

## CHAPTER 6 NON-MOTORIZED SYSTEMS



Non-motorized users – people walking, cycling, horseback riding, and using wheelchairs – have an important place in Bainbridge Island’s transportation system. Many peak hour commuting trips as well as other trips are made by walking or riding. Having non-motorized choices available is important to many Island residents. Facilities that accommodate non-motorized users provide for safety, mobility, support development density, encourage healthy lifestyles, reduce impact to the environment, and ultimately provide for improved quality of life for island residents, workers, and visitors.

### Background / History

Non-motorized modes of transportation have been and continue to be an integral part of island life. From the late 1800’s to the early 1900’s, the main transportation to the island was provided by a small fleet of steam ships referred to as the “Mosquito Fleet”. Roads originated at or near the “Mosquito Fleet” docks. Early residents walked, rode horses, and biked before the proliferation of automotive transportation. Auto ferry service was brought to the island in the 1920’s at Agate Passage. The Agate Pass Bridge was constructed in 1950. Auto ferry service to Seattle followed in 1951. With the onset of the age of the automobile, reliance on non-motorized transportation declined in most places. However, walkability, biking, and horse-friendly neighborhoods remained an attractive part of the Bainbridge lifestyle. Walking and biking continued to be an important aspect of mobility within and near the Town of Winslow and other outlying island centers. With reliable transportation to Seattle, a commuter culture developed and Bainbridge evolved to be more suburban. With an increasing population, bus transit linking residential areas to the ferry terminal became an important element of the transportation system. In more recent times, greater awareness of health and environment have made walking and biking more attractive modes of transportation.

The entire Island incorporated as the City of Bainbridge Island in 1991. Since incorporation, there has been a greater emphasis on non-motorized transportation planning. Following the development of the 2003 Island-Wide Transportation Study, non-motorized transportation became a significant driver of the City’s Capital Improvement Program. The City has invested heavily in non-motorized improvements over the past decade. The following is a summary of major milestones in the City’s non-motorized planning and implementation:

- Inclusion of bicycle system planning and maps in the Transportation Element of the 1992 Comprehensive Plan.
- Development of a Trail System Master Plan in 1994.
- Recommendations for sidewalk and bicycle improvements in the 1995 Winslow Master Plan.
- Formation of a Non-Motorized Transportation Advisory Committee (NMTAC) to advise Council and support staff in December of 2002.
- Drafting of an island-wide Non-Motorized Transportation Plan in 2003. This plan included a comprehensive set of policies and goals that were later adopted in the City’s Comprehensive Plan. Extensive Island-wide non-motorized existing and planned facil-



ities maps were developed. These maps were subsequently adopted in the City's Comprehensive Plan and have evolved through several comprehensive plan updates.

- Inclusion of extensive non-motorized planning in the transportation element of the City's 2006 Comprehensive Plan following the 2003 Non-Motorized Transportation Plan.
- Identification in 2007 of the Core 40 Program to provide a 40-mile integrated island-wide shoulder network for bicycles. The intent is to provide shoulder improvements on the Island's arterial roadways to achieve bicycle connectivity along 40 or more miles of roadways. Refer to Map G. Delivery of several Core 40 projects, including Bucklin Hill and North Madison.
- Delivery of capital improvement projects (mostly grant funded) in the Winslow area providing pedestrian and/or bicycle facilities including Bjune, Ericksen, Ferncliff, High School, Madison, and Winslow Way.

In the 2004 Island-Wide Transportation Study, the 2003 Non-Motorized Plan was included as a separate volume. In this update, the Island-Wide Transportation Plan includes the Non-Motorized Plan.



### **System Overview, Inventory, and Attractions**

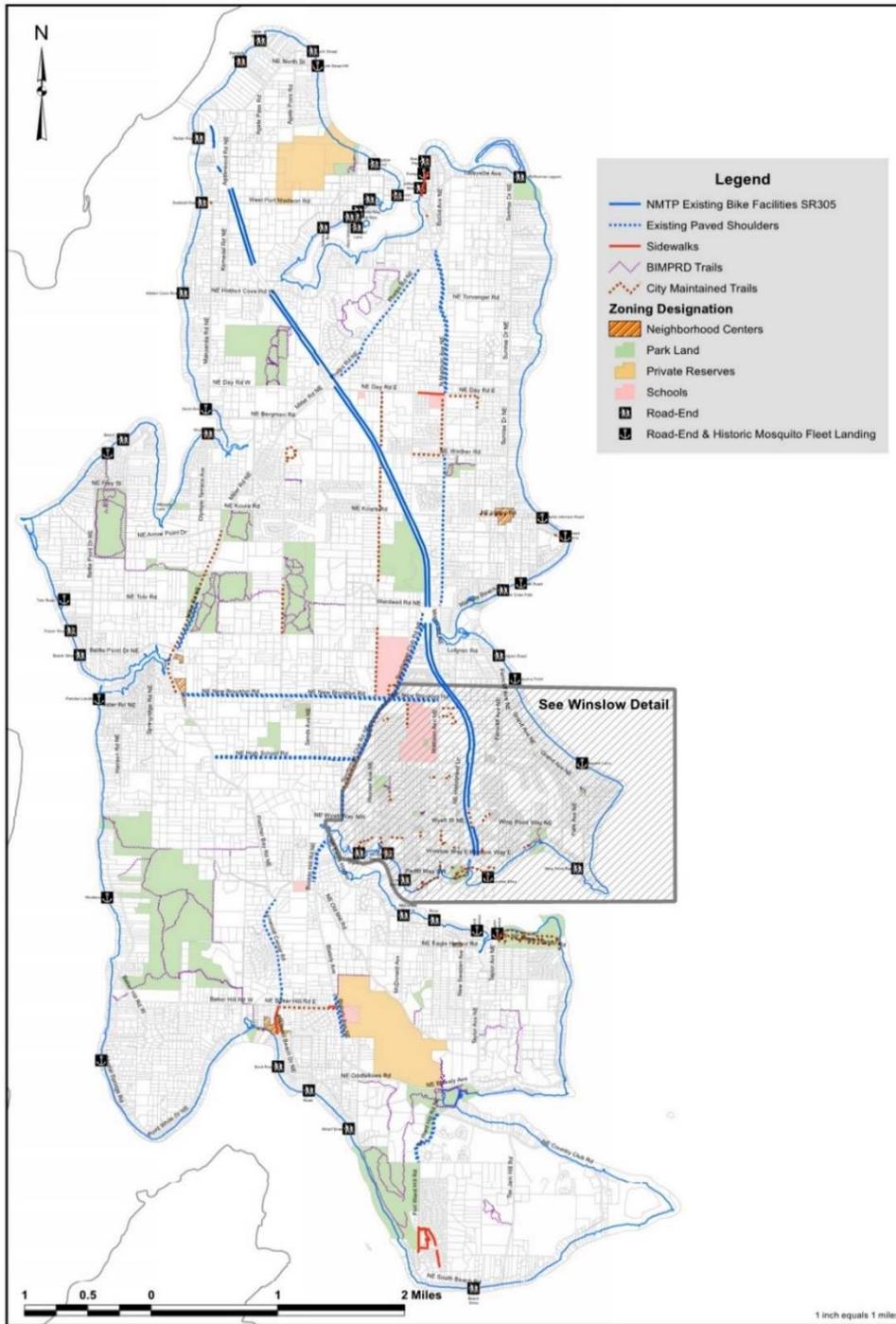
The City's existing non-motorized transportation system consists of sidewalks, bike lanes, and trails. The City's existing non-motorized facilities are shown in Maps A and B and Appendix I.

