

# Island County Public Works

## 2006 Non-Motorized Trails Plan



*Volume II ~ March 2006 ~ Supporting Data*

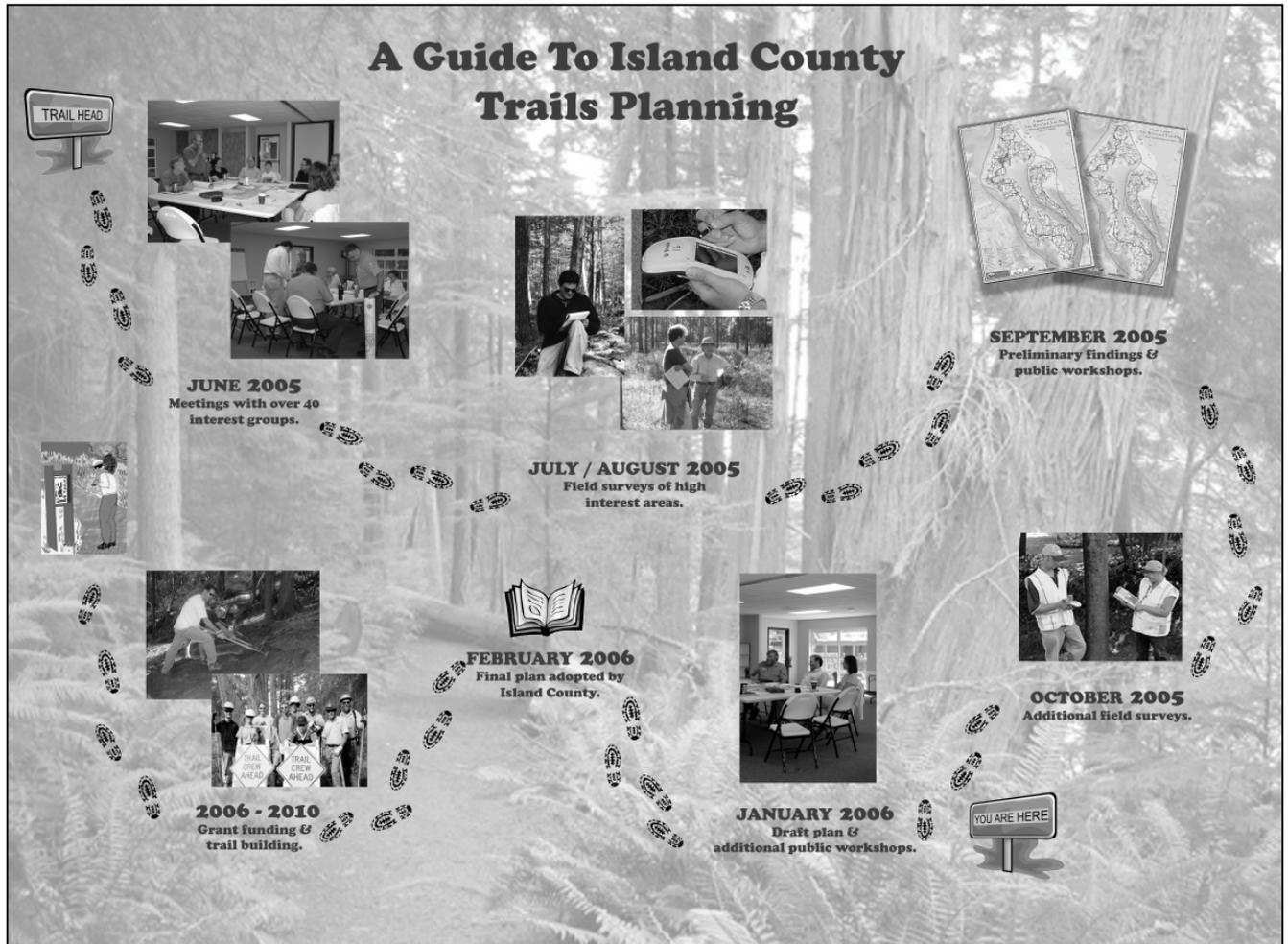
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**APPENDIX 1: PLAN DEVELOPMENT**

One of the primary goals of the plan development process was to ensure that ideas, suggestions and concerns were gathered from as many sources as possible. Thus, the 2006 Island County Non-Motorized Trails Plan was developed with extensive involvement from Island County and State agencies, recreation and other interest groups, and the general public. The following diagram outlines the plan development process.



## 1.1 PLAN DEVELOPMENT GOALS

In addition to the important goals noted in *Volume I*, the project team recognized that the process of developing the plan met the following goals:

- 1. Facilitated public support:** Encouraged public awareness of, and support for, the 2006 Non-Motorized Trails Plan by:
  - Involving interest groups and the general public throughout the development of this plan and incorporating their ideas and suggestions.
  - Providing multiple input opportunities for interest groups and the general public.
- 2. Ensured balanced representation:** Recognized the regional nature of Island County by:
  - Providing opportunities for input for all regions of Island County - Camano Island and North, Central and South Whidbey Island.
  - Including regional representatives on the Steering Committee and in the Focus Groups.
  - Organizing the plan to address Island County as a whole as well as the distinct needs for each region.
- 3. Addressed the requirements of multiple use types** - cycling, paddling, walking, hiking and equestrian – by:
  - Reaching out to interest groups that represent each use type.
  - Conducting field surveys with the needs of each use type in mind.
  - Balancing plan recommendations to ensure inclusion of each use type.

## 1.2 PLAN DEVELOPMENT TIMELINE

The following timeline was followed during the development of this Trails Plan:

- **June, 2005:** The project team conducted initial visits throughout Island County to familiarize themselves with current trail systems and potential areas for future trails. Maps were produced by the team that contained as many known trails and points of interest as possible. Invitations were then distributed to over forty interest groups introducing them to the project and inviting them to attend focus group meetings. Each group was met with individually and asked to present their ideas for non-motorized trails in Island County. Over 200 ideas and suggestions were gathered during this phase.
- **July / August 2005:** The Project Team and the Steering Committee collated and reviewed all of the data gathered during the Focus Group meetings. Twenty areas of high public interest were identified and the Project Team was asked to research these areas in addition to areas of opportunity identified during their initial field trips.
- **September 2005:** Ideas from the Focus Group meetings and findings of the Project Team were collated and mapped onto large-scale maps showing current routes, potential corridors, and points of interest. These Preliminary Findings and accompanying maps were then presented to the public during a series of public workshops. Attendees were invited to ask questions, provide additional ideas and then vote for which three proposed trails or points of interest (such as a new kayak camp) they would like to see built first. All attendees were also asked to complete a survey indicating how they use trails today, which trail features were important to them, and to provide additional comments.
- **October / November 2005:** The survey and voting data gathered during the Preliminary Findings workshops was compiled and presented to the Project Team and the Steering Committee. Additional on-the-ground research was conducted, new trail and point of interest priorities were confirmed, and the Draft Plan was developed by the Project Team and reviewed by the Steering Committee.
- **January / February 2006:** The Draft Plan was presented to the public at a series of information sessions, online at the Island County's website, and was made available at Island County offices. Corrections and revisions were made based on public input and the plan was reviewed by the Island County Planning Commission who forwarded its recommendation for adoption to the Board of Commissioners.
- **2006 – 2026:** Island County will use the 2006 Non-Motorized Trails Plan to apply for funding from a variety of sources (please see *Volume I* for details).

### 1.3 PLAN DEVELOPMENT TEAM

Following are brief background descriptions of the project team members. The project organization chart is included in *Volume I*.

