. These two programs are covered later in the plan document.



Source: *The National Bicycling and Walking Study: 15-Year Status Report May 2010*
 Pedestrian and Bicycle Center – U.S. Department of Transportation - Federal Highway Administration

National Bicycling and Walking Study Ten-Year Status Report, 2004 (U.S. Dept. of Transportation)

In October 2004, the U.S. Department of Transportation released a study to assess the impacts of the goals and specific action items identified in the 1993 National Bicycling and Walking Study. This Ten-Year Status Report is an update of the Five-Year Status Report released in April 1999. The two major goals of the NBWS had been to “double the percentage of total trips made by cycling and walking in the United States from 7.9 percent to 15.8 percent of all travel trips” and to simultaneously reduce by 10 percent the number of bicyclists and pedestrians killed or injured in traffic crashes.” The first NBWS goal of doubling the percentage of walking and bicycling trips has not been accomplished; although the reported *number* of bicycling and walking trips has increased.

National Bicycling and Walking Study Fifteen – Year Status Report, 2010 (U.S. Dept. of Transportation)

Following the 5 – year status report (1999) and 10 – year status report (2004), the 15-year update measures the progress made toward the original goals of lowering the number of fatalities while increasing the percentage of trips made by bicycling and walking. This 15 – year report, unlike its two predecessors, examines a range of efforts to increase bicycling and walking in the United States. Here again, while the percentage of bicycling and walking has not doubled since 1994, available data have shown that increases have occurred. In March 2010, the United States Department of Transportation reinforced the importance of a sustained commitment by issuing a Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations. According to the Policy Statement:

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Transportation 2040 – Puget Sound Regional Council (Puget Sound Regional Council)

Transportation 2040 is an update to the *Destination 2030* plan and is an action plan for transportation in the central Puget Sound region for the next 30 years. During that time, the region is expected to grow by roughly 1.5 million people and support more than 1.2 million new jobs. All of these new people and new jobs are expected to boost demand for travel within and through the region by about 40%.

Transportation 2040 speaks to the regional non-motorized network which includes both bicycle and pedestrian facilities. The following three concepts guide the development of the regional non-motorized transportation system.

- Link communities at the regional level
- Substitute walking and bicycling trips for vehicle trips at the local level
- Provide intermodal connections at rail, ferry and other transit stations

2008 Washington State Bicycle Facilities and Pedestrian Walkway Plan (Washington State)

State law (RCW 47.06.100) calls for Washington State Bicycle Facilities and Pedestrian Walkways Plan to include strategies for:

- Improving connections
- Increasing coordination, and
- Reducing traffic congestion

It also calls for an assessment of statewide bicycle and pedestrian transportation needs. This plan satisfies the federal requirement for a long-range bicycle transportation and pedestrian walkways plan. The plan sets a goal of decreasing collisions by 5 percent per year for the next 20 years, while doubling the amount

of biking and walking. The plan also establishes objectives and performance measures in each of the State's five transportation policy areas (as established in state law RCW 47.01.012):

- **Preservation:** Ensure no net loss in pedestrian and bicycle safety, and mobility.
- **Safety:** Target safety investments toward known risk factors for pedestrians and bicyclists.
- **Mobility:** Increase bicycle and pedestrian transportation choices.
- **Environment:** Walking and bicycling will be part of Washington State's strategy to improve public health and address climate change.
- **Stewardship:** Improve the quality of the transportation system by improving transportation access for all types of pedestrians and bicyclists, to the greatest extent possible.



Washington's Transportation Plan 2007-2026 (Washington State Dept. of Transportation, 2006)

Washington State Statute RCW 47.06.040 (2) requires that the Washington State Department of Transportation: develop a statewide **multimodal** transportation plan under RCW 47.01.071 (3) and in conformance with federal requirements, to ensure the continued mobility of people and goods within regions and across the state in a safe, cost-effective manner. The statewide multimodal transportation plan shall consist of:

- A state-owned facilities component, which shall guide state investment for state highways including bicycle and pedestrian facilities, and state ferries; and
- A state-interest component, which shall define the state interest in . . . bicycle transportation and pedestrian walkways, etc . . . and recommend actions in coordination with appropriate public and private transportation providers to ensure that the state interest in these transportation modes is met.

In this plan the Washington State Legislature included \$74 million over the next 16 years to support pedestrian and bicycle safety projects, such as pedestrian and bicycle paths, sidewalks, safe routes to school, and transit. The Pedestrian & Bicycle Safety program will address the nearly 400 statewide fatalities and injury collisions involving pedestrians and bicyclists each year.

North Kitsap Trails Association String of Pearls Trail Plan, 2011

The North Kitsap Trail Association (NKTA) is an all-volunteer non-profit organization working to help plan, build and maintain a neighborhood and regional system of land and water trails which promotes stewardship of natural resources and enhances our communities.

*Kitsap County Non-Motorized Facility Plan
Maps amended December 11, 2019. Plan adopted December 2, 2013*

In 2007, the Olympic Property Group (OPG), proposed a trail system as one of several key elements in a plan for 8,000 acres in the Port Gamble area. A trail system was viewed as a viable and progressive way of adding value to OPG's existing real estate holdings in preparation for the land's future use. Over 500 residents turned out for the initial meeting concerning OPG's trail concept. These residents voiced strong support for both establishing a trail system and for permanently retaining public access to OPG's Port Gamble woodlands.

The idea of a regional network of trails took fire, fueling the eventual creation of the North Kitsap Trail Association (NKTA), comprised of community volunteers, who could act in partnership with Kitsap County and OPG. NKTA then reached out to the wider North Kitsap community, and with the assistance of political leaders, local and tribal governments and others, obtained two grants from the National Park Service to help craft a Master Trail Plan. NKTA has since expanded its Board of Directors and volunteers to try include representatives from all North Kitsap affected communities, trail user groups and representatives from local governments. The result is a unique and effective community-public-private partnership working together to create a seamless system of connected multi-surface and multi-use land and water trails.

Through thousands of volunteer hours, the public planned regional linkages between North Kitsap communities the east side of the Puget Sound and the Olympic Peninsula. These connections make up the Sound to Olympics (STO) trail connecting the Seattle and Edmonds with the Discovery Trail in Jefferson County.

The Sound to Olympics Trail (STO) is a planned regional trail across Kitsap County. The STO connects via two branches to both Kingston/Edmonds and Bainbridge Island/Seattle Washington State Ferry runs, with the Burke-Gilman Trail and other regional trails east of Puget Sound in the Mountains to Sound Greenway, and with the Olympic Discovery Trail beyond the Hood Canal Bridge. The STO is a key link in Washington State Parks' Cross-State Trail--connecting from the Idaho border to Washington's Pacific Coast.

As a regional trail, the STO should be built to a shared-use path standard, designed to serve a wide variety of users traveling two directions. The shared-use path standard specifies a ten to twelve foot wide paved surface. This standard, required by federal and state funding sources, supports use by high pressure tire road bike cyclists--the most demanding design use. However, it serves people walking, running, using roller-blades, equestrians, families with children, and people of all ages and abilities--including those using canes, walkers, manual and motorized wheelchairs, strollers, and wheeled luggage. Design standard deviations may be required in certain site-specific situations where a more flexible and accommodating design approach is necessary. The wider surface is preferred where traffic is expected to be heavier.

The Plan was adopted in 2011 as part of the Comprehensive Plan and is a key reference document helping direct future trail planning in North Kitsap through this Plan.

Local Community and Parks Plans

Non-motorized facility needs have also been addressed through multiple community sub-area plans throughout Kitsap. These have included adopted plans for Kingston, Suquamish, Manchester, Keyport and Hansville. Other facilities are planned for heritage parks in North, Central and South Kitsap as well as other smaller community parks. These plans are key reference documents in the development of non-motorized facilities and smaller community trails in these communities.

Kitsap County Comprehensive Plan, Transportation (Kitsap County, August 2012)

The transportation chapter of the Kitsap County Comprehensive Plan is based on travel forecasting relative to employment and population forecasts developed by the Department of Community Development. Kitsap County's population grew from 189,731 to 231,969 – a 22% increase between 1990 and 2000. The Public Works Department and Community Advisory Committees (CAC's) have been working since 1991 to develop goals and policies, to identify transportation issues and needs, and to work towards potential solutions.

The 2006 transportation plan includes major objectives all in support of the development of a Bicycle Facilities Plan, including the provision of multi-modal goals and policies, the identification of a prioritized list of multi-modal transportation improvements, the establishment of action strategies for the implementation of policies and improvements, and the need to comply with federal and state requirements.

Towards this end, specific goals and policies were included in the Plan's Transportation Element supporting the development of a system of non-motorized travel.

8.2.10. Non-Motorized Travel

Goal 14. Maximize the opportunity for non-motorized travel, including development of greenways that are safe for all ages.

- | | |
|-------------|---|
| Policy T-62 | Coordinate with the state, Tribes, cities and Pierce, Mason and Jefferson counties to provide a continuous bicycle system throughout and beyond Kitsap County. |
| Policy T-63 | Require the provision of accessible bicycle/pedestrian facilities within the roadway system of new developments. |
| Policy T-64 | Promote, establish and coordinate a "safe routes to schools" program with local school districts. |
| Policy T-65 | Incorporate bicycle parking requirements for employment, institutional and retail uses in Kitsap County's zoning regulations. Include in development regulations requirements for developments to provide secure bicycle facilities, which may include bicycle racks and secure rooms within buildings. |

Goal 15. Build a greenways network of non-motorized on-road and off-road trails, within and outside of road rights-of-way that interconnect open spaces, urban areas, communities, and recreational areas.

- | | |
|-------------|---|
| Policy T-66 | Develop a system of non-motorized transportation facilities that: <ul style="list-style-type: none">• Are constructed primarily within the rights-of- way of existing and proposed public streets or roads. |
|-------------|---|

- Provide safe transportation among a variety of regional, intercommunity and local Kitsap County destinations for bicyclists and pedestrians.
- Preserves right-of-way ends providing shoreline access both from land and water.

Goal 16. Encourage development of rights-of-way and shared use paths to safely accommodate motorized and non-motorized travel.

- Policy T-67 Evaluate publicly owned, undeveloped road ends, tax title lands, and rights-of-way for use in implementing the bicycle/pedestrian and water trail system.
- Policy T-68 Construct bicycle facilities in accordance with recommended design standards and allowed deviations consistent with guidelines set by the American Association of State Highway and Transportation Officials (AASHTO).

Goal 17. Create a continuous non-motorized transportation system that connects neighborhoods and integrates on- and off-road facilities.

- Policy T-69 Where future bicycle and/or pedestrian facilities are planned in corridors in which future Kitsap County roadway improvement projects (both new construction and rehabilitation projects) are planned, include the bicycle/pedestrian facilities as part of the roadway project.
- Policy T-70 Coordinate with WSDOT, Kitsap Transit and WSF to encourage adequate bicycle parking at all ferry terminals, park-and-ride lots, and public facilities.
- Policy T-71 Preserve and advertise public access from land and water to public shoreline areas that are under jurisdiction of government entities.

Goal 18. Develop a system of non-motorized transportation facilities that are constructed primarily within the right-of-way of existing and proposed public streets, roads or shared use paths and that provide safe transportation between a variety of regional, inter-community and local county destinations for bicyclists and pedestrians.

- Policy T-72 Designate a system of pedestrian/bicycle facilities and include at a minimum a network composed of:
- Regional facilities that provide principal bicycle connections to regionally significant destinations such as large existing communities, major transportation facilities or significant commercial/employment districts.
 - Sub-regional facilities that provide supplementary pedestrian/bicycle connections to regionally significant destinations identified above or to significant sub-regional destinations such as smaller existing communities, secondary commercial/employment districts or state parks.
 - Local facilities that provide connections between locally significant destinations such as residential neighborhoods, community facilities, schools, parks and the overall “trunk” network of bicycle facilities.
- Policy T-73 Assign top priority to the implementation of bicycle facilities and/or pedestrian facilities designated in the Kitsap County Bicycle Facilities Plan.

- Policy T-74 Develop criteria, standards and procedures that allow the designated Bicycle Facilities Plan to expand to include future facilities that link to facilities designated on the Kitsap County Bicycle Facilities Plan.
- Policy T-75 Implement the Kitsap County Non-Motorized Facility Plan and associated Mosquito Fleet Trail Plan, North Kitsap String of Pearls Trails Plan and adopted sub-area plans, as feasible, to guide development of non-motorized facilities countywide.
- Policy T-76 Support continued development of non-motorized connections to establish commuter routes from residential areas to major employment and business centers, and interconnect urban areas and communities such as Silverdale with Bremerton, Kingston with Indianola; and Port Orchard with Belfair.

THE BENEFITS OF NON-MOTORIZED TRANSPORTATION

Greenways and trail systems throughout the country are rich and diverse, having evolved as the result of a variety of concerns related to ecology, transportation, recreation and aesthetics. The basic concept is that of a multi-linear system based on existing roadways, natural resource corridors, or other protected corridors and districts which increases non-motorized transportation opportunities, improves the beauty and health of the environment and provides for outdoor recreation. Following are descriptions of the benefits related to the development of facilities for bicycling and walking:

Transportation Enhancement

According to the 1990 *Nationwide Personal Transportation Study* (NPTS), 7.2 percent of all travel trips in 1990 were made by walking and 0.7 percent by bicycling. Enhanced bicycling and walking facilities offer travel options for those who are unable to drive or choose not to drive for all or some trips. Roadway improvements to accommodate bicycles such as paved shoulders and reduced speeds can reduce the frequency of certain types of motor vehicle accidents, decrease congestion and encourage pedestrian activity (Zegeer and Council, 1991 and *National Bicycling and Walking Study* (NBWS), 1993). In addition, non-motorized transportation can be a cost-effective means of improving transportation in comparison to the cost of expanding and maintaining the existing roadway network.

Although distance and time are frequently cited as reasons for not bicycling or walking, data from the NPTS shows that more than a quarter of all travel trips are 1 mile or less, 40 percent are 2 miles or less, almost half are 3 miles or less, and two-thirds are 5 miles or less. Moreover, 53 percent of all people nationwide live less than 2 miles from the closest public transportation route, making a multi-modal bicycle– or walk-transit trip an attractive possibility.

Recreation Enhancement

Bicycle paths provide a range of recreational activities and opportunities in and of themselves as well as links to parks and other areas of recreation such as marinas and commercial facilities. National recreation surveys conducted in 1960 and 1982 marked dramatic increases in the percentage of Americans that cycle or walk for recreation, up 382.1 percent and 132.1 percent respectively over this 22 year period.

Health

The health benefits of regular physical activity are far-reaching: reduced risk of heart disease, stroke, diabetes, and other chronic diseases; lower health care costs; and improved mental health and quality of life for people of all ages. Even small increases in light to moderate activity, such as daily walks or bike rides, can produce measurable benefits among those who are least active (*The National Bicycling and Walking Study: 15-Year Status Report*, May 2010). In Kitsap County, however, walking and biking in many locations can be difficult due to infrastructure limitations and safety concerns.

Physical activity is a critical factor addressing obesity prevention, a risk condition that can lead to chronic disease. In 2010, only 37% of Kitsap adults were at a healthy weight (Body Mass Index = 18.5-24.9), a worsening trend (*Washington State Department of Health, Center for Health Statistics, Behavioral Risk Factor Surveillance System*).

The U.S. Centers for Disease Control and Prevention (CDC) handbook, *Promoting Physical Activity Among Adults*, praises the dual benefits of cycling and walking which improve health and serve as a means for transportation:

“The most effective activity regimens may be those that are moderate in intensity, individualized, and incorporated into daily activity. Bicycling and walking are healthy modes of transportation that incorporate these components. Bicycling or walking to work, school, shopping, or elsewhere as part of one’s regular day-to-day routine can be both a sustainable and a time-efficient exercise regimen for maintaining an acceptable level of fitness.” (p. 15)

In 2005, amendments to the Growth Management Act (GMA) required counties, cities and towns fully planning under the GMA Act to plan for bicycle and pedestrian transportation and *physical activity*. Engrossed Substitute Senate Bill (ESSB) 5186 made two amendments to the GMA to require Washington communities to address sedentary lifestyles and obesity. The bill (1) requires communities to consider urban planning approaches that promote physical activity, and (2) requires a bicycle and pedestrian component be included in the Transportation Element of a comprehensive plan.

ESSB 5186 requires the Transportation Element of a comprehensive plan to *“include a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles”* [RCW 36.70A.070(6)(a)(7)]. Simply stated, a bicycle and pedestrian component is now specifically required in a community’s comprehensive plan.

Safety

The NBWS cites research completed in King County, WA, Sweden, and Orlando, FL indicating that increased use of a network of pedestrian and bicycle facilities can actually reduce the number of accidents involving vehicles. The theory hypothesizes that with increased use, all users and vehicle drivers become aware of each other and accidents occur with less frequency over time.

Environmental Benefits

Case Study No. 15, *The Environmental Benefits of Bicycling and Walking* (1993), a companion paper to the National Bicycling and Walking Study, identifies various arguments in support of bicycling and walking, citing the most significant benefit to be the reduction of fossil fuel usage. When people opt to travel by non-motorized transportation means instead of using their cars, fossil fuel usage declines and congestion decreases. Increased bicycling and walking can be effective means to meet standards set by the Clean Air Act. In respect to long-term environmental benefits, increased bicycling and walking can help to contain sprawl, a land-use pattern resulting from reliance on the motor vehicle as a means for transportation.

In 2007, the transportation sector accounted for nearly 30 percent of all energy consumed in the US, according to the Department of Energy. Transportation is also responsible for nearly one-third of carbon dioxide emissions, and 80 percent of carbon monoxide emissions. Replacing short trips with bicycling can help reduce this level of energy consumption, while also decreasing emissions from cold starts caused by short car trips.

