

Island County Non-Motorized Trails Plan Appendices

2018



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APPENDIX A

PLANNING CONTEXT

BENEFITS OF NON-MOTORIZED TRAILS

PLANNING CONTEXT

EXISTING NON-MOTORIZED FACILITIES

Benefits of Non-Motorized Trails

Health

People who regularly perform aerobic exercise, such as walking and bicycling, accrue many health benefits, including reduced risk of heart disease, diabetes, stroke, and other chronic diseases¹. Walking and bicycling also promote social interaction, improves sleep, and can reduce mental health problems such as depression.

Kayaking, canoeing and standup paddleboarding also improve cardiovascular health and lower the risk of heart disease and related chronic diseases, are low impact activities, and improve flexibility and strength, particularly in the core, back, arms, shoulders and chest. Standup paddleboarding greatly improves balance by strengthening core and leg muscles required for paddling. Kayaking, canoeing and standup paddleboarding are all very low impact, so do not place undue stress on joints, tendons and ligaments. Finally, being on the water under one's own power and connecting with nature is soothing, reduces stress, and has a positive effect on ones mental health and attitude.

Bicycling and walking for transportation also result in a decrease of carbon dioxide emissions, benefiting both local and global communities. An average bicycle commuter riding four miles to work, five days a week, avoids roughly 2,000 miles of driving and about 2,000 pounds of carbon dioxide emissions per year².

Considering the net health effect of bicycling, a 2010 study also found that injuries can reduce an average adult cyclist's life from five to nine days and air pollution can reduce it from one to forty days, but the benefits of cycling can add three to fourteen months to a bicyclist's life³. In general, the health benefits from bicycling outweigh the exposure to pollution⁴.



Economic Benefits of Walking and Bicycling

The economic benefits of walking, bicycling, and paddling accrue to both individuals and the community as a whole. At an individual level, walking and bicycling are affordable forms of transportation relative to the costs of owning and operating a car. Infrastructure to support walking and bicycling is relatively inexpensive compared to the infrastructure requirements for motor vehicles. Bicycling and walking facilities require less space, and making roads more multimodal increases their capacity without having to widen existing or build new roads. Studies have also shown that bicycling and walking infrastructure projects create more jobs than standard road projects, benefiting the local economy⁵. More importantly, communities that have safe and connected non-motorized networks tend to have higher real estate values and more viable business districts⁶. In particular, Island County, with its scenic resources and historic sites, stands to benefit significantly from promotion of walking and bicycling.

Studies by states with a strong tourism sector, such as Colorado, Vermont and Maine, have demonstrated significant economic benefits from bicycle tourism. Colorado found that half of all summer visitors at ski resorts spend time bicycling, and almost half said they would have chosen another destination if bicycling were not available⁷. Vermont found that bicycle and pedestrian related business brought in over \$56 million in revenue, and another \$9.5 million in revenue was generated from forty major bicycling and walking events⁸. The state of Maine has generated \$66 million per year from bicycle tourism by investing in wide road shoulders and shared use paths⁹. Studies of regional bicycle tourism reach much the same conclusion.

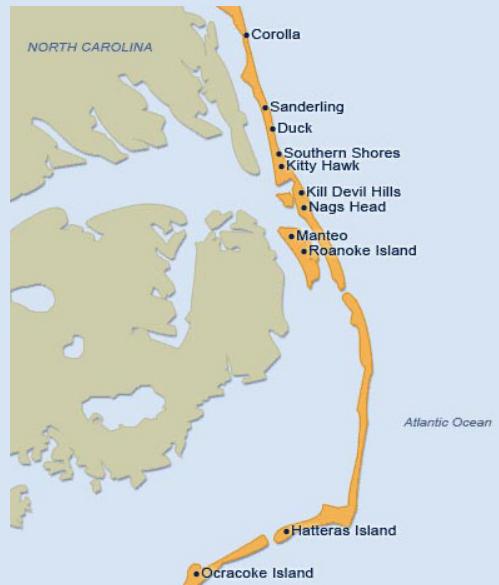


Colorado Tourism Advertisement (Lee Waters Graphic Design, Orlando, FL)



North Carolina Outer Banks

A study of the economic impact of bicycle tourism on the North Carolina Outer Banks region, an area with some similarities to Island County, found that bicycle tourism generates \$60 million in economic activity, and that spending on bicycle infrastructure resulted in a nine-to-one return on investment. The study also found that bicycle tourists tend to be affluent and educated, were strongly attracted to the region by the quality of bicycle facilities, and supported 1,400 jobs in the area through their spending¹¹.



Economic Benefits of Water-Related Recreation

Marine tourism also has enormous potential in Island County. The 2014 Washington State Blue Ribbon Task Force on Outdoor Recreation found that use of public waters for recreation was the second highest category behind use of local parks, but the general public spent almost twice as much on water-related recreation as it did on park-related activities¹⁰.

Like bicycle tourists, the demographics of paddlers are also economically attractive and studies have shown that they generate significant revenue for local businesses.

Whidbey and Camano Islands comprise a significant portion of the Cascadia Marine Trail and are a vital link connecting the Mid-Puget Sound Region with the San Juan Island Region. Island County has an opportunity to greatly expand the availability of shoreline sites that cater to paddlers, as they are currently limited.

Kayak Demographics

- **Gender:** 56% are male.
- **Age:** 36% are between 25 – 44; 30% are over 45.
- **Income:** 57% earn over \$75,000 per year.
- **Education:** 51% have a college degree or higher.

Figure 59. Recreation Profile: Kayaking Opportunities for Lake Huron¹²





Figure 60. Participant Days and Expenditures for All Lands¹³

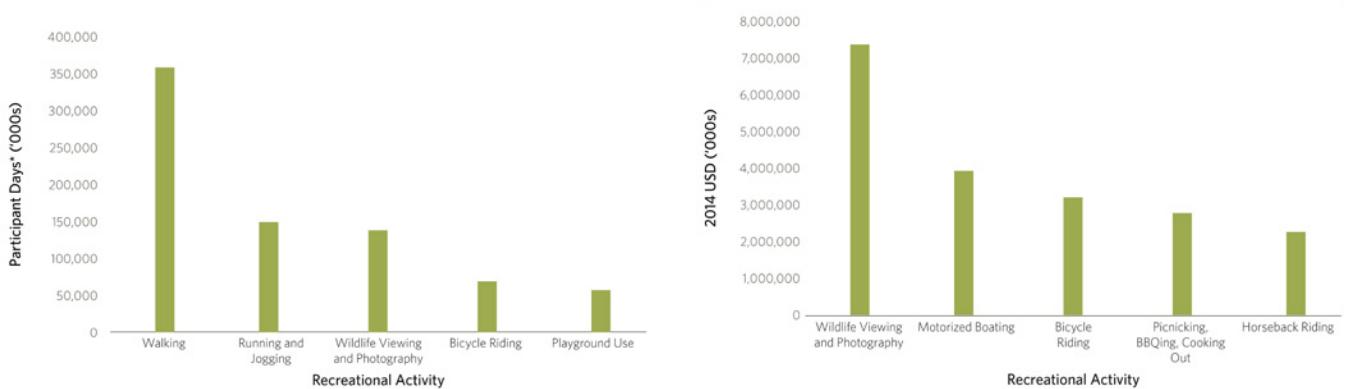


Figure 61. Top Five Recreational Activities by Participant Days¹⁴

Figure 62. Top Five Recreational Activities by Total Expenditures¹⁵

The economic benefit of public shoreline access is difficult to measure, but two different metrics established by the National Ocean Economics Program (NOEP) demonstrate positive trends in Island County. NOEP's Coastal Economy measure is derived from data for all activities and industries dependent on the ocean, as reported by the Bureau of Labor Statistics for coastal counties. NOEP's Ocean Economy measure is based on data for ocean related activities and industries compiled from data from the Bureau of Labor Statistics.

Data for both the Coastal Economy "Leisure and Hospitality" sector and the Ocean Economy "Tourism and Recreation" sector for Island County show the wages and gross domestic product for these activities and industries steadily increasing. Presumably, improving existing public shoreline access sites and providing new public access sites will support continued growth of these activities and industries.

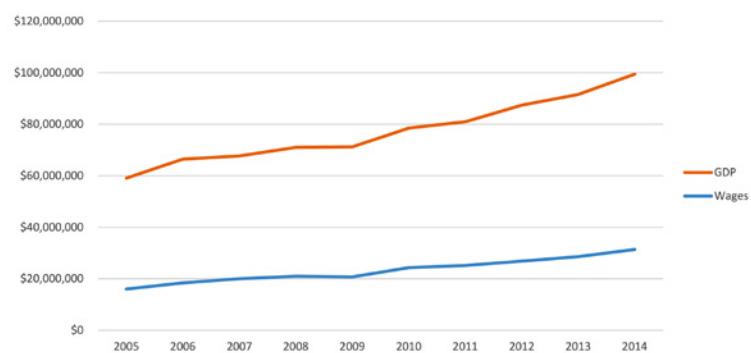


Figure 63. Ocean Related Tourism and Recreation Wages and GDP Growth in Island County¹⁶.

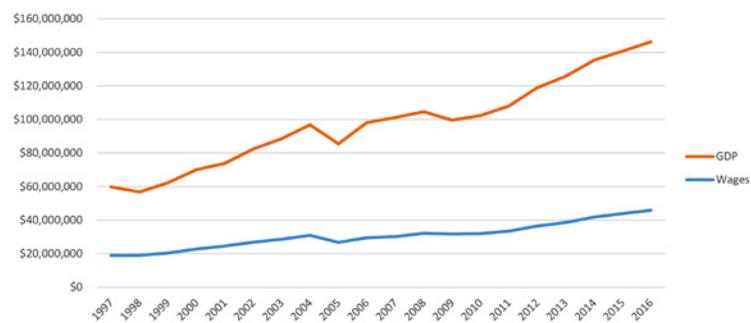


Figure 64. Coastal Economy Related Leisure and Hospitality Wages and GDP in Island County¹⁷.



Related Plans

A number of local and regional plans inform the 2018 Non-Motorized Trails Plan update and, subsequently, the 2018 plan is consistent with recommendations in these plans.

Island County Comprehensive Plan

Required under Washington State's Growth Management Act, Island County's Comprehensive Plan provides the broad policy basis for land use planning decisions within the County. The Comprehensive Plan reflects the community's values and aspirations for the future.

The County's 2016 comprehensive plan update immediately preceded the 2018 Non-Motorized Trails Plan update. The comprehensive plan addressed land use, economic development, housing, historic preservation, natural resources, parks and utilities, and transportation. The Transportation Element of the Comprehensive Plan provides the overall transportation framework for the Non-Motorized Trails Plan, which describes in greater detail specific conditions and needs for non-motorized activities.

Oak Harbor, Coupeville and Langley Comprehensive Plans

The Cities of Oak Harbor, Coupeville and Langley each have comprehensive plans that guide growth and set transportation priorities, including those for non-motorized networks and facilities. The County's 2018 Non-Motorized Trails Plan update does not address specific improvements within these incorporated areas, however recommendations in the update align with these cities' existing and planned non-motorized networks, as do the programmatic recommendations.

Freeland Subarea Plan

Freeland is a Non-Municipal Urban Growth Area (NMUGA) within the County, which is guided by a subarea plan rather than a comprehensive

plan. Similar to a comprehensive plan, the Freeland Subarea Plan has a transportation element that addresses non-motorized transportation. The 2018 Non-Motorized Trails Plan update compliments Freeland's subarea plan and dovetails with existing and planned non-motorized facilities.

Clinton Walking and Biking Improvements Project

In 2016 Island County initiated the Clinton Walking and Biking Improvements project. Following enthusiastic public participation, this project is now focused on designing two high-standard crosswalks across the state highway, offering a key non-motorized access opportunity for the community, commuters, and visitors to Whidbey Island. Island County is pursuing WSDOT's Pedestrian Bicycle Program grant to fund construction. The focus on the Clinton gateway community also led to a new Regional Mobility grant acquisition effort for new sidewalks and other non-motorized improvements.

Stanwood Parks, Recreation and Open Space & Non-Motorized Transportation Plans

The City of Stanwood is located just east of Island County and is connected to Camano Island by State Route 532. Stanwood's 2015 Parks, Recreation and Open Space Plan alludes to its proximity to Camano Island and promotes the joint use of recreation facilities, including regional bicycle and trails connections, by residents of both Stanwood and Camano Island. Camano Island residents take advantage of shopping, services, community events and park and recreation opportunities in Stanwood, creating demand for a non-motorized connection between the two. The 2016 Stanwood Non-Motorized Transportation Plan recognizes this demand and proposes a protected bike lane along State Route

532 to the city limits. The City also submitted a formal letter of support on September 21, 2017, for the trail connection from Stanwood to Camano Island.

Naval Air Station Whidbey Island

The U.S. Navy occupies a number of sites on Whidbey Island, including Ault Field and the Seaplane Base/Crescent Harbor site near Oak Harbor. Additional properties include the Naval Outlying Landing Field south of Coupeville and Lake Hancock west of Greenbank. Public access to most of the Navy's sites is restricted, but other sites, such as Rocky Point just south of Ault Field and Maylor Point allow some public recreational access. A number of the Navy's properties could provide useful and attractive non-motorized connections and destinations, but only with Navy approval in low-security locations.

Navy facilities, particularly Ault Field, generate a significant number of transportation-related walking and bicycling trips, with most of these trips occurring between the City of Oak Harbor and Ault Field, a currently unincorporated area where the County has jurisdiction. Non-motorized demand related to Ault Field also extends north along SR 20 from the Ault Field Road intersection.

Island County Six Year Transportation Improvement Program (TIP)

Island County's current Transportation Improvement Program runs from 2017-2022 and includes a number of projects that relate to the 2018 plan, some of which were identified in the 2006 Non-Motorized Trails Plan. Projects relevant to the 2018 plan include:

- Non-Motorized Trails Plan Update (this plan)
- Clinton Non-Motorized Improvements Project
- Clinton to Ken's Corner Multi-Use Trail
- The Freeland Trail (segment of the Bridge to Boat Trail)
- Libby to Kettles Forest (North Entrance) Multi-Use Trail Connector
- Camano Island Bicycle Touring Route

- Central Whidbey Bicycle Touring Route
- South Whidbey Bicycle Touring Route
- Race Road to Houston Road Project
- Boon Road Improvements
- Arrowhead Road Improvements (Camano)
- Harbor Avenue Complete Street Project (Freeland)

A number of non-motorized projects from the 2006 plan fall outside of the Transportation Improvement Program, such as projects at Camano Ridge trailhead and the Trillium Trail. Projects that are in progress or complete are shown on the 2018 plan maps, while inactive projects were evaluated and folded into the 2018 plan prioritization process.

Whidbey Scenic Isle Way Corridor Management Plan

Whidbey Scenic Isle Way is an official scenic highway under the Washington State Scenic and Recreational Highways program administered by WSDOT. It is also one of nine segments comprising the Cascade Loop, a constellation of scenic highways extending over the Cascade Mountains to the Columbia River.

The 2005 Whidbey Scenic Isle Way Corridor Management Plan establishes guidelines and strategies for preserving and enhancing the scenic corridor along State Routes 20 and 525. The objectives of the plan are to conserve the environment and open spaces, clarify the corridor's unique identity and qualities, and preserve the rural character of Whidbey Island.

Facilities recommended by the Non-Motorized Trails Plan along State Routes 20 and 525 should be compatible with the rural character of the Island.

Island County Shoreline Master Program

Island County's recently updated Shoreline Master Program (SMP) sets land use policies and regulations for shoreline use. Island County's SMP protects natural resources, enables public access

to public waters and shorelines, plans for water-dependent uses, protects ecologically intact shorelines, and recognizes Camano and Whidbey Islands' historic land use patterns.

In addition to non-motorized facilities located on uplands, the 2018 Non-Motorized Trails Plan update addresses shoreline access and water trails. Water related site or access improvements recommended in the 2018 plan must be consistent with the County's Shoreline Master Program.

Safe Routes to School

The Washington State Department of Transportation (WSDOT) sponsors a Safe Routes to School Program that provides technical assistance and funding to public agencies to improve conditions for and encourage children to walk and bike to school. Funding for the Safe Routes to School projects is administered through a competitive application process.

Criteria used to prioritize applications for funding include consideration for need, project potential, deliverability and value ("Value" is based on the cost of the project relative to the population density within one mile of the school and is worth up to 10% in the ranking process. While schools in Island County are located in relatively low density areas, they are not disqualified from applying for Safe Routes to School grants, only slightly disadvantaged).

Along with a focus on educational and encouragement activities, the program includes engineering improvements, such as sidewalk improvements, traffic calming and speed reduction improvements, vehicle speed feedback signs and photo enforcement, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, and secure bicycle parking facilities. All improvement projects must be consistent with established standards. Safe Routes to School projects are typically undertaken by coordinated partnerships including teachers, school

administrators, transportation professionals, law enforcement, and parents.

The City of Oak Harbor administers the Safe Routes to School Program for the Oak Harbor School District. Revising school Walk Route Plans was outside of the scope of the 2018 Non-Motorized Trails Plan update, however schools were considered important destinations in the network analysis.

Target Zero

Target Zero, the State of Washington's Strategic Highway Safety Plan, is a data-driven framework for identifying and mitigating the factors that contribute to fatal and serious injury crashes. The plan identifies highway safety strategies that can be used on specific projects. The Target Zero plan promotes five approaches, one of which is engineering:

Design roads and roadsides using practical solutions to reduce crashes, or to reduce the severity of crashes if they do occur.

Crash Factors

The Target Zero plan offers strategies for reducing high risk behaviors or crash factors, such as impairment, speeding, distraction, unlicensed and drowsy drivers. Speeding is the most relevant factor for non-motorized users in that it can be addressed through engineering interventions. Crash data and research on speeding indicate that the risk of death and injury increases substantially as speed increases. Vulnerable road users are especially at risk: research has shown that bicyclists and pedestrians who are hit by a vehicle traveling at 40 mph have an 85% chance of being killed; at 20 mph, the fatality rate is only 5%¹⁸.

The perceived risk that people interested in walking and biking associate with traffic speed also dissuades many from walking or biking in the first place.

Relevant strategies for reducing speeding (SPE) fatalities and serious injuries to non-motorized

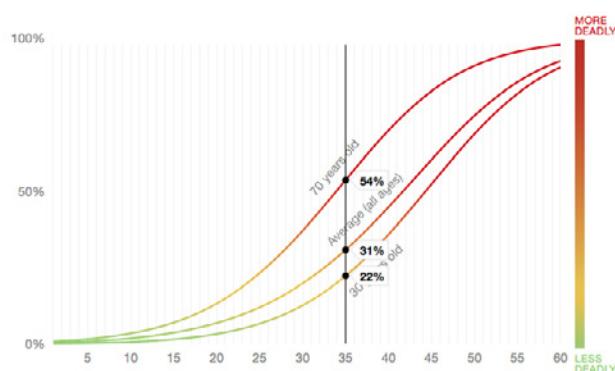


Figure 65. Vehicle-Pedestrian Crash Severity at 35 MPH¹⁹

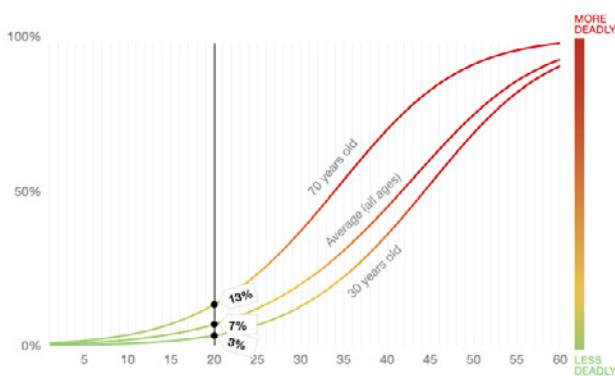


Figure 66. Vehicle-Pedestrian Crash Severity at 20 MPH²⁰

users recommended in the Washington State Strategic Highway Safety Plan include:

- SPE.2.1 Set speed limits which account for roadway design, traffic, and environment, including traffic volume, modal mixed-use, and local and regional function.
- SPE.2.2 Use traffic-calming and other design factors to influence driver speed.
- SPE.2.6 Separate motorized traffic from non-motorized traffic using shared-use paths, sidewalks, bridges, etc.

Crash Type

Target Zero also has crash reduction strategies for different crash types, the most relevant of which for Island County is lane departure crashes. Between 2012 and 2014, 51% of all fatal and

serious injury crashes in Island County were lane departure related, and approximately half of those crashes occurred on curves. Given that Island County has many roads with not only horizontal curves but also vertical curves, lane departure crashes pose particular risk to cyclists and pedestrians.

Strategies for reducing lane departure (LDX) fatalities and serious injuries that are pertinent to the 2018 Non-Motorized Trails Plan include:

- LDX.2.1 Improve roadway signing and shoulder delineation, especially in curves (already completed by Island County).
- LDX.2.2 Improve roadway geometry (currently conducted by Island County).
- LDX.2.4 Install center and/or edge line rumble strips.
- LDX.2.9 Install wider edge lines.
- LDX.3.5 Implement roadway design to be consistent with the surrounding context (currently conducted by Island County).

The other significant crash type is intersection related crashes, though this type of crash is more prevalent in cities, which have more intersections than rural areas. Between 2012 and 2014, 35% of all fatal and serious injury crashes in Island County were intersection related, with approximately half of those crashes being in unincorporated areas. In addition, pedestrians and bicyclists tend to be overrepresented in intersection related crashes. Intersections are one of the most likely places for pedestrian and bicyclist fatal or serious injury crashes with more than 1/3 of fatalities and 1/2 of serious injuries occurring at intersections.

Strategies for reducing Intersection (INT) related fatalities and serious injuries that are relevant to the 2018 Non-Motorized Trails Plan include:

- INT.4.1 Improve safety at pedestrian crossings by installing refuge islands, scale lighting, and shortening crossing distances.
- INT.4.3 Improve sight distances and/or visibility between motor vehicles and pedestrians at high risk and high volume

pedestrian crossings. Move the stop bar farther back from the intersection, clear vegetation, extend crossing times, and implement pedestrian lead intervals.

- INT.4.4 Upgrade pavement markings using high visibility crosswalks and bicycle lanes.
- INT.4.5 Install bicycle lanes and bicycle boxes.
- INT.4.6 Implement Complete Streets to provide for all modes of transportation.
- INT.1.1 Install or convert intersections to roundabouts.
- INT.1.3 Provide/improve left- and right-turn channelization.
- INT.1.4 Install illumination at locations with nighttime crashes.
- INT.1.9 Provide dynamic intersection warning (real-time) to drivers on mainline or side streets of conflicting vehicle traffic at rural intersections.

Pedestrian Susceptibility

As mentioned previously, pedestrians who are hit by a vehicle traveling 40 mph or more have a much higher chance of being killed, whereas pedestrians hit by drivers traveling below 20 mph almost always survive. Although most pedestrian fatalities and serious injuries happen in urban areas, the higher speeds associated with rural roads make it likely that crashes involving pedestrians will be severe.

Strategies for reducing pedestrian (PED) fatalities and serious injuries that are relevant to the 2018 Non-Motorized Trails Plan include:

- PED.4.1 Improve safety at pedestrian crossings by investing in and installing refuge islands, and shortening crossing distances with curb extensions where these crosswalk enhancements are needed.
- PED.4.2 Invest in and increase the use of rectangular rapid flashing beacons and pedestrian hybrid beacons where these crosswalk enhancements are needed.
- PED.4.4 Improve sight distance and visibility at pedestrian crossings by clearing vegetation, extending crossing times, adding pedestrian

leading intervals or adding pedestrian scale illumination. At mid-block location provide adequate distance between stop bars and the crossing.

- PED.4.8 Invest in and construct separated pedestrian facilities (sidewalks and multi-use paths).
- PED.5.6 Invest in and implement the Safe Routes to School Program to construct pedestrian and bicycle facilities near schools.

Bicyclist Susceptibility

Speed is also a major factor in motor vehicle-bicycle crashes. 70% of bicyclist fatalities occurred where the posted speed of the roadway was 30 mph or more. Like pedestrian related crashes, most bicycle fatalities and serious injuries happen in urban areas, ***but the speeds associated with rural roads make it likely that crashes involving bicyclists will be severe.*** A key strategy for reducing conflicts between bicyclists and drivers is to build dedicated facilities for bicycles. An exclusive space for bicyclists creates separation and induces predictable behavior and movements between bicyclists and motorists. Where the right of way is too constrained to provide dedicated facilities, reducing vehicle speeds is an option to reduce vehicle-bicycle crashes and crash severity.

Strategies for reducing bicyclist (BIC) fatalities and serious injuries that are relevant to the 2018 Non-Motorized Trails Plan include:

- BIC.1.2 Increase the number of people bicycling to achieve safety in numbers.
- BIC.3.2 Implement speed management using target speeds and context sensitive solutions.
- BIC.3.4 Follow national guidelines on the use of reflective markings and sign materials.
- BIC.3.5 Construct more bike lanes, separated bicycle lanes, and separated bicycle facilities, especially in urban areas.
- BIC.5.1 Collect Bicycle Miles Traveled (similar to collecting Vehicle Miles Traveled); continue to track bicycle counts through Washington's Pedestrian and Bicycle Documentation Project.

Bicycle Touring Map

Based in part on the 2006 Plan, Island County created a Bicycle Touring Map, which highlights most of the main roads in the County and distinguishes them based on whether they have shoulders over or under four feet wide. This map also shows hills, multi-use trails and “caution zones” that have high traffic speeds and volumes combined with constrained shoulders.

Although the bicycle touring map offers some written safety guidelines, the degree of difficulty, quality and comfort for each route are not communicated in the route hierarchy. Including such information on the Bicycle Touring Map will make it more useful for route selection for less experienced cyclists and visitors unfamiliar with the Islands.



Figure 67. Whidbey and Camano Islands Bicycle Touring Map

United States Bicycle Routes

Established by the American Association of State Highway and Transportation Officials (AASHTO) in 1978, the U.S. Bicycle Route System (USBRS) is an evolving national network of bicycle routes across the United States. USBR 10 is the northernmost route across the country and currently terminates in Anacortes.

Routing for USBR 97, which is a north-south route that also passes through Anacortes, was approved by the Island Regional Transportation Planning Organization Board in 2018. USBR 97 crosses the Deception Pass Bridge and heads south to Oak Harbor following SR 20, Ducken Road, Monkey Hill Road, W Henni Road, Jones Road, Taylor Road, W Crescent Harbor Road, and NE Regatta Drive. Between Oak Harbor and the intersection of SR 20 and Madrona Way near Coupeville, USBR 97 splits into southbound and northbound routes to make it safer. The southbound route follows Swantown Road, West Beach Road, and Libbey Road to Madrona Way.

The Northbound route follows SR 20, Penn Cove Road, and Scenic Heights Road into Oak Harbor. Between Coupeville and the Port Townsend–Coupeville ferry, USBR 97 will follow N Main Street and Fort Casey Road. USBR 97 will cross on the Port Townsend–Coupeville ferry and then head south through Kitsap County.

U.S. Bicycle Route designation should increase bicycle tourism and its associated economic benefits in Island County. The appropriate USBR Specific Route Criteria, which generally align with the route selection criteria for the 2018 Non-Motorized Trails Plan, should be used to select other potential USBR routes in the County.

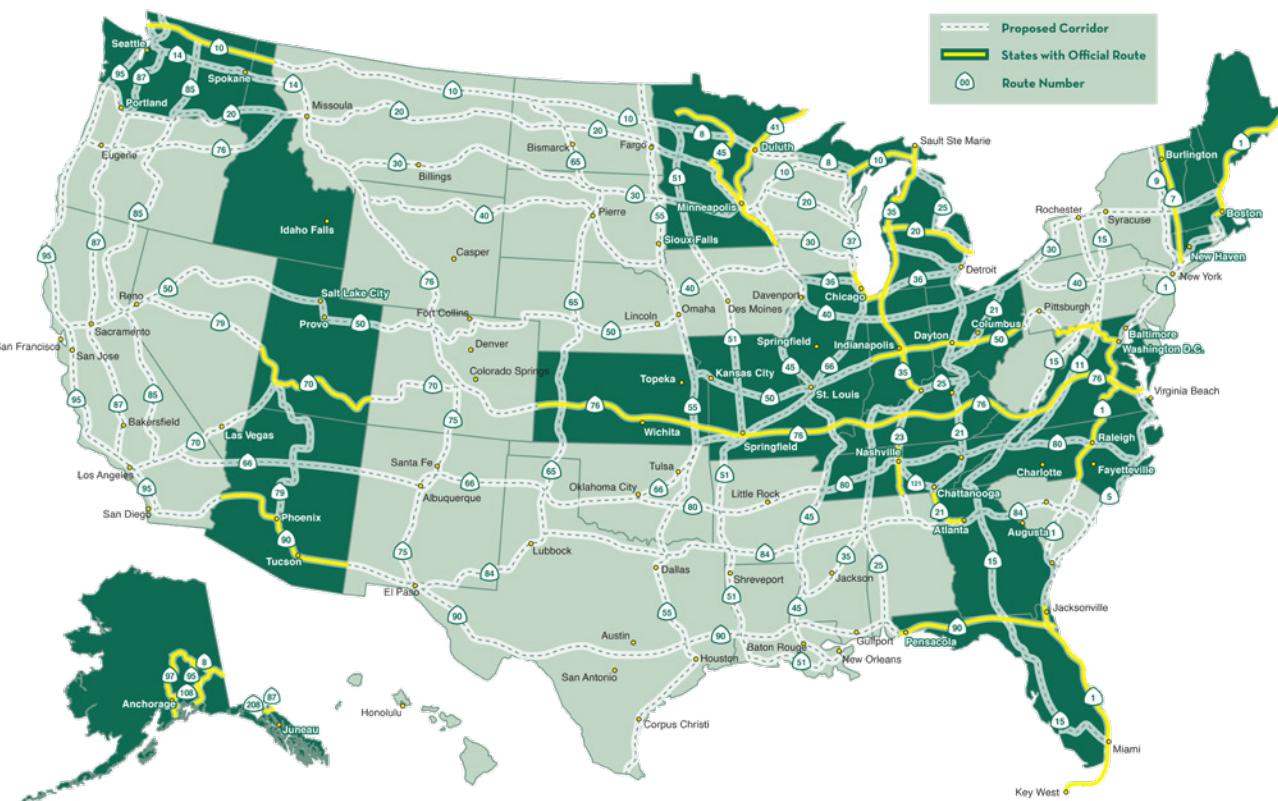


Figure 68. United States Bicycle Route System



Figure 69. United States Bicycle Route 97 in Island County

Relevant USBR Route Criteria

1. *Meet the planning, design, and operational criteria in the 2018 AASHTO Guide for Development of Bicycle Facilities.*
2. *Offer services and amenities such as restaurants, accommodations, camping, bicycle shops, and convenience/grocery stores at appropriate intervals.*
3. *Extend into town centers using low-traffic and/or off-road bikeways when possible. Bypass routes could be considered to accommodate users seeking a less urban experience.*
4. *Include spurs to appealing destinations such as parks, historic sites, and beaches, and to multimodal nodes such as the ferry terminals.*
5. *Follow natural corridors and provide terrain suitable for cycling, avoiding extremely hilly and/or windy roads with limited visibility.*
6. *Consider appropriate combinations of low traffic volume and speed, low truck traffic, wide paved shoulders, and adequate sight distances.*
7. *Near towns, accommodate utility cycling (commuting and access to shopping, schools, parks, etc.). Consideration should be given to bicycle routes that can be used as evacuation routes for emergency situations.*
8. *Include major existing and planned bike routes, including both on-road facilities and off-road shared use paths and trails that are suitable for road bikes.*
9. *May include short stretches of high quality unpaved roads or paths if needed to connect highly desirable paved road sections.*

Pacific Northwest National Scenic Trail

The Pacific Northwest National Scenic Trail (PNT) is a 1200-mile hiking trail extending from the Continental Divide in Montana to the Pacific Coast of Washington. Considered to be one of the most scenic and challenging trails in the National Scenic Trail system, the PNT is growing in popularity.

The PNT passes through Anacortes and heads south to the Deception Pass Bridge. After crossing the bridge onto Whidbey Island, the main route heads east through Deception Pass State Park, around Hoypus Point, and then south along Jones Road to Dugualla Bay. South of Dugualla Bay, the trail heads south on Taylor Road and crosses to the west side of Whidbey on Fakkema Road, Ault Field Road, Clover Valley Road, Golf Course Road and Crosby Road to Joseph Whidbey State Park. From Joseph Whidbey State Park, the trail follows the shoreline all the way to the Keystone Ferry Landing.

An Alternate route heads west from the Deception Pass Bridge through Deception Pass State Park, past Cranberry Lake and along West Beach. This route jogs back to SR 20 at Moran Road, follows SR 20 to Frostad Road, rejoining the main route at Ault Field Road. The current PNT primary and alternate routes need to be vetted for property ownership conflicts. For example, the alternate route is shown following the West Beach shoreline, which appears to be private property. At this location, the PNT may need to be rerouted along Surfcrest Drive.

The PNT on Whidbey should be a high priority trail and be clearly defined to avoid trespass issues. While a majority of the PNT on Whidbey Island offers outstanding scenery and is off-road, some segments follow roads because off-street connections do not exist. Where the PNT follows roads, signage and safety improvements should be considered.

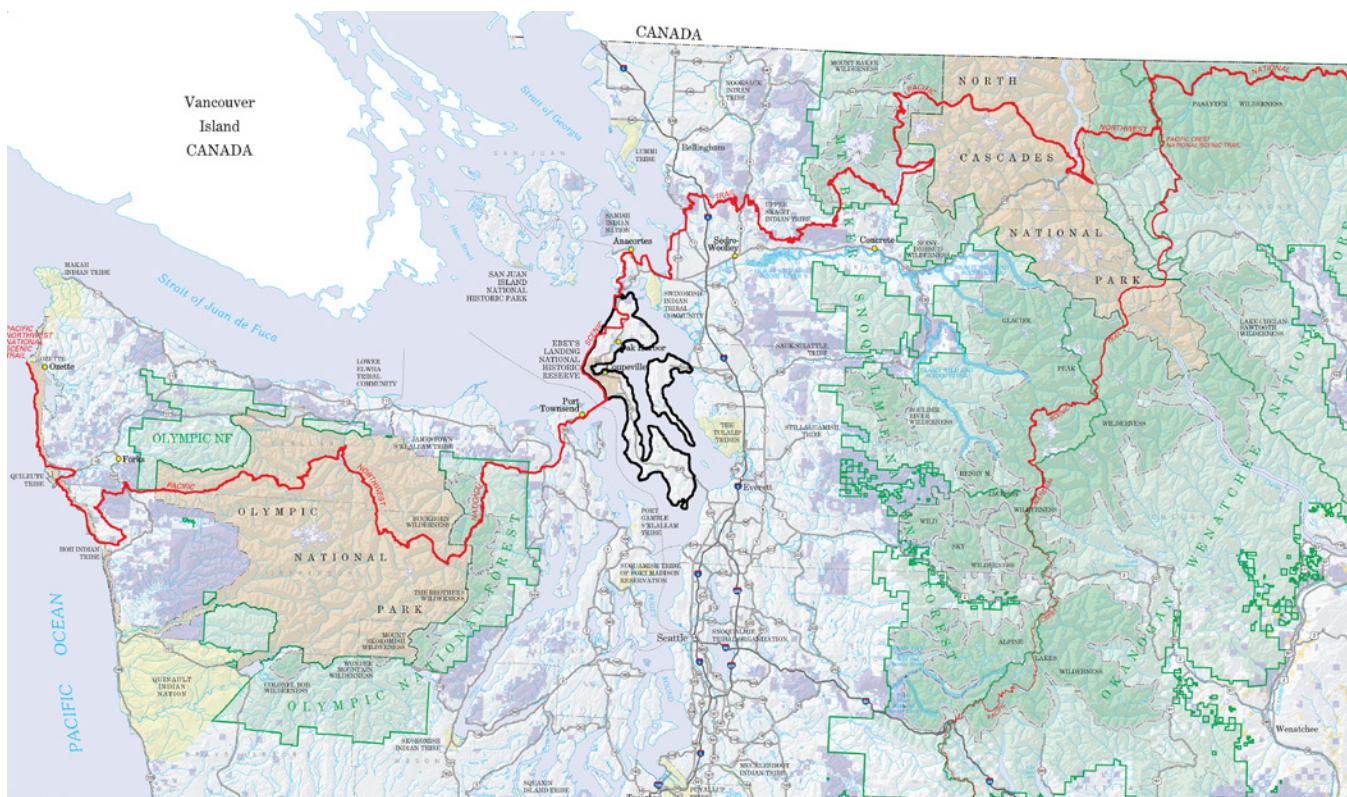
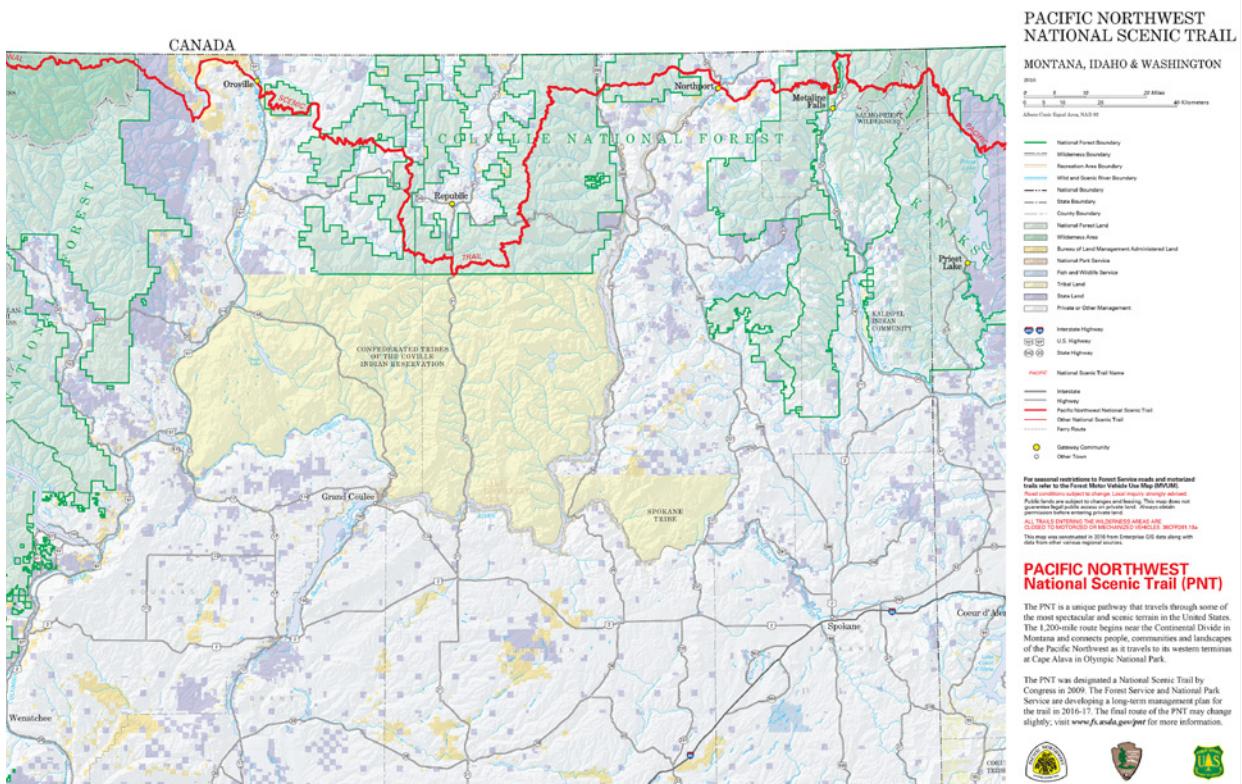


Figure 70. The Pacific Northwest Trail in Washington State



Figure 71. The Pacific Northwest Trail in Island County



Cascadia Marine Trail

A National Recreation Trail, the Cascadia Marine Trail (CMT) is a saltwater trail nearly 150 miles in length from the Canadian border on the north to southernmost Puget Sound near Olympia. It comprises a network of 66 campsites and over 160 shoreline access sites and rest stops catering to beachable non-motorized watercraft. The goal of the Cascadia Marine Trail is to provide camping areas for human-powered watercraft every five to eight miles, which is a comfortable range that a novice to average person can paddle in one day.

The small number of kayak campsites and launch sites limits the value of the Cascadia Marine Trail for Island County making circumnavigation of either Whidbey or Camano Island prohibitive to all but the strongest paddlers. As the 2006 Plan suggests, development of a few kayak campsites at strategic locations, along with additional launch sites and safe harbors for emergency use, would attract a wider range of paddlers to Island County.

The Washington State Parks and Recreation Commission's requirements for a water trail marine park are:

- A beach or small landing area
- Stable access to uplands from high tide line
- A signed, designated camping site near the beach which is suitable for up to 16 people and includes table and camp grill
- A nearby toilet facility
- Space to secure boats overnight above high tide line
- A fee collection station/shelter
- Water, if available

Island County has over 200 miles of shoreline but only eight designated kayak campsites are closely associated with the county, including:

- Utsalady Beach
- Camano Island State Park
- Ala Spit
- Joseph Whidbey State Park
- Fort Ebey State Park
- Possession Point State Park
- Windjammer Park (Oak Harbor)
- Deception Pass State Park
- Hope Island Marine Park
- Skagit Island State Park



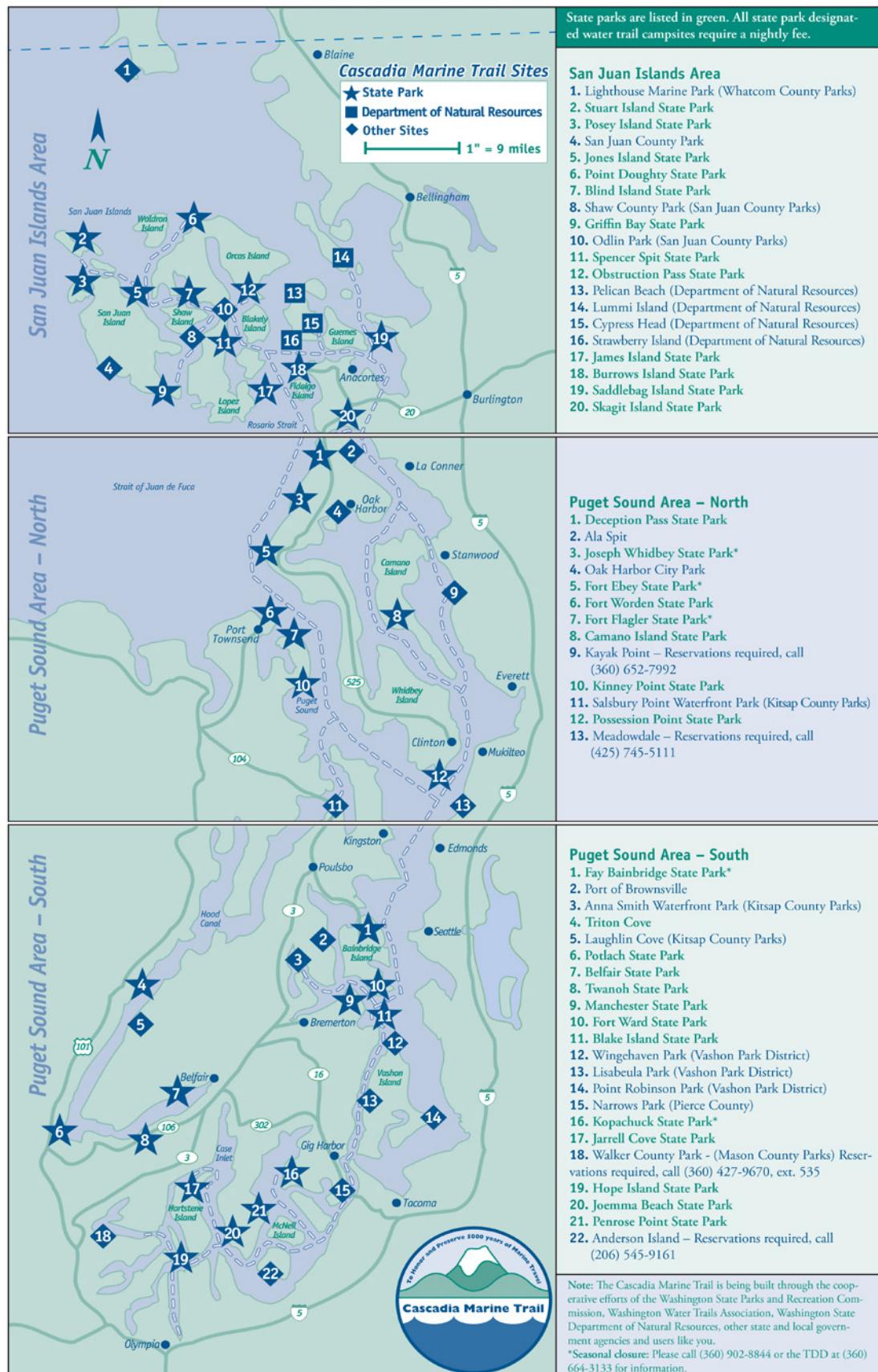


Figure 72. Cascadia Marine Trail Map

Trends and Data

The 2018 Non-Motorized Trails Plan Update was informed by data that was limited or not available at the time the 2006 plan was written. These data provided a quantitative foundation for development of the non-motorized network and give the plan more rigor with regard to safety and route selection.

Crash Data

Washington State Department of Transportation (WSDOT) crash data from Island County were used to identify locations with high numbers of crashes, particularly those involving bicyclists or pedestrians. Crash data may not entirely represent dangerous locations in the non-motorized network since crashes and near misses involving bicyclists and pedestrians tend to be underreported and the number of crashes is insufficient to have a high level of predictive certainty. Compared to the 2006 Plan, the 2018 Plan Update has a somewhat longer crash history available, since WSDOT's records begin in 2001.

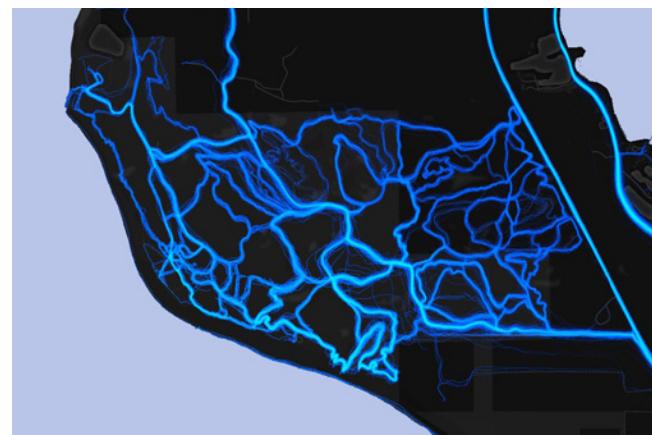
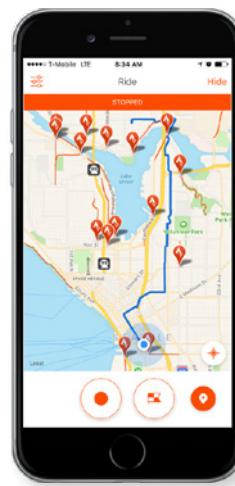
Traffic Data

WSDOT records traffic volumes along State Routes 525, 20 and 532. Annual average daily traffic (AADT) topped out at about 20,000 trips per day in 2015. Highway segments with the highest counts include SR 532 between Stanwood and Terry's Corner, SR 20 around Oak Harbor, and SR 525 from Freeland to Ken's Corner. Island County Public Works collects traffic volumes for County roads. Traffic volumes on County roads are relatively low with only a few roads exceeding 5,000 trips per day. These include Main Street in Freeland; Ault Field Road, NW Heller Street, Oak Harbor Road, Goldie Road and Crescent Harbor Road near Oak Harbor; and East Camano Drive on Camano Island.

