

# Bainbridge Island



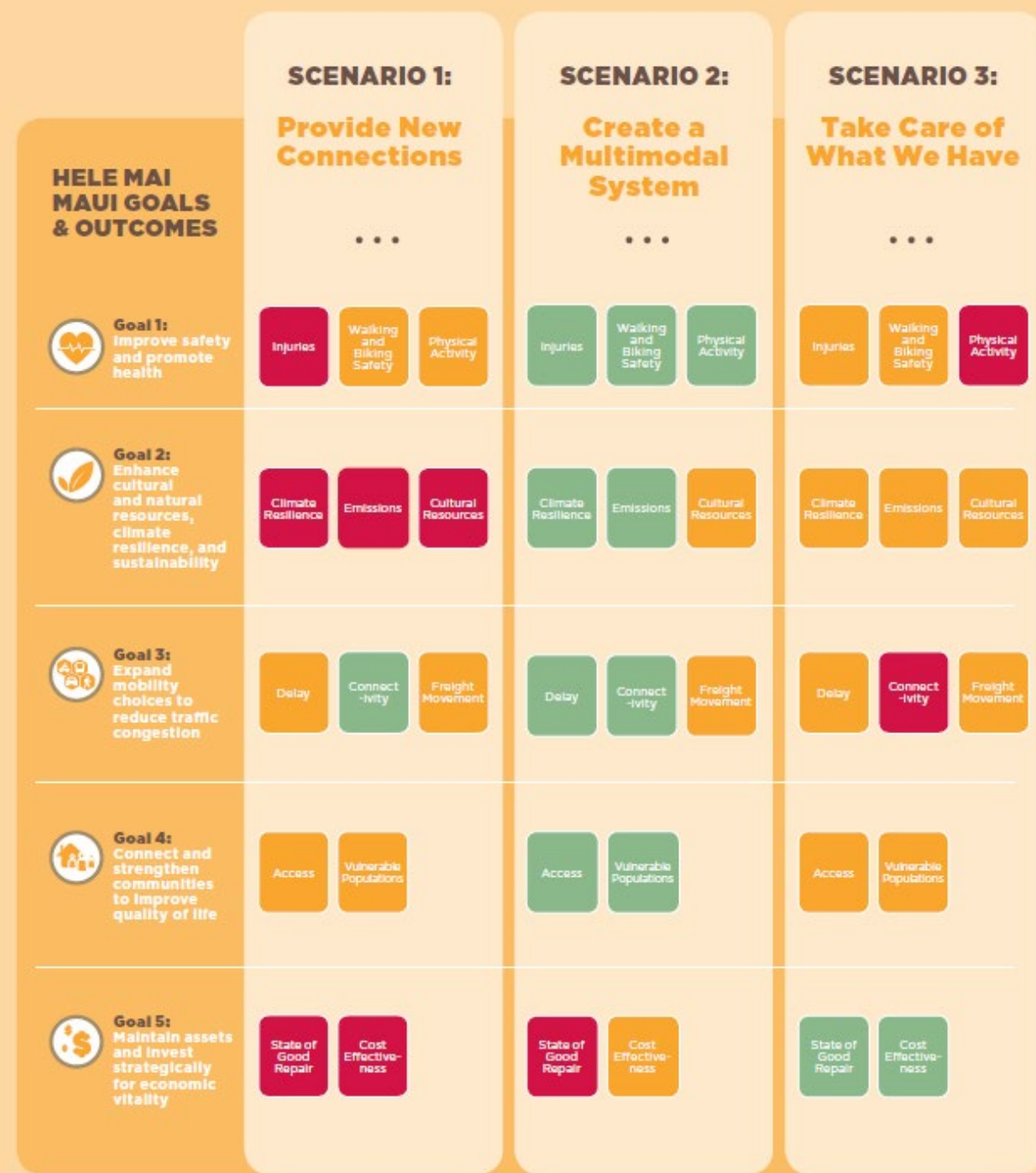
## Sustainable Transportation Plan

### City Council Update

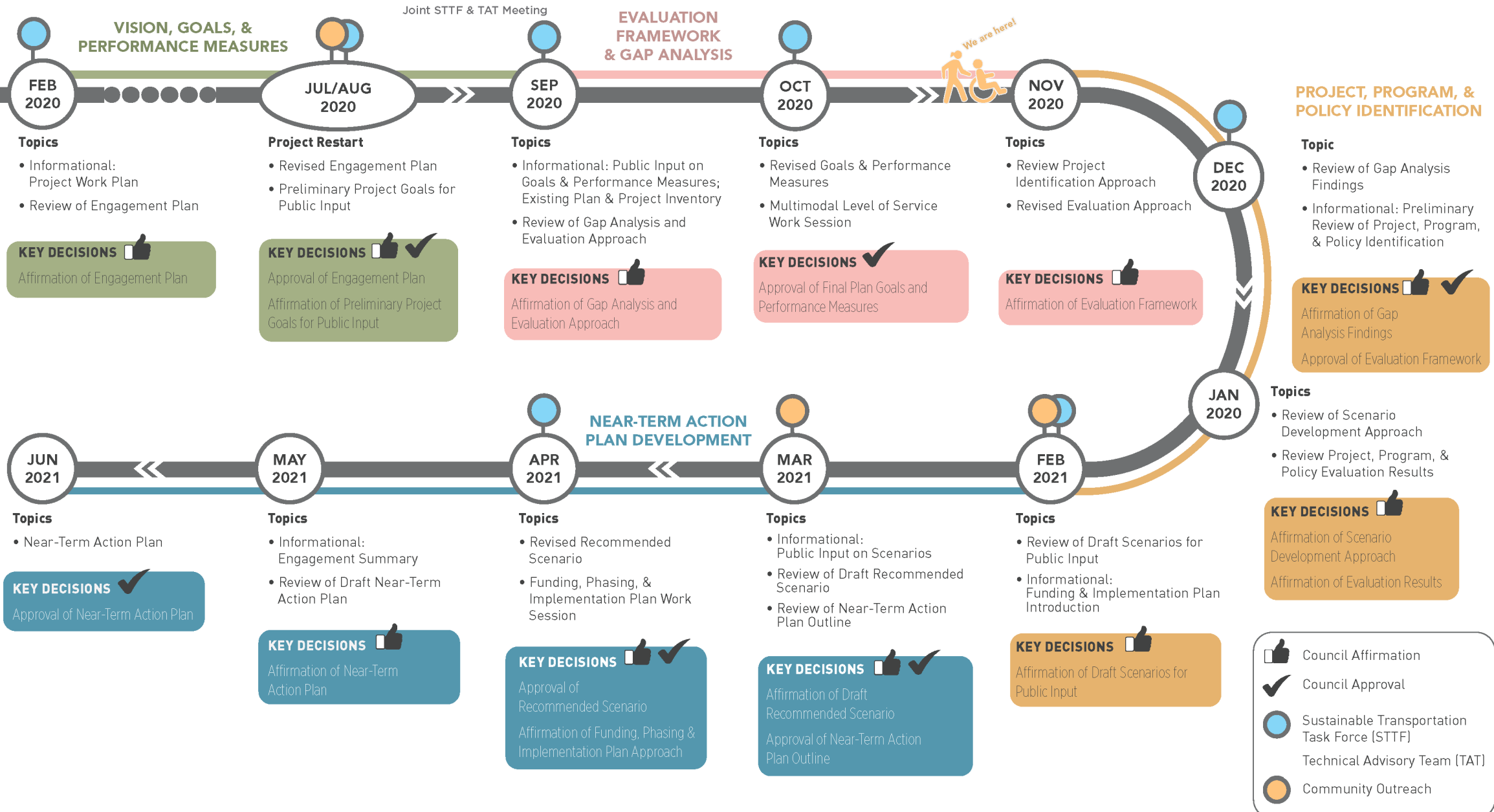
November 17, 2020

# Tonight's Focus Areas

- Review how goals and objectives connect to project's next steps
- Provide update on Gap Analysis efforts
- Introduce revised Evaluation Framework for “fatal flaw” review and discussion
- Begin to prepare for solutions phase of work

