

# 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 standard 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><a href="#">NACTO Urban Bikeway Design Guide</a> :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. <a href="#">Guide for the Development of Bicycle Facilities</a>, 2012 (AASHTO Bike Guide)</p> <p><a href="#">Designing Sidewalks and Trails for Access: A two-part report on pedestrian accessibility</a>, produced for FHWA LAG Manual, Chapter 42—City and County Design Standards</p> <p>Manual on Uniform Traffic Control Devices (MUTCD) Context 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 <i>Washington Transportation Improvement Board</i></p> <p>Washington Wildlife and Recreation Program <i>Recreation and Conservation Board</i></p> <p>Traffic Safety Grants <i>WA Traffic Safety Commission</i></p> <p>Hazard Elimination Safety Grants - Intersection and Corridor Safety Program <i>WSDOT</i></p> <p><b>Regional Funding Sources</b></p> <p>STP Regional Funds are state and federal funds distributed through Metropolitan Planning Organizations: PSRC and KRCC</p> <p><b>Local Funding Sources</b></p> <p>Local jurisdictional funding</p> <p>Local Bond Measures/Levies</p> <p>System Development Charges/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: Federal &amp; WSDOT Funds may not be used for facilities on private land.</b></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 materials. 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><a href="#">Federal Highway Administration, FHWA-PD-94-031</a> :Conflicts on Multiple Use Trails</p> <p><a href="#">Guide for the Development of Bicycle Facilities</a>, 2012 (AASHTO Bike Guide)</p> <p><a href="#">WSDOT Design Manual</a>, 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/Levies</p> <p>System Development Charges/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: Federal &amp; WSDOT Funds may not be used for facilities on private land.</b></p>
<p><b>COMMUNITY CONNECTORS</b></p> <p>Trail Class 4 - Highly Developed</p> <p>Trails in this category show evidence of development that supports wide, smooth surfaced and continuous pathways. The trail surfaces are often hardened and obstacles are cleared from the route and its borders to safeguard natural resources and for user convenience. Topography may be graded. Lane widths vary between single and double to accommodate traffic volumes. Structures of native or imported materials are substantial and common. Signposts for route recognition, accessibility, regulatory/ resource protection and destination indication are common, particularly at trailheads and junctions.</p>		<p>Grant agency requirements may be specific . General guidance may be found in the following references:</p> <ol style="list-style-type: none"> <li>1. <a href="#">Guide for the Planning, Design, and Operation of Pedestrian Facilities</a>, 2004 (AASHTO Pedestrian Guide)</li> <li>2. <a href="#">Designing Sidewalks and Trails for Access: A two-part report on pedestrian accessibility</a>, produced for FHWA</li> <li>3. <a href="#">Trail Fundamentals and Management Objectives</a>, May 2011 USFS</li> </ol>	<p><b>Recreation Trails Funding Sources</b></p> <p><b>RCO (Washington Recreation and Conservation Office)</b></p> <p>State Recreation and Conservation Funding:</p> <ul style="list-style-type: none"> <li>• N RTP National Recreational Trails Program (backcountry trails)</li> <li>• WWRP Washington Wildlife and Recreation Program</li> <li>• ALEA Aquatic Lands Enhancement Act (Navigable aquatic areas only)</li> <li>• LWCF Land and Water Conservation Fund</li> <li>• BFP Boating Facilities Program</li> <li>• NOVA Non-highway and Off –Road Vehicle Activities Program (hiking, mountain biking and equestrian trails)</li> <li>• Salmon Recovery Funding Board (salmon habitat)</li> <li>• WWRP Washington Wildlife Recreation Program</li> </ul> <p><b>Other Agency Funding:</b></p> <ul style="list-style-type: none"> <li>• NRCS Natural Resources and Conservation Service administer Resource Conservation and Development Program by Secretary of Agriculture. <a href="http://www.nrcs.usda.gov">www.nrcs.usda.gov</a></li> <li>• Federal or State earmarks</li> </ul> <p><b>Local Sources of Grants, Revenue , and Implementation Mechanisms</b></p> <ul style="list-style-type: none"> <li>• Conservation Futures Levy. A small fraction of property taxes used for land acquisition, including parks, trail corridors and recreation or open space areas is available to Counties.