

Enclosure [1]: SOUTH KITSAP PARKS INTERCONNECTION CONCEPT

**KITSAP COUNTY
NON-MOTORIZED FACILITIES CITIZENS ADVISORY COMMITTEE (KC NMCAC)
MEETING MINUTES
April 19, 2022 7:00-8:30 p.m. (Virtual Meeting)**

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. South Kitsap Parks Connectors	Discussion	Mohr
8:00	5. Metrics	Discussion	Chandler
8:20	6. Member and Staff Updates	Discussion	Chair
8:30	7. Adjourn	Action	Chair

Attendance:

<u>Members Present:</u> Debbie Weinmann (Chair) Jess Chandler (Vice-Chair) (Recorder) Ray Pardo Doug Piehl Scott Satter Brian Watson <u>Members Absent:</u> Rick Feeney	<u>Kitsap County Representatives:</u> David Forte Melissa Mohr <u>Guests:</u> Claire Martini Dianne Iverson Adrian Wolf
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1904 Debbie, as chair, called the meeting to order

1. Welcome and introductions
(Had introductions from public)
David notes that Adrian will be representing the GP Conservancy on North Kitsap Trails
2. Public Comment
NONE
3. Approval of Minutes
Ray moves to accept March Minutes
Jess seconds
No discussion
Unanimous approval of the March meeting minutes as written
4. South Kitsap Parks Connectors discussion lead by Melissa Mohr
Melissa shared a presentation about the Connector - with possibilities for the NMFAC to contribute.

Enclosure [1]: SOUTH KITSAP PARKS INTERCONNECTION CONCEPT

We started with end a goal statement of: “to evaluate potential routes that connect the County parks in Lake Flora area”. There was discussion amongst the group about several topics such as: a conceptual north south trail and trail to Belfair, 4 County parks in the area but the three on the north are all connected and may be merged to a single park, private roads and initial work already in place, McCormick Woods as a population center to connect, opportunity to have some shortcutting options from roads, BPA transmission corridor, ADA constraints, parking, similarity to Cushman trail, ending up with a loop and connections, tradeoffs between climbing and vistas. After discussion, we revised the goal statement to include connections to existing transportation network where feasible/usable.

5. Metrics:

Jess presented from the Special Committee for discussion and feedback. The main South Kitsap Parks Connectors focus of the presentation was a question to the committee about possibly adding paved shoulders as a pedestrian facility with some minimum feet. There were no concerns from the committee about having a shoulder. There were concerns about having pedestrian/biking facilities on high speed traffic roads. There also was a concern that the presence of shoulders would prevent sidewalks from being built.

6. Member and Staff Updates

- Jess told about Kitsap County Bike Parking
- Scott shared a YouTube channel about non-motorized transportation - Canadian dude that moved to the Netherlands - called "Not Just Bikes"

7. Adjourn

Debbie as the Chair closes the meeting at 2023

Attachments:

- South Kitsap Parks Connectors
- Metrics

Enclosure [1]: SOUTH KITSAP PARKS INTERCONNECTION CONCEPT

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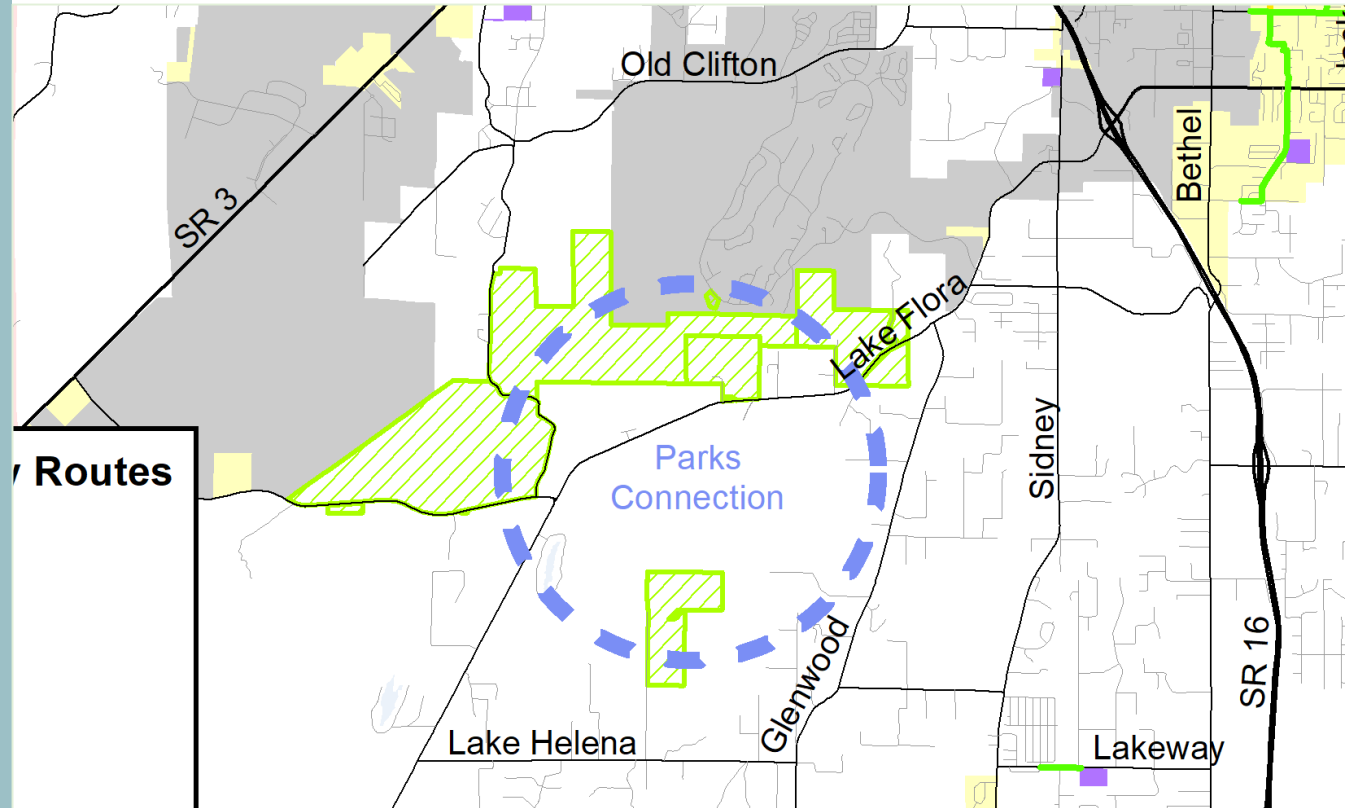