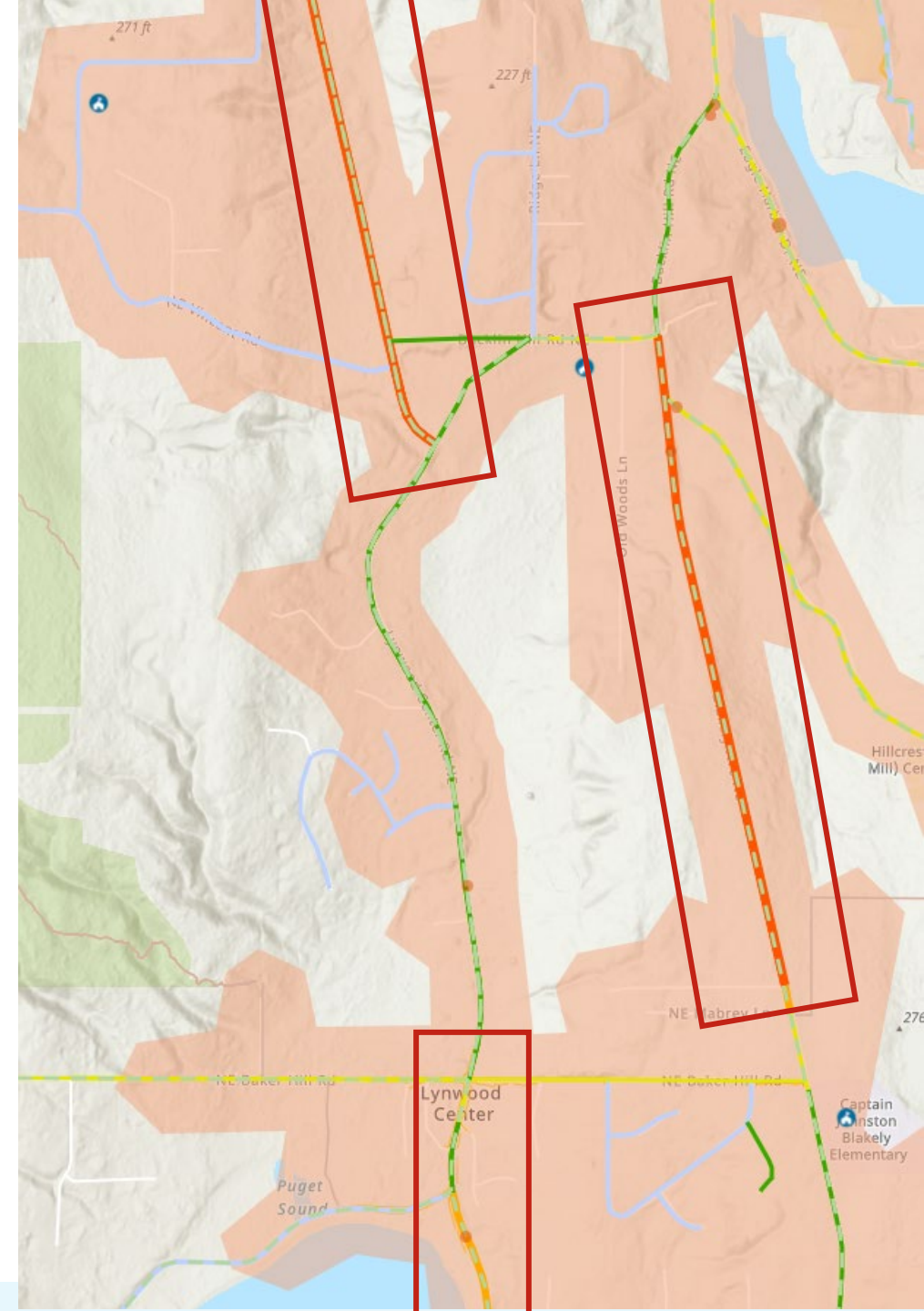


# Project Work Plan



# Recent Activities

- Hosted Task Force and Technical Advisory Team meetings
- Developed interactive map to support virtual work sessions for gap analysis and future project identification
- Continued refining existing conditions and initial gap analysis findings
- Finalized project goals and objectives
- Completed revisions to evaluation framework



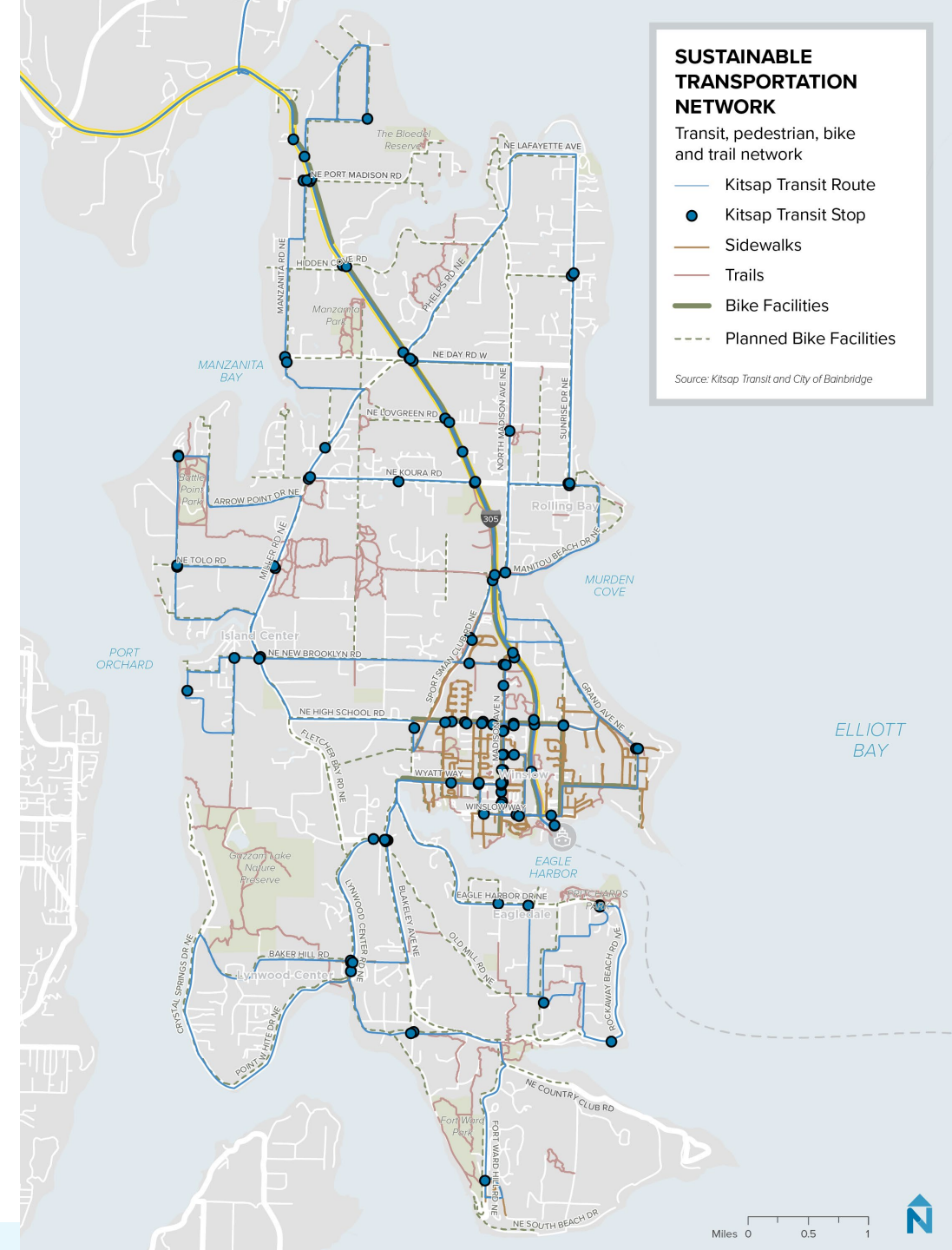


# Gap Analysis & Solutions Identification Update



# Key Outcomes

- Highlight where there are unmet needs and opportunities for improvement
- Build on previous plans and studies
- Inventory identified and planned projects
- Focus on areas where investments are not currently planned but are needed to meet plan goals



