Kingston Complete Streets

Meeting Notes
May 6, 2015
Consultant Attendees:
  Connie Reckord, Jennifer Barnes, Marni Heffron, Pat Sloan,
  Tatyana Vashchenko, Tom Beckwith; Consultant Team
  Kingston Citizens Advisory Council

These notes contain the comments, questions and responses recorded by the project team during both the presentation and break-out session held at the public meeting. E-mailed and written comments submitted directly by respondents are attached, as are the open house sign-in sheets.

Purpose of meeting: Introduce to the public the purpose of the Kingston Complete Streets Study and Plan, its schedule and the analysis to date. Engage the public and advisory council in discussion and address questions/comment on the analysis, project priorities, and general issues as the design team prepares to advance the alternatives phase of the project.

Questions (Q)/Responses (R)/Comments (C) by Category:

General Questions/Comments:

Q: What is an example of a multimodal street? Doesn’t Kingston already have each of those elements?
   R: A multimodal street incorporates bike/pedestrian safety, transit and motorized traffic. Yes, those elements are sometimes present but not always in coordinated patterns that provide for connectivity and accommodate universal access.

Q: How did this project get started- what prompted and initiated it?
   R: Greg Cioc- He applied for it three years ago as a part of a Transportation Alternatives Program grant.

Q: Does analysis end in May? If so, how will the peak season data (especially for parking) be gathered?
   R: Jennifer Barnes – additional parking inventory will be done this summer and will include counts during typical peak season and during a special event.

Q: Is analysis taking into consideration the projected implications of the ferry reservation system.
   R: Not at this time. Without definitive input from WSF on lane/ticketing requirements it is difficult to incorporate those needs.

C: Remember connectivity between upper and lower Kingston. A few community members are frustrated that the “outlying commercial” area seemed underrepresented in the presentation.
C: Make sure to work with Kingston stakeholders group to incorporate their work on branding and signage which will be key to improved wayfinding.

C: SR 104 is mislabeled as “Main Street”.

R: There seems to be some confusion among residents about SR104 also being called Main Street. Some have never heard it referred to as anything but SR 104.

Q: Should the project team be considering any projects within the holding lanes at the Ferry Terminal, as there could be potential jurisdictional issues of ownership.

R: That site has not been discussed to date as ideas have focused on the streets and gathering areas of Kingston. However that is not to say it would not be considered as it is a significant footprint that contributes to pollution.

C: At one point in the discussion it was stated that the Kingston ferry schedules are not coordinated with Sounder train schedules in Edmonds, but that is not correct, the ferry and commuter train schedules do coincide when everything is on schedule.

C: The project team needs to do more to incorporate the commercial area along SR104 into the study. Owner of framing business there feels there is an opportunity to provide a connection between this high use site and the gathering spaces of Village Green and Kola Kole Park. According to him there are already informal trails through the businesses on the south side that people are using to access those points.

C: Drop the effort for the Kingston foot ferry, move it to Suquamish where it is closer to the Seattle destination and closer to the Poulsbo population that would use it.

C: Off-road bike park is planned for a 200 acre parcel south of Port Gamble. This would be an important destination for out of town cyclists. Duthie Hill popularity was cited.

Drainage:

C: Analysis mapping should include Whisper Creek which flows west of Ohio.

Note: GIS Base information does not identify a creek that enters an enclosed drainage system from the ravine north/east of 4th Street aligned with Iowa Ave NE. Possibly named Whistler Creek. Project team will gather data.

According to a resident who lives in this vicinity, the soils in this same area around 4th Street are sandy and do allow for stormwater infiltration.

C: Catchment Area outfalls are not accurately reflected on the map.

R: Team will adjust areas according to information provided by the County.

Q: Do stormwater pollution issues on WSDOT leased property get considered in this project? Do those areas fall into the study area?

C: Resident from South of West Kingston would like to see storm water treatment in SW corner of Village Green. “Manchester II” designed to help improve storm water quality before it enters Appletree Cove. Resident is collaborating with experts from the County on daylighting the creek on her own property. Aware of an older storm water plan that prioritized improving storm water infrastructure South of West Kingston but it was sidelined.

