



# Joint Committees Workshop “Shared Use Paths”

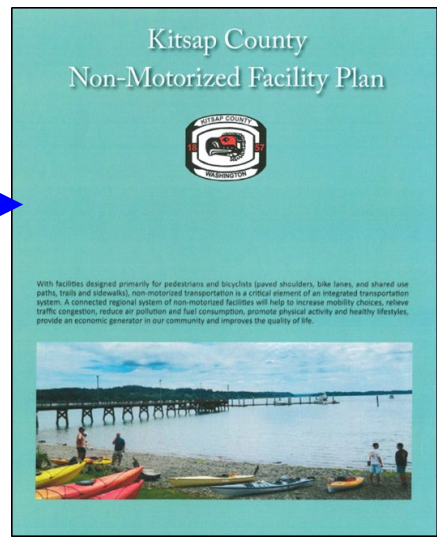
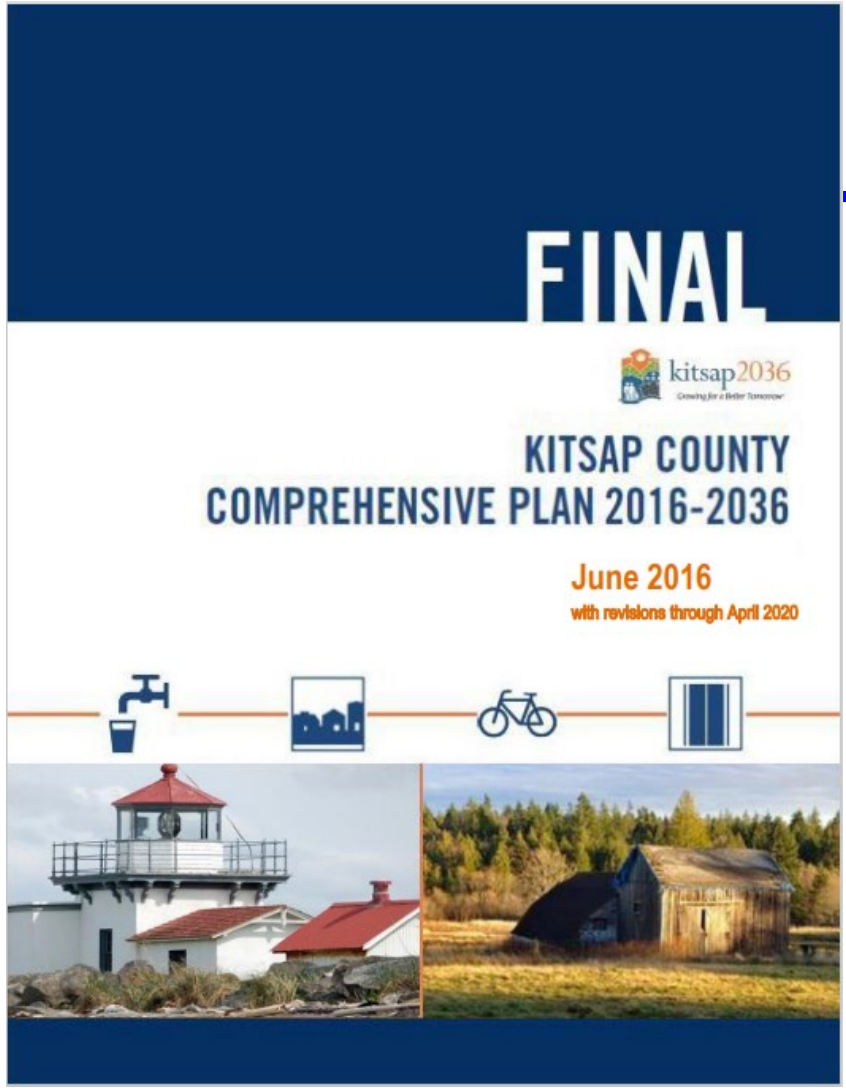