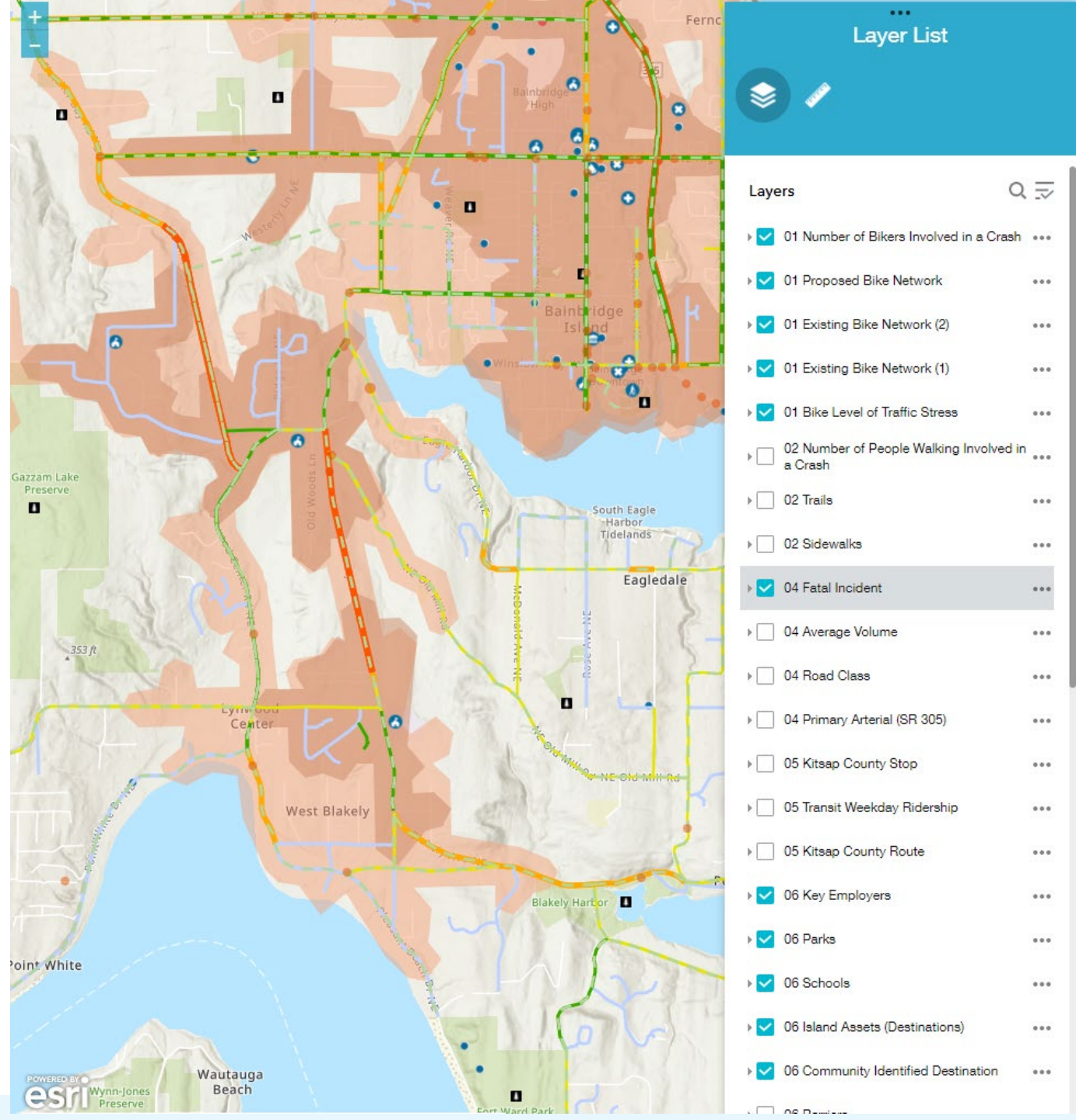
# Task Force Fieldwork Findings



# Use Goals to Identify Gaps

## Safety and Comfort

Supportive layers: Crash analysis, bike level of traffic stress, presence of walk/bikeways, public input on barriers, traffic volumes, people over 60 and under 18, destinations that serve older and younger people







# Evaluation Framework



# Evaluation Approaches Considered

- Needs assessment or formative evaluation
- Quantitative and qualitative assessments
- Objectives-based evaluation
- Cost-benefit analysis or return on investment
- Triple bottom line
- Impact evaluation
- Multiple account evaluation



## COMMUNITY

- Supports urban village growth strategy
- Promotes compact, walkable neighborhoods/placemaking
- Active transportation/human health
- Safety and security



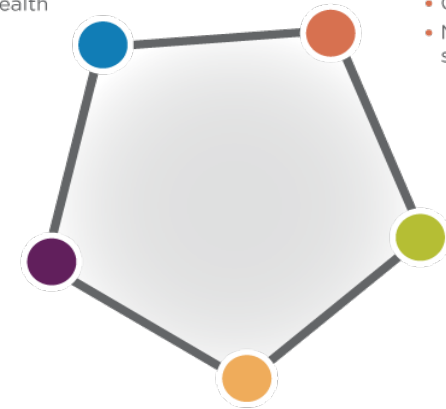
## ECONOMY

- Ability to shape development
- Freight movement
- Center City circulation
- Neighborhood business support/impacts



## EQUITY

- Benefits to people with low-incomes, with disabilities, and seniors over 65
- Housing and transportation affordability



