

**KITSAP COUNTY  
NON-MOTORIZED FACILITIES CITIZENS ADVISORY COMMITTEE (KC NMCAC)  
MEETING MINUTES**

**Sept. 21, 2021 (Virtual Meeting)**

Kitsap County  
Non-Motorized Citizen Advisory Committee  
Agenda

**Sept. 21, 2021----- 7:00 - 8:30 p.m.**

- ~~Scott Satter~~  
Chair
- ~~Deborah Weinmann~~  
Vice Chair
- ~~Jess Chandler~~
- ~~Richard Feeney~~
- ~~Ray Pardo~~
- ~~Douglas Piehl~~
- ~~Brian Watson~~
- ~~Nancy Whitaker~~

Virtual Meeting  
Microsoft Teams meeting

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<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
7:05	4. Welcome Com. Gelder	Discussion	Chair
7:10	5. Kitsap County NM Planning (Background)	Presentation	Forte
7:20	6. Leafline Regional Route Criteria	Presentation	Martini
7:35	7. Non-Motorized Route Criteria	Discussion	Chair
8:10	8. Road Speed Recommendations	Action	Watson
8:25	9. Member and Staff Updates	Discussion	Chair
8:30	10. Adjourn	Action	Chair

**Attendance:**

<p><u>Members Present:</u> Scott Satter (Chair) Deborah Weinmann (Vice Chair) Rick Feeney (Secretary - appointed) Jess Chandler Doug Piehl Brian Watson Nancy Whitaker Ray Pardo</p> <p><u>Members Absent:</u></p>	<p><u>Kitsap County Representatives:</u> David Forte Melissa Mohr Rob Gelder</p> <p><u>Guests:</u> Don Willott Clair Martini (Leafline) Joe Lubischer (NK Stewards) Terry Jungman (Leafline) Paul Larsen</p>
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- Enclosure [1]: Kitsap Non-Motorized Plan Routes Presentation**
- Enclosure [2]: Leafline Representative's Presentation**
- Enclosure [3]: Approved Speed Limit Reduction Team Prioritization Matrix**

### **Topic 1: Welcome and Introductions**

Meeting Called to Order

### **Topic 2: Public Comment**

Joe Lubischer expressed concerns about some supplementary materials to the North STO Planning Study RFP. Looking at Kingston recycled water study and also a sketch of parking. Stewards working with Norman Ave. neighbors at Kingston. Looking at the least expensive option.

### **Topic 3: Approval of minutes**

Not submitted. Upcoming at the next meeting.

### **Topic 4: Welcome Commissioner Gelder**

Commissioner Gelder discussed the Leafline program and introduced its leadership team present on the Zoom meeting. Stated it is a great program. It is serving the entire region. The program is looking at moving forward together. Gelder thanked Leafline participants on the call.

### **Topic 5: Kitsap County Non-Motorized Planning (Background)**

Dave Forte presented the Enclosure [1] PowerPoint with the historic and current Non-Motorized Plan Routes with activity for information for Leafline. This was to provide Leafline visitors on the MS Teams meeting to provide them context of our efforts to date and proceed forward. Routes all types on the map plan. Dave showed how nothing stands alone and how it connects the communities. Showed routes status (e.g., high, medium, and low) in Transportation Implementation Plan (TIP) program. Discussed was that we are missing defined connections within certain communities (e.g., Port Orchard to Bremerton). Spine concept alive but there are questions as there will be with Leafline's routing.

### **Topic 6: Leafline Regional Route Criteria**

Clair Martini, Leafline, provided a presentation on their efforts to educate our team and see how we can best interface and be on the same trajectory. See Enclosure [2]

### **Topic 7: Non-Motorized Route Criteria**

Input for NMCAC at what level do we coordinate. One issue discussed was that our planned Cushman Trail to Bethel-Burley wouldn't qualify per your plan. We do not have the right of way in Kitsap's possession.

Rob Gelder brought up a selection of useful points that this is helpful to hear. What came out of this was the "opportunity present".

The following points were discussed:

- Whether future grant money would be prioritized for Leafline projects (areas on the Leafline map) versus other non-motorized facility projects in Kitsap County.
- Whether current county resources (people) would be redirected from ongoing projects to provide support for Leafline's mission. In other words, which person from Kitsap County would interact regularly with Leafline to provide ongoing data about the county's non-

motorized facility planning as well as determining if the county non-motorized plans align with Leafline's trail criteria? And, if the county plans do not align, then what?

Commissioner Gelder stated he hoped to provide data to construct the map, where were we can get that much further ahead.

**Topic 8: Road Speed Recommendations**

Last month draft resolution was discussed. It had one extraneous route and all voted in favor on the least favorite candidate. It was voted for with 9 roads (3 South, 3 Central, and 3 North) and unanimously approved to be submitted from the NMCAC to the Kitsap County Roads Department. The finalists are shown in Enclosure [3].

**Topic 9: Member and Staff Updates**

Deborah Weinmann discussed the Sound to Olympics (STO) trail. Joe Lubischer did mention language about route going through the NK Heritage Park. Should we look at alternatives. NK Heritage, routing, environmental, all ages and ability and cost feasibility are all factors. There is a study on the route's feasibility underway (e.g., parking availability on Norman road).

Nancy Whitaker brought up Water trails. It was discussed that Seabeck has a Famers Market ever Saturday. Can we get and manufacture an additional kayak stop for it? NMCAC should try to get it onto the kayak path. More research. Rob Gelder will explore feasibility.

**Topic 10: Adjorn**

Rick Feeney put out the motion to adjourn, Nancy Whitaker seconded. All voted in favor.

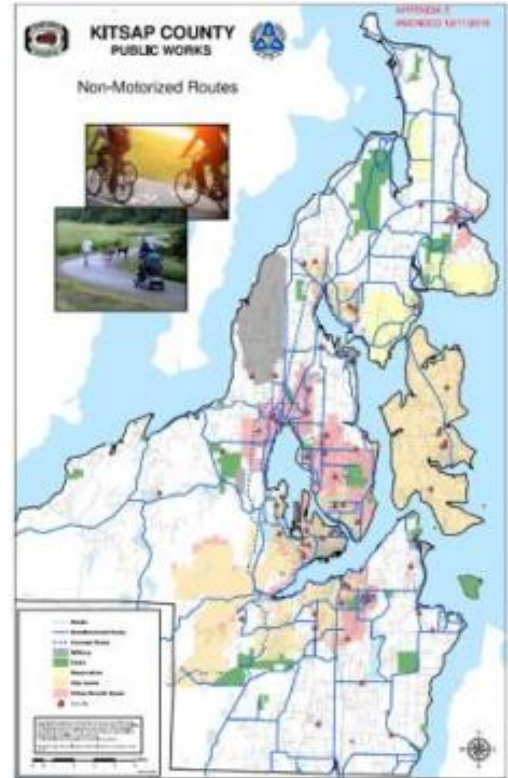
# Enclosure [1]: History of Kitsap's Non-Motorized Plan