Sidewalks are prevalent in Winslow and to a lesser extent in Lynwood. The City's network of shoulders on arterial streets is largely built out in Winslow. Outside of Winslow only a few roadways have paved shoulders for cyclists.

Most city trails of significant length are located within the City's rights-of-way. Other city trails connect to or through neighborhoods in formalized easements. City trails are mostly gravel surfaced and constructed to 6 feet in width although many neighborhood trails are smaller in width. The Bainbridge Island Metropolitan Park and Recreation District (Park District) owns and operates a network of trails within, between, and connecting to parks that comprises most of the length of trails on the Island.

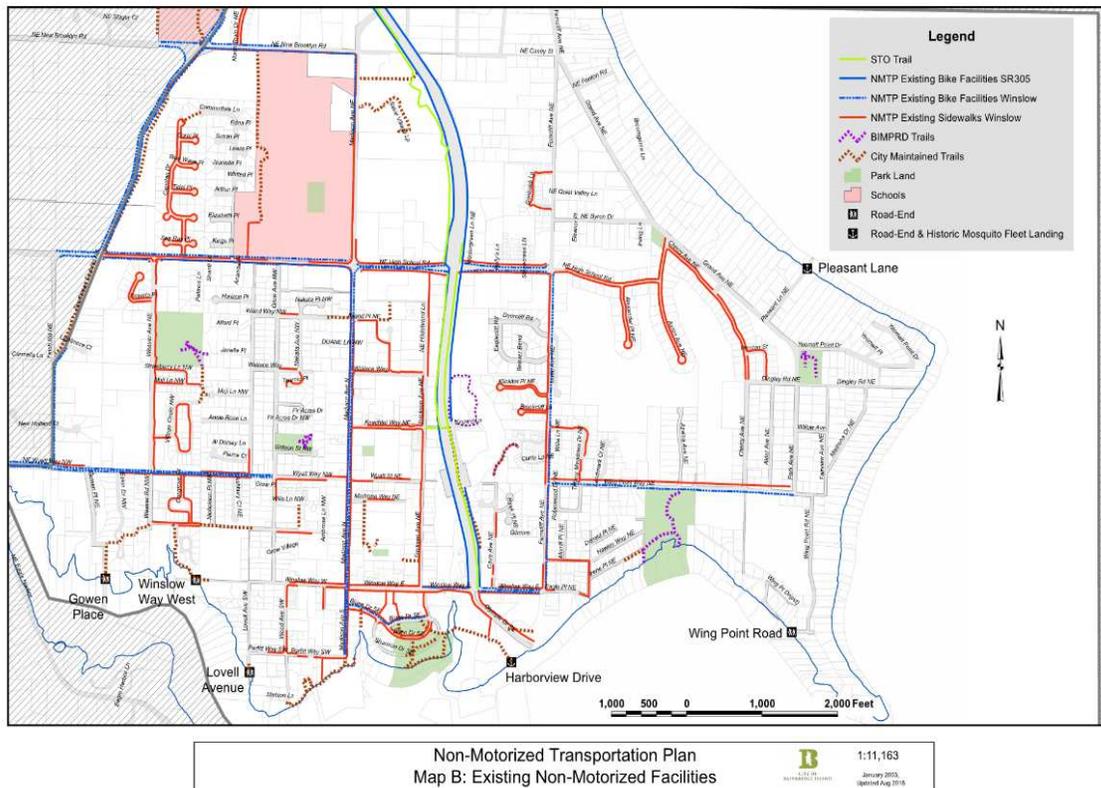
There is a huge potential to improve non-motorized access to transit, goods and services, to provide recreational opportunities on Bainbridge Island and to improve the quality of life for citizens. The following nodes are identified for consideration:

- Ferry Terminal
- Agate Pass Bridge
- Winslow
- Designated Town centers of Day Road, Island Center, Lynwood, and Rolling Bay
- Residential neighborhoods
- Schools
- Churches
- Parks
- Road ends and shorelines
- Equestrian facilities



Non-Motorized System Plan  
 January 2003 Updated May 2016  
 Map A: Existing Non-Motorized Facilities





### Non-Motorized Use

A large number of people use active modes of transportation on Bainbridge Island. Washington State Ferries reports ridership statistics each year. For 2015 it was reported that 3,093,016 foot passengers including 382,207 cyclists rode the ferry. This number grows substantially each year and WSF expects this trend to continue.

