



MULTI-MODAL TRANSPORTATION
ADVISORY COMMITTEE (MTAC)
REGULAR MEETING
WEDNESDAY, DECEMBER 13, 2017
7:00-9:00 PM
CITY HALL
280 MADISON AVENUE NORTH
BAINBRIDGE ISLAND, WA 98110

AGENDA

Chair: Lief Horwitz

Co-Chair: Marsha Cutting

Members: Demi Allen Robert Shulock
 Shannon Glass Don Willott

Liaisons: Chris Hammer (City) Wayne Roth (City Council)

7:00 Administrative

- Call to Order -- *Lief Horwitz*
- (A) Acceptance or Modification of Agenda -- *MTAC Members*
- (A) Approval of November 8 Minutes -- *MTAC Members*

7:10 Public Comment -- Public

- (A) CKCB Madison Ave Development -- Report Out of Public Session and Discussion and Vote on Motion Supporting Development of Waterfront Trail Link -- *Charles Schmid*

7:25 Engineer Report & Updates -- *Chris Hammer*

- Slow on Grow Update
- Project Updates (STO, Olympic Dr., Woodward & Sakai Trail, Wardwell Trail)

7:50 Introduction of Draft Revisions to COBI Complete Streets Ordinance (Further Conversation and Feedback at January Meeting) -- *David Freeburg*

7:55 Liaison Report Outs -- *Liaisons*

8:00 Infrastructure Ballot Measure Work Session -- Discussion of Priority Project List -- *All*

9:00 Adjournment -- *Lief Horwitz*



MULTI-MODAL TRANSPORTATION
ADVISORY COMMITTEE
REGULAR MEETING
WEDNESDAY, NOVEMBER 8, 2017
CITY HALL
COUNCIL CONFERENCE ROOM
280 MADISON AVENUE NORTH
BAINBRIDGE ISLAND, WA 98110

MINUTES

Attendees: Demi Allen, Shannon Glass, Lief Horwitz, Don Willott, David Freeberg, Robert Shulock, Wayne Roth (COBI Council), Chris Hammer (COBI Staff), Marty Minkoff (Citizen), Chip McDermott (Citizen), Patty Lyman (Citizen)

7:00 Meeting Convened

- Call to Order
- Acceptance of Agenda
- Approval of October 11 Minutes

Public Comment

- Update & discussion of “Slow on Grow” effort

Liaising with Other Organizations

- Discussion of a desire to reestablish/establish stronger connections with BISD, Kitsap Transit & Kitsap County

Engineer Report & Updates

- Updates on Olympic Drive & STO

Infrastructure Ballot Measure Work Session

- Update on latest developments surrounding the Infrastructure Ballot Task Force

9:00 Adjournment

Lief Horwitz, Chair

12/13/17

ORDINANCE NO. 2018-xx

AN ORDINANCE of the City of Bainbridge Island, Washington, adopting a new Chapter 12.26, Complete Streets, of the Bainbridge Island Municipal Code.

WHEREAS, Complete Streets are roadways planned, designed, and constructed to provide access to all legal users in a manner that promotes safe and efficient movement of people and goods, whether by car, truck, transit, assistive device, foot, or bicycle; and

WHEREAS, increasing walking and bicycling offers improved health benefits for the population and makes Bainbridge Island a more livable community for all residents, regardless of age, income, or ability to drive; and

WHEREAS, the Washington State Legislature has passed Complete Street legislation that encourages the Washington State Department of Transportation and local governments to consider all users in transportation-related projects; and

WHEREAS, Complete Streets support economic growth and community stability by providing accessible and efficient connections between homes, school, work, recreation, and retail destinations by improving pedestrian and vehicular environments through communities; and

WHEREAS, Complete Streets provide safe walking and bicycling options for school-age children, in recognition of the national Safe Routes to Schools program; and

