

**KITSAP COUNTY
NON-MOTORIZED FACILITIES CITIZENS ADVISORY COMMITTEE (KC NMCAC)
MEETING MINUTES
April 20, 2021 (Virtual Meeting)**

Kitsap County
Non-Motorized Citizen Advisory Committee
Agenda

April 20, 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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Time	Topic	Activity	Presenter
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. Road Speed Update	Discussion	Watson
8:25	6. Member and Staff Updates	Discussion	Chair
8:30	7. 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 (called in absence)</p>	<p><u>Kitsap County Representatives:</u> David Forte Melissa Mohr</p> <p><u>Guests:</u> Jess</p>
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Enclosure [1]: Speed Limit Reduction Team Update

Topic 1: Welcome and Introductions

Meeting Called to Order

Topic 2: Public Comment

Brian Wilson raised up on the importance of our improvement efforts in the loss of two pedestrians in the region this past month.

Topic 3: Approval of the last meeting's minutes

No Minutes.

Topic 4: Central Kitsap UGA Pedestrian Prioritization

Melissa Mohr discussed initial prioritization efforts and census tract information. The members discussed elements of the initial prioritization and where provided "homework" to review the initial prioritization for the May meeting.

Topic 5: Road Speed Reduction Update

The sub-committee with members Brian Watson (lead), and Rick Feeney and Scott Satter discussed their list of candidates for road speed reduction for the safety, health, and well-being/enjoyment of non-motorized users (e.g., bicyclists, pedestrians, runners, horses, etc.). Also factored into this was high growth factor of electric motor assist bicycles-ebikes).

It had been split up in to three segments north, central, and south Kitsap County. Brian brought up the screen of the active database. See Enclosure [1] below.

The overall metrics the sub-committee was using was discussed. Like the Pedestrian Prioritization, a rated list was presented. See Enclosure [1]. It was decided at the meeting that the first list to submit for discussion and vote would include an equal number of candidates from the three council districts areas vs. just the highest point value areas which might reside heavily in one County Commissioner's area. The team will present this format at the next meeting.

Topic 6: Member & Staff Update

No comments.

Topic 7: Adjourn

A team member put in a motion to adjourn. It was seconded and all voted in favor.

Enclosure [1]: Road Speed Reduction Candidates (Draft) (Note: This enclosure is an 11" x 17" document)

Road Segment (start/end)	Sponsor	Current Posted Speed Limit	Proposed Speed Limit	Reasons for Reducing Speed Limit	Road Segment Distance	Additional travel time at proposed speed limit compared to current speed limit	Activity Level (x/5)	Conflict Density (x/5)	Road in/along UGA (yes=1; no=0)	Schools Served by Road (yes=1; no=0)	Parks Served by Road (yes=1; no=0)	Libraries Served by Road (yes=1; no=0)	Retail Served by Road (yes=1; no=0)	Transit Served by Road (yes=1; no=0)	Non-Motorized Route Served by Road (yes=1; no=0)	Sidewalks along Road (no=1; yes=0)	Paved Shoulders along Road (no=1; yes=0)	Bike Lane along Road (no=1; yes=0)	Hazardous Road Characteristics	Cumulative Score (x/20)	Problem (Further explained)	Contributing Factors
Perry Ave., from Sylvan Way (north) to where 25mph zone begins south of Sheridan	BW	35mph	25mph	High conflict density; high activity level. Already a pedestrian corridor; could be safer and more inviting with lower speed limits.	.575 miles	25.2 seconds	4	4	1	1	0	0	1	1	1	1	0	1	high frequency of commercial and residential driveways and cross streets	15		
Sylvan Way, from Ridgeview Drive (east) to where 25mph zone begins near Olympus (west)	BW	35mph	25mph	Medium conflict density; medium activity level. Already a pedestrian corridor; could be safer and more inviting with lower speed limits	.938 miles	39.6 seconds	2	2	1	0	1	0	0	1	1	1	1	1	Steep hills	11		
Fairgrounds Road from Tracyton Blvd (west) to Hwy 303 (east)	BW	35mph	25mph	Medium conflict density; medium activity level. Already a pedestrian corridor; could be safer and more inviting with lower speed limits	2 miles	83 seconds	3	2	1	1	1	0	1	1	1	1	1	1		14		
Foster Road from Central Valley Road (west) to Old Military Road (east)	BW	35mph	25mph	Medium conflict density; medium activity level. Elementary school and residential	.602 miles	25.2 seconds	2	2	1	1	0	0	0	1	0	1	1	1	20 mph school zone	10		