Kitsap County Public Works and Parks

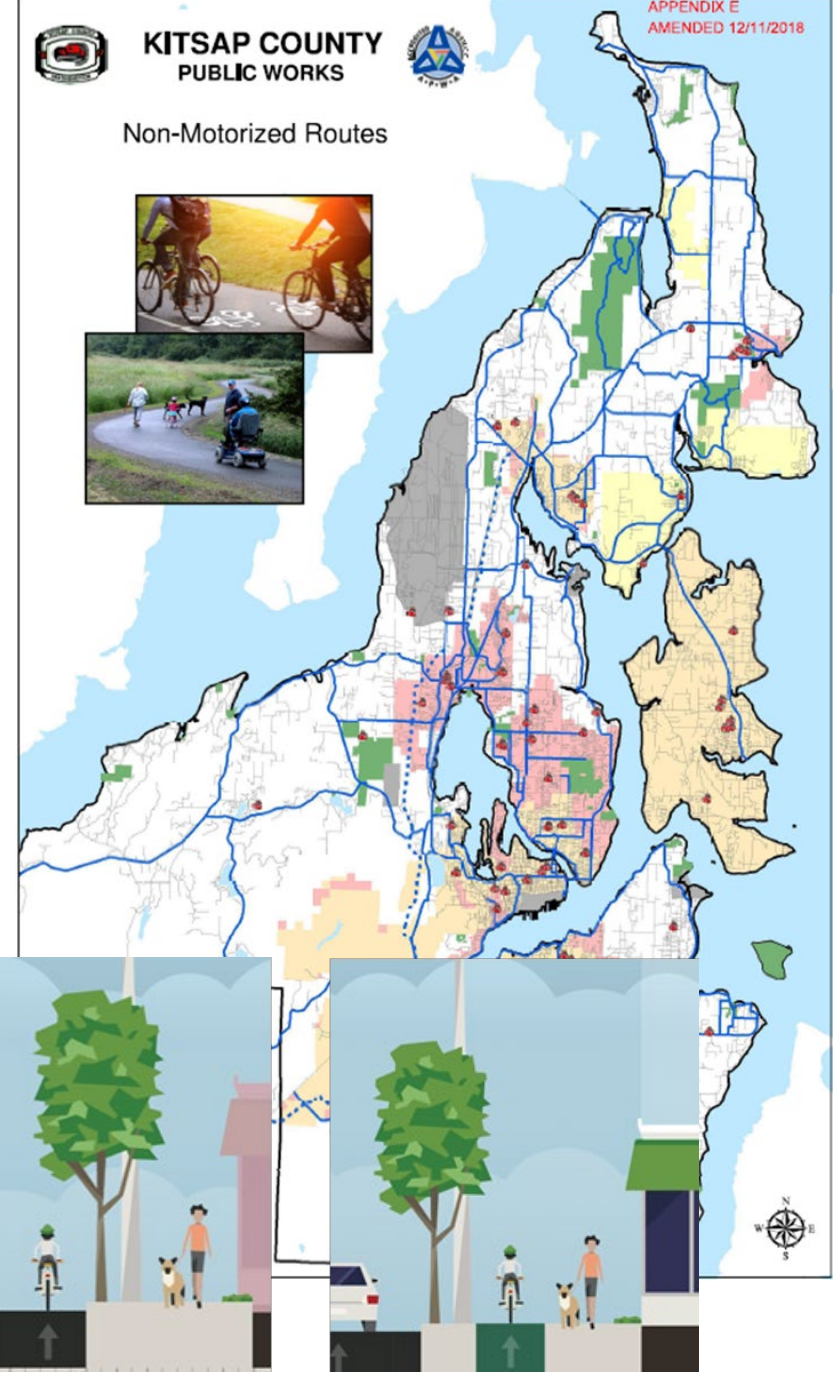
October 26, 2022



# Policy Context: Walk, Bike, & Roll



**Connections  
between and  
within  
communities**



# Policy Context: Walk, Bike, & Roll

**FINAL**

**kitsap2036**  
Growing for a Better Tomorrow

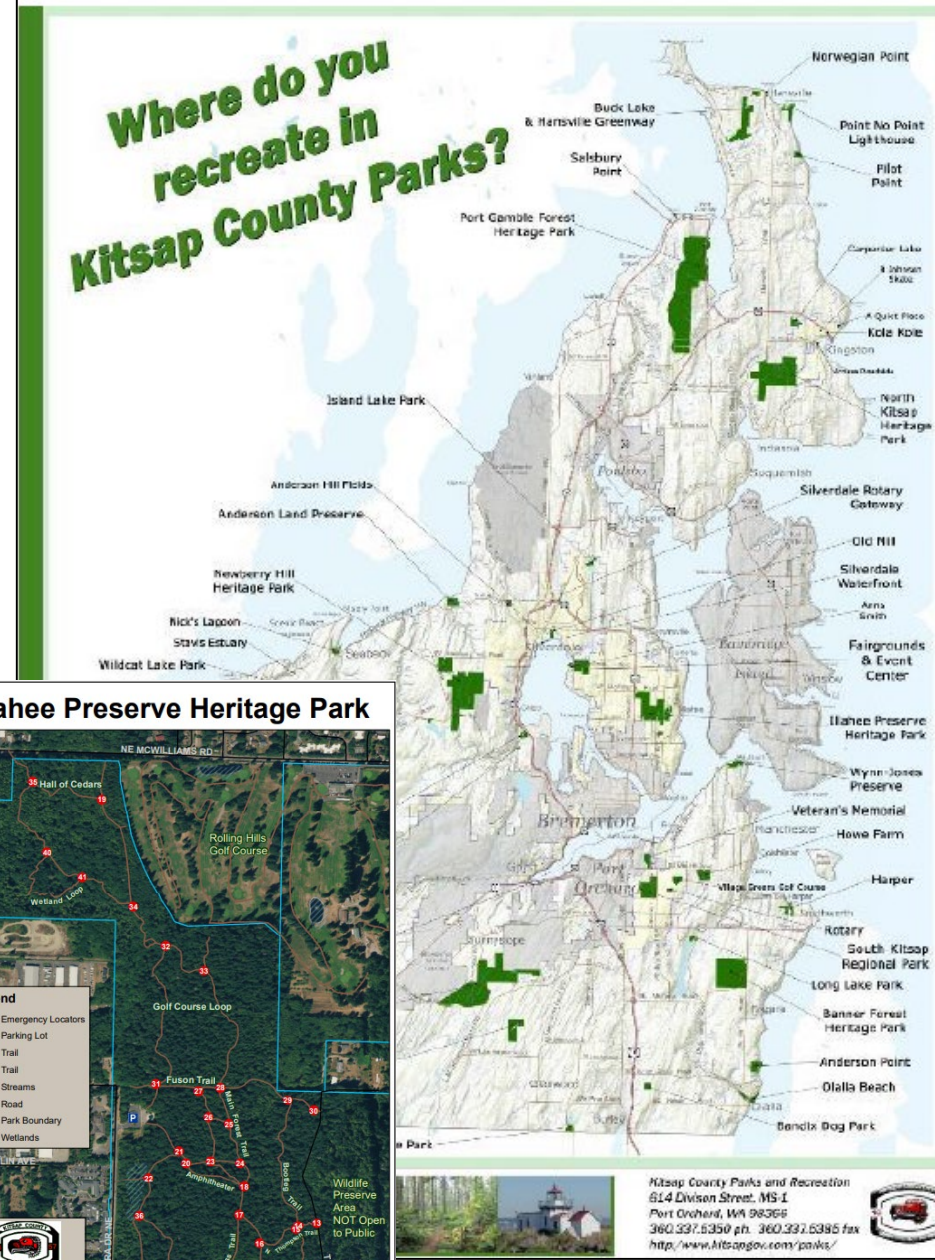
**KITSAP COUNTY  
COMPREHENSIVE PLAN 2016-2036**

June 2016  
with revisions through April 2020

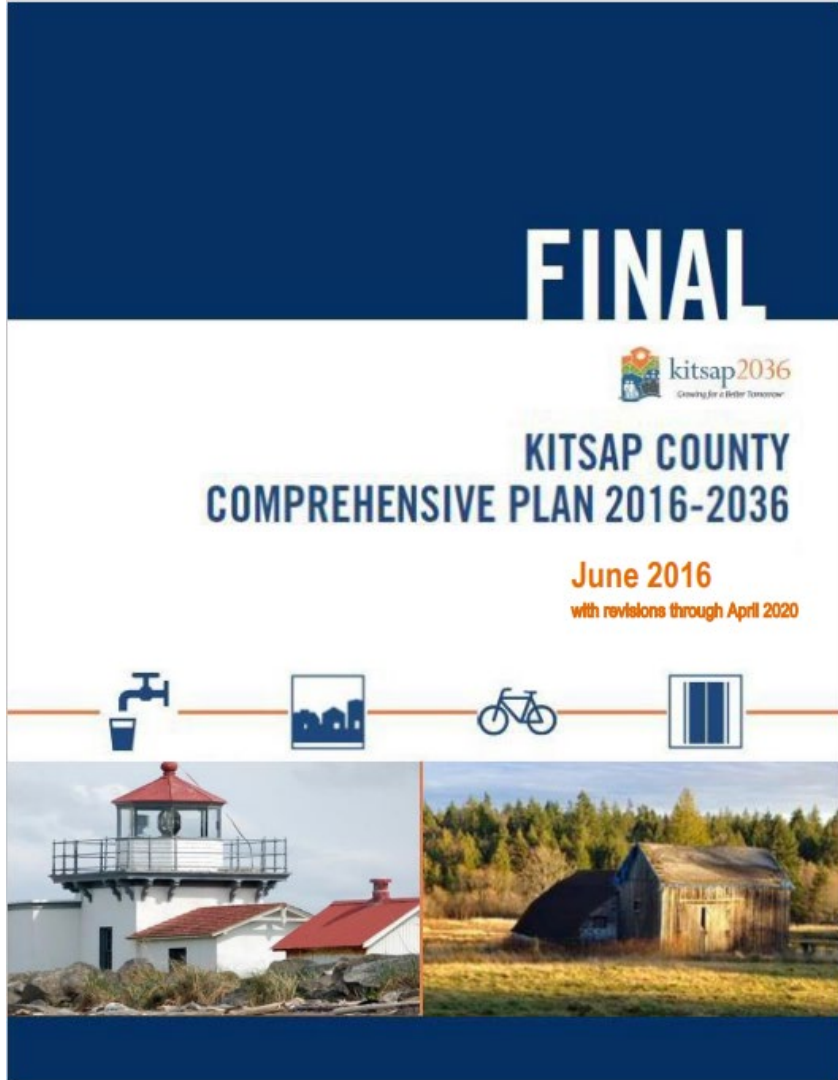
Access  
to & within  
parks - open space  
& recreation

**KITSAP COUNTY  
2018 PARKS, RECREATION AND OPEN SPACE PLAN**

Adopted February 26, 2018



# Policy Context: Walk, Bike, & Roll



## Access for all

**Accessible Communities Act**

The Accessible Communities Act was passed by the Washington State Legislature to help communities become more welcoming and inclusive for persons with disabilities, providing equal access to the opportunities available to all people. The participation of people with disabilities enriches communities, enhancing their diversity and contributing to their economic vitality.

### Kitsap Sun

#### Ride the Clear Creek Trail event gives wheelchair users a guided outing



Marsha Cutting, left, of Bainbridge Island, leads a group on a ride on the Clear Creek Trail on Saturday, July 24. Nathan Pinsky/Kitsap Sun

SILVERDALE – After a round of introductions, the group of wheelchair users, cyclists and walkers scattered to one of Kitsap’s trail gems. Organized by Kitsap County’s Accessible Communities Advisory Committee, volunteers at the Clear Creek Trail on a sunny, picturesque Saturday helped to guide wheelchair users in an outing on the trail.

