



**CITY OF
BAINBRIDGE ISLAND**

**CITY COUNCIL STUDY SESSION
TUESDAY, JULY 16, 2024**

**COUNCIL CHAMBERS
280 MADISON AVENUE NORTH
BAINBRIDGE ISLAND, WA**

AND

**REMOTE MEETING ON ZOOM
PLEASE CLICK THE LINK BELOW TO JOIN THE WEBINAR:
[HTTPS://BAINBRIDGEWA.ZOOM.US/J/92947338351](https://bainbridgewa.zoom.us/j/92947338351)
OR TELEPHONE: US: +1 253 215 8782
WEBINAR ID: 929 4733 8351**

AGENDA

- 1. CALL TO ORDER / ROLL CALL - 6:00 PM**
- 2. APPROVAL OF AGENDA / CONFLICT OF INTEREST DISCLOSURE - 6:05 PM**
- 3. REGULAR BUSINESS**
 - 3.A (6:10 PM) Receive Update on Senior/Community Center Conceptual Plans, 15 Minutes**
[20240702 BI Senior Community Center Council Presentation 07-16-24.pdf](#)
 - 3.B (6:25 PM) Receive Presentation on a Sea Level Rise Vulnerability and Risk Assessment and Analysis of Impacts to City Assets Including Roads, Water and Wastewater Systems - Planning, 20 Minutes**
[Council Meeting Presentation.pptx](#)
 - 3.C (6:45 PM) Receive Monthly Update on Winslow Subarea and Comprehensive Plan Projects and Receive Information on the Draft Environmental Impact Statement and Planned Public Outreach and Engagement - Planning, 15 Minutes**
 - 3.D (7:00 PM) Provide Direction Concerning Preliminary Tasks to Effectuate a Winslow Circulator and Other Transit Mobility Improvements in Accordance with the Adopted Sustainable Transportation Plan, 20 Minutes**

4. COMMITTEE REPORTS - 7:20 PM

5. ADJOURNMENT - 7:30 PM

GUIDING PRINCIPLES

Guiding Principle #1 - Preserve the special character of the Island, which includes downtown Winslow's small town atmosphere and function, historic buildings, extensive forested areas, meadows, farms, marine views and access, and scenic and winding roads supporting all forms of transportation.

Guiding Principle #2 - Manage the water resources of the Island to protect, restore and maintain their ecological and hydrological functions and to ensure clean and sufficient groundwater for future generations.

Guiding Principle #3 - Foster diversity with a holistic approach to meeting the needs of the Island and the human needs of its residents consistent with the stewardship of our finite environmental resources.

Guiding Principle #4 - Consider the costs and benefits to Island residents and property owners in making land use decisions.

Guiding Principle #5 - The use of land on the Island should be based on the principle that the Island's environmental resources are finite and must be maintained at a sustainable level.

Guiding Principle #6 - Nurture Bainbridge Island as a sustainable community by meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Guiding Principle #7 - Reduce greenhouse gas emissions and increase the Island's climate resilience.

Guiding Principle #8 - Support the Island's Guiding Principles and Policies through the City's organizational and operating budget decisions.



City Council meetings are wheelchair accessible. Assisted listening devices are available in Council Chambers. If you require additional ADA accommodations, please contact the City Clerk's Office at 206-780-8604 or cityclerk@bainbridgewa.gov by noon on the day preceding the meeting.



CITY OF
BAINBRIDGE ISLAND

City Council Study Session Agenda Bill

MEETING DATE: July 16, 2024

ESTIMATED TIME: 15 Minutes

AGENDA ITEM: (6:10 PM) Receive Update on Senior/Community Center Conceptual Plans,

SUMMARY: On May 14, 2024, the City Council approved a Memorandum of Understanding (MOU) with the Bainbridge Island Senior/Community Center for the development of a new Senior/Community Center. The terms of the MOU require the Senior Center present its conceptual design to the City Council for approval within 120 days from the agreement's execution. The MOU requires the conceptual plans show how a future affordable housing project, as well as how a playground of comparable size and functionality as the playground currently at Waterfront Park, will be accommodated.

The Senior Center organization desires to make an early presentation of its draft conceptual plans to receive assurance from the Council that the trajectory of the plans are acceptable to the Council prior to expending more resources. With the Council's concurrence, the Senior Center organization will continue to develop conceptual plans with a presentation planned in September.

AGENDA CATEGORY: Presentation

PROPOSED BY: Executive

RECOMMENDED MOTION: Confirm that the Senior/Community Center draft Conceptual Plans are generally acceptable and approved for further refinement pursuant to the requirements of the approved Memorandum of Understanding.

COMMUNITY ENGAGEMENT AND OUTREACH:

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

BACKGROUND: The draft conceptual plans show a 17,220 square foot facility in the same general area of Waterfront Park as the existing Senior/Community Center. The plans show how a future affordable housing project of approximately 56 units could be developed by straddling the newly-developed Senior Center facility. The playground appears untouched by the Senior/Community Center project but could be reconfigured in the future to remain at its current location, even as new affordable housing units are developed.

The Council's early review will allow the conceptual plans to be more fully developed with confidence and presented in September.

ATTACHMENTS:

[20240702 BI Senior Community Center Council Presentation 07-16-24.pdf](#)

FISCAL DETAILS:

Fund Name(s):

Coding:



EXISTING SITE

1" = 40'

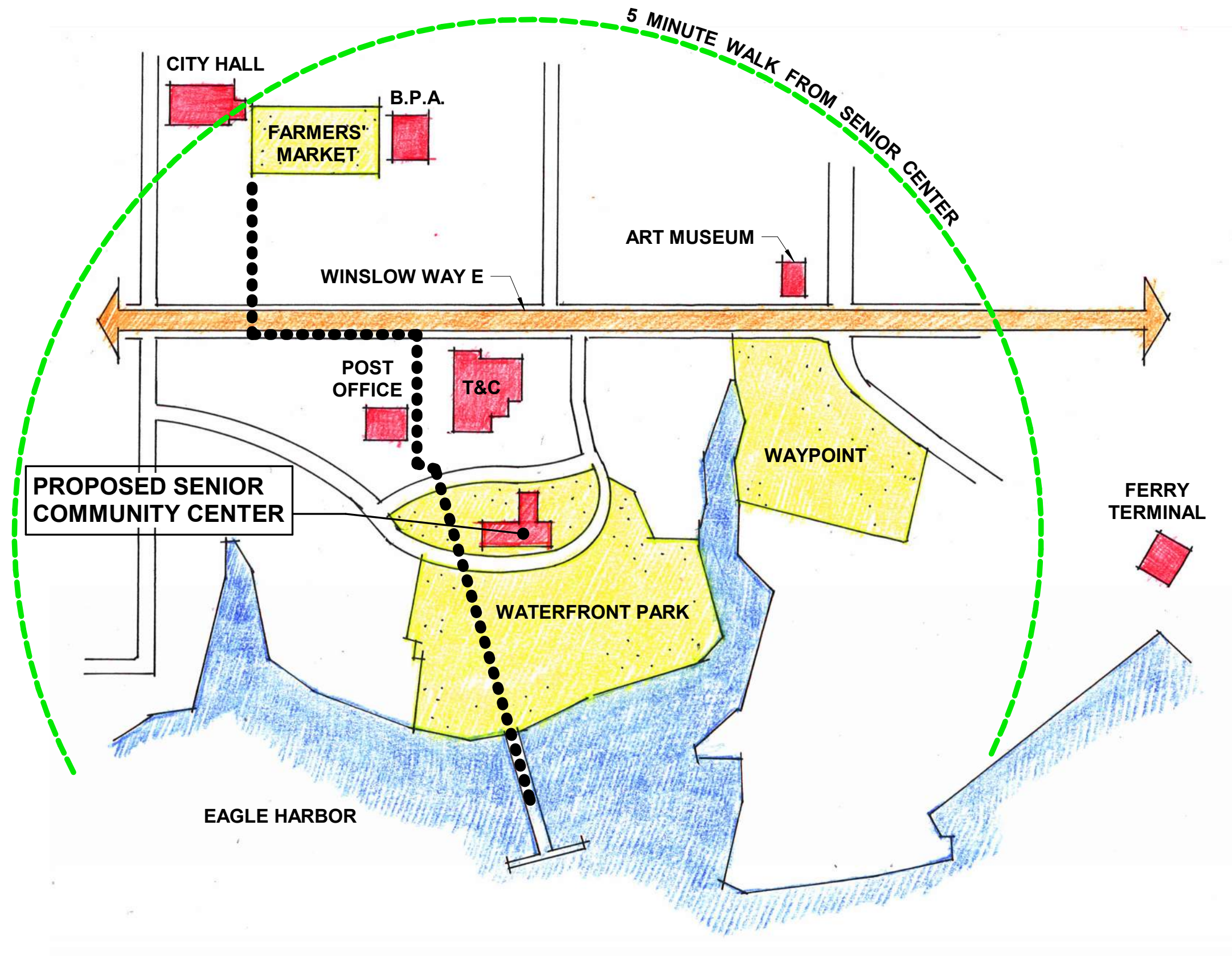
PRE-APP

6/14/24

1

B.I. SENIOR COMMUNITY CENTER

370 Brien Dr SE, Bainbridge Island, WA



TOWN TO WATER

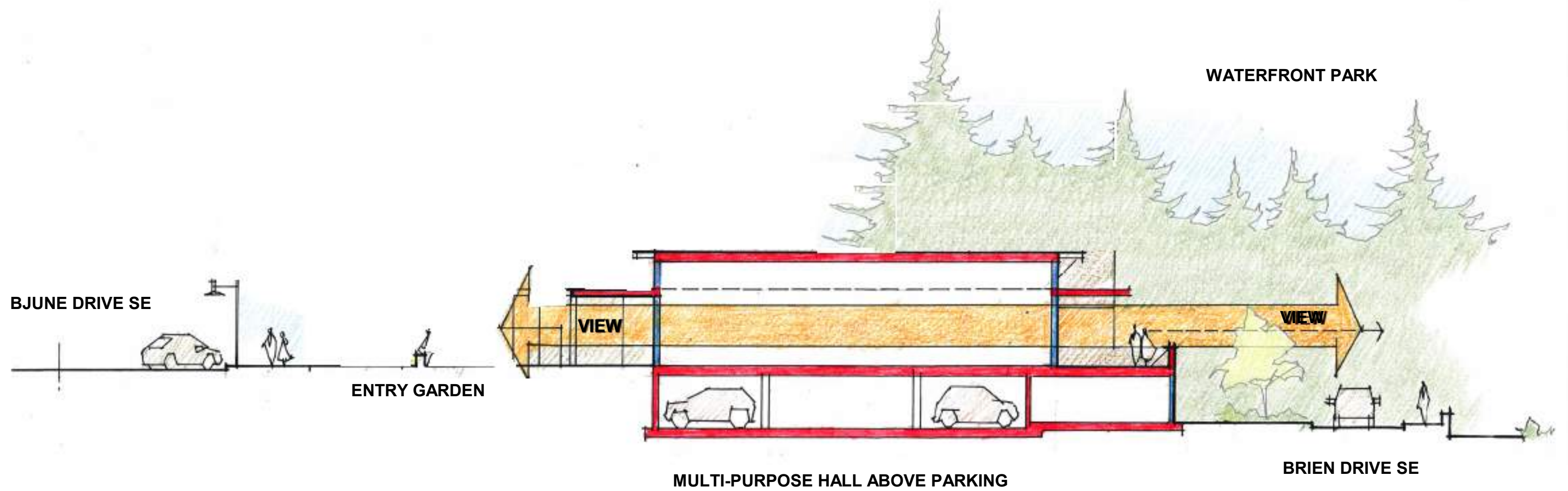
B.I. SENIOR COMMUNITY CENTER

370 Brien Dr SE, Bainbridge Island, WA

PRE-APP

6/14/24

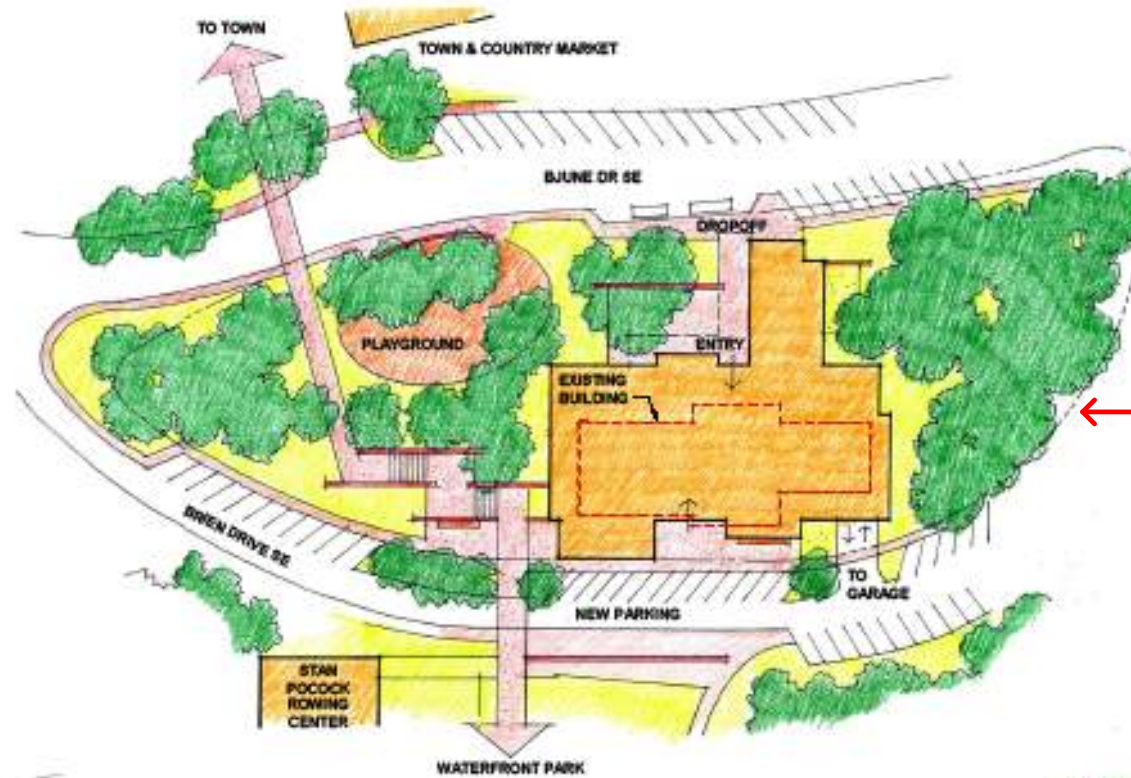
2



SITE SECTION (LOOKING EAST)

