

Looking For Linkage

Non-Motorized Facilities in Kitsap County



Kitsap Regional Coordinating Council

Looking for Linkage: Non Motorized Facilities in Kitsap County

The Charge:

During 2009 project selection process:

TransPOL requested information:

**for decisions about non-motorized funds
in 2011 federal funding program.**

***Issues:* Other trail systems
Mosquito Fleet Trail**



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Non-motorized priorities

- 2004: Puget Sound Regional Council “assigns” non-motorized project selection to KRCC et al
- Review and approval by the PSRC Transportation Policy Board.
- First cycle: 2004 for 2006-2008, with two priorities:
 - ***Improve children’s safety***
 - ***Mosquito Fleet Trail***



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Convened Ad Hoc Committee: July '09 ⇌ April '10

Greg Cioc, Kitsap County Public Works

Martha Droge, Kitsap County Parks & Recreation

Ryan Farncomb, City of Poulsbo Engineering

Dan Hamlin, Bainbridge Island Parks & Recreation District

Chris Hammer, City of Bainbridge Island Public Works

Rich James, Clallam County Public Works

Matt Keough, Former Staff, Kitsap County Parks & Recreation

Randy Kline, WA State Dept. Of Natural Resources

Christopher Leyh, GIS Mapping, for Kitsap County Public Works

Larry Matel, City of Bremerton Public Works

T.J. Nedrow, WSDOT

Jim Rogers, Kitsap County GIS Mapping

Jesse Sims, WA State Dept. Of Natural Resources

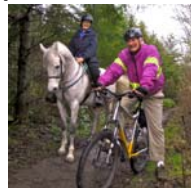
Jennifer Sutton, City of Bainbridge Island Planning

Tim Thomson, Port of Bremerton

Bill Zupancic, Kitsap County Public Works

KRCC Member Agency representatives: KRCC Transportation Technical Advisory Committee

Jurisdictional Staff
Responsible for
Trails Planning
& Construction



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+ The Citizens Who Promote Trails throughout Kitsap County

Don Willott, City of Bainbridge Isl Non-Motorized Trans Advisory Committee

Ken Shawcroft, Hansville Greenway

John Willett, President, North Kitsap Trails Association

Sue Schroader, Olympic Property Group

Linda Berry-Maraist, City of Poulsbo City Council

Walt Elliot, Kingston Community Advisory Committee

Dave Haley, Indianola Beach Improvement Club

Mary Earl, Clear Creek Task Force

Tex Lewis, Clear Creek Task Force

Denise Maxwell, Illinois Trail Riders

Marcie Mathis, Naval Base Kitsap

Jay Spady, Puget Sound Naval Shipyard

Clifford Olin, PSNS/IFPTE

Donald L. Larson, Kitsap Trees and Shoreline Association (KITSA)

Bryan Bowden, Community Outreach Planner, Mt. Rainier National Park (working with KITSA)

Bainbridge
Hansville
Kingston
Central Kitsap
South Kitsap



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Since 2004, almost \$3.7 million federal non-motorized funds.

Most through regular 3 year cycles (+ \$150,000 from 2009 ARRA)

[Note: Funding award years: 2004, 2006, 2009]

Most funds awarded to priority categories:

Safe Routes to School:	\$2,051,600	55%	} *
Mosquito Fleet Trail:	\$2,347,354	63%	
Other Projects:	\$ 170,000	5%	
Total:	\$3,698,954	100%	



* Adds to more than 100% as Winslow Way Project (\$870,000) meets both funding criteria

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**Project completion “par for the course”
over 6 year span:**

Projects Built	\$1,263,507	34%
Construction in 2010	\$1,191,687	32%
Construction in 2011	\$1,243,760	34%