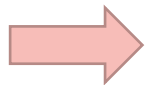
## ENVIRONMENT

- CO<sub>2</sub> and other GHGs
- Air quality

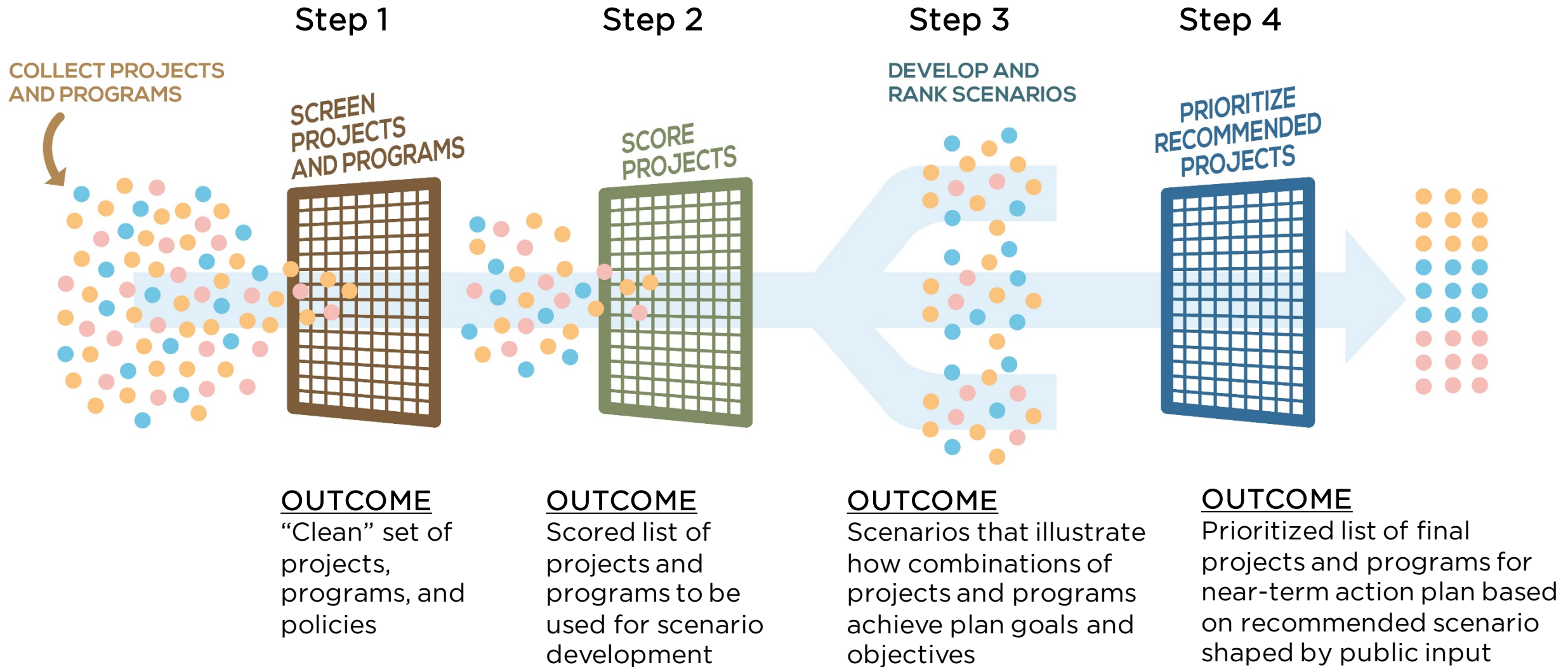


## EFFICIENCY

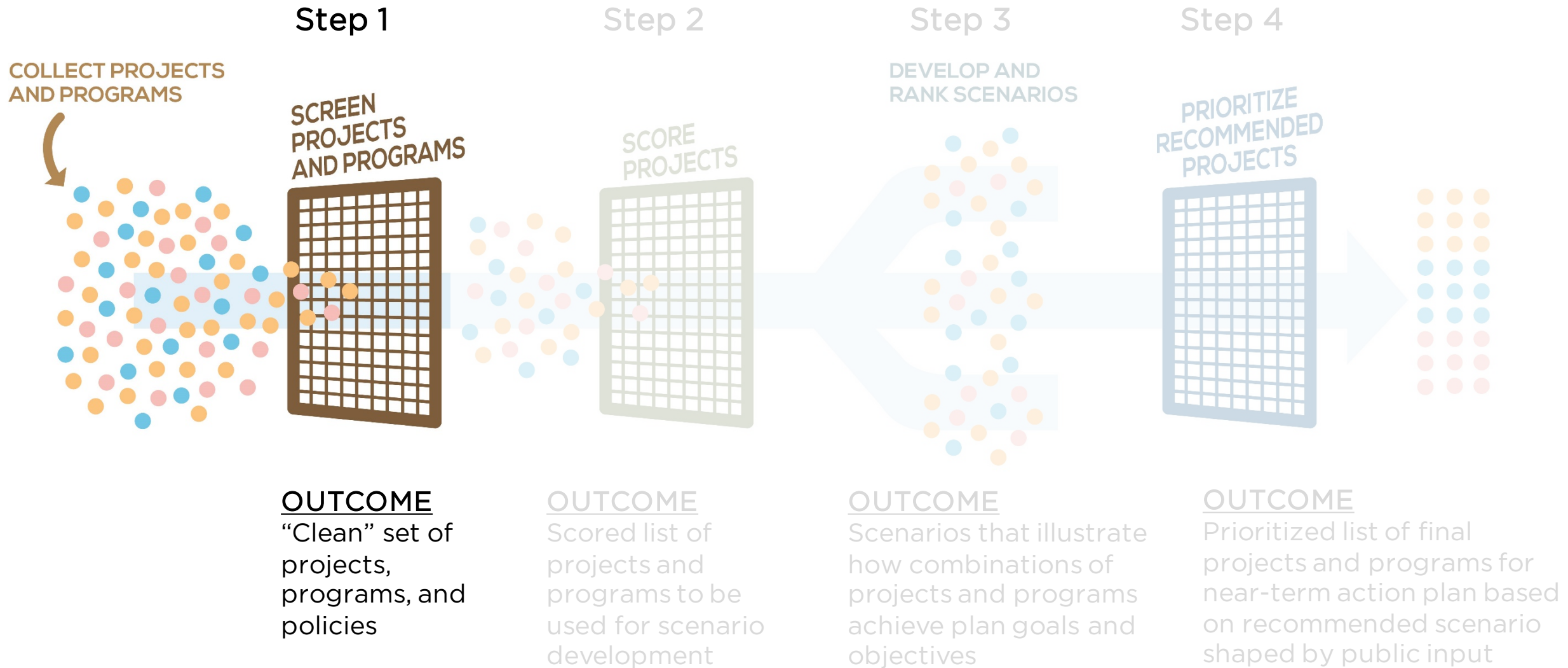
- Financial feasibility
- Productivity



# Proposed Evaluation Framework



# Proposed Evaluation Framework



# Step 1: Screen Projects & Programs

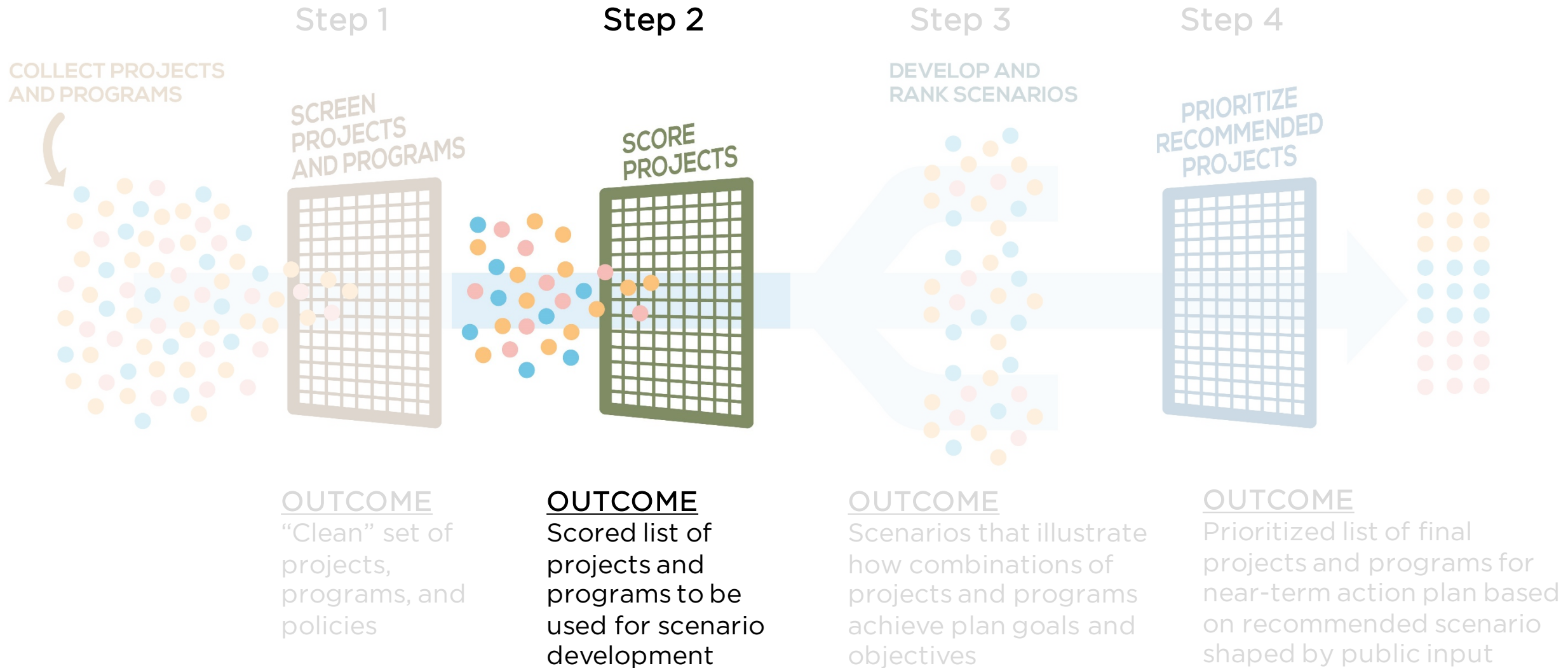
- Organizes investments by type and potential funding source
- Only removes projects, programs, or policies that are misaligned with plan goals and objectives
- Considers responsible party