</li> <li>• Real Estate Excise Tax or REET, locally enacted on property sales, up to .5% can be used to pay for projects in the Capital Facilities Plan or 1% 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.)</li> <li>• Private Sector funding sources: donations of land, easements or R.O.W., contributions of expertise, labor and materials by business, organizations, and individuals have helped develop entire projects or met matching requirements.</li> <li>• Land Trusts are often instrumental in securing sites and corridors, both through purchases and conservation easements.</li> <li>• Developer requirements: Some counties require or provide incentives to provide amenities such as trails and open space, or may require impact fees.</li> <li>• Regional Park and Recreation districts (such as Bainbridge Metropolitan Park District and North Kitsap Park District)</li> </ul> <p><b>Foundation Grants</b></p> <ul style="list-style-type: none"> <li>• The Conservation Fund through the American Greenways Program helps build a national network of linked open spaces and natural areas, connecting communities to the outdoors.</li> <li>• Fish and Wildlife Foundation grants.</li> <li>• Kodak American Greenways Awards provides small grants for planning and design of greenways. <a href="mailto:greenways@conservationfund.org">greenways@conservationfund.org</a> 703 525-6300</li> <li>• The Bikes Belong Coalition, grants up to \$10,000. 303 449-4893</li> </ul> <p><b>Volunteers</b></p> <ul style="list-style-type: none"> <li>• Local community groups and individuals.</li> <li>• Adopt-A-Trail programs (training available via Washington Trails Association)</li> <li>• The International Mountain Biking Association (IMBA) Trail Care Crew training.</li> <li>• Washington Trails Association training for hiking trail construction.</li> <li>• Backcountry Horsemen of Washington volunteer on equestrian trails.</li> <li>• Local kayaking groups have adopted Cascadian Marine Trail campsites.</li> </ul>
<p><b>NEIGHBORHOOD CONNECTORS</b></p> <p>Trail Class 3 - Developed</p> <p>This classification of trails is differentiated by development that supports obvious and continuous pathways. Generally lanes are single user width, but with "passing lanes" constructed to accommodate traffic volumes. Structures of native or imported materials, such as bridges protect resources. Signage for route identification, objective/goal markers, interpretive information, regulatory and resource protection are common, particularly at trailheads and junctions.</p>		<p>Grant agency requirements may be specific . General guidance may be found in the following references:</p> <ol style="list-style-type: none"> <li>1. <a href="#">USDA Trails Management Handbook</a> (Forest Service Handbook 2309.18)</li> <li>2. <a href="#">USDA Trail Construction and Maintenance Notebook</a>, 2007 Edition</li> <li>3. <a href="#">USDA Forest Service Outdoor Recreation Accessibility Guidelines</a> (FSORAG)</li> <li>4. <a href="#">USDA Forest Service Trail Accessibility Guidelines</a> (FSTAG)</li> <li>5. <a href="#">Federal Highway Administration Guidebook, 2001: Designing Sidewalks and Trails for Access, Part II: Best Practices Design Guide</a>, Chapters 12 through 18, TRAIL DEVELOPMENT</li> <li>6. <a href="#">Trail Fundamentals and Management Objectives</a>, May 2011 USFS</li> </ol>	<p>Grant agency requirements may be specific . General guidance may be found in the following references:</p> <ol style="list-style-type: none"> <li>1. <a href="#">USDA Trails Management Handbook</a> (Forest Service Handbook 2309.18)</li> <li>2. <a href="#">USDA Trail Construction and Maintenance Notebook</a>, 2007 Edition</li> <li>3. <a href="#">USDA Forest Service Outdoor Recreation Accessibility Guidelines</a> (FSORAG)</li> <li>4. <a href="#">USDA Forest Service Trail Accessibility Guidelines</a> (FSTAG)</li> <li>5. <a href="#">Federal Highway Administration Guidebook, 2001: Designing Sidewalks and Trails for Access, Part II: Best Practices Design Guide</a>, Chapters 12 through 18, TRAIL DEVELOPMENT</li> <li>6. <a href="#">Trail Fundamentals and Management Objectives</a>, May 2011 USFS</li> </ol>