Enclosure [1]: Road Speed Reduction Candidates (Draft) (Note: This enclosure is an 11" x 17" document)

				areas served by Foster.																		
Central Valley Road from Miramar Circle (south) to Waaga Way (north)	BW	35mph	25mph	High conflict density; high activity level. Already a pedestrian corridor; could be safer and more inviting with lower speed limits. 3 schools on this road segment.	1.56 miles	57.6 seconds	4	3	1	1	0	0	1	1	1	1	0	1	Three 20 MPH school zones in this segment	14		
Silverdale Commercial Slow Zone: all streets in the area bordered by Byron (south) to Hwy 303 (north), Anderson Hill Road & Randall Way (west) to Hwy 303 & Myrhe Rd./Tracyton Blvd (east)	BW	30mph for most arterials	25mph for arterials	High conflict density; high activity level. Already a pedestrian corridor; could be safer and more inviting with lower speed limits.	NA	NA	5	5	1	1	1	1	1	1	1	0	1	1	High frequency of commercial driveways and cross streets. Very high traffic activity.	19		
Tracyton Beach Rd from Ridell Rd (north) to Bremerton City Limits	BW	25mph	20mph	Curvy, narrow road; scenic route; could be safer and more inviting with lower speed limits.	1.02 miles	39.6 seconds	2	1	1	0	1	0	0	0	1	0	0	0	Very curvy road with hills. Narrow lanes. Little to no shoulder.	6		

Enclosure [1]: Road Speed Reduction Candidates (Draft) (Note: This enclosure is an 11" x 17" document)

Chico Way from Erlands Point Road (south) to Newberry Hill Road/Silverdale Way Round-a-bout	RF	40 mph	30 mph	This road is the primary portion of the north-south non-motorized route connecting central Kitsap County between the metropolitan areas of Bremerton and Silverdale.	2.92 miles	86.4 seconds (1m 26s)	4	3	1	1	1	0	1	1	1	1	0	1	This is one of the most bike and pedestrian traveled shoulders in Kitsap County. Some curvy sections.	15	This road parallels a 60 mph divided highway within a 1/4 mile. For throughway users they should use the highway. Kitsap County has no proposal to build a Shared Use path in continuing this route; thus, the importance of safe shoulders on this community connector and treasure.	Kitsap County's non-motorized plan shows this road as the north-south connector between Bremerton and Silverdale.
Erlands Point Road from Austin Drive (east) to Chico Way (west)	BW	35	25	Narrow laned road with no shoulders. Medium activity level; medium conflict density. Serves as NM route between Bremerton and Silverdale.	.531 miles	22 seconds	3	2	1	1	1	0	1	1	1	1	1	1	Narrow lanes with no shoulders.	14		
National Ave from 1st St (north) to Loxie Eagans (south)	BW	35	25	High conflict density; high activity level. Already a pedestrian corridor; could be safer and more inviting with lower speed limits.	.402 miles	16 seconds	4	3	1	1	0	0	1	1	1	1	1	1	high frequency of commercial and residential driveways and cross streets	15		
Seabeck Hwy from Anderson Hill Rd (east) to 25mph zone near marina (west)	NW & BW	35	30	Narrow, curvy road; no shoulders; high scenic value	2.39 miles	41 seconds	4	4	0	0	0	0	0	0	1	1	1	1	Narrow lanes with no shoulders. Curvy road. Blind driveway	12		High scenic value route.

Enclosure [1]: Road Speed Reduction Candidates (Draft) (Note: This enclosure is an 11" x 17" document)

																			entrances. Sight line obstructions.			
Phillips Ave from Sedgwick (south) to Salmonberry (north)	RF	35mph	25mph	This is a forest lined street that has 26 driveways and 3 inlets to cul-de-sac neighborhoods. It is a neighborhood with no sidewalks and no paved shoulder. There are no fog lines. Gravel shoulders exist of various widths.	.49 miles	18 seconds	2	2	1	0	0	0	0	0	0	1	1	1		8	Based its layout, this street is and should be low key and not be treated as a throughfare. It is a neighborhood. In talking with neighbors, it unfortunately serves as a not-so-unknown "secret detour" for west bound ferry traffic vs. driving to the light at Jackson Ave one block west. Per the neighbors, with the chance of a traffic ticket being "zero" speeds often exceed 40 mph.	This will be further exacerbated by several factors: [1] the new round-a-bout built at Jackson and Salmonberry, [2] the new traffic light at Phillips and Sedgwick, [3] the quantity of traffic increasing due it being in a South Kitsap growth area and the upcoming fast ferry.

