



CITY OF
BAINBRIDGE ISLAND

MARINE ACCESS COMMITTEE
REGULAR MEETING
MONDAY, JUNE 11, 2018
5:30 PM
COUNCIL CONFERENCE ROOM
280 MADISON AVENUE NORTH
BAINBRIDGE ISLAND, WA 98110

AGENDA

- Members:** Paula Elliot, Fred Grimm, Peter Hill, Anthony Oddo,
Frank Ostrander; Greg Spils, Elise Wright
- Co-Chairs:** Frank Ostrander, Elise Wright
- Council Liaison:** Ron Peltier
- Harbor Stewards:** Dave Kircher, Mark Leese
- 5:30 pm Call to Order; Roll Call
Accept or Modify Agenda
Conflict of Interest Disclosure
Approval of Minutes from May 14, 2018
- 5:35 Reports:
City: Benches (Memo attached)
Stewards
Harbormaster
Grand Opening Celebration Peter, Anthony
- 6:15 Action/Discussion Items:
Options for Dave Ullin Open Water Marina City memo attached
Recommendations for Buoys Elise, Anthony, Paula
Recommendations for Capital Improvement Projects
(Council will be discussing on June 19) All
Viewing Platform/OWM Expansion/Ward Avenue
Boater's Fair - July 1, 4 - 7 pm
FELICITY ANN visit and lecture - May 31, 7 pm
- 6:50 Follow-up/Future Agendas
Election of officers at July meeting Frank
Review of Work Plan/Assignments/Retreat? Frank / Elise
Beach Clean-up Day / Shore Access Map Elise / Peter
- 7:00 Adjourn



MARINE ACCESS COMMITTEE
REGULAR MEETING MINUTES
MONDAY, MAY 11, 2018

The meeting was **CALLED TO ORDER** at 5:32 PM by Co-Chair Frank Ostrander. Minutes were recorded by Anthony Oddo. In attendance were Committee Members Paula Elliot, Peter Hill, Anthony Oddo, Frank Ostrander, Greg Spils and Elise Wright. Harbor Steward Mark Leese, Council Liaison Ron Peltier, Deputy City Manager Morgan Smith, and Engineering Project Manager Mark Epstein were also present. The following members were absent: Fred Grimm.

A **motion** was made (Hill) and seconded (Wright) to accept the meeting agenda. No modifications were proposed.

No **CONFLICTS** were reported.

A **motion** was made (Oddo) and seconded (Hill) to approve the **MINUTES** of the Regular Marine Access Committee Meeting on April 9, 2018. The minutes were approved unanimously without modifications or objections.

REPORTS

City: Councilmember Peltier did not prepare any Marine Access Committee-related updates.

Morgan Smith and Mark Epstein were present to respond to the memo (dated April 9, 2018) regarding proposed improvements to the City Dock and Waterfront Park:

#1 Clean up the shoreline adjacent to the dock: Mark noted that work on the clean-up is underway including the removal of construction debris and invasive vegetation. This work will finish by the end of the month. Morgan noted that the City is also in the process of removing the old wooden benches and will replacing them based on recommendations from the MAC.

The City will also be repairing the current interpretive signs at the edge of Eagle Harbor as part of the bench installation, which will improve overall access to visitors. There currently is no plan to smooth or improve the pathway heading East from Waterfront Park toward the ferry maintenance yard.

#2 Install two of the four benches: See above. No plans to install a bench on the bluff overlooking the water as this would obstruct views and create additional maintenance issues.

#3 Make the dock more welcoming to visiting boaters/other users through signage: Mark noted there are currently signs on the first piling toward shore as well as one facing out toward the water at the end of the dock. Frank inquired about a more seasonal banner (e.g., the one that hangs over Winslow Way announcing community events) that could welcome boaters and visitors. Morgan responded that it

could be a possibility in the future; however, the City's preference is to wait and see how the dock is used throughout the summer and consider it for future seasons.

#4 Provide a signage system that will guide visitors to the Waterfront Park/City Dock: Mark and Morgan agreed that the idea is a good one, but would need to be part of a larger City's initiative for wayfinding signage implementation.

Harbor Stewards: Mark is working with Tami and members of the Eagle Harbor Yacht Club to develop/update the Bainbridge Island boater's guide. He has been in contact with Kristen Drew (COBI Communications) regarding dissemination of the guide.