“Even though I’ve lived in the county for almost a decade now, I’d never explored the trail, and so I went to look and I was just blown away by what an amazing trail it is,” said Bainbridge Island’s Marsha Cutting, one of the organizers for the outing. “I thought, wow, I would really like to get more people out here.”

# Policy Context: Walk, Bike, & Roll

**FINAL**

kitsap2036  
Growing for a Better Tomorrow

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Kitsap County  
Non-Motorized Facility Plan

With facilities designed primarily for pedestrians and bicyclists (paved shoulders, bike lanes, and shared use paths, trails and sidewalks), non-motorized transportation is a critical element of an integrated transportation system. A connected regional system of non-motorized facilities will help to increase mobility choices, relieve traffic congestion, reduce air pollution and fuel consumption, promote physical activity and healthy lifestyles, provide an economic generator in our community and improve the quality of life.

KITSAP COUNTY  
2018 PARKS, RECREATION AND OPEN SPACE PLAN

Adopted February 26, 2018

## Connections, Recreation, & Access

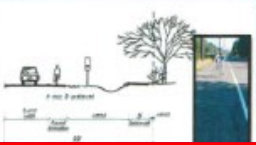








### Accessible Communities Act

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# Design Guidelines – Paths & Trails

| Non-Motorized Facilities   |   |  |   |
|--|---|--|---|
| CATEGORY   | CHARACTERIZATION  | REQUIREMENTS & REGULATIONS   | POTENTIAL FUNDING SOURCES   |
| <b>ROAD-BASED FACILITIES</b><br>Road-based facilities are defined as well-maintained paved surfaces and are designed to be used by bicyclists, pedestrians, and other users. They are typically found in urban and suburban areas and are designed to be used for both recreation and transportation purposes. They are typically found in urban and suburban areas and are designed to be used for both recreation and transportation purposes. |    | Must meet all 2011 ADAAG Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities. | <b>Active Transportation User-Maintained Funding Sources</b><br><br><b>Local Funding Sources</b><br>Local government (city, county, or town)<br>Local business (private sector)<br>Local nonprofit (volunteer organizations)<br>Local foundation (philanthropic organizations)<br>Local individual (private citizens) |
| <b>PAVED AND PAVED/BIPOSSIBLE CONNECTIONS</b><br>Trail Class 2 - Fully Developed<br>This class of trail consists of fully developed paved surfaces and paved/possible connections. The trail surface is paved with asphalt or concrete. The trail surface is paved with asphalt or concrete. The trail surface is paved with asphalt or concrete.  |    | Must meet all 2011 ADAAG Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities. | <b>Local Funding Sources</b><br>Local government (city, county, or town)<br>Local business (private sector)<br>Local nonprofit (volunteer organizations)<br>Local foundation (philanthropic organizations)<br>Local individual (private citizens)   |
| <b>COMMUNITY CONNECTIONS</b><br>Trail Class 4 - Highly Developed<br>This class of trail consists of highly developed paved surfaces and paved/possible connections. The trail surface is paved with asphalt or concrete. The trail surface is paved with asphalt or concrete. The trail surface is paved with asphalt or concrete.   |    | Must meet all 2011 ADAAG Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities. | <b>Local Funding Sources</b><br>Local government (city, county, or town)<br>Local business (private sector)<br>Local nonprofit (volunteer organizations)<br>Local foundation (philanthropic organizations)<br>Local individual (private citizens)   |
| <b>NEIGHBORHOOD CONNECTIONS</b><br>Trail Class 3 - Semi-Developed<br>This class of trail consists of semi-developed paved surfaces and paved/possible connections. The trail surface is paved with asphalt or concrete. The trail surface is paved with asphalt or concrete. The trail surface is paved with asphalt or concrete.  |   | Must meet all 2011 ADAAG Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities. | <b>Local Funding Sources</b><br>Local government (city, county, or town)<br>Local business (private sector)<br>Local nonprofit (volunteer organizations)<br>Local foundation (philanthropic organizations)<br>Local individual (private citizens)   |
| <b>OPEN SPACE</b><br>Trail Class 1 - Minimally Developed<br>This class of trail consists of minimally developed paved surfaces and paved/possible connections. The trail surface is paved with asphalt or concrete. The trail surface is paved with asphalt or concrete. The trail surface is paved with asphalt or concrete.  |  | Must meet all 2011 ADAAG Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities. | <b>Local Funding Sources</b><br>Local government (city, county, or town)<br>Local business (private sector)<br>Local nonprofit (volunteer organizations)<br>Local foundation (philanthropic organizations)<br>Local individual (private citizens)   |
| <b>SEMI-DEVELOPED/BIPOSSIBLE DEVELOPMENT</b><br>Trail Class 3 - Semi-Developed<br>This class of trail consists of semi-developed paved surfaces and paved/possible connections. The trail surface is paved with asphalt or concrete. The trail surface is paved with asphalt or concrete. The trail surface is paved with asphalt or concrete.   |  | Must meet all 2011 ADAAG Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities. | <b>Local Funding Sources</b><br>Local government (city, county, or town)<br>Local business (private sector)<br>Local nonprofit (volunteer organizations)<br>Local foundation (philanthropic organizations)<br>Local individual (private citizens)   |
| <b>WATER TRAILS</b><br>This class of trail consists of water trails. The trail surface is paved with asphalt or concrete. The trail surface is paved with asphalt or concrete. The trail surface is paved with asphalt or concrete.  |  | Must meet all 2011 ADAAG Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities.<br><br>WV Code Article 20, Chapter 20-20, Design Criteria for Outdoor Activities. | <b>Local Funding Sources</b><br>Local government (city, county, or town)<br>Local business (private sector)<br>Local nonprofit (volunteer organizations)<br>Local foundation (philanthropic organizations)<br>Local individual (private citizens)   |

Road based path

Non-road based path & trails

A hierarchy of path and trail facility types **connecting communities** and providing **access to and within** parks, open space, and communities.

# Design Guidelines – Shared Use Path



“Side Path”  
“Shared Use Path”



Both facilities are “Shared Use Paths” but have some differences in design and “user experience”