South Kitsap Parks Connector

Non-Motorized Committee

April 2022

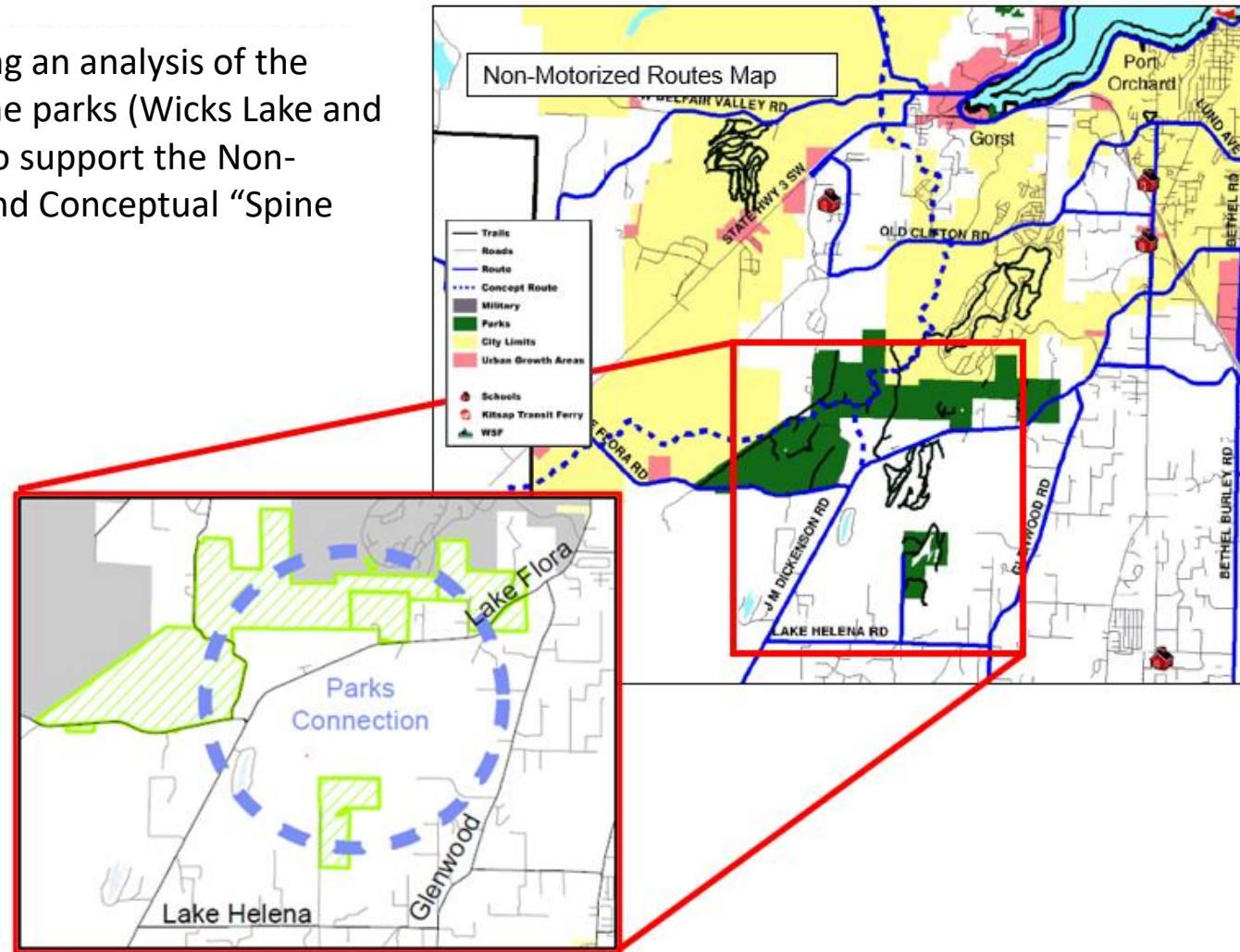
NMC



Connections within and between communities

Walk/Bike – Parks Connection

The NMC will be conducting an analysis of the Feasibility of connecting the parks (Wicks Lake and Coulter Creek Parks) and to support the Non-Motorized Plan's Routes and Conceptual "Spine Route" concepts.



April 19th, 2022 7pm

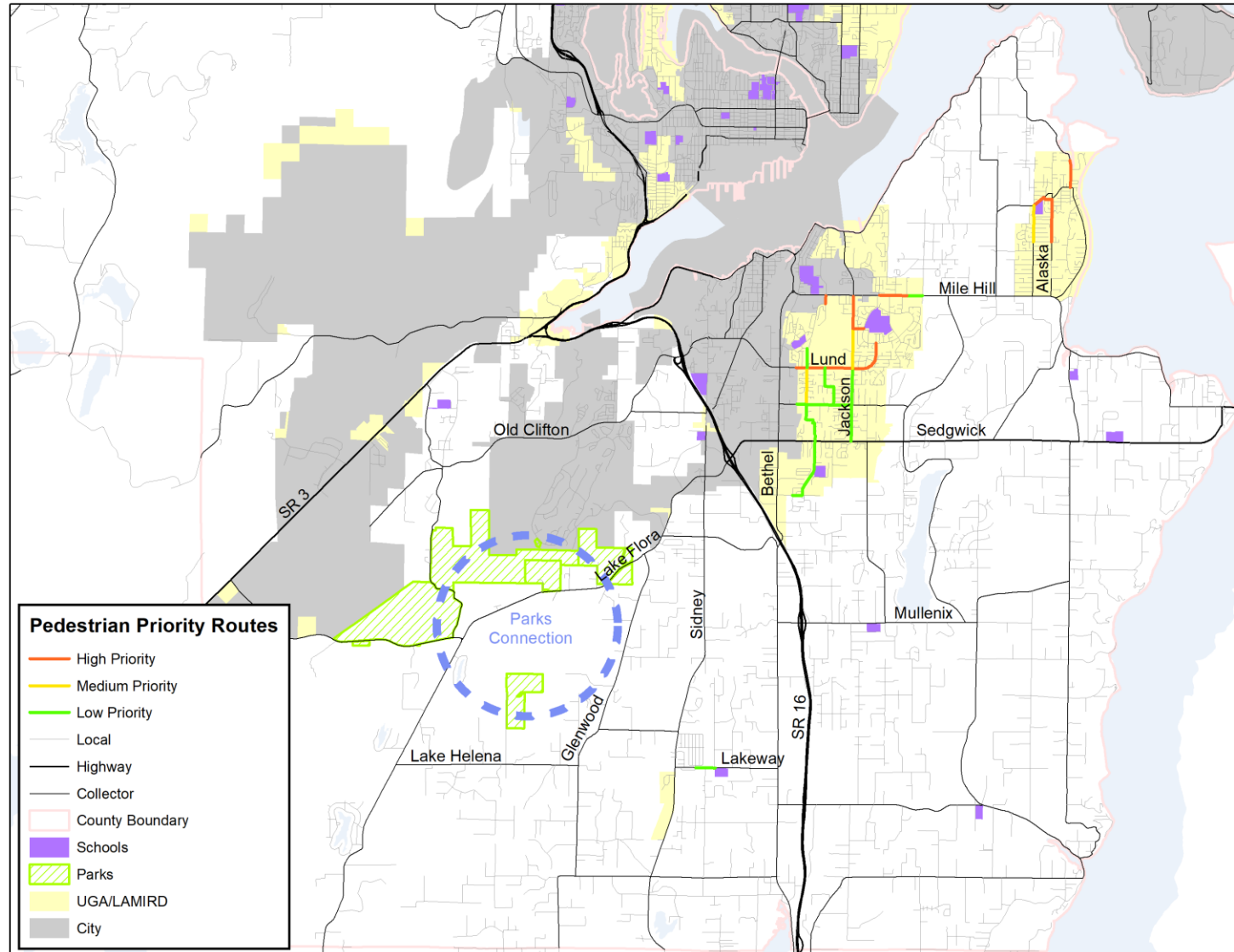
GOAL STATEMENT

To evaluate potential routes that connect the County parks **in the Lake Flora** area and the North – South Route concept

