

Kitsap County
Non-Motorized Citizens Advisory Committee
DRAFT – January 15, 2019 Minutes

Nancy Whitaker
Chair

Brian Watson
Vice-Chair

David Brumsickle

Bert Cole

Ray Pardo

Douglas Piehl

Scott Satter

Deborah Weinmann

Present:

Bert Cole, Ray Pardo, David Brumsickle, Brian Watson, Nancy Whitaker, Doug Piehl, Debbie Weinmann. (Scott Satter was excused)

Staff Present: David Forte, Melissa Mohr

Called to order 01/15/2019, 7:04 pm by Nancy Whitaker

Introduced new members: Doug Piehl, Debbie Weinmann. Followed by introduction of new staff, Melissa Mohr.

Public Comment: No public present

Minutes were approved.

BOCC NM Committee Briefing

Whitaker: She met with Commissioner Wolfe and David Forte in the fall where she expressed concern about Committee's mission and effectiveness, and the Committee has had some vacancies.

Forte: Public Works (PW) staff met with Commissioners in December. Forte walked through the Executive Summary report provided to the BOCC for the meeting and which was provided to the Committee by email. The report went over enabling legislation, bylaws, work program, listed accomplishments of the Committee, history, then went over some frustrations of the Committee. Whitaker added that Committee members had concerns with original PW staffing.

Forte explained that as Public Works staff, there are limitations regarding how staff may spend their time, money, etc. Committee has been very useful for identifying and prioritizing projects for plans and the TIP. At start of last year, there weren't many PW projects that could involve the committee. There was discussion about the scope of this Committee's staffing by Public Works. Parks has their own Citizens Advisory Committee and park stewardship committees. How do we coordinate non-motorized transportation and recreation? Where do water trails fit into this, and horses?

Whitaker: Exactly, water is generally outside of the County's jurisdiction, and parking can be a major issue.

Forte: Another thing identified in the staff report is member's impacts. Volunteers want to see immediate impact, but most of what we do is long-range planning. Even when something is added to the TIP it can be there waiting for 5 year, with Pardo

adding “sometimes 10 years”. Brumsickle suggested that a reminder of the time frame between submitting a TIP project and actual implementation should be discussed yearly. It is a useful reminder that this process usually takes years.

Forte discussed project delivery process and how they can impact TIP schedules and project costs. He continued with a discussion of the cyclic nature of planning and outlined the timeframes for various planning processes the Committee and PW undertake.

Committee Review

Forte set up the discussion on how can we structure this committee, given the environment? Want to make the best use of your time. He explained that some members provided written responses to the questions and those would be handed out at the end of the meeting. The comments would be compiled and would be included in an executive summary to the BOCC. Forte will meet with Parks staff prior to their retreat with their CAC in early February. PW will work with Parks on a staff recommendation which will be presented to the Commissioners. This could range from status quo, a minor tweak, or a major change. Commissioners have been very pleased with the Committee’s work over the last three years.

Whitaker: First meeting of the Committee with old staff member began by asking “would you all approve this map”. Anderson Hill was shown as a good bicycle route and Whitaker disagrees with that classification. The Committee worked long and hard to turn that into a better, more realistic product.

Cole: We need to recognize that this county will not fund the trails to the desires of the citizens, and people need to go into this understanding that. Non-motorized is funded by Public Works’ spare change.

Forte outlined the number of miles and projects in the TIP that had specific non-motorized elements that were appropriate to the situation – from very rural to urban.

Watson: Acknowledging that some projects are small and simple – just a culvert and nothing more.

Cole: As a county, do we have a significantly identified budget for parks? We really don’t, it looks like non-motorized is still just getting spare change, and with increasing costs, eventually we’re going to get nothing. Other communities have managed to find a way to dedicate funding strictly to non-motorized, and until that happens here it seems like we’re looking at constant frustration.

Pardo: Let’s write up that one point, about dedicated funding for non-motorized, and send it up to the Commissioners. Until you can do something about this, we are going to be a frustrated group, and the people we represent are going to be ill served, and we are going to be one of the most dangerous counties to be a pedestrian or bicyclist. They’ve got to dedicate un-touchable funds to this.

Whitaker: I told Commissioner Wolfe if something didn’t change, I would leave this group and form a group to pursue getting a levy to fund these types of projects.