Q: What happened to the storm water study conducted about four years ago?

R: Presumably referring to 2020 study? It identified more general than specific treatments. This project will advance the study that was started and identify some specific measures.

C: Basin D&E (Village Green) boundaries as shown in our catchment area slide/board are not accurate. Residents spoke of a historic creek named Kingston Creek on the site of the commercial area along SR 104 that has since been filled. This is presumably in addition to the creek identified on the maps. Team will conduct further investigation with County Stormwater to validate.
C: Ms. Bode who lives on the south side of W. Kingston Road also spoke of this historic creek and said that it is still an open creek on her property. The source of this is not clear but perhaps from subsurface flow daylighting on the water side of the road. Runoff drains across her property then west along the shoreline toward a sewer lift station located further west. Team will conduct further investigation.

Internal Notes: Tanya Issa lives on the south side of W. Kingston near Livingston Road where there has been anecdotal discussion of flooding and surcharging of drainage structures in the roadway. Neighbor has done work on their property which has led to more drainage coming into Issa property. They have been in contact with WDFW and the County and have expressed an interest in restoring the creek on their property as well as daylighting the creek on the Village Green property. She recommended talking to Chris May with whom she has already discussed the idea.

The idea of daylighting the creek in Village Green was also raised by an audience member during the presentation. Need to follow up with County Stormwater group on background.

Greg Cioc has relayed a conversation with other County personnel suggesting we look at diverting drainage in SR 104 to flow along 1st as opposed to Main Street. This would allow a greater catchment area to drain toward the Stormwater Park on the Port Property.

**Traffic/Parking Planning:**

C: All-way stop control should be considered at SR 104/Iowa Avenue – it would also help support traffic calming which is needed in that area.
C: Planning for the Kingston area should look further ahead than 20 years – should be more like 60 years – think BIG!
C: Traffic in area is greatly affected by ferry holding area management – a lot of data about this, and about traffic ferry surges, has been collected by Leonard Smith at WSF.
C: Traffic issues occur as far west as George’s Corner (Miller Bay Road) during summer ferry surges. This project should articulate broader traffic issues in the Kingston area even if they occur outside of the study area and won’t be addressed as part of the project.
C: Vehicle and non-motorized safety and circulation at the northwest end of the study area (west of Bannister St) is high priority, and needs as much attention as the area to the east of Bannister Street.

**Pedestrians/Bicycles:**

Q: Kingston has an impressive number of shoulders 4’ or wider. Are those included in the bike lane analysis?
R: Shoulders are considered in the analysis, but not as designated bike lanes. These are considered bike routes or simply wide shoulders, depending on location.
Q: There is a new “active” group of tourists travelling to mountain bike. Are these being taken into consideration?
R: Yes, and tourism of all kinds is being considered in the study.
C: The focus should not be sidewalks in the “residential” zone so much as completing safe routes and bike lanes on routes to schools. We want non-motorized improvements out West Kingston and along Barber Cutoff to the Environmental Center and School. Several acknowledged the difficulty in widening the road section through Barber Cutoff – there are serious environmental and topographic constraints. Internal note – consider incorporating a larger vicinity map showing connection to schools/other.

C: Safe passage across SR104 at Barber Cut Off Road is a significant concern even if it’s outside the scope of the project – the skewed angle of the intersection makes pedestrian crossing particularly difficult.

Q: How is the project addressing the “invisible crosswalk” between intersections near the commercial center?

R: it was constructed a few weeks ago.

C: For bikes coming off the boat, it is a difficult 2 blocks from the ferry into town. This is an important route for connection to STO and Mosquito Fleet. Need to provide dedicated route/lane, clear up wayfinding, eliminate conflicts with cars and peds. May cyclists walk their bike down the ramp behind the WSDOT offices, through Port property to get to West Kingston and other points west.

C: Safe Routes to Schools funding for more walkways/intersection improvements is not supported by the School District because it reduces funds for busing. Basic problem with getting the SD on board with providing SRTS.

Multiple residents expressed the importance of providing sidewalks and connections to schools. The “bowl area” (currently residential) is less of a concern in their minds. The bowl area was presumably the residential area north and east of 1st Street.

Washington Boulevard:

C: Resident expresses concerns about pedestrian lighting along Washington Blvd. Concerned that it will be expensive with very little return and will add to light pollution. What standards are prompting the decision to include this lighting?

R: Providing lighted connections into the residential areas improves safety and has been requested by some in the community.

C: The final Washington Blvd. solution should not include a two way street – leave it as a one-way street.

C: If the bluff is eroding, why invest in infrastructure atop it?

R: The addition of stormwater collection/diversion may reduce erosion.

C: It is not clear what benefit the proposed improvement of Washington Boulevard would have for businesses on Main Street. Concern was stated that it would serve to draw or keep people away from businesses to the west.

Economic Development:

C: The blue bubble designating the “residential” area on the Destinations map is misleading because the area is zoned mixed use/commercial and should continue to develop as such.

Q: Why are parks and parking being identified as underutilized?
R: consider differentiating the colors shown between underdeveloped/underutilized parks and the rest of the parcels shown. Tom Beckwith further elaborated that it doesn't mean these properties are targeted for development.

Q: Is economic development analysis taking into account the Arborwood build-out?

R: Expanding population in the immediate vicinity is taken into account, whether from Arborwood or other nearby developments. It is factored in as an estimated percentage increase of the existing population.

C: The “outlying commercial” area is actually where the majority of merchants are located. Need more connectivity to that commercial area. The presentation does not dedicate enough attention to that area.
KCAC – Collected Public Comment from May 06, 2015 Meeting

Collection of comments on “Complete Streets”, “TIP”, & “Washington Street Upgrade”

1. From: Maxine Healy <mrhealy@gmail.com>

   Date: May 8, 2015 8:45:06 AM PDT

   Hi Mary, thanks for asking. Norma and I arrived about 5 minutes late so perhaps I missed a good explanatory introduction. Although they were all introduced my first reaction was "who are all these people and what are their goals for the community, parking, better traffic in and out, better business?? They covered too many subjects in a scattered matter. The lead speaker on your side of the room was very poor, should have had a microphone, seemed to resent questions. I don't think Norma was able to either see or hear much. I am sorry we had to leave early because I no longer drive after dark. The question and small group presentations were probably much more informative. My over all feeling was the money is available, let's see how we can spend it", I do agree our traffic pattern needs help and the businesses need help! I will be talking to some others this weekend and if I get any feedback I will let you know. Maxine

2. From: Rick Feeney

   Kitsap County resident (Port Orchard)

   West Sound Cycling Club, Advocacy Board Member & 2013 President

   www.westsoundcycling.com &

   WABikes, Statewide and Legislative Issues Committee, member

   PSNS&IMF, Department Safety Advocate

   Subj: A Cyclist’s Complete Streets Comments

   Thank you very much for the opportunity to attend the meeting on 6May2015 on your Complete Streets initiative. It was very informative and the effort is highly admirable for its bicycling, pedestrian, & ecology/environmental efforts being considered. It will be very important to Kitsap County as the first community in this county to get this praised accreditation. It will help set a lofty goal for the rest of the communities and rural areas working on similar initiatives.

   I attended as a member of the West Sound Cycling Club (WSCC). We represent bicyclists though out the Kitsap Peninsula. I am a Past President and current board member for the purpose of Bicycle and Pedestrian advocacy. Of note is that, WSCC, last summer in our annual Tour de Kitsap bicycle ride (last Sunday in July), initiated our first start/finish/rest site at the Village Green park. Thus we had approximately 300 riders venturing into your community. We estimate about 40 came in on the Edmonds ferry. Kingston is also a site for many of our club rides.

   As I indicated at the meeting, I did perform a ride around most of the thoroughfares in your community before the meeting. The following are what I observed.

