



CITY OF BAINBRIDGE ISLAND
NON-MOTORIZED TRANSPORTATION ADVISORY COMMITTEE (NMTAC)

Thursday, March 27, 2014, 7:00 PM - 9:00 PM
Meeting Minutes

Bainbridge Island City Council Conference Room
280 Madison Ave N., Bainbridge Island, Washington

Present: Don Willott, Alyse Nelson, Lief Horwitz, Christian Ford, Demi Allen

Absent: Marsha Cutting

Liaisons: Chris Hammer (City Engineering Manager), Wayne Roth (City Councilman),
Kirk Robinson (Parks District Commissioner)

Call to Order

Demi called the meeting to order at approximately 7:05 pm.

Minutes and Agenda

The minutes from the prior meeting on March 5, 2014 were approved as presented. No modifications to the proposed agenda for the current meeting were suggested.

Leif H. reported that he was approached on doing a highlight on the committee for a piece for Bainbridge Magazine.

Alyse N. reported that Bike to School Month & associated activities are approaching — she asked whether NMTAC wants to support this as a committee. Demi noted that Timothy Witten from Squeaky Wheels is also working on Bike to School month and suggested that Alyse coordinate with him.

Public comment by Dana Berg, Chair of GO! Bainbridge, a subcommittee of Sustainable Bainbridge.

GO! Bainbridge has upcoming goals of (1) A unified walking map of Winslow, from the ferry terminal up to High School Road (for which they may request some funding assistance from the City) and (2) A Road End Celebration, to take place on the first Sunday of June, highlighting ten road ends. Don W. mentioned that Kitsap water trail is interested in finding spots (Harbors of Refuge) that kayakers can use to get out of rough weather/water. Chris H. cautioned that COBI is exposed to potential complaints or

challenges any time a map is put out, so they'd want to vet the map carefully before putting their approval on it.

Chris H. noted that the Council has directed planners to conduct a traffic study to support development impact fees. To do this will require a traffic model and most of the technical work needed for updating the Island-wide Traffic Study. Efficiencies could be realized by updating the Island-wide Traffic Study in conjunction with the focused impacts study. Chris H. suggests that this presents an opportunity to create efficiencies, save money and update the NM Plan at the same time.

History: The first NMTP was created in 2003 and updated in relatively minor ways from time to time since then. The Island-wide Transportation Study was completed in 2004; the two can be combined into as a single plan as we do an update. We have an opportunity to update the NM in tandem with the broader transportation study, funneling the work into the same consultant, and saving money. Additional savings may be realized by having members of NMTAC go through the previous NM Plan and 2004 Island-wide Transportation Study along with City staff, find areas that require modification and redirection and thus update these two plans and merge them into a single one, which could then be brought before Council. We would have 12-18 months within which to accomplish this. By end of year, staff will need to build the model necessary for the impact fee work. Then start going through NMTP chapter by chapter and update/revise as necessary, which could take the better part of the year.

There was significant discussion regarding whether this is practical and cost effective, or whether by following the basic structure of these older plans we are missing an opportunity to set forth a more ambitious vision for non-motorized transportation infrastructure that can rally public support. Demi A. noted Seattle's recent significant changes to its Bike Master Plan, reflecting a very different approach than the 2007 Plan, and asked that we challenge ourselves about what we want on Bainbridge.

Kirk R. suggests that we focus tightly on transportation network connectivity. The fundamental work is about creating the proposed infrastructure of the system, and understanding right-of-way constraints. Once that is in place, many targets of opportunity will appear.

Don W. commented that the 2003 N-M Plan and 2004 Study are very well done, but suffer from limitations related to their operating assumptions. There were assumptions that there would be build-out and that money would continue to flow. It assumes urbanization and may reflect some outdated design thinking. Don W. noted that the "Core 40" initiative (a concept created after the current NMTP was adopted) was adopted by Council; it reflects a vision for improvement of non-motorized infrastructure.

Kirk R noted that whatever NMTAC puts forward needs to be sensitive to "community character." In his experience, that's the most powerful determinant about whether the community gets on board with plans.

Wayne R: Suggested that the most effective way for NMTAC to interface with the Council is to report committee priorities and goals in the context of the Comprehensive Plan update. The Committee's work in support of the update could be framed within an 18-24 month calendar. He cautioned that we not get bogged down in details of specific projects in our communications with Council, but convey the big picture clearly.

Alyse N suggested highlighting for the Council what was planned and accomplished from 2004. Then, framing what we're now suggesting as a continuum, create a 20 year list, a 6 year Capital Improvement Plan; work the same way as the city does.

There was some discussion about the merits of merging NM Transportation and overall Transportation Plans. Kirk R. cautioned that when dealing with a car-centric system, it's important to make NM stand alone within the overall transportation plan in order for people to actually see it.

Chris H. requested NMTAC's endorsement of his suggestion to go before Council on April 7th and ask for \$146K to put together the Impact Fee Study and Model and \$56K for consultant support for an NMTAC/Staff effort to update the Island-wide transportation Study along with the NMTP. Chris noted that the contract will be a "time and materials" contract, and we can cut back the scope later if we decide we want to go a different direction with the plan update.

ACTION: Agreed that Chris H. will present to Council the notion that the \$146k impact fees study work and \$56k for support of the integrated of the Transportation Plan update be combined into a single contract.

Meeting was adjourned at approximately 9:15pm