

CHAPTER 6 NON-MOTORIZED SYSTEMS



Non-motorized users – people walking, cycling, horseback riding, and using wheelchairs – have an important place in Bainbridge Island’s transportation system. Many peak hour commuting trips as well as other trips are made by walking or riding. Having non-motorized choices available is important to many Island residents. Facilities that accommodate non-motorized users provide for safety, mobility, support development density, encourage healthy lifestyles, reduce impact to the environment, and ultimately provide for improved quality of life for Island residents, workers, and visitors.

Background / History

Non-motorized modes of transportation have been and continue to be an integral part of Island life. From the late 1800’s to the early 1900’s, the main transportation to the Island was provided by a small fleet of steam ships referred to as the “mosquito fleet”. Roads originated at or near the “mosquito fleet” docks. Early residents walked, rode horses, and biked before the proliferation of automotive transportation. Auto ferry service was brought to the Island in the 1920’s at Agate Passage. The Agate Pass Bridge was constructed in 1950. Auto ferry service to Seattle followed in 1951. With the onset of the age of the automobile, reliance on non-motorized transportation declined in most places. However, walkability, biking, and horse-friendly neighborhoods remained an attractive part of the Bainbridge lifestyle. Walking and biking continued to be an important aspect of mobility within and near the Town of Winslow and other outlying Island centers. With reliable transportation to Seattle, a commuter culture developed and Bainbridge evolved to be more suburban. With an increasing population, bus transit linking residential areas to the ferry terminal became an important element of the transportation system. In more recent times, greater awareness of health and environment have made walking and biking more attractive modes of transportation.

The entire Island incorporated as the City of Bainbridge Island in 1991. Since incorporation, there has been a greater emphasis on non-motorized transportation planning. Following the development of the 2003 Island-Wide Transportation Plan, non-motorized transportation became a significant driver of the City’s Capital Improvement Program. The City has invested heavily in non-motorized improvements over the past decade. The following is a summary of major milestones in the City’s non-motorized planning and implementation:

- Inclusion of bicycle system planning and maps in the Transportation Element of the 1992 Comprehensive Plan.
- Development of a Trail System Master Plan in 1994.
- Recommendations for sidewalk and bicycle improvements in the 1995 Winslow Master Plan.
- Formation of a Non-Motorized Transportation Advisory Committee (NMTAC) to advise Council and support staff in December of 2002.
- Drafting of an island-wide Non-Motorized Transportation Plan in 2003. This plan included a comprehensive set of policies and goals that were later adopted in the City’s



Comprehensive Plan. Extensive Island-wide non-motorized existing and planned facilities maps were developed. These maps were subsequently adopted in the City's Comprehensive Plan and have evolved through several comprehensive plan updates.

- Inclusion of extensive non-motorized planning in the transportation element of the City's 2006 Comprehensive Plan following the 2003 Non-Motorized Plan.
- Identification in 2007 of the Core 40 Program to provide a 40-mile integrated island-wide shoulder network for bicycles. The intent is to provide shoulder improvements on the Island's arterial roadways to achieve bicycle connectivity along 40 or more miles of roadways. Refer to Map G. The delivery of several Core 40 projects, including Bucklin Hill and North Madison.
- Delivery of capital improvement projects (mostly grant funded) in the Winslow area providing pedestrian and/or bicycle facilities including Bjune, Ericksen, Ferncliff, High School, Madison, and Winslow Way.

In the 2004 Island-Wide Transportation Study, the 2003 Non-Motorized Plan was included as a separate volume. In this update, the Island-Wide Transportation Plan includes the Non-Motorized Plan.



System Overview, Inventory, and Attractions

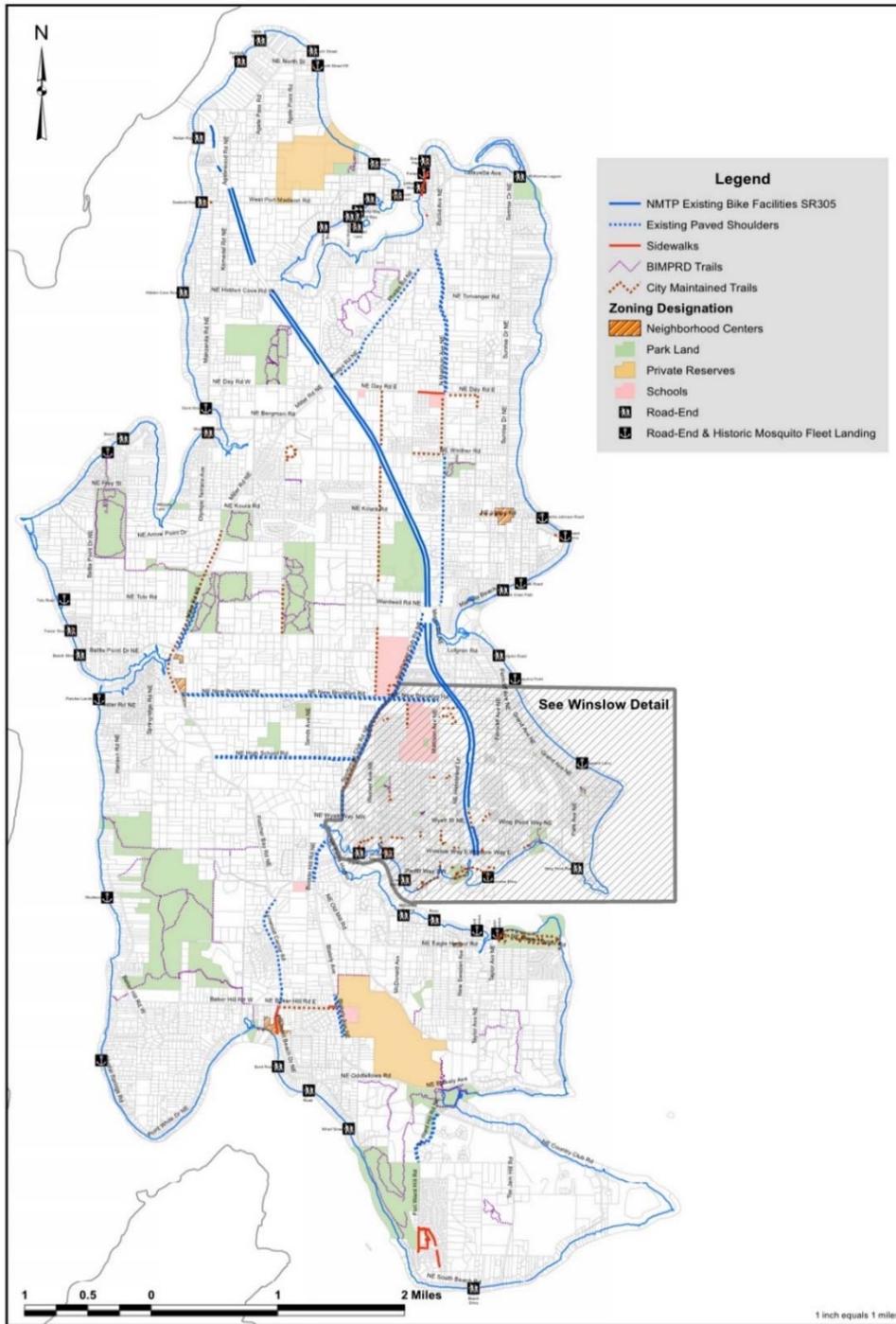
The City's existing non-motorized transportation system consists of sidewalks, bike lanes, and trails. The City's existing non-motorized facilities are shown in Maps A and B.