Economic Benefits

Bikeways provide the opportunity for increased revenue through tourism, increased quality-of-life, and increased property values. Bikeways can be tourist attractions which generate spending on lodging, food, and recreation oriented services. Indirectly, an improved non-motorized transportation system, by raising quality-of-life standards, can attract businesses and as a result strengthens the local economy. A 1989 survey of chief executive officers conducted by Cushman and Wakefield concluded that quality of life was the third most important factor in terms of the siting of businesses (*Economic Impacts of Protecting Rivers, Trails and Greenway Corridors*, 1991, p. 63).

Economic rewards both to the individual and to society are also realized through reduced health care costs and reduced dependency on auto ownership (and the resulting insurance and maintenance costs). There are also other economic benefits of bicycling that are more difficult to measure, such as increased economic vitality of communities that have emphasized bicycle mobility.

Today the national bicycling industry contributes an estimated \$133 billion a year to the U.S. economy. It supports nearly 1.1 million jobs and generates \$17.7 billion in federal, state, and local taxes. Another \$46.9 billion is spent on meals, transportation, lodging, gifts and entertainment during bike trips and tours. (*The Economic Benefits for Bicycle Infrastructure Investments*, League of American Bicyclists, Darren Flusche, Policy Analyst, June 2009.)

Support of the Comprehensive Plan

Bikeways can provide the means to regulate growth patterns. They strengthen the effectiveness of the Comprehensive Plan by providing a non-motorized transportation element, as well as policies and guidelines for future growth.

PLANNING PROCESS AND PUBLIC PARTICIPATION

The development of this plan, Kitsap County Non-Motorized Trails Plan, has involved extensive public outreach and participation. The planning team identified stakeholders and interested parties, approaches for engaging citizens and jurisdictions in the region, and gathering input organizational citizen meetings. Outreach and public involvement relied on public events, public and inter-jurisdictional meetings, presentations to interested groups, and outreach to individual property owners affected by the alignment of the regional trail.

This effort was begun with the North Kitsap String of Pearls Plan and its volunteer efforts to develop a coordinated plan for North Kitsap.

The public was engaged directly through a series of public workshops, meetings and organizational presentations. Beginning in January of 2012 and continuing through February of 2013, over 54 engagements have been documented. These included meetings and workshops were held in Central Kitsap at the Fairgrounds and Harrison Hospital, and in South Kitsap at the Administration Building, Long Lake County Park and Manchester Library. A list of specific community meetings can be found in Appendix B.

The principal attendees to the public workshops included neighborhood associations, community groups, facility users, tourism agencies and other technical experts. These participants collaborated on the technical aspects of trail planning, inventory of existing trails, parks, and conservation areas, developing and consolidating goals and policies on trails, identifying biking routes, identifying potential regional trail routes and preparing and presenting draft language for segments of the Kitsap County Non-Motorized Trails Plan.

Given the response found from the public, jurisdictions, and members of the trail groups in the course of preparing this regional trails plan, there is confidence that adoption will be met with a high level of support – public and political, multi-agency, volunteers and from funding sources.

NON-MOTORIZED GOALS AND POLICIES

While the Comprehensive Plan establishes the importance of non-motorized facilities to the transportation system, more specific goals are necessary to guide the development of such a plan as well as its future implementation.

TEN ESSENTIALS OF A NON-MOTORIZED PLAN

1. Adopt a plan with clear, comprehensive routes and a process to develop an implementation plan that prioritizes route segments and phased construction opportunities within them.
2. Obtain commitment to the implementation of the plan by local governments and community volunteer organizations.
3. Engage a full time proactive non-motorized coordinator.
4. Adopt appropriate and achievable trail standards to allow trails to evolve over time.
5. Acquire permanent trail access across open space and promote land conservation.
6. Design, fund and develop trails for strategic use of available financial resources.
7. Allocate transportation funding effectively to:
 - Establish safe routes to schools in populated areas.
 - Implement the Mosquito Fleet Trail Plan using multiple facility types that are consistent with existing topography, development patterns and other constraints.
 - Create a regional non-motorized spine connecting population centers.
8. Establish transit-trail connections.
9. Ensure annual community review of trail plan progress prior to update of county Transportation Improvement Plan (TIP).
10. Recognize the citizens of Kitsap County as a key volunteer base for trail stewardship including construction and maintenance.



To this end, the Plan establishes specific goals and policies for the planning, design and development of non-motorized facilities:

Goal 1

Work with Washington State Department of Transportation (WSDOT), Washington State Department of Natural Resources (DNR), United States Navy (Navy), regional utilities, citizens advisory committees, local and tribal governments, private developers, community members and our neighbors to develop public-private partnerships for creating a system of connected multi-surface and multi-use trails.

- Identify public and private partnerships
- Incorporate established trail maps and plans of Kitsap communities into the county-wide plan.
- Create better communication between public and private trail partners.
- Community outreach meetings to be held in Kitsap communities to gather information, and support and develop a volunteer work force for trail building and maintenance.
- Develop partnerships with federal, state, and local jurisdictions, businesses, public and private schools, tribal governments, and citizens.
- Support strong policies promoting trails in new housing and commercial development.
- Develop incentives to encourage trail development on private property.
- Promote the phasing on non-motorized facilities both by segment but also by design (size and surface).

Goal 2

Promote healthy lifestyles by designing a trail system that serves citizens of all ages and abilities with diverse outdoor recreation activities.

- Create trails for all ages and abilities.
- Create trail systems for diverse recreational activities (i.e. walking, running, biking, horseback riding, kayaking.)
- Develop partnership with community health providers to encourage healthy lifestyles.
- Contribute to emission reductions in Kitsap County by establishing a network of non-motorized trails to encourage and enable decreased motorized transportation and increased alternative/ non-motorized travel



Goal 3

Establish trail routes that highlight the natural beauty of our region and promote appreciation of wildlife and natural systems.

- Maintain the natural landscape while building trails.

- Recognize wetlands and animal corridors in trail systems by considering aquatic, plant, and wildlife habitat.
- Coordinate with community naturalists/scientists in trail development
- Create viewpoints to highlight natural beauty.



Goal 4

Encourage both traditional and innovative land uses to ensure preservation of public open space, access to public open space, and development of trails linking Kitsap communities, working forests, agricultural areas, new development¹ and community services

- Support conservation of open space in Kitsap County.
- Prioritize trail development and maintenance.
- Incorporate the Kitsap County plan into regional development planning and discussions.
- Coordinate regional trail routes with willing property owners, agencies, and organizations utilizing both on-road and off-road trails
- Create and promote a “trail etiquette” protocol.

Goal 5

Provide educational opportunities and identify points of interest throughout the trail system that highlight cultural resources, working lands, local history and natural science.

- Integrate trail systems with public, private schools and colleges.
- Create signs identifying “Points of Interest” throughout the trail system.
- Create trails to connect community centers with environmental features.
- Provide opportunities for trails to become an “outdoor classroom” for all ages and abilities.

Goal 6

Connect our trails with other regional, county, and cross-state trail systems.

- Provide trail corridors to connect individual communities within Kitsap County consistent with adopted community or sub-area plans.
- Provide trail corridors connecting Kitsap County trails with Clallam and Jefferson County’s Olympic Discovery Trail System, Pierce County’s Cushman Trail, Kitsap County’s Mosquito Fleet Trail, Washington State Ferry systems, and regional trail systems developed in Mason County.
- Provide trails that are easily identifiable, signed and readily accessible.
- Provide trail access information at major bus stops, ferry terminals and other municipal transit systems.



Goal 7

Promote our trail system as an eco-tourism and recreation destination and enticement for economic development on the “Natural Side of Puget Sound”.

- Explore opportunities during the trail and bike path planning phase to encourage participation and partnerships with local businesses to:
 - Create economic support
 - Enhance environmental and health benefits to the community, residents, and visitors.
- Identify channels to effectively distribute information about trails and bike paths; including but not limited to:
 - Visitor and transportation centers and bureaus,
 - Government and private partners such as parks, transit services, tourism and recreation related businesses,
 - Print and online resources that provide users with internet and mobile access.
- Maintain current information, maps, brochures, and links regarding local trails and bike path that appear on government and private website.



Goal 8

Encourage non-motorized transportation by offering multiple trail access points and safe, reasonably direct routes between Kitsap communities, local ferries and bridges, and popular destinations within each community.

- Support and provide pedestrian and bicycle commuter routes throughout Kitsap County.
- Support and provide safe routes to schools.
- Provide and support a diversity of trail types.
- Provide and support linkages to municipal transit systems.
- Support and provide connections to important community centers and environmental features.
- Identify hubs and links
- Acquire access as needed for the corridors.



Goal 9

Promote Safety in Non-Motorized Planning Considerations

- Support and provide safe routes to school.
- Increase pedestrian facility use by improving trail safety.

- Promote and provide support for safety in roadside bicycle route planning.
- Provide support for safe bicycle route development throughout Kitsap County.
- Advocate for continuous, linking routes
- Actively work with WSDOT, Kitsap County government, and others ⁱⁱto close safety gaps in existing roadside shoulders along designated shoulder routes.
- Review transportation projects for “Complete Streets” possibilities particularly on priority routesⁱⁱⁱ. Complete Streets requires roadway design and operations to accommodate/consider the needs of all potential users
- Form a citizens advisory committee to help staff and commissioners formulate and prioritize road and trail construction projects from a non-motorized point of view^{iv}

Goal 10

Create a network of water trails that allow public access to shoreline by non-motorized boats.

- Maintain and provide signs at existing launch and rest sites.
- Develop new launch and rest sites as opportunities arise.
- Keep water trail maps up to date including amenities.



Goal 11

Prioritize activities by focusing first on achievable improvements to system gaps.

- Located on designated primary corridors and facilities
- Repair defects in otherwise good shoulder routes

Goal 12

Kitsap County will utilize and actively encourage recently adopted best practices in facility construction, according to the following:

- Applicable locally-adopted standards
- Standards of the applicable funding agency(s)
- Flexibility of standards as encouraged through the *Federal Highway Administration’s “Context Sensitive Design Manual.”*
- Standards for non-motorized recreational trails programs (Manuals and Guides for Trail Design, Construction, Maintenance, and Operation, and for Signs)
- *National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide* in Kitsap’s urban growth areas (UGA).

EXISTING NON-MOTORIZED FACILITIES

From these previous plans and their goals, various facility improvements have been designed and/or developed over the years. The following is an inventory of pertinent transportation resources and features in Kitsap County. Included within this inventory are existing state, county, municipal and private facilities, a review of current transportation planning efforts, a survey of existing non-motorized facilities and a discussion of potential user groups and functions of the non-motorized facility plan.

The transportation inventory primarily consists of roads and their associated right-of-way. Kitsap County's road system is comprised of state highways, principal and secondary arterials, and local and residential roads that feed into the larger facilities. Several agencies are responsible for constructing, operating and maintaining different roads throughout Kitsap, including the State, Kitsap County, cities and private parties. The water trails are primarily implemented by a public/private endeavor which has now achieved the status of being part of the National Park System and one of only twelve recognized water trail systems nationwide.

STATE FACILITIES

The Washington State Department of Transportation (WSDOT) is responsible for all state highways and public ferry services in Kitsap County. The Olympic Region of WSDOT manages state roads in Kitsap County while Washington State Ferries (WSF) operates and manages the public ferry routes. Currently, Kitsap County is served by eleven State Routes (highways), which primarily serve regional, inter-county and inter-city vehicular travel. Bicycle travel is allowed in the shoulder of all state routes in Kitsap County. The routes are developed at multiple standards described below. Deficient roadway segments are those currently constructed with insufficient road shoulders or other facilities for non-motorized transportation that may create safety issues for pedestrians, bicyclists or other users.

SR-3: This is the main north-south regional road connection through Kitsap County. SR-3 is primarily a two-lane highway facility running from the Mason County line near Belfair to SR-104 at the Hood Canal Bridge, which connects to Jefferson County. The segment of SR-3 from south of Bremerton to north of Poulsbo is a four-lane freeway designed to handle large volumes of urban traffic. This route includes deficient roadway segments predominantly in areas north of Poulsbo towards the Hood Canal Bridge.

SR-16: This mostly freeway route connects Kitsap County and Pierce County, running from SR-3 south of Bremerton to the Pierce County line at Purdy, continuing across the Tacoma Narrows Bridge, and connecting to Interstate 5 in Tacoma. This is a major regional north-south route. This route includes deficient roadway segments predominantly in areas approaching and around the SR-3 interchange in Gorst.

SR-104: This predominantly two-lane road provides the major east-west route through northern Kitsap County. It is a continuation of WSF's Kingston-Edmonds ferry service and SR-104 in Snohomish County. The route runs from the Kingston Ferry terminal to Hood Canal. It passes over Hood Canal on the Hood Canal floating bridge and continues to SR-101 in Jefferson County. This route provides the major regional link

between the Olympic Peninsula and the Puget Sound region. This route contains deficient segments predominantly along the west shoreline of Port Gamble Bay to the Hood Canal Bridge.

SR-160 (Sedgwick Road): This route connects WSF's ferry service to and from Vashon Island and West Seattle at Southworth to SR-16, connecting with SR-16 west of Port Orchard. As the other state route serving Southworth, its primary function is to provide ferry patrons with a direct connection into Port Orchard. This route includes deficient roadway segments predominantly in areas east of Long Lake Road towards the Southworth/Fauntleroy ferry terminal.

SR-166 (Bay Street, Mile Hill Drive): This route is approximately five miles in length and connects State Route 16 to Port Orchard. This route includes multiple deficient roadway segments from the City of Port Orchard to SR-16.

SR-303 (Wheaton Way, Waaga Way): This route connects Bremerton and Silverdale via the Tracyton Peninsula. The route runs from Bremerton up the peninsula to Waaga Way west of Brownsville, which provides an arterial connection to Silverdale. This route includes deficient roadway segments within East Bremerton.

SR-304: This route connects WSF's Bremerton ferry terminal, which provides service to/from Seattle, with SR-3 west of Bremerton. From the ferry dock, the route winds to the west through downtown Bremerton, connecting with SR-3 on the west edge of the city.

SR-305: This major north-south route connects WSF's ferry service to/from Seattle at Bainbridge Island with SR-3 at Poulsbo. SR-305 serves major regional travel patterns between Seattle and the Olympic Peninsula, as well as significant traffic between the Puget Sound region and Kitsap County as a whole. This route includes deficient roadway segments predominantly through portions of the City of Poulsbo, along the Agate Pass Bridge and on Bainbridge Island.

SR-307: (Bond Rd. NE): This route connects SR-305 at Poulsbo to SR-104 east of Kingston. This route includes multiple deficient roadway segments particularly south of Gunderson Road and between Kingston and the Miller Bay Road intersection.

SR-308: This spur route connects the community of Keyport and the U.S. Navy Undersea Warfare facility with SR-3 and the Bangor Naval Station on Hood Canal.

SR-310 (Kitsap Way): This spur route connects downtown Bremerton with SR-3.

With approximately 371 miles of shoreline, Kitsap County's ferry system is a crucial part of the transportation system. WSF provides passenger only and auto ferry service between Kitsap County and communities on the eastern shore of Puget Sound. Passenger-only ferry service currently operates between Bremerton and Seattle. Auto service operates between:

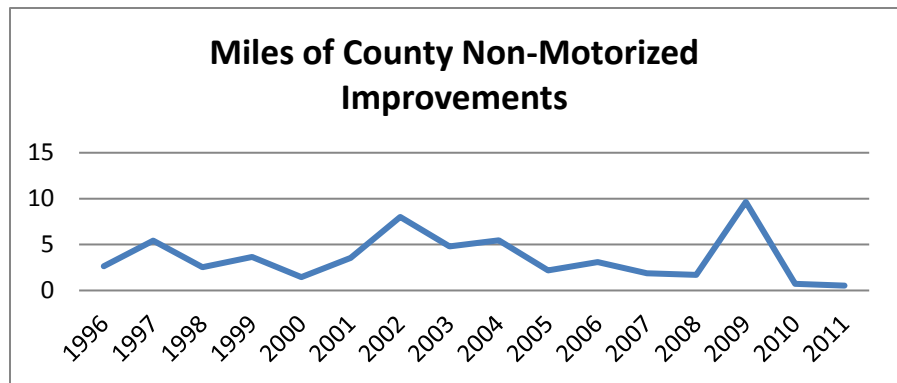
- Kingston and Edmonds

- Bainbridge Island and Seattle
- Bremerton and Seattle
- Southworth and West Seattle; and Southworth and Vashon Island

COUNTY FACILITIES

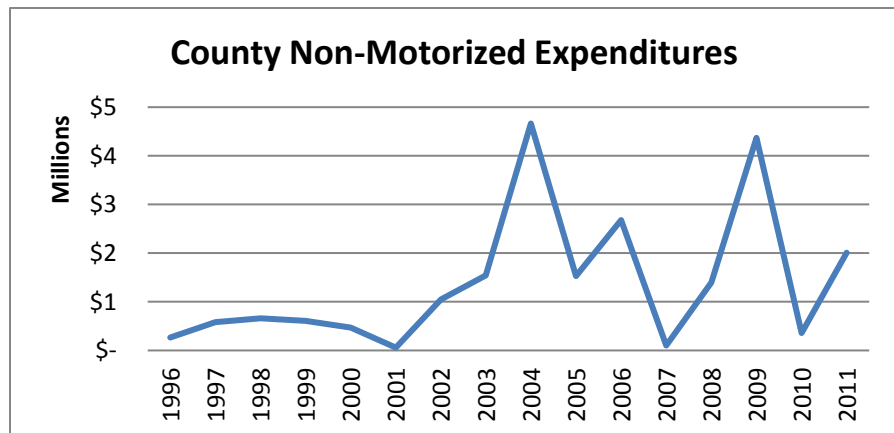
Arterial connections in Kitsap County were largely established on historic travel routes developed when the County was first settled. Many routes were never designed and built to serve as arterials; rather, they were meant to serve rural transportation needs. Now, these same roads are handling suburban and urban levels of traffic. While these heavily traveled routes may not be ideal for non-motorized facilities because of their high traffic, high speed and current geometric configuration, in many cases they provide the logical regional connections through an area and may be candidates for the addition of bicycle facilities.

