

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

February 15, 2022 (Virtual Meeting)

Agenda

Virtual Meeting

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. NM Signage	Discussion	Mohr
8:00	5. Recommendations?	Discussion	Forte
8:05	6. Metrics	Discussion	Vice Chair
8:15	7. Member and Staff Updates	Discussion	Chair
8:30	8. 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> None</p>
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Enclosure [1]: BIKE ROUTE SIGNS, CONTENT & LOCATIONS (2nd Phase)

Topic 1: Welcome and Introductions

Meeting Called to Order

Topic 2: Public Comment

No comments.

Topic 3: Approval of minutes

Ray Pardo put out the motion to approve minutes, Jess Chandler seconded. All voted in favor. January minutes approved.

Topic 4: Non-Motorized Signage

Melissa Mohr continued discussion on route signage. She brought up Enclosure [1] onto the screen.

We discussed listing destinations onto the signs and whether distance to the next or end of route to the sign. Melissa stated that this subject was discussed with the county's engineering. Staff stated that it was acceptable but did not agree to signs on opposite side of road as it can be a source of confusion and thus a safety concern.

Discussed that directional signs will be at major junctures in the road. There will also be a confirmation sign a short distance after the decision point to give the rider confirmation they are still on the applicable route.

The signage will also account for when cyclists are diverted onto a bicycle path or shared use path. She showed the standardized sign the NMCAC and the Roads Department have adopted.

We proceeded with examples of the bike routes on both sides between Silverdale and Poulsbo.

We will no longer have a Route Number listed on the signs as they have little if any value.

Ray Pardo stated pedestrians should have signs attached to the opposite side of the road listing the destination and mileage to destination.

Melissa discussed how this was not favored by the Public Works as the general pedestrian will not necessarily have sidewalks there and we can't legally endorse this as a designated walkway. This was discussed at length. Ray, Brian, and Debbie all gave reasons they are still in favor of the pedestrian signs despite concerns. Debbie's thought was to place a pedestrian on the bike route sign to signal to drivers that there could be pedestrians walking on the shoulder too; thereby improving safety for pedestrians.

Doug Piehl opted for Melissa's legal issues and felt it could be throwing in hindrances to progress. Rick Feeney did say that pedestrian signs may endorse them to walk on the correct legal side of the road because often they are not.

Brian Watson asked if the directional and mileage information would be on a separate sign on the post than the Bicycle Route sign because things can change; as we've discussed? Melissa affirmed Brian's point.

It was explained, when we come up to a round-a-bout, the bicycle sign will direct the correct route to take.

Rick Feeney brought up how we will highlight alternate routes like Ridgetop and its new bike friendly path.

The team also discussed how we will clue people into the paved Clear Creek trail. Especially due to speed coming down the hill you may go right past it. Team agreed on this.

Ray Pardo asked if we should make a motion on our support with the signs. It was discussed that the efforts and meeting discussions are passed on to the county personnel who can use the information. It was brought up that we don't want to "lock" the implementers into any necessary revisions (e.g., meeting code).

Topic 5: Recommendations?

David Forte wanted to answer the question of "What happens with the recommendations that the non-motorized committee provides."

David explains how NMC actions serves many purposes. He explained how it gets to the applicable staff member(s) and to the commissioners. He gave an example of the signs we've been discussing lately. The recommendations go to Traffic and Sign sections, who will review/amend the recommendations and make the determination to implement.

Another example was our recommendations on incorporating bicycle parking during future developments. It was communicated to the commissioners and forwarded to the Community Development Department (DCD). DCD has started the review and adoption process for amendments to the County Code.

The advisory committee's speed reductions recommendations is a good example. It is a complicated one that takes a lot of effort to analyze before the roads department can take action.

Topic 6: Metrics

Jess Chandler brought up establishing a sub-committee to look at metrics. David Forte stated there is some confusion on what we want these metrics to tell us and accomplish.

Debbie Weinmann brought up that we can create a sub-committee to narrow down what the scope is how to monitor our performance (e.g., are we meeting our team's objectives).

David Forte explained how it is a complex topic area with lots of variables. For example, rural, urban, complete streets, context sensitive design.