Strava Data

Strava Metro is a relatively new source of activity data generated by non-motorized users through a smart phone application or other device. Strava offers these data for purchase, in an

anonymized form, to public agencies for non-motorized transportation planning purposes, and Island County has purchased the data to better understand the location, frequency and time of non-motorized activities in the County. Strava data can also be aggregated by season, which can help the County better understand tourism-related non-motorized activity increases from year to year.



Strava Heat Map in Kettles Trails

Bicycle Counts

The Washington State Bicycle and Pedestrian Documentation Project has included bicycle and pedestrian counts at three different locations in Oak Harbor between 2008 and 2016, but these counts are sporadic and are a better indication of walking and bicycling in an urban setting like Oak Harbor and unlikely to correlate to the entire County. Statewide counts of pedestrian and bicyclists conducted every fall since 2008 have shown an overall increase of about 10%²¹, but rates can vary between urban and rural areas.

Island County has conducted short duration bicycle counts using pneumatic tube counters from 2014 to 2016. Counts were conducted at the following locations:

- Ault Field Road
- Crescent Harbor Road
- Madrona Way
- Engle Road
- Smugglers Cove Road
- East Harbor Road
- Bayview Road
- Saratoga Road
- Sandy Point Road
- Wilkinson Road

The data record collected from these counts is too narrow to illuminate longer term trends in bicycling in the County.

Washington State Ferries also records bicycle trips on the Clinton and Coupeville ferries. These data show that bicycle ridership on ferries increases during the summer months and decreases during winter months. The data also show yearly bicycle passenger counts holding steady around 5000 cyclists per year.

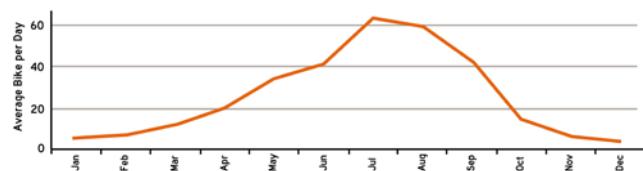


Figure 73. Annual Distribution of Bicyclists on Clinton Ferry

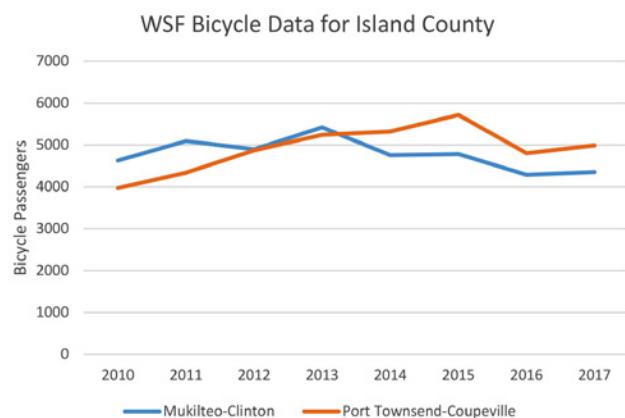


Figure 74. Yearly Bicyclist Counts on Clinton and Coupeville Ferries

Census Data

Island County census tract data was analyzed and the following trends related to non-motorized facility use and planning were identified:

Age:

- The tracts around Oak Harbor have the lowest average age. The average age is generally higher in other parts of the County.
- 31% of one census tract in eastern Oak Harbor is age 0 to 9.
- Central Whidbey has a higher percentage of older residents, with one tract showing 10% of the residents over 80 years old.

Race:

- Fairly homogeneous across the County except for Oak Harbor (90%+ white).
- Tracts of Oak Harbor are 20 to 30% non-White, with several tracts having larger percentages (10%+) of Black and Asian populations.
- Larger Hispanic/Latino population Oak Harbor (6 to 15%), Coupeville (6 to 10%), and south Camano (6 to 10%).

Income and Poverty:

- Oak Harbor has a greater proportion of lower income tracts than other parts of the County. One tract south of Freeland shows an average income over \$100K.
- Highest poverty levels are in NW Oak Harbor (14 to 16%) and in the triangle between Freeland, Langley, and Clinton (11 to 14%).

Mode of Commute:

- Commuters who walk to work are more likely to be found in Oak Harbor. The tract comprising Naval Air Station Whidbey Island shows 46% of commuters walking, which is probably an indication of walking trips within the base, not to and from the base. Most tracts range from 2% to 4%. In and around Coupeville and Freeland, 3% to 4% of commuters walk.
- Bike commuting is highest south of Freeland at 6%. Tracts in Clinton, between Langley and Freeland, and Coupeville range from 3% to 4%. Only one tract in Oak Harbor exceeds 2.5%.

Commute Distance and Time:

- From Oak Harbor to south of Coupeville, 75% to 99% of residents work within Island County. From Freeland south, 60% to 69% of residents work in the County. Less than 25% of residents on Camano Island work in the County. With a significant portion of the workforce working outside the County, non-motorized projects that connect to transit and/or the ferry should be given some priority.
- From Coupeville north, residents on average have a commute time of 25 minutes or less. Residents elsewhere have a commute of over 25 minutes. Most of Camano Island residents have a commute of over 40 minutes.

Existing Non-Motorized Facilities

On-Road Trail Facilities

Walking Facilities

Shared Roadways

While Oak Harbor, Coupeville, Langley, Freeland, and Clinton have sidewalks, most rural areas of the County lack them. Thus, most walking outside of the urban areas occurs on the side of the road. Where paved or gravel shoulders exist, they provide people walking some separation from traffic, but many roads have little to no shoulder creating an uncomfortable walking environment and a potential safety issue on roads with higher speed and volume traffic.

Road Shoulders

Where roads have paved shoulders, pedestrians can walk outside of the travel lane and are separated from traffic.



No Shoulder, Sleeper Road



Paved Shoulder, NW Crosby Avenue

Sidepaths

In a few locations in the County, narrow paved or gravel sidepaths have been constructed on one side of the road. Although these sidepaths do not meet AASHTO standards, they provide a safe and comfortable place for people to walk, run, bicycle or horseback ride.



Arrowhead Road Paved Sidepath



Parker Road Gravel Sidepath (Town of Coupeville)



Madrona Way Gravel Sidepath (Town of Coupeville)

Bicycling Facilities

The current bicycle network in Island County is comprised primarily of roads. Traffic volumes on County roads range from under 100 to over 10,000 vehicle trips per day. Existing County roads have a range of shoulder widths.

Shared Roadway

On roads with no striped shoulder or striped shoulders under 1-foot wide, bicyclists must share the road with vehicles. On roads with low traffic volumes, most bicyclists can comfortably share the travel lane provided speeds are not too high, but on higher speed and volume roads, sharing the roadway can be stressful.



Shared Roadway, North Whidbey Island

Narrow Shoulders

Where the right of way is constrained by private property, topography or sensitive areas, County roads typically have narrow shoulders ranging from 2- to 4-feet wide, which provide bicyclists moderate separation from traffic. Narrow shoulders provide some space for bicyclists and drivers to negotiate and pass, providing some safety benefit on roads that have high traffic volumes and speeds.

Standard Shoulders

Many County roads have 4-foot wide shoulders, and the County's strives to meet a 4-foot wide



Narrow Shoulder, Wanamaker Road



No Shoulder, Camano Island



Standard 4'-Wide Shoulder, South Whidbey Island

shoulder width recommended by AASHTO when constructing new roads or retrofitting existing roads through the shoulder program in the Transportation Improvement Program.

Wide Shoulders

Shoulders over 4-feet wide exist along some roads in the County. State Routes 20 and 525 have wide shoulders in some locations, which provide additional separation from the high traffic volumes and speeds on these routes.



Wide Shoulder, SR 20, North Whidbey Island

Signed Bicycle Routes

The County has one existing signed shared bicycle route, the North Whidbey Bicycle Route.

Planned signed bicycle routes include:

- Camano Island Bicycle Tour Route (2019)
- Central Whidbey Bicycle Tour Route (2021)
- South Whidbey Bicycle Route (2017)

These planned routes comprise a range of facility types, but will primarily follow roads with 4-foot wide shoulders.



North Whidbey Signed Bicycle Route

Off-Road Trail Facilities

Shared Use Paths

Shared use paths exist near Coupeville and Freeland, providing a bicycle and pedestrian facility that is separated from traffic. The Kettles Trail and the Rhododendron Trail form a 4-mile long continuous trail segment along SR 20 at Coupeville connecting the Kettles Trail and Rhododendron Park with Coupeville. These two trails are built to a 10-foot wide standard, which is the minimum width recommended by AASHTO. At present, bicycle and pedestrian volumes are relatively low on this facility.

A new one-half mile long shared use path also follows SR 525 between Cameron Road and East Main Street in Freeland. This path is 10-feet wide.

The Kettles, Rhododendron, and Freeland Trails are considered to be the initial part of the Bridge to Boat Trail.



Freeland Trail, Whidbey Island



Rhododendron Trail, Whidbey Island

Soft Surface Trails

Public unpaved or “soft surface” trails tend to be concentrated at County or state parks, South Whidbey Parks and Recreation District parks, on Whidbey Camano Land Trust properties or other publicly owned sites and function more as local destinations than County-wide networks.

Soft surface trails range from fully developed, high standard trails to minimally developed wildland trails.



High Standard Trail, Deception Pass State Park



Wildland Trail, Whidbey Island

Beach Walks

Beach walks are routes that follow the intertidal zone where the entire shoreline or just the tidelands are publicly owned. For example, the Pacific Northwest Trail follows the shoreline between Joseph Whidbey State Park and Fort Casey State Park.



Beach Walk, Deception Pass State Park

Accessible Trails

Accessible trails are off-road facilities that meet Americans with Disabilities Act (ADA) Accessibility Guidelines and accommodate people in wheelchairs or people with limited mobility who can only walk on flat, smooth surfaces.

A one-half mile long accessible loop trail is located at Trustland Trails, which is owned by the South Whidbey Parks and Recreation District. Whidbey Camano Land Trust manages the Bounty Loop ADA Trail in Trillium Woods. Clinton Beach Park also provides seasonal ADA access to the beach using ADA beach mats that create a stable surface across the sand and gravel. This site is managed by the Port of South Whidbey.

Community Trails

In some areas of the County informal trails exist that cross private property providing neighbors valuable non-motorized intra-neighborhood connections. These trails are not currently part of Island County's trail program, but could be facilitated and promoted by the County in the future using a variety of strategies and expand of the overall network of non-motorized trails. The Washington State Recreational Use Statue (Revised Code of Washington, Title 4, Chapter 24, Section 200) protects property owners from liability in the event an injury occurs on their property, provided access is free of charge. Community trails are typically narrow tread trails constructed and maintained by volunteers.



Seasonal ADA Beach Mat at Clinton Beach Park

Accessible Trails in Island County

- Trustland Trails, South Whidbey Parks and Recreation District
- Bounty Loop, Whidbey Camano Land Trust
- Clinton Beach Park (seasonal), Port of South Whidbey

Figure 75 shows the locations of existing foot trails in Island County. The larger circles represent site that have higher total mileage of trails relative to the smaller circles.

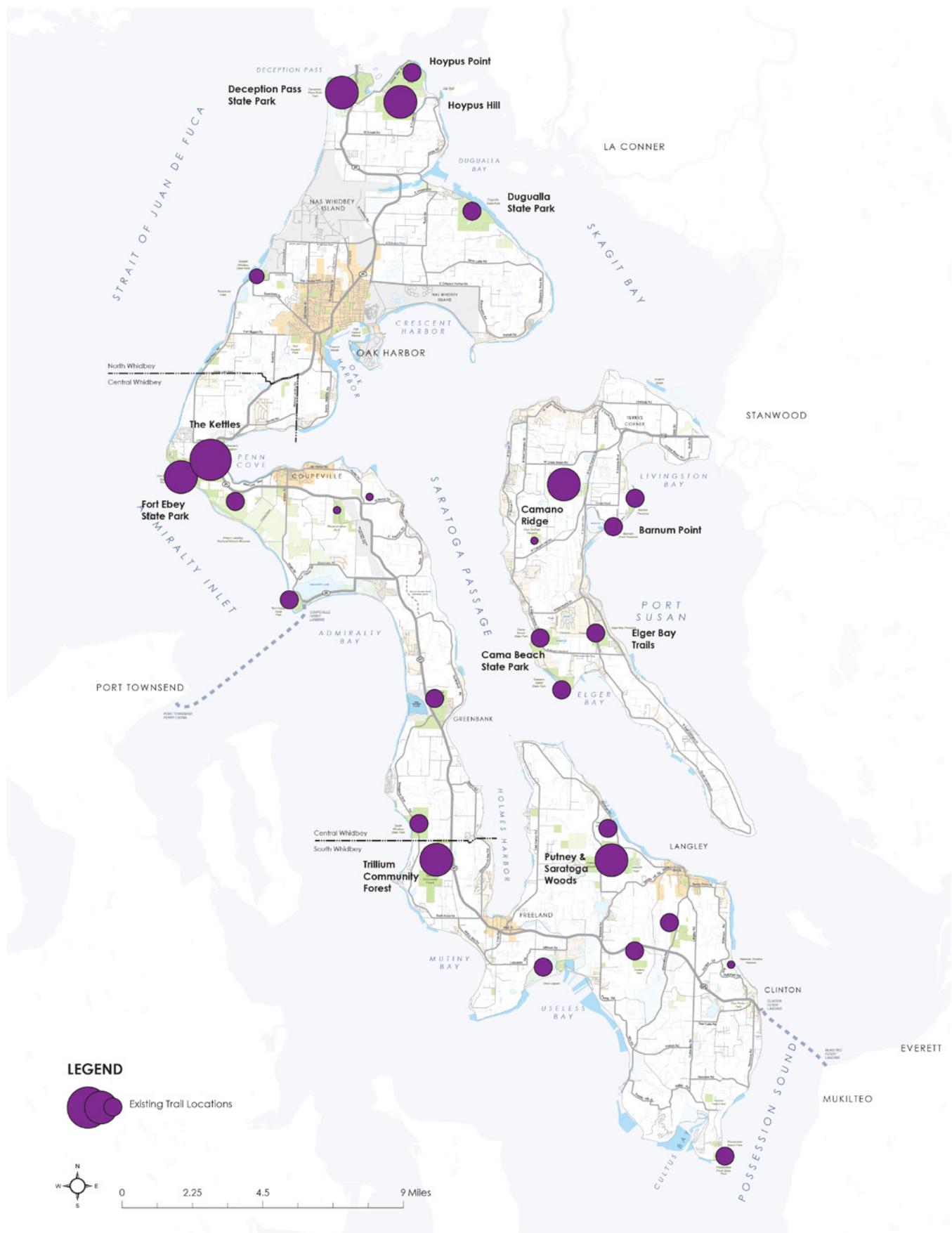
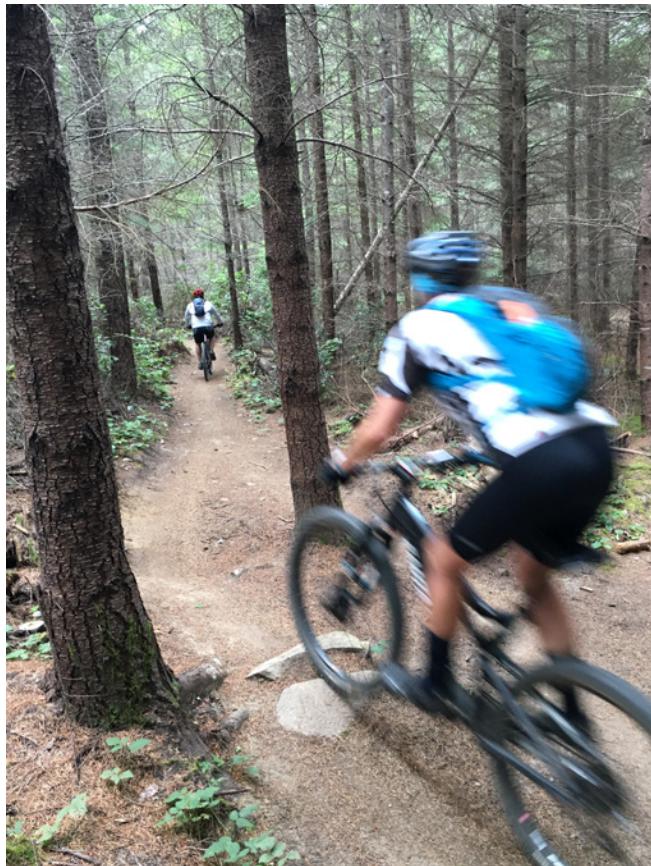


Figure 75. Existing Soft Surface Trail Sites

Mountain Biking Sites

A number of high quality mountain biking sites exist in Island County. These sites are well distributed across Whidbey and Camano Islands and provide a range of terrain for novice to advanced riders. Existing mountain bike facilities comprise dirt single- and double-track trails.

While people can ride mountain bikes anywhere on the non-motorized network, sites with mountain bike trails generally serve more as destinations on the network rather than links within it. There are a few exceptions, such as the Kettles Trails, that have the potential to provide unpaved connections of some value in the network.



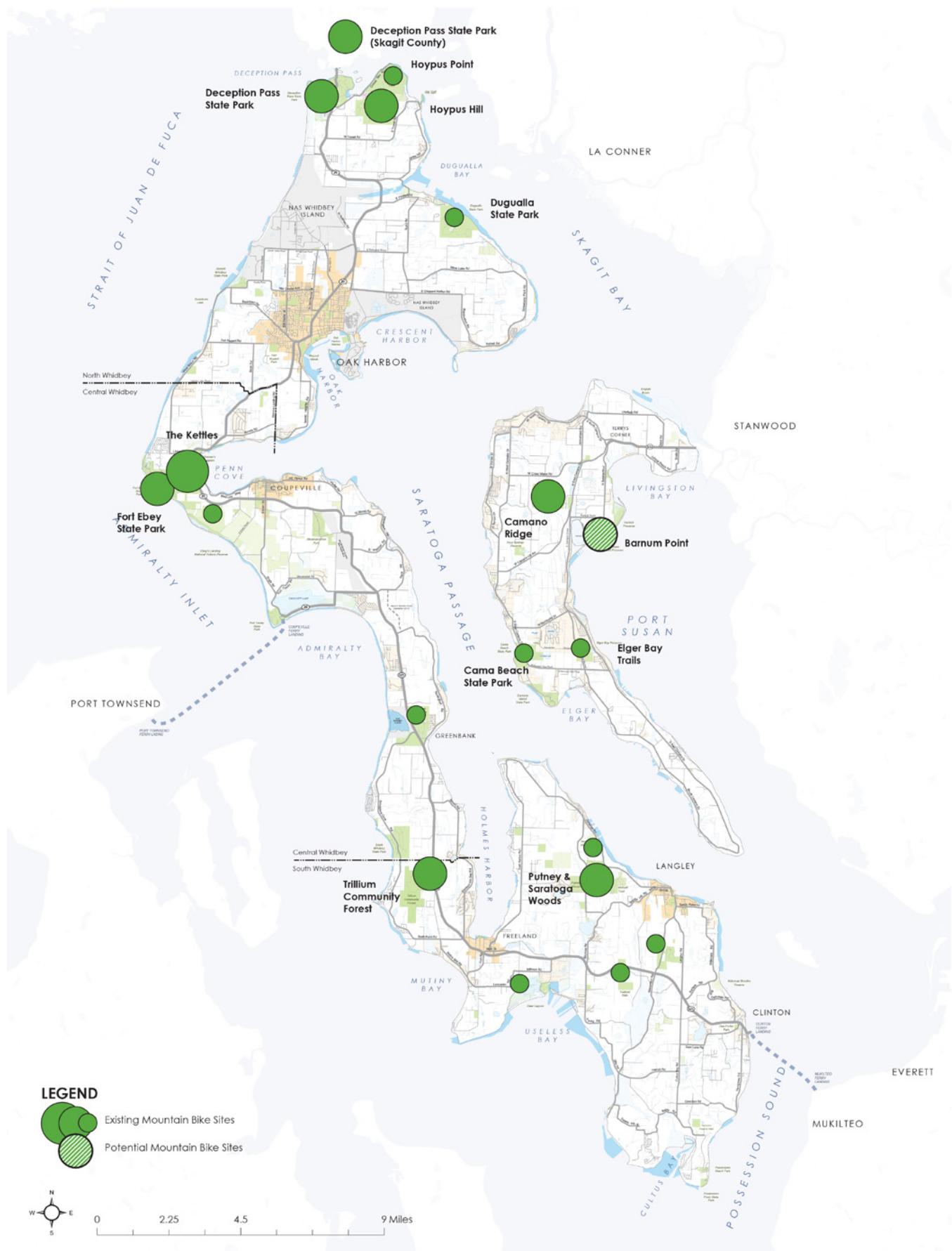


Figure 76. Existing Mountain Biking Sites

Equestrian Sites

A number of public parks and open spaces permit equestrian use. In addition, some beaches allow equestrian use, though these were not inventoried. While equestrian use at these sites is supported, the opportunity to ride between sites or from private stables to public equestrian sites is limited, with the primary connection being along road shoulders.

These equestrian sites serve as destinations on the non-motorized network. Opportunities may exist to make connections between public equestrian and privately owned stables.



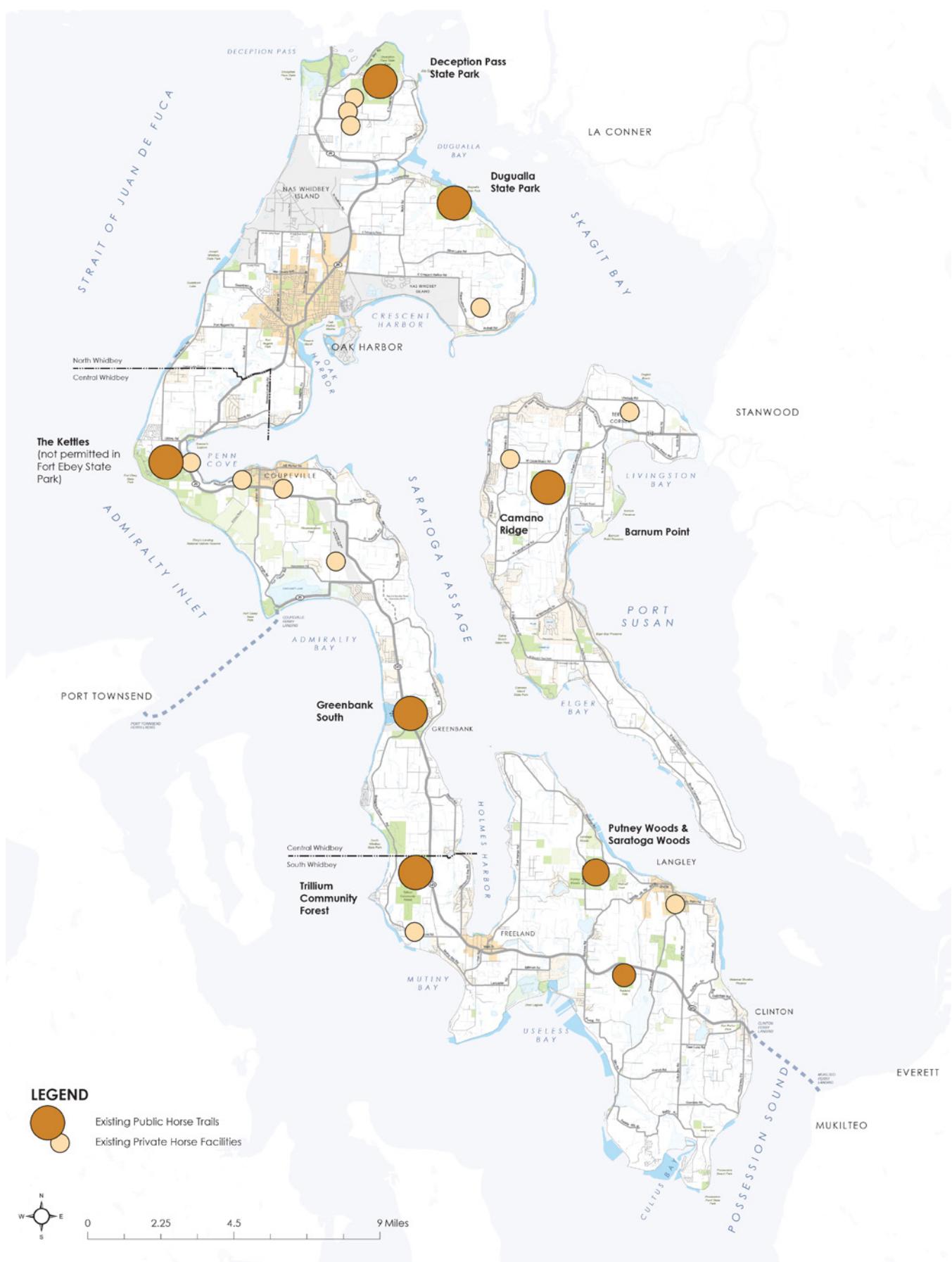


Figure 77. Existing Equestrian Sites

Endnotes

- 1 Pedestrian and Bicycle Information Center, (2018). *Health Benefits of Biking and Walking*. Chapel Hill, NC.
- 2 Gardner, G. (2010). *Power to the Pedals*, World Watch Institute. Washington, DC.
- 3 Johan de Hartog, J., et al. (2010).
- 4 Tainio, M., et al. (2016). *Can air pollution negate the health benefits of cycling and walking?* Preventative Medicine. *Do the Health Benefits of Cycling Outweigh the Risks?* Environmental Health Perspectives.
- 5 Flusche, D. (2012). *Bicycling Means Business: The Economic Benefits of Bicycle Infrastructure*. League of American Bicyclists, Washington, DC.
- 6 Flusche, D. (2012).
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- 8 Flusche, D. (2012).
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- 10 Briceno, T., Schundler, G. (2015). *Economic Analysis of Outdoor Recreation in Washington State*. Earth Economics, Tacoma, WA.
- 11 Flusche, D. (2012).
- 12 Zuzelski, C. and McCole, D. (2012). *Recreation Profile: Kayaking Opportunities for Lake Huron*, Michigan Sea Grant College Program, Michigan State University, East Lansing, MI.
- 13 Briceno, T., Schundler, G. (2015). *Economic Analysis of Outdoor Recreation in Washington State*. Earth Economics, Tacoma, WA.
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- 15 Briceno, T., Schundler, G. (2015).
- 16 National Ocean Economics Program (2017). *Ocean Economy Data*.
- 17 National Ocean Economics Program (2017). *Ocean Economy Data*.
- 18 Pasanen, E. (1992)
- 19 Tefft, B.C. (2013). *Impact speed and a pedestrian's risk of severe injury or death*. AAA Foundation for Traffic Safety, Washington, DC.
- 20 Tefft, B.C. (2013). *Driving Speeds and Pedestrian Safety; A Mathematical Model*. Publication 77. Helsinki University of Technology, Transport Engineering.
- 21 Washington State Department of Transportation (2012). *Bicycle and Pedestrian Documentation Project*. Olympia, WA.

APPENDIX B

COMMUNITY INVOLVEMENT

APPROACH

COMMUNITY OPEN HOUSES

OPEN HOUSE #1

OPEN HOUSE #2

OPEN HOUSE #3

TRAIL PROJECT VOTING

WRITTEN COMMENTS

ONLINE SURVEY RESULTS

ONLINE MAP RESULTS

PLAN ENDORSEMENTS

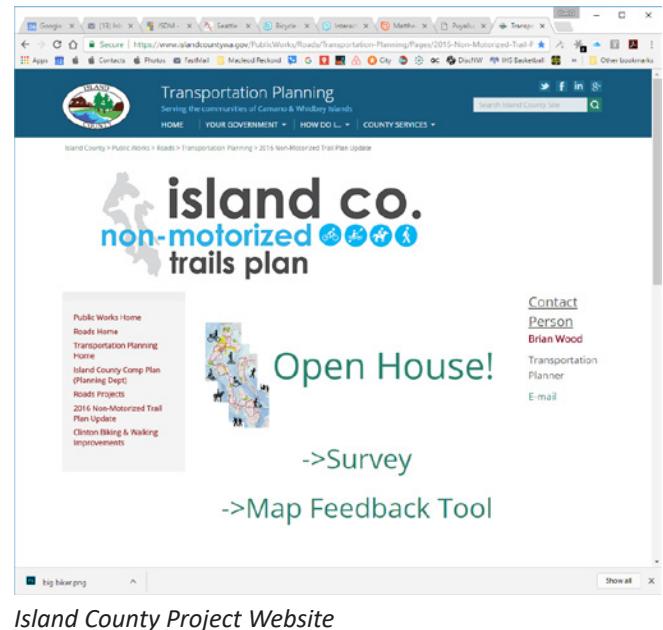
Approach

The approach to community involvement was comprehensive and tailored to Island County. Given the size of the County, the different characteristics and needs of its various communities, and the fact that travel between Whidbey and Camano Islands is circuitous, the approach to scheduling community meetings and soliciting input from those who were unable to attend them was driven by inclusiveness and accessibility.

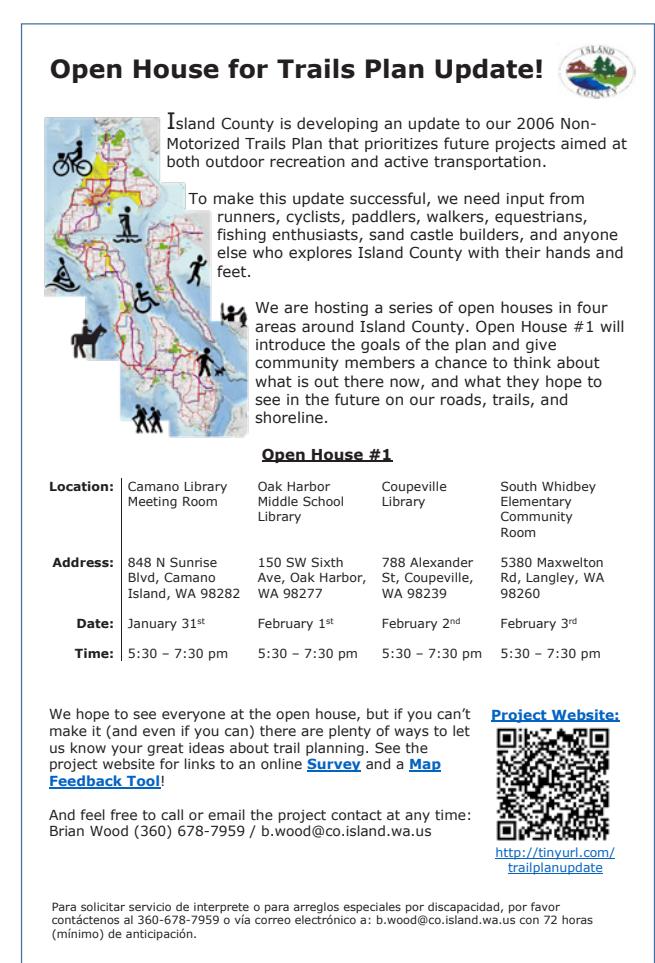
Community members were offered a number of different platforms to provide input on the plan and review and comment on the preliminary projects. Three sets of community open houses were held in each of the four County planning areas to give residents every opportunity to attend in person. The opportunity to provide feedback to this plan was available to all by providing an online survey and an online interactive mapping tool throughout the information gathering and draft reviewing phases of the project.

In addition, an Advisory Committee was formed comprising local experts and specific user groups to make sure all potential non-motorized stakeholders were able to participate. The Committee Members included walkers, hikers and runners, road cyclists and mountain bikers, kayakers and standup paddleboarders, beach-goers and equestrians.

Specific outreach was also made to special organizations, interest groups and potential partners, such as the Whidbey Camano Land Trust, Washington State Parks, the Washington State Department of Transportation, Island Transit and the U.S. Navy.



The screenshot shows a web browser with the URL <https://www.islandcountywa.gov/PublicWorks/Roads/TransportationPlanning/Pages/2015-Non-Motorized-Trail-Plan-Update.aspx>. The page title is "Island co. non-motorized trails plan". On the left, there is a sidebar with links to "Public Works Home", "Roads Home", "Transportation Planning Home", "Island County Comp Plan (Planning Dept)", "Roads Projects", "2015 Non-Motorized Trail Plan Update", and "Clinton Biking & Walking Improvements". The main content area features a map of the county with icons representing different trail types. Below the map, there are two buttons: "Open House!" and "Survey". To the right, there is a sidebar with contact information for Brian Wood, Transportation Planner, including a phone number and an email link. At the bottom, there is a link to "Island County Project Website".



Open House for Trails Plan Update!

Island County is developing an update to our 2006 Non-Motorized Trails Plan that prioritizes future projects aimed at both outdoor recreation and active transportation.

To make this update successful, we need input from runners, cyclists, paddlers, walkers, equestrians, fishing enthusiasts, sand castle builders, and anyone else who explores Island County with their hands and feet.

We are hosting a series of open houses in four areas around Island County. Open House #1 will introduce the goals of the plan and give community members a chance to think about what is out there now, and what they hope to see in the future on our roads, trails, and shoreline.

Open House #1

Location:	Camano Library Meeting Room	Oak Harbor Middle School Library	Coupeville Library	South Whidbey Elementary Community Room
Address:	848 N Sunrise Blvd, Camano Island, WA 98282	150 SW Sixth Ave, Oak Harbor, WA 98277	788 Alexander St, Coupeville, WA 98239	5380 Maxwelton Rd, Langley, WA 98260
Date:	January 31 st	February 1 st	February 2 nd	February 3 rd
Time:	5:30 – 7:30 pm	5:30 – 7:30 pm	5:30 – 7:30 pm	5:30 – 7:30 pm

We hope to see everyone at the open house, but if you can't make it (and even if you can) there are plenty of ways to let us know your great ideas about trail planning. See the project website for links to an online [Survey](#) and a [Map Feedback Tool!](#)

And feel free to call or email the project contact at any time: Brian Wood (360) 678-7959 / b.wood@co.island.wa.us

Project Website: <http://tinyurl.com/trailplanupdate>

Para solicitar servicio de intérprete o para arreglos especiales por discapacidad, por favor contáctenos al 360-678-7959 o vía correo electrónico a: b.wood@co.island.wa.us con 72 horas (mínimo) de anticipación.

Open House Flier

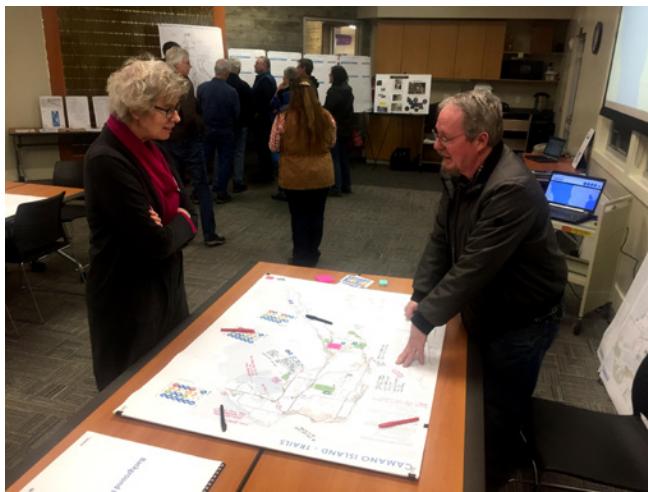
Community Open Houses

Three sets of community open houses were held to provide an opportunity for people to provide input and ask questions in person. The open houses were held in each of the four County planning areas and promoted through the County's project website, local newspapers, fliers and word of mouth.

The first round of open houses was held from January 31 to February 3, 2017 and used to elicit input on non-motorized trails and shoreline access sites. Participants were encouraged to record comments on blank maps representing either trails or shoreline issues. The open houses also offered comment sheets and laptop computers on which participants could fill out the online survey and online map.

The second round of open houses was held from June 12th to June 23rd, 2017. This round of open houses was used to summarize the input from the first round of open houses, review and comment on preliminary routes, shoreline access sites, sample projects and the draft project list.

The third round of open houses was held from October 24th to November 1st, 2017 and was used to present the final project list to the community for review and comment. Attendees were also asked to vote on the projects they thought were the most important.



Open House #1, Camano Island



Open House #2, South Whidbey Island



Open House #1, Central Whidbey Island



Open House #3, Camano Island



Open House #1, South Whidbey Island



Open House #3, South Whidbey Island

Community Open House #1

Summary

The first round of open houses, held from January 31 to February 3, 2017, was used to elicit input on non-motorized trails and shoreline access sites. Participants were encouraged to record comments on blank maps representing either trails or shoreline issues. The open houses also offered comment sheets and laptop computers on which participants could fill out the online survey and online map.



Figure 78. Camano Island Open House - Trails Map

COMMUNITY INVOLVEMENT | COMMUNITY OPEN HOUSE #1

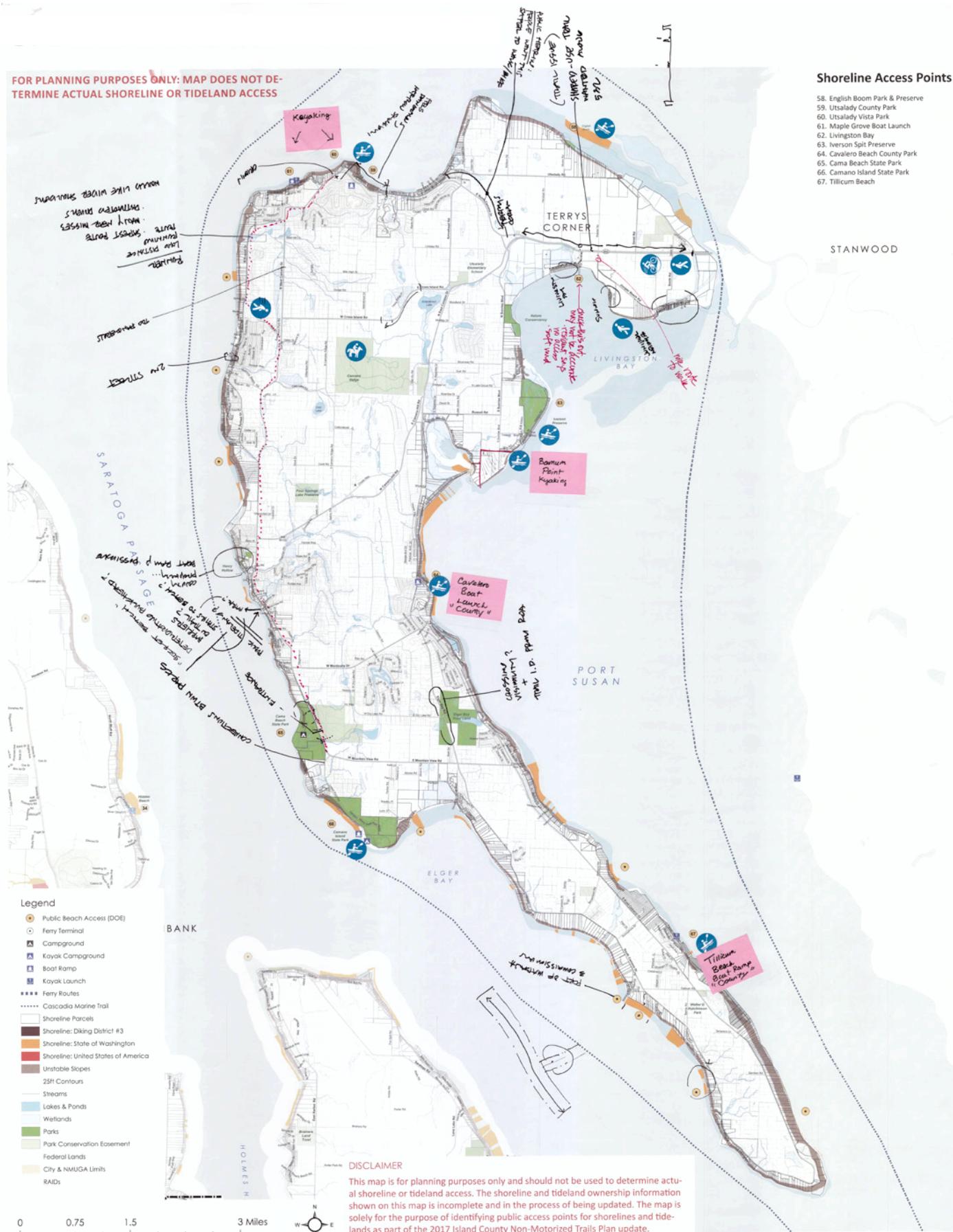


Figure 79. Camano Island Open House - Shoreline Access Map

Camano Island Maps

Location	Comment
Utsalady Road	Improve road conditions. New improvements have made biking difficult
Tillicum Way	Private (gated) road
Open Space at the north end of Smith Road	Heron Colony
Juniper Beach Road	Nice road to walk - Can it be connected to SR 532 shared use path?
SR 532	Shared-Use Trail wanted along SR 532 from Stanwood to Terry's Corner
SR 532	Shared-use trail along 532 would support walking from the Juniper, Sundin, and Livingston Bay neighborhoods to Terry's Corner
W. North Camano Drive between Terry's Corner and Arrowhead Road	50 MPH too high
E. North Camano Drive	At a past public hearing, people stated that they wanted the stretch of E. North Camano Drive from Terry's Corner to Utsalady to be safer to walk and bike
W. North Camano Drive	W. North Camano Drive from Utsalady Point Road to Utsalady (Essex Street) has narrow shoulders and feels dangerous
Terry's Corner	Transportation hub
Camano Island	Bike racks needed especially at trailheads
Utsalady Point, West Camano Drive	Running route from near W. Vanderlin Drive south on W. North and West Camano Drive, Sunset Drive, Vista Drive, back to West Camano Drive, down to Cama Beach State Park and back. "Safest route, many near misses, distracted drivers". Would like wider shoulders. West Camano Drive between Sunset Drive and Vista Drive is too dangerous.
SR 532	Needs walkable shoulder. PUD property line on south side. Flat tires - keep shoulders clean
N. Sunrise Blvd.	Shoulder widening upcoming
South end of S Sunrise Blvd.	Connect to parks
Camano Ridge and Four Springs Lake Preserve	Connect Camano Ridge and Four Springs Lake Preserve?
Camano Ridge	Allows hunting - dangerous
Camano Ridge	Parking important for equestrians, get it done - it's close! Need to identify equestrian/ped only trails; restrict equestrians from primitive trails...too much damage

Location	Comment
Camano Island	Convene an equestrian maintenance group to help with trail maintenance
Camano Island State Park	Create trail connection between Cama Beach State park and Camano Island State Park
Camano Ridge	Very interested in Horse Trailer Parking at SW Camano Ridge Trailhead
Elger Bay Trust Land	Improve trail crossing visibility and trail identification from Elger Bay Road
Iverson Beach Road	People must walk down road to Iverson Spit, which does not have a shoulder and has limited sight lines. Gravel trail down to Iverson Road is blocked by ecology blocks precluding wheelchair access. Blocks should be moved to widen access.
South Camano Drive	Create a shared use trail
Camano View Road shoreline site	Waterfront public access, few have parking. Steps (down to the tideland) lost here
West Dry Lake Road	Provide a roadside trail along West Dry Lake Road, Elger Bay Road and Mountain View Road.
Serene View Road vicinity	Serene View area, below the Camano Chapel: Dog Park Yes, Beach Access No
Camano Island State Park	Accessibility to beach is needed!
Utsalady Point	Possible kayak campsites at Maple Grove Park and Utsalady Vista Park (no beach access)?
Madrona Beach, W. Second Street	Public street end with low wall, but no stairs down to the beach
Henry Hollow	County property, boat ramp possible?
Secret Beach	Opposite Camano View Road, stairs to beach, deteriorating bulkhead, barriers on trail? Public tideland?
Port of Mabana	Mabana Road street end at shoreline; Port of Mabana (has three port commissioners)
Barnum Point	Kayaking facilities possible?
Livingston Bay neighborhood	Fox Trot Way street end access? Resident says "no", soft mud.