Sidewalks are prevalent in Winslow and to a lesser extent in Lynwood. The city's network of shoulders on arterial streets is largely built out in Winslow. Outside of Winslow only a few roadways have paved shoulders for cyclists.

Most city trails of significant length are located within the City's rights-of-way. Other city trails connect to or through neighborhoods in formalized easements. City trails are mostly gravel surfaced and constructed to 6 feet in width although many neighborhood trails are smaller in width. The Bainbridge Island Metropolitan Parks and Recreation District (Parks District) owns and operates a network of trails within, between, and connecting to Parks that comprises most of the length of trails on the island.

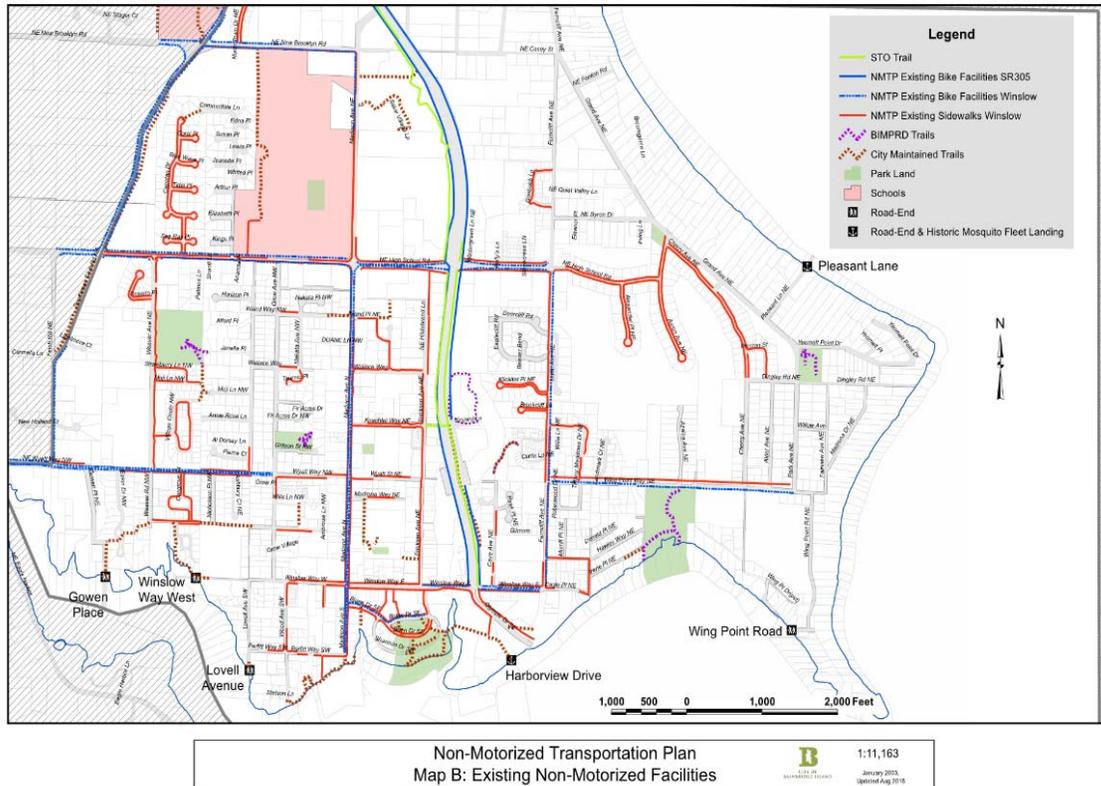
There is a huge potential to improve non-motorized access to transit, goods and services, to provide recreational opportunities on Bainbridge Island and to improve the quality of life for citizens. The following nodes are identified for consideration:

- Ferry Terminal
- Agate Pass Bridge
- Winslow
- Designated Town centers of Day Road, Island, Lynwood, and Rolling Bay
- Residential neighborhoods
- Schools
- Churches
- Parks
- Road ends and shorelines
- Equestrian facilities



Non-Motorized System Plan
 January 2003 Updated May 2016
 Map A: Existing Non-Motorized Facilities





Non-motorized Use

A large number of people use active modes of transportation on Bainbridge Island. Washington State Ferries reports ridership statistics each year. For 2015 it is reported that 3,093,016 foot passengers including 382,207 cyclists rode the ferry. This number grows substantially each year and WSF expects this trend to continue.

Each year, on a weekday falling between Tuesday and Thursday in the month of September, community volunteers count bike and pedestrians at major intersections on the Island, supporting the Washington State Bicycle and Pedestrian Documentation Project. The State Ped Bike program keeps data that are summarized in the following tables, for the past 5 years.