Each year, on a weekday falling between Tuesday and Thursday in the month of September, community volunteers count bike and pedestrians at major intersections on the Island, supporting the Washington State Bicycle and Pedestrian Documentation Project. The State Ped Bike program keeps data that are summarized in the following tables for the past 5 years.

| Location/Year       | 2011 | 2012 | 2013 | 2014 | 2015 |
|---------------------|------|------|------|------|------|
| SR 305/ Winslow Way | 125  | 204  | 114  | 192  | 138  |
| SR 305/ High School | -    | -    | -    | 69   | 51   |
| SR 305/ Day         | -    | -    | 26   | 24   | 17   |



|                      |   |    |   |    |    |
|----------------------|---|----|---|----|----|
| Madison/ Wyatt       | - | 39 | - | 37 | -  |
| Madison/ High School | - | -  | - | 38 | 53 |
| Blakely/ Bucklin     | - | -  | - | 44 | 36 |

| <b>Table 6-1b, Bicycle Counts, 4-6 PM</b> |             |             |             |             |             |
|---|-------------|-------------|-------------|-------------|-------------|
| <b>Location/Year</b>                      | <b>2011</b> | <b>2012</b> | <b>2013</b> | <b>2014</b> | <b>2015</b> |
| SR 305/ Winslow Way                       | -           | -           | 211         | 168         | 117         |
| SR 305/ High School                       | -           | 49          | -           | -           | 59          |
| SR 305/ Day                               | -           | 26          | 24          | 35          | 33          |
| Madison/ Wyatt                            | -           | 45          | 9           | -           | -           |
| Madison/ High School                      | 89          | -           | 68          | 67          | 68          |
| Blakely/ Bucklin                          | -           | 28          | -           | 45          | 47          |

| <b>Table 6-1c, Pedestrian Counts, 7-9 AM</b> |             |             |             |             |             |
|--|-------------|-------------|-------------|-------------|-------------|
| <b>Location/Year</b>                         | <b>2011</b> | <b>2012</b> | <b>2013</b> | <b>2014</b> | <b>2015</b> |
| SR 305/ Winslow Way                          | 126         | 185         | 176         | 28          | 196         |
| SR 305/ High School                          | -           | -           | -           | 24          | 51          |
| SR 305/ Day                                  | -           | -           | 6           | 4           | 0           |
| Madison/ Wyatt                               | -           | 39          | -           | 48          | -           |
| Madison/ High School                         | -           | -           | -           | 76          | 127         |
| Blakely/ Bucklin                             | -           | -           | -           | 2           | 3           |

| <b>Table 6-1d, Pedestrian Counts, 4-6 PM</b> |             |             |             |             |             |
|--|-------------|-------------|-------------|-------------|-------------|
| <b>Location/Year</b>                         | <b>2011</b> | <b>2012</b> | <b>2013</b> | <b>2014</b> | <b>2015</b> |
| SR 305/ Winslow Way                          | -           | -           | 526         | 309         | 471         |
| SR 305/ High School                          | -           | 43          | -           | -           | 68          |
| SR 305/ Day                                  | -           | 1           | -           | 3           | 1           |
| Madison/ Wyatt                               | -           | 80          | 21          | -           | -           |
| Madison/ High School                         | 238         | -           | 182         | 30          | 142         |
| Blakely/ Bucklin                             | -           | 5           | -           | 5           | 2           |

### **Barriers to Use and Connectivity Improvements**

Barriers are physical characteristics of a transportation system that limit or restrict mobility for non-motorized users. Some common barriers on the Island are as follows:

- Inadequate maintenance including lack of shoulder sweeping for cyclists, joints at settled sidewalk panels, and poor trail surfaces in need of re-grading and compaction;



- Deficiencies in design such as lack of ADA-compliant ramps, facilities that are not of adequate width to be comfortable for many users, and facilities with materials that are not ADA-compliant;
- Discontinuities in system networks such as gaps in sidewalks or roadway shoulders, or bike lanes;
- Inadequate facilities at roadway intersections;
- Lack of facilities when systems do not exist or do not extend far enough to meet needs;
- Physical barriers such as naturally occurring ravines or existing developed properties that do not provide for access.

To address barriers and other limitations on non-motorized connectivity across the island, connectivity improvements are identified in a set of figures and tables which are intended to be living documents updated as new areas are identified and considered warranted.

Table 6-2 Identified barriers on SR 305 and on City roadways.

|   |  |   |
|---|--|---|
| 1 | SR 305 at Vineyard Lane                        | A separated grade crossing is needed to unite the two sides of Winslow that are divided by the SR 305 superblock between Winslow Way and High School Road.                          |
| 2 | SR 305 Signalized Crossings                    | Wide crossings can be a barrier to some users. As capacity improvements are made to SR 305, medians, islands, and other pedestrian related improvements should be provided.         |
| 3 | SR 305 Shoulders                               | Shoulder widening is needed to address gaps between Hidden Cove Rd and the Agate Pass Bridge.   |
| 4 | City Secondary arterial and collector roadways | Where pedestrian and cyclist facilities do not exist, shoulders and/or separated pathways are needed. Many of these areas are identified for improvements shown in Map E, F, and G. |



## Non-Motorized Travel Routes and Network

The vision and goals for non-motorized transportation are established in the Transportation Element of the City's Comprehensive Plan. To meet the vision and mobility and connectivity goals in the Transportation Element of the Comprehensive Plan, a non-motorized network is proposed in this section.

Providing facilities for accommodation of non-motorized modes of transportation has consistently ranked high on past Bainbridge Island Community surveys.

This section describes the current needs and identifies the best opportunities given geography, existing development, and other constraints.

Context sensitive solutions for non-motorized modes will depend upon site specific conditions such as existing and planned land uses, the location of origins and destinations such as schools and parks, motor vehicle speeds and volume, and the overall network connectivity.

The non-motorized transportation system seeks to create a network of facilities that makes it safe for all ages and abilities of people to get around their neighborhoods and the island without a car. This will require facilities that will be evaluated for the context but may include.