| Non-Motorized Facilities                |                  |  |  |
|---|------------------|--|--|
| CATEGORY                                | CHARACTERIZATION | REQUIREMENTS & REGULATIONS   | POTENTIAL FUNDING SOURCES  |
| <b>ON-ROAD FACILITIES</b>               |                  | Must meet all 2011 IBCSD Design Criteria for Shoulder  |  |
| <b>TRAIL CLASS 1 - Fully Developed</b>  |                  | <p>2011 IBCSD Design Criteria - 2011 Revised</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p> | <p>State of Washington Department of Transportation</p> <p>Local Government</p> <p>Private Donations</p> |
| <b>TRAIL CLASS 2 - Fully Developed</b>  |                  | <p>2011 IBCSD Design Criteria - 2011 Revised</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p>   | <p>State of Washington Department of Transportation</p> <p>Local Government</p> <p>Private Donations</p> |
| <b>TRAIL CLASS 3 - Fully Developed</b>  |                  | <p>2011 IBCSD Design Criteria - 2011 Revised</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p>   | <p>State of Washington Department of Transportation</p> <p>Local Government</p> <p>Private Donations</p> |
| <b>TRAIL CLASS 4 - Fully Developed</b>  |                  | <p>2011 IBCSD Design Criteria - 2011 Revised</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p>   | <p>State of Washington Department of Transportation</p> <p>Local Government</p> <p>Private Donations</p> |
| <b>TRAIL CLASS 5 - Fully Developed</b>  |                  | <p>2011 IBCSD Design Criteria - 2011 Revised</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p>   | <p>State of Washington Department of Transportation</p> <p>Local Government</p> <p>Private Donations</p> |
| <b>TRAIL CLASS 6 - Fully Developed</b>  |                  | <p>2011 IBCSD Design Criteria - 2011 Revised</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p>   | <p>State of Washington Department of Transportation</p> <p>Local Government</p> <p>Private Donations</p> |
| <b>TRAIL CLASS 7 - Fully Developed</b>  |                  | <p>2011 IBCSD Design Criteria - 2011 Revised</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p>   | <p>State of Washington Department of Transportation</p> <p>Local Government</p> <p>Private Donations</p> |
| <b>TRAIL CLASS 8 - Fully Developed</b>  |                  | <p>2011 IBCSD Design Criteria - 2011 Revised</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p>   | <p>State of Washington Department of Transportation</p> <p>Local Government</p> <p>Private Donations</p> |
| <b>TRAIL CLASS 9 - Fully Developed</b>  |                  | <p>2011 IBCSD Design Criteria - 2011 Revised</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p>   | <p>State of Washington Department of Transportation</p> <p>Local Government</p> <p>Private Donations</p> |
| <b>TRAIL CLASS 10 - Fully Developed</b> |                  | <p>2011 IBCSD Design Criteria - 2011 Revised</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p> <p>Manual of Practice for Designing and Constructing Shared Use Paths (SUTP) - 2011 Edition</p>   | <p>State of Washington Department of Transportation</p> <p>Local Government</p> <p>Private Donations</p> |

# Design Guidelines – Paths & Trails



## Trail Class Matrix (FSH 2353, Section 14.2, Exhibit 01)

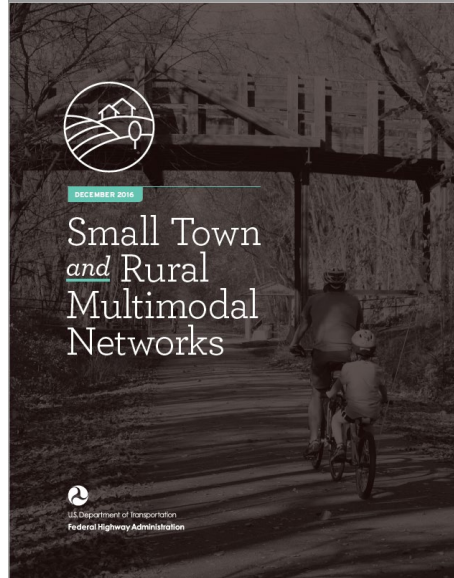
| Trail Attributes  | Trail Class 1<br>Minimally Developed  | Trail Class 2<br>Moderately Developed  | Trail Class 3<br>Developed  | Trail Class 4<br>Highly Developed   | Trail Class 5<br>Fully Developed |
|---|---|--|---|---|----------------------------------|
| <p><b>Tread &amp; Traffic Flow</b></p> <ul style="list-style-type: none"> <li>• Tread intermittent and often indistinct</li> <li>• May require route finding</li> <li>• Single lane with no allowances constructed for passing</li> <li>• Predominantly native materials</li> </ul> | <ul style="list-style-type: none"> <li>• Tread continuous and discernible, but narrow and rough</li> <li>• Single lane with minor allowances constructed for passing</li> <li>• Typically native materials</li> </ul> | <ul style="list-style-type: none"> <li>• Tread continuous and obvious</li> <li>• Single lane, with allowances constructed for passing where required by traffic volumes in areas with no reasonable passing opportunities available</li> <li>• Native or imported materials</li> </ul> | <ul style="list-style-type: none"> <li>• Tread wide and relatively smooth with few irregularities</li> <li>• Single lane, with allowances constructed for passing where required by traffic volumes in areas with no reasonable passing opportunities available</li> <li>• Double lane where traffic volumes are high and passing is frequent</li> <li>• Native or imported materials</li> <li>• May be hardened</li> </ul> | <ul style="list-style-type: none"> <li>• Tread wide, firm, stable, and generally uniform</li> <li>• Single lane, with frequent turnouts where traffic volumes are low to moderate</li> <li>• Double lane where traffic volumes are moderate to high</li> <li>• Commonly hardened with asphalt or other imported material</li> </ul> |                                  |





# Design Guidelines – Shared Use Path

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## Shared Use Path:

“...provides a travel area **separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users.**”

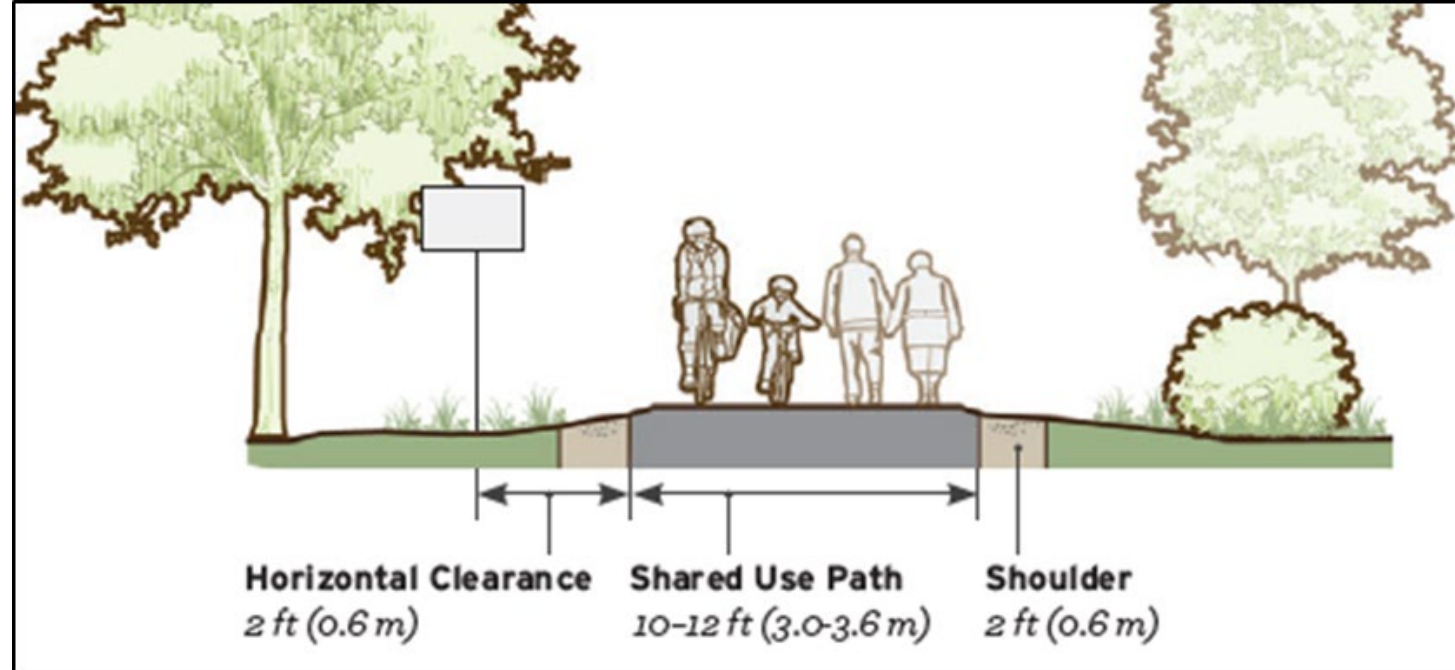
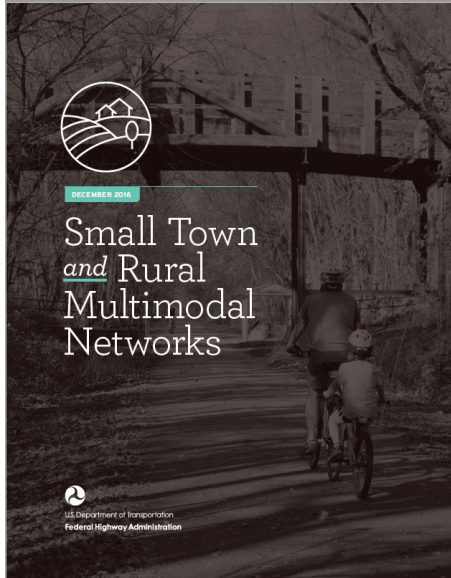
“...are **required to be accessible by all users**, including those with mobility devices and vision disabilities.”

