

**KITSAP COUNTY
NON-MOTORIZED FACILITIES COMMUNITY ADVISORY COMMITTEE
(KC NMCAC)
MEETING MINUTES
May 17, 2022 7:00-8:30 p.m. (Virtual Meeting)**

Agenda

Microsoft Teams meeting

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Deborah Weinmann
Chair

Jess Chandler
Vice Chair

Richard Feeney

Ray Pardo

Douglas Piehl

Scott Satter

Brian Watson

<i>Time</i>	<i>Topic</i>	<i>Activity</i>	<i>Presenter</i>
7:00	1. Welcome and Introductions		Chair
	2. Public Comment (3 min limit per person)		Chair
	3. Approval of Minutes	Action	Chair
	4. Name Change: "Citizen" to "Community"	Action	Chair
7:05	5. South Kitsap Parks Connectors	Discussion	Mohr
8:00	6. Metrics	Discussion	Chandler
8:20	7. Member and Staff Updates - NSTO Study	Discussion	Chair
8:30	8. Adjourn	Action	Chair

Attendance:

<p><u>Members Present:</u> Debbie Weinmann (Chair) Jess Chandler (Vice-Chair) Rick Feeney (Recorder) Ray Pardo Scott Satter Brian Watson</p> <p><u>Members Absent:</u> Doug Piehl</p>	<p><u>Kitsap County Representatives:</u> David Forte Melissa Mohr</p> <p><u>Guests:</u> Dianne Iverson John Willett</p>
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- Enclosure [1]: Bike Route Signs (Work-In-Progress Examples)**
- Enclosure [2]: South Kitsap Parks Connector Study**
- Enclosure [3]: Pedestrian Metrics**
- Enclosure [4]: North Sound-to-Olympics (STO) Feasibility Study Update**

Topic 1: Welcome and Introductions

Meeting Called to Order

Topic 2: Public Comment

John Willett: For the Sound-to-Olympics (STO) trail being developed, an individual has been calling it, and trying to vet it, as a Greenway. This designation is a legal term and the STO committee has purposely not vetted it as such.

It was mentioned that Dianne Iverson has an STO opinion upcoming in the Kitsap sun.

Topic 3: Approval of minutes

Typo comments. David will correction. Ray put out the motion to approve minutes with corrections addressed, Jess seconded. All voted in favor. April's minutes approved.

Topic 4: Name Change: "Citizen" to "Community"

Commissioner's wanted anything called "citizen" into "community". One does not have to be a citizen to partake in a county organization. This is a Bylaw change. Brian Watson made the motion to amend our bylaws to incorporate this. Rick Feeney seconded. All approved.

Topic 5: County Bike Signs & South Kitsap Parks Connectors

First off, Melissa Mohr presented Enclosure [1] on the first phased implementation of the County's new "Bike Route Signs" revision the team approved at earlier meetings. She presented pictures that those Jeff Shea had implemented before his retirement.

Melissa Mohr explained a proposition on developing and co-linking future trail networks in a network of South West Kitsap parks. She has summarized the discussion points while presenting each slide of Enclosures [2].

She noted it's a beautiful forest. She explained property ownership; including owned/harvested by timber companies. As depicted in the enclosure [2], the gradient/slope of the property will have to be accounted for. The ecological maintenance of lowlands (including wetlands, flood areas, fish bearing creeks) must be addressed.

The team discussed preferred routes based on number of easements encountered.

David Forte discussed the merit of using existing access roads already present and looking at existing transportation connectivity.

Brian Watson mentioned that connecting to Glenwood Road is very beneficial. Similarly, David mentioned we need to look at where we'll come out on Lake Flora Road. Look at options and connection routes.

We discussed taking one or more tours of the areas.

Topic 6: Metrics

Jess Chandler discussed the NMCAC “implementation metrics” the team (she, Ray, and Deb) have been working on for pedestrian improvements. We should propose standards and establish metrics. To elaborate on this context, she presented Enclosure [3]. How it may affect road standards for sidewalks, etc. There was quite a bit of discussion on this.

She presented some of the quantifiers. For instance, can we consider a future report on just pedestrian facilities including what do we have and what we need? Maybe a rating system? Should address pedestrian generators (e.g., schools). Look at roads maybe 15 minutes from a school and qualify the road (paved, sidewalk, wide, narrow, etc.). One of the results Jess mentioned is present this concept to the county commissioners to factor into future actions.

Further explained was road classification, including road speed and volume. Jess Chandler, read a proposal, for the team to request the county to add a section in the county standards for paved shoulders. Reading several footnotes on where they are recommended and Jess wanted to get our opinion on codifying the criteria for paved shoulders in area of pedestrian generators. This including sidewalk width, 4’ to 8’ wide.

Brian Watson mentioned that areas that people are more likely to walk are in more urban areas (such as central Kitsap growth area); prioritizing where people are likely to walk (a.k.a., pedestrian generators). He felt these should be the focus area.

David Forte mentioned urban and rural criteria are defined. We have shoulder standards based on speed and volume. So, the metrics do seem somewhat redundant with some of the efforts that our team has already performed for south and central Kitsap of late. He had questions on what the metrics revision would add to our existing road standards. Melissa Mohr read off some county standards.

Scott Satter brought up the value of paved separated Shared Use path vs. shoulder width and/or sidewalks. He mentioned to frustration of bike riding on gravel and trash on the paved shoulders.

Brian Watson stated a qualified section on each particular context is what matters beyond the Federal Highway Administration (FHWA). Brian communicated this proposal may not get the county any positive metrics over their existing instruction.

In this context, Ray Pardo explained how there is no definition of paved shoulders in the county’s road standards. He feels our community is lacking. Ray stated that he feels that we need measurement metrics to trace weaknesses and improvements.

Jess Chandler thanked the team on the “starting” discussion and the team will take them into consideration on this concept/proposal.

Topic 7: Member and Staff Updates

In Enclosure [4], Chair Deb Weinmann gave a short presentation of her notes taken of the Seattle-To-Olympics (STO) meeting she attends for the NMCAC. This included notes from a field trip the STO team took.

Moving meeting time from 7:00 p.m. to 6:30 p.m. proposed and was debated. All in favor. Will start in July. Scott Satter motioned. Jess Chandler seconded. All approved.

Melissa Mohr let all know that not all signs out. They are putting onto existing sign posts where practicable, but sign locations will added or revised as needed. Rick Feeney mentioned about the one coming south into Silverdale, the sign is a little early and it comes before the Clear Creek trail start. Melissa stated that the county intended to relocate its site.