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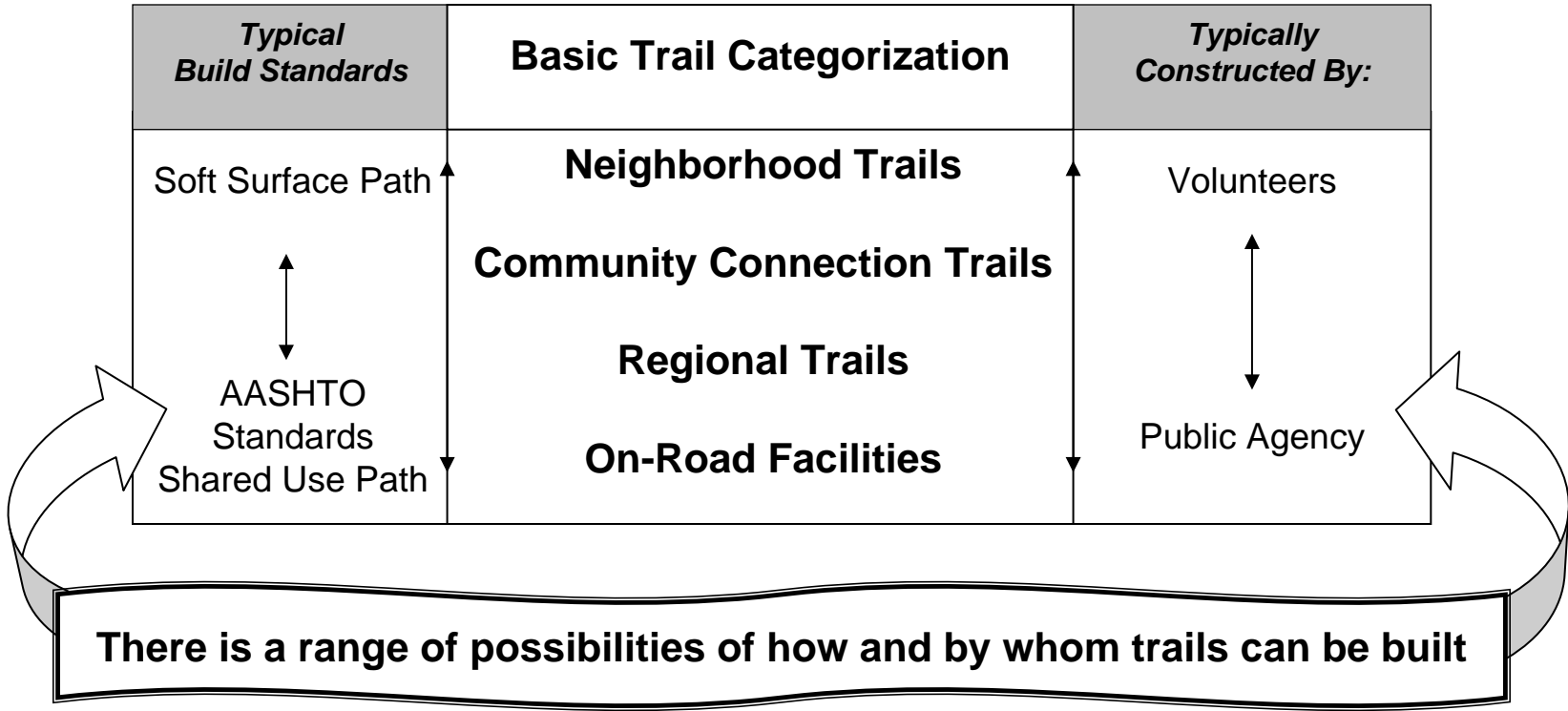
With Such a Great Committee...

Knowledge, Experience, Commitment ~

Take opportunity to give expert advice!



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Section 2:

Tales of the Trails through Kitsap County and Beyond

Maps and descriptions
of trail systems established,
planned, and conceptual



Section 3:

Requirements & Realities of Trail Blazing & Trail Building

It's Easy to Say Yes to Trails...

Trail Standards

New USDOT Non-Motorized Policy

Estimated Trail Construction Costs

Trail Maintenance Considerations

Legal Liability Associated with Public Trails

Storm Water: Regulatory Considerations

Resources:

- o Partnerships
- o Other People's Land (OPL): Easements & Licenses
- o Use of Existing Right of Way
- o Non-Motorized Facility Funding Sources
- o Incremental Trail Development
- o Connectivity vs. Opportunity
- o Incentives for Trails
- o Environmental & Community Benefits of Trails



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Identified several issues that are simply conundrums ~ for example....

- **Opportunity vs. Connectivity**
- **WSDOT: liability vs. do-ability**



Section 4:

Recommendations for Policy Consideration



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Recommendations in 10 areas:

1. Funding
2. The Mosquito Fleet Trail
3. Regional Bicycle/Pedestrian Spine System
4. Safe Routes to School
5. Setting Priorities
6. Implementation
7. Promote safety
8. Support Community Volunteers
9. Every bus rider is a pedestrian
10. Ferry system users are pedestrians



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1. Funding:

- Direct a larger share of funding to non-motorized facilities. Specifically, increase set-aside from required minimum 10% to **20%**, beginning with the 2011 federal funding cycle.
- Use funding sources strategically ~ Match “color of money” to type of facility.
federal funding for construction of hard surface, multi-use trails.
- Consider limiting federal funding to construction for non-motorized projects (vs. project planning).



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2. The Mosquito Fleet Trail evolved: 57 → 100+ miles over 9 years

- Popular concept that captures Kitsap's character and charm.
- Overall a viable non-motorized system,
- Evaluate & refine route in terms of construction feasibility.
- Expand to include Silverdale and Central Kitsap.
- Largely system of paved shoulders ~ consider more separated facilities.
- Explore all Cities' adoption of the Mosquito Fleet Trail within boundaries so full system can be shown in brochures, websites, etc.



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3. Regional Bicycle/Pedestrian Spine System

- Designate and then prioritize constructing Regional Spine System
- Use Kitsap County's Non-Motorized Planning Process (2010-2011)
 - Inventory road shoulders throughout County
 - Refine Mosquito Fleet Trail ~ part of Regional Spine System.
 - Work with PRTPO Regional Trails Plan to “provide a trail systems blueprint.”
 - Plan with Cities ~ integrate Adopted Bicycle Plans.
 - Public process for “vetting” the Plan and Regional Spine System.
 - Review County and City TIP processes for non-motorized projects.