To minimize cost and duplication of construction projects, the Plan will identify roadways that have been designated for improvements in other comprehensive and/or transportation plans.



These represent opportunities by which non-motorized facilities could be included in the design of the improved roadway. In January, 2004, Kitsap County Public Works began installing 'Bike Route' signs along various corridors within Kitsap. Initially, these route signs appeared only on selected routes meeting minimum criteria as established by the American Association of State Highway and Transportation Officials (AASHTO), and specifically the *Guide for the Development of Bicycle Facilities* (AASHTO, 2012).

Through the road maintenance and overlay programs the Department of Public Works has been aggressively constructing and paving shoulders since prior to formal adoption of the Bicycle Facilities Plan in 2001.



Since the year 1997 construction program, Kitsap, through the County Road Program (CRP) process, has paved and/or constructed approximately 40 miles of shoulders. When combined with roadways which historically have had wide paved shoulders, the number of road miles affording safe and adequate space for bicycles and pedestrians becomes significant. There is still much work to be done and future

construction programs, aimed at certain corridors within the Bicycle Facilities Plan, will ensure that the system is developed and expands over time meeting established accepted standards.

Recently a Route Summary Plan was developed to provide a comprehensive, north/south – east/west system linking highly used destinations as well as connections to the cities and population centers. This route system provides for logical regional – and sub-regional – connections through the entire county and will serve as a basis for programming future segment improvements along individual networks.

The actual implementation of the route signage project will occur in a variety of ways. Many projects can be incorporated into the Transportation Improvement Program (TIP) process and will be implemented as the TIP projects get funded. Other projects will happen as part of the regular maintenance and operation practices along with road surfacing projects that seek to retrofit inadequate facilities and refurbish older facilities.

The Route Plan enhances and provides a complementary method to achieve the connectivity sought after in the Bicycle Facilities Plan. With the understanding that the individual projects within the Plan will happen in isolation, i.e., segment-by-segment, this route plan network brings cohesion to the overall system allowing the plan to logically organize itself.

The first Bike Route posted was Route 31. This route has its origin within the City of Bremerton on Kitsap Way, and proceeds northward at the county line where 'Kitsap Way' changes names to 'Chico Way' and eventually 'Silverdale Way' with a terminus in Old Town Silverdale.

Currently four of the designated routes are signed for a total of 26 miles. These are only a small percentage of the roadways used by non-motorized users countywide.

Route 31 - Begins at the north end of Kitsap Way at the Bremerton City limits. Bremerton does have some bike route signs up, but not really associated with our effort yet. The Route travels north on Chico Way to Newberry Hill at which point it turns right onto Newberry Hill/Silverdale Way. It ends at Byron in Silverdale. Route 31 picks back up at the north end of Silverdale after the Waaga Way overpass and runs north and continues along Viking Way when Silverdale Way ends. This route ends at the Poulsbo City Limit. This route is currently marked with signs.

Route 37 - Begins at Kitsap County border with Pierce County on Bethel Burley Road. It runs north to SR 16 and continues along Bethel Rd to its terminus at SR 160 (Sedgwick). It ends here due to the lack of shoulder width north of the intersection. This route is also already marked with signs.

Route 25 - Begins on Sedgwick just west of Sidney at the Port Orchard city limit. The route runs southwest along Glenwood and turns at Lake Flora continuing along Glenwood and ends at JH Road. This route ends due to shoulder width restrictions south of JH Road.

Route 30 - Begins at the Southworth Ferry and continues along Southworth Dr. to the intersection of Colchester Dr. where Southworth Dr. changes its name to Mile Hill Dr. and proceeds to its terminus at the Port Orchard city limit in the vicinity of Whittier Ave. S.E.

TRANSIT FACILITIES

Kitsap Transit and Kitsap Transit Foot Ferries provide public transportation connections throughout Kitsap County. Among the bicycle services that Kitsap Transit offers are:

Bainbridge Island Bike Barn

Kitsap Transit's Bainbridge Island Bike Barn is located just outside the ferry terminal. The Bike Barn offers a limited number of secured storage for commuter's bicycles, personal-sized lockers for accessories, and 12 daily use hooks. During the summer months, there is an on-site service vendor who can provide minor bike repairs, cycling accessories for sale and bike rentals.

Bike Lockers

Kitsap Transit has a limited number of secured bike lockers available for reservation. Most are located at ferry terminals and Park & Ride lots. Currently, there are lockers at the Kingston Ferry Terminal, and at George's Corner (S.R. 104 and Hansville Rd.) and Suquamish Park & Ride.

Bike Racks on Buses

All buses in Kitsap Transit's Routed Service and many of the Worker/Driver buses have bike racks.

Bikes on Kitsap Transit Foot Ferries

Bikes are allowed on all Kitsap Transit foot ferries that run between Bremerton and Port Orchard. There is no extra-fare fee for taking a bike onboard.

MUNICIPAL FACILITIES

Kitsap County has over 300 miles of city-owned roads and streets, maintained and operated by the cities of Bainbridge Island, Poulsbo, Bremerton and Port Orchard. Some of these roads constitute the major through routes in these cities and, in many cases, have become logical choices for bicycle facilities. Some of the municipalities have adopted "Complete Street" policies for any future street improvements. These facilities can be best viewed in their individual facility plans for their communities.

PRIVATE FACILITIES

Kitsap County also has a number of roads which are owned and maintained by private parties. Most of these private roads are access roads to specific parcels of private property, and are not likely to be suitable for non-motorized facilities due to their discontinuity. However, certain roads may be candidates for a local connection between two regional non-motorized facilities.

UNIMPROVED ROADWAYS (PUBLIC AND PRIVATE)

Kitsap County has a number of unimproved roads owned and maintained by large public and private landholders such as the Washington State Department of Natural Resources and private timber companies. These roads range in condition from good gravel surfaces to primitive double track paths, making them

potential candidates for equestrian, pedestrian, non-touring bicycle trails or regional non-motorized facilities.

SOFT-SURFACE TRAILS

There are approximately 131 miles of total trails in place across the Kitsap County, Kitsap has added 35 miles of unpaved trails to its inventory of 73 miles since 2006. This is largely due to the efforts of volunteers and stewards of Clear Creek Trails, Hansville Greenway, Illahee Forest, Anderson Landing, Newberry Hill, and North Kitsap Heritage Park. These authorized trails are primarily unpaved hiking and mountain biking trail systems within park sites. Bainbridge Island has prioritized developing cross-island trail networks, and has been working toward that goal. A number of Kitsap County communities have prepared trail plans, including Hansville, Kingston, Indianola, Illahee and Silverdale.

NEEDS ASSESSMENT

As suggested by the inventory of existing trails, potential trail corridors, and road systems summarized in the preceding chapter, publicly maintained trails and bikeways are few with continuity across much of Kitsap County. Substantial input from Citizen Trails Committees and the general public also indicates that the current inventory of trails and bikeways in Kitsap County is inadequate. There is a clear need to enhance safety, improve linkages, and develop new facilities in all areas of Kitsap, especially within and around and linking the various population centers and county parks. These are major challenges that will likely require considerable resources and many years of effort to resolve. This plan will be an essential tool for addressing these challenges.

The majority of existing trail miles maintained for non-motorized use is found in County Parks, on large private land holdings, and land managed by the Washington Department of Natural Resources around Green Mountain. Relatively few trails exist in the rest of Kitsap linking communities, neighborhoods or establishing regional connections. Among the facilities that are available are excellent trail networks in most of our County Heritage Parks, the Clear Creek Trail in Silverdale and trail networks on private land graciously open to the public. A handful of short trails are located in most of our communities, but overall these trails tend to be fairly isolated, with very little connectivity within or between communities.

Gated and decommissioned logging roads on both private forest lands and lands managed by the Washington Department of Natural Resources are also utilized as trails, except while active harvest operations are underway.

Formally designated bike routes along county roads have been established as striped shoulders, and bicycle-friendly striped shoulders are established along state highways. However, wide, paved shoulders which are important to safe and efficient cycling can be found along these roads, the shoulder conditions and widths can be highly variable. Cyclists are likely to encounter sections with narrow or non-existent shoulders along many routes. Also, most of these routes accommodate high speed, high volume vehicular traffic. As such, they appeal to a very small segment of the biking community. Families, children and many adults do not ride these routes due to the traffic conditions. Many more cyclists prefer routes along low volume, lower speed routes. Families and children strongly prefer facilities separated from automobile traffic. Other than a few segments of paved paths, multi-use trails suitable for cycling are absent linking communities and facilities.

Existing Kitsap Bicycle Route Needs Summary

This section of the Plan addresses the inventory of pertinent bicycle routes needed in developing a specific work implementation plan. The route plan seeks to provide a comprehensive, north/south - east/west system linking highly used destinations as well as connections to the cities and population centers. The following routes provide the logical regional – and sub-regional – connections through the entire county and will serve as the basis for programming segment improvements along the individual networks. Corridors are listed with starting locations and destinations and consist of multiple sections and/or partial and modified sections.

- Route 51 (N-S) Foulweather Bluff to Hansville to Agate Pass
- Route 35 (N-S) Hood Canal Bridge to Poulsbo.
- Route 70 (E-W) Kingston Ferry to Poulsbo.
- Route 66 (E-W) Poulsbo to Indianola.
- Route 64 (E-W) Poulsbo to Suquamish.
- Route 41 (N-S) Hood Canal Bridge to S.R. 307.
- Route 33 (N-S) Poulsbo to Bremerton.
- Route 39 (N-S) Poulsbo to East Bremerton
- Route 44 (E-W) Seabeck to Central Valley.
- Route 27 (N-S) Clear Creek Road
- Route 29 (N-S) Tahuyeh Lake Road/Gold Creek Road
- Route 38 (E-W) Holly to Bremerton.
- Route 21 (N-S) Seabeck to Silverdale.
- Route 20 (E-W) Mason County to Port Orchard.
- Route 47 (N-S) Pierce County to Port Orchard via Beach Dr.
- Route 43 (N-S) SW Lake Flora/J.M. Dickinson Road

Non-Motorized Connectivity Focus vs. Priority Array Established in 2001 Bike Plan

In an effort to focus on much needed “connectivity,” the Department of Public Works (DPW) has recently shifted from the Priority Array Projects as established in the 2001 Bicycle Facilities Plan (BFP), to emphasis on the Bike Route system established in 2004. This Bike Route system was developed to provide a comprehensive, north/south – east/west system linking highly used destinations as well as connections to the cities and population centers as the preferred priority. This route system provides for logical regional – and sub-regional – connections through the entire county and serves as a basis for programming future segment improvements along individual networks to ensure continued connectivity where a small project can create a ‘big bang for the buck’ versus an isolated project that provides no connectivity.

The Priority Array as set out in the 2001 BFP, i.e., High, Medium, Low and Opportunity Projects proved difficult in the actual implementation. Quite simply, the High Priority Projects were not being implemented and more Low and Opportunity projects were being constructed as the DPW programmed various construction and re-construction projects through the Transportation Improvement Program.

The Non-Motorized Facility Plan enhances and provides a complementary method to achieve the connectivity sought after in past plans by focusing on long corridors of connectivity and critical gaps.

Regional Routes

Historically, Kitsap County has focused on on-road bicycle facilities for its primary connections between communities and adjacent jurisdictions. As has been discussed, many of these are road shoulders are on medium to high speed and volume roadways. While these facilities provide for commuting users, they do not necessarily serve the wide range of users that are in need of non-motorized options. Recreational, equestrian and other users seek lower volume/speed roadways or off-road facilities such as shared use paths when available. Outside of Kitsap’s Heritage and other regional parks, such off-road facilities only exist between Indianola and southern Kingston on the White Horse Trail.

To increase the non-motorized usage and increase the opportunities for tourism and other non-commuting benefits, regional routes should be established that are alternatives to on-road facilities where feasible. To allow for efficient development, these off-road shared use paths should use include existing easements (e.g. Bonneville Power), large properties or areas with strong community support for such a facility in their neighborhood. These shared use paths should connect to activity centers either directly, through existing trails systems or other on-road facilities.

Access to Vistas or Scenic Areas

Kitsap County has expansive views of the Cascade and Olympic Mountain ranges and multiple water bodies including Hood Canal and Puget Sound. These views are a key element of Kitsap's attractiveness to its residents, commuters and tourists. Unfortunately, few of our non-motorized facilities take advantage of these vistas along their routes. Facility elements along shorelines, ridgelines or other opportunities to enjoy Kitsap's scenery while travelling along them are strongly encouraged but currently lacking throughout Kitsap. The Mosquito Fleet Trail and North Kitsap String of Pearls Trail Plans incorporated these features into their designs and should be furthered.

Water Trails

In the long run, implementation of a comprehensive Education, Outreach and Stewardship program is essential for a successful water trail. Primary tasks for the trail are to coordinate among existing outreach and education programs; to develop and promote consistent trail-related messages throughout the Puget Sound; to fill in educational programming gaps, such as targeting new users and tourists; and to provide trail-related media (e.g. guidebook).

Implementing a water trail on Puget Sound requires that trail managers and partners address a range of issues and needs. Non-motorized small boating access is often limited by launch design, and availability of parking and other launch site facilities (e.g., restrooms). For multi-point trips, trail users need access points that are near to each other, and multi-day trips require overnight accommodations at trail heads. Additional access issues are launch site safety and security, user conflicts, and accessibility for persons with disabilities.

The potential for many more boaters using the water trail necessitates care to protect wildlife and habitat resources. Primary concerns are disturbances of harbor seals, birds, special status species or damage to sensitive shoreline habitats. Appropriate location and management of trail heads, signage and establishment of good trail behavior and boating practices through a water trail education program are essential tools for protecting these resources.

Challenging conditions on Puget Sound can create personal safety and navigational safety and security problems for water trail users who may lack boating skills and familiarity with its unique conditions. Safe boating requires good boating skills; knowledge of Puget Sound conditions, navigational safety and security rules; and good planning for each trip.

Implementation of a comprehensive education, outreach and stewardship program is essential for a successful water trail. Primary tasks for the trail are to coordinate among existing outreach and education programs; to develop and promote consistent trail-related messages throughout the Puget Sound; to fill in educational programming gaps, such as targeting new users and tourists; and to provide trail-related guidance. The adopted water trails map is shown in Appendix C.

Soft Surface Trails

Per the 2006 questionnaire survey, trail uses of walking for pleasure or exercise, bicycling and hiking, horseback riding, or jogging are the forms of recreation most commonly practiced by county residents. A need for 90 additional trail miles was identified as part of the level of service assessment. Since then, 35 miles of authorized trails have been built in county parks primarily by volunteer stewardship committees. Figure 4-B, shown on the right, shows the Kitsap County Parks with trails, and the additional miles added since 2006. Kitsap County envisions a county-wide trail network connecting residential communities to parks, open spaces, schools, places of business and community facilities. This vision includes a network of trails within the large Heritage Parks. The Kitsap County Parks and Recreation Department is responsible for soft surface trails which are not within road rights-of-way, while the Kitsap County Public Works Department provides paved pedestrian and/or bicycle facilities along roadways and outside of right of way. A number of communities throughout Kitsap County have prepared trail plans, which can be foundation for and incorporated into a future county-wide trail system. The trails will provide all types of non-motorized transportation and recreation for walkers, joggers, hikers, mountain bicyclists, and horseback riders, skateboarders, and for those with disabilities.

Accessible Trails

Title II of the Americans with Disabilities Act of 1990 (ADA) requires local governments to make their activities, programs and services accessible to persons with disabilities. To support this requirement, accessible non-motorized facilities consistent with the Americans with Disabilities Act are encouraged wherever feasible when constructed to their final standard throughout

**Figure 4-B:
Kitsap County Parks with
Trails (paved and unpaved)**

	Miles added since 2006	Total Miles
A Quiet Place Park	1	1.5
Anderson Landing Preserve	4.5	5
Anderson Point		0.8
Anna Smith Park		0.5
Arness Roadside Park		0.2
Bandix Dog Park		2
Banner Forest		2.5
Buck Lake		1
Carpenter Lake		0.5
Clear Creek Trails	4	4
Coulter Creek Heritage Park		4
Fairgrounds Events Center	1	1
Guillemot Cove	0.5	2.5
Hansville Greenway		5
Harper Park		1.5
Horseshoe Lake		0.5
Howe Farm		0.75
Illahee Preserve	1	6
Indianola Bloedel		0.5
Island Lake Park		2
Keyport Saltwater Park		0.25
Long Lake		0.25
Newberry Hill Heritage Park	15	15
Nicks Lagoon		0.5
North Kitsap Heritage Park	8	8
Old Mill Park		0.5
Point No Point		0.5
Salsbury Point Park		0.5
Silverdale Rotary Gateway		0.5
Silverdale Waterfront		0.25
South Kitsap Community Park		2
Suquamish Forest Preserve		0.5
Suquamish Nature Preserve		0.5
Suquamish Pathway Park		0.5
Veterans Memorial Park		0.5
Wicks Lake		0.5
Wildcat Lake		0.25
Wynn-Jones Park		0.5
	35.0	73.25

Kitsap. This applies particularly to Shared Use Paths and other regional connections. It is specifically recognized that it is not possible for all facilities to be accessible due to topography, intended programmed use and other constraints. Additionally, areas of designated accessible trail use should have parking and identified trail segments, preferably complete loops.