Table 6-1a, Bicycle Counts, 7-9 AM					
Location/Year	2011	2012	2013	2014	2015
SR 305/ Winslow Way	125	204	114	192	138
SR 305/ High School	-	-	-	69	51
SR 305/ Day	-	-	26	24	17
Madison/ Wyatt	-	39	-	37	-
Madison/ High School	-	-	-	38	53
Blakely/ Bucklin	-	-	-	44	36

Table 6-1b, Bicycle Counts, 4-6 PM					
Location/Year	2011	2012	2013	2014	2015
SR 305/ Winslow Way	-	-	211	168	117
SR 305/ High School	-	49	-	-	59
SR 305/ Day	-	26	24	35	33
Madison/ Wyatt	-	45	9	-	-
Madison/ High School	89	-	68	67	68
Blakely/ Bucklin	-	28	-	45	47

Table 6-1c, Pedestrian Counts, 7-9 AM					
Location/Year	2011	2012	2013	2014	2015
SR 305/ Winslow Way	126	185	176	28	196
SR 305/ High School	-	-	-	24	51
SR 305/ Day	-	-	6	4	0
Madison/ Wyatt	-	39	-	48	-
Madison/ High School	-	-	-	76	127
Blakely/ Bucklin	-	-	-	2	3

Table 6-1d, Pedestrian Counts, 4-6 PM					
Location/Year	2011	2012	2013	2014	2015
SR 305/ Winslow Way	-	-	526	309	471
SR 305/ High School	-	43	-	-	68
SR 305/ Day	-	1	-	3	1
Madison/ Wyatt	-	80	21	-	-
Madison/ High School	238	-	182	30	142
Blakely/ Bucklin	-	5	-	5	2



Barriers to use and Connectivity Improvements

Barriers are physical characteristics of a transportation system that limit or restrict mobility for non-motorized users. Some common barriers on the Island are as follows:

- Inadequate maintenance including lack of shoulder sweeping for cyclists, joints at settled sidewalk panels, and poor trail surfaces in need of re-grading and compaction;
- Deficiencies in design such as lack of ADA compliant ramps, facilities that are not of adequate width to be comfortable for many users, and facilities with materials that are not ADA compliant;
- Discontinuities in system networks such as gaps in sidewalks or roadway shoulders, or bike lanes;
- Inadequate facilities at roadway intersections;
- Lack of facilities when systems do not exist or do not extend far enough to meet needs;
- Physical barriers such as naturally occurring ravines or existing developed properties that do not provide for access.

To address barriers and other limitations on non-motorized connectivity across the Island, connectivity improvements are identified in a set of figures and tables which are intended to be living documents updated as new areas are identified and considered warranted by the Public Works Department / Director.

Table 6-2 Identified barriers on SR 305 and on City roadways.

Table 6-2, Roadway Network Barriers		
1	SR 305 at Vineyard Lane	A separated grade crossing is needed to unite the two sides of Winslow that are divided by the SR 305 superblock between Winslow Way and High School Road.



2	SR 305 Signalized Crossings	Wide crossings can be a barrier to some users. As capacity improvements are made to SR 305, medians, islands, and other pedestrian related improvements should be provided.
3	SR 305 Shoulders	Shoulder widening is needed to address gaps between Hidden Cove Rd and the Agate Pass Bridge.
4	City Secondary arterial and collector roadways	Where pedestrian and cyclist facilities do not exist, shoulders and/or separated pathways are needed. Many of these areas are identified for improvements shown in Map E, F, and G.

Non-Motorized Travel Routes and Network

The vision and goals for non-motorized transportation are established in the Transportation Element of the City’s Comprehensive Plan. To meet the vision and mobility and connectivity goals in the Transportation Element of the Comprehensive Plan, a comprehensive network is defined in this section.

Providing facilities for accommodation of non-motorized modes of transportation has consistently ranked high on past City surveys.

This section describes the current needs and identifies the best opportunities given geography, existing development, and other constraints.

The over-arching goal embodied in the non-motorized vision and the first non-motorized goal is to provide a network of transportation facilities that provide non-motorized modes of travel for the greatest number and widest range of the traveling public.

The NMTAC recognizes the following mobility challenges:

- Accommodating a wide range of non-motorized users of all ages and abilities.
- Providing connectivity to the ferry terminal and Winslow.
- Providing safe routes to schools.
- Providing connectivity to designated centers.
- Improving safety for cyclists and pedestrians on the Island’s secondary arterial roadways.



- Improving sidewalks in Winslow through universal design.
- Improving connectivity to Parks by integrating city trail plans with the trail plans of the Park District.
- Removing barriers and closing gaps in networks addressing the above priorities. This includes but is not limited to SR 305 and other higher volume streets.

Context sensitive solutions for non-motorized modes will depend upon site specific conditions such as existing and planned land uses, the location of origins and destinations such as schools and parks, motor vehicle speeds and volume, and the overall network connectivity.

The non-motorized transportation system seeks to create a network of facilities that makes it safe for all ages and abilities of people to get around their neighborhoods and the island without a car. This will require facilities that will be evaluated for the context but may include.

- A. Sidewalks and bicycle lanes along streets in the Island's designated centers.
- B. Road shoulders can provide connectivity for commuter and more experienced cyclists, as illustrated in the City's Core 40 Program. The Core 40 goal is to provide an integrated network of shoulders for cyclists that, when combined with multi-use trails and lower volume roadways, provides 40 miles of bicycle routes on the Island.
- C. Separated non-motorized facilities that provide a non-motorized transportation option for a wide range of people walking, riding bikes, riding horses, or using wheelchairs. This pathway network is envisioned to connect to the City's sidewalk and bike lane infrastructure and connect to main destinations like the ferry terminal, Agate Pass Bridge, Winslow, designated centers, schools, parks, shoreline road ends, equestrian facilities, and other amenities. These facilities will vary depending on purpose but include:
 1. The Sound to Olympics (STO) trail, which serves as a centralized spine for non-motorized users and a 12-foot wide separated multi-use path connecting the Bainbridge Island Ferry Terminal to the Agate Pass Bridge and linking to other regional locations.
 2. Intra-island trails, which combine separated multi-use pathways and low volume roadways to link designated centers, schools, and parks.
 3. Connecting pathways provide local connectivity and link to the regional and intra-island trails.
 4. The system will integrate with Bainbridge Island Metropolitan Parks District trails to provide both intra-island and local connectivity.
- D. On low-volume neighborhood streets, specific non-motorized infrastructure may not be necessary if vehicular speeds are low (20-25 mph).



This combination of facilities is designed to make up a functional network that provides connectivity to the attractions previously identified and mobility for the greatest number and widest range of users.

Sidewalks, Shoulders, Multi-use Trails, and Connecting Pathway planned facilities are identified and located in attached Maps C and D. These facilities are integrated to optimize connectivity for alternative modes of transportation for users of all ages and abilities. Refer to Maps C and D for trail connection zones. Trail connection zones are identified as opposed to specificity of routes to allow flexibility. The City’s past practice has been to acquire easements for trails from private property owners on a voluntary basis or when there is significant development.