- A. Sidewalks and bicycle lanes along streets in the island's designated centers.
- B. Road shoulders can provide connectivity for commuter and more experienced cyclists, as illustrated in the City's Core 40 Program. The Core 40 goal is to provide an integrated network of shoulders for safe non-motorized use that, when combined with multi-use trails and lower volume roadways, provides 40 miles of bicycle routes on the island.
- C. Separated non-motorized facilities that provide a non-motorized transportation option for a wide range of people walking, riding bikes, riding horses, or using wheelchairs. This pathway network is envisioned to connect to the City's sidewalk and bike lane infrastructure and connect to main destinations like the ferry terminal, Agate Pass Bridge, Winslow, designated centers, schools, parks, shoreline road ends, equestrian facilities, and other amenities. These facilities will vary depending on purpose but include:
  1. The Sound to Olympics (STO) trail, which serves as a centralized spine for non-motorized users and is a separated multi-use path connecting the Bainbridge Island Ferry Terminal to the Agate Pass Bridge and linking to other regional locations.
  2. Intra-island trails, which combine separated multi-use pathways and low volume roadways to link designated centers, schools, and parks.



3. Connecting pathways provide local connectivity and link to the regional and intra-island trails.
  4. The system will integrate with Bainbridge Island Metropolitan Park and Recreation District trails to provide both intra-island and local connectivity.
- D. On low-volume neighborhood streets, specific non-motorized infrastructure may not be necessary if vehicular speeds are low (20-25 mph).

This combination of facilities is designed to make up a functional network that provides connectivity to the attractions previously identified and mobility for the greatest number and widest range of users.

Sidewalks, Shoulders, Multi-use Trails, and Connecting Pathway planned facilities are identified and located in attached Maps C and D (Appendix J). These facilities are integrated to optimize connectivity for alternative modes of transportation for users of all ages and abilities. Refer to Maps C and D for trail connection zones. Trail connection zones are identified as opposed to specificity of routes to allow flexibility. The City’s past practice has been to acquire easements for trails from private property owners on a voluntary basis or when there is significant development.

Table 6-3 identifies potential connectivity for trails. The focus of this table is for regional and intra-island multi-use pathways and roadway shoulder improvements. These maps depict one set of possibilities for intra-island trails for the purposes of demonstrating connectivity that may be achieved by an integrated trail network. Some connectivity is identified for connecting pathways that are branches of regional and intra-island trails. Local connectivity is beyond the scope of what is listed.

|   |   |   |
|---|---|---|
| 1 | Sound to Olympics Trail Separated Grade Crossing at Vineyard Lane | A non-motorized bridge to connect the center of Winslow which is divided by SR 305, requiring easements for accommodating a non-motorized bridge and its approaches.                                |
| 2 | Sound to Olympics Trail at Hildebrand Retail Area                 | A multi-use pathway to serve as a cross-connecting route at the north end of Winslow.   |
| 3 | Sound to Olympics Trail_north of High School Rd                   | A multi-use pathway to serve as a regional non-motorized transportation corridor connecting the Winslow Area north to the Agate Pass Bridge and Kitsap County. This route would connect to transit, |



|     |   |  |
|-----|---|--|
|     |   | schools, and parks facilities.   |
| 4   | Waterfront Trail Connector at Harbor Drive        | A separated pathway to connect the Waterfront Park to the ferry terminal. Permission is needed from WSF to use the area west of the roadway for a separated pathway.   |
| 5   | Waterfront Trail Connector from Bjune to Parfitt. | A separated pathway and/or boardwalk along the shoreline connecting the Waterfront Park to the commercial waterfront district along Parfitt Way.   |
| 6   | Cave Avenue Trail Connector                       | A connecting pathway to connect local neighborhoods to the STO trail and the center of Winslow. Easements may be needed near the ravine for access from the STO trail to Ferncliff Avenue near Wing Point Way.   |
| 7   | Knechtel Trail Connectors                         | A network of connecting pathways and low volume local access roadways to connect local neighborhoods to the center of Winslow and the STO trail. Easements are needed from private property owners to link local access to the roadway for east-west connection from STO trail to Weaver.  |
| 8   | Schools Intra-Island Trail                        | A multi-use pathway to serve as an east to west connecting route at the north end of Winslow. This route would connect to schools and parks facilities and serve as a transportation corridor. Formalized routes and easements are needed from the Park District at the “Sakai Park” and the School District at the High School campus and the City’s Suzuki property. |
| 9   | Wardwell Intra-Island Trail                       | A multi-use pathway is envisioned to serve as a route connecting points north to the Winslow area school and parks facilities. Formalized route and easement are needed from the School District at the Middle School campus.  |
| 10. | Shepard Intra-Island Trail                        | A network of multi-use pathways and low volume streets along this corridor to better accommodate non-motorized use. Easements will be needed from private property owners to link local access   |



|     |   |   |
|-----|---|---|
|     |   | roadway for east – west connection from Weaver to Finch.  |
| 11. | Head of the Bay                               | A trail and/or shoulder improvements is needed along this corridor. Additional right-of-way may be needed from fronting property owners to widen the roadway and mitigate for wetland impacts.  |
| 12  | Bucklin Hill Road                             | A trail and/or shoulder improvements are needed along this corridor. Additional right-of-way is needed to widen the roadway and drainage for shoulder improvements.   |
| 13  | Lost Valley Intra-Island Trail                | A multi-use pathway through the Lost Valley. The trail would provide a more direct route to the west from the Winslow area at lesser grades than surrounding road networks. Easements are needed at the east end of the proposed trail to connect through to Fletcher Bay Road. |
| 14  | Lynwood Center Intra-Island Trail             | A multi-use pathway separated from the roadway on the east side of Fletcher Bay Rd and Lynwood Center Rd. This pathway would provide non-motorized connectivity south to Lynwood Center. Easements are needed along the east side of Fletcher Bay Road.                         |
| 15  | North Island Expeditionary Intra-Island Trail | A continuous network of multi-use trails connecting Wardwell road on the south end to Lovgreen Rd at the north along mostly unopened rights of way. This system would connect with Meigs Farm Park Land trails.   |
| 16  | Mandus Olson Corridor Intra-Island Trail      | A continuous network of multi-use trails and low volume roadways to link to the Lost Valley at the south and the North Island Expeditionary Trail / Lovgreen Rd at the north.   |

Table 6-4 identifies gaps and deficiencies in sidewalks in Winslow. This information is used to facilitate the planning of the City’s sidewalk infill program and pedestrian elements for capital improvement projects.