Mark also noted that he has received complaints about the lack of a dinghy dock at the new City Dock for visiting boaters and liveaboards. Mark Epstein responded that while there is no specific space set aside for dinghy parking, there is a portion of the western edge meant to accommodate dinghies and other human-powered craft. Mark Leese again reiterated that the dedicated portion is still too high off the water and presents a safety issue.

Mark Leese also commented about the rough grating/surface covering of the dock. He suggested that it presents a safety issue should someone fall or trip. Mark Epstein noted that the surface needed to be rough to ensure multi-use safety standards. The City does expect the coating to wear down, however, due to use.

Finally, Mark Leese noted that the "Felicity Ann," a wooden sloop sailed by Ann Davison in the first trans-Atlantic crossing by a woman will be on display during the Boater's Fair on July 1.

Harbormaster: The Committee reviewed the submitted report from April 2018. No further comment or discussion.

ACTION/DISCUSSION ITEMS

Road End Sites Map: Anthony presented the content of his memo that he prepared for a list of suggestions and improvements to the City's road ends webpage. Peter suggested that additional features of the City's harbors also be incorporated into an improved map and posted to the City's website. Anthony will incorporate the recommendations and present the final version during the June regular meeting.

A **motion** was made (Spils) and seconded (Elliot) to approve the changes once finalized and send to Morgan and City staff for review.

Fletcher Bay Dock: Peter noted that the City has approved the Hansen dock in Fletcher Bay. Discrepancies that were previously noted by Peter have been resolved.

Participation in Dock Opening Celebration: The City Dock Grand Opening Celebration will be on Saturday, June 2 from 3:00 PM – 5:00 PM. Elise will provide a short speech about the history of the dock and has asked for volunteers from the committee to be present to staff an information booth.

Next action re Dave Ullin Open Water Marina: Morgan will be available to meet with members of the sub-committee once additional information becomes available regarding timing of the survey. Ron will also introduce the item for discussion with Council during the next planned Study Session.

Review 2018 Work Plan: The Committee reviewed the following Work Plan items with Morgan Smith:

- Viewing Platform at the Ferry Terminal: added to the CIP in 2017. The item will be discussed in June by the Council, but currently no project manager has been assigned. Morgan recommended that if this is an item the Committee would like to continue to champion, it should make public comment and continue to work with Ron and others to push for moving the item forward.
- Construction Limit Line Expansion: Frank will follow-up with Morgan regarding the Committee's proposal to adopt construction limit lines (as currently exist in Eagle Harbor) across the island. He will provide a summary of the recommendations and Morgan will connect it to the correct contacts in Public Works/Planning.
- Adjudication Process for Road End Encroachments: Morgan asked that the Committee propose a meeting for the sub-committee with Joe Levan and Morgan to discuss this project.
- Morgan also noted that the "pipeline" for a big MAC project is now empty with the completion of the Fletcher Bay Road End. She suggested that the committee consider and evaluate its next "big" item (could be the Viewing Platform). She also encouraged the committee to look again at the Ward Avenue Road End as a potential project.

Review 2018 Work Plan Assignments: The Committee is moving forward with recommendations and other projects associated with the Work Plan. A further review is planned for the regular May meeting.

Memo re Dave Ullin Open Water Marina (OWM): The Committee reviewed a draft memo prepared by Elise regarding the OWM. The memo addressed reconfiguration of the moorage buoys in the OWM to accommodate a total of 16 boats/liveaboards (up from the current nine). The removal of the Linear Moorage System and transition to single-point mooring presents an opportunity for the City to reconfigure the OWM and expand capacity.

Anthony suggested that the memo be modified to focus on the City's obligation under the lease with DNR rather than focus on the affordable housing benefits associated with the OWM (per the mandate of the MAC). He also noted that as a shared resource, the City must balance the needs of all Eagle Harbor users and protect the ability for safe navigation following the reconfiguration of the OWM buoys.

Frank suggested that rather than submitting the memo as-written, a more specific ask be drawn up and developed as a set of recommendations/proposals for a meeting with Morgan. A **motion** (Ostrander) was made and seconded (Elliot) to form a sub-committee to study the issue further and develop action items for the City. The sub-committee will be composed of Elise (chair), Anthony, and Paula. They will schedule a time to meet in the coming weeks.

FOLLOW-UP/FUTURE ITEMS

Review Preparations for Police Boat Ride-along: Elise will contact Tami/COBI PD to determine available dates and timing for the committee ride-along.