<p><b>LOCAL ACCESS</b></p> <p>Trail Class 2 - Moderately Developed</p> <p>Trails in this class are essentially unmodified yet distinguished by minor development. Modifications are sufficient to provide discernible and continuous pathways for moderate volumes of varied users. Structures, when present, are typically built with native materials to protect trail resources and infrastructure. Natural features such as brush, rocks and logs border these rough, mostly single lane routes. Vegetation may encroach upon the trail and passing lanes are rare. Grades and drainages are largely unchanged from their natural state, although bridges may be installed to preserve native assets. Signage for route identification is present. Destination markers, interpretive information, regulatory and resource protection signs are infrequent.</p>		<p>Grant agency requirements may be specific . General guidance may be found in the following references:</p> <ol style="list-style-type: none"> <li>1. <a href="#">USDA Trails Management Handbook</a> (Forest Service Handbook 2309.18)</li> <li>2. <a href="#">USDA Trail Construction and Maintenance Notebook</a>, 2007 Edition</li> <li>3. <a href="#">USDA Forest Service Outdoor Recreation Accessibility Guidelines</a> (FSORAG)</li> <li>4. <a href="#">USDA Forest Service Trail Accessibility Guidelines</a> (FSTAG)</li> <li>5. <a href="#">Federal Highway Administration Guidebook, 2001: Designing Sidewalks and Trails for Access, Part II: Best Practices Design Guide</a>, Chapters 12 through 18, TRAIL DEVELOPMENT</li> <li>6. <a href="#">Trail Fundamentals and Management Objectives</a>, May 2011 USFS</li> </ol>	<p>Grant agency requirements may be specific . General guidance may be found in the following references:</p> <ol style="list-style-type: none"> <li>1. <a href="#">USDA Trails Management Handbook</a> (Forest Service Handbook 2309.18)</li> <li>2. <a href="#">USDA Trail Construction and Maintenance Notebook</a>, 2007 Edition</li> <li>3. <a href="#">USDA Forest Service Outdoor Recreation Accessibility Guidelines</a> (FSORAG)</li> <li>4. <a href="#">USDA Forest Service Trail Accessibility Guidelines</a> (FSTAG)</li> <li>5. <a href="#">Federal Highway Administration Guidebook, 2001: Designing Sidewalks and Trails for Access, Part II: Best Practices Design Guide</a>, Chapters 12 through 18, TRAIL DEVELOPMENT</li> <li>6. <a href="#">Trail Fundamentals and Management Objectives</a>, May 2011 USFS</li> </ol>
<p><b>GENERAL SHORTCUTS, FREELANCE DEVELOPMENT</b></p> <p>Trail Class 1 - Minimally Developed</p> <p>This class of trails is identifiable by minimal enhancement of these relatively low volume, foot traffic routes. Natural features such as brush, rocks or logs frame and may obscure or block these often narrow, primitive and single lane paths. Grades and drainages are largely unchanged from their natural state. Minimal signage for route identification, interpretive information, regulatory and resource protection are infrequent to nonexistent.</p>		<p>Classification Criteria and Management can be found in the following document.</p> <ol style="list-style-type: none"> <li>1. <a href="#">Trail Fundamentals and Management Objectives</a>, May 2011 USFS</li> </ol>	<p>Classification Criteria and Management can be found in the following document.</p> <ol style="list-style-type: none"> <li>1. <a href="#">Trail Fundamentals and Management Objectives</a>, May 2011 USFS</li> </ol>
<p><b>WATER TRAILS</b></p> <p>The vision for Kitsap a Kitsap County Water Trail is a network of launch and landing sites, or "trail heads," that allow people in paddle or small sail boats to enjoy the historic, scenic and environmental richness of Puget Sound through multiple-day and single-day trips. The water trails will promote safe and responsible use, while protecting and increasing appreciation of environmental and cultural resources through education and coordination.</p>		<p>There is no official guide to standards or design requirements. An important ingredient in the concept of nearly all modern water trails, and probably the most significant in its long-term effect, is an ethic of low impact use and stewardship of the lands and waters being used. In short, users assume a personal responsibility for the care of the resource.</p>	<p>There is no official guide to standards or design requirements. An important ingredient in the concept of nearly all modern water trails, and probably the most significant in its long-term effect, is an ethic of low impact use and stewardship of the lands and waters being used. In short, users assume a personal responsibility for the care of the resource.</p>