

Minutes – Kitsap County Non-Motorized Facilities Community Advisory Committee

May 20, 2025 – Kitsap County Public Works Building, Port Orchard

Members Present:	Members Absent:
Janet Kidd (Chair)	Scott Satter
Brian Watson (Vice Chair)	Jess Chandler
Nathan Menefee	Rick Feeney
Deborah Weinmann	
Jessy Osterloh	

Public Works Staff Present:

- David Forte
- Melissa Mohr

Guests/Public:

- Commissioner Christine Rolfes, District 1
- Mark Libby (Public - virtual)

Approval of Previous Minutes:

- Brian Watson moved to approve the minutes from April 2025 with minor edits noted by Deborah Weinmann. Deborah seconded. The April 2025 meeting minutes were approved as amended without objection.

Public Comment: No public comments were made.

Discussion Items:

The agenda was amended to allow Commissioner Rolfes to speak on the STO Resolution 053-2025.

1. STO Resolution (Acknowledging the status of the Sound to Olympics Trail Resolution 053-2025):

- Commissioner Rolfes provided background on the events leading up to Resolution 053-2025. She explained that the Kitsap Environmental Coalition filed an appeal alleging that the county had not conducted an Environmental Impact Study on the Sound to Olympics Trail (STO) with the parking lot project included. This appeal was later settled.

- Commissioner Rolfes stated that the Board of County Commissioners allocated funds to the Parks Department to conduct a wildlife habitat study. She noted that Segment D1 would be completed, and Segment D2 is currently being planned as an extension from the parking lot going south. No construction will occur until next year.
- David Forte stated that Segments D2 and C are both grant-dependent, but grants have not been awarded yet. The Kitsap Public Facilities District is the potential grant provider. Funding would come from the Public Facilities District in two phases: first, the parking lot project, and second, the trails, including Segment C. David described the potential grant opportunity as promising, noting that substantial groundwork has been completed.
- Deborah Weinmann asked whether Public Works was conducting the preparation needed to receive the grant. David Forte confirmed that work was being done on the feasibility study, followed by work on the preliminary design phase.
- Commissioner Rolfes assured the committee that the resolution does not halt any work; it simply acknowledges the current status of the project.
- Deborah Weinmann asked whether the wildlife study mentioned earlier is considered a standard part of a feasibility study or was added specifically for this project. Commissioner Rolfes stated that the Board decided the wildlife study was worthwhile given the project's scope. The Parks Department is funding the study. She views the STO as a Parks Department project and believes the Parks Department should decide on the design.
- Commissioner Rolfes stated that Segment AE is under negotiation with Raydient. Raydient was originally required to install a road, but is now considering a roundabout on Port Gamble Road and a trail leading from Carver Drive. Segment AE has funding in the Transportation Improvement Program (TIP), but the Board hopes to complete it at a lower cost by working with Raydient.
- Commissioner Rolfes clarified that the resolution is not intended to prevent Public Works from planning STO-related work. She noted that when the North Gateway parking lot opens, it will accommodate 70 cars, bringing significant numbers of people who may not have previously accessed the park. The parking lot would dramatically increase park utilization. She expressed concern about avoiding user conflicts and noted that managing this increase may require time.

- The feasibility study was discussed, and Deborah Weinmann asked whether the original study was being set aside. Commissioner Rolfes stated that the feasibility study was never formally adopted.
- Nathan Menefee asked for clarification on whether the TIP is an adopted process.
- David Forte confirmed that the TIP is an adopted planning framework. Melissa Mohr added that inclusion in the TIP does not guarantee project completion. Some items may not be implemented, but the TIP represents a maximum planning scenario.
- Commissioner Rolfes stated that her personal preference is to complete the bottom of the hill first (Segment AE or Item #8 on the TIP).
- Nathan Menefee asked what additional information Public Works needs to present to the Board of County Commissioners to continue advancing projects in the adopted TIP, since it was communicated at the April Non-Motorized Facilities Community Advisory Committee meeting that Public Works was stopping all work on the STO due to the resolution.
- Commissioner Rolfes suggested that Public Works may prefer not to work on projects that lack full commissioner support.
- David Forte stated that Public Works intends to complete D1 and will examine studies for Segments AE and C to determine advancement potential or needed adjustments. Recommendations will be made as part of the TIP process. Studies for the South Sound to Olympics (SSTO), Central Sound to Olympics (CSTO), and Casino to Gunderson projects are ongoing. Segments D2 and AE will be delayed by at least one year due to staffing constraints and Public Works priorities. Public Works must determine what can still be delivered. The 2026-2031 TIP will be presented to commissioners in late summer or early fall. Recent staff and leadership changes at Public Works, including the retirement of both the Public Works Director and Head Design Manager, have created additional challenges.
- Commissioner Rolfes noted that Kitsap Public Facilities funding provides flexibility in path surface options (paved versus unpaved) that can be explored.
- Brian Watson thanked Commissioner Rolfes for attending. He emphasized that a paved surface from Bainbridge to Hood Canal is critical and would be the best project Kitsap County has undertaken in years. He discussed the central importance of the Burke-Gilman Trail to regional mobility and

expressed his belief that the Kitsap Environmental Coalition will attempt to stop the STO through incremental opposition.

- Commissioner Rolfes noted that the decision to order the wildlife study was made before the Kitsap Environmental Coalition appeal. She observed that non-motorized trail planning is challenging in Kitsap County because the county lacks the abandoned railroad corridors that many successful projects in neighboring counties utilize, which makes construction significantly easier.

2. Anderson Hill Corridor:

- David Forte provided an overview of the West Silverdale Land Use & Transportation planning currently underway at Public Works and Community Development. He highlighted the Anderson Hill Traffic Study being conducted by Public Works. Extensive and rapid growth is occurring in West Silverdale, with over 500 separate subdivisions in planning phases. Development will occur in phases, but is expected to progress quickly. David discussed elevation challenges facing potential routing and specific constraints posed by railroad trestles and freeway overpasses. The study is being conducted in-house by Public Works due to unsuccessful funding efforts. The study will cover the area from Apex Airport Road to Frontier Place and is expected to be completed by January or February 2026. Roadway congestion and non-motorized use are being addressed as separate issues on parallel tracks. The committee may be asked to review potential non-motorized routes in the area.
- Brian Watson commented on his concern regarding the County permitting extensive development in areas distant from non-motorized facilities and sidewalks, thereby creating car-dependent residents. David noted that one development will contribute approximately \$4 million toward the Anderson Hill Roundabout once a specified number of units are developed.

Member and Staff Update:

- None made due to time constraints.

Adjournment:

- The meeting was adjourned at 19:10.