Boater's Fair: The Boater's Fair was originally scheduled for August 7, 2018. It will now be held on July 1, 2018 from 4:00 PM – 7:00 PM.

NEXT MEETING: Monday, June 11, 2018.

The meeting was **ADJOURNED** at 7:03 PM.

Frank Ostrander, Co-Chair June 11, 2018

Elise Wright, Co-Chair June 11, 2018

Correspondence from Morgan Smith regarding benches at Road End sites

May 17, 2018:

Here is an update on the installation of new benches at road end sites. The MAC provided a list of eight sites in Fall, 2017. We were able to install benches at five of these sites, as shown in the table below. We have purchased an additional seven benches that can be placed in other locations. Public Works will provide some suggestions, and the MAC should also let us know your preferences. These seven benches will be in addition to the two or three that will be installed at Waterfront Park once the dock replacement is complete. I believe that this last round will complete our use of the \$30,000 in funding provided in the current City budget. And the good news is that we have ended up with about 15 new benches total, which is more than the 10 we expected at the outset.

Please let me know if you have any other questions, thanks. Morgan

Here is our list of prioritized bench sites, in order of priority:

Location	Status
Sivertson	Disputed site
West Waterway	Encroachment issue
North NE	Complete
Sanwick	Complete
Beach Road (Manitou Beach Rd.)	No bench per safety concerns from Public Works
Foster	Complete
Falk Road	Complete
Gertie Johnson	Complete

May 21, 2018

I wanted to follow-up with some additional information on benches. Public Works recommends replacing the benches at both Gowen Place (RE# 18) and Wharf Street (RE# 25) due to dry rot. In addition, they believe that there are three other sites that would be good candidates for new benches:

- RE# 17 - Winslow Way East (Sunday Cove)
- RE# 26 – Lytle Rd.
- RE# 39 - Morgan Street

If there are no objections, they will move forward with bench placement in these three locations asap, so they can be in place as the nicer weather starts. And we can work together on finding good spots for the remaining two benches.

Thanks for the information, Morgan. We agree that the rotting benches should be replaced, and with the new suggestions. Those three will all serve the nearby communities well.

Harbormaster Report MAY, 2018

Safety and Navigation:

Public Works is making a new speed and wake sign for USCG#3Green. Install pending.

Water Quality:

- Tracking removal of a float at south beach. Referred to ACOE MV Puget. Sent new photos 2/07/18.
- Two pump-out stations open at the City Dock. One stall reserved 24/7 and marked with yellow whalers.

Anchoring and Mooring:

City Dock

Moorage Received (\$):	MAY(\$)
Stays less than 3 hours	569.25
Overnight	2950
Car top boater parking	133
No information	0
Offshore overnight	81.25
Reservation	300
Trailer Day Parking	388.72
Trailer Annual Parking	1020
M-T-D 2018	\$5,442
YTD 2018	\$8,111
YTD PREV	\$4,778

Visiting Vessels: Monitoring anchoring time limits. **New Boater Brochure available.**

Public Access:

- **BOAT TRAILER PLACARDS-** available now for the 2018 boating season for \$80.00. Extended ramp reaches -2'.
- **COMPLETE--CITY DOCK GRAND OPENING!** June 2, 3 pm to 5 pm.
- **DOCK RESERVATIONS:** Groups are planning to use the new dock: Brandt 6/7/18, Totem YC 6/13/18, Adventuress 6/15/18, Virginia V 7/15/18, CYC 10/20-10/21/18.
- **SMALL BOAT Rentals:** Exotic Aquatics Scuba and Kayaking.
- **BOATER FAIR: July 1, 2018. 4 pm to 7 pm. Note the new date.**
- Linear Moorage System closed until removal. Buoy layout to replace LMS progressing.

Derelict Vessel Prevention/Removal Program:

WN0324MF "Betty Sue". Closed.

WN1167MB—"Jeanne Marie" Auction completed on April 24th- Closed.

Port Madison Sailboat—This abandoned 36' sailboat was demolished-DVRP grant pending.

WN6510JR- "Mielke Way" demolished-DVRP grant pending

ADRIATIC—The sunken fishboat "Adriatic" is still sunk off Liikane property. The owner has refloated and agreed to remove at his own expense.