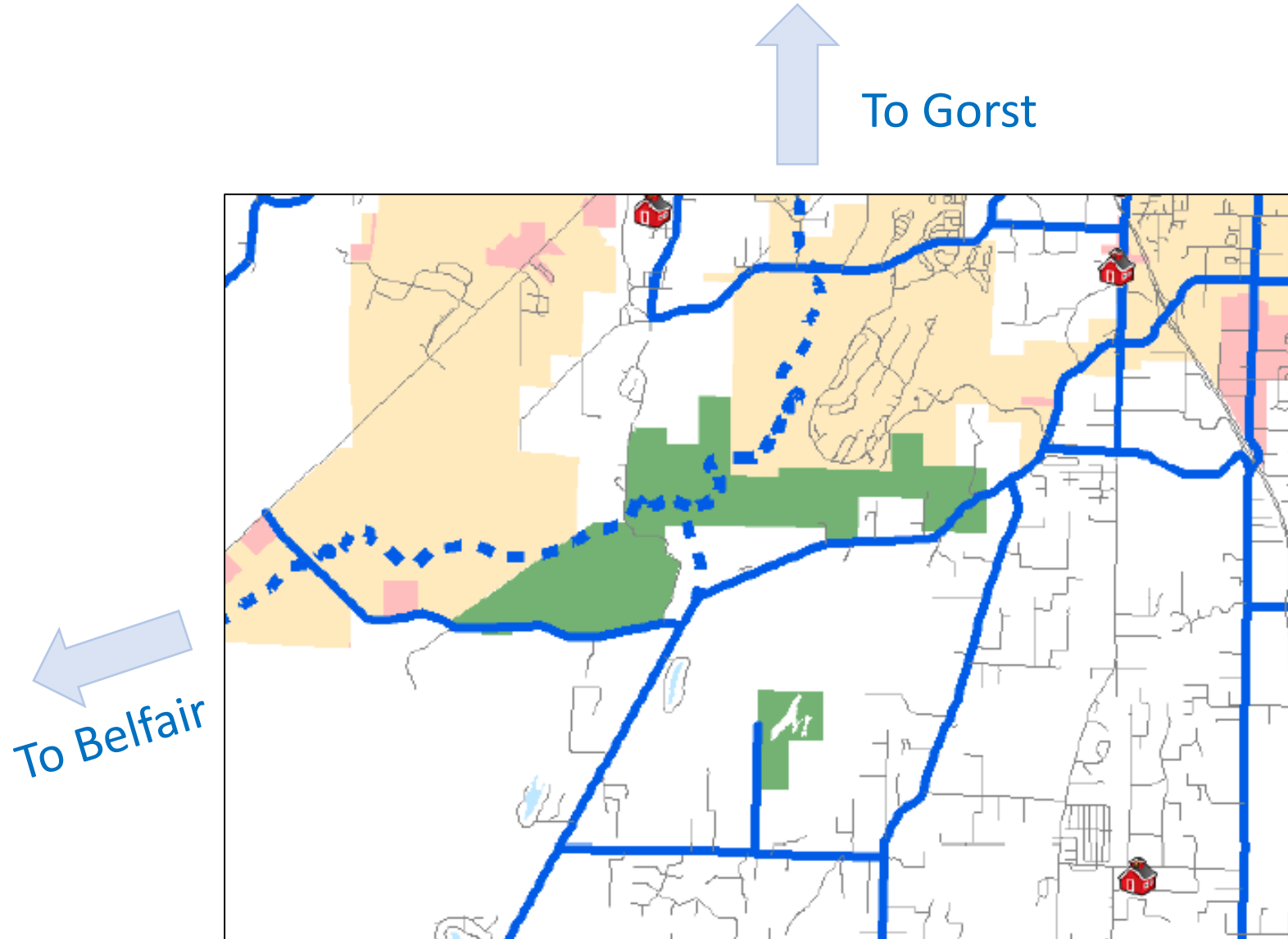
- A routing is a ***broad swath***
- There can be more than one (alternates)