#### **Jill Wood, Engineer, Island County Public Works, Coupeville, WA**

Jill is an engineer for the Public Works department, primarily concentrating on parks and trails. Jill was the Project Manager for this plan, planned and facilitated all public participation and was the primary point of contact for the Steering Committee and the general public. Jill also contributed expertise during map reviews and in developing trail recommendations.



*Jill at a Focus Group Meeting*

#### **Dan Nelson, Designs Northwest Architects Inc., Stanwood, WA**

Dan Nelson is the owner of Designs Northwest Architects Inc., an architecture, urban design and planning firm. Dan's role on this project was as overall Manager for the entire consulting team and as a strategic liaison between the project team and Island County Public Works.

#### **Christopher Hansen, TerraLogic GIS Inc., Stanwood, WA**

Christopher Hansen is the co-owner of TerraLogic GIS Inc., a firm that offers data management and modeling services, cartography, and GIS application solutions. Chris produced all of the maps and collated all of the underlying map data for this project.

#### **Stephanie Cleveland, TerraLogic GIS Inc., Stanwood, WA**

Stephanie Cleveland currently works as the Community Development Director for the City of Stanwood and consults with TerraLogic GIS Inc. on an as-needed basis. Stephanie provided public participation advice and planning expertise for this project and also assisted at the public workshops.

#### **Ken Wilcox, Osprey Environmental Services Inc., Bellingham, WA**

Ken Wilcox is the principal for Osprey Environmental Services Inc., which offers a variety of recreation, non-motorized transportation, environmental assessment, and land-use planning services. Ken was instrumental in conducting field surveys, reviewing maps, recommending priority projects, attending public workshops and composing many sections of this plan.



*Ken at a Public Workshop*

**Gerry Wilbour, Northwest Trails Inc., Bellingham, WA**

Gerry Wilbour is the principal for Northwest Trails Inc., a trails planning, design and construction company whose projects include recreational trails, interpretive paths, parks and bikeways. Gerry's focus for this plan was on conducting field surveys for Camano Island, cost estimating, and identifying funding sources for all priority projects. Gerry also reviewed maps and attended public workshops.



*Gerry at a Steering Committee Meeting*

**Theresa Metzger, Iris Consulting, Camano Island, WA**

Theresa Metzger is a management consultant with over 20 years of project management experience in a variety of industries. Theresa managed the work plan and budget for this project, assisted at the public workshops and also wrote various sections of the plan.

## 1.4 GIS DATA & MAPPING METHOD

The inventory of the data necessary for the maps included in this plan involved the collection of existing information as well as the creation of new information. The integration and mapping of this information was done using a Geographic Information System (GIS). Geographic information is core to the planning process as well as integral to the final results of the plan. The general process is as follows:

1. Compile existing data
2. Assess existing data for completeness and accuracy. Edit and enhance as necessary.
3. Synthesize new information for the plan using existing information and input from stakeholder groups, County staff, public officials, and consultants.
4. Present draft plan information using maps and summaries of data.
5. Modify the information as the plan is refined through the plan development process.

### Points of Interest

A database of the following types of existing points of interest was collected whilst conducting field surveys. This data was used to analyze the connectivity of the current on and off-street non-motorized trails. A table of points of interest is included for each region in the following sections.

- Boat Launches
- Public Dock/Marinas
- Public Park/Open Spaces
- Trailheads
- Ferry Terminals
- Park and Rides
- Sports Activity Centers
- Kayak Camps
- Public Schools
- City/Neighborhoods
- General Points of Interest

### Sources of Existing Information

The first step in plan development was to assess existing information related to non-motorized transportation as well as general geographic overlays of the County (public lands and facilities, points of interest, and physiographic information). Most of this information was available in a digital format for use in GIS. Other information was non-digital and had to be prepared for use in the GIS. Following are the sources of existing information:

- A. Public Infrastructure and County Base Map Information: *Island County Public Works*
  1. Marine shorelines
  2. Cities and places
  3. Select critical areas

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4. Roads (essential to the plan as they provide the framework for much of the non-motorized transportation network).
  - B. Public Lands and Open Space: *Island County Parks and Recreation, Island County Public Works, Washington State Parks, Whidbey Camano Land Trust*
  - C. Water Trails and Kayak Camps: *Washington Water Trails Association*
  - D. Public Beach Access Locations: *WSU Extension, Coupeville, WA.*
  - E. Ebey's Landing Public Lands and Facilities: *Ebey's Landing National Historical Reserve*
  - F. Select Off-Street Trails for Whidbey Island: *Steve Ford (formerly of TRAX Maps)*
  - G. Bathymetric model for shaded marine water depth: *University of Washington School of Oceanography, Puget Sound Regional Synthesis Model (PRISM).*

### **Generation of New Information**

The following new information was generated during the plan development process and is represented on the maps included in this plan.

- *Preferred On-Street Bicycling Routes:* A subset of the entire paved road network was designated as preferred routes for on-road bicycling.
- *Touring Routes:* A subset of preferred routes was designated as optimal longer-distance bicycle touring routes within the County.
- *Shoulder Width:* Every preferred route was inventoried in the field for typical shoulder widths. The two categories for mapping purposes are 1.) 4 feet or greater, and 2.) less than 4 feet.
- *Off-Street Trails:* Existing trails of high importance (not previously available as digital layers) were created. Based on input from the Focus Groups, Steering Committee, input from the general public, and consultant recommendations, future trails were identified and digitized. These were classified as either "Proposed" or as a "Potential Corridor."
- *Pacific Northwest Trail:* Members of the Steering Committee helped map the proposed extension of the Pacific Northwest Trail through the County. It primarily uses existing road right-of-ways and existing off-street trails.
- *Points of Interest:* A comprehensive "points of interest" layer was created to depict existing and proposed resource activity centers. This layer was created from several sources of existing data with significant work to merge locations into a unified dataset and identify proposed future facilities.
- *Priority Projects (forthcoming):* Priority projects synthesized from the planning process were mapped on the on-street and off-street networks.

**GIS Products**

Information compiled in the GIS is a database of geographic features and data describing the features. Once built for the project, the GIS is used to create maps and analyze the information. Although map products are essential to the plan, the database will offer the County an ability to manage and modify the information through the course of time.

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## APPENDIX 2: PUBLIC PARTICIPATION

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As mentioned in the previous section, public participation was a major driver for this plan. The various means employed to gather public input are detailed in the following sections. In summary, input was gathered during:

- Multiple informal meetings with the seven-member Steering Committee representing county, state, and federal agencies and members of the public.
- Over 30 focus group meetings with individuals and community organizations representing recreational groups, cities, parks and environmental concerns.
- Seven public workshops at various locations and times to encourage public input.

### 2.1 STEERING COMMITTEE

The seven-person Steering Committee consisted of representatives from both Camano and Whidbey Islands and provided invaluable direction and advice during the entire development of this plan. While the primary function of the Steering Committee was to provide direction at a strategic level during the planning process, many members of the Steering Committee were also involved in reviewing the complex details of the Trails Plan as it unfolded, looking up additional data, and assisting at Focus Group meetings and during public workshops. (The list of Steering Team members is included in *Volume I*.)

Following is a summary of the Steering Committee's activities:

June 20, 21, 22, 24, 2005	Support and assistance at the Focus Group Meetings
June 30, 2005	Review of initial field surveys and focus group data
August 17, 2005	Review of priority areas
September 12, 2005	Review of Preliminary Findings data and maps
September 21, 27, 28, 29, 2005	Support and assistance at the Preliminary Findings Public Workshops
October 12, 2005	Project review meeting
December 9, 2005	Presentation and review of the first draft of the 2006 Island County Non-motorized Trails Plan
January 9-11, 2006	Assistance at the Final Draft Public Workshops
January 24, 2006	Assistance at the Planning Commission workshop
February 6, 2006	Assistance at the Board of Island County Commissioners regarding Trails Plan adoption

**2.2 FOCUS GROUPS**

Members of many local, county and state interest groups provided input into this plan by participating during Focus Group meetings. During the first phase of the project, each group was met with individually and their ideas and suggestions were carefully documented and mapped. The input provided during these Focus Group meetings was extremely detailed and reflected, to a certain extent, the wishes of broader communities. During subsequent phases of the project, each group was invited, via letters and/or emails, to attend additional meetings and public workshops.



