

NMTAC Work Session #2

6:30 - 8:30 pm

7/16/15

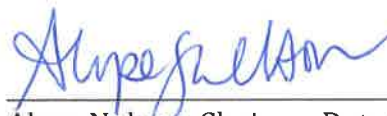
City Council Chambers

1. Overview of 7/14/15 meeting and the NMTAC ideas of moving towards building an all ages and abilities network.
2. In attendance for the Non-Motorized Committee: Alyse Nelson, Demi Allen, Patty Lyman, John Grinter, Chris Hammer (City), Kirk Robinson (Parks), Wayne Roth (Council), representatives of Squeaky Wheels and concerned citizens.
3. Today's meeting focusing on setting design standards for the Winslow urban center. What type of non-motorized facilities do we want to see in the City's urban areas?
 - Winslow as an area to focus on pedestrians. Winslow Way is frustrating for pedestrians/bikers. Back-in parking has been suggested for a safety measure. Even though Waterfront Park's all age design is available, most prefer Winslow Way. Wyatt Road would be an alternative to Winslow Way.
 - Madison is a focus because of elderly and disabled population nearby. The curb cuts on the sidewalk of Madison push wheelchair users to the bike lane. Suggested that Grow Street could be an alternative route for Madison travelers.
 - Sidewalks, street trees, 5-foot planter strips needed. Adequate lighting and crosswalks for safety at night. Safety is tantamount after recent pedestrian-car accidents.
 - IWTS has a list of all the streets without full ADA compliant ramps and 4' sidewalk.
 - Studies show bikes slow traffic down when they share the lane.
 - High-level objective is to create infrastructure that works for all ages and abilities, to encourage more than just confident cyclists.
 - Not all roads can facilitate the same infrastructure. Where a separated facility cannot be accommodated on a secondary arterial, an alternative parallel path should be provided.
 - Greenways on Grow and Erickson could be used. Grow could have an informal pathway for pedestrians. Include connecting pathways (6' hard surface) east to west—Shephard, Grow Community pathway, Gideon and North of Madison, Wallace Way at Island Rehab. Sportsman Club should be part of the core with its proximity to schools. Wheelchair access is important, and pedestrians need direct routes with flat, smooth surfaces. People prefer separated pathways.
 - Speed issues on Erickson need to be addressed. Speed issues on Grow could be addressed with speed tables—which work well on Cave Road.
 - Traffic calming solutions needed. The fire chief is willing to work on calming efforts. Bainbridge could adopt a 25 mph speed limit unless otherwise posted. Speed and road width impact pedestrian/bike comfort.
 - Ideal residential designs have on-street parking, sidewalks, planting strip, with one-directional traffic at a given time, and urban centers need sidewalks with separation.

- Low cost projects could facilitate interest in pursuing permanent solutions. Providing a curb or vertical separation between bikes & cars is simple/low cost idea (see North Madison). Not preferred solution, but is good with limited space.
- New city stormwater rules require low impact development. Separated sidewalks aren't contiguous to roadway so don't fall under new standards. Bike lanes as pollutant generating surface are problematic for non-motorized projects. Costs will be impacted by new rules. Comprehensive Plan likely unsupportive of upzoning/redevelopment, which will likely push development into neighborhood service centers.

SUMMARY: Pedestrian short-cuts needed, take advantage of low speed/volume roads, connected pathways, speed tables & traffic calming devices, lighting for safety, bike routes from ferry, survey who needs to go where, update sidewalk standards.

4. Discussion of prioritization of projects on CIP:
 - Miller is important, shoulders needed, a separated pathway for all ages and abilities could be provided on Mandus Olsen. Develop separated pathways connecting neighborhoods to park trails.
 - Old Mill to Blakely ES-make trails connection on north side of Islandwood property (this in the works). Hope to be bike friendly too.
 - Lost Valley separated pathway in lieu of Blakely Hill.
 - NMP plan developed with community input has listed trail connection zones. Coordination needed between parks and city. Set priorities and create networks with key routes. Core 40 does this with pedestrian and bike facilities on transportation corridors and connects to most destinations. Focus on Core 40 routes and Winslow sidewalks.
 - Eminent domain could be necessary to facilitate some trails.
 - Funding for non-motorized facilities needed.
 - Will non-motorized facilities be compromised if development is pushed outside of Winslow?
 - Speed and volume is key to level of service for bikes and pedestrians. Development over larger areas makes additional impacts. LOS will be impacted by future development. If development is spread out over the island, additional infrastructure will be needed for cars. Vehicle speed and volume will increase, so it will also require additional infrastructure for non-motorized modes.
 - City Council is moving forward with impact fees for development.



Alyse Nelson, Chair

Date:

9/2/15