



CITY OF
BAINBRIDGE ISLAND

**CITY COUNCIL STUDY SESSION
TUESDAY, NOVEMBER 19, 2019**

BAINBRIDGE ISLAND CITY HALL
280 MADISON AVENUE N.
BAINBRIDGE ISLAND, WASHINGTON

AGENDA

1. **CALL TO ORDER / ROLL CALL - 6:00 PM**
2. **CLOSED SESSION**
 - 2.A **(6:05 PM) Pursuant to RCW 42.30.140(4), the Council will conduct a closed session related to collective bargaining negotiations, 30 Minutes**
3. **APPROVAL OF AGENDA/ CONFLICT OF INTEREST DISCLOSURE - 6:35 PM**
4. **MAYOR'S REPORT - 6:40 PM**
5. **PRESENTATIONS**
 - 5.A **(6:45 PM) Proclamation Declaring the Week of November 13 - 19 as "Transgender Awareness Week" - Mayor Medina, 5 Minutes**
Transgender Week Proclamation 2019
6. **UNFINISHED BUSINESS**
 - 6.A **(6:50 PM) Process for Fiscal Year (FY) 2021-26 Capital Improvement Plan - Public Works, 10 Minutes**
CIP Process Presentation_CC 2019-11-19 for packet.pdf
 - 6.B **(7:00 PM) Sustainable Transportation Scope of Work - Public Works, 60 Minutes**
Presentation to Council _2019-11-19.pdf
Goals and Outcomes Summary.pdf
Best Practices Review Summary.pdf
SCOPE_Bainbridge Sustainable Transportation Plan.pdf
BUDGET_Bainbridge Sustainable Transportation Plan.pdf
SCHEDULE_Bainbridge Sustainable Transportation Plan.pdf

7. CITY COUNCIL DISCUSSION

7.A (8:00 PM) Options for Suzuki Property Affordable Housing Project - Executive, 30 Minutes

8. FUTURE COUNCIL AGENDAS

8.A (8:30 PM) Future Council Agendas, 10 Minutes
City Council Regular Business Meeting November 26, 2019
City Council Study Session December 3, 2019
City Council Regular Business Meeting December 10, 2019

9. FOR THE GOOD OF THE ORDER - 8:40 PM

10. ADJOURNMENT - 8:50 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: November 19, 2019

ESTIMATED TIME: 30 Minutes

AGENDA ITEM: (6:05 PM) Pursuant to RCW 42.30.140(4), the Council will conduct a closed session related to collective bargaining negotiations,

SUMMARY: Council will conduct a closed session related to collective bargaining negotiations.

AGENDA CATEGORY: Discussion

PROPOSED BY: Executive

RECOMMENDED MOTION: Discussion.

STRATEGIC PRIORITY: Good Governance

FISCAL IMPACT:

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

BACKGROUND:

ATTACHMENTS:

FISCAL DETAILS:

Fund Name(s):

Coding:



CITY OF
BAINBRIDGE ISLAND

City Council Study Session Agenda Bill

MEETING DATE: November 19, 2019

ESTIMATED TIME: 5 Minutes

AGENDA ITEM: (6:45 PM) Proclamation Declaring the Week of November 13 - 19 as "Transgender Awareness Week" - Mayor Medina,

SUMMARY: The attached proclamation declares the week of November 13-19 as "Transgender Awareness Week."

AGENDA CATEGORY: Proclamation

PROPOSED BY: City Council

RECOMMENDED MOTION: Presentation only.

STRATEGIC PRIORITY: Healthy and Attractive Community

FISCAL IMPACT:

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

BACKGROUND:

ATTACHMENTS:

[Transgender Week Proclamation 2019](#)

FISCAL DETAILS:

Fund Name(s):

Coding:



CITY OF
BAINBRIDGE ISLAND

PROCLAMATION

A PROCLAMATION by the Mayor of the City of Bainbridge Island, Washington, declaring November 13-19, 2019, as "Transgender Awareness Week."

WHEREAS, our nation was founded upon the declaration that all people are created equal; that life, liberty, and the pursuit of happiness are among the inalienable rights of every person; and that each person shall be accorded the equal protection of the law; and

WHEREAS, one of the guiding principles of the City of Bainbridge Island is to foster the diversity of the residents of the Island; and

WHEREAS, there are 1.4 million transgender, gender nonconforming people in the United States, but only 16% of Americans say they personally know someone who is transgender, while 87% of Americans say they personally know someone who is gay or lesbian; and

WHEREAS, transgender, gender nonconforming people in the City of Bainbridge Island are our neighbors and are valued and important members of our community; and

WHEREAS, Transgender Awareness Week is a time for transgender, gender nonconforming people and their allies to take action and bring attention to their community by educating the public and advancing advocacy around the issues of prejudice, discrimination, and violence that transgender people face;

NOW THEREFORE, I, Kol Medina, Mayor of the City of Bainbridge Island, on behalf of the City Council, do hereby proclaim November 13-19, 2019, as

TRANSGENDER AWARENESS WEEK

in the City of Bainbridge Island and encourage all residents to celebrate the progress within our culture toward justice, equality, and full civic recognition for transgender, gender nonconforming persons and to join them in the fights that remain to be won.

SIGNED this 19th day of November, 2019.

Kol Medina, Mayor



CITY OF
BAINBRIDGE ISLAND

City Council Study Session Agenda Bill

MEETING DATE: November 19, 2019

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: (6:50 PM) Process for Fiscal Year (FY) 2021-26 Capital Improvement Plan - Public Works,

SUMMARY: Public Works Director Chris Wierzbicki and Engineering Project Manager Mark Epstein will provide a presentation to describe the proposed process to develop the next Capital Improvement Plan (CIP) update for FY 2021-2026. See attached briefing materials.

AGENDA CATEGORY: Discussion

PROPOSED BY: Public Works

RECOMMENDED MOTION: Discussion regarding the process to be followed during 2020 to develop the next biennial update to the City's Capital Improvement Plan.

STRATEGIC PRIORITY: Reliable Infrastructure and Connected Mobility

FISCAL IMPACT:

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

BACKGROUND: Over the past year, the City Council and staff have discussed the need to review, and perhaps adjust, the process through which capital projects, in particular Non-Motorized Transportation projects, are being identified, prioritized, scheduled, and included in the City's Capital Improvement Plan (CIP). In November, 2018 the Council and staff agreed to a several adjustments to the biennial process that were designed to improve clarity and begin review at an earlier point in the planning cycle. As the next biennial budget development will begin in early 2020, this briefing is intended to return to those plans and confirm next steps.

ATTACHMENTS:

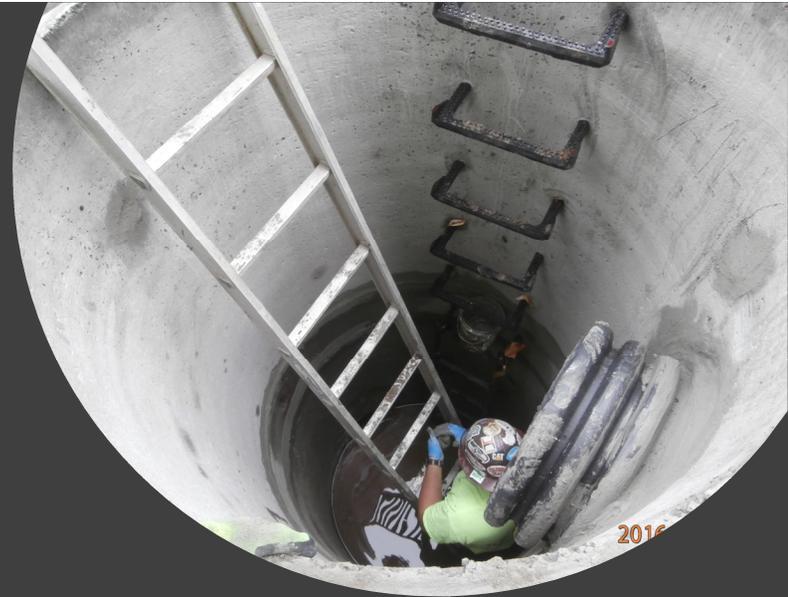
[CIP Process Presentation CC 2019-11-19 for packet.pdf](#)

FISCAL DETAILS: N/A - discussion only

Fund Name(s):

Coding:

CAPITAL IMPROVEMENT PLAN PROCESS IMPROVEMENTS



COBI City Council Presentation
November 19, 2019



Agenda

1. Review Goals
2. Work Plan Status
3. Process Improvement Progress

Goals from November 2018

- Clearly articulate the process and criteria for project selection.
- Council understands and supports the Capital Improvement Plan (CIP) process.
- CIP process allows for emerging priorities.
- Project selection incorporates input from staff, Council, and the public.

