

Bainbridge Island



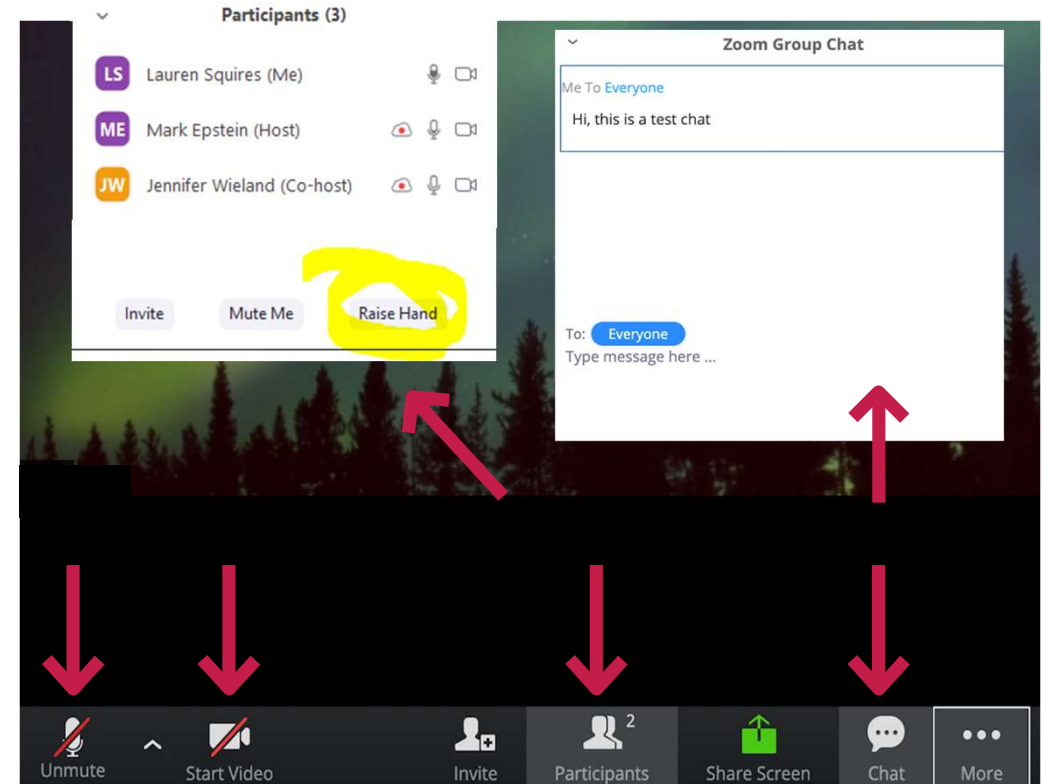
Sustainable Transportation Plan

Sustainable Transportation Task Force Meeting #10

October 29, 2021

Virtual Meeting Protocols

- Mute to minimize background noise
- Raise your hand
- Ask questions via chat
- State your name before speaking
“This is Mark...”
- Keep video on, if possible, especially when talking

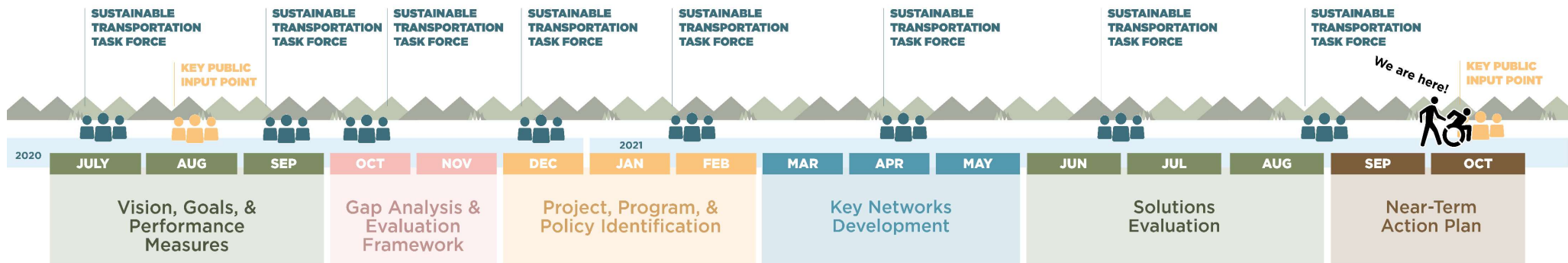


Today's Focus Areas

- Review DRAFT Near-Term Action Plan (NTAP)
 - Funding
 - Transit/Mobility/Programs
 - Projects
- Next Steps



Project Work Plan





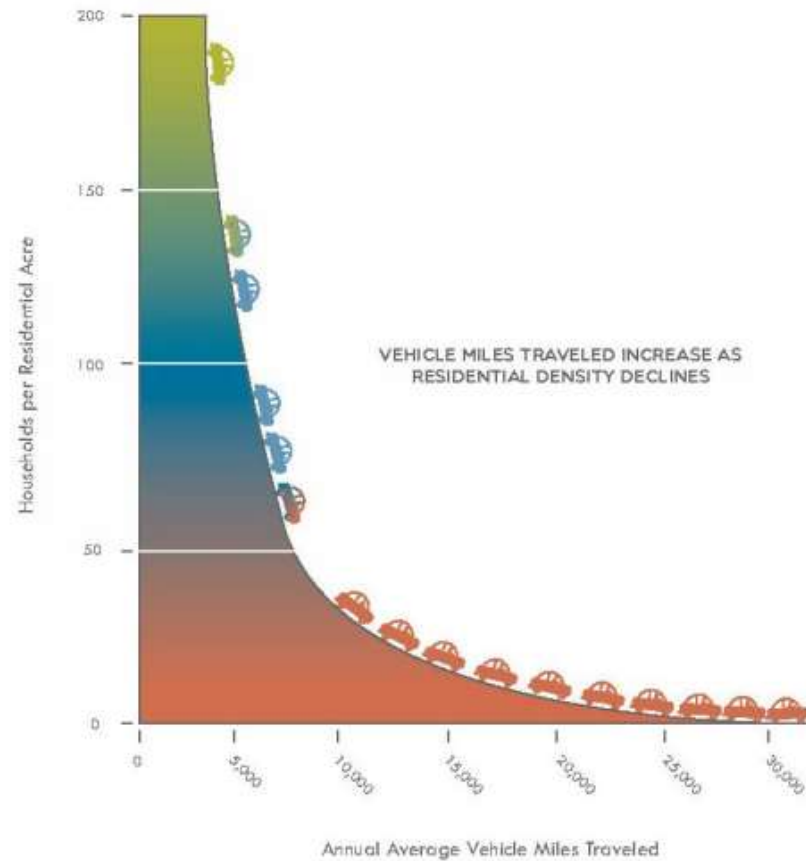
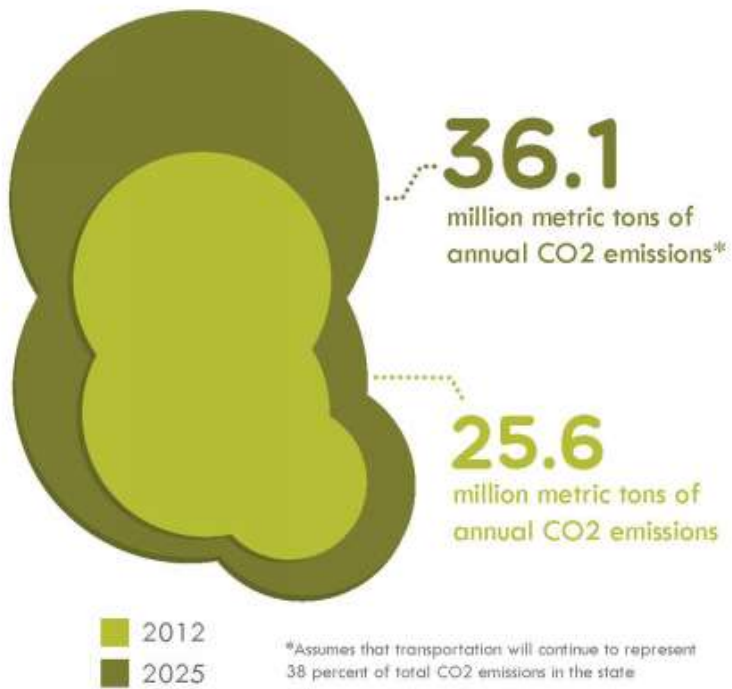
Project Process Review