Respectfully Submitted,

Tami Allen
Harbormaster BIPD
206.786.7627
tallen@bainbridgewa.gov

Memo from Morgan regarding the Open Water Marina May 25, 2018

I wanted to update you as MAC Co-Chairs on the current information on the Open Water Marina, and to follow-up on our plans to meet to discuss this in more detail once we had additional information. This week, City staff have worked together to confirm what options exist to reconfigure the buoys within the OWM, and estimated costs. There is still some detailed survey work needed to confirm GIS locations and swing clearances, but at this point we think there may be three options:

	Total Moorage Capacity – OWM Tenants and Transient	Number of Buoys Remaining in Current Location	Estimated Cost
Option 1	10	10	None; maintains current moorage configuration
Option 2	15	6 existing remain in place 8 existing are relocated 1 new purchased/installed	\$ 40,000
Option 3	17	0 existing remain in place 14 existing are relocated 3 new purchased/installed	\$ 70,000

Some notes about these options:

- For simplicity, I will refer to “buoys” generally, but in some cases moorage is provided via one of the existing LMS anchors rather than a buoy
- In all cases, there is a need to decide how much capacity will be dedicated to OWM tenants and how much will be designated for transient, public use. For example, option #2 could be configured as 15 OWM tenant spaces and no transient buoys. Or it could be configured as 10 OWM tenant spaces and 5 transient buoys. Or some other allocation in between. The City previously had 4 buoys available for transient use. The public is also able to anchor outside of the OWM.
- In general, an increase in OWM capacity via the installation of new buoys will mean that the OWM area is more fully populated than is the case today.
- If option 2 or option 3 are preferred, the City would include in budgets and planning for 2019. Construction could occur after the fish window opens in August, 2019. The current configuration would remain in effect until then.
- The project to remove the LMS remains on track, with permits in place, and a contractor selected. This project will be completed in Fall, 2018 after the fish window opens.

Next steps:

- City staff will include the OWM buoy project within the upcoming review of the Draft Capital Improvement Plan (CIP) scheduled for City Council on June 19. The Council will be informed of all three options and the associated cost and capacity results.
- If City Council indicates support for Option 2 or Option 3, City staff will work with the Marine Access Committee (MAC) to review and receive feedback. The MAC could be a helpful resource for input on how best to allocate new buoys between OWM capacity and transient public use.
- If MAC develops a recommendation on the allocation of buoys between OWM tenants and transient use, that recommendation could be provided to City Council for their review and consideration.

If you would like to meet with me to discuss further, please let me know. I'd like to include Tami in that discussion so we can all talk together about any questions or concerns.

Thanks, Morgan

June 4th, 2018

Sub-committee members:

In addition, Andy Rovelstad is inquiring about the swing clearance radii relative to the contours of the bedlands (shallower depth = smaller radius), as a double check on placement.

I suggest we agree on a recommendation among these three options and be prepared to present comments or a memo at the Council meeting on the 19th (after approval by MAC as a whole).

Anthony, can you look at the DNR lease requirements so we can compare them to the options?

Thanks,

Elise

Two questions:

The Ocean Ave (Rolling Bay Walk) bench was displaced/removed by winter storms. Is there a safer location there to replace it? Perhaps nearer to the mailboxes?

At Gowen Place the last time I was there, the neighbor's landscaping had completely covered the two parking spaces for that road end. Since it is such good kayak access for the Head of the Bay, I would hope the landscaping has been removed and the path cleared for easy access.

May 29, 2018:

To follow-up on your two questions:

- Ocean Ave.: the erosion issue at that location is under review by Public Works and they are assessing what may be needed at that site to protect the road and utilities. As part of that planning, they can revisit where bench placement would make sense after the repairs are complete.
- Gowen Place: I will pass along your concern about the parking spaces and landscaping to Public Works, and they can address. If they run into any problems, I will let you know. Otherwise we will work to make sure the parking for two cars is clear and available.

Thanks, Morgan

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As you know, Peter and I approved Morgan's suggestions. You two may want to get together to make recommendations for the last two benches or recommend to hold off for a bit.

Additional questions that have arisen:

A neighbor complained to Public Works of a missing Road End sign on NE Ewing Street (which is off of Ward Avenue in Eagledale).

I believe the one that may have gone missing is the one east of and parallel to Ward. It is designated on our map as Main Street, and a hedge has been planted in what should be the outlook.

This apparently happened back in February, but I just found the message in a backwater of our email system. Zheesh.

