

Bainbridge Island



Sustainable Transportation Plan

Sustainable Transportation Task Force

July 17, 2020 | 9:30-11:30 a.m. | Zoom Meeting

Agenda

| Time | Topic | Lead/Materials |
|--------|--|--|
| 15 min | Welcome & Introductions | Mark Epstein, COBI Jennifer Wieland, NN |
| | <ul style="list-style-type: none"> Welcome the Task Force and review role and ground rules Virtual meeting protocols and Zoom platform overview Roll call and transition to small group check-ins | 2/28 STTF Meeting Summary |
| 10 min | Small Group Check-Ins | Breakout Groups |
| | <ul style="list-style-type: none"> Introductions and check-ins <p><i>How has your travel changed—whether destinations or modes—in the last four months?</i></p> | |
| 25 min | Project & Engagement Strategy Updates | Mark Epstein, COBI Jennifer Wieland, NN |
| | <ul style="list-style-type: none"> Summary of work completed to date Overview of updated project work plan Engagement strategy shifts and planning for August outreach <p><i>What approaches should we consider for socially-distanced non-virtual engagement? What platforms work best for your networks?</i></p> | Updated Project Work Plan Engagement Overview Presentation |
| 5 min | Break | |
| 40 min | STTF Priorities & Big Ideas | Jennifer Wieland, NN Breakout Groups |
| | <ul style="list-style-type: none"> Review key themes from past plans Discussion of STTF priority topics Share highlights with full group <p><i>What is your “Big Idea for Sustainable Transportation” on Bainbridge Island? What are your priorities our work together? What does the plan need to achieve?</i></p> | Summary of Key Themes Presentation My Big Idea Card |

SUSTAINABLE TRANSPORTATION PLAN | TASK FORCE MEETING #2
City of Bainbridge Island

| | | |
|---------------|---|---|
| 15 min | Draft Plan Goals & Approach to Subcommittees | Jennifer Wieland, NN Mark Epstein, COBI |
| | <ul style="list-style-type: none">▪ Introduction to approach for shaping plan outcomes▪ Overview of draft goals▪ Discussion of subcommittee “test” for reviewing goals and shaping objectives <p><i>Do these goals reflect what matters most? Is the connection between goals and outcomes clear?</i></p> | Goals & Priorities Framework Presentation Draft Plan Goals |
| 10 min | Wrap Up & Next Steps | Mark Epstein, COBI |
| | <ul style="list-style-type: none">▪ Confirm action items and next steps▪ Timing of future meetings (4th Friday every other month)▪ September joint meeting with Technical Advisory Team | |

Attendees

Sustainable Transportation Task Force Members

- Melissa Bang-Knudsen
- Bart Berg
- James Cash
- Lafayette Chabot
- Greg Dronkert
- Brenda Fantroy-Johnson
- Ruth Flanagan
- Helaine Honig
- Kim Leatham
- Susan Loftus
- Alyse Nelson
- Emily Reardon
- David Reynolds-Gooch
- Kirk Robinson
- James Rufo-Hill
- Barbara Tolliver
- Robert Weschler
- Jonathan Williams
- Don Willott
- Carter Wolff
- Barbara Zimmer

City Council Members

- Mayor Leslie Schneider
- Councilor Christy Carr
- Councilor Kol Medina

City of Bainbridge Island Staff

- Mark Epstein, Project Manager, Engineering
- Chris Wierzbicki, Public Works Director
- Kristen Drew, Communications Coordinator

Consultant Team

- Jennifer Wieland, Nelson\Nygaard
- Lauren Squires, Nelson\Nygaard
- Olivia Smith, EnviroIssues



SUSTAINABLE TRANSPORTATION TASK FORCE

Friday, February 28, 2020 | 9:30-11:30 a.m.

Meeting #1 Summary

Welcome and Introductions

Mark Epstein (Project Manager, City of Bainbridge Island) and Jennifer Wieland (Project Manager, Nelson/Nygaard) welcomed meeting participants (see Attachment A). Jennifer shared the purposes of the meeting:

- Get to know each other;
- Understand the work ahead;
- Collect feedback on key items; and
- Define values to guide the Sustainable Transportation Plan.

Chris Wierzbicki (Public Works Director, City of Bainbridge Island), Kristen Drew (Communications Coordinator, City of Bainbridge), and Sara Stiehl (Outreach Specialist, EnviroIssues) introduced themselves before Jennifer invited Task Force members to introduce themselves. The group shared who they are, why they are excited to be a part of this Task Force, and their favorite mode of transportation. Task Force members shared feelings of optimism, determination, and enthusiasm about the work ahead.

Role of the Task Force

Jennifer thanked the group and noted that the Sustainable Transportation Plan is an exciting opportunity to shape the future of mobility on Bainbridge Island. Jennifer reviewed the meeting materials and introduced Joe Levan (Attorney, City of Bainbridge Island) who reviewed the Public Records Act requirements. Task Force members will receive additional information about Open Public Meetings Act requirements at the next meeting.

Public Records Act

- Task Force members have been provided with City of Bainbridge Island email addresses that are to be used only for Task Force business. Any Task Force items sent to members' personal email addresses must be forwarded to the City email address and then deleted from personal accounts. Task Force members should not use the City email account for personal matters.
- If it relates to work on the Task Force, it is a public record. Any e-mail, social media, recordings, or other communications must be shared with the City.
- Do not use social media for Task Force business.
- Do not use text as a form of communication about the Task Force.
- Task Force members are to create a folder on their computers and save all related materials to the folder to be readily available if an information request is made.
- Do not delete any Task Force records before forwarding to the City email account.

Alyse Nelson asked Joe how Task Force members were to share information about future community events if not on Facebook or other forms of social media.



- Joe explained that Task Force members may share information via email or phone. Social media posts are considered public records, so it is preferable to have Kristen Drew post events to the City of Bainbridge Island's social media accounts. Joe acknowledged the Public Records Act is a bit outdated when it comes to social media, but he offered to work with Task Force members to find solutions that support engaging the community through social media and complying with the act.

Susan Loftus suggested having Kristen create the events and social media posts using City accounts. Task Force members could promote and forward those events to their personal networks but wouldn't create content themselves.

- Joe felt that would work but may need additional discussion to determine how to deal with the responses to those posts, as those would be City records. It is best to forward all matters to the City email account.

Public Meetings Act

If 10 or more Task Force members are discussing an item, it becomes a meeting and is not permitted without posting a public notice and an agenda at least 24 hours prior to the meeting.

Expectations and Meeting Ground Rules

Jennifer introduced expectations of the Task Force and potential ground rules for how the group will work together. The City is turning to the Task Force for guidance from individual perspectives and different groups within the community as the project moves forward. The Task Force is not a decision-making body—decisions will be made by the City Council. The Task Force will not take votes, but the City may gauge the general level of agreement among members on certain topics. One of the roles of the Task Force is to connect and solicit information from community members throughout the project. Information from the Task Force meetings will be available on the project website.

Jennifer noted that Task Force may receive questions from the media throughout this process. If that occurs, Task Force members should let Mark and Kristen know. In responding to media requests, Task Force members must speak as individual members, not on behalf of the entire group. Kristen let the group know that they are welcome to forward media items to her if they prefer not to respond; she is happy to assist.

Susan asked about the prioritization of energy and focus of efforts of the Task Force. She noted that it will be challenging to develop an inspiring and compelling plan to reach the 2040 greenhouse gas emission reduction goal. She also commented on the topic of funding and asked how the Task Force would be engaged in considering sources that might be needed to advance the City's goals.

- Jennifer referenced the project work plan and asked to hold the discussion of specific topics until the Task Force could review that plan together.

Jennifer invited the Task Force members to read through the ground rules together. Mark asked the group for any proposed changes, and there were none. He then asked the group if printing materials was helpful or if people would prefer electronic materials. Task Force members requested to have a handful of printed copies available, and Mark will follow up with the group to determine the appropriate number.

Carter Wolff asked what Task Force members were expected to bring to the meetings.

- Jennifer and Mark noted that the City will provide any required materials, and Task Force members simply need to be present. In instances where members do need to bring input or materials, they will be notified in advance.

The Task Force discussed a regular meeting time, and the majority felt Friday mornings were best. The fourth Friday of every other month is set for these meetings, but the group will be surveyed to confirm availability. Mark will follow up with a Doodle poll to inform any needed adjustments. Mark noted that Task Force members will be asked to complete work in between the bi-monthly meetings as well.

Project Work Plan

Mark noted that the work to launch the Sustainable Transportation Plan began in January 2019. City staff worked with Council to define the project and select a consultant team. Through the summer, the team conducted best practices research and collaborated with the City to develop a final scope for the project.

Jennifer noted that Council provided direction for what they hope the project will accomplish. The workplan outlines the approach that will be used to create a unifying vision for sustainable transportation on Bainbridge Island, including setting project goals and targets. The first phase of work focuses on identifying opportunities, thinking beyond gaps in the network, and a focus on analysis that will help to advance the goals.

Jennifer explained that the second phase of the work will focus on solutions, including the programs and policies needed to shift behavior. The implementation plan will focus on priorities and funding. Council has been clear that they want a vision for the next 5 years, 10 years, and 20 years. We will be presenting to Council twice monthly to keep them up to date on the work underway.

Barbara Tolliver expressed a desire for project messaging to be informative and exciting, to really hook people's attention.