Table 6-4, Winslow Area sidewalk gaps and deficiencies



|     |   |   |
|-----|---|---|
| 1   | Madison Avenue from Wyatt Way to High School Rd | The existing 4-foot plus wide sidewalk is not adequate to accommodate a range of users.             |
| 2   | Madison Avenue from Winslow Way to Wyatt Way    | Sidewalk ramps not to current standards   |
| 3   | Madison Avenue from Winslow Way to Parfitt Way  | Sidewalk ramps not to current standards   |
| 4   | Wyatt Way from Ericksen to Madison Ave          | Sidewalk needed both sides  |
| 5   | Wyatt Way from Madison Ave to Lovell            | Sidewalks and bike lanes needed   |
| 6   | Wyatt Way from Lovell to Weaver                 | Sidewalk is needed on north side to fill in the current gap.  |
| 7   | Winslow Way from Madison Ave to Grow Ave        | Existing sidewalks are incomplete for roadway segment. Complete sidewalks are needed on both sides. |
| 8   | Grow Ave from Winslow Way to Wyatt Way          | Sidewalk needed. Possible greenway (bike & ped prioritized roadway).                                |
| 9   | Grow Ave from Wyatt Way to High School Rd       | Sidewalk needed. Possible greenway (bike & ped prioritized roadway)                                 |
| 10  | Wood Ave from Grow Ave to Parfitt Way           | Sidewalks are incomplete on both sides.   |
| 11. | Cave Avenue                                     | Gap in sidewalk on east side.   |



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|     |                                       |   |
|-----|---------------------------------------|---|
| 12. | Waterfront Park Trail at Harbor Drive | The sidewalk is narrow along a steep street grade. A separated pathway on the ferry property to the east with switchbacks would improve accessibility for persons with disabilities and cyclists. |
| 13. | Waterfront Park Bridge and approaches | The bridge needs to be widened to accommodate cyclists and resurfaced for all users.  |
| 14. | Trail from Parfitt Way to Finch Place | The existing gravel trail serves an area that is used by many senior citizens and is inconsistent in width and surfaced with gravel   |

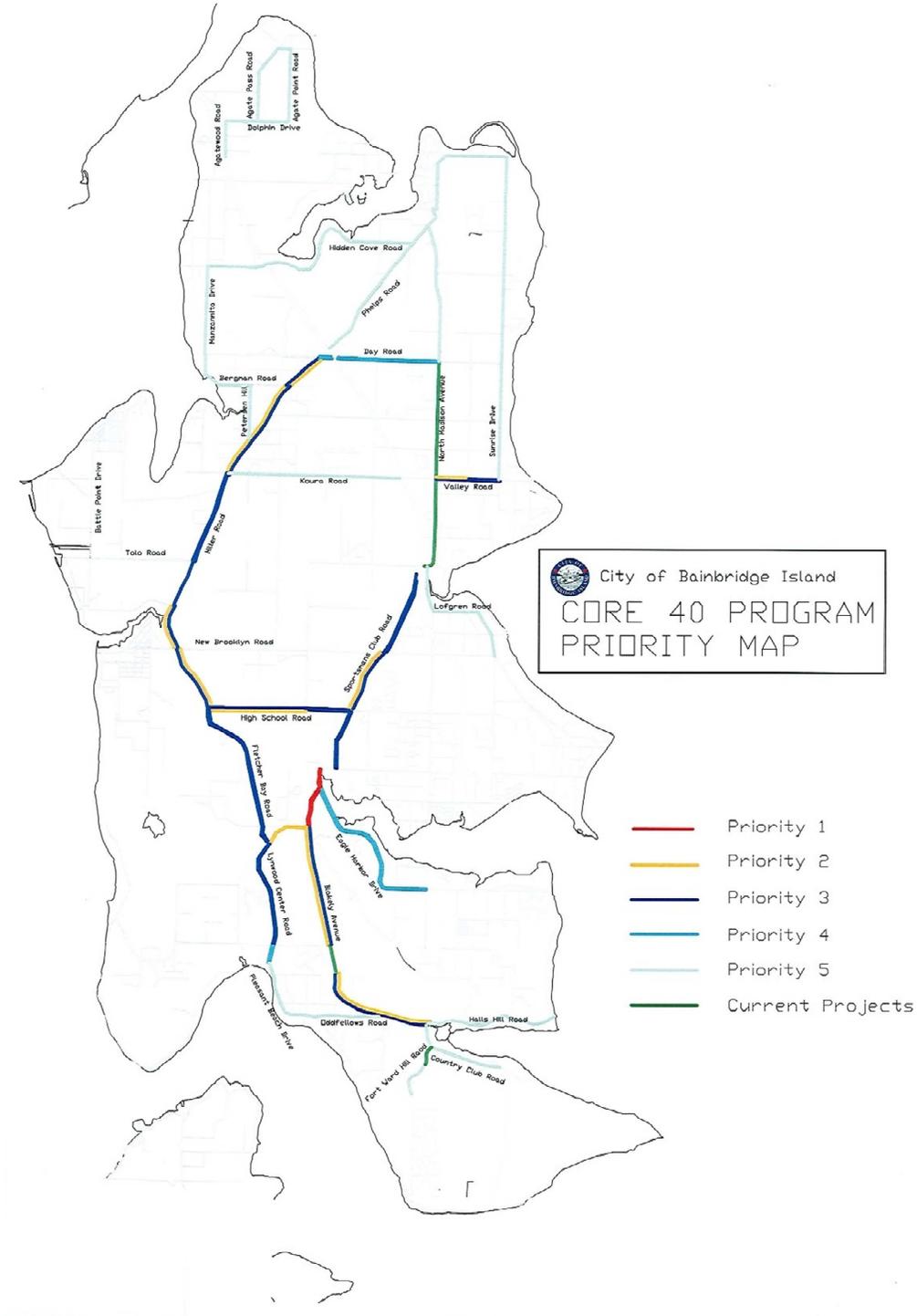


Table 6-5 identifies gaps and deficiencies in shoulder facilities for cyclists. This information is used to facilitate the implementation of the “Core 40 – shoulder program” to create a 40 plus mile network of safe roadway routes for cyclists.