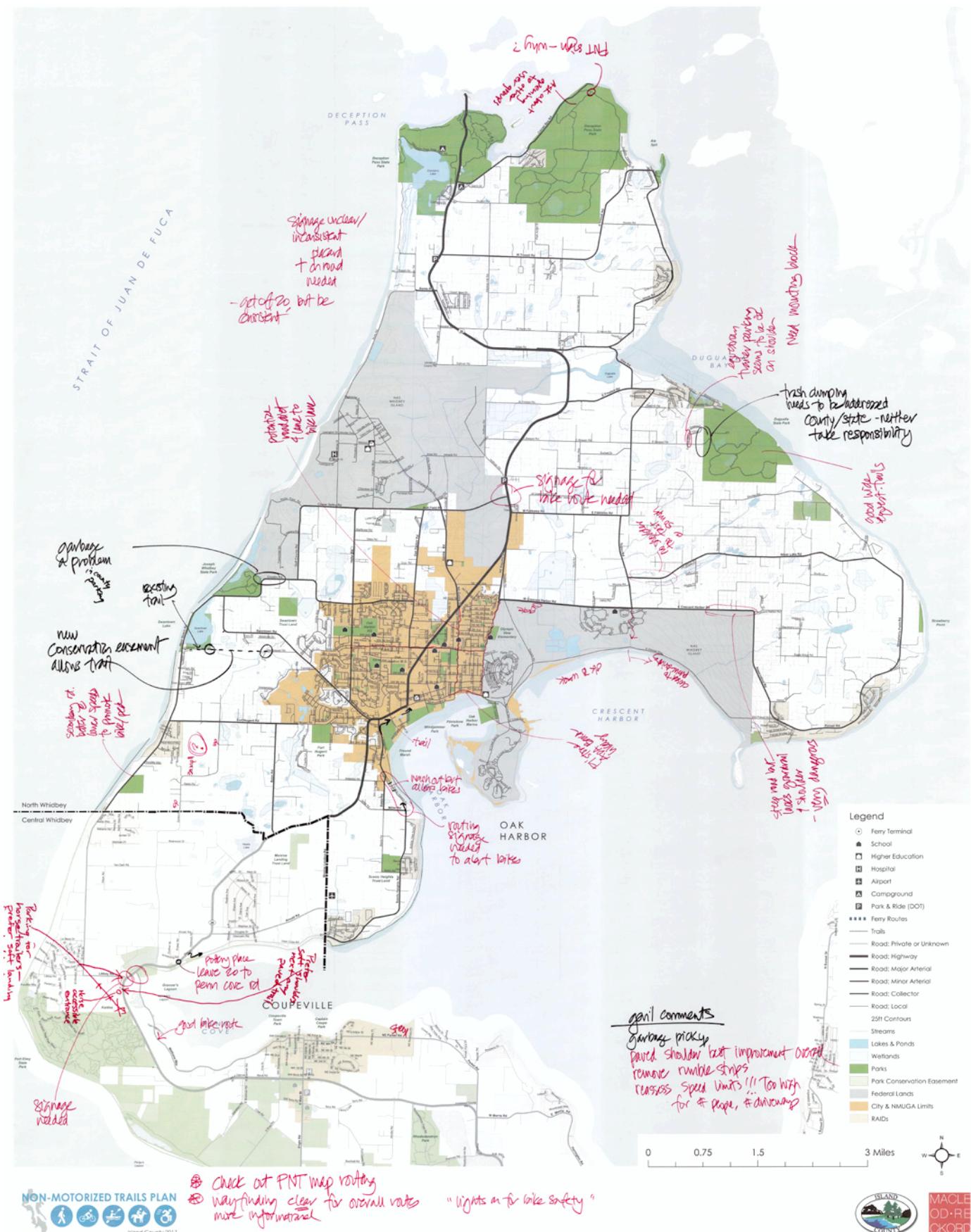


Figure 80. North Whidbey Island Open House - Trails Map



Figure 81. North Whidbey Island Open House - Shoreline Access Map

North Whidbey Island Maps

Location	Comment
Kettles/Libbey Road area	Horse accessible entrance
Kettles/Libbey Road area	Prefer soft shoulder next to paved trail (for equestrians)
Shoreline N of Joseph Whidbey SP	Horse trail north of Joseph Whidbey SP, onto NAS Whidbey Island
SR 20 at Penn Cove Road	Resolve/enable connection northbound from SR 20 to Penn Cove Road behind pottery place
Arnold Road	Arnold Road at SR 20 - "scary intersection"
Arnold Road	Arnold Road at SR 20 - "scary intersection"
Crosby Road	Garbage is a problem in county parking at Crosby Road
Deception Pass State Park/SR 20	Bridge for trail underpass has no shoulders
Deception Pass State Park	Why is there a "Pacific Northwest Trail" Sign at the intersection of East Hoypus Point Trail and CCC Crossing near Hoypus Point?
Deception Pass State Park	Deception Pass 50k ultramarathon, 25k half marathon, sponsored by Rainshadow Running, route loops all around SP and across Deception Pass Bridge
Deception Pass State Park	Ask about opening the Hoypus Point area to bikes; currently open to foot and equestrian only
Dugualla SP	Would be nice to be able to access Dugualla SP from the south to continue bike loop (e.g. from Devries Road or Green Road)
Dugualla SP	Good, wide equestrian trails (in Dugualla State Park)
Dundee Way near Dugualla SP	Equestrian trailer parking seems to be OK on shoulder; need mounting block.
Dundee Way near Dugualla SP	Trash dumping needs to be addressed at the east end of Sleeper Road at the edge of Dugualla SP. Neither county or state taking responsibility.
East Crescent Harbor Road	East end of East Crescent Harbor Road: steep road but lacks guardrail and shoulder; very dangerous.
Freund Marsh/Windjammer Park (Oak Harbor)	Gravel trail exists along the back side of Freund Marsh, connects to Windjammer Park on the east and Scenic Heights Street on the west
Hoypus Hill	Mountain biking allowed, but difficult to get to Hoypus mountain bike trails; access to east side from Hubbard Hill Road but no parking; main access via Ducken Road; alternate (private) access through stable property along Monkey Hill Road
Kettles	NE corner of Kettles, parking for horse trailers, prefer soft landing
Madrona Way	Good bike route
Midway Boulevard (Oak Harbor)	Potential road diet (4 lanes to 3 lanes plus bike lanes)
N 1570 W Road/Wieldraayer Road	Conservation easement from Wieldraayer Road to Swantown Lake allows a trail; connects to existing trail south of the lake

Location	Comment
NAS Whidbey Island, Seaplane Base	E. Pioneer Way closed to driving, but OK to walk, can access through Crescent Harbor neighborhood on Eastern Drive
NE Parker Road	NE Parker Road east of Coupeville is steep
North Whidbey	Signage is unclear and inconsistent, placard on road needed, get off SR 20, but be consistent
North Whidbey	Scary intersections: Monkey Hill Road and W Henni Road; Jones Road and Imperial Lane; SR 20 and Frostad Road
North Whidbey	Improve garbage pickup
North Whidbey	Paved shoulders are the best improvement overall; remove rumble strips, reassess speed limits, which are too high for the number of people and driveways.
North Whidbey	Check out PNT map routing
North Whidbey	Wayfinding clear for overall routes, more informational; "Dan Henry arrows" - color coded dots or arrow to identify biking loops.
North Whidbey	"lights on for bike safety"
North Whidbey	Popular 20 mile bike loop: Skagit Cycle Center in Oak Harbor, north toward Joseph Whidbey SP, Swantown Road, Fort Nugent Road, Boon Road, SR 20, Zylstra Road, Arnold Road, Viewridge Drive (see map). Weekly ride, very popular, has been occurring for many years
North Whidbey	"Favorite cycling route in town" - Crescent Harbor Drive, Reservation Road, Polnell Road, Hunskor Road, Strawberry Point Road, Silver Lake Road, Old Wilson Place, Tayler Road, Fakkema Road
Oak Harbor	Some shoreline access permitted to NAS Whidbey Island PBY base along harbor, gates closed from dusk to dawn
Scenic Heights Road at Miller Road	Routing signage needed to alert bikes
Scenic Heights Road	There is a washout at the north end of Scenic Heights Road, but bikes are still allowed to pass
SE Pioneer Way	Pl'stne(?) ADA beach likely
Silver Lake Road	Silver Lake Road near Taylor Road: no shoulder, too fast, around 50 mph
SR 20 at Ault Field Road	Signage for bike route needed
SR 20 at Libbey Road	SR 20 at Libbey Road, Zylstra Road, Penn Cove Road: dangerous feeling segment, fast traffic around curves, narrow shoulder is scary, bottleneck where non-motorized crossings must occur
Surfcrest Drive	Check ownership status of platted lots
Shoreline N of Joseph Whidbey SP	Horse trail north of Joseph Whidbey SP, onto NAS Whidbey Island
Oak Harbor	Some shoreline access permitted to NAS Whidbey Island PBY base along harbor, gates closed from dusk to dawn

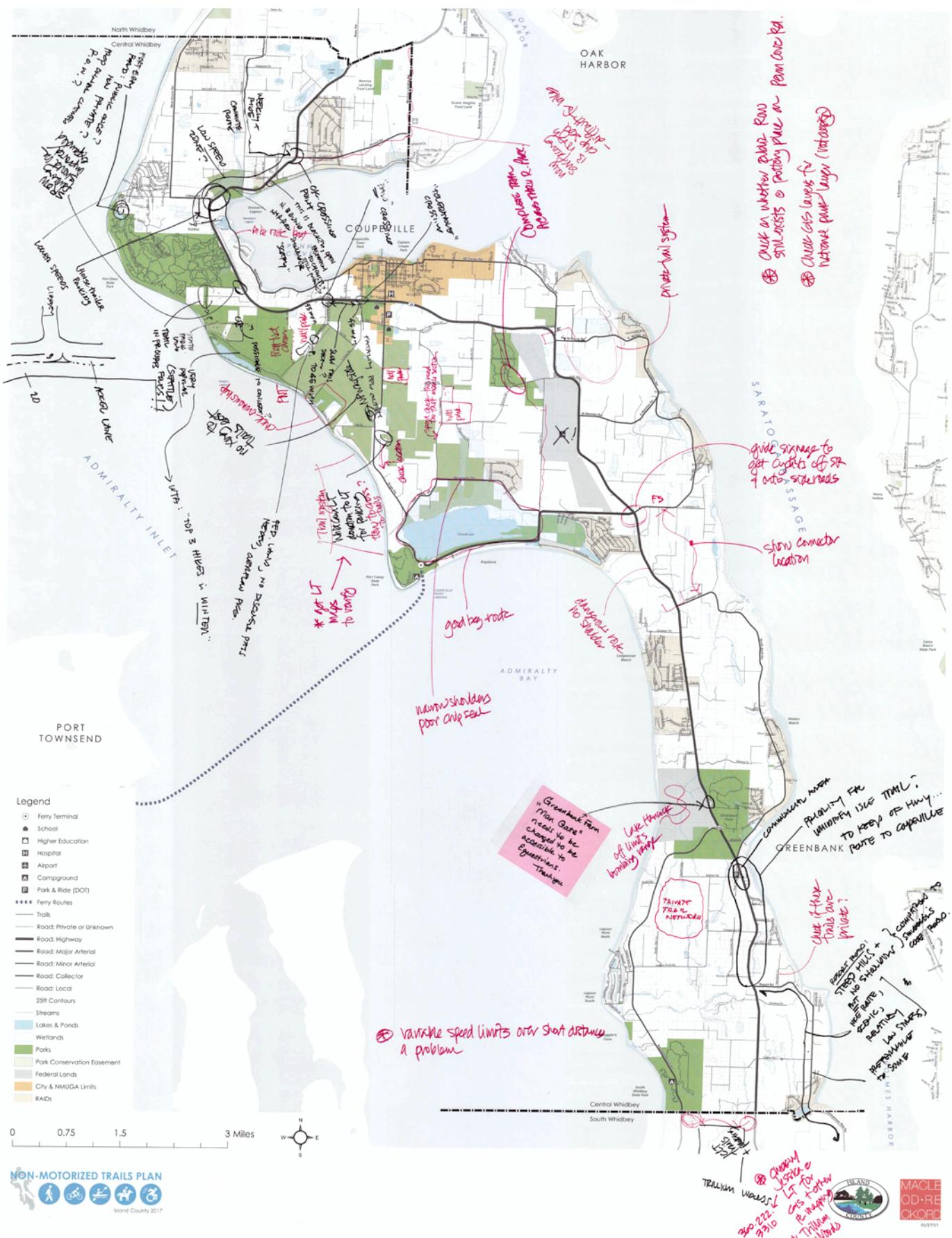


Figure 82. Central Whidbey Island Open House - Trails Map



Figure 83. Central Whidbey Island Open House - Shoreline Access Map

Central Whidbey Island Maps

Location	Comment
Trillium Woods	Check with Jessica (360-222-3310) at WCLT for GIS mapping for Trillium Woods
Central Whidbey	Variable speed limits over short distances are a problem
Commercial node south of Greenbank	Priority segment for Whidbey Isle trail?
Crockett Lake	Bicycle route loop around Crockett Lake is relatively flat, low traffic, good for beginners and families, but narrow shoulders and poor chipseal along Wanamaker.
Crockett Lake	WCLT owns land at Crockett Lake, plans for viewpoint for birdwatching
Day Road, Bakken Road, Smuggler's Cove Road	Private trail network between these roads
Ebey's Landing	Bluff trail is very popular; one of WTA's "top 3 hikes in winter",
Ebey's Landing	Various property ownership questions, check WCLT maps to verify, trust lands vs national park lands? Check GIS layers for NPS land ownership.
Fort Casey Road	Fast traffic speeds in middle section
Fort Ebey State Park/Ebey's Landing	PNT follows shoreline through Fort Ebey State Park and Ebey's Landing
Fort Ebey State Park	Public access to the north side of Fort Ebey SP possible from Pondilla Way and/or Fort Ebey Road? Property owner claimed public ROW?
Greenbank Farm	Signage needed at Smugglers Cove Road and SR 525 intersection
Greenbank Farm	"Man gate" needs to be changed to accommodate equestrians
Hastie Lake to Kettles	Equestrian route, dressage site at Arnold Road and Zylstra Road? See map.
Kettles and Ebey's Landing	Trail connection needed from south side of Kettles to the north side of Ebey's Landing (north of Perigo's Lagoon). Is there a trail in progress? High priority to complete trail loops, connect to shoreline and bluff trails.
Kettles	Horse trailer parking near the intersection of Libbey Road and SR 20
Kettles	SROW (?) parking at the SE corner of Kettles near SR 20 should be improved and expanded
Keystone Neighborhood	Good equestrian area between Wanamaker Road/SR20 and Keystone Ave
Lake Hancock	NAS Whidbey property, off limits, old bombing range
Madrona Way	Best bike route
Meerkerk Lane	Are the trails here private?
Monroe Landing Road	New surfacing is rough, chipseal is difficult for bikes
Morris Road	Pacific Rim Institute has a private trail system, open to the public

Location	Comment
Penn Cove Road	Penn Cove Road blocked at SR 20. Does public ROW still exist at pottery place? Open this up for northbound non-motorized access.
Resort Road	Alternate N-S bike route to Smuggler's Cove Road but steep hills and no shoulders, but nice, scenic and relatively low stress route, preferable to some
Rhododendron Park	Complete a trail across Rhododendron Park
South Whidbey State Park	Connect South Whidbey State Park to Greenbank Farms
South Whidbey State Park	Potential water trails site? Is put-in/pull-out possible with high bank and bluff?
SR 20 near Coupeville	"Bad" crossing at Sherman Road, "tolerable" crossing at Broadway Street; slow this section of SR 20 down? Recent ped fatality at Broadway?
SR 20/525	At SR 20/525 and Race Road and Wanamaker, signage to direct bicyclists to alternate route
SR 20	Dangerous section adjacent to airpark, no shoulders and fast traffic
Wonn Road	Archaeological issues have discouraged modification of a residential structure near Wonn Road

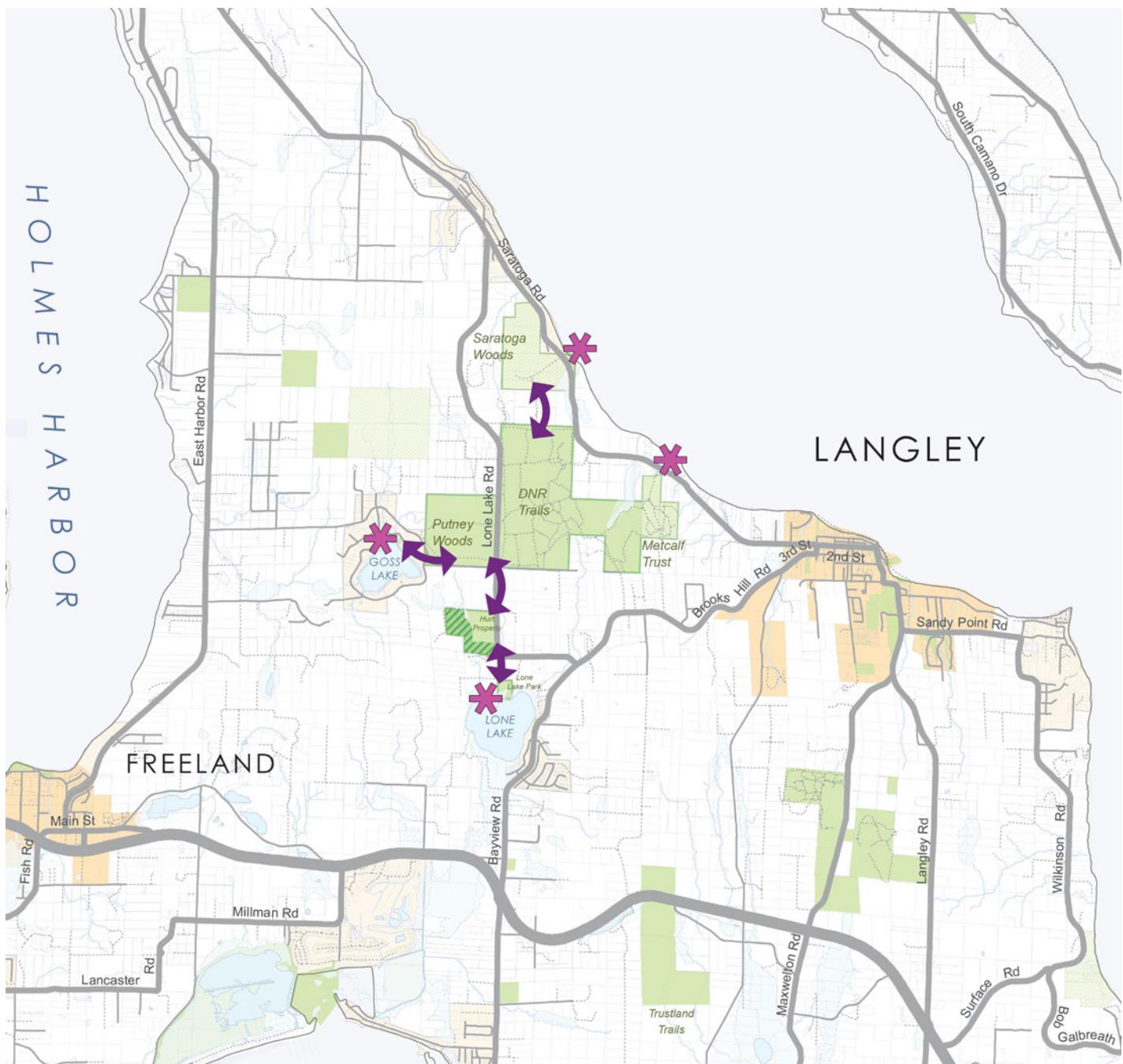


Figure 84. South Whidbey Island Open House - Trails Map

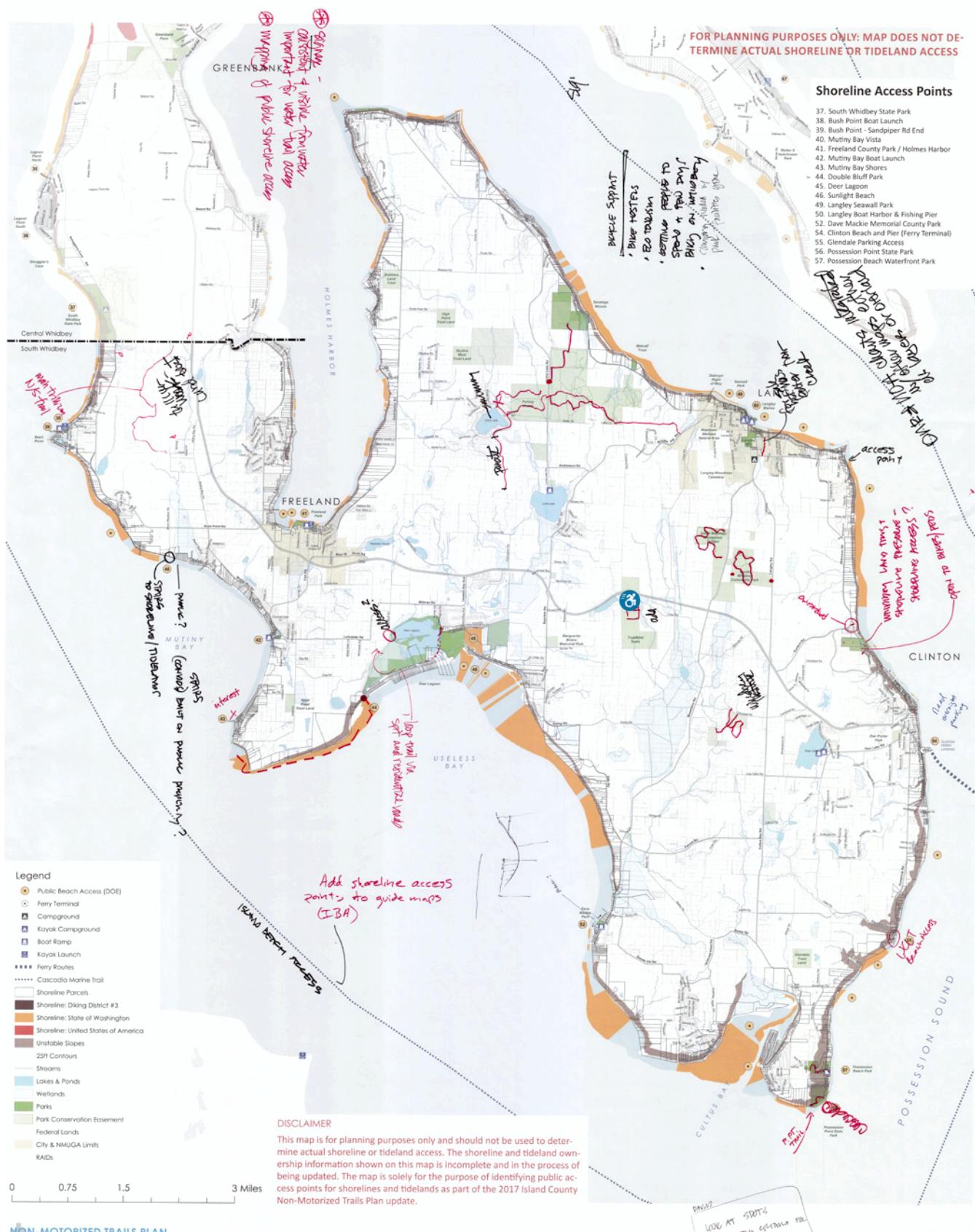


Figure 85. South Whidbey Island Open House - Shoreline Access Map

South Whidbey Island Maps

Location	Comment
SR 525 at Bayview Road	SR 525 from Bayview Road to Thompson Road has no parallel routes, shared-use trail would be great and is high priority. Check map for other trail connections in this area.
Bob Galbreath Road	WCLT shoreline preserve off Zimmerman Road, which has ped and bike access
Bush Point Road at SR 525	Signage needed for route to Bush Point Road
Bush Point	Existing (?) shoreline equestrian trail from Magellan Drive (just south of Bush Point) to Shore Meadow Road? Property appears private.
Campbell Road	Whidbey Institute has trail system
Clinton Beach Park	Water trails site
Clinton	Need overnight parking
Clinton	Whidbey Isle Trail should be a high priority. Good for tourism, races, marathons...
Dave Mackie County Park	Boat launch needs to be cleaned up. Overnight parking allowed, water trails site
Double Bluff County Park	Water Trails site at Double Bluff County Park
Double Bluff County Park	ADA Accessible trail at Deer Lagoon? Loop trail via spit and residential roads possible?
Double Bluff County Park	Access to Deer Lagoon at Double Bluff Road?
East Point	Water trails launch and land possible at East Point (End of East Point Drive)? Public on point.
Equestrian	Equestrian source: Diana Putney, pony club and 4H
Freeland	Need kayak storage and temporary parking for boats
Glendale Road	WCLT beach access exists at the end of Glendale Road
Goss Lake	Private trail network in Goss Lake vicinity, how to formalize?
Langley	More off-road trails connecting into town
Langley to Bayview	Informal trail system between South Whidbey Elementary School and Lone Lake, across airfield, called "5 Roads Hike", great connector route
Langley	Water trails site
Limpet Lane	Existing public access at Limpet Lane

Location	Comment
Metcalf Trust	WCLT should buy 70(?) acres next to Saratoga Road (see map) for trail connection
Possession Point	Trail to south end of Possession Point State Park, connection to upper trail? (see map)
Robinson Road	Water Trails overnight site at Robinson Road
Rocky Point	Fix stairs to beach and add sign for public beach access entrance, access to Baby Island
Sandy Point	Marissa Lane street end provides public access
Saratoga Woods and Putney Woods	Trail connections to public land adjacent to Skyline West Trust Land possible?
Saratoga Woods	Trail between Saratoga Woods and Metcalf Trust is too narrow for equestrian access from parking (south) to trails (north)
Saratoga Woods	No access to shoreline, scary crossing of Saratoga Road, possible to create access through guardrail?
Shore Meadow Road	Water access signage needed at the end of Shore Meadow Road, condo stairs built on public property?
South Whidbey	Add shoreline access points to Island Beach Access guide maps
South Whidbey	Integrate DNR maps and NOAA charts with other maps either as layers or overlaid
South Whidbey	Bicycle tourism support: Bike hostels, eco-tourism, how to get people to spend a few days biking on Whidbey, camping needed with park facilities gone (South Whidbey SP?)
South Whidbey	Signage from water to water trails should have consistent design, be visible from the water, mapping of public shoreline access
South Whidbey	Identify road ends for emergency access, even narrow ROWs
Sunlight Beach Road	2440 Sunlight Beach Road has public shoreline access, parking, needs signage? Benches?
Trillium Woods	Equestrian trails, backcountry horsemen (equestrian group?)
Trillium Woods	Connect Trillium Woods to South Whidbey State Park, two new parking areas in progress
Trillium Woods	Trillium Woods trailhead at Bounty Loop (off Mutiny Bay Road) needs bridge across ravine

Community Open House #2

Summary

The second round of open houses was held from June 12th to June 23rd, 2017. This round of open houses was used to summarize the input from the first round of open houses, review and comment on preliminary routes, shoreline access sites, sample projects and the draft project list.

PROPOSED ON-ROAD WALKING AND BIKING NETWORK

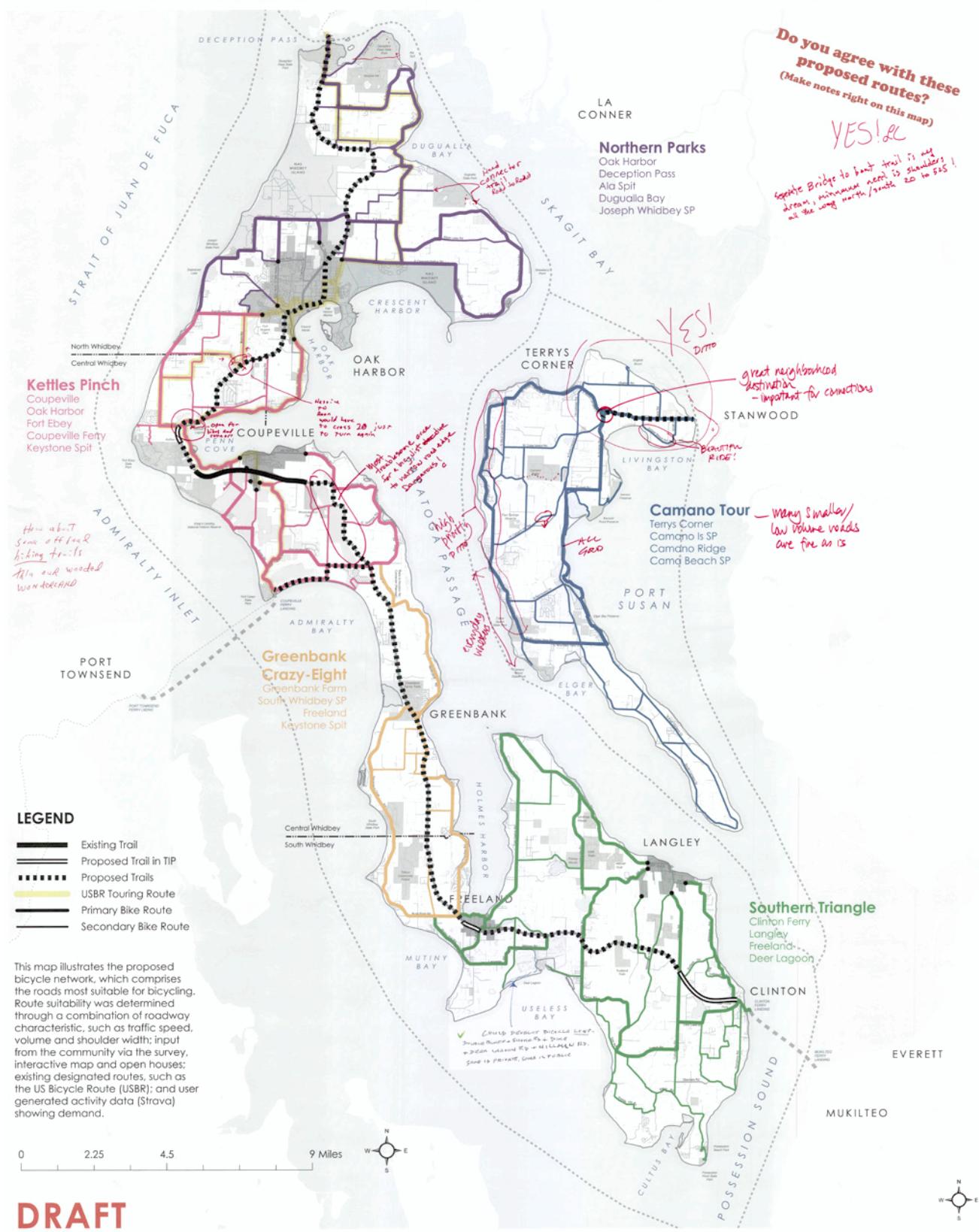


Figure 86. Open House #2, Proposed On-Road Walking and Biking Network

SHARED USE TRAILS - POTENTIAL PROJECT SEGMENTS

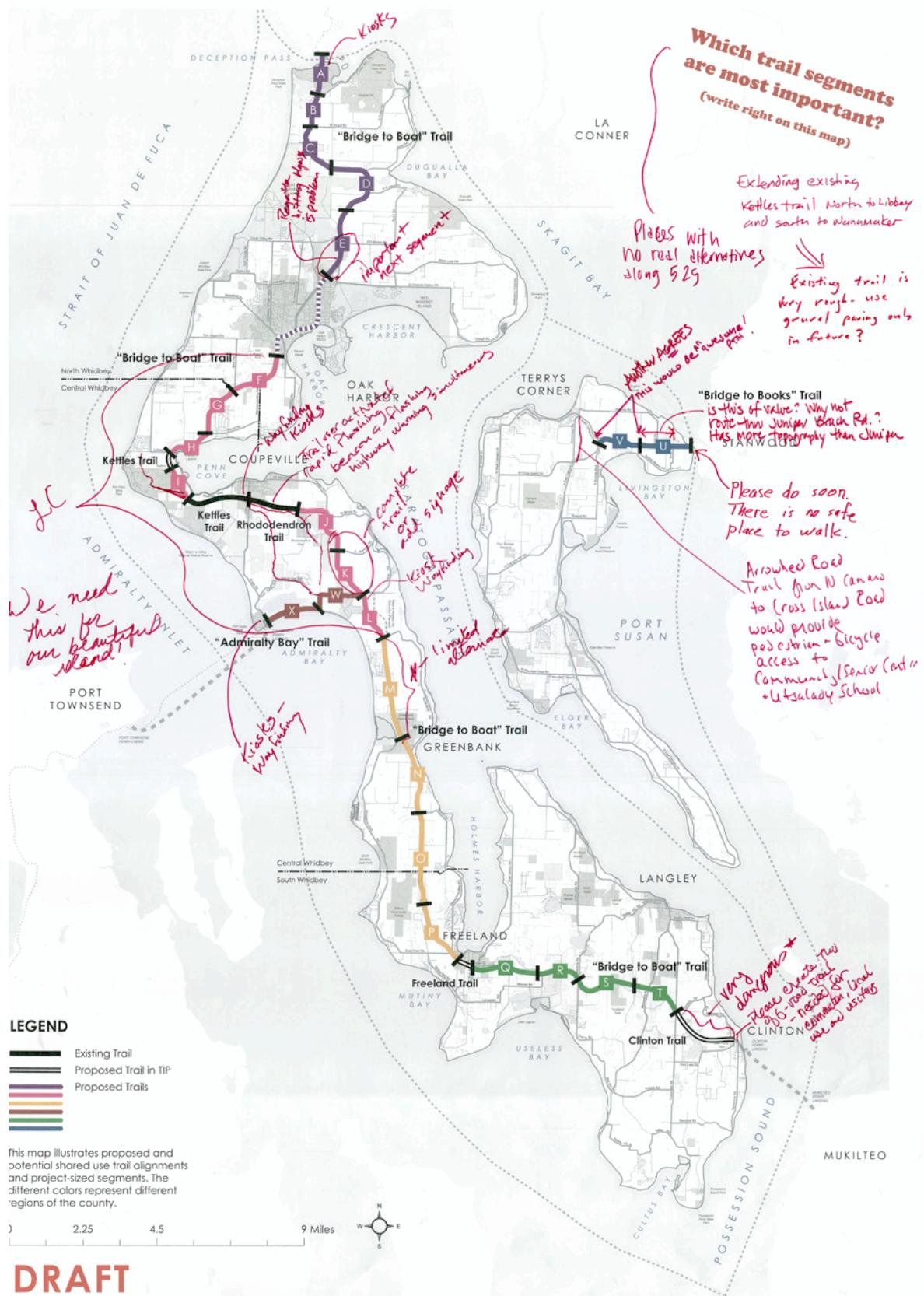


Figure 87. Open House #2, Shared Use Trails - Potential Project Segments

ON-ROAD NETWORK - BICYCLE LEVEL OF COMFORT



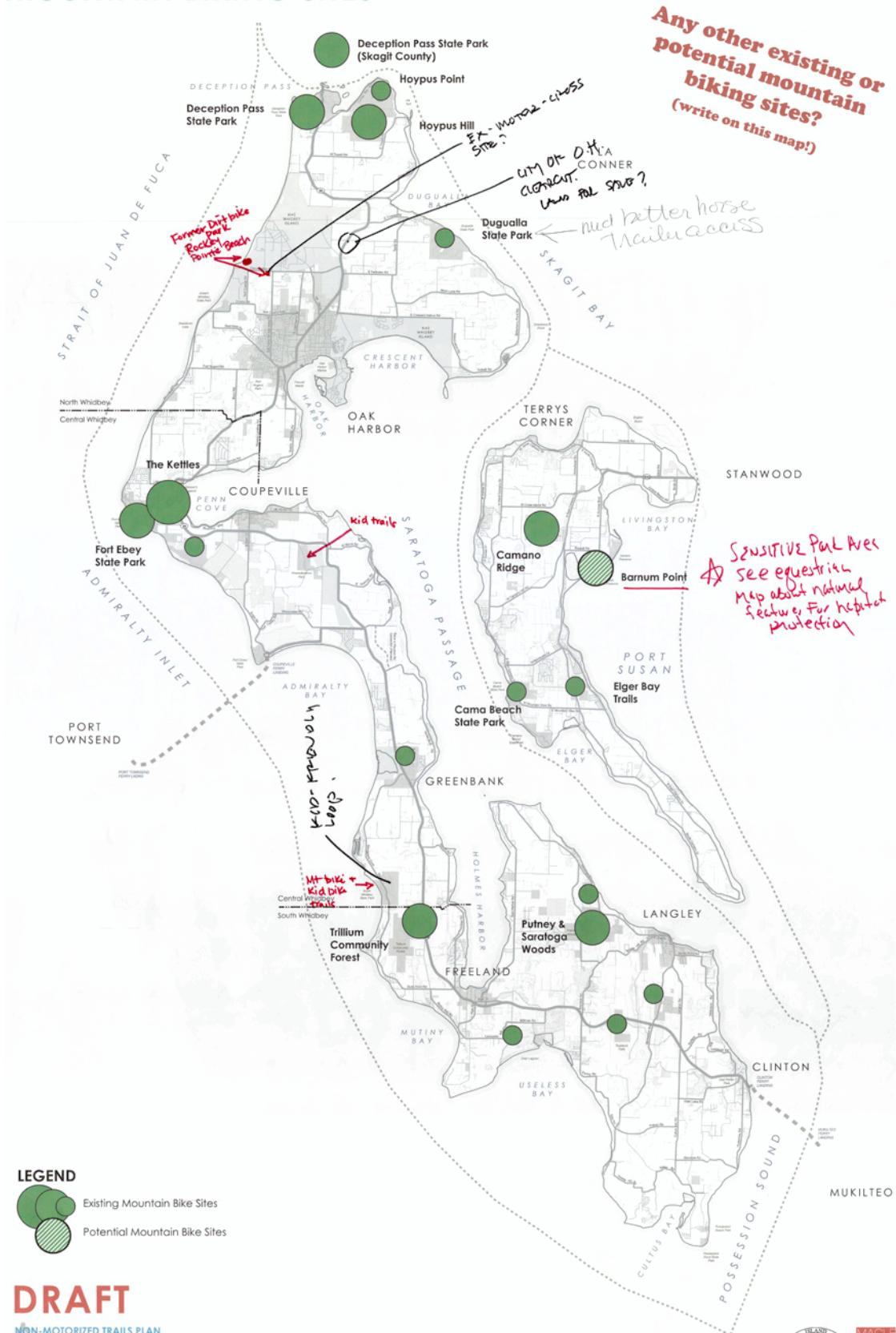
Figure 88. Open House #2, On-Road Network - Bicycle Level of Comfort

ON-ROAD NETWORK - SHOULDERS



Figure 89. Open House #2, On-Road Network - Shoulders

MOUNTAIN BIKING SITES



Island County 2017

OFF-ROAD TRAIL SITES

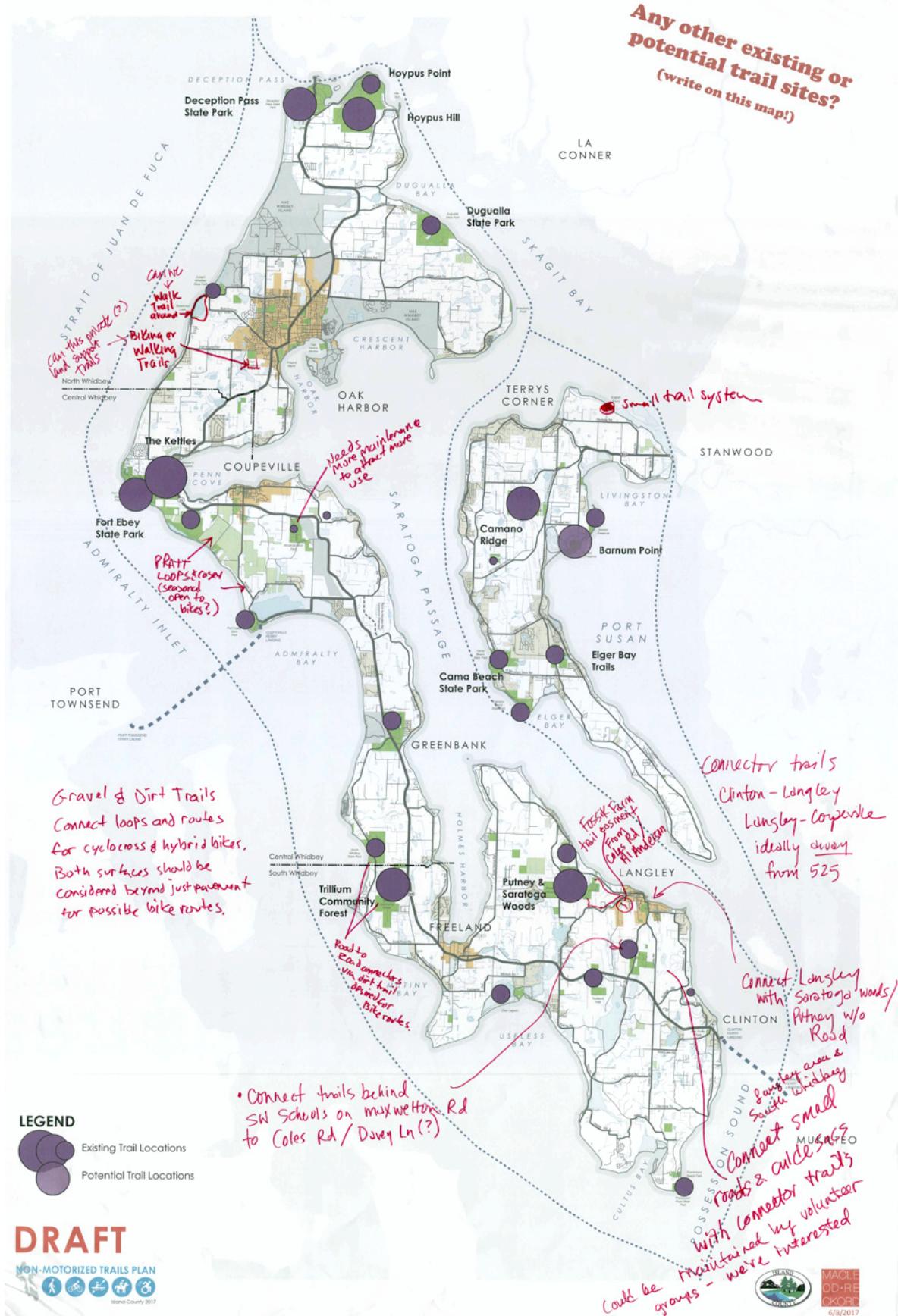


Figure 91. Open House #2, Off-Road Trail Sites

EQUESTRIAN SITES

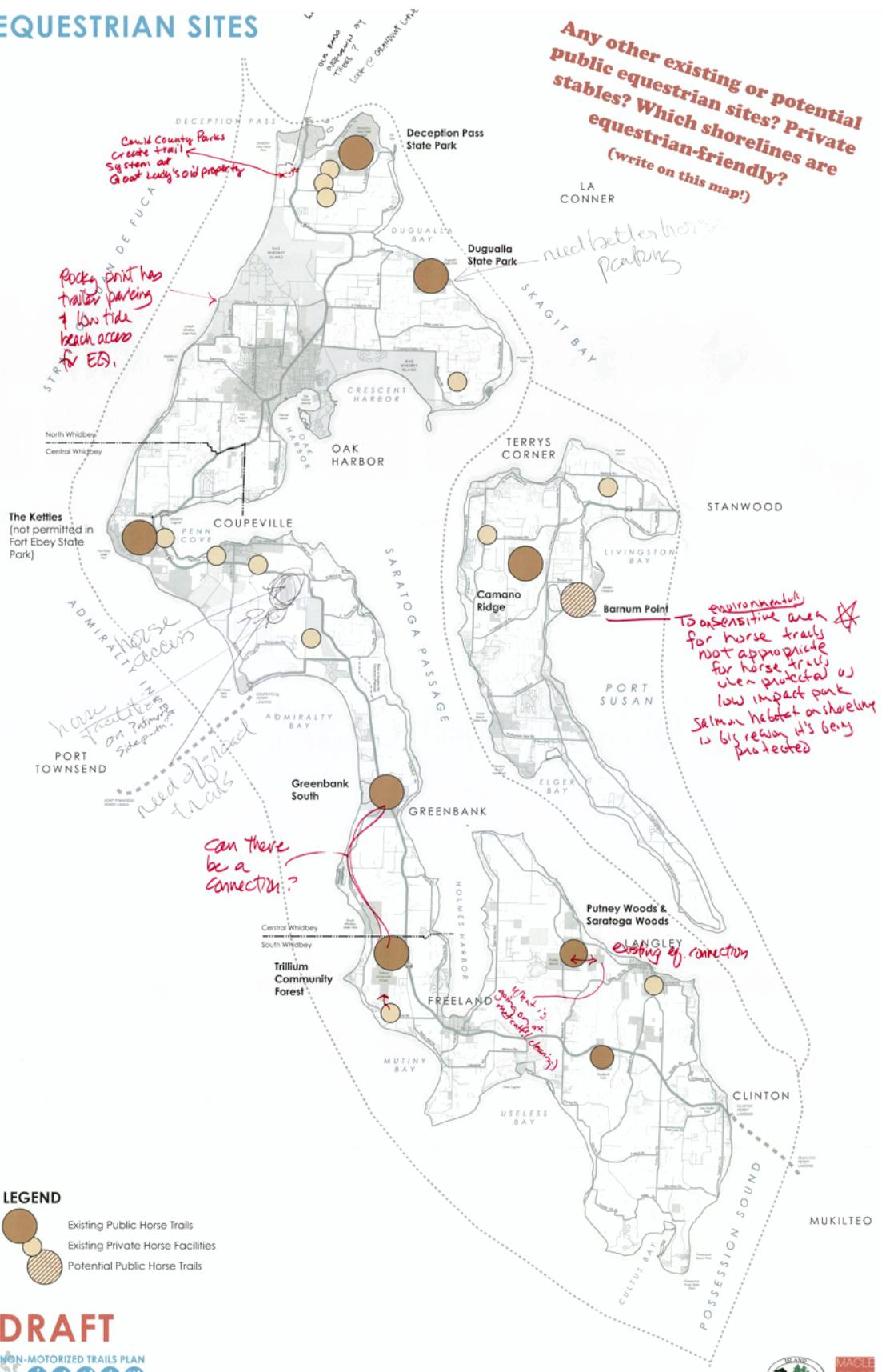


Figure 92. Open House #2, EquestrianSites

EXISTING PUBLIC SHORELINE ACCESS SITES AND AMENITIES

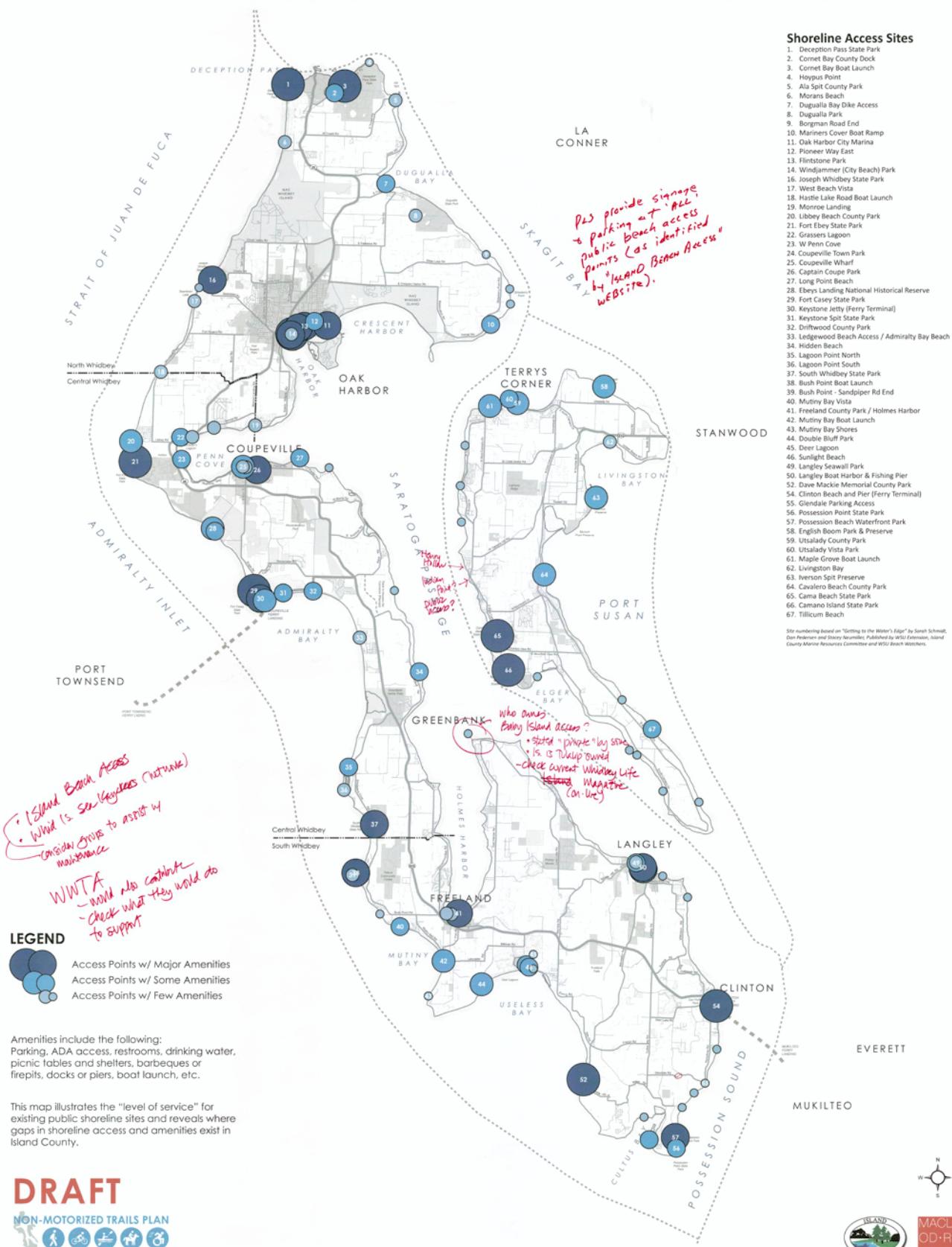


Figure 93. Open House #2, Existing Public Shoreline Access Sites and Amenities

POTENTIAL SHORELINE ACCESS SITES

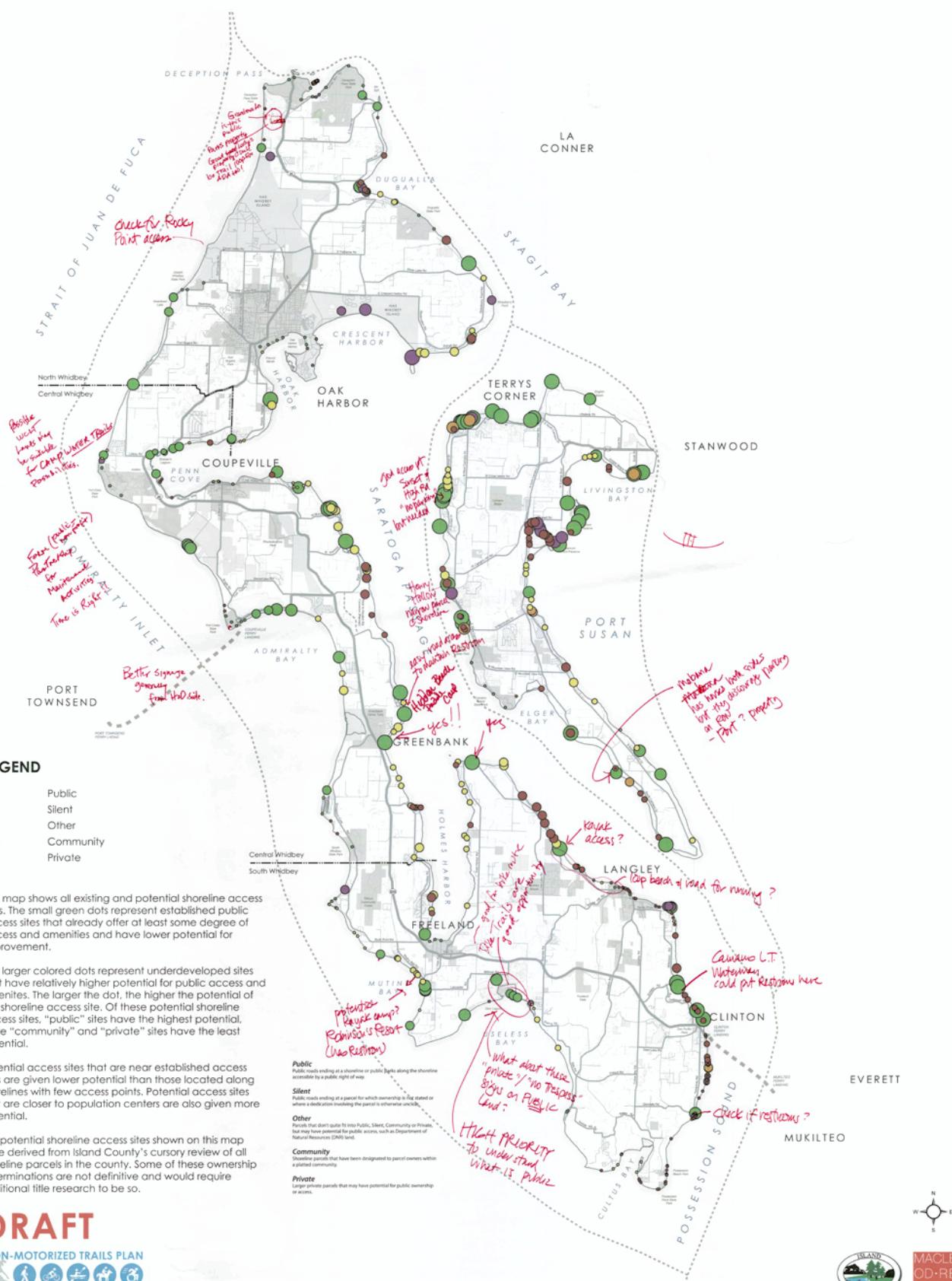


Figure 94. Open House #2. Potential Shoreline Access Sites

Highest Potential Shoreline Access Sites Comments

Camano Island

Tier	Rank	Site Name	Comment
No Access	15	Woodland Beach	Identify this as public land
No access	5	Henry Hollow	Narrow parcel at shoreline
No access	8	Saratoga Vista	Useful! Important to clarify
No access	2/3/4	Juniper Beach	“Feels” private but if public, make note, too small for parking
Access w/few amenities	1	High Road End	Good access point, but no parking. Parking needed
Access w/few amenities	4	Port of Mabana	Kayak camp
Access w/few amenities	3/2/5	Livingston Bay	Warm water at high tide, but limited parking. Trail needed to connect Juniper Beach Road to Livingston Bay beach access.
None	n/a	Tyee Beach Access	Zig-zag steps, blocked by property owners? Clarify access
None	n/a	West side of Camano	Nice stretch to kayak - identify public spots