   1. I am very impressed with the wide shoulders throughout the Kingston Community area.

   2. There is a lot of loose “winter” gravel on the west bound shoulder heading out of town to Miller Bay Rd. Recommend this get swept as soon as practical. It can give a negative image to a cyclist visiting the area.
3. There is no virtually no shoulder (either direction) on Miller Bay Road from the four corners intersection to West Kingston Rd (and beyond to Indianola/Poulsbo). This is a relatively high traffic road at 35/45 mph. This would connect the wonderful bike lanes on West Kingston Rd to the nice shoulders on Hansville Highway. This matters more as Kitsap County is in process of completing paved of 4' shoulders on the Hansville Highway out to Hansville. This would establish a safer route into and out of Kingston.

4. To really “establish” the Complete Streets, I would saturate all of those wide 4’ shoulders on the thoroughfare lanes throughout the Kingston area with Bike Route signs and Bike Lane icons painted on the street, 6” fog lines on high occupancy roads, etc. It would really drive home the message.

5. The highway has a couple of “exits at speed” intersections (e.g., Barber Cutoff). You might want to consider the new trend to paint green bicycle lanes at these locations to show motorists where that cyclist coming toward the intersection is likely going.

6. I strongly recommend that the Barber Cut Off Rd receive 4’ shoulders on both sides of the road (or created a paved Shared Path). This is a highly used pedestrian and bicycling road on a busy road. This is also one where the bike lane on the south side could receive a 6” fog line.

7. I would be a plus if there were a permanent restroom installed at the Village Green park. This is where I parked for my ride and I had to change into my bicycle clothes in a Port-a-potty. It is also the start/end point for our Tour de Kitsap routes in Kingston. Virtually all riders hit the restroom before heading out of the stop and manning it up with the portable restrooms is a noticeable cost we incurred there at TDK.

8. In the highway going into town, it would be beneficial to direct bikes (with a sign) the back ways into town when there is ferry lines on the shoulder. Or maybe put Sharrows in the lane.

Please feel free to contact any of the board members on our website www.westsoundcycling.com to assist you in recommendations, mapping, etc. We have a strong advocacy group that are there to help.

V/R,

Rick Feeney

360-731-9609

3. From: Nancy L.

All - I trust that Greg and the consultants were taking good notes on the public comment. Two concerns that I heard discussed further after the meeting were:

1. To date the analysis has focused more on the 3 blocks close to the ferry with little attention given to the area further up SR 104 and hopes that more attention will be given to the “uptown” area and being sure that they are well connected.
2. Although the Washington Blvd is only a pilot project, there were questions and concerns about why it is the first project and what benefits will accrue. I think additional discussion about how this catalyzes effort in the greater picture and how it benefits the whole UGA would be helpful in future meetings.

One observation on my part was that it appears that we don’t have a lot of physical barriers to implementation, e.g., topography issues, environmental issues, etc. Most of our barriers are in the process, e.g., government agencies working together, financial resources, etc.

4. From: Dennis H.

Heard: Please make sure “Upper” & “Lower” Kingston are well connected and develop together and not separately.
Please provide comments/information to assist in the planning and design process. If you have questions, please provide contact information for a response.

1. Economic analysis appears to be omitted. The major commercially zoned area, the industrialized area, should be revised and build-out should be considered.
2. Sounder—Commuters ARE using Sounder, it is timed for major commuter trips.
3. Outdoor activity tourism should be considered.
4. Analysis should consider.
5. Walking predominate analysis showed the "blue area" as residential only. While there is the hope for redevelopment in this UVC area of high density residential, but also how will should be significant commercial within area as well.
6. Timeframe of study needs to be clarified and to assess the whole horizon of the potential changes should be considered. Particularly since the major I-5 modification will be in the long term consideration by 2015-2025 will represent an important phase for Kingston where traffic and parking, and multimodal options might be different from 2025-2035.
7. Economic development analysis should extend to the rest of UVC which appears to be artificially left out of study area.

8. Important to get bus access back on to the ferry landing. (I want to support Winslow described by Greg.) It's a major issue for accessibility.
* Barber-Cut-off Road - Separation pedestrian shoulder from roadway traffic at least on one side of the road.
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Kingston Citizens Advisory Council Meeting, May 6, 2020, Paul Nichol Headquarters Station

Kingston Comprehensive Streets Overview
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Kingston Citizens Advisory Council Meeting, May 6, Niagara Park Nichols Headquarters Station

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