Pardo: A percent of library, schools, anything built by a developer, a percent needs to be set aside for non-motorized. Even the Port is really embracing kayaks. I think this conversation needs to get going, and we’re the group to make that happen.

Weinmann: In looking at this plan it looks wonderful, this group looks like they know what they’re doing, they really listen to their community, they have clear goals... but the reality is this plan was written in

2013 and very little has come to fruition. Thinks shoulders are inadequate for non-motorized. People want separated paths that are safe for families. This plan begins to feel like just a piece of paper.

Pardo: I agree and disagree... I agree on needing a separate funding source for non-motorized.

Cole: Parks needs to be involved in that – getting a separate funding source.

Whitaker: I talked with Commissioner Wolfe about combining this group with the parks group, then we can have subcommittees within that which can deal with the bike map, trails, recreational, heritage parks, etc. But that still doesn't give us any funding.

Pardo: I agree that we need better coordination. But we need to get funding. And we need to set up measurables. We need to define communities (any elementary school is the center of a community, a mom & pop shop is a center...). Silverdale would have several. Then measure/grade A-F the ability to walk to the center from homes within that community. How many parks do we have that have sub-standard bike/ped access to? How many non-motorized routes are up to any kind of a "good" standard? Connections between stores within a commercial area are lacking. Mile Hill is practically the only street with adequate shoulders. Where is the problem? Where it runs into Port Orchard. Wheelchair users have to get into the travel lane. We need to get this in front of the Commissioners.

Cole: Is that model going to lead to different solutions than we've come up with?

Pardo: No, but it tells the story in a glaring way, and it would lead to a report. We could do those statistics ourselves.

Weinmann: Good point on density – start from the center and improve outward. Improving the higher-density areas will do more to improve pollution.

Piehl: I agree with beginning in areas with higher density. But I don't understand the funding... do we have any purview in funding, or organizing non-funding opportunities like volunteers and land donations?

Whitaker: All parks are maintained by volunteers.

Cole: All the projects Forte is in charge of involves paid staff.

Whitaker: The chainsaw certification that's going on tonight is for the parks volunteers.

Cole: Attacking high density first may not be the best for our community, but it certainly is rational.

Forte: After this discussion, does the group's project prioritization change? I think one thing this committee does well is messaging that connections within communities and between communities have equal value – one should not dominate the other. The other aspect is: who are we serving? While density is where it's at, what percent of the unincorporated county is in the UGA?

Pardo: Don't forget the LAMIRDs. We get nothing, except when we got a stormwater project that brought sidewalks to us. Alaska is still very dangerous, and Beach is a nightmare. That project dates back to 2008.

Whitaker: As far as where the committee should go, I like Cole's suggestion. This is a good time to explore the feasibility to come up with a list of measurables.

Watson: I think that would be redundant. I think we need to make a case to the Commissioners for non-motorized transportation. But I don't think we need to do anything more than just making a stronger case for this (NM Routes Map).

Pardo: I disagree, the communities are being lost. You have no idea which areas are being well-served. We need something that says to the Commissioners "we're doing a great job over here but a poor job over here."

Cole: We need these plans to build upon the concept of community.

Whitaker: These are bicycle routes.

Pardo: Think about it: the TIP process prioritizes links to schools, libraries, parks. But it doesn't measure it. We need some numbers. I like that we debate this, but we need more substance. This is something we can work on in the short-term.

Weinmann: Another way you could do it is look for areas that are done well, and identify them as examples to aim for. Use pictures, etc. to better describe what a multi-modal community looks like, instead of primarily just bike paths.

Cole: I'm worried our map is going to become fluid again, and we'll be back where we were two years ago. Lock this in (NM Routes Map), it's consistent with Planning, Public Works, Engineering, etc. What Pardo's talking about should be a *supplement* to this.

Pardo: The primary problem is it's Port Orchard's responsibility.

Forte: Actually it's the State. Keep in mind, legally, we cannot spend one penny over the city boundary. Take for instance Jarstad – until it becomes a priority for Bremerton, we can't move forward on it.

Pardo: We need to get in front of electeds.

Forte: It needs to be measurable. How will you measure it?

Cole: Take Mile Hill – it's great, and then suddenly it's all higgledy piggledy and it disappears. If this line is to mean anything, we've got to bring this up to the Commissioners and Councils.

Forte: How do you find actionable items you can influence. You can't control facilities outside of unincorporated County. Port Orchard's priority isn't Mile Hill, right now it's Sedgwick and Tremont. So how will you line these up? From an advisory perspective, you want to come up with useful ideas.

Pardo: That's what you want to do, I'm going to walk up there and give them an earful.

Watson: Cole's point is that route is already on our TIP – Mile Hill Road. Kitsap County can do something about it, up to the limits of Port Orchard. After that it's Port Orchard's deal. Cole's point is it's already

identified on the TIP for the County. The real issue is that there is a lack of sufficient funding to get this done in the time frame we would like.

Pardo: I'm bringing this up because the Kitsap County side is an absolute roaring success, while the portion inside Port Orchard needs a lot of work.

Whitaker: the county line is a sudden, dangerous break. The Commissioners could work with the Port Orchard politicians, and it can't come from Forte (PW), we need to pursue this.

Cole: Maybe that becomes a subcommittee, a legit function of this group. If we've got money and political issues, we need a long-term solution, and parks has this issue too.

Weinmann: If there's gaps between coming up with plans and implementing them, I'd like to work with someone who knows something about grants, and pursue funding avenues. If everything is on hold until a plan needs updating... I don't think any of these plans are going to come to fruition without new funding sources. This should be an important element of this committee.

Whitaker: I don't know if we can get into an official discussion about pursuing levies if the general public attends these meetings.

Weinmann: No, I meant grants, not levies.

Forte explained the PW approach to selecting project for grant opportunities.

Whitaker: We're running out of time, so let's get a members' update.

Forte: Commissioners are going to be reviewing until April. I recommend that the Committee keep same Chair structure for now, because other things might be getting restructured. Bylaws say Chairmanship changes in February.

Brumsickle: One of our original members, Ducky, is now involved with Bremerton Public Works & City Council. Paul & Charlie Michelle spearheaded a project to identify high-priority roads that could be improved with just paint. Template on New York – narrowing/restriping. Bremerton Public Works was a little reticent at first. Bremerton applied for \$1.5 million from WSDOT, but got \$7.5 million. For Kitsap Way. Which may also lead to a road diet on 6th. So if we had someone who lived in Port Orchard that could knock on that council's doors...

Forte: West Sound Cycle Club has a quarterly meeting with Bremerton Public Works. Although sometimes just paint doesn't work, and engineering identifies other issues.

Cole: Can we agree to not change the plan for three years? It needs to be credible.

Whitaker: I don't think there was interest in changing it, we were just thinking about an overlay.

Watson: When I first started here, I had to learn that our routes don't identify places that are great to ride *now* – it identifies routes that are important, and maybe it's good now or maybe we need to build more.

Meeting adjourned at 8:35pm

Kitsap County
Non-Motorized Citizens Advisory Committee
DRAFT – February 19, 2019 Minutes

Nancy Whitaker
Chair

Brian Watson
Vice-Chair

David Brumsickle

Bert Cole

Ray Pardo

Douglas Piehl

Scott Satter

Deborah Weinmann

Present:

Bert Cole, Ray Pardo, David Brumsickle, Brian Watson, Nancy Whitaker, Doug Piehl, Debbie Weinmann, Scott Satter

Staff Present: David Forte, Melissa Mohr, Jeff Shea

Called to order 02/19/2019, 7:00 pm

Introduced new members: Scott Satter

Minutes were approved.

Jeff Shea opened a discussion about rumble strips on the soon to be repaved section of Seabeck Hwy, between Newberry Hill and the Holly Rd roundabout. The NMCAC generally agreed that it is a sound idea, as long as a wide shoulder (6-8' preferred) is maintained.

Jeff Shea introduced several ideas for a "Bike in Lane" pilot project for installing optically triggered flashers on a roadway.

Suggested (by NMCAC:

- Tracyton, Beach Drive and Seabeck Hwy.
- Buried loops and hand activated flashers don't work well. Radar operated sensors probably work best, and would be the first choice.
- Most preferred pilot project would be on a short, curvy section of road with poor shoulder.
- Regulatory signage as an option, instead of flashers was discussed. "Bikes may use full lane"
- Providing a spot (short section) vs a corridor (longer section) was discussed. Drivers tend to lose attention in longer sections.

Jarstad Park trail delay discussed by David Forte

South Kitsap pedestrian/ADA prioritization discussion will begin in 3-4 months.

Vice Chair nominations were taken. Doug Piehl is the sole nominee.

Recorder volunteer is David Brumsickle

Adjourned 8:45

Kitsap County
Non-Motorized Citizens Advisory Committee
March 19, 2019 Minutes

Nancy Whitaker
Chair

Brian Watson
Vice-Chair

David Brumsickle

Bert Cole

Ray Pardo

Douglas Piehl

Scott Satter

Deborah Weinmann

Present:

Members: Ray Pardo, Doug Piehl, Deborah Weinmann, Nancy Whitaker, David Brumsickle, Scott Satter, Bert Cole

Staff: David Forte, Melissa Mohr,

Public: Rick Feeney

Called to order 03/19/2019, 7:00 pm

Meeting brought to order 7PM by Nancy Whitaker, Brian Watson was excused.

-Review and approval of last month's minutes postponed until next month

-Doug Piehl elected as new Vice Chair, Doug takes over as chair for the meeting.

-South Kitsap TIS overview (with handout) presented by David Forte.

- SK TIS Pedestrian goals and policies (with handouts) presented by Melissa Mohr.
- Public Works wants NMCAC to help with prioritizing pedestrian facilities (new projects).
- Does the policy framework allow PW to focus immediately on "needs" or is a more detailed framework required?
- There are currently no SK specific policies and goals.
- What is missing to implement needs from the Comp Plan?
- NMCAC members will look at summaries of current goals and policies, and come to next meeting with ideas.

-Report given from NK Heritage Park field trip. There are environmental concerns and no clear solution to an STO trail through the park. Feasibility study will be required. Park stewards and Parks have different priorities.

-NMCAC review update. How can NMCAC work with Parks, possibly establishing a coordinated subcommittee? Purview might include soft trails and water trails.

-Comp Plan needs better TIP design advice and better descriptors for non-motorized. Is the non-motorized section properly outlined?

-Adjourn

Kitsap County
Non-Motorized Citizens Advisory Committee
DRAFT – April 16, 2019 Minutes

Nancy Whitaker
Chair

Brian Watson
Vice-Chair

Eagle's Nest, CK Fairgrounds

David Brumsickle

Present:

Bert Cole

Brian Watson, David Brumsickle, Bert Cole, Douglas Piehl, Deborah Weinmann (NMCAC members)

Ray Pardo

Staff Present: David Forte, Melissa Mohr, Jeff Shea

Douglas Piehl

Called to order 7:00 pm

Scott Satter

-Brian Watson takes over as new Chair. Meeting to order at 7PM.

Deborah Weinmann

-Public comment and discussion about feasibility to adding non-motorized trail to WDOT stream restoration project at Chico Creek.

-February and March minutes approved with changes.

-Brian Watson introduced an NMCAC resolution to add the non-motorized trail to the WDOT Chico Creek project. If approved by the NMCAC, it would go to the County Commissioners, possibly to the appropriate legislator.

-Jeff Shea discussed the Pedestrian Traffic Fatalities by State document, and compared national statistics with regional Kitsap statistics. Kitsap has lower than average fatalities, with more accidents during daytime, non-alcohol related, and on arterials. Jeff discussed Vision Zero and Target Zero, national and state-wide goals to eliminate pedestrian and bike collisions. -Methods to achieve goals could include

- radar speed enforcement
- adding and connecting sidewalks
- improving 4 E's (enforcement, education, engineering, emergency response)
- Ped and cycling collisions in Kitsap are trending down since 2009.

Public Works favors proactive treatment, trying to identify dangerous areas and prevent accidents before they can occur. Proactive measures include:

- improving shoulders and speed limits.
- -Urban road projects get sidewalk,
- while rural projects get shoulders. Designs can change around school are subareas. Adding new shoulders has gotten to be very complicated and expensive.

Ped and cyclist accidents on Kitsap map show random placement--no concentration in particular areas. Detailed list of pedestrian and cyclist accident data from 2011 to 2017 was presented. Marked difference noted from national statistics. Important to keep local statistics in mind for new designs.

- Melissa Mohr opened discussion about prioritizing pedestrian improvements in South Kitsap

- NMCAC will be helping to set criteria to identify and prioritize expenditures in SK.