15 minutes



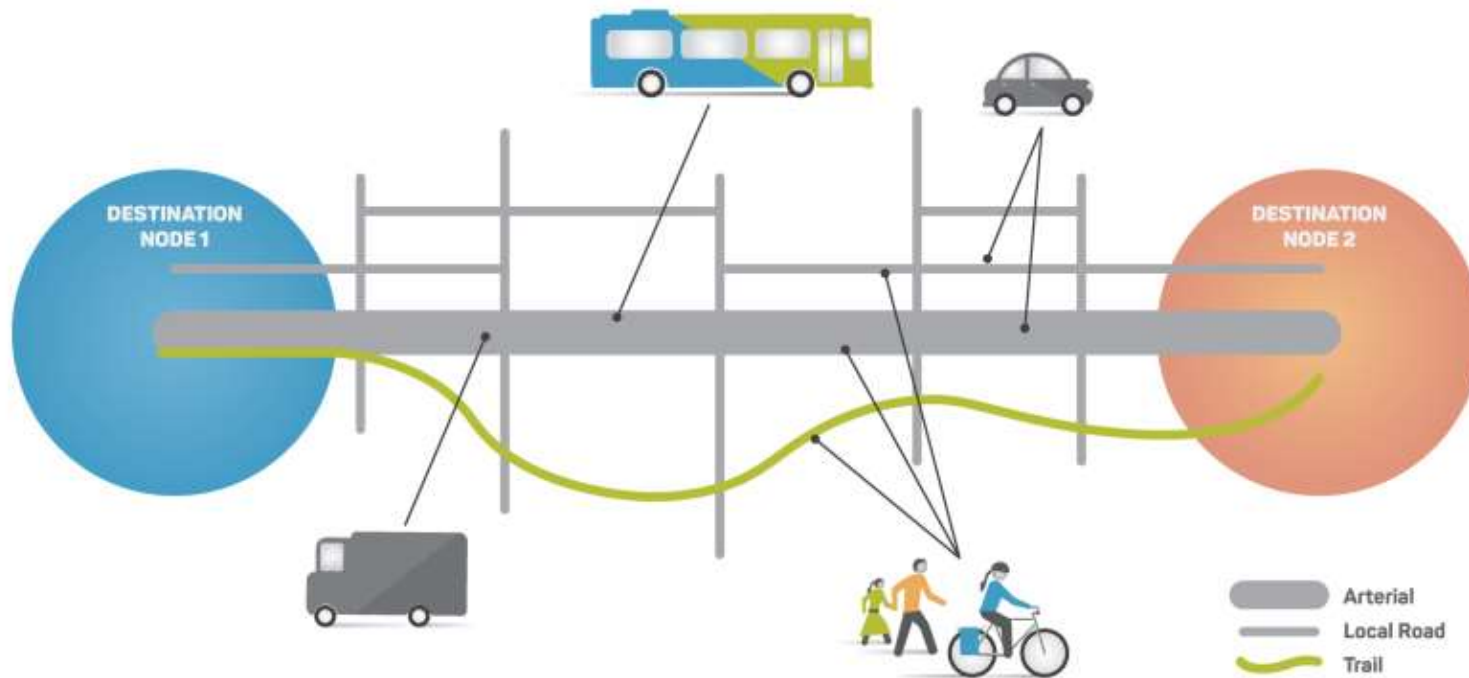
Why Sustainable Transportation

Addressing Climate Change



Why Sustainable Transportation

Connecting Nodes



Why Sustainable Transportation

Creating Healthier Lives and Communities



Why Sustainable Transportation

Identifying Benefits



Streets that encourage slower speeds



Streets that are easier to cross, including to access transit stops



Increased walking and bicycling to and within downtown



A connected network of comfortable bicycle facilities



Improved access to transit and fewer detours for transit riders



Streets that support access to retail and increased sales



A walkable downtown that attracts new workers and residents



Streets that are interesting and comfortable to walk along



Enhanced mobility for downtown neighborhoods



Connections to the regional trail system



Leading with Values

What Matters Most

- What has changed since Council developed the 10-Year Strategy?
- When you think about mobility on Bainbridge Island, what is most important to you?



Plan Goals

Climate Action & Resilience

Address the climate crisis to create a more resilient Bainbridge Island

Natural Systems and Rural Character

Preserve the health of Bainbridge Island's natural systems and honor its rural character

Safety and Comfort

Create transportation networks that protect and prioritize the most vulnerable travelers

Equity and Accessibility

Eliminate disproportionate burden in our mobility system, focusing on younger and older people, people of color, low-income people, and women

Connected and Convenient

Develop an integrated mobility system that connects destinations with sustainable travel options

Implementation and Funding

Expand available resources to advance community priorities and complete networks



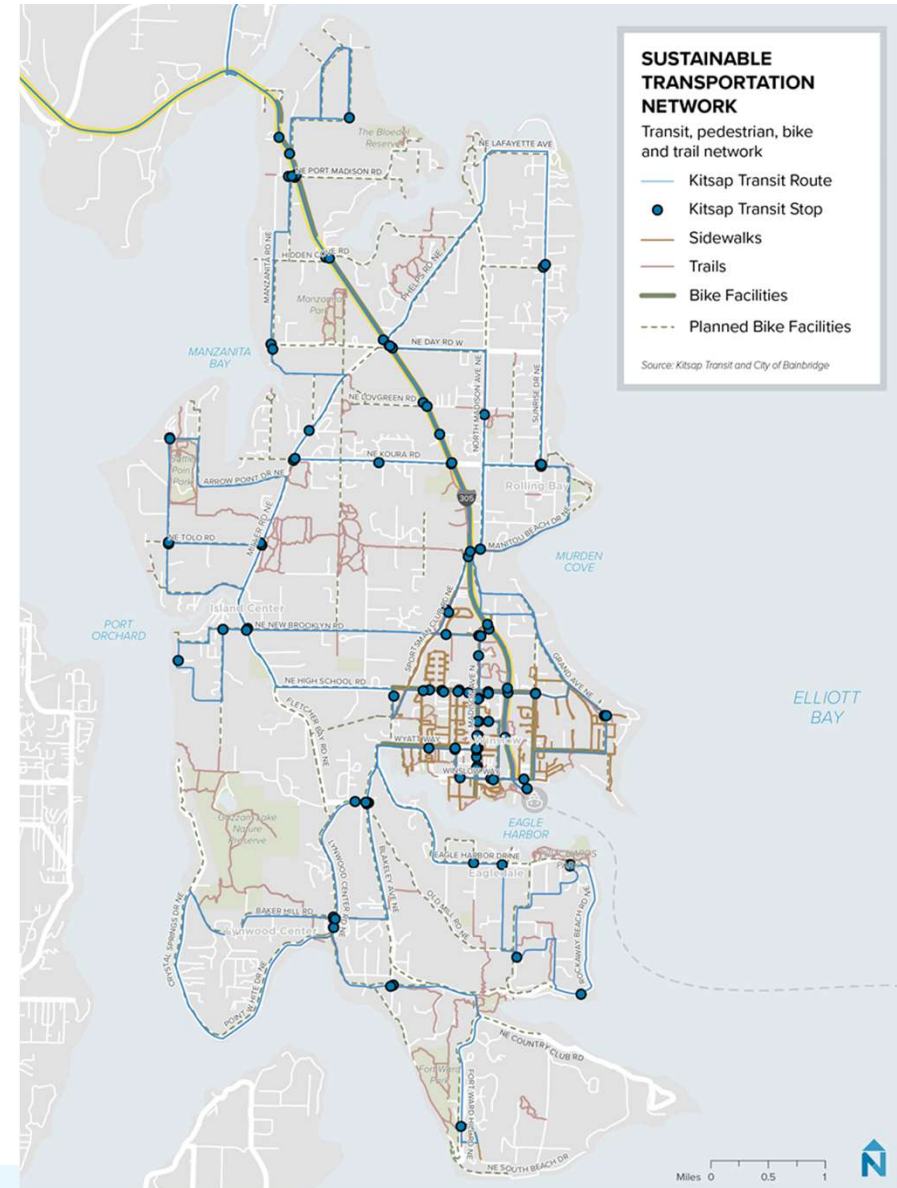
Identifying Network Gaps

- **Bicycling Network Gaps:** A third of roads have highest levels of traffic stress; SR305 is uncomfortable to bicycle along or cross; the STO is the only all ages and abilities facility
- **Walking and Rolling Network Gaps:** Trails are disconnected from each other; SR305 is uncomfortable to walk along or cross; inadequate connections to transit
- **Transit Network Gaps:** Transit routes focus on ferry terminal with few connections to other destinations; no widespread EV charging infrastructure; many workers live off-island with longer commutes; limited regional connectivity



Translating Gaps into Projects, Programs, & Policies

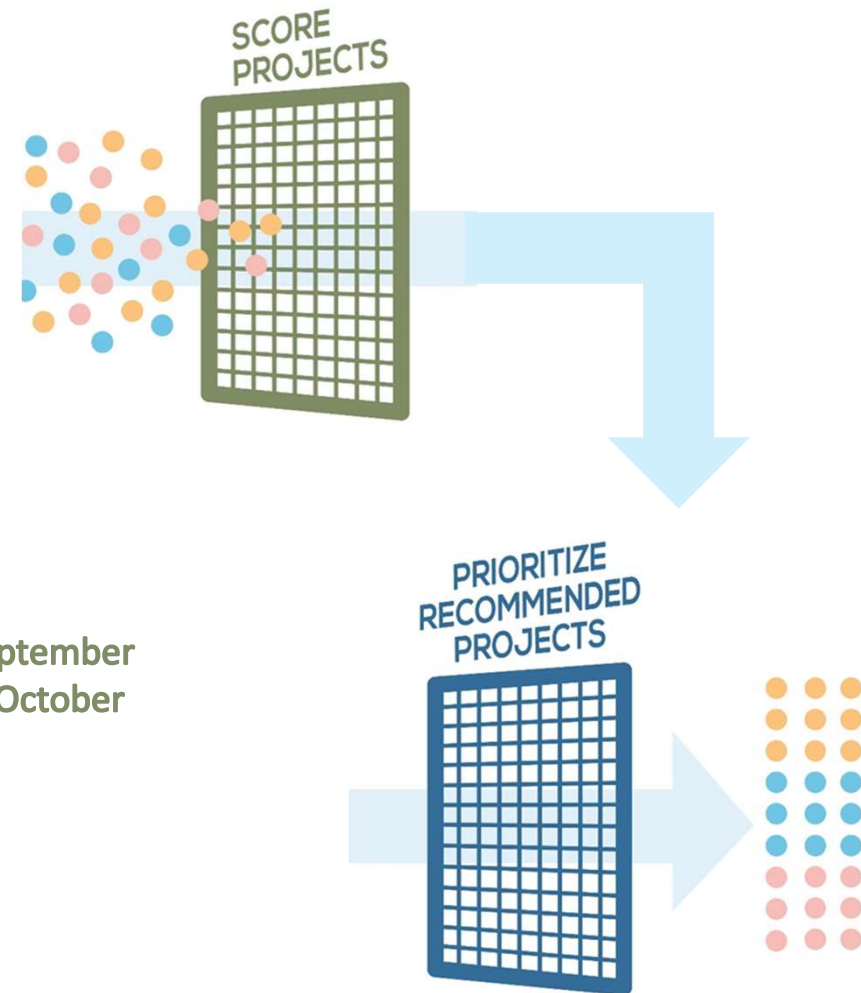
- **Projects (over 300):** Physical changes to the island's streets and walking, biking, and shared mobility facilities
- **Programs (over 100):** Targeted initiatives to improve the accessibility, convenience, and comfort of traveling sustainably
- **Policies:** Changes to the ways that COBI funds and manages the island's sustainable transportation system



Getting to Recommendations

- Total evaluation scores
- Normalize across goals
- Weight for climate goal
- Identify most impactful solutions
- Review networks and key connections
- Develop cost estimates
- **Propose near-term actions**

September
& October





Near Term Actions

80 minutes



Near-Term Action Goal/Next Steps

- Gain an understanding, and ask questions regarding the Near-Term Action materials/methodology
- Review materials in detail after the meeting
- Provide comments over the next two weeks in preparation for a final December meeting (date TBD)

Notes

- What you are about to see are “**working documents**”
- The Final NTAP will be prepared after receiving comments from the Task Force and community
- Communication materials will be prepared before and after January Council discussion

Bainbridge Island



Sustainable Transportation Plan

Funding



10-year Funding Plan

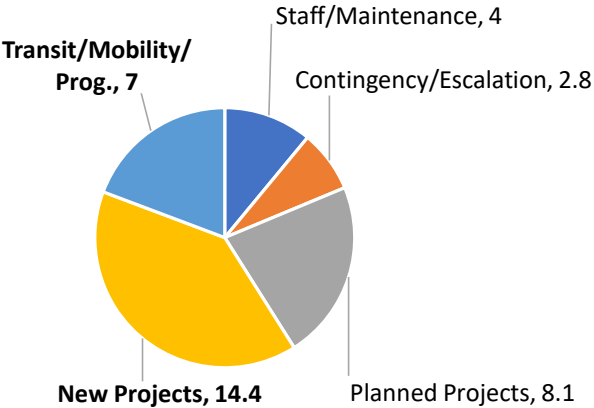
No.	Type	Years	Source	Amount	Purpose
1	Funded and “pre-planning” projects	2022-2026 (5-yrs)	Grants/City funds	\$8.1M	Transportation Projects
2	Transportation Benefits District	2022-2031 (10-yrs)	\$10 Car Tab Fee (must be renewed by Council in 2023 - assume 50% of \$2M revenue total for STP)	\$1M	Transportation Projects
3	Annual City Contributions	2027-2031 (5-yrs)	General Fund, Impact Fees, REET	5yrs X \$1.5M = \$7.5M	Transportation, Transit Projects and Programs
4	One-time City Contributions	2022-2031 (10-yrs)	2021 Budget Set-aside/ARPA	\$2.6M	Transportation, Transit Projects and Programs
5	Grants	2026-2031 (6-yrs)	Federal/State programs (conservative assumption; 3, 2-yr cycles)	3cycles X \$700K = \$2.1M	Transportation Projects
6	Levy	2022-2031 (10-yrs)	Voter Approved Bond	Level 1 \$15M Level 2 \$17.5M Level 3 \$20M	Transportation, Transit Projects and Programs

Total: Level 1 **\$36.3M**
 Level 2 **\$38.8M**
 Level 3 **\$41.3M**

10-year Funding Plan

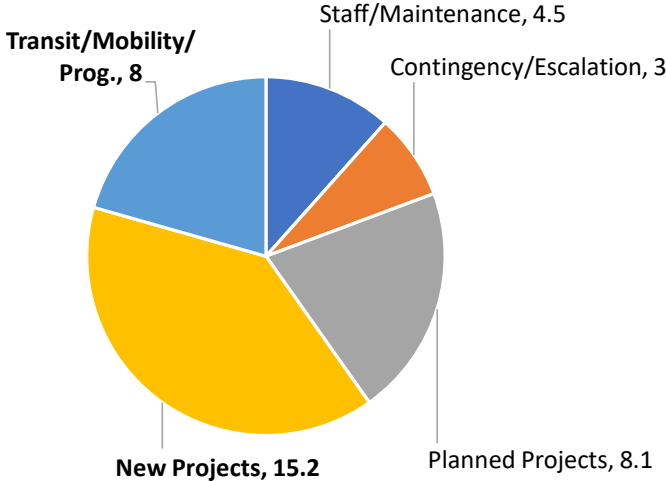
Level 1

\$15M Levy; \$36.3 Total



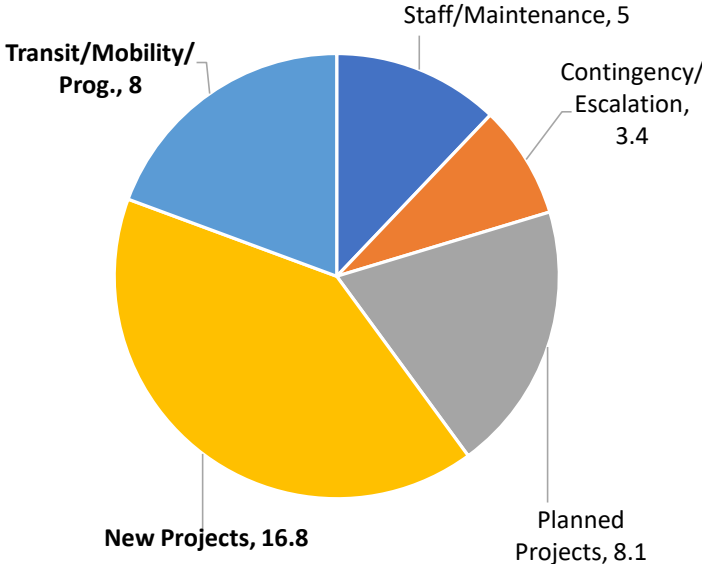
Level 2

\$17.5M Levy; \$38.8 Total



Level 3

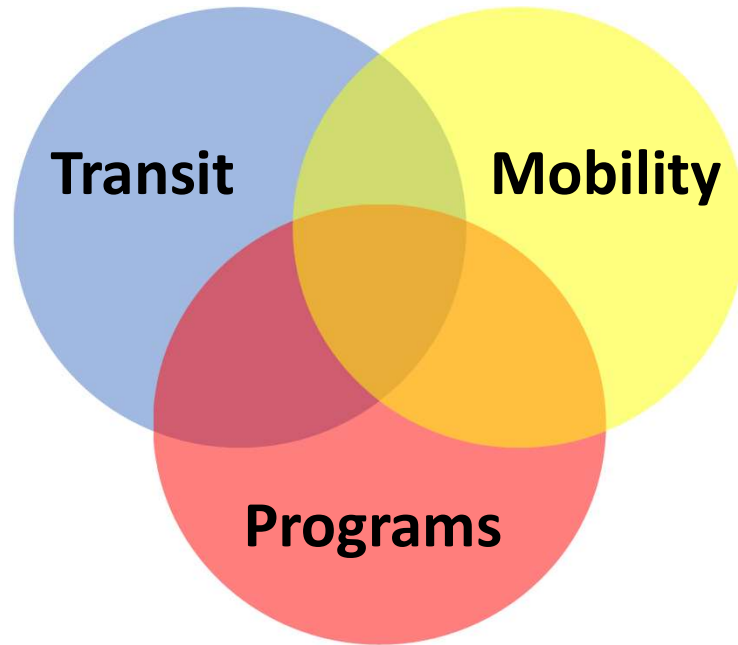
\$20M Levy; \$41.3 Total





Transit/Mobility/Programs





Transit / Mobility



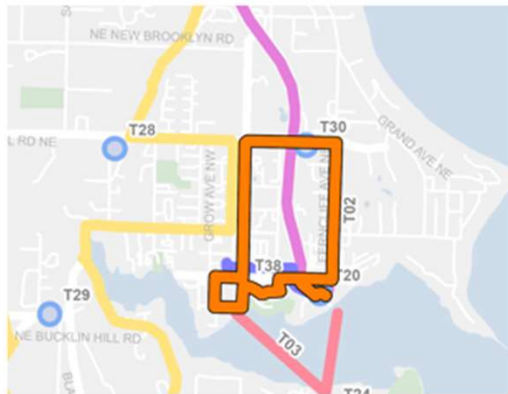
- **\$3M** - Electric vehicle shuttle – 3-yr pilot
 - **\$500K** - Mobility hub investments
 - **\$300K** – Bus stop improvements
 - **\$200K** – Park and ride improvements (Day Road)
 - **\$2M** – Set aside for pilot/other expansion/extension
- \$6M - Total**

Transit Details

Enhance existing BI-Ride with All-Island and Winslow on-demand and routed electric vehicle service
3-year pilot, 2023-2025



T01



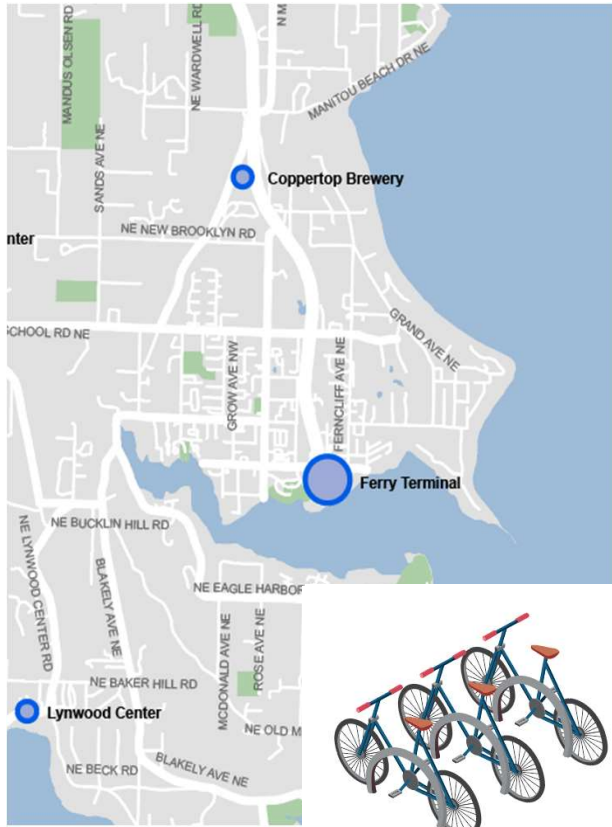
T02

Level 1 - \$3M
Private venture
All electric vehicles
5 days per week
12 hours per day
No fare

Level 2 - \$4M
Same
Same
7 days per week
15 hours per day
Same

Level 3 – Same as 2
-
-
-
-
-

Mobility Details - Hubs



- **\$500K** - Mobility hub investments
 - Ferry Terminal; Copper Top; Lynwood Center
 - Routed shuttle pick-up location
 - Bike racks/storage
 - Charging stations
 - Car/scooter/bike share
 - Wayfinding
 - Benches
 - Shelter
 - WIFI

Mobility Details

Bus stops and Park and Ride



- **\$300K** – Bus stop improvements
 - Partnership with Kitsap Transit
 - Improve 1 bus stop per year for 10 years
 - Benches/shelter/wifi/bike racks/storage
- **\$200K** – Park and ride improvements (Day Road)
 - Partnership with Kitsap Transit
 - Project anticipated within 10-yr timeframe

Programs

- **\$100K** – Per year program investment

Program	Cost Range (\$-\$\$\$)	Program Examples
STP Committee/Working Group	\$	Create a resident-based committee and/or working group to guide STP decision-making
Community Education and Engagement Programs	\$\$	Offer trip planning and travel support to residents/visitors; Partner with non-profits, private companies, and stakeholders to promote active transportation
Safe Routes / Sustainable Student Travel Programs	\$\$	Create a Safe Routes for Seniors program; Create a Safe Routes to Transit program; Implement expanded Safe Routes to School Program; Prioritize and implement rapid improvements in school zones
Development and Transportation Impact Programs	\$	Update and develop COBI's multimodal level of service, concurrency, and transportation impact fee programs
Land Use and Development Codes	\$	Align land use policies to support STP goals and investments; Require EV charging infrastructure in new residential and mixed-use developments
E-Vehicle Shared-use / Subsidy	\$\$\$	Evaluate car/bike/scooter share programs and options for providing income-qualified subsidies for electric vehicles

Bainbridge Island

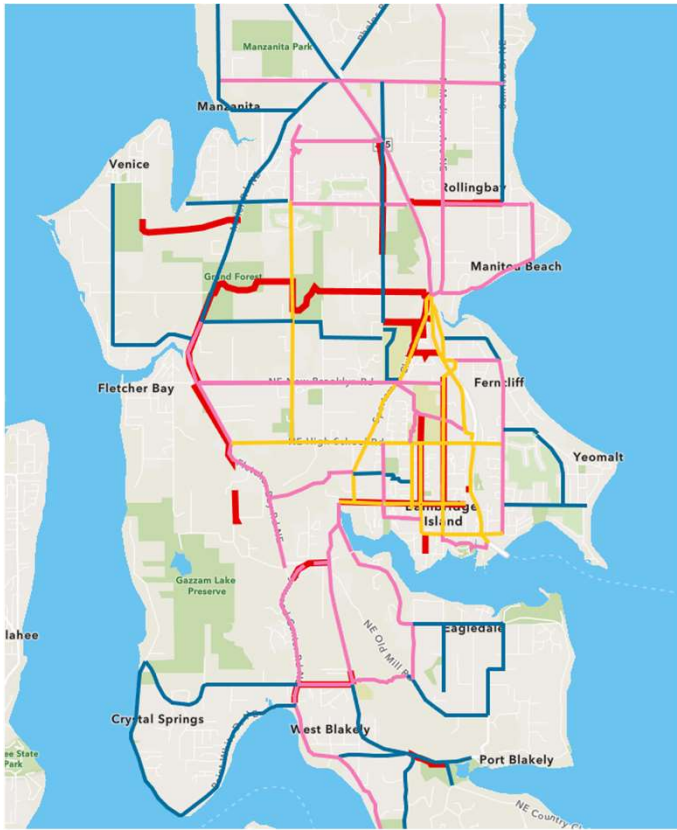


Sustainable Transportation Plan

Projects



Projects

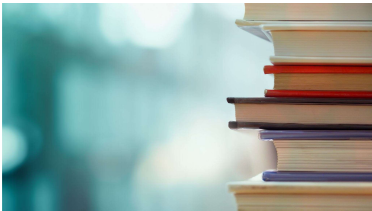


- Combined walking/rolling network
- Estimated all Tier 1-3 projects

Projects

How did we prioritize locations?

Project Tiering



- Destinations
- Connectivity
- Vehicle intensity
- Provide new facilities
- Enhance existing facilities

Geographic Range



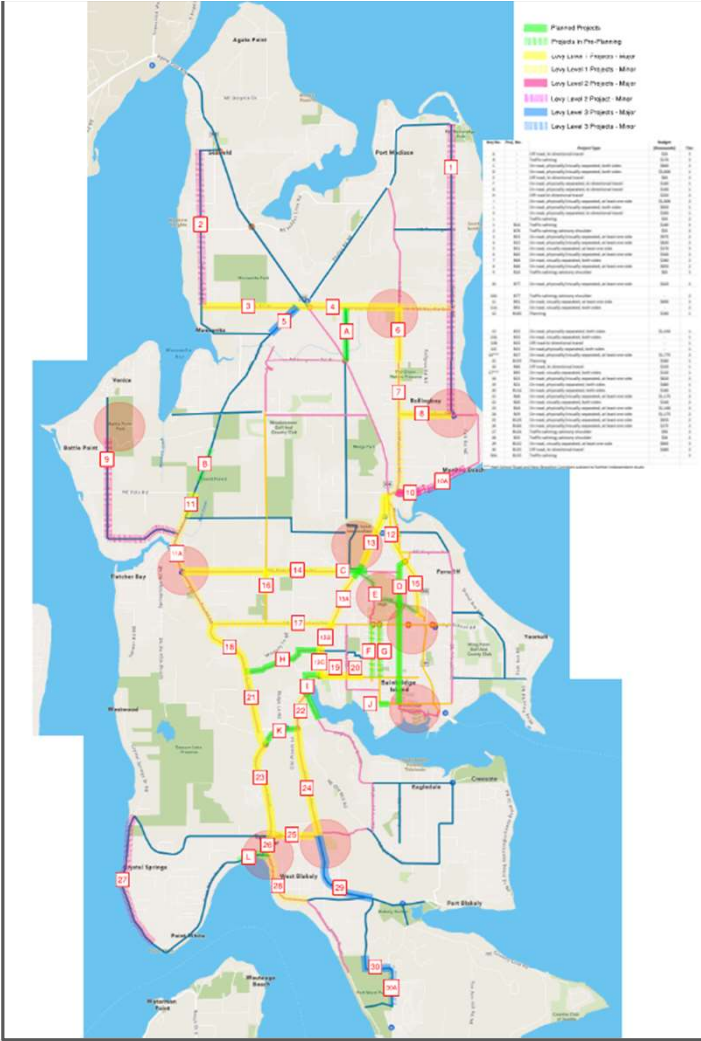
Projects

How did we evaluate project costs?

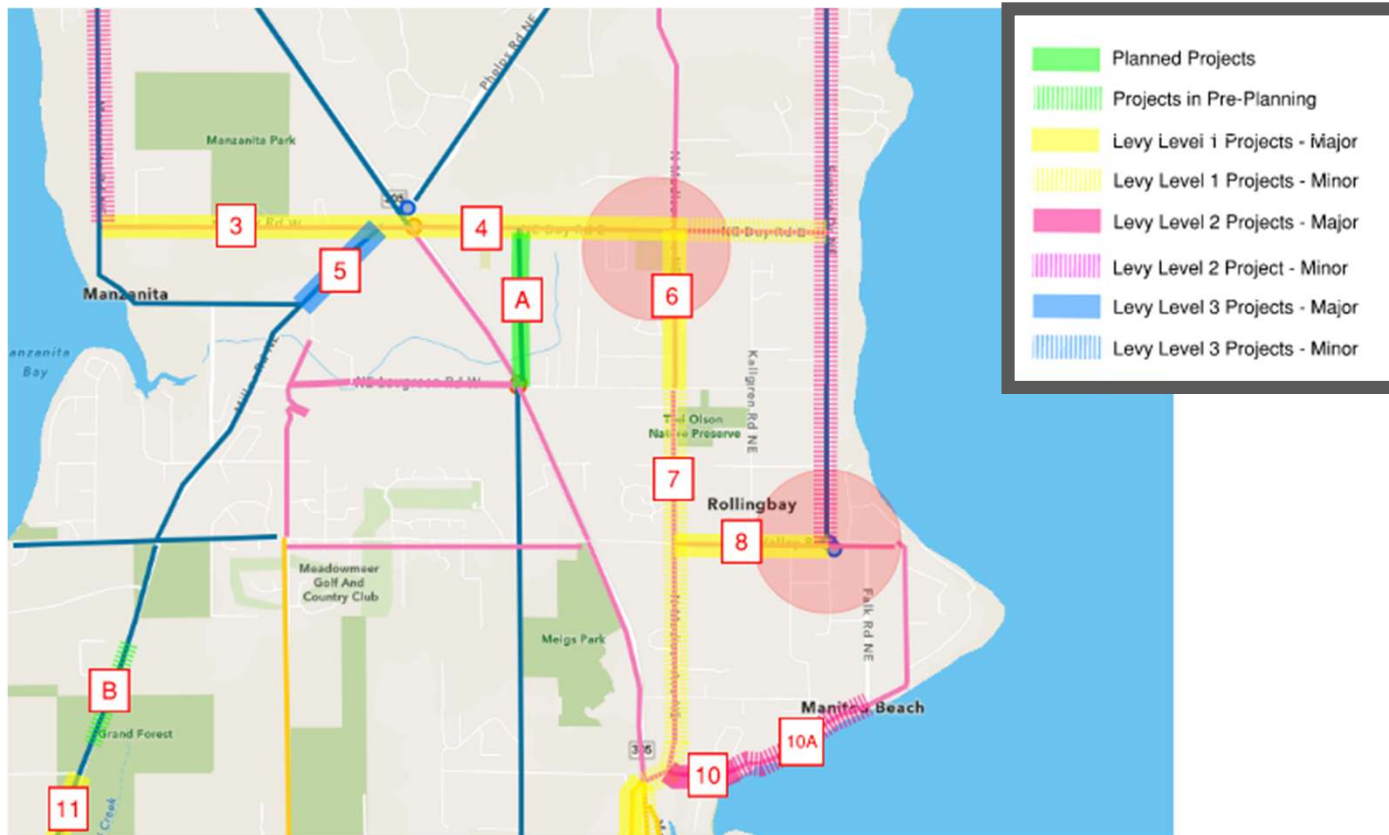
Approach:

- **Tier 1** - enhance existing or physically separated both sides of corridor
- **Tier 2** - enhance existing or physically/visually separate at least one side of corridor (potential for bi-directional facility)
- **Tier 3** - visually separate at least one side of corridor or traffic calming

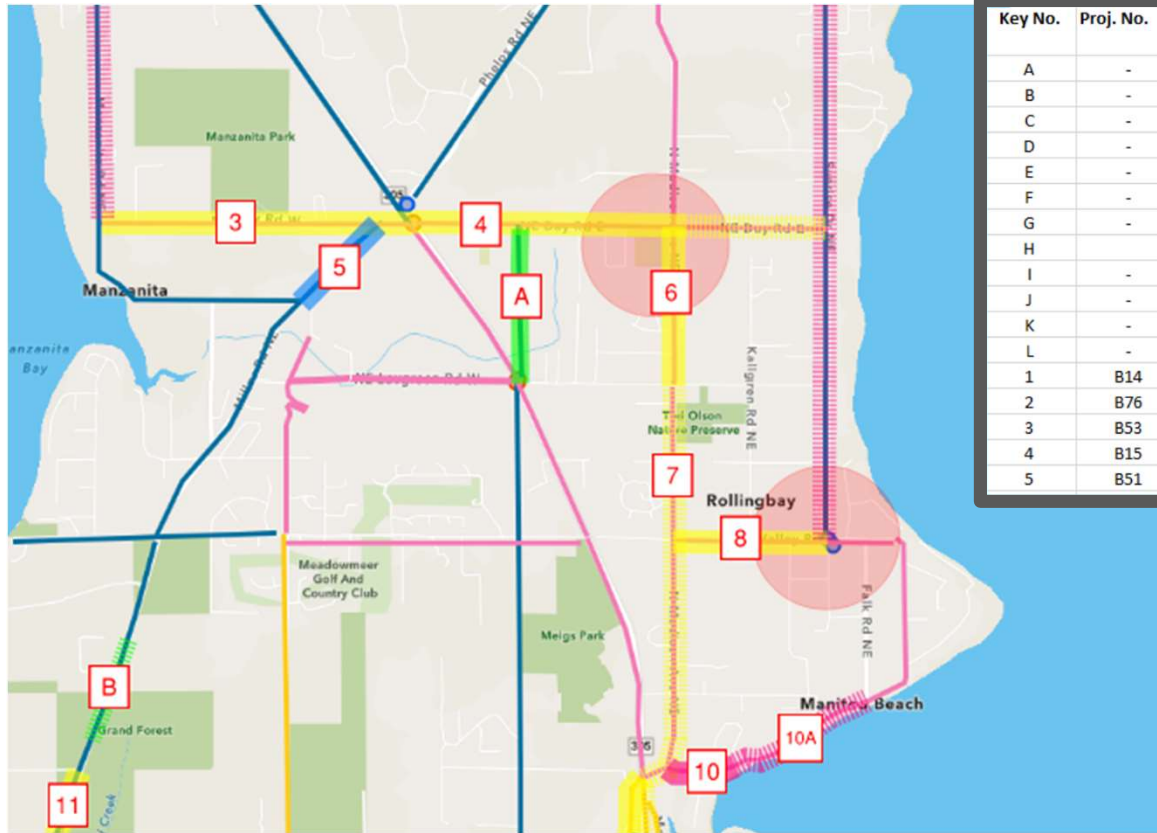
Projects – Map Overview



Projects – Map Key



Projects – Map Project List

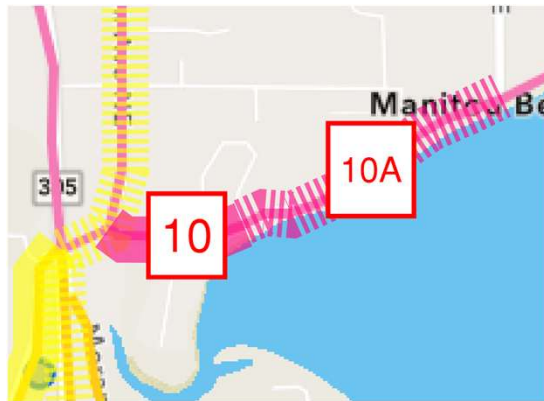


Key No.	Proj. No.	Project Type	Budget (thousands)	Tier
A	-	Off road, bi-directional travel	\$20	3
B	-	Traffic calming	\$170	3
C	-	On road, physically/visually separated, both sides	\$800	2
D	-	On road, physically/visually separated, both sides	\$3,800	1
E	-	Off road, bi-directional travel	\$60	2
F	-	On road, physically separated, bi-directional travel	\$100	1
G	-	On road, physically separated, bi-directional travel	\$100	1
H	-	Off-road bi-directional travel	\$250	2
I	-	On road, physically/visually separated, at least one side	\$1,800	2
J	-	On road, physically/visually separated, both sides	\$650	1
K	-	On road, physically separated, bi-directional travel	\$300	1
L	-	Traffic calming	\$50	2
1	B14	Traffic calming	\$180	3
2	B76	Traffic calming; advisory shoulder	\$55	3
3	B53	On road, physically/visually separated, at least one side	\$975	2
4	B15	On road, physically/visually separated, at least one side	\$820	2
5	B51	On road, visually separated, at least one side	\$370	3

Projects – How will the map be used?

- Create STP Working Group
- Using Near Term Action Map:
 - Walk selected corridors
 - Determine best use of funds within budget projection