*Camano Island Focus Group*

The list of Focus Groups is included below:

1/2 Link Bike Shop Back Country Horsemen Bicycles Northwest Camano Action for Rural Environment Camano 101 Camano Neighborhood Walkers City of Langley City of Oak Harbor Coupeville School District Ebey’s Landing National Historical Reserve Environmental Health Assessment Team Four Springs Preserve Friends of Camano Island Parks	Friends of Freeland Greenbank Farms Harbor Pride Island County Outdoor Recreation Enthusiast Island County Public Works Island County Parks Island County Trails Council Island Transit Pacific Northwest Trails Association Port of South Whidbey Stanwood Velo Sport South Whidbey Parks and Recreation	Town of Coupeville US Navy Walkable Langley Washington State Parks – North West Regional Office Washington State Parks, Camano Island Washington State Parks, Deception Pass Washington State Parks, South Whidbey Washington Water Trails Association Whidbey Camano Land Trust Whidbey Island In Motion Whidbey Island Sea Kayakers Whidbey Walks
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**2.3 PUBLIC OUTREACH**

The following methods were used to reach out to the public:

- **Press releases** were distributed to all local, and some regional, newspapers informing the public of this project and providing contact information. Several news articles were generated and emails and phone calls were received as a result of this.
- **Public workshops** were held in September in four locations throughout Island County. Many members of the public attended these workshops and their ideas and priorities were documented and included in this plan. Three additional open house meetings were also conducted in January 2006.
- **Online information** was provided at [www.islandcounty.net/publicworks/trails](http://www.islandcounty.net/publicworks/trails) during the course of the plan development process. The public was invited to provide feedback via convenient email options.
- **Public comment** was also possible during the Planning Commission’s review in February 2006. The Commission forwarded its recommendations to the Board of County Commissioners for final adoption.



*Freeland Hall Public Workshop*

**APPENDIX 3: PUBLIC WORKSHOP INPUT**

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As mentioned previously, this Trails Plan reflects detailed public input gathered from a variety of sources. To the extent possible, this appendix includes this input.

**3.1 SEPTEMBER 2005 PUBLIC WORKSHOPS**

The following pages contain results compiled from surveys completed by attendees at the September, 2005 Public Workshops. These results were used by the project team to guide the selection of short-term priority projects.

<b>Island County Trails September Public Workshop Survey Results</b>		
<b>Survey Question</b>	<b># Responses</b>	<b>% Surveys</b>
<b>1. Zip Code</b>		
98282 Camano Island	17	40.48%
98277 Oak Harbor	8	19.05%
98249 Freeland	4	9.52%
98260 Langley	4	9.52%
98239 Coupeville	3	7.14%
98236 Clinton	2	4.76%
98292 Stanwood	2	4.76%
98233 Burlington	1	2.38%
98253 Greenbank	1	2.38%
<b>Total Number Surveys</b>	<b>42</b>	<b>100.00%</b>
<b>2. Age group:</b>		
46 - 60	25	59.52%
61+	13	30.95%
30 - 45	3	7.14%
N/A	1	2.38%
18 - 29	0	0.00%
Under 18	0	0.00%
<b>3. What activities are you likely to engage in when using trails?</b>		
Hiking	37	88.10%
Walking	36	85.71%
Beachcombing/Beach access	32	76.19%
Birding/nature observation	26	61.90%
Walking pets	16	38.10%
Kayaking	15	35.71%
Bicycling (touring)	11	26.19%
Camping	10	23.81%
Bicycling (mountain)	8	19.05%
Horseback riding	7	16.67%
Boating	5	11.90%
Running	3	7.14%
Other	2	4.76%
<i>Native plant viewing</i>		
<i>Meeting people - stronger community ties</i>		
Commuting	1	2.38%
Rollerblading/Skateboard	1	2.38%

4. What trail features are most important to you?		
Natural experience	33	78.57%
Beach access	27	64.29%
Wildlife	26	61.90%
Vegetation	22	52.38%
Viewing areas	22	52.38%
Restrooms	18	42.86%
Kayak launch	16	38.10%
Benches/resting areas	15	35.71%
Parking	15	35.71%
Signage	14	33.33%
Paved shoulders on roads	11	26.19%
Other	10	23.81%
<i>Native plants</i>		
<i>Mapping &amp; information</i>		
<i>Native history ie: log house, totum</i>		
<i>Well maintained (no wet salal)</i>		
<i>Connections between trails &amp; Island County residential areas</i>		
<i>Horse friendly</i>		
<i>Natural path / trail</i>		
<i>Paved trails not at all important to me</i>		
<i>Safety</i>		
<i>Safe, well maintained trails &amp; forest</i>		
Interpretive signs	8	19.05%
ADA accessibility	7	16.67%
Information kiosks	5	11.90%
Paved trail	5	11.90%
Picnic tables/shelters	4	9.52%
Exercise stations	2	4.76%
Camping	0	0.00%
6. How often would you use the trails as shown on the Workshop Maps?		
1 - 3 times a week	24	57.14%
1 - 3 times a month	6	14.29%
Every so often	6	14.29%
N/A	4	9.52%
Daily	2	4.76%

**Survey Question 5.** Please let us know which trails or trail facilities you would like to see built first.

Survey Zip Code	Trail 1	Trail 2	Trail 3
98282 Camano Island	#5 Horseback Riding	#14 walking	#1 Camano Ridge
	Camano Ridge	Cama to Elger Bay	North Loop
	Camano Ridge	Cama to Elger Bay	North Loop
	Camano Ridge		
	Camano Ridge		
	Camano Ridge	Utsalady Kayak Camp	Iverson Kayak Camp
	Camano Ridge	North Camano Loop	Iverson Kayak Camp
	Camano Ridge	North Camano Loop	Camano Ridge to Cama Beach
	Camano Ridge		
	Freedom Park	Camano Ridge	
	Freedom Park		
	Horseback riding	Walking	Beach Access
	Those in natural areas in public ownership	Get developers to build trails in developments and dedicate to the County.	
	Kayak Camps on east side at Whidbey		

Survey Zip Code	Trail 1	Trail 2	Trail 3
<b>98277 Oak Harbor</b>	Oak Harbor needs to link with future pier project.	Connect the oak trees in Oak Harbor	Preserve harbor views
	Rhody Park ADA	Kettles trailhead	Dugualla State Park Trailhead
	#9	#10	
	Freund Marsh Trail	Heritage Oak Trail	Grand Oak Village Trail
	Orientation signage	Beach access with signage for proper beach etiquette	Connecting Cornet Bay beach to SR with safe walking trail
<b>98233 Burlington</b>	Dugualla Trailhead	Fort Ebey to Ebey's Landing Connection	PNT through Deception Pass
<b>98253 Greenbank</b>	Beach Access	North Bluff to Race Road	SW State Park to Greenbank Farm
<b>98260 Langley</b>	Sandy Point	Maxwelton Trail Phase 1	Lane Lake to Goss Lake
	Sandy Point Trail	Brainers Road	Polnell Point kayak camp
	Langley to SW High School	SW High School to Upper Maxwelton DNR	Trailhead Parking
	Connect Possession Point State Park & Possession Point waterfront Park with trail up on bluff	Langley & Freeland Trails to connect with Goss Lake Woods trails	South Whidbey State Park trails with Meerkerk Gardens & Greenbank Farm.
<b>98249 Freeland</b>	Trails / Walking paths in Freeland	Double Bluff to Wahl Road	Maxwelton Trail
	Around Penn Cove	Freeland down Newman Road to Tilth / Goss Lake etc.	County Road ends to beach access all over Island
	Freeland – Lone Lake	Greenbank to Lake Hancock	Deer Lagoon to SR 525
	Freeland Community Paths		
<b>98236 Clinton</b>	Lone Lake Public Access – Goss Lake Woods – Saratoga Woods	Kettles – Rhododendron Park	Taylor Property Group Camp Facility
	Goss Lake Woods to Lone Lake	Goss Lake Woods (Metcalf Trust) to Langley	Freeland to Lone Lake

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**Survey Question 7.** Name the existing Island County trail system that you think needs the most improvement and specify the type of improvement.