There was a comment about the height of the sign, but MUTCD regulates the height.


Rick Feeney mentioned that the City of Bremerton has marked a portion of Kitsap County's North-Sound core/spine trail (i.e., Austin Drive) is now very well marked for bicycling. Rick mentioned that Erland Point, under the county's control, now needs priority to get the shoulder's completed. This will complete the Bremerton-to-Silverdale portion of the North-South route.

Rick also mentioned the bike-ped improvements Bremerton will be making in East Bremerton on Almira Drive (by Bremerton's Library headquarters).

Topic 8: Adjourn

With no further comments, the Chair closed the meeting.


Enclosure [1]: Bike Route Signs (Work-In-Progress Examples)





Bike Route Signs & South Kitsap Parks Connector

Non-Motorized Committee
May 2022

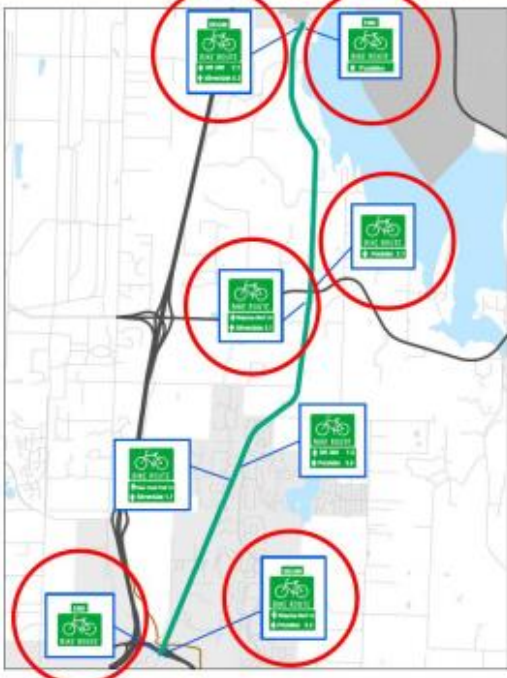
NMC




Bike Route Signs



The first new signs are up!





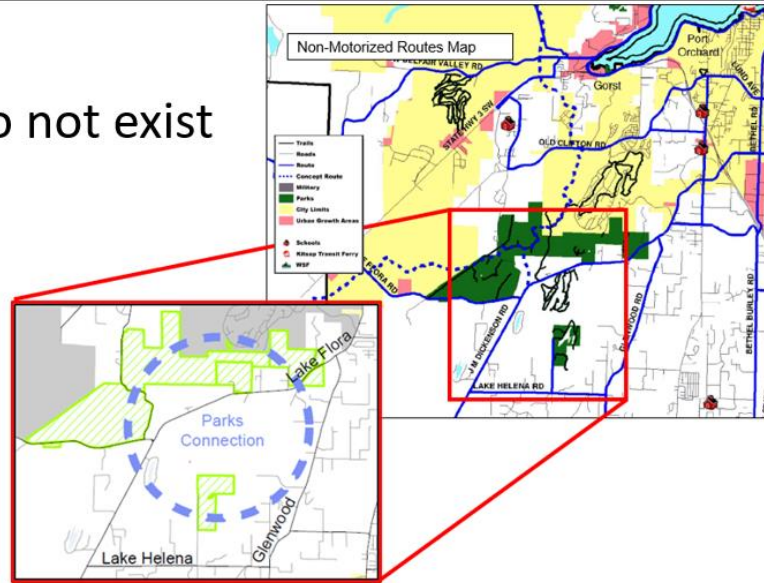
Enclosure [2]: South Kitsap Parks Connector Study

South Kitsap
Parks Connector

Connections within and between communities

NEWS:
Easements do not exist

Walk/Bike – Parks Connection



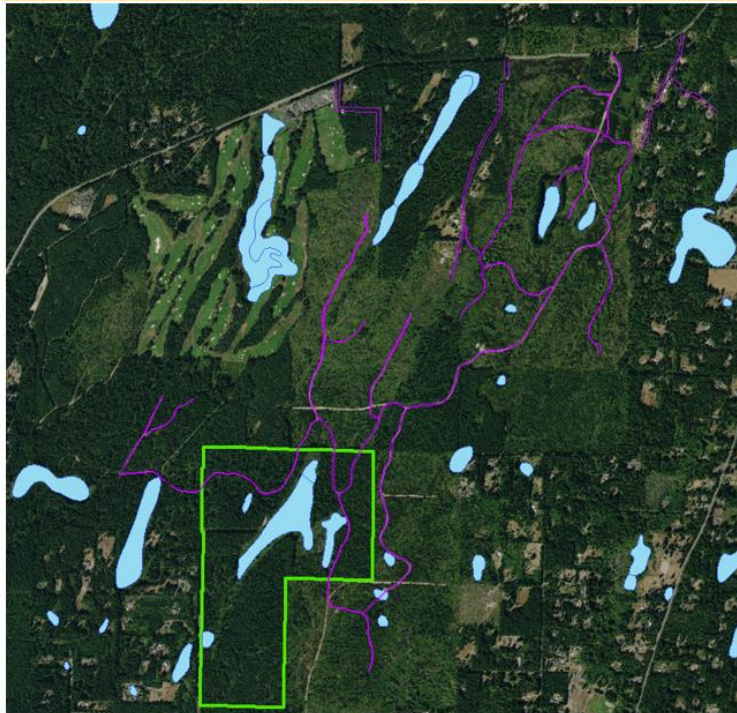
South Kitsap Transportation Implementation Strategy (SK-TIS)

28



South Kitsap
Parks Connector

No easement



April 19th, 2022 8pm

GOAL STATEMENT

To evaluate potential routes that connect the County parks **in the Lake Flora** area and the North – South Route concept, and the broader transportation network where feasible/useful.