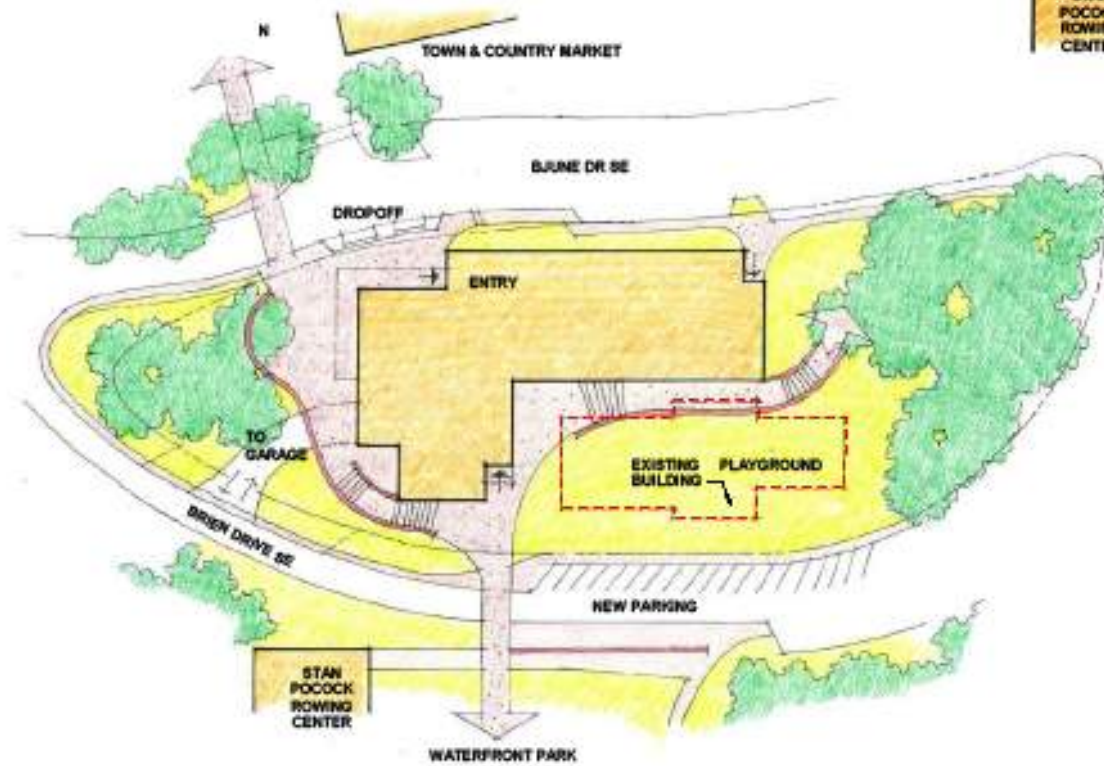
B.I. SENIOR COMMUNITY CENTER

370 Brien Dr SE, Bainbridge Island, WA

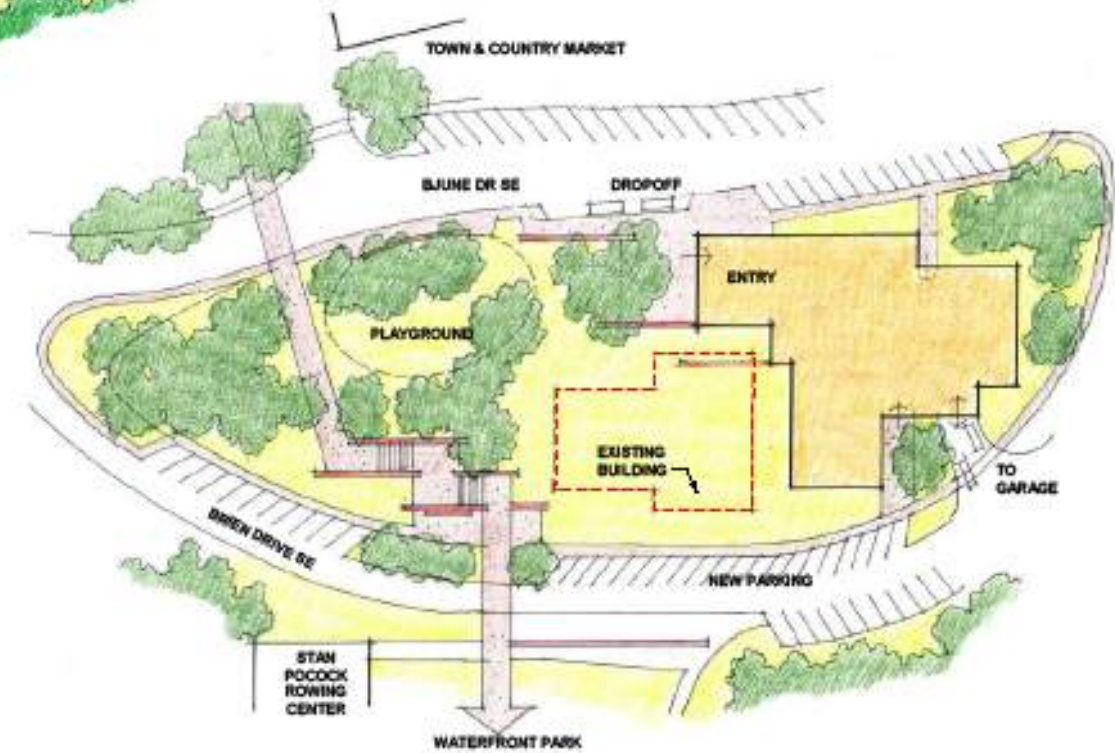


← **PREFERRED OPTION**

OPTION A
(CENTER)
REMOVE (E) BLDG



OPTION B
(WEST)
RETAIN (E) BLDG



OPTION C
(EAST)
RETAIN PARTIAL (E) BLDG



SITE PLAN OPTIONS

PRE-APP

6/14/24

4

B.I. SENIOR COMMUNITY CENTER

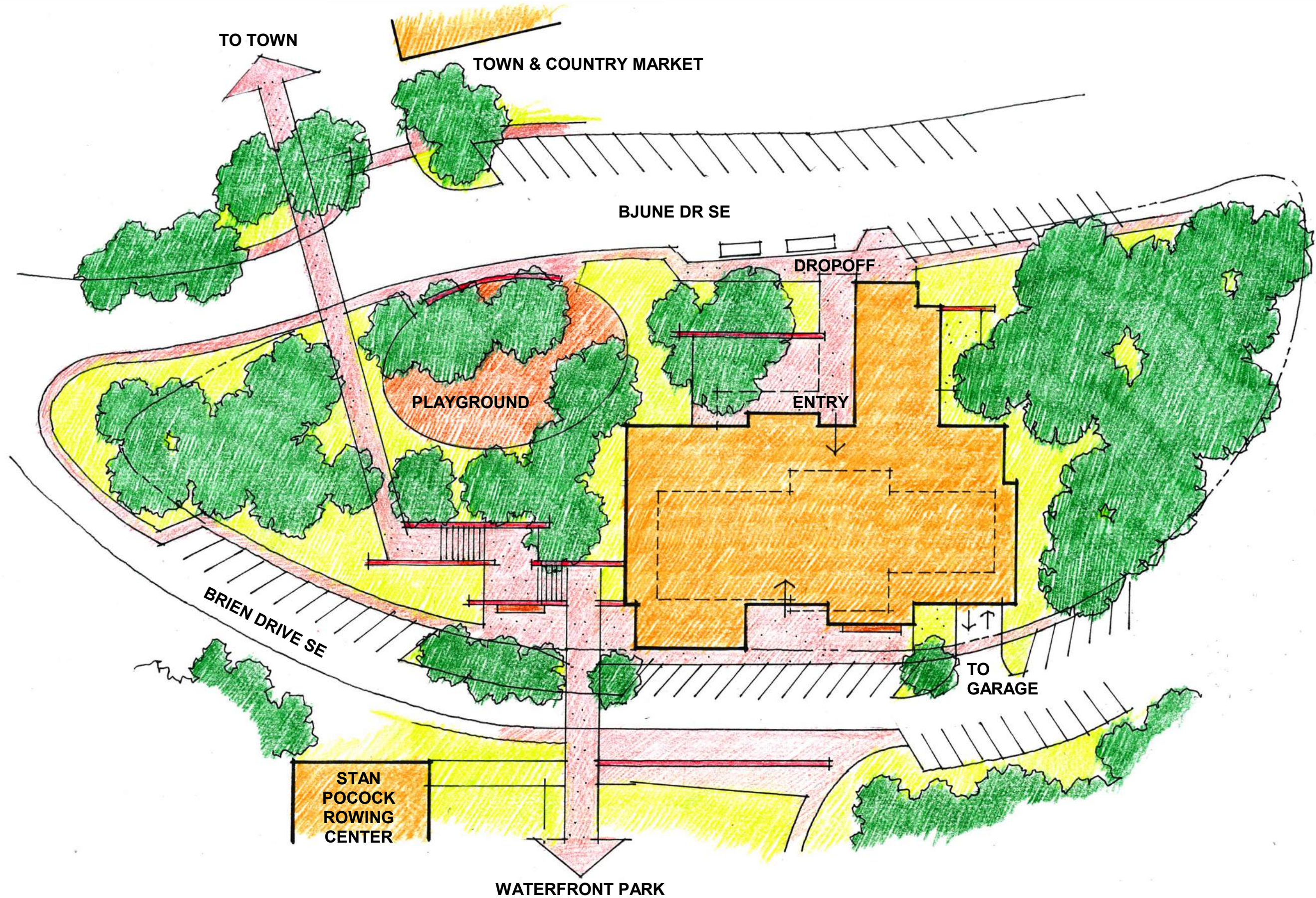
370 Brien Dr SE, Bainbridge Island, WA

BISCC SITE EVALUATION MATRIX
3/28/2024

		OPTIONS		
EVALUATION CRITERIA		A	B	C
SITE				
TAKES ADVANTAGE OF VIEW TO WATER		X	X	
MINIMIZES TREE REMOVAL		X		
MAXIMIZE ON STREET PARKING		X		
MAXIMIZE CONTIGUOUS PARK				X
OPTIMIZES TOWN TO WATER CONNECTION		X		
NO PLAYGROUND RE-LOCATION		X		X
OPTIMIZE FUTURE HOUSING				
BLDG				
ACCESS TO SUNLIGHT		X	X	
PROGRAM FIT		X		
EFFICIENT FLOOR PLAN		X		
NO THIRD FLOOR		X		X
PRESERVES EXISTING BLDG			X	
COST				
EFFICIENT PARKING GARAGE		X		
EFFICIENT GARAGE ACCESS		X		
MINIMIZES GARAGE EXCAVATION		X		

SITE COMPARISON

B.I. SENIOR COMMUNITY CENTER
370 Brien Dr SE, Bainbridge Island, WA



SITE PLAN - OPTION A (CENTER)