Elise

MEMORANDUM

DATE: JUNE 4, 2018

TO: MORGAN SMITH, DEPUTY CITY MANAGER

C.C. RON PELTIER, COUNCIL LIAISON

FROM: ANTHONY ODDO, MEMBER, MARINE ACCESS COMMITTEE

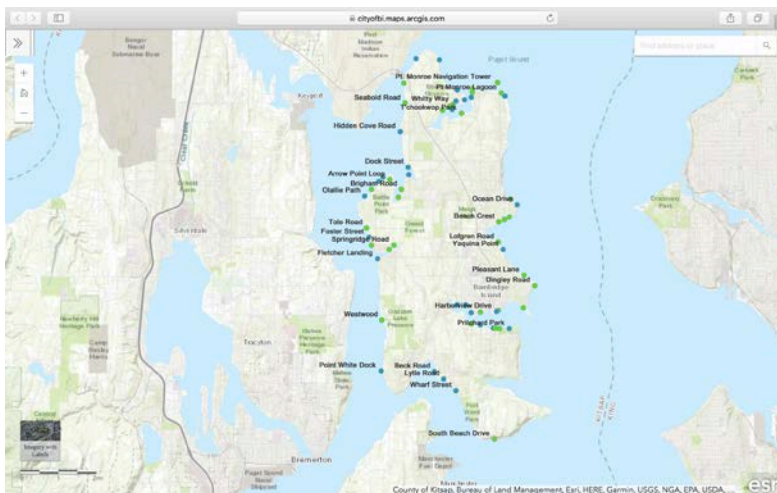
SUBJECT: IMPROVEMENTS TO CITY'S ROAD END/MARINE MAPS

This memo outlines a proposal for the City of Bainbridge Island to improve its “City Road Ends Map” feature on the bainbridgewa.gov webpage and enhance its mobile functionality. The current City Road Ends Map (<http://www.bainbridgewa.gov/709/City-Road-Ends-Map>) is generally usable in desktop format, however it would also benefit from further user enhancements that highlight the features of each City road end.

IMPROVE THE OVERALL FEATURES OF THE ROAD END MAP

In its current format, the road ends webpage includes a movable map of Bainbridge Island along with the various road ends across the island. Each road end is color coded depending on whether it provides water access or a view; however, this is not readily clear to the lay user as there is no key (Figure 1). In addition, detailed information (e.g., parking, accessibility, directions, etc.) for each road end is available only by hovering over a road end icon and reading the “Notes” section. Lastly, the City provides two different links (Figure 2) to view the road ends on a variation of the same map.

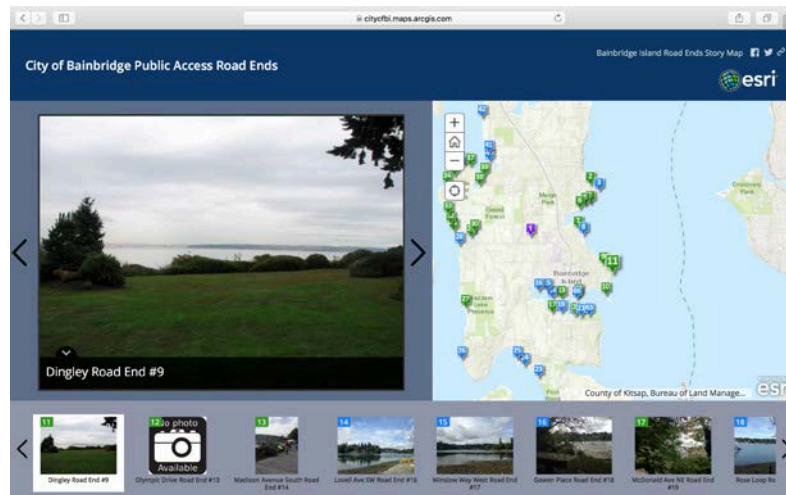
Figure 1: City Road Ends Desktop Map



Overall, the look and feel of the map are not user-friendly, particularly to island residents and visitors who wish to explore the various options for marine access and viewpoints on Bainbridge Island. Additionally, the map could be further expanded to incorporate features associated with

the individual harbors on Bainbridge Island and the rules and regulations in place regarding moorage time limits, speeds, and other restrictions. In general, our recommendations below are provided through the lens of this lay user who wishes to understand the various services and accessibility options for each of the City's road ends.