“**Encourages bicycling and walking ...**”

“...are **often located in parks, along rivers, beaches, and in greenbelts** or utility corridors where there are few conflicts with motorized vehicles.”

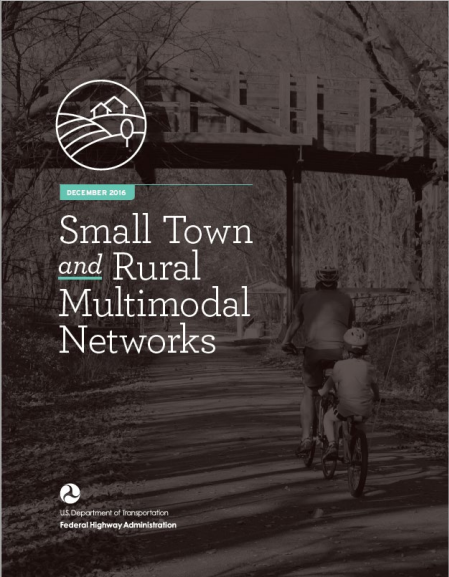


# Design Guidelines – Shared Use Path

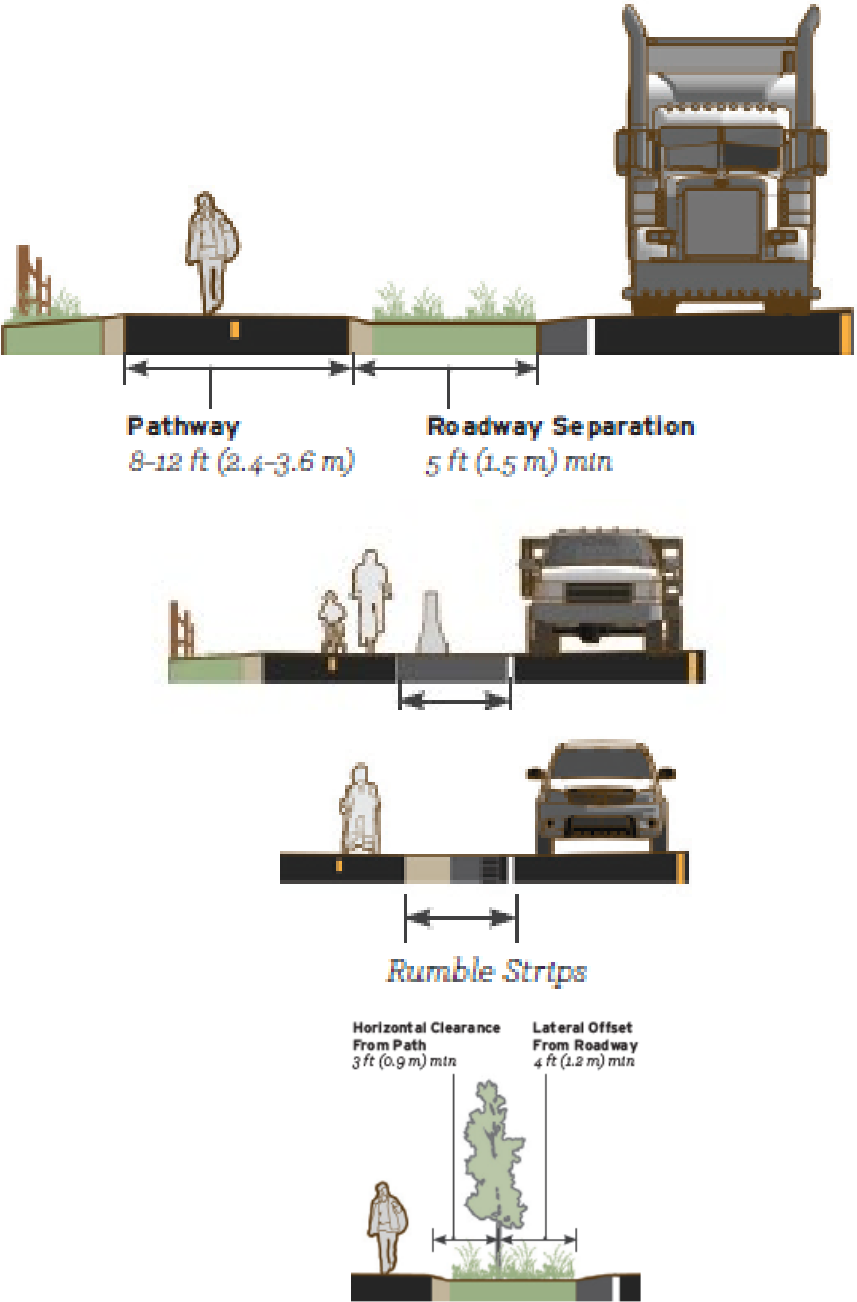
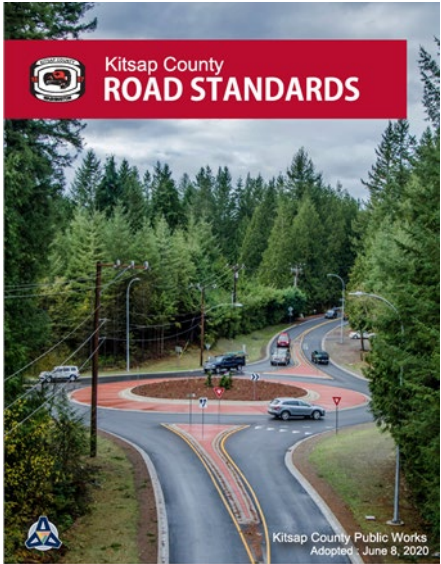


- **All users** – pedestrians, bikes, skaters, wheelchair users, joggers
- **Low Stress** – wide path, natural environment, low noise
- **Safety** – separated from vehicles
- **Accessibility** – hard, smooth surface and slope limitations
- **Access** – Primary connections to/within communities, parks, & open space