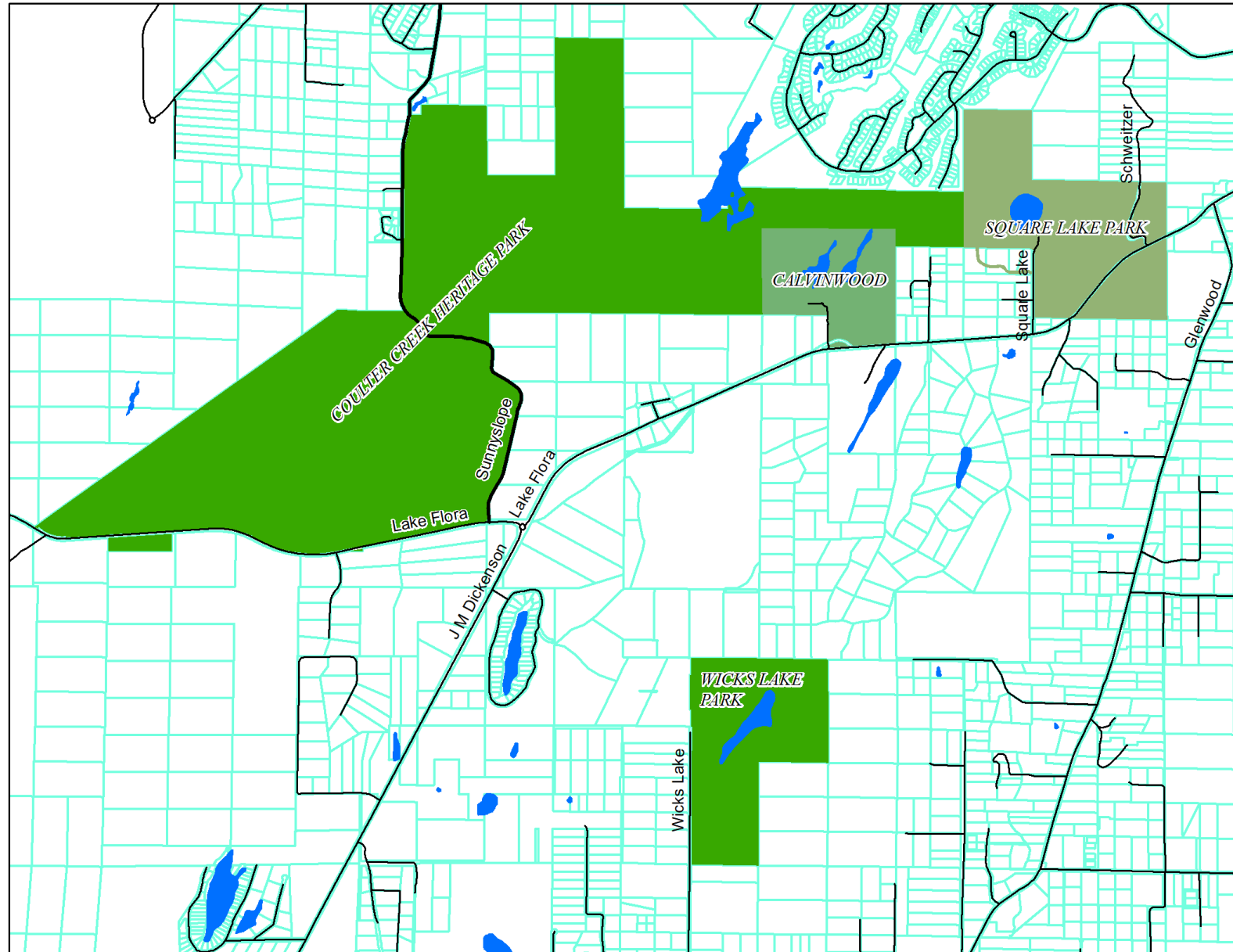
Reference Maps



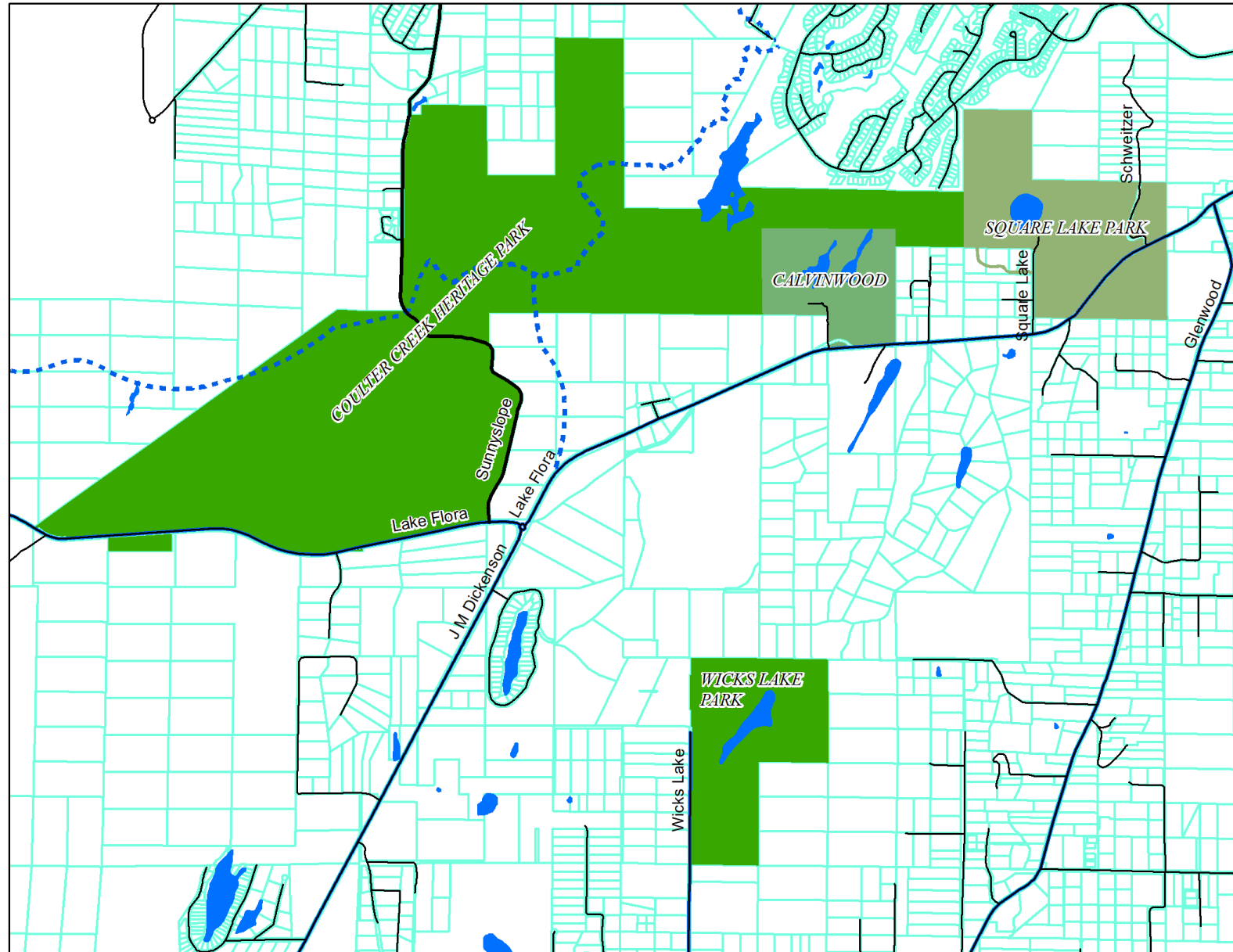
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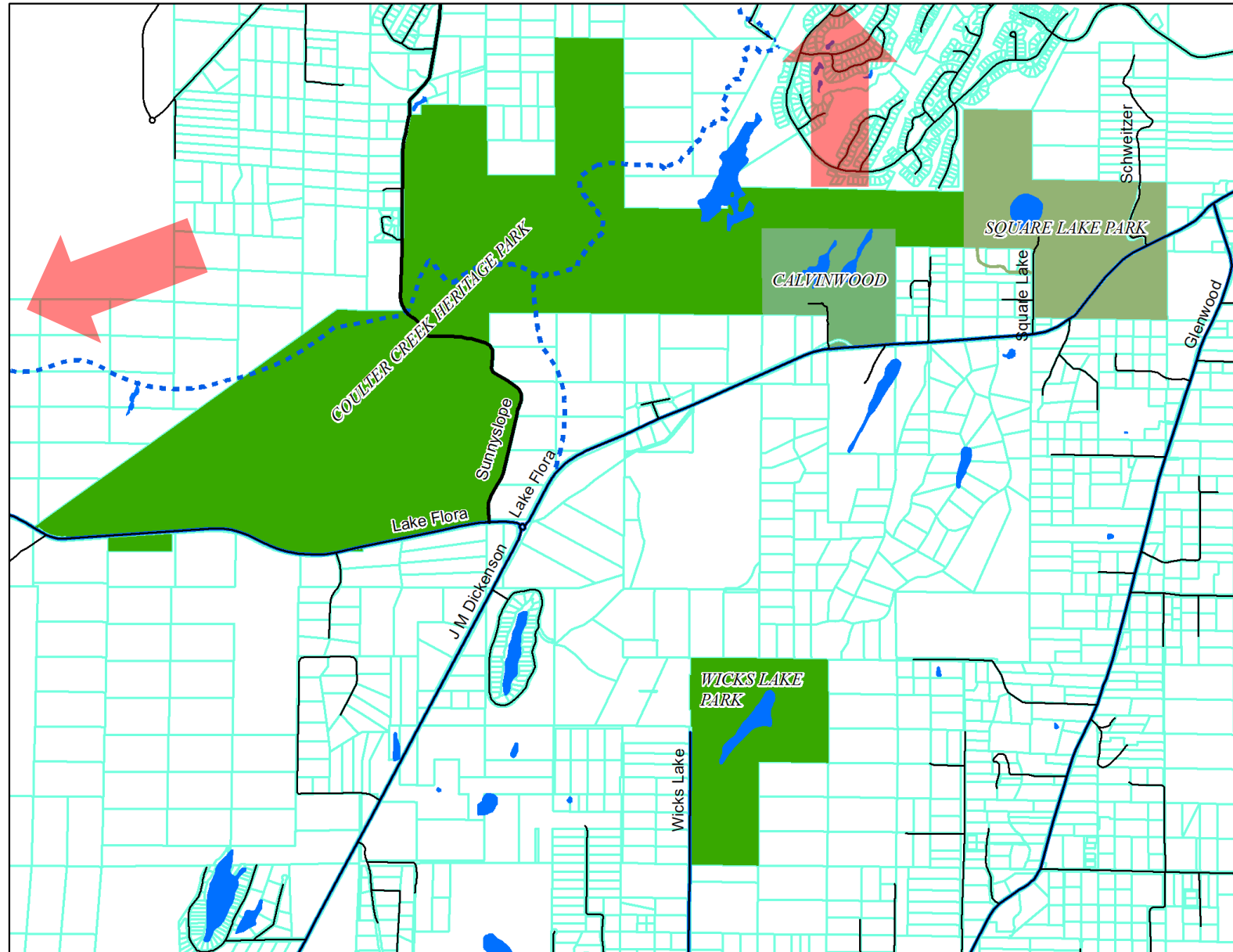
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