- Camano need to connect its parks with trails so there is a system.
- Horseback riding
- Camano Ridge
- Camano Ridge
- Trails and information kiosks at Freedom Park
- Camano Ridge existing trails needs better signage and no motorized vehicles
- Camano Ridge Trails
- Shoulder room for road biking
- Swantown Road
- All trails with dogs need plastic bags for cleaning up after the dogs; I like dogs not the pigs that don't pick up
- Rhody Park ADA needs to be completed
- Continuity of trail from Freund's Marsh to Maylor's Point with signage
- "Walk of honor" native history & native plant interpretive signage kiosk
- Waterfront trail from boat marina to scenic heights
- Connecting oak tree walk from east of library to Post Office
- West Beach – allow for pedestrians – hiking / walking trail along road
- Kayak Trails : additional public access points are badly needed in several locations on Whidbey to make possible 4 – 5 day excursions
- Double Bluff Park & Deer Lagoon need trail to connect them with highway 525 so transit stop can service non-motorized recreational walking to and from both locations
- Greenbank Farm trails need protection from motor vehicle access – signage
- Limit hunting in heavily used public trail areas
- Goss Lake Woods trails need roots removed and better engineering (ie: slope must be right)
- Improved walking paths around Freeland
- Extension of Kettles Trail to Rhododendron Park and campground
- Paved trail between Coupeville and Kettles needs to be made more horse friendly

**Survey Question 8.** Please give us your additional comments.

- Need to have a walking and bike trail between Camano Island and Stanwood. The new Mark Clark Bridge needs to have a bike and walking trail built into it – make sure the design team does it.
- I hope something comes out of this plan for Camano.
- Concerned about impact on homeowners adjacent to trails. Don't want horses and bikes on trails for hikers. Concerned about policing – drinking, drugs, theft from cars, gang or hangout spots.
- Interconnect of major scenic areas for bikers to experience Camano better instead of biking roads.
- We as resident of Camano have a hard time walking to trail and beach accesses because of the severe danger from cars i.e.: speeding – there are no shoulders of decent width to jump out of the way. And above all no police protecting us. LOWER SPEED LIMITS – 25 for populated areas and 35 for Camano Hill and Island Crossing. Give incentives to large landowners for trail use of course it shouldn't go right by their home but it could go in back per say. Make this a good place to live for decades to come we need greenbelts not massive development projects. Prevent trail congestion by being too small or too much.

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- Speed limits lowered to 35 miles from 50 miles per hour. Shoulders along roads for pedestrians. Property tax reduced for area used as easement for trail access.
  - Thank you for all of your hard work.
  - Thank you for starting this process. I am confident that we can rally volunteers and involve other trail associations to make Camano Ridge a reality.
  - I would like to have access to trails where horseback riders were welcome. I know multi-use trail systems can work. The Pilchuck Tree Farm in the Stanwood / Arlington area is an excellent example! Volunteers meet monthly and plan projects (bridges, turnpikes, solar pump systems) all recreational uses pitch in and accomplish maintenance of trails, major projects and educate each other in their particular recreational use.
  - Foot Traffic vs. vehicle traffic on Swantown is dangerous.
  - Without Island County Commissioners bold leadership and funding support is anything going to happen? Thanks for taking this step in letting citizens dream.
  - I would like to see a greater emphasis on connecting communities via basic trail systems. Paved trails are not a concern. Simple foot paths are the way to go. Signage is important also.
  - I would like to see kayak camps located on South Whidbey and South Camano Islands to allow possible overnight excursions between the two islands. On the north end, your proposed kayak camps at Polnell Pt. and Utsalady allow this. I suggest kayak camps at perhaps Greenbank Farm and South Camano State Park and Cama Beach State Park and also at Baby Island on Whidbey.
  - Recommend direct face-to-face meetings with Island County Chambers of Commerce – Bed & Breakfast – Restaurants etc to make sure they realize and support the economic value of a county wide trails plan that will bring additional visitors to the Islands.
  - Recommend an immediate effort to create one new trail to publicize the plan. Do not let it become another addition to the archive of plans and study efforts we already have. Recommend Highway 525 to Deer Lagoon and Double Bluff as first kickoff effort. This would be relatively easy in so far as easements are concerned, a very visible project that could attract numbers of volunteers and would help focus public on public transport to recreational sites.
  - Open Wonn road for public access to beach. Work with Greenbank Farm to create contiguous parking.
  - Keep up the good work!
  - Thanks for doing this! Support for County Road Ends project is important and getting the County Road Resurfacing crew on board to keep shoulders good for cycling is a high priority. Trails as transportation corridors (ie: connecting to bus routes) can help this work go forward. ALSO – The somewhat boring sidewalk around Oak Harbor called the “Waterfront Trail” should NOT BE the only Island Trail for mobility impaired.
  - Thank for a great process, thorough and inclusive. Any additions to our trail system will be a plus.
  - Need to see some action soon. Start getting easements right away, before areas get any more built up.
  - Continue your outreach to potential partners to maximize \$ leverage – good job!!

**Preferred Route Voting**

All attendees at the Public Workshops were invited to vote for their top three trail priorities. Following are the results.

**Camano Island**

Chart X-Ref	Project Name / Reference	# Votes
1	Camano Ridge Proposed Trails	20
13	Freedom Park Trails	8
3	North Camano Loop (walking & cycling)	7
2	Elger Bay to Cama Beach (Dry Lake Road)	6
12	Walking Route to Stanwood	6
5	Camano Ridge to Cama Beach (walking – cycling)	4
9	Utsalady Kayak Camp	4
14	Camano Ridge Cama to Camano Ridge Park	4
6	Dry Lake Road Trailhead	2
7	Iverson Kayak Camp	2
11	Camano Island Bike Route	1
4	Paddle the Perimeter Trail (kayak – Iverson Spit)	0
8	English Boom Boat Launch	0
10	Camano Ridge Road Trailhead	0

**North Whidbey**

Chart X-Ref	Project Name / Reference	# Votes
9 / 10 / 11	Heritage Oak Trail / Grand Oak Village Trail / Freund Marsh Trail / Maylor Point	14
7	Oak Harbor to Joseph Whidbey State Park (undefined location)	4
13	North Whidbey – general beach access	3
4	Dugualla State Park	
	kayak campground, trail head, beach access	3
	equestrian access and trails	2
1	Deception Pass State Parks – minor trails & links	2
2	Pacific NW Trail – from Deception Pass to Keystone Ferry	2
3	Ala Spit – ADA Upgrade for picnic area and resting, overlook	1
5	Heller / Crosby Marsh – Potential Trail Loop (undefined location)	0
6	Fakkema Farm Trail (undefined location)	0
8	Fort Nugent Trail Park Link	0
12	Navy Property (undefined location for kayak campground and trails)	0
14	The Gateway Trail (existing waterfront trail in Oak Harbor – New Trail)	0

