

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

March 15, 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
7:05	4. Route Signs Recommendation	Action	Chair
	5. South Kitsap Parks Connectors	Discussion	Mohr
8:00	6. Metrics	Discussion	Chandler
8:10	7. Port Gamble Trail Update	Discussion	Forte
8:20	8. Legislative Update	Discussion	Forte
8:25	9. Member and Staff Updates	Discussion	Chair
8:30	10. Adjourn	Action	Chair

Attendance:

<p><u>Members Present:</u> Debbie Weinmann (Chair) Jess Chandler (Vice-Chair) Rick Feeney (Recorder) Ray Pardo Doug Piehl Scott Satter Brian Watson</p> <p><u>Members Absent:</u> None</p>	<p><u>Kitsap County Representatives:</u> David Forte Melissa Mohr</p> <p><u>Guests:</u> Don Willott</p>
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Enclosure [1]: South Kitsap Parks Interconnection

Topic 1: Welcome and Introductions

Meeting Called to Order

Topic 2: Public Comment

No comments.

Topic 3: Approval of minutes

Brian Watson put out the motion to approve minutes, Scott Satter seconded. All voted in favor. February minutes approved.

Topic 4: Route Sign Recommendations

In the past last two meetings (documented in their minutes), the committee developed an improved bicycle route signage concept. County representative Melissa Mohr had coordinated this effort for the committee. Jess Chandler made a motion that the team formally submit the concept to the Kitsap County Traffic Department for consideration of implementing of some or all of the documented improvements/alterations. Rick Feeney seconded. All members voted aye. It is noted the motion allows the Kitsap County Traffic Department to consider the concept with any improvements or necessary alterations (e.g., meeting code, funding, etc.).

At this time, Ms. Mohr brought up that Jeff Shea, the Traffic Department's sign coordinator, is coordinating the Silverdale-to-Poulsbo portion (Silverdale Way & Viking Way) to be completed in short order.

Topic 5: South Kitsap Parks Connectors

Melissa Mohr discussed the concept of a physical path connection between several forest parks in South Kitsap (a.k.a., a connector); including Wicks Lake, Square Lake, Calvinwood, and Coulter Creek Regional Park. Enclosure [1] provides the slides. Just prior to pandemic, two years ago, South Kitsap (SK) issued a Transportation Implementation Strategy (TIS) where a connector between the group of individual parks kept coming up. Some conceptual planning efforts were discussed. The area to connect them involves getting an easement from a forestry organizations who harvests the forests between the individual parks.

So the county is now asking the committee to develop a conceptual plan to connect the parks. This can potentially play a part in a regional north-south "spine" trail with a connection west to Belfair and north to Bremerton. Physical and environmental (including fish runs) constraints will have to be addressed in the plan proposal.

Ms. Mohr expects two to four site visits for the NMCAC. From this we'll propose concepts & routes for further study.

David Forte then brought up methods to analyze this similar to the Sound-to-Olympics' (STO) pathway to and through Port Gamble Heritage Park. One variable is that it can focus as a regional connector between communities; but, it does not have to be a Shared Use path (like the north-south spine connector).

Debbie Weinmann asked who will be lead? Public Works and/or Parks Departments? Per Ms. Mohr and Mr. Forte they will be partners. If a Shared Use Path is proposed in the plan, then possibly it's a Public Works project for which Parks will take lead of that portion.

Jess Chandler asked if lime green area on the map is owned by a forestry company and is this going to be like Ueland's property adjacent Green Mountain with their respect for the public to use their property?

David Forte answered that things like easement or ownership will have to be explored. What work's best. We will have to involve the property owner.

Ray Pardo brought up the use of McCormick Woods existing trail network. Look at as a parallel path of hiking trails vs. shared used path. And are there stewardship groups for Square Lake and Wicks Lake?

Rick Feeney stated he saw benefit that with South Kitsap growing tremendously and that most South Kitsap residents won't necessarily use North Kitsap Port's Gamble Regional Park thirty miles north routinely.

Jess Chandler asked if there is a "regional connector" definition and in an A to B connector, how do A's and B's get defined.

David Forte mentioned that there has to have a purpose, point A to point B. We'll know it when we see it. By us. The NMCAC is looking at the connectivity and how we connect the communities.

Debbie Weinmann asked how Population Density plays into this.

David Forte mentioned at this point we don't force it into one direction. Keep float/freedom in the equation (a.k.a., a clean sheet). Kitsap County, Port Orchard, and McCormick Woods developments may have different goals. At this point, it's more of a new concept and we can use lessons learned from the STO trail.

Melissa Mohr mentioned that Safety & Environment both play an instrumental part in this.