Work Plan Progress

CIP Process Improvements

TASK #	DESCRIPTION	PERCENT COMPLETE	TARGET DATE	NOTES
1	Illustrate the CIP process	100%	Q4 2018	Completed
2	Develop Project Request form	100%	Q3 2019	Completed
3	Develop CIP Projects website	90%	Q4 2019	Need additional project data
4	Establish City Council CIP ad hoc committee	0%	Q4 2019	
5	Document Cost Estimation methodology	30%	Q2 2020	In process
6	Develop Prioritization Matrix	20%	Q2 2020	Moved to Sustainable Transportation Plan
7	Develop performance indicators for budget, schedule, and scope	0%	Q4 2020	

Previous Discussions

- Educate and illustrate the CIP development process (remove the “black box”).
- Develop a CIP process that allows for emerging priorities.

Today's Discussion

Q4 2019

- Clearly articulate the City's decision-making process and criteria for project selection.
- Develop a website that illustrates CIP projects.
- Establish a three-member City Council ad hoc committee in Q4 prior to biennial budget years.
- Create a Project Request Form.

Capital Improvement Program Project Suggestion Form



Please use this form if you have a project to recommend for consideration in the Capital Improvement Program. All project requests will be reviewed by the appropriate City Department and shared with the City Council for consideration in this year's or future year's Capital Improvement Program.

Submitter's Name (please print) _____

Submitter's Address _____

Submitter's Phone or Email _____

Project Location (include map) _____

Project Type (please check one)

- Land Acquisition
- Construction or expansion of a new public facility, street, or utility
- Rehabilitation of a facility
- Design work or planning study
- Equipment (non-vehicular)
- Replacement or purchase of vehicles
- Other _____

Project Description (be specific, include project outcomes. Use additional pages as necessary)

Project Justification (check all that apply)

- Identified in Planning Document or Study (identify plan or study)

- Improves Quality of Existing Services
- Continuation of Existing Project
- Extends Useful Life of Current Facility or Equipment
- Provides Added Capacity to Serve Growth
- Addresses Public Health or Safety Need
- Reduces Long-Term Operating Costs
- Alleviates Substandard Conditions or Deficiencies
- Provides Incentive to Economic Development
- Responds to Federal or State Requirement
- Eligible for available Matching Funds
- Other _____

Please return to the Public Works Department:
City Hall, 280 Madison Ave, Bainbridge Is, WA 98110
pwadmin@bainbridgewa.gov

CAPITAL PROJECT TYPES

Most City money spent for capital projects draw from *utility funds*



CAPITAL PROJECT TYPES

The most discussed CIP projects involve non-motorized improvements.



GENERAL
AND
UTILITY
FUNDS

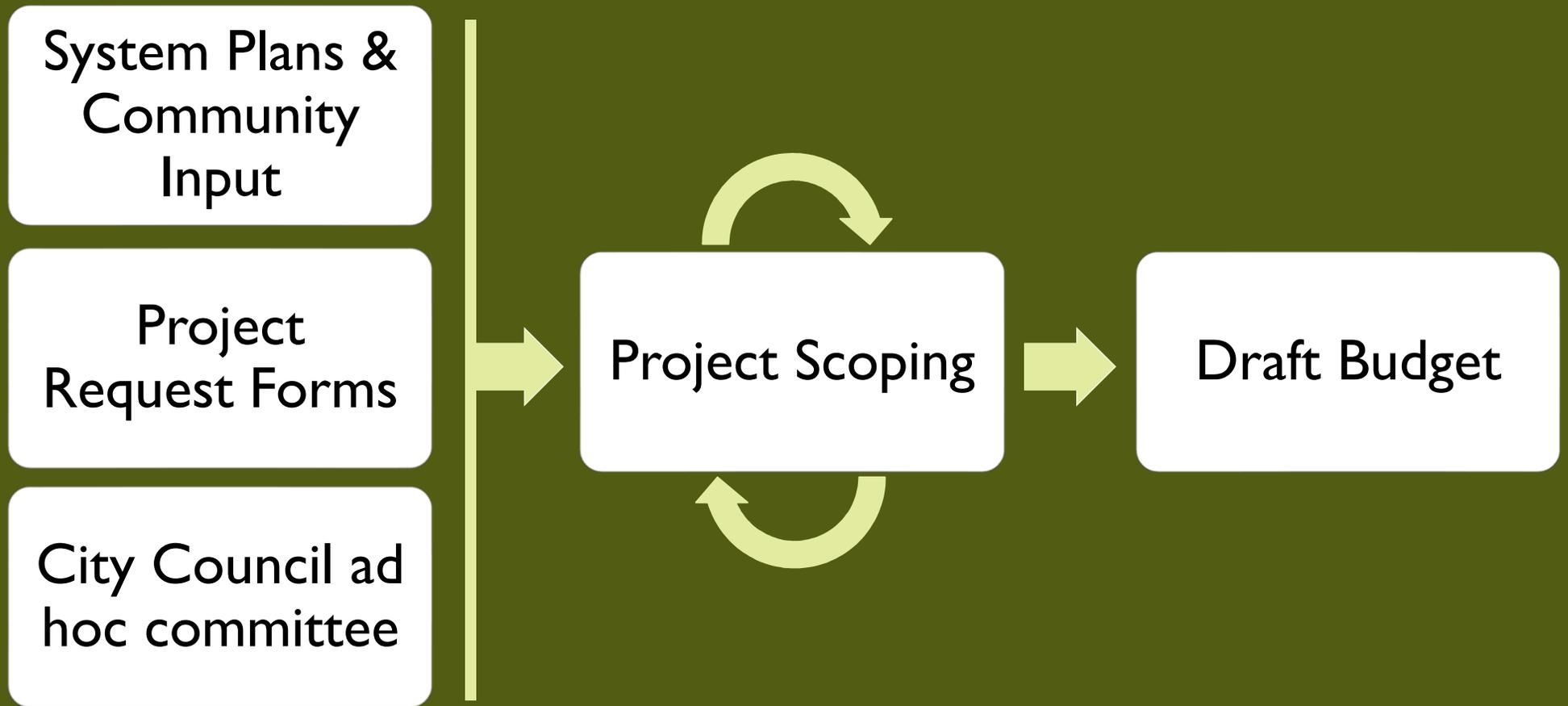
Transportation

Non-Motorized
Transportation

Facilities

Fleet and
Equipment

CAPITAL IMPROVEMENT PLAN PROCESS



Project Scoping

Q1
2020

- Hold outreach events for public feedback on Draft CIP.
- Document the cost estimation methodology.
- Develop a prioritization matrix to evaluate competing projects.

Project Scoping

Q2
2020

- Hold outreach events for public feedback on Draft CIP.
- Document the cost estimation methodology.
- Develop a prioritization matrix to evaluate competing projects.

Project Scoping

Q2
2020

- Hold outreach events for public feedback on Draft CIP.
- Document the cost estimation methodology.
- Develop a prioritization matrix to evaluate competing projects.



DISCUSSION POINTS

- Feedback on CIP process and Project Suggestion Form
- Formation of Council CIP ad hoc committee

NEXT STEP

- Community outreach



CITY OF
BAINBRIDGE ISLAND

City Council Study Session Agenda Bill

MEETING DATE: November 19, 2019

ESTIMATED TIME: 60 Minutes

AGENDA ITEM: (7:00 PM) Sustainable Transportation Scope of Work - Public Works,

SUMMARY: City staff and consultant Nelson/Nygaard will present results from their best practices research, and the resulting scope, schedule, and budget for the Sustainable Transportation Plan.

AGENDA CATEGORY: Discussion

PROPOSED BY: Public Works

RECOMMENDED MOTION: Presentation and discussion only.

STRATEGIC PRIORITY: Reliable Infrastructure and Connected Mobility

FISCAL IMPACT:

Amount:	\$250,248.00
Ongoing Cost:	
One-Time Cost:	\$250,248.00
Included in Current Budget?	Yes

BACKGROUND: On January 22, 2019, the Council reviewed the final form of a document developed by Councilmembers to describe a Sustainable Transportation project and directed staff to prepare a Request for Qualifications (RFQ) based on the activities identified in the Sustainable Transportation Proposal.

During several City Council discussions in March 2019, the RFQ and selection process were discussed and modified. The Council approved an RFQ on March 26, 2019. The RFQ was advertised in early April 2019 and three firms – Alta, Toole, and Nelson/Nygaard - submitted their qualifications. All three firms were interviewed on May 15, 2019, and Nelson Nygaard was selected as the most qualified consultant for this project.

On June 18, 2019, staff and Nelson/Nygaard prepared a preliminary scope and budget, based on the tasks identified in the RFQ, for discussion with Council. The Council directed staff to perform “best practices” research and create a new scope of work to evaluate and achieve the desired outcomes of the Sustainable Transportation Proposal.

At the July 9, 2019 Business Meeting, the Council approved a "scoping scope of work" for consultant Nelson Nygaard to prepare a revised scope of work for the ensuing Sustainable Transportation project.