Facility Routing Locations

This plan identifies existing, as well as future corridors, for pedestrian and bikeway connections. A primary consideration in outlining the plan was the availability of suitable public lands, public rights of way, utility routes, and communication with large private parcel owners both in undeveloped areas of the UGAs and rural areas of Kitsap. Kitsap County is fortunate to have some unopened rights-of-way dedicated through the historical platting of land. Where possible the local community connections proposed in this plan are located in these rights-of-way. The plan indicates rights-of-way that are to be preserved for non-motorized use within some communities. While these are desired routes to remain unopened to vehicles, it is recognized that property owners have a right to access their property and rights-of-way to be preserved for trails cannot block access to a property. Kitsap will work with property owners to minimize the intrusion of roads into the off-road non-motorized network.

In many locations the proposed non-motorized network shows connections across private land: notably in the large parcels of unplatted land at the western edge of the Urban Growth Areas of the Kitsap County. Where connections are shown across private property they are intended to indicate desirable links to be preserved if the parcel were to be subdivided. Bikeways and/or walkways will not be developed across private land without the owner's consent or a pre-existing easement. In situations where proposed connections are shown to cross private property a variety of approaches may be used to establish a trail easement:

- Purchasing key segments
- Working with property owners to allow public access easements
- Working with new development to incorporate bicycle and/or pedestrian connections into their plans
- Establishing pedestrian and/or bikeway connections as a mitigating measure for the impacts of property development

POTENTIAL USERS AND FUNCTIONS

A network of safe, well-located and well-marked non-motorized facilities could serve a wide variety of functions for a broad spectrum of existing and potential users, including pedestrians in rural areas. Each of these user groups may focus on a specific facility type (bike lanes, unpaved trails, and nature viewing areas) but often use the system as a whole to access these facilities.

Commuters

Walking, and, especially, bicycling commuters who travel from home to work would benefit substantially from an improved network of safe facilities. They would benefit by new non-motorized facilities that permit and encourage travel from residential areas to significant employment centers such as the county government offices in Port Orchard or businesses and offices in Silverdale. Commuters would also benefit from bicycle and pedestrian facilities that lead from residential areas to major transportation nodes such as ferry docks and Park-and-Ride lots.

Local and Inter-Community Users

Safe, well-marked non-motorized facilities address the needs of local and intercommunity users who travel frequently by bicycle or foot to a wide variety of nearby destinations. Local users benefit from facilities that permit and encourage travel from residential areas to destinations such as the post office, the bank, the convenience store, the community center or to friends living in a nearby neighborhood. Intercommunity users would benefit from facilities to more distant residential neighborhoods or to larger shopping centers and commercial districts in other nearby communities.

Safe non-motorized facilities are a special concern to children, and to some extent teens, as many have a lack of experience in solo travel beyond the home. These groups are both commuters, traveling between home and school as well as local users traveling between home and a variety of destinations, including libraries, parks, local “hang-outs”, nearby convenience stores or the homes of friends.

Recreational Users

Users of non-motorized facilities include a wide range of regional and local residents. Recreational bicyclists, equestrian riders, dog-walkers, skateboarders, roller bladers, kayakers and general pedestrians traveling for leisure are a core constituency of Kitsap’s trail systems. Whether traveling for exercise, relaxation, water access or wildlife viewing, these users frequent the systems in regional parks and other areas such as the Clear Creek Trail.

The diversity of these users can be a challenge for trail design as each constituency has its own individual needs. For example, equestrian users are sensitive to the trail surface and grade as it affects the health and footing of their animals.

Bicycle Touring

Bicycle touring routes are generally bike lanes or paved bike paths. Increased facilities for bicycle touring such as the development of the Mosquito Fleet Trail will enhance recreation opportunities for Kitsap County residents and increase tourism.

Improved bicycle and pedestrian facilities are necessary to safely and conveniently meet the needs of a large range of users.

ON-ROAD/BIKEWAY FACILITY GUIDELINES

Given the objectives and requirements of the Kitsap County Department of Public Works, a Bicycle Facilities Plan is the most appropriate method of addressing these on-road facilities. This Plan, supplemented by pedestrian facilities, provides a basic non-motorized transportation core for the Comprehensive Plan. This core, in turn, forms a general context for the addition of future elements.

Non-motorized elements address a variety of local, sub-regional and regional transportation goals. At the local level, they connect residential areas with locally significant destinations. At the inter-community level, they link nearby communities with one another. At the regional level, they link residential areas with major transportation, employment and business centers, or connect existing urban and developed areas with surrounding rural areas and adjacent counties.

Parts of a particular route can frequently serve several goals simultaneously. With well planned routing, a wide range of goals can be addressed with the same bicycle or pedestrian facility. For example, a portion of a regional route that links residential areas with employment or transportation centers for adult commuters can also provide local links between the same residential areas and local schools for commuting schoolchildren. The route can simultaneously link those residential areas to other residential neighborhoods or community, shopping and business centers for local users. Finally, for the inter-community user, portions of the “regional” route can connect existing urban and developed areas with one another and with surrounding rural areas.

The Non-Motorized Plan strives to provide non-motorized transportation/commuter facilities for bicycle and mixed bicycle/pedestrian user groups with the understanding that many of these facilities should also meet recreational needs. The Bicycle Facilities Plan proposes to direct future development of bicycle and pedestrian facilities, with the understanding that some of these facilities or “improvements” will be developed as capital improvements and that some could be developed by means of incentives to private developers, and with the further understanding that it will be integrated with the Kitsap County Comprehensive Plan.

Three types of bicycle facilities have been included in the Plan: regional facilities, sub-regional facilities, and local facilities. These terms refer to a functional relationship within the overall bicycle system and do not necessarily indicate relative importance or priorities for construction.

The following section provides a general description of each type of facility and the criteria used to locate each facility with Kitsap.

Regional Facilities

Regional facilities provide regional connections through and within Kitsap County. Because of the longer distances these facilities traverse, they will constitute the highest mileage of facilities in the system. Examples include connections from the Bainbridge Island Ferry Terminal into Poulsbo onto Jefferson County and Silverdale, from Silverdale to Bremerton, and from Port Orchard into Pierce County and Mason

County. Regional facilities consist of shared use paths (bicycle/pedestrian paths) or bike lanes on both sides of the roadway. Proposed standards for bicycle facilities are discussed in this section.

The following criteria were employed when recommending alignments for regional facilities. All criteria were given equal weight during analysis.

- The system, when complete, should provide continuous connections between major entrance points to Kitsap and its urban centers.
- Facilities should serve and connect urban centers within Kitsap County.
- Facilities should serve and connect the public and private ferry systems serving Kitsap County.
- Facilities should serve and connect Mason, Pierce, and Jefferson Counties.
- Facilities should serve and connect with the public transportation system.
- Facilities should provide connections in as direct a manner as possible, subject to the following constraints:
 - Facilities should avoid high traffic arterials and state highways unless no other feasible direct connection exists.
 - Facilities should avoid roadways posted at greater than 50 mph unless no other feasible direct connection exists.
 - Facilities should avoid major hills.
 - Facilities should avoid unnecessary disturbance of sensitive wildlife and natural areas where possible.

Sub-Regional Facilities

Sub-regional facilities provide sub-area connections meant to complement the regional facility system. Typically, they serve smaller commercial, residential, or employment centers, schools or other locations that are not connected by regional facilities. As with regional facilities, these facilities may also cover longer distances. Sub-regional facilities consist of paved shoulders, bicycle lanes on both sides of the roadway or bicycle paths (or bicycle/pedestrian paths).

The following criteria were employed when recommending alignments for sub-regional facilities. All criteria were given equal weight during analysis.

- Facilities should connect urban centers with major parks and recreation centers in Kitsap County.
- Facilities should provide connections to military installations.
- Facilities should provide alternative connections to areas served by the regional trail system if either of the following criteria apply:
 - The alignment provides access to points of interest and scenic features that otherwise would not be served by the regional trail system.
 - The alignment provides connections between two regional facilities that otherwise would not be connected in the immediate vicinity.
- Facilities should provide alternative connections into Pierce and Mason County so as to assure continuity between alignments within these jurisdictions.

- Facilities should avoid high traffic arterials and state highways.
- Facilities should avoid major hills unless no other feasible alignment is available.
- Facilities should avoid designated sensitive wildlife and natural areas where possible

Local Facilities

Local facilities connect residential neighborhoods, commercial centers, employment centers, schools

The following criteria were employed when recommending alignments for local facilities. All criteria were given equal weight during analysis.

- Facilities should provide local access from residential neighborhoods, commercial centers, and employment centers to the regional and sub-regional trail system.
- Facilities should provide local connections to schools.
- Facilities should provide access to points of interest and natural features from the regional and sub-regional facility system or from nearby neighborhoods, commercial centers, residential centers, or employment centers.
- Facilities should connect urban centers with local parks and recreation centers in Kitsap County.
- Facilities should connect with the public transportation system.
- Facilities should provide access to marine transportation access points such as marinas and boat launches.
- Facilities should provide access to public shorelines.
- Facilities should avoid high traffic arterials and state highways.
- Facilities should avoid major hills unless no other feasible alignment is available.
- Facilities should avoid designated sensitive wildlife and natural areas where possible.

NON-MOTORIZED FACILITY DESIGN STANDARDS

The following design standards and applicable regulations apply to the development and maintenance of non-motorized facilities in Kitsap County.

ON-ROAD FACILITIES/BIKEWAYS

Safety is the primary consideration when designing bicycle facilities. If bicycle facilities do not offer safe and adequate biking conditions, the facilities will not be used and will not encourage greater use. It is the primary goal of this plan to establish standards to serve as a guide in the development of safe and adequate bicycle facilities for Kitsap County. These standards provide recommended base minimums and other information to aid in the development of new bicycle and pedestrian facilities as well as the improvement (increasing safety and usability) of existing facilities.

The design guidelines set forth in this plan are based on those established by the American Association of State Highway and Transportation Officials (AASHTO) in “Guide for the Development of Bicycle Facilities”

Type of on Road Bikeway	Best Use	Motor Vehicle Design Speed	Traffic Volume	Classification or Intended Use	Other Considerations
Shared Lanes (no special provisions)	Minor roads with low volumes, where bicyclists can share the road with no special provisions	Speeds vary based on location (rural or urban)	Generally less than 1,000 vehicles per day	Rural roads, or neighborhood or local streets	Can provide an alternative to busier highways or streets. May be circuitous, inconvenient or discontinuous.
Shared lanes (wide outside lanes)	Major roads where bike lanes are not selected due to space constraints or other limitations.	Variable. Use as the speed differential between bicyclist and motorists increases. Generally any road where the design speed is more than 25 mph.	Generally more than 3,000 vehicles a day.	Arterials and collectors intended for major motor vehicle traffic movements.	Explore opportunities to provide marked shared lanes, paved shoulder, or bike lanes for less confident bicyclists.
Marked shared lanes	Space-constrained roads with narrow travel lanes, or road segments upon which bike lanes are not selected due to space constraints or other limitations.	Variable. Use where speed limit is 35 mph or less.	Variable. Useful where there is high turnover in on-street parking to prevent crashes with open car doors.	Collectors or minor arterials.	May be used in conjunction with wide outside lanes. Explore opportunities to provide parallel facilities for less confident bicyclists. Where motor vehicles allowed to park along shared lanes, place markings to reduce potential conflicts.

(2012). These design standards defer to AASHTO guidelines for information not covered herein, or for

further clarification.

Facilities located within the right-of-way of any State Routes should defer to the standards set forth in the Washington State Department of Transportation's (WSDOT) Design Manual.

The design guidelines set forth in this manual are not intended to be the sole solution to bicycle safety issues. In conjunction with any well designed bicycle facilities it is important to include safety education and established "Rules of the Road". Bicycle programs often provide this information to the public as well as maps indicating recommended safe bicycling routes.

One of the main goals of a well designated facility is to avoid conflict between users and motor vehicles. To determine the appropriate design treatment, several factors should be considered, including the type of users the route is likely to serve, the type of roadway that is involved and the traffic characteristics (volume, speed, mix, existence of parking, etc.)

Although incorporating bicyclists' needs into the design of major transportation corridors can be challenging, the reality of planning bikeways in built environments means that roadways constitute the majority of a bikeway network. Wherever streets are constructed or reconstructed, appropriate provisions for bicyclists should be included consistent with federal policy. The design standards discussed below are general in nature and apply to all types of bicycle facilities. Depending on the topography, available right-of-way, stormwater standards or existing development patterns, bikeway design options include:

- Shared use paths
- Bicycle boulevards
- Protected Bike Lanes
- Bike lanes
- Paved shoulders
- Marked shared lanes
- Unmarked shared lanes

A bike lane is a formal, separate lane on a roadway for exclusive use by bicycles. It typically carries one-way bicycle traffic in the same direction as adjacent vehicle travel lanes and is placed to the right of vehicle travel lanes. On roads with on-street parking, it is typically placed between the travel lane and the parking lane.

A shared lane is a lane that is shared between vehicles and bicycles, typically with a wider outside lane. In urban areas, a shared lane may be fairly narrow and have an adjacent parking lane.

On roadways with enough pavement width, a bike lane/shoulder can be used. A bike lane/shoulder can be anywhere from 4-8' in width depending on roadway conditions and constraints. In many cases, adjacent travel lane widths can be narrowed to allow for more width to include a bike lane/shoulder on a roadway. The minimum travel lane widths for a roadway are 11' for an arterial, 10' for a collector and 9' for a local road.

Bike Lane Widths

The following guidelines should apply to bike lane design. These will be updated with the Kitsap County Road Standards and exceptions allowed based upon the National Association of City Transportation Officials (NACTO) guidelines as well as use of context sensitive solutions.

- 4' bike lane/shoulder – on low volume, low speed roads without adjacent curbing or on-street parking.
- 5' bike lane/shoulder – generally the standard width, acceptable adjacent to curbing or on-street parking and on roadways with higher percentages of heavy vehicles, high traffic volumes and higher speeds.
- 6-8' bike lane/shoulder – recommended adjacent to narrow (7') parking lanes or roadways with high traffic volumes and higher speeds.

On roadways with limited widths where bike lanes will not physically fit, shared lanes can be marked and signed. Shared lanes should generally be 14' or more in width and have speed limits of 35 mph or less.

Surfacing Materials and Structure

Bicycle facilities, whether bicycle paths or bicycle lanes, should be paved surfaces. The quality and smoothness of the surface is essential to the safety of the bicyclist. The surfacing material and structural section should be designed so that the facility is capable of supporting maintenance and emergency vehicles. Recommended pavements are asphaltic concrete or Portland Cement. Asphaltic concrete pavement is generally preferred. In order to support maintenance and emergency vehicles the outside edges of pavement should be uniform. Asphaltic concrete surface pavement should be machine laid. If Portland Cement is used, it is preferred that the traverse joints be saw cut in order to provide a smooth surface. The surface should also be either broom or burlap finished (not troweled) in order to provide some skid resistance.

Grates, loose material, gravel or debris on the travel lanes poses a hazardous situation to the bicyclist. If the bicycle facility crosses an unpaved driveway or road, the road should be paved on both sides of the bikeway in order to reduce gravel debris on the travel lanes.

Signage and Striping

There are three main types of signage to consider for bicycle facilities:

- Directional Signs: Directional signs serve to guide the bicyclist (or motorist), indicating and informing the user of roadway crossings, directions, destinations and distances.
- Regulatory Signs: Signs that inform bicycle facility users and motorists of traffic laws or regulations. These signs should be located where the regulation applies and should be easily legible and visible to facility users and/ or motorists.
- Warning Signs: Warning signs should be used when it is necessary to alert bicyclists or motorists of an existing or potentially hazardous condition. Warning signs should be located preceding the upcoming hazard. The use of warning signs should be kept to a minimum since the over use of

these signs may promote disregard for all signs.

Appropriate and adequate signage and pavement marking is paramount to safe bicycling facilities. Separate guidelines for signage and pavement marking can be found in the MUTCD. The MUTCD regulates the design and use of all traffic control devices. Part 9 of the MUTCD presents standards and guidance for the design and use of signs, pavement markings, and signals that may be used to regulate, warn and guide bicyclists on roadways and pathways. Other parts of the MUTCD also include information relevant to shared use path operation and should be consulted as needed. Path users should never be given conflicting traffic control messages.

Additional signage and marking should be considered for a bicycle-only facility to prevent pedestrian and other non-motorized use.

Drainage Grates

Drainage grates and utility covers located in the travel lanes pose safety hazards for bicyclists. For bicycle lanes adjacent to curbs, curb inlets are recommended. For both bicycle lanes and paths, if drainage grates or utilities cannot be located (or relocated) outside of the travel areas, the covers should be flush to 0.5 inches below finished grade. Grate openings that run parallel with the direction of travel may trap a bicycle wheel. Openings of drainage grates should be narrow and short enough so as to prevent a bicycle wheel from dropping into the grate.

Barriers and Railings

A physical barrier should be provided for a bicycle path if the minimum recommended separation width cannot be met and the motorized vehicle posted speed exceeds 35 mph. The barrier should be suitable for the situation and the intended use. Where feasible, physical separations such as railings or barriers should be a minimum of 4.5 feet high and vertical surfaces should be smooth to avoid any snagging or prevent any abrasive injury. Smooth rub rails should be attached to the barriers (or railings) at handlebar height of 3.5 feet. Feasibility assessments should include, but not be limited to, facility access needs, project costs and/or topography.