Non-Motorized Facilities Citizens  
Advisory Committee

## Non-Motorized Routes

Sep. 21, 2021



### Kitsap County Non-Motorized Planning

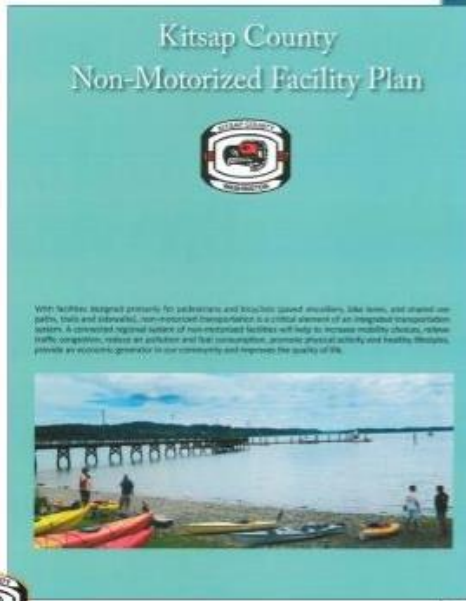
#### Non-Motorized Plan - Routes

- Plan History 2001-2021
- Design Standards
- Non-Motorized Committee's work 2016-2021
- Regional Planning and Coordination



# Enclosure [1]: History of Kitsap's Non-Motorized Plan

## Non-Motorized Facility Plan (2013, 18)



PROPERTY	CHARACTERISTICS	REQUIREMENTS & REGULATIONS	POTENTIAL FUNDING SOURCES



## 2001 – 2021 Non-Motorized Planning





# Enclosure [1]: History of Kitsap's Non-Motorized Plan

## Non-Motorized Facility Plan (2013, 18)

Non-Motorized Facilities			
CATEGORY	CHARACTERIZATION	REQUIREMENTS & REGULATIONS	POTENTIAL FUNDING SOURCES
BIKEWAY		...	...
BIKEWAY WITH SHOULDER		...	...
BIKEWAY WITH SHOULDER AND SIDEWALK		...	...
BIKEWAY WITH SHOULDER AND SIDEWALK AND TRAIL		...	...
BIKEWAY WITH SHOULDER AND SIDEWALK AND TRAIL AND BIKEWAY		...	...
BIKEWAY WITH SHOULDER AND SIDEWALK AND TRAIL AND BIKEWAY AND BIKEWAY		...	...
BIKEWAY WITH SHOULDER AND SIDEWALK AND TRAIL AND BIKEWAY AND BIKEWAY AND BIKEWAY		...	...
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BIKEWAY WITH SHOULDER AND SIDEWALK AND TRAIL AND BIKEWAY AND BIKEWAY AND BIKEWAY AND BIKEWAY AND BIKEWAY AND BIKEWAY		...	...

### Road Design Standards

- Shared Use Paths/Trail
- Side Paths
- Sidewalk & Bike Lanes
- Wide, Paved Shoulders
- Soft Trails (Parks)

### Context Sensitive Design

- Needs
- Context
- Resources
- Solution

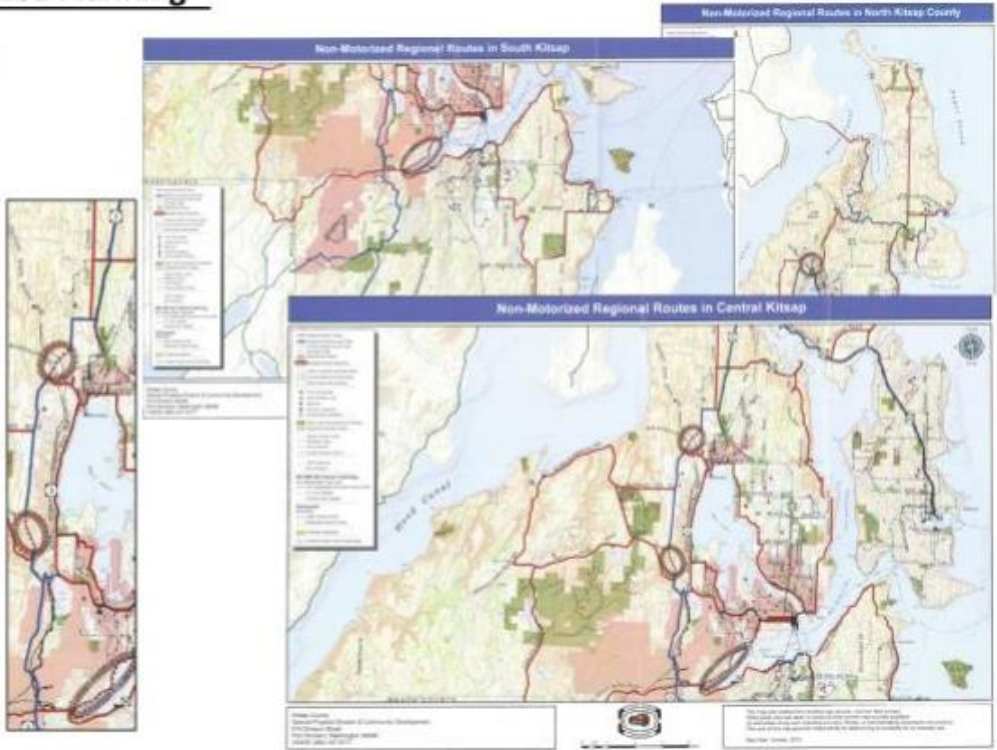


## 2001 – 2021 Non-Motorized Planning

### 2013 NMFP Emphasized "Regional Routes"

- Regional Bike Route
- Regional Shared Use Path
- Existing Shared Use Path
- Existing Trails
- Alternative Route
- Variable Route Segment

"Spine Route" connecting communities



# Enclosure [1]: History of Kitsap's Non-Motorized Plan

## 2016 – 2021 Non-Motorized Committee Planning

### 2016 - 17

- “Shoulders Map Update”
- NM Route Prioritization

“Connecting Communities & Connections Within Communities”