- A routing is a ***broad swath***
- There can be more than one (alternates)

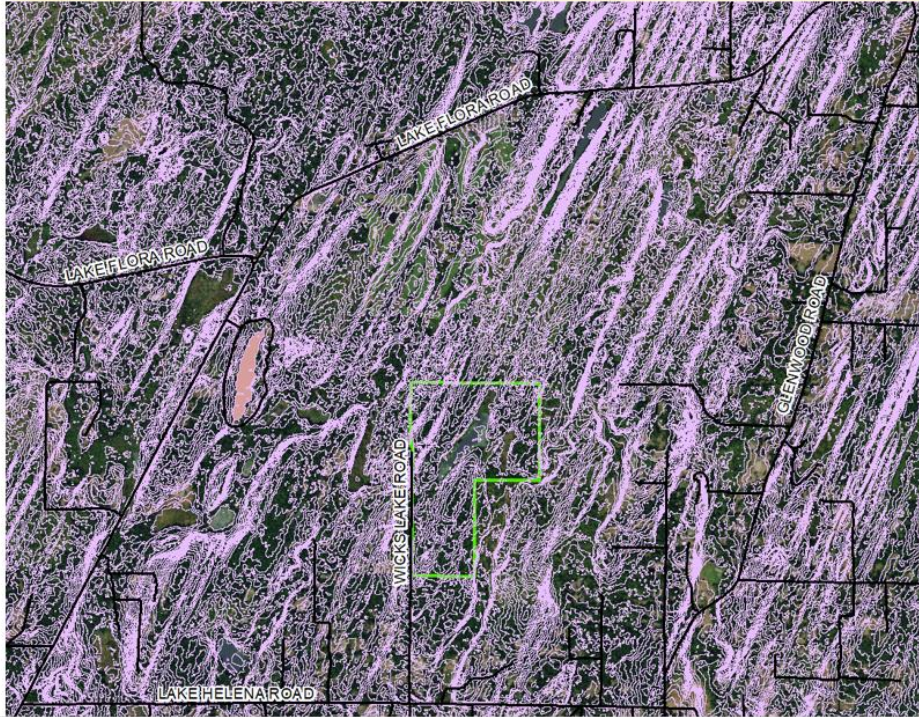


Wicks Lake County Park



South Kitsap
Parks Connector

Contours

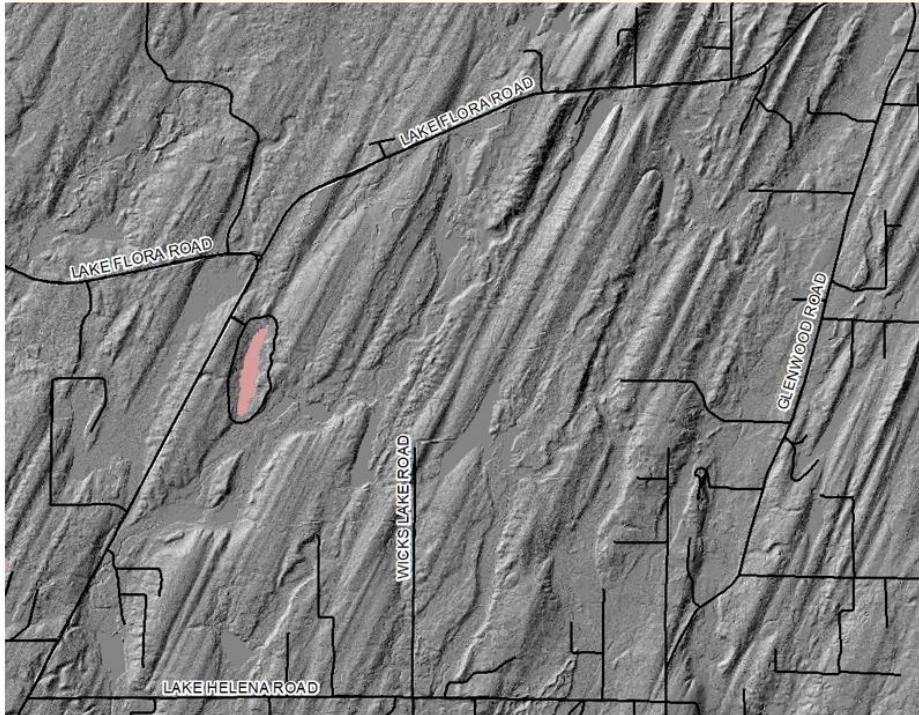


- Legend**
- Topo Lines (5-foot intervals)
 - Street Center Lines
 - Wicks Lake Park



South Kitsap
Parks Connector

Elevation



- Legend**
- Hillshade**
- NW facing
 - SE facing

(The pink lake shape is due to a gap in the elevation data)



