

**KITSAP COUNTY NON-MOTORIZED FACILITIES
CITIZENS ADVISORY COMMITTEE (KC NMCAC)
MEETING MINUTES
November 17, 2020 (Virtual Meeting)**

Agenda:

Kitsap County
Non-Motorized Citizen Advisory Committee
Agenda
Nov. 17, 2020, 7:00 - 8:30 p.m.

Douglas Piehl
Chair

Scott Satter
Vice Chair

Richard Feeney
Virtual Meeting

Ray Pardo
Microsoft Teams meeting

Mackenzie Waller
Join on your computer or mobile app
[Click here to join the meeting](#)

Brian Watson
Or call in (audio only)
[+1 253-617-4979,683093559#](#) United States, Tacoma

Nancy Whitaker
Phone Conference ID: 683 093 559#

Deborah Weinmann

<i>Time</i>	<i>Topic</i>	<i>Activity</i>	<i>Presenter</i>
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. Nominations for 2021 Chair and Vice Chair	Action	Chair
7:10	5. 2021 Work Program	Discussion	Chair
8:00	6. Road Speed Update	Discussion	Watson
8:25	7. Member and Staff Update	Discussion	Chair
8:30	8. Adjourn	Action	Chair

Attendance:

<p><u>Members Present:</u> Doug Piehl (Chair) Scott Satter (Vice Chair) Rick Feeney (Secretary - appointed) Brian Watson Ray Pardo Deborah Weinmann Mackenzie Waller</p> <p><u>Members Absent:</u> Nancy Whitaker</p>	<p><u>Kitsap County Representatives:</u> David Forte Melissa Mohr Jeff Shea (County Traffic Engineer)</p> <p><u>Guests:</u> Mark Libby Don Willott Joe Lubisher</p>
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Enclosure [1]: Speed Limit Reduction Team’s December Presentation

Topic 1: Welcome and Introductions

Meeting Called to Order

Topic 2: Public Comment

Mark Libby of Kingston CAC Trails Committee wanted to let the team know that the Hansville to Point No Point shoulder widening has just been completed. Thanked the county.

He requested to know where the new Transportation Initiative Program (TIP) is posted. David Forte informed him it's on the Commissioner site.

Topic 3: Approval of the last meeting's minutes

In the September minutes two comments were requested. Spell out SK TIS and put in a hyperlink shortcut for the county's Lund Ave plan.

Ray Pardo moved to accept. Scott Satter seconded. All were in favor.

For the October meeting's minutes,

Ray Pardo moved to accept. Brian Watson seconded. All were in favor.

Topic 4: Nominations for 2021 Chair and Vice Chair

The Vice Chair of the past year steps into this position. Scott Satter accepted the position.

The nomination for Vice Chair gets nominated in the preceding meeting to the January election.

Rick Feeney put his name in for Vice Chair. The vote will take place in the January meeting. It was noted any member can still put in for the position until the vote takes place.

Topic 5: 2021 Work Program

The committee reviewed the visual 2021 Non-Motorized Planning Activities chart and the team discussed each topic. It was discussed that the county's TIP funding is going down especially with COVID. Planning is working with commissioners seeking additional revenue.

The Members discussed a variety of potential work program topics. A draft work program included:

- Continuing Speed Limit Setting
- TIP, South Kitsap Transportation Implementation Strategy (TIS), Funding, and Impact Fee funding processes
- Metrics
- South Kitsap Park Connector
- Project Delivery reports
- Ask DCD about Commercial Pedestrian Access

Discussion of lobbying for funding; the Non-Motorized Committee (NMC) cannot lobby; however, members are free to as individuals outside of NMC.

New bicycle parking revision will be presented for vote at next commissioners meeting.

There was a short discussion of commissioner's prior request for NM metrics.

The Committee will further discuss and finalize the 2021 Work Program at the January meeting.

