



## MEMORANDUM

To: Kitsap County Board of Commissioners

From: David Forte, Transportation Planning Supervisor, Public Works

Reference: Non-Motorized Committee Resolution

Date: July 10, 2023

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Attached is a transmittal letter and resolution to the County Board of Commissioners from the Kitsap County Non-Motorized Facilities Community Advisory Committee (NMC).

Public Works routinely conducts systematic analyzes of pedestrian facilities within the County incorporating extensive public outreach and direct contributions from the NMC. In all the Department's transportation planning, prioritization, and programming processes pedestrian needs, community contexts, and existing conditions are analyzed, and solutions developed within a public process. The NMC has directly supported pedestrian planning and prioritization. The following are examples of the documentation, analysis, and prioritization processes which have systematically analyzed pedestrian needs within the past few years.

- 2018. Incorporation of Kingston's Trail Plan into the Non-Motorized Facilities Plan (NMFP). The NMC conducted an extensive review of the Kingston Citizens Advisory Committee's Trail Plan which identified the community's pedestrian needs and prioritization. The NMC analyzes the Trail Plan for completeness and consistency with the County's Non-Motorized Facilities Plan (NMFP). The NMC's recommendations were forwarded and approved by the County Planning Commission and Board of Commissioners for inclusion into the NMFP.
- 2018. Silverdale Transportation Implementation Strategy (S-TIS) [Parametrix Report \(kitsapgov.com\)](#). The NMC directly supported the Silverdale Transportation Implementation Strategy (S-TIS) process to identify and prioritized pedestrian needs and solutions within Silverdale.
- 2021 South Kitsap – Transportation Implementation Strategy (SK-TIS) [South Kitsap TIS - Final.pdf \(kitsapgov.com\)](#). The NMC conducted a systematic analysis of the pedestrian facilities within South Kitsap. Utilizing a context sensitive analysis process based on access to schools, parks, and



Figure 6. Gaps in the Existing Sidewalk Networks





# KITSAP COUNTY DEPARTMENT OF PUBLIC WORKS

614 DIVISION STREET (MS-26), PORT ORCHARD, WA 98366-4699 | KITSAP1: 360.337.5777 | KITSAPGOV.COM

commercial uses, the NMC identified and prioritized pedestrian improvements in South Kitsap.

## South Kitsap -TIS

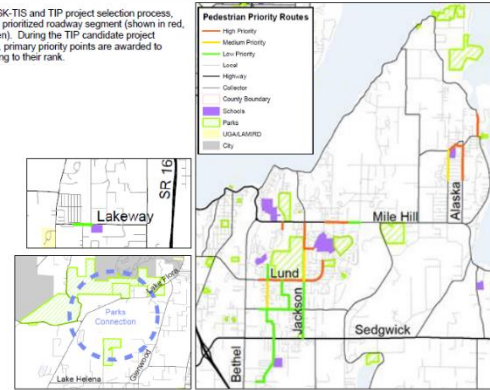
Walk/Bike - Prioritized Pedestrian Emphasis Areas

NMC 2020 pedestrian facility prioritization.

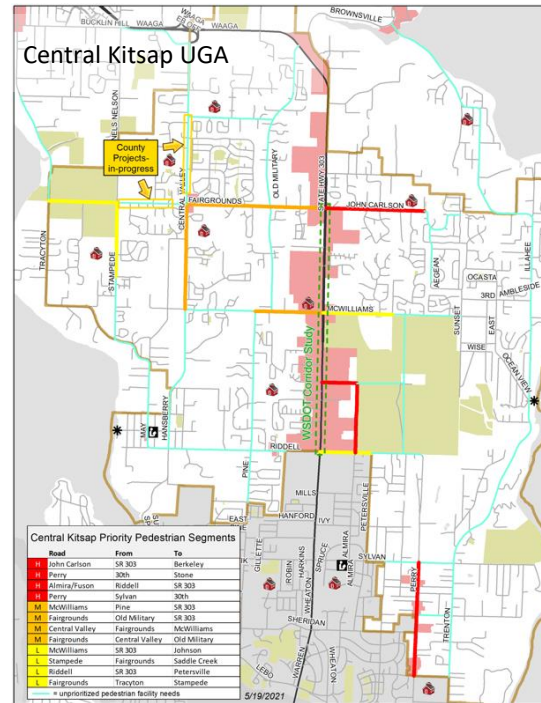
| Road            | From        | To          | Rank   | Major Comm | Minor Comm | School | Park | Speed ADT Limit | Already has sidewalks? | Already non-motorized? |       |      |           |    |
|-----------------|-------------|-------------|--------|------------|------------|--------|------|-----------------|------------------------|------------------------|-------|------|-----------|----|
| Alaska          | Madrona     | Van Buren   | High   | 17 MC      | N          | N      | Y    | N               | 1                      | 2,000                  | 35    | No   | No        |    |
| Ash             | Jackson     | Madrona     | High   | Local      | N          | N      | Y    | Y               | 2                      | 1,200                  | 25    | No   | No        |    |
| Beach           | Clam Bay    | Main        | High   | 17 MC      | N          | Y      | N    | Y               | 1.5                    | 1,700                  | 25    | No   | Yes       |    |
| Chester/Madrona | California  | Main        | High   | 17 MC      | N          | Y      | Y    | N               | 1.5                    | 1,100                  | 30    | No   | No        |    |
| Jackson         | Mile Hill   | Tamarack    | High   | 16 MA      | Y          | Y      | N    | Y               | 2                      | 10,400                 | 30    | No   | Yes       |    |
| Karcher         | Mile Hill   | Lincoln     | High   | Local      | Y          | N      | N    | Y               | 2                      | 2,200                  | 25    | No   | No        |    |
| Lund            | city limits | Madrona     | High   | 16 MA      | Y          | Y      | Y    | Y               | 3                      | 13,400                 | 35    | Some | Yes, High |    |
| California      | Chester     | Van Buren   | Medium | 17 MC      | N          | N      | N    | Y               | N                      | 1                      | 3,900 | 35   | No        | No |
| Harris          | Lund        | Salmonberry | Medium | Local      | Y          | N      | N    | N               | N                      | 1                      | 1,300 | 25   | Some      | No |
| Jackson         | Tamarack    | Lund        | Medium | 16 MA      | N          | Y      | Y    | Y               | 2.5                    | 11,200                 | 35    | Some | Yes       |    |
| Cedar           | Converse    | Hillwood    | Low    | Local      | N          | N      | N    | N               | 0                      |                        | 35    | No   | No        |    |
| Chase*          | Lund        | Salmonberry | Low    | Local      | N          | N      | N    | Y               | 1                      | 1,300                  | 25    | No   | No        |    |
| Converse        | Sedgwick    | Cedar       | Low    | Local      | N          | N      | Y    | N               | 1                      |                        | 35    | No   | No        |    |
| Harris          | McKinley    | Lund        | Low    | Local      | N          | N      | N    | N               | 0                      | 700                    | 25    | Some | No        |    |
| Harris*         | Salmonberry | Sedgwick    | Low    | Local      | N          | N      | N    | N               | 0                      |                        | 25    | Some | No        |    |
| Jackson         | Lund        | Sedgwick    | Low    | 16 MA      | N          | Y      | N    | Y               | 1.5                    | 10,200                 | 35    | Some | Yes, 1/2  |    |
| Lakeway         | Elder       | B-G Elm     | Low    | 07 BMC     | N          | N      | Y    | N               | 1                      | 2,400                  | 35    | No   | No        |    |
| Salmonberry     | city limits | Jackson     | Low    | 17 MC      | N          | Y      | N    | N               | 0.5                    | 1,600                  | 30    | No   | No        |    |

## Walk/Bike - NMC Prioritized Pedestrian Emphasis Areas (NMC, 2020)

To support the SK-TIS and TIP project selection process, the NMC (2020) prioritized roadway segment (shown in red, yellow, and green). During the TIP candidate project scoring process, primary priority points are awarded to projects according to their rank.



- 2021 Central Kitsap Pedestrian Prioritization. The NMC conducted a similar pedestrian prioritization for the Central Kitsap Urban Growth Area. The NMC systematically analyzed the pedestrian facilities. Utilizing a context sensitive analysis process based on access to schools, parks, and commercial uses, the NMC identified and prioritized pedestrian improvements in Central Kitsap.
- 2023-24. ADA Transition Plan. Our Americans with Disabilities (ADA) Transition Plan process will document and priorities improvements to existing sidewalks.



Public Works' on-going pedestrian facilities documentation and analysis directly supports the County's transportation planning and programming efforts. The pedestrian analysis above is incorporated into the County's Transportation Improvement Program (TIP) process and grant application processes. The systematic analysis and prioritization work by Public Works and the NMC has been critical to recent pedestrian facilities grant awards for the Lund Corridor (Transportation Improvement Board and Federal grants), Perry Avenue (Safe Routes to Schools grant), North STO Planning Study (Federal Grant), and Ridgetop Corridor (Federal Grant).

Given the Department's recent pedestrian facilities prioritization work, County Comprehensive Plan Update, planning, and programming processes Public Works believes the County is currently fulfilling the practical purposes of the NMC resolutions within our existing work programs.