|     |                                  |   |
|-----|----------------------------------|---|
| 1.  | Eagle Harbor Drive               | Bicycle lanes both sides from Bucklin to McDonald   |
| 2.  | Miller Rd & Day Rd               | Bicycle lanes both sides for entire length of roadway and for Day Road West of SR 305 to Miller                                       |
| 3.  | Bucklin Hill Road                | Bicycle lanes both sides from Blakey to Lynwood Ctr. Road   |
| 4.  | High School Road                 | Bicycle climbing lanes both directions  |
| 5.  | Blakely Avenue                   | Bicycle climbing lanes both sides from Bucklin to Oddfellows  |
| 6.  | Valley Avenue                    | Bicycle climbing lane from N. Madison to Sunrise  |
| 7.  | New Brooklyn Rd.                 | Bicycle climbing lanes both directions  |
| 8.  | Baker Hill Road                  | Bicycle climbing lane from Lynwood Center and Palimino  |
| 9.  | Lynwood Center Rd.               | Bicycle lane on the west side in the south bound direction assuming seperated shared use pathway is also constructed on the east side |
| 10. | Sportsman’s Club Rd. & Finch Rd. | Complete bicycle lanes both directions  |
| 11. | Fletcher Bay Road                | Complete bicycle lanes both sides   |
| 12. | Day Road                         | Bicycle climbing lane from SR 305 to N. Madison   |
| 13. | North Madison Ave.               | Complete bicycle lanes both sides from SR 305 to Day  |
| 14. | High School Rd.                  | Complete bicycle lanes both sides   |
| 15. | Blakely Ave.                     | Complete bicycle lanes in both sides from Bucklin to Country Club   |



### Map G, Core 40 Shoulder Improvements





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## Facility Types

The System Maps C and D (Appendix J) identify facility types for roadway shoulders and trails. Refer to Recommended Capital Improvement Plan Maps E and F (Appendix K) for regional and intra-island trail designations.

Sidewalks are not depicted on system maps. Sidewalks are required per City Design and Construction standards in designated centers.

Shoulders are required at locations shown in system maps. Minimum shoulder widths are designated as 6-feet (Type B) or 3-foot (Type C).

Type B shoulders are intended to provide space that is adequate to accommodate cyclists riding with traffic and pedestrians walking facing traffic.

Type C shoulders are intended to ballast the paved roadway in suburban areas or provide shy distance from curbs in urban areas. While three-foot gravel shoulders are not considered a non-motorized facility, they provide limited space between the paved edge and the ditch for pedestrians when vehicles are traveling in both directions. In suburban locations, this facility type is best suited for low traffic volume when the frequency of conflict is low and where drivers can most often maneuver to provide additional room for non-motorized users.

Trails: Regional trails, intra-island trails, and some connecting pathways are shown in system plan maps. Explore ways to secure connecting pathways in locations not depicted in the system plan maps to preserve existing connectivity or provide connectivity to facilities. The City's minimum trail width is 6-feet. Type A facilities (regional trails, intra-island trails) require a 10-foot minimum width plus 1-foot or greater ballasted shoulders. All trail facilities are to be hard surfaced. Trails along roadways should be separated from the vehicular traveled way.



## Levels of Service

Bicycle Level of Service (BLOS) and Pedestrian Level of Service (PLOS) are established for each of the facility types for Secondary Arterial Streets and High Volume Collector Streets over 1500ADT with posted speeds up to 35mph..

| LOS | Description  |
|-----|--|
| A   | Separation from vehicular modes that is comfortable for the majority of users. Minimum 7 feet of separation or curb with 3 feet of separation. |
| B   | Separation from vehicle modes that may not be comfortable for some users. Minimum curb or two feet of separation.                              |
| C   | Space provided for non-motorized modes. Meets AASHTO minimums.   |
| D   | Space provided for non-motorized modes but may be sub-standard and not considered a non-motorized facility.                                    |