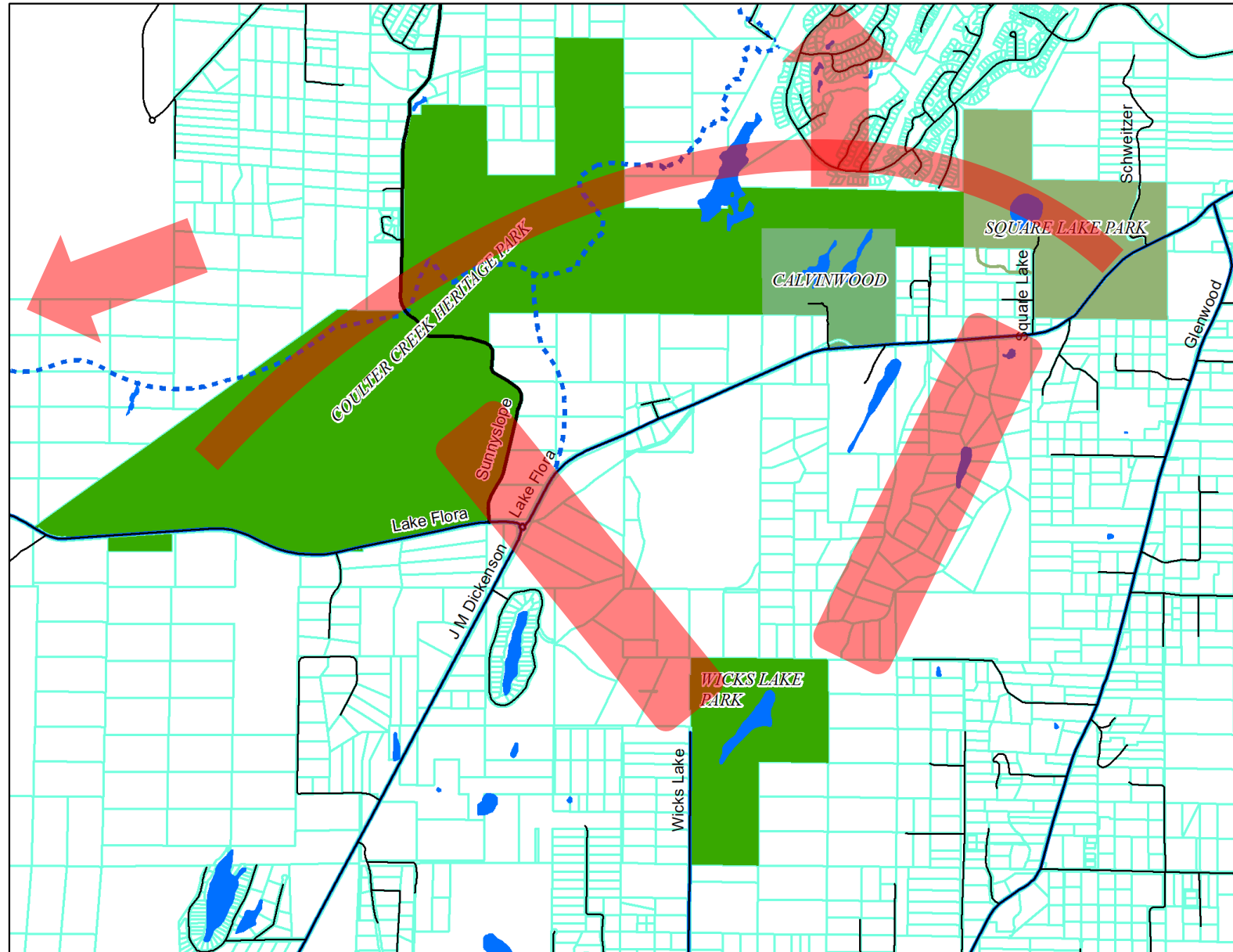
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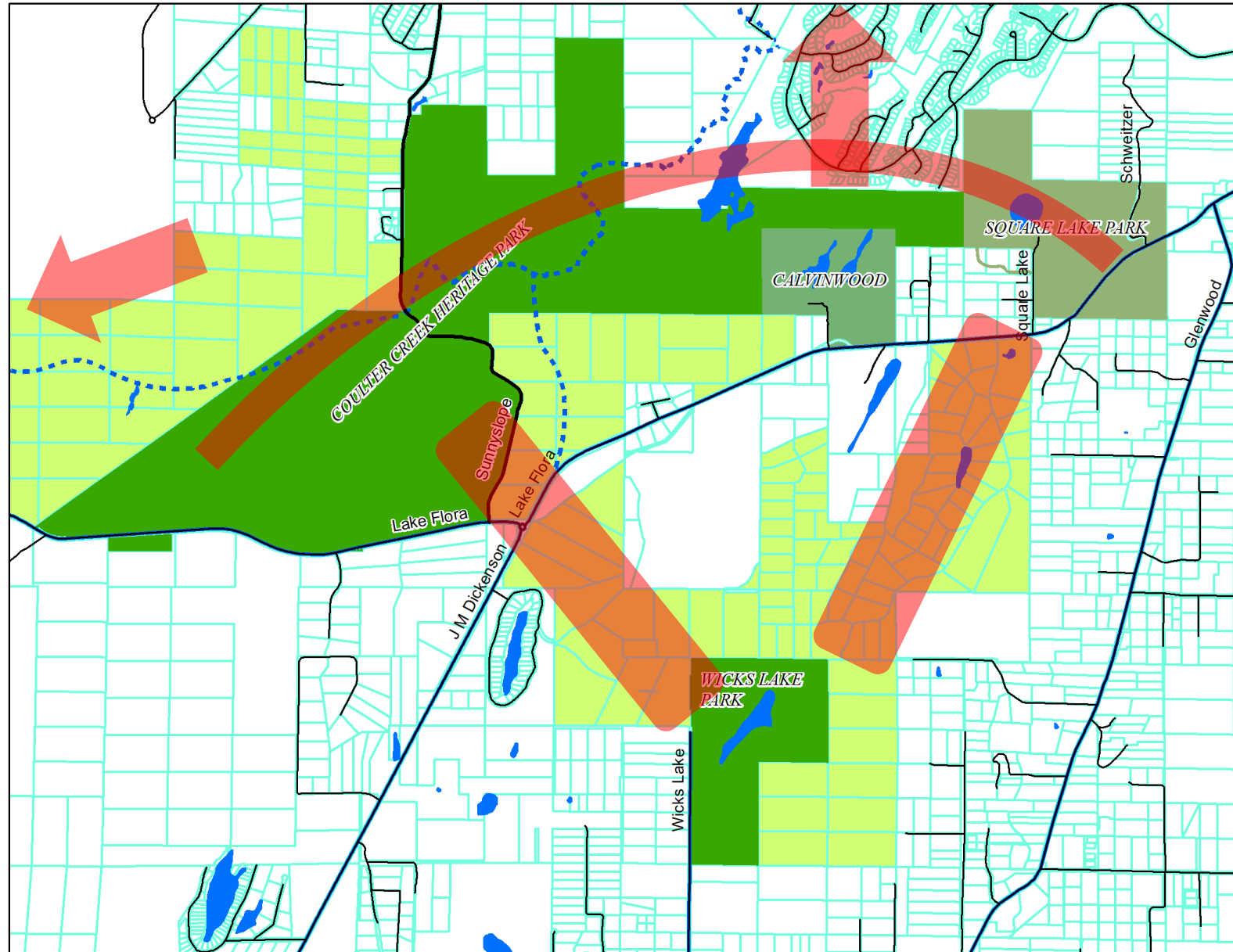
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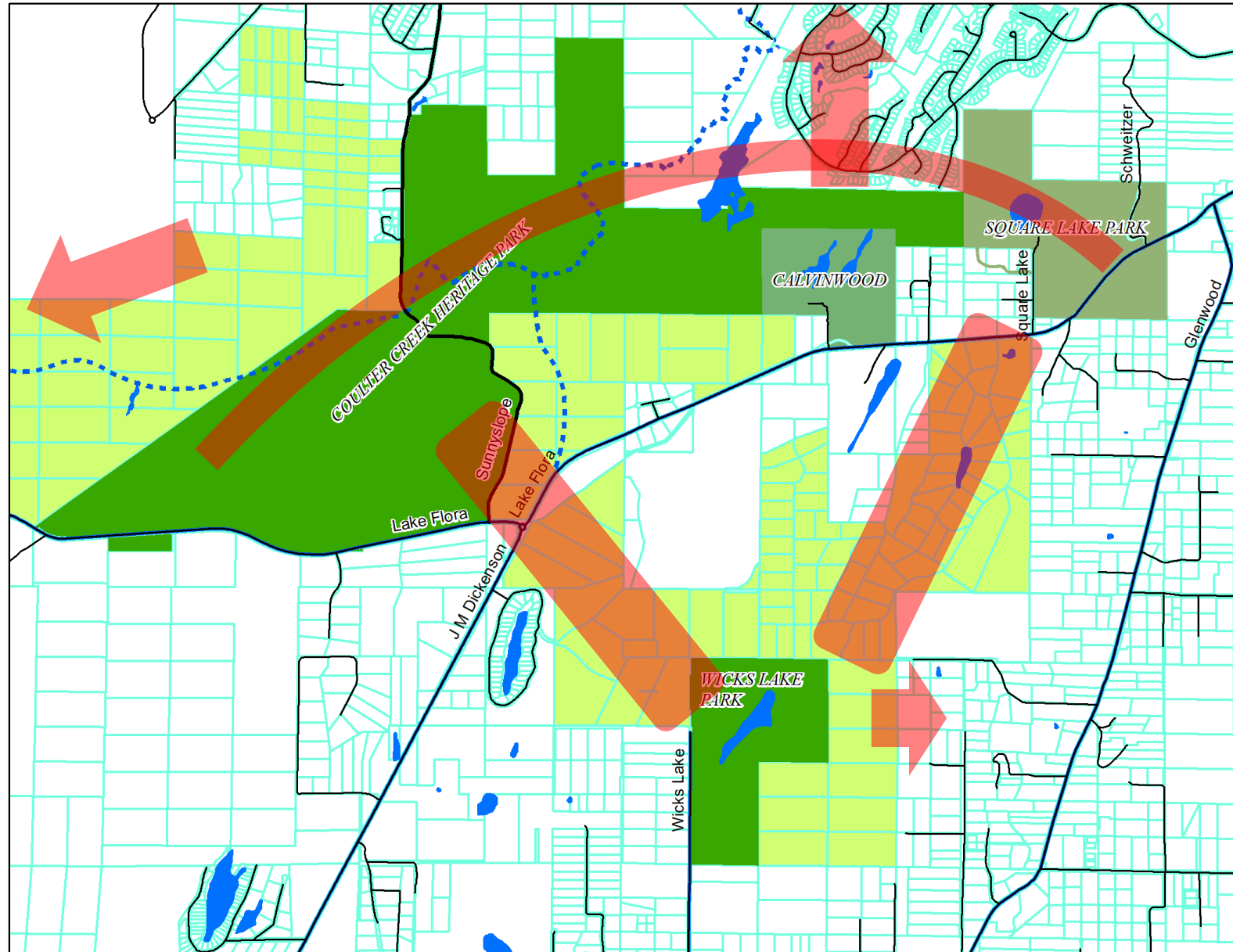
Reference Maps