- Jennifer replied that outreach in April and again in the fall will be key opportunities for the Task Force to help draw community attention.

Jonathan Williams shared excitement for the upcoming work but questioned how the ultimate recommendations would be funded. He is hoping the group can look at City programs and development requirements to see what is feasible. He also asked how the Technical Advisory Team work would be woven in with the Task Force.

- Mark responded the goal of the Technical Advisory Team is to provide space for the different agencies to come together and share their current projects and initiatives. The groups will be informed about each other's work and work together at key points in the project.

Helaine Honig asked about plans other than the Comprehensive Plan of which the Task Force should be aware, including policies and programs.

- Jennifer replied there are approximately 10 documents the team is reviewing—including plans from other agencies, such as Kitsap Transit and the Washington State Department of Transportation (WSDOT)—to develop a base of understanding about current Bainbridge Island priorities. Mark added the Climate Action Plan is currently in draft form and has specific recommendations to consider.

Greg Dronkert added that several agencies on the Technical Advisory Team recently completed long-range planning efforts, which can help to inform the Sustainable Transportation Plan. He noted that focusing on transit and ensuring agency collaboration will be key.

- Jennifer replied that integrating those plans and their recommendations into this work will be important. City staff will be working with the Technical Advisory Team bi-monthly.

Mayor Leslie Schneider reminded the group that Council Study Sessions are public and all are welcome to attend and observe, and meetings will be recorded and available online.

James Cash asked if there has been any thought to private sponsors or public-private partnerships as a funding mechanism.

- Jennifer replied that the team has not yet begun to investigate specific funding sources but will certainly consider both public and private sources as part of the plan.

Don Willott asked if the Technical Advisory Team meetings are public.

- Mark replied they are agency discussions and are not public.

Susan shared her feeling that the core of this project will be to develop a compelling vision, and there is limited time in the schedule to do that work. She wondered how the group could make that work, and expressed her hope that the schedule could be adjusted to ensure the Task Force is driving the work.

- Jennifer acknowledged the speed of the timeline and noted that the project team and the Task Force would need to accomplish significant work outside of these meetings. Task Force meeting time should be dedicated to collecting input from the Task Force on topics such as network needs and policy recommendations. She added that the development of possible projects, programs, and policies stretches from the spring through October. Mark added that the scenarios will be key to creating a compelling vision. He also shared that one role of the Task Force is to inform how to effect change and shift the community mindset.

Greg asked if there will be ways to listen to the Technical Advisory Team meetings since they are not open to the public.

- Mark replied that he will keep the Task Force informed and share notes and materials from the Technical Advisory Team meetings. It might also be worthwhile to consider a joint meeting of the Task Force and Technical Advisory Team.

Susan asked if sub-committees were a possibility to help accomplish the magnitude of work ahead, specifically sub-committees for funding or creating solutions.

- Jennifer and Mark agreed that this could make sense for the group. Mark will follow up on this in his communication with Task Force members.

Engagement Plan Feedback

Sara Stiehl gave an overview of the Draft Engagement Plan. She reviewed engagement goals, tools to collaborate, and key audiences for the Sustainable Transportation Plan and invited the group to share their thoughts and provide feedback.

Kim Leatham proposed changing the fourth goal (“Provide clear understanding of project constraints and set realistic expectations about possible outcomes”) to be less restrictive and more supportive.

Alyse asked for more clarification on the Outreach in a Box approach, hoping to avoid putting too much work on other groups and existing events.

Mayor Schneider asked if the project team could create a publicly available library or links and documents for anyone who wants to learn and leverage the research that has already been done.

Emily Reardon proposed changing the first goal (“Inform the public and those most affected by the project about how and when they can be involved and how their input will inform the City’s decision”) to use a word other than inform for the early stages of the project.

Don shared his feeling that interactions spark creativity, as well as a concern that the draft plan focuses too much on sharing information versus gathering feedback.

Barbara commented on the importance of visuals and measures when reaching the public. She felt it would be valuable to have a symbol for this project that people can look at and relate to this work. She also commented that “STP” makes her think of the Seattle to Portland bike ride rather than Sustainable Transportation Plan. She suggested the project name should be more related to energy, action, and climate. Barbara also suggested that person-to-person conversation is a highly effective form of communication, and she emphasized the need to inform community liaisons of current and factual information about the project.

Robert Weschler added to Barbara’s comment, suggesting the Task Force should be careful about sharing information that is still being developed.

Greg asked what research is underway on the future of mobility, and he noted that information on “smart cities” should be shared with the Task Force. He added that the Task Force might benefit from learning what other communities are doing to help visualize and message similar work. Greg mentioned that it is difficult to visualize where we want to be in 20 years without knowing what is possible. He asked if members are permitted to gather and share information among themselves to get everyone on the same page.

- Mark replied that Task Force members may gather in groups of 10 or less.

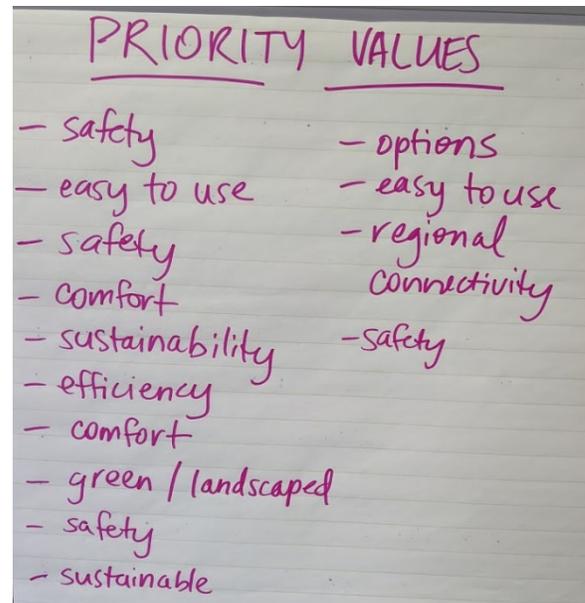
Jennifer noted that Mark will send out a follow-up survey to ask the questions brought up today so people can take the time to answer them. She then led the group into the concluding activity of identifying values to guide the work of the Sustainable Transportation Plan.

Values to Guide the Work

Task Force members broke into pairs and had short discussions about the mobility values that are most important to them. They chose from 12 options and were asked to identify a top priority. The small groups then shared their top values, which are shown to the right and included the following:

- Safety
- Sustainability
- Easy to use
- Comfortable
- Efficient

Jennifer thanked the group for sharing and noted that the values will help to shape the goals and performance measures for the plan.



Questions & Next Steps

Jennifer thanked everyone for participating throughout the meeting and for volunteering to serve on the Task Force. Mark also thanked the group and added that anyone having difficulty with their City email address should let him know. He reminded the group to monitor those accounts for additional information.

APPENDIX A: MEETING ATTENDEES

Task Force Members

| First Name | Last Name | Attended |
|------------|----------------|----------|
| Melissa | Band-Knudsen | √ |
| Bart | Berg | √ |
| James | Cash | √ |
| Lafayette | Chabot | √ |
| Greg | Dronkert | √ |
| Ruth | Flanagan | √ |
| Helaine | Honig | √ |
| Kim | Leatham | √ |
| Susan | Loftus | √ |
| Alyse | Nelson | √ |
| Emily | Reardon | √ |
| David | Reynolds-Gooch | |
| Kirk | Robinson | |
| James | Rufo-Hill | √ |
| Barbara | Tolliver | √ |
| Robert | Weschler | √ |
| Jonathan | Williams | √ |
| Don | Willott | √ |
| Carter | Wolff | √ |
| Barbara | Zimmer | √ |

City Council Members

| First Name | Last Name | Attended |
|------------|-----------|----------|
| Leslie | Schneider | √ |
| Joe | Deets | √ |
| Kol | Medina | |