North Whidbey Island

Tier	Rank	Site Name	Comment
Access w/few amenities	6	Moran's Beach County Park	Clear signage for fishing area
Access w/few amenities	6	Moran's Beach County Park	Narrow beach access
Access w/few amenities	7	Ala Spit County Park	Unreliable restroom facilities, better consistency
Access w/some amenities	9	Dike Road (Dugualla Bay)	Needs parking signs
None	n/a	Dugualla State Park	Beach only, no amenities

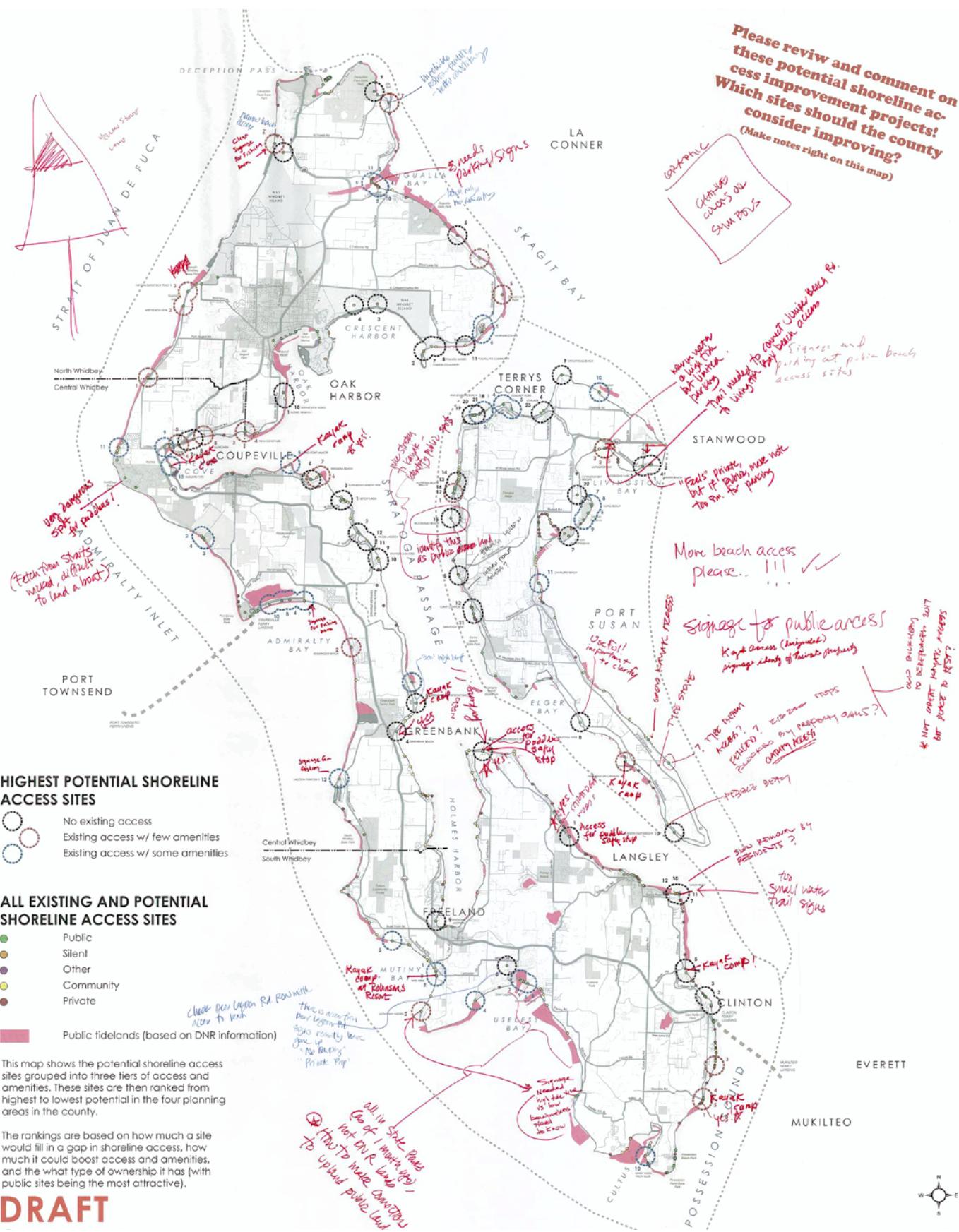


Figure 95. Open House #2, Highest Potential Shoreline Access Sites

Central Whidbey Island

Tier	Rank	Site Name	Comment
No access	5	Greenbank Waterfront Tracts	300-foot high bluff
No access	5	Greenbank Waterfront Tracts	Kayak camp. Easy road access to maintain restroom
No access	6	Greenbank Beach	Existing access
No access	6	Greenbank Beach	Yes
Access w/ some ameni- ties	13	Mueller's Park	Kayak camp
Access w/ some ameni- ties	13	Grasser's Lagoon	Kayak camp
Access w/ some ameni- ties	5	Long Point	Kayak camp, yes!
Access w/ some ameni- ties	6/7/8/10	Driftwood Park, Keystone Beach	Signage for fishing area
Access w/ some ameni- ties	12	Lagoon Point Division 1	Signage for fishing
None		Fort Ebey State Park	Very dangerous spot for paddlers! Fetch from straits wicked, difficult to land a boat.

South Whidbey Island

Tier	Rank	Site Name	Comment
No access	8	Deer Lagoon Road End	There is access from Deer Lagoon Road. Signs recently have gone up "no parking", "Private Prop(erty)". Check Deer Lagoon Road ROW width, access to beach.
No access	5/6	Waterman Shoreline Preserve (WCLT)	Kayak camp!
No access	7/11	Marissa Lane	Two small water trail signs. Sign removal by residents?
No access	1	Saratoga Woods Shoreline Parcel	Access for paddler safety stop. Yes!
No access	4	Baby Island Heights Div. 2	Parking. Access for paddler safety stop. Yes!
Access w/few amenities	2	Mutiny Bay Shores	Signage needed (for) high tide line vs low, beachwalkers need to know.
Access w/few amenities	1/4/5	Glendale	Kayak camp, Yes!
Access w/some amenities	3	West View	Kayak Camp at Robinson's Resort
Access w/some amenities	6/7/8/9	Useless Bay	(Tidelands) all in State Parks (as of 1 month ago), not DNR lands. How to make connections to upland public lands?
None	n/a	Useless Bay	(Tidelands) all in State Parks (as of 1 month ago), not DNR lands. How to make connections to upland public lands?
None	n/a	Dave Mackie County Park	Signage needed (for) high tide line vs low, beachwalkers need to know.

General Shoreline Access Comments from Maps

Comment
Pls provide singage and parking at 'ALL' public beach access points (as identified by the "Island Beach Access" website)
Who owns Baby Island Access? Stated "private" by state. Is it Tulalip owned? Check current Whidbey Life magazine.
Consider groups to assist with maintenance: Island Beach Access, Whidbey Island Sea Kayakers, WWTA would also contribute.

Comments from Preliminary Project List

County-Wide Projects

Project	Comment
Bicycle Map Update	Bike map should be easy to read and show topography. Would like to see maps between Island, Skagit and Whatcom Counties remain similar in appearance and descriptive features. Can it link to Google Maps (more current, with disclaimers).
Miscellaneous Bicycle Improvements	Shoulder all roads! Limit the use of coarse-grind chipseal. Clear shoulder debris consistent with road sweeping.
Off-Road Trail Network Maps	Include soft-surface trail options on Bicycle Map if possible.
Private Trails Toolkit	Need access to connect public areas to roads and other paths/ parks.

Camano Island Projects

Project	Comment
Elger Bay Preserve Trail Crossing Improvements	Yes!
Cama Beach SP Trail Crossing Improvements	Yes! Note two crossings (at Cama Beach SP)
West Camano Drive Shoulder and Sidepath	Yes!
Elger Bay Road to Cama Beach Trail Trailhead	Yes - This was the hope with the Dry Lake - Cama access
Stanwood to Terry's Corner Shared Use Trail	Signage to start. Wide shoulders exist.
North Camano Drive Shared Use Trail or Sidepath	Yes - Necessary for safety. Maybe to Arrowhead Road to start.
Barnum Point Preserve Hiking Trails	Low impact preserve for environmental sensitivity. Friends of Camano as a partner in this?
Barnum Point Preserve Mountain Biking Trails	Very bad news for an environmentally sensitive area
Barnum Point Preserve Equestrian Trails	Very bad news for an environmentally sensitive area

North Whidbey Island Projects

Project	Comment
Family Bicycle and Walking Loop	Great idea! Look at property off of Rocky Point Road and Clover Valley Road on NAS Whidbey property.
Scenic Heights Road Shoulders	Shoulders on all primary roads. Should be highest priority at minimum.
Ault Field Road Shared Use Trail	Mark/stripe existing wide shoulders
Dugualla State park - Sleeper Road Trailhead Horse Trailer Parking	Limited ROW may restrict this

Central Whidbey Island Projects

Project	Comment
Kettles Trail Access - North Gate	Better parking needed for walkers, runners, bikers. Not enough flat space.
Fort Casey Kayak Camp	Nobody paddles this area due to riptides. Very low potential use. More feasible would be east side of island (Penn Cove, etc.)
Power Road and Penn Cove Road Crossing at SR20	Provide public access pathway to Penn Cove Road northbound off of SR20 (at Penn Cove Pottery)
SR20 Shoulder Enhancement at Grasser Lagoon	Huge safety factor. Only way to connect roads.
Non-Motorized Crossing at Libbey Road and SR20 and Madrona Way	How much is this actually used? Too much impact to vehicle traffic.
Green Road Shoulders	Likely not needed due to low traffic volumes

South Whidbey Island Projects

Project	Comment
(new project)	Double Bluff Road Parking Improvements

Community Open House #3

Summary

The third round of open houses, held from October 24th to November 1st, 2017, was used to present the final project list to the community for review and comment. Attendees were also asked to vote on the projects they thought were the most important, however attendees represented less than 1% of Island County constituents. Therefore, the votes obtained primarily add a public interest value to the overall project selection process and priority array methodology.

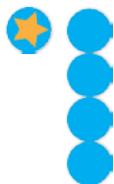
Trail Project Voting

As one measure of project interest, community members were asked to vote on their preferred projects. Attendees at Open House #3 received one “priority” sticker and four “standard” stickers, which were used to vote on their preferred projects. Attendees were instructed to use the “priority” stickers to vote on a favorite project.

VOTE ON YOUR PREFERRED PROJECTS!

Instructions

Use the stickers to tell us which projects from the Draft* Project List you prefer. You get one blue and gold "star" sticker and four "blue" stickers. Place the blue and gold "star" sticker on your favorite project and the blue stickers on four other projects that you like.



Place stickers in this column

One favorite!

Four others

DRAFT* Project List - County-Wide					
#	Project Name	Project Description	Cost	Comments?	Support?
1.	On-Road Bicycle Signage & Wayfinding System and Information Kiosks	Develop a consistent signage and wayfinding system identifying non-motorized routes and attractions, as well as shoreline access sites. Nomenclature and graphic design should be consistent with the Island County Bicycle Touring Map. Incorporate QR codes in this system to link toward coordination with proposed Recreation & Conservation Office mapping efforts.	\$\$	Can tie into the signage being developed for the bicycle touring routes in the TIP	
2.	Bicycle Map Update	Update the Island County Bicycle Touring Map routes based on the 2017 plan. Provide more detailed information on routes, such as qualitative descriptions and level of comfort, so that visitors can make more informed decisions on routes. Name and brand specific routes and regions of the Island based on characteristics unique to each region. Include mountain biking sites, descriptions and respective regulations.	\$	Current project likely to update bicycle map to electronic form. Ongoing improvements to the mapping.	
3.	Non-Motorized Data Collection Program	Establish a system for collecting and analyzing non-motorized data in the county to justify and prioritize future non-motorized investment.	\$	Can comprise 3rd party data (Strava) along with strategic county locations maintained by the county.	
4.	WSDOT Coordination Projects	Coordinate with WSDOT on all highway projects that recommend new shoulders, turn pockets or crossing opportunities. This may involve county planning grants, however, such as proposed crosswalks in Clinton.	\$	Does not include Bridge to Boat or Kettles Trailhead Parking, which would be County improvements	
5.	Miscellaneous Non-Motorized Roadway Improvements	Miscellaneous non-motorized improvements including, but not limited to access to transit stops, route parking, overlooks, shoulder widening, trails, wayfinding and crossing safety devices.	\$\$	Consider alternative safety improvements	
6.	Trail Signage and Wayfinding System Update, Consistent Across Trail Systems	Develop a trail signage and wayfinding system identifying trails and attractions, as well as shoreline access sites. Incorporate QR codes in this system.	\$	Could relate to bicycle and shoreline signage and wayfinding system. Although in process this could be an ongoing update project	
7.	Off-Road Trail Network Maps	Develop a consistent set of maps, with trail descriptions, and a signing plan for the soft surface trails. Update as additional trails are completed. Maps could be an on-line resource, but could also be published as a guide similar to the “Getting to the Water’s Edge” guide for shoreline access.	\$	Includes a county-wide network overview map and maps for individual sites. Integrate Avenza mapping application.	

Walking, Hiking, Running
 Bicycling
 Full or Partial ADA Accessibility
 Fountain

Sample Projects

* The potential projects listed in these tables are preliminary and conceptual only. The projects have not been evaluated for feasibility, ranked, or vetted.



* The potential projects listed in the tables are preliminary and conceptual only. The projects have not been evaluated for feasibility, ranked, or vetted.

The number of votes a project gets is one of many factors that will be taken into account in Island County's project selection process.

County-Wide Project Votes

#	Project Name	Votes	Priority Votes
8.	Off-Road Trail Network Maps 	14	1
9.	Private Trails Toolkit 	9	2
13.	Water Trails Maps 	9	1
2.	On-Road Bicycle Signage & Wayfinding System and Information Kiosks 	6	2
	Bridge to Boat Trail (added at Open House #3)		4
12.	Shoreline Signage and Wayfinding 	4	1
7.	Trail Signage and Wayfinding System Update, Consistent Across Trail Systems 	5	
6.	Miscellaneous Non-Motorized Roadway Improvements 	4	
15.	Miscellaneous Shoreline Access Improvements for Non-Motorized Watercraft 	3	3
14.	Miscellaneous Land-Side Shoreline Access & Use Improvements 	3	
3.	Bicycle Map Update 	3	
11.	Shared Use Path Equestrian Accommodation 	1	
5.	WSDOT Coordination Projects 	1	
10.	Miscellaneous Soft-Surface Trail Improvements 	1	
4.	Non-Motorized Data Collection Program 		
1.	Complete Streets Ordinance 	*	

* Project added after Open House #3

 Walking, Hiking, Running

 Full or Partial ADA Accessibility

 Equestrian

 Paved or compacted gravel surface for biking

 Unpaved trail for mountain or cyclo-cross biking

 Kayak, Stand-up Paddleboard, Canoe

 Demonstration Projects

Camano Island Project Votes

#	Project Name	Votes	Priority Votes
20	Barnum Point Preserve Trail System 	22	6
17	Elger Bay Area to State Parks Trail Loops & Connectors 	20	4
19.	Road Shoulders or Sidepaths 	10	5
18.	Bridge to Books Trail 	8	1
16.	Iverson Road Advisory Shoulders 	5	

 Walking, Hiking, Running

 Full or Partial ADA Accessibility

 Equestrian

 Paved or compacted gravel surface for biking

 Unpaved trail for mountain or cyclo-cross biking

 Kayak, Stand-up Paddleboard, Canoe

 Demonstration Projects

North Whidbey Island Project Votes

#	Project Name	Votes	Priority Votes
23	Bos Lake Loop Trail 	10	2
28	Northgate Community Connector 	3	3
30	Navy Jet Trail 	3	2
26.	Scenic Heights Road Shoulders 	4	
29	Hoffman to City of Oak Harbor Connector 	4	
21.	Sleeper Road Trailhead Improvements 	3	
22.	Inter-Park Connection and Pacific Northwest Trail Link 	1	
24.	Jones Road Shoulders 	1	
25.	Scenic Heights Road Advisory Shoulder 	1	
27.	Balda Road Property Parking 		

 Walking, Hiking, Running

 Full or Partial ADA Accessibility

 Equestrian

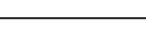
 Paved or compacted gravel surface for biking

 Unpaved trail for mountain or cyclo-cross biking

 Kayak, Stand-up Paddleboard, Canoe

 Demonstration Projects

Central Whidbey Island Project Votes

#	Project Name	Votes	Priority Votes
32	Crockett Lake Loop 	21	12
33	Kettles Connector Trail 	11	3
31.	Navy Outlying Field Bypass Loop 	5	
34.	Kettles Parking 	4	
35.	Greenbank - Smugglers Cove Road Parking and Trail 	3	

 Walking, Hiking, Running

 Full or Partial ADA Accessibility

 Equestrian

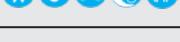
 Paved or compacted gravel surface for biking

 Unpaved trail for mountain or cyclo-cross biking

 Kayak, Stand-up Paddleboard, Canoe

 Demonstration Projects

South Whidbey Island Project Votes

#	Project Name	Votes	Priority Votes
40	Deer Lagoon Trails 	14	7
37.	South Whidbey Road Shoulder Widening 	7	3
39.	Freeland Community Trails 	9	
36.	Clinton Non-Motorized Improvements Plan Implementation 	4	
41.	Whidbey Airpark Access Road and Parking 	4	
42	Hammons Preserve Trail 	4	
38.	Maxwelton to Craw Shared Use Path 	1	
43	<i>Lakes to Sound Trail Connectors</i> 	*	

* Project added after Open House #3

 Walking, Hiking, Running

 Full or Partial ADA Accessibility

 Equestrian

 Paved or compacted gravel surface for biking

 Unpaved trail for mountain or cyclo-cross biking

 Kayak, Stand-up Paddleboard, Canoe

 Demonstration Projects

Washington State DOT Project Votes

#	Project Name	Votes	Priority Votes
48.	Coupeville Ferry Shared Use Path 	7	2
44.	Non-Motorized Crossing at Libbey Road, SR 20 and Madrona Way 	2	3
50.	Kettles Trail Crossing Improvements 	5	
45.	SR 20 Shoulder Improvements East of Coupeville 	5	
46.	Northbound Penn Cove Road Access and Investigation of Southbound Non-Motorized Routing 	4	1
52.	Highway Crossing Safety Improvements at Greenbank 	1	
47.	SR 20 Shoulder enhancement at Grasser Lagoon 		
49.	Rhododendron Trail Crossing Improvements 		
51.	<i>Highway Crossing Safety Improvements at Sherman Road</i> 	*	
53.	<i>Highway Crossing Safety Improvements in Freeland</i> 	*	

* Projects added after Open House #3

 Walking, Hiking, Running

 Full or Partial ADA Accessibility

 Equestrian

 Paved or compacted gravel surface for biking

 Unpaved trail for mountain or cyclo-cross biking

 Kayak, Stand-up Paddleboard, Canoe

 Demonstration Projects

Written Comments

County-Wide

The primary goal of the Cascadia Marine Trail is to secure camping areas every 5 to 8 miles for the safety of non-motorized boaters traveling on Puget Sound waters. The length of Puget Sound shoreline, according to various sources, is between 1,800 and 2,300 miles. The trail will be considered complete at a point in time when there are between 225 and 460 campsites.

<https://wwta.org/water-trails/cascadia-marine-trail/goals/>

http://www.seattle.gov/transportation/stuse_stends.htm

I'll see if I can find the ranking criteria used for Seattle Street Ends - I think it's being reviewed/updated now.

Thanks for the Google Earth/Ecology Shoreline Photo movie. It rocks. May be asking just how you did this so we can copy and make one for Cascadia Marine Trail.

Island County transportation planners,

I just wanted to write to thank and congratulate the County Public Works Dept for its efforts and emphasis on planning and eventually developing some local transportation options that are non-auto related. I find it truly wonderful that such activity is taking place.

After years of watching the traditional homage paid to what I refer to as King Auto, it's sure nice to see some infrastructure that promotes people getting around without such reliance on that good old internal combustion engine. This technology has of steadily delivered a nightmare of traffic problems in the Puget Sound area, swallowed up immense proportions of real estate for roads and parking and of course contributed 40% to our current level of 402 PPM of CO2 in the atmosphere.

My only comment as to the design of your developing biking improvements would be to

emphasize spending precious resources on creating as many miles of signed and painted bike lanes on the routes you show on your proposed walking and biking network. Although an off road biking network stretching from the bridge to the ferry is a wonderful concept - I'd prefer to see the realization of on-road improvements with respect to signing and painted lanes over the next 5 years as opposed to those very short and expensive improvements as we see in the Freeland 525 corridor.

I know you're conscious of funding opportunities which seem to emphasize the capital intensive projects, but that's an unfortunate scenario in my view. I'm currently travelling in Northern Europe where I see the bicycle is being promoted as a practical replacement of the automobile for people getting around and not merely a recreational opportunity for folks wanting a short little car-less and pristine stretch of pavement. It's probably worth noting that 20 years from now the carbon emitting internal combustion engine will not be a very popular option for anyone getting around.

Thanks again for your fine efforts in steering us in a good direction.

I am looking to move to the Langley/Coupeville area.

Are there non-motorized lakes, water areas or beaches in the vicinity of Langley or Coupeville?

Thank-you very much.

As electric mobility scooters are increasingly being used, Can appropriate sections be allocated for their use? Thanks

Island County Commissioners

Island County has the dangers for vehicles, bicycles, mopeds, and pedestrians sharing the same road on the island.

It is not if, but when a fatality will take place due to the various multi uses of the unsafe roads.

For safety and tourism attraction, there is a great urgent need to invest for a designated bicycle/pedestrian trail along the North/South of Whidbey.

Such an idea would increase tourism by promoting bicycle races along on Whidbey Island in the summer months.

The Yakima Green Way Foundation (www.yakimagreenway.org) in time created a 10 mile bicycle trail through private donors.

If the Yakima Green Way Foundation can create a 10 mile bike trail, then so Whidbey Island.

Many citizens within Whidbey Island would accept an island Bicycle trail because:

- 1) Reduce Vehicle traffic
- 2) Environmental friendly
- 3) A bicycle trail is a green job tourist attraction.

Funding:

Island County should really create a foundation similar to the Yakima Green Way Foundation that is dedicated to bicycle and hiking trails for Whidbey Island.

For example, a Whidbey Island Foundation would seek a combination of taxes, private donations, and volunteer to accomplish bicycle and pedestrian trail projects.

Finally, to ask for Federal, State, and Private Donor funds for support of a Whidbey Island Green Way Bicycle trail.

* In addition, it would be great to encourage a Botanical Garden on Whidbey Island.

Similar to the Bellevue WA Botanical Garden.

Thank You for reading my suggestion.

Great meeting today.

There were two comments that caught my attention. The first is that 50% of available funds are to be spent on “public beach access.” Is this the case? If so, perhaps more of our time should be focused on beach access than on the other various trail topics.

The other comment had to do with the cost of a “shared use” trail being \$2m to \$3m per mile. I don’t doubt this, but I also feel we can get most of the public benefit for a fraction of this cost if we prioritize.

Here are some observations that jumped out at me:

Page 1 Community Involvement Summary

75% of survey respondents walk (far more than any other activity.)

Page 2 Community Involvement Summary

Most walking trips are for recreation. » Most walking trips are between 1 and 5 miles. » Most residents have to walk on the side of the road. » Vehicle speeds and volumes are cited as the biggest concerns of people walking. » People who walk would like wider road shoulders, sidepaths or shared use trails, and intersection safety improvements. » People with mobility challenges would like improved ease of access (including trails and facilities built to ADA standards).

Here is my take on all this:

First, my wife and I are road bikers, mountain bikers, kayakers and walkers. We do not own horses. Our largest investment is in our road bikes, second in kayaks, and third largest investment in mountain bikes. When we “road” bike, we tend to stay on the far-left (traffic) side of “bike lanes” (or ride in the roadway

when possible) to avoid gravel and debris. As mentioned during the meeting, regular street sweeping is needed to make the available lanes more useful to us. It makes no sense to enlarge bike lanes unless regular maintenance is provided. Over the years, we have migrated toward the mountain bikes for short, 5-mile trips to stores, beaches, etc. This gives us a better workout and makes the gravel much less of an issue.

Second, we live in a close, multigenerational community with about 150 people. Most income groups are represented. We know our neighbors very well and have been discussing the trail plan with them. Most already walk regularly. Few would ever get into biking and kayaking even if accommodations were made. The biggest obstacles for those who walk are vehicle speeds and limited space along shoulders. A simple, inexpensive packed-earth or gravel path separated from busy roads by five or ten feet would make most walkers much happier (and healthier/safer).

My recommendation:

Focus on inexpensive trails that get walkers and 'grocery-store mountain bikers' off heavily-traveled roads. Prioritize trails near high-speed roadways where suitable alternatives do not exist. If there is a lightly-traveled county road that closely parallels a high-speed roadway, the public need for a trail is much less.

Many of the busy roadways are "cut and fill" and often have very narrow shoulders followed by ditches or steep grade changes to reach the natural, rolling terrain. It is obviously very expensive to build a wide, shared-use trail that is suitable for walkers and (high-speed) road bikers. If a side path is provided for walkers and occasional low-speed mountain bikers, it does not need to be paved and can be pleasantly located off the road (if easement allows) and follow natural terrain for a fraction of the cost.

It may also be practical to incorporate a horse path adjacent to a side path in certain cases.

As for us road bikers, we want hundreds of miles of smooth, lightly-traveled country roads and an occasional wide, well-maintained highway shoulder to be happy. They already exist nearby and we love them...

Camano Island

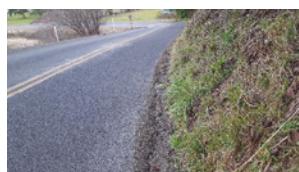
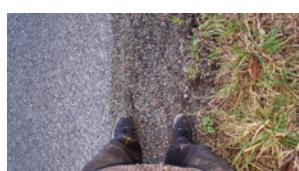
Objective:

To allow all citizens to easily access the beach front of Iverson Beach on Camano Island without a motor vehicle.

Great meeting you tonight at the Camano Island Library. Thanks for working with me concerning the walking trial at the intersection of Iverson Beach Rd. and Moe Rd.

To refresh you memory I'm proposing we move the 3 ecology blocks in a way that allows all community members to easily access to the beachfront. Currently the 24" opening is not sufficient for a disabled person (avg. wheel chair calls for a 32" entrance) or double stroller to pass. Attached are the picture you asked for to help solve this problem.

As you can see from this video link, the trail is a beach access point that I count on for a VRBO rental that oversee.



Please let me know the progress. and thanks again for your help and support to make an active lifestyle convenient for everyone! :)

Very interested in Horse Trailer Parking at SW Camano Ridge Trailhead

Serene View vicinity below the Camano Chapel: Dog Park Yes, Beach Access No

No suitable places to ride a bike on Camano Island.

Island County should consider a bike trail between the senior center and Terry's Corner in order to connect two community centers. You also mentioned that such a bike trail would provide a non-motorized connection between Camano Center and the library.

Complete the connector trail joining Cama Beach State Park, Camano Island State Park, Elger Bay Preserve, and the Dry Lake Trail Head to Cama Beach State Park.

- Total = 5.2 mi round trip.
- Ivy Road Trail Head hiking trail to Cama Beach = 2.0mi.
- Cama Beach to CISP. = 1.1 mi.
- CISP. To Elger Bay west entrance. = 1.9 mi.
- Elger Bay west entrance to Ivy Rd. trail head = 1.2 mi.

Terry's Corner (transportation terminal & Market Place) down Sunrise to Barnum Point Co. Park and Iverson Spit Preserve, via Russel Rd and Sapphire Rd to Can Ku and Camano Ridge Trails, Camano Ridge Rd. to Cross Island to the Camano Center then West Camano to Terry's Corner:

- Total round trip = 10.2 miles round trip.
- Terry's Corner to Barnum Pt. = 2.8 mi.
- Barnum Pt. to Iverson Spit = 1.2 mi.
- Iverson to Can Ku/Camano Ridge trail = 3.5 mi.
- Can Ku trail to Camano Plaza = 0.9 mi.
- Camano Plaza to Terry's Corner = 1.7 mi.
- Terry's to Stanwood = 3.7 mi.

A Bike Loop Trail that consists of more than just signs that connects existing trail systems: Why Just a bike trail. Why not multiple use??

- Total= 8.7 mi.
- Cama Beach to Four Springs Preserve = 3.8 mi.
- Four Springs to Camano Ridge Preserve = 2.2 mi.
- Camano Ridge Preserve to East Camano = 1.8 mi.

Pie in the sky – Ferry with shoreline to Coupeville with parking and Shuttle at Terry's Corner

See typewritten list titled 2017-01-31 from attendee:

- Park and Ride/Transit is notable and important hub – identify it as an important destination.
- E North Camano Drive – speed limit so variable over its length, needs more consistency (lower speeds), and wider/consistent width shoulders.
- SR 532 needs a walkable shoulder; keep shoulders clean – many complaints about flat tires.
- SR 532 PUD power line on south side should provide an opportunity for trail...? Need to coordinate with utility.

Important loops identified for (needed) improved shoulders:

- E North Camano Drive/Arrowhead Rd/ N East Camano Drive/Sapphire Drive/Russell Road/Sunrise Blvd

Bike racks needed, especially at trailheads and places where shoreline trails start

Notable loops for improvement include:

Very eager to see a safe walking trail along SR 532 from Juniper Beach and Livingston Bay to Terry's Corner (and also east). Thank you!

I'd love to be able to attend the June 23rd open house on Camano to discuss the non-motorized trails plan, but unfortunately I will be out of town. I strongly feel that we are lacking safe ways to walk, run, or ride bicycles on Camano Island and am in favor of projects large and small to give us safer ways to enjoy these activities. Ideally, I would like a pedestrian/bicycle path that runs the length of the island. Is that too much to hope for, ever? Then how about wider shoulders on key routes, like East Camano Drive? An extra wide shoulder on one side of the road that can be used by bikes and pedestrians traveling in both directions? I'd love to walk or ride my bike more on the island, but no matter where I go my route will inevitably require me to ride or walk in 50 mph traffic on curvy roads with no shoulders -- it just isn't safe!

Thanks.

North Whidbey Island

My wife and I attended the Open House on the Non Motorized Trails Plan last night in Oak Harbor.

I was glad to hear that there is a long term plan to provide a walk/bike trail from one end of the island to the other. I did not know that this existed. As a North Whidbey Island resident for the past 15 years, I have seen the addition of the short segment of trail along highway 20 near Coupeville but I have not seen any other segments. Last night I saw that there is a planned short segment for an area down near Freeland and maybe a short segment near Clinton.

My opinion on the work that has been done so far is that these little segments are virtually useless. They are so short that they will certainly not serve but a few people that live near by and certainly would not be attractive to any county resident to travel to them to ride and/or bike on them.

If you want to make a difference you should only build segments that extend an existing segment to make it more worthwhile. The idea that you put in a little here and a little there is virtually useless. If you really want to make a difference then add to the existing segments.

A trail from Deception Pass to Oak Harbor would draw a tremendous amount of use from county residents and tourists. North Whidbey is where the people are and that is where the most dollars should be spent.

It appears to me that at the rate that the county is going on this trail project, none of us will be around to see it completed much less get any significant use out of it. There needs to be much more emphasis and money put into it to make it worthwhile. I would love to see it happen because I think the ability to ride/walk from one end of the island to the other would be a great benefit to the county. But we need to either do it within a reasonable amount of time or forget it.

Thank you for the information. Looking forward to seeing an island length trail!

Central Whidbey Island

Safe off-road trail like along Rt. 20 in Coupeville should be the goal for the island.

Bike trail along SR 20/525, Coupeville to ferry dock (preferably not right along the highway but away from the main road)

Shoulder on Madrona Road

Bike trail or larger shoulder from Madrona Road to Pen Cove Road (to San Juan building or even up to Holbrook)

No need for more trails in Fort Ebey's: maybe more woods!

I live on the Centennial Trail in Snohomish and am one of the original "Housewives from Hell" that established the first section back 28 or so years ago.

I am glad you are thinking about transportation trails on Whidbey Island. Not sure if I can come to a meeting on the island as I am taking some time consuming classes.

In my opinion, **the trails should be separate** from the roads on Whidbey. There have been a couple of drives I have taken on Whidbey with road side spaces for walkers and bikers and I can not believe how dangerous it seems. Even I with a perfect driving record have scared myself sometimes at how high the speed of my car is next to these people that are so close. Some people are not that visible to drivers (wear dark clothes) and could easily be accidentally hit. Who wants to walk or bike on a road with cars driving 45-50 mph about 3 feet away? How is that a nice leisurely fun ride?

What can I do to encourage separate -from -the -road bike trails on whidbey?

Thanks for updating the trail plan! I have some input as a motorist with a few concerns about bicycle and pedestrian safety.

1) I drive regularly around Coupeville and Penn Cove, and down island several times per week. I would love to see a bike/pedestrian lane on Madrona Way, and the speed limit lowered. It is such a scenic road with spectacular views all along its length, and not a lot of room to share usage. Many folks enjoy traveling that road without cars. Traffic doing 40mph does not have much reaction time when encountering bikes and walkers, and they have no place to get out of the way. The road is narrow, winding and bordered by drainage ditches or slopes and cliff sides.

2) Please include a pathway along Highway 20 from Patmore south to Race Road. 50 to 60 mph traffic and no room for the bikes and walkers that are regularly using the road. Please, please see what can be done.

3) Scenic Heights Drive would be a wonderful bike and walker access along Penn Cove between Coupeville and Oak Harbor if there was a wider right of way. More spectacular views and 35-40mph speed limit conflicts where bikes and walkers have limited places to avoid traffic. Plus, that road is a perfect scenic alternative highway between the towns!

4) I don't know if you are the right person for this concern, if not, could you please forward to the appropriate traffic engineer? In the Town of Coupeville, there are hundreds of tourists crossing the intersection of Coveland and Alexander in Coupeville, traveling between the parking lot by the library and the Waterfront daily. Unbelievably heavy traffic in the summer. Locals regularly traveling from Main Street businesses to the post office are encountering our valued tourists and visitors at this corner. I see pedestrian and motorist conflicts there nearly every time I go through. Walkers coming from

every direction, and so often not even looking before they step into traffic. Drivers on Alexander seem to assume that traffic on Coveland will stop at the intersection. I rarely see anyone run the stop sign, but they do come to a stop, and very often don't wait for traffic to pass. Instead they stop, pause, then go, forcing drivers on Coveland to stop to avoid a collision. This has happened to me at least a dozen times, and most of my friends and neighbors share similar experiences. (And horror stories about close calls!) How's about a 4-way stop on that corner? Please?

Thank you so much for working on this project! I sure appreciate the important work that you are doing, and allowing me this space to share my opinions and concerns. I don't plan to attend the public meetings on this subject, but would be happy to discuss further if my input is useful.

We have recently protected 16.3 acres by Long Point in Coupeville with conservation easements. Our near-term plan is simply to maintain the entire forest of very large trees and wildlife habitat. Our longer-range plan is to open the property up to the public with a community trail throughout the property that is occasionally interspersed with sculpture made from natural materials. Our property is right at the eastern terminus of the Coupeville walking trail that runs the length of Parker Road, plus it will hopefully make a nice destination as a small scale community park with Ebey's Reserve. The community park & trail concept is a longer term endeavor, as we will need to gather our funds and trail design to implement the vision (which we are working on).

I am sharing this advance info with you, for your awareness. I have also attached an aerial view diagram to show the 3 parcels we own and which will form the community park/trail, for your reference.



If you are going to include it in the plan now, that is fine but please ensure it is made very clear that this is private property and it is not open to the public yet. I do not want folks to see it in the Trails Plan and think that it is open game for exploring around (even "informally"), especially since I don't have a gate or sign up because they have not been needed on my private property. The current single trail there is very rough and not intended for public use. We have sketched out a design for creating a future longer double loop trail and parking area in the future, with the south half of it possibly even ADA accessible. But none of that is currently in place.

I'm looking forward to contributing my own small part to the overall Island County trails system and the valuable work you are doing, and just want to ensure the timing and access is controlled until the proper time in the future. I of course don't want the liability of any people on my property until this actually becomes official, completed, and safe in the future. If you ever have any questions or need any additional information, let me know any time. I look forward to seeing the updated Trails Plan.

Please consider making as much of the trail system _____ (illegible)

Larger print on Kettles map

Mileage and distance on Kettles Trails map and guideposts

Island-wide trail maps with all agencies/public

Take over ownership of the state DOT property at the entrance of the Kettles trail system. Island County can develop this property for parking and mountain biking skills center. Good for horse trailer parking too. This would be a good entrance for all trail users.

Crockett Lake Loop – Many people walk/bike around the lake. Wanamaker has no shoulder and blind curves and deep ditches. The loop is almost exactly 10k and could be a wonderful addition to local trails if it was safer.

In a similar vein, adding shoulders to the stretch of road from Race Road to Wanamaker would allow people to walk/bike safely to the bus stop at Race Road.

Wherever possible, walking/biking lanes should be separated from travel lane.

Connect trails off Engle Road to ferry across Camp Casey, and extend walking path to Coupeville.

South Whidbey Island

I recently completed the online questionnaire, and send this directly to you as well. I hope to be at the meeting on February 3rd. Please let me know if you have any questions, and thanks to you for your trouble.

I have the pleasure of living in Langley where every day, rain and shine, I walk two miles. Sometimes I can walk offroad along trails. These are few, not long, and relatively little offroad hiking/walking is publicly accessible either in or around Langley. To find any significant offroad distance or variety I'd have to use the car and drive a distance -- say to Doublebluff Beach or Saratoga Reserve. That is not satisfying and it is not environmentally sound.

The roadbed walkways are generally noisy with busy, speedy traffic and/or they are often narrow and unsafe, especially on curves. The walkspace outside the white lines (if there are any lines) is sometimes only 6 or 8 inches wide -- often littered with debris or deadfall, etc.. Even where there is a wider pedestrian margin, walkers are susceptible to traffic blowback and spray on drizzly days.

For a long while I've benefited from attending Langley Parks, Open Space and Trails Commission discussions on the related topics. It surprises me that a small town loaded with privilege and attractive to visitors has not yet created a linked system of walking trails in, throughout and beyond Langley. I'd hope a city government campaign including easements, inducements of various kinds, tax breaks, publicity, etc, could promote the access to, and extension and variety of both offroad walkability and the appeal of the city to visitors (as well as residents) wanting the health and aesthetic benefits of such walkways.....It might also put the city in the front line of ecosocially respectable planning and growth.

Last year I visited my grandkids and their parents near Gothenburg Sweden. It is a large city, but much of the spirit of the project/website there

might be Langley relevant..... <http://www.gothenburggreenworld.com/en/>

I'll continue walking and then talking with city commission members. But at retirement age, I think the repeated need to justify convenient, extensive public walking space seems anomalous in today's environmentally alert world. The value of linked and of far-reaching trails and public natural and park like settings for personal, shared and communal interaction seems self-evident in terms of physical emotional, social and fiscal health and, more important, long term sustainability.....

More philosophically, we begin to see humans are aspects of natural systems, not just nature's occupants and manipulators. We are not commodities, nature is not either. An integrated ecosocial practice and policy on the part of County government and planning would appeal to many who might think to visit here for a home or for recreation, respite and retirement.

Most of my adult life's been in teaching and writing on the value of whole systems and holistic thinking and acting -- and over the years the percentage of learners with an eye out for environmental care, both adult and conventionally aged ones, has increased significantly. Where will they want to live, vacation and visit their grandchildren?

I'll be glad to answer any question and hope to make it to the public comment on the 3rd.....
Thanks very much for your consideration.

What happened to the trail from Ken's Corner to Clinton?

Need to address marine access – kayaks

Develop off road walking trails by offering/encouraging tax easements and the like to property owners.

I appreciate the event and having it at all parts of the island.

Like open house/drop-in format, but would be good to have a short presentation first for those who aren't familiar with all of this info...ability to ask pressing questions and maybe an update on what we're reading in the paper (like Wonn Road access/easement recently settled).

Would also be good to have a _____ to help on projects or be a "trail steward" if we currently use the trails a lot.

I am all for opening access and multi-use - opening it up by having more parking/access will create inherent conflicts so trail stewards will be important and linking up community groups to "adopt" each trail system.

For shared trails, don't pave or have non-paved shoulder for horses.

Mortland Road comments:

Narrow shoulder

Vehicle wheels often drive off the pavement

Frequently used by bicyclists, walkers and walkers with strollers

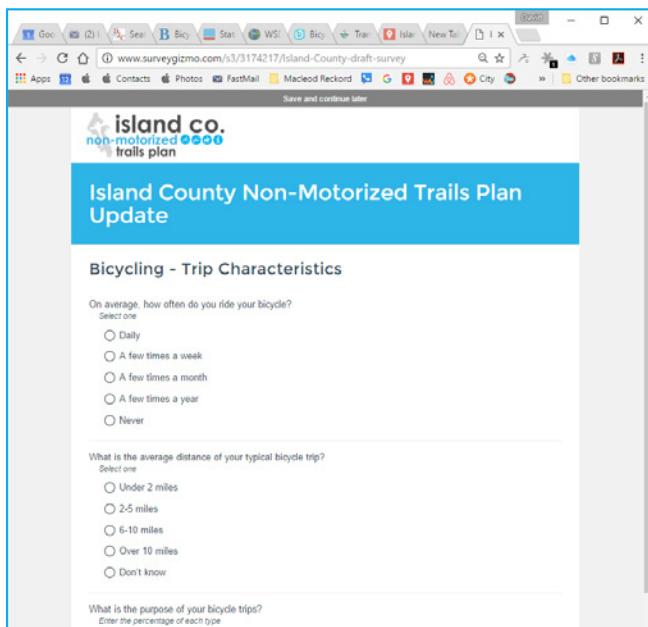
Your Recommendation:

Pave the shoulder

Consider bike lanes

Online Survey Results

An online survey was employed to elicit feedback on residents' non-motorized behaviors, destinations, barriers to activities, and suggestions for improvements. The URL and QR code for the survey were included on project promotional fliers, emails and on the County's project website. The survey had 252 registered users of which 206 completed it. The Survey was open to public input from January 23rd to October 14th, 2017.