Rick Feeney stated we should understand how the north-south bike-ped spine fits into this equation. The county's north-south corridor route to Gorst and northward is still a concept. Right now, it's likely to commence at end of Pierce County's Cushman Trail continuing up Bethel-Burley, to Lider Rd, leading through McCormick's Woods. Along this route, Rick brought up we should be aware of the large new neighborhood being built directly west of McCormick Woods.

David Forte indicated that at the next meeting let's start defining goal and criterial discussions. The starting of the base mapping. Site Visits.

Jess Chandler asked when we want to start our site visits?

David Forte stated we look at that after then next meeting and we can work on the concept over the summer in the better weather. But David stated we don't want to start out tours until we have everybody up to speed on the concept.

Topic 6: Metrics

Update: Jess Chandler, who is heading the sub-committee with Debbie Weinmann and Ray Pardo, provided an update since its initiation at the February meeting. The sub-committee has met four (4) times this past month. They are defining the effort's scope and what constitutes acceptable progress of the team's concepts and undertakings. This concept may include the setting of a base level condition of our county's roads and its progress delta's (e.g., what's been improved or not). Rick Feeney brought up the effort he undertook 10 years ago and how they were used in the current mapping.

Topic 7: Port Gamble Trail Update

David Forte provided the team a bit more information on how the Sound-to-Olympics (STO) portion through the county's Port Gamble Regional Park progress is progressing. The mountain bike park portion, led by the Evergreen Mountain Bike Alliance (EMBA), is progressing, e.g., several of the Easy, Medium, and Expert trails have been created. They have gotten in trail feasibility looking where compromises may be required. He gave a general description of the trail network; e.g.,

where sections A, B, & D are going through. There are cost drivers coming out. For some of the forest harvesting, some of the trail will have to be 14 feet wide; which is really raising the cost. There are also fish creek passages which can be non-compromising. We're looking at areas that will require a wall. Stormwater engineering is crucial. Safety is key. For instance, is it a recreation or a transportation trail network?

Jess brought up the cost issue and David stated that the budget is a big part of what the county is having to look at to account for costs.

Brian Watson and Rick Feeney asked with these costs if there thoughts of redirecting the trail. David Forte discussed the reasons for the current routing of the trails and what benefits.

Topic 8: Legislative Update

David Forte updated the team on the 2022 Washington State legislative efforts. He stated that the approved budget allows for sizeable improvements across the state in multimodal transportation initiatives. A couple key examples include of interest to us are:

- SR104 realignment in/out of Kingston ferry terminal.
- Gorst traffic snarl. Multimodal transportation (i.e., not just cars and trucks) will be a key factor in the research of State Highway 3 from Gorst to Bremerton will include. This might factor in the Hein's Creek Shared Use path up to Kitsap Lake.
- The Belfair Highway 3 downtown bypass.
- Bremerton's Warren Avenue Bridge bike-pedestrian improvements to bring up to code.

Topic 9: Member and Staff Updates

None.

Topic 10: Adjourn

With no further comments, the Chair closed the meeting.

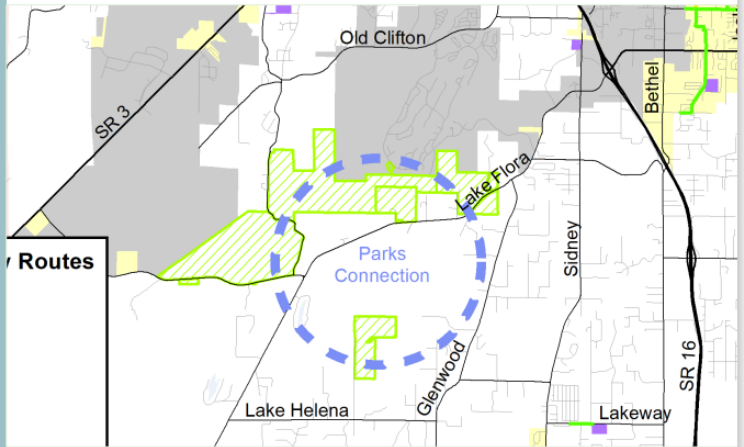
Enclosure [1]: SOUTH KITSAP PARKS INTERCONNECTION CONCEPT