## Screening Questions

- Is the improvement a project, program, or policy?
- Is the improvement redundant with another? Should they be consolidated or defined differently?
- Is the improvement attached to a specific geography?
- Is the improvement within the purview of Bainbridge Island's responsibilities?
- Is the improvement one that is included within an ongoing program (e.g., filling potholes through regular maintenance)?

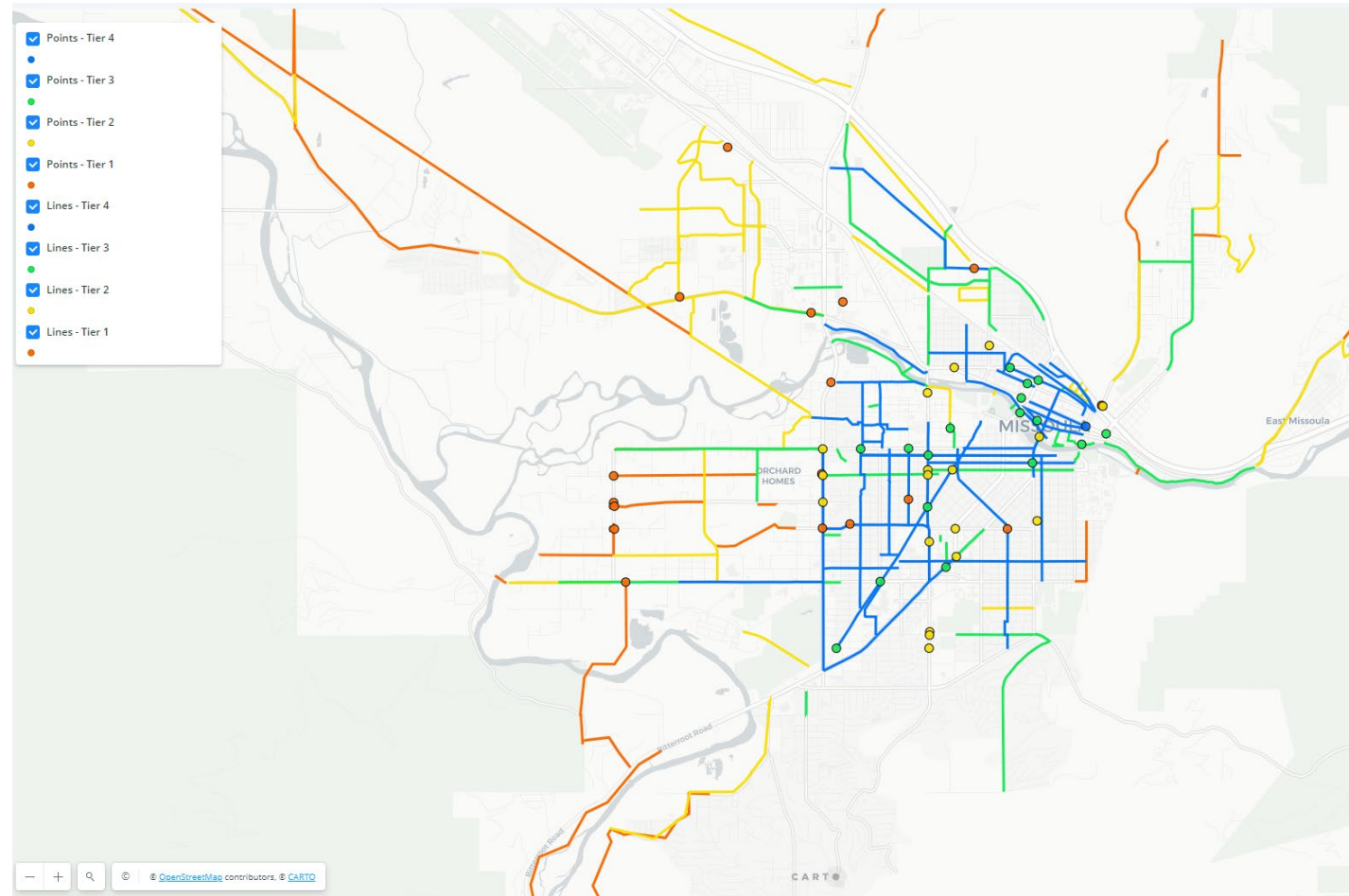


# Proposed Evaluation Framework



# Step 2: Score Projects & Programs

- Ranks projects and programs based on alignment with goals
- Uses geographic criteria to evaluate many projects quickly
- Works across project types and modes



*Draft project scoring example (Missoula, MT)*



# Step 2: Score Projects & Programs

- Incorporates qualitative criteria to reflect Bainbridge context
- Provides opportunity to score programs as well as projects
- Supports weighting of priority goals and criteria

