

## 6. IMPLEMENTATION

The implementation of the Non-Motorized Transportation Plan requires commitment to the vision and objectives of the plan, and relies on the efforts of individuals and groups to carry the plan forward. Implementation will require efforts on the parts of the City, the City Council, and the community. This chapter discusses the following:

- *Identification of potential funding sources.*
- *Community advocacy.*
- *Education.*
- *Encouragement.*
- *Enforcement.*

### **Funding**

There are many sources of funds available for the development and construction of non-motorized facilities including general funds, general obligation bonding, developer improvements, in addition to state and federal grants. This section discusses some of the funding resources that will be critical to implementing the Non-Motorized Transportation Plan.

#### **General Funds**

The City can create budget items for the construction and maintenance of non-motorized facilities. Annual funding for construction will allow the Planning and Public Works Departments to construct segments of the plan on an annual basis, provide local matching dollars for state and federal grant programs, and take advantage of opportunities to “piggyback” non-motorized projects onto roadway construction projects.

#### **General Obligation Bonds**

General Obligation Bonds are an important method for the building and construction of non-motorized facilities. Voter-approval of a bond can allow large pieces of the system to be constructed within a short period of time, accelerating the development of the plan. A bond issue of \$2-5 million dollars could construct some of the key elements of the plan.

#### **Developer Contributions**

Development provides an opportunity for portions of the system to be built without the expenditure of public funds. Where non-motorized improvements are indicated under the Plan, construction of non-motorized facilities along the length of the property as part of street frontage improvements would be required. Thresholds for

non-motorized frontage improvements will be developed for new development, redevelopment and commercial construction projects. In addition, some communities have adopted development impact fees, where new development is charged a portion of the cost of area-wide improvements scheduled within the current six-year plan. Impact fees could provide an additional revenue resource for the construction of the non-motorized transportation system.

## **Grants**

There are a number of state and federal grant programs for improving the mobility or safety of non-motorized travel. Some sources of funds allow a local agency to apply directly, while other grant programs require submittals through a coordinated application process through the Puget Sound Regional Council. In addition, there are other sources of funding available to only counties or WSDOT, requiring the City to advocate for improvements through coordination with these eligible agencies. Grant funding usually requires local matching dollars for a portion of the project cost requiring a source of local funding. Appendix B provides information on specific grant funding programs applicable to Bainbridge Island.

## **Local Improvement Districts**

A final funding option is the development of Local Improvement Districts (LIDs). These LIDs are formed by a group of property owners who approve a special assessment in order to improve facilities within their area. LIDs are most often used in places where the improvements also have an economic incentive; for example, a retail area may form a LID to widen sidewalks in order to create a more pedestrian-friendly area that could translate into higher sales.

## **Advocacy**

A standing Non-Motorized Advocacy Committee will be formed and recognized by a Council resolution to guide the implementation of the Plan. This committee should be made up of interested community members. The role of the committee is to advocate for the construction of non-motorized facilities and to review City actions in the areas of:

- *Development approvals.*
- *Incorporation of non-motorized actions in regulations, codes and ordinances.*

- *Planning and policy documents.*
- *Road maintenance activities.*
- *Capital Facilities Plan and Annual Budget review.*
- *Annual evaluation of non-motorized facilities.*

## **Education**

An important component to the implementation of a plan is to provide educational activities that support and enhance the construction of physical facilities.

### **Safety Education**

The City of Bainbridge Island, the Bainbridge Island School District, and community businesses, organizations, and clubs have held successful events that educate and promote the safe use of non-motorized transportation. This plan supports these past efforts and encourages expansion of existing programs and sponsorship of new programs to promote non-motorized travel. There are a number of programs that have been used to encourage safe pedestrian and bicycle travel. The City, in cooperation with the school district, law enforcement, community organizations, and businesses should implement these programs. A partial listing of programs is provided below:

- Getting to School Safely Program – An action kit is available through the National Highway Traffic Safety Administration ([www.nhtsha.dot.gov](http://www.nhtsha.dot.gov)).
- KidsWalk-To-School – A resource guide including a survey, press releases, and safety tips are available through the Center for Disease Control website ([www.cdc.gov](http://www.cdc.gov)).
- Effective Cycling – A series of training programs directed children, adults, commuters, and motorists that are available through the League of American Bicyclists ([www.bikeleague.org](http://www.bikeleague.org)).
- Basics of Bicycling – A seven-lesson program for 5th grade children. Available through National Center for Bicycling and Walking ([www.bikefed.org](http://www.bikefed.org)).