South Kitsap
Parks Connector

Elevation

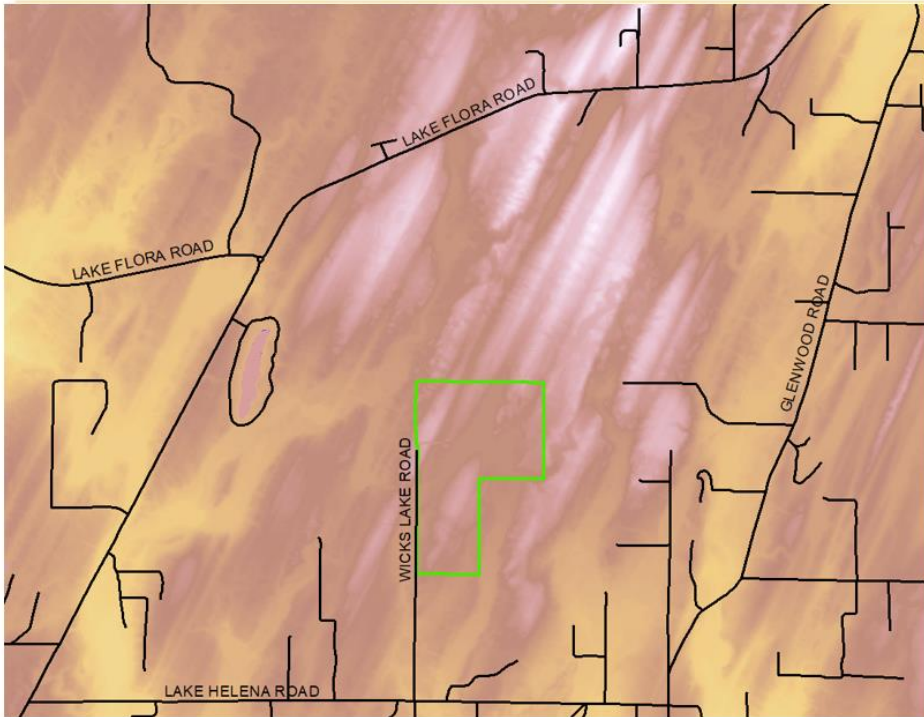
Legend

Street Center Lines

- Street Center Lines
- ▭ Wicks Lake Park

Elevation

- High : 541.55
- Low : 239.59



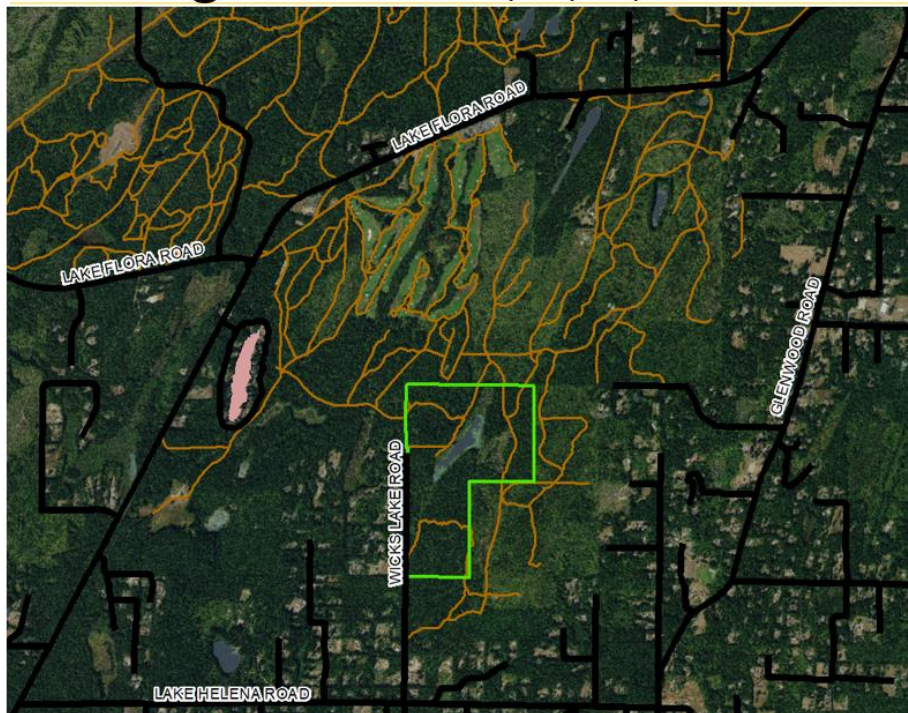
South Kitsap
Parks Connector

Existing "trails" N, S, E, W

Legend

- Street Center Lines
- Trails
- ▭ Wicks Lake Park

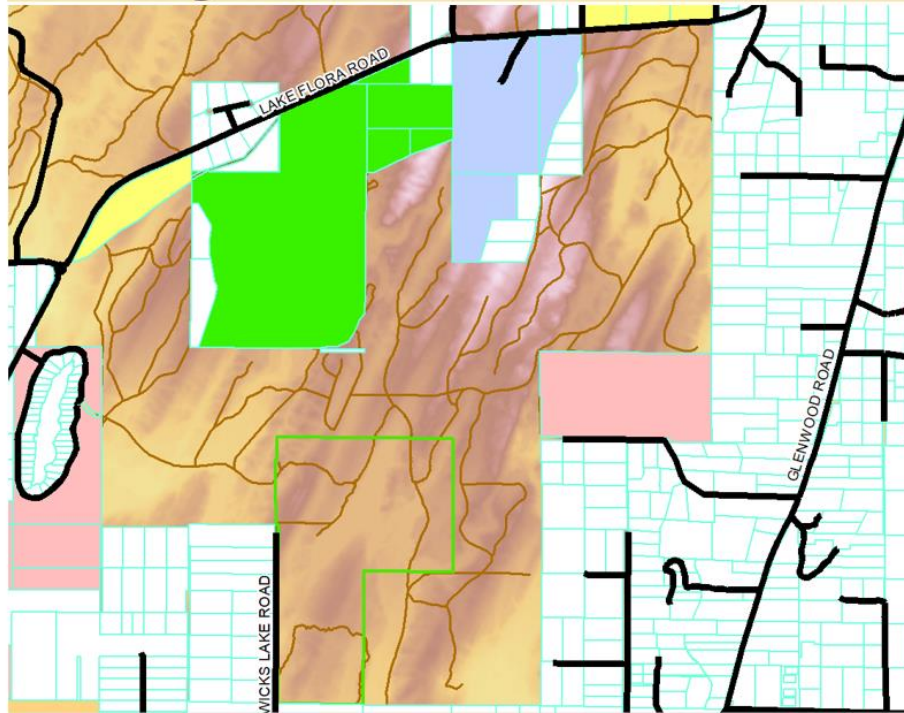
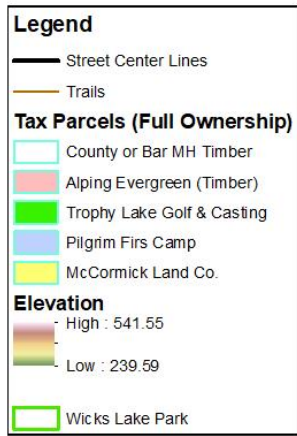
(The pink lake shape is due to a gap in the elevation data)