B.I. SENIOR COMMUNITY CENTER

370 Brien Dr SE, Bainbridge Island, WA

PRE-APP

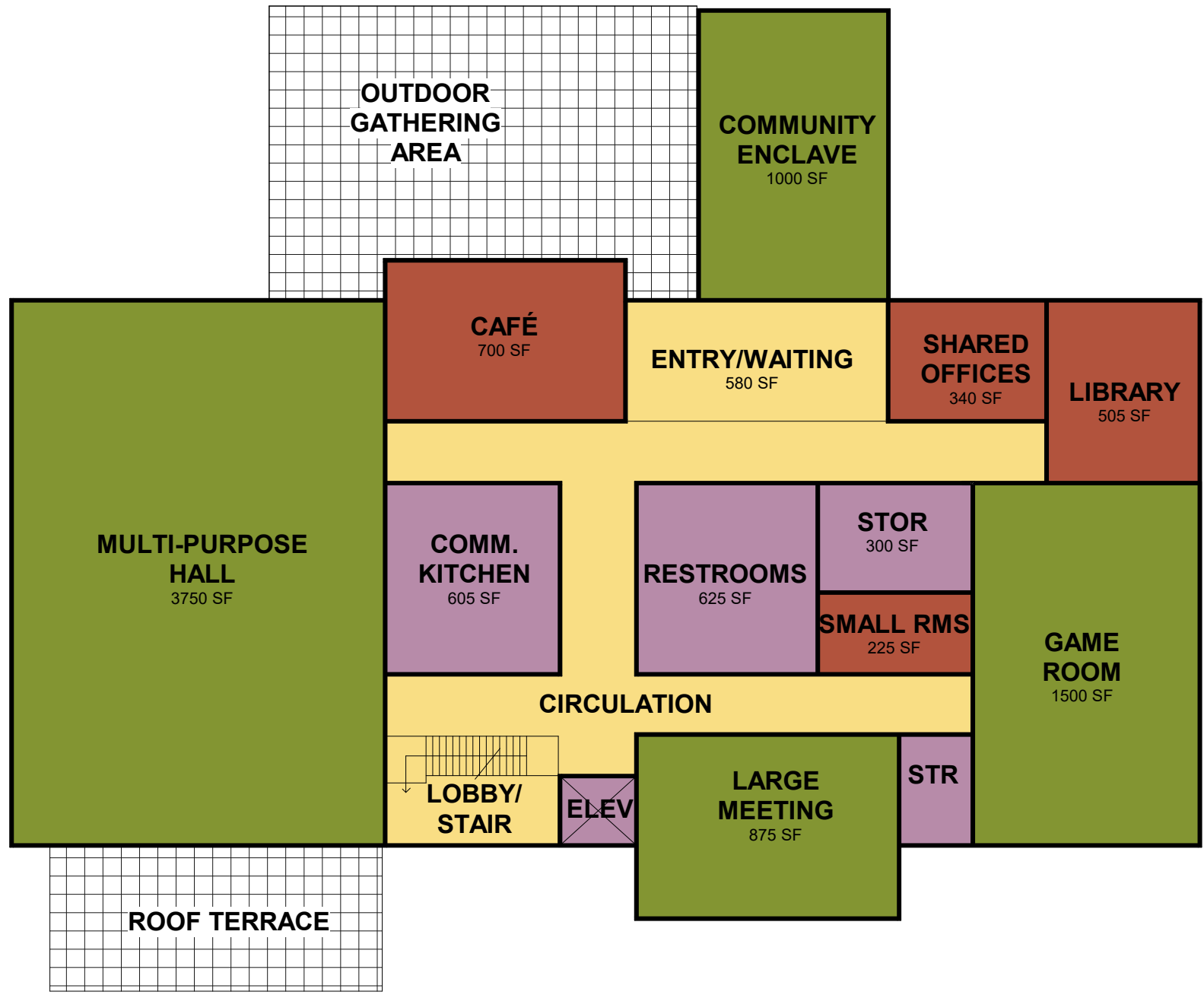
6/14/24

6

EXISTING BUILDING 7,725 SF

PROPOSED BUILDING 17,220 SF

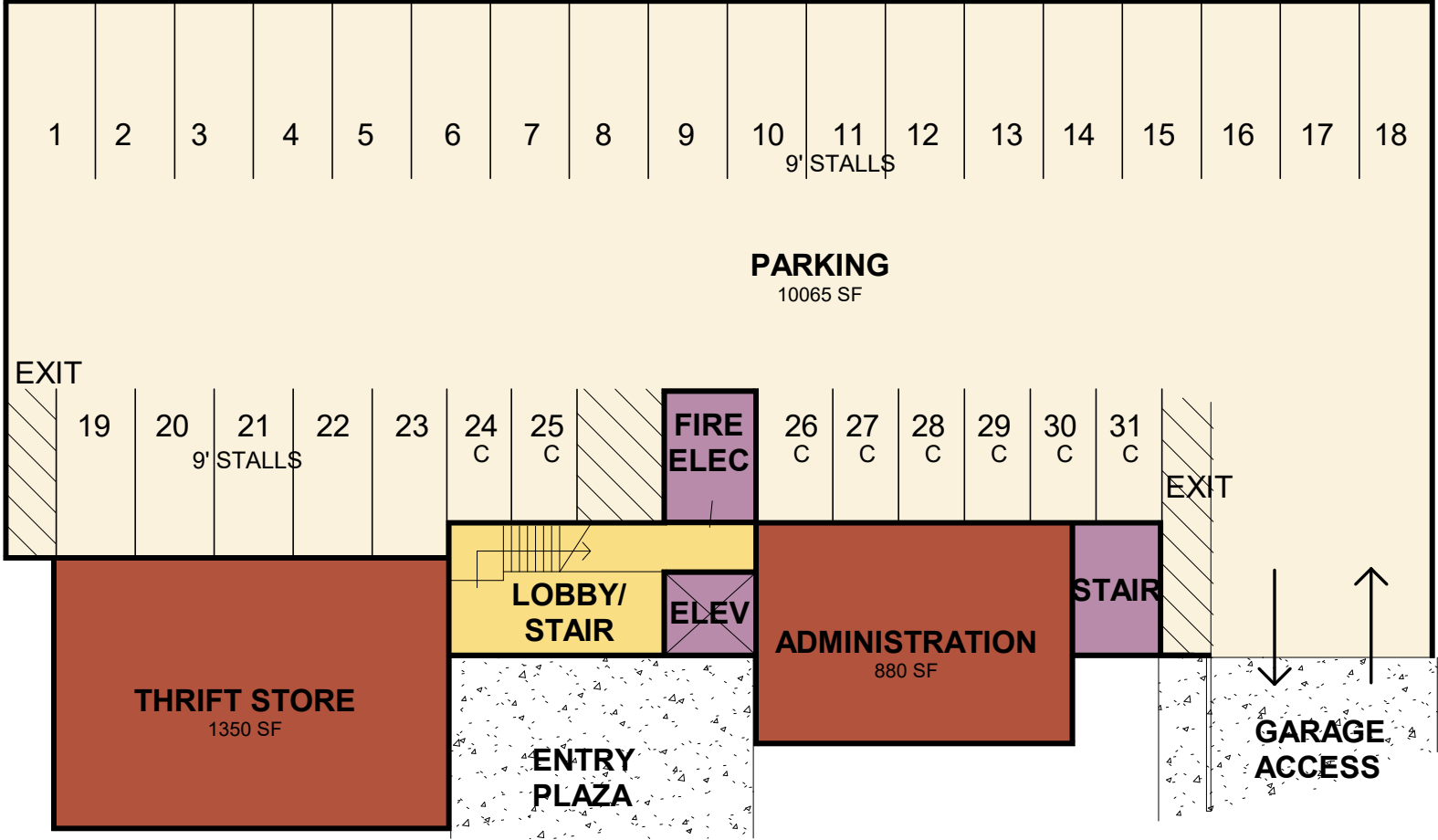
GARAGE 10,065 SF



MAIN LEVEL OPTION A

B.I. SENIOR COMMUNITY CENTER

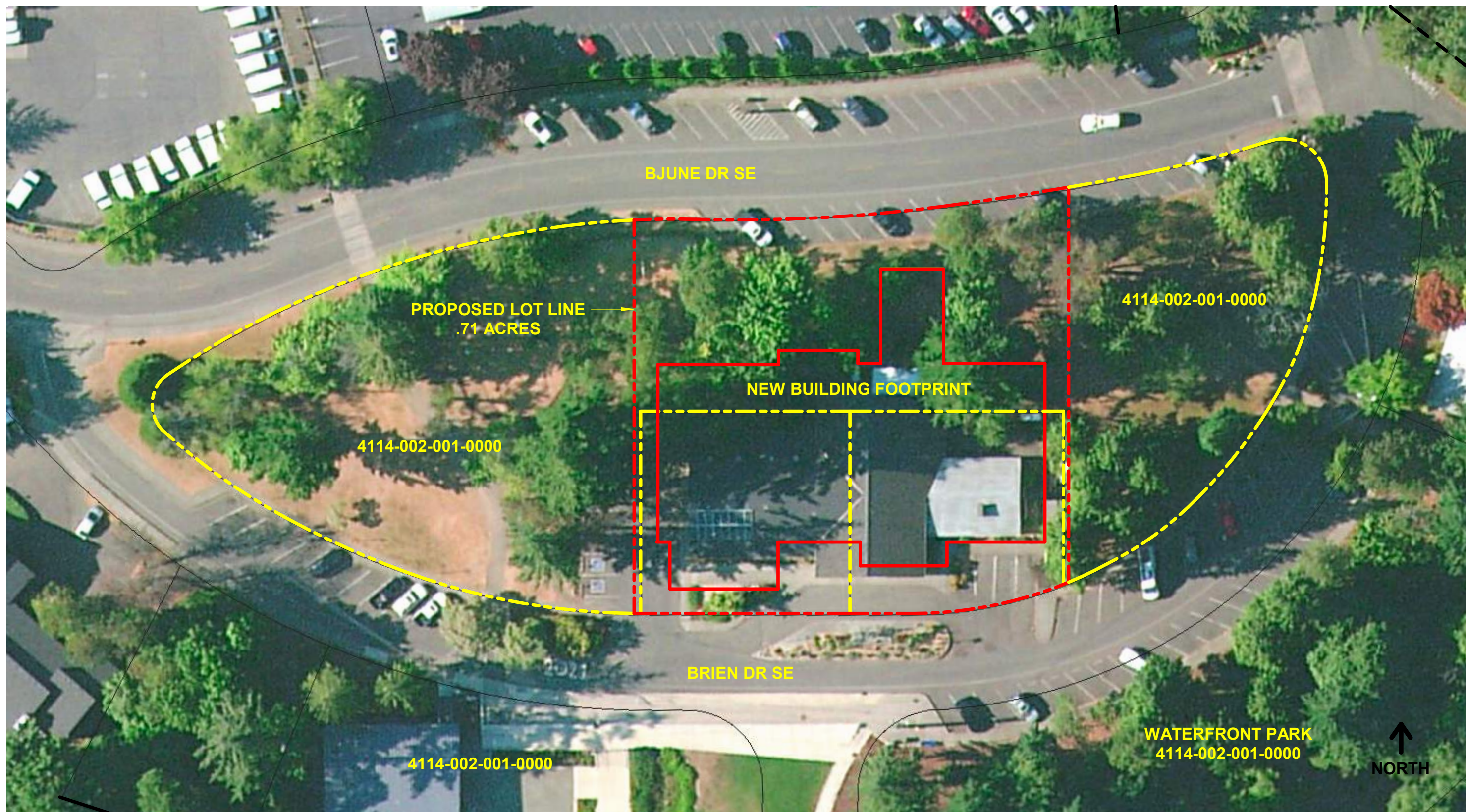
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LOWER LEVEL OPTION A

B.I. SENIOR COMMUNITY CENTER

370 Brien Dr SE, Bainbridge Island, WA



BOUNDARY LINE ADJUSTMENT

1" = 40'

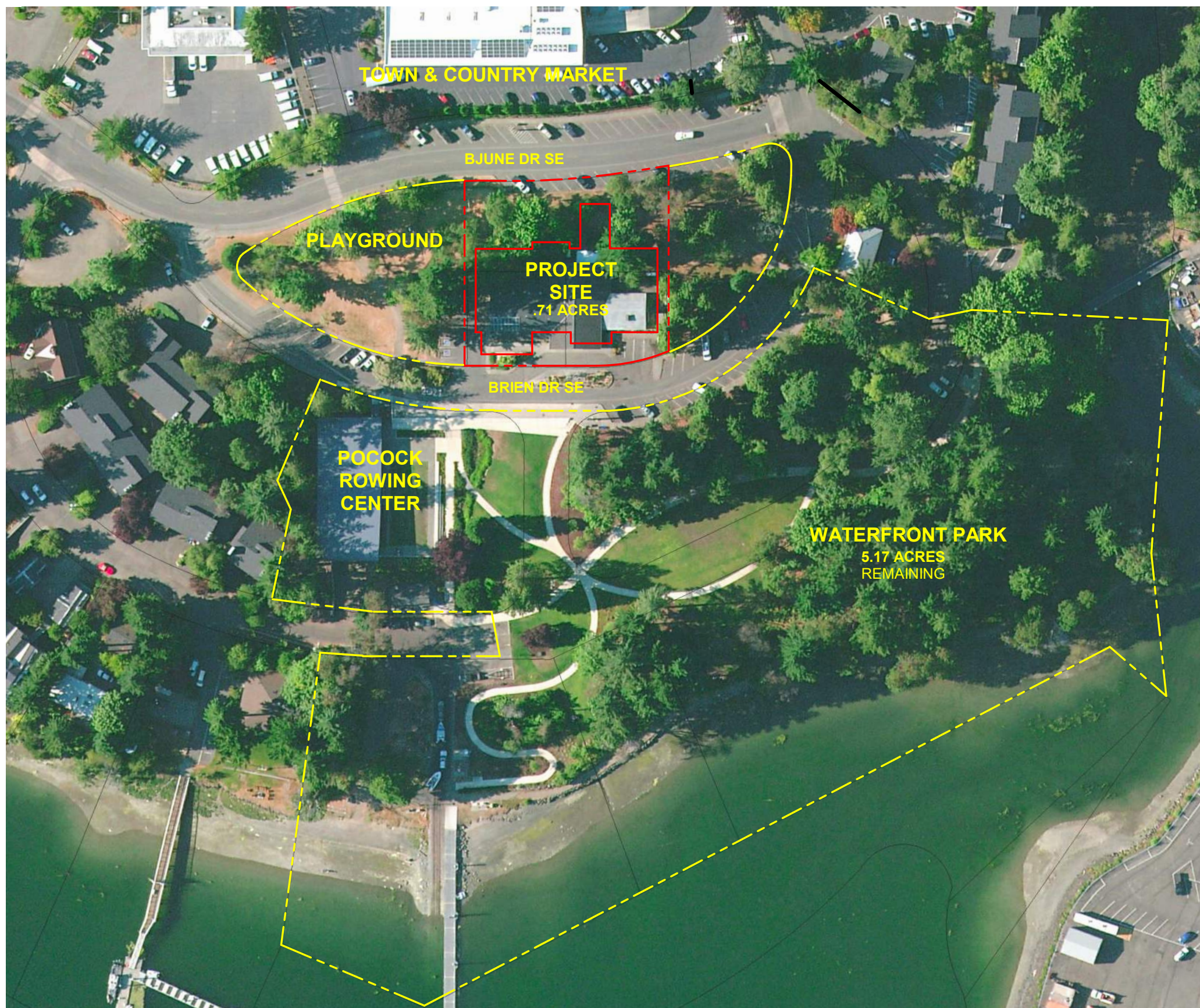
PRE-APP

6/14/24

9

B.I. SENIOR COMMUNITY CENTER

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SITE WITHIN WATERFRONT PARK

1" = 100'