# Design Guidelines – Side Path



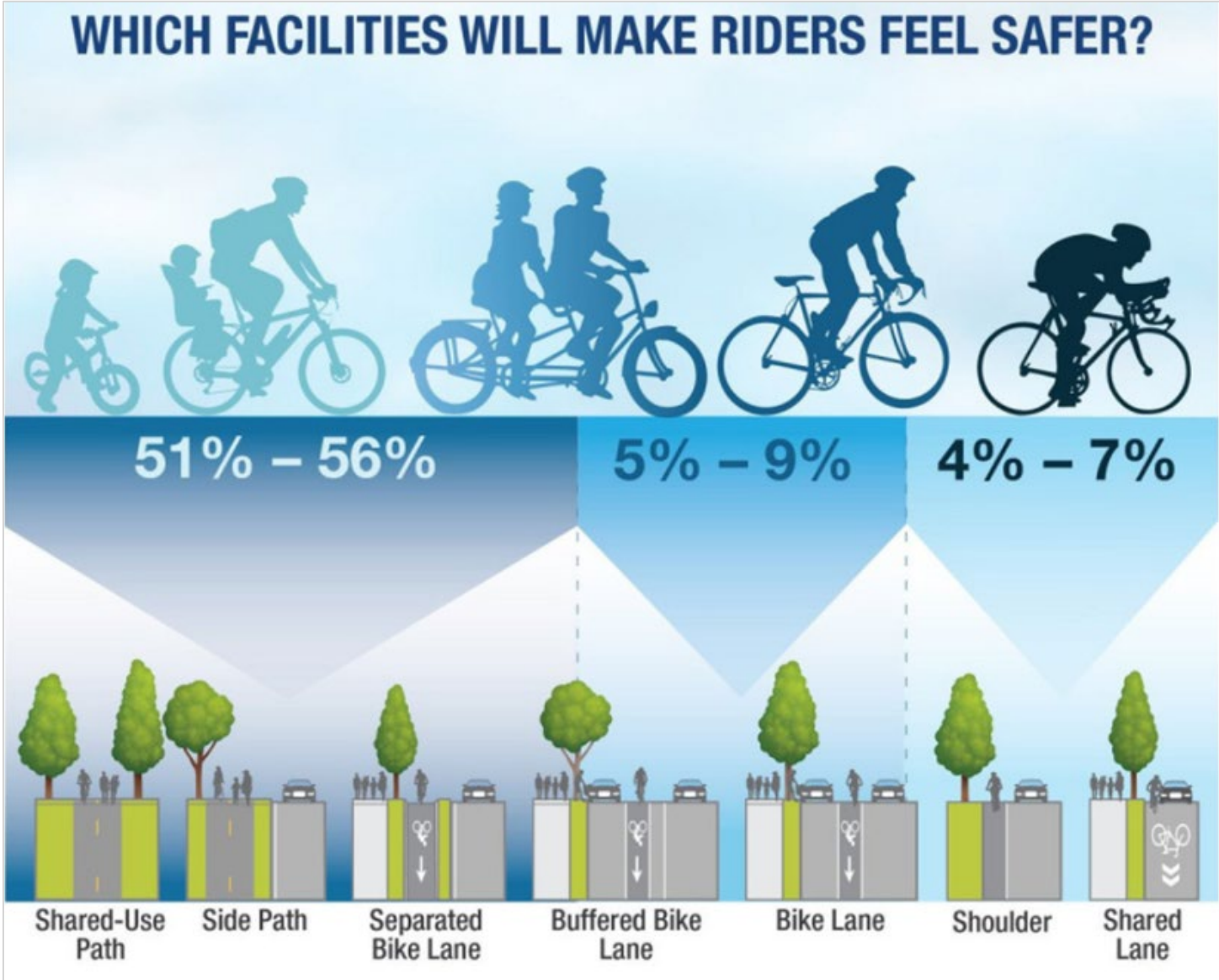
- **All users** – pedestrians, bikes, skaters, wheelchair users, joggers
- **Lower Stress** – (relative to ‘on-road’ facilities) wide path, separated, but road noise
- **Safety** – separated from vehicles, but vehicle conflicts at driveways
- **Accessibility** – hard, smooth surface but follows slope of road
- **Access** – connections to/within communities, parks, & open space



# Design Guidelines – User Experience

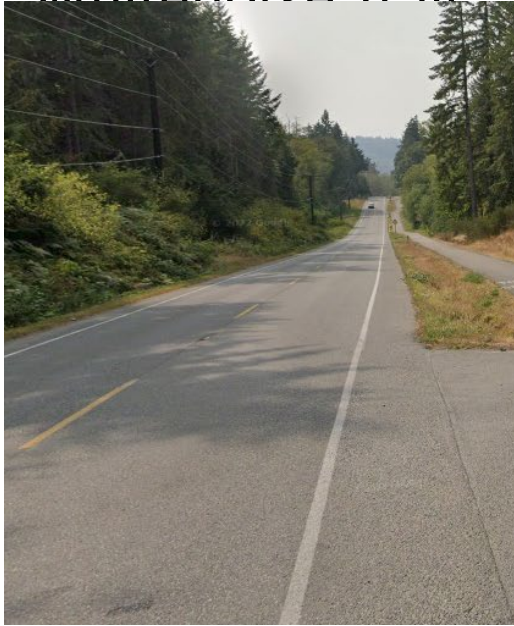
“Shared use paths can provide a **low-stress experience** for a variety of users using the network for transportation or recreation.”

- Lower stress levels for all ages, abilities, and mode (walking, biking, rolling)
- Increases connectivity, access, recreation



# Sample Shared Use Paths

- Clear Creek Trail
- Little Boston
- Sound to Olympics
- Johnson Parkway
- Whitehorse Trail

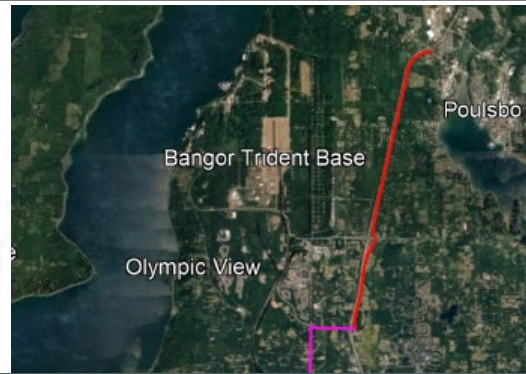


Paved Shared-Use Paths in Kitsap



# Advancing: Shared Use Paths

- System Level Concepts
  - Mosquito Fleet Trail
  - North-South Spine
  - Sound to Olympics (STO)
  - Bethel Rd. to Cushman
  - Gorst
  - Sinclair Inlet
  - South Parks Connector