City of Bainbridge Island Staff

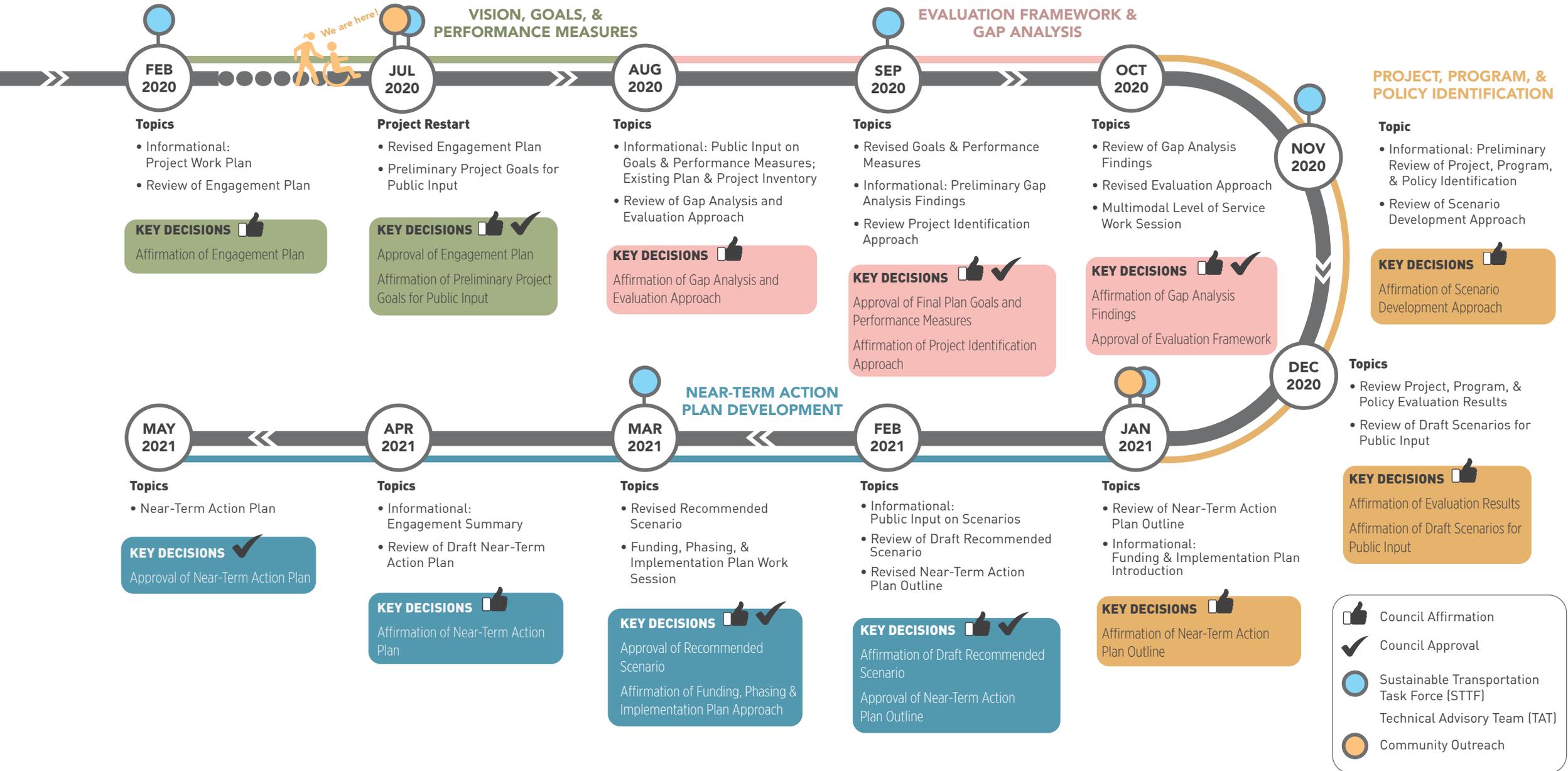
| First Name | Last Name | Title |
|------------|------------|------------------------------|
| Mark | Epstein | Project Manager, Engineering |
| Chris | Wierzbicki | Public Works Director |
| Kristen | Drew | Communications Coordinator |

Consultant Team

| First Name | Last Name | Consultancy |
|------------|-----------|-----------------|
| Jennifer | Wieland | Nelson/ Nygaard |
| Sara | Stiehl | EnviroIssues |

BAINBRIDGE ISLAND SUSTAINABLE TRANSPORTATION PLAN

CITY COUNCIL MEETING TOPICS & TENTATIVE MILESTONES



Legend:

- Council Affirmation
- Council Approval
- Sustainable Transportation Task Force (STTF)
- Technical Advisory Team (TAT)
- Community Outreach

My big idea for sustainable transportation on BAINBRIDGE ISLAND is...

www.SustainableTransportationBI.com





DRAFT Plan and Policy Review (July 2020)

This is a review of select plans and policies from Bainbridge Island, Kitsap Transit, Washington State Ferries, and the Puget Sound Regional Council related to the current and future state of sustainable transportation and mobility on Bainbridge Island. This review outlines the relevant elements of each document, the ways each supports or creates barriers to sustainable transportation on Bainbridge Island, and notes any gaps or conflicts between the plans and policies. Taking stock of the relevant plans and policies that have shaped the Island's transportation system allows us to understand the foundation and context upon which we will build the Sustainable Transportation Plan.

KEY FINDINGS

Below are the strengths and opportunities identified through the review of recent plans and policies described in the following section. The Sustainable Transportation Plan will build upon the strengths and identify strategies to address the opportunities identified below.

Strengths

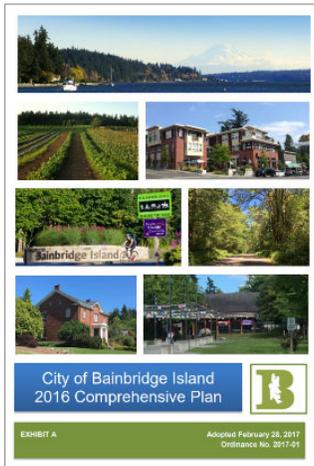
- All plans reviewed prioritize sustainability, greenhouse gas (GHG) emissions reducing, minimizing human impact on environmental resources, and climate adaptation and resilience. Reducing environmental impacts and mitigating climate change are goals that shape island-wide planning. Agency partners, including Kitsap Transit and Washington State Ferries (WSF), are aligned with the Island's goal to **reduce GHG emissions by 90% by 2045**, the primary goal of the Sustainable Transportation Plan.
- Making walking and bicycling easier and more convenient is a key strategy to reduce drive alone trips and vehicle miles traveled. The Island aims to **double the number of trips taken by walking and bicycling by 2036**.
- Active transportation improvements are guided by the non-motorized system plan that establishes a **connected network** of sidewalks, improved shoulders, and recreational and multi-use trails linking residential neighborhoods and designated growth centers with parks, schools, the shoreline, the ferry terminal, and commercial areas. All improvements must serve **people of all ages and abilities**.
- The island's **growth is focused in five designated centers** that prioritize mixed-use, pedestrian-scale development.
- Transit and ferry service are integral to Bainbridge Island's transportation system. Island-wide plans support and complement ferry and transit service by **prioritizing access to transit stops and the ferry terminal**, growing ridership with **land use policies focusing growth** near the ferry terminal and transit corridors, and **supportive programs** to make it easy and convenient for people to take the bus and ferry.
- The island's **natural and scenic character** is enhanced by rural winding roads and the vision for SR 305 as a green and scenic highway.
- Bainbridge Island embraces the principle of **safety over efficiency** for vehicular traffic, acknowledging that speed increases the severity of collisions.
- **Strong interagency partnerships** and coordination support the Island's transportation-related goals.

Opportunities

- Much of Bainbridge Island is designated as “conservation areas,” prioritizing **low-density residential land use**. Creating more opportunities for residents to travel by walking, rolling, or taking the bus requires mixed- and higher-density land uses that put diverse destinations—including shops, schools, and jobs—within a short distance of the places people live.
- **Parking** plays an important role in supporting the Island’s commercial centers. However, policies that prioritize on-street parking in designated centers and at the ferry terminal conflict with transportation demand management policies that prioritize walking, bicycling, and transit access to these destinations.
- Improving safety for everyone using the island’s transportation system is a priority for Bainbridge Island. There is opportunity to align with statewide and regional policy by adopting a **Vision Zero policy** to eliminate traffic-related deaths and injuries on the island.
- **Growing transit ridership** on Bainbridge Island is critical to achieving the City’s ambitious emissions reduction goals. Priorities for improving transit service and focusing investments on key corridors are shared across agencies but are at odds with current land uses in many areas.
- Congestion along SR 305 is often cited as one of the island’s most pressing transportation issues, especially since it is the island’s highest ridership transit corridor. However, the land uses along the corridor and its designation as a green and scenic highway limit opportunities for **transit-oriented development and multimodal access**, forcing people to drive rather than connect seamlessly to Kitsap Transit services.
- The Island’s **scenic, winding roads** are an asset that supports the Island’s rural character. Policies to preserve trees and vegetation along these corridors can present challenges when designing dedicated spaces for people to walk and bicycle and may be at odds with the City’s complete streets policy.
- Creating more affordable housing and providing services for older adults and people with lower incomes and disabilities is central to the Island’s growth. However, limited land for development constrains **affordable housing supply**, which forces many of the Island’s lower-income workers to live off-island and commute by car.
- Serving people of all ages, abilities, and incomes is a stated policy goal in many Bainbridge Island plans. The Island can **further elevate race and social equity** by acknowledging that some populations experience disproportionate impacts—whether safety, affordability, or accessibility—through the Island’s transportation system.
- Community engagement through all stages of Bainbridge Island’s planning processes can be further strengthened by prioritizing **targeted outreach to underserved populations**.

OVERVIEW OF PLANS AND POLICIES

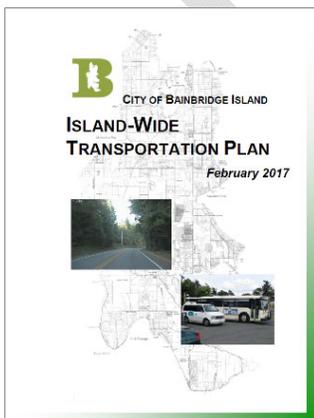
The Sustainable Transportation Plan is informed by a broader planning context. This review examines 11 planning and policy documents published by the City of Bainbridge Island, Bainbridge Island Metro Park & Recreation District, Kitsap Transit, Washington State Ferries, and Puget Sound Regional Council. Plans reviewed include comprehensive plans, sustainability plans, and long- and short-range transportation plans (e.g., multimodal, transit, ferry). Several draft plans currently under development by the City of Bainbridge Island were also reviewed prior to their final adoption.