**Central Whidbey**

Chart X-Ref	Project Name / Reference	# Votes
4	Fort Ebey to Fort Casey State Park – PNT and missing links	4
1	Monroe Landing to Coupeville Wharf (undefined location)	3
2	Grassers Lagoon – SR 20 crossing and sidewalk	2
3	Libbey Road	
	to Kettles Park Trail Connector	2
	extend paved trail from Coupeville all the way to Libbey Rd and around to Grasser's Lagoon	2
5	Kettles Trailhead (2 potential locations)	2
6	Ebeys Landing NHR – Minor new trails and links	1
7	Coupeville connecting trails	1
8	Rhododendron Trail – planned for construction in 2006 / 2007	1
9	Rhododendron park – new trails and links	1
12	New County Road – biking on road	1
10	Crockett Lake – wildlife viewing (seasonal trail)	0
11	Parker Road / Au Sable – Trailhead, new trails, SR 20 crossing	0
13	Greenbank Farms – new trail and links	0
14	Central Whidbey – general beach access	0
15	Scenic Overlook – across from Kettles Trail (Kreig Construction???)	0

**South Whidbey**

Chart X-Ref	Project Name / Reference	# Votes
3	Freeland to Lone Lake Trail (undefined location)	4
1	Freeland Community Bike / Ped Paths	3
4	Lone Lake to Goss Lake Trail (undefined location)	3
9	Sandy point Trail	3
15	Greenbank Farm to Lake Hancock to South Whidbey State Park (undefined location)	3
8	Langley to Goss Lake Trails / Metcalf Property (undefined location)	2
10	Maxwelton Trail (Phase 1) – Fairground to SWPR	2
20	Around Penn Cove (Monroe Landing to Coupeville Wharf)	2
14	Possession Point Trail (partial undefined location)	1
16	South Whidbey General Brach access (undefined location)	1
18	Kayak Campground at South Whidbey State Parks	1
19	Deer Lagoon to SR 525	1
21	Kayak campgrounds for easy connection between Camano & S Whidbey	1
2	Freeland Marsh Trail	0
5	Goss Lake to High Point Trail (undefined location)	0
6	Langley Community Bike / Ped Paths	0
7	Langley to Lone Lake Trail (undefined location)	0
11	Maxwelton Trail (Phase 2) – extend to SR 525	0
12	Maxwelton Trail (Phase 3) – Extend to Upper Maxwelton DNR	0
13	South Whidbey Community Park Trails & Links	0
17	Kayak Campground at Double Bluff	0
22	Boardwalk connecting Dyke #4 to Sunlight Beach Road	0

### 3.2 JANUARY 2006 PUBLIC WORKSHOPS

The following changes to the Draft Plan were made as a result of input received during a series of public workshops conducted in January, 2006 and subsequent meetings with focus groups and the Island County Planning Commission. The input was received via feedback forms, emails, letters and voicemails. Copies of this feedback may be obtained from the Island County Public Works Department.

#### *Volume I*

#### Acknowledgements:

- Updated to include additional participants
- Corrected members of Planning Commission

#### 1. Introduction:

- Added “not intended to regulate hunting” sentence
- Added definition of a non-motorized trail

#### 4.1 Key Issues and Opportunities County-Wide

##### Private Property and Vandalism:

- Added reference to economic benefits section
- Added reference to Meerkerk Gardens and Whidbey Institute’s Chinook Center
- Added reference to negotiating permanent easements before building trails.

##### Environmentally Sensitive and Critical Areas

- Added paragraph addressing impacts of recreational trails

#### 4.4 Key Issues and Opportunities Central Whidbey

- Added reference to National Park Service update of General Management Plan

#### 5. Existing Facilities

- Corrected title of Table 3-1
- Included correct version of Table 3-2

#### 6.1 Route Selection: Off-Street Facilities

- Added reference to environmental sensitivity and plant species

#### 7. Recommendations

- Added detailed definition of “proposed new trails” and “potential corridors”
- Added a general map disclaimer

##### Dedicated Staff and Resources

- Added specific staffing recommendation

##### Facility Maintenance and Operations

- Added reference to smooth surfaces for roads

##### Plan Updates

- Added recommended list of plans to be updated

### 7.2 Short-Term Recommendations

- Updated cost of Utsalady Kayak Camp to include a vault toilet
- Added Upper Maxwelton trail project
- Added Double Bluff kayak camp
- Added Island County Water Trails countywide project
- Added Island County Recreational Trails countywide project
- Removed Monroe Landing Shoulder Widening project

### 7.6 South Whidbey

- Added Mutiny Bay Kayak Camp as a mid-term project

### 8 Funding and Implementation

- Added column indicating funding status to Table 8.1
- Added on-street and off-street project summaries
- Added Short-Term Project Timeline

### Maps

- Added boundaries to identify Whidbey planning regions (North, Central and South)
- Changed green space to show only Public Property
- Clarified conceptual versus proposed trails
- Added general planning disclaimer
- Various minor corrections

### Throughout

- Corrected name of Windjammer Study

### *Volume II*

- Updated the list of Focus Group participants
- Added updated facilities data sheets, which can also be used as trails lists
- Added 2006 Public Workshop changes (Section 3.2)

**APPENDIX 4: FACILITIES DATA SPREADSHEETS & LONG TERM PROJECTS**

An extensive database of information was produced in conjunction with this Trails Plan. Detailed on- and off-street data for Camano Island and North, Central and South Whidbey Island are included on the following pages. The acronyms used in the spreadsheets are defined below.

TRAIL_NAME	Common name or name that the ID is based on	
MILES	Trail length to nearest 0.1 mile	
FROM	Start point for each trail or segment (generally the same as the end point for previous segment)	
TO	End point for each trail or segment (same as start point for next segment, if any)	
PRIORITY	1 = short-term priority 2 = mid-term priority 3 = long-term priority or maintenance of existing facilities	
EX_FAC / PRO_FAC	Existing or proposed facility type, as follows:	
	Off-Street	On-Street
	WILD wildland-standard trail (or less)	SHRD shared roadway (0 - 4 ft.);
	MED medium-standard trail	STRP striped paved shoulder (4 ft. min.)
	HIGH high-standard trail	BIKE designated bikelane;
	BEACH beach walk	WIDE wide curb lane;
	MIXED standard varies	WALK sidewalk
DESIGN_FOR	Trail should be designed with particular attention to these users:	
	HIK hiker	
	PED pedestrian	
	CYC cyclist	
	MTB mountain biker	
	EQU equestrian	
ALSO_FOR	Same as above. These users should also be considered in trail design	
ROUTE	PRI primary route	
	SEC secondary route (see plan)	
ADA	NO ADA access may not be practical;	
	POT route has potential for ADA accessibility	
LAND_MGR	ISCO Island County	
	OAK Oak Harbor	
	COU Coupeville	
	LAN Langley	
	WSP WA State Parks	
	DNR WA Dept of Natural Resources	
	WSDOT WA Dept of Transportation	
	EBEY Ebey's Landing National Historical Reserve	
	NAVY Navy	

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PRO_WIDTH	Proposed striped shoulder width for on-street routes only; 2- generally less than two feet 2+ generally more than two feet but less than four feet 4- generally three to four feet 4+ generally four feet or more
GRADES	EASY minimal grades, generally 5% or less MOD moderate grades, generally 5-15% STP steep grades 15% or more
TOUR	For bicycle touring routes only; an E or W may be added to indicate an eastside or westside route CIT Camano Island Tour WIT Whidbey Island Tour PNT Pacific Northwest Trail
MAP	NW North Whidbey CW Central Whidbey SW South Whidbey CA Camano Island
NOTES	Brief comments on special issues, opportunities, constraints, conflicts, setting, etc.