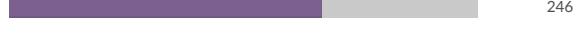
The screenshot shows a web browser window with the URL www.surveygizmo.com/s3/3174217/Island-County-draft-survey. The title bar of the browser window reads "Island County Non-Motorized Trails Plan Update". The main content area is titled "Bicycling - Trip Characteristics". It contains three questions with radio button options:

- On average, how often do you ride your bicycle?
Select one:
 - Daily
 - A few times a week
 - A few times a month
 - A few times a year
 - Never
- What is the average distance of your typical bicycle trip?
Select one:
 - Under 2 miles
 - 2-5 miles
 - 6-10 miles
 - Over 10 miles
 - Don't know
- What is the purpose of your bicycle trips?
Enter the percentage of each type

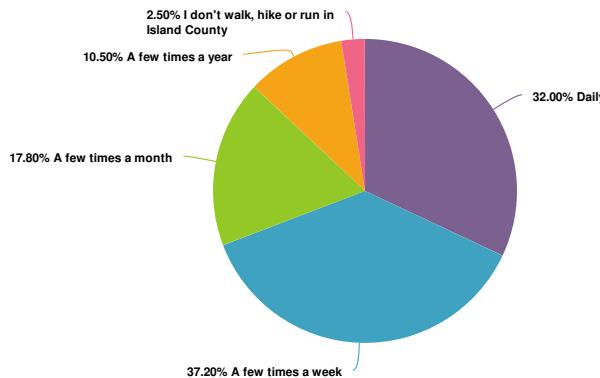
Online Survey

COMMUNITY INVOLVEMENT | ONLINE SURVEY RESULTS

Response Counts

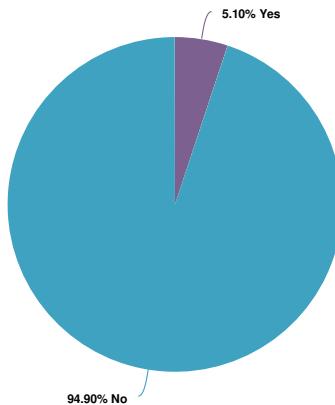
Completion Rate:	66.8%	
Complete		 246
Partial		 122
Total: 368		

1. How often do you walk (including use of a wheelchair or other mobility devices), hike or run in Island County?



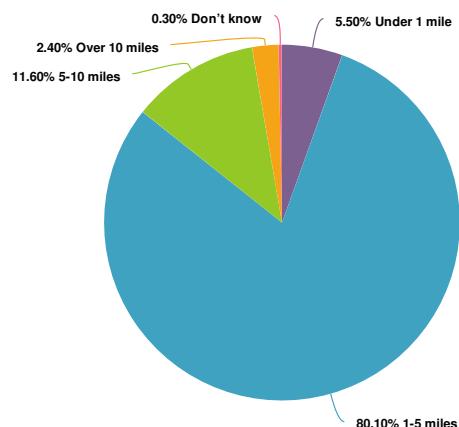
Value	Percent	Responses
Daily	32.0%	104
A few times a week	37.2%	121
A few times a month	17.8%	58
A few times a year	10.5%	34
I don't walk, hike or run in Island County	2.5%	8
Total: 325		

2. Do you have limited mobility, or use a wheelchair or other mobility device?



Value	Percent	Responses
Yes	5.1%	16
No	94.9%	298
Total: 314		

4. When you go for a walk, hike or run, how far do you typically go?



Value	Percent	Responses
Under 1 mile	5.5%	16
1-5 miles	80.1%	234
5-10 miles	11.6%	34
Over 10 miles	2.4%	7
Don't know	0.3%	1
Total: 292		

5. Where do you typically walk, hike or run?

Item	Average	Min	Max	StdDev	Sum	Total Responses
On a sidewalk	19.4	0	100	22.8	2,170.0	112
On a road	40.0	0	100	30.8	7,887.0	197
On a paved shared-use path	17.8	0	95	16.0	2,203.0	124
On a gravel or dirt trail	44.0	0	100	28.3	10,912.0	248
On a beach	25.2	0	100	21.5	5,602.0	222

6. Why do you typically walk, hike or run?

Item	Average	Min	Max	StdDev	Sum	Total Responses
Recreation	90.5	5	100	18.9	25,334.0	280
Commute to work (including to transit)	24.9	0	100	32.9	1,367.0	55
Utility (e.g. to the store, library, errands)	19.2	0	80	20.0	1,919.0	100

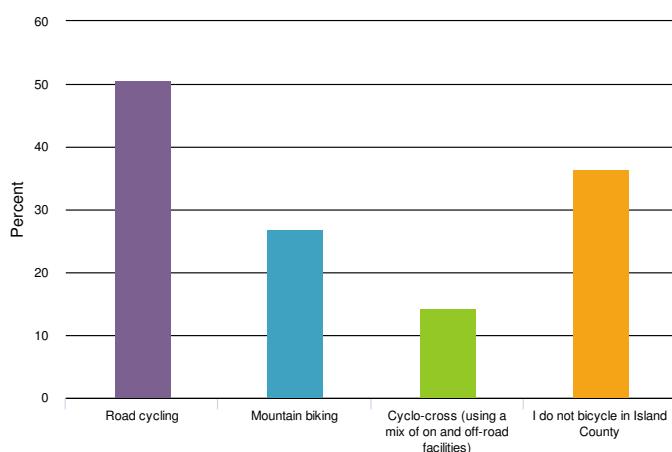
7. To what extent are the following items barriers to walking, hiking or running for you in Island County:

	Extreme Barrier	Moderate Barrier	Somewhat of a Barrier	Not a Barrier
Too much car traffic Count	66	76	72	57
I have to walk along a road Count	68	75	66	60
Sidewalks are discontinuous or missing Count	52	77	54	82
Destinations are too far away Count	27	62	71	104
Crossing the street is dangerous or difficult Count	38	51	82	91
The trail surface is poor Count	10	25	72	158
The trail is too wet or slippery Count	6	35	80	142
Bad weather Count	15	66	85	101
Too many hills Count	4	11	63	184
Too dark Count	17	35	70	143
I am worried about security Count	5	27	57	177
Lack of curb ramps Count	8	5	19	229
Lack of handrails Count	4	7	9	242
Too many stairs Count	4	7	16	236

8. How important are the following physical improvements for encouraging you to walk, hike or run more often?

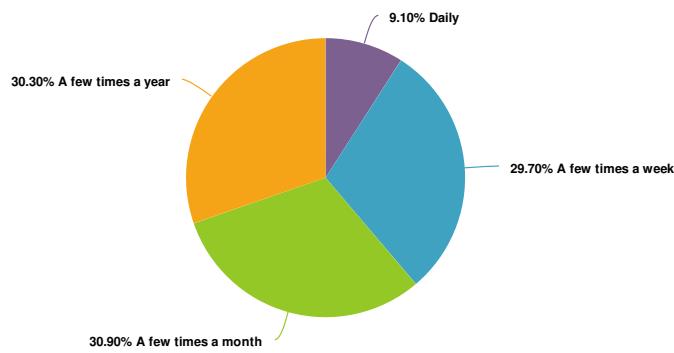
	Essential	Very Important	Somewhat Important	Not Important
More paved shared-use trails, such as the Kettles Trail Count	54	70	73	70
More unpaved trails Count	102	97	53	13
More dedicated paved walking trails Count	37	67	76	83
More trails that are wheelchair accessible Count	11	26	76	147
More wide paved shoulders on roads Count	89	66	69	45
More sidewalks Count	34	43	95	90
More curb ramps Count	16	14	61	167
More audible traffic signals Count	8	10	57	184
More lighting Count	17	19	94	132
Signs identifying walking routes and nearby amenities Count	30	76	101	56
Safer road intersections Count	52	66	100	45
Safer trail crossings at roads Count	54	76	88	46
More direct routes to my destinations Count	20	46	86	109
Amenities, such as restrooms or water fountains Count	14	62	109	79

9. What type of bicycling do you pursue in Island County?



Value	Percent	Responses
Road cycling	50.5%	139
Mountain biking	26.9%	74
Cyclo-cross (using a mix of on and off-road facilities)	14.2%	39
I do not bicycle in Island County	36.4%	100

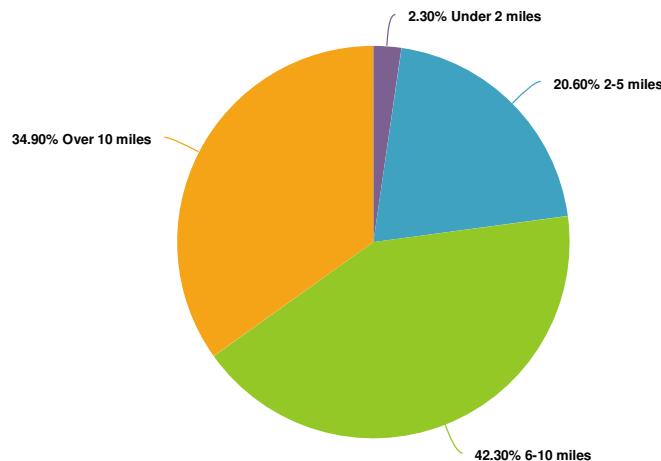
10. On average, how often do you ride your bicycle?



Value	Percent	Responses
Daily	9.1%	16
A few times a week	29.7%	52
A few times a month	30.9%	54
A few times a year	30.3%	53

Total: 175

11. What is the average distance of your typical bicycle trip?



Value	Percent	Responses
Under 2 miles	2.3%	4
2-5 miles	20.6%	36
6-10 miles	42.3%	74
Over 10 miles	34.9%	61
		Total: 175

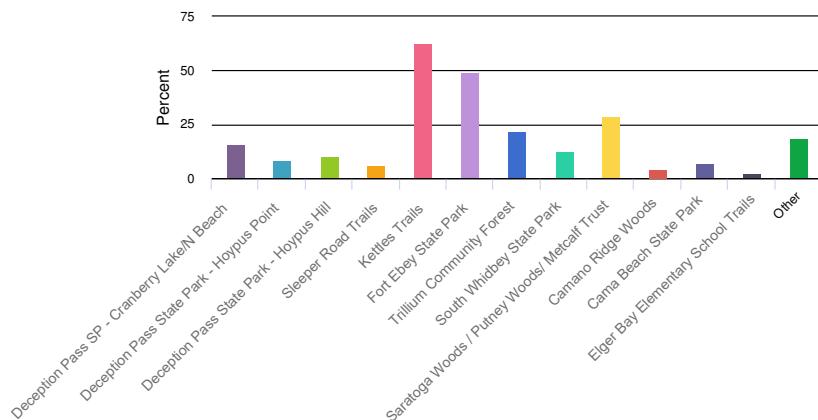
12. What is the purpose of your bicycle trips?

Item	Average	Min	Max	StdDev	Sum	Total Responses
Recreation	82.9	2	100	25.5	14,098.0	170
Commute	32.0	0	100	29.4	1,375.0	43
Utility (shopping, dining, errands)	21.7	0	85	21.1	1,627.0	75

13. Where do you typically ride?

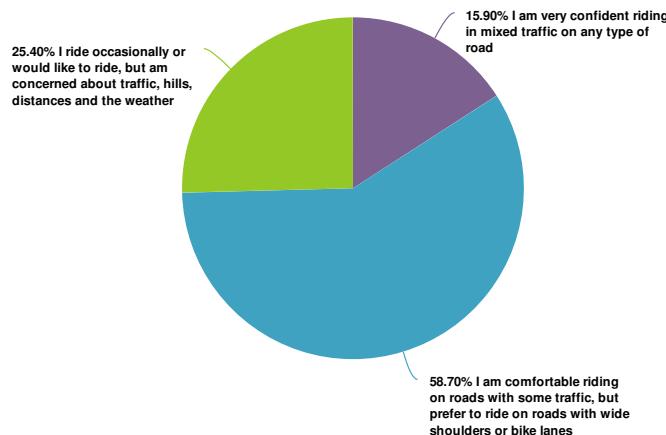
Item	Average	Min	Max	StdDev	Sum	Total Responses
On a paved road	73.1	2	100	28.5	10,825.0	148
On a paved path	27.3	0	100	26.7	2,211.0	81
On a sidewalk	9.7	0	90	18.2	319.0	33
On an unpaved trail	39.2	0	100	32.9	3,645.0	93

14. Where do you mountain bike in Island County?



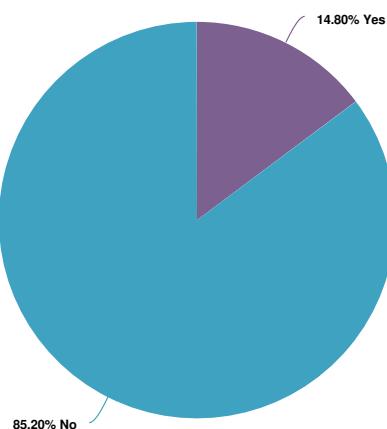
Value	Percent	Responses
Deception Pass State Park - Cranberry Lake/N Beach Area	15.9%	14
Deception Pass State Park - Hoypus Point	8.0%	7
Deception Pass State Park - Hoypus Hill	10.2%	9
Sleeper Road trails	5.7%	5
Kettles Trails	62.5%	55
Fort Ebey State Park	48.9%	43
Trillium Community Forest	21.6%	19
South Whidbey State Park	12.5%	11
Saratoga Woods / Putney Woods / Metcalf Trust	28.4%	25
Camano Ridge Woods	4.5%	4
Cama Beach State Park	6.8%	6
Elger Bay Elementary School trails	2.3%	2
Other	18.2%	16

15. When you bicycle on the road, which of the following best describes you?



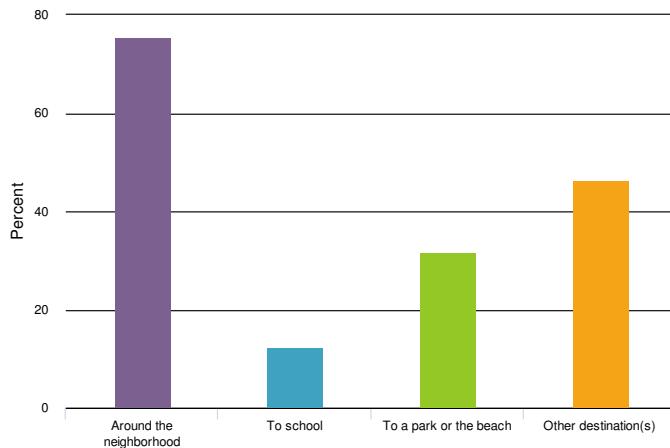
Value	Percent	Responses
I am very confident riding in mixed traffic on any type of road	15.9%	22
I am comfortable riding on roads with some traffic, but prefer to ride on roads with wide shoulders or bike lanes	58.7%	81
I ride occasionally or would like to ride, but am concerned about traffic, hills, distances and the weather	25.4%	35
Total: 138		

16. Do you have any children under the age of 16 that bike?



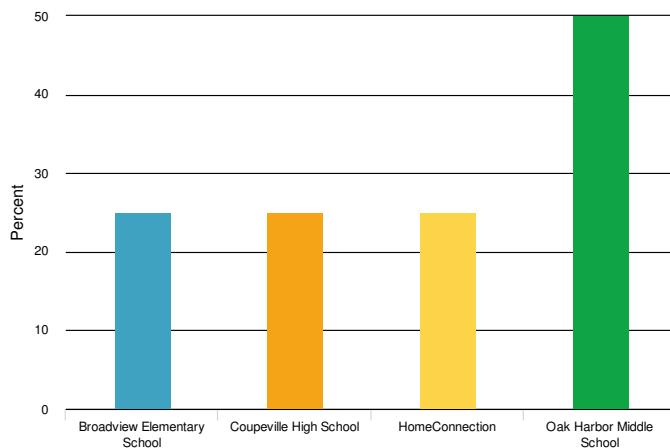
Value	Percent	Responses
Yes	14.8%	40
No	85.2%	231
Total: 271		

17. Where do they bike?



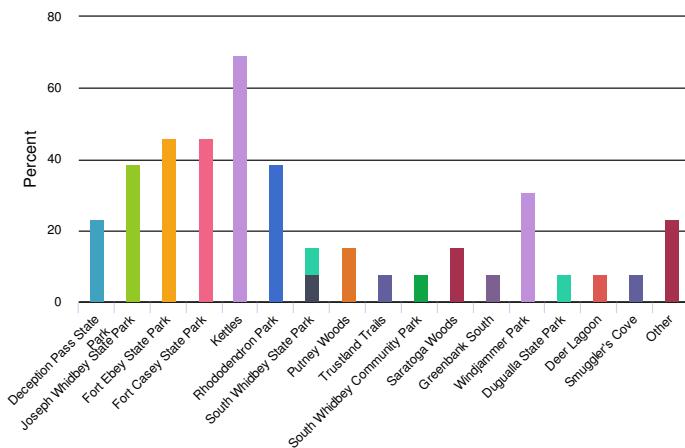
Value	Percent	Responses
Around the neighborhood	75.6%	31
To school	12.2%	5
To a park or the beach	31.7%	13
Other destination(s)	46.3%	19

18. To which school(s) do they bike?



Value	Percent	Responses
Broadview Elementary School	25.0%	1
Coupeville High School	25.0%	1
HomeConnection	25.0%	1
Oak Harbor Middle School	50.0%	2

19. What parks or beaches does your child bike to?



Value	Percent	Responses
Deception Pass State Park	23.1%	3
Joseph Whidbey State Park	38.5%	5
Fort Ebey State Park	46.2%	6
Fort Casey State Park	46.2%	6
Kettles	69.2%	9
Rhododendron Park	38.5%	5
South Whidbey State Park	15.4%	2
Putney Woods	15.4%	2
Trustland Trails	7.7%	1
South Whidbey State Park	7.7%	1
South Whidbey Community Park	7.7%	1
Putney Woods	15.4%	2
Saratoga Woods	15.4%	2
Greenbank South	7.7%	1
Windjammer Park	30.8%	4
Dugalla State Park	7.7%	1
Deer Lagoon	7.7%	1
Smuggler's Cove	7.7%	1
Other	23.1%	3

20. What other destinations does your child bike to?

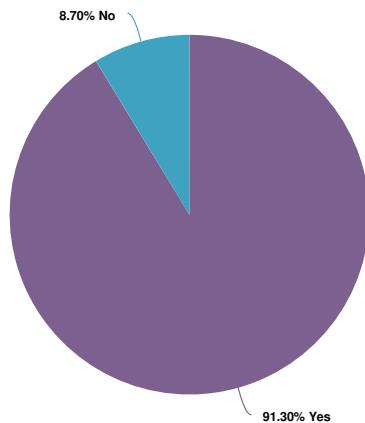
21. To what extent are the following items barriers to bicycling for you in Island County:

	Extreme Barrier	Moderate Barrier	Somewhat of a Barrier	Not a Barrier
Motor vehicles travel too fast Count	74	82	47	32
Too many motor vehicles Count	61	82	53	38
Parts of my route are too stressful or dangerous Count	76	71	47	37
No bicycle facilities (e.g. paved shoulders, bike lanes, shared-use trails) Count	103	70	32	30
The road surface is poor Count	18	66	73	73
Distances are too great Count	10	37	54	129
Poor access to off-street trails Count	28	40	74	88
The trail surface is poor Count	11	34	58	124
Trails that prohibit biking Count	24	23	57	120
Hunting on off-street trails Count	41	30	40	116
Too many hills Count	14	34	60	119
Bad weather Count	18	43	81	86
Too dark when I want to ride Count	12	35	69	112
I am concerned about crime Count	3	9	54	160
No bike parking at my destination Count	7	22	64	137
No showers at my destination Count	3	6	21	195
I do not have a bicycle or it is in disrepair Count	20	9	7	200

22. How important are the following physical improvements for encouraging you to bike more often?

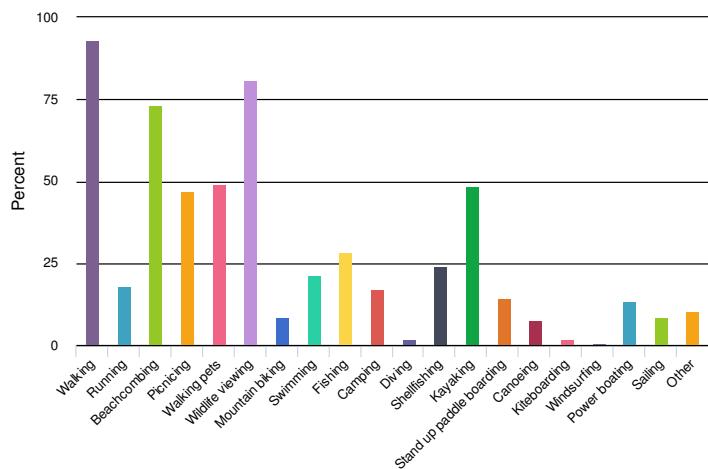
	Very Essential	Very Important	Somewhat Important	Not Important
Shared roadway treatments, such as "share the road" signs and shared lane markings Count	49	55	69	48
Wide paved shoulders on roads Count	117	74	23	18
More dedicated bike facilities, such as bike lanes Count	103	57	44	23
Calm residential streets that are designated and designed for biking (called "greenways" or "bicycle boulevards") Count	62	75	58	29
Off-street unpaved biking trails, such as mountain biking trails Count	51	50	71	53
Off-street paved shared-use trails, such as the Kettles Trail Count	66	67	56	39
Safer trail crossings at streets Count	47	59	74	43
Safer street intersections Count	53	65	67	41
Convenient and secure bike parking Count	25	50	83	67
Signs identifying bicycle routes and nearby amenities Count	41	68	71	45
More direct routes to my destinations Count	19	37	75	89
Secure parking at off-street trailheads Count	30	62	73	57

23. Do you use the shoreline in Island County?



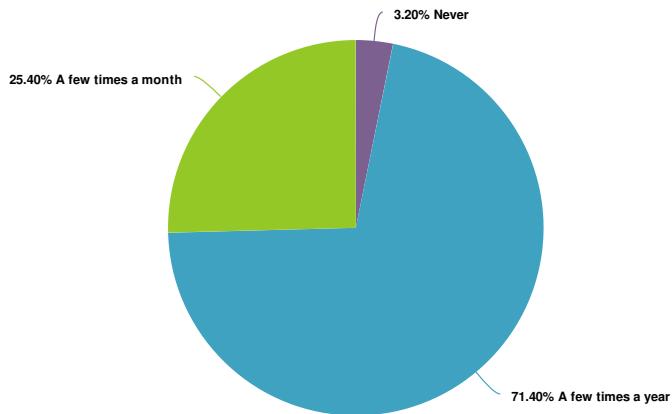
Value	Percent	Responses
Yes	91.3%	241
No	8.7%	23
Total: 264		

24. What activities do you pursue along the shoreline?



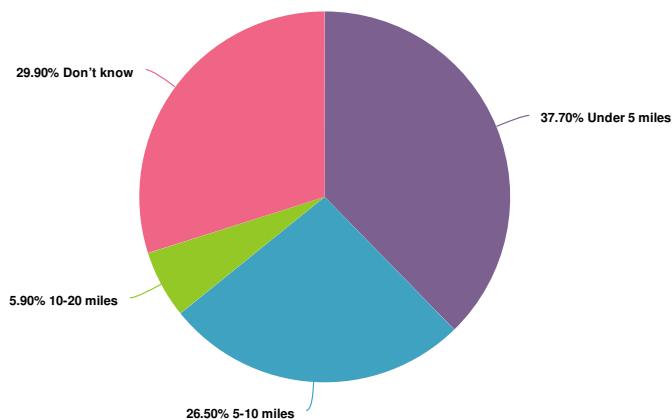
Value	Percent	Responses
Walking	92.9%	224
Running	17.8%	43
Beachcombing	73.4%	177
Picnicing	46.9%	113
Walking pets	49.0%	118
Wildlife viewing	80.5%	194
Mountain biking	8.7%	21
Swimming	21.2%	51
Fishing	28.2%	68
Camping	17.0%	41
Diving	1.7%	4
Shellfishing	24.1%	58
Kayaking	48.5%	117
Stand up paddle boarding	14.1%	34
Canoeing	7.5%	18
Kiteboarding	1.7%	4
Windsurfing	0.4%	1
Power boating	13.3%	32
Sailing	8.7%	21
Other	10.4%	25

25. How often do you paddle in Island County?



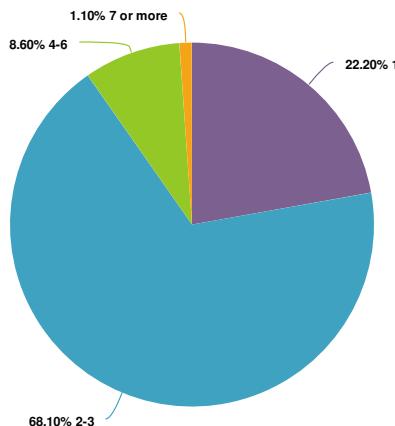
Value	Percent	Responses
Never	3.2%	4
A few times a year	71.4%	90
A few times a month	25.4%	32
Total: 126		

26. What is the average distance that you can paddle in one day?



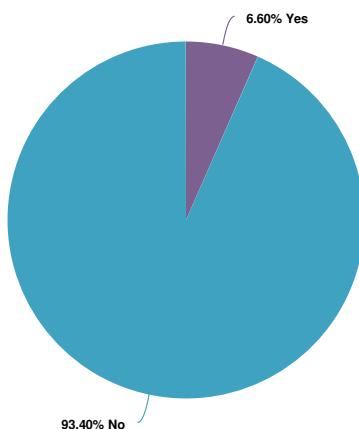
Value	Percent	Responses
Under 5 miles	37.7%	77
5-10 miles	26.5%	54
10-20 miles	5.9%	12
Don't know	29.9%	61
Total: 204		

27. What is the typical size of your group?



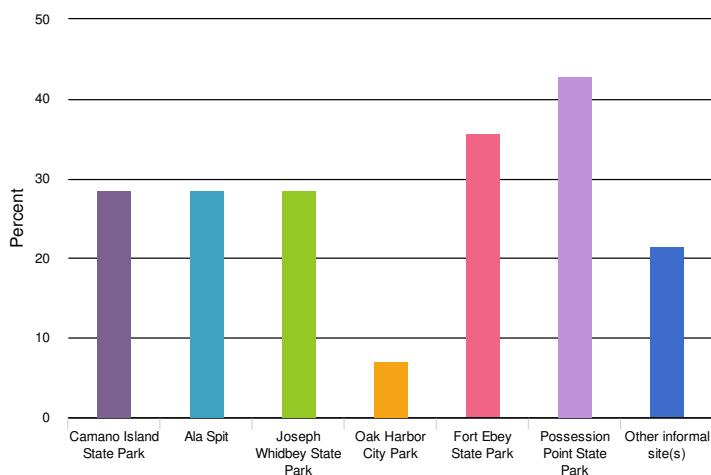
Value	Percent	Responses
1	22.2%	41
2-3	68.1%	126
4-6	8.6%	16
7 or more	1.1%	2
Total: 185		

28. Do you use any of the Island County kayak campsites?



Value	Percent	Responses
Yes	6.6%	14
No	93.4%	199
Total: 213		

29. Which kayak campsites do you use?



Value	Percent	Responses
Camano Island State Park	28.6%	4
Ala Spit	28.6%	4
Joseph Whidbey State Park	28.6%	4
Oak Harbor City Park	7.1%	1
Fort Ebey State Park	35.7%	5
Possession Point State Park	42.9%	6
Other informal site(s)	21.4%	3

30. How important are the following kayak campsite features?

	Essential	Very Important	Somewhat Important	Not Important
Frequency and distribution along the shore Count	11	4	0	1
Capacity Count	3	7	5	1
Ease of put-in and pull-out Count	8	5	2	1
Distance from the water Count	7	5	3	1
Scenery Count	2	7	6	1
Views Count	1	8	6	1
Shelter from prevailing winds Count	3	6	6	1
Access to services Count	1	3	8	4
Parking Count	1	6	5	4
Restrooms Count	5	5	5	1
Showers Count	0	3	4	7
Potable water Count	3	5	6	2
Picnic tables Count	1	4	6	4
Trash receptacles Count	2	7	3	4
Electrical outlets Count	0	1	7	8

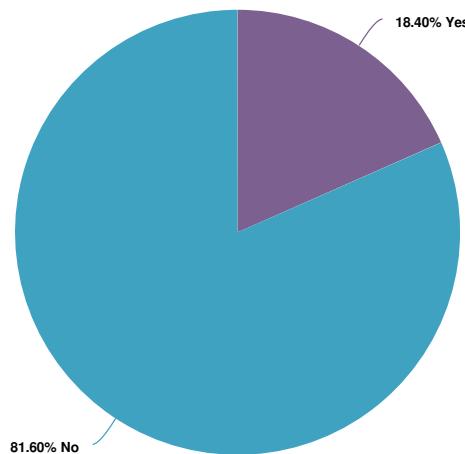
31. To what extent are the following items barriers to using the shoreline for you in Island County:

	Extreme Barrier	Moderate Barrier	Somewhat of a Barrier	Not a Barrier
Shoreline access locations are too far away Count	30	57	46	100
I don't know where to access public shorelines Count	45	67	48	82
Not able to walk very far along the shoreline due to private property Count	112	58	32	42
Unclear what is public and private property Count	85	72	42	42
Parking is limited at shoreline access locations Count	64	73	58	46
No boat trailer parking Count	12	23	34	162
No place to lock my bike at shoreline access locations Count	13	34	52	135
Trail to the shoreline is too steep or rough Count	10	31	56	139
The trail to the shoreline is too far Count	8	28	57	139
Trail to the shoreline does not accommodate wheelchairs Count	7	8	15	201
The shoreline does not accommodate wheelchairs Count	7	7	17	201
No potable water Count	6	24	46	158
No restrooms Count	20	43	69	105
No showers Count	0	7	18	208
No benches or picnic tables Count	5	19	64	145
No electrical outlets Count	0	7	14	212

32. How important are the following shoreline amenities to you?

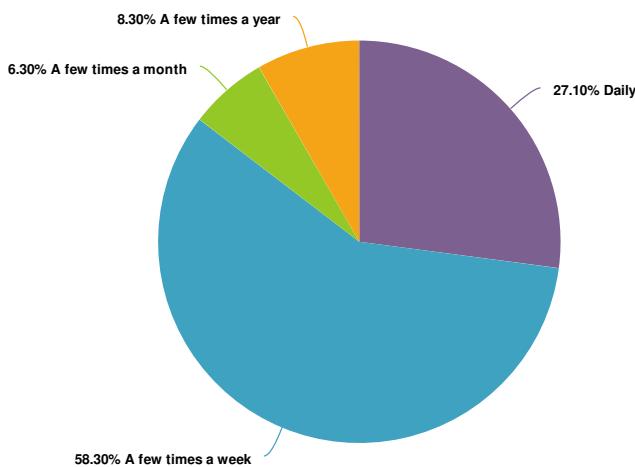
	Essential	Very Important	Somewhat Important	Not Important
Good shoreline access trails Count	97	98	40	7
Trail information and direction signs Count	69	93	61	17
Trails that accommodate wheelchairs Count	9	17	62	145
Dock or pier Count	13	23	71	127
Vehicle parking Count	55	86	82	19
Boat trailer parking stalls Count	10	14	51	161
Bike parking Count	14	43	77	99
Restrooms Count	42	63	99	35
Showers Count	1	6	31	193
Picnic shelters Count	8	32	84	112
Picnic tables Count	13	41	86	96
Barbecue grills Count	4	15	61	152
Potable water Count	17	46	72	102
Electrical outlets Count	1	6	28	196
Trash receptacles Count	76	70	61	30

33. Do you horseback ride in Island County?



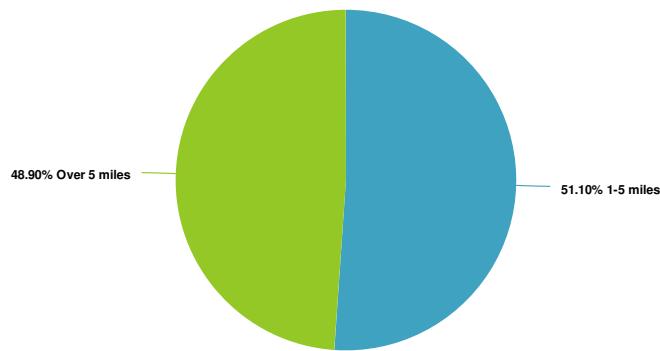
Value	Percent	Responses
Yes	18.4%	47
No	81.6%	208
Total: 255		

34. On average, how often do you ride a horse?



Value	Percent	Responses
Daily	27.1%	13
A few times a week	58.3%	28
A few times a month	6.3%	3
A few times a year	8.3%	4
Total: 48		

35. What is the average distance of your horseback ride?

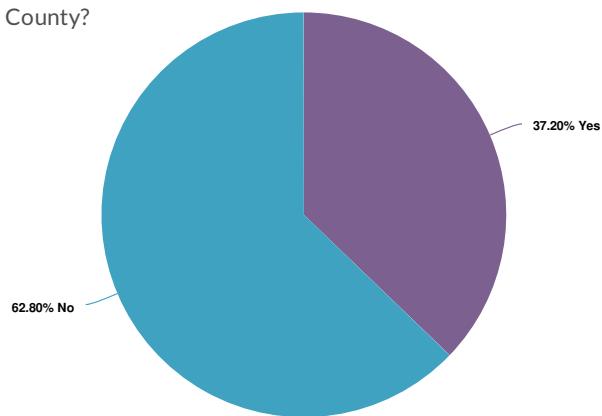


Value	Percent	Responses
1-5 miles	51.1%	24
Over 5 miles	48.9%	23
Total: 47		

36. To what extent are the following items barriers to horseback riding for you in Island County:

	Extreme Barrier	Moderate Barrier	Somewhat of a Barrier	Not a Barrier
Not enough places to ride Count	19	11	11	5
No place to ride next to existing paved trails Count	17	10	9	9
Trails are not wide enough Count	6	15	12	13
Trail surface is not good for horses Count	10	13	15	8
Low clearance on trails Count	6	17	17	6
Road shoulders are not wide enough Count	24	9	6	7
Conflicts with people walking Count	2	3	15	25
Conflicts with people riding bicycles Count	6	11	14	15
Conflicts with vehicles Count	15	9	8	14
Worried about people hunting Count	17	8	12	9
Unsafe street crossings Count	13	5	15	13
Too many loud noises Count	5	5	14	22
Not enough horse trailer parking at public riding locations Count	13	16	11	6

37. Do you ride a bus in Island County?

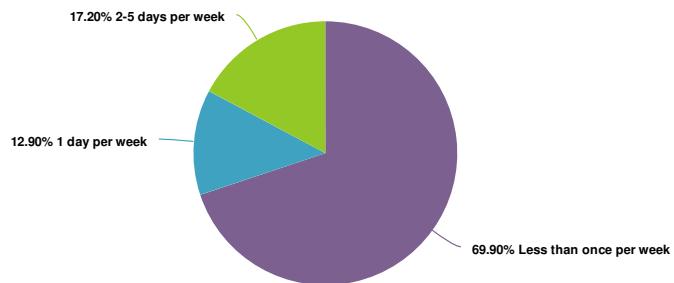


Value	Percent	Responses
Yes	37.2%	93
No	62.8%	157
Total: 250		

38. Which bus routes do you take?

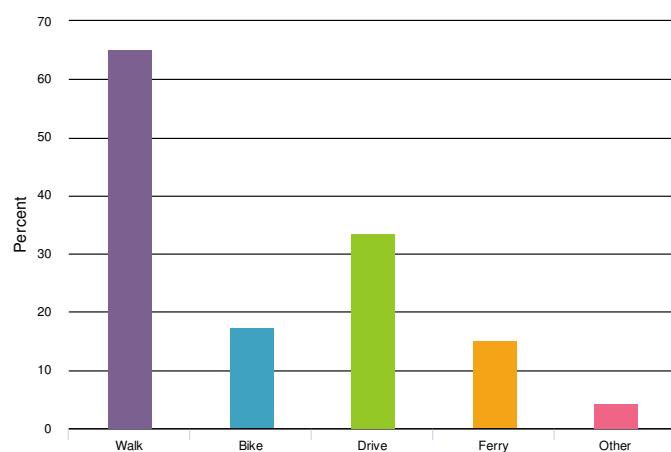
	Route 3 - East Oak Harbor	Route 6 - Oak Harbor/Coupeville Ferry Terminal	Route 7 - Langley Shuttle	Route 10 - Central Oak Harbor	Route 12 - West Oak Harbor	Route 58 - 58 - South Whidbey Shuttle	Route 58 EXPRESS - Clinton Ferry/Scatchet Head	Route 411W - Oak Harbor/March's Point Anacortes	Route 1C - West Camano Shuttle	Route 2C - East Camano Shuttle	
Primary route Count	55	0	7	14	0	0	6	1	2	0	1
Other bus route Count	6	0	9	11	0	0	11	2	1	2	0
Other bus route Count	6	0	0	0	0	0	2	0	2	0	1
Other bus route Count	0	0	1	0	0	0	1	0	0	0	0

39. How many days per week do you typically ride a bus?



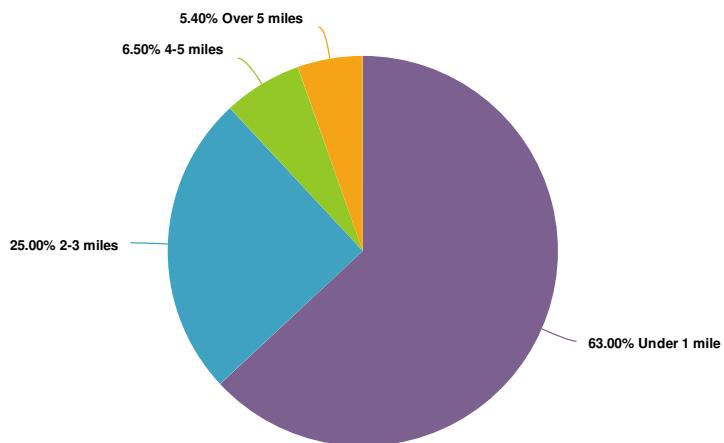
Value	Percent	Responses
Less than once per week	69.9%	65
1 day per week	12.9%	12
2-5 days per week	17.2%	16
Total: 93		

40. How do you typically get to and from your bus stop?



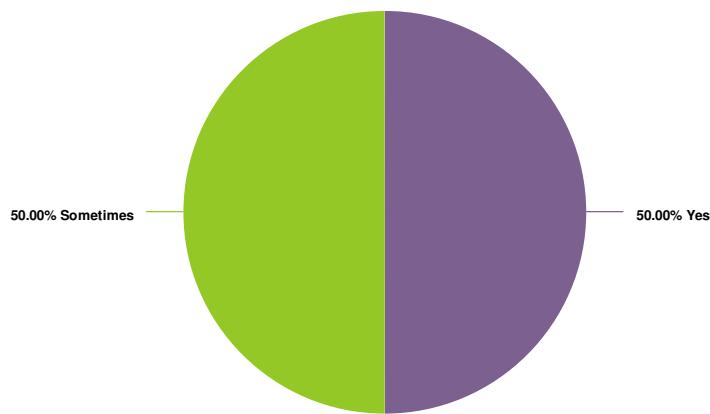
Value	Percent	Responses
Walk	65.2%	60
Bike	17.4%	16
Drive	33.7%	31
Ferry	15.2%	14
Other	4.3%	4

41. How far do you typically travel to get to a bus stop?



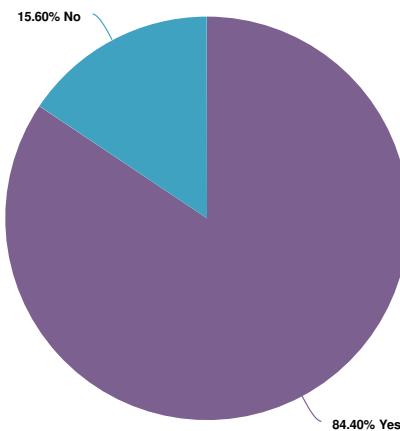
Value	Percent	Responses
Under 1 mile	63.0%	58
2-3 miles	25.0%	23
4-5 miles	6.5%	6
Over 5 miles	5.4%	5
		Total: 92

42. Do you take your bicycle on the bus?



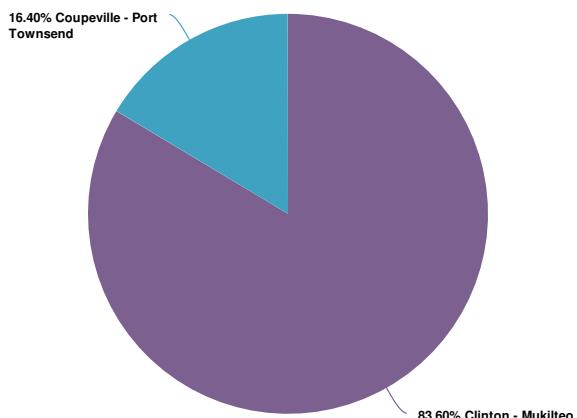
Value	Percent	Responses
Yes	50.0%	8
Sometimes	50.0%	8
		Total: 16

43. Do you take a ferry in Island County?



Value	Percent	Responses
Yes	84.4%	211
No	15.6%	39

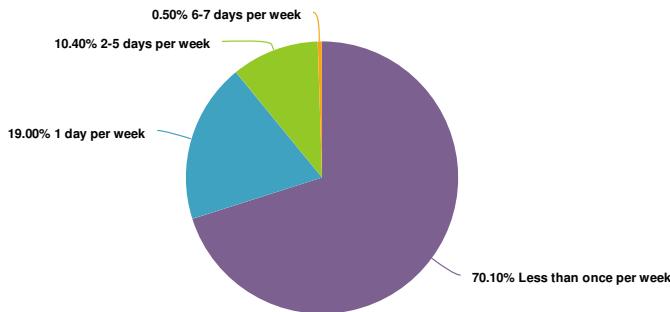
44. Which ferry do you ride most often?



Value	Percent	Responses
Clinton - Mukilteo	83.6%	178
Coupeville - Port Townsend	16.4%	35

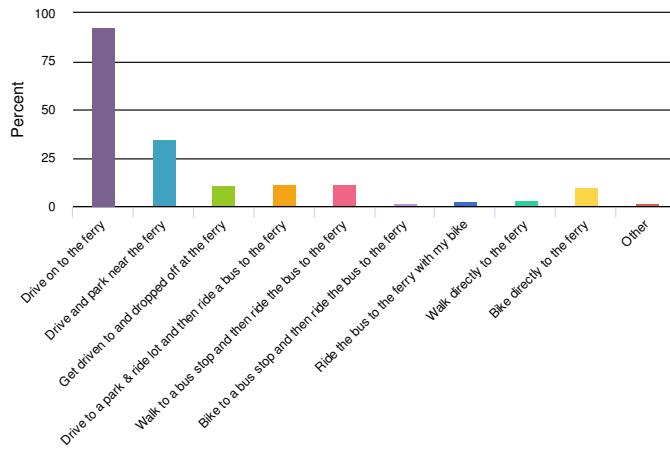
Total: 213

45. How many days per week do you typically take the ferry?



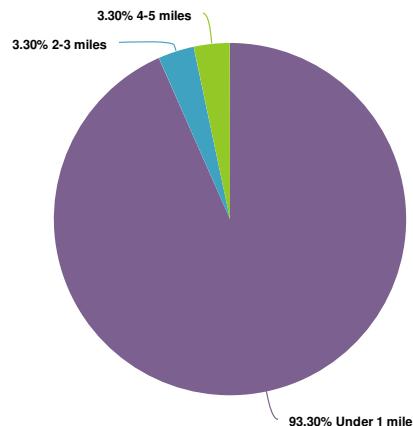
Value	Percent	Responses
Less than once per week	70.1%	148
1 day per week	19.0%	40
2-5 days per week	10.4%	22
6-7 days per week	0.5%	1
Total: 211		

46. How do you typically get to the ferry?



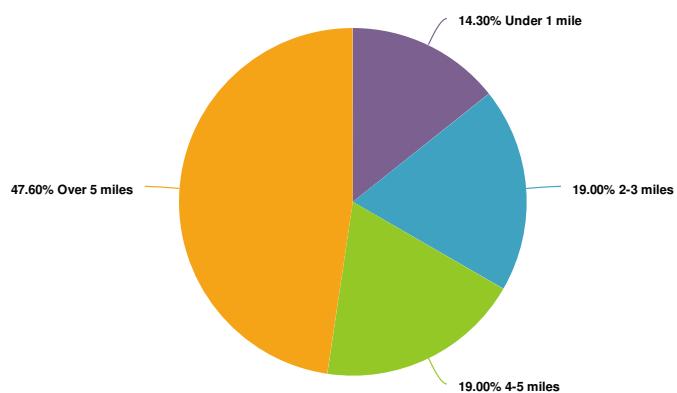
Value	Percent	Responses
Drive on to the ferry	93.0%	198
Drive and park near the ferry	34.3%	73
Get driven to and dropped off at the ferry	10.8%	23
Drive to a park & ride lot and then ride a bus to the ferry	11.3%	24
Walk to a bus stop and then ride the bus to the ferry	11.7%	25
Bike to a bus stop and then ride the bus to the ferry	1.4%	3
Ride the bus to the ferry with my bike	2.3%	5
Walk directly to the ferry	2.8%	6
Bike directly to the ferry	9.4%	20
Other	1.4%	3

47. How far do you walk (one-way) to the ferry or bus stop where you catch the bus to the ferry?



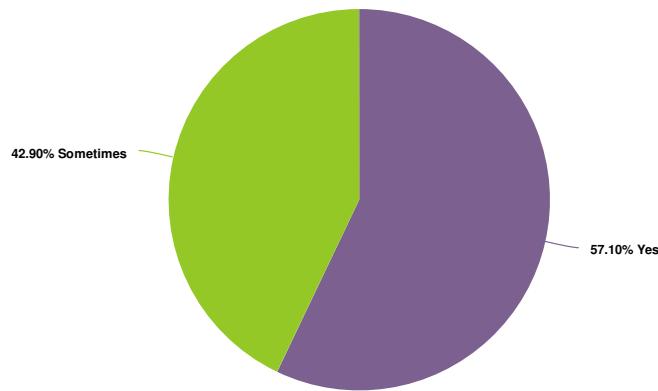
Value	Percent	Responses
Under 1 mile	93.3%	28
2-3 miles	3.3%	1
4-5 miles	3.3%	1
Total: 30		

48. How far do you bike (one-way) to the ferry or bus stop where you catch the bus to the ferry?



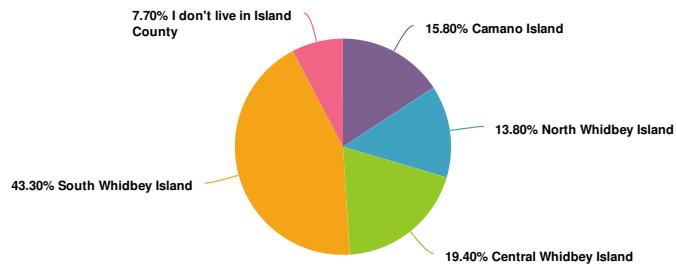
Value	Percent	Responses
Under 1 mile	14.3%	3
2-3 miles	19.0%	4
4-5 miles	19.0%	4
Over 5 miles	47.6%	10
Total: 21		

49. Do you take your bicycle on the ferry?



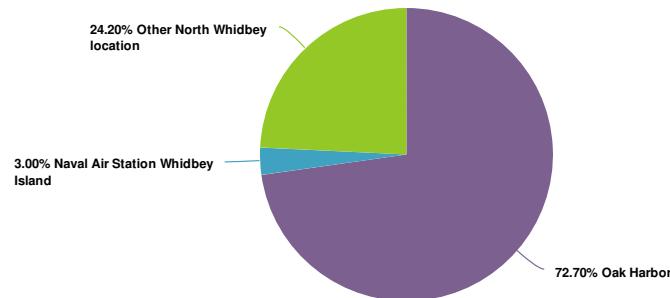
Value	Percent	Responses
Yes	57.1%	12
Sometimes	42.9%	9
Total: 21		

51. Where do you live?



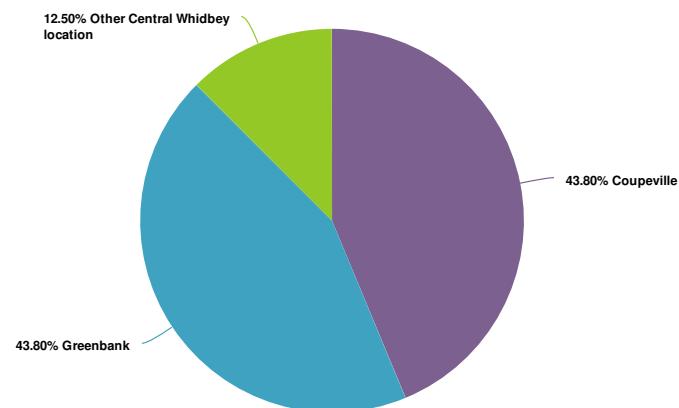
Value	Percent	Responses
Camano Island	15.8%	39
North Whidbey Island	13.8%	34
Central Whidbey Island	19.4%	48
South Whidbey Island	43.3%	107
I don't live in Island County	7.7%	19
Total: 247		

52. Do you live in or near:



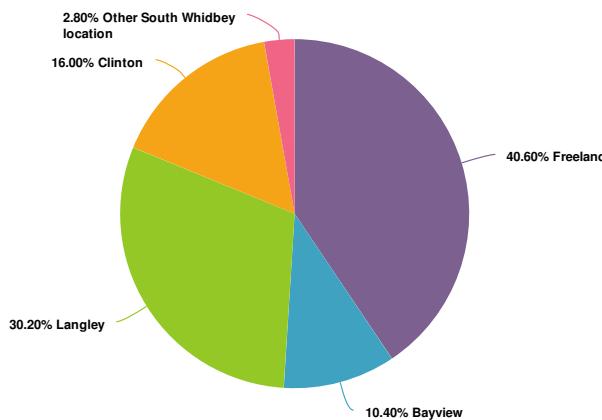
Value	Percent	Responses
Oak Harbor	72.7%	24
Naval Air Station Whidbey Island	3.0%	1
Other North Whidbey location	24.2%	8
Total: 33		

53. Do you live in or near:



Value	Percent	Responses
Coupeville	43.8%	21
Greenbank	43.8%	21
Other Central Whidbey location	12.5%	6
Total: 48		

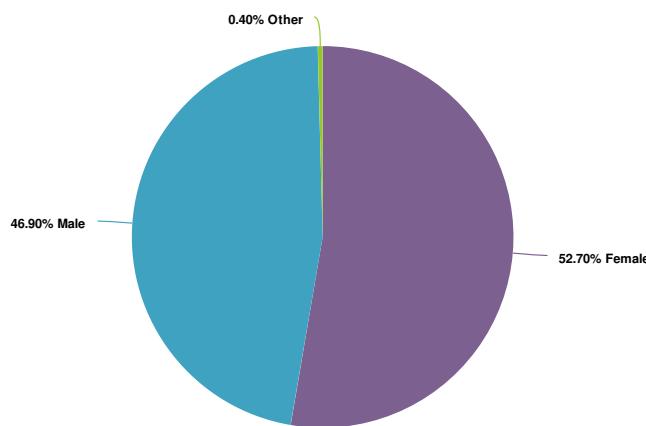
54. Do you live in or near:



Value	Percent	Responses
Freeland	40.6%	43
Bayview	10.4%	11
Langley	30.2%	32
Clinton	16.0%	17
Other South Whidbey location	2.8%	3

Total: 106

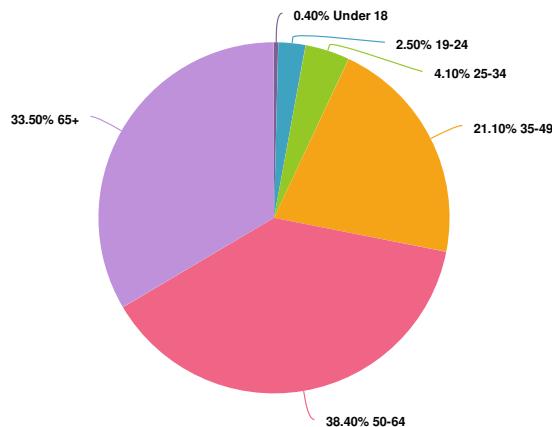
55. What is your gender?