Ray Pardo brought up an example of pedestrian metrics. Look at roads that we have and all the variables (schools, neighborhoods). How do we grade them; maybe grading them A to F (excellent to sub-standard). Can we use them to track progress? He brought up shoulder width. Are we getting better?

The team established a sub-committee: Jess Chandler, Ray Pardo, Debbie Weinman.

Topic 7: Member and Staff Updates

David Forte. Potential good news in the state's new Transportation Package. It includes non-motorized transportation. Examples include:

- Realignment in Ferry traffic in Kingston.
- Gorst improvements, which included address non-motorized connections through Gorst.

Rick Feeney: On February 14th, I observed a new paved section on west side of Highway 16 where Sedgwick Rd becomes Glenwood Ave at the county line. He observed deficient bike lane width. The road's new vertical curb and painting parameters disestablished the four-foot bike lane in the new section. Since at a section within Port Orchard, they are overseeing the contract and it protruded into county's marked Glenwood Bike Route; he e-mailed pictures to the City of Port Orchard and Kitsap County (e.g., Jeff Shea). Mr. Shea has personnel out observing. Rick just wanted the team members to always be aware of things like this going on in county's streets.

David Forte: David brought up an update on the Sound-to-Olympics (STO) planning study on its progress through the Port Gamble forest park. He stated its important for our committee to keep aware. There are some difficulties occurring (e.g., slope). He talked about the access road being planned up to the ride park.

A lot of study in the next months. Section's A, B & D in design stage. Section E down into Port Gamble being recalibrated.

Topic 8: Adjourn

Jess Chandler put out the motion to adjourn, Ray Pardo seconded. All voted in favor.



Bike Route Signs

What information do they convey

How do they convey that

February 2022

NMC

Then



Now



**The future
has arrived!**



Sign content

Destinations

Midpoints / Decision Points with arrows

Mileage

Pedestrian signs (front and back)

System branding

Sign content

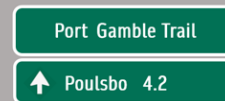
- ✓ Destinations
- ✓ Midpoints / Decision Points with arrows
- ✓ Mileage
- ✓ → ✗ Pedestrian signs (front and back)
- ✗ System branding

Location

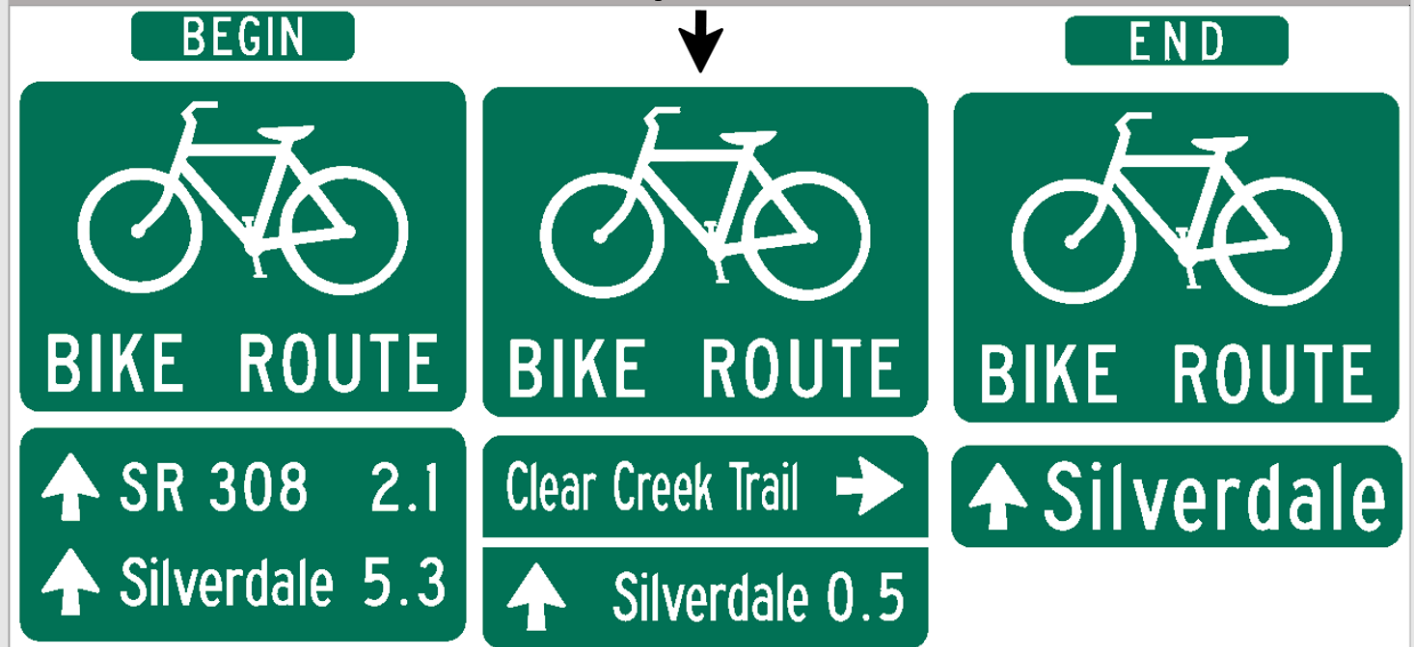
- At beginning and end
- Before turns
- After major intersections where a bicyclist is likely to have entered the bike route and would benefit from a confirmation sign
- For named separated paths, there will be a Public Works sign at the entrance. The rest of the shared use path sign design may vary depending on the design criteria of the park or trail