Reference Maps



Reference Maps



What do we want?

Suggest paraphrasing our motto -> “Connections to and through parks”

Between... what do we want to connect

- Northward on NM Concept route?
- Westward on NM Concept route?
- South?
- East?
- Parks entrance points

Within... what do we want to connect

- Parks entrance points?
- Points of interest?

What do we want?

Element	Scoring	Weight



April 19th, 2022 8pm

GOAL STATEMENT

To evaluate potential routes that connect the County parks **in the Lake Flora** area and the North – South Route concept, and the broader transportation network where feasible/useful.

- A routing is a ***broad swath***
- There can be more than one (alternates)



Continuing in 2022

NMFCAC & Staff

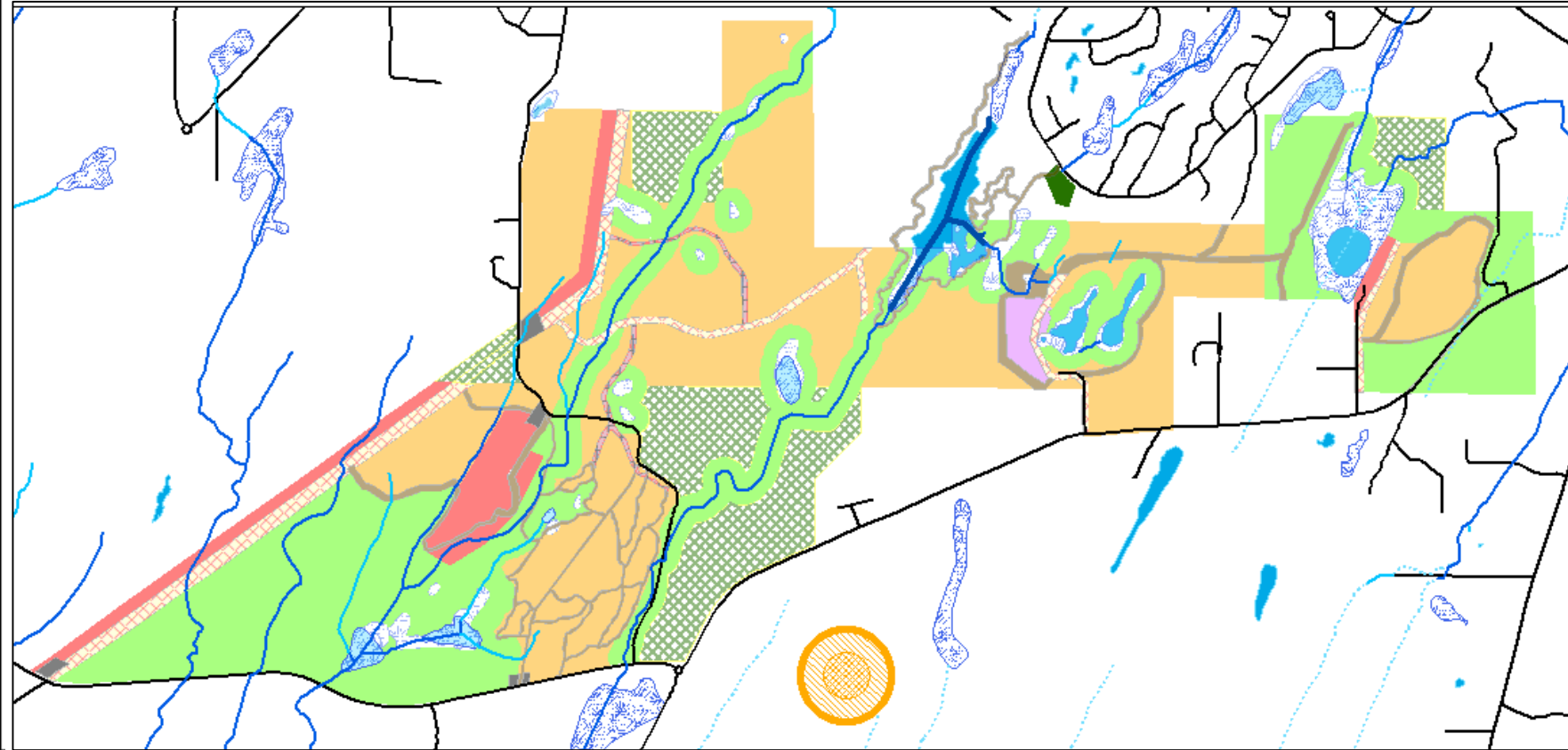
- Site visits (2-3)
 - Develop routes
- Evaluation routes
- Select routings to recommend for further study (if any)

