

CITY

Vol. 29

Connects



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- » The state of Bainbridge Island roads

City Ready for a Colder, Wetter, Snowier Winter



The City's Emergency Management Coordinator, Anne LeSage, warns that "This year we're experiencing a strong La Niña winter and expecting colder and wetter than average weather." She explains that this likely means lowland snow and ice on Bainbridge.

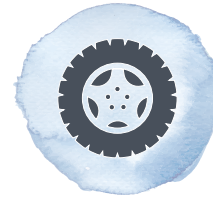
The forecast comes from the annual National Weather Service Stakeholder Briefing attended by LeSage and other county emergency coordinators. LeSage will also be paying attention to weekly forecasts. When there are predictions of a major storm, three things might happen:



The City's **Public Works** departments go into action.



The City evaluates whether to open the **severe weather shelters**.



The **Bainbridge Prepares BIGWELS** team is activated to help out.

LeSage strongly urges residents to prepare their households for emergencies. Make sure you have food and water on hand for all members of the household including pets and livestock. If you commute using your vehicle, keep food, water, blankets, a waterproof jacket and an extra set of clothes in the vehicle with you. The City website offers more information about household preparedness: bainbridgewa.gov/749.



Neither Rain nor Wind nor High Tides nor Snow Can Stop Public Works

Dave Marquis, the City's Public Works Supervisor, usually arrives at his office at the Operations and Maintenance (O&M) Hidden Cove facility by 5:45 a.m. During a major weather event affecting Bainbridge Island, you might see him at just about any time of day or night, coordinating his team's response to the emergency.

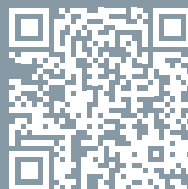
Marquis explains that "A vast amount of equipment needs to be loaded and checked before it can be deployed on City streets." The materials include sandbags that can be distributed during storm surges and flooding to residents (with a 10 bag per household limit), sand, salt, salt brine and deicer. One inch of rain in a 24-hour period will trigger O&M action to ensure all island stormwater drainage pipes, structures and facilities are functioning properly. The City maintains one truck with 1,000 gallons of salt brine to spread and two 2,500-gallon salt brine storage tanks to draw from. The City also maintains eight trucks with plow/sander combinations to clear snow and ice to make roads passable.

In a weather emergency event, team members are activated in 12-hour shifts, 24 hours a day. In snow and ice conditions, at least two plows/deicing vehicles are assigned at a time to the island's four different zones—North, Central, South, and Winslow—on 12-hour shifts.

For snow plowing, the team prioritizes what have been designated Priority 1 roads and roads near critical facilities. They do not plow private roads, driveways, dirt roads or sidewalks. When there is a storm surge and flooding, the team will help place sandbags, clean grates and catch basins and then eventually remove debris that gathers in the rising water. View the snow plow routes: bainbridgewa.gov/1188/Snow-and-Ice-Removal-Plan.

Marquis will drive around the Island throughout the event to assess street conditions. He and his team communicate closely with the Police Department, the Fire Department, the School District, and Emergency Management Coordinator Anne LeSage to keep track of stranded vehicles, downed trees and road closures.

Watch how crews test their skills in the Rodeo





Severe Weather Shelters

The Bainbridge Island severe weather shelters may be activated when



two or more nights of below-freezing temperatures are expected



the island is experiencing an extended power outage.

If the Bainbridge shelters are not activated but the Kitsap ones are, Kitsap Transit offers transportation (call 360-373-3000) and, if BIGWEELS is activated, the City can help coordinate transportation to an open shelter. After 9 p.m., the shelters are closed to new arrivals. Anyone needing access after hours must call 911 to have police or fire personnel escort them into the shelter.

To subscribe to Severe Weather Shelter notifications, text **KITSAPSWWS** to **898-211**.

211 connects callers, at no cost, to critical health and human services in the community and statewide.



