



## Planning Commission Executive Summary

**Issue Title:** 2020 Title 11/County Road Standards Update  
**Meeting Date:** April 21, 2000  
**Time Required:** 1 Hour  
**Department:** Department of Public Works-Road Division  
**Attendees:** Jon Brand, County Engineer, Jeff Shea County Traffic Engineer,  
Christy DeGeus, Road Safety Engineer

**Action Requested at This Meeting:** Review proposed amendments to Title 11 Kitsap County Code (Roads, Highways and Bridges) and the County Road Standards.

### **Background**

- Title 11 of the Kitsap County Code defines the County road system and outlines roles, responsibilities and minimum standards that apply to publicly maintained roads in Kitsap County. These requirements do not apply to private roads or existing privately maintained rights of way.
- Portions of Title 11 have not been updated in nearly 50-years and many basic definitions, roles and responsibilities are no longer applicable or pertinent to today's roadway system. Generally, the proposed Title 11 amendments have no connection to land use or development activities (see attached).
- Kitsap County's Road Standards were first adopted in 2003 and updated in 2007. These requirements are incorporated into Chapter 11.22 of the Kitsap County Code. The Road Standards were developed to provide minimum design requirements for the safety, welfare and convenience of the travelling public. The primary audience for the Standards is engineers actively involved in road design and utility providers with infrastructure situated in County rights of way.
- The design criteria outlined in the Standards are based largely on guidance furnished by the Association of State and Highway Transportation Officials (AASHTO), The Manual of Uniform Traffic Control Devices (MUTCD) and City/County Design Standards included in Local Agency Guidelines provided by the State of Washington (LAG Manual). These industry standards are established industry guidelines and standards familiar to local engineers, utilities and affected parties. Local agencies deviating significantly from established standards could increase liability for the County if the result was a perceived roadway defect or hazard.

- Application of the Road Standards is not a substitute for competent design or sound engineering practice. The intent of the Standards is to provide roadway designers the flexibility to implement context sensitive solutions to specific design challenges. This is especially important when designing improvements to existing County roadways.
- The principal internal Public Works team responsible for this update included the County Road Engineer, County Traffic Engineer and Road Safety Engineer. A steady stream of input and review was also performed by the Roads Engineering design, construction and real estate services groups.

### **Public Outreach & Engagement**

Following the 2007 Road Standards update, Public Works identified several minor items in the Road Standards that required clarification or modification. At that time, and through the present, comments were solicited and welcomed. Comments were solicited by reaching out to the press, social media outlets and the County's website. Comments were received from the general public, local engineers, the Kitsap Builder's Association (KBA) and the Department of Community Development (DCD) (see attached). Members of the KBA Developer's group have been a steady source of thoughtful and professional input.

### **Comments & Changes to Consider**

While we encourage and welcome the Planning Commission to review the entirety of the proposed Title 11 amendments and Road Standards, the following items may be of special interest:

- Local road safety and speed enforcement is a constant concern for local communities. Given funding constraints and competing demands for law enforcement, residential traffic calming frequently falls to the Department of Public Works. This program had been administered under a policy adopted by resolution 143-1999. Because the policy was out of date and contained conflicting information, it was repealed in 2016 (Res. 097-2016). The Neighborhood Traffic Calming Program was re-written in its entirety and is now Chapter 9 of the proposed Road Standards.
- Requirements for on street parking can be a contentious and troublesome issue. This is especially true in densely developed residential lots where sufficient lot frontage doesn't exist to accommodate parallel parking. Parking can be an issue in business districts situated on existing roadways. In general, on street parking reduces roadway capacity, reduces travel times and increases the number of accidents. For that reason, on street parking on arterial roads is discouraged. Section 2.7 of the proposed Road Standards provides requirements for on street parking, including angled parking and the provisions for off street private lots. The 2007 Standards required parallel parking on one side of a residential road when lot density exceeded 4 units per buildable acre and parking on both sides when the density exceeded 7 units per acre.
- Given the history and evolution of the County road system, permits and standards governing the use and improvements of existing County rights of way can be complex and difficult to manage in a consistent manner. This is especially true

with unopened or partially opened right of way. Because newly dedicated County roads are required to be constructed, this is an issue affecting old dedicated rights of way that were never constructed. KCC Chapter 11.36 contained standards for required improvements but the proposed action repeals this section and requirements for opening rights of way are now included in Chapter 10 of the Road Standards. The Road Standards also clarifies and simplifies this topic to make it easier for the public to understand and more consistent for plan reviewers.

- Land development activities frequently impact the level of service, safety and efficiency of existing roads. Where an assessment of potential development impacts demonstrates the need for offsite improvements, Section 1.2 of the proposed Road Standards allows this requirement to be conditioned.

### **Attachments**

1. Proposed Title 11 Amendments
2. Proposed County Road Standards – Redline/Mark-out
3. Road Classification Map
4. Copy of solicitation for comments
5. Public Comments