Figure 2: Secondary City Road Ends Page ("Tour of the Road Ends")



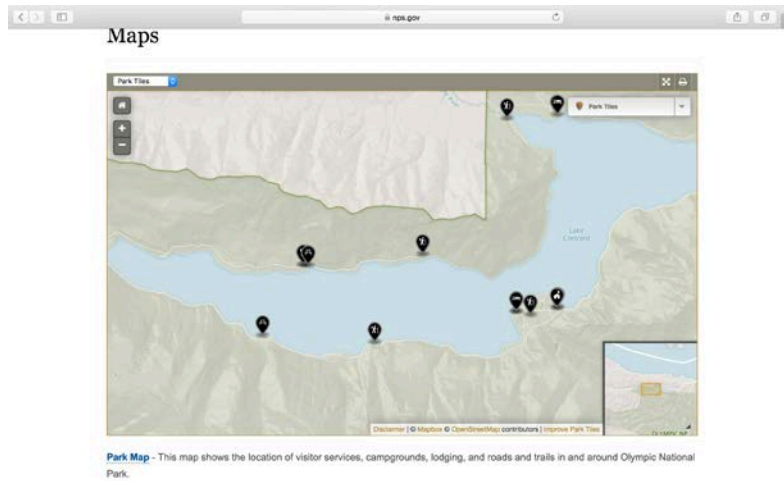
Recommendation #1: Merge the City's two road end maps into one, easy-to-find page.

Currently, the main landing page for information about the City's Road Ends includes links to both an "Online Tour of Public Access Road Ends" and a "View [of the] Public Access Road Ends Map." The information is mostly duplicative with the former including photographs of the sites, but not any additional information regarding parking, human-powered boat launch, benches, or accessibility. Merging this information into one single map and link will improve user access to information and reduce confusion.

Recommendation #2: Utilize distinct iconography to indicate water access or viewpoint along with usage guidelines. In the absence of a key (which itself can be lost when converted to a mobile platform), the City should utilize standard iconography to indicate the general type of road end (i.e., "Water View" or "Water Access"). After hovering over the road end icon, the specific guidelines governing the road end could be made visible to the user. For example, hours of operation, trash and pet waste removal policies, prohibition of campfires and camping, and parking availability. The National Park Service's online maps provide a good example of the use of clear iconography in guiding users and highlighting features and services (Figure 3)¹.

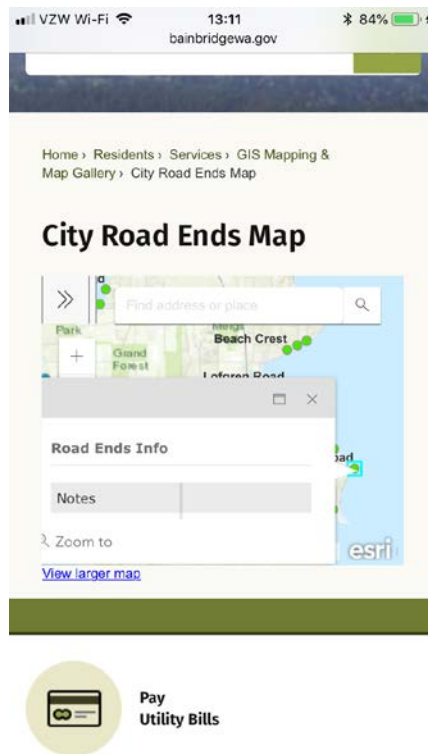
¹ Source: Olympic National Park – Plan Your Visit – "Maps" (<https://www.nps.gov/olymp/planyourvisit/maps.htm>).

Figure 3: NPS Olympic National Park Map with Icons



Recommendation #3: Improve the mobile functionality of the (consolidated) City Road End Webpage and Map. Our penultimate recommendation is for the City to improve the overall mobile functionality of the City Road Ends webpage. Because many potential users of the road ends will be away from a desktop (or not have access to one), it would be helpful to optimize the landing page and maps for mobile. In addition to the lack of information described above, the map on the City’s page is difficult to view in a mobile browser and the “Notes” section is not visible. (See Figure 4).

Figure 4: Mobile Screenshot of City Road Ends Page



Recommendation #4: Incorporate Additional Maritime/Harbor Rules and Regulations. Lastly, we recommend that the City add data and information regarding rules and regulations for

the various harbors around Bainbridge Island to the Road Ends Map. Ultimately this will allow for the transition to a single point of reference for all marine users (in human-powered crafts or otherwise) to understand the various offerings, restrictions, and regulations around the island. We imagine this portion of the mapping feature to include information about the time limits for moorage, speed limits, and other restrictions (e.g., no motoring in the far western portion of Eagle Harbor due to the aquatic conservancy).