## APPENDIX 5: SAFETY AND EDUCATION

There are a myriad of resources concerning non-motorized safety and education available on the Internet and via national, state and local governmental agencies and interest groups. Rather than “reinvent the wheel”, the following excellent selections have been included as references on these important topics.

### 5.1 SAFE ROUTES TO SCHOOLS

*The following is an introduction to the Safe Routes to School Initiative that is coordinated by the National Center for Bicycling and Walking. Additional information can be found at [www.bikewalk.org](http://www.bikewalk.org).*



Once upon a time, walking and biking to school was commonplace; now it is a rarity. The Federal Highway Administration has reported that roughly half of all 5 to 18 year olds either walked or biked to school in 1969. The journey to school has changed dramatically in the intervening years. By 2001, nearly 9 out of 10 children between the ages of 5 and 15 were driven to school by either a parent or a bus driver, adding additional traffic to the morning commute and negatively affecting communities around schools. In Marin County, California, for example, as much as 21 to 27 percent of the county's morning traffic is made up of parents driving their children to school.

The reasons for this precipitous decline in walking and biking trips to school are multifold. For one, the journey between home and school has become longer and more treacherous because of decades of auto-oriented suburbanization. Accentuating the negative impact of this development pattern has been a trend away from neighborhood schools to large, consolidated school “factories.” This has been fostered by national and state school guidelines recommending minimum school lot sizes that often can only be found on the edges of urban and even suburban areas.<sup>1</sup> Then, too, there are the fears and concerns of parents about exposing their children to threats from strangers and motor vehicles. And finally, in many communities, sidewalks, crosswalks, bike lanes, and trails are either missing or inadequate.

These concerns about inadequate infrastructure and traffic-related dangers are real. A 1999 national survey by the Centers for Disease Control found that 40 percent of parents cited traffic as a major obstacle to allowing children to walk to school. In 2001, the National Safe Kids Campaign study of 9,000 “walkability” audits conducted nationwide found that nearly 60 percent of parents and children encountered at least one serious physical hazard along the route to school.

Following examples from Europe and Canada, the Safe Routes to School (SR2S) movement in the U.S. is an attempt to remove or redress the physical and psychological barriers to walking and biking between home and school. The potential payoffs associated with fostering healthier lifestyles are huge. Already, obesity among children in the United States has reached epidemic proportions according to the Centers for Disease Control and Prevention, in large part attributable to lower levels of physical activity. The obesity rate for children has tripled over the past two decades, a trend which is at least partially attributable to the inadequate infrastructure to support regular, routine walking and biking. In addition, asthma rates have increased 160% in the past 15 years due in part to increased exposure to exhaust from automobiles.

Finally, SR2S programs can help battle child pedestrian injuries and fatalities which, according to the National Safe Kids Campaign, are the second leading cause of unintentional injury-related death among children ages 5 to 14 years old, in spite of the aforementioned downward trend of walking trips.

SR2S is an unusual approach to managing transportation. First, it has support from multiple constituencies (transportation, smart growth, public health and safety advocates, parents, teachers, and children), and has manifested itself in a variety of forms. Second, SR2S programs have gained strength from the local and grassroots level, resonating with the desire to recapture the cherished and independent expression of our childhood – the walk/bike to school. And third, where most other transportation strategies focus primarily on marketing and promotion (e.g., campaigns promoting carpooling and/or riding transit), SR2S has an equal or greater emphasis on the provision of infrastructure improvements for walking and biking. Fueling the interest in SR2S is the increasing recognition of the physical disconnect between our schools and homes due to distance and the often frustrating lack of adequate infrastructure.

#### Definition

In concept, Safe Routes to School calls for a focus on outcomes more than activities. The goal is to improve the health and

well-being of our children by ensuring that most children can and do walk or bike to school most of the time. This vision for our schools can only be realized by:

1. locating schools in close proximity to the children who attend them
2. providing good facilities for walking and biking to school
3. reducing the threats to health and safety posed by motor vehicles, pollution, and crime
4. fostering a cultural shift that accords high value and broad responsibility for the realization of this goal.

#### **A Brief History of the Safe Routes to School Movement**

By the mid-1970s, Denmark was cited as having the worst child pedestrian accident rate in Europe. This prompted the city of Odense to pioneer a pilot program where all of their 45 schools identified specific road dangers to be addressed. They proceeded to create a network of traffic-free pedestrian and bicycle paths, established slow speed areas for certain roads, and complemented these with traffic calming measures. In 10 years, child pedestrian and cyclist casualties fell by more than 80%. Soon after, Denmark established what is now considered the longest standing national program, which has now been implemented in 65 localities nationwide.



In Great Britain, a group called Sustrans initiated 10 Safe Routes to Schools pilot projects in 1995. Bike lanes, traffic calming and raised crossings cut traffic speed considerably. Two years into the initiative, bike use tripled. In the reduced speed zones that were created, child pedestrian casualties fell a dramatic 70 percent and cycling casualties by 28 percent.

Two Canadian programs were developed in the late nineties, borrowing from the success of the European examples. "Go for the Green in Toronto" and "Way to Go" in British Columbia both focus on creating safer routes near schools and initiating events and contests to encourage more children to walk and bike.

One of the earliest Safe Routes to School programs in the US was started in The Bronx, New York, in 1997, when Transportation Alternatives (TA), a nonprofit public interest organization, and The Bronx Borough President's Office, created The Bronx Safe Routes to School program to work with parents, principals, teachers, community leaders and city agencies to create pedestrian improvements around 38 elementary schools.

More recently, the Surface Transportation Policy Project and Transportation Alternatives produced a report on SR2S programs that provides a useful overview on the development of this movement in the U.S.

## 5.2 PEDESTRIAN SAFETY

*The following is from the website for the Pedestrian and Bicycle Information Center, [www.walkinginfo.org](http://www.walkinginfo.org). Please refer to the website for additional information.*

### Background

Walking is such a basic human activity that it has frequently been overlooked in the quest to build sophisticated transportation systems. Now people want to change that. They want to live in places that are welcoming, safe, and enjoyable. They want livable communities where they can walk, bicycle, recreate, and socialize.



Design streets for people to use them. Assume people will walk.

Creating a pedestrian environment involves more than laying down a sidewalk or installing a signal. A truly viable pedestrian system involves both the big picture and the smallest details—from how a city is built to what materials are under our feet. Facilities should be accessible to all pedestrians, especially those with disabilities and children. Accessible design is the foundation for all pedestrian design and facilities need to be planned, designed, operated, and maintained to be usable by all people.

Because most of the work that will be done involves retrofitting existing places, improving the pedestrian environment will probably be done on a street-by-street, neighborhood-by-neighborhood basis.

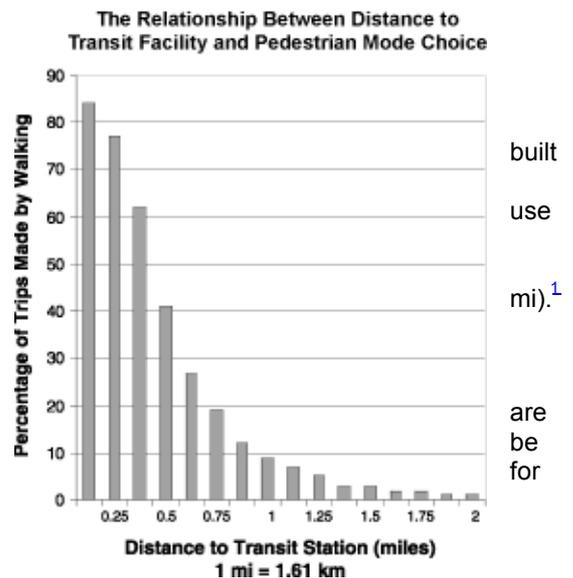
### Land Use

Source: Federal Transit Administration, Transit Cooperative Research Program, Transit and Urban Form, TCRP Report 16, 1996. Chart adapted from Figure 19.