City of Bainbridge Island, Comprehensive Plan (2017)

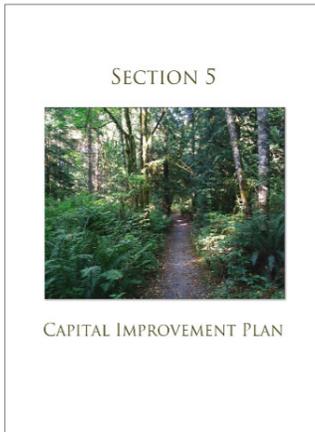
In accordance with Washington State’s Growth Management Act, Bainbridge Island’s Comprehensive Plan was updated and adopted in 2017. The Comprehensive Plan directs the island’s growth and development, establishing a long-term vision for the Island and outlining qualities that the community wants to hold, advance, or cultivate. Comprehensive Plan elements include land use, housing, capital facilities, utilities, transportation, economic development, water resources, human services, environment, and cultural development.

Related to transportation, the island envisions a “safe, dependable, properly maintained, and fiscally responsible multimodal transportation system that serves non-motorized users and is sustainable.” The plan suggests that Bainbridge Island create a transit plan aimed at tackling climate change and emissions through sustainable transportation. The plan identifies transportation-related issues experienced by the community and outlines relevant goals and policies to address these challenges. The plan calls for increased density in designated centers while maintaining the community character and rural nature of the island. High-priority actions include maximizing parking in the Winslow business district and designated centers, implementing a non-motorized transportation system, and improving pedestrian and bicycle facilities in Winslow and at the ferry terminal. Projects that implement these policies are outlined in the Island-Wide Transportation Plan (2017) described below.



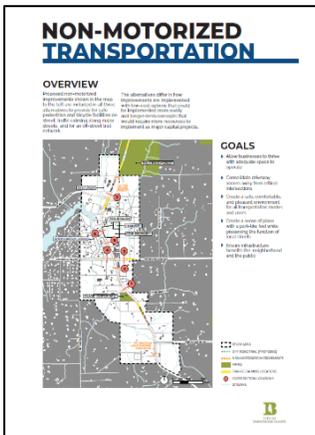
City of Bainbridge Island, Island-Wide Transportation Plan (2017)

Adopted in 2017, the Island-Wide Transportation Plan (IWTP) is an update and expansion of the 2004 Island-Wide Transportation Study. Although Bainbridge Island’s Comprehensive Plan sets forth the island’s transportation vision, goals, and policies, the IWTP provides more detail on transportation projects and potential implementation. This technical plan presents solutions to the community’s identified transportation-related issues, including commuter traffic surges from the ferry, congestion on SR 305, lack of connectivity, and access management. Apart from identifying priority capital projects, the ITWP uses travel-related data, including traffic counts, and roadway and land use characteristics to identify congestion points. The IWTP addresses all modes and recommendations for biking, walking, and public transit improvements including connections to the Washington State Ferries (WSF) system. Finally, the plan outlines Bainbridge Island’s funding capacity, funding sources for identified projects, and 6- and 20-year transportation programs.



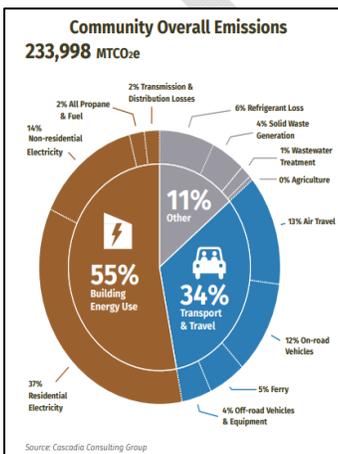
City of Bainbridge Island, Capital Improvement Plan (2019)

Bainbridge Island’s Capital Improvement Plan (CIP) is part of the City’s 2019-2020 adopted budget. The plan builds upon the principles and vision established by the Comprehensive Plan. The CIP describes the capital projects selected for construction over the next six years. These are projects with a construction cost greater than \$50,000 that align with the six key priorities outlined by the City: safe city, green well-planned communities, reliable infrastructure and connected mobility, healthy and attractive community, vibrant economy, and good governance. With a total budget of nearly \$20 million, the CIP includes city facilities (e.g., police station), capital equipment, water infrastructure, transportation, sewer, stormwater infrastructure, and non-motorized transportation. Compared to the Island’s previous CIPs, the 2019 plan focuses on facilities, stormwater, and water utility projects. Non-motorized projects in the S.A.F.E Bainbridge Mobility Levy were not included in the CIP.



City of Bainbridge Island, Island Center Sub-Area Plan (Underway)

The Island Center Sub-Area Plan outlines the approach to growth and development for this designated Neighborhood Center. The Island Center Sub-Area Plan includes a vision for pedestrian-friendly development, reduced traffic congestion, and new shopping and commercial activity outside of Winslow. Non-motorized improvements include traffic calming along major streets, a park-like feel, off-street trail network, and pedestrian and bicycle facilities.



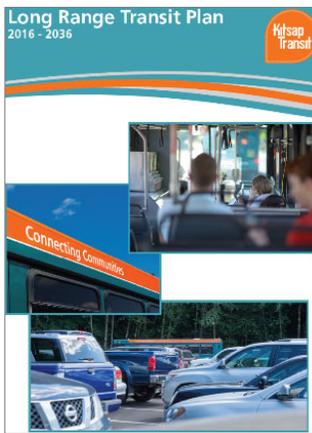
City of Bainbridge Island, Climate Action Plan (Underway)

The transportation section of the Climate Action Plan focuses on a reduction in transportation-related greenhouse gas (GHG) emissions. In support of the Climate Action Plan’s overall goal to reduce GHG emissions by 90% by 2040, the transportation sector must reduce emissions by 50,000 metric tons of carbon dioxide by 2040. The plan sets goals and targets for vehicle miles traveled, public transportation, and electrification of vehicles and ferries, highlighting the challenges the Island faces in achieving these goals. It also frames a path toward reduced emissions through the Island’s current efforts and future actions. Future actions include implementing the IWTP’s non-motorized system plan, promoting mixed-use development to encourage non-motorized transportation, supporting electric vehicle infrastructure, promoting public transportation, and exploring transit-oriented development opportunities.



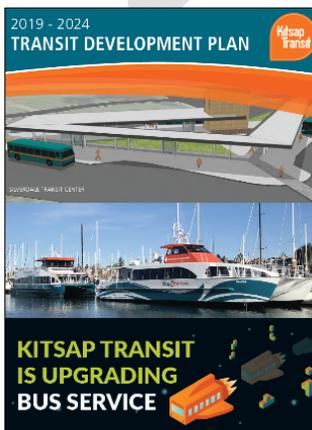
Bainbridge Island Metro Park & Recreation District, Comprehensive Plan – Parks, Recreation and Open Space (2020)

The Bainbridge Island Metro Park & Recreation District Comprehensive Plan is an update to the 2014 plan. It envisions a healthy community with efficient, sustainable management of parks and open spaces and development and implementation of creative cultural and recreational opportunities. The plan contains a detailed inventory of the District’s assets, including natural areas, recreational shoreline, recreational trails, indoor facilities and community centers, special purpose facilities, and support facilities. With a 20-year outlook, the plan prepares for population growth on the island and the financial implications of this growth.



Kitsap Transit, Long Range Transit Plan 2016 – 2036 (2016)

The Long-Range Transit Plan was adopted in 2016 and guides Kitsap Transit’s investments for the next 20 years. The plan sets goals and policies for the agency, describes the current conditions in the community, and identifies capital project needs. Plan goals include increasing the frequency of transit service; developing transit-oriented corridors; providing safe, reliable transportation; and achieving financial sustainability. On Bainbridge Island, the plan calls for developing a transit-oriented corridor near the dense Winslow area. The plan supports the Kitsap Regional Coordinating Council’s (KRCC) Transportation Improvement Plan (TIP) and the Puget Sound Regional Council’s (PSRC) Regional Transportation Plan (RTP).



Kitsap Transit, Transit Development Plan 2019 – 2024 (2019)

The Transit Development Plan is Kitsap Transit’s near-term action plan—it focuses on actions the agency will take in the next five years to make progress toward the vision and goals in the 2016-2036 Long Range Transit Plan. The plan outlines the service characteristics of and key connections for fixed-route service, paratransit service, VanLink Worker/Driver vanpool service, general public dial-a-ride service, and foot ferry service for Kitsap County. For Bainbridge Island, the plan proposes increased use of BI Ride services and converting the ACCESS fleet to propane. The plan also includes information on capital planning, operating data, revenues and expenditures, and an asset inventory and management plan.



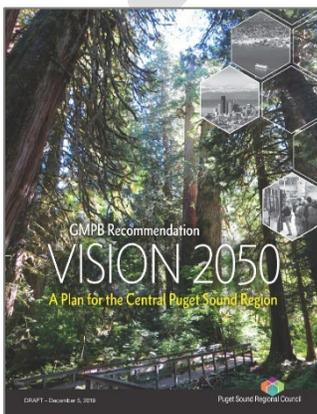
Washington State Ferries, 2040 Long Range Plan (2019)

The 2040 Long Range Plan serves as a guide to Washington State Ferries' (WSF) investments over the next 20 years. WSF operates the country's largest ferry system, and the plan acknowledges the rapid growth of ferry ridership and the issues with WSF's aging fleet. The plan identifies near-, medium-, and long-term term recommendations in four broad themes: reliable service, customer experience, managing growth, and sustainability resilience. The near-term recommendations are further developed in the Sustainability Action Plan (see below). Recommendations specific to Bainbridge Island include electrifying the ferry terminal, upgrading the terminal to accommodate the electric-hybrid vessels, improving wayfinding and pedestrian access at the terminal, and improving ferry service reliability.