Sign design

- BEGIN/END for the beginning and ending of the bike route
- A MUTCD D11-1 standard BIKE ROUTE sign
- The endpoint and one or two midpoints if there are any, plus distance to them.
- For named separated paths there will be
 - a path name (which might be a subsection)
 - no D11-1 BIKE ROUTE
 - the system logo may be placed below the endpoint sign

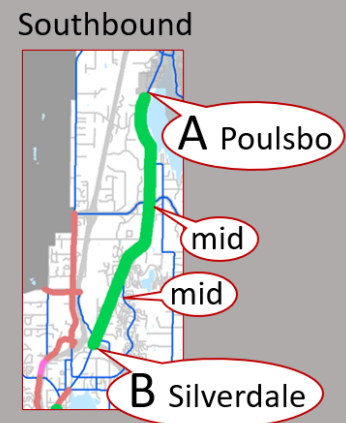


Midpoints



Listed destinations:

A name describing the area where the bike route* ends; such as a city, landmark, well-known neighborhood, or major trail. A midpoint or two may also be identified in this manner, and a directional arrow may accompany it.



*PW 34.17.01 POL

Name those endpoints!

A Poulsbo

B Silverdale

C Silverdale

D Bremerton/
Kitsap Way

E Port Orchard

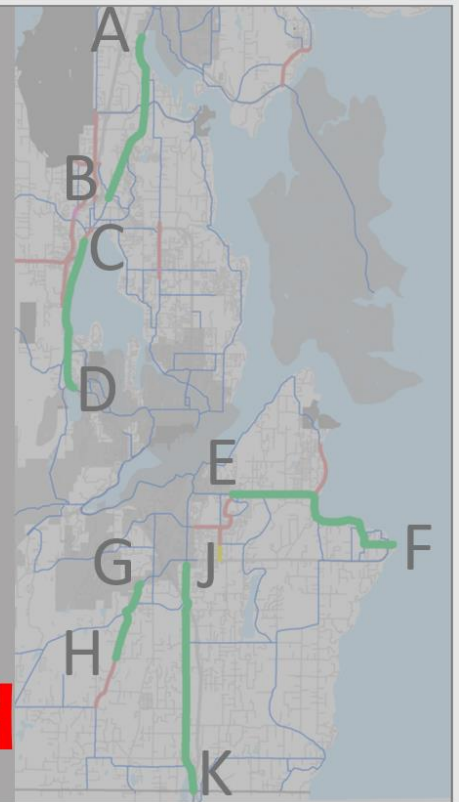
F Southworth

G Port Orchard

H Wildwood Rd

J Port Orchard

K Burley/Pierce Co



LAST MONTH

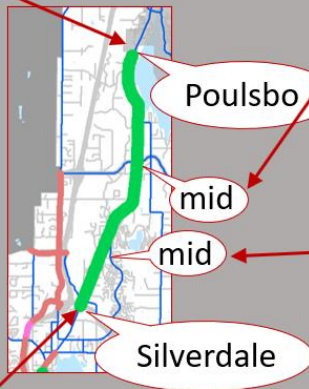
BEGIN

↑ SR 308 2.1

↑ Silverdale 5.3

↑ RIDGETOP BLVD 1.5

↑ Silverdale 3.1



↑ Clear Creek Trail 1.2

↑ Silverdale 1.7


END

↑ Silverdale

When will we see new signs?