Barrier Posts (Bollards)

It is recommended that barrier posts be installed at entrances to bicycle paths in order to prevent unwanted motor vehicle use. The bollards should be designed to allow for emergency and maintenance vehicle access. A 5 foot spacing of posts should be provided (if more than one post is necessary) in order to allow bicyclists to readily pass. The bollards should be a minimum of 3 feet high and should be clearly marked and visible in daytime as well as nighttime conditions (by installing reflective tape, reflective paint or reflectors).

Bridges

Bicycle lanes are preferred when adding bicycle facilities to existing bridge structures. The minimum width recommended for a clear (one way) bicycle lane on a bridge is 6 feet. Recommended vertical clearance is 10 feet.

Bicycle approaches to a bridge must be well designed and continuous with the bicycle bridge. The approach facility should maintain the same width as the bridge crossing and should be oriented with the direction of travel. Appropriate barriers and railings should be provided. In addition, signage and lighting should be provided.

Lighting

Minimum lighting levels should be provided for bicyclists' safety. Typically the ambient light from roadway lighting provides sufficient light levels for bicycle facilities. The desired amount of light in foot candles depends on the expected amount of nighttime use. Areas where additional lighting should be considered are intersections (road crossings) and bridges or underpasses. The desirable level of illumination for these areas is between 0.5 foot-candle (5 lux) to 2 foot-candles (22 lux). Any additional light standards or fixtures should be appropriate to the scale of bicyclists and pedestrians, and should meet the required minimum vertical and horizontal clearances.

Bicycle Parking

Parking for bicycle users should be provided at destination areas such as ferry terminals, park-and-ride lots, schools, shopping areas, recreation areas, as well as public buildings, such as libraries and post offices. For locations where a bicycle may be parked for an extended length of time (8 hours or more) consideration should be given to bicycle lockers. Lockers provide greater security for the bicycle as well as protection from the elements. Bicycle racks or lockers should be located in a highly visible area. They should not be in a location that will disrupt motorized or non-motorized traffic. Bicycle parking areas should be well signed if out of view or located away from the main entry to a facility. Adequate lighting should also be provided for safety purposes. If possible, bicycle parking should be located in an area that is protected from the weather.

SHARED USE PATHS/REGIONAL CONNECTIONS

A shared-use path serves as part of a transportation circulation system and supports multiple recreation opportunities, such as walking, bicycling, and inline skating. A shared-use path typically has a surface that is asphalt, concrete, or firmly packed crushed aggregate. The 1999 AASHTO Guide for the Development of Bicycle Facilities defines a shared-use path as being physically separated from motor vehicular traffic with an open space or barrier (AASHTO, 1999). Shared-use paths should always be designed to include pedestrians even if the primary anticipated users are bicyclists. Shared-use paths provide a transportation function. All newly constructed shared-use paths should be built to provide access for people with disabilities. In addition, existing shared-use paths should be improved to enhance access whenever possible. As with any roadway project, shared-use path projects need to fit into the context of a multimodal community. If improvements to existing facilities cannot be made immediately, it is recommended that information, including signage, be provided at all path entrances. This information should clearly convey objective information to trail users, including data about grade, cross slope, surface, and width.

Additionally, shared use paths must strive to be ADA compliant, wherever feasible. Two recent publications address accessibility of non-motorized facilities:

- Designing Sidewalks and Trails for Access Part 2 – Best Practices Design Guide (FHWA, Publication # FHWA-EP-01-027)
- Draft Guidelines for Accessible Rights-of-Way, November 23, 2005 (FHWA, Pub. # FHWA-SA-03-019)

Together these two documents define current best practices for accommodating pedestrians with disabilities for sidewalks and shared-use paths, intersections, crosswalks, and signalization.

Generally the ADA minimum requirements promote-are:

- Clear tread width: 36" minimum
- Tread Obstacles: 2" high maximum (up to 3" high where running and cross slopes are 5% or less)
- Cross Slope: 5% max.
- Running slope (trail grade) meets one or more of the following:
5% or less for any distance.
Up to 8.33% for 200' max. Resting intervals no more than 200' apart.
Up to 10% for 30' max. Resting intervals 30'.
Up to 12.5% for 10' max. Resting intervals 10'.
- No more than 30% of the total trail length may exceed a running slope of 8.33%.
- Passing Space: provided at least every 1000' where trail width is less than 60"
- Signs: shall be provided indicating the length of the accessible trail segment.

While it is a requirement to keep ADA accessible paths at 5% grades or less, this requirement alone can make implementation difficult and costly. While the proposed accessibility guidelines address the special circumstances where designers and operators may not be able to achieve accessibility, they are encouraged to always provide access to the greatest extent possible.

Departures from specific accessibility guidelines shown above are permitted for any portion of Shared Use Path where compliance would:

- Cause substantial harm to cultural, historic, religious, or significant natural features or characteristics;
- Substantially alter the nature of the setting or the purpose;
- Require construction methods or materials that are prohibited by Federal, State, or local regulations or statutes;
- Not be feasible due to terrain or the prevailing construction practices.

Kitsap County currently has very limited segments of shared use paths. One of two segments is in Silverdale which connects Silverdale Way with Trigger Ave through Schold Park and Washington State Department of
Kitsap County Non-Motorized Facility Plan
Maps amended December 11, 2019. Plan adopted December 2, 2013

Highways right of way. The only other segment is the White Horse Trail between Indianola and the North Kitsap Heritage Park. This is built entirely on private property. This shared use path will soon be extended through the North Kitsap Heritage Park to Norman Road providing a connection to Kingston. Both of these trails receive increasing use by walkers and runners, as well as both young and experienced cyclists.

COMMUNITY CONNECTORS

Community connectors are of lesser intensity than shared-use paths and often developed at lesser standards regarding surface and size. Community connectors are usually graveled or some other impervious surface to maximize usage and can be anywhere from 4 to 10 feet in width. These facilities are intended to connect communities with the regional trail network including shared use paths or on-road bicycle amenities.

Examples of community connectors include the White Horse Trail connecting Indianola with the North Kitsap Heritage Park and segments of the Clear Creek Trail in Silverdale.

NEIGHBORHOOD CONNECTORS AND LOCAL ACCESS – SOFT SURFACE TRAILS

These are the most numerous trails in Kitsap. It is to the credit of the volunteer's county wide that these trails have been installed throughout County Heritage Parks in association with the Kitsap County Department of Parks and Recreation. As numerous as they are, these trails do have a hierarchy of use and development. Trails can occur in many different types of parks – including larger heritage parks, regional parks, community parks, natural resource areas, partnership properties, as well as on private properties. Development of trails on County property utilizes National Trail Standards guidelines as developed by the U.S. Forest Service, National Park Service, Bureau of Land Management and other federal agencies. Trails are designated from Class I (minimal and undeveloped), Class II (simple/minor development), Class III (developed/improved), Class IV (highly developed) and Class V (fully developed). Examples of these classes can be found on the facility/standards/funding sources chart. The most developed trails will occur in those areas of highest use, such as the Clear Creek Trail in Silverdale and the Perimeter Trail at South Kitsap Regional Park. Trails may be constructed by volunteers, or by Contractors. These trails are used for hiking, running, biking and equestrian use.

WATER TRAILS

Kitsap is an important part of the Washington Water Trail system providing kayaking opportunities for the Central Puget Sound region. Water trails are marked routes on navigable waterways such as rivers, lakes, canals and coastlines for people using small non-motorized boats such as kayaks, canoes, rafts, or rowboats. Water trails not only require suitable access points and take-outs for exit but also provide places ashore to camp, rest and picnic, and many other facilities and services for boaters.

Kitsap has submitted a request to the federal government to be designated as part of the national Water Trails system for national recognition. While development of such facilities is largely a private effort with volunteer groups, users, tourism organizations and private businesses, there are seven principles that can help Kitsap County further this effort.

- Participate in the development of water trail strategies to improve and link access for non-motorized small boats, and address issues related to access, wildlife and habitat, safety and security, and education. Linkage to land based trail systems in North Kitsap would be a priority.
- Participate in the site assessment and planning for trail heads to identify existing and anticipated trail-related uses of the site, and site-specific issues and needs
- Identify sensitive wildlife and safety areas such as navigational exclusion/military zones, nesting areas and other areas that require providing users with particular information, limiting access or taking other special management actions.
- Promote safety through a water trail education program, active coordination among non-motorized small boating groups, other mariners and regulatory agencies, and appropriate launch facility design and site management.
- Encourage educational resources to trail users that increases environmental education and interpretation, promote consistent and accurate educational messages in all outreach efforts, and is accessible to all water trail users.
- Promote a water trail ethic that teaches and promotes safe, low-impact boating practices and encourages trail users to be stewards of the water trail.
- Further partnerships with local, state, regional, federal, tribal, and tourism agencies, organizations and other institutions to advance implementation of the water trail.

A chart summarizing the various non-motorized classifications, design examples and available funding sources is included in Appendix D.

POTENTIAL FUNDING SOURCES FOR NON-MOTORIZED FACILITIES

Funding sources for non-motorized facility development is constantly changing. Names and applicability of the programs often change, the amount of grant money available in any given cycle changes, Funding for the facilities recommended in this plan may be available from a number of federal, state, regional, and local sources. Many of the more historically common sources are listed below. Some are still applicable today.

- Transportation Alternatives Grants
- Safe Routes to Schools Program
- Traffic Safety Near Schools Grants
- Pedestrian Safety and Mobility Program
- Traffic and Hazard Elimination Safety Grants
- National Scenic Byways Grants (includes state-designated byways)
- Public Lands Highways Program
- Surface Transportation Program (STP)
- Non-highway and Off-Road Vehicle Activities (NOVA) program
- National Recreational Trails Program (NRTP)
- Washington Wildlife and Recreation Program (WWRP)
- Land and Water Conservation Fund (LWCF)
- Aquatic Lands Enhancement Account (ALEA)
- Transit Grant Programs (FTA). These funds are applicable for pedestrian improvements within .5 miles of a transit stop, and bike improvements within 5 miles of a transit stop.

Transportation Alternatives Program

Since 1992, the principal funding source for non-motorized transportation in Washington State has been the federal Transportation Alternatives (TA) program administered by the Washington Department of Transportation. This program is contained within the "Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users" (or SAFETEA-LU) that was enacted by Congress in August 2005. (TE provisions under SAFETY-LU are similar to those of its predecessor, the Transportation Equity Act for the 21st Century, or TEA-21.) Both on and off-street facilities may qualify for TE funding except trails that are principally intended for recreational enjoyment, private use, or provide no significant value to non-motorized transportation. (Details are available on the WSDOT website www.wsdot.wa.gov/TA/ProgMgt/Grants/Enhance.htm)

Qualifying Transportation Alternatives projects in Kitsap County might include:

- Facilities for pedestrians and bicycles
- Safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification

- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures, or facilities
- Archaeological planning and research

Kitsap County has successfully competed for TA grants in recent years and will continue to apply for these funds as this plan is implemented. The TA program can provide much of the funding for larger projects, although local matching funds from fifteen to twenty percent have been required in the past. The local match may or may not be required in future grant cycles. The most recent round of TA grants did require matching funds of fifteen percent.

Where matching funds are required, Kitsap's Paths and Trails Fund may be utilized for this purpose. This fund represents approximately one-half of one percent of the state fuel tax proceeds returned to the county each year to support local transportation needs. A similar fund also exists for incorporated cities.

Washington Recreation and Conservation Funding Board (RCFB)

Several other important sources, including both state and federal funds, are administered by the Washington Recreation and Conservation Funding Board (formerly known as the Interagency Committee for Outdoor Recreation or IAC). Major sources include:

- NOVA Non-highway and Off-Road Vehicle Activities Program
- NRTP National Recreational Trails Program
- WWRP Washington Wildlife and Recreation Program
- ALEA Aquatic Lands Enhancement Account
- LWCF Land and Water Conservation Fund
- BFP Boating Facilities Program

Grants under these programs could be pursued to develop a number of projects identified in this plan. Some sources require that an adopted plan (such as this) and a capital facilities plan are in place in order to qualify for funding. Details on all of these programs are available on the RCFB website:

www.rco.wa.gov/rcfb/grants.asp.

Safety and Education Funding

A variety of state and federal programs support safety and education efforts within local communities, especially those that benefit children. Programs include:

- Safe Routes to Schools program (www.wsdot.wa.gov/bike/Safe_Routes.htm)
- Traffic Safety Near Schools Grants
- Pedestrian Safety and Mobility Program (www.tib.wa.gov)
- Traffic and Hazard Elimination Safety Grants

Local Sources

Local sources can range from bond issues, special levies, and real estate excise taxes, to the sale of surplus properties, increasing the percentage of state motor vehicle fuel tax proceeds that are dedicated to paths and trails, and the assessment of impact fees on new development.

The Road Fund is the largest source of local funds for transportation projects. It funds vehicular projects but also non-motorized facilities within the transportation system. The use of these funds are limited by state requirements to paved on-road facilities and shared use paths that meet local design requirements or allowed exceptions. These funds are limited and distributed over six-year periods through the Transportation Improvement Program (TIP). The TIP is updated on an annual basis.

The Paths and Trails Fund has been a very important funding source in many counties for non-motorized transportation facilities. State law mandates that cities and counties reserve approximately one-half of one percent of their state fuel tax proceeds for projects that serve non-motorized users. In many communities, the Fund is utilized as a local match for state and federal grants to support the design and construction of paved shoulders, bike lanes, sidewalks, and separated pathways that provide significant benefits to non-motorized users.

The Conservation Futures Levy is another important source of local funding that can benefit trails. This levy makes up a small fraction of the property taxes collected each year and are used for land acquisition, including parks, trail corridors, and other recreation or open space areas. Funds cannot be used for development; however, up to fifteen percent of the funds can be used for maintenance and operations on acquired properties. At the time of writing this plan, the conservation futures are obligated for the foreseeable future.

A Real Estate Excise Tax, or REET, is a locally enacted tax on the sale of property. A rate of up to 0.5 percent can be used to pay for projects identified in the capital facilities plan. A similar one percent excise tax can be used for land conservation purposes. (In San Juan County, a REET supports the San Juan County Land Bank which funds land acquisitions and conservation easements, including trail corridors. The Land Bank was originally approved by voters in 1990 who again voted in 1999 to extend the program for twelve additional years.) In Kitsap County the REET funds are largely obligated through 2020.

Private sector funding sources also exist and should not be overlooked. Donations of land, easements or right-of-way, as well as contributions of expertise, labor, and materials by businesses, organizations, and individuals have helped some communities develop entire projects or help meet local matching requirements. Partnerships with business, property owners, user groups, trail advocates, and others can help create opportunities and leverage resources. Working in collaboration with land trusts and tourism or economic development groups can bring similar benefits. Land trusts have been instrumental in securing sites and corridors of interest to the public, often through outright land purchases, but also by negotiating conservation easements on lands having significant environmental or recreational value.

Developer requirements in many cities and counties require that new developments provide a similar level of service for public parks and trails that exists in the city or county as a whole, or may require the payment of impact fees to help pay for those services.

As a result, development projects can be a significant source for new trail opportunities. Some developers view this as a positive contribution to public infrastructure that is highly marketable and benefits the bottom line for their projects. A number of studies have found that access to an attractive trail system, for example, can be a major factor in a home-buyer's purchasing decision.

Metropolitan Park and Recreation Districts

Kitsap County currently has two metropolitan park districts, Village Greens in Kingston and the Bainbridge Island Metropolitan Park and Recreation District. A metropolitan park and recreation district is a separate government agency that may be created for the management, control, improvement, maintenance, and acquisition of parks, parkways, boulevards, and recreational facilities. Although creation of a district requires approval by only a simple majority of the voters in the affected area, passage of a levy to support the district's activities requires sixty percent approval under state law. Park and recreation district boundaries are normally established by the Board of County Commissioners when the measure is put forward to the voters. Such districts can develop and maintain a variety of facilities in a given area, from community pools and ballfields to parks, water access and trails. They are considered junior taxing districts and levies are generally kept to a fraction of the size of a typical school levy.

Volunteer Programs

Adopt-A-Trail programs help facilitate labor-intensive volunteer efforts such as clearing vegetation or planting trees and shrubs along trail corridors which can provide major contributions to a given project. The value of volunteer time can often be used as an in-kind local match for grants. Training for trail construction and maintenance is frequently available through the Washington Trails Association. Volunteer efforts can supplement the work of agency staff and outside contractors in "hybrid" projects. In this format, the agency coordinates the project, the contractor provides the technical and heavy construction, and volunteers complete much of the labor-intensive part of the work, such as clearing or relocating native plants. The commitment of volunteer labor can be used to match grants, local funds are only needed for grant-writing and project administration. Clearly, not all projects are suitable for volunteers, but where they can be effective, volunteer programs can bring very important elements of reduced costs, community ownership, and ongoing stewardship. There are many examples of successful volunteer programs:

The International Mountain Biking Association (IMBA) Trail Care Crews travel around the country presenting locally-based two and three-day training classes for volunteers. Interested residents of Kitsap County could potentially benefit from these workshops and Kitsap as a whole would benefit from high quality, low-cost construction of mountain biking trails.

- *The Washington Trails Association* also sponsors volunteer outings and frequent training opportunities for the construction and maintenance of hiking trails.

- *Backcountry Horsemen of Washington* has been very active in volunteer trail maintenance of equestrian trails throughout the state, including Kitsap County.
- *Local kayaking groups* have adopted many of the Cascadia Marine Trail campsites in the Puget Sound region and could be active in implementing the kayaking recommendations in this plan.
- *Local groups* such as the North Kitsap Trails Association, Clear Creek Task Force, Chico Creek Task Force, Kingston Parks and Open Space Committee, Hansville Greenway, Illahee Community, Friends of Newberry Hill Heritage Park, North Kitsap Heritage Park Stewardship Group, Manchester Community Council, Central Kitsap Community Council, have enjoyed considerable success with volunteer efforts in Kitsap County.