Enclosure [2]: South Kitsap Parks Connector Study

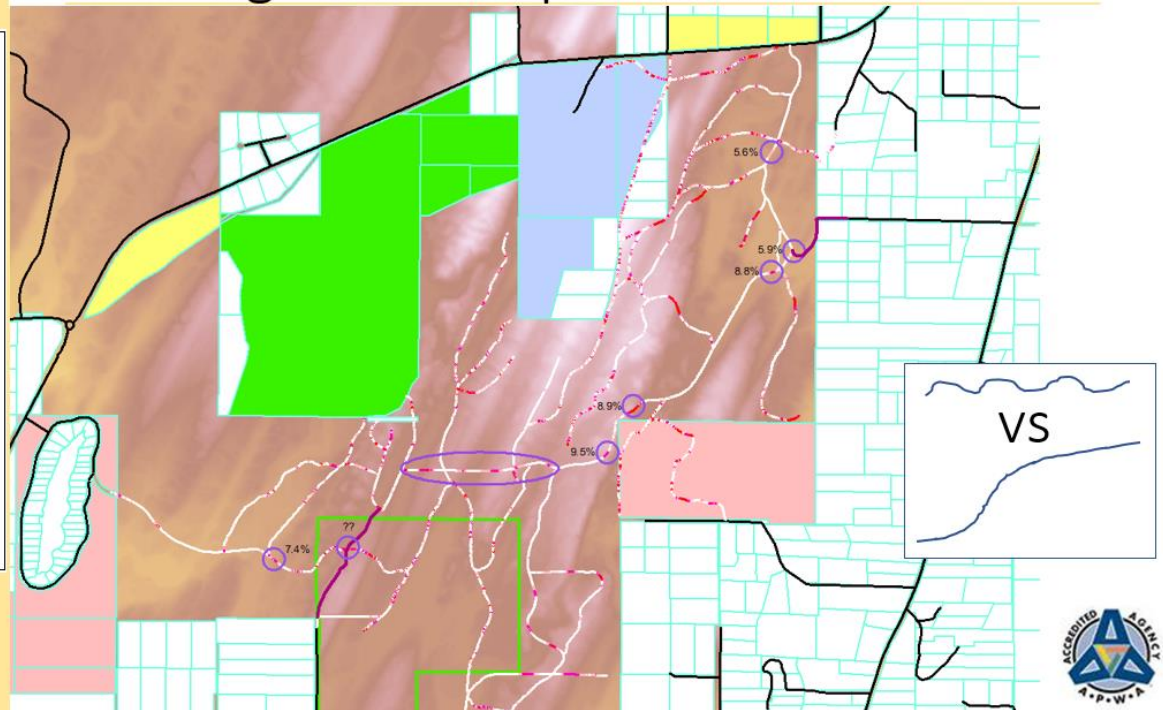
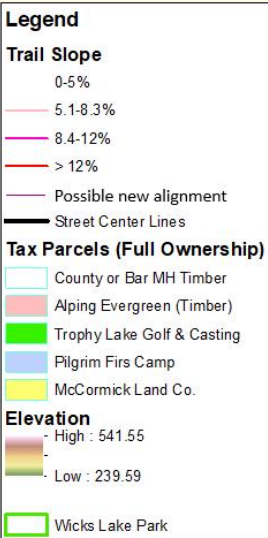
South Kitsap
Parks Connector

Existing "trails" on Bar MH



South Kitsap
Parks Connector

Existing "trail" slopes on Bar MH



Enclosure [2]: South Kitsap Parks Connector Study

Four Connections

South Kitsap
Parks Connector

Legend

Trail Slope

- 0-5%
- 5.1-8.3%
- 8.4-12%
- > 12%

- Possible new alignment
- Street Center Lines

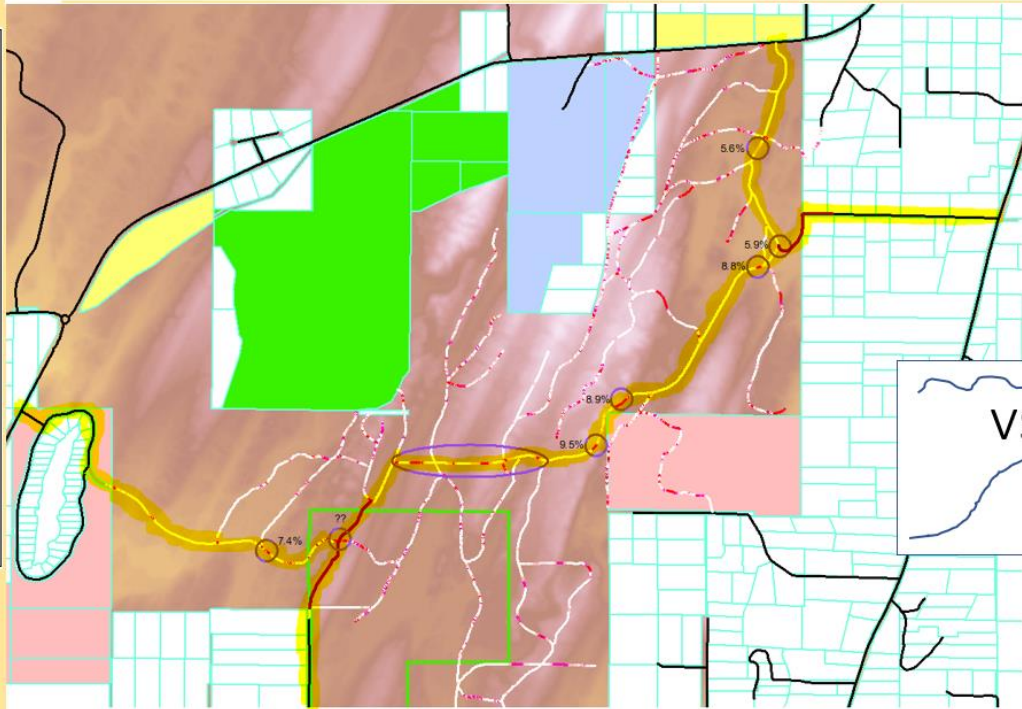
Tax Parcels (Full Ownership)

- County or Bar MH Timber
- Alping Evergreen (Timber)
- Trophy Lake Golf & Casting
- Pilgrim Firs Camp
- McCormick Land Co.

Elevation

- High : 541.55
- Low : 239.59

- Wicks Lake Park



South Kitsap
Parks Connector

Constraints

Legend

Trail Slope

- 0-5%
- 5.1-8.3%
- 8.4-12%
- > 12%

- Possible new alignment
- Street Center Lines

GIS.NISP_DNR_WFC_HYDRO

- (F) Fish Habitat
- (N) Non-fish Habitat
- (U) Unknown, unmodeled
- No channel found

Waterbodies (WAC 222-16-030)

- Bay, estuary, Puget Sound
- Lake or Pond
- Marsh, wetland, swamp, bog
- Potential Wetlands