In spring/summer/fall John's staff is very busy with striping, markings and RPMs, and very little sign work is done.

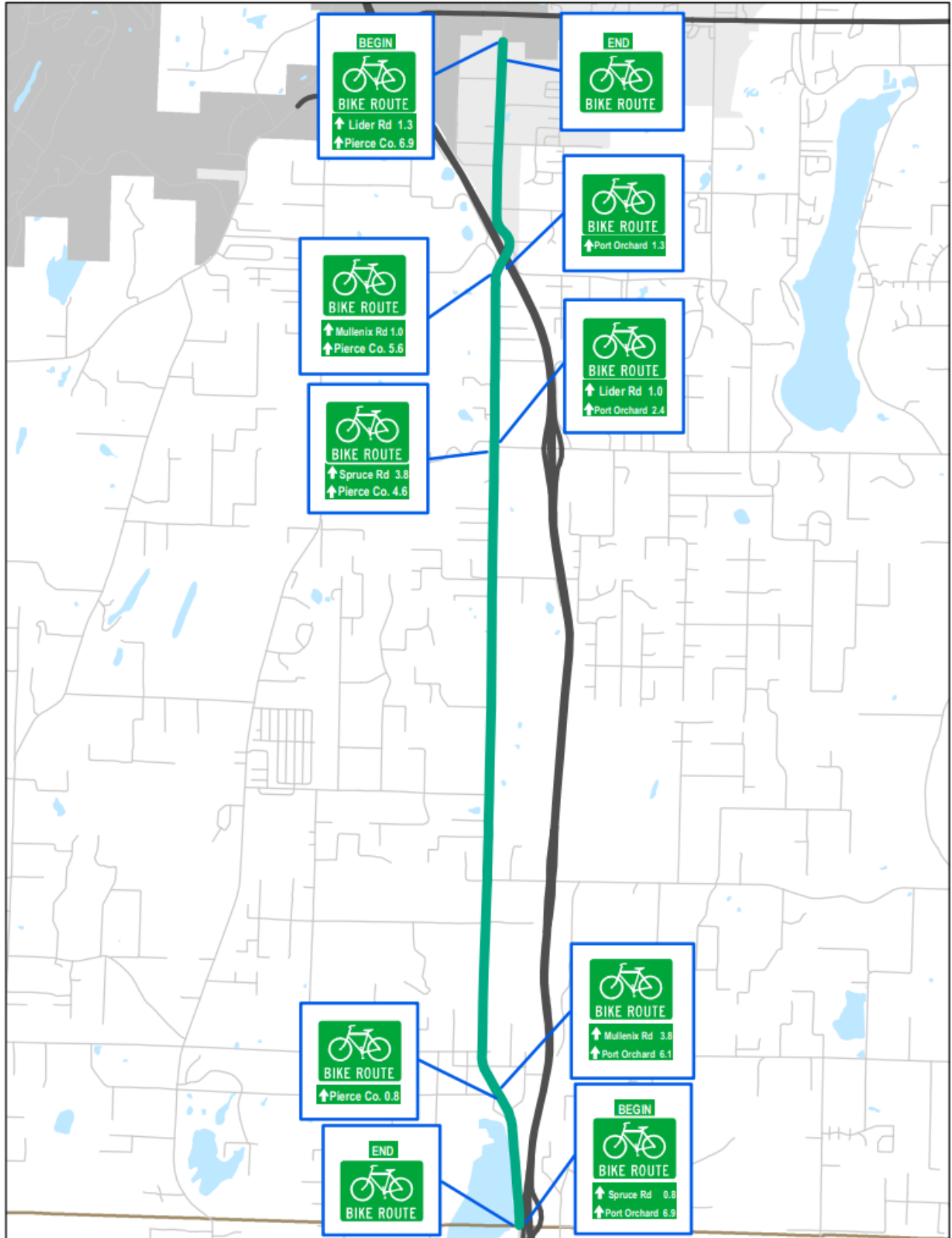
Winter '21 – '22?



Typo: '22 – 23'

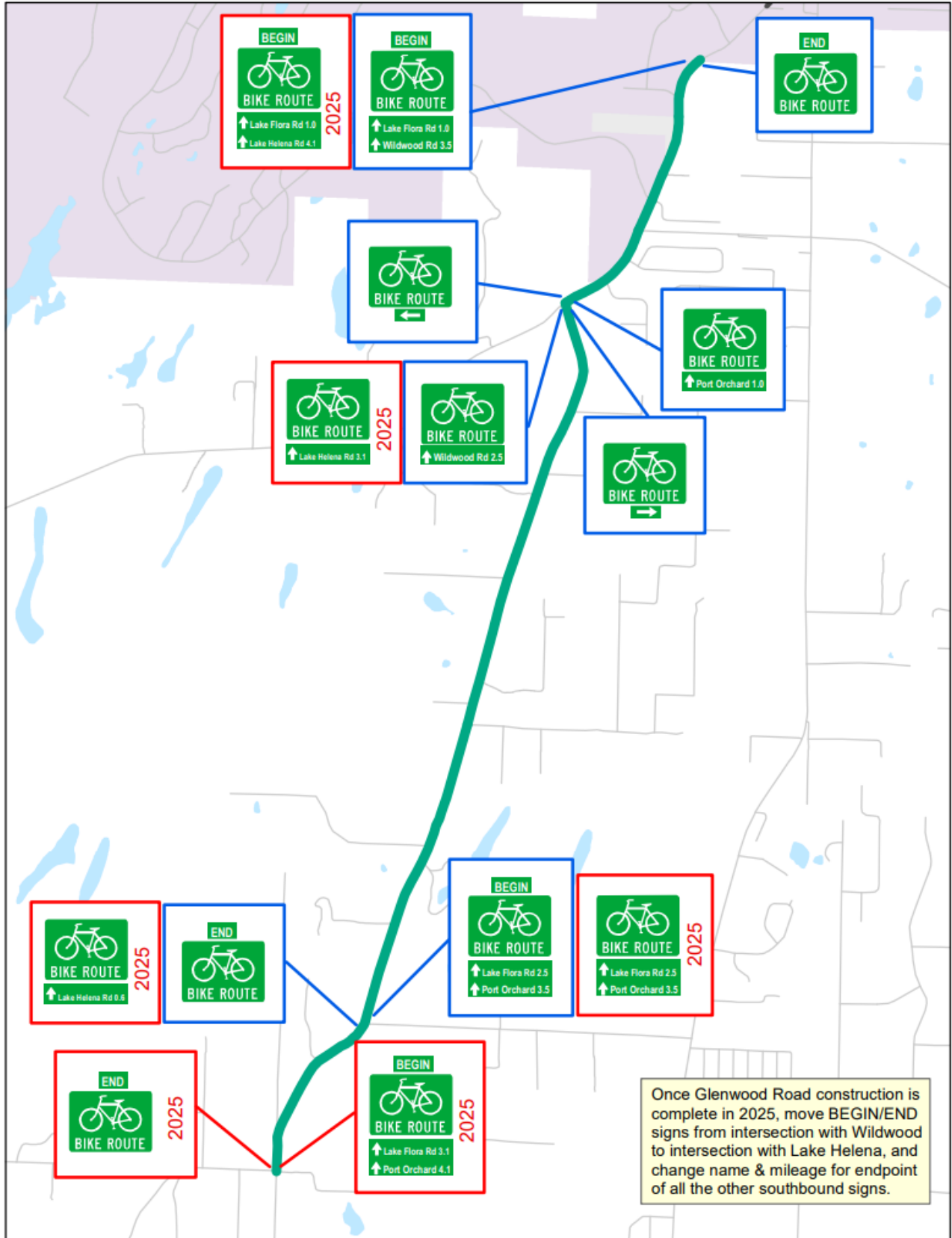
Enclosure [1]: BIKE ROUTE SIGNS, CONTENT & LOCATIONS (2nd Phase)