Creating a walkable community starts with the very nature of the environment: having destinations close to each other; siting schools, parks, and public spaces appropriately; allowing mixed-use developments; having sufficient densities to support transit; creating commercial districts that people can access by foot and wheelchair; and so on. Most walking trips are less than 0.8 km (0.5 mi). While mixed-use developments with sufficient density to support transit and neighborhood commercial businesses can make walking a viable option for residents, single-use, low-density residential land-use patterns discourage walking. When residents are segregated from sites such as parks, offices, and stores, there will be fewer pedestrian trips because destinations are not close enough to walking. The connection between land-use planning and transportation planning is critical, but all too often ignored.

Integrating land-use and transportation planning allows new developments to implement these strategies from the onset. Communities that support balanced transportation make walking and public transit attractive options.

In established communities, many of these goals can be met with “in-fill development” to increase density and community viability. Changes in zoning laws and sidewalk warrants to allow mixed-use development and pedestrian



connections, such as sidewalks, easy-to-access crosswalks, and shared-use paths, can also increase pedestrian safety and mobility.

### Assume That People Will Walk

Whether building new infrastructure or renovating existing places, it should always be assumed that people will walk and plans should be made to accommodate pedestrians. People will want to walk everywhere they can, and a comfortable, inviting, and safe environment should be provided for them. There are many reasons that people walk: to run errands, to visit neighbors, to go to local stores, to take their children to the local park, for exercise, or even for the sheer enjoyment of being a pedestrian. Children should be able to walk to school or to their friends' houses. All of these activities constitute a significant number of trips. About four-fifths of all trips are non-work-related.



A busy commercial street in Ann Arbor, Michigan, emphasizes pedestrian use and provides attractive areas for people to sit, stroll and meet.

If people aren't walking, it is probably because they are prevented from doing so. Either the infrastructure is insufficient or has serious gaps. Are there continuous walkways? Are there physical barriers such as rivers, drainage ways, walls, or freeways that prevent convenient walking access in a community? Do bridges for automobiles also provide a safe walking area for pedestrians? Does the lack of curb ramps or the existence of steep grades or steps prevent access for the elderly or people using wheelchairs? Are there information barriers preventing people with visual disabilities from crossing the street? Is there a major road that separates the residential neighborhood from the commercial district? Are there places for people to cross roads safely?

Walking rates in different neighborhoods within the same city are directly related to the quality of the system. In other words, in high-quality pedestrian environments, lots of people walk. Where the system fails—missing sidewalks, major barriers, no safe crossings—people walk less, and those who do are at greater risk.

People also want to walk in an environment where they can feel safe, not only safe from motor vehicle traffic, but safe from crime or other concerns that can affect personal security. Areas need to be well lit to encourage walking during evening hours. If the pedestrian system is not accessible, it is often not safe. For example, lack of access may cause wheelchair users to use the street rather than a poorly maintained sidewalk. Some populations may be at a higher risk of pedestrian crashes. Children under age 15 are the most overrepresented group in pedestrian crashes and people over age 65 have the most pedestrian fatalities. Therefore, it is especially important to provide adequate facilities in the vicinity of land uses such as retirement homes and school zones. But it is important to keep in mind that children and people who are elderly or have disabilities are part of every community, so adequate facilities are needed everywhere people are expected to walk.

The walking environment should be open and inviting, but not sterile and vacant. Pedestrians need more than sidewalks and crosswalks. In addition to protecting pedestrians from motor vehicle traffic, it is important to have a secure, pleasant, and interesting walking environment to encourage people to walk.

Traditionally, safety problems have been addressed by analyzing police crash reports and improvements have been made only after they are warranted by crash numbers. However, planners and engineers should consider problem-identification methods such as interactive public workshops, surveying pedestrians and drivers, and talking with police to identify safety problems in an area before crashes occur. This may help proactively identify locations for pedestrian safety improvements and will involve citizens in the process of improving safety and mobility in their own communities.

## Transit

Walking and transit are complementary. Good walking conditions for pedestrians are important inducements to using public transportation, since most public transit trips include a pedestrian trip at one or both ends. People should be able to walk to a bus stop or a train station from their homes and to jobs, shopping, and other activities. Conversely, good public transportation, with buses, subways, and paratransit vehicles that run frequently and are reliable, is essential to achieving a walkable city. The trip should be as seamless as possible and transit stops should be friendly, comfortable places. Consideration needs to be given to the location of the stop relative to intersections, how to get transit users safely across the street, and a variety of other issues. For more information, refer to Chapter 14 in *Design and Safety of Pedestrian Facilities*.

When development occurs around a transit stop, more transit can be supported, and people will have more options for how to travel there. Special attention should be paid to how people will get from the transit stop to their destinations. No matter how convenient the trip is otherwise, if pedestrians don't feel safe for even a short distance, they will choose not to go, or to go by another mode (usually driving—and the more people who drive, the less pedestrian-friendly a place becomes).

## Streets: The Arteries of Life

Streets serve many functions, including:

- *Linkage* - They connect parts of cities to each other, one town to another, and activities and places.
- *Transportation* - They provide the surface and structure for a variety of modes. All modes and users should be provided for: pedestrians, bicyclists, transit, motor vehicles, emergency services, maintenance services, etc.
- *Access* - They provide public access to destinations.
- *Public right-of-way* - Space for utilities and other underground infrastructure is usually a hidden function of the street.
- *Sense of place* - The street is a definable place, a place for people to interact, the heart of a community. A street can serve this role by being a venue for parties, fairs, parades, and community celebrations, or by simply being a place where neighbors stop to chat.



walks or pedestrian crossings exist.

This roadway may act as a barrier to pedestrians. Those who are walking along the waterfront may find it difficult to cross to the commercial establishments, and those on the commercial side may be reluctant to cross to the waterfront.

Streets are often designed to emphasize some functions over others. At one extreme is a limited-access highway that serves as a corridor for motor vehicle travel. At the other extreme is a private cul-de-sac, which has no linkage and has limited access. Many streets are designed so that certain desirable functions are not provided. Examples include commercial streets where access to destinations is difficult, and strip development along high-speed roads where no side

When streets and roads are evaluated for improvements, it is helpful to consider whether the design effectively meets all the desired functions of the roadway. If not, the street should be redesigned to adequately meet those functions.

**How Pedestrians are Affected by Traffic: Traffic Volume and Speed**



Pedestrian injuries are less severe on lower speed roadways. The street pictured above is a heavily traveled arterial in one of Seattle, Washington's thriving residential neighborhoods. High speed and concerns about pedestrian safety resulted in the redesign shown in the "after" picture. Bike lanes and a median strip have encouraged slower traffic speeds. Speeds were reduced by about 4.8 km/h (3 mi/h), while average daily traffic remained about the same.

High volumes of traffic can inhibit a person's feeling of safety and comfort and create a "fence effect" where the street is almost an impenetrable barrier. The effect of traffic volumes on community life has been measured. In his seminal 1980 study, Donald Appleyard looked at how traffic volumes on comparable streets in San Francisco affected community life. People living on a street with light traffic (2,000 vehicles per day) had three times as many friends and twice as many acquaintances on the street as did people living on a street with heavy traffic (16,000 vehicles a day).



Traffic speed is usually the more critical aspect to walkability and safety. Though pedestrians may feel comfortable on streets that carry a significant amount of traffic at low speeds, faster speeds increase the likelihood of pedestrians being hit. At higher speeds, motorists are less likely to see a pedestrian, and even less likely to actually stop in time to avoid a crash. At a mere 49.9 km/h (31 mi/h), a driver will need about 61.0 m (200 ft) to stop, which may exceed available sight distance; that number is halved at 30.6 km/h (19 mi/h).