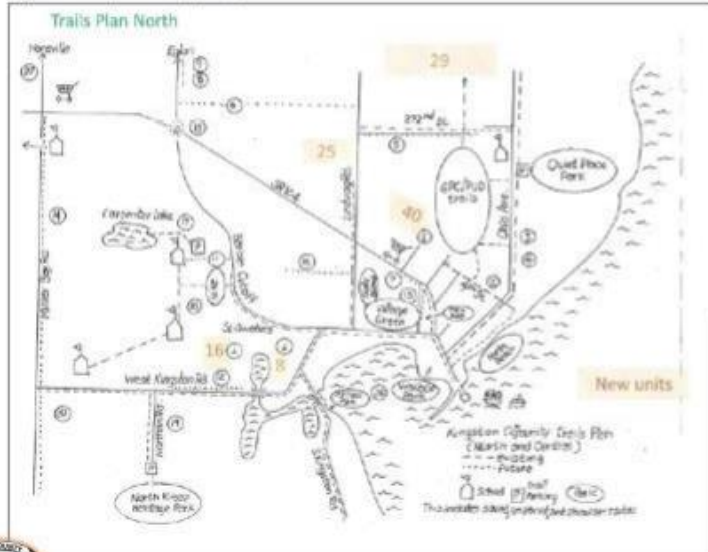


Area	Description	Area	Description	Area	Description
H Central	Randal Way #1	H South	Bethel Road	H North	STO Port Gamble Shared Use Path
		H South	Mile Hill Road	H North	Lenovo Shore Dr. West, STO
H Central	Enlands Point and Kitty	H South	Colchester Drive	H North	SR 104/Kingston Road Realignment - KCS #6 (w/SDOT)
H Central	Fairgrounds Road #2	M South	Madrone Loop	H North	WSDOT Project #E - SR 104 Realignment for Ferry Traffic
H Central	Jarstad-Lake Kitsap	M South	Olney Avenue SE (Mile Hill to Beach Drive)	H North	Miler Bay Road Shoulders (South)
H Central	Seabeck Hwy. #3	M South	Lund Avenue	M North	STO, V. Kingston Rd. to Miler Bay entrance to N Kitsap Heritage Park
H Central	Seabeck Hwy #2	M South	Sunnyslope Rd Shoulder	M North	STO, SR 305
H Central	Central Valley School Cluster Phase 2	L South	Lake Flora Road	M North	Lenovo Shore Drive Shoulders East, STO
H Central	Anderson Hill Road #1	L South	Banner Road	H North	STO, Lincoln, Sturkewyer, Gardner
M Central	Anderson Hill Road #2	L South	Buckling Hill Road	M North	Miler Bay Road Shoulders (North)
M Central	Randal Way #2	L South	Mullenix Road	H North	STO, Divide Block Park Shared Use Path
M Central	Seabeck-Holly Road			L North	STO, Port Gamble Rd. (Divide Block) to Sturkewyer Port Gamble Trail Head Shared Use Trail
M Central	Buckling Hill Road			L North	Barber Road Car Off

## 2016 – 2021 Non-Motorized Committee Planning

- Better integrated Sub Area Plans

Kingston Community Trails Plan Map (North)



Kingston Community Trails Plan Map (South)

**Trails Plan South**

**Kingston Map Change Recommendations**

**#6 (N) Parovels Road to Linking Road Link Trail (N)** Shortly Campbell to 272 Street Connector Trail (N) 272nd Street Linking Road NE to Onio Avenue

Trail Name	Start	End	Length	Priority
#6 (N) Parovels Road to Linking Road Link Trail (N)	272nd Street	Onio Avenue	0.5	High
#6 (N) Parovels Road to Linking Road Link Trail (N)	272nd Street	Onio Avenue	0.5	High

**Staff Recommendation:** NWP Kingston Map change. The western portion of the trail is within the Shorly Campbell Rd. ROW. The central portion would be an extension of 272nd St. and has no existing ROW or county road easements. The eastern portion is within the 277th St. ROW.

- Add "Conceptual Recreation Trail" linking Parovels Road and Onio Ave. Agreement is not specified and may require agreements with private property owner for access.



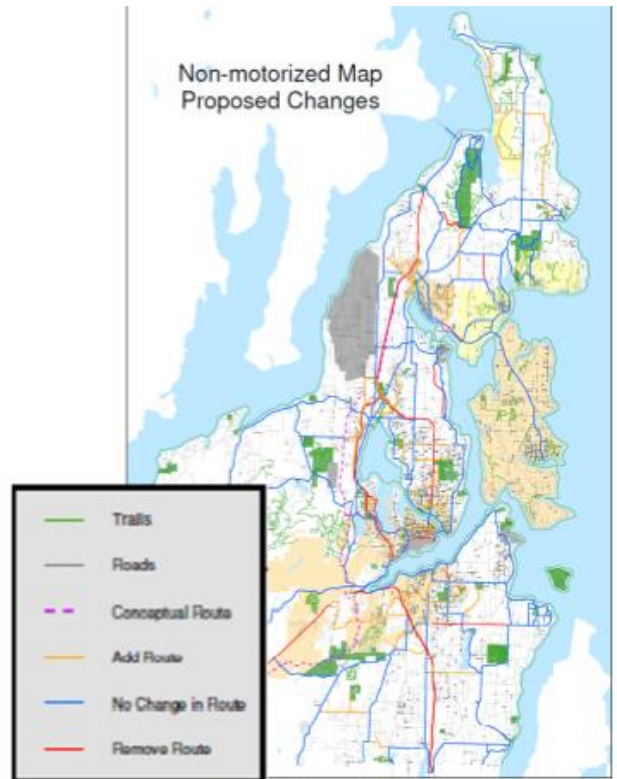


# Enclosure [1]: History of Kitsap's Non-Motorized Plan

## 2016 – 2021 Non-Motorized Committee Planning

- 2018 NM Route Map Amendments
- “Non-Motorized Routes” Not “Regional Routes”
- “Spine Trail” alignment became “conceptual”, needing additional analysis.

**“Connecting Communities & Connections Within Communities”**

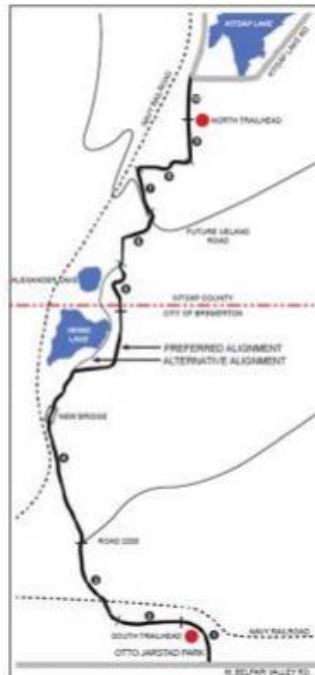


## 2016 – 2021 Non-Motorized Committee Planning

### 2018 NM Routes Planning

- Silverdale – Transportation Implementation Strategy (S-TIS)
- Jarstad Trail Feasibility Study
- STO – Port Gamble Trail Feasibility Study

Fill in gaps in sidewalk network





# Enclosure [1]: History of Kitsap's Non-Motorized Plan

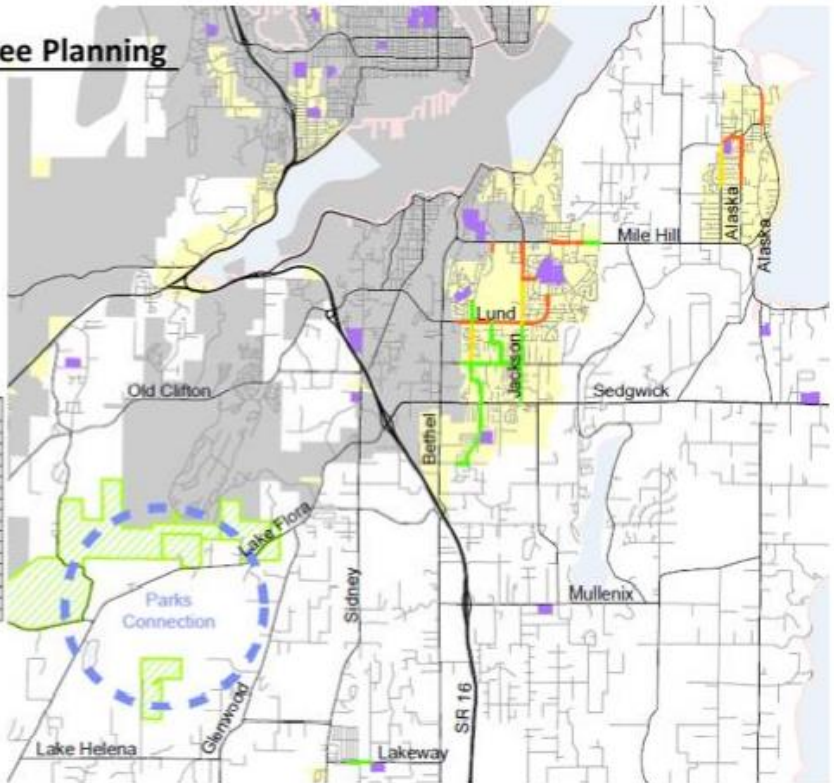
## 2016 – 2021 Non-Motorized Committee Planning