ATTACHMENTS:

[Presentation to Council_2019-11-19.pdf](#)

[Goals and Outcomes Summary.pdf](#)

[Best Practices Review Summary.pdf](#)

[SCOPE Bainbridge Sustainable Transportation Plan.pdf](#)

[BUDGET Bainbridge Sustainable Transportation Plan.pdf](#)

[SCHEDULE Bainbridge Sustainable Transportation Plan.pdf](#)

FISCAL DETAILS:

The 2019-2020 biennial budget included \$150,000 for this item under Non-Motorized Transportation planning in the Streets Fund. The current phase has expended \$29,500, leaving a balance of \$120,500; therefore, a budget amendment in the amount of \$100,248.00 would be needed for this project in it's presented form.

Fund Name(s): General Fund

Coding:

City of Bainbridge Island

Sustainable Transportation Planning

Presenting Today:
Jennifer Wieland

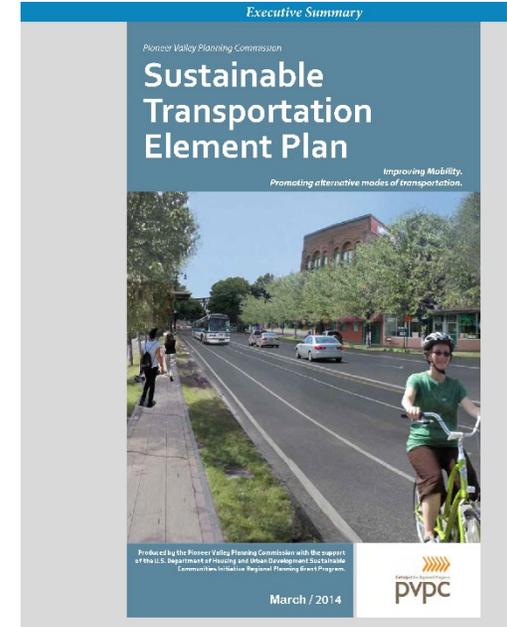
November 19, 2019



SCOPE DEVELOPMENT

Work to Date

- Held City Council framing and goal-setting discussion
- Reviewed public input and emails
- Conducted peer city and “best in class” sustainable transportation plan review
- Interviewed four industry leaders
- Developed revised scope and budget



FRAMING GOALS

Initial Council Input

- Present a **unifying vision** for the future of transportation on Bainbridge Island
- Create a **holistic, inclusive definition** of sustainable mobility with a **suite of practical solutions**
- Integrate the island's **transportation and land use planning**
- Complete **missing links** and make **first/last mile connections**
- Build a **toolbox of facility types** and solutions tailored to people of **all ages and abilities** and the island's **unique contexts**
- Demonstrate **transparent decision making** based on community values, with a clear **link to implementation planning**, investments, and funding requests

BEST PRACTICES REVIEW

Plans and Industry Leaders

Plans and Policies

- Bellingham (WA) Bicycle and Pedestrian Master Plans and Complete Networks Ordinance
- Vancouver (BC) *Transportation 2040*
- San Mateo (CA) *Sustainable Streets*
- Pioneer Valley (MA) Sustainable Transportation Plan Element

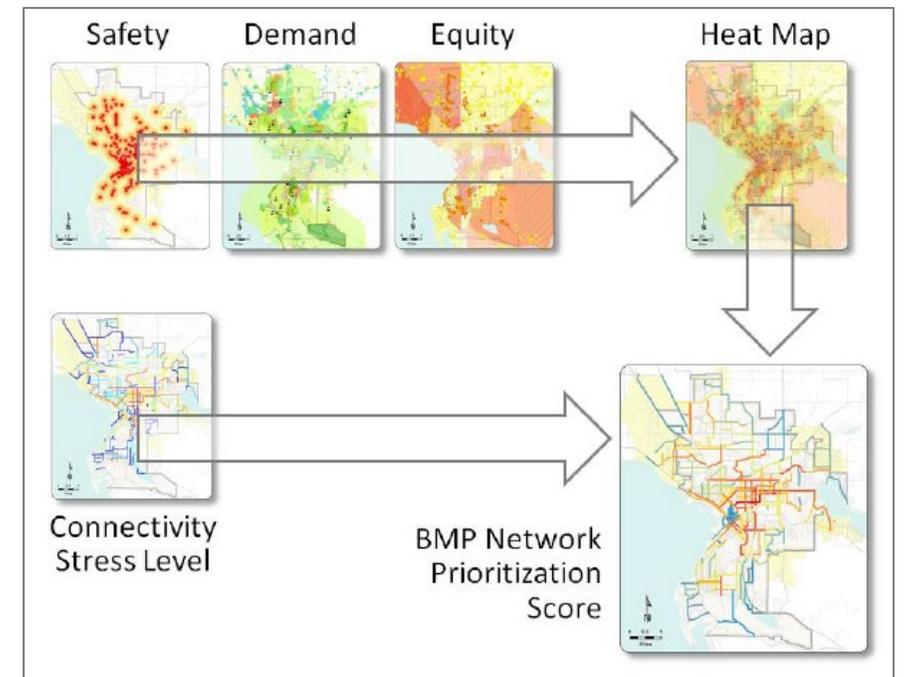
Industry Leaders

- Chris Comeau, City of Bellingham
- Ken Chin and Julia Klein, City of San Mateo
- Madeline Brozen, UCLA Institute of Transportation Studies
- David Blum, University of Washington

BEST PRACTICES REVIEW

Key Findings

- Unifying vision and goals focused to achieve targets
- Dynamic and inclusive engagement
- Ground solutions in deep understanding of existing conditions
- Integrate land use and transportation
- Establish complete networks for each mode and accommodate the most vulnerable people first



BEST PRACTICES REVIEW

Key Findings

- Priority networks focus high-value investments
- Facility design guidance for all ages and abilities
- Recommendations include a mix of projects, programs, partnerships, and policy change
- Focus on the first five years

CYCLING POLICIES

C1 Cycling Network

- C1.1 Build cycling routes that feel comfortable for people of all ages and abilities
- C1.2 Upgrade and expand the cycling network to efficiently connect people to destinations
- C1.3 Maintain bikeways in a state of good repair
- C1.4 Make the cycling network easy to navigate

C2 Parking and End-of-Trip Facilities

- C2.1 Provide abundant and convenient bicycle parking and end-of-trip facilities

C3 Multi-Modal Integration

- C3.1 Make it easy to combine cycling with other forms of transportation
- C3.2 Provide a public bicycle system

PUBLIC COMMENT

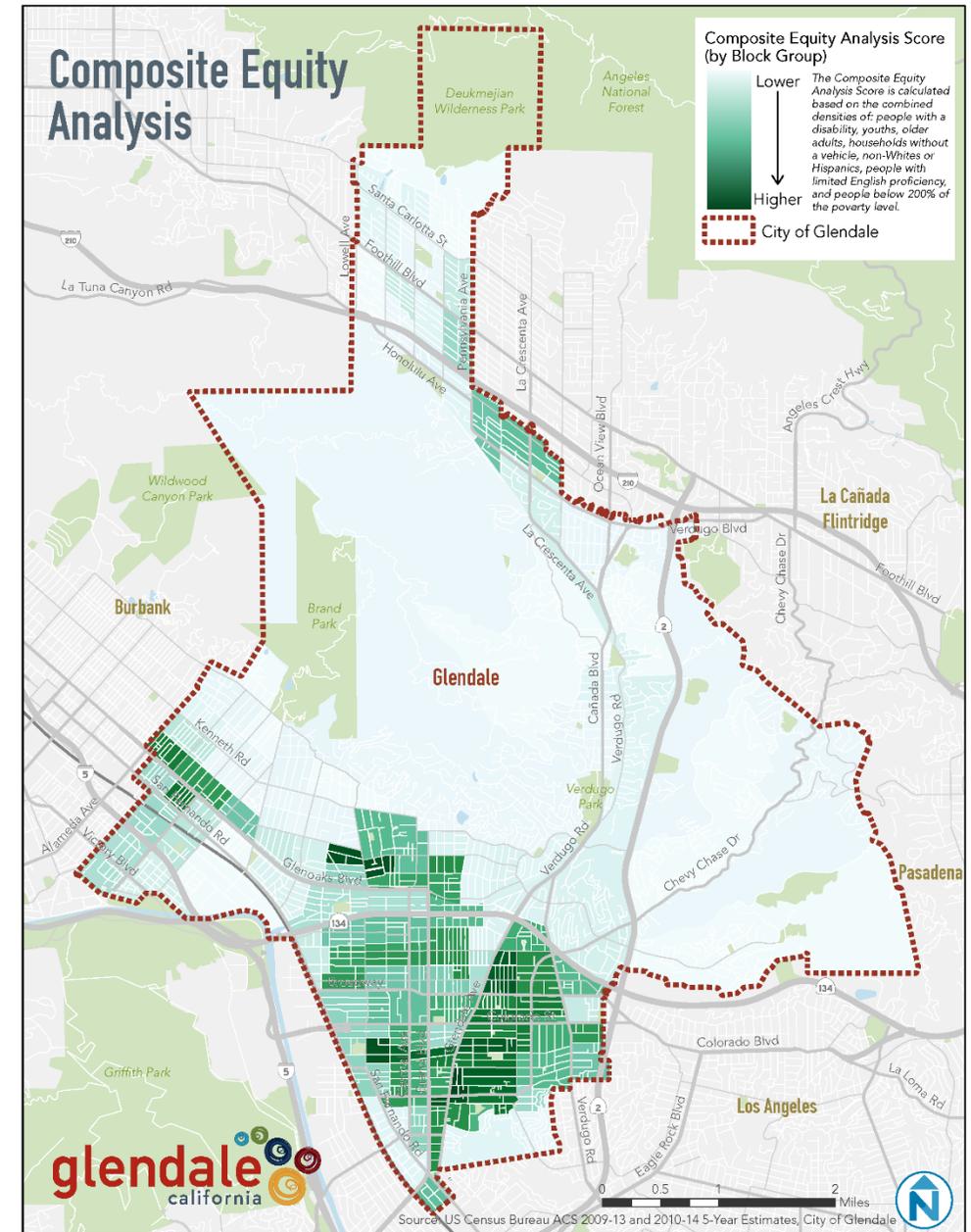
“Since the separated routes were built, biking has become a part of my daily routine.”