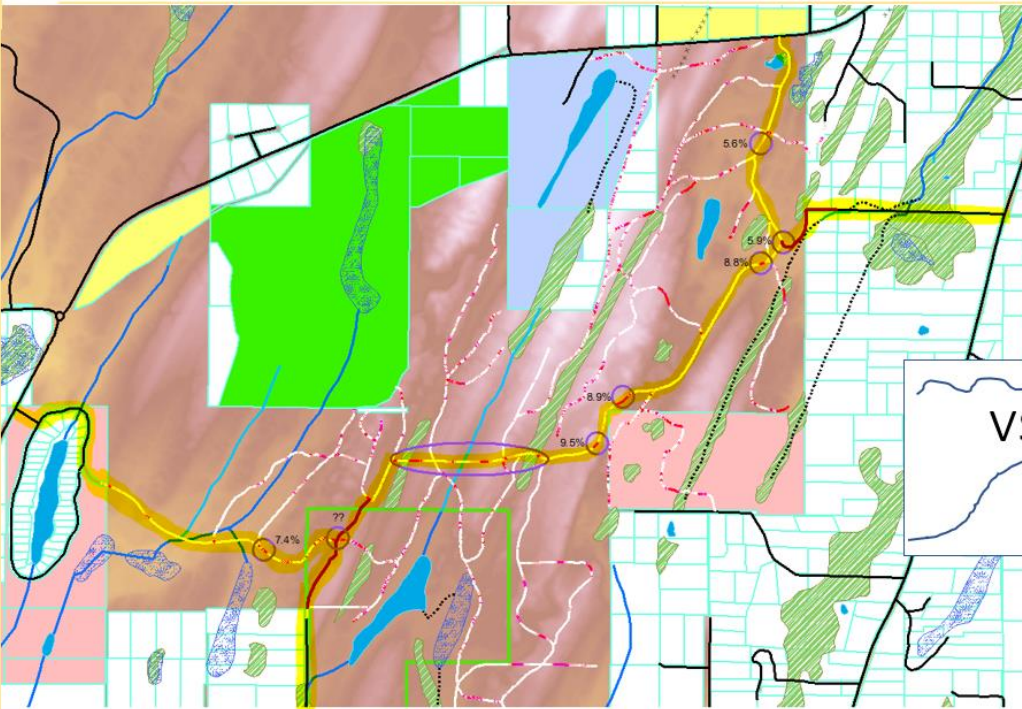
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Elevation

- High : 541.55
- Low : 239.59

- Wicks Lake Park



2022-05-17

PEDESTRIAN METRICS

Interim report to Non-motorized Facilities Citizen Advisory Committee

AGENDA

- Bigger Picture
 - Imagine
 - Pedestrian Metrics project
 - What we've done so far
 - Where we are going
- Today's Focus: Draft Amendment to Kitsap County Road Standards

Enclosure [3]: Pedestrian Metrics

IMAGINE

WHAT'S INSIDE?

- Miles of bike lanes?
- Water trails?
- Pedestrian facilities
 - Our current focus!!

Kitsap County
Non-Motorized
Facilities
Evaluation
YEAR



THIS REPORT DOES NOT EXIST

Published Date

IMAGINE

WHAT'S INSIDE?

- Miles of bike lanes?
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Kitsap County
PEDESTRIAN
Facilities
Evaluation
YEAR



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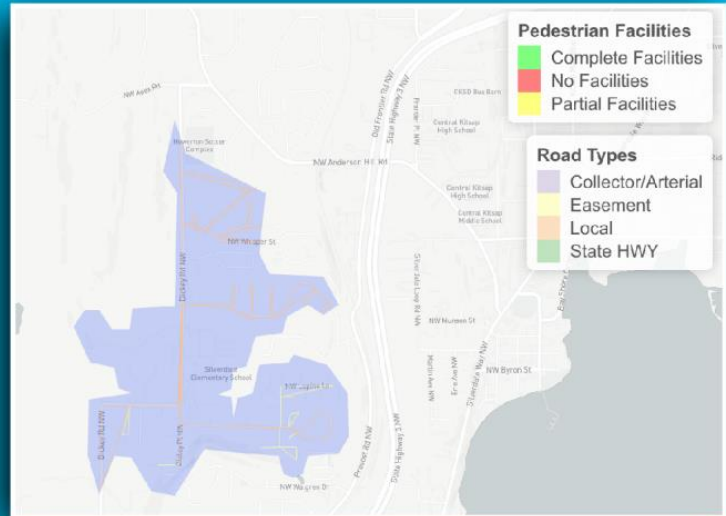
Enclosure [3]: Pedestrian Metrics

IMAGINE WHAT'S INSIDE?



- Rating of pedestrian facilities overall - X% of county roads have adequate pedestrian facilities
- Maps
- Special Area Focus?
- Something Like ...

SILVERDALE ELEMENTARY - 15 MINUTE WALK TIME & FACILITIES



**THERE ARE 25 PUBLIC ELEMENTARY SCHOOLS
IN KITSAP COUNTY THAT ARE NOT WITHIN CITY BOUNDARIES**

BIGGER PICTURE

- Goal at the end: Make a recommendation to Kitsap County commissioners to evaluate pedestrian facilities that includes supporting framework for criteria
- We are not there yet!
- Steps:
 - (1) identify adequate and minimal pedestrian facilities
 - (2) develop evaluation criteria (including specific data & metrics to be used)
 - (3) set evaluation scope, initial timeline, and intended frequency (limit scope to priority areas if needed)

BIGGER PICTURE

- Goal at the end: Make a recommendation to Kitsap County commissioners to evaluate pedestrian facilities that includes supporting framework for criteria
- We are not there yet!
- Steps:
 - (1) identify adequate and minimal pedestrian facilities
 - a. Draft proposal to include these in our road standards
 - (2) develop evaluation criteria (including specific data & metrics to be used)
 - (3) set evaluation scope, initial timeline, and intended frequency (limit scope to priority areas if needed)

WE ARE HERE

LAST MEETING

- We agreed that paved shoulders should be considered pedestrian facilities.
- There were two concerns expressed at the last meeting about paved shoulders
 - Paved shoulders as a pedestrian facility might encourage pedestrian travel adjacent to high speed roads.
 - We found, according to WSDOT road standards, county roads should have a maximum speed limit of 50 miles per hour.
 - Sidewalks or shared use paths are preferred over paved shoulders in locations identified as pedestrian generators.
 - We added to the proposed definition for paved shoulders a footnote that sidewalks or shared use paths are preferred over paved shoulders where pedestrian generators are located.

Enclosure [3]: Pedestrian Metrics

- Today's Focus: Draft Amendment to Kitsap County Road Standards

EXISTING

KITSAP COUNTY ROAD STANDARDS

- How does Kitsap County define pedestrian facilities?
 - SIDEWALKS
 - SHARED USE PATHS (not shown)



Kitsap County ROAD STANDARDS

These Standards are intended to encourage standardization of road design elements and to help meet the public safety needs of motorists, bicyclists, and pedestrians. They address safety, convenience,

3.7.5 Non-Motorized Facilities

Kitsap County encourages a variety of mobility options supporting alternatives to automobile travel. These facilities increase non-motorized transportation opportunities, improve the beauty and health of the environment, and provide for outdoor recreation. Enhanced bicycle and walking facilities offer travel options for those who are unable to drive or choose not to drive for all or some trips.

3.7.5.1 Sidewalks

Sidewalks are constructed of concrete and are raised and located adjacent to curbs or separated from the curb by a linear planting strip. Planting strips shall be a minimum of 4 feet wide.