- What needs to be connected in SK? Downtown, parks, schools?
- What is a ped connection?
- Existing non-motorized routes might not work for peds.
- Public Works hopes the NMCAC's SK ped criteria will work for the entire county.
- NMCAC members given assignment to create a list of community connections. Objective for the next meeting is to prioritize the list, and apply to SK map.

-David Forte gave NMCAC Commissioner's review update. No changes.

-Adhoc Parks and NM committee still on hold.

-Meeting adjourned 8:35

Kitsap County

Non-Motorized Citizens Advisory Committee

May 21, 2019 Minutes

Brian Watson
Chair

Douglas Piehl
Vice-Chair

North Viking Way Transit Base

David Brumsickle

Present:

Brian Watson, David Brumsickle, Bert Cole, Douglas Piehl, Deborah Weinmann, Nancy Whitaker, Ray Pardo, (Scott Satter was excused)

Bert Cole

Staff Present: David Forte, Melissa Mohr, Ed Coviello (Kitsap Transit)

Ray Pardo

Scott Satter

Called to order 7:00 pm

Deborah Weinmann

- Previous minutes approved with one change.

Nancy Whitaker

- Pedestrian project criteria and prioritization discussion

- Rural areas like Seabeck have many attractions that can't be safely walked to. Rural sub-areas need to be considered.

- Port Orchard (and other) developments have been built so that direct walking routes to shopping and schools are cut off. Building code shouldn't allow this.
- Areas with the highest housing density and proximity to schools should probably be the main priority.
- Most densely populated areas might provide the highest benefit for route construction dollars.
- Most pedestrian trips are an average 1/4 mile or less, and Port Orchard has relatively few such short trip possibilities.
- The NM route map is on a cycling scale, not on a walking scale.
- Should specific rural sub-areas be given different prioritization?

- What makes a route walkable?

- Important pedestrian connections include:
 - Schools
 - Parks
 - Libraries
 - commercial centers
 - transportations hubs

- NMCAC criteria include:

- retail clusters/ high density retail
- residential clusters/ high density residential
- groceries
- rural vs urban
- walking scale
- scenic/ recreational/ park
- where cars are currently the only option

- parts with needed infrastructure

- Discussion of 2019-2025 TIP process

- 2017 was the last year of carry-over revenues for Public Works.
- 2018 TIP abbreviated to only include Tier 2 projects from 2017. New projects were very limited
- Current revenues are flat, whereas costs are rapidly increasing.
- Public Works is providing a video series about their history, where funding comes from and where future funding might come from.

-PSRC's Bike/Ped advisory committee has a position available for a Kitsap resident.

-Meeting adjourned 8:55

Kitsap County

Non-Motorized Citizens Advisory Committee

July 16, 2019 Minutes

Brian Watson
Chair

Douglas Piehl
Vice-Chair

David Brumsickle

Bert Cole

Ray Pardo

Scott Satter

Deborah Weinmann

Nancy Whitaker

Meeting brought to order 7PM

- Open letter to WDOT from Brian discussed
- Discussion of 8/06 Open House for Hwy 303 improvements in Bremerton
- Future handouts to be saved to minutes (attached)
- PSRC advisory position still open for Kitsap volunteer

- Review of 2019 TIP process. \$75 million budget over 6 years. \$12.6 million per year average budget.
 - No 2019 projects advanced to Tier 2.
 - TIP is being "scrubbed" to check for accurate estimates and realistic scope. 31 of 51 projects are being reevaluated by Pubic Works.

- SK pedestrian scoring criteria discussion.
 - Realistic scale should be around 1/4 mile surrounding a selected site.
 - Walking scale is important when selecting scoring criteria
 - NMCAC members identified and highlighted areas with most pedestrian use on SK map. Current criteria are proximity to schools, transportation hubs, waterfront, housing, libraries, work and retail.
 - After scoring areas, corridors for future improvement can be identified.
 - Top 4-5 areas in SK can be emphasized and compete for project funding.

