

1 **Amendment #1: Incorporation by Reference (CFP)**

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3 The Kitsap County Capital Facilities Plan, Section 1.3 (Foundation Documents), page 1-3, adopted by
4 Ordinance 534 (2016), is amended as follows:
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6 **1.3 Foundation Documents**

7 The documents used for preparation of the CFP are the capital facility and capital improvement
8 plans prepared routinely by the Kitsap County, which are required for obtaining funding. The
9 following documents are incorporated by reference:

- 10 ■ Budget including Capital Improvement Program, 2016
- 11 ■ Capital Facilities Six-Year Plans (2016 through 2021)
- 12 ■ Six Year Transportation Improvements, 2016-2021
- 13 ■ ~~Kitsap County Bicycle Facilities Plan, Kitsap County Public Works Department,
14 2014, Ordinance 511-2013~~
- 15 ■ Surface & Stormwater Management, 2016-2021
- 16 ■ Solid Waste Facilities, 2015-2020
- 17 ■ Sewer Utility Capital Projects, 2015-2020
- 18 ■ Central Kitsap County Wastewater Facility Plan March 2011
- 19 ■ Kitsap County Nonmotorized Non-Motorized Facility Plan, 2013 2018
- 20 ■ Waste Wise Communities: The Future of Solid and Hazardous Waste Management in
21 Kitsap County, February 2011
- 22 ■ Kitsap County Parks, Recreation & Open Space Plan 2012

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24 In addition, functional plans for non-County service providers are also reviewed and
25 incorporated by reference as appropriate in Chapter 4.
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28 **Amendment #2: Non-Motorized Facilities Descriptions (CFP)**

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30 The Kitsap County Capital Facilities Plan, Section 4.8 (Transportation), pages 4-100 and 4-101,
31 adopted by Ordinance 534 (2016), is amended as follows:
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33 **Pedestrian Non-Motorized Facilities**

34 Pedestrian facilities are an integral part of the transportation system. For some citizens,
35 particularly elderly residents and children, walking is the primary mode of travel. It is also a key
36 link to transit service and between land uses in urban areas. In general, sidewalks are present in
37 the urbanized areas of Silverdale and Kingston and along many urban arterials. Roadways in
38 rural areas generally do not have sidewalks, but many have shoulders that can be used for
39 nonmotorized non-motorized travel. ~~The Draft Supplemental EIS, November 2015, includes
40 Appendix H with a roadway inventory identifying sidewalks presence. That appendix is hereby
41 incorporated by reference as a sidewalk inventory.~~

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43 **Bicycle Facilities**

1 Exhibit 4-95 shows bicycle routes in Kitsap County. The Bicycle Kitsap County Non-Motorized
2 Facilities Plan identifies the strives to provide non-motorized transportation facilities routes for
3 bicycle and mixed bicycle/pedestrian user groups. The Non-Motorized Routes Map identifies
4 the priority network of non-motorized routes within the County. For areas not identified on the
5 Non-Motorized Routes Map, non-motorized facilities will be provided using a Context Sensitive
6 Design and Complete Streets approach in accordance with County Road Standards, Non-
7 Motorized Plan Community Maps, and sub-area plans. Recommended goals Goals and policies
8 related to non-motorized transportation facilities are outlined provided in the *Kitsap County*
9 *Bicycle Non-Motorized Facilities Plan (Kitsap County Public Works Department, 2014)*.

10 **Multi-Use Trails**

11 For more than 20 years, the County has had planning programs for non motorized modes,
12 including several trail plans. Major trails within the county include the Clear Creek Trail in central
13 Kitsap, the Hansville Greenway Trails in north Kitsap.

17 The Kitsap County Capital Facilities Plan, Section 4.8 (Transportation), page 4-102, Exhibit 4-95
18 (Bicycle Routes & Mosquito Fleet Trail Route), adopted by Ordinance 534 (2016), is removed.

21 The Kitsap County Capital Facilities Plan, Section 4.8 (Transportation), page 4-127, adopted by
22 Ordinance 534 (2016), is amended as follows:

24 The six-year transportation improvement program through the year 2021 identifies \$76.2
25 million dollars of multimodal improvement projects. Over 40% of the investment would include
26 projects with sidewalks, shoulder widenings, bicycle facilities, and multi-use trails.

28 The estimated transportation costs under the Preferred Land Use Plan are estimated to be
29 about \$133.3 million. The County's road standards require inclusion of sidewalks in urban areas
30 and widened shoulders in rural areas. The Kitsap County Bicycle Facilities Plan 2014 Non-
31 Motorized Facilities Plan and the County's Non-Motorized Facilities Citizens Advisory Committee
32 help prioritize non-motorized facilities for inclusion in the six-year transportation improvement
33 program each year.

36 **Amendment #3: Kingston Subarea Plan Implementation Policy (Comp Plan)**

38 The Kingston Subarea Plan, page 8-102, of the Kitsap County Comprehensive Plan adopted by
39 Ordinance 534-2016 is revised as follows:

41 Kingston Policy 19. As feasible, support recommendations identified in Implement the Kitsap
42 County Non-Motorized Facility Plan.