Table 6-3 identifies potential connectivity for trails. The focus of this table is for regional and intra-island multi-use pathways and roadway shoulder improvements. These maps depict one set of possibilities for intra-island trails for the purposes of demonstrating connectivity that may be achieved by an integrated trail network. Some connectivity is identified for connecting pathways that are branches of regional and intra-island trails. Local connectivity is beyond the scope of what is listed.

1	Sound to Olympics Trail Separated Grade Crossing at Vineyard Lane	A non-motorized bridge to connect the center of Winslow which is divided by SR 305, requiring easements for accommodating a non-motorized bridge and its approaches.
2	Sound to Olympics Trail at Hildebrand Retail Area	A multi-use pathway to serve as a cross-connecting route at the north end of Winslow.
3	Sound to Olympics Trail_north of High School Rd	A multi-use pathway to serve as a regional non-motorized transportation Corridor connecting the Winslow Area north to the Agate Pass Bridge and Kitsap County. This route would connect to transit, schools, and parks facilities.
4	Waterfront Trail Connector at Harbor Drive	A separated pathway to connect the Waterfront Park to the ferry terminal. Permission is needed from WSF to use the area west of the roadway for a separated pathway.



5	Waterfront Trail Connector from Bjune to Parfitt.	A separated pathway and/or boardwalk along the shoreline connecting the Waterfront Park to the commercial waterfront district along Parfitt Way.
6	Cave Avenue Trail Connector	A connecting pathway to connect local neighborhoods to the STO trail and the center of Winslow. Easements may be needed near the ravine for access from the STO trail to Ferncliff Avenue near Wing Point Way.
7	Knechtel Trail Connectors	A network of connecting pathways and low volume local access roadways to connect local neighborhoods to the center of Winslow and the STO trail. Easements are needed from private property owners to link local access to the roadway for east-west connection from STO trail to Weaver.
8	Schools Intra-Island Trail	A multi-use pathway to serve as an east to west connecting route at the north end of Winslow. This route would connect to schools and parks facilities and serve as a transportation Corridor. Formalized routes and easements are needed from the Parks District at the “Sakai Park” and the School District at the High School campus and the City’s Suzuki property.
9	Wardwell Intra-Island Trail	A multi-use pathway is envisioned to serve as a route connecting points north to the Winslow area school and parks facilities. Formalized route and easement are needed from the School District at the Middle School campus.
10.	Shepard Intra-Island Trail	A network of multi-use pathways and low volume streets along this Corridor to better accommodate non-motorized use. Easements will be needed from private property owners to link local access roadway for east – west connection from Weaver to Finch.
11.	Head of the Bay	A trail and/or shoulder improvements is needed along this Corridor. Additional right-of-way may be



		needed from fronting property owners to widen the roadway and mitigate for wetland impacts.
12	Bucklin Hill Road	A trail and/or shoulder improvements are needed along this corridor. Additional right-of-way is needed to widen the roadway and drainage for shoulder improvements.
13	Lost Valley Intra-Island Trail	A multi-use pathway through the Lost Valley. The trail would provide a more direct route to the west from the Winslow area at lesser grades than surrounding road networks. Easements are needed at the east end of the proposed trail to connect through to Fletcher Bay Road.
14	Lynwood Center Intra-Island Trail	A multi-use pathway separated from the roadway on the east side of Fletcher Bay Rd and Lynwood Center Rd. This pathway would provide non-motorized connectivity south to Lynwood Center. Easements are needed along the east side of Fletcher Bay Road.
15	North Island Expeditionary Intra-Island Trail	A continuous network of multi-use trails connecting Wardwell road on the south end to Lovgreen Rd at the north along mostly unopened rights of way. This system would connect with Megs Farm Park Land trails.
16	Mandus Olson Corridor Intra-Island Trail	A continuous network of multi-use trails and low volume roadways to link to the Lost Valley at the south and the North Island Expeditionary Trail / Lovgreen Rd at the north.



Table 6-4 identifies gaps and deficiencies in sidewalks in Winslow. This information is used to facilitate the planning of the City’s sidewalk infill program and pedestrian elements for capital improvement projects.

Table 6-4, Winslow Area sidewalk gaps and deficiencies		
1	Madison Avenue from Wyatt Way to High School Rd	The existing 4-foot plus wide sidewalk is not adequate to accommodate a range of users.
2	Madison Avenue from Winslow Way to Wyatt Way	Sidewalk ramps not to current standards
3	Madison Avenue from Winslow Way to Parfitt Way	Sidewalk ramps not to current standards
4	Wyatt Way from Ericksen to Madison Ave	Sidewalk needed both sides
5	Wyatt Way from Madison Ave to Lovell	Sidewalks and bike lanes needed
6	Wyatt Way from Lovell to Weaver	Sidewalk is needed on north side to fill in the current gap.
7	Winslow Way from Madison Ave to Grow Ave	Existing sidewalks are incomplete for roadway segment. Complete sidewalks are needed on both sides.
8	Grow Ave from Winslow Way to Wyatt Way	Sidewalk needed. Possible greenway (bike & ped prioritized roadway).
9	Grow Ave from Wyatt Way to High School Rd	Sidewalk needed. Possible greenway (bike & ped prioritized roadway)



10	Wood Ave from Grow Ave to Parfitt Way	Sidewalks are incomplete on both sides.
11.	Cave Avenue	Gap in sidewalk on east side.
12.	Waterfront Park Trail at Harbor Drive	The sidewalk is narrow along a steep street grade. A separated pathway on the ferry property to the east with switchbacks would improve accessibility for persons with disabilities and cyclists.
13.	Waterfront Park Bridge and approaches	The bridge needs to be widened to accommodate cyclists and resurfaced for all users.
14.	Trail from Parfitt Way to Finch Place	The existing gravel trail serves an area that is used by many senior citizens and is inconsistent in width and surfaced with gravel

Table 6-5 identifies gaps and deficiencies in shoulder facilities for cyclists. This information is used to facilitate the implementation of the “Core 40 – shoulder program” to create a 40 plus mile network of safe roadway routes for cyclists.