Value	Percent	Responses
Female	52.7%	127
Male	46.9%	113
Other	0.4%	1

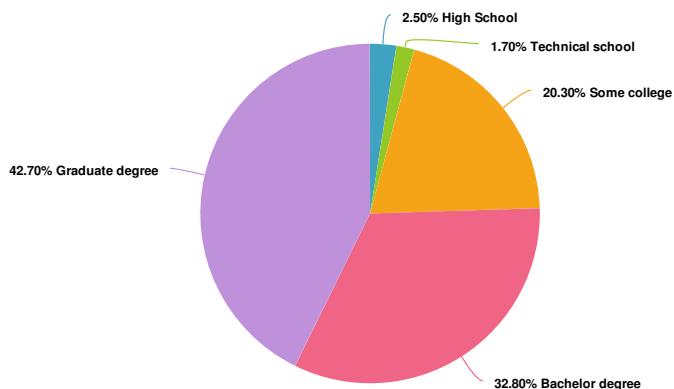
Total: 241

56. What is your age?



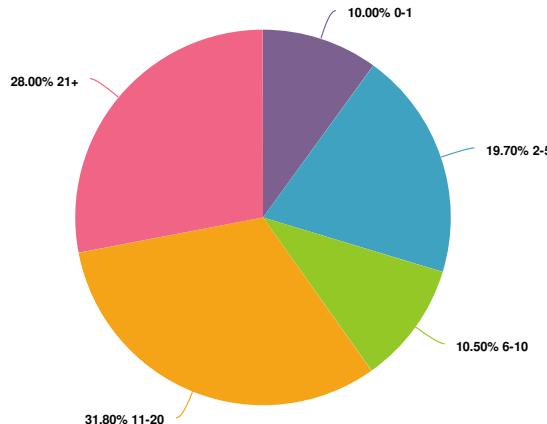
Value	Percent	Responses
Under 18	0.4%	1
19-24	2.5%	6
25-34	4.1%	10
35-49	21.1%	51
50-64	38.4%	93
65+	33.5%	81
Total: 242		

57. What level of education do you have?



Value	Percent	Responses
High School	2.5%	6
Technical school	1.7%	4
Some college	20.3%	49
Bachelor degree	32.8%	79
Graduate degree	42.7%	103
Total: 241		

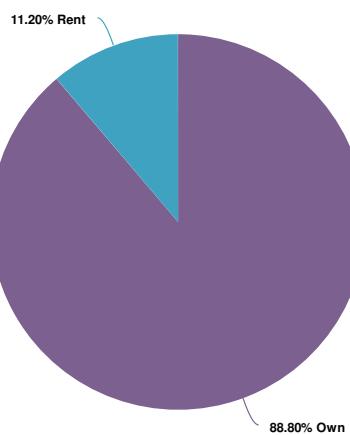
58. How many years have you lived in Island County?



Value	Percent	Responses
0-1	10.0%	24
2-5	19.7%	47
6-10	10.5%	25
11-20	31.8%	76
21+	28.0%	67

Total: 239

59. What type of housing do you live in?



Value	Percent	Responses
Own	88.8%	215
Rent	11.2%	27

Total: 242

Online Survey: Open-Ended Comments

50. "Please provide any other comments you have on walking, hiking, bicycling, horseback riding, paddling and other shoreline activities in Island County."

I have the pleasure of living in Langley where every day, rain and shine, I walk two miles. Sometimes I can walk offroad along trails. These are few, not long, and relatively little offroad hiking/walking is publicly accessible either in or around Langley. To find any significant offroad distance or variety I'd have to use the car and drive a distance -- say to Doublebluff Beach or Saratoga Reserve. That is not satisfying and it is not environmentally sound. The roadbed walkways are generally noisy with busy, speedy traffic and/or they are often narrow and unsafe, especially on curves. The walkspace outside the white lines (if there are any lines) is sometimes only 6 or 8 inches wide -- often littered with debris or deadfall, etc.. Even where there is a wider pedestrian margin, walkers are susceptible to traffic blowback and spray on drizzly days. For a long while I've benefited from attending Langley Parks, Open Space and Trails Commission discussions on the related topics. It surprises me that a small town loaded with privilege and attractive to visitors has not yet created a linked system of walking trails in, throughout and beyond Langley. I'd hope a city government campaign including easements, inducements of various kinds, tax breaks, publicity, etc, could promote the access to, and extension and variety of both offroad walkability and the appeal of the city to visitors (as well as residents) wanting the health and aesthetic benefits of such walkways.....It might also put the city in the front line of ecosocially respectable planning and growth. Last year I visited my grandkids and their parents near Gothenburg Sweden. It is a large city, but much of the spirit of the project/website there might be Langley relevant..... <http://www.gothenburggreenworld.com/en/> I'll continue walking and then talking with city commission members. But at retirement age, I think the repeated need to justify convenient, extensive public walking space seems anomalous in today's

environmentally alert world. The value of linked and of far-reaching trails and public natural and park like settings for personal, shared and communal interaction seems self-evident in terms of physical emotional, social and fiscal health and, more important, long term sustainability..... More philosophically, we begin to see humans are aspects of natural systems, not just nature's occupants and manipulators. We are not commodities, nature is not either. An integrated ecosocial practice and policy on the part of County government and planning would appeal to many who might think to visit here for a home or for recreation, respite and retirement. Most of my adult life's been in teaching and writing on the value of whole systems and holistic thinking and acting -- and over the years the percentage of learners with an eye out for environmental care, both adult and conventionally aged ones, has increased significantly. Where will they want to live, vacation and visit their grandchildren? I'll be glad to answer any question and hope to make it to the public comment on the 3rd.....Thanks very much for your consideration.

Huge issues- Off leash out of control dogs on beaches and trails that are not off leash areas, even well marked areas like the kettles.

Camano Island has very few safe ways places for people, especially on the south end of the island, to get out and walk. Bike riding is also unsafe. The main roads, East Camano Drive and West Camano Drive, are very dangerous for pedestrians and bicyclists. Cars are traveling at 50 mph, curves and hills limit driver's ability to see ahead, and there are few sections with shoulders. We need wider, paved shoulders, at a minimum, so that people can cover some distance, either on foot or on a bicycle, without risking their lives. There are some fine existing trails on Camano (Thank you FOCIP!) but they aren't very long and aren't for bicycles or mixed-use. We need paved

shoulders on the main roadways that circles the island so that EVERYONE (locals and visitors) have at least a moderately safe way to get outdoors and get active. Save us from being prisoners of our cars!!!

Where I live on Camano, most people walk roadside. The speed limit and hills combine for vehicle traffic that is way too fast, especially with the narrow shoulders.

There are currently no public beaches that are universally accessible to mobility-challenged individuals. This is a barrier to their use of the beaches, and failing to provide this accessibility is discrimination.

More education for the public on the rights and responsibilities of motorists and cyclists.

I would like to see Island Transit offer more bus routes and Saturday service again. They have changed the route that went fairly close to my house (old route 5) and now it's re-routed at least 4-5 miles from my house. I have to drive to Freeland to the park and ride.

I hope that the trails that I enjoy are not all made into paved or smooth trails. I believe that areas should be accessible but I also believe that there should be some accommodation for those of us that enjoy a technically challenging riding area. Some of the areas that I enjoy riding at have also seen heavy damage in the wet months from horse traffic. While I believe in multi-use trail systems, I also believe that the users should be accountable for the damage that they cause. I know that the Back County Horseman do work on the Putney Woods Trails but some of that work is making

the trails worse in other areas while "fixing" their area of focus. Some of the "repairs" have simply made the situation worse.

We find that the roads are not safe. We need street lights, wider shoulders on county roads, and longer paved trails. It would be great to extend the trail along Hwy 20 in Coupeville. (in both directions) It would be awesome to have a trail from Clinton to Oak Harbor.

all new pavement projects should include widening shoulders on county paved roads that currently have less than three feet of paved shoulder

Thank you for creating this survey and helping those of us who want to be active on Island County.

Please widen the shoulders from Rhododendron park south to 525. It is extremely dangerous to ride that area and many riders from off island don't know of other routes available.

We also need to be aware and plan for the many bicycle tourists that travel the island. Do the state parks (Deception Pass, Ft Ebey, etc., have any data on the number of campers arriving by bicycle?

My highest priority is a non-motorized multi-use trail off the road. This will benefit locals and bring visitors to our community. Personally, I'd prefer that this trail meander along the more scenic areas, with stops in the towns, rather than right alongside the highway. Connecting with schools, parks and trail systems. But I'll take what I can

get. Second, wide shoulders for runners, walkers, and cyclists on every road that is re-paved. Third, it would be really helpful if the traffic lights consistently responded to cyclists - I used to ride my bike to work and couldn't get my bike to trigger the traffic light without switching to being a pedestrian and using cross walks.

Running: The lack of sidewalks coupled with narrow (and messy) shoulders throughout the streets makes running incredibly dangerous. The shoulders of the road are always littered with vegetation debris (and currently also road sand/gravel from the snow), making it a game of dangerous hop scotch while cars buzz past at 50 MPH. Drivers assume a runner like myself has the entire shoulder to run on, when in fact, there's typically blackberry bushes sticking out across the shoulder that haven't been cut or a mess of pine cones and road sand that need to be carefully ran around. It's quite scary to run on the roads around here and downright frustrating that a person has to seriously risk their life to go out on a nice jog to stay healthy and enjoy the beautiful scenery South Whidbey has to offer. A simple solution for now would be to at least send out street sweepers to clean up shoulder debris. I would LOVE it if we could get some sidewalks! As it is now, I don't feel safe enough to take a walk with my wife and dog on the road, let alone any children I might have in the future. It's dangerous enough already as it is for me to go on a run by myself. **Mountain Biking:** The Kettles and Putney Woods are great, but could not be more confusing to navigate. Take a look at Soaring Eagle in Sammamish, WA for how they mark the trails. I think that system is the best for a similar trail system that is pretty complicated. I also run at Kettles and Fort Ebey and have a very hard time NOT getting turned around in there.

I mountain bike the Kettles-Ft Eby trails frequently. I know that mountain bikers are stewards of the trails, frequently clearing brush

and also helping build trails. Some trails built by the bikers are now walking only trails (is that fair?) I live in Burlington and it takes an hour to get to Ft. Ebey. So I make use of the time to occasionally buy items while there. In fact, looking at a Bed and Breakfast on the Island. So it is financially sound to encourage recreation on Island County. Moab, Utah has found that the more trails they create for biking and hiking, the more money is spent in the area. So building more trails has financial benefits.

Primary impediment to both walking and biking on Camano is the lack of shoulders on roads - sunset, sunrise, north camano, west camano, etc.

There needs to be better signage especially in the Oak Harbor area as well as better marketing of the trials. For example, if you go to Trial dot com you will see that our Scenic Heights/waterfront trail is not included. Further, there is no sign along Highway 20 that points to the Scenic Heights trailhead.

Thank you so much for this opportunity to comment! I live in Coupeville and walk regularly.

1. Maintenance of Gravel Walkways in Coupeville:
 - a. The corner of Broadway and Madrona: The gravel walkway gets covered in leaf litter and tree overhang. Please do not mow the trees as seen in other trailside areas. These trees need to be pruned with proper tree pruners (can the homeowners do this?). The gravel area needs to be swept clear of the leaf litter. It gets completely covered during certain areas of the year (like right now).
 - b. Intersection of driveways and gravel walkways on Broadway: Some homeowners maintain these areas easily. Others do not, creating a hazard by the way in which they enter and exit their driveway. By ripping or tearing out of their driveway they create a hole. This hole gets bigger and bigger as

the homeowner continues to drive into it, then attempting to get out of it. This creates a hazard to pedestrians and is unsightly. c. The gravel path near the soccer fields on Ebey Rd: This path gets overgrown terribly in the summer. I'm NOT advocating the use of herbicides here, rather, scraping or properly compacting and/or replacing the gravel on the pathway so that it does not get overgrown in weeds. PLEASE DO NOT USE HERBICIDES! 2. Roadside Trails/Walkways on Sherman Rd to Hwy. 20, and on Broadway to Madrona: Over the past several years I've noticed a disturbing and unsightly way of taking care of, or lack thereof, these areas: a. Cutting Roadside Flora - Commercial Mowers: Roadside edge and the preservation of this habitat needs to become a priority for the maintenance of paths, trails and walkways in Island County. Because I walk this area regularly, I see the damage done to native plants after the commercial mowers come through. I can only assume this is standard practice across the county and one I hope will be scrutinized through this survey. Oregon Grape, Nooka Rose, Snow Berry, Sword Fern, and Salal among others are hacked down while "maintaining" these areas. Not only is it unsightly, it outright destroys and damages critical habitat edge for birds, pollinators, rodents, reptiles and other species. Why can't these areas be left alone or only moderately trimmed? USDOT has a Handbook for Supporting Pollinators through Roadside Maintenance that would be particularly helpful for Island County to review and adopt. Find it here: https://www.environment.fhwa.dot.gov/ecosystems/Pollinators_Roadsides/BMPs_pollinators_landscapes.asp I've seen entire shrubs and trees be damaged by the commercial mowers who elevate their mower boom to reach higher into trees and shrubs when all that's needed is some light trimming. I understand Blackberry is invasive, yet this too can be maintained with hedge trimmers or pruners rather than ripping the shrub apart with a commercial mower only to be left with an unsightly, mutilated shrub. Residents and visitors do enjoy blackberry picking, so if you're going to rip it out, take the whole thing, not

just mutilate it! I've also seen these mowers rip an entire fence line down (on Kettles) not discriminating between the plants being cut and plants that grow on the fence. I can only image the damage to the mowers, at the expense of the tax payers, not to mention the damage done to the fence line of the property owner. Last summer I encountered several men in a utility golf cart on Broadway trimming the snowberry hedge row. While I applauded the use of hedge trimmers here, this is simply not necessary. These are beautiful, native shrubs that need to be left alone. There are simply other areas that need attention (read: scotch broom - while I realize this is mostly a wadot issue that continues to not be addressed, there's no reason Island County can't get on board!). b. Fence on Kettles: I'd love to see the fence removed. It does nothing but provide a barrier to wildlife and become unsightly for lack of regular maintenance, as the posts rot and fall over. It also makes it difficult to pick up litter along the roadway. c. Roadside between Sherman and leaving the town of Coupeville on 20 heading South: Often during the summer when these areas are mowed, trash is not collected prior to mowing and instead, is mowed right over creating more of a mess than was there initially. I know because I've picked it up! Is it possible that the trash be collected prior to mowing? d. I cross Broadway at highway 20 on foot regularly. I've noticed increasingly an accumulation of wreckage debris piling up from accidents that occur at this intersection. While the larger material is picked up, the smaller pieces of plastic, glass and other debris is left on the roadside. Is anyone responsible for this mess that's left behind? Thank you again for your interest and this survey!! I'm looking forward to see where Island County takes the results!

(Zero) trails, road shoulders on south Camano

The maintenance and cleaning of the road shoulder is of utmost importance to bicycling

Whidbey. This is especially true on main roads that see a lot of bicycle traffic (particularly beginners) such as Maxwelton, Bayview Road/ Brooks Hill, East Harbor, Langley Road, Saratoga, etc. In the winter, tree debris from storms and road sand accumulate on the shoulder making it unusable at times. Also, when the road shoulders are brushed debris (branches, sticks) is left on the shoulder creating a hazard. Too often, in winter especially, the debris are left for weeks at a time. Regularly scheduled shoulder cleanings, with special attention after storm events, would make for a safer and more pleasant cycling experience. While any new cycling infrastructure would certainly be welcomed, clean and clear shoulders would seem a very cost effective, simple solution. I would also add that bicycle signage placed on common routes ("share the road", "bicycle route", etc) would alert drivers to the importance Island County places on shared infrastructure and the fact that there may be bicyclists present.

The "public access" to shoreline areas shown on the maps are somewhat deceptive. There needs to be "ground truthing" It would also be helpful to have the "access" points on the maps computer interactive!

Walking/hiking: the trail networks on the Island are difficult to use in the winter due to muddy conditions. Please consider organizing workgroups to prep trails for winter months to lessen puddling, mulch where mud accumulates and general maintenance. Bicycling: Whidbey Island offers pristine roads for cycling. In an effort to draw more cyclist to the island, the county should focus on low-investment strategies (cleaning/maintaining and widening shoulders, sharrows, "share the road" signage, etc.) in an effort to improve the experience for people on bikes. In addition, the county should consider cyclist's experiences when proposing increasing speed limits island-wide. Any and all roads should

be considered cycling routes and the county should plan and maintain these roads accordingly.

Addition of small Kayaking camping site would be great. Camano Island could be a road biking and BNB outdoor economy if the bike shoulder where made a priority.

Public access issues for casual walkers is sometimes limited by private property owners. Would like to see more access points. Appreciate all volunteers have done on Camano to create access points and trails. Appreciate parks.

Boat launch in Coupeville is over used and under funded. I'd like to see a for fee annual pass required to restrict access and fund maintenance

Key issue is lack of information for people visiting Whidbey about the trails that we do have, and WORST issue by FAR is lack of shore line access. This island SUCKS at shoreline access. Use New Zealand as a model. I served in an advisory group in early 2000s when working on trail plans for Whidbey and am active with Land Trust (Trillium) and with the Backcountry Horsemen

Our bus stop is more than 1 mile, but less than 2 miles, from our home (it wasn't an option in the survey)

There are minimal things to complain about in Island County for non-motorized use. The main issues are inconsistency in shoulder width of roads and road surfaces. Shoulder width can be categorized as adequate, minimal and non-existent. In areas where cars are traveling at 50MPH the non-existent shoulder areas are

extremely dangerous and are a massive hazard to bicycle tourists who may not know of alternate routes. The area between Coupeville and Race Road on HWY 20 is a prime example. The county should strive to provide at least a minimum shoulder on any roads where speed limits are above 40MPH. Several repaving projects have occurred throughout Whidbey Island recently. While many roads have been restored to excellent condition (Fort Casey, Madrona, Zylstra) other roads in the same areas have been chip sealed to fair and even what I would call poor condition without regard to the speed limit of the road or the use of the road for non-motorized travel. Arnold and Monroe Landing being the latest example of what was an excellent smooth road transformed into a chunky chip seal road that has a coarser grind than any other road of 50MPH on the entire island. As a result the road is no longer an enjoyable alternate route to HWY 20 to ride bicycle or any other wheeled device and there are many loose rocks that fly off vehicle wheels. I have had to have windshields repaired on two vehicles because of this chip seal method. I would like to see more consistency in the paving methods used in Island County to restore roads to safe and above average surface condition with minimal use of chip sealing.

I frequently paddle in Deception pass. I've done some kayak trips using marine trails camp sites. I particularly enjoyed staying at the campsite at Possession point. I have plans to paddle the west coast of Whidbey and use the access points and maybe camp sites there.

Trail from Clinton to Deception Pass multi use to include horses would be awesome.

Highest priority for us: Horse trailer parking, specifically at the Camano Ridge Access adjacent to Carp Lake Road. Thanks!

My top priority is safe walking/bicycle lanes on county roads!!! Having a fog line and almost NO shoulder, especially on curving roads is not enough. People in cars drive too fast and assume no one's around the next corner so they cut corners and drive way over the fog line all the time!! This limits where we can safely walk or bike a lot!!! Thank you for conducting this important survey!

On Camano Island we need dedicated off road trails for cyclists. Too dangerous to mix vehicle traffic at 50 mph with bicyclists on highways with no shoulders. I lived in Seattle and commuted to the University of Washington on the Burke Gilman trail for 30+ years. I would not be enjoying my retirement here on Camano Island if I had commuted on Seattle city streets-- more likely I would be deceased.

Would love to see walking times on Madrona and Penn Cove roads for a morning or afternoon every weekend. Driving could be restricted to residents during those times. Would also like to see walking only in downtown Oak Harbor and Front Street in Coupeville.

The roads on Camano Island are difficult for biking. The shoulders are either nonexistent or too narrow. Drivers are not kind to bikers and frequently do not give bicyclists adequate space.

I commute to work often and many of the roads that I travel have dirty, debris filled shoulders. This sometimes forces me closer to traffic. I would like to see a greater effort to keep the few shoulders we have clean. I use Madrona Way to commute and it has quite a bit of traffic (both car and bike) with short sight lines and the

traffic often travels faster than the speed limit- a shoulder would make this road considerably safer. MORE TRAILS!!! There is a limited number of off road trails in Island County. It seems that most of the off-road biking is in the Kettles and Fort Ebey. There have not been new trails on the Island in quite some time. I understand that Trillium Woods is 600 ish acres that could easily host many miles of quality trails. In an effort to stay off HWY 20 I cross at South Ebey Road to get to Madrona- that intersection is a disaster waiting to happen. Wannamaker road up from the ferry to 525 could use a shoulder, if you get off the ferry and are headed that way on a bike, extremely dangerous.

A) The bike lanes much of the way from Greenbank to C'ville are either NON-existent OR TOO DAMN NARROW ! The I.C. bike maps DO NOT route bike riders OFF of SR 20 - around to the Ft. Casey / ferry route - from C'ville to = Race Rd - ANNND THEY SHOULD !! = it's MUCH SAFER ! B) Access to PUBLIC SHORELINES / BEACHES are NOT MARKED / NOT CLEARLY MARKED ! = NOT GOOD ! There NEEDS to be a GOOD map of ANY/ ALL "PUBLIC ACCESS SHORELINES / BEACHES" in I.C.!!! C) MORE "PUBLIC ACCESS" SHORELINES / BEACHES are NEEDED in I.C. !!!! The recent Wonn Road FIASCO is an example of WHY !!! Our I.C. government (representatives & legal dept.) MUST: PROMOTE - ADVOCATE - WORK FOR MORE "PUBLIC ACCESS" SHORELINES / BEACHES !!!

Establishing and signing beach access is extremely important. Establishing more walking opportunities is also extremely important.

As it stands, I think the system is pretty good where I live. I would like to see more wheelchair accessible areas for people who would like to enjoy the area but can't now. I also think we should eliminate hunting and develop more

areas where people can view wildlife (from a boardwalk or platform for example).Most people come to Whidbey to look at birds, not shoot them. I think the area is becoming to densely populated to support firearms, not to mention the noise of gunshots and the pollution of spent shotgun shells. In general, I would like to see as many non-motorized trails as possible so that people have a chance to experience the quiet of nature rather than two or four stroke engine noise and exhaust. Thank you for the survey.

Please build some County trails on Camano Island in the next ten years THIS Time!

Paved mixed use paths superset from the road would be ideal! Wide shoulders can be hard to bike on because of debris.

Increase public access to where these sites are, when they are open, and the facilities at each. A comprehensive Island guidebook would be GREAT!!!

Encourage and support trail development with the Whidbey Camano Land Trust - Trillium, Saratoga, Ebey's

Love more off leash trails and trash cans to drop poop bags into

I would like to see a trail from Terrys' Corner to Juniper Road, along 532 on Camano Island.

There really needs to be a better bike route from Clinton north off the ferry. Taking the highway

is dangerous and what looks like an old trail has become overgrown and unusable. The island could use more trails around the periphery of the island. Good loop trails with beach views would be a huge asset to the island residents and attract business. I love riding on the island, and the roads are in great shape, but there could be better trail connections to allow cyclists to stay off the highway (bayview is one example).

We live here because of access to so much great recreation. We equally enjoy going over to Port Townsend and Sequim for the Larry Scott and Olympic Discovery Trails for biking. Those are our favorite places to ride in the area. In Island County, the backroads and Ebey's Reserve are wonderful and good exercise with all the hills.

I would like to see a walking path put in along SR 532 that goes from Fox Trot Way to the Terry's Corner traffic light.

I am an avid runner (minimum 10+ miles a day on Camano Island). I run alongside North Camano->Sunset Dr->Vista Dr (no shoulders at all)->West Camano (turn around at either Sunset Dr or Camano Hill Rd or I go into Camano Island State Park). There are several major detriments. The shoulders are only 12"-18" wide if there are any. Cars are traveling over 50MPH and majority are on cell phones. Cars don't stop at stop signs. Roads are extremely dark. I also walk my dog twice a day for 1.5 miles each time. There are the same problems as I must travel on North Camano Dr for a short while until I can get to more private streets.

Biking can be quite scary during "rush hour." Most drivers give walkers and bicyclists plenty of room most of the day, but in the late afternoon there is too much traffic--and it only takes one to

have a serious accident. There are parts of the highway that are way overdue--by decades!--for completion of shoulders or extension of the Coupeville area bike trail, where there is NO shoulder at all. Islanders may know about these areas, but if we want to have more bike tourism, these areas really need to be completed. It's very dangerous there. We need more signage to remind drivers to give walkers and bikers more room. Paddling access is very limited. We need places where we can launch and leave our cars, including overnight. Again, if we want to be tourist friendly, we need to have camping areas 10-15 miles apart. Puget Sound has a wonderful water trails network, but Island County is the most lacking area--we should be the leaders!

Cutbacks on Island Transit routes (specifically the former Langley-Freeland route) made bus riding happen much less for me.

Kayaking and stand up paddle boarding are very low impact sports, and Island County should do more to accommodate and encourage these sports. Sometimes, parking areas where there are trailer parking spots do not make accommodation for kayakers, stand up paddle boarders in terms of parking spots, but they should.

I primarily walk/hike for recreation in south Whidbey Island, 2-3 times a week for about an hour each time. I walk on trails mostly, many I have discovered on my own or that have been in existence for a long time and are not well-publicized. Many cross private property. It would be helpful to have access to maps (online would be fine) that connect the many existing trails on the island. That would be a great resource. I cannot seem to utilize the maps you have attached and am unclear how to access and add information to them.

Use of Wonn Road for kayaking. Shameful not to allow it!

Needed desperately: More dog-friendly and off leash trails

More foot trails would be great, as would more dog-friendly off-leash areas on beaches or in woodland trails areas.

I WOULD LOVE TO SEE CONNECTIVE TRAILS THROUGHOUT ISLAND COUNTY. I WOULD LOVE TO BE ABLE TO MEET UP WITH FRIENDS VIA TRAILS RATHER THAN DRIVING. SAFE BIKING ROUTES ON THE ISLAND ARE A MUST AS WELL AS ADDITIONAL EQUINE TRAILS AND TRAILER PARKING.

Thank you for the time and energy put into this project. The maps are amazing.

Thanks to all who make Island County such a great, accessible recreational/visiting area. The public access, history, and stewardship of Island County/State Parks/Natl. Heritage areas should be a template for all W. Washington. When friends ask about the sightseeing on San Juan Islands, I always redirect them to Island County/Whidbey. PS: Both the Greenbank DNR horse/bike trails (I forgot their name) and the Kettle Trails need some silviculture/forestry expertise. They are too thick with hemlock(?) and small trees, and understory. Probably parts of Trillium too.

We are privilege to live on Whidbey Island and have access to many diverse multi use trail systems. I hike, walk, horseback ride, paddle and bike up and down the island and am glad to have so many different places to access trails for horseback riding or hiking and so many different beach access points. I have a friend who was seriously injured while bicycle riding (at a stop lighted intersection in Oak Harbor) of all places and I do not ride my bike near my home on Hwy 20 in central whidbey due to very narrow shoulder. I would ride more/commute to work in summer months more if this section of roadway is ever widened.

I live in a private beach community so I have private access to the shoreline from my home. I frequently ride my horse at Putney Woods /Saratoga Woods and LOVE these trails. I appreciate all the hard work that goes into maintaining these trails. I would love to see more trails like these.

I have had both of my hips replaced so I am very mobile now. Prior to surgery I wanted to stay active and needed to hike on trails that were not rough or steep. Every day that I drive on the highway in Central Whidbey I see people using the paved trail from the Kettles to Rhododendron Park. Yesterday I saw someone in a motorized wheelchair on this trail. Though I can now choose unpaved trails, I would like to see more paved trails for people that need them and whenever possible, along quieter roads or routes like the old road that runs through Rhododendron Park out to Patmore Rd.... where wide shoulders on Patmore and other roads would create loop trails. Connecting all the trails on the Island (such as the Kettles to the Bluff trail at Ebey's Landing) could be a huge boon for the economy as we would attract more bikers, hikers, runners, etc. I was talking with someone yesterday who

spent a lot of time hiking in New Zealand where small, private campgrounds allow bikers and backpackers to camp for the night and share a kitchen/bathroom facility. Shoreline access is a BIG issue. Protecting access and gaining new access is essential. Taking an Island Transit bus to a shoreline access point or road on a Saturday would be wonderful and decrease the need for parking on access roads. Thank you for providing this survey!

I would love to ride my bike more often if I had someone to ride with. A county website for people to find riding companions at their ability level would be great! The posts on the Kettles trail are difficult to maneuver around. I worry about getting hurt on them.

Having trails that connect the parks would be nice. Marking the PNT route would be nice.

I walk in the Kettles most often and it seems unfortunate we do not have a connection to the Ebbeys Landing Bluff walk. You can literally see it from the Kettles Trails and it seems as though it should be possible to link those trails and then on to the Fort Casey trails, thereby having 10 miles or more of contiguous trails along the West side of the island.

Signage--both from land and water--is essential for safe non-motorized boating and auto, especially as folks often incorporate cross last expanses of water (e.g., Whidbey to Camano). In an emergency when paddling, clearly visible signs indicating safe, public beaching spots can make the difference between safety and disaster. Also regarding signage, bicyclists, walkers and kayakers need consistent, clear & visible signs, as "private property" signs (sometimes encroaching on public access) often discourage perfectly

legitimate launching and vehicle parking. People have a right to enjoy safe, predictable and inviolable access to their public properties!

The rangers at the state parks do not enforce the leash laws. We are uncomfortable walking our leashed dog in the parks because of the possibility of encountering an aggressive, off-leash dog. We have actually asked a ranger to inform the owner of an off-leash dog at CISP that the dog needs to be on lead, and the ranger did not want to do this. They need to do their job so that we can enjoy what our tax dollars pay for!

More accurate signage at beach access points such as north Lagoon Pt. The new County signage contradicts the DNR signage and markers. This causes confusion between property owners and beach users. Both think they are right which has been and continues to be a dangerous situation.

We have a whale sighting network, where we and others attempt to observe and follow whales from our shorelines. It has become increasingly difficult to find shore access or viewpoints from which to watch and track the whales. Increasing building along the shorelines, larger homes, etc. make it impossible to view from county or neighborhood roads, and the lack of public beach accesses is a huge problem in this county. Whale watching has become a tourism draw, and many people come to Whidbey Island to see whales, but aside from our few state and county parks, and a town/city access or two, there are very few public viewpoints, especially on the west side of the island. Orca Network would love to work with the county to improve this!

Maybe I just don't know where to find information but having a walking trail guide for Whidbey or even just South Whidbey would

be great. I'd like to know more about the trail before I ventured out. how long is it? What is the difficulty level? Visually being able to see where trails go is very helpful especially if you are walking alone. Thanks for the survey.

More shore access in both salt and fresh water for Kayak launching

Walking the beach is one of the most satisfying things I have enjoyed on Whidbey. I live above Mutiny Bay and walk the beach 5-6 times per week. I use public access but I'm aware I'm walking on private property when the tide is high. Thankfully no homeowner has ever denied me access. It is a shame that private ownership is allowed and I would love to walk other beaches.

There needs to be more knowledge to those using the activities to move in a single file while traffic is present to keep both parties safe. IE; when a group walks along the road and walks next to each other and won't walk in a single file it's difficult for motorist to get by if there is oncoming traffic.

We have ridden our bikes on so many wonderful multipurpose paved trails throughout the country and can see how much having this access on Whidbey would benefit our residents and tourists.

I would love to see paved trails that would accommodate easy access for wheelchairs and wheeled walkers.

More public beach access is a high priority, and unpaved trails are much better for people and dogs than paved surfaces: barefoot is best!

more horse trails, more wheelchair accessible trails

Please no motor bikes or cars. Only people and horses and dogs on leashes. No street lights in neighbor hoods. Keep the Island rural THANK YOU

The biggest cycling concern for me is the gravel on the paved shoulder of 525 north of Freeland. 525 is very busy and cycling along trying to avoid the gravel is problematic. The less expensive way of covering our roadways is also a problem. If road repair is done with the oil and gravel method in the spring, the roadway is not usable by cyclists for the entire summer. More asphalt, please! (It also makes for a much smoother ride...) In my opinion as a cycling taxpayer, we shouldn't consider any new roads, or even road repairs without including separate cycling/walking trails next to it. With the growth of electric assist bicycles, more people might be willing to leave the car at home if they felt safe riding to the store.

More parks rather than more "gadgets" at the parks. REDUCE OVERHEAD...WE DO NOT NEED HUGE STAFF AND OVERSIGHT FOR NATURAL PRKS. They are not amusement parks. Use financial resources to maximize acreage of park space. Thank You.

For the most part, Island County is a great place for non-motorized activities. Some improvements to safer bike routes, especially for children, would be extremely useful. Many of our smaller roads have small shoulders and the speeds people travel are nearly highway speeds. I live close to schools, but wouldn't feel comfortable letting my kids bike to school until they are much older.

I live on north Camano Island. Walking by far is my (and most of my neighbors) most common activity and most residential roads are delightful to walk on just as they are. Most beneficial improvement would be trails to connect between residential roads as there are some sections where highway 532 is the only way to get from residential street to residential street. 532 is VERY scary and substantially limits the residential roads available to me without getting in my car and driving. How wonderful it would be if a simple trail could be made near (but not directly along side) the highway. Most beneficial section would be between Juniper Beach road and Terry's corner..imagine walking to the coffee shop or library!

I live on north Camano Island. Walking by far is my (and most of my neighbors) most common activity and most residential roads are delightful to walk on just as they are. Most beneficial improvement would be trails to connect between residential roads as there are some sections where highway 532 is the only way to get from walk-able street to walk-able street. 532 is VERY scary and substantially limits the residential roads available to me without getting in my car and driving. How wonderful it would be if a simple trail could be made near (but not directly along side) the highway. Most beneficial section would be between Juniper Beach road and Terry's corner..imagine walking to the coffee shop or library!

I live on Camano in the Livingston Bay area. It would be great to have a walking trail along SR532 from Juniper Road to the Terry's Corner traffic light.

It would be great to have a walking/biking trail along 532 on Camano Island from Juniper Road to Terry's Corner.

I live on north Camano Island. Walking is my daily activity along Juniper Beach Road. But the speed limit is 45 mph and drivers don't pay much attention to walkers trying to share the road. If there was a pathway along side the road, it would be surely be safer for walkers. Walking to Terry's Corner on 532 is also very dangerous. There is no stop light or crosswalk at Juniper Beach Road/Reckdal & 532 so there is no way to even take the bus westbound to Terry's Corner "during the week". It's certainly time for Island County to consider construction of a pathway from Stanwood to Terry's Corner and beyond. Residents and tourists just can't safely get around on Camano without a car.

532 is VERY scary and substantially limits the residential roads available to me without getting in my car and driving. How wonderful it would be if a simple trail could be made near (but not directly along side) the highway. Most beneficial section would be between Juniper Beach road and Terry's corner..imagine walking to the coffee shop or library!

It's easy for us because we have level waterfront property, and quiet non-busy roads near our house.

ESSENTIAL to have a bike route alternative to Hwy 20 to get from North end to South end of island.

Since I hike with dogs, it would be nice if more areas did not require that you leash your dog. Controlling the dog is essential but can be done without the dog needing to be on a leash 100% of the time. I need to exercise my dogs and if the dog is on a leash it will not get the needed exercise. I also will not hike as much for fear of falling because of the dog suddenly jerking the leash. I am almost seventy years old with osteoporosis. I need to exercise but don't want to fall. The dogs keep me exercising so taking them is essential for me. I have them on e-collars and always hold on to them when we pass other people or dogs. I do very much appreciate the trails that the Island has now.

(Riding the bus 6-7 days/wk --that's a trick question, right???) As you can probably glean from my responses, I consider wider shoulders (or in many cases, ANY shoulder) and/or dedicated bike lanes a high priority for increased bike friendliness on South Whidbey, and on the sections of 525/20 where cyclists have little choice but to ride. And I'd love to see more "share the road" signs and/or lower speed limits on the more dangerous roads. (And I'd definitely love more beach access and public restrooms and showers!) Thanks for allowing for input.

It would nice to have more information for how to get into Seattle via bus from Mukilteo so that perhaps I don't drive.

Thank you for this survey - I am hopeful that we will indeed have bike/walking trails along the entire length of Whidbey Island, and along some

main routes (e.g., Coupeville to the PT Ferry, and to Langley from Freeland, Bayview, and Clinton). Keep up the good work!

Thanks to the Island County planners. We have great infrastructure for a rural area, and I'm glad that there are plans in the work to improve it.

Sidewalk from IGA to school, horse friendly and non ATV friendly trails

The trail plan we have seen does not seem to be designed with a knowledge of cycling as a sport/hobby. 1. No serious cyclist takes the trail in Coupeville more than once. There are several problems with it: a. it is too narrow b. the poles at the road intersections are too narrow c. you have too many cross roads to navigate that you don't have to on the road; coming to a stop for cars is a waste of energy and cyclists just won't do that d. it is unnecessarily hilly--it does not follow the road 2. No serious cyclist wants a bridge to boat trail. We have done that ride a few times, on the road, and it is far from being the best that Whidbey Island has to offer. Instead, take a look at last years Tour de Whidbey route. It takes you by all of the water, along forested roads, by farms, etc. Many of the miles are in areas where it is quiet. Riding along the highway is jarring. It is not very much fun. 3. Cyclists do not like the chip seal that Whidbey Island has been installing. If one wants to attract cyclists to the island the money could better be spent on making asphalt roads. 4. Shoulders are a cyclist's best friend. Too many Whidbey Island roads do not have shoulders. In short, the bridge to boat idea does not appear to us to be an idea that people who cycle regular for pleasure would have any interest in. After a few miles of trying it, they will hop over to the road. We are used to riding on roads, and unless a trail is superior would prefer a road. To judge our comments, we are

providing the following: We ride about 2000 miles a year (a year for us being about 7 months because we travel the rest of the time). We do some organized rides, including the last 5 Seattle to Portland (STP) rides. I believe we know the cycling world pretty well, and are pretty confident that a bridge to boat trail would not be used by people who cycle in the way many in the PNW do. Such a trail might be used, for a few miles here and there, by less experienced cyclists or families. For that it might be useful.

Would love to see more paved bicycling paths with longer continuous distances than 1-3 miles before having to ride on road. Would love safer recreational walking access on roads, or more multi-use paved trails.

The only trails on Camano are through the woods at the parks. I do not feel safe as a single woman walking alone on these trails. We need paved trails along the roadways that provide visibility to the public. We also need leash laws enforced at the State Parks. Currently, the rangers do nothing about this considerable problem.

I hope the shoulders on County owned SW Swantown Ave. will be widened by two feet with gravel or pavement in the near future.

Drainage and shoulders improved on Swantown for walking and biking. More trails are always a good idea. Sidewalks should be more continuous on Fort Nugent.

The traffic lights on the island do not recognize or register bicyclists in the lane, forcing a rider to dismount and use pedestrian crossings (and often times having to cross a turning lane, or even an

entire road in order to do so). At the Maxwelton & 525 intersection, for example, there is no crosswalk at all on the west side of the road-- forcing a southbound bicyclist to cross through traffic in the right hand turning lane to access the sidewalk and press the walk signal, and then wait through 3 cycles of traffic signal changes (crossing Maxwelton on the north side, crossing the highway, and then crossing Maxwelton again on the south side) in order to "safely" cross the highway.

Providing commuting paths that are separate from traffic and not directly exposed to wind and exhaust from cars is a priority, please consider making the bridge to boat trail further away from the highway for health and emotional wellbeing of walkers and bikers. Preserving open space is another priority!

More mountain bike trails please. Better signage on mountain bike trails.

We have a good start at trails on the island. Shoreline access for riding and walking is limited given the amount of shoreline on Whidbey. A continuous trail for all users would be fabulous!

please provide clear signage at public beach access points and parking and identify where one can walk on the beach at public beach areas

need to complete a walking/bike path from one end of the island to the other. I know you are working on it. Pace is slow. I especially wish for a path from the Clinton Ferry north-ward to at least Ken's Corner. Very dangerous to be on a bike from Race Road to the vicinity of OLF due to almost no shoulder/white line area. When biking, I've been

nearly run off the road. Scary! That's the most acute need from a long distance bicyclist point of view.

This island paradise we live in has been able to accommodate a huge variety of activities. Unfortunately equestrians seem to get the short end of the stick as do handicapped, wheel chair, walker dependent parts of the population. I realize that horses really are a luxury with a much smaller cohort than the bikers, walkers, hikers, birders but we are essential to those who make their living servicing and supporting the horse community (vets, hay growers, equipment mfg and dealers, farriers, trainers). Plus, we bring a nice element to the enjoyment of our trails. Children LOVE seeing horses on the trails.

The Trillium trails are not well kept and need more work-very hard surface on main "trail" to ride on, especially when weather dry; too many nettles.

I ride my horse mostly in the Putney Woods and on the tide flats in Useless Bay. Sharing trails in Putney Woods with hikers and bikers is not a problem as 99% of the people I encounter are courteous and respectful of one another. I would like to see more shared use trails.

I both walk and use my horses to ride many of the trails on this beautiful Island. I really appreciate all of the multi-use trails. As part of the Back Country Horsemen of Island County we do a lot in the way of trail maintenance and improvement and keeping trails open and safe to horseback riders is very important.

More information about accessing public beaches on South Whidbey with a horse.

i would love to be able to horseback ride in the state parks on the island.

Trails need to be preserved for horses. Most of the trail systems were constructed by, and are maintained by horseback riders. Horse riders believe in multi-use trails, and love to help keep them open for everyone.

NOT enough SIGNED/OFFICIAL/SIGNED horseback riding locations on beaches. HAY, this is an island after all, this could be a HUGE draw for visitors from the mainland

Paved, roadside trails is not desirable for horseback riding, or walking, or hiking.

We live in a rural community. Please don't cover it in concrete. We can't be everything for everybody, and in trying, nobody will be satisfied. The backwoods country horsemen have been cleaning up our riding trails for years. I've never heard of a biking organization here that does that.

Please help us keep the rural feel to Whidbey Island!!

I would like to see more horseback riding trails, especially in Clinton. I note that there isn't a porta potty at the SWP&R Trustland Trails.

Properly marked trails and general trail etiquette is essential in my opinion.

More horse trails and/or mixed use trails with hikers & bikers are very necessary on south whidbey. We belong to a number of volunteer local organizations that would help blaze new trails so cost would be minimal if property was available. There should be more public water access points & places that we can walk on the beach without getting yelled at or having the police called by townies that buy up our beach fronts. When i grew up here it was never a problem to ride your horses on the local beaches. Now you can't even walk on them leaving no trace but a footprint in the sand! Its very sad... The county should make a priority of creating a bike/hike lane from Clinton ferry to Langley & all the way to Oak Harbor eventually. the economic boom to Clinton & Langley, local wineries, hotels, restaurants etc. would be huge on the south end.