| ID | Project Name  | Safety |   |   | Connectivity and Mobility |   |   | Equity |    |   | Livability |   |    | Implementation |   |    | Community Input |   |    | Total Unweighted | Total Weighted Score | Sector | Tier |
|----|---|--------|---|---|---------------------------|---|---|--------|----|---|------------|---|----|----------------|---|----|-----------------|---|----|------------------|----------------------|--------|------|
|    |   | 2      | 2 |   | 2                         | 2 | 2 | 2      | 2  | 2 | 2          | 2 | 2  | 2              | 2 | 2  | 2               | 2 | 2  |                  |                      |        |      |
| 1  | NE 130th St Overpass and Shared use Sidewalk                        | 0      | 2 | 2 | ●●                        | 2 | 2 | 2      | ●● | 2 | 0          | 0 | ●● | 1              | 0 | ●● | 2               | 2 | ●● | 17               | 0.78                 | W      | 1    |
| 2  | N 145th St Crossing (West of I-5)                                   | 0      | 2 | 0 | ●●                        | 1 | 1 | 2      | ●● | 2 | 0          | 0 | ●● | 1              | 0 | ●● | 2               | 1 | ●● | 14               | 0.55                 | W      | 1    |
| 3  | N 130th St Corridor Improvements (SR 99 to the NE 130th St Overpass | Y      | 2 | 2 | ●●                        | 2 | 1 | 2      | ●● | 2 | 2          | 0 | ●● | 1              | 0 | ●● | 2               | 2 | ●● | 22               | 0.85                 | W      | 2    |
| 4  | 1st Ave NE Improvements (South of N 130th St)                       | 0      | 2 | 2 | ●●                        | 1 | 1 | 2      | ●● | 2 | 2          | 0 | ●● | 1              | 1 | ●● | 2               | 1 | ●● | 19               | 0.75                 | W      | 2    |
| 5  | Corliss Ave N Neighborhood Greenway                                 | 0      | 1 | 2 | ●●                        | 1 | 1 | 2      | ●● | 2 | 0          | 0 | ●● | 2              | 1 | ●● | 2               | 1 | ●● | 15               | 0.61                 | W      | 2    |
| 6  | Roosevelt Way N Neighborhood Greenway                               | 0      | 2 | 2 | ●●                        | 1 | 1 | 2      | ●● | 2 | 0          | 0 | ●● | 1              | 1 | ●● | 2               | 1 | ●● | 17               | 0.68                 | W      | 3    |
| 7  | N 137th St Neighborhood Greenway                                    | 0      | 2 | 2 | ●●                        | 1 | 1 | 2      | ●● | 2 | 2          | 0 | ●● | 1              | 1 | ●● | 2               | 1 | ●● | 19               | 0.71                 | W      | 3    |
| 8  | Ashworth Ave N Neighborhood Greenway                                | 0      | 1 | 2 | ●●                        | 1 | 0 | 2      | ●● | 0 | 0          | 0 | ●● | 2              | 1 | ●● | 2               | 1 | ●● | 14               | 0.57                 | W      | 3    |
| 9  | Jackson Park Trail Improvements                                     | 0      | 2 | 2 | ●●                        | 2 | 2 | 0      | ●● | 1 | 2          | 0 | ●● | 1              | 1 | ●● | 2               | 0 | ●● | 19               | 0.71                 | NE     | 1    |

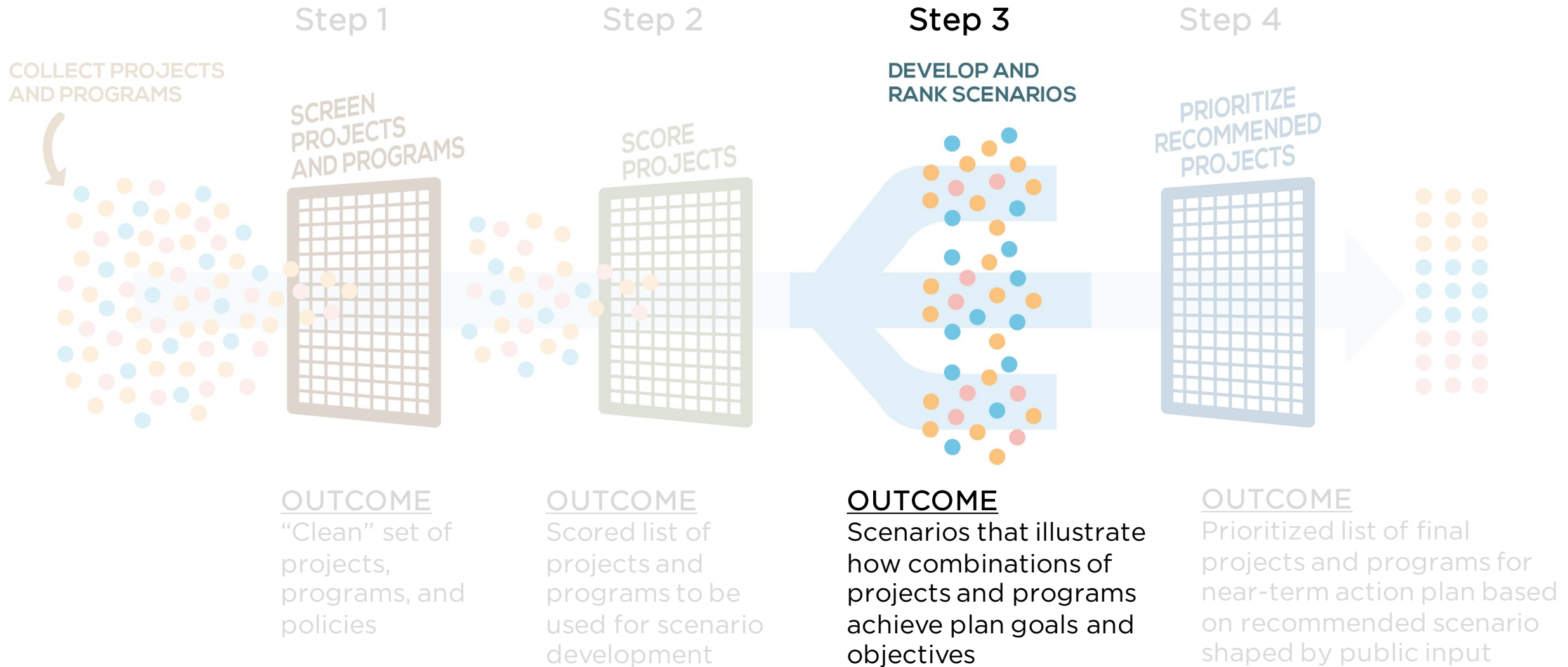
Draft scoring and weighting example (Seattle, WA)



# Proposed Criteria (see Table 2)

| Goal                             | Geographic Criteria  | Qualitative Criteria   |
|----------------------------------|--|--|
| <p><b>Safety and Comfort</b></p> | <ul style="list-style-type: none"> <li>▪ <b>Crash Reduction:</b> Investment is located at or within ¼ mile of a high-crash corridor or intersection</li> <li>▪ <b>Bicycle/Pedestrian Safety:</b> Investment will improve bicycle/pedestrian safety within ¼ mile of a high-crash or high level of stress corridor or intersection</li> <li>▪ <b>Access to School:</b> Investment is within ½ mile of or provides direct access to a school</li> <li>▪ <b>Access to Senior Housing:</b> Project provides direct access to existing or planned senior housing</li> </ul> | <ul style="list-style-type: none"> <li>▪ <b>Sense of Safety:</b> Investment improves perceived sense of safety and/or addresses public feedback on near-miss collisions</li> <li>▪ <b>Dedicated Space:</b> Investment creates dedicated space separate from traffic for walking, rolling, and bicycling</li> </ul> |

# Proposed Evaluation Framework



# Step 3: Develop Scenarios

- Combine projects, programs, and policies in different ways
- Explore how scenarios advance certain goals and desired outcomes
- Illustrate relative tradeoffs
- Respond to stakeholder input and foster dialogue about potential futures

Scenario results example (Maui, HI)

## SCENARIO 2:

### Create a Multimodal System

This scenario focuses on building new and upgrading existing transportation facilities to support different modes of travel. Projects include complete streets improvements that provide safe spaces for people to walk and bike, transit corridors and increased bus service, and new sidewalks. By providing infrastructure for many modes and new ways to get around Maui, this scenario could help to improve safety and health and create transportation options for people. In terms of equity, this scenario could have the most positive impact for people with limited income or access to a vehicle. Because it includes primarily new infrastructure, there is less of a focus on maintenance and repair projects to help preserve the existing system.