—public engagement participant

UPDATED DRAFT SCOPE OF WORK

Building on a Strong Foundation

- Task 1: Project Kickoff, Meetings, & Ongoing Management
- Task 2: Community Outreach & Engagement
- Task 3: Goals & Evaluation Framework
- Task 4: Inventory of Existing Conditions, Projects, & Gaps



UPDATED DRAFT SCOPE OF WORK

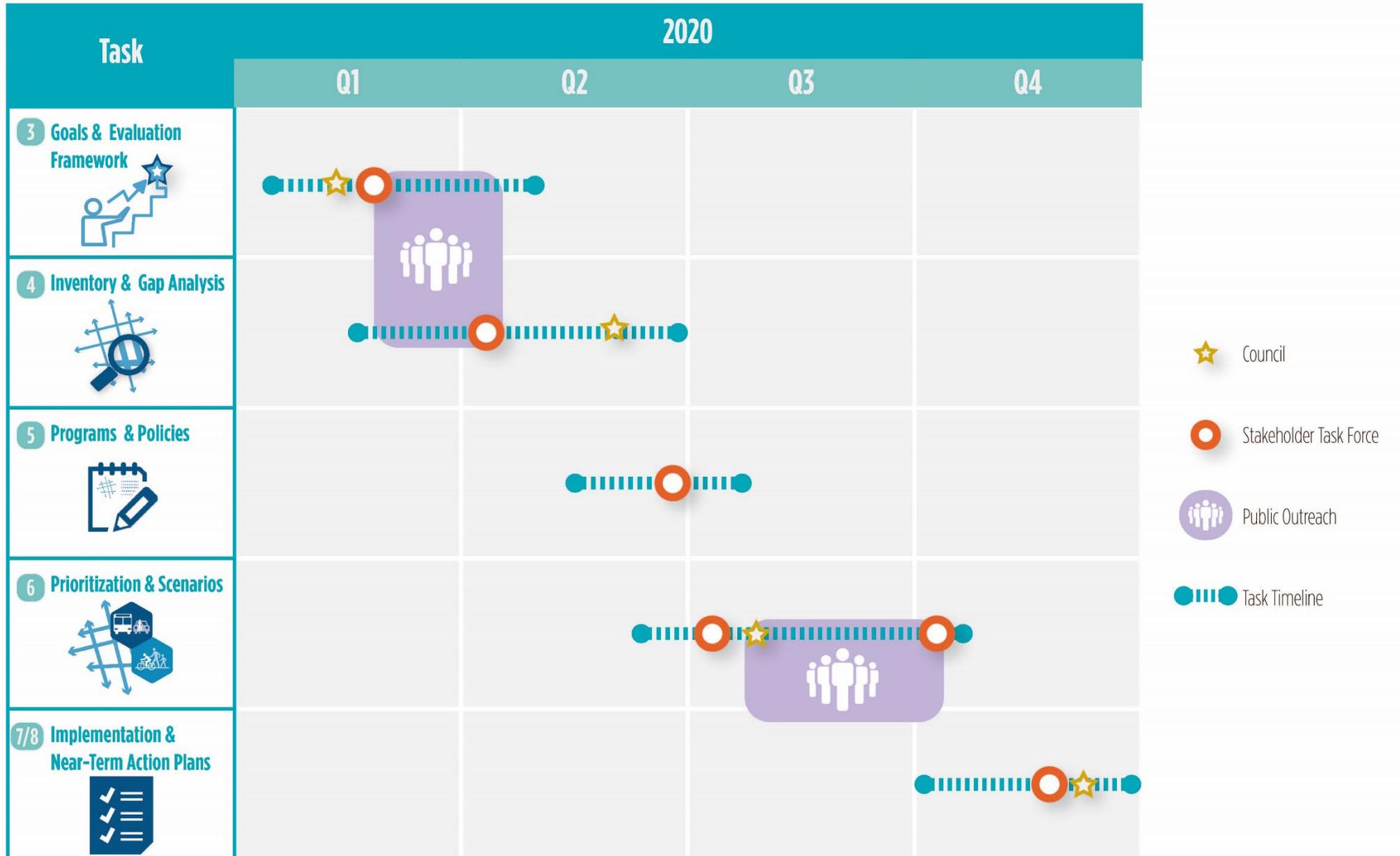
Setting Priorities

- Task 5: Programs & Policies
- Task 6: Prioritization & Scenario Development
- Task 7: Implementation Plan
- Task 8: Near-Term Action Plan



HELE MAI MAUI GOALS & OUTCOMES	SCENARIO EVALUATION RESULTS		
	1 = PROVIDE NEW CONNECTIONS	2 = CREATE A MULTIMODAL SYSTEM	3 = TAKE CARE OF WHAT WE HAVE
Goal #1: Improve safety and promote health • Eliminate injuries and fatalities • Improve safety for people walking and biking • Increase physical activity	LOW	HIGH	MED
Goal #2: Enhance cultural and natural resources, climate resilience, and sustainability • Improve climate resilience and adaptability of infrastructure • Reduce transportation-related air emissions • Protect or enhance cultural resources	LOW	HIGH	MED
Goal #3: Expand mobility choices to reduce traffic congestion • Reduce delay • Increase street, trail/greenway, and sidewalk network connectivity • Improve freight and transit movement	MED	HIGH	MED
Goal #4: Connect and strengthen communities to improve quality of life • Improve access to and resilience for town centers, schools, jobs, parks, and basic life needs • Provide mobility benefits to vulnerable populations	MED	HIGH	MED
Goal #5: Maintain assets and invest strategically for economic vitality • Bring existing infrastructure and transit assets into a state of good repair • Balance cost-effective, implementable projects with high-impact projects	LOW	MED	HIGH

PROPOSED SCHEDULE



THANK YOU!



Jennifer Wieland, Principal

206-576-3938

jwieland@nelsonnygaard.com

MEMORANDUM

To: Mark Epstein and Chris Wierzbicki, City of Bainbridge Island

From: Jennifer Wieland and Lauren Squires, Nelson\Nygaard

Date: August 16, 2019

Subject: Sustainable Transportation Plan: Best Practices to Guide Scope Development

This memo describes findings from Task 2 and the team's proposed approach to Task 3 of the Sustainable Transportation Plan Scope Development project.

Council Meeting to Confirm Sustainable Transportation Plan Goals and Outcomes

On August 6, City of Bainbridge Island staff and the Nelson\Nygaard consultant team met with City Council to discuss and confirm the goals and desired outcomes of the Sustainable Transportation Plan. Key takeaways from the discussion are described below.

Sustainable Transportation Plan Goals and Desired Outcomes

Present a unifying vision for the future of transportation on Bainbridge Island

- Ensure that responding to climate change, reducing emissions, and increasing resilience are the motivators for a mobility paradigm shift on Bainbridge Island
- Achieve community consensus and buy-in on a transportation vision where all Islanders see their values reflected and understand how they will benefit
- Convene an equitable and inclusive community conversation focused on solutions and improvements that will yield the most benefit for the most people
- Develop a vision that stands the test of time, acknowledging that Councils, staff, and communities change
- Focus on future generations as key stakeholders in shaping (and realizing) the vision

Create a holistic, inclusive definition of sustainable mobility with suite of solutions

- Identify practical, meaningful solutions to meet a range of mobility needs for people of all ages and abilities
- Focus on transit as integral to the island's sustainable mobility, with Kitsap Transit as a key partner
- Capture the opportunities of new mobility solutions and technological advances (e.g., ride-sharing, micromobility, electric vehicles)
- Provide opportunities for Bainbridge Island residents to live car-free or car-light
- Prioritize accessibility in the approach to defining and implementing solutions

Integrate the island's transportation and land use visions

- Prioritize connections between destinations with thoughtful analysis of both current and future land use changes
- Leverage transportation investments to support land use goals and expand access across the island
- Recognize the role of sustainable transportation in creating a stronger economy and supporting affordable housing

Complete missing links and make first/last mile connections

- Prioritize connectivity and leverage existing investments by completing walking and bicycling missing links in the street and trail network
- Facilitate first/last mile connections between destinations and transit with both infrastructure improvements and programmatic mobility solutions

Build a toolbox of facility types and solutions tailored to people of all ages and abilities and the island's unique contexts

- Select mobility solutions and facility designs focused on meeting a wide range of needs and comfort levels, not just the needs of the strong and fearless bicycle commuter
- Preserve Bainbridge Island's unique character, recognizing that winding and scenic roads as well as tree canopy and the natural setting are community assets that will dictate context-sensitive mobility solutions
- Provide decision-making tools to support selecting the best improvement or investment for the location

Demonstrate transparent decision-making based on community values, with a clear link to implementation planning, investments, and subsequent funding requests

- Establish a clear, transparent set of priorities that the community will support, fund, and implement in the coming years
- Quantify the cost/benefit of key mobility solutions and transportation improvements based on anticipated use and public benefit
- Communicate clearly, with the public as well as partner jurisdictions and agencies, to secure buy-in for moving toward implementation

Key Questions for the Sustainable Transportation Plan to Answer

- How does the Island navigate an uncertain future of rapid change in mobility and technology?
- Where will we get the biggest return on our investment (mode shift, behavior change, emissions reduction)?
- How will public advisory groups and the broader Island community be meaningfully involved in the planning and implementation process?
- How can we resolve differences in opinion and approach to sustainable mobility priorities and investments?
- How will we know when we've achieved our vision and desired future state of transportation?
- How and what are we willing to adapt and change in order to achieve our vision?

MEMORANDUM

To: Mark Epstein and Chris Wierzbicki, City of Bainbridge Island
From: Dru van Hengel, Jennifer Wieland and Lauren Squires, Nelson\Nygaard
Date: October 2, 2019
Subject: Sustainable Transportation Plan: Best Practices to Guide Scope Development
Task 3: Best Practices Research – Summary of Findings

This memo summarizes the findings of the best practices research completed by Nelson\Nygaard to support the City of Bainbridge Island in developing a revised scope and budget for a Sustainable Transportation Plan. This research included a literature review and interviews with industry experts to identify best practices in sustainable transportation planning.

Appended: Literature review matrix, Audio files of interviews with industry experts.

Plans Reviewed

In collaboration with City of Bainbridge Island staff, Nelson\Nygaard selected and reviewed four agencies' sustainable transportation plans to understand how other communities approach sustainable transportation goals and outcomes similar to those articulated by Bainbridge Island City Council. The plans represent a range of approaches intended to create this sustainable mobility paradigm shift. From Western Washington peer, Bellingham, WA to North American sustainable transportation leader Vancouver, B.C. to San Mateo, CA, a suburban Bay Area peer anchored by regional commuter hubs (CalTrain stations) to the East Coast rural Pioneer Valley region home to several universities, these nationally-recognized, award-winning plans present approaches and best practices in sustainable transportation planning applicable on Bainbridge Island. The following goals for Bainbridge Island's Sustainable Transportation Plan guided the selection of plans for review:

- Goal 1: Present a unifying vision for the future of transportation on Bainbridge Island
- Goal 2: Create a holistic, inclusive definition of sustainable mobility with suite of practical solutions
- Goal 3: Integrate the island's transportation and land use visions
- Goal 4: Complete missing links and make first/last mile connections
- Goal 5: Build a toolbox of facility types and solutions tailored to people of all ages and abilities and the island's unique contexts
- Goal 6: Demonstrate transparent decision-making based on community values, with a clear link to implementation planning, investments, and subsequent funding requests

An overview of the plans follows:

- **Bellingham (WA) Bicycle and Pedestrian Master Plans (2014, 2012) and Complete Networks Ordinance (2016)**

Bellingham is a mid-sized western Washington city that uses a variety of planning and policy tools to advance a multimodal planning approach. Bellingham integrates land use

- and transportation planning to achieve its mode shift goals and level of service standards for walking, bicycling, and transit facilities. Bellingham’s Bicycle and Pedestrian Master Plans establish primary walking and bicycling networks with prioritized improvements. Bellingham’s nationally-recognized “Complete Networks” ordinance recognizes that everyone using the street needs a safe and complete network suited to its mode-specific needs. Bellingham’s “Complete Networks” ordinance establishes a modal hierarchy that prioritizes the safety and needs of the most vulnerable: people walking and bicycling.
- [Complete Networks Ordinance](#), City of Bellingham (2016)
 - [Bicycle Master Plan](#), City of Bellingham (2014)
 - [Pedestrian Master Plan](#), City of Bellingham (2012)
- **Vancouver (BC) Transportation 2040 (2012)**
- Transportation 2040* is the City of Vancouver’s long-term strategic plan to guide transportation and land use decisions and investments in the years ahead. This award-winning plan sets specific, measurable targets for mode share, vehicle miles traveled (VMT) reduction, and safety. While the City of Vancouver is much larger than Bainbridge Island, *Transportation 2040*’s goals, actions, and strategies serve as a model among North American cities for sustainable transportation planning. *Transportation 2040* is aligned with [Greenest City 2020 Action Plan](#) to achieve the goals of eliminating dependence on fossil fuels, making the majority of trips by sustainable modes, and achieving the cleanest air of any city in the world.
- [Transportation 2040](#), City of Vancouver (October 2012)
- **San Mateo (CA) Sustainable Streets (2015)**
- Sustainable Streets* presents a transformational vision for the future of San Mateo’s transportation network with the goal to create more vibrant, sustainable, comfortable, safe, and economically productive streets. A suburban community located 20 miles south of San Francisco, Caltrain operates three stations within San Mateo that serve as multimodal commuter hubs. *Sustainable Streets* presents a street-design-focused approach to implement green and complete streets, including design guidelines and principles. The implementation plan recommends a mix of corridor capital improvements, policy changes, program recommendations, and a Sustainable Streets fee to fund improvements.
- [Sustainable Streets](#), City of San Mateo (February 2015)
- **Pioneer Valley (MA) Sustainable Transportation Element Plan (2014)**
- The Pioneer Valley region of western Massachusetts encompasses 43 towns in Hampden and Hampshire counties, which are home to Springfield, MA and the “Five Colleges” (Amherst, Hampshire, Mt. Holyoke, Smith Colleges, and the University of Amherst). The Pioneer Valley Planning Commission developed the Sustainable Transportation Element to identify how the region will integrate sustainability into transportation initiatives to achieve greenhouse gas emissions reductions and energy efficiency. This plan identifies catalytic projects and partnerships across the region to advance sustainable transportation and cross-cutting strategies to achieve multiple regional goals with targeted investments.
- [Sustainable Transportation Element Plan](#), Pioneer Valley Planning Commission, (February 2014)

Industry Experts and Practitioners Interviewed

The literature review was supported by interviews with four industry experts, including academics and local practitioners. The purpose of the interviews was to understand industry experts' experience in sustainable transportation planning both conducting and applying meaningful technical analysis, overcoming challenges in the planning process, and funding and implementing plan recommendations. Interviewees included:

- **Chris Comeau, Transportation Planner, Public Works Engineering, City of Bellingham, WA**

Chris Comeau has worked for the City of Bellingham for nineteen years leading citywide multimodal transportation planning. He has overseen the development of Bellingham's Multimodal Concurrency Program as well as the development and implementation of Bellingham's bicycle and pedestrian master plans. Since the early-2000s, Chris has been a thought leader and strategic implementer of Complete Streets principles at the local level.

- **Ken Chin and Julia Klein, Transportation Planners, Public Works Department, City of San Mateo, CA**

While at the City of San Mateo, Ken Chin led the development of San Mateo's *Sustainable Streets* plan that included a robust series of community conversations called the *Taste and Talk* series with the goal to build a broad understanding of sustainable mobility among the San Mateo community. Ken also led the development and implementation of San Mateo's bicycle and pedestrian master plans. Julia Klein is leading San Mateo's General Plan Update which will integrate *Sustainable Streets* into citywide policy as the circulation element of the General Plan.

- **Madeline Brozen, Associate Director, UCLA Institute of Transportation Studies**

A transportation planner by training, Madeline Brozen has spent the last eight years at UCLA leading the Complete Streets Initiative to achieve more livable and complete streets in the Los Angeles region. Madeline is Assistant Director of the Lewis Center for Regional Policy Studies and the Institute of Transportation where she has focused her research on measurement approaches and performance metrics for bicycling, walking and transportation access. Recently, Madeline has completed research on how different groups of people including older adults, non-native English speakers, and women use the transportation system. She orients her research to be directly applicable by municipalities in creating solutions that address barriers to transportation for these groups. Madeline's recently completed LA Metro research includes [*Understanding How Women Travel*](#).