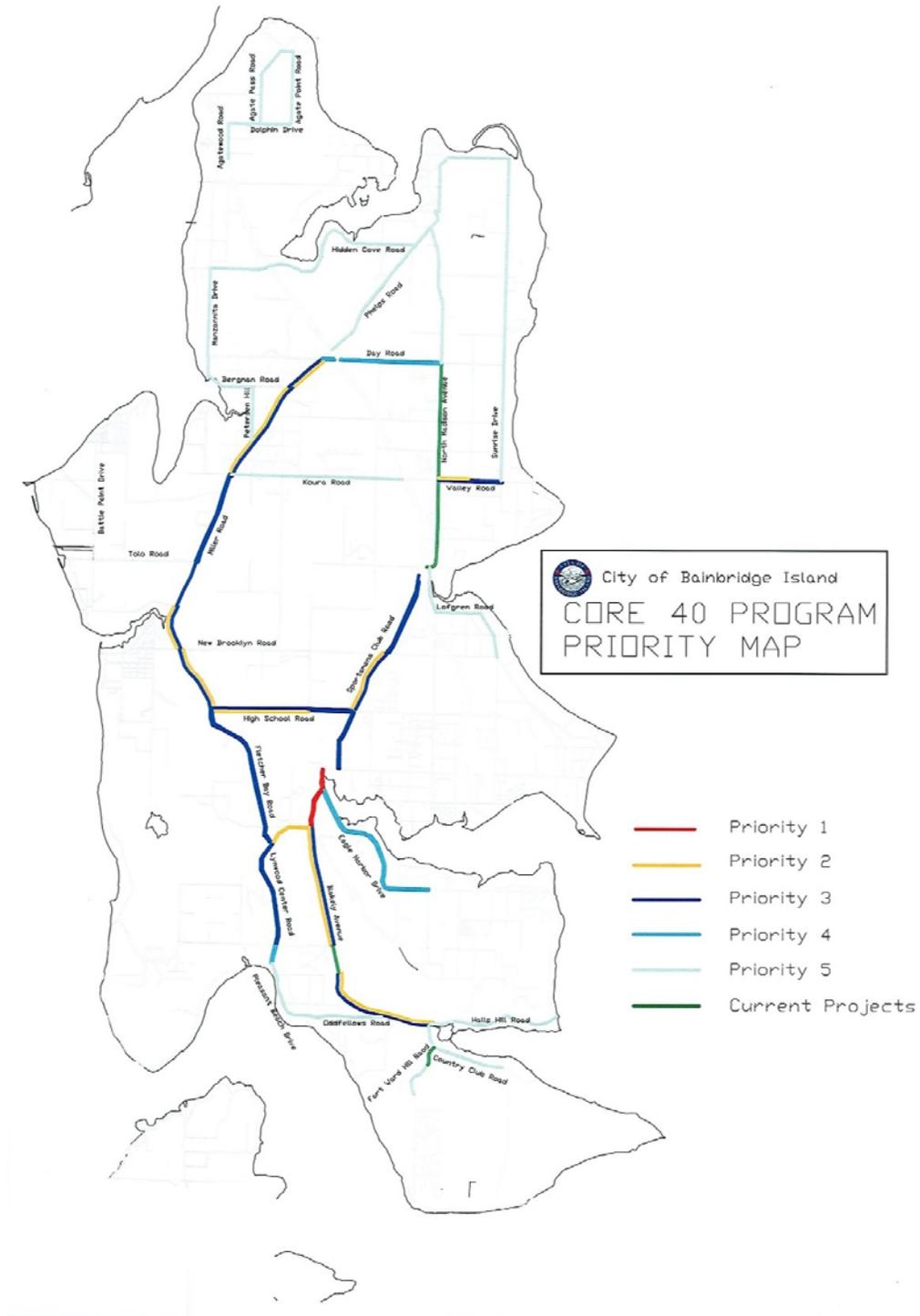
1.	Eagle Harbor Drive	Bicycle lanes both sides from Bucklin to McDonald.
2.	Miller Rd & Day Rd	Bicycle lanes both sides for entire length of roadway and for Day road West of SR 305 to Miller
3.	Bucklin Hill Road	Bicycle lanes both sides from Blakey to Lynwood Ctr. Road.
4.	High School Road	Bicycle climbing lanes both directions.
5.	Blakely Avenue	Bicycle climbing lanes both sides from Bucklin to Oddfellows.
6.	Valley Avenue	Bicycle climbing lane from N. Madison to Sunrise.
7.	New Brooklyn Rd.	Bicycle climbing lanes both directions.



8.	Baker Hill Road	Bicycle climbing lane from Lynwood Center and Palimino.
9.	Lynwood Center Rd.	Bike lane on the west side in the south bound direction assuming seperated shared use pathway is also constructed on the east side.
10.	Sportsman's Club Rd. & Finch Rd.	Complete bicycle lanes both directions.
11	Fletcher Bay Road	Complete bicycle lanes both sides.
12	Day Road	Bicycle climbing lane from SR 305 to N. Madison.
13.	North Madison Ave.	Complete bicycle lanes both sides from SR 305 to Day.
14.	High School Rd.	Complete bicycle lanes both sides.
15.	Blakely Ave.	Complete bicycle lanes in both sides from Bucklin to Country Club.



Map G, Core 40 Shoulder Improvements





Facility Types

The system maps identify facility types for roadway shoulders and trails. Refer to Recommended Capital Improvement Plan Maps for regional and intra-island trail designations.

Sidewalks are not depicted on system maps. Sidewalks are required per City Design and Construction standards in designated centers.

Shoulders are required at locations shown in system maps. Minimum shoulder widths are designated as 6-feet (Type B) or 3-foot (Type C).

Type B shoulders are intended to provide space that is adequate to accommodate cyclists riding with traffic and pedestrians walking facing traffic.

Type C shoulders are intended to ballast the paved roadway in suburban areas or provide shy distance from curbs in urban areas. While three foot gravel shoulders are not considered a non-motorized facility, they provide limited space between the paved edge and the ditch for pedestrians when vehicles are traveling in both directions. In suburban locations this facility type is best suited for low traffic volume when the frequency of conflict is low and where drivers can most often maneuver to provide additional room for non-motorized users.

Trails: Regional trails, intra-island trails, and some connecting pathways are shown in system plan maps. Connecting pathways may be required in locations not depicted in the system plan maps to preserve existing connectivity or provide connectivity to facilities. The City's minimum trail width is 6-feet. Type A facilities (regional trails, intra-island trails) require a, 10-foot minimum width plus 1-foot or greater ballasted shoulders. All trail facilities are to be hard surfaced. Trails along roadways should be separated from the vehicular traveled way.



Levels of Service

Bicycle Level of Service (BLOS) and Pedestrian Level of Service (PLOS) are established for each of the facility types for Secondary Arterial Streets and high Volume Collector Streets over 1500ADT with posted speeds up to 35mph..