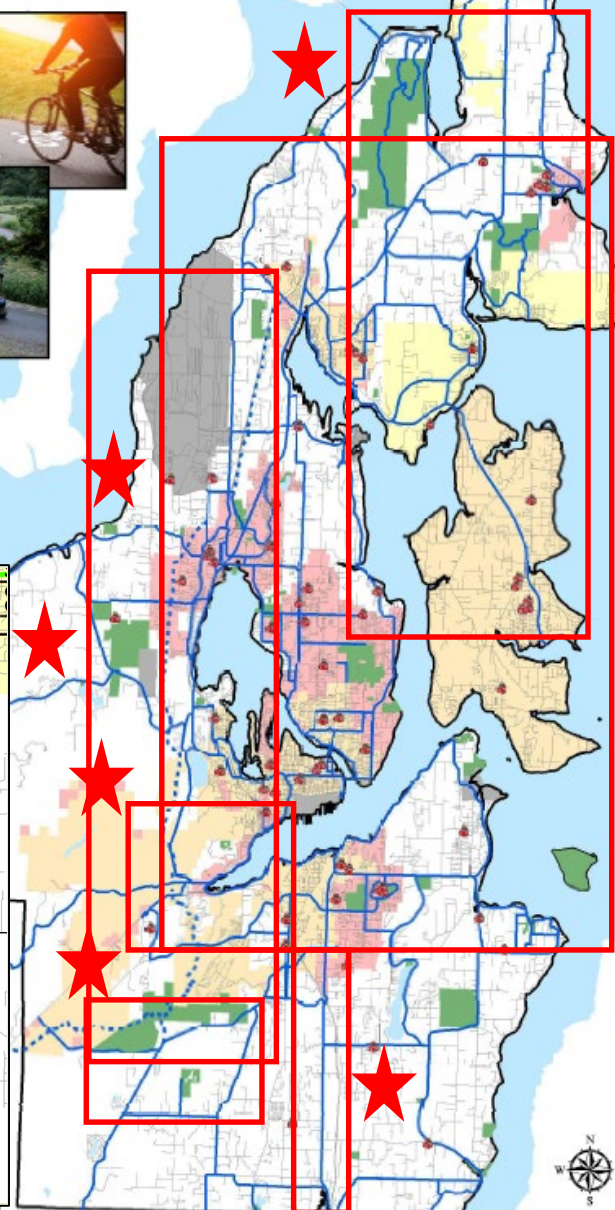
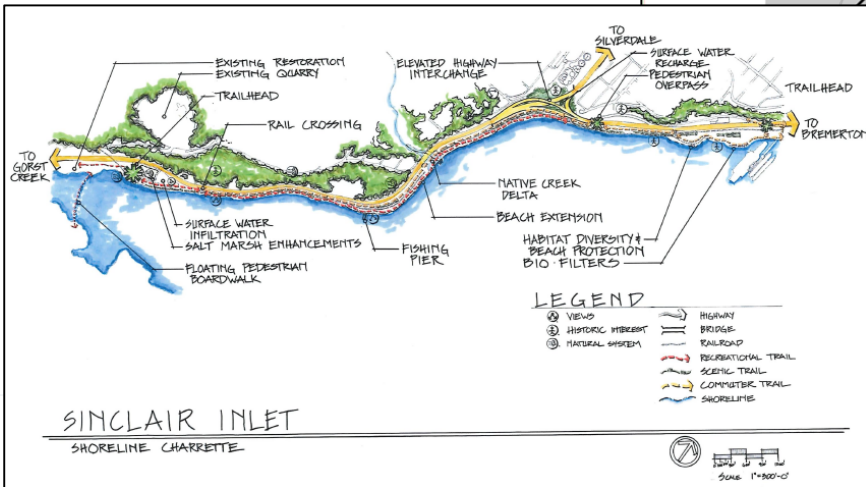
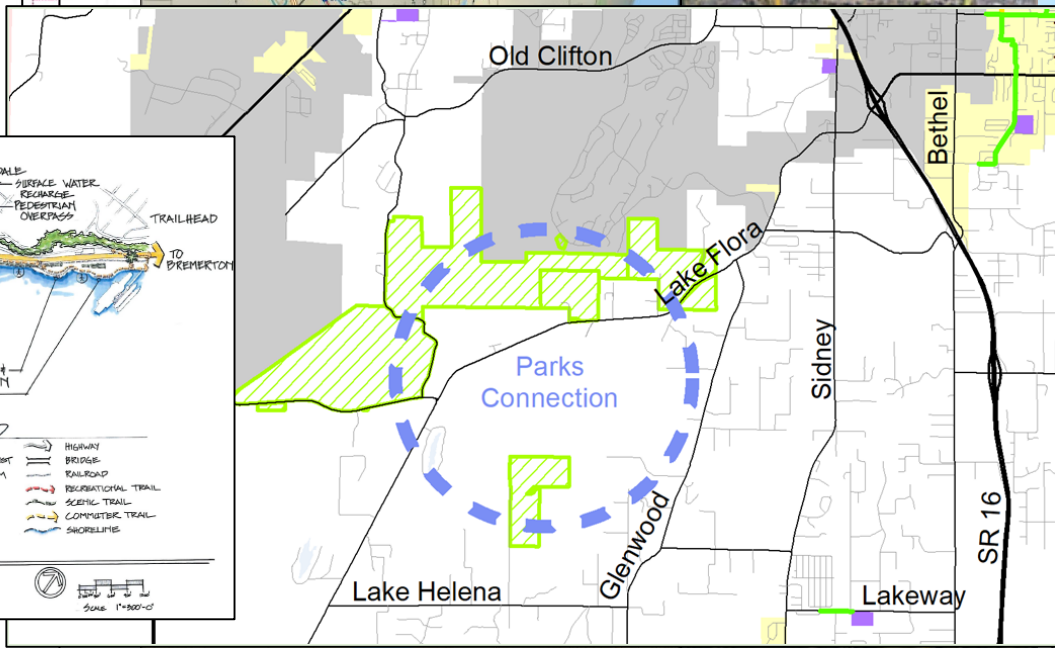


**KITSAP COUNTY**  
PUBLIC WORKS



APPENDIX E  
AMENDED 12/11/2018

Non-Motorized Routes



# Advancing: Shared Use Paths

- Feasibility Studies/Advanced Analysis

- Miller Bay Road

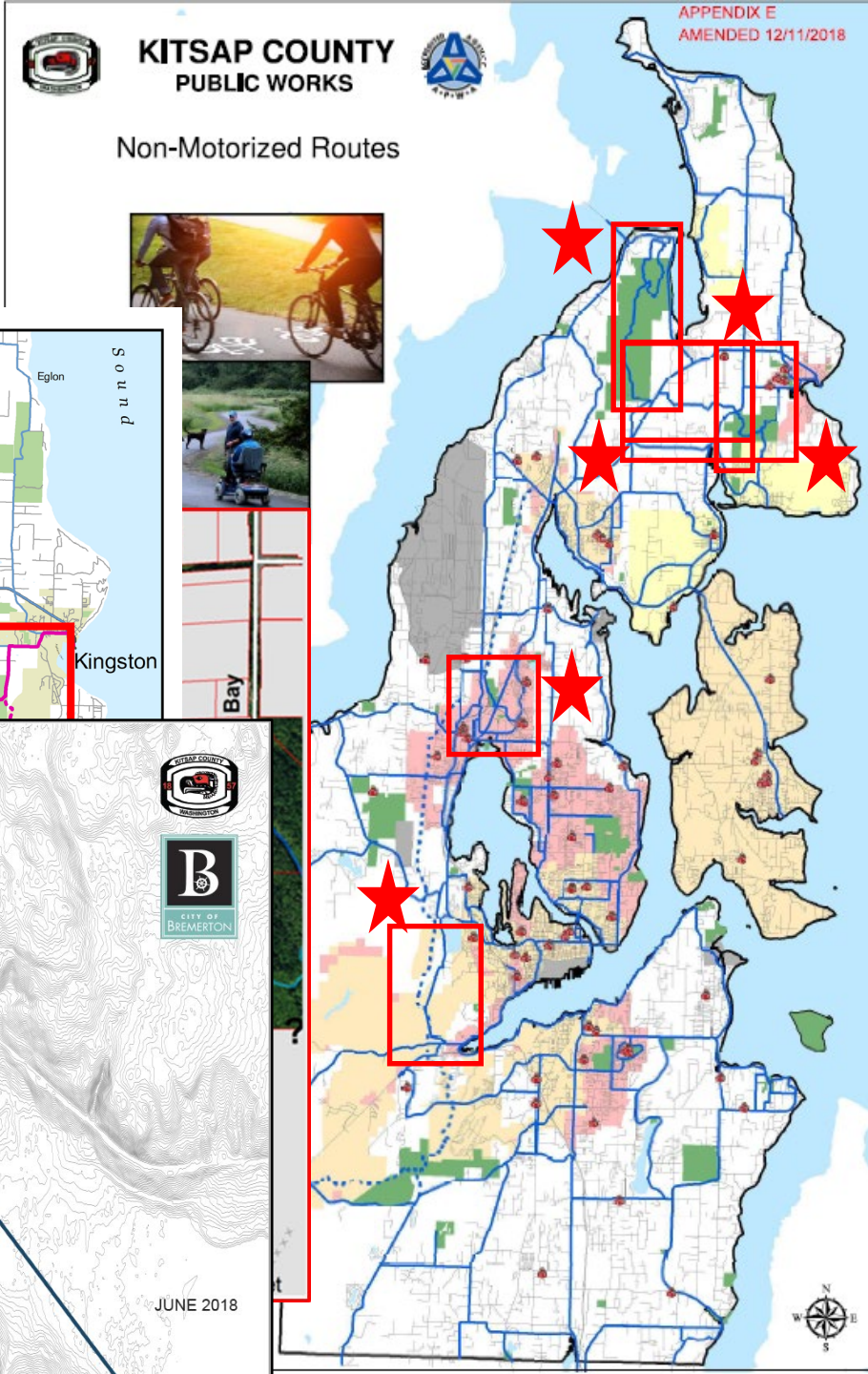
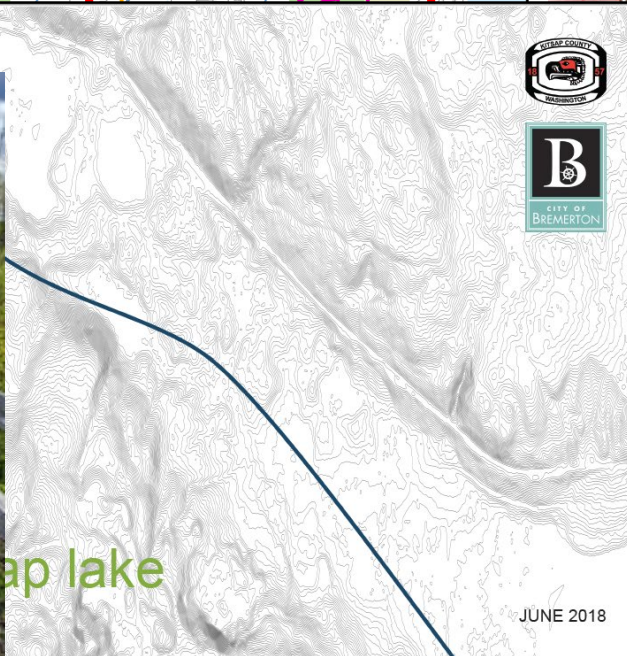
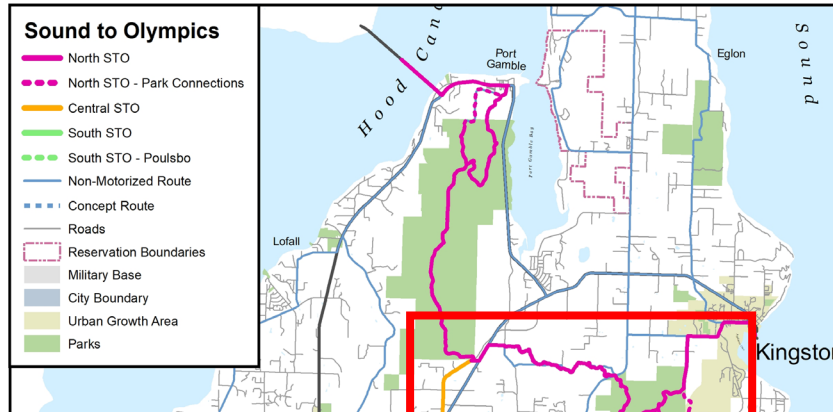
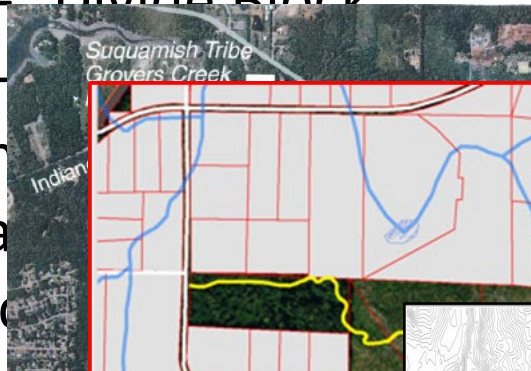
- STO – “Divide Block”