45 **Amendment #4: Non-Motorized Routes Maps Update (NMFP Appendix E)**

47 The Kitsap County Non-Motorized Facilities Plan, Appendix E, adopted by Ordinance 511 (2013) is
48 replaced by the Non-Motorized Routes Maps in Exhibit A1.

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3 Amendment #5: Bicycle Route Numbering System Map Update (NMFP Appendix F)
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5 The Kitsap County Non-Motorized Facilities Plan, Appendix F, adopted by Ordinance 511 (2013) is
6 replaced by the Bicycle Route Numbering System Map in Exhibit A2.
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10 Amendment #6: Community Maps Update (NMFP Appendix I)
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12 The Kitsap County Non-Motorized Facilities Plan, Appendix I, Community Maps, adopted by
13 Ordinance 511 (2013) are replaced by the maps in Exhibit A3.
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16 Amendment #7: Internal References (NMFP)
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18 The Kitsap County Non-Motorized Facilities Plan, Non-Motorized Facility Locations chapter, pages
19 63-64, adopted by Ordinance 511 (2013) is amended as follows:
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21 ON-ROAD/BIKEWAY CORRIDORS
22

23 The potential for on-road bikeways in Kitsap County was also explored and a number of possible
24 routes were identified that would be of interest to those either touring or commuting by bicycle.
25 Nearly all roads and highways in Washington State are open to cycling, with only a few
exceptions such as through major urban centers along interstate highways where cycling is
specifically prohibited.
26

27 In Kitsap County (as with many other areas of the state), roads and highways are generally open
28 to bicycling; however, conditions for such use are often marginal or inadequate for rider
29 comfort and safety. Shoulders are frequently too narrow or rough to be of much value to cyclists
30 traveling along busier roads. Where traffic is light and visibility is good, bicycles can often safely
31 share the travel lanes used by motor vehicles. In rural areas with low to moderate traffic
32 volumes, even two or three feet of smooth, paved shoulder, especially on the uphill side of the
33 road, can be of significant benefit to cyclists. As traffic volumes increase, a wide, striped
34 shoulder on both sides of the road is generally desirable, typically a minimum of four feet in
35 width (five feet if a curb is present).
36

37 The Non-Motorized Routes Map (Appendix E) identifies the priority network of non-motorized
38 routes within the County. For areas not identified on the Non-Motorized Routes Map, non-
39 motorized facilities will be provided using a Context Sensitive Design and Complete Streets
40 approach in accordance with County Road Standards, Non-Motorized Plan Community Maps,
41 and sub-area plans. Many of these on-road bikeways (shown in the regional route maps)
42 combined with shared use paths are considered regional routes to focus future funding. All
43 other bikeways (shown in the bicycle use maps below) are secondary preferences where
44 non-motorized improvements should be considered based on safety issues or when motorized
45 vehicle improvements are planned.

46 Full maps of Routes of Bicycle Use are included in Appendix F.
47

Since bicycles travel in the same direction as adjacent motor vehicle traffic and are subject to the same traffic laws, two-way shoulder riding is strongly discouraged, thus adequate facilities should be provided on both sides of the road. Designated bike lanes (also on both sides of the road) are normally reserved for areas having greater motor vehicle and bicycle traffic volumes. By identifying which routes have the greatest value to bicycle touring and commuting, and which roads can be most readily improved with smooth, wide shoulders, potential routes can be identified that will contribute to a regional system of bikeways. Again, potential routes identified in this plan are based on criteria similar to that used for trail corridors:

- Public ownership or right-of-way
- Road shoulder and pavement conditions
- Traffic speeds and volumes
- Connectivity to regional growth centers, communities, bicycle trails, parks, schools or other public facilities
- Linkages to sites of natural, scenic or historic interest
- Regional connections to bike routes in surrounding counties
- Areas of Kitsap that are not well served currently
- Routes providing potential access to shorelines
- Varied settings and experiences that can be enjoyed by a diversity of users, including riders of all ages and abilities.
- Areas where the need for bikeways has been identified through other planning efforts (e.g. UGA Plans of Communities)

A number of the local and state roads in Kitsap have generous shoulders as indicated earlier, but are used by a minority of cyclists due to the high volume and high speed of vehicular traffic on these routes. The regional routes shown are routes that many cyclists prefer to use because of several reasons. For most is that they have a lower volume of automobile traffic, although the speed of vehicles along most of these routes is 45-50 which is still an impediment to many riders. The regional routes are also often scenic with flat terrain and/or grades which are better suited to cycling.

The roadway characteristics of the Right of Way (ROW) along the identified regional routes are highly variable. Some sections of the routes have a very narrow road prism and ROW. Other segments currently have a standard shoulder and may need only maintenance. Still other segments may need facilities that can be implemented within the ROW and road prism. The Plan includes draft mapping of existing shoulder conditions for unincorporated Kitsap. These maps are a baseline but are in need of additional revisions and ground-truthing by road segment.

Draft Shoulder Condition Maps are included in Appendix G.

Features such as vehicle speed, topography (hills), visibility and shoulder quality are important aspects to determine specific safety focus areas in Kitsap's existing non-motorized system. The Plan includes and assessment shoulder conditions, vehicular speeds and other safety considerations to develop safety focus areas for unincorporated Kitsap. These do not include assessments within city boundaries and additional areas may exist within their jurisdictions.

Full maps of safety focus areas are included in Appendix H.