- **Prof. David Blum, Affiliate Instructor, Urban Design and Planning, University of Washington**

Professor David Blum is an affiliate instructor at the University of Washington's College of Built Environments specializing in land use planning, affordable housing and real estate development. A Mercer Island resident, Professor Blum has deep planning and development experience in the Central Puget Sound. He has worked at King County Metro managing transit-oriented development projects as well as at the Low Income Housing Institute developing affordable housing. Professor Blum recently led undergraduate students in applied coursework for the City of Bainbridge Island as well as

hosted international delegations to study Bainbridge's ferry terminal and connectivity to downtown Winslow.

Summary of Findings

Across the literature review of award-winning municipal sustainable transportation plans and interviews with industry experts from nationally-recognized academics to local planners working in peer communities to Bainbridge Island, several key themes, areas of focus, and lessons learned emerged as relevant and applicable to Bainbridge Island's Sustainable Transportation Plan. The combination of plan review and expert interviews revealed the following common themes:

- **Unifying vision and goals focused to achieve targets**

Bainbridge Island's intent for the Sustainable Transportation Plan is to establish a vision for the future of transportation on the island accompanied by specific desired outcomes. All sustainable transportation plans reviewed are grounded in a set of goals accompanied by targets and performance measures to track progress over time. The triple bottom line sustainability framework that focuses on social equity, environment and economy is commonly used by plans to articulate its vision of a sustainable mobility future.

Common goals and accompanying targets include:

- **Safety:** Eliminate traffic-related fatalities and injuries
- **Mode Share:** Increase trips made on foot, bike, or transit
- **Distance Driven:** Reduce single occupant vehicle commuting, reduce average distance driven, or reduce overall vehicle miles traveled (VMT)
- **Climate Action and Emissions Reduction:** GHG emissions reduction or eliminating dependence on fossil fuels
- **Livability:** Improving the ability for people to meet their daily needs with short, sustainable trips and increasing access to opportunity, especially for historically underserved populations

- **Dynamic and inclusive engagement**

Extensive community engagement was a critical component of each of the sustainable transportation plans reviewed. The engagement continued throughout the plan development process, usually spanning one year. Engagement best practice includes a mix of strategies to pique community interest and broaden awareness, include underrepresented voices, and offer a variety of feedback mediums. Engagement must include a variety of touch points throughout the plan development process from quick interactions at established community events or an online survey to deeper ongoing engagement with focus groups or community advisory committees.

The City of San Mateo cited its ***Taste and Talk series as a successful engagement strategy that generated sustained community support*** for its *Sustainable Streets* plan that continued long after the plan was adopted. San Mateo staff convened the community each month for a year for TED Talk-style gatherings to hear from sustainable mobility industry experts. This educational outreach generated momentum and interest in the plan while establishing a solid community base of knowledge around sustainable transportation. The City of San Mateo also engaged a Citizen's Advisory Committee throughout plan development, shared plan information at established community

meetings, and deployed a survey asking community members how they would spend a fictitious \$100 among a broad range of transportation priorities.

Madeline Brozen recommended **focus groups as an engagement strategy** for Bainbridge to gain a deeper understanding of how Islanders travel apart from peak commute to and from the ferry. **Off-peak travel accounts for most of people's daily trips**, however mobility options and services are often oriented around peak commute times. Additionally, census-based household travel surveys only capture work commutes at a census-block-level scale. To gain fine-grained data on how people travel in Bainbridge's unique context, Brozen recommended targeting segments of the population representing those with specific travel needs and preferences such as women with children, older adults, youth, and people with low incomes for focus groups. Hearing directly from these populations would help the city understand what types of trips are commonly made on the island and how to eliminate barriers, or tailor improvements or services to meet these mobility needs.

- **Ground solutions in deep understanding of existing conditions**

Sustainable transportation plan recommendations are grounded in an in-depth understanding of how people currently travel and how existing mobility networks support those travel patterns. Inventory of existing networks, infrastructure state of repair, and collision patterns in the current network inform where improvements may be needed. Analysis of demographic characteristics, travel patterns, and anticipated growth inform the changing mobility needs in a community. Safety and equity analyses inform where certain populations may be experiencing inequitable outcomes or disproportionate burdens in the mobility system.

Key existing conditions research areas include:

- Review of existing plans, standards, and concurrent projects
- Sidewalk and crossing inventory
- On- and off-street bicycle network and trail system inventory
- Analysis of travel patterns and commute trips by mode
- Transit ridership analysis
- Demographic and population analysis
- Growth projections (population and mode share)
- Systemic safety analysis: collision patterns and analysis of roadway factors commonly present in collisions involving people walking and bicycling
- Pedestrian and bicycle level of traffic stress analysis
- Equity analysis to understand where low-income populations, youth and older adults, and communities of color may experience mobility barriers or disproportionate burden

Professor David Blum recommended Bainbridge Island's Sustainable Transportation Plan begin with the **visualization of the *Island-wide Transportation Plan (IWTP) forecasts and growth scenarios*** to inform community conversations on the island's mobility future. The depth of analysis captured by the IWTP could be further expanded upon to frame the needs for investment to meet future demand establishing an overall problem statement for the Sustainable Transportation Plan to address. A

Strengths, Weaknesses, Opportunities, Threats (SWOT) analysis of the IWTP could inform areas for further study to be completed by the Sustainable Transportation Plan.

- **Integrate land use and transportation**

Long-term strategic visions of a community’s sustainable mobility future must guide both land use and transportation decisions. Land use decisions support shorter trips and sustainable transportation choices. Madeline Brozen cited the foundational determinants of transportation behavior as **access to destinations and cost**. Clusters of destinations accessible by sustainable short trips create environments where walking, bicycling, and taking transit are the easy choice. She recommends Bainbridge Island inventory the most likely destinations that islanders would access by walking and cluster other destinations in proximity and orient the urban design of these locations for optimal pedestrian comfort and convenience. Cost, whether it be in time or money, influences transportation behavior. Sustainable choices must be both time and cost competitive. If driving is always the cheapest and fastest option, people will continue to drive.

The City of Bellingham’s **Multimodal Concurrency Program** is linked to the city’s infill land use strategy highlighting the success of an integrated sustainable transportation and land use approach. The varying land use contexts throughout the city inform the viability of different modes of transportation in different places. Non-motorized, and transit improvements are among the suite of mitigations and improvements required in urban villages to offset the impacts of development. Bellingham’s pedestrian and bicycle plan projects qualify as mitigations thus energizing plan implementation.

- **Establish complete networks for each mode and accommodate the most vulnerable users first**

Every street can’t accommodate every mode. Each mode needs a complete, connected network. Achieving a level of quality for sustainable travel modes (walking, bicycling and transit) is based on network completeness and level of comfort for people of all ages and abilities. With limited right-of-way, integrated network planning to understand what streets, corridors or connections are most important for each mode helps cities negotiate trade-offs and resolve competing priorities. Vancouver, San Mateo and Bellingham’s sustainable transportation plans include modal hierarchies to guide transportation decisions and prioritize the needs of people walking and bicycling first. Vancouver’s *Transportation 2040* includes priority policies to improve high-crash locations, areas with high walking potential and close critical gaps in the bicycle network first as well as following policy statement to create complete networks.

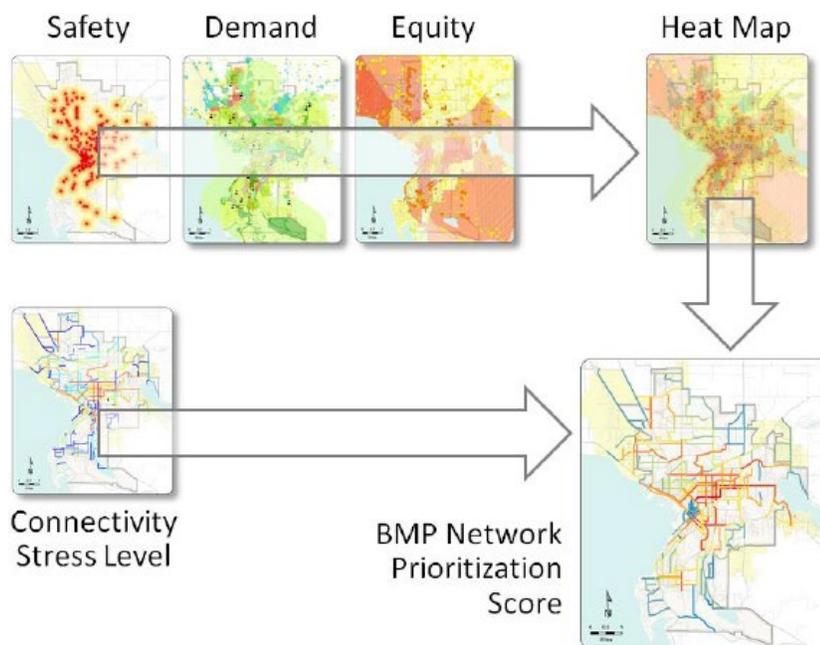
“In highly constrained urban environments, it is not always possible to provide the ideal facilities for all users’ needs, and compromises sometimes have to be made, including accommodating some users on parallel streets.”¹

¹ City of Vancouver, *Transportation 2040*:
https://vancouver.ca/files/cov/Transportation_2040_Plan_as_adopted_by_Council.pdf

- **Priority networks focus high-value investments**

A key outcome of Bainbridge Island’s Sustainable Transportation Plan is a clear, transparent set of priorities comprised of capital projects and programs supported by the community for implementation. Existing conditions analyses highlight gaps in the current mobility network, areas of travel demand, and safety hot spots. With the goal to create complete, comfortable networks for all sustainable travel modes, overlaying gaps in the current network with areas of highest demand and need highlight priority projects to achieve plan goals. For example, the City of Bellingham arrived at a high priority network for bikeway investments based on safety, demand, equity, and connectivity level of stress analysis. This prioritization framework elevates gaps in the network aligned with areas of high demand, safety need, equity concern, and level of stress for high priority implementation.