- STO –

- North

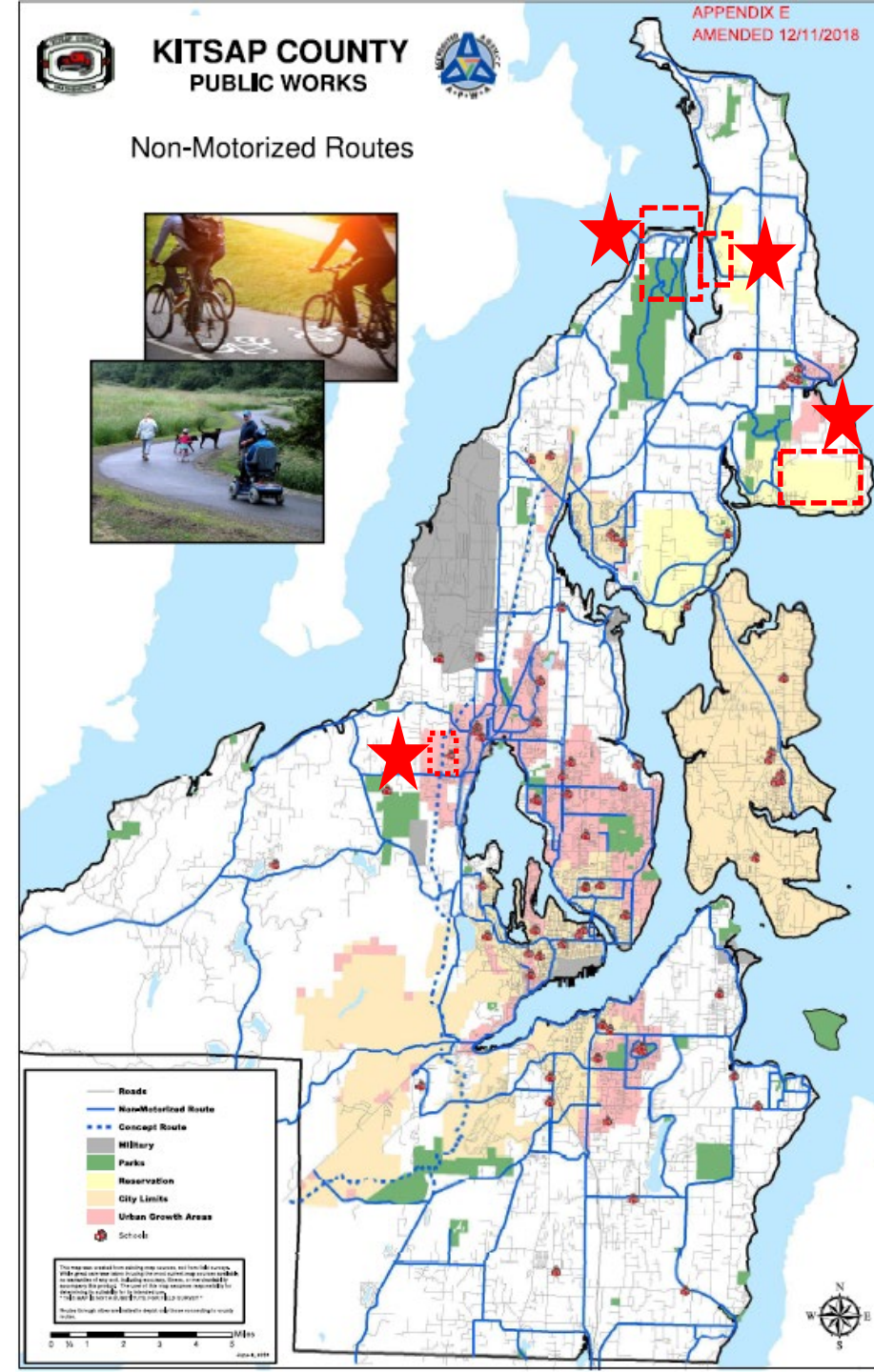
- Jarsta

- Clear



# Advancing: Shared Use Paths

- Current Design Work
  - Port Gamble Segments A, B, & D
  - Little Boston extension
- Private Development
  - Arborwood
  - Dickie Road





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June 2016  
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Water, City, Bicycle, Window icons

Lighthouse and Barn photos

Kitsap County  
Non-Motorized Facility Plan

Kitsap County logo

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Photo of pier and kayakers

Kitsap County logo

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2018 PARKS, RECREATION AND OPEN SPACE PLAN**

Adopted February 26, 2018

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# Thank You