Washington State Ferries, Sustainability Action Plan 2019 – 2021 (2019)

Adopted concurrently with the WSF 2040 Long Range Plan, the Sustainability Action Plan provides greater detail on the near-term sustainability and resilience recommendations and other goals related to sustainability. The plan focuses on six areas of sustainability: GHG emissions, air quality, biodiversity, water, community impacts and engagement, and waste. The plan sets out SMART (Specific, Measurable, Achievable, Relevant, Timebound) goals within each of these areas and establishes performance metrics to help achieve these goals. Recommendations specific to Bainbridge Island include substituting smaller vehicles during off-peak runs to improve fuel efficiency and installing solar panels at the ferry terminal to reduce energy consumption.



Puget Sound Regional Council, Vision 2050 (Underway)

The draft Vision 2050 (published in 2019, with adoption expected in May 2020) envisions a high quality of life for all, a thriving economy, excellent transportation, and a protected environment throughout the Puget Sound Region. The plan identifies characteristics of the growing region and outlines major goals, including combatting climate change, preserving the natural environment, and promoting equity and community diversity, affordable housing, and efficient transportation. Regional policies and actions to support these goals are specified in the plan and are expected to be supported by other regional, county, and local area plans. The plan includes an implementation strategy containing topic-specific actions and regional programs to help achieve plan goals.

PLAN AND POLICY THEMES

There were eight major themes—or groups of common goals and strategies—that emerged from the review of plans and policies. They are described below, and the following sections provide more detail on each.

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|  | <p>Sustainability, Climate Resilience, and Environmental Protection. These are clear priorities in all the plans reviewed, with seven of the plans outlining specific greenhouse gas (GHG) emissions reduction strategies.</p> |
|  | <p>Active Transportation. Bainbridge Island’s non-motorized system plan strives to create a connected network of walking and bicycling facilities to encourage active transportation. Making walking and bicycling easier and more convenient is a key strategy to reduce drive-alone trips and vehicle miles traveled.</p> |
|  | <p>Public Transportation. Bainbridge Island’s public transportation system includes buses operated by Kitsap Transit and ferries operated by Washington State Ferries (WSF). Both agencies are guided by their own operations and development plans that identify Bainbridge Island-specific services and investments.</p> |
|  | <p>State Route 305. This regionally significant corridor serves both local island and regional travelers. Partner agencies work together to manage congestion and multimodal priorities for the corridor.</p> |
|  | <p>Land Use, Density, Transportation Demand Management, and Parking. The Island’s growth, land use, and transportation demand management policies determine the destinations, trip generators, and access requirements that shape Bainbridge Island’s mobility system.</p> |
|  | <p>Community Character and Engagement. The Island’s natural, green, and scenic character is an asset highly valued by the community. Community engagement and input guide the Island’s transportation projects and decision making.</p> |
|  | <p>Safety and Maintenance. Safety for all travelers and maintaining the island’s transportation system in a state of good repair are priorities for ongoing operations and maintenance investments.</p> |
|  | <p>Agency Coordination and Funding. Interagency partnerships for funding and implementation of transportation system improvements are a critical component of the Island’s mobility system.</p> |

Sustainability, Climate Resilience, and Environmental Protection

Key Findings:

- The Island’s Climate Action Plan sets a goal to **reduce the Island’s greenhouse gas (GHG) emissions 90% by 2045**. The plan outlines specific strategies to reduce transportation-related emissions, which account for nearly a third of the Island’s GHG emissions.
- Transportation-related emissions reduction strategies include **bus and ferry fleet electrification**, implementing the non-motorized system plan to **encourage walking and bicycling trips**, zoning for **increased density and mixed-use development** in designated neighborhood centers, developing more **electric vehicle charging infrastructure** and car- and ride-sharing programs for the Island, and **prioritizing transit, walking, and bicycle access** to the ferry terminal.
- **Environmental stewardship and conservation of natural resources** are clear community values. Avoiding transportation system impacts on natural resources and ecologically sensitive areas guides the planning and design of transportation improvements.
- Bainbridge Island and its partners are planning and maintaining the transportation system with an eye toward **mitigating seismic risk** and the **impacts of sea-level rise** and **maintaining critical lifeline ferry service and travel pathways** to and from the island.

|  SUSTAINABILITY, CLIMATE RESILIENCE, AND ENVIRONMENTAL PROTECTION | |
|--|--|
| Plan or Document | Supportive Language (Recommendation or Goal) |
| Greenhouse Gas Emissions Reduction | |
| Bainbridge Island Comprehensive Plan | Proposes strategies for reducing emissions through increasing car-sharing options, bicycling, walking, reducing travel demand, and development of charging stations for electric cars. |
| Bainbridge Island Climate Action Plan | Establishes a goal to reduce GHG emissions 90% by 2040 by reducing motorized vehicle miles traveled per capita, increasing public transportation options, and increasing the number of electric vehicles for public and private transportation. Proposes consideration of GHG emissions when evaluating projects and programs for the Sustainable Transportation Plan. |
| Kitsap Transit Long Range Transit Plan | Explores electrifying the Kitsap Transit bus fleet and plans to install supporting infrastructure to reduce emissions. |
| Kitsap Transit Development Plan | Calls for clean-air and smaller buses to reduce emissions . Promotes propane or bio-diesel vehicles with the ACCESS fleet completely running on propane. |
| Washington State Ferries 2040 Long Range Plan | Aims to electrify its ferry terminals to accommodate electric-hybrid vessels (Jumbo Mark II Class) that would reduce fuel consumption and carbon emissions. Identifies strategies to minimize vessel wait times. Calls for investing in technology and infrastructure that would attract walk-on passengers . |
| Washington State Ferries Sustainability Plan | Targets GHG emissions reduction to 36% below 2005 levels by 2035 . Includes upgrading the Jumbo Mark II Class vessels to electric-hybrid vessels, electrifying terminals and retrofitting them to a sustainable energy sources (e.g., solar panels at the Island’s ferry terminal), and introducing smaller vehicles during off-peak hours on the Seattle/Bainbridge route. |
| PSRC Vision 2050 | Targets regional GHG emissions reduction to 50% below 1990 levels by 2030 and calls for agencies to comply with targets adopted by the Puget Sound Clean Air Agency. Supports the adoption of green building codes and shifts to cleaner energy. Addresses emissions through the Greenhouse Gas Strategy, including recommendations to explore fees and technology options. |

| Minimizing Environmental Impacts | |
|--|---|
| Bainbridge Island Comprehensive Plan | Aims to develop, operate, and maintain a transportation system with minimal impact to the natural environment and environmental resources by minimizing impacts of road construction, avoiding transport movement through ecologically sensitive areas, and developing transport plans that reduce travel demand and improve traffic flow. |
| Comprehensive Plan – Parks, Recreation and Open Space | Defines the role of the Park District in the management and conservation of natural resources within the island’s parks and open spaces, such as wetlands, wildlife habitat, forest lands, and scenic areas. |
| Island-Wide Transportation Plan | Acknowledges that environmental impacts of transportation projects should be minimized by reducing impacts of road construction , undergrounding overhead utilities to minimize the removal of trees and vegetation , using environmentally-friendly design in stormwater collection and detention facilities, improving traffic flow, and maintaining wildlife corridors and networks. |
| Washington State Ferries Sustainability Plan | Maintains an inventory of NOx, Sox, and PM and develop actions to reduce these gases by 2021.WSF also aims to reduce impervious area, implement stormwater testing program, and install high efficiency water fixtures. |
| PSRC Vision 2050 | Works toward protecting and restoring the environment with a focus on water quality, air quality, and health of residents . Mentions locating development with minimal impact to natural features and reducing noise and light pollution caused by public facilities and transportation. Includes watershed planning to inform land use, transportation, and stormwater projects . |
| Resilience and Climate Adaption | |
| Bainbridge Island Comprehensive Plan | Strives to reduce GHG emissions and increase the Island’s climate resilience by collaborating with state, regional, and local partners. Aims to minimize impacts of climate change on the island. |
| Washington State Ferries 2040 Long Range Plan | Prepares for emergencies and climate change impacts with a goal of avoiding service disruption . Recommends ferry terminal maintenance to mitigate seismic risk and vulnerability to sea level rise and to ensure resilience of lifeline routes that connect major population centers to the island. |
| PSRC Vision 2050 | Encourages state, regional, and local actions that promote resilience and climate adaptation . Aims to increase resilience by combatting climate change and addressing the impacts of natural hazards on land, water, infrastructure, and the community. |

Active Transportation

Key Findings:

- Bainbridge Island aims to **double the number of walking and bicycling trips by 2036**, in alignment with regional and state active transportation goals. The complete streets policy directs transportation improvements to incorporate walking and bicycling facilities where feasible.
- The island’s non-motorized system is a coordinated **network of shoulders, sidewalks, trails, footpaths, bikeways, and multi-use trails** focused on connecting residential neighborhoods with parks, schools, the shoreline, the ferry terminal, and commercial areas. With a focus on serving people of all ages and abilities, non-motorized system implementation **maximizes access to designated centers** and other key destinations while **protecting the natural environment and complementing neighborhood character**.
- The island’s **recreational and multi-use trails are a key component of the non-motorized system**. The Park District is predominantly responsible for trail planning, development, and maintenance.
- All elements of the non-motorized system **prioritize accessibility for people** with different levels of physical ability, skills, ages, incomes, and interests.