### 2019-20 NM Routes Planning

#### “Connecting Communities & Connections Within Communities”

- South Kitsap Transportation Implementation Strategy (S-KTIS) Pedestrian Prioritization

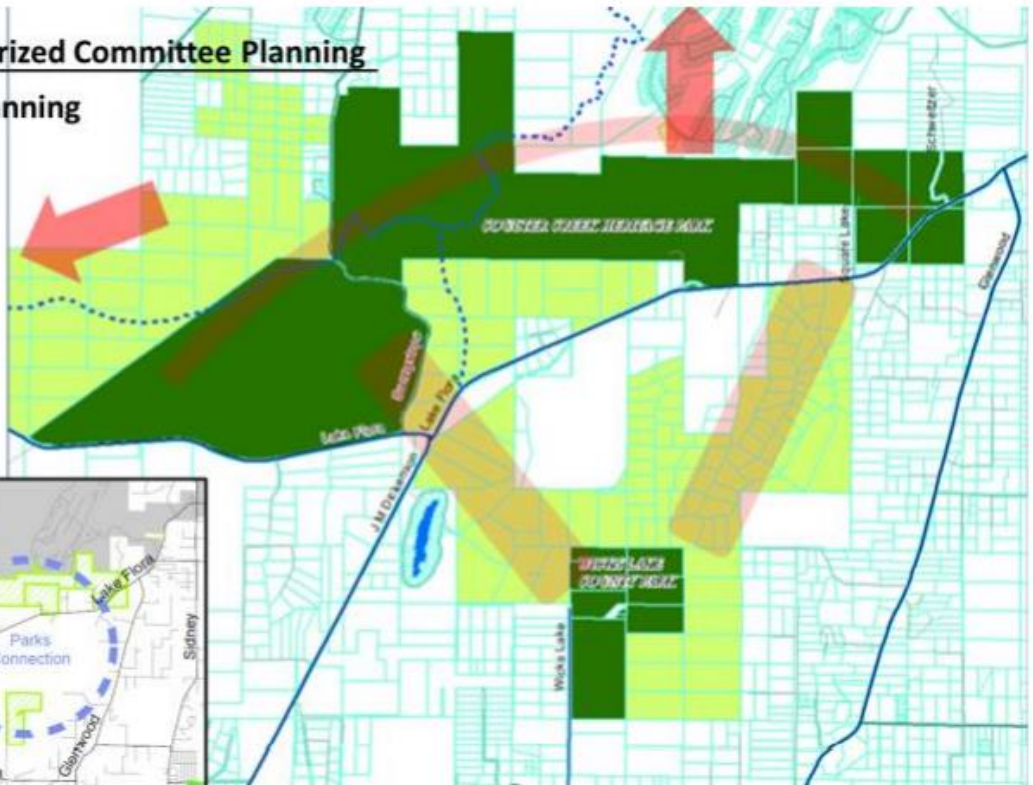
Route	From	To	Rank	Major Comm.	Minor Comm.	School	Park	SEF	Local	Already Use	Already Non-motorized?
1	Alaska	Alaska	1	Y	N	N	N	1	1	1	1
2	Alaska	Alaska	2	Y	N	N	N	1	1	1	1
3	Alaska	Alaska	3	Y	N	N	N	1	1	1	1
4	Alaska	Alaska	4	Y	N	N	N	1	1	1	1
5	Alaska	Alaska	5	Y	N	N	N	1	1	1	1
6	Alaska	Alaska	6	Y	N	N	N	1	1	1	1
7	Alaska	Alaska	7	Y	N	N	N	1	1	1	1
8	Alaska	Alaska	8	Y	N	N	N	1	1	1	1
9	Alaska	Alaska	9	Y	N	N	N	1	1	1	1
10	Alaska	Alaska	10	Y	N	N	N	1	1	1	1
11	Alaska	Alaska	11	Y	N	N	N	1	1	1	1
12	Alaska	Alaska	12	Y	N	N	N	1	1	1	1
13	Alaska	Alaska	13	Y	N	N	N	1	1	1	1
14	Alaska	Alaska	14	Y	N	N	N	1	1	1	1
15	Alaska	Alaska	15	Y	N	N	N	1	1	1	1
16	Alaska	Alaska	16	Y	N	N	N	1	1	1	1
17	Alaska	Alaska	17	Y	N	N	N	1	1	1	1
18	Alaska	Alaska	18	Y	N	N	N	1	1	1	1
19	Alaska	Alaska	19	Y	N	N	N	1	1	1	1
20	Alaska	Alaska	20	Y	N	N	N	1	1	1	1
21	Alaska	Alaska	21	Y	N	N	N	1	1	1	1
22	Alaska	Alaska	22	Y	N	N	N	1	1	1	1
23	Alaska	Alaska	23	Y	N	N	N	1	1	1	1
24	Alaska	Alaska	24	Y	N	N	N	1	1	1	1
25	Alaska	Alaska	25	Y	N	N	N	1	1	1	1
26	Alaska	Alaska	26	Y	N	N	N	1	1	1	1
27	Alaska	Alaska	27	Y	N	N	N	1	1	1	1
28	Alaska	Alaska	28	Y	N	N	N	1	1	1	1
29	Alaska	Alaska	29	Y	N	N	N	1	1	1	1
30	Alaska	Alaska	30	Y	N	N	N	1	1	1	1
31	Alaska	Alaska	31	Y	N	N	N	1	1	1	1
32	Alaska	Alaska	32	Y	N	N	N	1	1	1	1
33	Alaska	Alaska	33	Y	N	N	N	1	1	1	1
34	Alaska	Alaska	34	Y	N	N	N	1	1	1	1
35	Alaska	Alaska	35	Y	N	N	N	1	1	1	1
36	Alaska	Alaska	36	Y	N	N	N	1	1	1	1
37	Alaska	Alaska	37	Y	N	N	N	1	1	1	1
38	Alaska	Alaska	38	Y	N	N	N	1	1	1	1
39	Alaska	Alaska	39	Y	N	N	N	1	1	1	1
40	Alaska	Alaska	40	Y	N	N	N	1	1	1	1
41	Alaska	Alaska	41	Y	N	N	N	1	1	1	1
42	Alaska	Alaska	42	Y	N	N	N	1	1	1	1
43	Alaska	Alaska	43	Y	N	N	N	1	1	1	1
44	Alaska	Alaska	44	Y	N	N	N	1	1	1	1
45	Alaska	Alaska	45	Y	N	N	N	1	1	1	1
46	Alaska	Alaska	46	Y	N	N	N	1	1	1	1
47	Alaska	Alaska	47	Y	N	N	N	1	1	1	1
48	Alaska	Alaska	48	Y	N	N	N	1	1	1	1
49	Alaska	Alaska	49	Y	N	N	N	1	1	1	1
50	Alaska	Alaska	50	Y	N	N	N	1	1	1	1