Three severe weather shelters are located on Bainbridge:

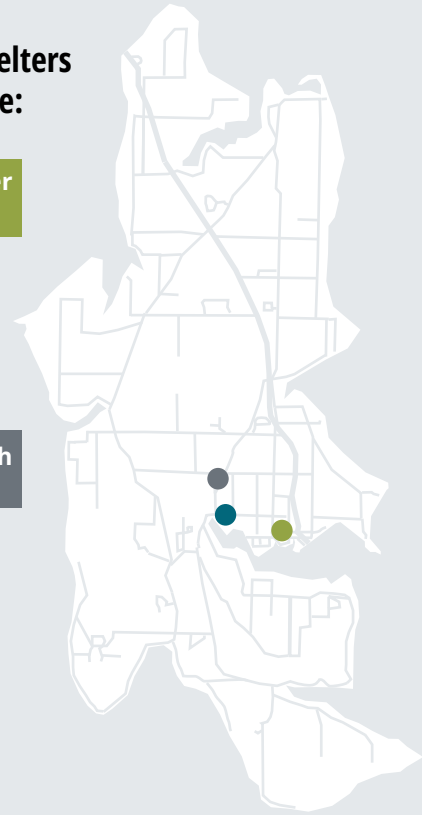
Senior Community Center
primary shelter

St. Barnabas Church
activated when needed

Bethany Lutheran Church
activated when needed

Shelters in Kitsap are located in

- ❄️ **Silverdale**
- ❄️ **Port Orchard**
- ❄️ **Kingston**



BIGWEELS—Bainbridge Islanders Getting Workers Everywhere in Emergencies and Lots of Snow.

These are Bainbridge Prepares volunteers with AWD or 4x4 vehicles who are comfortable driving in snow and ice. BIGWEELS can provide transport to islanders for essential services and errands like medical, work and food runs. The team is activated by the City's Emergency Operations Center, which will alert the public via Nixle.

Request BIGWEELS help online: bainbridgeprepares.org/winter.



Nixle Emergency FREE TEXT ALERTS Have Changed!

The City's Nixle text alerts focus on urgent life, property and road safety issues. Updates on major scheduled road work, events and projects will now be sent via email. Be sure to update your Nixle profile with your email address to continue receiving these notifications.

Text "email" to 888-777 to check if an email is registered to your phone number. If not, reply with your email.

Sign up for Nixle by texting 98110 to 888777. Download the Everbridge Nixle app to stay connected, even if cellular data is unavailable.



City Road Maintenance Update:

Act now or face bigger expenses down the road




The City of Bainbridge Island maintains 280 lane miles of roads*—about the distance from Bainbridge to Vancouver, Canada, and back. Since 2022, the City has budgeted \$1M for road preservation that comes from a combination of funds including the General Fund, Real Estate Excise Tax Revenues Fund, Transportation Benefit Fund (i.e. car tabs), parking tax and state gas tax sources.

In November 2023, the City finished collecting road condition data for 2024 maintenance. In May this year, the City awarded the road work contract to Puget Paving & Construction, which completed the road maintenance projects in August.

*SR 305 is not included in the 280 lane miles maintained by the City, as the highway falls under the jurisdiction of the Washington State Department of Transportation.

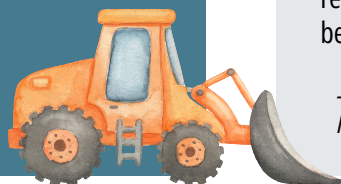
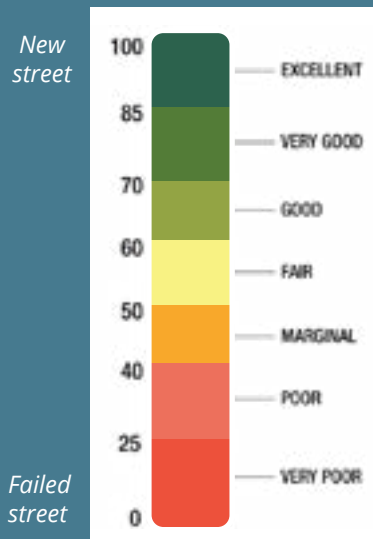
How the City assesses road conditions

Pavement Condition Index (PCI): Visual inspection of

-  **pavement condition,**
-  **age and**
-  **distress** (cracks, scaling, rutting, and spalling).

Traffic Volumes: Traffic volumes are obtained through electronic traffic counts, which the City performs periodically. The last comprehensive traffic count was conducted in 2021. The next comprehensive count will happen in 2025.

PCI ranks overall health of a pavement segment on scale of 0–100.