RESULT

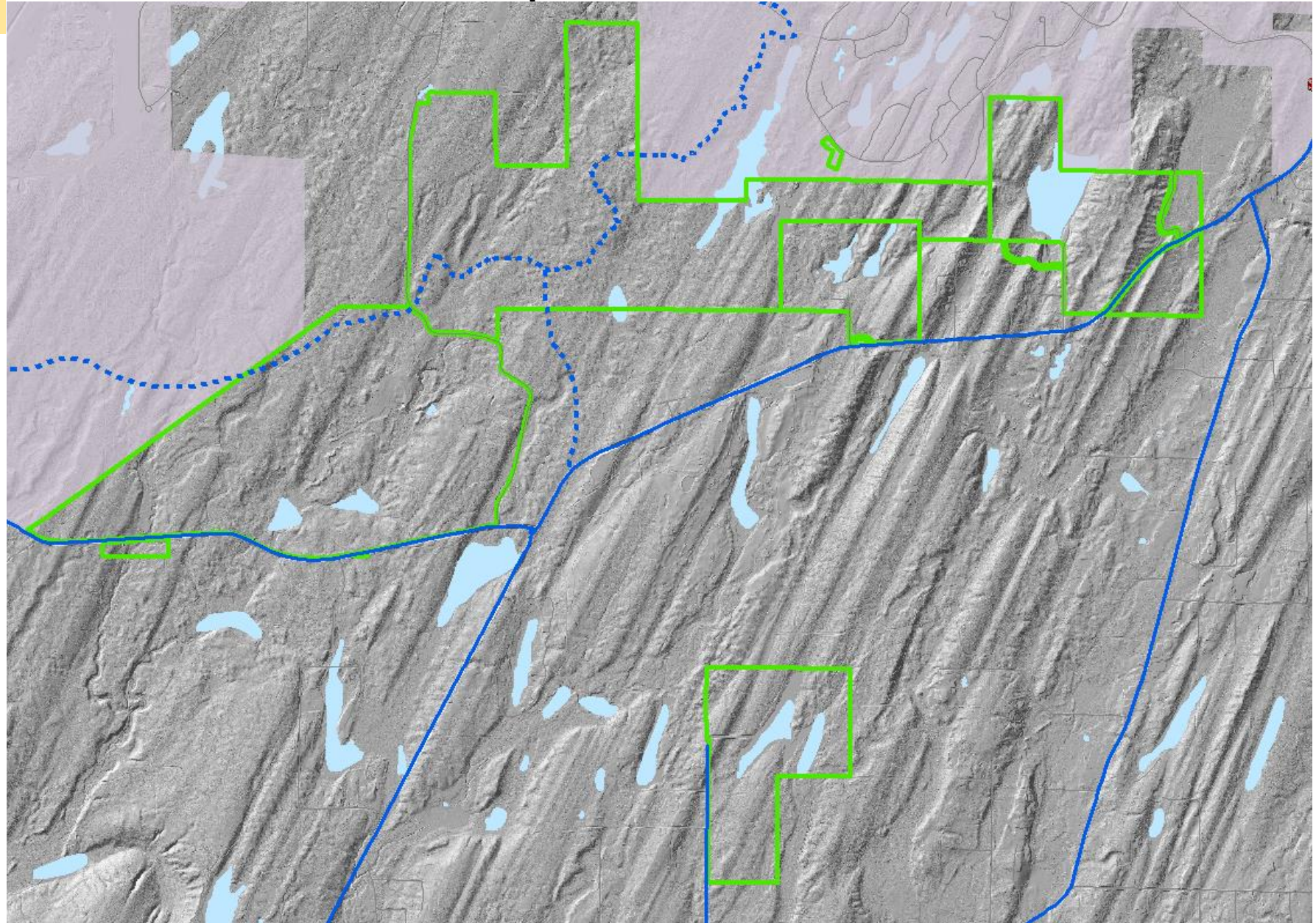
- Pre-Planning level
- Document & maps necessary to write an RFP for Preliminary Engineering study (like STO)
- OR NULL HYPOTHESIS



Reference Maps



Reference Maps



2022-04-18

DRAFT - PEDESTRIAN METRICS

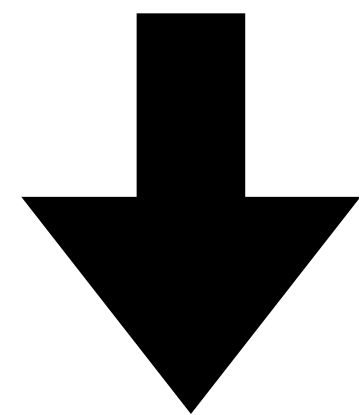
Interim report to Non-motorized Facilities Citizen Advisory Committee

WHAT ARE PEDESTRIAN METRICS?

- A way to evaluate the level or quality of pedestrian service
- Some uniform guide to grading pedestrian facilities

BEFORE WE EVALUATE:

WHAT ARE ADEQUATE PEDESTRIAN FACILITIES?



ADEQUATE — REQUIRES A DEFINITION

STEP 1

LOOK TO LOCAL SOURCES

- How does Kitsap County define pedestrian facilities?
 - SIDEWALKS
 - SHARED USE PATHS (not shown)



Kitsap County ROAD STANDARDS

These Standards are intended to encourage standardization of road design elements and to help meet the public safety needs of motorists, bicyclists, and **pedestrians**. They address safety, convenience,

3.7.5 Non-Motorized Facilities

Kitsap County encourages a variety of mobility options supporting alternatives to automobile travel. These facilities increase non-motorized transportation opportunities, improve the beauty and health of the environment, and provide for outdoor recreation. Enhanced bicycle and walking facilities offer travel options for those who are unable to drive or choose not to drive for all or some trips.

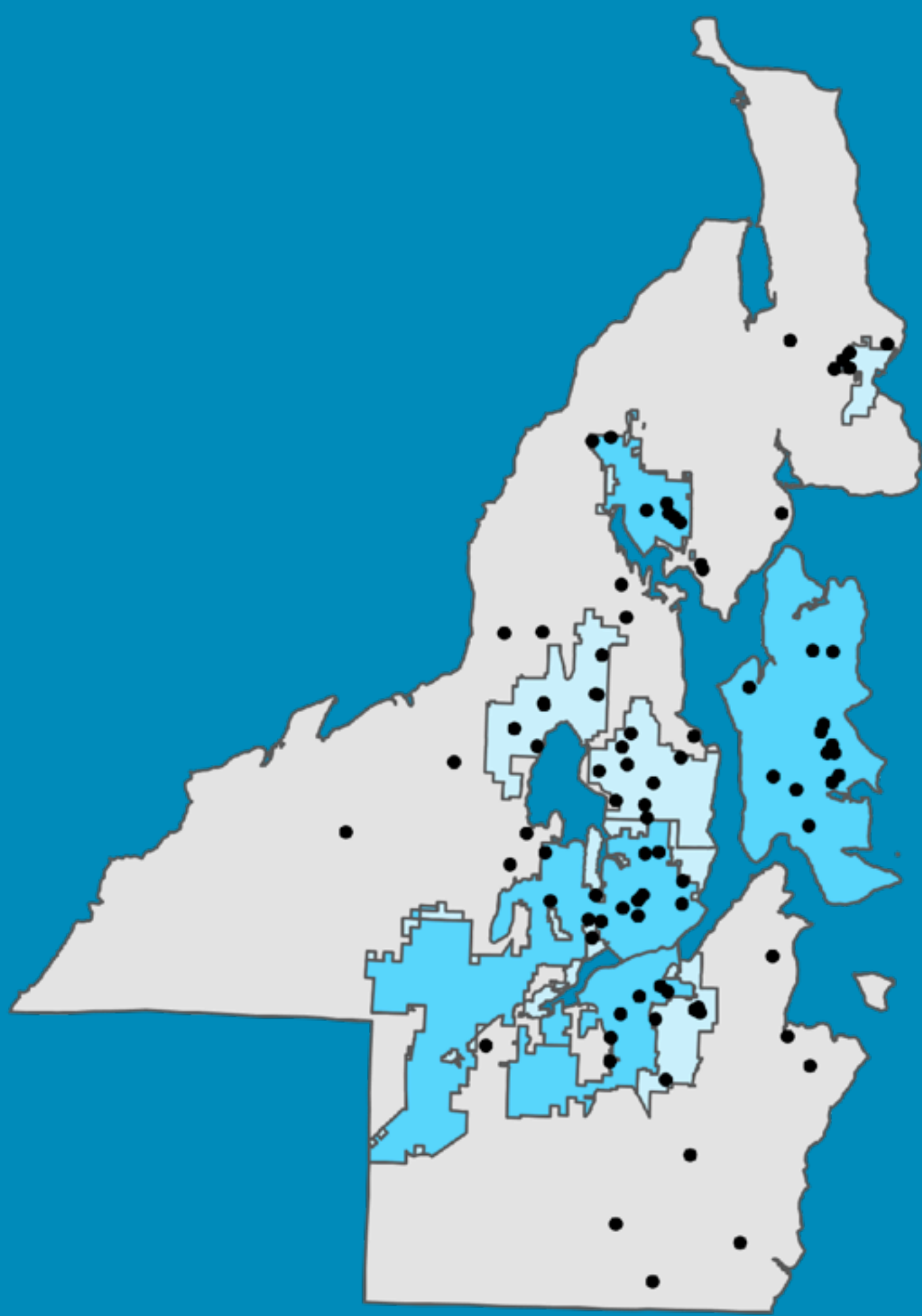
3.7.5.1 Sidewalks

Sidewalks are constructed of concrete and are raised and located adjacent to curbs or separated from the curb by a linear planting strip. Planting strips shall be a minimum of 4 feet wide.

On collector and arterial roads, the sidewalk width can vary depending on the location.