Adjourned 8:45 PM

Public Comments to NMC 7-16-2019

July 9, 2019

To the Non-motorized Citizens Advisory Committee,

I try to keep up with what this committee is doing by reading your minutes and attending what meetings in can. I read the last minutes and agree in some areas that creating trails is very important and it can connect communities with resources. One area I do not hear much about is in South Kitsap the area West of SR16 and South of SR3. It includes areas with numerous housing developments and a very rural feeling with homes on larger lots. There has been minimal development of trails in the unincorporated areas. The biggest improvement over the last 10 years has been adding larger shoulders to Glenwood Road, an ongoing project. In the near future a state park will be turned over to Kitsap County Parks Department, that is Square Lake Park. Add to that Olympia is negating the long term lease they have with the County on Calvinwood Park and we get a increase in park acreage of over 300 acres. Add in also both parks are located adjacent to Coulter Creek Heritage Park which is almost 1200 acres. A short distance away from this 1500 total acreage recreational and heritage park system is Wicks Lake Park, another 157 acre park. There is a great potential for a trail system connecting not only Coulter Creek, Calvinwood and Square Lake Parks but a trail connection with Wicks Lake Park. Potential easements may be available and the potential of connecting a neighborhood park with an even bigger park system should be a high priority with the Non-Motorized Citizens Advisory Committee. The numbers of walkers, joggers, hikers, bike riders and horse riders in our area has increased exponentially in the last 10 years but the improvements in trails and roadsides has not kept pace with the influx of people.

When you look at the almost 1700 acres of park property in this area of South Kitsap and add in the shoulder improvements that are ongoing on Glenwood Road and potential shoulder improvements on SW Lake Helena Rd you will hopefully see a great opportunity to connect a very large area in the South Kitsap community to a very large natural resource. It is connecting the rural communities with more urban areas and higher density development areas and includes a very large natural resource park area. This should be low hanging fruit that is picked and developed to blend in with and improve the future for this neglected area of Kitsap County.

Thank you for your time.

Roger Gay
South Kitsap

Electric scooters and bikes:

July 15, 2019

Not sure how I got on this thread, but since I ride trails I will point out a couple observations from a personal perspective (not a DCD perspective). I do not have an ebike, but think that having an ebike helps to get more people out on the trails, pathways, logging roads, etc. Also, as people get older they lose strength to do things like climb steeper trails, and I can see where ebikes would be helpful for an aging riding population. I think other bikers, hikers, etc, can adapt to these riders as long as ebikers are not threatening anyone's safety (it comes down to a code of conduct, like skiers follow). Finally, I think it may be erroneous to use studies of bikeshare programs in paved urban areas to regulate off-road use, especially when urban ebikes are available for rent by masses of unexperienced users, while mountain ebikes are quite often bought, I suspect, by people who know what they are looking for and often have at least some prior trail experience (though as ebikes proliferate and become better, I suspect we will have some people growing up on them while not owning a pedal-powered bike at all). A study showing weakpoints in rideshare or urban ebike rental programs cannot adequately inform on trail-use policies.

I know I can bomb down most of Green Mountain faster than many ebikers (many ebikes would rattle apart on sections of Green Mountain's downhill), so perhaps it is a matter of trail signage on a code of conduct for all bikers. I personally would not be in favor of limiting trails from pedal-assist ebikes without knowing that there is an actual problem that needs to be regulated.

Regards,
Scott Diener

July 15, 2019

We are discussing this at Parks board, but the cide is not ready to be sent to the commissioners yet. We have to go by the state rules and several bikes are ok.

July 14, 2019

Was talking with a gentleman several weeks ago up at Newberry hill park that was riding a fat tire electric bike and was zipping along without pedaling. I had on my parks volunteer vest and asked him to stop for a moment, which he did. I told him that motorized bikes were not allowed and he said that they were and I couldn't stop him. Then, in further conversation with him, I found out that his was modified to run totally with out pedalling just like a regular moped. When I asked his name and where he was from, he took off. He was probably in his 50s and dressed for riding.

Jon Pearson

July 14, 2019

Here's an FYI on current law in Washington State: [EBIKE LAW](#). It's pretty clear that riding anywhere in Newberry, on any kind of ebike is prohibited. The closest legal ebike trails are on DNR land at Green Mountain. There are countless ebikes out there, and more being purchased all the time. This issue will

have to be addressed sooner or later. There will likely have to be decisions about which classes of ebikes might be allowed (or not), signage prohibiting their use, and enforcement for offenders.