Example: South Kitsap - Bethel Burly Road



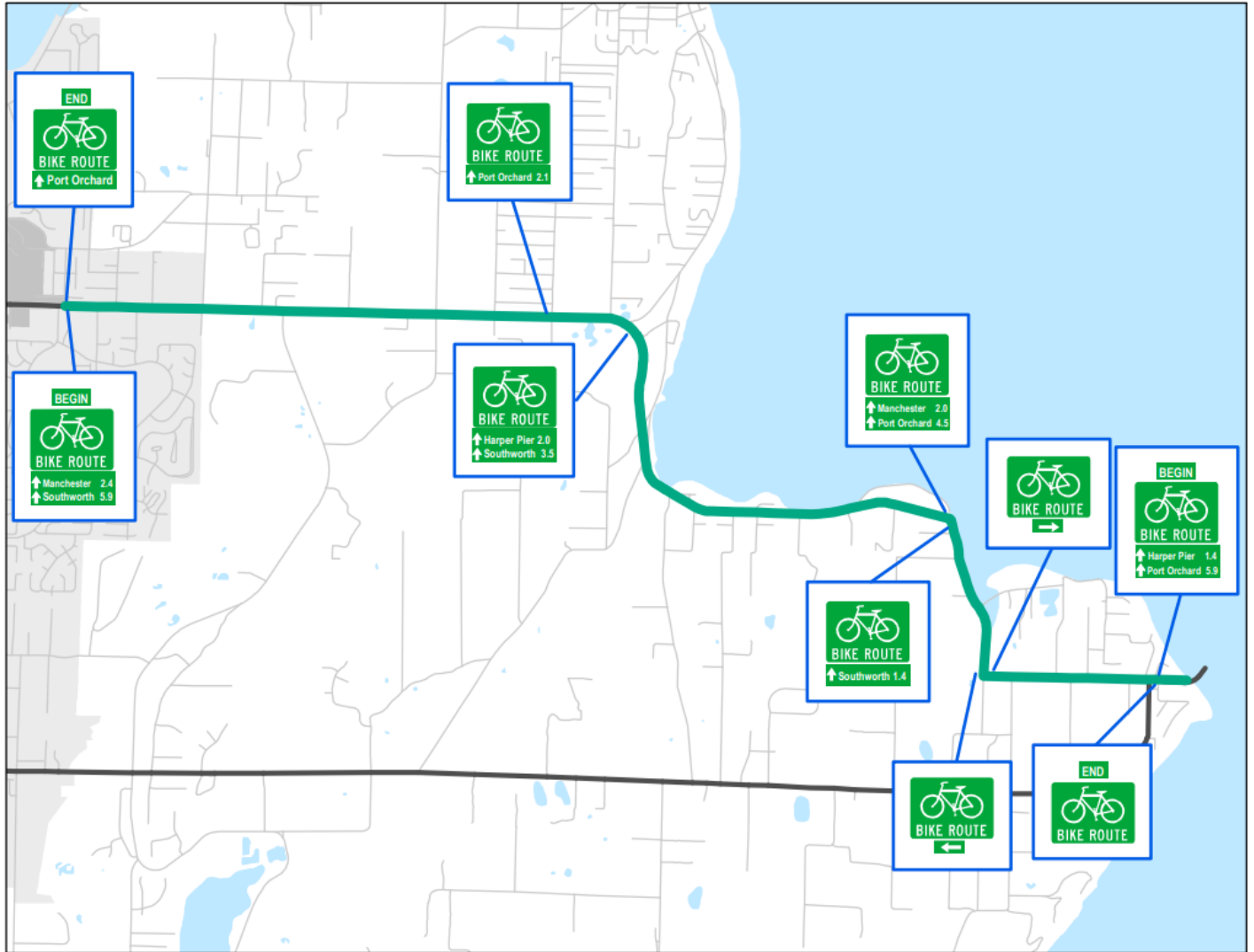
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Example: South Kitsap – Glenwood Rd.