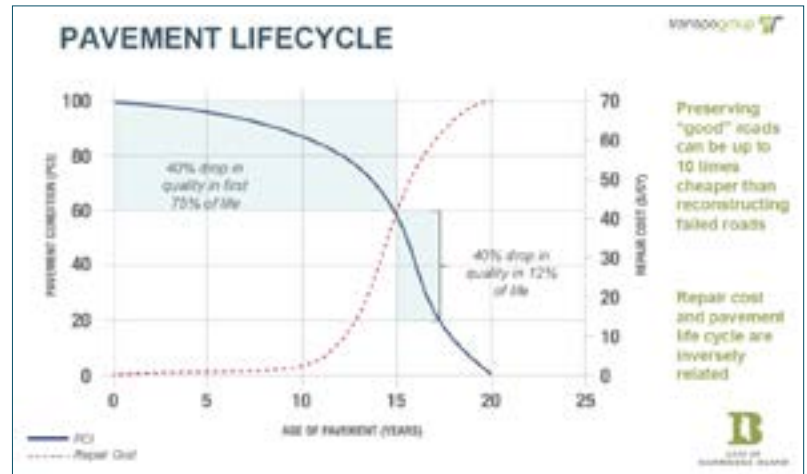
The state of Bainbridge roads: Findings from 2024 Road Report

City's current average PCI score: 68–70 (out of 100)

What this means: Roads are at a critical point at which conditions will start to deteriorate more rapidly without continued and increased investment in maintenance. Once the PCI falls between 70 and 75, there can be up to a 40% drop in the quality of the pavement in just a few years. When the pavement condition drops below 70, repairs can quickly escalate in cost because at this stage roads often need to be completely reconstructed as opposed to just being re-paved/re-surfaced. See the Pavement Lifecycle chart below.

Traffic volume: The City performed limited traffic counts at key intersections around the Island as part of the preparation of the Draft Environmental Impact Statement for the Winslow Subarea Plan. Of the 22 intersections that were counted, only three intersections experienced an increase in peak hour (4–6 p.m.) traffic volumes as compared with data from 2016. Overall, peak hour traffic volumes have decreased.

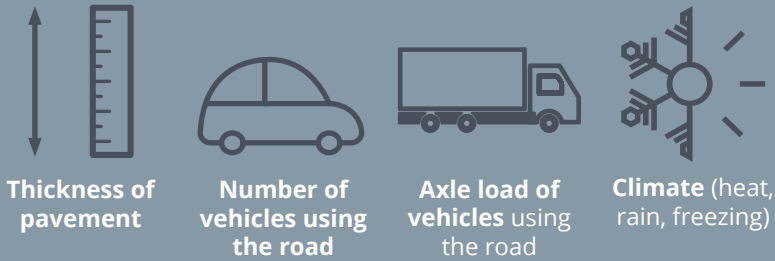
Recommendations: The overall PCI score takes into account many smaller, less-travelled roads that have already deteriorated beyond the point of resurfacing but are still functioning to serve their limited use. Prioritizing highly travelled roads and providing more frequent pavement maintenance will help to preserve a majority of the City's primary roadway assets.



“Neglected roads will become significantly more expensive to repair as the damage increases exponentially down the road. A small pothole left alone, can quickly grow and affect the sublayer of the road, requiring the entire section of the road to be removed and rebuilt. What otherwise may have cost about \$1,000 per pothole now becomes an expense of up to \$1 million per mile of road.”

—Chris Austin (June 11, 2024). “The Hidden Costs of Failing to Maintain Pavement and Other Road Infrastructure.” *biyncsy blog*.

Main factors affecting a road's condition:



Additional factors affecting road condition:

Water: Seeps in through cracks and weakens bottom layers.

Temperature: Heat causes concrete and asphalt to expand, but they expand differently, leading to cracking and buckling; when water leaches into the substrate and then freezes, it causes the substrate to crack and bend, and when it thaws, gaps are created.

Sunlight: Breaks down the binding agent in asphalt.

Chemicals: Break down the binding agent in asphalt.

Soil composition: Silty or clayish soil retains moisture and, when temperatures drop below freezing and then thaw, the moisture contracts and expands, contributing to deterioration.