WHEREAS, the City of Bainbridge Island recognizes the importance of street infrastructure and modifications such as sidewalks, crosswalks, connecting pathways, multi-use paths, bicycle lanes, signage, and accessible curb ramps that enable safe, convenient, and comfortable travel for all users;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BAINBRIDGE ISLAND, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. A new Chapter 12.02 of the Bainbridge Island Municipal Code, Complete Streets, is hereby adopted to read as follows:

Chapter 12.02 COMPLETE STREETS PROGRAM

Sections

- 12.02.010 Purpose
- 12.02.020 Complete Streets Infrastructure

- 12.26.030 Goal to Foster Partnerships
- 12.26.040 Best Practices Criteria
- 12.26.050 Performance Standards

12.02.010 – Purpose.

The purpose of the Complete Streets Program is to ensure the creation of safe and efficient facilities for all potential users during construction of all City transportation improvement projects as outlined in the Comprehensive Plan. In enacting this ordinance, the City of Bainbridge Island encourages healthy, active living, reduction of traffic congestion and fossil fuel use, and improvement in the safety and quality of life of residents in the City of Bainbridge Island by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation. The Complete Streets Program will improve street connectivity for all modes of transportation, whether by private vehicle, public transit, assistive device, foot, or bicycle.

12.26.020 – Complete Streets Infrastructure.

In this section, "Complete Street" means a road that is designed to be safe for pedestrians and for people of all ages and abilities traveling by private vehicles, bicycle, public transit, or assistive device. Examples of facilities on a Complete Street include, but are not limited to, sidewalks, crosswalks, accessible curb ramps, bicycle lanes (including protected bicycle lanes), and other facilities designed to provide safe and efficient access for users of all ages and abilities. The complete streets concept focuses not just on improvements to individual roads but also on changing the decision-making process so that all potential users are routinely considered during the planning, designing, building and operating of every roadway.

- A. The City of Bainbridge Island will plan for, design and construct all new roadways and existing roadway reconstruction projects to provide appropriate accommodation for bicyclists, pedestrians, transit users and persons of all ages and abilities in a comprehensive and connected network.
- B. Roadway reconstruction projects include the widening, realigning, or significant repair or profiling of a roadway. The Public Works Director may allow for exceptions to this policy:
 - a. Where the establishment of a Complete Street would be contrary to health and safety; or
 - b. When the cost of providing improvements at specific locations in critical areas due to environmental constraints may be detrimental to the greater benefit of developing the overall transportation network.
- C. The following activities are specifically exempted from this policy:
 - a. Utility work that does not necessitate reconstruction of the roadway; or
 - b. Ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal, or interim measures on detour or haul routes).

- D. Complete streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It is the City's intent that all sources of transportation funding be drawn upon to implement complete streets. The city believes that maximum financial flexibility is important to implement complete streets principles.

12.26.030 – Goal to Foster Partnerships.

It is a goal of the City of Bainbridge Island to procure grant funding and implement the complete streets ordinance by fostering partnerships with all relevant agencies, including the Washington State Department of Transportation, the Federal Highway Administration, Kitsap County, Kitsap Transit, the Bainbridge Island School District, citizens, businesses, interest groups, and neighborhoods.

12.26.040 – Best Practice Criteria.

The Public Works Director and designees shall modify, develop, and adopt policies, design criteria, standards, and guidelines based on recognized best practices in street design, construction, and operations to implement this Complete Streets ordinance.

12.26.050 – Performance Standards.

The City of Bainbridge shall put into place performance standards with measureable benchmarks to continuously evaluate the complete streets ordinance for success and opportunities for improvement. Performance standards may include transportation mode shift, miles of bicycle or pedestrian facilities, number of ADA accommodations, number of exceptions from this policy approved, and/or public participation.

PASSED BY THE CITY COUNCIL this ____ day of _____, 2018.

APPROVED BY THE MAYOR this ____ day of _____, 2018.

Val Tollefson, Mayor

ATTEST/AUTHENTICATE:

Rosalind D. Lassofo, CMC, City Clerk

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NUMBER: 2018-XX