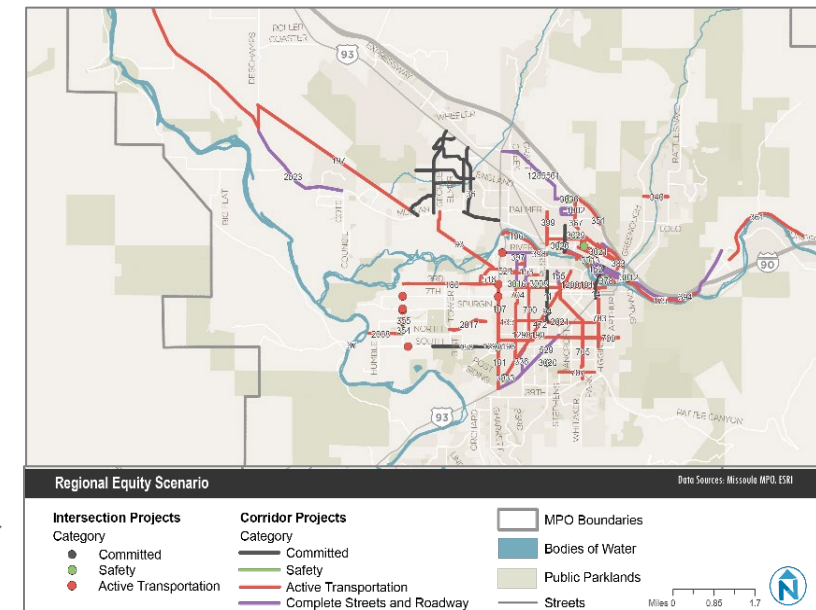
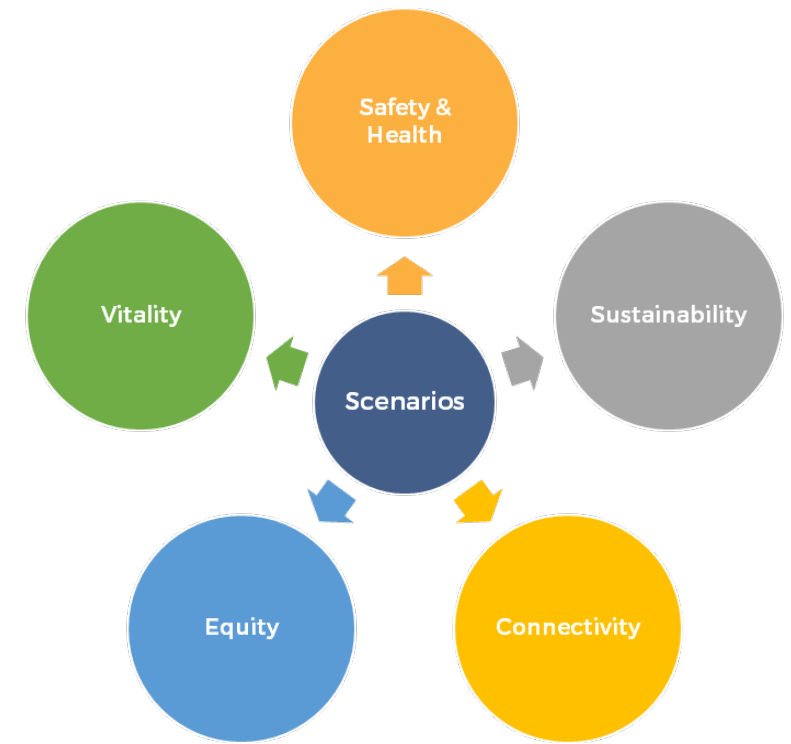
| HELE MAI MAUI GOALS & OUTCOMES  | SCENARIO 1:<br>Provide New Connections                 | SCENARIO 2:<br>Create a Multimodal System              | SCENARIO 3:<br>Take Care of What We Have               |
|---|--|--|--|
| <b>Goal 1:</b> Improve safety and promote health  | Injuries, Walking and Biking Safety, Physical Activity | Injuries, Walking and Biking Safety, Physical Activity | Injuries, Walking and Biking Safety, Physical Activity |
| <b>Goal 2:</b> Enhance cultural and natural resources, climate resilience, and sustainability | Climate Resilience, Emissions, Cultural Resources      | Climate Resilience, Emissions, Cultural Resources      | Climate Resilience, Emissions, Cultural Resources      |
| <b>Goal 3:</b> Expand mobility choices to reduce traffic congestion                           | Delay, Connectivity, Freight Movement                  | Delay, Connectivity, Freight Movement                  | Delay, Connectivity, Freight Movement                  |
| <b>Goal 4:</b> Connect and strengthen communities to improve quality of life                  | Access, Vulnerable Populations                         | Access, Vulnerable Populations                         | Access, Vulnerable Populations                         |
| <b>Goal 5:</b> Maintain assets and invest strategically for economic vitality                 | State of Good Repair, Cost Effectiveness               | State of Good Repair, Cost Effectiveness               | State of Good Repair, Cost Effectiveness               |

# Example of Community Priorities Approach

- Combine modal and desired outcomes approach
- Reflect goals that are most important to community

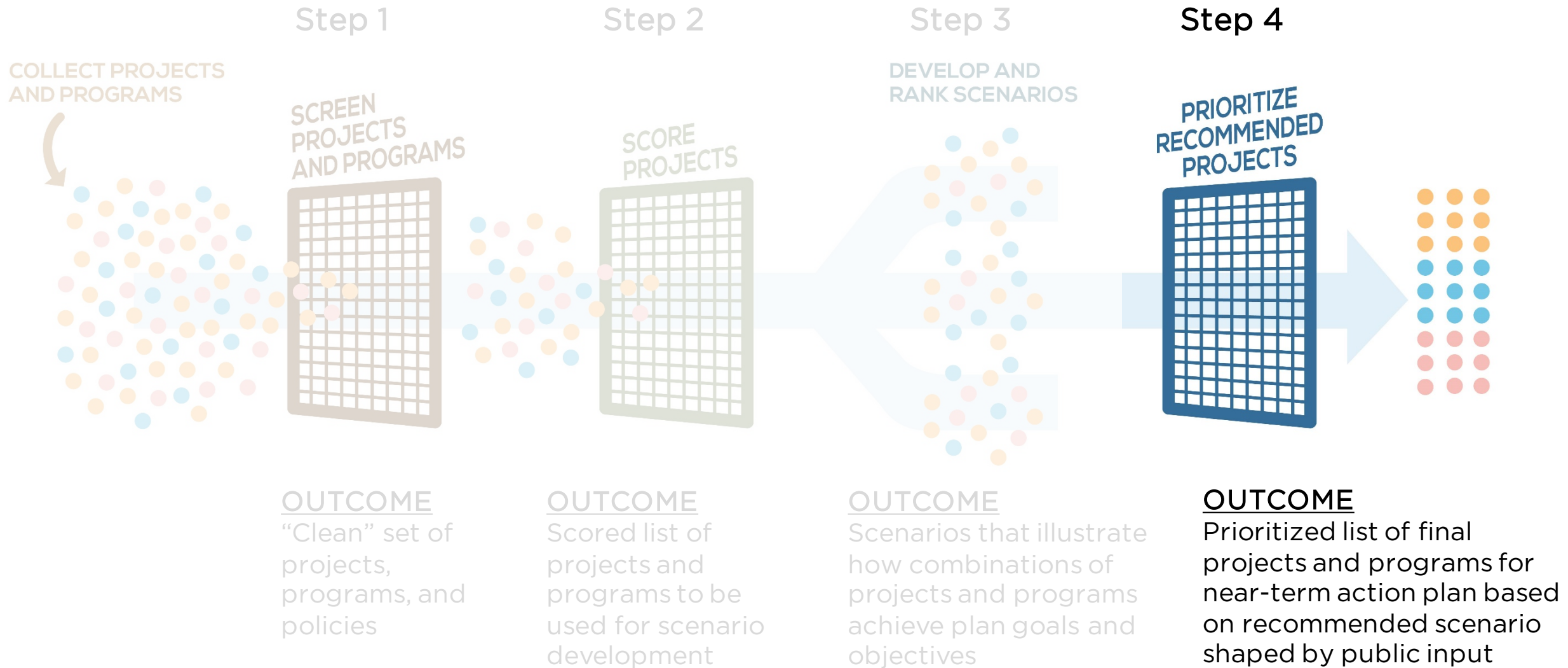
**Benefit:** Creates integrated networks

**Drawback:** Can be difficult to assign projects



*Example community priorities approach (Missoula, MT)*

# Proposed Evaluation Framework



# Step 4: Prioritize Investments

- Shape recommended scenario based on public input
- Review each project, program, and policy
- Answer focused questions to establish priority given need and potential value
- Use results to shape near-term action plan

## South

Projects in South Maui focus on completing connections, including the Kīhei Greenway and the North-South Collector Road. Because the area is largely developed, there are opportunities to improve crossings and existing sidewalks and add a parallel multi-use path to support more walking and biking in this busy part of the island.