Technical Assistance

In lieu of funding, technical assistance is sometimes available from state and federal agencies. The National Park Service Rivers and Trails Program provides technical planning assistance to local government, state and federal agencies, nonprofit groups and tribes for development of trails and greenways. This community assistance arm of the National Park Service also provides support for community outreach and public involvement strategies in building trail partnerships (see www.nps.gov/rtca). The Washington Department of Transportation provides limited technical support for bicycle safety and education programs, as well as facility design and construction. Washington State Parks, the Department of Ecology, and IAC may also provide limited assistance. The National Center on Accessibility is a good source of technical information concerning access to trails and recreation facilities by those with disabilities.

Foundation Grants

Finally, non-profit organizations advocating for trails have had some success in Washington State obtaining modest foundation grants to support their efforts. Some programs may help pay for education, safety enhancements, support for volunteer programs, and in a few cases actual construction of facilities. Growing interest in public health issues nationally has led to improved opportunities for small grant funding for projects that contribute to public health and fitness.

Other Sources

For further descriptions of these and other sources, please refer to the 2012 Kitsap County Parks, Recreation and Open Space Plan.

NON-MOTORIZED FACILITY LOCATIONS

A primary component of the Plan's development and public involvement included the location of existing facilities and the development of clear system of connections with an emphasis on a complete north/south and east/west shared use path connecting Kitsap to the Hood Canal Bridge, ferry systems and adjacent counties. With the shared use path as the spine, other elements of the system such as on-road bicycle facilities provide connection to our employment, population and activity centers.

SHARED USE PATHS/REGIONAL CONNECTORS

One of the primary goals of the Plan is to designate a clear north/south and east/west connection between jurisdictions including other counties on the east side of Puget Sound the Olympic Peninsula as well as Mason and Pierce. Shared use paths in combination with select on-road bikeways discussed below are the regional routes to focus future improvements. In attempting to route an off-road continuous shared use path through Kitsap County several objectives were pursued. First, if possible, locate the route through or in close proximity to existing population centers and neighborhoods and designated regional growth centers. Second, the route should attempt to provide the shortest possible lateral connections to schools, public parks, and employment centers. Third, where possible attempt to use public lands, utility lands, and agency lands. Fourth, look for routing in undeveloped land within the urban growth areas of designated growth centers. This would allow new development to integrate the route into proposed development plans in the best possible way. And finally, recognize that private land owners will need to be partners in accommodating the alignment for much of the route. It needs to be noted that none of these conceptual corridors on private land are currently owned or managed by Kitsap County and public access is not currently authorized. Further, final location and development of these possible trail corridors are contingent on coming to mutual agreeable terms with the private landowners. To date, all of the private land owners have been contacted and discussions have occurred with most. The conceptual route shown is a first step of many and reflective of these discussions with the private land owners. Full maps of these proposed regional routes are shown in Appendix E.

The design of a north/south shared use path through Kitsap must include acknowledge the historic development pattern and topography of an area that stretches from Pierce County to the Hood Canal Bridge. The North Kitsap String of Pearls Trails Plan and local sub-area plans completed a full analysis of this regional shared use path for the areas north of Poulsbo. To complete a similar analysis for areas in Central and South Kitsap and address neighborhood specific issues for a potential shared use path design, the proposed path was broken into segments or districts. The districts shown are a segmentation based on ownership or a neighborhood community cluster. Separate notifications, workshops or discussions were held with each district. They are presented from Poulsbo south to the Mason and Pierce County Lines. These districts are not specific priorities for development, but assessment of neighborhood specific constraints. Any portion of a shared use path or regional route that crosses through or interfaces with a city jurisdiction will be coordinated with that specific city regarding land acquisition ownership, construction and long-term maintenance prior to development.

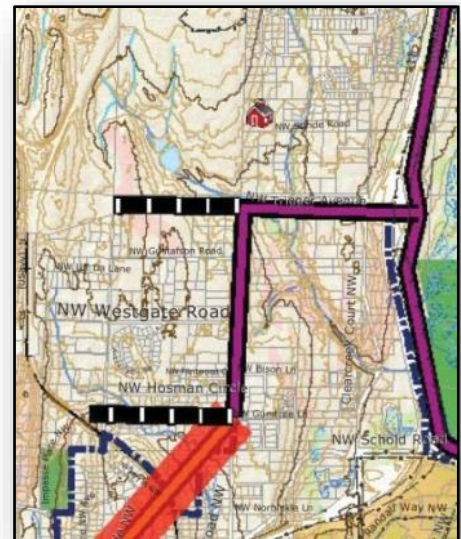
Highway District

The Highway District runs from Poulsbo to Silverdale. The proposed alignment will be within the WSDOT right of way for State Route 3. The Poulsbo link will be at Finn Hill along the north bound exit ramp. This location was discussed with the Poulsbo Public Works Committee and will interface with the Poulsbo Non-Motorized plan adopted in 2012 and the trail routes in the North Kitsap Trails plan adopted by Kitsap in 2011. The proposed path will have at-grade crossings at intersections with NW Sherman Hill Rd, State Route 308 (NW Louto Rd), NW Mountain View Rd and with NW Trigger Avenue near Silverdale. These will be the only locations to facilitate localized access to the path within State Route 3 along this segment. At Trigger Avenue the proposed path will connect to the existing Creek Clear Trail System shared use path within the Schold Farm County Park completing a direct link to commercial areas of Silverdale.



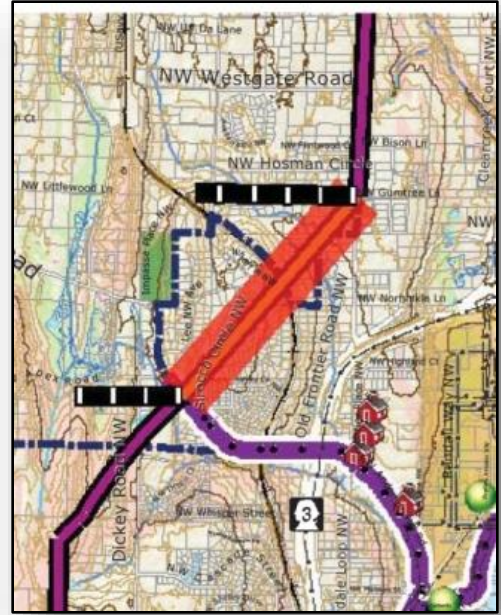
Old Frontier District

The Old Frontier District intersects with the Clear Creek Trail at Trigger Avenue and extends across the bridge over Highway 3 then transitions through the Business Commercial zoned land north of Silverdale south to Frontier Avenue. The property owners within this segment strongly preferred to show the proposed alignment along the frontage of their parcels adjacent to Old Frontier Road. They also wanted assurances tied to the timing of the trail development. As such, there would be no development of this link between Trigger and Frontier until such time that the Business Commercial lands come in for development or Public Works negotiates additional ROW to widen Frontier to 4 lanes. Public access will not be available until such time that either of these activities occurred.



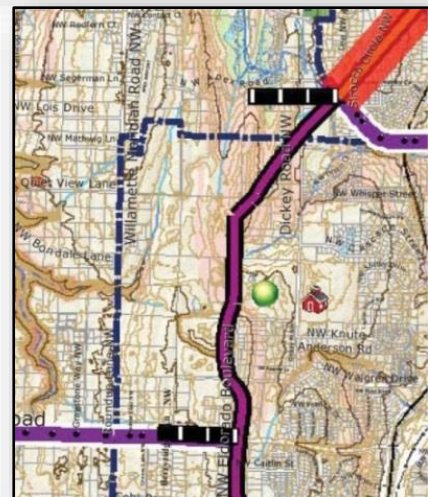
Railroad District

The Railroad District extends from Frontier Avenue south along the Bonneville Power Administration/Puget Sound Energy utility easement to the intersection with Anderson Hill Road. Many land use activities within the power line easement are prohibited by the utility companies. Both BPA and PSE consider trails along the utility easement a highly compatible land use. The land under the utility easement is privately held. This district is a densely developed part of the urban growth area of Silverdale. A trail easement will need to be negotiated with the underlying land owners. The final trail location is undefined in this district. Several of the underlying parcels are owned by PSE or Kitsap County. Approval of a new rail grade crossing will also need to be granted by Naval Base Kitsap within this district. Kitsap will work with the land owners, and Naval Base Kitsap to determine the final alignment prior to implementation.



Dickey Road Industrial District

The Dickey Road Industrial District runs from Anderson Hill Road South along the utility easement to Newberry Hill Road. Much of this land is undeveloped and industrial zoned in private ownership. A few parcels are zoned Urban Low, Kitsap County Public Works owns one parcel, Kitsap County Parks owns another parcel and Kitsap Transit owns an undeveloped parcel by the intersection with Newberry Hill Road. Kitsap will work with the land owners to determine the final alignment prior to implementation.



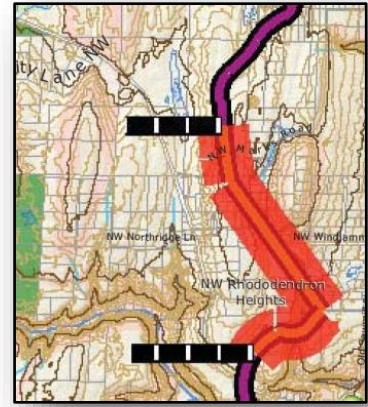
Eldorado District

The Eldorado District runs from Newberry Hill Road south generally along the power line easement. The entire length of this district is owned by a few private owners. Most have agreed to the inclusion of the trail into development planning of undeveloped urban growth area land. One property owner just south of Newberry Hill Road prefers the routing be down along the NW Eldorado ROW. Kitsap will work with the land owners to determine the final alignment prior to implementation.



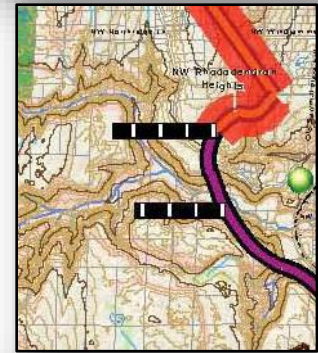
Rhododendron Heights District

The Rhododendron Heights District is defined as a rural single family development. The power line easement runs down the center of the development. The trail location remains undefined in this District. A trail easement will need to be negotiated with the underlying land owners. Kitsap will work with the land owners to determine the final alignment prior to implementation.



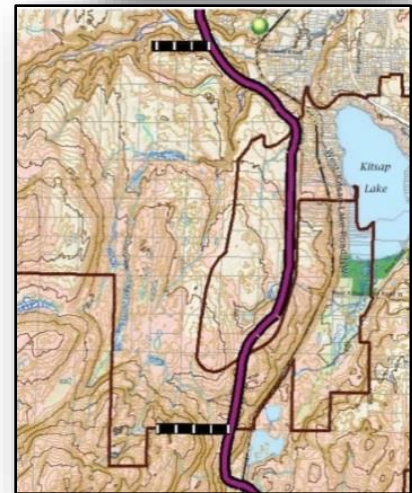
Chico Creek District

The Chico Creek District is a small environmentally-sensitive area with the need for a stream crossing. The trail alignment transitions across Seabeck Highway and runs adjacent to the Public Works Central Road Shed. It then is proposed to follow the utility corridor and cross Chico Creek. The trail may require transitioning around one parcel and be placed on land owned by the Mountaineers. Kitsap will work with the land owners to determine the final alignment prior to implementation.



West Ridge District

The entire length of the West Ridge District is on private ownership with one owner. The owner of these lands has agreed with the concept of locating the trail adjacent to the power line easement, provided that a mutually-agreeable trail easement can be completed. Eventually, the trail will be incorporated into the plat design of currently undeveloped single family housing within the Bremerton urban growth area. Kitsap will work with the land owner and the City of Bremerton to determine the final alignment prior to implementation. This District provides a direct link with proposed facilities in the City of Bremerton Non-Motorized Plan dated 2007.



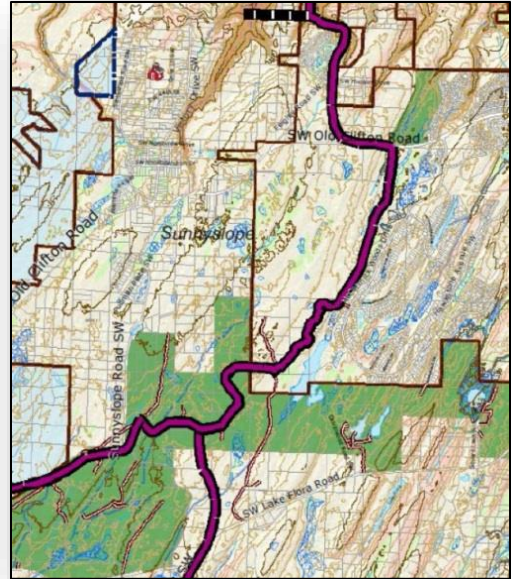
Gorst/Watershed District

This Watershed District is entirely within the City of Bremerton Watershed Administrative Lands. The City and local citizens may propose to incorporate the trail into Jarstad Park with a local connecting Kitsap Lake. The trail will cross the Navy Rail Line at two existing crossings in this district. There is also a crossing of State Highway 3 that will need to be established within this district. At the southern end of this district is another small parcel district owned by a Seattle Development Company. This company has agreed to incorporate the trail into the design of a future plat for this parcel.



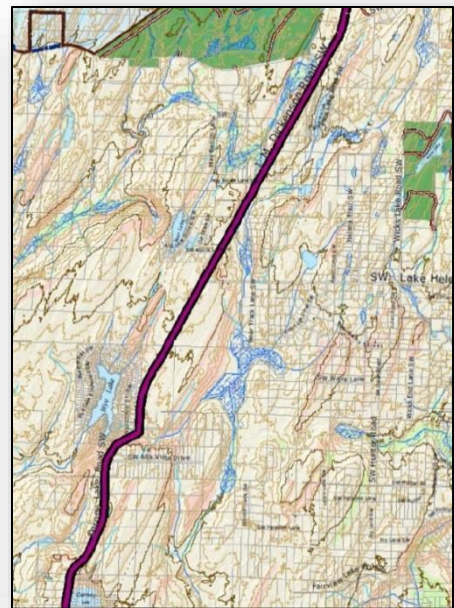
Heritage Park District

The Heritage Park District is centered on the South Kitsap Heritage Park. The alignment connects to an existing paved shared use path on McCormick Land Company property. The alignment continues adjacent to the proposed McCormick West, a 1500 unit development not yet built. The concept alignment enters the Heritage Park along an existing trail and continues south utilizing the power line corridor. A Master Plan has yet to be developed for the Coulter Creek Heritage Park. The alignment will remain flexible to be incorporated into the Master Plan. As proposed, the trail splits into a southern leg and a western leg in the southern area of the Park. The western leg connects with the South Kitsap Industrial Park then linking with Mason County. The Southern leg makes the trail accessible to dense rural communities in south Kitsap eventually linking with Pierce County. There are a few private land owners for the western and southern leg. Kitsap will work with these land owners to determine the final alignment, maintenance responsibilities and other issues prior to implementation.



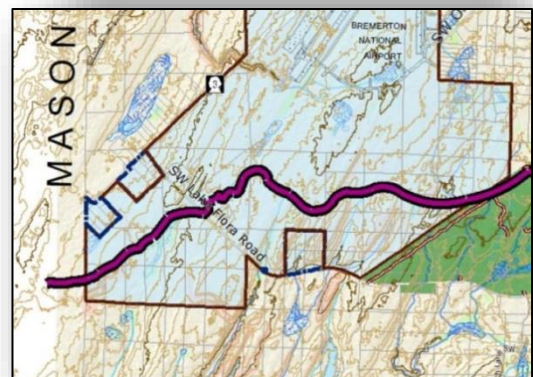
Alpine District

The Alpine District completes the connection to the Pierce County Line. Pierce County has a proposed shared use path just south of the county line. This District is on private property. The final alignment in this district is undetermined. Per discussions with this landowner, Kitsap will work with this private property owner to determine the final alignment, maintenance responsibilities and other issues prior to implementation.



SKIA District

The SKIA District is the western leg link to Mason County Non-motorized trails. The District is on private property with several land owners. The final alignment in this district is undetermined. Where the trails are proposed to cross private lands, it is noted that none of these corridors are owned or managed by Kitsap County and public access is not currently authorized. Further, final location and development of these possible trail corridors are contingent on coming to mutual agreeable terms with the private landowners. Kitsap will work with the land owners to



determine the final alignment, maintenance responsibilities and other issues prior to implementation.

ON-ROAD/BIKEWAY CORRIDORS

The potential for on-road bikeways in Kitsap County was also explored and a number of possible routes were identified that would be of interest to those either touring or commuting by bicycle. Nearly all roads and highways in Washington State are open to cycling, with only a few exceptions such as through major urban centers along interstate highways where cycling is specifically prohibited.

In Kitsap County (as with many other areas of the state), roads and highways are generally open to bicycling; however, conditions for such use are often marginal or inadequate for rider comfort and safety. Shoulders are frequently too narrow or rough to be of much value to cyclists traveling along busier roads. Where traffic is light and visibility is good, bicycles can often safely share the travel lanes used by motor vehicles. In rural areas with low to moderate traffic volumes, even two or three feet of smooth, paved shoulder, especially on the uphill side of the road, can be of significant benefit to cyclists. As traffic volumes increase, a wide, striped shoulder on both sides of the road is generally desirable, typically a minimum of four feet in width (five feet if a curb is present).

