

**KITSAP COUNTY
NON-MOTORIZED FACILITIES CITIZENS ADVISORY COMMITTEE (KC NMCAC)
MEETING MINUTES
March 16, 2021 (Virtual Meeting)**

Kitsap County
Non-Motorized Citizen Advisory Committee
Agenda

Mar. 16, 2021----- 7:00 - 8:30 p.m.

- Scott Satter
Chair
- Deborah Weinmann
Vice Chair
- Richard Feeney
- Ray Pardo
- Douglas Piehl
- Mackenzie Waller
- Brian Watson
- Nancy Whitaker

Virtual Meeting
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<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. Central Kitsap UGA Ped Prioritization	Action	Mohre
8:00	5. Rumble Strip Safety Grant	Discussion	Shea
8:15	6. Road Speed Update	Discussion	Watson
8:20	7. Speed Limit Radar Signs	Discussion	Pardo
8:25	8. Member and Staff Update	Discussion	Chair
8:30	9. Adjourn	Action	Chair

Attendance:

<p><u>Members Present:</u> Scott Satter (Chair) Deborah Weinmann (Vice Chair) Rick Feeney (Secretary - appointed) Brian Watson Ray Pardo Nancy Whitaker Mackenzie Waller</p> <p><u>Members Absent:</u> Doug Piehl (absent)</p>	<p><u>Kitsap County Representatives:</u> David Forte Melissa Mohr Jeff Shea</p> <p><u>Guests:</u> Ed Coviello</p>
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Topic 1: Welcome and Introductions

Meeting Called to Order

Topic 2: Public Comment

None



Topic 3: Approval of the last meeting's minutes

For the February meeting's minutes. Brian Watson moved to accept. Deborah Weinmann seconded. All in favor.

Topic 4: Central Kitsap (CK) Urban Growth Area (UGA) Pedestrian Prioritization

Melissa Mohr, continued with the team in further refining the evaluation criteria for Central Kitsap's pedestrian improvements in CK area north and east of Bremerton. Enclosure [1] of the February minutes shows the subject area and scope. Melissa noted that this session's discussion is to better establish the parameters for choosing road segments for potential pedestrian walkway improvements. The version used for South Kitsap (SK) will be starting point:

Criteria from South Kitsap Prioritization

Locational

- Destinations
 - Major commercial
 - Minor Commercial
 - Schools
 - Libraries
 - Parks
 - Transportation hub
 - Points of interest
- Outward ½ mile
- Not cul de sacs
- Density

**Experiential
(Prioritization only)**

- Speed limit
- ADT
- Existing facilities

Brian Watson, brought up a useful way to think about this model. Think about a trunk and its branches. Think about Hwy 303 being the trunk. How to get to and from areas which branch off of it. Candidates segments include:

- Several cross Hwy 303 (e.g., Riddel McWilliams, Fairground).
- Commercial areas and schools factor in.
- Fairgrounds Road and Central Valley road are getting some sidewalk. Tracyton Blvd..
- Holland to Riddell.
- Perry Ave, heavily traveled road Receives lots of foot traffic. Sheridan to Sylvan.
- Neighborhood atop McWilliams.
- The team discussed Fusion Road's upcoming changes (sidewalk and bike shoulders) with new neighborhood going in.

Makenzie Waller brought up a PowerPoint with her identified areas. One area was Illahee Road and advocating about sideways there. Another location was the Fairgrounds down to the beach park on Dyes Inlet.

Deborah Weinmann indicated bus routes and stops must be a key focus of this plan.

Mackenzie Waller brought up the factor that areas around town with kids or retired personnel foot traffic must be a key factor.

Ray Pardo voiced concern about Hwy 303 itself being a high traffic pedestrian area with no sidewalks.

David Forte mentioned that Melissa will e-mail the document with the layers feature where committee members can focus on the matters/areas of your attention. Then, send back to Melissa.

Topic 5: Rumble Strip Safety

Jeff Shea, the Kitsap County Transportation Planning Manager, provided a briefing on the purpose, benefits, and public detractions of rumble strips. These are shallow depressions etched into the road surface at the outside edge of higher speeds roads. It basically alerts the driver they are drifting out of their lane (e.g., due to inattention, multi-functioning while driving). They are generally applied to higher speed (e.g., 40+ mph) thoroughfares

There is a Safety Grant, the county is investigating submitting for which closes at the end of April. This is a repetitive type grant and alternates every other year between county and city roads.

He explained the term and the dangers of "Lane Departures" and "running off the road" especially in tree lined and steep bank roads. A proven method is rumble strips at the roads edge lines. Statistics have indicated 50% - 80% reduction. He recognized that bicyclists are not fans of this "motorized" vehicle safety feature.

Committee member Brian Watson, who is a certified cycling instructor, stated how he cannot overstate how dangerous they are for bikes. One candidate is Illahee. It has no shoulder and if erected there, this fairly well used bicycle route will become virtually unusable if you put them there. Brian stated that nothing with less than 5 ft. shoulders should even be considered.

Mr. Shea indicated they had honed it down to approximately 30 county road section candidates.

Topic 6: Road Speed Update

Brian gave a quick update of what the sub-team has been doing. Will present next month. Let attendees know they can introduce their road speed reduction candidates to the team as desired.

Topic 7: Speed Limit Radar Signs

Ray Pardo discussed radar speed signs. He stated this has been brought up in meetings with commissioners. A case example is Colchester Dr. from Manchester to Mile Hill. It speeds limits are 40 mph, but he witnesses higher speeds. It is a heavily walked. While there is a wide shoulder on east water side, it is variable (i.e., sections less than 4 feet) on the west land side. Can the county erect electronic speed signs? Can a community buy their own radar signs? Cost?.

Jeff Shea communicated that radar signs are effective; while some don't think so. However, we really don't want to put everywhere.

We used to allow community buy speed humps, then legal shot that down. Has to qualify, if not, then no.

Movable versions (towable with wheels) run on batteries and have to have Labor and Industry (L & I) approval. Sheriffs may have one. Recording data on mobile units is suspect.

Topic 8: Member & Staff Update

Brian Watson mentioned another case study on lower posted speed limits where Seattle's DOT (SDOT) is working with Washington State's DOT (WSDOT) is investigating lowering speed limit on state highways going through Seattle. Rick Feeney brought up road width concerns he has brought up with WSDOT on State Highway 160 for Southworth ferry (a.k.a., Sedgwick Rd) users.

Topic 8: Adjourn

Rick Feeney put out the motion to adjourn, Nancy Whitaker seconded. All in favor.