LOS	Description
A	Separation from vehicular modes that is comfortable for the majority of users. Minimum 7 feet of separation or curb with 3 feet of separation..
B	Separation from vehicle modes that may not be comfortable for some users. Minimum curb or two feet of separation.
C	Space provided for non-motorized modes. Meets AASHTO minimums.
D	Space provided for non-motorized modes but may be sub-standard and not considered a non-motorized facility.

Facility Description	BLOS	PLOS
10-foot wide multi-use pathway separated 7 or more feet from the roadway or separated by physical barrier	A	A
6-foot wide trail separated 7 or more feet from the roadway	C	A
5-foot wide sidewalk or trail with curb and gutter and planter strip 3 or more feet wide	N/A	A
5-foot wide sidewalk	N/A	B
5-foot wide paved shoulder w/ 2 foot buffer	B	C
5-foot wide paved shoulder (6 foot total width)	C	C



Table 6-6b, Non-motorized Levels of Service for Conservation Area		
Facility Description	BLOS	PLOS
10-foot wide multi-use pathway separated 7 or more feet from the roadway or separated by physical barrier	A	A
6-foot wide trail separated 7 or more feet from the roadway	C	A
5-foot wide paved shoulder w/ 2 foot buffer	B	C
5-foot wide paved shoulder (6 foot total width)	C	C
8-foot wide shoulder	N/A	B
6-foot wide shoulder	N/A	C
3-foot wide shoulder *	N/A	D

* 3 foot shoulders are not intended as a non-motorized facility but may provide space to avoid run out into a ditch or vegetation for non-motorized users, as well as recovery for vehicular traffic.

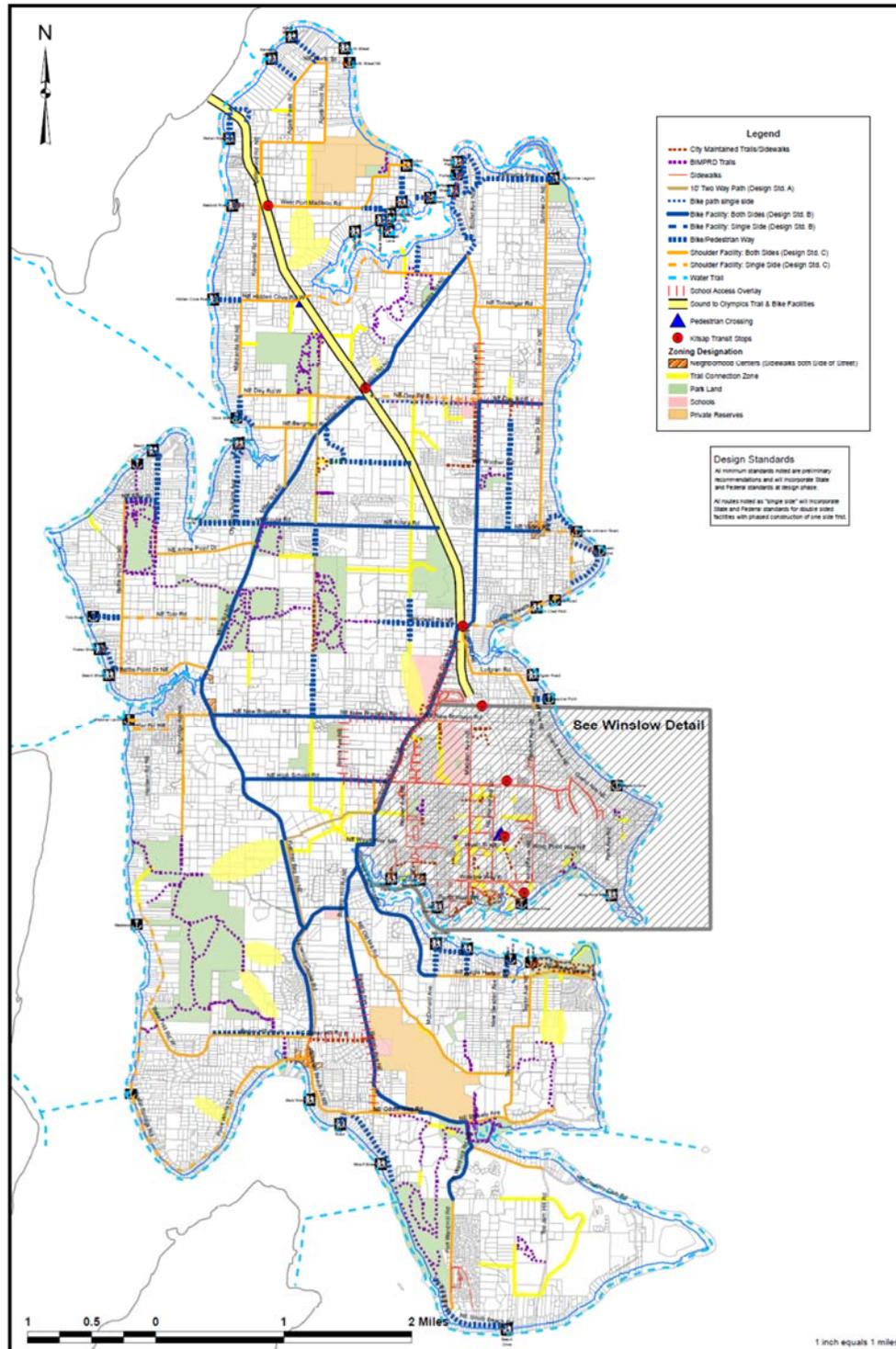


Frontage and Other Required Improvements

Non-motorized improvements are required along with other infrastructure improvements for all development. The following table identifies the level of improvements required that have been determined to be roughly proportional with the scale of development.