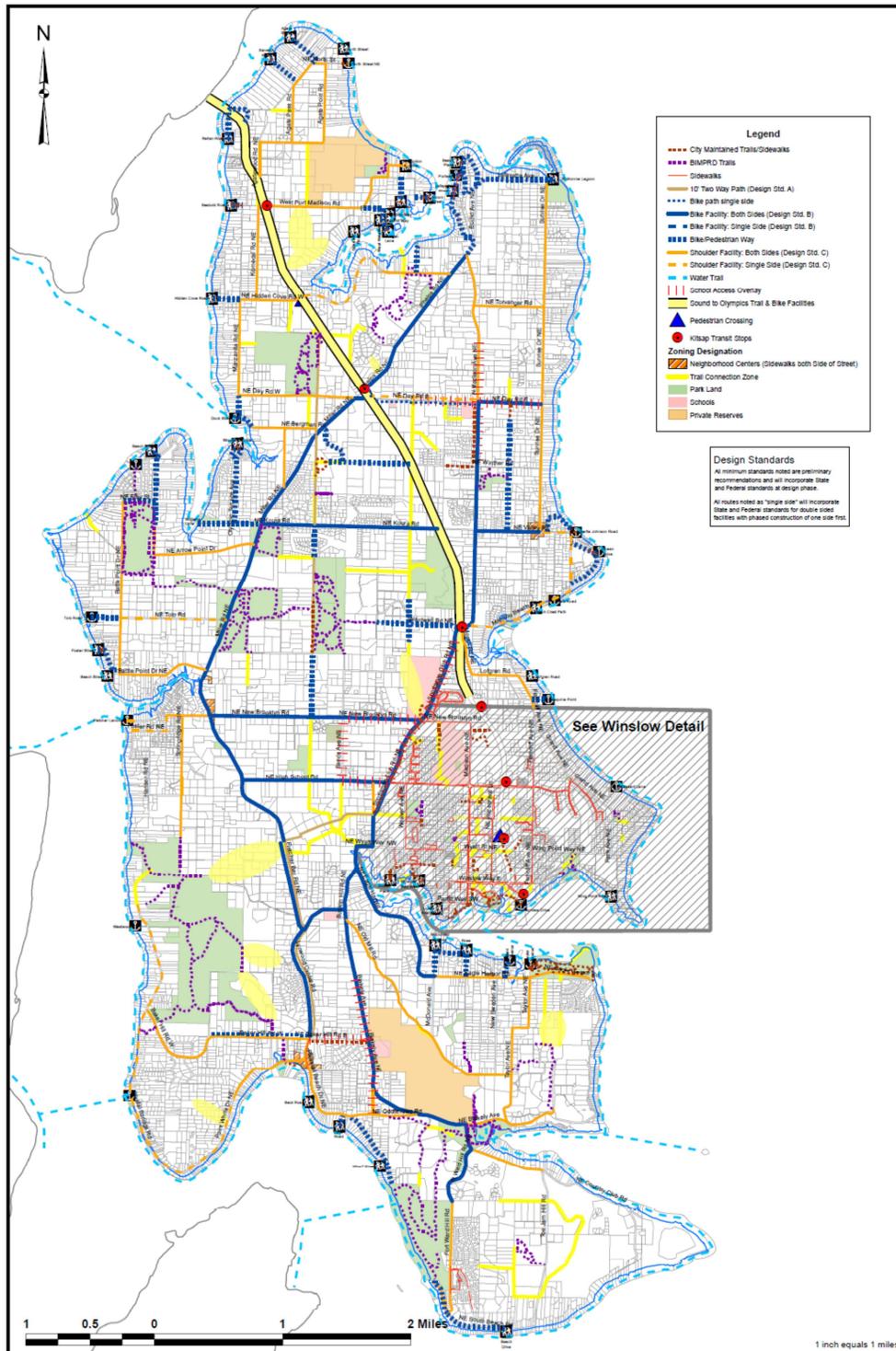
| Facility Description  | BLOS | PLOS |
|---|------|------|
| 10-foot wide multi-use pathway separated 7 or more feet from the roadway or separated by physical barrier | A    | A    |
| 6-foot wide trail separated 7 or more feet from the roadway   | C    | A    |
| 5-foot wide sidewalk or trail with curb and gutter and planter strip 3 or more feet wide                  | N/A  | A    |
| 5-foot wide sidewalk  | N/A  | B    |
| 5-foot wide paved shoulder w/ 2 foot buffer   | B    | C    |
| 5-foot wide paved shoulder (6 foot total width)   | C    | C    |



Table 6-7b, Non-Motorized Levels of Service for Conservation Area

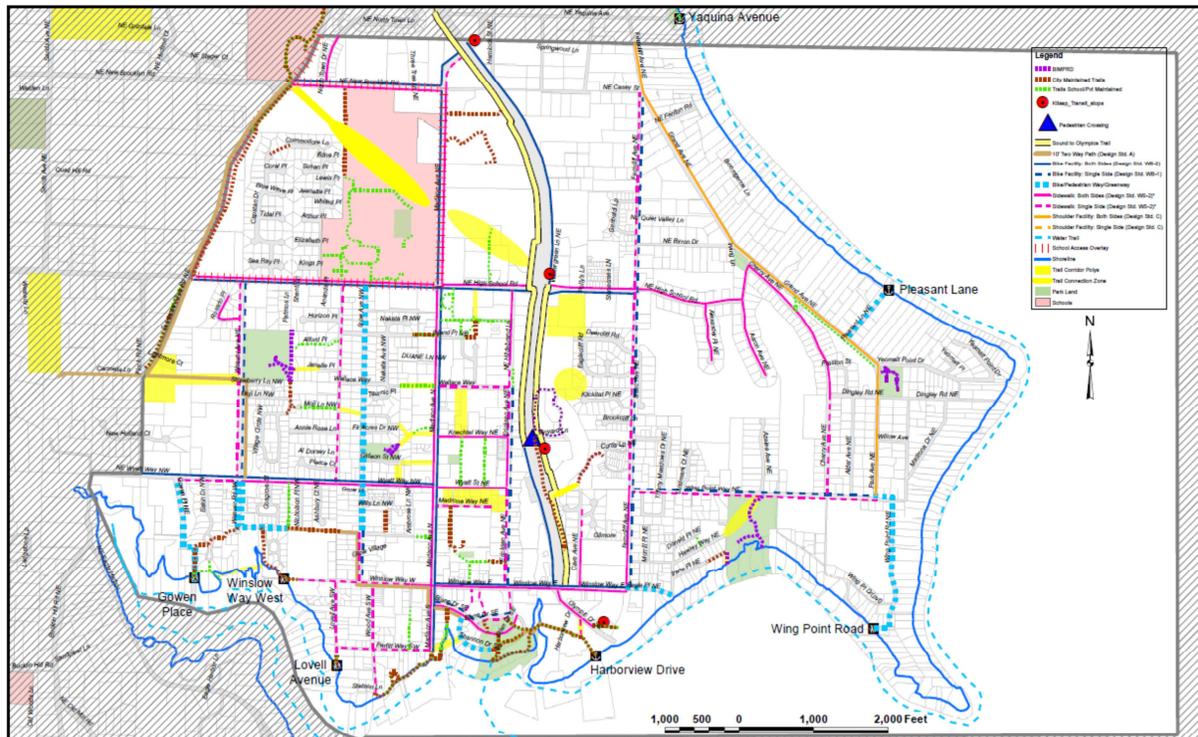
| Facility Description  | BLOS | PLOS |
|---|------|------|
| 10-foot wide multi-use pathway separated 7 or more feet from the roadway or separated by physical barrier | A    | A    |
| 6-foot wide trail separated 7 or more feet from the roadway   | C    | A    |
| 5-foot wide paved shoulder w/ 2 foot buffer   | B    | C    |
| 5-foot wide paved shoulder (6 foot total width)   | C    | C    |
| 8-foot wide shoulder  | N/A  | B    |
| 6-foot wide shoulder  | N/A  | C    |
| 3-foot wide shoulder *  | N/A  | D    |