## 2016 – 2021 Non-Motorized Committee Planning

### 2019-20 NM Routes Planning

- Connecting parks within the community
- Connecting Communities (Spine Trail)



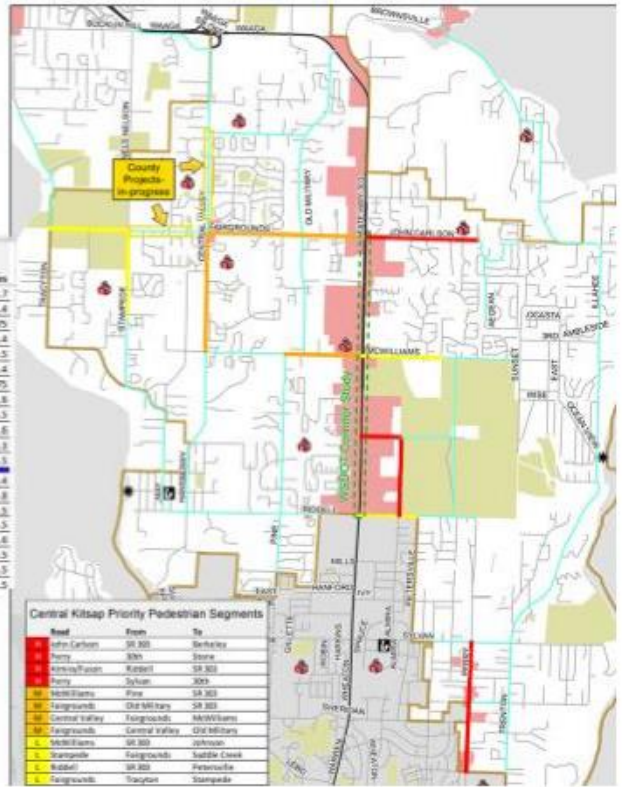
# Enclosure [1]: History of Kitsap's Non-Motorized Plan

## 2016 – 2021 Non-Motorized Committee Planning

### 2020 - 21 NM Routes Planning

- Central Kitsap UGA Pedestrian Prioritization

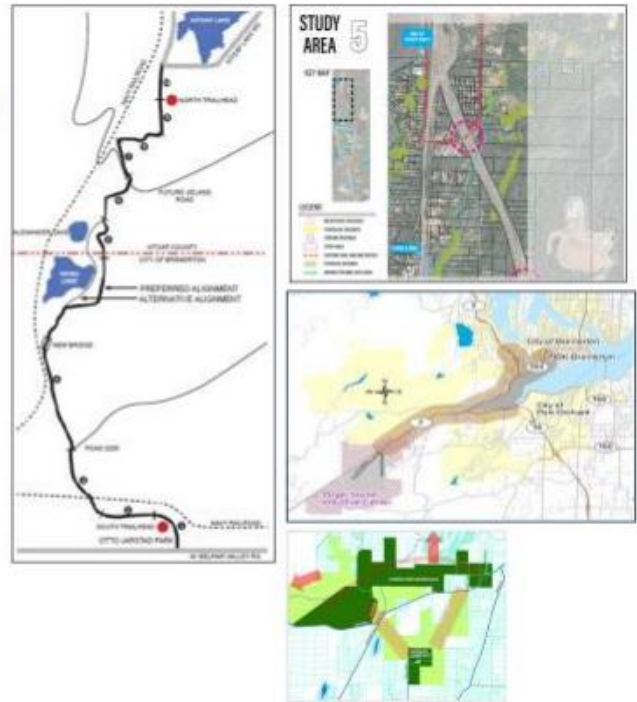
Rank	Road	From	To	Major Comm	Minor Comm	School	Park	Bus	Score	ADT	Already has sidewalks?	Notes	Homes within 1/2 mile of listed destinations	Miles
1	John Carlson	SR 303	Berkeley	Y	N	Y	N	Y	2.5	6,100	Some	H	387	0.7
2	Perry	30th	Stone	N	Y	Y	N	Y	2	6,900	No	H	1000-1700	0.8
3	Almira/Fuson	Riddell	SR 303	Y	N	N	Y	Y	2	3,500	Some	L	222	0.75
4	Perry	Sylvan	30th	N	Y	N	N	Y	1.5	6,700	No	H	1800-1700	0.8
5	McWilliams	Pine	SR 303	Y	N	Y	N	N	2.5	5,900	Most, gaps	H	406	0.5
6	Fairgrounds	Old Military	SR 303	Y	N	N	N	Y	2	7,600	Some	H	428	0.4
7	Central Valley	Fairgrounds	McWilliams	N	N	Y	N	N	1.5	7,200	Some	H	596	0.75
8	Fairgrounds	Central Valley	Old Military	N	Y	N	N	Y	1.5	7,200	Some	L	294	0.8
9	McWilliams	SR 303	Johnson	Y	N	Y	Y	Y	3	9,400	No	H	212	0.5
10	Stampede	Fairgrounds	Saddle Creek	N	N	Y	Y	Y	2.5	2,400	No	L	338	0.6
11	Riddell	SR 303	Petersville	Y	N	Y	N	Y	2	5,700	Some	H	419	0.3
12	Fairgrounds	Tracyton	Stampede	N	N	N	Y	Y	2	4,900	No	H	279	0.5
13	Tracyton	Stone	30th	N	N	Y	N	Y	2.5	7,700	Some	L	131	0.4
14	Tracyton	Setbo	Fairgrounds	N	N	N	Y	Y	2	6,000	No	L	34	0.8
15	Pine	Pine Crest Elem	Riddell	N	N	Y	N	N	1.5	9,500	No	H	202	0.5
16	Pine	McWilliams	Pine Crest Elem	N	N	Y	N	N	1.5	9,500	No	L	248	0.6
17	Foster	Central Valley	Old Military	N	N	Y	N	N	1.5	2,200	Some	H	482	0.6
18	Illness	California	Utah	N	N	Y	N	N	1.5	No	No	L	382	0.3
19	Central Valley	Bucklin Hill	Foster	N	N	N	N	Y	1	9,800	Some	L	98	0.5
20	Riddell	Sandra	City limits	N	N	N	N	Y	2	6,400	Some	H	229	0.5



## Regional Planning & Coordination



- Jarstad Trail
- Cushman Trail Phase 5
- Gorst Corridor Project
- STO Central
- SR 303 Corridor