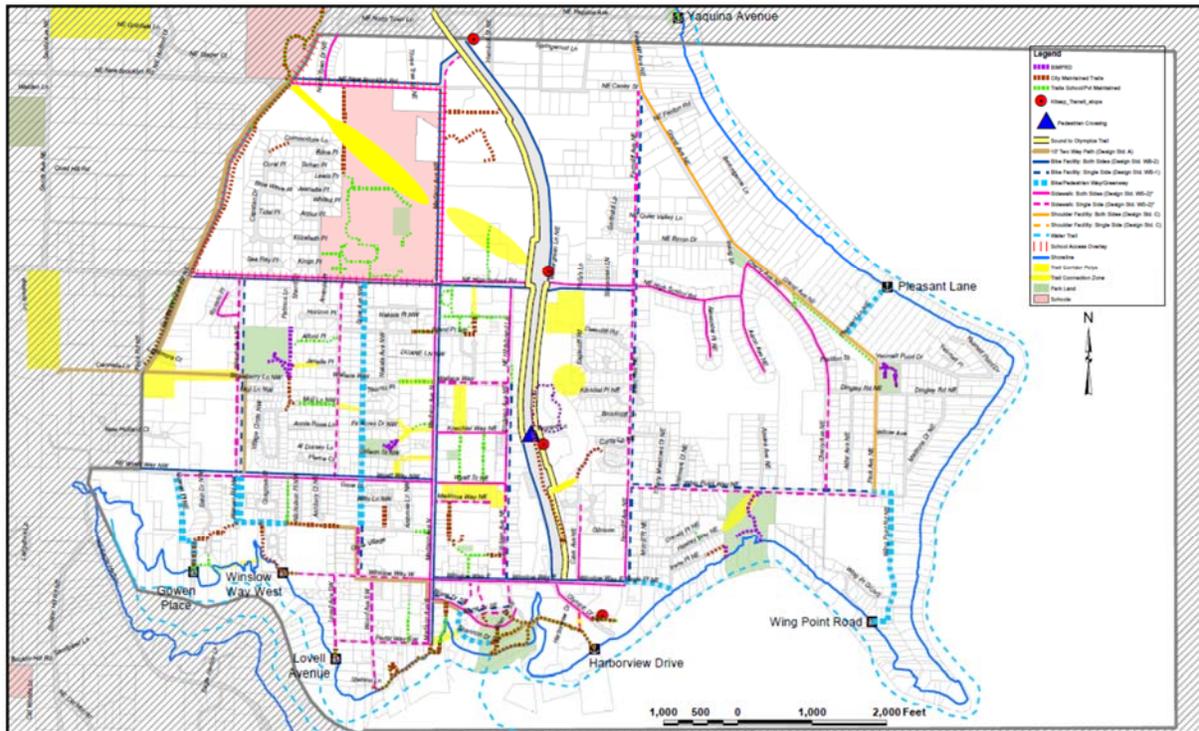
Development type	Required facilities
Development or re-development of a residential lot. *	ROW dedication and easements. Sidewalk and shoulder/bike lane infill and reconstruction to meet current standards.
Short Plats 2 to 4 lots in size, multi-family development exceeding 4 units, and all other development / re-redevelopment.	In addition to the above, the construction of sidewalk and shoulder/bike lane extensions, and construction or reconstruction of trails up to 6 feet in width.
Long Plats of 5 or more lots and development of all other properties greater than 20,000 square feet gross building in aggregate.	In addition to above, the construction or reconstruction for all facilities including multi-use trails.

* Development and redevelopment includes the construction of new or the reconstruction of existing single family residences (SFR and ADU building permits). Alterations or additions are excluded.



Non-Motorized System Plan
Map C: (Minimum Standards)

January 2003 Updated July 2016



Non-Motorized Transportation Plan
 Map D: Winslow System Plan (Minimum Standards) 1:12,276
 January 2016
 Updated July 2016

Implementation of Non-Motorized projects

This section elaborates on specific measures to further the non-motorized Implementation goals in the Transportation Element of the Comprehensive Plan. The list below is not prioritized.

- A. As opportunities are identified, develop proposals to update the Municipal Code to increase the ability to obtain non-motorized facilities in accordance with the IWTP and consistent with the goals for non-motorized projects in the Transportation Element of the Comprehensive Plan.
- B. Support community efforts to develop new regulations requiring the construction of non-motorized facilities by development.
- C. All commercial and residential projects that reach the design and review thresholds set in the Municipal Code shall be reviewed for compliance with the goals, policies, and standards in the Transportation Element of the Comprehensive Plan, the Islandwide Transportation Plan and other adopted Plans.
- D. Review development projects for concurrency and collection of impact fees to provide for non-motorized improvements. Consider including system non-motorized LOS studies in future updates to concurrency and impact fees.
- E. Facilitate the NMTAC review of development projects with potential for non-motorized elements and provide opportunity for early input in designs.



- F. As properties develop, secure right of way dedication for frontage improvements on City streets and easements for regional and intra-island multi-use trails (20 feet or more) and connecting pathways within and between neighborhoods (15 feet or more).
- G. Support opportunities to secure new easements or renegotiate existing easements (example: utility access agreements).
- H. Provide mechanisms for funding, prioritizing, and implementing projects to develop non-motorized facilities identified in this plan. Identify and prioritize specific non-motorized projects in the City's transportation planning including but not limited to the IWTP and the Capital Facilities Plan to assure their completion.
- I. Actively pursue various funding sources, such as available grant and bond initiatives for priority projects. Pursue joint funding opportunities with the School District, Parks District, and Department of Transportation. Provide flexibility in the program as needed to be competitive.
- J. Support the development of a non-motorized bond measure to fund regional and intra-island trails, Core 40 shoulder improvements, and other island-wide non-motorized improvements.
- K. Support involvement of the NMTAC in transportation planning and capital improvement planning. Important aspects of this work include developing and prioritizing projects, and collaborating to develop grant applications and secure funding.
- L. Support involvement of the NMTAC in public outreach and the development of transportation improvement projects.
- M. Incorporate non-motorized improvements into capital improvement projects. Consideration to be given to the context of each site in developing designs.
- N. Study maintenance needs and include budget recommendations in Operations and Maintenance to provide for new facilities and improved level of service of all facilities.

Non-Motorized Improvement Plan

Programs and projects to achieve the proposed Non-motorized Transportation System Plan are identified in Maps E and F.



Design Considerations

Consider the following aspects when developing designs for public and private projects to improve non-motorized safety. Note that these design considerations may be above minimum established standards and should be provided for all public and private projects.

- A. Incorporate accessibility requirements in accordance with the United States Access Board Proposed Guidelines for Pedestrian Facilities in the Public Rights-of-way (PROWAG) to the extent feasible and incorporate universal principles in design to the extent practical.
- B. Provide safe at-grade crossings at signalized intersections on SR 305. Consider refuge areas at busy locations. Consider separated grade crossing for regional trails and other high volume locations.
- C. Provide marked crosswalks in high traffic areas at safe and appropriate intervals, particularly in locations where pedestrian routes cross secondary arterials. Provide marked crosswalks at driveways on secondary arterial streets in busy locations.
- D. On designated bike routes, provide wider (8") fog lines adjacent to paved shoulder facilities for cyclists and bike lane markings and bicycle climbing lanes. The use of sharrow markings to raise awareness awareness of cyclists is discouraged. Incorporate the use of sharrow markings for directional purposes at high-bicycle-volume locations in designated centers when engineers consider the design to be a significant safety enhancement. Examples include the use of sharrow adjacent to angle parking and at transition areas from bike lanes to shared lanes on Winslow Way.