Sidewalks may be required as part of road improvements where there are anticipated or existing origins and destinations within acceptable **pedestrian** travel distances that may generate walk trips. These include but are not limited to: schools; parks; shopping areas; medical facilities; social services; housing; community and recreational centers; and transit and park-and-ride facilities.

Where sidewalks are required, sidewalk and curb ramps shall meet the requirements of the Americans with Disabilities Act (ADA). Separate curb ramps shall be provided for each direction of permitted **pedestrian** travel.



100%

OF ROADS WITHOUT SIDEWALKS WOULD FAIL ANY PEDESTRIAN EVALUATION USING THIS MEASURE

**THAT'S MOST ROADS IN OUR COUNTY
AND SEVERAL WITH SCHOOLS**

PEDESTRIAN FACILITIES

- Sidewalks
- Shared use paths
- Shoulders

Shoulders may serve as a pedestrian facility when sidewalks are not provided. If pedestrian generators, such as bus stops, are present and pedestrian usage is evident, a 4-foot-wide paved shoulder is adequate. Note that detectable warning surfaces should not be installed where a sidewalk ends and pedestrians are routed onto a shoulder since the shoulder is not a vehicular traveled way.

STEP 2

LOOK TO OTHER SOURCES

- Other Counties in WA
- Other States
- Federal (FHWA)
- Engineering Documents
- Non-profits

Pedestrian Facilities Users Guide — Providing Safety and Mobility

Publication No. FHWA-RD-01-102



Small Town *and* Rural Design Guide

Facilities for Walking and Biking

Topic #625-000-002
FDOT Design Manual

222 Pedestrian Facilities

222.1 General

This chapter provides the minimum criteria to be used for the design of pedestrian facilities on the State Highway System. The term "pedestrian" used in this chapter includes any person traveling on foot or in a wheelchair. Pedestrians should be expected on all of Florida's state roadways except where restricted on Limited Access (LA) facilities.

Process a Design Variation when the design criteria for pedestrian facilities in this manual are not met. Reference the following conditions that support not providing a pedestrian facility in the Design Variation documentation:

18.6.2 Use of Shoulders



Florida Department of Transportation – Bicycle and Pedestrian Level of Service Evaluation

When a shoulder is provided, the preferred facility for pedestrian travel along a road is a sidewalk. When a sidewalk is not a feasible solution, the project designer should evaluate other pedestrian facility options. For example, if the project occurs on a highway where the introduction of a curb is not acceptable, the pedestrian facility should be located along the shoulder, but not immediately adjacent to the highway facility hence removing the shoulder from the roadway. See Section 18.6.3 for more information on Pedestrian Paths.

Shoulders should not substitute for a well-designed pedestrian facility. However, there may be situations where a need to design shoulders as walkways where roadside space is constrained. For example, this has occurred where relatively short segments of shoulders are available, such as existing retaining walls.

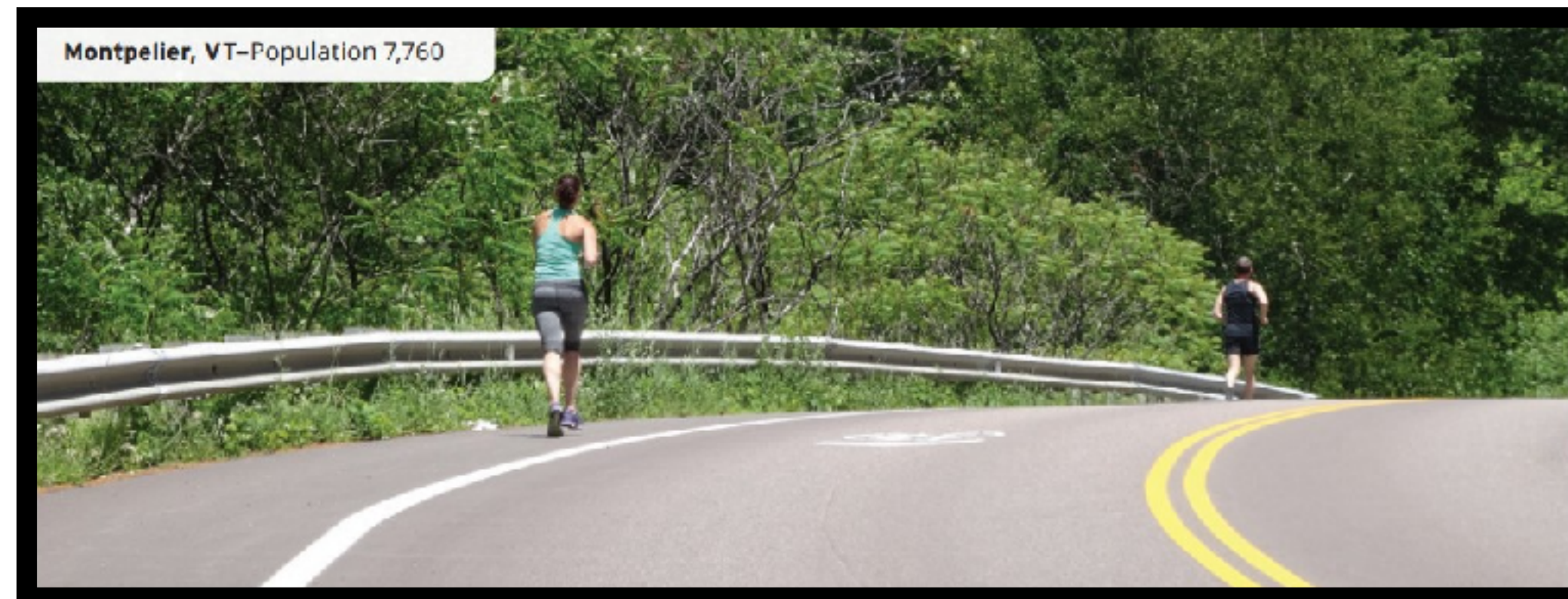
PAVED SHOULDER WIDTH AS A PEDESTRIAN FACILITY *

ROAD CLASSIFICATION	MAX SPEED (MPH)	SHOULDER WIDTH (FT)
minor collector	35	5
major collector	45	6.5
minor arterial	55	7
principal arterial	65	8
paved minimum	Varies	4

* *Applicable for adequate pedestrian facilities where sidewalks or shared use paths are not present*

ADEQUATE PEDESTRIAN FACILITIES - ROAD SEGMENT

- Sidewalks (one or both sides)
- Shared use path (separated from roadway)
- Shoulders of minimum width (as shown in table)



DISCUSSION

BACKUP

SPECIAL COMMITTEE INFO

- The 2022 NMFCAC Special Committee on Pedestrian Facilities Metrics was established at the 2022-02-15 meeting of the NMFCAC
- Tasked with taking up the idea of Pedestrian Metrics for the NMFCAC
- Special Committee has met 7 times (2.21, 2.28, 3.07, 3.14, 3.21, 4.04, 4.11)
- Members: Debbie, Ray, Jess

REFERENCES

- Kitsap County. 2020. Road Standards. Retrieved from: <https://www.kitsapgov.com/pw/plan-your-project/roads-standards>
- WSDOT. 2021. Design Manual M 22-01.20. Retrieved from: <https://wsdot.wa.gov/publications/manuals/fulltext/M22-01/1515.pdf>
- **SHOULDER WIDTH TABLE**
 - Federal Highway Administration Small Town and Rural Multimodal Networks Publication Number: FHWA-HEP-17-024 (12-2016). Retrieved from: https://westerntransportationinstitute.org/wp-content/uploads/2017/01/fhwahep17024_lg.pdf
 - p. 2 Visually Separated Facilities Section 3-3 Paved Shoulder Areas
 - Federal Highway Administration Pedestrian Facilities Users Guide - Publication No. FHWA-RD-01-102 (3-2022) <https://www.fhwa.dot.gov/publications/research/safety/01102/01102.pdf>
 - p. 147 Sidewalks, Walkways, and Shoulders in Rural Areas