

A 10-year Strategy to Update and Implement the Bainbridge Island Sustainable Transportation Plan

COBI 2016 Comprehensive Plan Update, Transportation Element, Transportation Vision 2036:

“Bainbridge Island has a safe, dependable, properly maintained, and fiscally responsible, multimodal transportation system. The system provides good facilities for non-motorized users and pedestrians and good access to transit, consistent with and supporting the other Elements of the Comprehensive Plan. The transportation system improves mobility and safety for all users while respecting the character of neighborhoods and maintaining a climate resilient environment. The system is regionally coordinated, adequately financed, and community supported.”

PROPOSAL: Hire an expert in community consensus-building and active transportation who will work with stakeholders and the public to create measurable goals and a strategy for building out sustainable transportation infrastructure that is aligned with *Transportation Vision 2036*.

Recent reports on climate change indicate that we need to make massive behavioral changes to reduce our carbon footprint, and our reliance on automobiles for primary means of transportation is a sizable contributor. Sustainable transportation initiatives that aim to reduce single-driver trips and offer car-free options to Islanders should be at the core of our efforts

Decades of dedicated committee volunteers and City staff efforts have produced detailed plans for a long list of non-motorized transportation projects. Each project has been thoughtfully scored and documented. But this planning by itself has not compelled public and stakeholder support, and the recent failure of a ballot measure for funding is the latest proof.

Transportation is changing. Car-sharing, ride-share companies such as Uber and Lyft, e-bikes, and bike/scooter sharing are transforming communities. Imagine how weekend and late-night ferry commutes might change if the last-mile problem could be solved with community supported last-mile home, designed to fit the needs and transportation requirements of the user? Further, we must look to our Comprehensive Plan and utilize our Neighborhood Centers as hubs for these above activities, ensuring geographic equity in our approach and as broad access to these initiatives as possible.

Recent Bainbridge Island surveys show that up to 60% of respondents want and would use new infrastructure for “active transportation” if it felt safe, compared to roughly [5%?] who currently use active transportation. Bike and car sharing could make housing more affordable by reducing the need for parking requirements. And Bainbridge Island has a built-in incentive to save the cost of a car on the ferry; we can use ferry metrics to help measure success.

A successful outcome of this proposal will:

- Build **consensus and support from stakeholder groups to achieve the greatest sustainable transportation benefit for the most people.**
- Define **inspiring and measurable goals** against which all individual projects can be measured. Measurable goals for instance could to reduce the growth of vehicle use

- Provide **neutral expertise** (i.e. not from stakeholders) that can challenge our perceived constraints, suggest best practices, share success stories from other comparable small town/rural communities, apply creative problem solving, and get consensus on appropriate standards and guidelines for meeting our goals.
- Include **formal partnership from other jurisdictions (Bainbridge taxing districts, Kitsap Transit, WSDOT)** to maximize opportunities for new solutions and support for those solutions.
- Communicate a compelling vision and high-level plan based on these goals and partnerships, with appropriate **visualizations, technology enhancements, illustrations, and narrative** to tell a story that is accessible to all islanders.

To address these needs for updated infrastructure strategy and planning, the City will:

1. Request the formal involvement of the BI Parks District, the BI School District, and any other interested government entities such as Kitsap Transit and WSDOT in the development of a new strategy.
2. Issue a Request for Proposal for an expert individual or firm with rich experience in active transportation and community consensus-building to work with stakeholders and the public to establish measurable community goals, evaluate the entirety of the City's [Island-Wide Transportation Plan](#) against these goals, and create a strategy for building out the sustainable transportation infrastructure over the next 10 years.

THE PROCESS

The Facilitator will lead a process that includes the steps listed below.

- A. Determine the stakeholders who will be involved and how they will be involved, including: City staff; the City Multi-Modal Transportation Advisory Committee; Climate Change Advisory Committee; the Race Equity Task Force; the City Council or a subset thereof; other jurisdictions such as the Parks District and the School District; and members of the public. The exact method of involving all of these stakeholders will be decided by the Council with the input of the Facilitator.
- B. Identify the measurable community goals that will be used to guide the Plan and project selection (the "Community Goals"). Goals could be related to safety, integration with public transportation, or reducing the number of vehicle trips.
- C. A thorough and holistic review of the Island's transportation infrastructure, which will include the following:
 - Review existing conditions/infrastructure to identify gaps between current state and the community goals
 - Review list of currently identified projects to assess/rank projects for their ability to achieve/support the community goals
 - Identify/propose new projects that have the ability to achieve/support the community goals
- D. Review and assessment of the current non-motorized systems plan.
- E. A thorough review and assessment of the current public transportation system on the Island and options for increasing ridership with last-mile solutions that could include new forms of active transportation.

- F. Develop a set guidelines and standards that shall apply to all projects to be built, such as width and paving options for separated paths; width and separation of bike shoulders; requirements for native restoration of disturbed landscapes; etc.
- G. Develop a multimedia presentation of the Plan that provides the narrative, clarity, and specificity needed to communicate with and inspire residents.
- H. Make recommendations for education, promotion, and incentives to increase use of infrastructure.