Dave Brumsickle

July 14, 2019

Personally, I would like to see the safety report of conflicts and accidents from these motorized scooter vehicles being used on sidewalks and these motorized bikes being used on ASHTO compliant multi model pathways. Both, I believe, at this time, should not be allowed on sidewalks, KC Park trails or multi model pathways in Kitsap County until further study and public comments can be vetted by the KCNMFAC and County staff.

To me, there are just too many safety and user knowledge/skill issues for these motorized vehicles to be used where handicapped and senior citizens, horses (KCP trails), not to mention people on cell phones, are put together on sidewalks and MM ASHTO compliant Pathways. I am thinking, right now, that these electric motorized vehicles should be in Bike Lanes and on the road shoulders, only, at this point.

Our whole point has been to get people outside and exercising...and away from motorization. If they get in conflicts or feel they might, with these fast moving motorized vehicles and don't feel safe, they will not do that and we lose all that we have been trying to do and also with getting them connected with nature (and learning to appreciate it) by being outside more.

I would suggest a moratorium on their use, only as I point out above, until further study and public/staff proper vetting.

Keep Kitsap Trails and sidewalks Happy and Safe....for everyone,

Jon Willett

SR 305 Study

July 16, 2019

CAC Members,

I have been working with the Cross State Trail Coalition and will be at a small meeting the 29th and 30th in Snoqualmie about logistics and planning. The STO is Kitsap's link to this trail that will be from Idaho to the Pacific Coast. Years ago the Jefferson, Clallam and Kitsap Coalition oked the name of our combined trails on the west side of Puget Sound to the Pacific Ocean to be the "Sound to Coast" trail (STC) which includes the STO, Larry Scott, and Discovery Trails. Sound to Ocean was taken (STO, Sound to Olympics) as well as Sound to Pacific (ocean) (or STP, Seattle to Portland).

Also, I would like to get the update of the new members of the KCNMFAC and their email addresses.

Happy Trails
Jon Willett

Kitsap County
Non-Motorized Citizens Advisory Committee
Sept. 17, 2019 Minutes

Brian Watson
Chair

Douglas Piehl
Vice-Chair

David Brumsickle

Bert Cole

Richard Feeney

Ray Pardo

Scott Satter

Nancy Whitaker

Deborah Weinmann

All members present, (Nancy Whitaker was excused)

- Rick Feeney greeted as new NMCAC member
- -Brian Watson opened brief discussion of no bike facilities for Section 8 renter
- Previous minutes approved, with amendment that SK pedestrian locations have 1/2 mile (instead of 1/4 mile) radius surrounding them for facilities planning.
- Presentation by Theresa Smith on complications of Seabeck Hwy 2 shoulders project. Environmental and storm water codes are very strenuous.
 - Filtration required
 - Natural look preferred over traditional stormwater ponds.
 - Underground detention vaults required.
 - Area is rural minor arterial, fast speeds, lots of runoff, currently 11' lanes with 4' shoulders
 - Changing to 12' lanes with 8' shoulders.
 - Very complicated project with 4 wetlands, 3 basins, 5 culverts.
 - Lower traffic speeds in this area not considered.
- SK Project
 - 1/4 mile changed to 1/2 mile radius. Do we need more?
 - Highest priority areas:
 - Important connectors
 - Top priority are UGA, LAMRIDs, Lakeway area, Sunnyslope
- Adjourn 8:45

Kitsap County
Non-Motorized Citizens Advisory Committee
October 15, 2019 Minutes

Brian Watson
Chair

Douglas Piehl
Vice-Chair

David Brumsickle

Bert Cole

Richard Feeney

Ray Pardo

Scott Satter

Nancy Whitaker

Deborah Weinmann

Attendance:

Doug Piehl (Vice Chair)

Bert Cole

Rick Feeney

Ray Pardo

Scott Satter

Nancy Whitaker

Deborah Weinmann

Staff: David Forte, Melissa Mohr, Steven Starlund (Parks), Ed Coviello (Kitsap Transit)

07:00 Vice Chair Doug Piehl called the meeting to order.

Public Comment:

1 guest attended

John Willett provided two topics to the committee.

(a) Mr. Willett express concerned about the road budget downfall and lack of funding for non-motorized improvements in the county.

(b) Mr. Willett expressed concerns about the proposed Stewardship Plan for the North Kitsap Heritage Park.

Approval of Sept. 17 meeting minutes.

Pardo motioned for approval. Feeney seconded. All members approved.