Enclosure [1]: Road Speed Reduction Candidates (Draft) (Note: This enclosure is an 11" x 17" document)

Jackson Avenue from Mile Hill (north) to Sedgwick Road (south)	RF	35 mph	30 mph (plus make no passing road)	Make the entire length a no passing zone (i.e., double yellow lines with 6" white fog lines) to reduce the chance of fatalities.	2 miles	32.6 seconds	4	3	1	1	1	0	1	1	1	1	0	1	High Bike and Pedestrian Usage (1 of 2 North/South corridors for the Port Orchard district)	15	It is a medium to high level foot traffic and bicycle traffic road along its whole length. Whereas, south of Lund Ave. it has 5 to 7 foot wide shoulders on both sides. While north of Lund Ave. is has no paved shoulders and no sidewalks. While it is a Kitsap County managed area, Parkwood is basically an urban area of Port Orchard. This road is access to several Grade Schools and a Junior High and the South Kitsap Regional Park.	I live on this road's Frontage Road and daily observe unsafe uses. It is sped on and is often used unsafely (to pass). Along with Bethel St., it is one of two North-South roadways in Port Orchard proper. With that, this street has some inherent dangers. It is medium use and is "the" non-motorized passage to several schools, businesses, and the busy South Kitsap Regional Park. Based on this, it is a road often used by pedestrians and bicycles both along the shoulders and to cross. It is the source of two child fatalities. While the ensuing Beacon Light is beneficial, it does not remove the risk. I have been rear-ended turning into my Frontage Rd. by a person texting and it totaled my car.
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Enclosure [1]: Road Speed Reduction Candidates (Draft) (Note: This enclosure is an 11" x 17" document)

Bethel-Burley Road From Purdy (south) to Port Orchard Fred Meyers (north)	RF	45 mph	35 mph	This road is the primary north-south non-motorized route connecting Kitsap County and Pierce County. The final draft of the fifth (5th) segment of Cushman Non-Motorized Shared Use Trail from the Narrows Bridge to Kitsap county is intended to end at the south start of this road.	7.48 miles	169.2 seconds (2m 49.2s)	4	3	1	0	1	0	1	1	1	1	0	1	This road is the primary North-South Connector from Pierce County to Kitsap County. With a speed limit of 45 mph it becomes too dangerous with just 4 foot shoulders. 2020 fatality on it near Mullenix.	14	This road parallels a 60 mph divided highway within a 1/4 mile. For throughway users they should use the highway. Kitsap County has no proposal to build a Shared Use path in continuing this route. Therefore, it will rely on the shoulders on both sides of Bethel-Burley. However, on a 45 mph road, their four to five (4'-5') foot shoulders do not meet the six (6') considered protocol per accepted standards for multi-modal transport. It will be the connecting portion (to Cushman path in Pierce County) of the County's future long term North South route the County Commissione rs have envisioned at the startup of the Kitsap County Non-Motorized Facilities Citizens	Kitsap County has no proposal to build a Shared Use path in continuing this route. Therefore, it will rely on the shoulders on both sides of Bethel-Burley. However, on a 45 mph road, their four to five (4'-5') foot shoulders do not meet the six (6') considered protocol per accepted standards for multi-modal transport. It will be the connecting portion (to Cushman path) of the County's future long term North South route the County Commissioners have envisioned at the startup of the Kitsap County Non-Motorized Facilities Citizens Advisory Committee (NMFCAC). Thus, this road should be made safe for all multi-modal users. It is noted for SK's North South (west of Highway 16), Bethel-Burley has 4-5 ft shoulders (45 mph), Sydney has no paved
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																				Advisory Committee (NMFCAC). Thus, this road should be made safe for all multi-modal users	shoulders (45 mph), Glenwood (on top of the ridge) has 4-6 foot (recently paved shoulders) (40 mph), and Lake Flora/JM Dickenson has no paved shoulders (50 mph).
Southworth Drive from Colchester (west) to where 35mph zone starts (east) NEED TO VERIFY LOCATION	BW	45mph	40mph	High scenic value; popular bicycling and walking route	3.49 miles	35 seconds	4	2	0	1	0?	0	0	1	1	1	1	1	12		Serves as NM route from Southworth to Port Orchard; high scenic value
Colchester Drive from just south of the north end of Puget Drive (north end) to Southworth Rd. (south end)	RP & BW	40 mph	35 mph	High scenic value; popular bicycling and walking route; principal route into Village of Manchester; densely populated with steep	1.42 miles	19 seconds	4	4	0	0	1	1	1	1	1	1	0	1	15	High Bike and Pedestrian Usage (Mosquito Fleet Trail); high density of driveway & cul-de-sac entrances, mostly blind due to steepness of entrance slopes.	high scenic value route; leads to Manchester center