Example: Manitou Beach Road, Project 10 & 10A

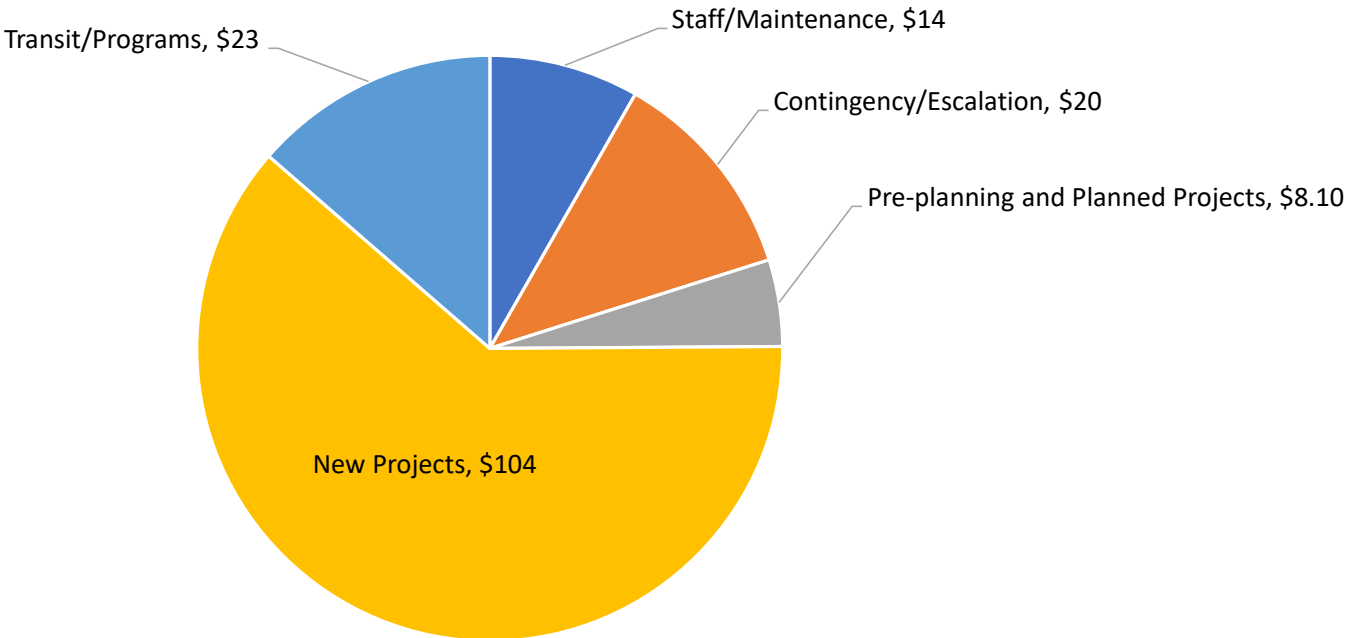


- \$420K
- Physical/Visual Separation at least one side
- Traffic calming/Advisory Shoulder

Additional Pie Charts

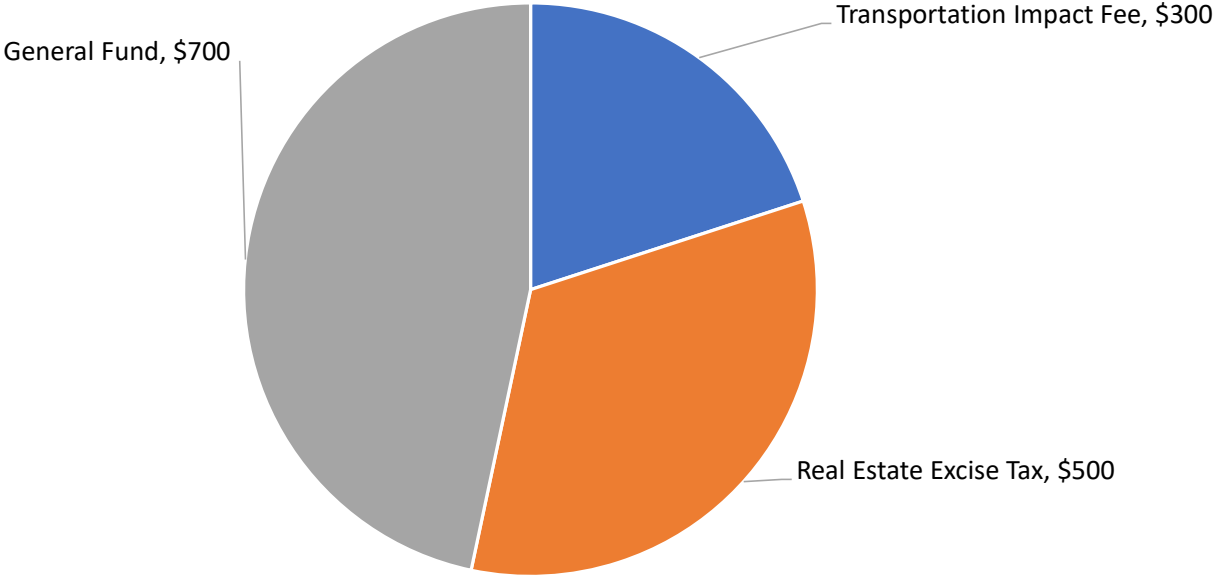
Sustainable Transportation Plan 10-year “All-in” Cost

\$169.1 Million



Sustainable Transportation Plan Annual City Contribution Break-down

\$1.5 Million/year



Bainbridge Island



Sustainable Transportation Plan

Next Steps

15 minutes



Next Steps

- Task Force reviews materials, **feedback before November 12:**
 - General feedback on Budget/Transit/Programs
 - Specific feedback on Projects:
 1. Corridors and project types
 2. Contingency list – focus on expanding improvements or building out identified corridors
 3. One-side bi-directional, or both sides “visual” separation



Public Comment

15 minutes

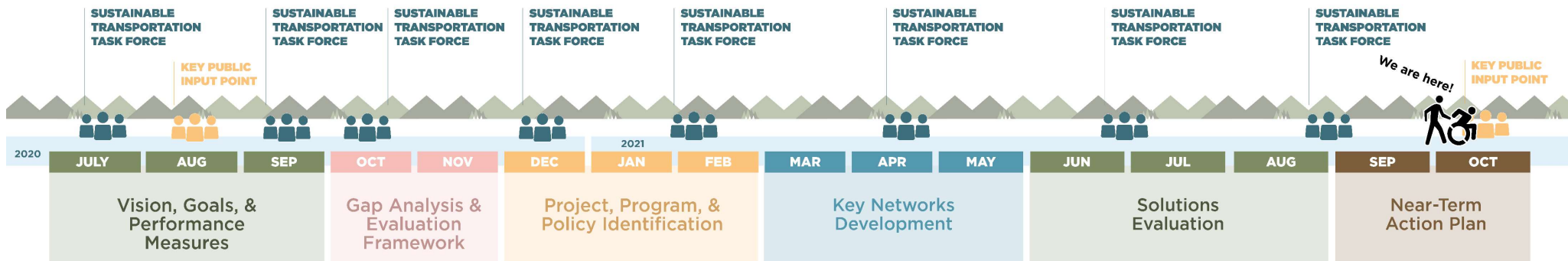


Public Comment Protocol

- **Web participants:** Indicate if you would like to provide a verbal comment by “raising your hand” or noting interest in the Q&A box; we will bring you into the meeting when it is your turn
- **Dial-in participants:** Indicate if you would like to comment by pressing *9 to “raise your hand;” we will invite you to take your turn to speak by stating the last 4 digits of your phone number (press *6 to unmute yourself)
- Comments will be limited to 2 minutes per person



Next Steps



Upcoming:

- November 12: Comments due on draft Near-term Action Plan
- December 3 (tentative): Last Task Force meeting (plan acceptance strategy)
- January 18, 2022: City Council Review



THANK YOU!



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www.bainbridgewa.gov/1155/Sustainable-Transportation-Planning-Stud