- Key programs developed in partnership with the City, Park District, School District, and other Island partners include **Safe Routes to School, wayfinding and walking and bicycling network maps, safety education, and Adopt-a-Trail or Adopt-a-Route** programs.

|  ACTIVE TRANSPORTATION | |
|--|--|
| Plan or Document | Supportive Language (Recommendation or Goal) |
| Network Planning and Connectivity | |
| Bainbridge Island Comprehensive Plan | Aims to reduce vehicle miles traveled by developing an interconnected network of active transportation infrastructure to support walking and bicycling. Aims to improve connectivity through a network of shoulders, sidewalks, trails, footpaths, bikeways, and multi-use trails to connect Bainbridge Island's neighborhoods with parks, schools, the shoreline, the ferry terminal, and commercial areas . Supports federal, state, and regional goals to double walking and cycling by 2036 and incorporate non-motorized improvements in the planning and design phase of projects. Calls for pedestrian and bicycle facilities within one and two miles of schools . |
| Island-Wide Transportation Plan | Inventories the Island's non-motorized systems through bicycle and pedestrian counts, documentation of connectivity barriers, and analysis of collisions involving people walking and bicycling to identify projects for the non-motorized improvement plan. Proposes sidewalks and bicycle lanes along streets in the Island's designated centers and introduces the Core 40 Program to create an integrated 40-mile network of shoulders. Identifies potential connections for regional trails and intra-island multi-use pathways and identifies the missing links. Prioritizes the following destinations for non-motorized connections: ferry terminal, Agate Pass Bridge, downtown Winslow, designated centers, schools, parks, shoreline road ends, and equestrian facilities. |
| Capital Improvement Plan | Focuses select projects on improving non-motorized system connectivity , including non-motorized improvements and safety enhancements for various intersections. |
| Comprehensive Plan – Parks, Recreation and Open Space | Suggests improving connectivity to points of interest, shorelines, public spaces, and transportation corridors . Emphasizes increasing connectivity between the Winslow core and neighborhoods. Includes goals related to increasing tourism through trails and connecting people with their neighbors. |
| PSRC Vision 2050 | Calls for prioritizing investments in active transportation facilities , making local street patterns bicycle- and pedestrian-friendly, and increasing the proportion of trips taken by non-driving means. |
| Infrastructure, Facilities, and Design Standards | |
| Bainbridge Island Comprehensive Plan | Recommends a non-motorized system of well-defined shoulders, sidewalks, trails, footpaths, bikeways, and multi-purpose trails , including regular updates to design standards for non-motorized facilities. Envisions a network of ADA-compliant sidewalks in Winslow and explores the development of a sidewalk system with improved safety features and street lighting to encourage walking. Requires parking lots and garages serving the public, transit stops, and commercial and multi-family residential buildings to provide bicycle parking and storage facilities . |
| Island-Wide Transportation Plan | Commits to creating a non-motorized transport system and network of facilities by identifying sidewalks, shoulders, multi-use trails, and connecting planned pathway facilities . Supports the Core 40 program by encouraging cyclists to use road shoulders. Includes design considerations in accordance with United States Access Board, providing safe at-grade crossings at signalized intersections on SR 305, marked crosswalks in high-traffic areas, separated bike lanes on roads with high speed limits, lower speed limits on secondary and collector streets along with walking and biking warning signs for motorists, traffic calming, street lighting on major roads, and bicycle-activated sensors at signals. Proposes building separated non-motorized facilities that provide options for a wide range of people walking, riding bikes, riding horses, or using wheelchairs . |

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| Island Center Sub-Area Plan | Envisions a neighborhood with pedestrian and bicycle facilities, multi-use paths, and streetscape improvements. |
| Comprehensive Plan – Parks, Recreation and Open Space | Aims to develop design standards that improve safety, ease of maintenance, and accessibility for Island residents. Suggests designing trails to fit the local landscape and consider impacts to wildlife. Recommends designing ADA-compliant recreational facilities for people of all ages, abilities, skills, incomes, and interests. |
| Trails | |
| Bainbridge Island Comprehensive Plan | Recommends multi-use trails, including the Waterfront Trail and the Sound to Olympics Trail. |
| Island-Wide Transportation Plan | Separates trails by their importance and capacity and establishes a level of service for trails and roads carrying bicyclists and pedestrians. |
| Comprehensive Plan – Parks, Recreation and Open Space | Establishes the Park District as responsible for the planning, development, and maintenance of recreational trails and the shoreline. Aims to develop a trail classification system and defines recreational trails as those that are off road, intended for non-motorized use, in natural areas and parks, and connected to neighborhoods and points of interest. |
| PSRC Vision 2050 | Includes the Sound to Olympics Trail as a major Bainbridge Island project. |
| Programs | |
| Bainbridge Island Comprehensive Plan | Suggests coordination with the City, School District, the Park District, the Fire District, and other groups to develop and sponsor outreach programs to educate people on non-motorized transportation safety , including drivers, children, non-motorized commuters, recreational users, private property owners fronting non-motorized facilities, and the general public. Plans to maintain and update maps of trails and active transportation infrastructure on the Island and provide signage to improve ridership. |
| Island-Wide Transportation Plan | Advises coordination with multiple local agencies and partners to educate the community on transportation safety . Includes other programs such as updating maps and wayfinding signs, promoting bicycle patrols, and supporting Safe Routes to School, Adopt-a-Trail, and Adopt-a-Route programs. |
| Bainbridge Island Climate Action Plan | Proposes coordination with the School District and Park District to improve the City's Safe Routes to School program. |
| Americans with Disabilities Act (ADA) and Accessibility | |
| Bainbridge Island Comprehensive Plan | Envisions a network of ADA-compliant sidewalks in Winslow. |
| Comprehensive Plan – Parks, Recreation and Open Space | Recommends designing ADA-compliant recreational facilities —like trails, playgrounds, courts, restrooms, and activity rooms—to be accessible to people with varied disabilities, skill levels, ages, incomes, and interests. |
| Kitsap Transit Development Plan | Recommends expanding Kitsap Transit's Access program within budget by increasing connection points. |
| PSRC Vision 2050 | Ensures mobility for people with special transportation needs , including people with disabilities. |

Public Transportation

Key Findings:

- Bainbridge Island, Kitsap Transit, and Washington State Ferries (WSF) work together to **prioritize people walking, bicycling, and taking the bus to and from the ferry.** All three agencies seek to de-emphasize single-occupancy vehicles as the predominant mode of ferry terminal access.

- Kitsap Transit and WSF have plans to **electrify their fleets in partnership with Puget Sound Energy** to reduce transportation-related emissions on Bainbridge Island.
- Bainbridge Island seeks opportunities to **increase transit access to island destinations, improve frequency, and coordinate service schedules** for seamless ferry transfers. Kitsap Transit has plans to **expand service with higher frequency along key corridors and increase bus capacity** with electric and double-decker buses along SR 305.
- To grow intra-island bus trips, Bainbridge Island plans to improve and expand **park-and-ride facilities**, support **buses and carpools for student transportation**, and **improve transit access and wayfinding** for people travelling to the ferry.
- **Mitigating strain on the Bainbridge Island ferry terminal** is a key focus for both WSF and Bainbridge Island; strategies focus on emphasizing walking, bicycling, taking the bus, or parking and riding to access the ferry. Both agencies are exploring opportunities for **passenger-only ferries**.

|  PUBLIC TRANSPORTATION | |
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| Plan or Document | Supportive Language (Recommendation or Goal) |
| Ferries | |
| Bainbridge Island Comprehensive Plan | Supports establishing ride-sharing and ride-hailing services and discouraging single occupancy vehicle use on ferries by providing priority to pedestrians, bicycles, and transit . Advocates for increased service for foot ferry passengers, bicycle and pedestrian safety, and efficiency of public transit and taxi services near the ferry terminal. |
| Island-Wide Transportation Plan | Aims to establish level of service standards for ferries, explore passenger-only ferry options , maintain affordable fares , encourage non-single occupancy vehicle use , and explore alternative ferry options to other locations to reduce strain on SR 305 and the Bainbridge Island ferry terminal. |
| Bainbridge Island Climate Action Plan | Calls for electrifying ferries and establishing charging infrastructure on the island in coordination with Washington State Ferries and Puget Sound Energy. |
| Washington State Ferries 2040 Long Range Plan | Calls for improving ferry service reliability through upgrading terminal infrastructure, improving frequency, and increasing the capacity of vessels. Aims to increase access, wayfinding, and mobility for pedestrians and bicyclists in and around ferry terminals. |
| Bus Service | |
| Bainbridge Island Comprehensive Plan | Promotes the use of transit and reduced need for single occupancy vehicles through coordination with Kitsap Transit to improve transit access from the ferry terminal to popular destinations on the island, provide transit service seven days a week, coordinate ferry and bus schedules for seamless transfers, encourage and promote park-and-ride use for island residents, and electrify the Kitsap Transit fleet to meet the highest possible emission standards and improve air quality. |
| Island-Wide Transportation Plan | Recommends expansion of bus service on the island, extending hours of service to evenings and weekends, and improving intra-island connectivity through frequent service. |
| Bainbridge Island Climate Action Plan | Encourages Kitsap Transit to expand service and improve frequency on the island, especially on weekends and in the evening. Encourages students to use school buses and carpools for student transportation. |
| Kitsap Transit Long Range Transportation Plan | Envisions frequent service on dedicated corridors , supported by an electric fleet and double-decker buses on high-ridership corridors. |

