

NMTAC 2015 Planning Retreat Notes

March 7, 2015

Present: Alyse Nelson, Lief Horwitz, Marsha Cutting, Don Willott, Christian Ford, Demi Allen.
City staff: Chris Hammer. Council member: Wayne Roth.

2015 Work Plan & Priorities

Chris Hammer reviewed the currently approved CIP – noted that several major priority projects in the CIP are well underway – noted that we have largely tapped out the available grant sources for currently funded projects. Several previously-identified priorities are now funded (e.g., Olympic Drive Phase 1, Wyatt Way, Wing Point Way, STO initial phases).

NMTAC vision for non-motorized infrastructure on Bainbridge

The committee spent a significant amount of time discussing its vision for non-motorized transportation on Bainbridge Island. This included discussion of the conditions that would provide mobility options for a wide range of people throughout the island, and in particular facilitate safe movement through and between the commercial centers for pedestrians and bicyclists.

- The committee wants to see a significant improvement in non-motorized infrastructure so that it addresses the needs of a much wider range of users, including kids and elderly.
- We continue to support the core principles associated with the Core 40 vision – these are important routes for connectivity – but mere shoulder improvements will not be adequate to serve the needs of more vulnerable users.
- Infrastructure needs to work for people in wheelchairs and the elderly in the core city (Winslow) – not just connecting bikers to the various commercial centers.
- Drop-off areas that enables kids to be dropped off and picked up with bikes and get to school and play fields – connect to Park & Ride lots.

“Core 40 Plus” – elements

- Committee continues to endorse the Core 40 priorities, but does not think the current infrastructure assumptions (shoulder improvements) are adequate to serve a wide ranges of users
- Complete Core 40 improvements with something beyond 5-ft shoulders wherever possible – ideal infrastructure would be a multi-use path separated by a two-foot buffer
- Sidewalk improvements in the downtown core to make it safe and comfortable for wheelchairs & strollers (e.g., Madison from Winslow Way to New Brooklyn) – continue complete streets program
- Connections between schools and neighborhoods – with separated bike-ped infrastructure – critical connections to population centers within a defined radius (maybe three miles) – coupled with significant speed limit reductions (Safe Routes, Safe Roads)

- STO Trail is a critical north-south spine for a connected network of high-quality N-M infrastructure on the island – need to reserve resources for matching funds for major grant opportunities
- Direct funding for branch trails connecting STO to neighborhoods adjacent to the trail

2015 Work Plan Specifics

Planning

- Impact fees
- Island-wide transportation plan
- Comprehensive Plan update
- CIP 2016 update
- STO route/alignment study
- Inter-island trail study
- Neighborhood Greenways study

Funding & Grants

- N-M Bond effort
- Impact fees
- H/C fine dollars

Projects

- Wing Point Way
- Olympic Drive Phase 1
- Olympic Drive Phase 2
- STO Phase 2/4
- STO coordination with Parks
- Waterfront Park
- Hyla trail easement (Bucklin Hill Phase 2)

Discussed the fact that public transportation options like BI Ride increase mobility options for people and alleviate parking issues in Winslow.


Alyse Nelson, Chair