### Phasing by Priority



### Project List:

| ID  | Project Name   | Priority | Cost (\$1,000) |
|-----|--|----------|----------------|
| S22 | South Kīhei Rd Improvements                                | ▶▶       | \$5,450        |
| S24 | South Kīhei Rd Sidewalk Improvements                       | ▶▶       | \$1,900        |
| S33 | Ohukai Rd Sidewalk Improvements                            | ▶▶       | \$600          |
| S50 | Keonekai Rd Sidewalk Improvements                          | ▶▶       | \$400          |
| G7  | Kīhei Greenway and Multi-Use Path Phase 3                  | ▶▶       | \$4,505        |
| G8  | Kīhei Greenway and Multi-Use Path Phase 4                  | ▶▶       | \$10,969       |
| G9  | Kīhei Greenway and Multi-Use Path Phase 5                  | ▶▶       | \$11,267       |
| I10 | Lipoa St-Liloa Dr Intersection Safety Analysis             | ▶▶       | \$2,517        |
| I13 | Kulanihakoi St-South Kīhei Rd Intersection Safety Analysis | ▶▶       | \$2,517        |
| I34 | Ohukai Rd-S. Kīhei Rd Intersection Improvements            | ▶▶       | \$2,517        |
| I35 | Pi'ilani Highway-Kīhei High School Crossing                | ▶▶       | \$3,502        |
| I8  | Piikea Rd & South Kīhei Rd Intersection Safety Analysis    | ▶▶       | \$2,517        |
| B9  | Kulanihakoi Bridge Repair                                  | ▶▶       | \$5,816        |
| C5  | Kīhei North-South Collector Rd and Multi-Use Path Phase 1a | ▶▶       | \$21,107       |
| C6  | Kīhei North-South Collector Rd and Multi-Use Path Phase 2  | ▶▶       | \$6,441        |
| C7  | Kīhei North-South Collector Rd and Multi-Use Path Phase 1b | ▶▶       | \$17,338       |
| C8  | Kīhei North-South Collector Rd and Multi-Use Path Phase 3  | ▶▶       | \$16,182       |
| S37 | North Kīhei Rd (Route 310) Safety Improvements             | ▶▶       | \$1,800        |
| T2  | Kīhei Transit Hub  | ▶▶       | \$10,000       |
| T14 | Kīhei Transit & Multimodal Corridor                        | ▶▶       | \$10,000       |

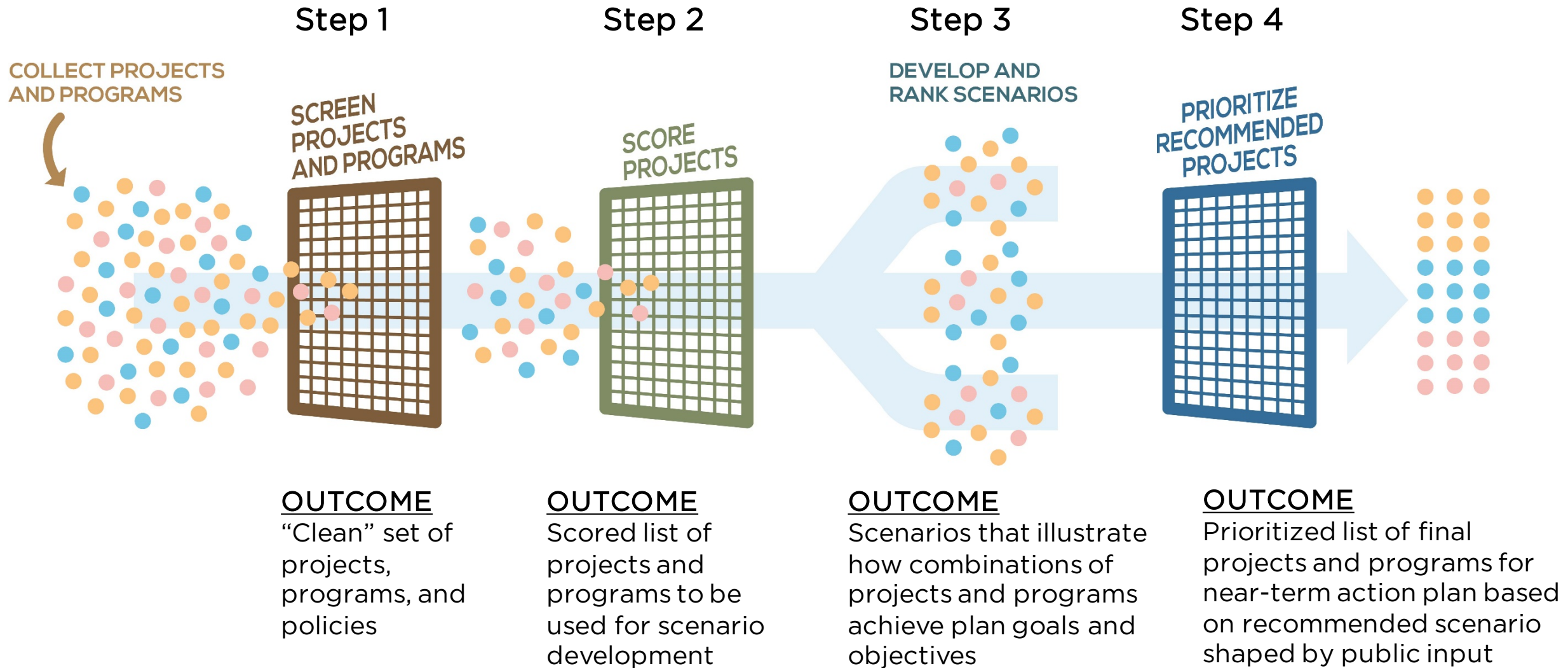
Prioritized project list example (Maui, HI)



# Example Questions (see Table 3)

| Goal                          | Geographic Criteria   |
|-------------------------------|---|
| Climate Action and Resilience | <ul style="list-style-type: none"><li>▪ Will the project contribute to our primary objective and reduce transportation-related emissions?</li><li>▪ Is the investment likely to decrease single-occupancy vehicle (SOV) mode share?</li><li>▪ Does the project improve resilience by including climate adaptation elements?</li><li>▪ Does the investment support zero-emission mobility?</li></ul> |
| Connected and Convenient      | <ul style="list-style-type: none"><li>▪ Does the project improve access in an area with a need for more regional connectivity?</li><li>▪ Does the project strengthen the transportation system to provide more choices for people?</li></ul>  |
| Implementation and Funding    | <ul style="list-style-type: none"><li>▪ Is the project in an advanced state of readiness (e.g., shovel ready, preliminary design)?</li><li>▪ Does the project have an identified funding source?</li></ul>  |

# Proposed Evaluation Framework



# November & December Focus Areas

- Explore refined approach to Bicycle Level of Traffic Stress analysis
- Complete and summarize gap analysis
- Continue working with Task Force and other partners to ground-truth findings
- Develop preliminary projects and programs to fill gaps
- Finalize evaluation framework approach and scoring criteria



# THANK YOU!



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