Figure 1 City of Bellingham, Bicycle Master Plan: Project Prioritization Process



Source: City of Bellingham (<https://www.cob.org/services/planning/transportation/Pages/bike-master-planning.aspx>)

- **Facility design guidance for people of all ages and abilities**

Bainbridge Island’s sustainable transportation plan will support sustainable mobility with a toolbox of facility types tailored to people of all ages and abilities. Sustainable transportation plans often include local design guidance and specifications for walking and bicycling facilities best-suited for people with varying levels of comfort from the interested and confident cyclist to the strong, enthusiastic cyclist, for example. Facility selection is supported by level of traffic stress analyses completed during assessment of the existing mobility network.

Madeline Brozen highlighted that different populations have varying levels of sensitivity to environmental factors when making a travel mode choice. Brozen cited her research confirming that women are highly sensitive to lighting levels and presence of sidewalk

when making a choice to walk. Older adults are sensitive to distances, which is particularly important when siting bus stops near destinations to be accessed by seniors.

Consideration of the populations likely to use sustainable transportation facilities can inform design treatments to eliminate barriers.

Documenting local design guidance in a jurisdiction-specific plan establishes a locally preferred standard and tailors national guidelines to the local context. Facility design guidelines establish a common baseline for all implementing partners from planners to public works engineers to maintenance staff.

- **Recommendations include a mix of projects, programs, partnerships, and policy change**

All sustainable transportation plans reviewed included a mix of recommendations and priority strategies ranging from capital investments (sidewalks, bikeway connections, and intersection improvements) to programs to support sustainable behavior change (education, enforcement, and encouragement) to strategies partnerships and policies to guide implementation. For capital investments in bicycling, walking, and transit networks, many plans develop high-level cost estimates for the highest priority, short-term projects to support funding and implementation. Common programmatic and policy recommendations include:

- Vision Zero policy and supportive programs
- Safe Routes to School
- Safety education and encouragement programs including Open Streets events and marketing campaigns to support sustainable travel behavior change
- Parking pricing, residential parking permit program and elimination of parking minimums
- Transportation demand management program
- Transit investments including speed and reliability improvements, first/last mile transit access program, and formal partnerships with local transit agencies for implementation

- **Delivering the plan: Focus on the first five years**

Supported by a robust prioritization framework based on plan goals and priority outcomes, sustainable transportation plans quantify the cost to implement high-priority projects and set out an action plan for implementation. Many plans include a robust inventory of partners and potential local, state, federal and grant-based funding sources for implementation. Dedicated local funding can take a variety of forms from ballot measures to sustained allocation of General Fund dollars or establishment of a specialized fee, benefit district, or city fund to support plan implementation.

The City of Bellingham created a **Transportation Benefit District** (TBD) funded by sales tax revenue that generates annual funding for non-motorized improvements. Bellingham's TBD generates nearly \$5 million annually into the city's transportation budget, which has supported the implementation of nearly half of the bike master plan recommendations since plan adoption. The City of San Mateo proposed a Sustainable Streets Fee to replace its established Transportation Improvement Fee program with the goal of establishing a more flexible funding source for a wider array of projects.

Additionally, integrating plan recommendations into routine maintenance and repaving projects. Integrated project development can embed walking, bicycling, and transit-supportive elements in other transportation capital projects and can result in considerable ongoing progress toward plan implementation.

The biggest lesson learned for the City of San Mateo was the limitation on plan implementation due to the Caltrans funding for the planning effort. Caltrans restricted funding of environmental assessment of the *Sustainable Streets* plan that has severely limited the implementation of plan recommendations, including the Sustainable Streets fee.

Conclusion: Best Practices to Inform Scope Development

Upon Council review and discussion of best practices findings, Nelson\Nygaard will integrate pertinent elements and lessons learned from best practices research into a revised scope for the Bainbridge Island Sustainable Transportation Plan.

Pertinent scope elements and key deliverables for discussion and confirmation include:

Public Outreach and Stakeholder Engagement

- Pre-plan engagement: Speaker series featuring sustainable transportation experts
- Develop a Public Involvement Plan to outline engagement strategies during five phase of plan development:
 1. Developing Vision, Values and Priorities
 2. Articulating Projects and Programs
 3. Prioritizing and Phasing Recommendations
 4. Plan Review
 5. Plan Implementation
- Focused stakeholder engagement including Technical and Public Advisory Committees and City Council engagement

Existing Conditions: Bainbridge Island Mobility Atlas

- Review existing plans and policies
- Current and Planned Networks: Walk, Bike, Transit
Key deliverable: Gap Analysis
- Safety Analysis
Key deliverable: High-crash corridor map to inform priority safety improvements
- Current and Future Land Use Analysis
Key deliverable: Travel Demand Index
- Demographic Analysis
Key deliverable: Equity Index
- Public Health Analysis
Key deliverable: Health Index

Vision and Values

- Setting the Plan Vision, Goals, and Objectives to guide the project
Key deliverable: Plan Vision, Values, and Objectives

Project Identification

- Walking
- Bicycling
- Transit
- Goods Delivery
- First/Last Mile Connections

Key deliverable: Priority Networks and Needs

Prioritization Framework and Tools to Support Implementation

- Evaluation Metrics
- Facility Decision Matrix and Design Guidelines
- Mobility Pilot Standards

Key deliverable: Project Prioritization Framework, Prioritized Project Lis

Programs and Policy Recommendations

Implementation Plan

- Funding Sources Inventory
- Financial Plan

Key deliverable: Near-term Action Plan

SUSTAINABLE TRANSPORTATION PLAN | BEST PRACTICES RESEARCH
City of Bainbridge Island

	<i>Complete Streets Policy, Bicycle and Pedestrian Plans</i> Bellingham (WA)	<i>Transportation 2040</i> Vancouver (BC)	<i>Sustainable Streets</i> San Mateo (CA)	<i>Sustainable Transportation Element Plan</i> Pioneer Valley (MA)
Plan Overview	<p>Complete Networks Ordinance, City of Bellingham (2016) The ordinance provides guidance for City of Bellingham planners and engineers in balancing the safety and mobility needs of all groups with priority emphasis on the most vulnerable people. Guides citywide transportation planning to achieve mode shift goals and modal network build out on all arterial streets.</p> <p>Bicycle Master Plan, City of Bellingham (2014) Identifies steps to creating a safe, connected network of bicycle facilities and supportive programs, including network, policy and program recommendations, prioritized recommendations, design guidance, and areas of further study.</p> <p>Pedestrian Master Plan, City of Bellingham (2012) Identifies steps toward creating a safe, well-connected and attractive pedestrian environment, including policy and program recommendations, design guidance, priority pedestrian network, implementation projects, and accompanying funding plan.</p>	<p>Transportation 2040, City of Vancouver (October 2012) A long-term strategic plan that will guide transportation and land use decisions and public investments supporting a multimodal city with more transportation choices for people living in, working in, and visiting Vancouver.</p>	<p>Sustainable Streets, City of San Mateo (February 2015) <i>Sustainable Streets</i> articulates the future vision for San Mateo's streets and transportation network, covering both policies and processes. The plan outlines how to use right-of-way to serve everyone (present and future), lays out guidelines and policies for implementation and identifies funding sources.</p> <p>This plan laid the groundwork for the City's General Plan Circulation Element. Design Guidelines provide guidance to planners, engineers, and developers.</p>	<p>Sustainable Transportation Element Plan, Pioneer Valley Planning Commission (February 2014) Identifies existing sustainable transportation initiatives and develops strategies to achieve greenhouse gas emission reductions and energy efficiency.</p> <p>Developed from the Regional Transportation Plan (RTP) for 2040 published in 2015 and updated every 4 years.</p>