- E. Provide separation for non-motorized from vehicular uses at higher speed (over 30mph) and higher volume (over 2000 ADT) motorized traffic locations. When separation is not practical, alternative routes should be provided to accommodate users of all ages and abilities. A particular emphasis for separated facilities is on roads connecting to schools and along SR 305.
- F. Consider lowering speed limits on secondary and collector streets with significant bicycle and/or pedestrian traffic that lack non-motorized facilities.
- G. Post walking and biking warning signs on roadways in high non-motorized use areas lacking adequate facilities.
- H. Incorporate traffic calming elements such as narrow lanes (9-10 feet depending on roadway classification), center island/ crossing islands, chicanes or winding roadways, and maintain native vegetation or provide street trees in all designs. Consider speed humps, and/or raised crosswalks at local access streets with a desired speed limit of 20mph when there are large vehicular traffic generators or very high volumes of pedestrians.
- I. Provide street lighting on secondary arterials and collector streets in designated centers and marked crosswalks on arterial streets.
- J. Provide bicycle-activated sensors at signal locations.
- K. Avoid placement of utility facilities, such as manhole covers and utility poles, within non-motorized travelways.
- L. Design of new parking lots and garages to include covered bike storage or parking facilities. Where existing bicycle parking is sufficient and conveniently located, the City Engineer may omit this requirement.
- M. When bike racks are required for commercial development and public facilities, the racks shall be conveniently located to the building entrance, appropriately designed to be compatible with the design and development of the site, and sheltered from inclement weather.



Standards

The City's existing Design and Construction Standards were developed in 1997 and have not been updated to include all of the non-motorized elements identified in the 2003 Non-Motorized Transportation Plan. It is recommended that this document be updated following the update of the Island-Wide Transportation Plan and the City's Comprehensive Plan.

Refer to the table below showing a list of considerations for updating the Design and Construction Standards.

Standards 1	Maintain narrow 10-foot lanes on major roadways.
Standards 2	Require pedestrian facilities to be maintained at-grade at driveway entrances.
Standards 3	Require sidewalks to be built to the back of the right-of-way along arterial and collector streets.
Standards 4	Require planter strips for increased pedestrian separation from traffic.
Standards 5	Minimum bike lane width on secondary arterial and major collectors is 5 feet. An additional one-foot clearance of the curb to be provided at curb and gutter locations. Consider buffered bike lanes.
Standards 6	Require paved driveway approaches at all driveways serving more than 3 households for all categories of projects.
Standards 7	Develop standards for shared use paths, buffered separated multi-use paths, intra-island trails, etc.
Standards 8	Utility structure covers are to be located out of the sidewalk and shoulders used by cyclists unless impractical and any deviation requires approval by the City Engineer. Covers to have flush, skid, and lock down characteristics suitable for cycle use.
Standards 9	Tenant improvements and remodels trigger frontage improvements to meet current ADA standards.



Preservation and Maintenance

Non-motorized facilities need to be preserved and maintained to ensure continued usefulness. As the system grows, so does the demand for resources to maintain it. Facilities deteriorate over time and the City needs to plan for expenditures to repair and /or reconstruct these assets.

Areas of emphasis for maintenance:

- Annual raised sidewalk grinding or replacement of sidewalk panels to address deficient disability access.
- Annual sidewalk and cross walk power washing where needed to maintain slip resistance and contrasting color.
- Monthly sweeping of separated pathways.
- Annual cleaning of separated pathways.
- Seasonal brush cutting of trails.
- Annual grading and graveling of unpaved trails where needed to address unevenness and traction issues.
- Maintenance of roadway surfacing to consider serviceability of shoulders for cyclists when prioritizing repairs.
- Trimming of roadside brush to maintain use of shoulders by cyclists and pedestrians.
- Monthly shoulder / bike lane sweeping with higher frequency at problem areas.
- Pulling and re-ballasting shoulders with gravel.
- Repair and adjustment of lids and grates to maintain even surfaces for cyclists and pedestrians.
- Annual pavement marking maintenance of cross walks, bike lane symbols, and other surface markings.
- Washing and replacement of signage such as no parking signs, way finding signs, and others.



Education, Encouragement and Enforcement

The NMTAC, supported by City Public Works, Planning, and Police Staff, and in coordination with School District, Parks District, Fire District, Kitsap County Health District, and community groups, will work to further the education goals of this Plan. This includes developing programs, or adopting programs used successfully elsewhere, to encourage use of non-motorized modes and promote safety.

- Listen to the community to identify transportation system deficiencies and opportunities for improvement
- Coordinate and support programs and projects that encourage active modes of transportation
- Support community outreach and involvement for the development of transportation projects
- Support safe routes to school programs
- Support “Adopt-a-Trail” and “Adopt-a-Route” programs
- Develop and distribute guide maps and provide wayfinding signage. Public non-motorized facilities such as trails should be identified with signage in order to designate routes and access points. This is especially important where facilities are adjacent to or run through easements on private property.

The NMTAC and City routinely support the following efforts:

- ‘Bainbridge Shares the Road’ program and signage.
- League of American Bicyclists ‘bicycle friendly community’ designation.
- Walking, Cycling, and Paddling Map supported on the City’s web site.
- Walking Map of Winslow, produced by Sustainable Bainbridge and supported on the City’s website.
- Waterfront Trail Map supported on the City’s web site.
- Map of accessibility features in the Winslow area, produced in cooperation with the Kitsap County Accessible Communities Advisory Committee.
- Participating in ‘Bike to School Day’ and Bike to Work Day.
- Community engagement for connectivity opportunities and easements.



- Participating in public outreach involvement opportunities for City transportation projects.
- Coordinating with the Police Department to identify areas with higher non-motorized use that may need education and enforcement emphasis for safety due to collision history, speeding, observed poor behaviors by either motorized and/or non-motorized users.
- Promoting police bicycle patrols for enforcing laws for cyclists and patrolling multi-use pathways.