# Enclosure [1]: History of Kitsap's Non-Motorized Plan

## Regional Planning & Coordination



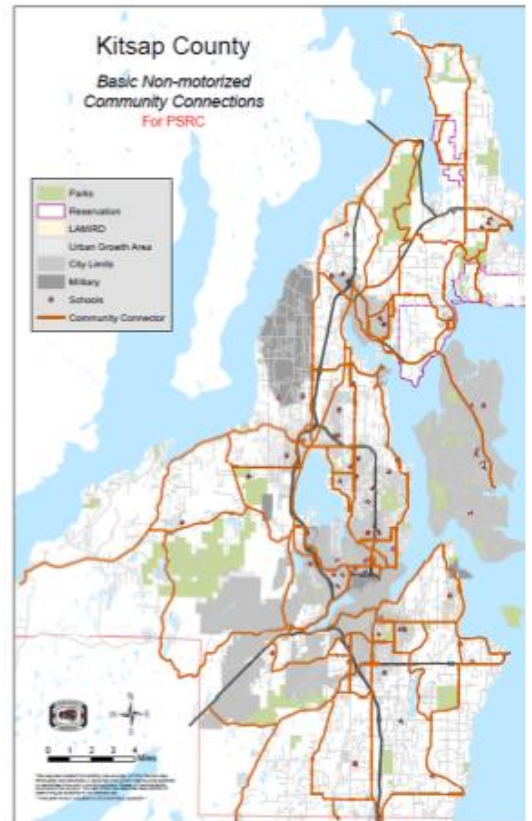
**Kitsap Regional Coordinating Council**



Puget Sound Regional Council



- Wanted only selected NM Routes for inclusion in planning processes.
- County and Cities objected to process.
- Recognized County's and City's NM Network (slightly modified) in Regional Planning documents.





# leafline trails coalition

Connecting Trails, Connecting Communities

## Briefing to the Kitsap County Non-Motorized Citizen Advisory Committee

*September 21, 2021*



### Our objectives tonight

- 1) Share information about Leafline Trails Coalition
- 2) Understand thoughts from committee members on the overall vision and collaboration
- 3) Discussion on criteria for the network as we seek to build a shared definition of trails





## About the Leafline Trails Coalition

**Mission:** Connecting the trails network across the Central Puget Sound region to improve health, community, quality of life, mobility, and access for all.

**Vision:** The Leafline is an interconnected, intuitive, well-traveled, and treasured trails network spanning the Central Puget Sound region, providing equitable access, health benefits and recreational opportunities for all.

**Values:** Bold, Collaborative, Equitable, Transparent, Innovative, Results-Oriented



## We're a collaborative initiative designed to inspire, empower, & connect

- Leafline Trails Coalition exists to:
  - Promote growth of regional trails--the Leafline Trails Network--across King, Kitsap, Pierce, and Snohomish counties
  - Amplify and catalyze the success of the Coalition's partners
  - Act as a forum for sharing planning resources, technical support, and best practices for rural, suburban, & urban communities seeking to connect trails
  - Provide collaborative branding, strategy, communications, advocacy, networking, and programming



## Local and regional benefits of trails

- Healthy communities
- Mobility & transportation options
- Economic development
- Environmental
- Cultural
- Recreational



## Who we are

- About 900 participants in Coalition events & communications
- More than 50 organizational members (including a "public partner" category)
- 22 Leadership Group members
- 2 active working groups
  - Map Vision
  - Coalition Building
- 1 project manager (provided through a contract with our fiscal sponsor, the Seattle Parks Foundation)





## Members & Public Partners

- AHBL, Inc.
- Alta Planning + Design
- Bainbridge Island Parks Foundation
- Barefoot Eco Outfitters
- Bike Gig Harbor
- Bike All Over
- BIKES Club of Snohomish County
- Black People Hike
- Cascade Bicycle Club
- Cascadia Forest Therapy
- Chico Creek Task Force
- City of Federal Way
- City of Kent
- City of Maple Valley
- City of Marysville
- City of Monroe
- City of Renton
- Downtown on the Go
- Eastrail Partners
- Emerald Alliance
- Fall City Metropolitan Parks District
- Foothills Rails to Trails Coalition
- ForeverGreen Trails
- Friends of Seattle's Olmstead Parks
- GirlTrek
- Issaquah Alps Trails Club
- King County Parks
- Kiwanis Club of Issaquah
- Metro Parks Tacoma
- Mountains to Sound Greenway Trust
- Move Redmond (fmrly GRTMA)
- North Kitsap Trails Association
- Palouse to Cascades Trail Coalition
- Parametrix
- People for the Preservation of Tualco Valley
- Pierce County Parks
- Port of Seattle
- REI
- Rooted in Rights
- Seattle Department of Transportation
- Si View Metro Parks
- Snohomish County Parks, Recreation, and Tourism
- Snohomish County Transportation Coalition
- Tacoma Washington Bicycle Club
- Trail Coalition of Snohomish County
- Washington Bikes
- Washington State Department of Natural Resources
- Washington State Department of Transportation
- Washington State Parks
- West Sound Cycling
- WheelLab

