

Non-Motorized Facilities Community Advisory Committee  
Draft Comprehensive Plan Initial Comments  
February 20, 2024

Question of Alternatives

We, the Non-Motorized Facilities Community Advisory Committee, advise the Board of County Commissioners to select Alternative 2. We believe this is the most desirable alternative, as it condenses growth into existing urban areas by incentivizing developers and increasing densities.

The benefits of Alternative 2 include reduced environmental impacts; concentration of non-motorized facilities and services; improved bus services within communities; greater opportunity for walkable communities with numerous non-motorized transportation options; and increased availability of green spaces, parks, and recreation. These points have been selected from our perspective as the non-motorized committee; however, there are undoubtedly many other benefits to this alternative.

*Reduced Environmental Impacts*

Numerous studies have shown that concentrating urban development in cities reduces environmental impacts contributing to climate change over sprawling rural development. Below is an article summarizing the findings from a recent study published by the Intergovernmental Panel on Climate Change (IPCC). This type of decision-making also nicely fits with Transportation Goal 8, "...avoid first, minimize second, and only then mitigate negative environmental impacts."

"Building up instead of out is a key way for cities to commit to a more sustainable future."

<https://archive.curbed.com/2019/8/8/20791945/climate-change-report-2019-ipcc-land-use-cities>

*Concentration of Non-Motorized Facilities and Services*

More condensed urban areas will better consolidate the areas needing bus service.

*Improved Bus Services Within Communities*

By focusing bus services in smaller, more condensed urban areas, rather than spreading service over a larger, more rural area, the quality of service to those communities will improve.

*Increased Opportunity for Walkable Communities*

Condensed development also better facilitates improvements to walking facilities, which will reduce the number of vehicle trips and amount of bus service needed.

*Increased Availability of Green Spaces, Parks, and Recreation*

By concentrating development into urban areas, undeveloped land can be set aside as open space and/or for recreational activities.

Comments to the Comprehensive Plan as a Whole

- (a) The goal of our discussion is to reduce this list to 3 or 4 priorities for our April 8<sup>th</sup> letter.
- (b) Individual comments should also be submitted throughout the process. The more frequently specific comments are heard, the more likely they are to enact changes.
- (c) Then, once the next draft of the comprehensive plan is released, we can provide additional comments as a group.

- (1) Allocate funding and personnel to resolve the differences and discrepancies between the existing Non-Motorized Plan and the proposed Facilities Plan. Reconcile any differences and combine them into one overarching document (Transportation Strategy 4.b).
- (2) Designate a proportion of transportation funding for non-motorized projects. Measure progress against Non-Motorized Plan and produce an annual report (Transportation Policy 1.1).
- (3) Fund, design, and implement both a north-south and east-west non-motorized central pathway to provide access across Kitsap County (alternative to Transportation Policy 1.5 & Transportation Goal 4 regarding “complete streets”).
- (4) Separate non-motorized projects from transportation projects in the Transportation Improvement Program (TIP) with the goal of increasing the priority for funding of non-motorized projects.
  - a. Alternatively, the current scoring system used to prioritize projects that gives vehicle movement 3 times the weight of non-motorized movement could be revised to give more weight to non-motorized movement. (Transportation Policy 1.f)
- (5) Inventory existing non-motorized/pedestrian facilities in Kitsap in a GIS map accessible to the public with the goal of using the data to equitably inject funding into the neighborhoods with the greatest need of investment (Capitol Facilities & Utilities Strategy 1.c).
- (6) Replace the existing 85% rule for determining speed limits with whole picture alternatives that consider overall location context. (Transportation Goal 3 & Strategy 3.c).