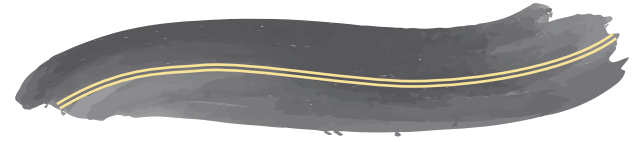
Construction: When roads aren't built or maintained correctly, they get ruts and depressions; when drainage isn't adequate, rain can lead to erosion and road degradation.

Aging: Bitumen or asphalt (a water-resistant and binding petroleum-based product that is used to make roads) hardens over time and then is more likely to crack.



How roads are built

Many of the City's roadways were not built to modern standards. A modern paved road section is built on compacted earth, layered with several inches of base course gravel, another couple inches of top course gravel, and several inches of asphalt pavement. Many of our roads, including portions of Madison Ave, were paved without the proper foundational materials and in some cases with only a little over an inch of asphalt. These sub-standard roads do not last as long as modern roads and cost more to maintain.



Proactive Pavement Preservation as a road life-extending strategy

The National Park Service and the Federal Highway Administration have adopted **proactive pavement preservation** strategies for roads. With a proactive pavement preservation strategy, inexpensive treatments are used every 7 to 10 years to rejuvenate pavement that is in good or fair condition, thereby halting further deterioration. This strategy is replacing the worst first approach in which money was spent on applying expensive repairs to roads that were already in poor condition. Such repairs did not significantly extend the life of the roads, which then had to be replaced.

City street maintenance budget

The City Council authorized an increase in the road preservation budget from \$600,000 in 2022 to \$1M for the 2023-24 budget, and approved the same amount for 2025-2026. The data from 2019 showed that \$600k was insufficient to prevent streets from deteriorating at an accelerated pace, which happens when PCI falls below 68.

The most recent PCI analysis of the City's roadway pavement indicates that we need almost \$2.5M per year to maintain a PCI score of 70. Construction and material costs are a significant factor contributing to the increase.

The work needed to preserve Madison Ave is a perfect example of how difficult it can be to reconstruct a widely used road. Madison had a PCI of 55 and could no longer be resurfaced. The roadway needed to be entirely reconstructed, which is costly and complicated and leads to significant impacts on community travel.

"The increase in severe weather events is damaging key roadways that serve as community lifelines, while simultaneously increasing maintenance needs, interrupting the normal operation of the nation's roads, creating delays and negatively impacting the economy. For example, rising temperatures are estimated to add approximately \$19 billion to pavement costs each year by 2040."

—American Society of Civil Engineers (ASCE), "Roads." 2021 Report Card for America's Infrastructure.

2024 Budget Challenges

This year the annual streets budget included

- the costs for pavement replacement on Madison Ave between High School Rd and New Brooklyn Rd,
- the reconstruction of Country Club Rd,
- consulting costs and
- pavement maintenance on about nine smaller roads.



A draft list of other street sections is being prepared for street maintenance and repair for 2025 and 2026.

PROJECT UPDATES

Bundled Madison Avenue Project Three Years of Construction Bundled into One

The \$6.5 million Bundled Madison Avenue project, which is more than 1.25 miles long, is perhaps the biggest City road and utility project in a decade. It “bundles” several upgrades and improvements together, limiting future disruptions to the public and efficiently using public funds.

In September, the construction crew discovered weak soil and no road base north of High School Rd. This segment of Madison had to be reconstructed completely, which took more time than the project had planned for.

In November, 80% of the roadway paving work was completed. The second lift of asphalt pavement for that section will be completed when the curbs and bike lanes are finished in the next couple of months.

Final striping will happen in the spring when the weather is less rainy.

Bundled Madison Avenue Project Improvement Objectives

- » replace the asphalt road surface
- » replace the sewer force main
- » upgrade the water system in preparation for the new Winslow Water Tank
- » install dedicated raised bike lanes
- » revise street-level bike lanes
- » widen sidewalks
- » build pedestrian ramps
- » add landscape buffers
- » relocate storm catch basins
- » add elevated crosswalks
- » implement traffic-calming measures
- » align the Sakai Park and Aquatic Center entrances to improve safety



Water upgrades prior to paving in November.



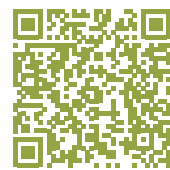
Water Tank Update

The City's contractor made significant progress on the Winslow Water Tank Replacement project in October. After the center crane was erected in September, crews started fitting and welding the “fluted column” base of the tank. The next phase of work will include steel delivery for the upper tank.