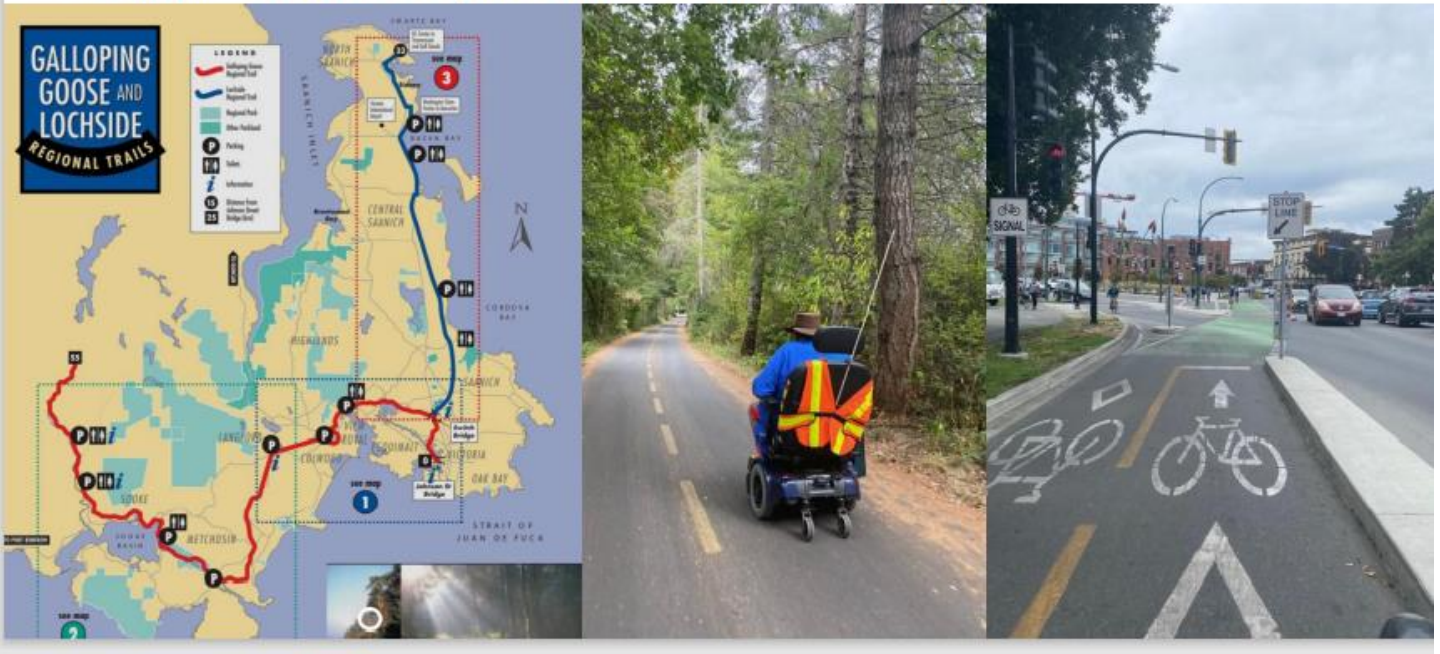


## Benefits of collaboration

- **Coalition Partnership & Regional Leadership**
  - Do more together than as one
  - Mobilize public & private efforts
  - Solve emerging policy issues together
- **Engagement, Funding, & Advocacy**
  - Educate policymakers, broaden public awareness, & mobilize trail supporters
  - Address historical inequities & dis-investment
  - Grow & leverage funds to develop the regional trails network
- **Network Planning & Coordination**
  - Eliminate network gaps
  - Share technical assistance resources
  - Support planning coordination



## Example of regional trail & business district connections in British Columbia (Victoria Lochside Trail)



### Work to date

- 2018: Exploring concept & coalition formation
  - First Regional Trails Summit held in October 2018 with ~200 attendees
- 2019: Defined our scope and governance
  - Primary focus = regional trails; secondary interests = feeder trails, transit access, bike lanes, etc.
  - Took on a four-county geography
  - Convened a charter committee to propose mission, vision, values, governance structures, and group processes
- 2020: Launched as Leafline, added capacity, pivoted to virtual
  - Created first Leadership Group, established Map Vision Working Group & Coalition Building Working Group
  - Contracted dedicated staff support for the Coalition
  - Virtual format enabled more geographically widespread participation
- 2021 (so far): Drafting map vision, sharing info re: policy/funding opportunities, building relationships

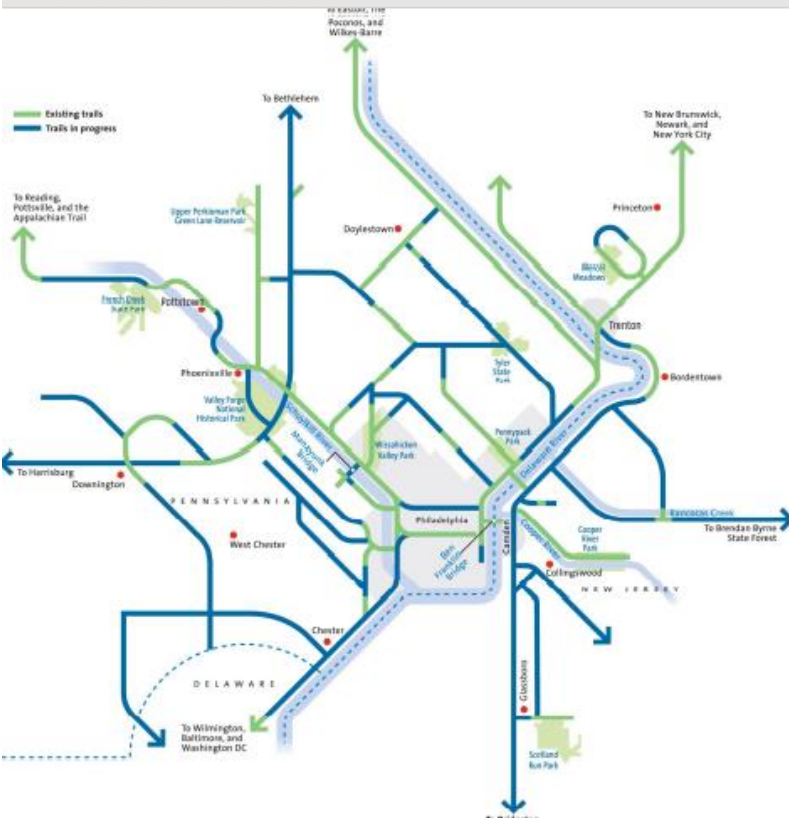


## Enclosure [2]: Leafline Representative's Presentation

### Network planning & coordination



- We're working together on a shared map vision that...
  - Communicates a bold & compelling regional vision
  - Identifies gaps and helps characterize needs
  - Can be used to educate policymakers
- Examples from peer coalitions working across the greater Washington, DC and Philadelphia, PA metropolitan areas





## Map Vision Process

- Project components include shared criteria, data coordination, and engagement
- Data inputs (so far):
  - PSRC bike/ped facility data
  - Regional Open Space Conservation Strategy, which identified 300 miles of trails
  - Data shared by King, Pierce, and Snohomish counties
- Articulating trails status:
  - Existing: Trails that are built, currently usable, and part of the network, or in near-term construction
  - Programmed/Planned: Projects in planning/design/partially funded, or included in comprehensive planning documents



## Criteria for Network Inclusion

- Draft adopted Dec. 2020, updated Jan. 2021
- Criteria :
  - Off-road/On-road
  - Width
  - Design Standards
  - Types of Use
  - Surface type
  - Relation to the Network ("Connectivity")
- Themes from feedback to date:
  - Make exceptions where a facility forms a regional spine
  - On-street facilities help make critical connections between trail spines
  - Examples abound of existing facilities that do not meet these criteria
  - Should align timeframes here with planning horizons