Unfortunately, most of our streets are designed to encourage higher traffic speeds. Fortunately, we do have tools that can change this, primarily by redesigning streets through traffic calming or by designing new streets with lower design speeds. Speed reductions can increase pedestrian safety considerably. The safety benefits of reduced speeds extend to motorists and cyclists as well, although the advantage to pedestrians is the most substantial.

**ADA Design Guidelines**



The Americans with Disabilities Act (ADA) was enacted in 1990 to ensure people with disabilities have equal opportunities and access to public spaces as those who do not have disabilities. People with disabilities may have diminished mobility, limited vision, or reduced cognitive skills. In some instances, individuals may experience a combination of disabilities, which is more common as a person grows older. A person may experience a disability on a permanent or temporary basis. Without accessible pedestrian facilities, people with disabilities will have less opportunities to engage in employment, school, shopping, recreation, and other everyday activities. New or altered facilities must provide access for all pedestrians. This also needs to occur when implementing all the tools and treatments that are presented in this site.

Street designs that accommodate people with disabilities create a better walking environment for all pedestrians.

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While improvements for persons with disabilities were mandated by the Federal Government to ensure access and mobility for physically-challenged pedestrians, most of these improvements benefit all pedestrians. Some of the items that will be presented in this guide, such as adequate time to cross streets, well-designed curb ramps, limited driveways, and sidewalks that are wide and clear of obstructions and have minimal cross-slope, are examples of design features that will accommodate pedestrians with disabilities, persons using strollers, and indeed, all pedestrians.<sup>5</sup>

All new construction or retrofit projects must include curb ramps and other accessible features that comply with ADA requirements. Agencies should review their street system to identify other barriers to accessibility and prioritize the needed improvements. This review was a requirement of the Rehabilitation Act (1973) and ADA. States, cities, and other localities were to develop a planning document and a transition plan for removing barriers in their existing facilities. The barriers should have been removed by 1995. Examples of barriers that are often overlooked include poles and signs in the middle of a sidewalk, steeply sloped driveways, and interruptions such as broken or missing sidewalk sections. An adequate level of surveillance and maintenance is also important to providing accessibility, especially in winter months in areas where snow accumulates. While all streets should be upgraded to be accessible, public agencies should set priorities for high-use areas, such as commercial districts, schools, parks, transit facilities, etc., and retrofit as rapidly as possible.

The design criteria for the construction and alteration of facilities covered by law were developed by the U.S. Access Board and are the ADA Accessibility Guidelines (ADAAG). These guidelines serve as the basis for standards that are maintained by the U.S. Department of Justice and the U.S. Department of Transportation and are the minimum criteria for designing public right-of-way space. In addition, the Access Board is currently developing Public Rights-of-Way Guidelines, which will supplement ADAAG. A draft version of these guidelines is available at [www.access-board.gov/rowdraft.htm](http://www.access-board.gov/rowdraft.htm). For the latest ADAAG information and guidance on ADA requirements and issues, visit [www.access-board.gov](http://www.access-board.gov).

### 5.3 BICYCLING SAFETY

*The following is an excerpt from the website for the National Safety Council, [www.nsc.org](http://www.nsc.org). Please refer to the website for additional information.*

Bicycling is one of the most popular ways to get around, whether for recreation, sport or transportation. An estimated 57 million Americans ride bikes ranging from high performance, 18-speed, touring models, to "dirt bikes" equipped with balloon tires—and dozens of variations in between.

With millions of cyclists on the roads—the same roads occupied by millions of motor vehicles that are larger, heavier and faster than bikes—the National Safety Council believes that defensive driving applies to people who pedal with their feet to travel, as well as to those who push on the gas pedal. Because about 900 bicyclists were killed and some 70,000 suffered disabling injuries (1999 statistics), it is clear that taking precautions in traffic and wearing protective equipment are a cyclist's best shields against unintentional injuries.

The Council offers the following tips for safe and enjoyable bicycling:

- Obey traffic rules. Get acquainted with ordinances. Cyclists must follow the same rules as motorists.
- Know your bike's capabilities. Remember that bicycles differ from motor vehicles; they're smaller and can't move as fast. But, they can change direction more easily, stop faster and move through smaller spaces.
- Ride in single file with traffic, not against it. Bicycling two abreast can be dangerous. Bicyclists should stay as far right on the pavement as possible, watching for opening car doors,

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sewer gratings, soft shoulders, broken glass and other debris. Remember to keep a safe distance from the vehicle ahead.

- Make safe turns and cross intersections with care. Signal turns half a block before the intersection, using the correct hand signals (left arm straight out for left turn; forearm up for right turn). When traffic is heavy and the cyclist has to turn left, it is best to dismount and walk the bicycle across both streets at the crosswalks.
  - Never hitch on cars. A sudden stop or turn could send the cyclist flying into the path of another vehicle.
  - Before riding into traffic: stop, look left, right, left again, and over your shoulder.
  - Always be seen. During the day, cyclists should wear bright clothing. Nighttime cycling is not advised, but if riding at night is necessary, retroreflective clothing, designed to bounce back motorists' headlight beams, will make cyclists more visible.
  - Make sure the bicycle has the right safety equipment: a red rear reflector; a white front reflector; a red or colorless spoke reflector on the rear wheel; an amber or colorless reflector on the front wheel; pedal reflectors; a horn or bell; and a rear view mirror. A bright headlight is recommended for night riding.
  - Wear a helmet. Head injuries cause about 85 percent of all bicycling fatalities. The Council strongly urges all cyclists to wear helmets. The first body part to fly forward in a collision is usually the head, and with nothing but skin and bone to protect the brain from injury, the results can be disastrous.
- In March 1999, the U.S. Consumer Product Safety Commission (CPSC) issued a uniform, mandatory federal safety standard for all bike helmets. All helmets manufactured or imported for sale in the U.S. must carry a label or sticker stating that they meet the requirements of the new standard. Cyclists who currently have a helmet that meets the ASTM, ANSI or Snell standards do not need to rush out to buy a new one; these helmets provide adequate protection. However, when it's time to replace a helmet because it has been outgrown or damaged in a crash, buying a helmet that meets the CPSC standard is recommended. The helmet should fit securely and should be worn low and near the eyebrows—not back on the forehead.

A properly designed helmet has four characteristics:

1. a stiff outer shell designed to distribute impact forces and protect against sharp objects;
2. an energy-absorbing liner at least one-half inch thick;
3. a chin strap and fastener to keep the helmet in place; and,
4. it should be lightweight, cool in hot weather and fit comfortably.

There is no limit to the fun and healthful exercise gained from bicycling. Being careful, always, will give riders safer trips and greater peace of mind.

#### **5.4 BENEFITS OF NON-MOTORIZED TRAILS**

The following additional information about the benefits of non-motorized trails will prove useful during the implementation of this Trails Plan:

##### Health and Fitness Benefits of Walking and Cycling

- <http://www.activetransportation.org/walking.htm>
- <http://www.whidbeyinmotion.org/about.html>

##### Impacts of Trails

- <http://americantrails.org/resources/adjacent/sumadjacent.html>

##### Economic Benefits of Trails

- [http://www.bikewalk.org/assets/Reports/economic\\_impact.htm](http://www.bikewalk.org/assets/Reports/economic_impact.htm)

##### Benefits of Trails and Greenways

- <http://americantrails.org/resources/benefits/BenefitsGrnwy.html>

**APPENDIX 6: PHOTO RECORD OF ROUTES AND FACILITIES**

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*(Available on CD-ROM)*