Roundabout at Madison Ave and High School Rd paved in November.

Scan to visit project webpage



Update on Comprehensive and Winslow Subarea Plans

All public comments from the Draft Environmental Impact Statement (DEIS) have been posted to the project webpage.

The City received

567

comments during the DEIS public comment period.

The full comment package totals

1,310

pages of comments.

City Council will receive the report on public comments at the Dec. 10 Regular Business Meeting. The City Council is expected to provide policy direction to staff and to the Planning Commission on developing a preferred alternative. Both the Comprehensive Plan Periodic Update and the Winslow Subarea Plan are scheduled to be completed by June 2025.

Increased Parking Access Along Bjune and Brien in Winslow



City Council approved changes to parking along Bjune Drive, increasing access for all users while maintaining some spaces for boats and trailers. From April to September, 26 additional parking spaces will be available on weekends and holidays, with trailer parking reduced to 10 spots. From October to March, 42 spaces will open as trailer restrictions are lifted entirely. The five spaces near the City Dock remain reserved year-round for boat and trailer parking. Street parking is still available on a first-come, first-served basis to boats and trailers where designated. These changes were made possible through an amendment to a 1986 grant agreement with the Recreation and Conservation Office as the exclusive boat and trailer parking had been underutilized for years. Bjune and Brien parking limits have also increased from 2 to 3 hours.

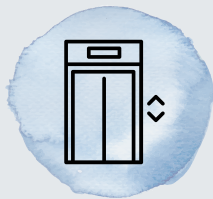


Development of New Senior/Community Center Continues

The City Council unanimously approved at their September 24 Regular Business Meeting the 30% conceptual design plan for redeveloping and expanding the current Bainbridge Island Senior/Community Center (BISCC). This approval followed a presentation by BISCC Director Reed Price and architect Charlie Wenzlau. The City owns the land and building that the Senior Center manages. The proposed redesign will replace the existing facility, increasing it from 6,200 to 17,000 square feet, by making some important changes:

Expanding meeting spaces including by adding a Multipurpose Hall that can accommodate 200 people.

Increasing outdoor seating areas including a rooftop terrace.



Providing an elevator for access to the different levels.



Expanding the existing building footprint by extending northward toward Bjune.

Moving the main entrance to Bjune to orient the facility toward the downtown area and make accessibility from downtown easier.

The new facility will have two floors and will increase parking by 30 spots in the area by adding parking on the lower level.

During the design process the development team is consulting with City Emergency Management Coordinator Anne LeSage and with Bainbridge Prepares on how to improve the space, which is one of the Island's disaster hubs, for emergencies. BISCC has received a grant from Seattle/King County to ensure the new facility will also serve as a resilience hub at all times, including during recovery from disaster. In addition, they are considering including a shower for use during emergencies and limited laundry facilities. Price stressed that the facility is both a senior and community center.

On May 14, the City Council approved a Memorandum of Understanding (MOU) with BISCC for the development of the new facility. The terms of the MOU require BISCC to have periodic check-ins with the Council at 30%, 60% and 90% design completion. The 30% check-in happened in September. The MOU also requires the conceptual plans to accommodate a future affordable housing project as well as a playground of comparable size and functionality as the playground now at Waterfront Park.

Currently, BISCC is engaged in the design review stage, hoping to complete that by the end of the year. In addition, they will



Start reaching out to major donors in 2025.



Prepare a public campaign to launch in 2026.



Meet with stakeholders to discuss needs and accessibility issues.

The construction is anticipated to begin in 2027. Price says, "While it's an investment that will require all of us participating to achieve, the benefit of a flexible community space will yield returns far into the future for the Island's human services network."

Poet's Place & Community Lens



This is a space for creativity inspired by a topic given in the previous issue. Last issue, we invited you to share your creativity on what fall and/or winter is to you on Bainbridge Island.

Winter: A Haiku

The pond is frozen
Where the Great Blue Heron stood
In summer splendor.