On collector and arterial roads, the sidewalk width can vary depending on the location.

Sidewalks may be required as part of road improvements where there are anticipated or existing origins and destinations within acceptable pedestrian travel distances that may generate walk trips. These include but are not limited to: schools; parks; shopping areas; medical facilities; social services; housing; community and recreational centers; and transit and park-and-ride facilities.

Where sidewalks are required, sidewalk and curb ramps shall meet the requirements of the Americans with Disabilities Act (ADA). Separate curb ramps shall be provided for each direction of permitted pedestrian travel.

AMENDMENT - ADD SECTION 3.7.5.5 PAVED SHOULDERS

Where sidewalks are not provided, pedestrians may walk or move on the left side of the roadway or its shoulder facing traffic.⁽¹⁾ Paved shoulders provide a buffer of space limiting risk of conflict between motorized and non-motorized use. Paved shoulders can be used by both bicyclists (with direction of motor vehicle travel) and pedestrians (opposite direction of motor vehicle travel).

The minimum width of a paved shoulder for adequate non-motorized use is dependent upon the road classification, which takes into consideration traffic speed and volume (Table 3.X).⁽²⁾⁽³⁾⁽⁴⁾

	ROAD	SHOULDER WIDTH (FT)
Table 3.X Minimum Paved Shoulders as Non-Motorized Facilities	minor collector	5
	major collector	6.5
	minor arterial	7
	principal arterial	8
	paved minimum	4

AMENDMENT - ADD SECTION 3.7.5.5 PAVED SHOULDERS

FOOTNOTES

(1) Consistent with Washington State Law RCW 46.61.250

(2) Table number of 3.X given to allow for table renumbering as needed.

(3) Shoulder width table adapted from Table 3-1. Recommended Minimum Paved Shoulder Widths by Roadway Conditions of Federal Highway Administration Small Town and Rural Multimodal Networks Publication Number: FHWA-HEP-17-024 (12-2016). Retrieved from: https://westerntransportationinstitute.org/wp-content/uploads/2017/01/fhwahep17024_lg.pdf

(4) Where pedestrian generators are present, as defined in section 3.7.5.2, sidewalks or shared use paths are preferred over paved shoulders as safe non-motorized facilities

WHAT WE WANT FROM YOU

- Do you have concerns about recommending an amendment to add paved shoulders as a pedestrian facility?
 - This amendment would codify paved shoulders as a pedestrian facility in an official Kitsap County document, a necessary but not complete step towards being able to evaluate: sidewalks, shared use paths, and paved shoulders as pedestrian facilities.
 - We will not formally make this recommendation today but include it as part of our full pedestrian metrics recommendations

DISCUSSION

BACKUP

SPECIAL COMMITTEE INFO

- The 2022 NMFCAC Special Committee on Pedestrian Facilities Metrics was established at the 2022-02-15 meeting of the NMFCAC
- Tasked with taking up the idea of Pedestrian Metrics for the NMFCAC
- Special Committee has met 10 times (2.21, 2.28, 3.07, 3.14, 3.21, 4.04, 4.11, 4.21, 4.25, 5.09)
- Members: Debbie, Ray, Jess

Enclosure [4]: North Sound-to-Olympics (STO) Feasibility Study Update

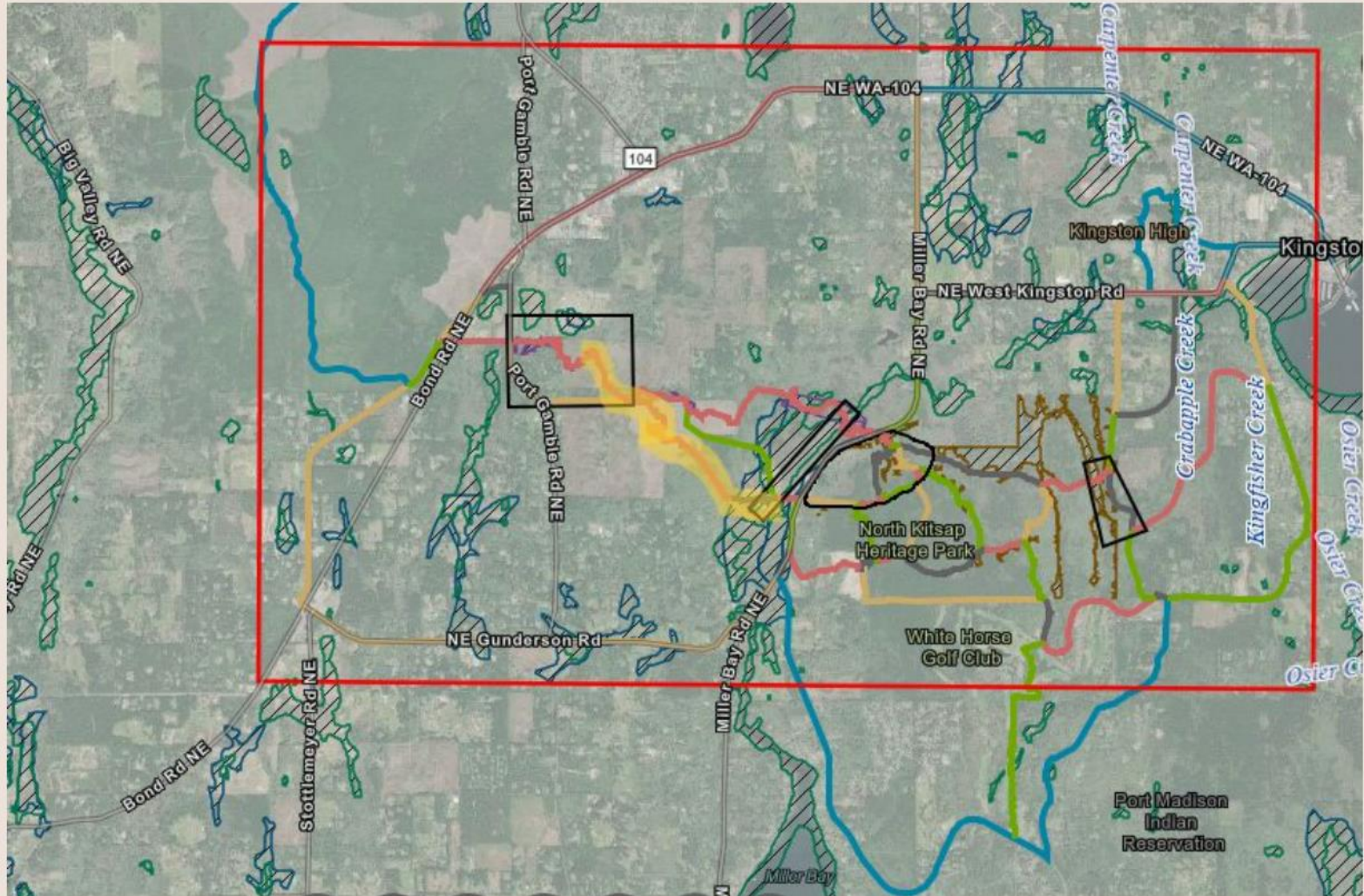
* Note: The following Encl. [3] notes were taken by Deb Weinmann, the NMCAC member assigned to assist in the STO Design Team. These are her notes to pass on to NMCAC; whereas, they are not the official notes of the STO Design Team.