Work Session: Pedestrian Facilities in South Kitsap

Mr. Forte and Ms. Mohr discussed the team's next steps in prioritizing the pedestrian facilities in South Kitsap. Forte: We need to focus decisions down one more level. Getting it down to a doable number and then rating the importance of the each one to High, Medium, and Lower priorities. Feeney: He asked is the county are coordinating with the other government entities, i.e., City of Port Orchard, Washington State Department of Transportation, to which these clearly had interfaces. He brought up that maybe we should have a summit with them after the plan has the first draft drafted.

Mohr: Mr. Mohr brought out the maps with the last few meetings focus areas. The team was then requested to prioritize them as Mr. Forte brought up. For the next 45 minutes we gathered around them and discussed the subject areas. The discussions included proximity to schools, supporting density (current and future), focus for the sidewalks are higher density throughways vs. cul-de-sacs.

Mr. Starlund, from the Parks & Recreation Department, brought up a short discussion on two Parks.

[1] He discussed the 240+ comments his team is dwelling on regarding the North Kitsap Heritage Park. That park's Stewardship Committee has taken a direction towards maintaining a natural, low

footprint tact. This is creating controversy specifically with the long-proposed paved Shared-Use path linking Kingston link to the STO trail, whose advocates were instrumental in establishing its purchase.

[2] Coulter Creek Heritage Park. The Park's representative brought up that plans are in the works for trail development, park linkage, etc.

Mr. Forte brought up a "realistic" issue on funding.

The operating funds in the capital budget for the foreseeable future has changed. This is going to force Public Works to scrutinize the TIP list. Some items will be removed from the TIP list due to several factors. This list is undergoing scrutiny at this time and will be presented to the Kitsap Board of Directors in November.

08:40 Meeting was adjourned.

Kitsap County
Non-Motorized Citizens Advisory Committee
November 19, 2019 Minutes

Brian Watson
Chair

Douglas Piehl
Vice-Chair

David Brumsickle

Bert Cole

Richard Feeney

Ray Pardo

Scott Satter

Nancy Whitaker

Deborah Weinmann

All present with Nancy Whitaker by phone and Doug Piehl excused.

- Reviewed final version of “Pedestrian Priority Routes” areas in unincorporated South Kitsap.
- Discussion of future NMCAC study of park non motorized connections at Coulter Creek Heritage Park.
- Review and discussion about 2020-2025 TIP budget.
 - Project costs are trending up, whereas funding is trending down.
 - No new TIP projects to be accepted (for now).
 - Public Works is doing a multi-phase review of TIP projects, re-scoring using today’s needs and costs.
 - New funding sources are being researched. Tab fees are not currently possible.
 - Current TIP had \$12.5 million in projects cut.
 - TIP still has 45 projects @\$67million.
 -
- Adjourn 8:30

Kitsap County
Non-Motorized Citizens Advisory Committee
December 17, 2019 Minutes

Brian Watson
Chair

Douglas Piehl
Vice-Chair

All present with Scott Satter excused.

David Brumsickle

Bert Cole

Richard Feeney

Ray Pardo

Scott Satter

Nancy Whitaker

Deborah Weinmann

- Minutes approval postponed until next meeting
- Bert Cole's final meeting as committee member
- Reminder of January Traffic Study in SK
- Discussion of Chair and Vice Chair nominations.
 - Scott Satter nominated as Vice Chair
 - Doug Piehl to take over as Chair
- -Discussion of Design Standards for bike parking, led by Brian Watson and Scott Diener from DCD
 - Kitsap's Bike parking facilities zoning code is fairly vague, and only two sentences.
 - Other area's zoning code is more specific and helpful to cyclists.
 - Having NMCAC's endorsement improves likelihood of new zoning. Support of Commissioners even more helpful.
 - NMCAC needs to make recommendations ASAP.
 - Brian Watson presentation about car vs bike parking issues in Kitsap
 - Discussion of kinds of properties that new zoning code should address.
 - Covered vs non covered parking
 - Bicycle rack design
 - Some car parking slots converted to bike parking
 - Short term and long term parking
- Presentation and discussion of 2020 work plan
 - NMCAC meetings to be roughly quarterly
 - Work group meetings to be held monthly, focusing on South Kitsap Parks Connector
- Adjourn 8:30