By Miriam Byers Chandler

tugging

in the crisp autumn air that
emits brisk footsteps of the
drizzle-sodden gray clouds
a single japanese maple tree
stands with
scorching crimson leaves
against the glistening new
performing arts center
burning
blazing
its heat singes a small hole
on my shirt
retrieving
a thread of my path
from a small island country
on the other side of the
pacific ocean
tugging
a long-gone imprint of
a whole mountain ablaze
by the thickets of japanese maples
between the pale blue sky
and
the blue-green volcanic ponds
until snow arrives
silencing their colors

By Fumiko Schaub

*(The poet intentionally left the poem
in all lowercase letters.)*

September Is for the Islanders

Parking spots a plenty
Faces finally familiar
The days shorter
but the hours longer
The scent of smoke, low tide
and rain rotten blackberries
I smile at another Roadside Dahlia stand
Another cardboard box filled with figs
at the end of another drive.
The orcas swam by Rockaway today
Sue reported with no urgency, no claim
This is her home
The dirty yellow cup her son found at Chloe's shed,
still her favorite
The cormorant unfolds his wings in the fog
Knowing full well they won't dry out till next summer
The slugs are back and fatter than ever
Knowing somehow I got no fight left for 'em
September is for the slugs
The cormorants, the orcas and the islanders

By Hannah Rindlaub

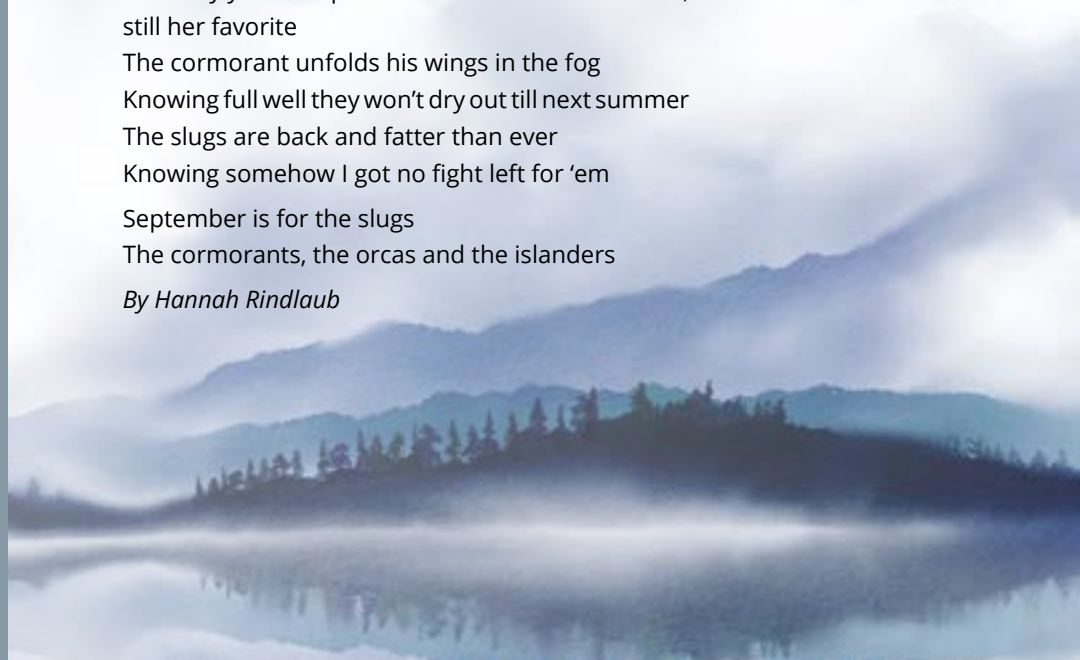




Photo by Walter Pollock

Souls on Board

Gracefully and silently she glides west.
 2000 souls on board.
 Finding her way through the orange light of sunrise.
 Rows of windows lit, looking like the Titanic headed for its fate.
 Carrying its own fleet of vehicles ready to travel far and wide,
 connecting to busses, trains, roads and sidewalks,
 finding their way to a chosen destination or adventure.
 The day is ahead.
 Let's hope they all have what they need.
 Something worthwhile to do,
 Someone to love,
 Something to look forward to.
 The city looks on with expectation.
 Space Needle from the worlds' fair,
 Historic Smith Tower,
 Stadiums with open roofs waiting for the thousands.
 What is in store for this day?
 We rarely see so much hope unfold for so many.
 Air traffic controllers say "souls on board" because all are equal--
 Passengers, crew, infants.
 Each begins a new chapter.
 Winking lights of Alki Point looking on,
 cargo ships loaded with containers,
 coming and going to the world.
 Now the lightening sky shows the Seattle silhouette
 Cascades in the distance,
 ferry landing ready
 For another.
 Six million have this experience every year.
 How lucky they are,
 Kissed by the morning,
 With endless possibilities.