**South Kitsap
Parks Connector**

Non-Motorized Committee

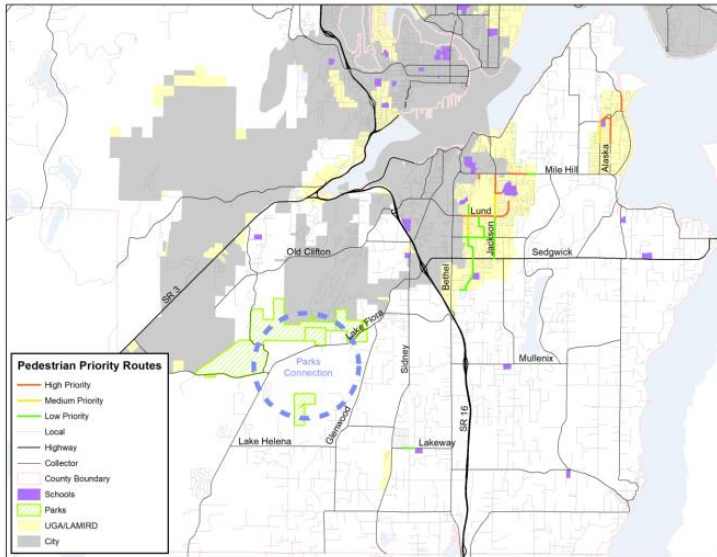
March 2022



South Kitsap
Parks Connector

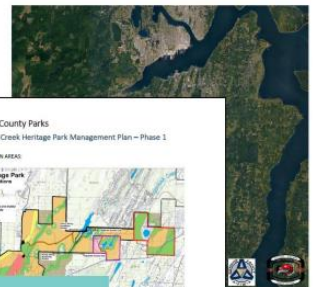
Project history: 2018-2021

South Kitsap – Transportation
Implementation Strategy
(SK-TIS)



- Pedestrian Priority Routes**
- High Priority
 - Medium Priority
 - Low Priority
 - Local
 - Highway
 - Collector
 - County Boundary
 - Schools
 - Parks
 - UGALAMIRD
 - City

Connections within & between communities

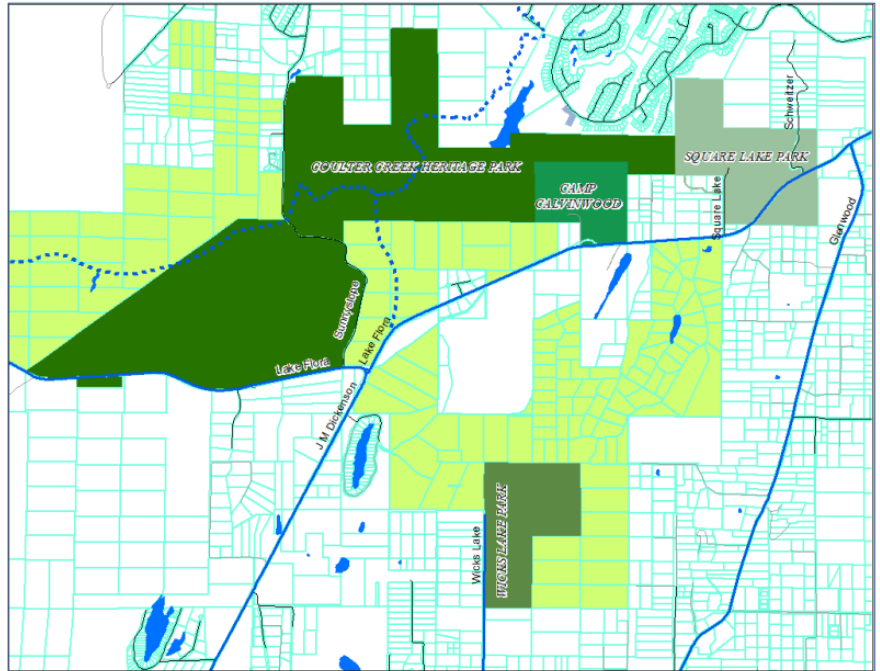


Enclosure [1]: SOUTH KITSAP PARKS INTERCONNECTION CONCEPT

South Kitsap
Parks Connector

History: 2019 South Kitsap Ped. Prioritization

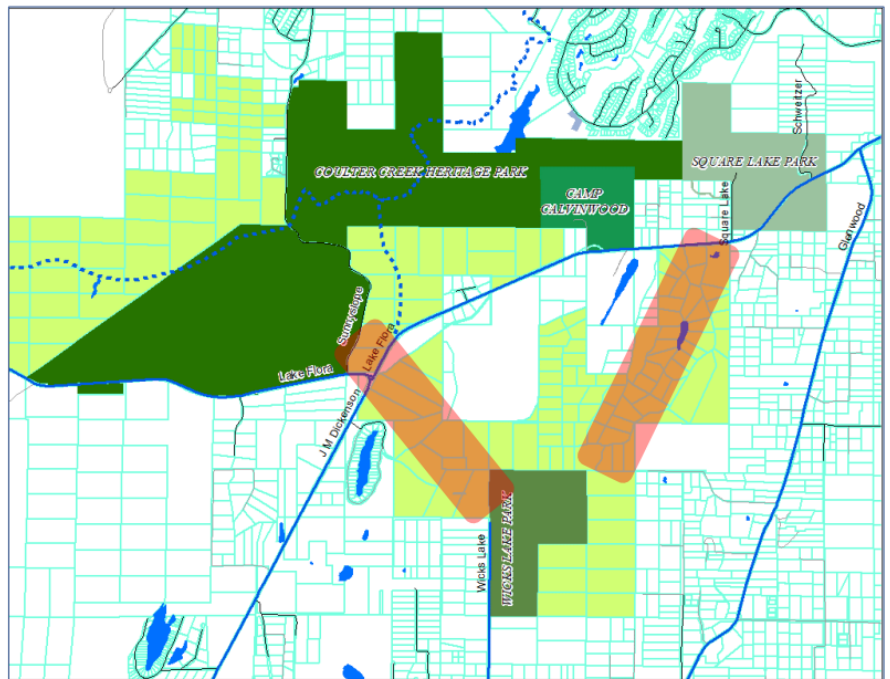
Connecting Wicks Lake and
Coulter Creek Parks



South Kitsap
Parks Connector

History: 2019 South Kitsap Ped. Prioritization

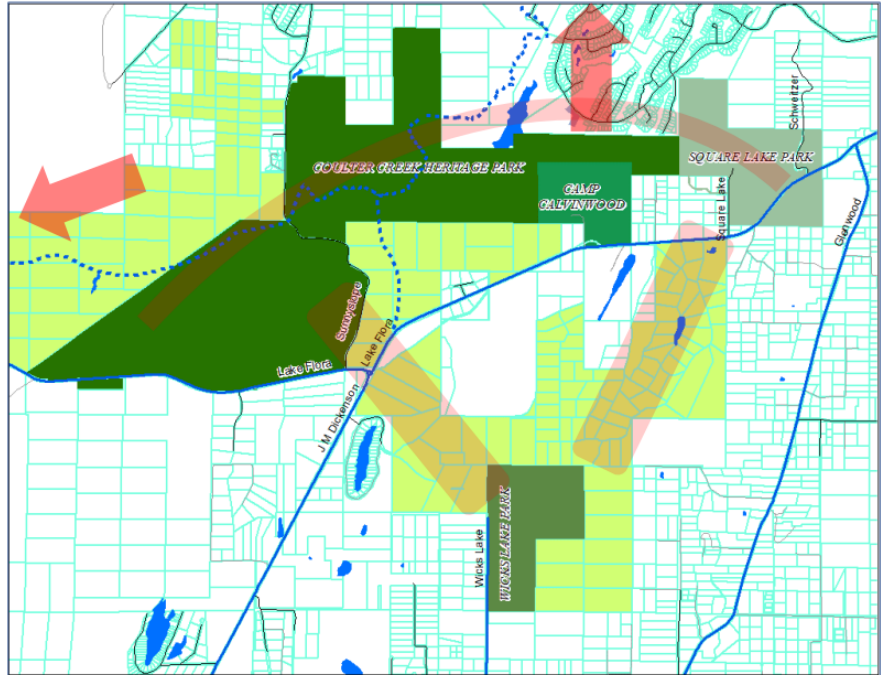
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South Kitsap
Parks Connector

History: 2019 South Kitsap Ped. Prioritization

Connecting Wicks Lake and
Coulter Creek Park



South Kitsap
Parks Connector

Continuing in 2022

GOAL STATEMENT

Identify the best routing that connects all four* parks with each other and could be extended to Belfair and Gorst

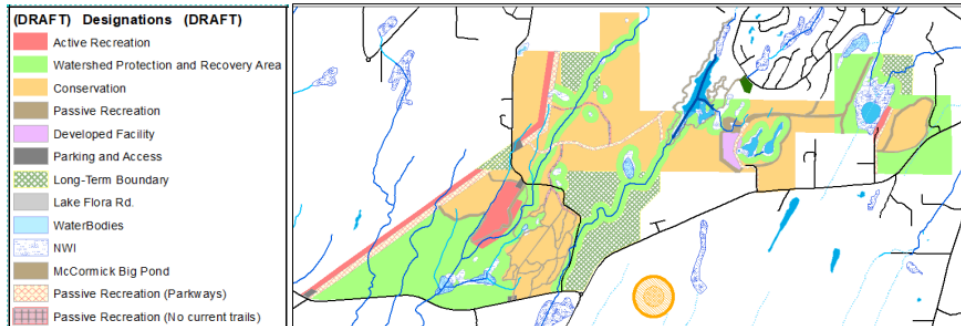
- Some park areas could be closed for now
- A routing is a **broad swath**
- There can be more than one (alternates)
- Develop criteria for evaluation of routes



Continuing in 2022

Kitsap County Staff Tasks

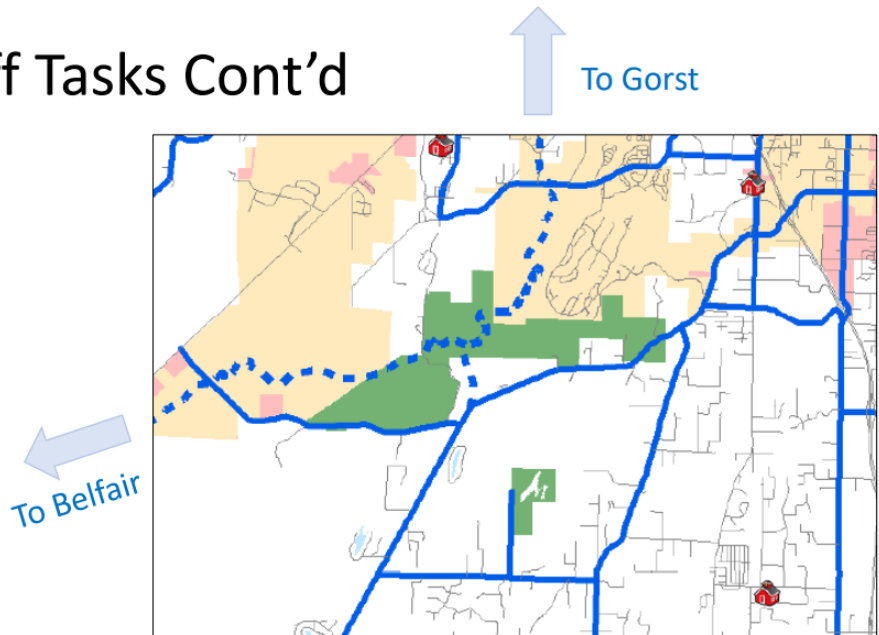
- Parks Dept
 - Confirm desire & ability to access these areas
 - Any changes we should know about?
- Environmental
 - Collate already-mapped info: bald eagle nests, wetlands, etc.



Continuing in 2022

Kitsap County Staff Tasks Cont'd

- Transportation Planning
 - Connections to N/S Spine
 - Connections to roads
 - Points of interest
 - Site visits with NMFCAC

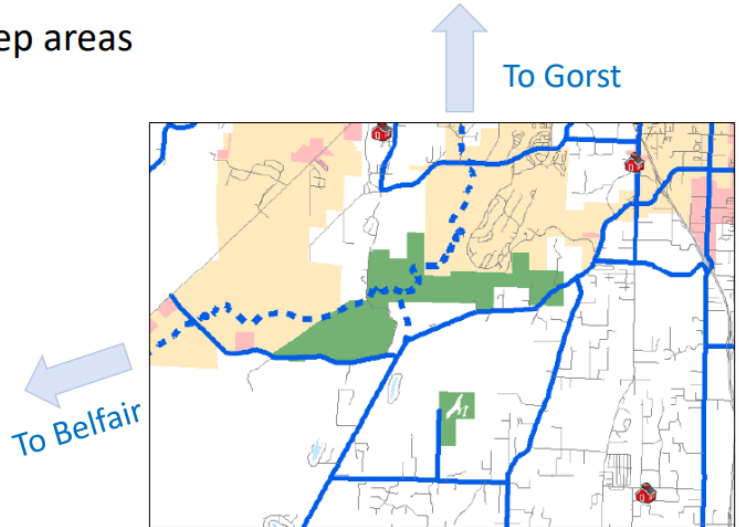


South Kitsap
Parks Connector

Continuing in 2022

Kitsap County Staff Tasks Cont'd

- Elevation data – gentle areas & steep areas
- Connections to N/S Spine
- Existing paths
- Public/private/easement land



South Kitsap
Parks Connector

Continuing in 2022

NMFCAC

- Values & Preferences
 - How strongly do we desire a loop?
 - How important is directness?
 - What is "scenic"? How important is it?

NMFCAC & Staff

- **Site visits (2-4)**
 - Develop routes
- Create evaluation criteria
- Select routings to recommend for further study

RESULT

- Pre-Planning level
- Document & maps necessary to write an RFP for Preliminary Engineering study (like STO)
- OR NULL HYPOTHESIS