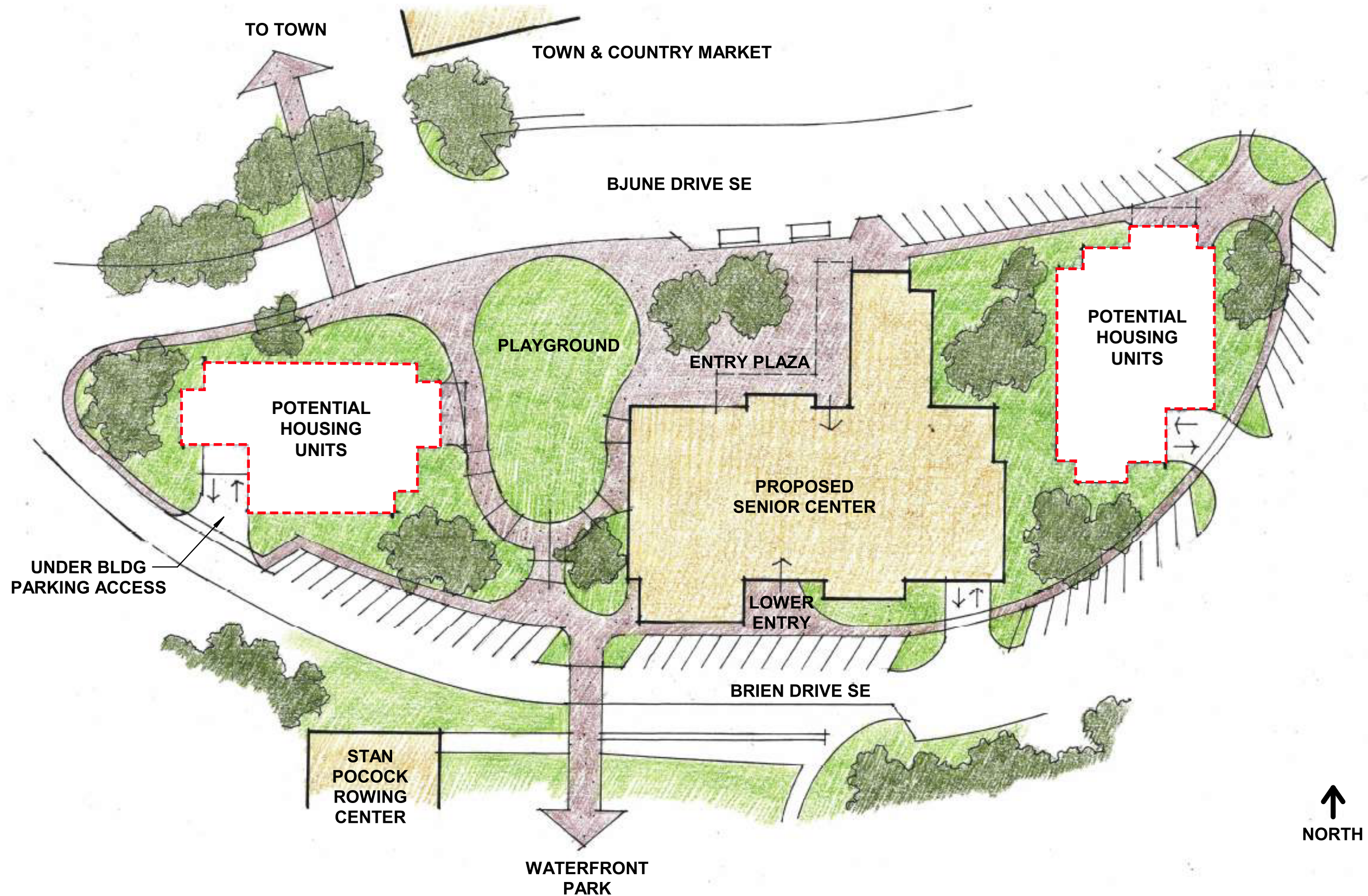
PRE-APP

6/14/24

10

B.I. SENIOR COMMUNITY CENTER

370 Brien Dr SE, Bainbridge Island, WA



SITE PLAN WITH 56 HOUSING UNITS

B.I. SENIOR COMMUNITY CENTER

370 Brien Dr SE, Bainbridge Island, WA

PRE-APP

6/14/24

11



CITY OF
BAINBRIDGE ISLAND

City Council Study Session Agenda Bill

MEETING DATE: July 16, 2024

ESTIMATED TIME: 20 Minutes

AGENDA ITEM: (6:25 PM) Receive Presentation on a Sea Level Rise Vulnerability and Risk Assessment and Analysis of Impacts to City Assets Including Roads, Water and Wastewater Systems - Planning,

SUMMARY: City staff and consultants have completed the Sea Level Rise Flooding Vulnerability and Risk Assessment project. This presentation will inform the City Council about the process and results. Special emphasis is given on the impacts of sea level rise on city assets including to roadways, water and wastewater treatment systems.

AGENDA CATEGORY: Presentation

PROPOSED BY: Planning & Community Development

RECOMMENDED MOTION: Information only.

COMMUNITY ENGAGEMENT AND OUTREACH: The project has created an online StoryMap to inform the public and staff and provide tools useful for planning and project design.

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	Yes

BACKGROUND: With more than 50 miles of marine shoreline, sea level rise, particularly tsunami inundation and king tides, is of critical concern for Bainbridge Island. The Washington Department of Ecology received federal funds to support local governments, through grants, to assess shoreline vulnerabilities from sea level rise. Grant funds awarded to Bainbridge Island supported consultant services with expertise in sea level rise vulnerability and assessment projects throughout the greater Salish Sea. An in-depth slide presentation, along with a story map and final technical report, were produced. A presentation and discussion with City Council will present highlights of this project.

The City's 2016 Comprehensive Plan (adopted February 28, 2017) included various references to sea level rise, including:

* Goal EN-7: Anticipate and prepare for the consequences of sea level rise.

- * Guiding Policy 2.4 Anticipate and prepare for the consequences of climate change (including sea level rise) on our aquatic resources.
- * Policy EN 7.1 Consider the implications of sea level rise in all relevant decision-making by using regional sea level rise projections and shoreline instability maps.
- * Policy EN 6.4 Locate public facilities such as sewer and water lines outside of frequently flooded areas and with consideration of future sea level rise, in order to minimize damage to both the public facility and the natural environment.

The Climate Action Plan includes the following, related priority actions:

- * Priority Action 5.B.1.a: As recommended by the 2019 CCAC (Climate Change Advisory Committee) Report on Sea Level Rise (“Sea Level Rise on Bainbridge Island, A Preliminary Assessment”) conduct a systematic, high-resolution analysis of exposure of City assets to sea level rise.
- * Priority Action 5.B.1.b: As recommended by the 2019 CCAC Report on Sea Level Rise create a prioritized list for addressing City assets at high risk of sea level rise (e.g., roadways that are expected in the coming decades to be sufficiently flooded that they will not be functional for motorized transit.)
- * Priority Action 5.B.1.c: As recommended by the 2019 CCAC Report on Sea Level Rise, integrate sea level rise analysis into all City planning to identify and avoid or minimize risk to planned infrastructure and development.

ATTACHMENTS:

[Council Meeting Presentation.pptx](#)

FISCAL DETAILS: Funding Sources: \$100,000 grant (federal funds) from WA Dept of Ecology and \$20,000 from COBI general fund.

Fund Name(s): General Fund

Coding:

Bainbridge Island Sea Level Rise Vulnerability & Risk Assessment



City Council Meeting - June 25, 2024

Agenda

- Background
- Project overview and defining vulnerability
- Sea-level rise scenarios
- Wave modeling results
- Recommendations and Next Steps

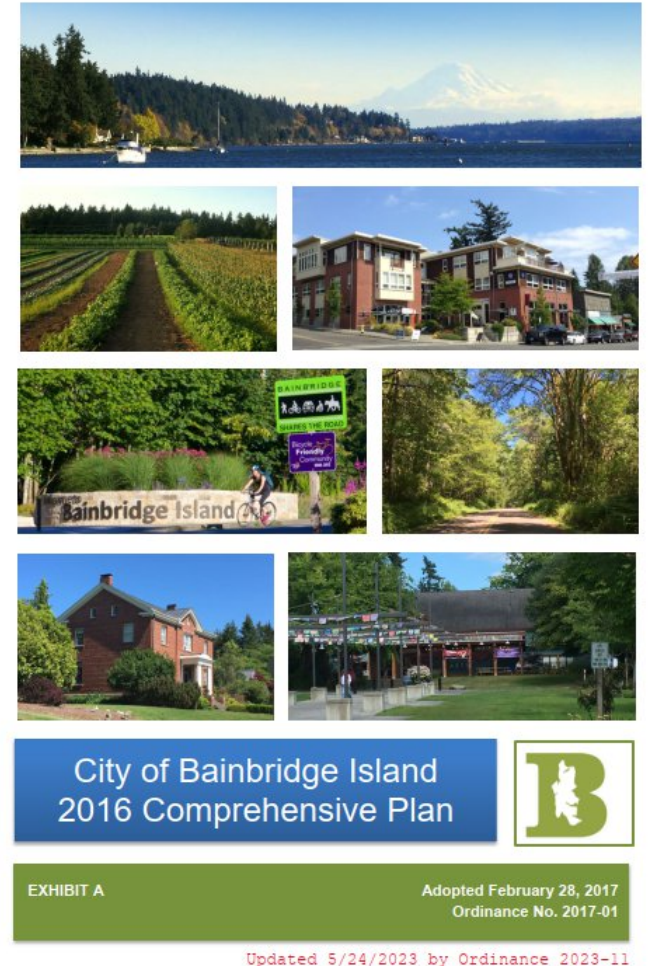


Background

Sea Level Rise (SLR) Planning on Bainbridge Island

- 2016 Comprehensive Plan
- 2019 Preliminary SLR Assessment (CCAC)
- 2020 Climate Action Plan
- 2024 SLR Flooding Vulnerability & Risk Assessment
- 2024 Comprehensive Plan – Capital Facilities Planning
- Next Steps TBD (with CCAC)

“GOAL EN-7 - Anticipate and prepare for the consequences of sea level rise.”



Climate Action Plan - Sea Level Rise

Target 5.B.1. By 2025, COBI will complete an analysis, develop a plan, and design a process for regularly updating the plan to **ensure all CITY-OWNED ASSETS will be resilient from sea level rise** over the lifespan of the infrastructure.

This Project

Action 5.B.1.a. (By 2022) ... conduct a systematic, high-resolution analysis of exposure of City assets to sea level rise.

2024 Comprehensive Plan – Capital Facilities Planning

Action 5.B.1.b. (By 2023) ... create a prioritized list [of] COBI assets at high risk of sea level rise.

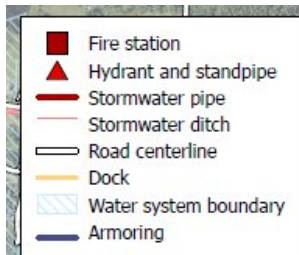
Action 5.B.1.c. (By 2024) ... integrate sea level rise analysis into all City planning to identify and avoid or minimize risk to planned infrastructure and development.



Project Overview

Study Approach

How much sea-level rise?
Planning horizon?



Vulnerability and Risk Assessment

Scenario Identification

Hazard Maps

Asset Inventory

Exposure Analysis

Sensitivity and Adaptive Capacity Analysis

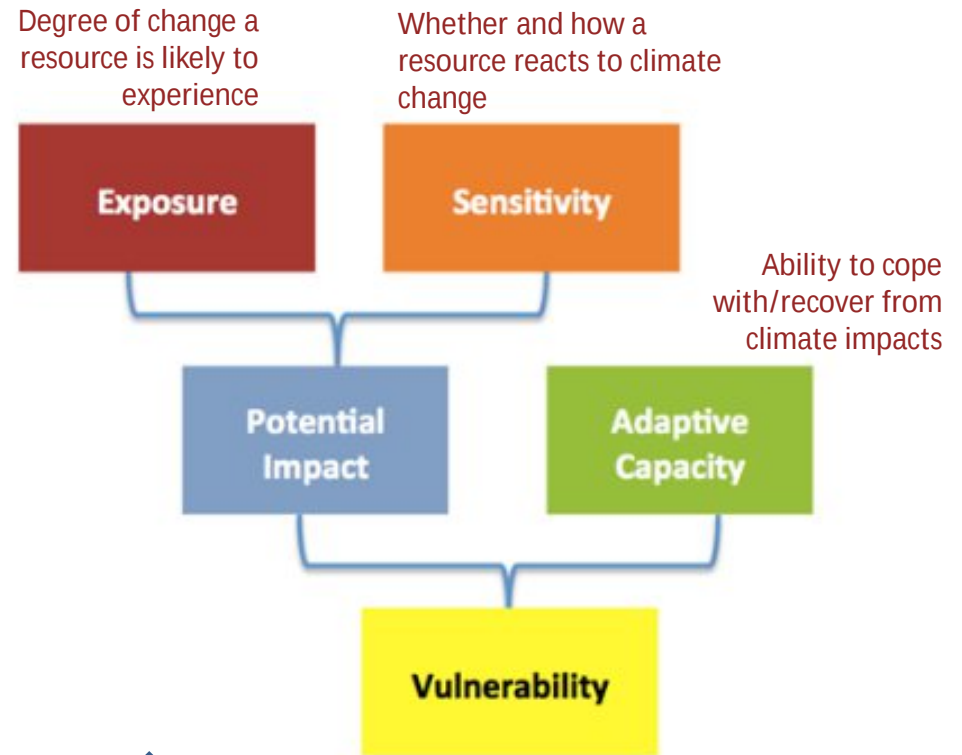
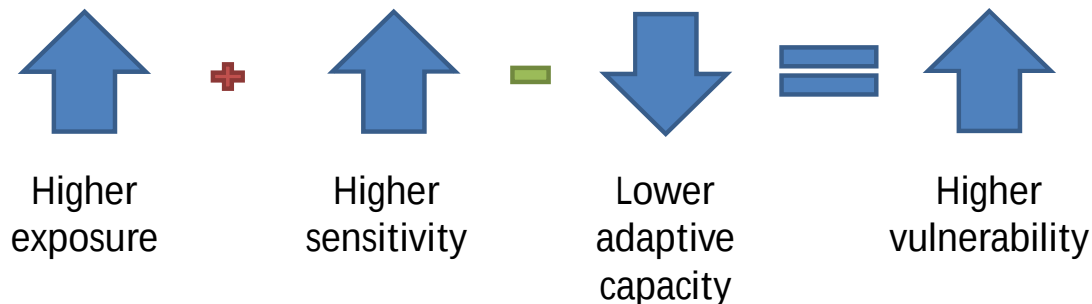
Next Steps



Defining Vulnerability

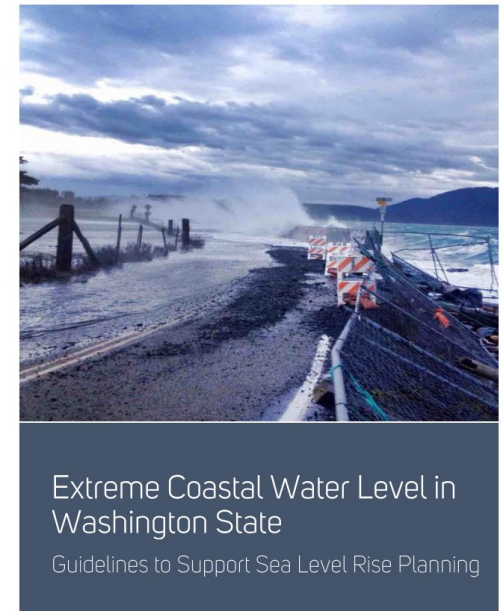
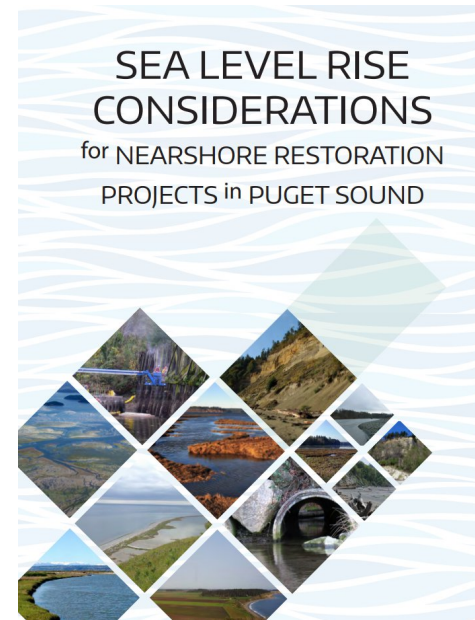
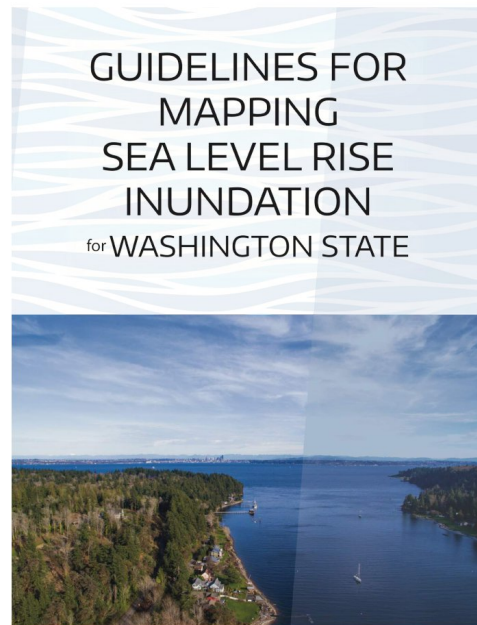
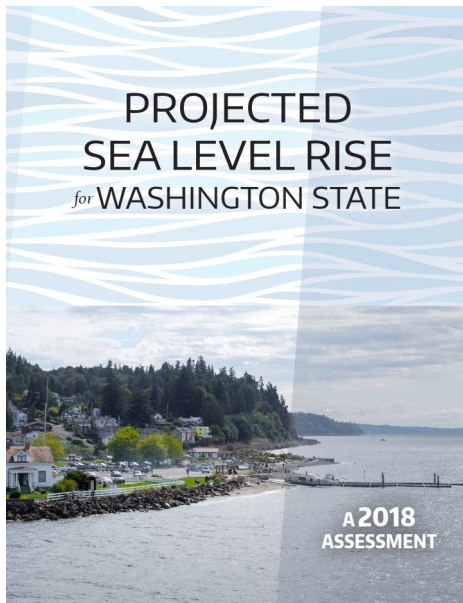
Intergovernmental Panel on Climate Change (IPCC) 2007

“Vulnerability is the degree to which a resource is susceptible to and unable to cope with adverse impacts of climate change.”



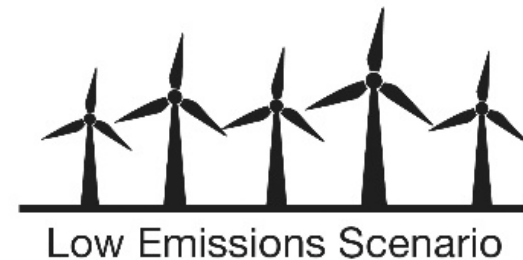
Sea-Level Rise Projections and Project Scenarios

Sea Level Rise Flooding: State Guidance



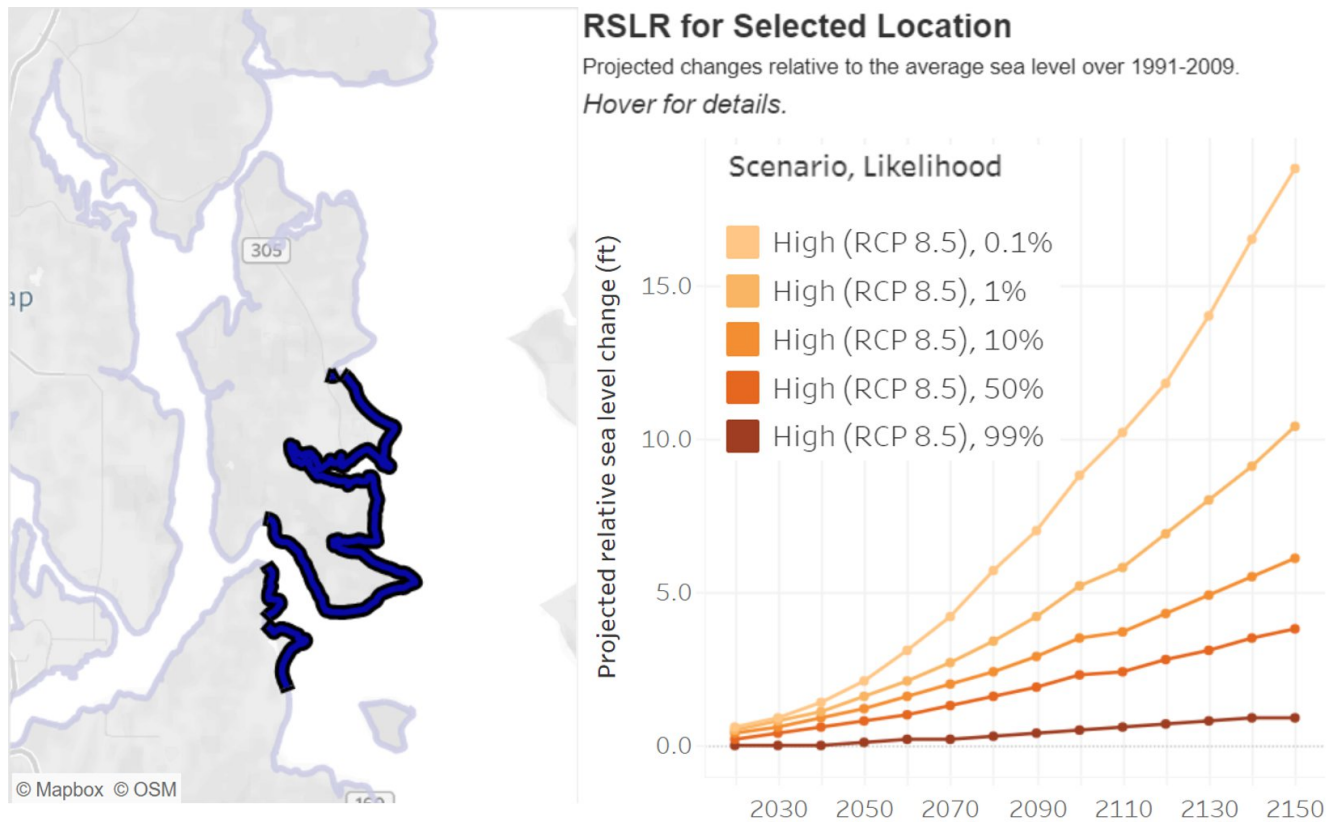
Sea Level Rise (SLR) Scenarios

- Greenhouse Gas Scenarios
 - RCP 8.5 = High; “Business as usual”
 - RCP 4.5 = Low; Some emissions reductions
- Level of risk or likelihood
 - Percent of models that predict SLR will exceed the projection
 - E.g., 1% risk means only 1% of models show a higher amount of SLR than the projection
- Timeline
 - Near-term vs long-term



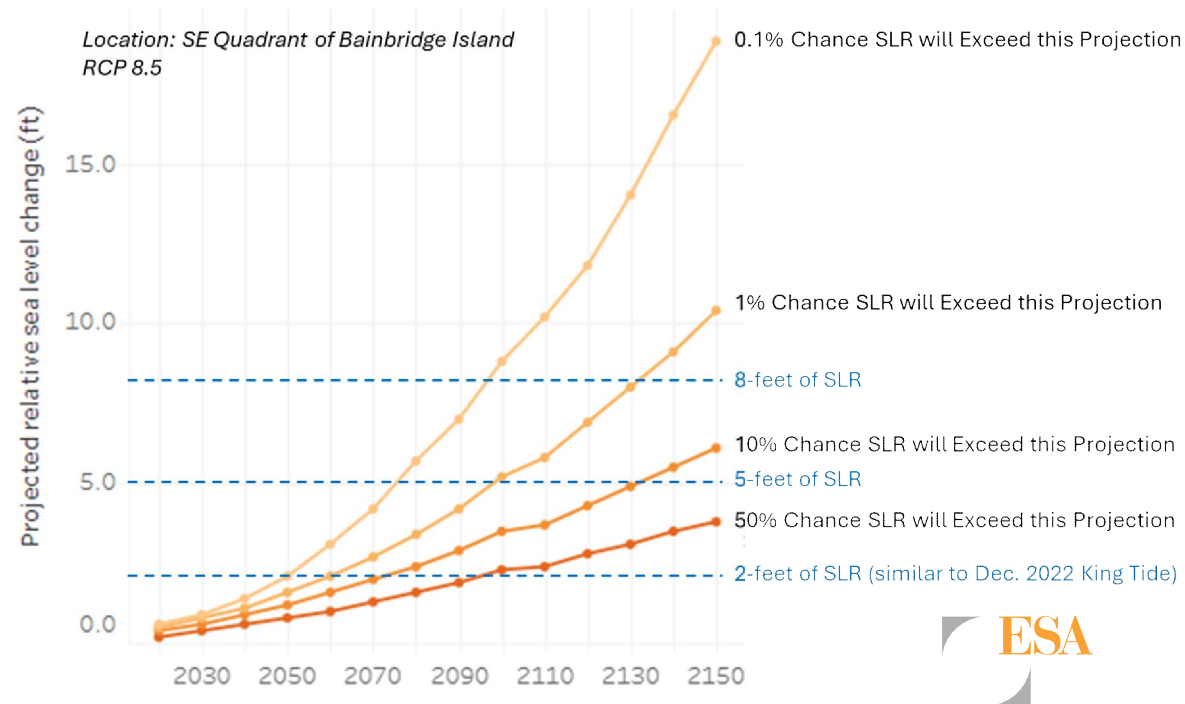
Washington Coastal Resilience Project SLR Projections

RSLR = relative
sea-level rise

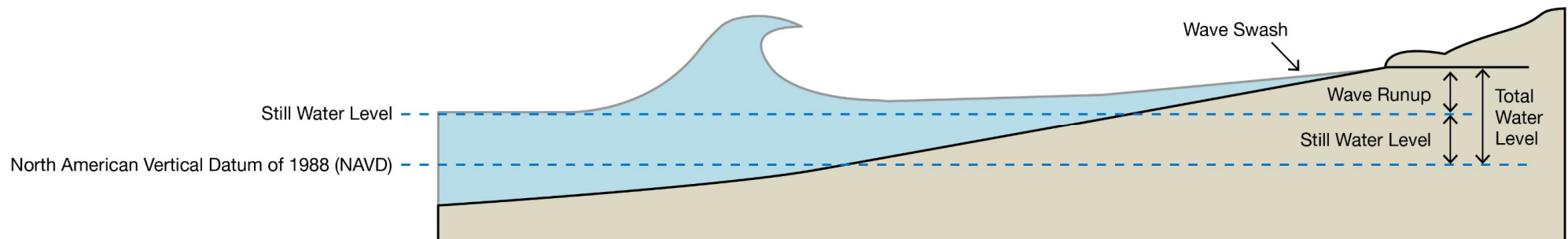


Bainbridge Island Study Scenarios

- Address scientific uncertainty with scenario planning
- Consider multiple scenarios that provide “bookends” or possible range
- RCP 8.5 “Business as usual”
- Near-term sea-level rise: 2 feet
 - 1% chance of being exceeded by 2060
 - 50% chance of being exceeded by 2100
- Long-term sea-level rise: 5 feet
 - 1% chance of being exceeded by 2100
 - 10% chance of being exceeded by 2130
- Extreme sea-level rise: 8 feet
 - 0.1% chance of being exceeded by 2100
 - 1% chance of being exceeded by 2130



Sea Level Rise Flooding = [higher tides] + [storm events]



Bainbridge Island Study Scenarios

Future Flooding Scenarios Modeled for Bainbridge Island		
Sea-Level Rise	Storm Event Average Return Frequency	Geographic Area
2 feet	1 year (100% chance of occurring annually) 10 year (10% chance of occurring annually) 100 year (1% chance of occurring annually)	90 Shoreline Segments Island-wide
5 feet	1 year (100% chance of occurring annually) 10 year (10% chance of occurring annually) 100 year (1% chance of occurring annually)	90 Shoreline Segments Island-wide
8 feet	10 year (10% chance of occurring annually) 100 year (1% chance of occurring annually)	Limited to Certain City Assets

Wave Modeling and Hazard Zone Results

User input Calculation

Shoreline Segment (see map):	E33
Infrastructure Elevation (ft NAVD88):	14.45
SLR Risk Tolerance Profile	5%
Amount of SLR (ft):	3

Avg. Return Period (yr)	Annual Probability of Occurring	Wave height (ft)	TWL now (ft NAVD88)	TWL with 3 ft of SLR
1	100%	1.0	10.5	13.5
2	50%	1.2	11.6	14.6
5	20%	1.3	12.1	15.1
10	10%	1.4	12.4	15.4
20	5%	1.5	12.6	15.6
50	2%	1.5	12.8	15.8
100	1%	1.6	12.9	15.9
500	0.2%	1.7	13.2	16.2

When will this elevation be inundated?

Approx. every 100 years by 2055

Approx. every 10 years by 2067

Not inundated on an annual basis

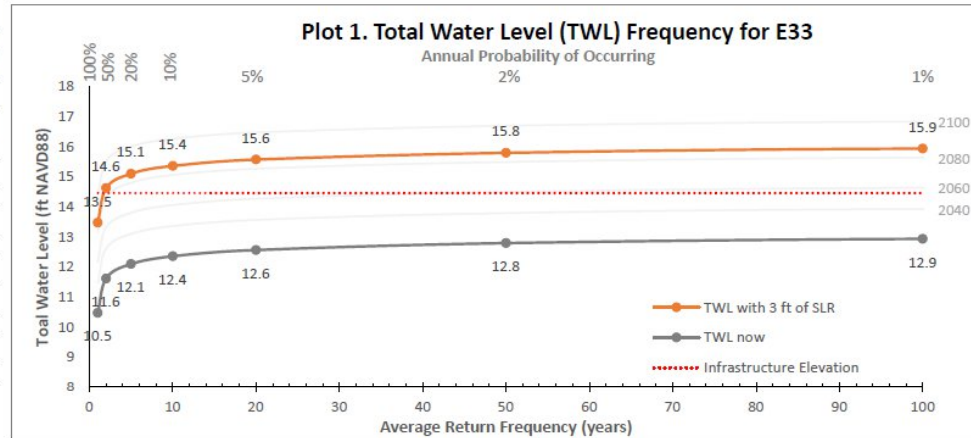
Reference: SLR Risk Tolerance Profiles

Very Low Risk of Exceeding	1%
Low Risk of Exceeding	10%
Moderate Risk of Exceeding	50%
High Risk of Exceeding	90%
Very High Risk of Exceeding	99%

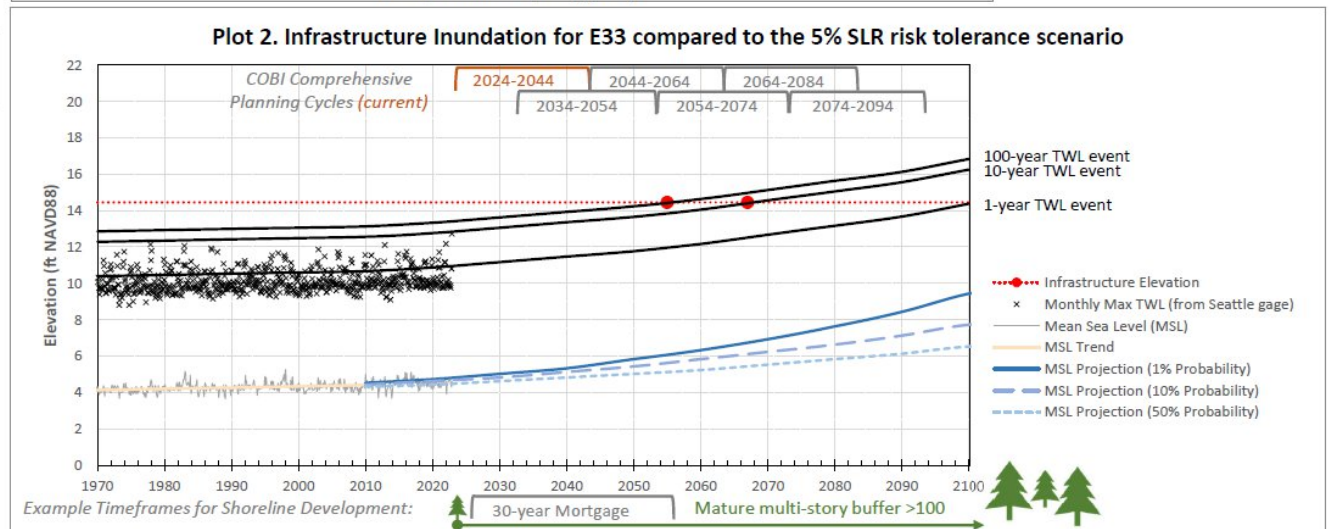
... risk of exceeding the modelled TWL event

Total Water Level & Sea Level Rise Calculator

Infrastructure Name: Eagle Harbor Drive - Road Surface at Cooper Creek (Head of the Bay) - Proposed Culvert Design



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Island-wide Conclusions

- Areas currently at risk of flooding will **flood more frequently** and experience **deeper flood waters**.
- The risk of flooding will **expand to additional areas** that are not currently at risk of flooding.
- **Groundwater levels will rise** in coastal areas which could affect some underground infrastructure and cause localized ponding.
- Increased flooding could **slow emergency service response times** to certain neighborhoods and require alternative response equipment/training.
- **Tsunami inundation is greater** than SLR flooding



*100-year flood today becomes
annual flooding with 2 ft SLR
(same as Dec. 2022 King Tide)*

Island-wide Road Infrastructure

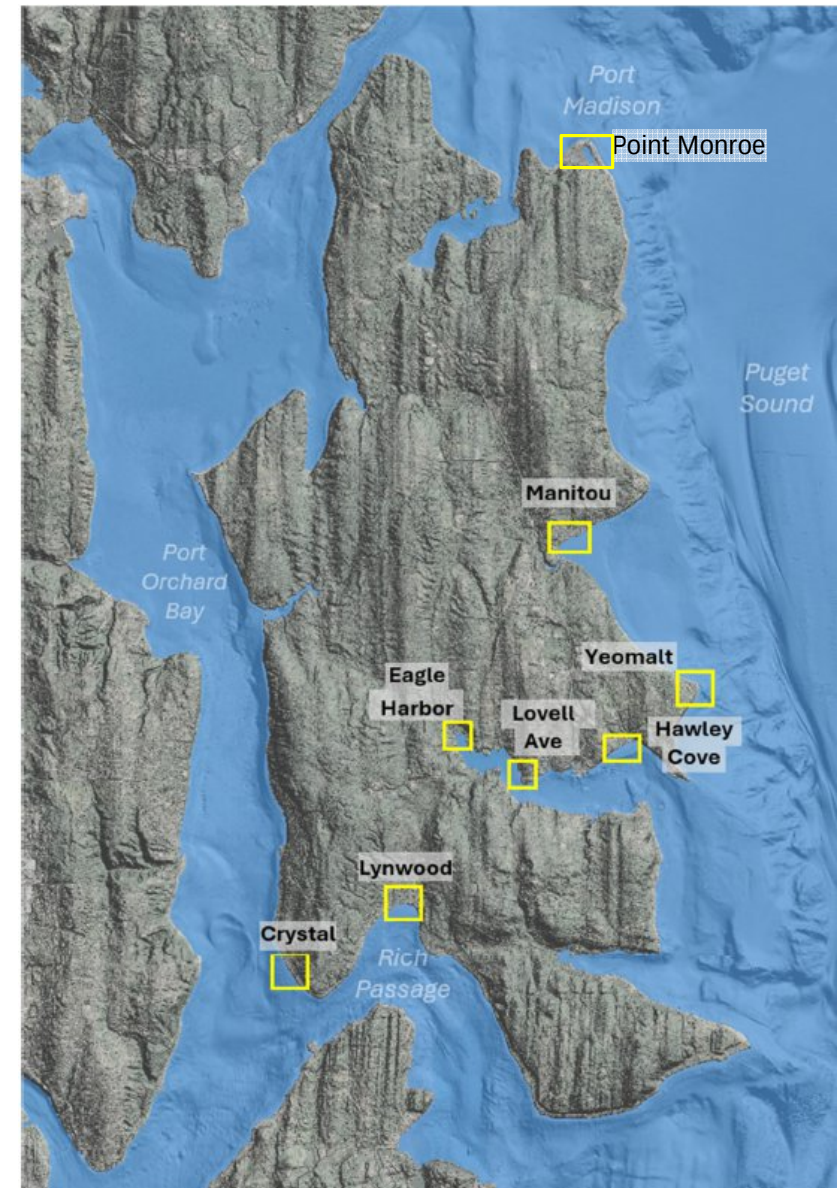
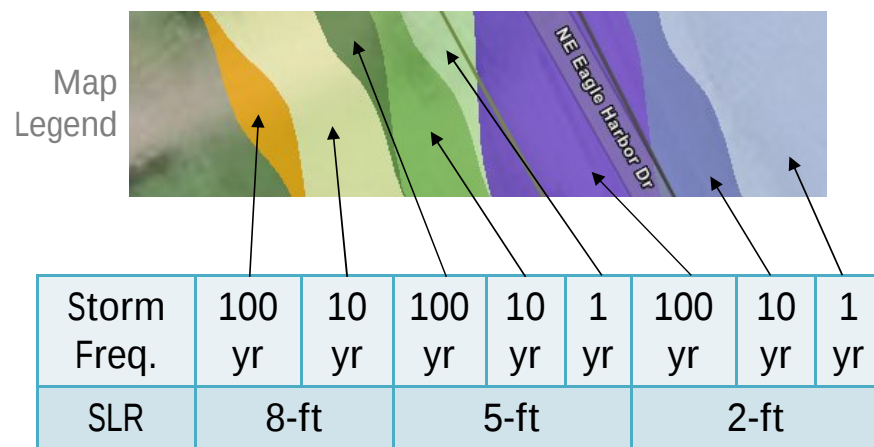
Currently	2.7 miles of road are at risk of flooding in the FEMA 100-year flood zone and several roads already experience annual flooding.
By 2070	With 2-feet of sea-level rise: • These roads will be at risk of flooding during a 10-year storm event. • 3.3 miles of road will be at risk of flooding during a 100-year storm event.
By 2130	With 5-feet of sea-level rise: • These roads will be at risk of flooding annually during a 1-year storm event. • 4.7 miles of road will be at risk of flooding during a 100-year storm event.

Winslow Sewer Infrastructure

Currently	2 sewer lift stations and 4 manholes are at risk of flooding in the FEMA 100-year flood zone (1 of these lift stations is already being relocated at significant expense).
By 2070	With 2-feet of sea-level rise: • 3 lift stations and 24 manholes will be at risk of flooding annually during a 1-year storm event. • 4 lift stations and 26 manholes will be at risk of flooding during a 100-year storm event.
By 2130	With 5-feet of sea-level rise: • 4 lift stations and 33 manholes will be at risk of flooding during a 10-year storm event. • The Wastewater Treatment Plant will be at risk of flooding during a 100-year storm event.

Vulnerable Infrastructure

Several locations were identified for modelling 8-foot SLR



Point Monroe

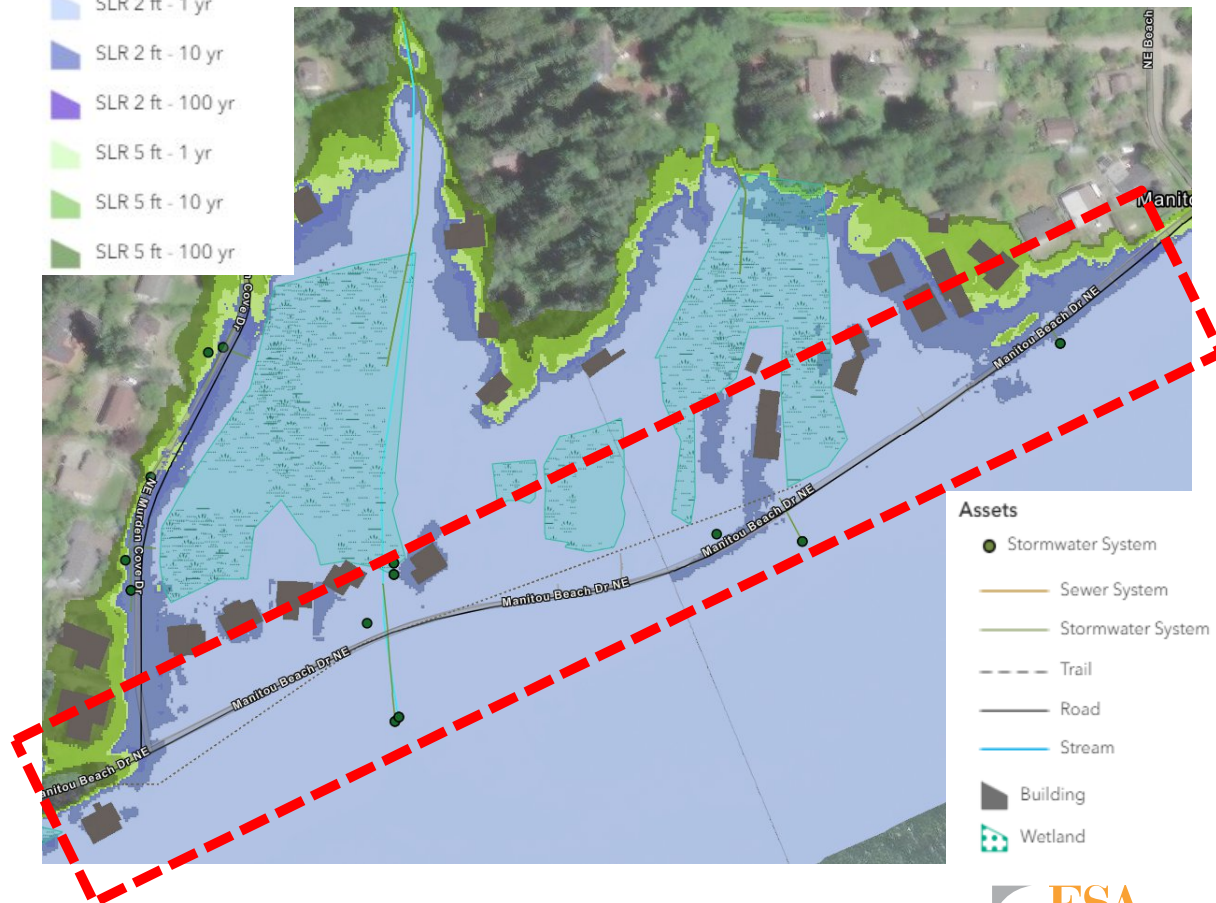
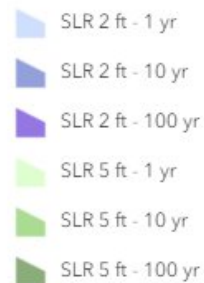
- All of Point Monroe is already in the FEMA 100-year flood zone and is very vulnerable to increased flooding due to sea level rise. Additional modelling was not necessary for Point Monroe.



Manitou Beach Drive

- Manitou Beach Drive
 - 2 ft of SLR inundates 1,800 ft annually
 - 5 ft of SLR inundated 2,900 ft during 100-yr event
- Area already at risk of flooding with 100-yr event under existing conditions
- But this flooding could occur annually with 2 ft of SLR!
- Some increase in flood extent with larger events, more intense storms

Sea-Level Rise Scenarios



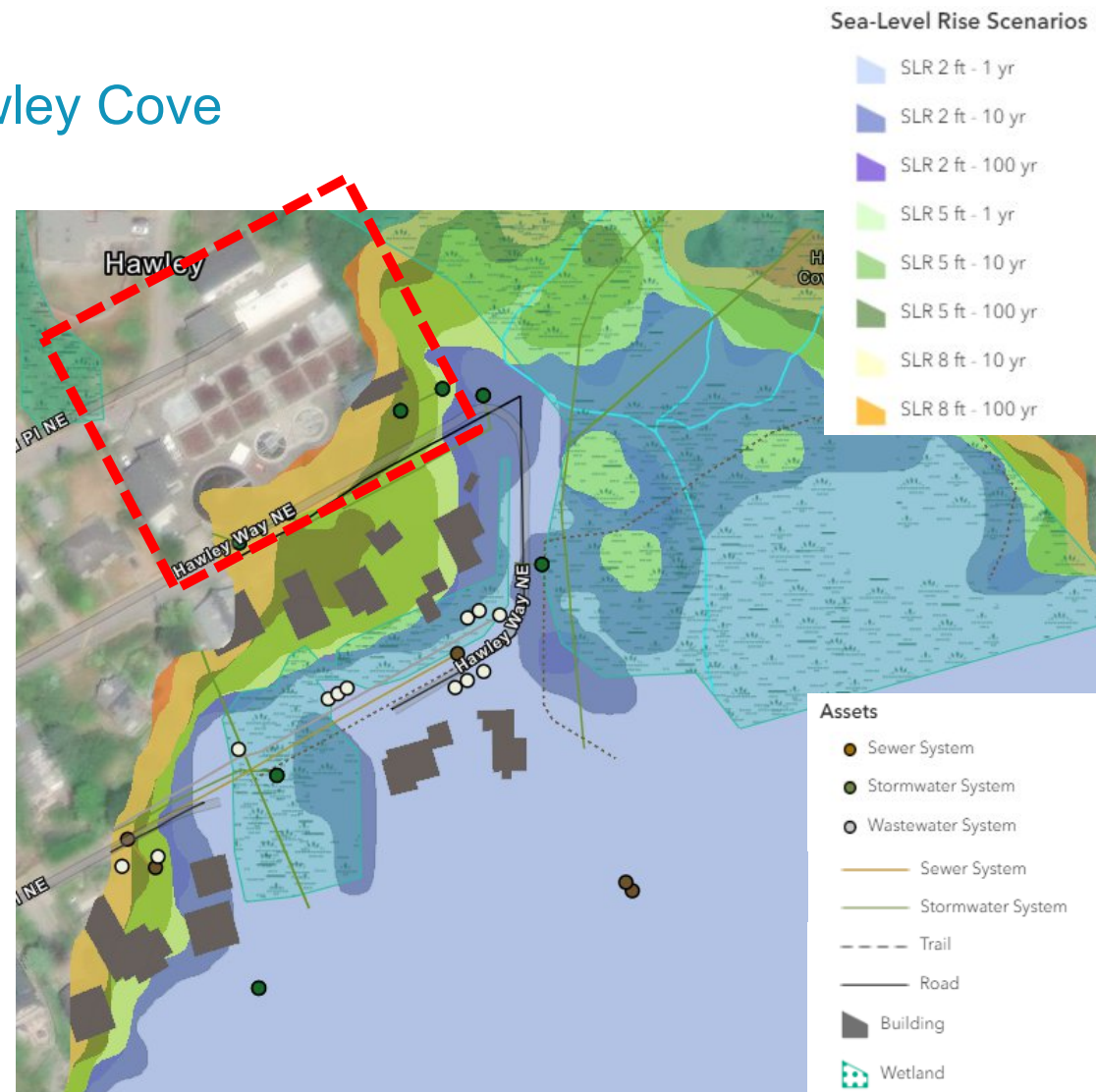
Yeomalt Point

- NE Yeomalt Point Drive
 - 2 ft of SLR inundated 620 ft annually
 - 5 ft of SLR with 100-yr event inundates 820 ft
- Area already at risk of flooding with 100-yr event under existing conditions
- But this flooding could occur annually with 2 ft of SLR



Wastewater Treatment Plant & Hawley Cove

- **WWTP**
 - Southeast building at risk of flooding with 8 ft of SLR
 - Drainage and outfalls may be impacted sooner
- **Hawley Way NE**
 - 330 ft inundated annually w/ 2 ft SLR
 - 580 ft during 10-year storm w/ 2 ft SLR
 - 760 ft during 10-year storm w/ 5 ft SLR
- **End of Irene PI NE at risk of flooding now under 100-yr event w/ flood extent increasing with SLR**



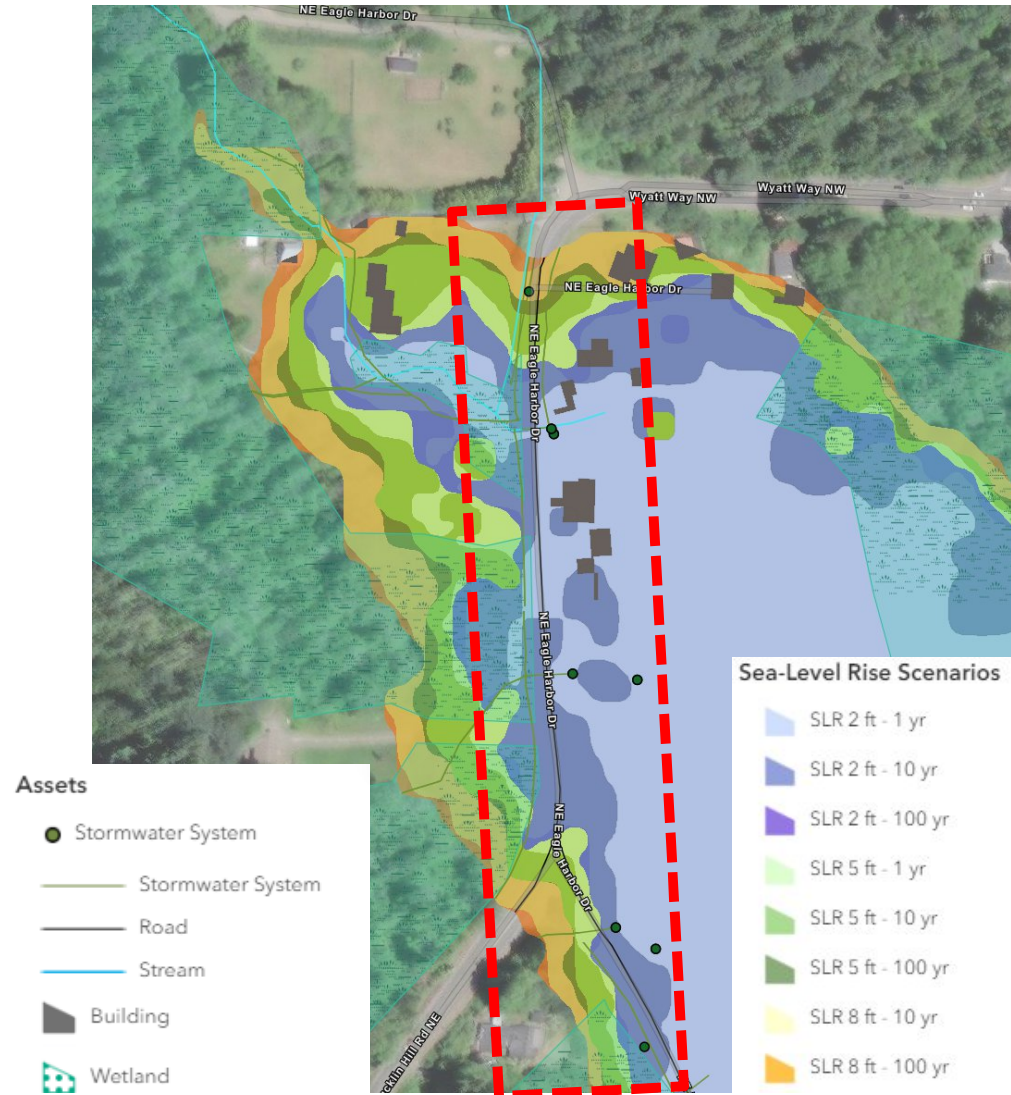
Lovell Ave Lift Station

- Lower Lovell PS Lift Station
 - Inundated under existing conditions with 100-yr storm
 - At risk of flooding annually with 2 ft of SLR



Eagle Harbor Road

- Eagle Harbor Road
 - Inundated under existing conditions with 100-yr storm
 - At risk of flooding annually with 2 ft of SLR



Lynwood Center

- Point White Drive NE
 - Inundated under existing conditions with 100-yr storm
 - At risk of flooding annually with 2 ft of SLR



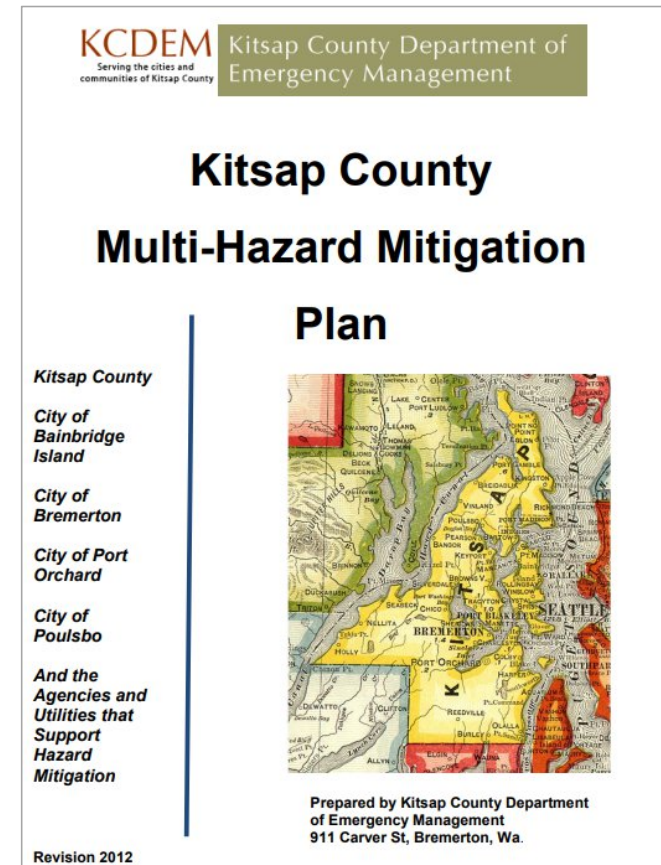
Crystal Springs Drive

- Crystal Springs Drive
 - Inundated under existing conditions with 100-yr storm
 - At risk of flooding annually with 2 ft of SLR (660 ft)
 - 2 ft of SLR with 10-yr event inundates 2,070 ft
 - 5 ft of SLR with 100-yr event inundates 4,500 ft



Future Mandates

- Kitsap County Multi-Hazard Mitigation Plan (update likely in 2025)
- Comprehensive Plan – Climate Change Element (2029 deadline)



Bainbridge Island Vulnerability Assessment

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CITY OF
BAINBRIDGE ISLAND

City Council Study Session Agenda Bill

MEETING DATE: July 16, 2024

ESTIMATED TIME: 15 Minutes

AGENDA ITEM: (6:45 PM) Receive Monthly Update on Winslow Subarea and Comprehensive Plan Projects and Receive Information on the Draft Environmental Impact Statement and Planned Public Outreach and Engagement - Planning,

SUMMARY: Staff provides a monthly update to City Council on the Winslow Subarea Plan and the Comprehensive Plan. The draft Environmental Impact Statement (EIS) is being finalized for publication on July 26, 2024. Staff will discuss the outreach and engagement plans for the EIS comment period which ends October 10, 2024. Additionally, staff will discuss the Citywide Comprehensive Plan alternatives focused primarily on Business/Industrial and Neighborhood Centers. These alternatives were developed utilizing input from public comments received during project scoping and from adopted plans and policies such as the Climate Action Plan, Sustainable Transportation Plan, and Housing Action Plan.

AGENDA CATEGORY: Presentation

PROPOSED BY: Planning & Community Development

RECOMMENDED MOTION: Information only.

COMMUNITY ENGAGEMENT AND OUTREACH: Advertised City Council meetings; dedicated web pages for both projects on the Engage Bainbridge web page

FISCAL IMPACT:

Amount:	
Ongoing Cost:	
One-Time Cost:	
Included in Current Budget?	

BACKGROUND: The Comprehensive Plan and Winslow Subarea Plan serve as policy documents that guide city services and decisions regarding land use, housing, transportation, and more. They serve to unify and further the work of other recently adopted plans and policies on climate and sustainable transportation. Land use and zoning alternatives for the Winslow Subarea and for all of Bainbridge Island are analyzed in the draft Environmental Impact Statement (EIS) with a scheduled release date of late July 2024. The draft EIS provides in depth analysis of the alternatives, including a no action alternative. to assist public understanding and to support decisionmakers in assessing impacts and trade-offs of the alternatives.

More background information, including City Council approved work plans and engagement plans, can be found on the project webpages: <https://cityofbainbridgeisland.civilspace.io/en/projects/winslow-subarea-plan-update> and <https://cityofbainbridgeisland.civilspace.io/en/projects/2024-comprehensive-plan-periodic-update>.

ATTACHMENTS:

FISCAL DETAILS:

Fund Name(s):

Coding:



CITY OF
BAINBRIDGE ISLAND

City Council Study Session Agenda Bill

MEETING DATE: July 16, 2024

ESTIMATED TIME: 20 Minutes

AGENDA ITEM: (7:00 PM) Provide Direction Concerning Preliminary Tasks to Effectuate a Winslow Circulator and Other Transit Mobility Improvements in Accordance with the Adopted Sustainable Transportation Plan,

SUMMARY: The Sustainable Transportation Plan includes several policies concerning the development and implementation of public transportation improvements including both an intra-Island and a Winslow circulator. The lack of public transportation and transportation from the Ferry Landing on weekends and afterhours has been identified as a need. Currently, there are no specific tasks underway to address these transportation issues or implement the transit programs identified in the Sustainable Transportation Plan (STP).

If there is a desire to address these goals at this time, additional information and direction is required. Staff availability and lack of financial resources impedes advancing these projects. General Council policy direction is requested. Staff have identified several potential pathways for next steps, including the engagement of consultant services to help define the scope and problem (estimated cost is approximately \$30,000); referring to the City Council Sustainable Transportation Plan Ad Hoc Subcommittee; or, incorporating the transit objectives into the work plan for the update of the Comprehensive Plan Transportation Element update.

AGENDA CATEGORY: Discussion

PROPOSED BY: Executive

RECOMMENDED MOTION: Provide direction with regard to implementation of a Winslow Circulator and other Transit Mobility Improvements from the following or other alternatives:

- A) Take no action at this time;
- B) Direct the City Manager to conduct a gap analysis and initial research, (\$30,000 cost);
- C) Refer to the City Council Sustainable Transportation Plan Ad Hoc Subcommittee to recommend a scope of work for a gap analysis;
- D) Incorporate actions related to the Winslow Circulator and other Transit Mobility Improvements in the Comprehensive Plan Transportation Element Update.

COMMUNITY ENGAGEMENT AND OUTREACH: None planned at this time.

FISCAL IMPACT:

Amount:	N/A
Ongoing Cost:	N/A
One-Time Cost:	N/A
Included in Current Budget?	No

BACKGROUND: Through the development of the STP and other city documents, a variety of needed improvements to the public transportation system were identified. These include, but are not limited to:

- * Afterhours and weekend public transportation, specifically focused on the Ferry Landing.
- * Convenient easily accessible public transportation to connect the Winslow business area, e.g. High School Road, Coppertop, Winslow Way.
- * Connectivity between Winslow and Lynwood Center.

While these needs are called out, there is not a well defined and common understanding of the preferred outcome(s) or information needed to base decisions on. From time to time, staff has been encouraged to seek grants to implement various transportation improvements.

The following information is needed to effectively begin to develop solutions:

- * Project objectives
- * Regulatory framework applicable to any suggested alternatives
- * Service area and service alternatives, including overlap/coordination with public transit agencies
- * Conflicts or integration with existing services, public and private
- * System capacity and ridership forecasts
- * Project phases
- * Vehicles, technology and facilities
- * Management, personnel, and operational options
- * Fare structure and financial proforma
- * Funding sources.

A question also exists concerning the timing of this effort. Should work related to the implementation of these recommendations of the STP be pursued now, or incorporated into the work of the Council's Sustainable Transportation Plan Ad Hoc Subcommittee, or incorporated into the update of the Comprehensive Plan?

To secure the above information, based upon discussions with potential consultants, a minimum of \$30,000 would be required to provide baseline information. Currently, the Council has approximately \$200,000 available in its Council contingency fund.

In summary, staff are seeking direction on the Council's desire to pursue recommendations of the STP related to intra-island transportation improvements, including a Winslow Circulator, and are suggesting one of three paths forward: the engagement of consultant services to help define the scope and problem (estimated cost is approximately \$30,000); referring to the City Council Sustainable Transportation Plan Ad Hoc Subcommittee to assist with developing a scope of work; or, incorporating the transit objectives into the work plan for the update of the Comprehensive Plan Transportation Element update.

ATTACHMENTS:

[Transit and Shared Mobility Network.pdf](#)

FISCAL DETAILS: N/A

Fund Name(s):

Coding: N/A

OUR 2045 VISION:

Transit and Shared Mobility Network

Transit is at the core of any great sustainable transportation system, and a high-quality transit network plays a critical role in creating a more equitable, affordable, and connected Bainbridge Island.

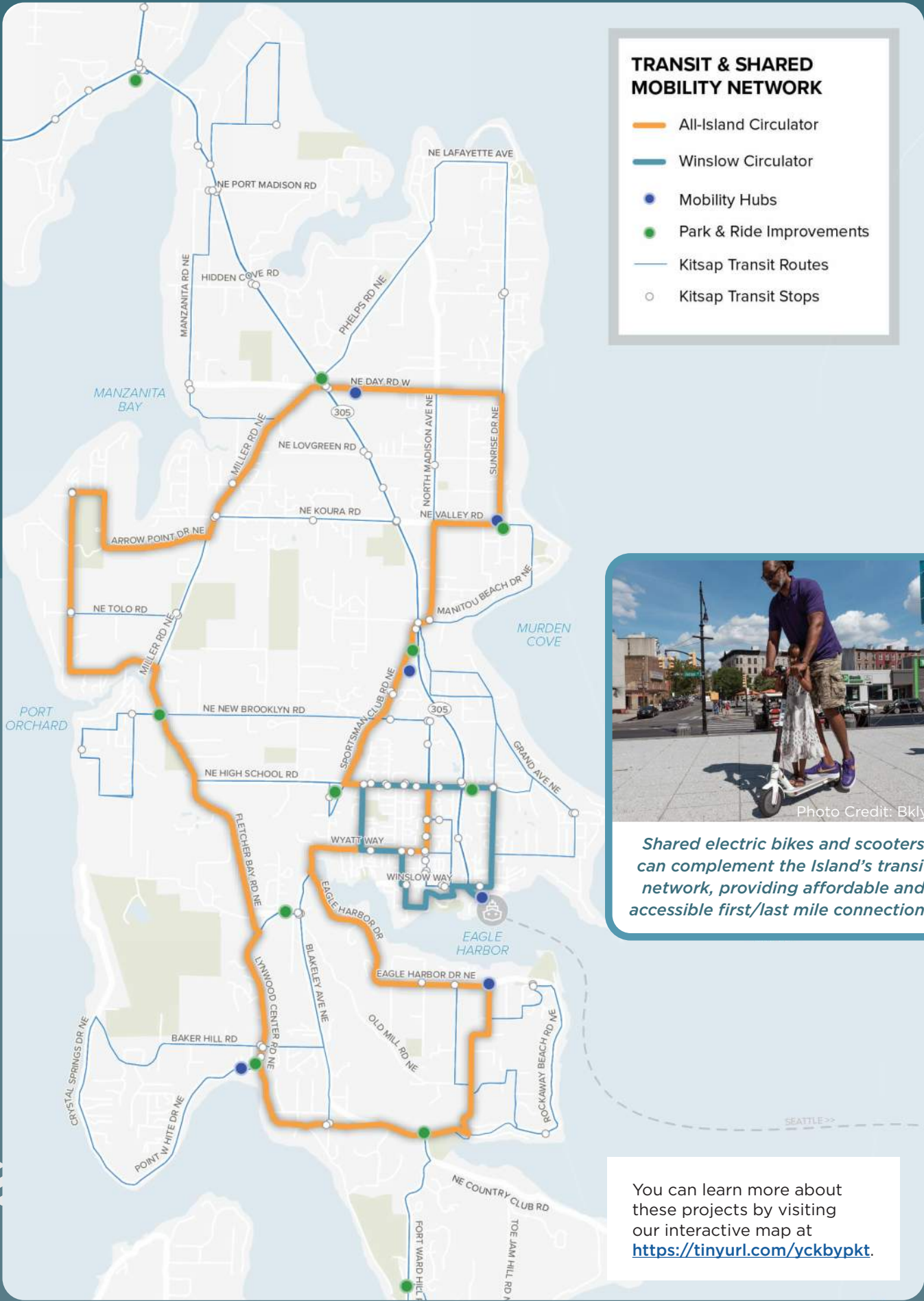
The Sustainable Transportation Plan’s long-term transit and shared mobility network includes both an intra-Island and a Winslow circulator, focusing on connections to more Island destinations to increase the usefulness and competitiveness of transit on Bainbridge Island. This “flexible fixed-route” service follows a regular route but can respond to customer needs like an on-demand service. We’ve also focused on more service throughout the day and on weekends to make transit more convenient for non-work trips, both on existing routes and new routes. A complementary expansion of BI Ride—with electric shuttles provided by a private partner—could provide enhanced sustainable mobility for all types of trips across the Island. Finally, a network of mobility hubs, updated park-and-rides, and improved bus stops will connect people to shared mobility options.

Island Mobility Hubs

Serving as a community anchor, a mobility hub is a welcoming environment that connects multimodal transportation options and supportive amenities. Mobility hubs offer a safe, comfortable, convenient, and accessible space to transfer between travel modes. They can help to reduce emissions, increase affordability, and enhance connections across the Island, while seamlessly integrating public and private mobility services.

Mobility hubs are important in many different contexts, from a denser, transit-oriented development to a more suburban or rural park-and-ride. Wherever they are located, mobility hubs must be tailored to the needs of the people and communities they serve.

- You might find a mix of the following features at mobility hubs throughout Bainbridge Island:
- Bus shelters and waiting areas
 - Real-time traveler information
 - Secure bike parking
 - Shared e-bikes and scooters
 - Loading zones for pick-up and drop-off
 - Charging stations for electric vehicles and bikes
 - High-quality walking and biking connections
 - Amenities such as lighting, street furniture, wayfinding, and kiosks



Shared electric bikes and scooters can complement the Island’s transit network, providing affordable and accessible first/last mile connections.

You can learn more about these projects by visiting our interactive map at <https://tinyurl.com/yckbypkt>.

What investments are included in the scenarios?

The three scenarios described on the following pages include walking, rolling, and biking projects; transit, bus stop, mobility hub, and park-and-ride projects; programs and policies to complement sustainable travel modes; and new staff to help us deliver the Sustainable Transportation Plan.

All three scenarios are based on the same list of projects, programs, and policies and advance our climate goals and greenhouse gas reduction priorities by building out sustainable networks that are safe, accessible, and connected. However, each scenario includes a slightly different mix of investments because of funding, implementation priorities, and dependencies between projects. Detailed lists of the investments, including their cost and level of priority, are shown in Appendix A: Sustainable Transportation Plan Working Documents.



WALKING, ROLLING, AND BIKING PROJECTS

Planned Projects — Planned projects are those that are already in the City’s Capital Improvement Program. They are moving forward and are an important part of building our sustainable transportation network. One of our planned projects is a “complete streets” project that includes wider sidewalks, protected bike lanes, and traffic calming on Madison Avenue between Winslow Way and SR 305.

Island-Wide Projects — These projects offer something for everyone, addressing priority traffic calming locations, checking “easy wins” off the list, and advancing a complete walking and rolling network across the Island. Example projects include a vertically separated bike lane on Fletcher Road between Lynwood Center and Island Center Road and enhancements across school property to complete Dana’s Trail.

Connecting Centers Projects — Included as a package, these projects will create a complete network of all-ages-and-abilities facilities that links neighborhood centers and key Island destinations. From Lynwood Center to Rolling Bay and along New Brooklyn Road, we’ll have vertically separated bike lanes or off-road paths to support safe and accessible travel.



TRANSIT AND MOBILITY PROJECTS

Electric Shuttle Pilot Program — Bainbridge’s entrepreneurial spirit is on full display with our electric shuttle pilot project. Operated by a private entity with electric vehicles, the shuttle would run the All-Island Circulator and Winslow Circulator routes shown on page 21. The free circulator would operate 5 days a week for 12 hours per day making regular stops and responding to pick-up requests via app.

Mobility Projects — Beyond new bike lanes, walking paths, and circulator routes, the mobility projects include improvements to existing bus stops and park-and-rides, new Lynwood Center and Coppertop mobility hubs, and a new subsidy program for electric vehicles and bikes.



Photo Credit: Madrona School

NON-INFRASTRUCTURE SUPPORTS

Programs and Policies — Programs and policies support capital projects by encouraging more people to use sustainable transportation; connecting schools, older adults, and equity-priority communities through safe routes planning and design; and advancing our work on and funding for transformational projects such as the Sound to Olympics Trail.

Staffing and Equipment — We can’t deliver more sustainable transportation projects and programs without more people and equipment. The scenarios include funding for a Mobility Manager, as well as project managers and maintenance staff. They also include new maintenance equipment, such as an electric sweeper to keep our new bike paths clear.