\* 3 foot shoulders are not intended as a non-motorized facility but may provide space to avoid run out into a ditch or vegetation for non-motorized users, as well as recovery for vehicular traffic.



Non-Motorized System Plan  
Map C: (Minimum Standards)

January 2003 Updated July 2016



Non-Motorized Transportation Plan  
 Map D: Winslow System Plan (Minimum Standards) 1:12,276  
 January 2003, Updated July 2016

### Non-Motorized Improvement Plan

Programs and projects to achieve the proposed Non-motorized Transportation System Plan are identified in Maps E and F and Appendix K.







- E. Provide separation for non-motorized from vehicular uses at higher speed (over 30mph) and higher volume (over 2000 ADT) motorized traffic locations. When separation is not practical, alternative routes should be provided to accommodate users of all ages and abilities. A particular emphasis for separated facilities is on roads connecting to schools and along SR 305.
- F. Consider lowering speed limits on secondary and collector streets with significant bicycle and/or pedestrian traffic that lack non-motorized facilities.
- G. Post walking and biking warning signs on roadways in high non-motorized use areas lacking adequate facilities.
- H. Incorporate traffic calming elements such as narrow lanes (9-10 feet depending on roadway classification), center island/crossing islands, chicanes, or winding roadways, and maintain native vegetation or provide street trees in all designs. Consider speed humps, and/or raised crosswalks at local access streets with a desired speed limit of 20mph when there are large vehicular traffic generators or very high volumes of pedestrians.
- I. Provide street lighting on secondary arterials and collector streets in designated centers and marked crosswalks on arterial streets.
- J. Provide bicycle-activated sensors at signal locations.
- K. Avoid placement of utility facilities, such as manhole covers and utility poles, within non-motorized travelways.
- L. Design of new parking lots and garages to include covered bike storage or parking facilities. Where existing bicycle parking is sufficient and conveniently located, the City Engineer may omit this requirement.
- M. When bike racks are required for commercial development and public facilities, the racks shall be conveniently located to the building entrance, appropriately designed to be compatible with the design and development of the site, and sheltered from inclement weather.



## Standards

The City's existing Design and Construction Standards were recently updated in order to come into compliance with Low Impact Development requirements of the City's NPDES permit.

## Preservation and Maintenance

Non-motorized facilities need to be preserved and maintained to ensure continued usefulness. As the system grows, so does the demand for resources to maintain it. Facilities deteriorate over time and the City needs to plan for expenditures to repair and/or reconstruct these assets.

Areas of emphasis for maintenance:

- Annual raised sidewalk grinding or replacement of sidewalk panels to address deficient disability access.
- Annual sidewalk and cross walk power washing where needed to maintain slip resistance and contrasting color.
- Monthly sweeping of separated pathways.
- Annual cleaning of separated pathways.
- Seasonal brush cutting of trails.
- Annual grading and graveling of unpaved trails where needed to address unevenness and traction issues.
- Maintenance of roadway surfacing to consider serviceability of shoulders for cyclists when prioritizing repairs.
- Trimming of roadside brush to maintain use of shoulders by cyclists and pedestrians.
- Monthly shoulder/bike lane sweeping with higher frequency at problem areas.
- Pulling and re-ballasting shoulders with gravel.
- Repair and adjustment of lids and grates to maintain even surfaces for cyclists and pedestrians.
- Annual pavement marking maintenance of cross walks, bike lane symbols, and other surface markings.
- Washing and replacement of signage such as no parking signs, wayfinding signs, and others.



## Education, Encouragement and Enforcement

The City in coordination with School District, Park District, Fire District, Kitsap Public Health District, and community groups, will work to further the education goals of this plan. This includes developing programs, or adopting programs used successfully elsewhere, to encourage use of non-motorized modes and promote safety.

- Listen to the community to identify transportation system deficiencies and opportunities for improvement
- Coordinate and support programs and projects that encourage active modes of transportation
- Support community outreach and involvement for the development of transportation projects
- Support safe routes to school programs
- Support “Adopt-a-Trail” and “Adopt-a-Route” programs
- Develop and distribute guide maps and provide wayfinding signage. Public non-motorized facilities such as trails should be identified with signage in order to designate routes and access points. This is especially important where facilities are adjacent to or run through easements on private property.

The City routinely support the following efforts:

- ‘Bainbridge Shares the Road’ program and signage.
- League of American Bicyclists ‘bicycle friendly community’ designation.
- [Walking, Cycling, and Paddling Map](#) supported on the City’s web site.
- [Walking Map of Winslow](#), produced by Sustainable Bainbridge and supported on the City’s website.
- [Waterfront Trail Map](#) supported on the City’s web site.
- Map of accessibility features in the Winslow area, produced in cooperation with the Kitsap County Accessible Communities Advisory Committee.
- Participating in Bike to School Day and Bike to Work Day.
- Community engagement for connectivity opportunities and easements.
- Participating in public outreach involvement opportunities for City transportation projects.



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- Coordinating with the Police Department to identify areas with higher non-motorized use that may need education and enforcement emphasis for safety due to collision history, speeding, observed poor behaviors by either motorized and/or non-motorized users.
  - Promoting police bicycle patrols for enforcing laws for cyclists and patrolling multi-use pathways.