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4. Safe Routes to School

- Excellent concept re: children's activity levels.
- Re-think implementation to engage schools & community planning organizations.
- Identify schools with highest likelihood of usage:
 - Population density/number of users
 - Complete routes.
- New emphasis in Countywide Planning Policies Element I: Siting Public Capital Facilities: *If the primary population served by the facility is urban, the facility should be located in a City or UGA.*
- AASHTO Standards should be used



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5. Setting Priorities

- Building system of non-motorized facilities is a long-term project!
- De-emphasize “opportunity projects” ~ result in patchwork of segments characterized more by gaps than by continuous system.
- Collaborate through KRCC TransTAC:
 - develop data collection methods re: bike/ped trips (as per US DOT)
 - set local mode share targets.
- Develop broader set of criteria to describe and evaluate non-motorized projects for federal funding through KRCC. (Could be used by all Kitsap jurisdictions to evaluate potential non-motorized projects.)



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Develop criteria:

- Part of jurisdiction's adopted formal plan (e.g. Bicycle Plan, Comprehensive Plan)
- Connectivity: contribute to or fill a gap in a system
- Support Regional Spine System
- Connect centers:
 - Within communities
 - Within Kitsap (higher priority)
 - Across county lines (lower priority in the near-term)
- Potential number of users
- Safety
- Financial feasibility, incl. volunteer labor
- Land availability
- Anticipated use: transportation, fitness/recreation, tourism
- Help achieve target mode shares



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6. Implementation strategies may improve success.

- Significant issue between WSDOT & local jurisdictions/trails groups re: use of State-owned right-of-way for bicycle facilities ~ most of Kitsap's main roads are WSDOT highways.
- Promote legislation for 2011 that specifically protects property owners and local governments, e.g. an expansion of the Recreational Users Act.
- Foster use of innovative construction techniques for off-road trails / walkways, e.g. LID.
- Partnerships with non-profits to negotiate/hold license agreements with private property owners.
- Evolving use of easements & exactions.
- Subject every trail plan to a value engineering process to evaluate construction feasibility, cost, sequence, and phasing.



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7. Promote safety for non-motorized travelers.

- Re-think on-road bike routes and pedestrian walkways *i.e.* traffic volume/speed vs. level of users' experienced and actual separation / danger.
- Educate drivers/bicyclists/pedestrians/transportation planners about bicycle & pedestrian safety issues.
- Fill gaps in the bikeway system ~ Discontinuities are dangerous transition points.
- Identify latent opportunities to integrate non-motorized routes with lower speed traffic. Typically, these require only modest expense.



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8. Support the Community Volunteers ~ backbone of trail development (esp. off-road, separated, and soft-surface trails).

- Adapt bureaucratic practices ⇨ user-friendly, especially communication/red tape. Avoid giving trail volunteers the run-around between departments and agencies. Designate a go-to staff person with anticipated longevity for volunteers' connect point.
- Use staff to assist volunteers in locating trails
- Adapt trail construction standards & methods to volunteers' capabilities.
- Provide funding for materials for volunteer-built trails.
- Standardize and streamline processes.
- Respect citizens' impatience and desire for results ~ weigh "opportunity approaches"
- Celebrate success



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9. Every bus rider is a pedestrian/bicyclist.

Focus on amenities and connectivity that enhance and encourage transit ridership. Examples:

- Bike racks/lockers @ key transit stops and sub-stations *and* on busses.
- Covered bus stops: expand from 252 bus shelters among 1700 signed bus stops (15%) ~ 100% would be good.
- Transit Park & Ride lots (with bike lockers) located on regional spine
- Evaluate bus stop locations for safe bike/pedestrian access.
- In engineering Bus Rapid Transit (BRT) or Business Access Transit (BAT) facilities: attention to connectivity of bicycle lanes and pedestrian walkways at intersections.
- Promote transit ridership as a healthful alternative, as well as being convenient.



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10. Ferry system users are pedestrians and/or bicyclists. *WA State Ferries & passenger vessels*

- 25% of Kitsap's workers commute outside the County, many by ferry.
- Expand & enhance bicycle carrying capacity ~ access/ egress.
- Collaborate with bicycle advocacy groups & Kitsap's Ferry Advisory Committees.



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Why non-motorized?

- Congestion impact especially in communities
- Environmental GHG impact
- Livable communities = walkable
- Nature Fun



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➤ Health & well-being

- Obesity: 2/3 of American adults
- 3x raise among kids
- Diabetes epidemic



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- The best solution:

➤ Active Transportation



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- US DOT gives guidelines
- PSRC adopts Vision 2040
and writes Multi-County Planning Policies
- But will *you* embrace it?

➤ Political will