Many of these on-road bikeways (shown in the in regional route maps) combined with shared use paths are considered regional routes to focus future funding. All other bikeways (shown in on the bicycle use maps below) are secondary preferences where non-motorized improvements should be considered based on safety issues or when motorized vehicle improvements are planned.

Full maps of Routes of Bicycle Use are included in Appendix F.

Since bicycles travel in the same direction as adjacent motor vehicle traffic and are subject to the same traffic laws, two-way shoulder riding is strongly discouraged, thus adequate facilities should be provided on both sides of the road. Designated bike lanes (also on both sides of the road) are normally reserved for areas having greater motor vehicle and bicycle traffic volumes.

By identifying which routes have the greatest value to bicycle touring and commuting, and which roads can be most readily improved with smooth, wide shoulders, potential routes can be identified that will contribute to a regional system of bikeways. Again, potential routes identified in this plan are based on criteria similar to that used for trail corridors:

- Public ownership or right-of-way
- Road shoulder and pavement conditions
- Traffic speeds and volumes
- Connectivity to regional growth centers, communities, bicycle trails, parks, schools or other public facilities
- Linkages to sites of natural, scenic or historic interest
- Regional connections to bike routes in surrounding counties
- Areas of Kitsap that are not well served currently
- Routes providing potential access to shorelines

- Varied settings and experiences that can be enjoyed by a diversity of users, including riders of all ages and abilities.
- Areas where the need for bikeways has been identified through other planning efforts (e.g. UGA Plans of Communities)

A number of the local and state roads in Kitsap have generous shoulders as indicated earlier, but are used by a minority of cyclists due to the high volume and high speed of vehicular traffic on these routes. The regional routes shown are routes that many cyclists prefer to use because of several reasons. For most is that they have a lower volume of automobile traffic, although the speed of vehicles along most of these routes is 45-50 which is still an impediment to many riders. The regional routes are also often scenic with flat terrain and/or grades which are better suited to cycling.

The roadway characteristics of the Right of Way (ROW) along the identified regional routes are highly variable. Some sections of the routes have a very narrow road prism and ROW. Other segments currently have a standard shoulder and may need only maintenance. Still other segments may need facilities that can be implemented within the ROW and road prism. The Plan includes draft mapping of existing shoulder conditions for unincorporated Kitsap. These maps are a baseline but are in need of additional revisions and ground-truthing by road segment.

Draft Shoulder Condition Maps are included in Appendix G.

Features such as vehicle speed, topography (hills), visibility and shoulder quality are important aspects to determine specific safety focus areas in Kitsap's existing non-motorized system. The Plan includes an assessment of shoulder conditions, vehicular speeds and other safety considerations to develop safety focus areas for unincorporated Kitsap. These do not include assessments within city boundaries and additional areas may exist within their jurisdictions.

Full maps of safety focus areas are included in Appendix H.

COMMUNITY CONNECTORS, NEIGHBORHOOD CONNECTORS AND LOCAL ACCESS

While much of the public process regarding the Plan was focused on regional connections and shared use paths through Kitsap, the Plan includes an extensive mapping of existing or proposed smaller scale facilities in individual communities.

The trails and are intended for community use and/or the public when located on public property such as parks and open space or other recreational opportunities. They are intended for less intensive use and are often unpaved and developed at less than AASHTO standards. These trails systems are often along local access roads, within regional parks and through individual residential neighborhoods.

Many of these trail facilities have been constructed by volunteers or private citizens to provide limited access to schools neighborhood parks or larger trail elements.

Many community connectors are shown on the bicycle facility and parks maps, but also are consolidated within this document as related to regional routes.

Full community trail facility maps are shown in Appendix I.

OTHER NON-MOTORIZED CONSIDERATIONS

OBSTACLES TO NON-MOTORIZED FACILITY IMPLEMENTATION

Pedestrian and bicycle transportation has long been illustrated as a viable mode choice. However, there are a number of deterrents and obstacles to people utilizing non-motorized modes of transportation. Some of these deterrents in Kitsap County include the lack of non-motorized facilities and subsequent safety concerns expressed by potential users. In survey after survey over the years going all the way back to the original Greenways planning in 1992, the lack of facilities was the number one concern expressed by area residents.

While no attempt is made in this current non-motorized planning effort to detail all of the various and sundry obstacles, it is appropriate to highlight some of the local deterrents and obstacles. Foremost would have to be costs and available funding. Agencies recognize the sometimes prohibitive costs entailed in adding bicycle and pedestrian amenities. In most cases, funding opportunities for non-motorized projects are severely limited. When road construction projects involve reconstruction or widening, these projects can also fund the addition of non-motorized facilities, but this can create a patchwork of non-motorized facilities that abruptly stop. Community-wide surveying can identify these problem links and every effort was made during this current planning effort to do just that: to identify the ‘missing links’ and gaps. A significant portion of this plan will be the identification of current, proposed and needed facilities.

It should be noted however, that these projects that are necessarily constructed in isolation are in accord with the very nature of how public work projects are implemented. There is not always the luxury – given limited capital funding opportunities – to construct lengthy networks. Should a bicycle/pedestrian project not be implemented simply because it starts nowhere and goes nowhere, with no continuity or connectivity? Or should it be viewed as a phase in a larger context? This conundrum can be, in and of itself, an obstacle during certain phases in community planning.

A second funding challenge is that most bicycle and walking facilities are viewed as recreational, and thus currently ineligible for some transportation dollars. A number of funding sources require that a decrease in automobile usage must be demonstrated in order to qualify for funding. This is a problem here in Kitsap County particularly in our rural areas where it is difficult to demonstrate that a bike/pedestrian project may lead to reduced automobile use, let alone quantify the results. This attitude is shifting as it is becoming recognized that not all automobile trips are solely commuter trips, that many auto trips are also recreationally oriented. With proper planning, non-motorized facilities can be shown to serve utilitarian trips and therefore transportation dollars can be allocated to constructing them.

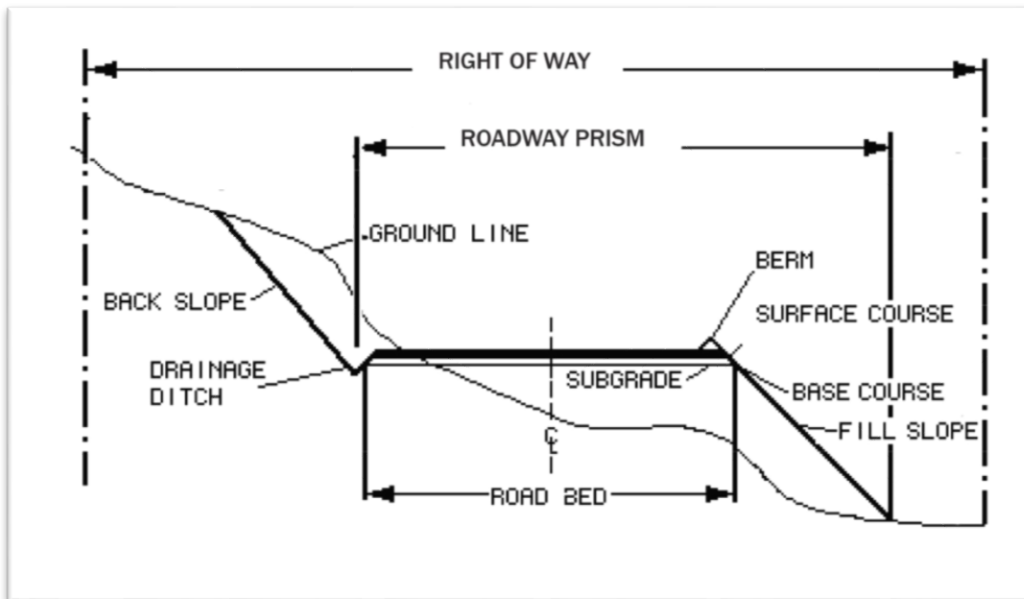
The Board of County Commissioners adopted the Department of Ecology’s updated stormwater regulations. Previously, Kitsap County engaged in an aggressive shoulder-paving program. Shoulder paving has long been the most economical and expedient method to accommodate bike/pedestrian modes along the traveled roadways. Prior to these new regulations, stormwater requirements were limited only to the new additional impervious shoulder area for runoff considerations. Updated stormwater regulations trigger a development threshold for new impervious surface area (5,000 sq. ft.). Under these new regulations an engineered plan for managing stormwater is required to account for the entire existing roadway area for water quality treatment and storage prior to discharge.

These new regulations have proven to be a challenge, especially for linear projects like shoulder paving. This issue is being pursued at both the regional and statewide level.

Road Prism

A road prism extends from the toe of one fill material slope to the other toe of fill. The road prism fill is the foundation that supports the road pavement and an integral part of the road structure. The entire road prism beyond the edge of pavement to the toe of the fill slope is vital to retain the road’s structural integrity.

Many of the county roads have a very narrow road prism originally constructed only for the travel lanes. To add any shoulder to some of these roads requires major grading and reconstruction of the entire road surface. Kitsap embarked on a shoulder only paving program to add shoulders to routes that had a wide enough road prism to accommodate the shoulders. Most of these routes have already had shoulders



added. Most of the roads left have narrow road prisms. These roads when on desired routes will need to be jointly examined to see what, if any, physical accommodation for cyclists can be made other than simply signing the route or acquiring additionally required right of way.

Maintenance of Non-Motorized Facilities

With miles of new trails and shoulders proposed in this plan the overall need for maintenance will increase. Therefore it is critical to address a strategy of long term maintenance. If trails are initially well planned, designed, and constructed, long-term maintenance and management of new trails can be reduced. In addition, if trails are well managed to lessen impacts, the trail will remain more successful. Therefore, maintenance and management should be addressed at the outset of a project to ensure:

- Long-term success of the trail
- A safe environment for trail users is provided for and exposure to liability is reduced
- Planning, design and construction focuses on long-term maintenance issues
- A trail monitoring system is established so impacts are understood
- Appropriate funding for long-term maintenance is considered

Trail construction and maintenance must be accomplished correctly or the trail can be an unpleasant and or unsafe experience. Whoever is doing trail design, construction, and maintenance should be well trained. Volunteers who are constructing, maintaining, or monitoring trails can be extremely helpful and are critically important for public agencies with limited budgets. However, volunteers must be well trained and appropriately supervised. One cannot assume a trail can be built and then merely left to volunteers to maintain. Trail maintenance funding is vital to the success of a trail system.

Before a non-motorized facility is constructed, a maintenance agreement shall be established for that facility by the implementing agency with concurrence of all affected agencies or communities that identifies the responsibilities of all parties involved. All responsible Agencies and Communities for a facility should be involved in the development of a maintenance interagency agreement that identifies: What maintenance will be done (winter maintenance, sweeping, edge mowing, crack filling, resurfacing, pruning, vegetation management); How often (Is it reviewed annually); Who is responsible for completing the maintenance; Who is responsible for scheduling the maintenance; and Who is responsible for paying for the maintenance.

Right of Way Permits for Trails

Kitsap County recognizes unopened rights-of-way as a potential asset in community trail planning. Many of our Limited Areas of More Intensive Development (LAMIRDS) utilize unopened ROW for community trail development. Lacking abandoned railway corridors and river corridors that other jurisdictions have been able to capitalize on for trail systems, Kitsap has long viewed unopened rights-of-way and road ends as a potential resource. Authorized in 2004, Kitsap County Code requires a Right-of-Way Permit for creating public trails and enhancements. The amended Ordinance 322-2004 was adopted to assist organized non-profit community groups to develop soft-surface, low impact bike/pedestrian/equestrian access for trail purposes within unopened county rights-of-way. (See Ordinance 322-2004 - Appendix #)

“Right-of-Way is defined as all property in which Kitsap has any form of ownership, interest or title, and which is held for the purpose of public roads and associated features such as median, sidewalks, bicycle facilities, and public utilities. This definition applies regardless of whether or not any road exists thereon or whether or not it is used, improved, or maintained for public travel. (See *Kitsap County Road Standards*)

The 2004 amended Right-of-Way Permit Ordinance specifies:

- Right-of-Way Permit Category 5 – guidelines and procedures as relates to bike/pedestrian/equestrian trail improvements by non-profit, community groups, clubs and organizations.
- Neighborhood trail improvements are good for the community; and allow the Board of County commissioners the latitude and discretion to waive fees associated with the application.
- Technical assistance to community groups by allowing the Department of Public Works to provide centerline survey work inside the unopened rights-of-way as an in-kind contribution to the neighborhood effort.

CONTEXT-SENSITIVE SOLUTIONS

With Kitsap’s geography and historic development patterns, certain solutions to connectivity issues may be cost prohibitive. Thus, multiple facility types may be needed along specific regional routes.

To address these obstacles, Kitsap will employ Context-Sensitive Solutions (CSS), where appropriate as a practical approach to transportation decision-making and design that takes into consideration the communities and lands through which streets, roads, and highways pass ("the context"). The term is closely related to but distinguishable from *context-sensitive design* in that it asserts that all decisions in transportation planning, project development, operations, and maintenance should be responsive to the context in which these activities occur, not simply the design process. CSS seeks to balance the need to move vehicles efficiently and safely with other desirable outcomes, including the interests of the non-motorized community.

Context Sensitive Solutions is a collaborative, interdisciplinary, holistic approach to the development of transportation projects. It is both process and product, characterized by a number of attributes. It involves all stakeholders, including community members, elected officials, interest groups, and affected local, state, and federal agencies. It puts project needs and both agency and community values on a level playing field and considers all trade-offs in decision making. Often associated with design in transportation projects, Context Sensitive Solutions should be a part of all phases of program delivery including long range planning, programming, environmental studies, design, construction, operations, and maintenance. This process has been adopted by American Association of State Highway Transportation Officials and the Federal Highway Administration. Results of a Joint AASHTO / FHWA Context Sensitive Solutions Strategic Planning Process, Summary Report occurred in March 2007. This process was also adopted by WSDOT through Secretary Executive Order E 1028.02 on March 17, 2011.

Guiding Principles

A Context Sensitive Solutions approach is guided by four core principles:

- Strive towards a shared stakeholder vision to provide a basis for decisions.
- Demonstrate a comprehensive understanding of contexts.

- Foster continuing communication and collaboration to achieve consensus.
- Exercise flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.

Qualities

A Context Sensitive Solutions process seeks to include the following qualities:

- Establishes an interdisciplinary team early, including a full range of stakeholders, with skills based on the needs of the transportation activity.
- Seeks to understand the landscape, the community, valued resources, and the role of all appropriate modes of transportation in each unique context before developing engineering solutions.
- Communicates early and continuously with all stakeholders in an open, honest, and respectful manner, and tailors public involvement to the context and phase.
- Utilizes a clearly defined decision-making process.
- Tracks and honors commitments through the life cycle of projects.
- Involves a full range of stakeholders (including transportation officials) in all phases of a transportation program.
- Clearly defines the purpose and seeks consensus on the shared stakeholder vision and scope of projects and activities, while incorporating transportation, community, and environmental elements.
- Secures commitments to the process from local leaders.
- Tailors the transportation development process to the circumstances and uses a process that examines multiple alternatives, including all appropriate modes of transportation, and results in consensus.
- Encourages agency and stakeholder participants to jointly monitor how well the agreed-upon process is working, to improve it as needed, and when completed, to identify any lessons learned.
- Encourages mutually supportive and coordinated multimodal transportation and land-use decisions.
- Draws upon a full range of communication and visualization tools to better inform stakeholders, encourage dialogue, and increase credibility of the process.

Outcomes

Context Sensitive Solutions seeks to achieve the following outcomes:

- Are in harmony with the community and preserve the environmental, scenic, aesthetic, historic, and natural resource values of the area.
- Are safe for all users.
- Solve problems that are agreed upon by a full range of stakeholders.
- Meet or exceed the expectations of both designers and stakeholders, thereby adding lasting value to the community, the environment, and the transportation system.
- Demonstrate effective and efficient use of resources (people, time, budget,) among all parties.

The above principles, qualities and outcomes were defined during the Joint AASHTO / FHWA CSS strategic Planning Process in 2007.

Action Principles

In 2009, The National Cooperative Highway Research Program (NCHRP) published report number 642. Quantifying the Benefits of Context Sensitive Solutions expanded these core principles to 15 distinct and actionable principles that can be used to guide CSS projects, and become the basis for developing CSS performance measures:

- Use interdisciplinary teams.
- Involve stakeholders.
- Seek broad-based public involvement.
- Use full range of communication strategies.
- Achieve consensus on purpose and need.
- Address alternatives and all modes.
- Consider a safe facility for users and community.
- Maintain environmental harmony.
- Address community and social issues.
- Address aesthetic treatments and enhancements.
- Utilize full range of design choices.
- Document project decisions.
- Track and meet all commitments.
- Use agency resources effectively.
- Create a lasting value for the community.

TRAIL NAMING CONVENTIONS

Trail names should reflect Kitsap County's rich long history, undulating coastlines, sheltered bays, harbors and lakes, unique glacially carved landscape, and place names that are intrinsic to the Kitsap Peninsula and its history. We identify with this character. This sense of place results gradually and unconsciously from inhabiting the landscape over time, becoming familiar with its physical properties, accruing history within its communities, establishing its heritage.

There is also strong evidence that the presence of using a local characterization encourages community life and reactivates people's sense of identity with their particular neighborhood. Some people are prepared to pay more to live in an area whose distinctive character they like. Tourists and investors are also attracted by distinctiveness and expanses of natural environments and public open space. Cities and entire regions can gain a valuable 'competitive edge' by virtue of their unique character. Heritage buildings play an important role in creating character. Improving and preserving the areas historical and environment fabric will help stimulate economic revitalization and recovery.