Enclosure [1]: Road Speed Reduction Candidates (Draft) (Note: This enclosure is an 11" x 17" document)

				drives on both sides																		
Lemolo Shore Drive, East End, from Hwy 305 (east) to Delate Rd.	DW & BW	35mph	30mph	Narrow laned road with no shoulders. Medium activity level; medium conflict density. Serves as NM route between Bainbridge and Poulsbo. High scenic value.	.835 miles	15 seconds	3	3	1	0	0	0	0	1	1	1	1	1	Curvy road; narrow lanes; no shoulder; forested road	12		Lemolo Shore Drive has high scenic value. Very popular bicycling and walking route.
Lemolo Shore Drive, West End, from Delate Rd. (east) to 25mph zone (west)	DW & BW	35mph	25mph	Narrow laned road with no shoulders. Medium activity level; medium conflict density. Serves as NM route between Bainbridge and Poulsbo. High scenic value.	1.31 miles	54 seconds	3	3	1	0	0	0	0	0	1	1	1	1	Curvy road; narrow lanes; no shoulder; forested road	11		Lemolo Shore Drive has high scenic value. Very popular bicycling and walking route.
Stottlemeyer Road from Lincoln Road (south) to Gunderson Road (north)	BW	45mph	35mph	Medium activity level; Serves as NM route to Port Gamble Heritage Park.	1.42 miles	32.4 seconds	3	1	0	0	1	0	0	1	1	1	1	1		10		
Gunderson Road from Hwy 104 (west) to Miller Bay Rd (east)	BW	45mph	35mph	High activity level; serves as east-west NM route from Poulsbo to Indianola	2.29 miles	54 seconds	4	1	0	0	1	0	0	1	1	1	1	1		11		Serves as connecting NM route between NK Heritage Park and Port Gamble Heritage Park.

Enclosure [1]: Road Speed Reduction Candidates (Draft) (Note: This enclosure is an 11" x 17" document)

Miller Bay Road from end of Augusta 25mph zone (south) to Hwy 104 (north)	BW	45mph	35mph	High activity level; serves as north-south NM route from Suquamish to Kingston	4.42 miles	100 seconds (1m 40s)	4	1	0	1	1	0	1	1	1	1	1	1		13		
Miller Bay Road from West Kingston Road (south) to Bond Road (north)	DW	45mp	35mph		0.965	22 seconds	4	1	0	0	0	0	1	1	1	1	0	1		10		
West Kingston Road from Miller Bay Road (west) to beginning of 20mph school zone (east)	BW	40mph	30mph	Bring this section of West Kingston Road into alignment of the speed limits on the rest of West Kingston Road; 20mph school zone	.662 miles	21.6 seconds	3	1	1	1	1	0	0	1	1	1	0	0		10		Kingston Middle School; route to NK Heritage Park; connector to ferry
Port Gamble Road from Bond Road (south) to Port Gamble 25mph zone (north)	BW	50mph	40mph	NM route of high scenic value; no shoulders	3.49 miles	64.8 seconds	4	1	0	0	1	0	1	1	1	1	1	1	No shoulders	12		Serves as north-south NM route from Kingston to Port Gamble; serves Port Gamble Heritage Park; high scenic value
NE Columbia Street from Lincoln Road (north) to 25 mph zone before Brockton Avenue NE (south)	DW	35 mph	25 mph	NM route. No shoulders. Loose gravel and ditches. Road is curvy with limited sight distance. Main route between Suquamish and Poulsbo. Main route from Suquamish to Hwy 104.	1.7	70.2 seconds	3	1	0	0	0	0	0	0	1	1	1	1	Curvy road; sight line issues; main route for cyclists between Suquamish & Poulsbo; high scenic value	8		

Enclosure [1]: Road Speed Reduction Candidates (Draft) (Note: This enclosure is an 11" x 17" document)

Lincoln Road from Stottlemeyer (west) to Pt Gamble Road (east)	BW	45	40	no shoulders; bike route; intersections; new homes with kids; STO access	1.31 miles	13 seconds	4	2	0	0	0	0	0	0	0	1	1	1	1	Sight line issues at intersections ; main route in & out of Poulsbo; heavy traffic	10	Lincoln is the main route for cyclists going in & out of Poulsbo to Kingston, Hansville, Indianola, Suquamish; Lincoln is an access route to the future STO, and may be the route itself.
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Enclosure [2]: SPEED REDUCTION PROPOSED AREAS