More trails in Trillium trail system needs more interconnecting trails.

I loved Putney Woods for horseback riding although I had an bad experience when my horse dumped me at the bottom of a hill because my horse knew there was somebody at the top of the hill and I did not. I ride now in Trillium and the big bummer here was all the time allocated to hunting in the fall as I try to ride 2 x's per week year round.

Having gone to the beginning trail plan meetings a few years ago, we were encouraged that the plan was aimed at multi-use trails for walkers/ runners, bicyclists and equestrians. The original plan seemed to focus on working towards a trail that would extend from Clinton to Oak Harbor - the trail would be both paved and no paved to help all users. There are many people that own and ride horses in Island County and many horse related organizations (4-H, Pony Club, Hope &

Equestrian Crossings, Whidbey Western Games Association and the Island County Chapter of Back Country Horsemen). These people and groups support the economy in so many ways and contribute countless hours to trail building and maintenance. We hope our voices will be heard to include us in the use of trails along with other trail users. Many people aren't able to easy walk or ride a bicycle; however a horse can provide an invaluable ability to be on the trails, communicate with other trail users, rejoice in the amazing wildlife and scenery and get the type of therapeutic mental and physical exercise only a horse can provide. Thank you so very much for your dedication and hard work in this project!!!

I am a member of Island County chapter of Backcountry Horsemen of Washington. Our chapter maintains the multi-use trails in Putney Woods county park through the county Adopt-a-Park program. I am committed to do my part to Maintain the trails that we all use. I hope the county will understand the need for off-road trails for equestrians, mountain bikers, and hikers. It appears that the planners are simply paving the shoulders and thinking that serves all trail users. It doesn't.

We need more mixed use trails for horses, bike, walking/running trails on the south end of whidbey. There are many volunteer organizations that would help establish trails. It would be wonderful to have a bike/walk lane from the Clinton ferry to Langley maybe going through Wilkeson road and/ or to the other end of the island. Is would bring a huge economic boom to island county.

I would like to see more public beach accesses marked with signs that show the amount of public beach at that site.

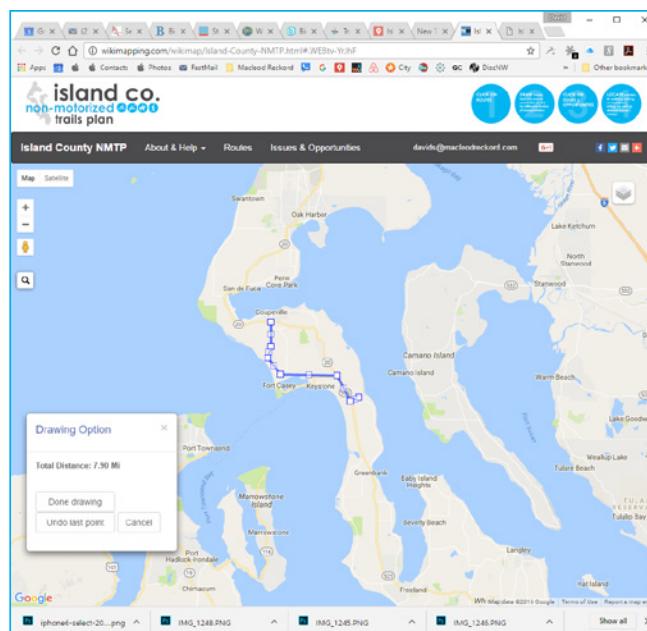
more access to the water for paddlers with places to park is definitely needed!! more places to camp for paddlers would bring more tourists. the washington water trails association would help

Water access for launching human powered boats is limited. Camping sites are even more limited. Some public land launch sites have been marked with "No Trespassing" signs by adjoining property owners to illegally ward off users. A La Spit has been essentially eliminated as a camping spot by removal of the bulkhead.

Online Map Results

Community members were invited to use an interactive online map or “wikimap” to provide location-specific input about their walking, biking, paddling and equestrian activities in Island County. Users were invited to draw their existing or desired routes with a line tool and also add site specific comments or recommendations with a point tool. The interactive map was promoted through newspaper announcements, project promotional fliers, emails, and on the County’s project website. The map was promoted at libraries for residents without internet access. The WikiMap was open to public input from January 23rd to October 14th, 2017.

“Figure 96. User Generated Input from Online Map” on page B-109 shows the routes and points entered by users. The table that follows (“Figure 97. Interactive Map Comments” on page B-110) contains written comments associated with the map entries.



Online Map Interface

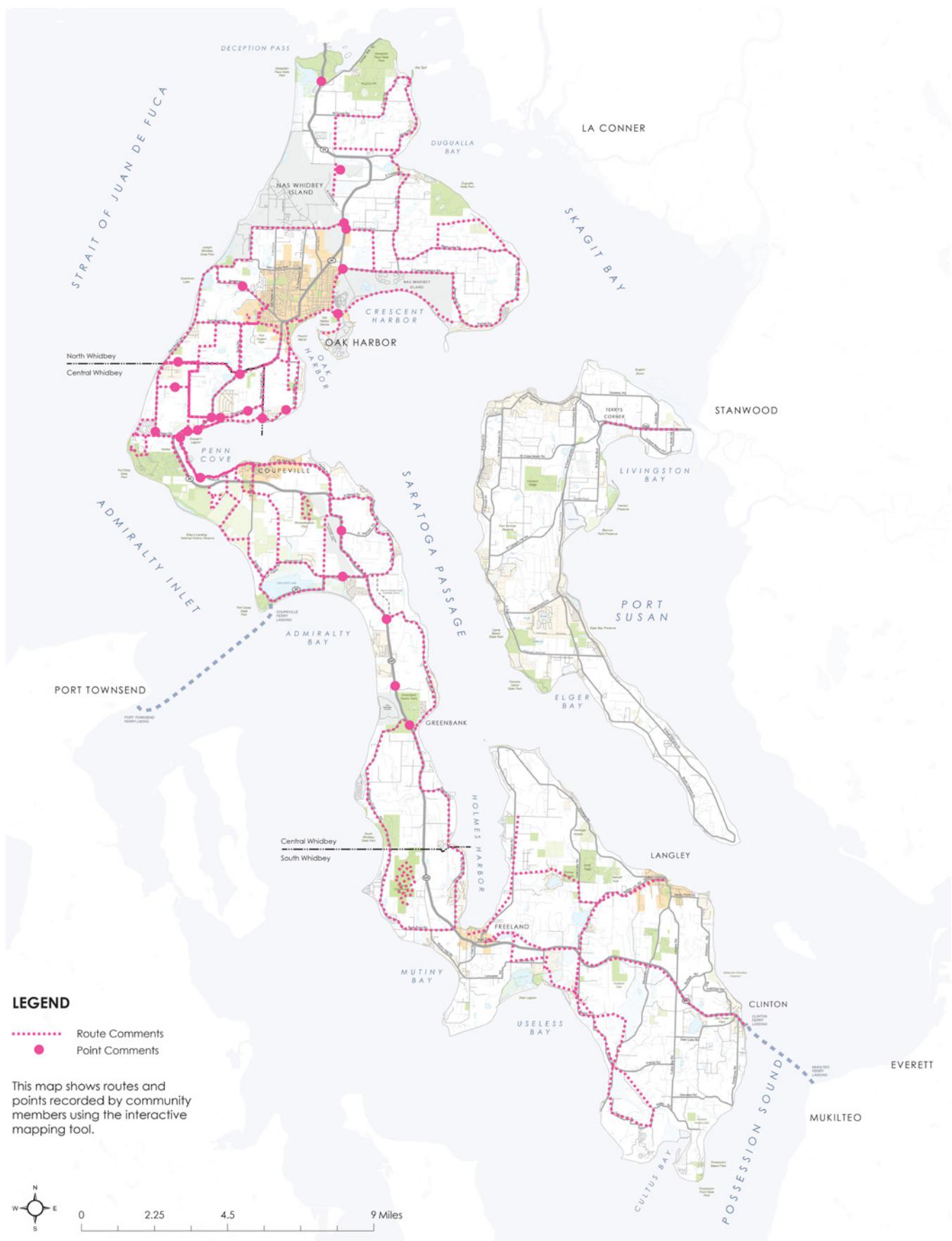


Figure 96. User Generated Input from Online Map

Category	Initial Comment	Comment
Barrier to Biking	To reach Penn Cove Road from the highway, I cross a private parking lot. It would be better to have a connecting path from the Highway shoulder onto Penn Cove Road.	I Agree
Barrier to Biking	Bicyclists are forced to use the shoulder along the highway 20. It is very busy at times and there are places where the distance between the shoulder and guardrail is narrow. There may not be any trail opportunities, but one low cost effort that might help is to keep this segment of shoulder swept. Accumulations of glass, from crashing vehicles, and other debris force cyclists to ride right against the fog line, which puts them only a foot away from 50mph traffic. A clean shoulder would allow cyclists to keep a much safer margin.	I Agree a separation from traffic with reflective pylons separating cyclist, walkers and runners, would add to the safety of this curve.
Barrier to Biking	The chip seal on this road has denigrated it to poor status for bicycling. Arnold Rd coupled with Monroe Landing were good alternate routes to avoid HWY 20. The surface is now very rough and not ideal for road bicycle type tires inviting puncture and/or mechanical failure through vibration.	I Agree, if chip seal could only go to the fog line it would help promote cycling on the island and get more people onto their bikes.
Barrier to Biking	Recent chip sealing on Van Dam is inconsistent with the other road surface projects in this area which are smooth pavement. Was the best connection road to reach Fort Ebey without having to use HWY 20.	I Agree
Barrier to Walking	There is no shoulder or sidewalk here. Very dangerous spot for bikers and walkers.	
Barrier to Biking	No shoulder here on Wannamaker, very dangerous for cyclist, particularly after the ferry unloads.	I Agree, a very unsafe route to send the cycling tourist up this hill with limited shoulder. Many visitors on the island travel by bike from south Whidbey to North Whidbey and this road limits the choices of safe routes.
Barrier to Walking	Very Dangerous intersection, high volume and high speed. Lots of walkers and bikers cross here. Should be flashing crosswalk at least.	
Barrier to Biking	Madrona is a heavily traveled road for all users. There is virtually no shoulder on this road with really short sight lines in some spots. A 3 foot shoulder and a further reduced speed limit on this road would be ideal.	I Agree with the wider shoulder speed limit should stay the same.
Barrier to Biking	Madrona is a heavily traveled road for all users. There is virtually no shoulder on this road with really short sight lines in some spots. A 3 foot shoulder and a further reduced speed limit on this road would be ideal.	I also agree with the shoulder, but not the reduced speed limit.
Barrier to Biking	Very Dangerous intersection for cyclist coming from N. Bluff to Smugglers cove or vice versa to avoid 525. You have to turn out onto the HWY and make a right or left turn with high speed traffic coming from both ways. A turning lane for both or a path across Greenbank Farm so you only just had to cross without stopping on the HWY would be ideal.	I Agree, a Amber light to warn drivers of cyclists on the road in this area would help.
Barrier to Biking	The shoulder is sufficient here; however, it seems like it is very often full of debris. I have flattened here three times. This means I am on the side of the road stationary for an extended period of time.	I Agree
Barrier to Biking	New development means there has been a significant increase in traffic with no shoulders here. Conflicts with vehicular traffic have increased somewhat. If there were shoulders, it would minimize this.	I Agree

Figure 97. Interactive Map Comments

Category	Initial Comment	Comment
Shoreline Issue or Opportunity	It would be great to have a water trails campsite in Langley. It could be reservable through the Water Trails Association if necessary. More tourism for the town!	I Agree, however it is definitely not advisable to make water trails sites reservable as it limits safety of those who might need to stop there and creates pressures to "get there" even when getting there might not be safe. Nearly all of the Cascade Marine Trails sites are open for non-motorized boats.
Shoreline Issue or Opportunity	We need some clarification on use of the tiny access for kayakers, like where cars can be left.	
Barrier to Biking	Base is closed	
Barrier to Biking	Bad intersection going west	
Barrier to Biking	Left turn dangerous	
Barrier to Biking	Left turn dangerous	
Barrier to Biking	Chip seal road	
Barrier to Biking	Dangerous intersection, need warning lights and crosswalk	
Barrier to Biking	50 mph should be 40 mph	
Barrier to Biking	No shoulder	I Agree. Very narrow. No shoulder.
Barrier to Biking	No shoulder	I Disagree
Barrier to Biking	Rumble Strip	
Barrier to Biking	Rumble Strip	
Barrier to Biking	No shoulder, reflectors on road	
Barrier to Biking	Chip Seal	
Barrier to Walking	50 mph	
Barrier to Walking	50 mph, limited shoulder	
Barrier to Walking	50 mph , limited shoulder	
Barrier to Biking	Dangerous intersection, need warning lights and crosswalk	
Barrier to Biking	Need secure bike rack	I Agree. This location also needs a bathroom.
Barrier to Biking	Need warning lights and wider shoulder	
Barrier to Biking	Reconnect road for bicycles only to get them off Hwy 20	
Route I Bike	Commute route to home from County	
Route I'd Like to Bike	Wider shoulder along this part of Hwy 20 would greatly expand central Whidbey cycling route options.	
Route I'd Like to Bike	Pratt Loop Trails - Closed to bicycling. This is a minimally used trail system that is off limits to cycling. It would provide a good multi surface route that can be lengthened with the Kettles Trail system. A potential use of this loop would be to open it during fall through spring (Sept - May) for cycling and close it during summer months. This is the same strategy used on Orcas Island for Mt. Constitution trails for many years with great success.	

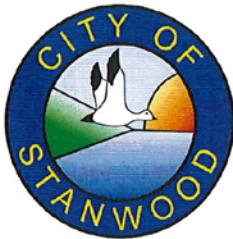
Category	Initial Comment	Comment
Route I Bike	Rhododendron Trails - These are good trails that see minimal maintenance by the County during winter months. Either need to share resources to maintain trails or recruit more volunteer user groups to help maintain trails during off season.	
Route I'd Like to Bike	Connection from Libbey Road to Kettles Path is long over due. HWY 20 section here has an adequate shoulder but it is still somewhat dangerous and stressful to ride this segment especially for less experienced or younger cyclists.	
Route I Walk	I walk North Bluff Road From Houston Rd to Surf Paradise and sometimes further. The barrier to walking is the drainage ditch on the west side of the road. It does not allow enough space for walkers when cars approach.	
Route I Bike	Work Commute	
Route I'd Like to Bike	Right now there are only 4.5 miles of trails in the Trillium Woods. And that is a stretch. Even if you kept 97% of this tract intact and used the other 3% for parking, trails, bathrooms....etc. You could easily put 20 miles in here. It is a missed opportunity for everyone at little cost. Island County Residents would benefit and folks would come from miles around to piece together a weekend trip between the Kettles and Trillium for both running, hiking and biking.	
Route I'd Like to Bike	Comment: concerned that trail should not be created here or near Doppler Radar System.	I would like to see a walking trail from the Terry's Corner stop light to Juniper Road, that runs along SR 532.
Route I'd Like to Bike	Comment: concerned that trail should not be created here or near Doppler Radar System.	I Disagree
Route I'd Like to Bike	Comment: concerned that trail should not be created here or near Doppler Radar System.	trail along A 532 walking trail (separated from the highway) is a great idea, connecting hundreds of homes at Juniper Beach and Livingston Bay with nearby commercial/library.
Route I'd Like to Bike	Comment: concerned that trail should not be created here or near Doppler Radar System.	I left the "I disagree" comment on 5/22 which was directed at the doppler radar comment...not the 832 trail comment.
Route I Walk	Doppler radar is too dangerous	
Route I Walk	This is the route that I run (at least the northern half) every day rain or shine.	
Route I'd Like to Walk	Test	
Route I Horseback Ride	I would like an improved trail to be established for equestrians that runs parallel to a non-motorized paved trail. The equestrian trail should have a dirt/gravel shoulder for the horses footing. Thank you.	
Route I'd Like to Bike	I would like a safe paved non-motorized multi-use trail for bicyclists, equestrians and pedestrians. The trail could eventually be paved from Libbey Road all the way to the paved portion of Kettles Trail.	
Route I Horseback Ride	A sign for horse trailer parking would be nice.	
Route I Kayak		I Disagree

Category	Initial Comment	Comment
Route I Bike	East Harbor road is very busy during late afternoon. Most of the route has good shoulder, but it needs to be swept and blackberries cut back to be fully usable. Drivers coming down hills on Brainerd and Goss Lake have poor visibility at the stop signs.	
Route I Walk	Old trail, not open to public. Would be a nice addition to County trail system if possible.	
Route I Bike	Scenic Heights	
Route I Bike	Maylor Point	
Route I Bike	Ferry	I Agree
Route I Bike	Ferry	I bike this route and walk it with my kids. For the most part, I feel safe. The shoulders are decent. I am a little nervous with my kids because the shoulders aren't huge and people regularly drive 50-60 MPH. I would like to see either wider shoulders, dedicated bike lane, and/or reduced speeds/traffic calming measure.
Route I Bike	Hunt Road	I Disagree
Route I Bike	Silver Lake	
Route I Bike	North End	
Route I Bike	Green Bank	I Agree
Route I Bike	Alternate 1	
Route I Bike	Boone Road	
Route I Bike	Alternate 2	
Route I Bike	Van Dam	
Route I Bike	Park	
Route I Bike	Swantown	
Route I Bike	Alternate 3	
Route I Walk	West Beach	
Route I Walk	West Beach	
Route I Walk	West Beach South	
Route I Walk	Hastie Lake	
Route I'd Like to Bike	Reconnect road for bicycles to get them off Hwy 20. The road is already there!!	I Disagree
Route I'd Like to Bike	Reconnect road for bicycles. The road is already there.	
Route I'd Like to Bike	Better shoulder and signage needed to warn motorists of bikes on the road.	

Category	Initial Comment	Comment
Route I'd Like to Bike	Separated bike path needed. Signage to motorists to share the road.	I Agree -this segment of Hwy 525 by Bayview is the only part where bikers and walkers can not find a safe side road passage without being on the side of busy highway. We need a designated safe walking and bike path here to make it safely from Freeland to Bayview and Clinton.
Route I'd Like to Bike	Separated bike path needed. Signage to motorists to share the road.	Route Id like to WALK.
Route I Bike		
Route I Horseback Ride	Putney Woods/Saratoga Woods/Metcalfe Trust forms a great trail coalition. BCHW Island Co chapter partners with Island Co to maintain Putney Woods. Love this system and all the other trails we get to ride on in Island Co.	I Agree
Route I Horseback Ride	Putney Woods/Saratoga Woods/Metcalfe Trust forms a great trail coalition. BCHW Island Co chapter partners with Island Co to maintain Putney Woods. Love this system and all the other trails we get to ride on in Island Co.	I Agree
Route I Horseback Ride	Mistletoe Loop/Bobcat trail at Putney Woods	
Route I Kayak		
Route I Kayak		
Route I Walk	Nice loop trails at S. WHIDBEY. Would be nice to link to Trillium at some point for multi use (horseback/hiking, etc)	
Route I Horseback Ride	Route and boundaries are probably not exact here. Trillium is a great place and with horse trailer parking off of Smugglers Cove road being completed thanks to the efforts of the Whidbey Camano Land Trust, will be a great place to ride. It is a unique system with conservation , hunting and hiking/riding intertwined and managed well	
Route I Walk	I walk, hike, and ride here at Greenbank Farm and on loop trails owned by island co.	
Route I Walk	Dog walk route	
Route I Walk	Walk to stores/bus	
Route I Walk	Beach walk	
Route I'd Like to Walk	Across private beach to Dave Mackie Park	
Route I Walk	Double bluff beach walk	
Route I Bike	Bike loop	
Route I Bike	To Langley	

Category	Initial Comment	Comment
Route I Bike	Freeland Loop	I Agree--this segment of Hwy 525 by Bayview is the only part where bikers and walkers can not find a safe side road passage without being on the side of busy highway. We need a designated safe walking and bike path here to make it safely from Freeland to Bayview and Clinton.
Route I Kayak	Double bluff	
Route I Walk	Daily exercise route.	
Route I'd Like to Walk	I walk and bike this way with my young kids from Fort Casey Rd (which is busier, but has better shoulders and fairly good visibility). This is the scariest part because the turns make visibility low and people coming off the highway are generally going highway speeds still. Wider shoulders or a dedicated walk/bike path would be amazing.	
Route I Bike	My 17 year old daughter bikes this route	
Route I Bike	Commuting to work, most common in summer. Wider shoulders are appreciated. Narrow shoulders such as on Campbell Road are scary, especially on winding roads.	
Route I'd Like to Bike	I would ride with my family to Bayview to do our shopping if there were consistent wide shoulders or bike lanes throughout, but I don't feel safe riding with children on the road.	
Route I Walk	Work to Kens Korner. Occasional walk for errands. Wish there was a dedicated path not directly on the road.	
Route I'd Like to Bike	To Langley: Separated bike path needed or widened shoulder. Low visibility around triangle road	
Route I Walk	Daily morning walk	
Route I'd Like to Bike	Potential bike route with no road shoulder or dedicated bike lane	

Plan Endorsements



CITY OF STANWOOD

Public Works Department

10220 270th Street NW
Stanwood, Washington 98292

RECEIVED

SEP 29 2017

ISLAND COUNTY
PUBLIC WORKS

September 21, 2017

Brian Wood, Transportation Planner
Island County Public Works
PO Box 5000
Coupeville, WA 98239

RE: Island County Non-Motorized Transportation Plan Update

Dear Mr. Wood:

Thank you for the opportunity provided to City staff to sit down and discuss the update to the Island County Non-Motorized Transportation Plan (NMTP) earlier this month. After recently completing our own NMTP for the city limits, we understand the importance of connections to neighboring jurisdictions and collaboration for mutual benefit where possible.

We are writing specifically to support the inclusion of a trail connection from Stanwood to Camano Island in the update. We believe that such a connection would be widely used and would serve both City and County populations desiring to move between home, work, school, transit and other service and recreational opportunities in each jurisdiction. This connection as well as a furthering connection to the Centennial Trail are priorities in the City NMTP and would serve not only local populations, but reach regionally as well to bring folks desiring non-motorized transportation options to our unique city and beautiful Camano Island.

It will be our pleasure to review the draft plan when it is available and provide any information that may be useful in the update effort. We also look forward to coordinating on this and future mutually beneficial projects.

Sincerely,

Kevin Hushagen, Director of Public Works

APPENDIX C

NETWORK DEVELOPMENT

ON-ROAD NETWORK DEVELOPMENT PROCESS

OFF-ROAD PROJECT IDENTIFICATION PROCESS

SHORELINE SITE IDENTIFICATION PROCESS

On-Road Network Development Process

The on-road network development process utilized a data-driven approach, called “Rural Bicycle Level of Comfort,” to identify the safest and most comfortable non-motorized routes in the County. In addition to this quantitative approach, community input, particularly from experienced bicyclists who frequently ride on, and are intimate with, Island County’s roads helped fine tune the proposed network.

At the open houses and through the online map, many people who walk or run along County roads also identified locations they felt were unsafe and needed shoulder widening. These locations were factored into the on-road network.

Bicycle Level of Comfort

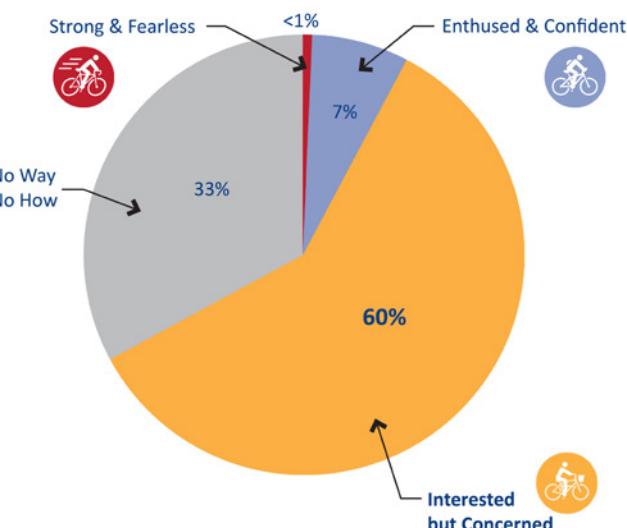
Analysis and identification of the non-motorized network was driven by roadway data correlated with improved safety and comfort for non-motorized users. This approach was adapted from a bicycle level-of-service (BLOS) model called “Level of Traffic Stress,” which is typically used in urban areas¹. The Level of Traffic

Stress approach is based on the surveys showing that high vehicle speeds and high volumes of traffic are the primary deterrent for current and potential bicyclists^{2,3}. These studies primarily applied to transportation cycling in urban areas, and it is possible that the perceived barriers to bicycling are lower in a rural context where there tends to be less traffic.

Surveys of the general population in urban areas have found that almost two-thirds of the overall population, would consider bicycling more if they could ride on facilities that provided at least some separation from traffic. While these percentages likely differ in rural settings, providing a safe and comfortable bicycle network with facilities that support this “interested but concerned” population will increase bicycling in Island County.

The 2018 plan employed a similar approach, called “Rural Bicycle Level of Comfort,” to identify the safest routes for bicycling based on Island County road data, including posted speed limits, traffic volumes and shoulder widths. While the Bicycle Level of Comfort approach is based on

This chart shows the proportion of each type of bicyclist relative to the overall population. A small percentage of bicyclists, identified as “Strong and Fearless” and “Enthused and Confident,” will bicycle despite a lack of dedicated bike facilities. Almost two-thirds of the population, the “Interested but Concerned” group, would consider bicycling more if they could ride on facilities that provided at least some separation from traffic, such as wide shoulders or protected bike lanes.



Four Types of Transportation Cyclists by Proportion of the Population⁴

Figure 98. Four Types of Transportation Cyclists

bicyclists' attitudes about safety and comfort, it is also good proxy for the safety and comfort of people walking or running along County roads.

In addition to the County road data, both motorized and non-motorized crash data compiled by the Washington State Department of Transportation (WSDOT) were used to identify locations with high numbers of crashes, particularly those involving bicyclists or pedestrians. Although included in the Level of Comfort Analysis, this plan recognizes that crash data may not entirely represent dangerous locations in the non-motorized network. Crashes and near misses involving bicyclists and pedestrians tend to be underreported and the number of crashes is insufficient to have a high level of predictive certainty.

The potential routes identified through the Rural Bicycle Level of Service analysis were reviewed and adjusted by community members and Island County staff familiar with the routes, and field surveys. Segments on proposed routes that showed up as being of low comfort were investigated and reviewed by bicyclists and walkers familiar with the routes.

Steep topography is also a factor in the overall comfort of a route for most bicyclists, but does not necessarily correlate to the safety of a route. The geographic information systems (GIS) route analysis did not include topography as a factor due to the limitations of performing this analysis on such a large area. Instead, local bicyclists provided input on topography and recommended parallel alternatives to preliminary routes that had prohibitively steep hills for the average

	LTS 1	LTS 2	LTS 3	LTS 4
Rider Type	 <ul style="list-style-type: none"> Suitable for children 	 <ul style="list-style-type: none"> Suitable for "interested but concerned" adults 	 <ul style="list-style-type: none"> Acceptable to "enthused and confident" cyclists 	 <ul style="list-style-type: none"> Acceptable only to "strong and fearless" cyclists
Characteristics	<ul style="list-style-type: none"> Needs <i>physical separation</i> from all except low speed (<20 mph), low volume traffic Intersections easy to cross; 2-3 lanes wide with low traffic speeds 	<ul style="list-style-type: none"> Except in low speed (<30 mph) & low volume traffic situations, cyclists have <i>their own place to ride</i> that keeps them from having to interact with traffic except at formal crossings Requires <i>physical separation</i> from higher speed and multilane traffic Crossings that are easy for an adult to negotiate; 2-3 lanes wide with moderate traffic speeds 	<ul style="list-style-type: none"> Cyclists have to interact with moderate speed (30-40 mph) or multilane traffic, or ride in proximity to higher speed traffic (>40 mph) Intersections intimidating to cross for "interested but concerned" adults; 4-5 lanes wide with moderate to fast traffic 	<ul style="list-style-type: none"> Cyclists are forced to mix with moderate speed traffic (30-40 mph) or ride very close to high speed traffic (>40 mph)

Figure 99. Level of Traffic Stress Categories

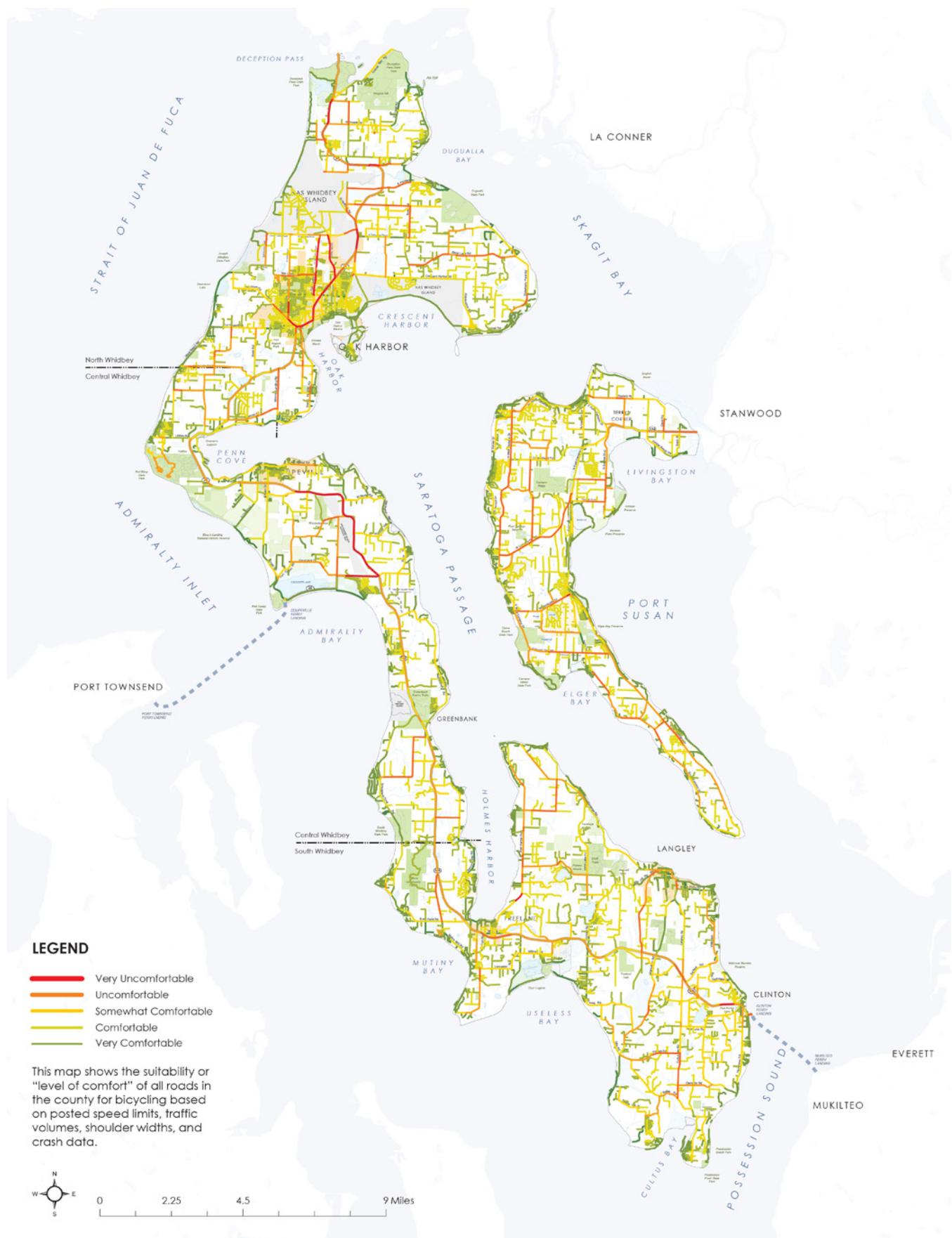


Figure 100. Bicycle Level of Comfort Analysis

cyclist. The Rural Level of Comfort analysis also took as a given that most of Island County's roads have hills; having to bicycle or walk up and down moderately steep grades is inherent to human powered movement in Island County, where a hilly road or path is often the only route to a destination.

In Island County, scenic values are also an important factor contributing to the overall quality and attractiveness of a route, particularly for bicycle tourists. Performing a County-wide visual analysis in GIS was beyond the scope of this plan, however, routes with high scenic quality were weighted anecdotally through a combination community and staff input and field surveys.



Figure 101. Existing Road Shoulders

NETWORK DEVELOPMENT | ON-ROAD NETWORK DEVELOPMENT PROCESS

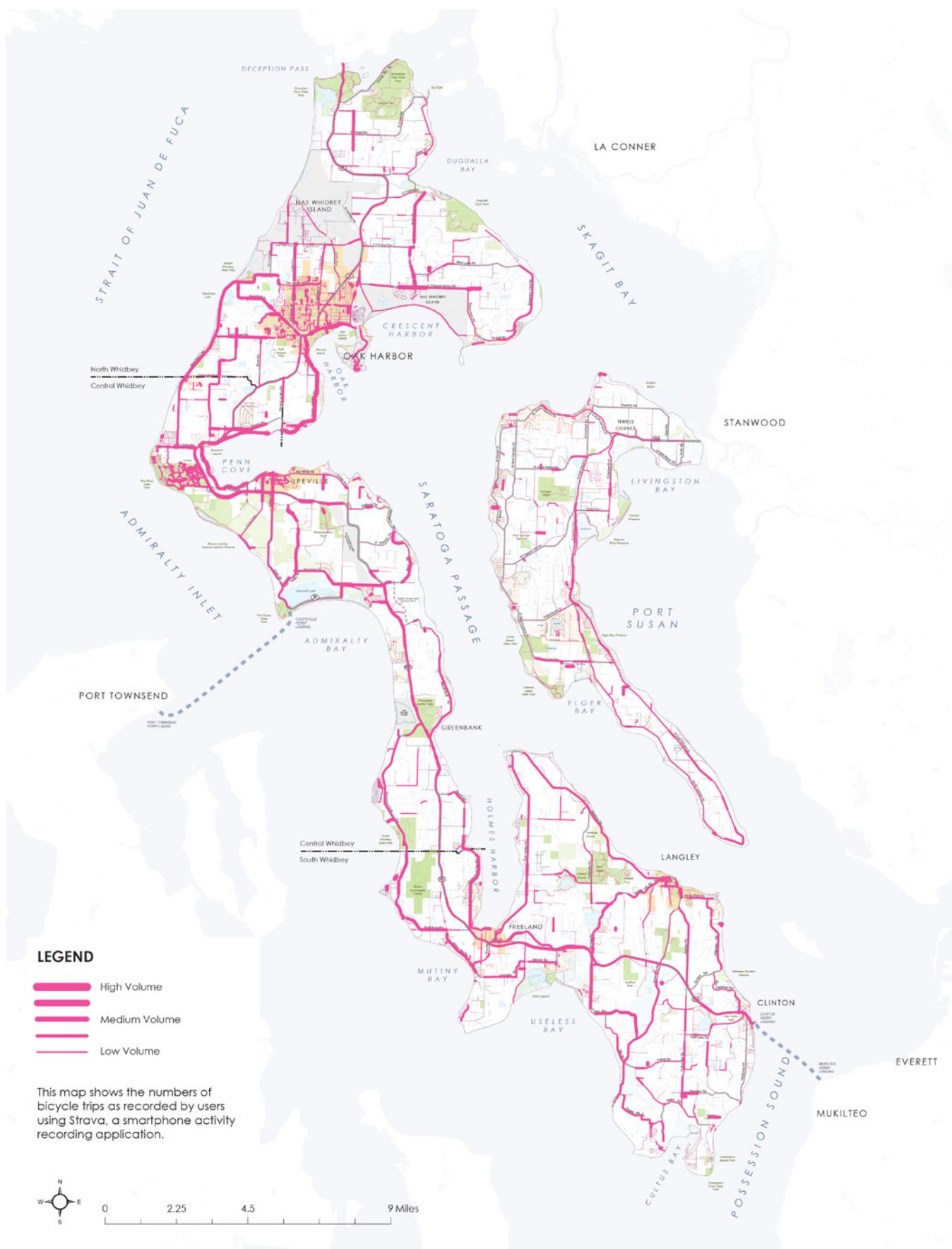


Figure 102. Strava-Based Bicycle Volumes

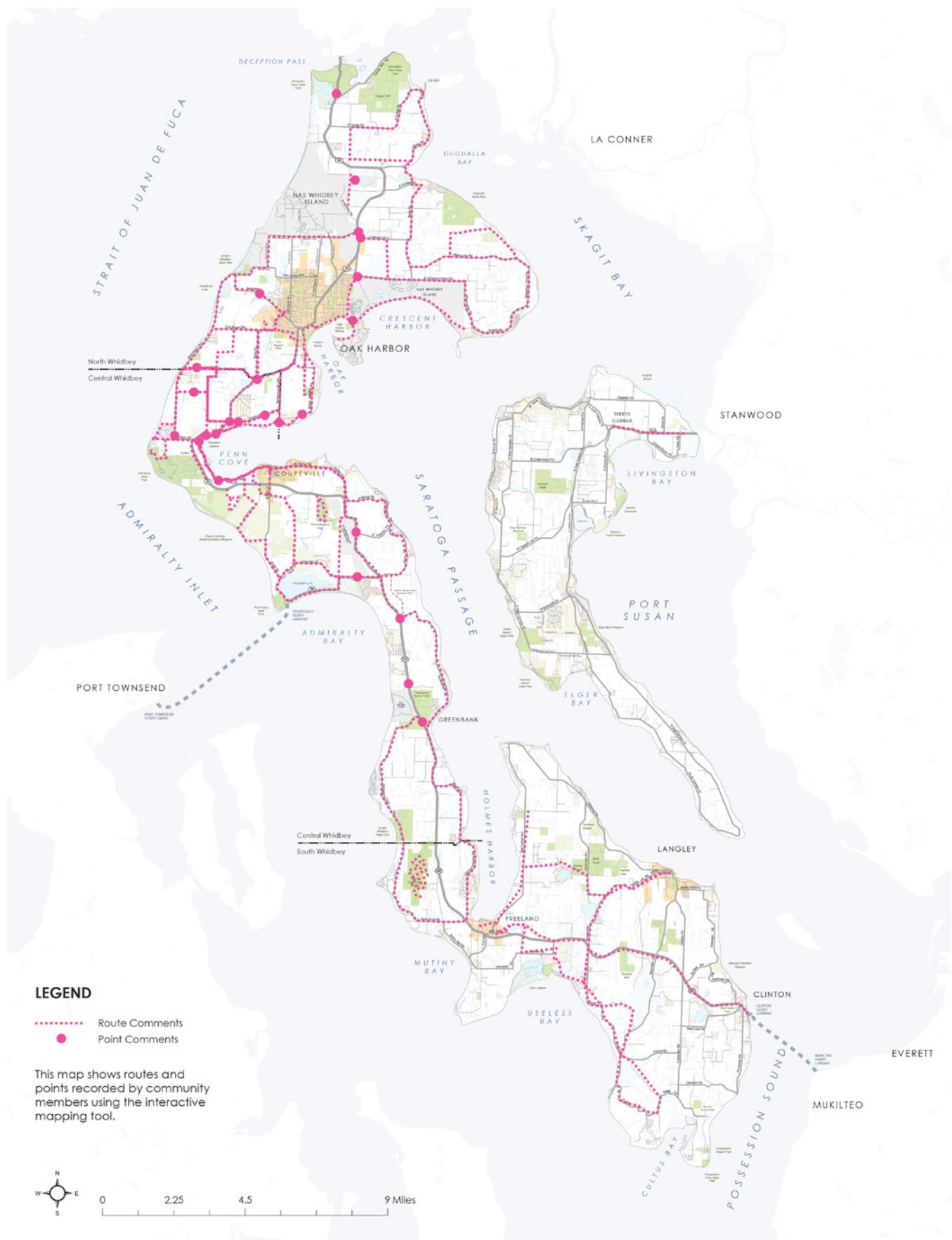


Figure 103. Interactive Map Input

Demand Analysis

Along with the Rural Bicycle Level of Comfort analysis, non-motorized demand was factored into the identification and valuation of routes. Demand refers to the relative rates of walking and bicycling that can be expected based on where people live and the location of jobs, services, schools, major transportation hubs, and other destinations, such as parks.

Towns, including Oak Harbor, Freeland, Langley, and Coupeville, and points of entry, such as the ferry terminals and bridges were given the most weight as demand generators. Parks, public beaches, employment centers and other points

of interest were weighted as secondary demand generators or destinations.

Strava data, activity data generated by non-motorized users through a smart phone application or other networked device, were also obtained by the County and used to determine where people were walking, biking and mountain biking. The preliminary non-motorized network was refined to align with popular routes illuminated by Strava users, but also to identify potentially safer alternative routes where demand was already high.



Deception Pass State Park



Oak Harbor



Langley



Coupeville



Clinton



Greenbank

Whidbey Island Demand Generators

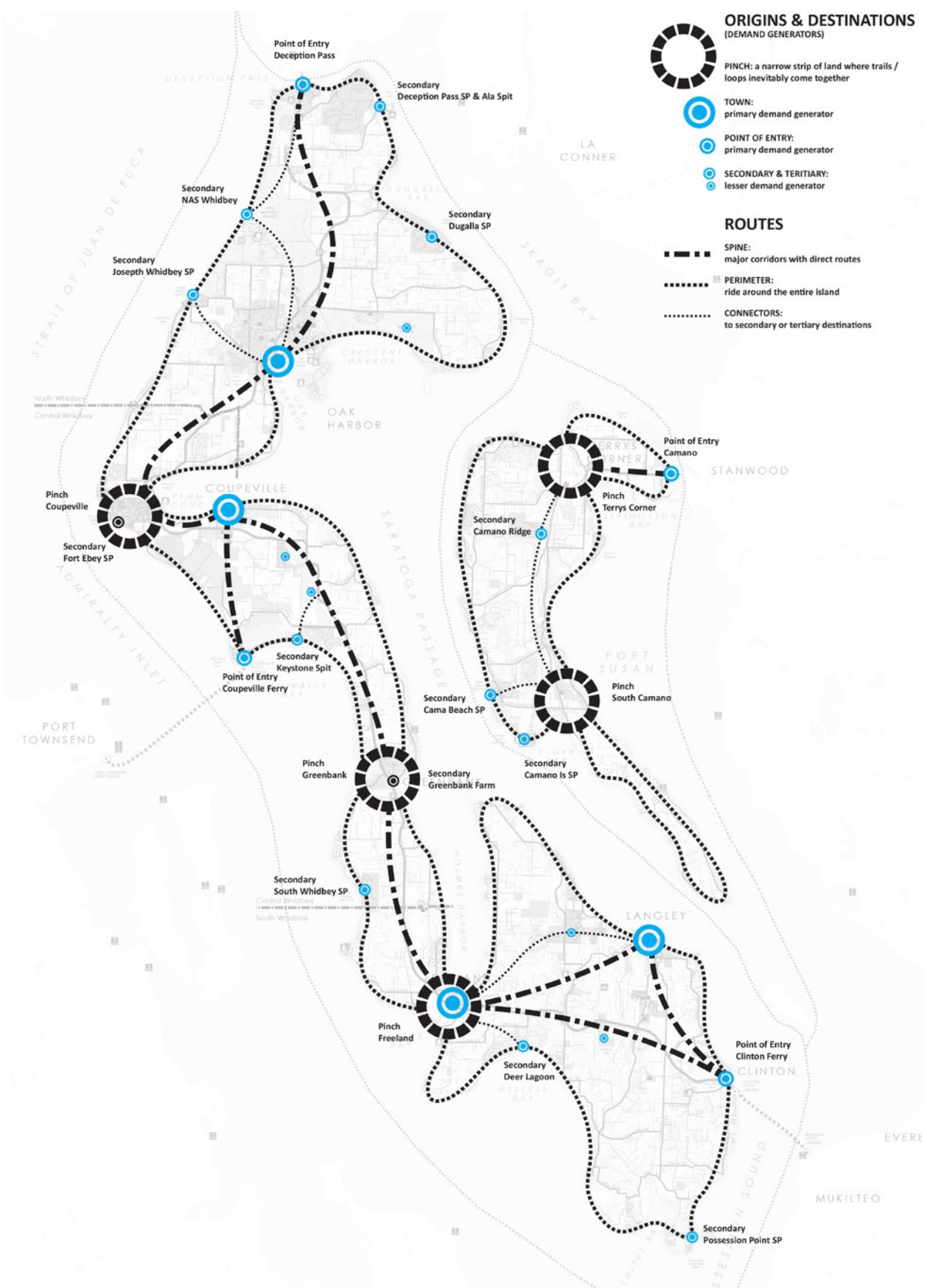


Figure 104. Demand Analysis: Origins and Destinations

Route Development

Based on the quantitative GIS evaluation of the network and the demand analysis, the highest quality routes were identified. These routes were categorized as either direct “spines” or more leisurely “loops.” Spines are island-wide direct routes between major destinations. Loops are shorter local routes within the overall bike network that are consistent with Island County’s four planning areas. The smaller scale loops can be branded with names that reinforce their local context and communicate the route’s character, difficulty and safety. The combination of spines and loops provides maximum flexibility to the rider in an accessible format. A touring cyclist can take a spine the full length of the County whereas a family can pick out a sub-loop of around five miles.