North Sound to Olympics STO Feasibility Study Update

The goal of the North STO Feasibility Study is to develop a non-motorized connection from Kingston to Port Gamble.

- Lead contractor (Parametrix) will develop a public website
- 16 month process
- 3 public meetings (first in June)
- Interactive GIS map available on-line to the work group in May

Important question: “Would anyone use this alternative?”



Tier 1 Criteria will be used to reduce route segments from 21 to 4 (August)

TIER 1 EVALUATION CRITERIA CATEGORIES

- **Connecting Communities, Parks, & Open Space**
- **User Experience**
- **Safety**
- **Environmental**
- **Project Delivery [cost, policy, land-use, property ownership etc.]**

Enclosure [4]: North Sound-to-Olympics (STO) Feasibility Study Update

April 20, 2022 STO Meeting #1 Notes Summary

North Sound to Olympics (STO) Trail Feasibility Study Working Group #1 Meeting April 20, 1-3 PM Village Green-Kingston, WA	
Agenda Item	Summary
1. Introductions	Each participant (12) provided a brief introduction including their name and company/affiliation.
2. Project Background and Group Responsibilities	David Forte gave a presentation covering the project background. <ul style="list-style-type: none"> -String of Pearls adopted in Kitsap County Non-Motorized Plan 2013 -Divide Block Feasibility Study 2015 -Port Gamble Forest Heritage Park (PGFHP) Feasibility Study 2018 -PGFHP Design and Construction Segments A, B, D, & E 2021-2023 -North STO Feasibility Study 2020 <p>Note: Widening the field of alternative routes for the North STO Feasibility Study comes at a cost to the level of detail to be provided in the final report.</p> <p>The goal of the North STO Feasibility Study is to develop a non-motorized connection from Kingston to Port Gamble.</p> <p>Regarding the study of various routes, an important question will be “Would anyone use this alternative?”</p> <p>David Forte also summarized the group responsibilities.</p>
3. Brief Review of Project Schedule	Jennifer Dvorak (Parametrix) gave an overview of the project schedule. <ul style="list-style-type: none"> -Lead contractor (Parametrix) will develop a public website -16 month process -3 public meetings (first in June) -Interactive GIS map will be available on-line to the work group in May
4. Review Outreach Strategy	Jeff Bouma (Fisher-Bouma Partnership) reviewed the outreach strategy packet. <ul style="list-style-type: none"> -A table listing the project’s stakeholders and partners was provided -Each individual or group’s impact and influence on the project was analyzed in the table -Tools for outreach and engagement activities for all stakeholders and partners were organized in a table based on impact and influence
5. Establish Review Criteria	Jeff Bouma (Fisher-Bouma Partnership) reviewed a comprehensive list of Tier 1 Criteria Categories <ul style="list-style-type: none"> -Tier 1 Criteria will be used to reduce route segments from 21 to 4 (suggested) in August -Modifications and discussion on the Tier 1 Criteria will continue in future work group meetings

Meeting summary written by Deborah Weinmann April 30, 2022.

Enclosure [4]: North Sound-to-Olympics (STO) Feasibility Study Update
May 10, 2022 STO Field Visit #1 Meeting Notes Summary

North Sound to Olympics (STO) Trail Feasibility Study Working Group #2-Field Visit #1 May 10, 9-1 PM North Kitsap Heritage Park-Kingston, WA	
Itinerary	Summary
1. Overview	David Forte explained why the first field visit was at the Divide Property. If the Sound to Olympics (STO) were to directly connect the North Kitsap Heritage Park (NKHP) and the Port Gamble Forest Heritage Park (PGFHP), the Divide Property is seen as a critical route component between the two parks.
2. Hike 1	Starting location: Lat/Long 47.7897121 -122.5728488 We parked along Gratitude Way at the top of the hill adjacent to the logging road gate. The first alternative segment was described as starting from the top of the hill heading west, descending along Gratitude Way and connecting with Port Gamble Road. Several private properties(3) exist near the bottom of Gratitude Way and the road grade is steep downhill. In the described scenario the county would own the road and create a paved shared use path as part of or adjacent to the existing road. Because the road already exists, there would be less environmental impact (less additional impervious surface to build). The second alternative segment (from the same starting point at the top of the hill) was the alignment from the prior Divide Feasibility Study. The route was flagged, but we actually walked along the existing timber haul road heading northwest on the Divide Property, observing the nearby flagged alignment. The property has been logged (clear-cut) so there are views across the area. The grade is somewhat steep downhill. The flagged route continued steeper downward and then continued along a ridge west of a large drainage to the Hogg (formerly Speed) Property. The steep slope down to the Hogg easement could be potentially problematic. Additional side trails or potential access points in the area appeared non-existent, mainly open space and rural surroundings.
2. Hike 2	From the same starting point (top of the hill) the group walked in the opposite direction beyond the gate heading southeast along the timber haul road, again observing the flagged alignment from the Divide Feasibility Study. A route going through this portion of the clear cut area could be developed in a variety of ways. The Divide Feasibility Study alignment route continues mostly in an easterly direction. The alternative route the group explored went south-east, leaving the logging road and continuing on a rough path. Eventually the route connected with the Great Peninsula Conservancy Property and the old timber haul road. With a slight downward grade, it continued adjacent to a creek, culminating on the west end of Orseth Road. A private topsoil business occupies an area on the north side of Orseth Road. Large trucks transport materials from Miller Bay Road back and forth to the business on Orseth Road.
3. Hike 3&4	Due to inclement weather, hikes 3&4 did not occur. The field visit concluded at 1 PM. A debrief did not occur.

First Field Visit summary written by Deborah Weinmann May 15, 2022.