IMPLEMENTATION

With a substantial number of non-motorized needs in Kitsap County and limited amount of funding at the state, federal and local levels, projects need to be carefully selected and leveraged in combination with other funding sources or community needs.

Community understanding of the non-motorized facility types summarized in the sections above and their related funding options will be key to the logical planning of future facilities that meet their intended needs.

While this Plan includes a detailed list of non-motorized needs as identified by the non-motorized community, specific facility improvements recommended in this plan are targeted for focus in the 20-year planning horizon (2014-2023). As construction of many of the facilities are driven by the development plans of private property (residential, commercial, industrial), incremental construction of facilities may occur beyond this planning horizon.

The Plan establishes the following preferences when applying public funding to future regional non-motorized improvements:

- 1) Regional Routes
- 2) Safety Focus Areas
- 3) Bicycle Routes
- 4) Roads of Bicycle Use

PHASED PROJECTS

Kitsap will pursue a number of approaches to implementing the plan. One such approach is the phasing of projects both by non-motorized segment but also by facility design (size and surface). While the Plan does not break the regional routes into specific segments beyond those illustrated in the shared use path planning districts, such an effort should be conducted in the near-future. These segments could focus on gaps to connectivity, areas of safety concern or general shoulder improvements in specific areas.

Additionally, phasing could allow facilities to expand over time, meeting near-term needs for acquisition of corridors and basic construction of trail segments for use by the community. An example would be the acquisition of a shared use path corridor with public funds, on which a small soft surface facility could be built by volunteers or private funds. Such facilities could be expanded to wider, paved surfaces in the future to increase use both in volume and user groups. This incremental approach will result in community use attaining the Plan's goal over time.

IMPORTANCE OF STEWARDSHIP AND VOLUNTEER GROUPS

Many of the past non-motorized plans of Kitsap have relied on the commitment of multiple volunteers and community groups in their development. From the Greenways Plan to the North Kitsap String of Pearls Trail Plan, these efforts would not have been successful without their dedication.

Implementation of this Plan will require the continued dedication of the groups as trails move from planning level to on-the-ground improvements. Regional routes, especially those proposed in phases, will rely on volunteer efforts in determining specific geographies for these regional routes beyond the locations established by this plan. Additionally, their efforts will be needed in construction of any phased near-term, soft surface trails as well as their maintenance until expansion into wider paved surfaces. Kitsap's goal is to encourage and support citizens by putting the tools in place which can help them to participate in creating the network.

Private property development will also play a role in the development of a non-motorized network. Individual homeowners may be required to install or repair sections of sidewalk. Larger development projects may include pedestrian walkways or bikeways as an amenity or to mitigate the impact of the development. For the private developer, the walkway and bikeway system plans give guidance on how their project will connect to, and form part of the larger non-motorized system.

CITIZENS ADVISORY COMMITTEE

With volunteer and community groups as well as other citizen stakeholders being a large asset to the development of this Plan and the need for their continued involvement in facility development and maintenance, Kitsap would designate a Non-Motorized Citizens Advisory Committee (NMCAC) to advise the departments and Board of Commissioners on implementation of the Plan. While numerous non-motorized organizations have applied their efforts throughout Kitsap, these efforts are often narrowly focused on specific geographies, communities or park systems. This NMCAC will bring the various groups together to provide a comprehensive public view of the Plan's goals and how they are applied on the ground.

Their efforts would include:

- Updating existing data regarding shoulder conditions and safety hazards in the system,
- Assisting in the prioritization of specific regional facility segments,
- Coordination of local facility improvements and
- Discussion of trail design elements and potential site-specific flexibility based upon Context Sensitive Solutions.

It will be important to have broad representation on the committee, but also to keep it to a size reasonable for efficient decision-making. The NMCAC should consist of between 12-15 members and could include stakeholder groups such as, but not limited to:

- North Kitsap Trails Association
- Clear Creek Task Force
- Heritage Park stewardship committees
- Central Kitsap Community Council
- Other park stewardship groups
- Members of the community citizen advisory groups (Manchester, Suquamish and Kingston)

NEXT STEPS

Through the use of the NMCAC, the non-motorized facility goals of the Plan will be implemented in stages. Collaboration with County and city staffs, Tribes, community stakeholder groups and park stewardship groups will be key as the following steps progress over time:

Verify existing conditions

- Review and revise mapping of existing shoulder conditions.
- Review and revise current bike and pedestrian safety conditions.
- Utilizing the data on existing conditions and working with key stakeholders and Visit Kitsap, create a current map of non-motorized facilities such as bicycle routes to increase local cycling and promote Kitsap as a destination for tourists.

Develop ways to maximize the use of limited transportation funding by reducing construction costs through design flexibility, as appropriate

- Look for "latent" asphalt, extra wide auto lanes that can be restriped to provide decent shoulders with narrow but adequate auto lanes at minimal cost. Consider traffic revisions including one-way streets to add bicycle routes in dense urban areas.
- Update current design guidelines and their application, including a review of shoulder standards and policies regarding opportunity projects.
- Use of context sensitive solutions to plan facility upgrades that reflect the topographic or development pattern challenges of an area.
- Consider Transportation Demand Management alternatives or steps to reduce traffic speeds or volume as a means to improve safety on current or potential bicycle routes
- Avoid unnecessary impacts to environmentally sensitive areas when possible.

Review regional routes and prioritize specific segments, gaps or areas for near-term funding.

- Refine non-motorized project selection criteria.
- Evaluate the feasibility of completing proposed regional routes.
- In locations with multiple alternative routes, designate the highest priority alternative.
- Evaluate each regional route for safety, gaps in connectivity or continuity and prioritize segments within those routes.

Begin securing public access to regional routes

- Collaborate with WSDOT on regional routes or safety focus areas within their facilities to begin planning of near- or long-term solutions.
- Begin acquisition of land for regional routes such as future shared use paths or greenways.

These steps will provide the foundation for the NMCAC and Kitsap staff to develop either an annual priority project list for public funding or a more comprehensive eight-year list of regional projects. Individual projects would be vetted through prioritization criteria similar to those proposed in the section below.

ROUTE/PROJECT PRIORITIZATION PROCESS

To facilitate coordination of regional and local funding requests for specific non-motorized facilities, prioritization criteria will be used providing an objective method to assess projects in Kitsap. These criteria will assist Kitsap and its Non-Motorized Citizens Advisory Committee (NMCAC) to determine near-term priorities of public funds in the acquisition, feasibility, design and construction of regional facilities. The draft criteria listed below reflect those first published in the Kitsap Regional Coordinating Council (KRCC) document “Looking for Linkage” prepared in 2010. Additional local criteria have been added to this section to address specific community needs. Further, each individual criteria scores could be weighted depending on their importance to the community or the criteria applicability to outside funding sources. These criteria should include the following topic areas with potential examples shown beneath each. Criteria may be adjusted based upon the KRCC *Looking for Linkage* report or other factors applicable to specific grant opportunities.

Connectivity

- Efficient and/or direct transportation route
- Linkage to public transportation
- Proximity to key destinations (parks, employment or activity centers)

Safety

- Address high hazard bicycle areas.
- Improve safety by locating bike routes on roads with low auto traffic volumes and low speeds.
- Improve safety by locating bike routes on roads with low number of conflict points
- Improve safety by locating bike routes on roads with high personal safety features
- Consider Traffic Demand Management Techniques to improve bike safety, including alternatives to reduce traffic speed or volumes on priority and primary bike routes.

Feasibility/Ease of Implementation

- Percentage of route/segment already complete
- Environmental constraints (topography, critical areas)
- Availability of or need to acquire right-of-way
- Low grades/less challenging topography

- Low construction costs
- Existing or prospective funding (% of project)
- Support of existing plans

Potential Use

- Commuter value
- High scenic/view value
- High recreational value
- ADA accessibility
- Available parking/easy access

Continuity

- Improves a deficient segment or fills a gap in the facility network
- Efficient and/or cost effective solution to address problem

Others

- Support from the community and/or user groups
- Inclusion in non-motorized, parks or community plan
- Existing public use
- Links communities or neighborhoods

These projects would be reviewed and ranked by the NMCAC and staff to develop a prioritized list of projects for focus over the next six-years. Those projects with the highest rankings would be forwarded on for competition in the annual TIP process with all other local transportation needs as well as eligible for applicable funding through state and federal grant programs. For larger projects that pursue outside funds, such as federal funds distributed through the Puget Sound Regional Council (PSRC), the regional criteria established by the funding source would also be applied.

APPENDIX A

Definitions

The following definitions are from AASHTO's "Guide for the Development of Bicycle Facilities" Fourth Edition 2012 (p 1-2, 1-3, 1-4)

Bicycle – A pedal powered vehicle upon which the human operator sits. The term "bicycle" for this publication includes three- and four-wheeled human-powered vehicles, but not tricycles for children. In some states a bicycle is considered a vehicle, while in other states it is not.

Bicycle Boulevard – A street segment, or series of contiguous street segments, that has been modified to accommodate through bicycle traffic and minimize through motor traffic.

Bicycle Facilities – A general term denoting improvements and provisions to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically defined for bicycle use.

Bicycle Lane or Bike Lane – A portion of roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane.

Bicycle Level of Service (BLOS) – A model used to estimate bicyclists' average perception of the quality of service of a section of roadway between two intersections.

Bicycle Locker or Bike Locker – A secure, lockable container used for individual bicycle storage.

Bicycle Network – A system of bikeways designated by the jurisdiction having authority. This system may include bike lanes, bicycle routes, shared use paths, and other identifiable bicycle facilities.

Bicycle Rack or Bike Rack – A stationary fixture to which a bicycle can be safely attached.

Bicycle Route or Bike Route – A roadway or bikeway designated by the jurisdiction having authority, either with a unique route designation or with Bike Route signs, along which bicycle guide signs may provide directional and distance information. Signs that provide directional, distance and destination information for bicyclists do not necessarily establish a bicycle route.

Bicycle Wheel Channel – A channel installed along the side of a stairway to facilitate walking a bicycle up or down the stairs.

Bikeway – A generic term for any road, street, path or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Deficient Roadway or Segment – A roadway or portion thereof that is currently constructed with insufficient road shoulders or other facilities for non-motorized transportation that may create safety issues

for pedestrians, bicyclists or other users.

Gap – A general term reflecting the absence of a sufficient non-motorized facilities along a specific roadway or roadway segment. Sufficiency is based upon the purpose of the facility and characteristics of the route (usage, speeds, traffic volumes, etc.).

Highway – A general term denoting a public way for purposes of vehicular travel, including the entire area within the right-of-way.

Independent Right-of-Way – A general term denoting right-of-way outside the boundaries of a conventional highway.

Rail-Trail – S shared use path, either paved or unpaved, built within the right-of-way of a former railroad.

Rail-with-Trail – A shared use path, either paved or unpaved, built within the right-of-way of an active railroad.

Right-of-Way – A general term denoting land, property or interest therein, usually in a strip, acquired for or devoted to transportation purposes.

Right-of-Way Assignment – The right of one driver or pedestrian to proceed in a lawful manner in preference to another driver or pedestrian.

Roadway – The portion of the highway, including shoulders, intended for vehicular use.

Recumbent Bicycle – A bicycle with pedals at roughly the same level as the seat there the operator is seated in a reclined position with their back supported.

Roundabout - A type of circular intersection that provides yield control to all entering vehicles and features channelized approaches and geometry to encourage reduced travel speeds through the circular roadway.

Rumble Strips – A textured or grooved pavement treatment designed to create noise and vibration to alert motorists of a need to change their path or speed. Longitudinal rumble strips are sometimes used on or along shoulders or center lines of highways to alert motorists who stray from the appropriate traveled way. Transverse rumble strips are placed on the roadway surface in the travel lane, perpendicular to the direction of travel.

Shared Lane - A lane of a traveled way that is open to both bicycle and motor vehicle travel.

Shared Lane Marking – A pavement marking symbol that indicates an appropriate bicycle positioning in a shared lane.

Shared Roadway – A roadway that is open to both bicycle and motor vehicle travel.

Shared Use Path - A bikeway physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Most

shared use paths are designed for two-way travel.

Shoulder – The portion of the roadway contiguous with the traveled way that accommodates stopped vehicles, emergency use, and lateral support of sub-base, base, and surface courses. Shoulders, where paved, are often used by bicyclists.

Sidewalk – That portion of a street or highway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians.

Sidepath – A shared use path located immediately adjacent and parallel to a roadway.

Trail – A designated route on land or water with public access for recreation or transportation purposes such as walking, jogging, motorcycling, hiking, bicycling, ATVing, horseback riding, mountain biking, canoeing, kayaking, and backpacking.

Traveled Way – The portion of the roadway intended for the movement of vehicles, exclusive of shoulders and any bike lane immediately inside of the shoulder.

Unpaved Path – Path not surfaced with a hard, durable surface such as asphalt or Portland cement concrete.

APPENDIX B

PUBLIC PARTICIPATION

Community and Special Interest Meetings 2012-2013

Group/Organization	Meeting Format	Date	Topics
2012			
West Sound Cycle Club Meeting	presentation/discussion	January 4	Process, Schedule
Community Meeting South Kitsap	presentation/discussion	January 26	Process, Schedule
Community Meeting Central Kitsap	presentation/discussion	February 2	Goals & Policies
Community Meeting South Kitsap	presentation/discussion	February 8	Goals & Policies
City of Bremerton Public Works	presentation/discussion	February 13	Interface with City Plan
CKCC Meeting	presentation/discussion	February 15	Process, Schedule
Community Meeting Central Kitsap	presentation/discussion	February 16	Goals & Policies, Routes
Community Meeting South Kitsap	presentation/discussion	February 23	Goals & Policies, Routes
Community Meeting Central Kitsap	presentation/discussion	February 27	Routes, Standards
Back Country Horsemen	presentation/discussion	February 28	Routes, Standards
Community Meeting South Kitsap	presentation/discussion	March 7	Routes, Standards
Community Meeting Central Kitsap	presentation/discussion	March 13	Routes, Standards

City of Bremerton Public Works	presentation/discussion	March 19	Watershed Route
Kitsap County Parks Board	presentation/discussion	March 21	Briefing to date
Private Land Owner Meeting	presentation/discussion	March 22	Routing on Property
Community Meeting South Kitsap	presentation/discussion	March 22	Routes, Priorities
BOCC Work Study	presentation/discussion	March 28	Briefing to date
Private Land Owner Meeting	presentation/discussion	April 11	Routing on Property
Private Land Owner Meeting	presentation/discussion	April 30	Routing on Property
Mason County Parks	presentation/discussion	May 8	Interface with Plans
NKTA Board Meeting	presentation/discussion	May 14	Briefing to date
Kingston Community Meeting	booth/discussion w/ individuals	May 17	Public Exhibit
Senator Rolfes Meeting	presentation/discussion	May 30	Briefing Plan, Issues
PSRC Meeting	presentation/discussion	May 31	Briefing of Plan
Mayor of Bremerton	presentation/discussion	May 31	Water Shed Route
Manchester Community Council	presentation/discussion	June 5	Effort to Date
Chico Creek Task Force	presentation/discussion	June 13	Route Options Chico
PSRC	presentation/discussion	June 15	Regional Bike Routes
Mayor of Bremerton	presentation/discussion	June 18	Jarstad Park Route
Harrison Hospital Exhibition	presentation/discussion	June 25	Public Exhibit
OPG Open House	exhibit/discussion	June 27	Public exhibit

Private Land Owner Meeting	presentation/discussion	July 25	Routing on property
Poulsbo Public Works Committee	presentation/discussion	July 25	Interface City Plan
Community Meeting South Kitsap	presentation/discussion	July 31	Neighborhood Trails
Community Meeting South Kitsap	presentation/discussion	August 2	Neighborhood Trails
Private Property Owner Workshop	presentation/discussion	August 20	Routing on Property
Private Property Owner Workshop	presentation/discussion	August 21	Routing on Property
Private Property Owner Workshop	Briefing and discussion	August 27	Routing on Property
Private Property Owner Workshop	Briefing and discussion	August 29	Routing on Property
KRCC TAC/Board Meeting	presentation/discussion	September 13	Effort to Date
Planning Directors meeting	presentation/discussion	October 9	Effort to Date
Green Mountain Supporters	presentation/discussions	October 12	Interface with GM Plans
Manchester Community Council	Update and presentation of Draft	October 23	Effort to Date, Schedule
WSDOT Real Estate, & Design	Discussion and Review of Alignment	December 18	Submittal Process
2013			
West Sound Cycle Club	Update and Draft presentation	February 6	Q & A
Chico Creek Task Force	Update and Draft presentation	February 7	Q & A
PSRC	Update and Draft presentation	February 13	Funding Strategies
Bremerton Public Works, & DCD	Update and Draft presentation	February 21	Q & A
KCAC Trail Subcommittee	Map updates and revisions	May 8	Discussion

North Kitsap Trails Association Board	Plan Accuracy Review	July 9	Comments and Changes
Clear Creek Task Force	Routes	September 26	Alternate Route Proposals
North Kitsap Trails Association	Plan Revisions	October 7	Comments and Amendments
North Kitsap Trails Association	Plan Revisions	October 15	Comments and Amendments
Central Kitsap Community Council	Plan Overview	October 16	Comments and Input
KRCC TransPOL	Plan Overview	November 7	Comments and Input
City of Bremerton	Plan Comment	November 19	Comments and Input

ⁱ Discussed 2/9/2012

ⁱⁱ Discussed 2/9/2012

ⁱⁱⁱ New Goals Discussed 2/2/12 #3

^{iv} New Goals Discussed 2/2/12 #2