### **Route Maps**

The existing and proposed plan were created as graphical map layers in the City's Geographical Information System (GIS) database. A primary goal of this effort is to allow the City to easily identify where proposed plan links are completed and to be able to produce maps that identify the location of primary non-motorized routes and bicycle and pedestrian facilities and trails. As part of the implementation process, the City should develop and produce a non-motorized route map for distribution to the

community. Maps may be developed by the City or in partnership with local community groups and businesses. The maps should include:

- *Location of primary and preferred non-motorized corridors.*
- *Identification of completed bicycle and other non-motorized facilities.*
- *Location of public restrooms and other support amenities.*
- *Identification of primary destinations.*

### **Encouragement**

Bainbridge Island has held successful events that educate and promote the safe use of non-motorized transportation. This plan supports these past efforts and encourages expansion of existing programs and new programs to promote non-motorized travel.

### **Walk to School Program**

Currently, October 4th is designated as National Walk Our Children to School Day and should be recognized by Washington's school districts. In 2000, the National Walk Our Children to School Day was expanded to countries around the world to celebrate the first ever International Walk to School Day. This program promotes parents or other chaperones to accompany children from their home to school, increasing community awareness of pedestrian needs along travel routes, promoting pedestrian safety, and encouraging pedestrian travel to school. Unfortunately, the International Walk to School day occurs during the week when school bus ridership counts are conducted. The City and School District should work with the State to allow the recognition of this international event.

### **Bicycle to Work and School Promotions**

May is the official bicycle to work month. Throughout the month commuters are encouraged to try to leave their cars behind and bicycle to work. Bicycle to Work month culminates on the third Friday of the month, the official Bicycle to Work Day. On Bainbridge Island, a combined Bike to Work and School Day encourages the use of bicycles on the Island. Sponsored by local businesses and organizations, the promotion includes identification of chaperone locations to accompany school-aged children to Sakai and Hyla Schools. Flyers distributed throughout the community contain bicycle safety, laws, events, points of interest, and an Island map.

## **Bicycle Friendly Communities Program**

The League of American Bicyclists developed the Bicycle Friendly Communities Program to recognize communities that promote and support bicycling. In Washington State, certifications have been awarded to the cities of Enumclaw, Gig Harbor, Port Angeles, Redmond, and Spokane. Started in 1995, the program certifies cities that promote bicycling through:

- *Written policy that develops and maintains “bicycle safe” streets and pathways.*
- *Spends at least \$1.00 per capita per year on bicycle facilities and activities.*
- *Proclaims May as National Bicycle Month and observes a Bicycle-to-Work Day.*
- *Establishes and recognizes a citizen Bicycle Advisory Committee and designates a staff member as a bicycle-issues contact person.*
- *Provides “hands on” instruction in schools on how to bicycle safely in traffic.*
- *Promotes and encourages bicycling activities through sponsorship or support of bicycling events.*
- *Provides the public with bicycling information such as maps or general cycling information.*
- *Promotes bicycle parking facilities at public and private destinations.*

The City of Bainbridge Island should be encouraged to participate in the program and seek certification to show its concern with promoting bicycling, as well as other non-motorized modes.

## **Enforcement**

Non-motorized travel is an important component of the transportation system. As such, law enforcement must recognize both the rights and the responsibilities of pedestrians, bicyclist, equestrians, and other non-motorized users. Law enforcement has an important role to ensure that the motor vehicle users and non-motorized users follow applicable laws and to cite violations of these laws. Areas where enforcement activities are needed include:

- *Enforcement of speed limits in school zones or areas where high levels of pedestrian or bicycle activity occurs.*
- *Illegal use of non-motorized facilities for parking or pick-up and drop-off activities.*

- *Incorrect use of the roadway by bicyclists including making left turns from right-hand bicycle lane or shoulder.*
- *Dangerous or reckless activities by motorists or non-motorists.*

Specialized training for the enforcement of bicycle laws is available through private and trade organizations. Some programs, such as WE BIKE (webike@aol.com), meet the standards for police continuing education credits.