By Walter Pollock

The Poet Laureate Program



In 2021, a group of local poets approached the City of Bainbridge Island and Arts and Humanities Bainbridge to seek funding for a poet laureate program. The City committed to an annual honorarium to support the program in exchange for ceremonial duties from the laureate. In 2022, the City Council appointed Michelle Bombardier as Poet Laureate for a two-year term that started in 2023.

In 2023, the program's steering committee formed a nonprofit, the Poet Laureate Program (PLP).

City Council reappointed Bombardier in November of this year as Poet Laureate for 2025.

Over the last two years, the PLP has hosted numerous workshops, readings and other enriching opportunities. To make the program more inclusive, eligibility has been expanded: Although applicants can now reside anywhere in Kitsap County, they must demonstrate a strong connection to Bainbridge Island. Learn more about the program and events at BainbridgeIslandPoetLaureate.org.



For our next issue, share what "**hope springs eternal**" means to you through a sketch, poem, painting, photo or any other art form. Submit your work with your first and last name to communications@bainbridgewa.gov by February 28.

New Art Installations on Bainbridge

Bainbridge has two new welcoming artworks that resonate with metaphor and reach for the sky. "Peers" by artist Shawn Parks was unveiled Sep. 27 at its permanent home, the Ted Spearman Justice Center. The Suquamish Welcome Pole, by Suquamish carver Randi Purser, was dedicated on Oct. 9 on the Sound to Olympics Trail up the hill from the Winslow Way and SR 305 intersection.



Peers

The play on words is intentional. The four colorful columns that comprise "Peers" represent a jury of one's peers and thereby symbolize the justice and equality a person hopes for from a courthouse; invite the viewer to peer (look closely); and stand strong and welcoming like piers on a dock. Artist Parks said about his work that it lets the community know "something important happens here."

Parks, a resident of Bainbridge, is a multidisciplinary artist. "Peers" reflects their background with textiles, weaving blocks of color to create the four columns and to symbolize the interconnectivity of community. At the top of the columns the weaving is unfinished to represent different possibilities for our future. Parks chose colors to represent a sunrise over the water, symbolizing optimism.

The artist said about their work, "'Peers represents our island's core beliefs and ideals regarding civic and community engagement. Strength, respect and reverence through working together, holding space for our differences and institutional transparency—all will find justice here."

Parks worked with Jeff and Amanda Hudak of Studio Fifty50 LLC to bring their vision to life.

After a broad regional call from the City for submissions, a diverse committee of community members (from the Public Art Committee, the Race Equity Advisory Committee, the Municipal Court and the Police Department and including mental health professionals and project management staff) reviewed the submittals and recommended "Peers" for installation at the courthouse.

Welcome Pole

The 14-foot-tall welcome pole that Purser carved from old growth cedar depicts Chief Seattle's father Schweabe (an approximation of his traditional name), who was Suquamish. The thunderbird atop the figure represents the power of his family. He is depicted with a frog of the new year, representing family (he was a new father at the time of his first European contact) and a people on the cusp of great change.

The pole complements another carved post by Purser, across Puget Sound on the Seattle waterfront, representing Chief Seattle's mother Scholitza (an approximation), who was Duwamish, holding Chief Seattle as a baby. This post will be part of the Seattle Waterfront project in an art installation by Oscar Tuazon, with other collaborators, of post and beam structures that reference traditional longhouse architecture from Columbia St to Spring St.



Photo credit: Anna Carson

Randi Purser is an elder of the Suquamish Tribe. When the Bainbridge Parks & Trails Foundation approached the Tribe about creating interpretive elements along the Sound to Olympics Trail, Tribal elders encouraged the Foundation to invite Purser to a special commission.

The pole was donated by the Bainbridge Island Parks Foundation to the City, funded by community donations and a Rotary Club of Bainbridge Island grant. The City partnered to manage and fund the installation.

At the dedication ceremony, City of Bainbridge Island Mayor Joe Deets said, "As travelers make their way along the Sound to Olympics Trail, this pole stands as a powerful invitation to pause, honor and reflect on the ancestral lands of the Suquamish people."