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| Kitsap Transit Development Plan | Aims to improve mobility and connectivity of the transit system by enhancing BI Ride (on-demand, shared-ride) services. |
| PSRC Vision 2050 | Supports transit fleet electrification and the necessary electrification infrastructure. |

State Route 305

Key Findings:

- State Route 305 (SR 305) is a **regionally significant corridor** connecting Kitsap County to the Bainbridge Island ferry terminal. Operated by the Washington State Department of Transportation (WSDOT), SR 305 serves both local island and regional travelers.
- Bainbridge Island envisions the corridor as a **green and scenic highway**, with complementary policies to limit development along SR 305 and its connecting access roads.
- The corridor experiences **congestion tied to the ferry schedule**. Agencies including WSDOT, Kitsap Transit, and Bainbridge Island have developed corridor management plans to improve SR 305’s function as an important island thoroughfare.

|  STATE ROUTE 305 | |
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| Plan or Document | Supportive Language (Recommendation or Goal) |
| Corridor Improvements | |
| Bainbridge Island Comprehensive Plan | Recommends a master plan for the SR 305 corridor and envisions it as a green and scenic highway to protect and conserve the island’s ecosystems and character. Proposes additional transit stops on both sides of SR 305 and aims to reduce congestion through the construction of park-and-ride lots near commuters’ points of origin. Calls for limited direct access to SR 305 , particularly as new business and industrial land uses develop. |
| Island-Wide Transportation Plan | Acknowledges congestion issues on SR 305 and proposes improvements to intersections , enhancing wide paved shoulders , and making capacity improvements . Advocates for the Sound to Olympics Trail and improvements for non-vehicular access to the ferry terminal . |
| Kitsap Transit Long Range Transportation Plan | Highlights the need for a corridor management plan on SR 305 to improve bus speed and reliability for transit service along SR 305. |

Land Use, Density, Transportation Demand Management, and Parking

Key Findings:

- The Island’s **growth is focused in designated centers** including Island Center, Lynwood, Rolling Bay, Sportsman Triangle, and Day Road, where **mixed-use, pedestrian-scale development** is encouraged.
- The Climate Action Plan cites **transit-oriented development** along major transit corridors as a strategy to grow ridership and focus mixed-use development. Kitsap Transit is committed to increase service frequency in areas of growth and density.

- Most land outside of designated centers is classified as “conservation areas” that prioritize residential use to **preserve the Island’s natural and scenic qualities** and conserve ecosystems.
- The Comprehensive Plan includes policies to **prioritize parking in commercial areas**, including preserving on-street parking in designated centers. The plan also identifies **transportation demand management (TDM) strategies**, including discouraging single-occupancy vehicle parking.
- Many plans encourage walking, bicycling, and transit access to the ferry terminal, and **parking remains a priority at the ferry terminal** to support walk-on passengers. Island-wide TDM strategies include managing parking, providing ride-share and carpool options, and prioritizing non-motorized and transit access at the ferry terminal.

|  LAND USE, DENSITY, TRANSPORTATION DEMAND MANAGEMENT, AND PARKING | |
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| Plan or Document | Supportive Language (Recommendation or Goal) |
| Land Use, Growth Centers, and Density | |
| Bainbridge Island Comprehensive Plan | Plans for sustainable island growth between 2010 and 2036 with a multi-year work program to undertake sub-area planning for designated centers—Island Center, Lynwood, Rolling Bay, Sportsman Triangle, and Day Road —focusing residential and commercial development in these centers while balancing impacts to natural resources and ecosystems. Includes other land use policies related to growing a network of conservation lands , increasing density in neighborhood centers , and encouraging mixed-use and pedestrian-scale development and affordable housing . |
| Island Center Sub-Area Plan | Outlines a vision for pedestrian-friendly development, reduced traffic congestion , and new shopping and commercial activity outside of Winslow. Suggests using public spaces that serve multiple uses at different times of days and connect to other neighborhoods through a system of trails . |
| Bainbridge Island Climate Action Plan | Promotes mixed-use development and non-motorized transportation access and facilities in all new developments. |
| PSRC Vision 2050 Plan | Encourages population and employment growth in designated regional centers with a focus on affordable housing . |
| Parking | |
| Bainbridge Island Comprehensive Plan | Outlines parking as a key priority, with plans to maximize parking in commercial districts . Proposes preserving on-street parking and planning for adequate parking in Winslow and other neighborhood centers. Identifies the potential to exempt mixed-use development within the Central Core Overlay District from off-street parking requirements for the residential component of the project. |
| Island-Wide Transportation Plan | Recommends parking restrictions complemented by TDM, including restrictions in neighborhoods adjacent to the ferry terminal and a commercial parking tax for commercial parking lots. |
| Bainbridge Island Climate Action Plan | Advises against the expansion of parking at the Island’s commercial center. |
| Washington State Ferries 2040 Long Range Plan | Recommends improving parking near the ferry terminal to encourage walk-on passengers and carpooling. |
| Transportation Demand Management (TDM) | |
| Bainbridge Island Comprehensive Plan | Aims to bolster the efficiency of an integrated multimodal transportation system providing a range of transportation alternatives serving designated growth centers. Discourages parking for single-occupancy vehicles , instead focusing on high-occupancy vehicle and non-motorized access. |

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| Bainbridge Island Climate Action Plan | Recommends transit-oriented development along major transit corridors to reduce personal vehicles. |
| Island-Wide Transportation Plan | Encourages TDM programs such as ferry terminal parking restrictions to prioritize public transit access. Supports ongoing TDM programs such as carpool parking areas, ride-share programs, vanpool programs, car-sharing programs, parking management, and a commercial parking tax. |
| Kitsap Transit Long Range Transportation Plan | Aligns with the Comprehensive Plan by recommending frequent transit service along dedicated corridors with a focus on connecting people to jobs. Outlines a transit-oriented development focus to increase ridership , especially near downtown Winslow. |

Community Character and Engagement

Key Findings:

- Transportation improvements must enhance and support the island’s **natural, green, and scenic character** by preserving roadside vegetation and trees.
- Bainbridge Island’s winding roads are a unique scenic resource; green, **rural qualities must be balanced with safety** for all travelers.
- Bainbridge Island envisions **SR 305 as a green and scenic highway**, screening development along the corridor with vegetation and limiting direct access from adjacent properties.
- Opportunities for **community input and involvement must be provided at all stages** of significant transportation projects and decision making.
- Priorities related to **race and social equity** include developing and providing affordable housing and services for older adults and people with lower incomes and disabilities.

|  COMMUNITY CHARACTER AND ENGAGEMENT | |
|---|---|
| Plan or Document | Supportive Language (Recommendation or Goal) |
| Rural and Scenic Character | |
| Bainbridge Island Comprehensive Plan | Directs the development of transportation improvements that reflect the island’s natural and historic character . Identifies supporting policies, including protecting the island’s unique scenic resources along major corridors , planning for and maintaining greenbelts and conservation corridors, preserving the rural character and safety of winding roadways , and improving pedestrian and bicycle circulation within Winslow and the neighborhood centers through the design and implementation of complete streets. |
| Island-Wide Transportation Plan | Commits to preserving the rural and scenic neighborhood character through road development, street design, and lighting guidelines. Includes design elements and treatments for traffic calming on neighborhood streets , wildlife corridors and networks, undergrounding utilities, and roadside vegetation. Includes focus areas such as scenic resources, habitat protection, and SR 305’s Scenic Byway designation. |
| Community Involvement and Engagement | |
| Bainbridge Island Comprehensive Plan | Calls for taking input from the community at all stages of major transportation projects and decision making. Includes community engagement guidelines that provide the community with opportunities to review transportation plans, refine the goals of the Comprehensive Plan and the IWTP, and ensure broad participation in regional transportation decisions pertaining to Bainbridge Island. |

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| Island-Wide Transportation Plan | Identifies coordination with multiple agencies and community groups to educate people about non-motorized transportation and to understand challenges community members experience . Outlines educational and community-led programs including bicycle patrols, Safe Routes to School, and Adopt-a-Trail and Adopt-a-Road programs. |
| Washington State Ferries Sustainability Plan | Includes guiding principle focused on continuing meaningful dialogue and consultation with the community on concerns regarding light and noise pollution. |
| Race and Social Equity | |
| Bainbridge Island Comprehensive Plan | Supports programs to provide affordable housing and services to assist older adults and people with lower incomes or disabilities . |
| Kitsap Transit Long Range Transit Plan | Focuses on ensuring that equal transit service is available to all . |
| PSRC Vision 2050 | Prioritizes services and improving access to employment opportunities for people of color, low-income populations, and historically underserved communities . Proposes developing an equity impact tool for evaluating PSRC decisions. |