Camano Tour

- Terry’s Corner
- Camano Island State Park
- Camano Ridge
- Cama Beach State Park

Northern Parks

- Oak Harbor
- Deception Pass State Park
- Ala Spit
- Dugualla State Park
- Joseph Whidbey State Park

Coupeville Tour

- Oak Harbor
- Coupeville
- Fort Ebey State Park
- Coupeville Ferry
- Fort Casey State Park

Greenbank Crazy-Eight

- Greenbank Farm
- South Whidbey State Park
- Freeland
- Fort Casey State Park

Southern Triangle

- Clinton Ferry
- Langley
- Freeland
- Deer Lagoon

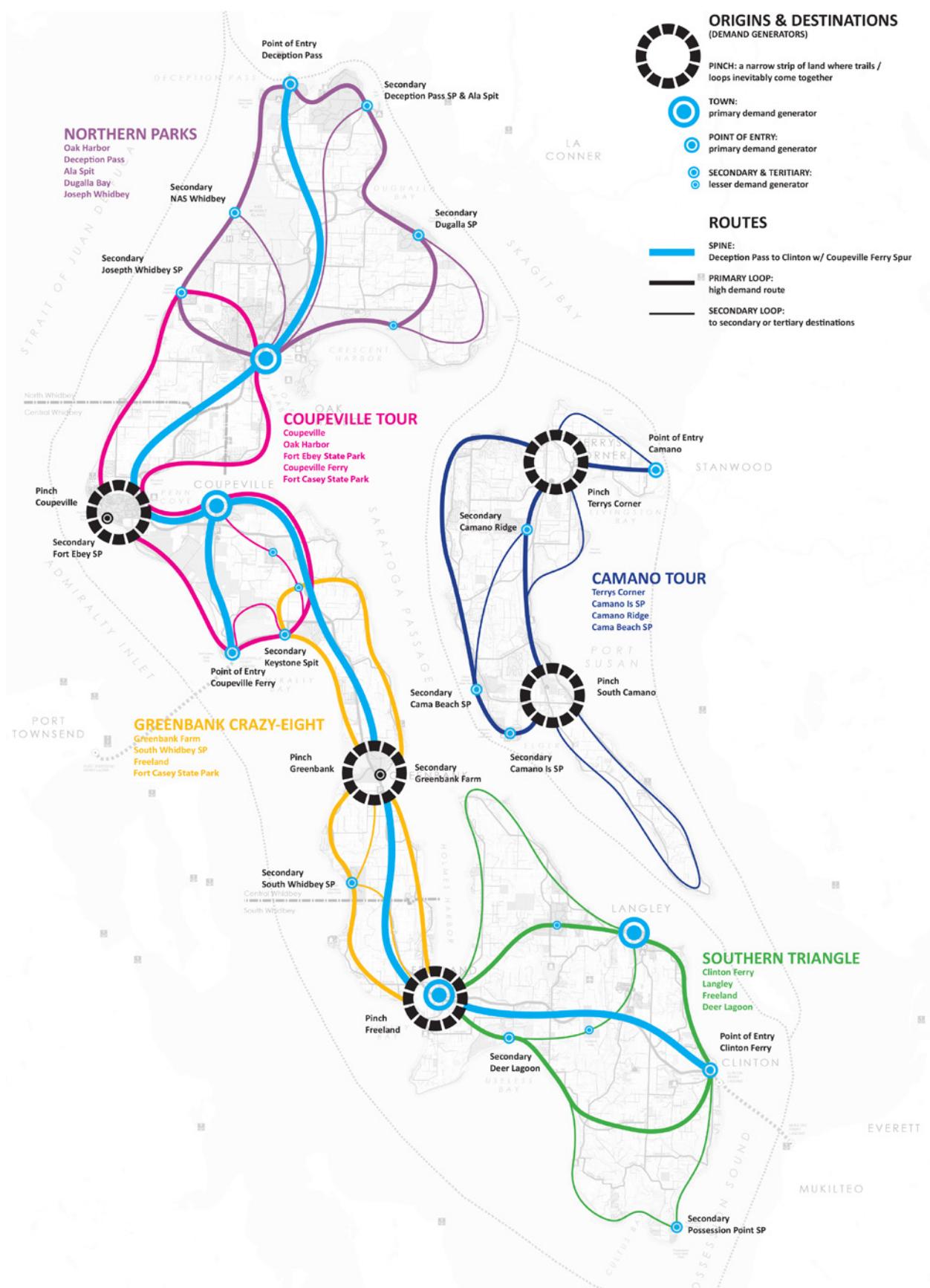


Figure 105. Demand Analysis: Preliminary Loops

Project Identification

Once the final non-motorized network was established, individual segments were identified and prioritized process based on their potential value in the overall network. For example, if a road segment along a high demand route was lacking shoulders, it got categorized as a high priority segment in need of non-motorized improvements.

The map generated through the GIS value analysis was only one factor in determining needed improvements on the network. Local walkers and bicyclists with intimate knowledge of the routes provided ground truthing to balance the sometimes errant data-driven results of the GIS analysis. Some high priority route segments were dropped and others were added to the list of potential improvements.

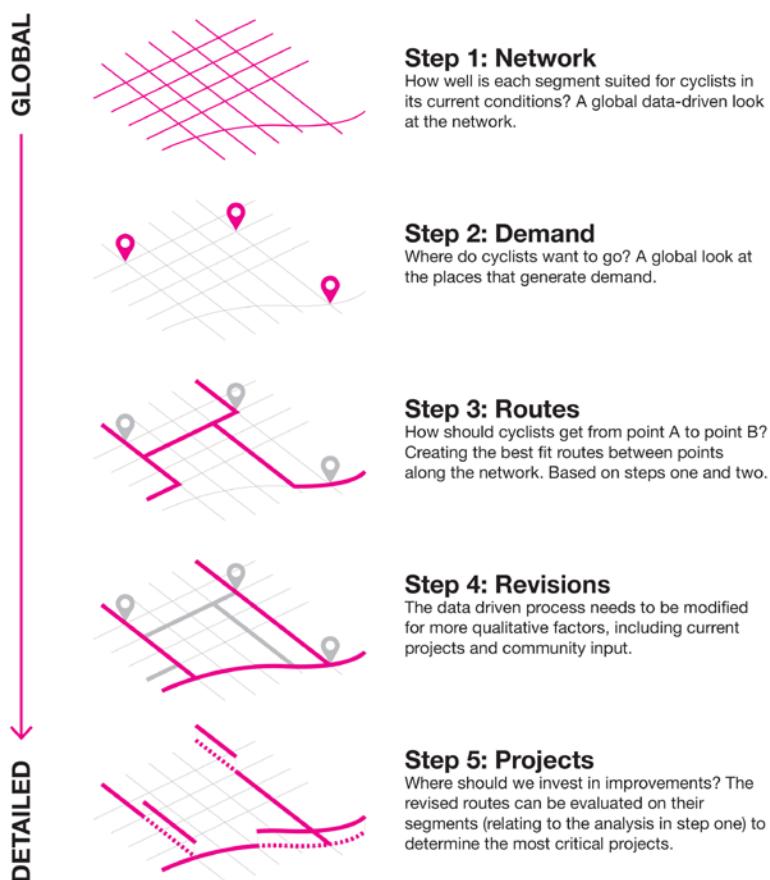


Figure 106. Bicycle Network Development Process

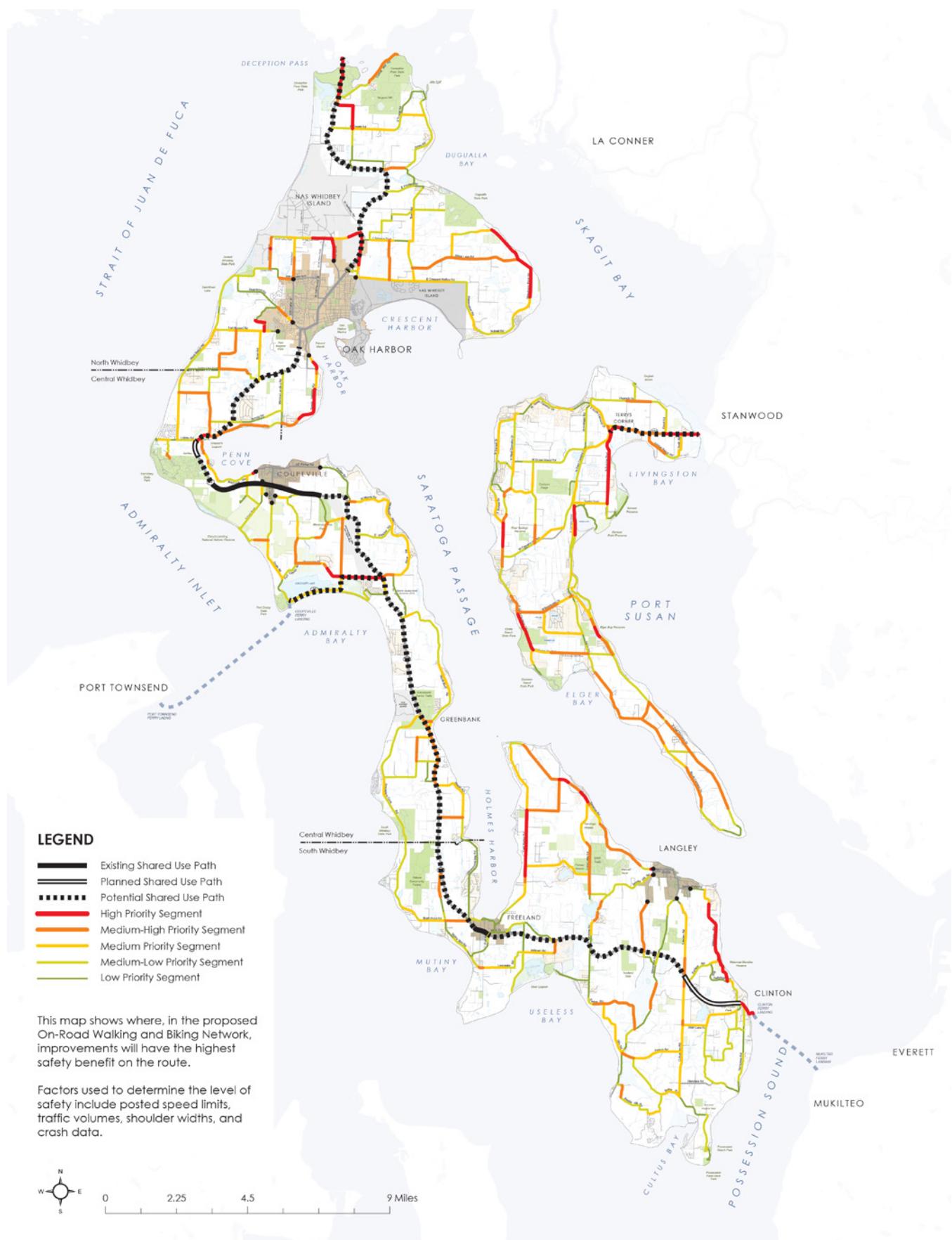


Figure 107. On-Road Network - Value Analysis for Network Improvements

Off-Road Project Identification Process

Potential non-motorized facilities that are not on the County road network were not included in the Rural Level of Comfort analysis, since little data exists for such facilities. However, Strava is useful for showing where people walk, run and bicycle off the road network, occasionally revealing otherwise unknown locations, but typically showing activities in established parks or open spaces, such as Kettles Trails. In addition, off-road non-motorized activity tends to occur at specific sites around the County, not across an interconnected network. These sites really function as destinations within the on-road non-motorized network.

While the existing shared use paths were not included in the Level of Comfort analysis, they can be considered as part of the overall on-road network for the purpose of route identification. Given that they are entirely separated from traffic, they would get the highest Level of Comfort rating.

The process for identifying new off-road projects relied heavily on input from the community and other special interest stakeholders, and included a number of proposed projects carried over from the 2006 plan.

Through the open houses, online survey and interactive map, field surveys and discussions between County staff, a number of off-road trail concepts were considered and developed. The feasibility of these off-road trail concepts was assessed through property ownership research, consideration of sensitive areas, and analysis of right of way and easement availability.



Trail Project Evaluation Criteria

For both on- and off-road projects, a set of project evaluation criteria were developed and used to determine whether a potential project was realistic and would be beneficial to Island County residents and visitors.

These criteria served as a general tool to help determine which projects should be considered for the final group of projects recommended in the plan. These criteria were not used to prioritize the final group of projects.

Safety and Comfort

Does the project improve user safety and comfort by:

- Increasing separation between vehicles and people bicycling or walking?
- Improving visibility of people bicycling or on foot in the public right of way?
- Decreasing vehicle speeds to reduce the frequency and severity of crashes?



Continuity and Directness

How much does the project improve continuity and directness by:

- Closing a gap in the non-motorized network?
- Providing a more direct connection to a destination?
- Providing or extending an ADA accessible route?



Equity

Does the project achieve geographic, socioeconomic and user group equity by:

- Achieving a balance between Island County planning areas?
- Benefiting an under-served population in the County?
- Striking a balance between transportation vs recreational needs?
- Benefiting a wide range of users?



Scenic, Cultural and Ecological Value

Is the context of the project highly representative of the character of Island County? Specifically:

- How scenic is the route?
- Does the route have water views?
- Is the project near a state park or significant public open space?
- Is the project within a historic or agricultural area?
- Is the project near, or does it improve access to, an ecologically unique area?



Constructability

How easy is the project to implement? Specifically:

- Is the right of way wide enough?
- How many constraints exist in the right of way?
- How long will the project take to design, permit and build?
- How much will the project cost?
- What funding sources are available for the project?



Shoreline Access Site Identification Process

Island County features over 200 miles of shoreline comprising a range of different coastal environments. Public shoreline access sites support a wide range of activities including walking, running, beach combing, picnicking, wildlife viewing, fishing, swimming, diving, shell fishing, and paddling. However, public shoreline access sites are limited and typically clustered at selected locations, such as public parks and town centers. The provision of new public shoreline access sites and improvements to existing shoreline access sites will make Island County's shorelines more accessible to wider range of residents and visitors.

The purpose of the shoreline access analysis was to 1) identify new shoreline access sites for public use, and 2) identify existing public shoreline access sites at which access could be improved.

The process for analyzing potential shoreline access sites included the following steps:

1. Inventory of all potential public shoreline access sites.
2. GIS weighting analysis #1: parking, quality & extent, ease of access, connection to non-motorized network.
3. GIS weighting analysis #2: removal of private & community sites, accessibility and existing amenities weighting.
4. GIS results reviewed by: Island County staff, Trails Plan Advisory Committee, and the public.
5. Sites ranked by planning area based on weighting and reviewer input.
6. Island County senior management review: Highest Potential sites list examined and reduced based on presence of fatal flaws.
7. Island County senior management review: Remaining sites examined for known conflicts, three primary and two secondary sites selected per planning area.
8. Primary and secondary sites reviewed by public.
9. Public ownership evaluation of primary, secondary sites by surveyor (and additional sites as funding allowed).
10. Ongoing post-plan legal review of final recommendations



Step 1: Existing Shoreline Level of Service

The public value, or “level of service” (LOS), of each existing shoreline access site was evaluated as a factor of its amenities and accessibility. Locations with extensive beaches and a variety of amenities can serve more people and support more activities, whereas smaller beaches with limited access may only serve a small local population. These amenities include parking, ADA accommodations, restrooms (including seasonal portable restrooms), drinking water, picnic amenities, campsites, water trail campsite, and boat launches.

The level of service map to the right shows the degree to which existing shoreline sites are supporting public beach access and activities. Sites with major amenities (the largest dark blue circles) are providing the highest quality shoreline access that cannot be significantly improved. The quality of shoreline access at sites with some amenities (the medium lighter blue circles) can be improved by adding additional amenities, such as parking. Existing shoreline sites with few amenities (smallest light blue circles), have the most potential for improved access.

More shoreline access sites with mid to high levels of service tend to fall on the west shore of Whidbey Island and the west-central shore of Camano Island and fewer existing shoreline sites are located on their eastern shores. Thus, the eastern shores are under-served relative to the western shores, particularly on Whidbey Island.

Site numbering on the Level of Service Map based on “Getting to the Water’s Edge” by Sarah Schmidt, Dan Pedersen and Stacey Neumiller, Published by WSU Extension, Island County Marine Resources Committee and WSU Beach Watchers.

Existing Shoreline Access Sites

1. Deception Pass State Park
2. Cornet Bay County Dock
3. Cornet Bay Boat Launch
4. Hoopus Point
5. Ala Spit County Park
6. Morans Beach
7. Dugualla Bay Dike Access
8. Dugualla Park
9. Borgman Road End
10. Mariners Cover Boat Ramp
11. Oak Harbor City Marina
12. Pioneer Way East
13. Flintstone Park
14. Windjammer (City Beach) Park
16. Joseph Whidbey State Park
17. West Beach Vista
18. Hastie Lake Road Boat Launch
19. Monroe Landing
20. Libbey Beach County Park
21. Fort Ebey State Park
22. Grassers Lagoon
23. W Penn Cove
24. Coupeville Town Park
25. Coupeville Wharf
26. Captain Coupe Park
27. Long Point Beach
28. Ebey's Landing National Historical Reserve
29. Fort Casey State Park
30. Keystone Jetty (Ferry Terminal)
31. Keystone Spit State Park
32. Driftwood County Park
33. Ledgewood Beach Access / Admiralty Bay Beach
34. Hidden Beach
35. Lagoon Point North
36. Lagoon Point South
37. South Whidbey State Park
38. Bush Point Boat Launch
39. Bush Point - Sandpiper Rd End
40. Mutiny Bay Vista
41. Freeland County Park / Holmes Harbor
42. Mutiny Bay Boat Launch
43. Mutiny Bay Shores
44. Double Bluff Park
45. Deer Lagoon
46. Sunlight Beach
49. Langley Seawall Park
50. Langley Boat Harbor & Fishing Pier
52. Dave Mackie Memorial County Park
54. Clinton Beach and Pier (Ferry Terminal)
55. Glendale Parking Access
56. Possession Point State Park
57. Possession Beach Waterfront Park
58. English Boom Park & Preserve
59. Utsalady County Park
60. Utsalady Vista Park
61. Maple Grove Boat Launch
62. Livingston Bay
63. Iverson Spit Preserve
64. Cavalero Beach County Park
65. Cama Beach State Park
66. Camano Island State Park
67. Tillicum Beach

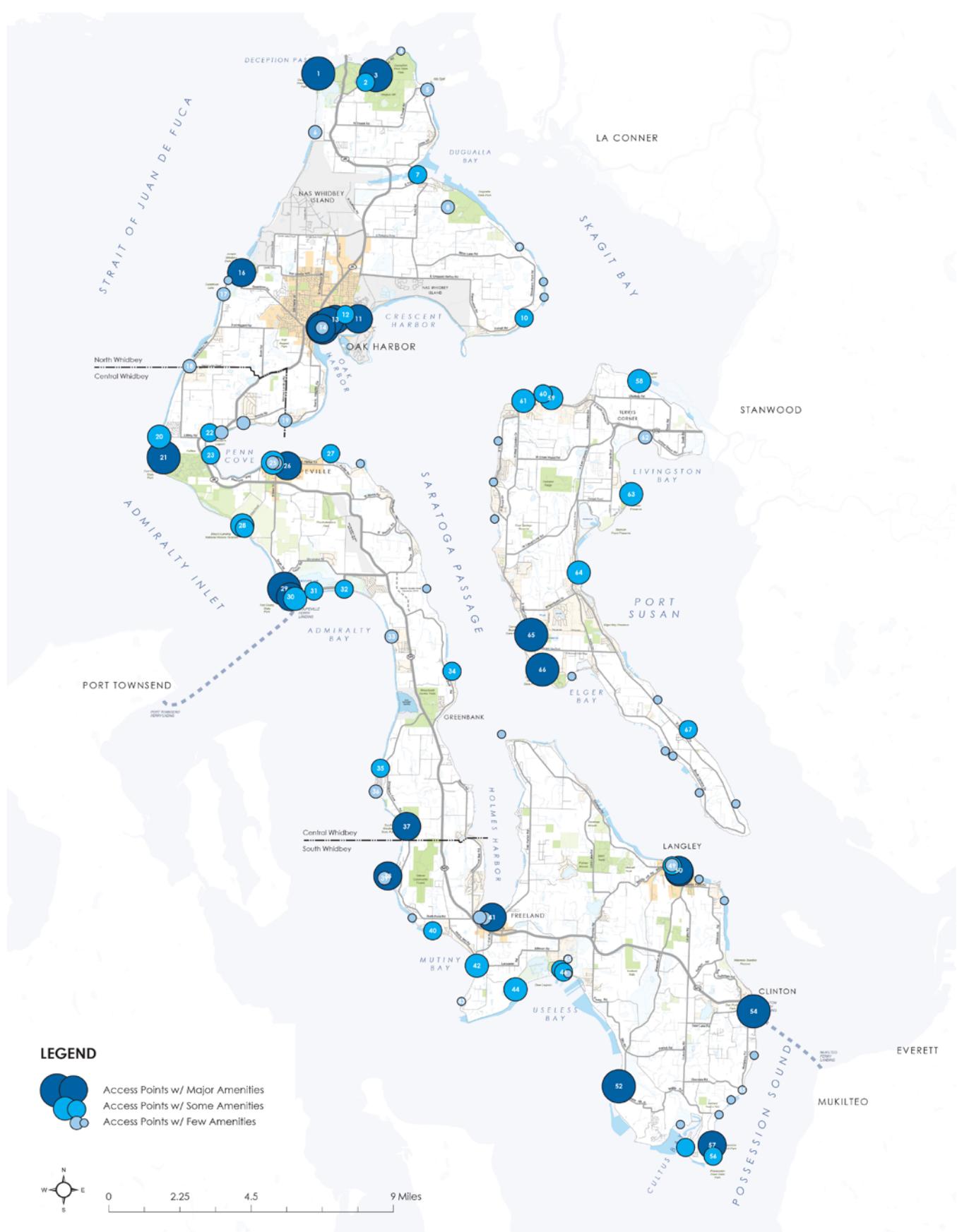


Figure 108. Level of Service for Existing Shoreline Access Sites

Step 2: Inventory of All Potential Shoreline Access Sites

All shoreline parcels in the County that could theoretically provide shoreline access were inventoried by Island County staff. This inventory included shoreline sites that fall within towns, state parks, and federal lands such as NAS Whidbey Island. The suitability of a potential shoreline access site is largely dependent on its ownership. Using GIS to access parcel and tidelands ownership information from the County assessor's property database, the shoreline was scanned for potential access sites. Locations where access might be assumed, such as a road end or within a parcel or plat that abuts or contains shoreline access, were recorded on a map. Attention was given to cases where the type of ownership of a shoreline parcel was not clear, categorized as "silent" or "other."

The shoreline site inventory was based on access from the land, however in some cases public tidelands exist, but land-side access is blocked by private property. These cases these were in the full inventory, but were not considered for further development. It was recognized that these sites may present an opportunity for certain non-motorized user groups, such as paddlers, who can access such sites from the water.

The categories of ownership that were recorded and are shown as points in Figure 109 are:

Public

Public roads that end at a shoreline, public parks accessible by public right of way, and miscellaneous county-owned public lands were all labeled "public".

Silent

Public roads that end at a parcel, where ownership of the parcel is not stated or where a dedication involving the parcel is otherwise unclear, were marked as "silent."

Other

The "other" designation was used in some cases.

Community

"Community" points show shorelines that have been designated to parcel owners within a platted community.

Private

Obvious private parcels were not inspected, but larger private parcels, where there may be confusion, were identified.



Deer Lagoon



Iverson Spit Preserve Beach

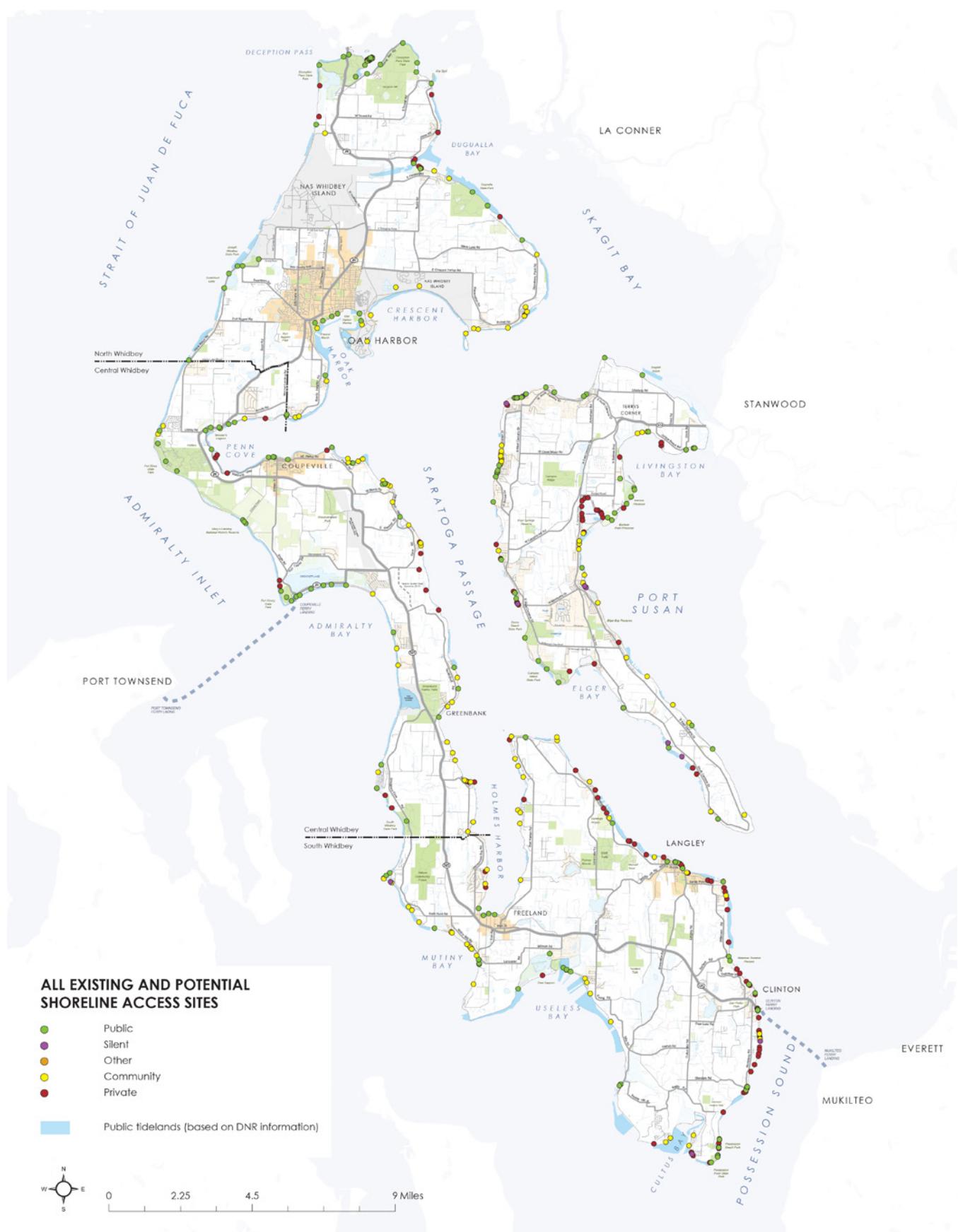


Figure 109. Existing and Potential Shoreline Access Sites

Step 3: Preliminary Weighting of Potential Shoreline Access Sites

The suitability of potential shoreline access sites was determined by their ownership, proximity to population centers, and distance from existing shoreline amenities. Potential shoreline access sites located within towns and state parks were removed from consideration, since they were out of the County's jurisdiction, and major existing shoreline access sites were removed because they already provided a high level of public access and had limited potential to provide more. This process narrowed the focus to a subset of potential sites, at which point additional criteria and factors were evaluated, including:

- Potential for parking
- Quality and extent of public shoreline
- Ease of water access
- Connectivity to the non-motorized transportation network

Figure 110 shows all existing and potential shoreline access sites. The small green dots represent established public access sites that already offer at least some degree of access and amenities and have lower potential for improvement.

The larger colored dots represent underdeveloped sites that have relatively higher potential for public access and amenities. The larger the dot, the higher the potential of the shoreline access site. Of these potential shoreline access sites, "public" sites have the highest potential, while "community" and "private" sites have the least potential.

Potential access sites that are near established access sites are given lower potential than those located along shorelines with few access points. Potential access sites that are closer to population centers are also given more potential.

The potential shoreline access sites shown on this map were derived from Island County's cursory review of all shoreline parcels in the county. Some of these ownership determinations are not definitive and would require additional title research or clarification.



Admiralty Beach



Iverson Spit Preserve

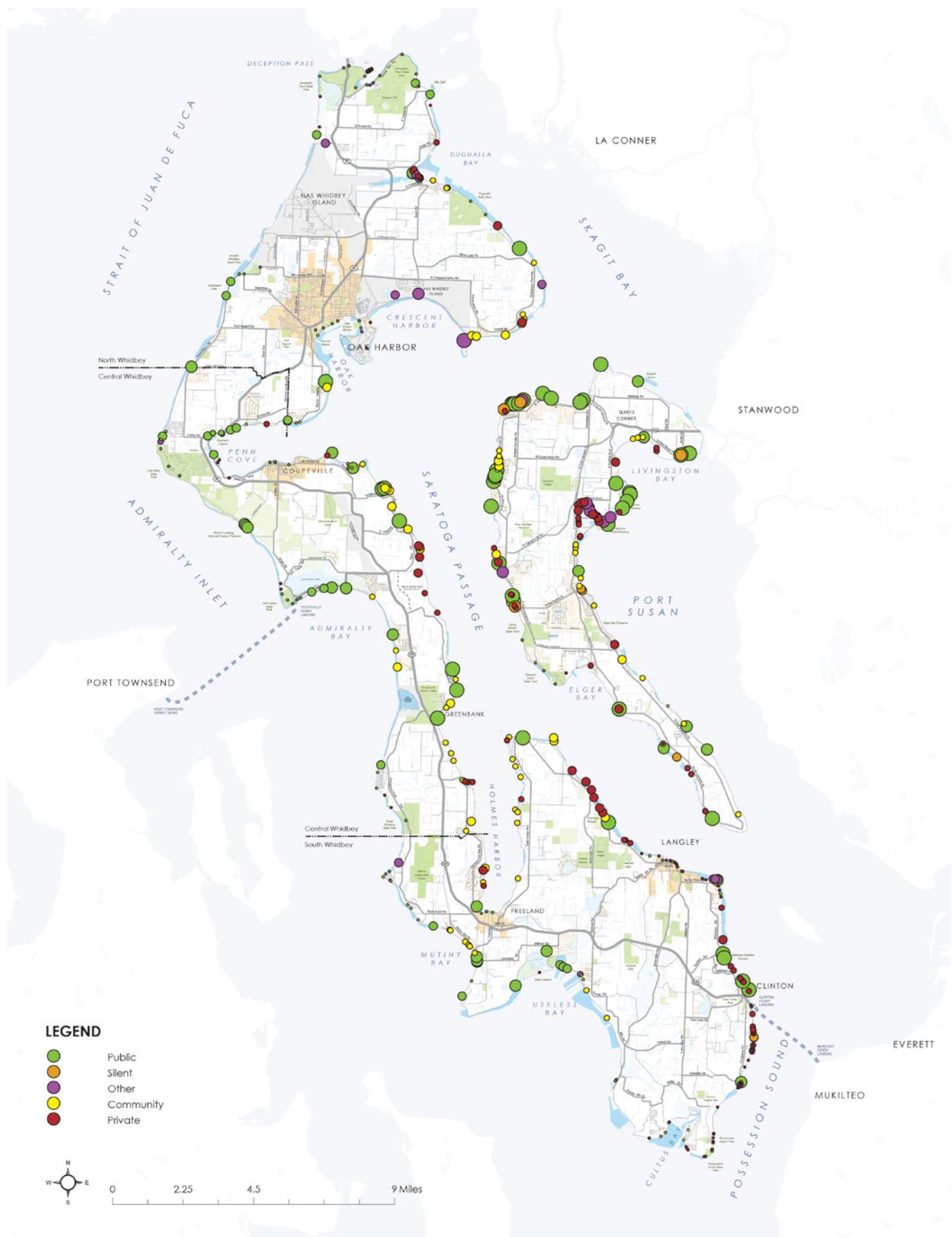


Figure 110. Preliminary Weighting of Potential Shoreline Access Sites

Step 4: Shoreline Access Site Evaluation and Ranking

The sites identified in step 3 were refined by dropping all private and community owned parcels, due to the difficulty and expense of acquisition. Additional County review of the remaining sites in the “public,” “silent” and “other” categories yielded a final group of shoreline access sites with potential to be improved. The potential shoreline access site analysis (Step 3) yielded a list of potential shoreline access sites irrespective of the level of existing amenities at each site. Some sites contain no amenities and minimal access while others already provide some level of amenities. The extent of existing amenities determined whether a site would be considered a new access point or an enhancement of an existing site. The sites were broken into 3 tiers:

- Tier 1: No existing access
- Tier 2: Existing access w/few amenities (may include parking but little else)
- Tier 3: Existing access w/some amenities (may serve a local population)

This list was reviewed by Island County staff, members of the Advisory Committee and ultimately the community to make sure the ranking is consistent with the community’s values. The community reviewed and commented on the ranked list of shoreline sites during the second round of Open Houses, lending additional weight to certain sites. These sites were then ranked from highest to lowest potential in the four planning areas in the County. The rankings were based on how much a site would fill in a gap in shoreline access, how much it could boost access and amenities, and the what type of ownership it has, with public sites being the most attractive.

Figure 111 shows the potential shoreline access sites grouped into three tiers of access and amenities. These sites are then ranked from highest to lowest potential in the four planning areas in the county.



Shoreline at Hidden Beach Drive

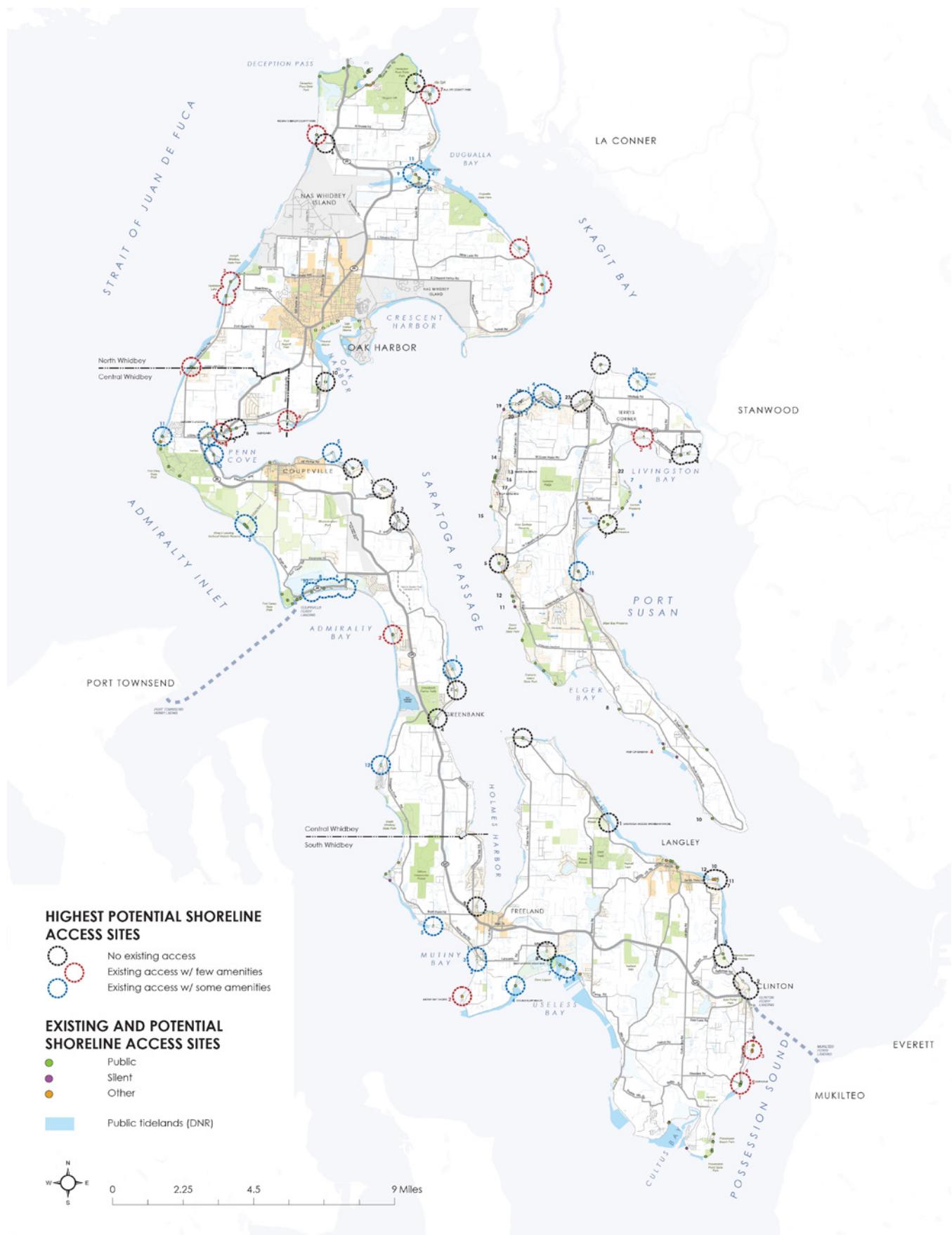


Figure 111. Shoreline Access Sites Evaluation and Ranking

Step 5: Final Shoreline Access Improvement Sites

The list of highest potential shoreline access sites identified in Step 4 was further refined and verified with additional research and site surveys. Community interest, property ownership, access, parking potential, distribution and location in an under-served area of the County, and spacing for kayak safe harbor were all factors informing their inclusion as final sites. These sites then underwent a more in-depth title review to ensure that they were viable candidates for improvements. Three primary and two alternate sites were selected per planning area.

This map shows shoreline sites that have the most potential to improve shoreline access through strategic improvements. These sites were determined through a comprehensive property title analysis, a GIS ranking process, input from the community and review by Island County staff. GIS rankings were based on how much a site would fill in a gap in shoreline access, how much it could boost access and amenities, and the what type of ownership it has (with public sites being the most attractive).



Clinton Beach Park

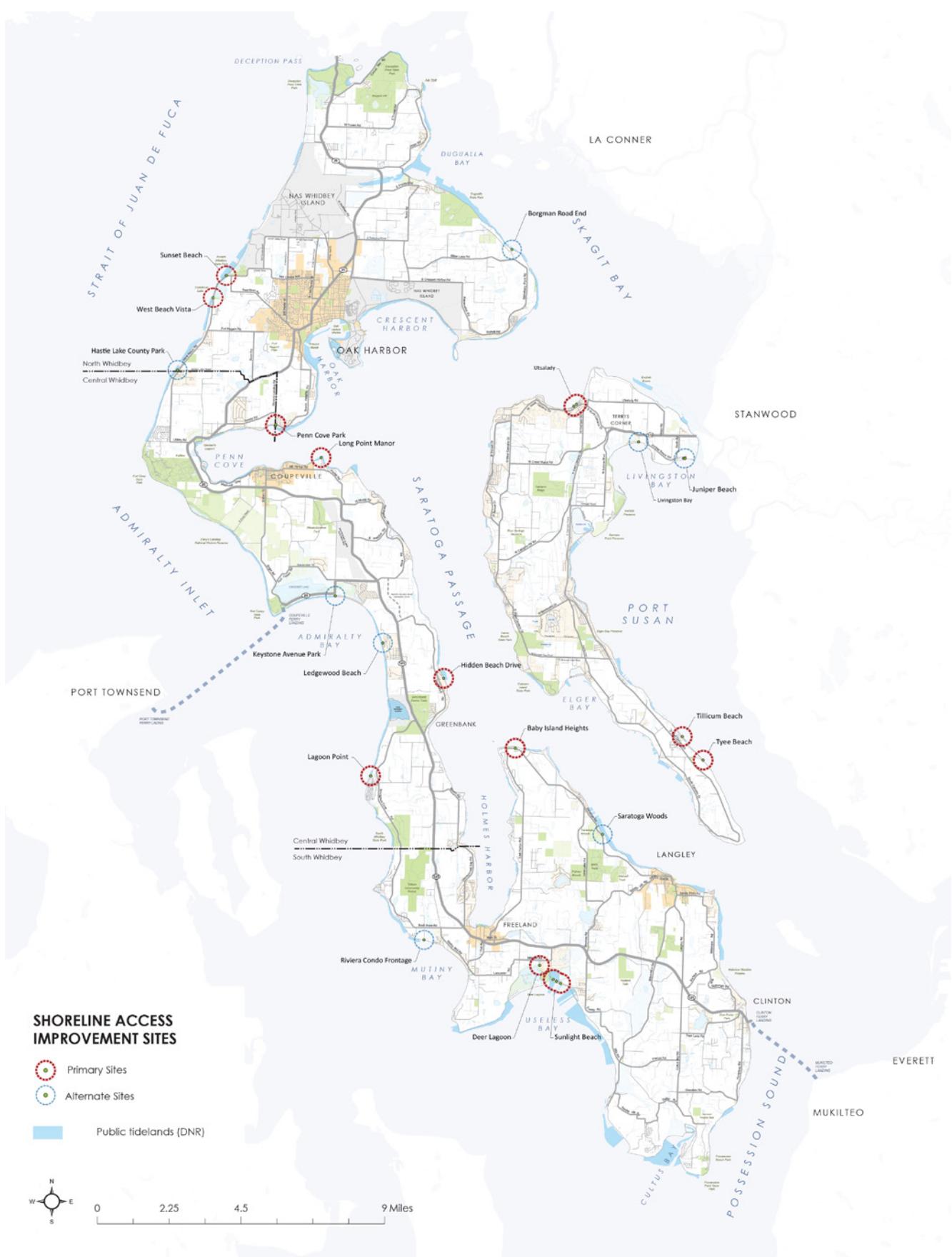


Figure 112. Final Shoreline Access Improvement Sites

Shoreline Project Evaluation Criteria

A set of shoreline project evaluation criteria were developed and used to determine whether a potential shoreline site was realistic and would be beneficial to Island County residents and visitors.

Like the trail project evaluation criteria, these criteria served as a general tool to help determine which projects should be considered for the final group of shoreline projects recommended in the plan. These criteria were not used to prioritize the final group of projects.

Shoreline Project Evaluation Criteria

Distribution

Does the shoreline access improvement project:

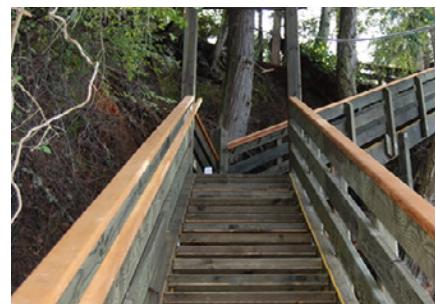
- Fill in a geographic gap in public access to the shoreline where no access currently exists?
- Increase the usability of a current shoreline access site so that it supports a broader range of users and activities?



Ease of Access

Does the project make it easier for people to access the shoreline or tidelands by:

- Improving the trail from the uplands to the shoreline or tidelands?
- Providing additional site amenities that support users?
- Providing or extending an ADA accessible route, including ADA access to the tidelands and water?
- Establishing access to uplands from public tidelands or shorelines that are currently only accessible by water?



Equity

Does the project achieve geographic, socioeconomic and user group equity by:

- Achieving a balance between Island County planning areas?
- Benefiting an under-served population in the County?
- Striking a balance between transportation vs recreational needs?
- Does the project benefit a wide range of users?



Scenic, Cultural and Ecological Value

How valuable or unique are the shorelines and tidelands?

Specifically:

- How scenic is the shoreline?
- How far does public access extend along the shoreline?
- Is the project near a state park or significant public open space?
- Does the project improve access to a culturally or ecologically unique area?



Constructability

How easy is the project to implement? Specifically:

- Are there prohibitive embankments or environmentally sensitive areas?
- Are there existing trails leading to the shoreline?
- How easily can ADA access be achieved?
- How long will the project take to design, permit and build?
- How much will the project cost?
- What funding sources are available for the project?



Shoreline Property Ownership Patterns

Uplands, shorelines and tidelands in the same location can have different ownership patterns. Sources of shoreline property ownership information vary in accuracy and level of detail. The Washington State Department of Ecology (DOE) maintains a general shoreline ownership GIS layer derived from other sources, but it only distinguishes between federally and state owned shorelines. The State Department of Natural Resources (DNR) maintains a more accurate and detailed database of shoreline and tideland ownership.

Public Tidelands

The waters of Puget Sound and the aquatic lands below them are owned and managed by the State of Washington, but up until 1971, people could purchase tidelands or shorelands from the state. Today, about 30 percent of the tidelands and 75 percent of shorelands in the State of Washington are owned by the state, however, the latter figure is probably much lower in Island County.

Figure 114 on page C-35 show the locations of publicly owned tidelands in Island County based on the Washington Department of Natural Resources property records.

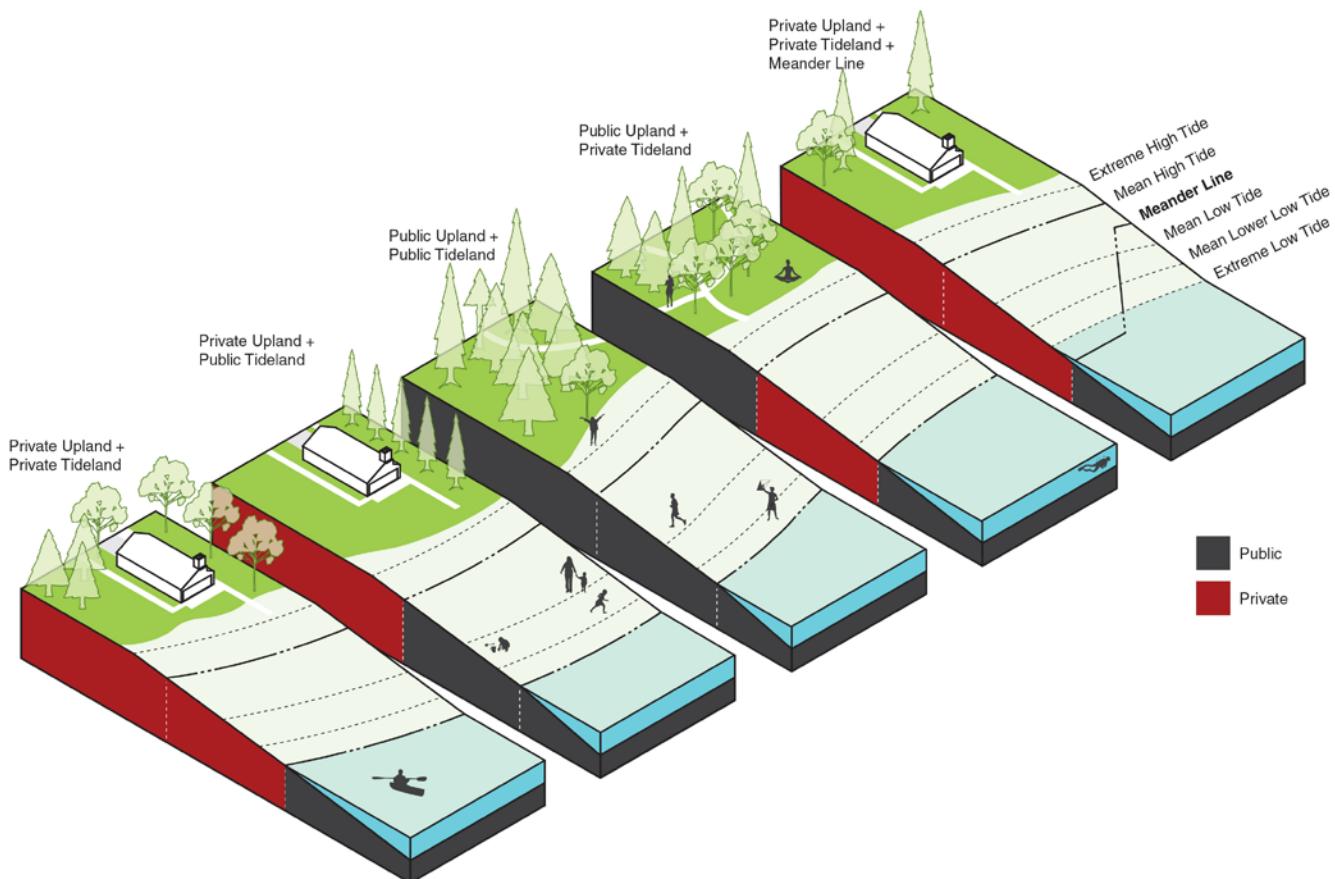


Figure 113. Shoreline Property Ownership Patterns



Figure 114. Public Tidelands (based on DNR records)

Endnotes

- 1 Mekuria, M., Furth, P. and Nixon, H. (2012). Low-Stress Bicycling and Network Connectivity, Mineta Transportation Institute, San Jose, CA.
- 2 Geller, R. (2006). *Four Types of Cyclists*. Portland Office of Transportation, Portland, OR.
- 3 Dill, J., & McNeil, N. (2013). *Four Types of Cyclists? Examination of Typology for Better Understanding of Bicycling Behavior and Potential*. Transportation Research Record.
- 4 Geller, R. (2006).



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