## Enclosure [2]: Leafline Representative's Presentation

Non-Motorized Facilities			
CATEGORY	CHARACTERIZATION	REQUIREMENTS & REGULATIONS	POTENTIAL FUNDING SOURCES
<p><b>ON-ROAD FACILITIES</b></p> <p>Design standards and guidelines are well developed for on-street facilities and are routinely used by Kitsap County Public Works staff in the design, construction, and maintenance of county roads. In addition to standards guides and manuals for road development, two important and well illustrated technical sources are available for the design of bicycle and pedestrian facilities from the Washington Department of Transportation. The Design Guide to Bicycling Facilities and the Design Guide to Pedestrian Facilities are both available online at the agency's website (<a href="http://www.wsdot.wa.gov/bike">www.wsdot.wa.gov/bike</a>). A basic cross section for typical on-street improvements are included in this chart. There are many configurations of possible bicycle facilities in Urban Growth Areas. These configurations are illustrated in the referenced documents.</p>		<p>Must meet all 2012 WSDOT Design Criteria for Shoulder Additions.</p> <p>NACTO <i>Urban Bikeway Design Guide</i>, 2012 National Association of City Transportation Officials state-of-the-practice solutions that can help create complete streets that are safe and enjoyable for bicyclists. <a href="http://nacto.org/cities-for-cycling/design-guide/">http://nacto.org/cities-for-cycling/design-guide/</a></p> <p>2. <i>Guide for the Development of Bicycle Facilities</i>, 2012 (AASHTO Bike Guide)</p> <p><i>Designing Sidewalks and Trails for Access: A two-part report on pedestrian accessibility</i>, produced for FHWA LAG Manual, Chapter 42—City and County Design Standards</p> <p>Manual on Uniform Traffic Control Devices (MUTCD) Content Sensitive Design Executive Order</p> <p>WSDOT Design Manual, 2011 Chapter 1520 Roadway Bicycle Facilities</p>	<p><b>Active Transportation (Non-Motorized) Funding Sources</b></p> <p><b>Federal Funding Sources</b></p> <p>The 2012 Funding Package recently approved consolidates previous programs into a program called MAP-21 (Moving Ahead for Progress in the 21st Century). MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014. MAP-21 is the first long-term highway authorization enacted since 2005. The funding for non-motorized facilities is left up to individual states.</p> <p><b>State Funding Sources</b></p> <p>Statewide Transportation Improvement Program (STIP)</p> <p>Urban Sidewalk Program Washington Transportation Improvement Board</p> <p>Washington Wildlife and Recreation Program Acquisition and Conservation Board</p> <p>Traffic Safety Grants WA Traffic Safety Commission</p> <p>Nearest Elimination Safety Grants - Intersection and Corridor Safety Program WSDOT</p> <p><b>Regional Funding Sources</b></p> <p>STP Regional Funds are state and federal funds distributed through Metropolitan Planning Organizations: PSAC and KRCC</p> <p><b>Local Funding Sources</b></p> <p>Local jurisdictional funding</p> <p>Local Bond Measures/Loans</p> <p>System Development Charge/Developer Impact Fees</p> <p>Local Improvement Districts (LID)</p> <p>Real Estate Excise Tax (REET)</p> <p>Motor Vehicle Excise Tax (MVET)</p> <p>Lodging Tax (Hotel/Motel tax)</p> <p><b>Private Funding Sources</b></p> <p>Private developers could fund improvements themselves as part of a development</p> <p>Public agencies could develop codes that encourage and provide incentives for trails and non-motorized facilities.</p> <p><b>Note:</b> Federal &amp; WSDOT Funds may not be used for facilities on private land.</p>
<p><b>SHARED USE PATHS/REGIONAL CONNECTIONS</b></p> <p>Trail Class 5 - Fully Developed</p> <p>This order of trails commonly highly modified to allow development of wide, stable, uniform, smooth-surfaced and continuous pathways. The trail surfaces are hardened with asphalt or similar material. They may include bridges, boardwalks, curbs, handrails, trailside amenities, and similar features. Obstacles are cleared from the route and its borders to safeguard natural resources and for user convenience. Geography is generally modified to achieve a gradient of less than eight percent. Lane widths are often double to accommodate traffic volumes. Commonly associated with commuter routes, urban and growth centers or high-use recreation sites, structures are usual. Signposts for route recognition, accessibility, regulatory/resource protection and destination indication are widespread, particularly at trailheads and junctions.</p>		<p>Must meet all 2012 WSDOT Design Criteria for Shared use Paths.</p> <p>Federal Highway Administration, FHWA-PD-04-031 Conflicts on Multiple Use Trails</p> <p><i>Guide for the Development of Bicycle Facilities</i>, 2012 (AASHTO Bike Guide)</p> <p>WSDOT Design Manual, 2011 Chapter 1515 Shared Use Paths</p> <p>Manual on Uniform Traffic Control Devices (MUTCD)</p> <p>WSDOT Field Guide for Accessible Public Rights of Way</p>	<p><b>Local Funding Sources</b></p> <p>Local jurisdictional funding</p> <p>Local Bond Measures/Loans</p> <p>System Development Charge/Developer Impact Fees</p> <p>Local Improvement Districts (LID)</p> <p>Real Estate Excise Tax (REET)</p> <p>Motor Vehicle Excise Tax (MVET)</p> <p>Lodging Tax (Hotel/Motel tax)</p> <p><b>Private Funding Sources</b></p> <p>Private developers could fund improvements themselves as part of a development</p> <p>Public agencies could develop codes that encourage and provide incentives for trails and non-motorized facilities.</p> <p><b>Note:</b> Federal &amp; WSDOT Funds may not be used for facilities on private land.</p>



## Questions to ponder in a mapping process...

- What do we like about these criteria?
- What makes these criteria challenging for Kitsap and how could we overcome that?
- How might we include the community in further discussions?
- What are your takeaways on the overall vision and collaboration moving forward?



## Thank you! Ways to continue the conversation...

- Quarterly Coalition Convenings
  - 1-3pm on Thursday, September 23 (Zoom)
  - 1-3pm on Thursday, November 18 (Zoom)
- Leafline Trails Summit: October 12-16
  - Virtual sessions: 1) Benefits of trails, 2) Current state of local/state/federal trails funding, 3) breaking down barriers to trail access
  - Policy rides leading up to/during the summit:
    - October 15: Interurban Trail South - Algona
    - October 16: Interurban Trail North - Mountlake Terrace
    - TBA: Pipeline Trail - Tacoma
    - TBA: Opportunities for safe biking - Bremerton
- Email [claire@leaflinetrails.org](mailto:claire@leaflinetrails.org)



### Enclosure [3]: Approved Speed Limit Reduction Team Prioritization Matrix

Commissioner District	Road Segment	Current Speed Limit	Proposed Speed Limit	Rank	Cumulative Score	Vote Tally	Vote Score	Priority (E + G)	Top 3 Road Segments for Speed Limit Re-evaluation
<b>South Kitsap</b>									
	Jackson Ave	35mph	30mph	2	15	1 1st choice; 1 2nd choice (1 x 3) + (1 x 2)	5	20	1
	Colchester Drive	40mph	35mph	3	14	1 1st choice; 1 2nd choice; 2 3rd choices	7	21	2
	Southworth Drive	45mph	40mph	5	15	1 2nd choice; 2 3rd choices (1 x 2) + (2 x 1)	4	19	3
<b>Central Kitsap</b>									
	Perry Avenue	35mph	25mph	2	15	5 1st choices (5 x 3 = 15)	15	30	1
	Fairgrounds Road	35mph	25mph	3	14	4 2nd choices (4 x 2 = 8)	8	22	2
	Central Valley Road	35mph	25mph	3	14	2 3rd choices (2 x 1 = 2)	2	16	3
<b>North Kitsap</b>									
	Lemolo Shore Drive, E	35mph	30mph	5	12	4 1st choices; 2 2nd choices (4 x 3) + (2 x 2)	16	28	1
	Miller Bay Road	45mph	35mph	4	13	1 1st choice; 3 3rd choices (1 x 3) + (3 x 1)	6	19	2
	Lemolo Shore Drive, W	35mph	25mph	6	11	1 1st choice; 1 2nd choice (1 x 3) + (1 x 2)	5	16	3