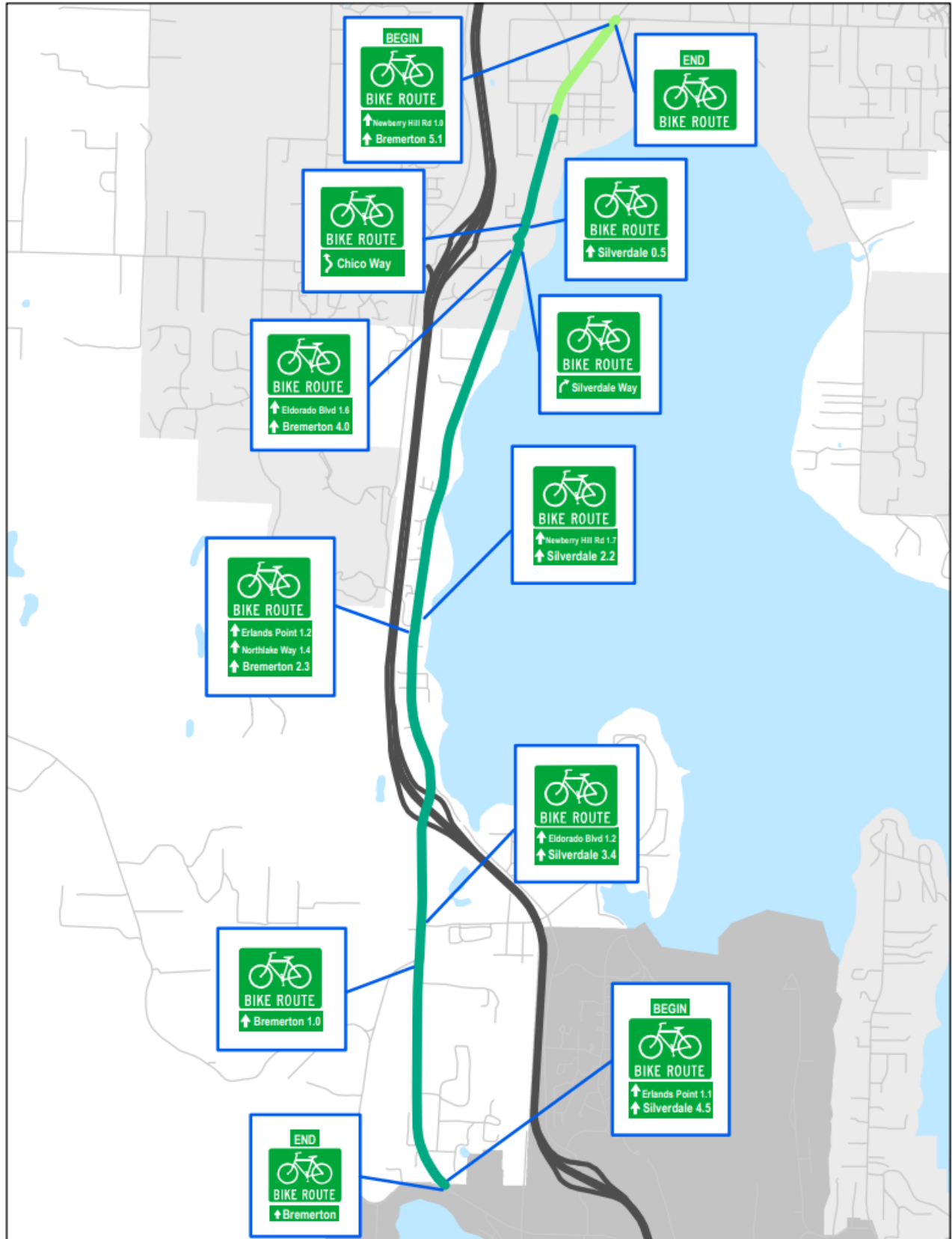
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Example: South Kitsap - Bethel Burly Road



Enclosure [1]: BIKE ROUTE SIGNS, CONTENT & LOCATIONS (2nd Phase)

Example: Central Kitsap – Chico Way



Enclosure [1]: BIKE ROUTE SIGNS, CONTENT & LOCATIONS (2nd Phase)

Example: North Kitsap – Silverdale to Poulsbo (Viking Way)