Topic 6: Road Speed Reductions

As a follow-up to the “problem definition” presentation in the previous meeting, Brian Watson provided a proposed “Plan of Action” in Enclosure [1].

Brian asked for additional schedule time for our effort before it comes to full committee.

Rick Feeney asked Jeff Shea “How do we support?” Jeff explained some examples of problems the county has had. Speed limits/road rage. This is a very tough thing to do. Ton of research.

Brian: We should take speed studies over different durations 6 mo, 1 year.

Topic 7: Member & Staff Update

None.

Topic 8: Adjourn

Ray Pardo put out the motion to adjourn, Scott Satter seconded. All members voted in favor.

Setting Safe Speed Limits

Strategy and Method for Evaluating and Setting
Speed Limits for Safe and Comfortable
Non-Motorized Transportation on Kitsap County
Roads

The Need to Set Safe Speed Limits:

- Non-Motorized Transportation (NMT) will become a larger share of trips as KC population increases.
- NMT contributes to health and well-being, reduces carbon emissions, and strengthens community cohesion. Encouraging NMT is part of KC's goals.
- NMT will rely on *existing roads*, most of which have little or no NMT infrastructure (sidewalks, paved shoulders, bike lanes), and most of which will *not be getting* NMT infrastructure due to lack of funds.
- High vehicle speed creates dangerous and intimidating NMT experiences on KC roads, which discourages people from using NMT (and encourages more vehicle use).
- High vehicle speed leads to more frequent and more severe crashes, with greater injuries and deaths for pedestrians and bicyclists.

The Need for a Safe-Systems Approach:

Safe-Systems approach:

- Is context-sensitive:
 - Emphasizes hazards of crossing points (intersections and driveways)
 - Emphasizes present and future activity levels (traffic volume, NMT volume)
- Based on these contexts, sets a target safe speed for a road segment, and then sets speed limit accordingly. On new construction or major road revision, target speed can be baked into the design of the road itself, shaping driver speeds to meet target (narrowed lanes, speed humps, etc.)
- Current system (USLIMITS2) sometimes recommends speed limits that are too high; uses 85%-ile as a factor in recommending speed limits.

Kitsap County is unique.

- KC has rural, suburban, and urban areas.
- KC has a lot of hills, forested areas, and curvy roads in each of these areas.
- The character of roads in each of these areas have unique contexts.
- The safety and comfort of NMT needs to be a high priority in setting speed limits.
- Setting speed limits needs to be sensitive to these unique contexts and needs.
- A one-size-fits-all approach to setting speed limits is inadequate.
- KC needs more tools to set speed limits to reflect unique contexts and NMT needs.

A Safe-Systems Tool for Setting Speed Limits:

[City Limits: Setting Safe Speed Limits on Urban Streets](#) is a new guide for evaluating and setting speed limits from [NACTO](#) (National Association of City Transportation Officials). This guide offers KC a new tool for setting speed limits.

- Context-sensitive:
 - Emphasizes hazards of crossing points (intersections and driveways)
 - Emphasizes present and future activity levels (traffic volume, NMT volume)
- Prioritizes safety and comfort of walking and biking to encourage more NMT
- Appropriate for many--but not all--KC roads. Good for roads in urban and suburban areas.
- Not appropriate for rural roads.

Our recommendations:

- To have KC PW incorporate [NACTO City Limits](#) guide into KC speed limit setting policy for new roads or for major road revisions, as appropriate.
- To have KC PW work with NMC to evaluate speed limits on existing KC roads with NMT as a high priority consideration:
 - In Urban Growth Areas, LAMRIDs (Manchester, Keyport, Kingston, Suquamish, etc.), and other areas with urban/suburban characteristics, use the [NACTO City Limits](#) guide. Give priority to roads that have been identified as NM routes.
 - In rural areas, focus on roads that have been identified as NM routes.
- To have KC PW and the NMC develop a method for setting speed limits on rural roads that increases NMT safety and comfort.

Examples: