

NMTAC Core 40 Plus Workshop #1

6:30 - 8:30 pm

7/14/15

City Council Chambers

1. Demi Allen set context of why the NMTAC is holding workshops. The idea is to flesh out what a network of all ages and abilities infrastructure would look like in Bainbridge Island.
2. In attendance for the Non-Motorized Committee: Alyse Nelson, Demi Allen, Lief Horwitz, Patty Lyman, Chris Hammer (City), Kirk Robinson (Parks), Wayne Roth (Council), representatives of Squeaky Wheels and concerned citizens.
3. The group brainstormed places with infrastructure that works well in Bainbridge and beyond. Some examples the group shared included:
 - Lemolo Shore as a model for shared streets.
 - Dexter Ave in Seattle with painted buffer between travel lanes and bike lane, as well as advanced signals and bus stops that are separated from bike lanes.
 - On Ferncliff, the traffic lanes feel wide and could be narrowed to add additional room for bicycles.
 - Cut throughs in Winslow through subdivisions encourage non-motorized travel and connectivity.
 - Greenway 26th in South Seattle has good signals where it crosses arterials and a cut in curb for bikes to access crosswalks.
 - North Madison climbing lane was a success story.
 - Blakely ES traffic calming works well.
 - Bucklin Hill Rd and Finch wider shoulders.
4. Next, we talked about how to accommodate all ages and abilities of people walking and riding in Bainbridge. The discussion included:
 - Kids ride on the sidewalks even where bike lanes are available.
 - We could take advantage of low-volume, low-speed streets in Winslow as greenways to serve as alternatives to streets with bike lanes.
 - Kids are not comfortable riding down the hill at North Madison and around the corner at the bottom. It's also not a comfortable place to walk.
 - Madison doesn't work well for people walking, especially seniors or people in wheelchairs due to the curb cuts, no respite or shade, or places to sit.
 - Gravel pathways like the one on Sportsman Club doesn't work well for people bicycling or with strollers because it's not a paved surface. Some gravel areas are better than others.
 - Where there are gravel paths or driveways, the interface back to the street are dangerous for people riding. We could change the standards to require new and reconstructed driveways to pave to the edge of the right-of-way (ROW). There could also be signage warning riders of upcoming hazards (loose gravel, narrow shoulder).
 - Streets are a public asset and everyone should have equal access. Trails are not a substitute for on-road facilities.
 - In the urban context, we need sidewalk and bike lane, and a planting strip where feasible. In the suburban areas, they are trickier. There are higher speeds and a sense of danger so the need for additional separation is greater.
 - We need to create a toolbox of infrastructure solutions and a network where different users can be served by different facilities.
 - Developing a Level of Service (LOS) standard for pedestrians and bicycles is important. We need to consider the door-to-door experience for non-motorized users. Reducing speeds are cost effective, but politically difficult.
5. Next, we talked about how getting infrastructure that works for all ages and abilities on Bainbridge's secondary arterials is important. We used Lynwood Center Road as an example for discussion. It is recognized as an important route to link the Winslow Town Center with Lynwood Center due to the development occurring at Lynwood. Lynwood has a 60 foot

uniform right-of-way width and currently is about 22 feet paved. We discussed several options for developing the ROW for all ages and abilities:

- 1 option: 10-12' shared-use pathway (SUP) with narrow street standard where bikes not using the SUP share road with cars.
- Second option: SUP on the uphill portion of the road and a shoulder on downhill side of the road. Reduce the speed limit to 30 mph.
- 3rd option: Buffered bike lanes on both sides (bike lane with painted buffer of approximately 2' separating it from the travel lane), potentially with an off-street pedestrian path

Discussion surrounding these options and all ages and abilities infrastructure in Winslow included:

- Saving trees and adding vegetation are important goals on the island. Allow for flexibility to work bike and pedestrian infrastructure around trees. If there is a vegetated strip between the uses, this will get better support.
- It's harder to maintain a separated facility not connected to the roadway.
- Speed limits should be included in the equation. It may be hard to reduce speed limits for a long stretch of road and have drivers obey posted limits, but compliance over small stretches works. An example would be the Blakely ES traffic calming project.
- It may be more effective to change speed limits broadly — set a 25 mph standard unless otherwise posted. Speed limits could be an interim solution until we develop infrastructure. Reducing speed limits must be coupled with enforcement.
- Buffered bike lanes work well for commuters and adult riders, but they don't appeal to parents with children. If we want to capture that subset of the population, buffered bike lanes may not be the best infrastructure.
- Consider opportunities to curve the roadway (chicane) when you are adding a shared use path.
- The group discussed variations and ideas for how to develop infrastructure on a secondary arterial. Ideas included:
 - Gravel shoulder for pedestrians with bike lanes adjacent to the travel lanes,
 - Planting strip in between the shared-use path and travel lanes. The wider the better - a 10 foot planting strip would be ideal,
 - Separation between the non-motorized facility and vehicles is needed to make it feel safe,
 - Separation helps keep the narrow winding feel of the road, which the community values,
 - If wide separation isn't possible, vertical separation (something more than just a curb) would be appropriate,
 - Ross Hathaway drew a sketch of what a separated facility might look like on Lynwood Center Road.
- The take-aways from the discussion were that separation is essential, a buffered bike lane won't provide the separation that attracts all ages and abilities.
- We then discussed how we'll have to look at different secondary arterials and road segments along those arterials in more detail to develop the best improvement depending on variables. The keys would be to determine where to put pedestrians and then to consider how bicycles are using the road in that location — what is the primary route?
- We discussed how creating standards means developers will develop the frontage in front of their project as development occurs.
- We discussed the need to prioritize secondary arterials that serve schools and neighborhood centers.


Alyse Nelson, Chair Date: 9/2/15