Your City Staff

Staff Stories during the wet and cold months on Bainbridge



Brent Miller

Bainbridge Island Police Department Patrol Officer and always ready to slide into action

"Two years ago, during a night shift patrol, the forecast hinted at a slight chance of morning snow, but nothing significant was expected. True to Washington's unpredictable weather, it snowed heavily from about 3 a.m. to 6 a.m. My shift ended at 6 a.m., and I began my commute home to Poulsbo. The closer I got, the worse the roads became.

"I detoured to assist Poulsbo PD with a multi-vehicle collision on Lincoln Rd, caused by compact snow and ice, leaving vehicles scattered in all directions. I blocked the road at the top of the hill to prevent more vehicles from descending the icy slope. As I got out of my patrol car, I almost fell due to the ice. Attempting to walk over to the sidewalk, I started to slide down the hill.

"Somehow, I managed to stay upright and balanced while sliding in my boots. I slid from where my car was parked all the way past the Safeway entrance, gliding through the crash scene without being able to stop, and right past the Poulsbo PD officers who were standing on the sidewalk, watching me slide by. I informed them, mid-slide, that I was conducting a friction test of the roadway and confirmed that it was indeed very icy. It took quite a while to make my way back up to my patrol car to finally head home."



HB Harper

Planning Manager and intrepid Pacific Northwesterner

"A couple of years ago, I took my son, just a few months old, in his stroller to Copper Top. Having recently moved to Bainbridge from Seattle, I was used to taking long city walks, and I wanted to get out in the fresh air. On the way home, he woke up, and it started to rain—hard. With nowhere convenient to pull my stroller over, I ended up standing on a steep driveway, nursing him under my rain poncho. I can't imagine how we must have looked. Then it began to pour. I carried him as he screamed, repeating out loud, 'WE ARE INTREPID PACIFIC NORTHWESTERNERS!' I didn't leave the house again for at least a few weeks, but my son is indeed growing up to be an intrepid Northwesterner, and now so is my daughter."

Mike Bidlencik

Maintenance Technician III and a brave winter road warrior

"I was on shift and responsible for the South Island snowplow route. Baker Hill East had been closed by police due to poor road conditions, and I was sent to plow and sand so they could reopen the road. I decided to plow up the hill and started my first pass. I got about halfway up the hill when I began to lose traction. The plow came to a stop mid-hill, so I turned on my sander to get some traction for the rear wheels and decided to back down the hill. As I started reversing, the front brakes on the truck locked up, and I ended up sliding 180 degrees, now facing down the hill. I slid my way to the bottom and called for a small pickup to plow the rest. Safe to say, it left me needing a moment to catch my breath!"



Ellen Schroer

Deputy City Manager and very adaptable

"As the middle-of-November birthday approached, we dove into our family traditions. The big questions: What sort of birthday dessert? Celebration with friends on the actual day or a different weekend? Once we made our decisions, we got to work baking the cake—a carrot cake from the cherished family recipe, its index card stained with vanilla and sticky baking fingers from years past. The cake was frosted, decorated, and we were all set for the big day.

"As the celebration neared, we realized we had overlooked one thing—the weather. A mid-November storm rolled in, bringing wind, rain and, of course, a power outage. With no generator but plenty of camping gear, we adapted. Our dinner plans shifted to an outdoor celebration, featuring camping food cooked on the patio with a memorable birthday photo of the birthday boy opening presents while wearing his camping headlamp. Eh, we live on Bainbridge, what's a little power outage anyway?"

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ISLAND
 280 Madison Ave. N.
Bainbridge Island, WA
98110

*****ECRWSS*****
POSTAL CUSTOMER

Urban Sketchers Bainbridge

Urban Sketchers Bainbridge is a chapter of a worldwide organization of people who are dedicated sketchers "on location." They sketch every week somewhere on the Island. On November 6, they came to City Hall and captured parts of the building—inside and outside—with the fall light.



Martha Rogers, pen marker and watercolor



Marilyn Place, pen and water brush

Mandatory Notice

The City's annual stormwater billing includes a utility tax on its stormwater utility. This tax is billed on most property owner's property tax statement by Kitsap County and has been since the 1990s. This is to provide notice of that tax. For more information see the City's utility tax webpage at bainbridgewa.gov/874/Utility-Tax.

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