Safety and Maintenance

Key Findings:

- Bainbridge Island embraces the principle of **safety over efficiency** for vehicular traffic, acknowledging that **speed increases the severity of collisions**. The Island-Wide Transportation Plan analyzes high-collision locations to identify **priority safety improvements** for people walking and bicycling.
- **Regular maintenance** ensures the Island’s transportation system continues to function well for people traveling by all modes now and into the future.

|  SAFETY AND MAINTENANCE | |
|---|---|
| Plan or Document | Supportive Language (Recommendation or Goal) |
| Safety | |
| Bainbridge Island Comprehensive Plan | Supports transportation safety through roadway system maintenance including safety enhancements , such as streetlights and sidewalks. Prioritizes improving bicycle and pedestrian safety near the ferry terminal . Calls for periodic traffic studies and evaluation of roadside conditions . |
| Island-Wide Transportation Plan (IWTP) | Proposes multiple studies, including reviewing roadway geometry, identifying and improving high-collision locations , identifying and improving intersections with poor operations, and using safety as a factor in the evaluation of the roadway system . |
| Capital Improvement Plan (CIP) | Focuses on improving safety for people walking and bicycling through five of the six CIP projects, as a result of the IWTP collision analysis. |
| Kitsap Transit Long Range Transit Plan | Highlights safety as one of the major goals, aiming to increase safety by improving transit centers, increasing vanpools, and improving schedules . |
| PSRC Vision 2050 | Aligns with Washington State’s Vision Zero goal to achieve zero traffic-related deaths and injuries by 2030 . Recommends context-sensitive design to create a safe and efficient transportation system. |

| Maintenance | |
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| Bainbridge Island Comprehensive Plan | Outlines adequate operation and maintenance funding to ensure transportation infrastructure is maintained in a safe and usable condition . Recommends periodic evaluation of roadside conditions to prioritize repairs. |
| Island-Wide Transportation Plan | Calls for the continuation of ongoing maintenance programs , including street sweeping, vegetation management, roadway ditches and shoulders maintenance, road preservation, gravel grading, trail and pathway maintenance, special maintenance, and sign inventory. |
| Comprehensive Plan – Parks, Recreation and Open Space | Develops, operates, and maintains open spaces, recreation trails, parks, and recreational facilities through the Park District. |
| PSRC Vision 2050 | Protects investments in the existing regional transportation system by reducing overall life-cycle costs through effective maintenance . |

Agency Coordination and Funding

Key Findings:

- Partners integral to the success of Bainbridge Island’s transportation system include the School District, Park District, Fire District, Kitsap Public Health District, WSF, Kitsap Transit, and community groups. Partners regularly pursue **interagency agreements and joint funding opportunities** for transportation-related investments.
- The Island prioritizes the cost-effective use of funds based on **environmental sustainability, social and political equity, climate change adaptation, and engagement**.
- Typical **funding sources for transportation** system design, operation, and maintenance include general funds, grants, general obligation bonds, developer contributions, impact fees, transportation benefit district fees, local improvement districts, and user fees.

|  AGENCY COORDINATION AND FUNDING | |
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| Plan or Document | Supportive Language (Recommendation or Goal) |
| Agency Coordination | |
| Bainbridge Island Comprehensive Plan | Recognizes coordination with state, regional, local, public, and private organizations as integral to successful transportation improvements with a focus on programs prioritizing environmental sustainability, social and political equity, climate change adaptation, and cultural engagement . |
| Island-Wide Transportation Plan | Outlines the following agencies and groups as key partners in designing, operating, maintaining, and educating the community on a safe, integrated transportation system: Bainbridge Island School District, Park District, Fire District, Kitsap Public Health District, and community groups . |
| PSRC Vision 2050 | Prioritizes a healthy collaborative environment between regional agencies to maintain consistency. |
| Funding | |
| Bainbridge Island Comprehensive Plan | Plans for the preparation and periodic update of a fiscally responsible, cost-effective transportation financing plan that efficiently uses funds. Includes policies related to pursuing joint funding opportunities; actively seeking county, state, and federal money to fund projects; prioritizing maintenance and repair of the existing transportation system; and updating traffic impact fees intermittently to mitigate the transportation impacts of development. |

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|--|--|
| Comprehensive Plan – Parks, Recreation and Open Space | Funds facility development and maintenance costs through interagency agreements . |
| Island-Wide Transportation Plan | Identifies costs of capital projects as well as potential sources for funding transportation projects, including general funds, grants, general obligation bonds, developer contributions, impact fees, Transportation Benefit District (TBD) Fees, Local Improvement Districts, and user fees . Recommends increasing funding capacity by expanding TBD fees and/or issuing bonds. |
| Washington State Ferries 2040 Long Range Plan | Directs investments toward improving reliable service , followed sustainability and resilience. |

CONCLUSION

This review of plans and policies identified themes and common goals—as well as some areas of policy conflict—that will serve as the foundation for the Sustainable Transportation Plan. Building on extensive planning by the Bainbridge Island community and its partners, the Sustainable Transportation Plan will further develop projects, programs, policies, and strategies that advance local priorities. Next steps in the planning process include working with the community to confirm values and goals, identifying strategies to build upon strengths, and addressing existing policy conflicts. An existing conditions analysis will identify unmet mobility needs and gaps to help focus opportunities for improvement.



Preliminary Plan Goals

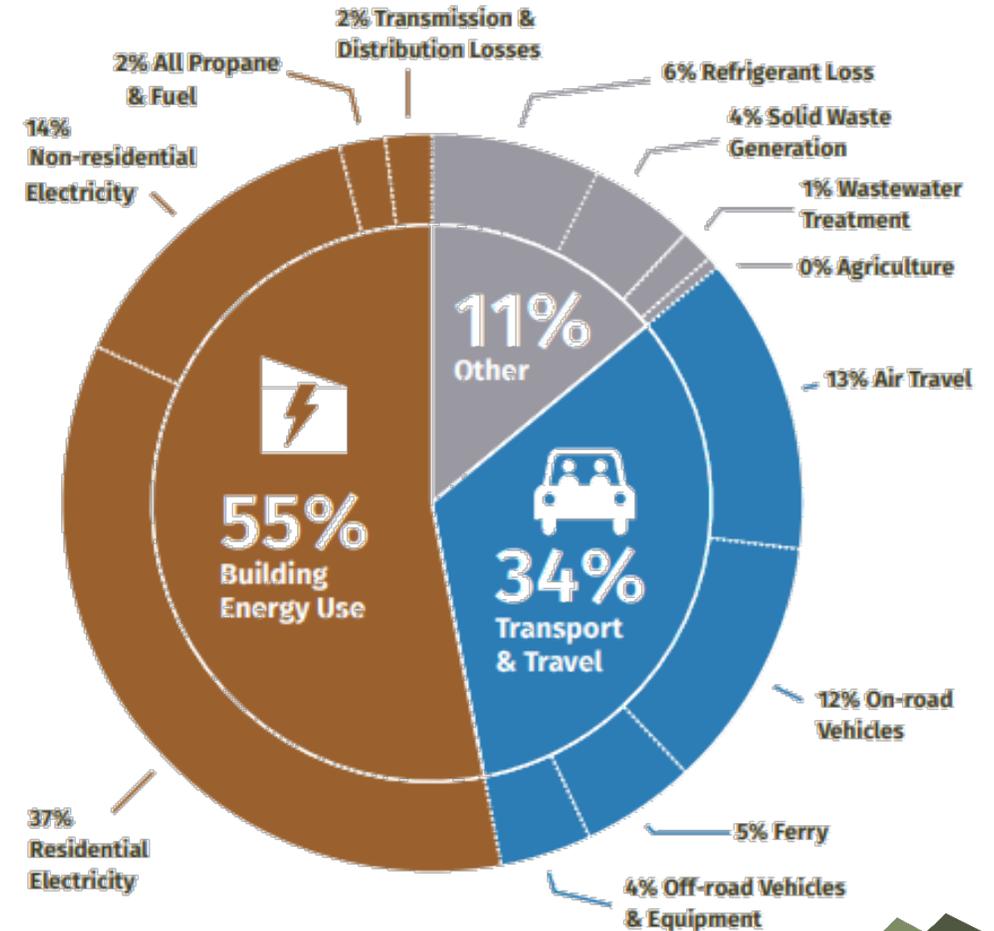


Our North Star

Climate Action

Reduce transportation-related emissions in support of the Island-wide goal of 90% greenhouse gas (GhG) emissions reduction by 2040

Community Overall Emissions 233,998 MTCO_{2e}



Source: Cascadia Consulting Group



Preliminary Supportive Goals

- Safety
- Equity
- Mode Shift
- Comfortable & Accessible
- Connected & Convenient
- Implementation



Social & Quality Goals

- **Safety:** Achieve zero traffic-related fatalities and injuries by 2040
- **Equity:** Eliminate disproportionate burden in our mobility system
- **Mode Shift:** Reduce drive-alone trips to 25% of the Island's mode share by 2040



Economic & Performance Goals

- **Comfortable and Accessible:** Create an all ages and abilities network tailored to Bainbridge Island
- **Connected and Convenient:** Develop an integrated mobility system that connects destinations with sustainable travel options
- **Implementation:** Align our values and decisions to maximize use of limited space and resources