	<i>Complete Streets Policy, Bicycle and Pedestrian Plans</i> Bellingham (WA)	<i>Transportation 2040</i> Vancouver (BC)	<i>Sustainable Streets</i> San Mateo (CA)	<i>Sustainable Transportation Element Plan</i> Pioneer Valley (MA)
Plan Elements	<p>Complete Networks Ordinance</p> <ul style="list-style-type: none"> ▪ Application to all city transportation improvement projects ▪ Implementation of mode-specific networks and application of modal hierarchy ▪ Special consideration for freight vehicles ▪ Exceptions in extraordinary circumstances ▪ All sources of transportation funding used to implement Complete Networks <p>Bike Master Plan Elements:</p> <ul style="list-style-type: none"> ▪ Vision and Goals ▪ Existing Facilities ▪ Policies and Actions ▪ Bicycle Network Recommendations: Opportunities, Constraints, Recommended Network, and Project Prioritization ▪ Design and Maintenance Guidelines ▪ Program Recommendations ▪ Implementation ▪ <u>Appendices:</u> Public Engagement, Prioritized Projects List, Further Study Needed, Cost Calculator, Design Considerations, Wayfinding, Crash Data Map, Bike Counts <p>Pedestrian Master Plan Elements:</p> <ul style="list-style-type: none"> ▪ Goals ▪ Policy Recommendations ▪ Pedestrian Network Recommendations: Primary Network, Project Development Framework, Projects, Feasibility and Safety Studies, Proposed Citywide Projects ▪ Design Guidance ▪ Program Recommendations ▪ Implementation: Planning-Level Costs, Funding Sources, Performance Measures ▪ <u>Appendices:</u> Community Survey Summary, Pedestrian Needs Analysis, Project List, Summary of Existing Pedestrian Policies 	<p>Elements:</p> <ul style="list-style-type: none"> ▪ Goals, Trends, Targets ▪ Directions (high-level policies and specific actions) <ul style="list-style-type: none"> – Land Use – Walking – Cycling – Transit – Motor Vehicles – Goods, Services, and Emergency Response ▪ Programs ▪ Delivering the Plan: Implementation, Tracking Progress, Emerging Areas of Focus 	<p>Elements:</p> <ul style="list-style-type: none"> ▪ Vision, Goals, and Objectives ▪ Design Guidelines ▪ Implementation Plan: Recommended Projects, Programs, Metrics, and Funding Sources <p>Appendices:</p> <ul style="list-style-type: none"> ▪ Complete Streets Best Practices ▪ Existing Conditions Review ▪ Sustainable Streets Benefits and Costs ▪ Street Classification System and Street Width Review ▪ Level of Service and Multimodal Analysis ▪ Community Survey ▪ Recommended Projects ▪ Transportation Demand Management (TDM) Plan ▪ Funding Plan 	<p>Elements:</p> <ul style="list-style-type: none"> ▪ Vision ▪ Passenger Transportation: Transit, Rideshare, and Rail ▪ Non-Motorized Transportation: Bike/Ped Facilities ▪ Air Quality ▪ Environmental Justice ▪ Climate Change ▪ Sustainability ▪ Transit-Oriented Development (TOD) Planning Analysis ▪ Recommended Strategies

	<i>Complete Streets Policy, Bicycle and Pedestrian Plans</i> Bellingham (WA)	<i>Transportation 2040</i> Vancouver (BC)	<i>Sustainable Streets</i> San Mateo (CA)	<i>Sustainable Transportation Element Plan</i> Pioneer Valley (MA)
Vision, Goals, and Targets	<p>Complete Networks Ordinance</p> <p>Bellingham Public Works plans, designs, and constructs all new and reconstructed city transportation improvement projects to provide appropriate accommodation for people of all ages and physical abilities on pedestrian, bicycle, transit, freight, and automobile networks.</p> <p>Bellingham Public Works has incorporated all principles of the national Complete Streets movement, <i>established citywide mode-specific transportation networks</i>, and adopted a <i>transportation modal hierarchy</i> as part of the evolution to Complete Networks.</p> <p>Complete Networks may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It is the city's intent that <i>all sources of transportation funding</i> be drawn upon to implement Complete Networks.</p> <p>Bicycle Master Plan Vision</p> <p>Bicyclists of all ages and abilities have access to a safe, well-connected network linking all areas of Bellingham.</p> <p><u>Goals:</u> Safety, Connectivity, Equity, Livability, Public and Environmental Health, Transportation Choices, Education, Mode Shift, Economy</p> <p>Pedestrian Master Plan Vision</p> <p>The residents of Bellingham envision a community that invites people of all ages and abilities to walk for enjoyment, exercise, and daily transportation by providing a safe, convenient, and attractive pedestrian environment.</p> <p><u>Goals:</u> Safety, Equity, Health, Economic Sustainability, Connectivity, Multimodal Transportation, Land Use and Site Design</p>	<p>Vision</p> <p>By 2040, we envision a city with a smart and efficient transportation system that supports a thriving economy while increasing affordability; healthy citizens who are mobile in a safe, accessible, and vibrant city; and a city that enhances its natural environment to ensure a healthy future for its citizens and the planet.</p> <p>Goals</p> <p>Transportation 2040's goals are framed by the three pillars of sustainability.</p> <ul style="list-style-type: none"> ▪ <u>Economy:</u> A smart and efficient transportation system that supports a thriving economy while increasing affordability. ▪ <u>People:</u> Health citizens in a safe, accessible, and vibrant city. ▪ <u>Environment:</u> A city that enhances its natural environment, ensuring a healthy future for its people and the planet. <p>Targets</p> <ul style="list-style-type: none"> ▪ <u>Mode share:</u> By 2040, at least two-thirds of all trips will be made on foot, bike, or transit. The total number of trips by sustainable modes will grow significantly, while motor vehicle volumes will slightly decline. ▪ <u>Distance Driven:</u> By 2020, the average distance driven per resident is reduced by 20%. ▪ <u>Safety:</u> Zero traffic-related fatalities. 	<p>Vision</p> <p>The City of San Mateo envisions a transportation system that is sustainable, safe, and healthy and supports a sense of community and active living, where walking, bicycling, and transit are integral parts of daily life. Furthermore, the City envisions integrating Complete Streets and Green Streets into street designs that are comfortable and convenient for the breadth of travel choices and that improve water quality and reduce other environmental impacts, while creating more vital places that fit with desired community character.</p> <p>Goals and Objectives</p> <ul style="list-style-type: none"> ▪ <u>Safety and Vision Zero:</u> Eliminate fatalities and serious injuries; Improve walking and bicycling conditions at intersections with highest rates of collisions ▪ <u>Mobility:</u> Improve multimodal access to employment centers, residential neighborhoods, community destinations and recreation for people of all ages and abilities ▪ <u>Infrastructure and Support Facilities:</u> Allocate street space equitably among all modes; Incorporate bike/ped facilities into public and private projects; Provide well-maintained bike/ped facilities; Develop a green infrastructure plan ▪ <u>Programs:</u> Establish Safe Routes to School and Transit, Safe Routes for Seniors, and Green Infrastructure Steward programs ▪ <u>Equity:</u> Identify low-income and transit-dependent communities that require bike/ped access improvements; Develop residential partnership program for neighbors to identify, prioritize, and implement improvements ▪ <u>Implementation:</u> Determine funding needs and sources; Incorporate projects into Capital Improvement Program (CIP); Ensure efforts are coordinated with external partners; Review and update plan at regular intervals <p>Targets</p> <ul style="list-style-type: none"> ▪ Eliminate pedestrian- and bicycle-related fatalities and reduce the number of non-fatal pedestrian- and bicycle-related collisions by 50% from 2010 levels by 2020. ▪ Increase the combined bicycle and pedestrian mode share to 30% for trips one mile or shorter by 2020. ▪ Reduce single occupant vehicle commuting by 20% by 2020. 	<p>Vision</p> <p>The Pioneer Valley region strives to create and maintain a safe, dependable, environmentally sound and equitable transportation system. We pledge to advance strategies and projects that promote sustainable development, livable communities, provide for the efficient movement of people and goods, and advance the economic vitality of the region.</p> <p>Goals</p> <ul style="list-style-type: none"> ▪ Safety ▪ Operations and Maintenance ▪ Environmental ▪ Coordination ▪ Cost Effective ▪ Intermodal ▪ Multimodal ▪ Economically Productive ▪ Quality of Life ▪ Environmental Justice ▪ Land Use ▪ Climate Change

	<i>Complete Streets Policy, Bicycle and Pedestrian Plans</i> Bellingham (WA)	<i>Transportation 2040</i> Vancouver (BC)	<i>Sustainable Streets</i> San Mateo (CA)	<i>Sustainable Transportation Element Plan</i> Pioneer Valley (MA)
Performance Measures	<p>Bicycle Master Plan Performance Measures</p> <ul style="list-style-type: none"> Percentage of bike network completed (goal: 100% complete by 2035) Ease of bicycle travel between urban villages Number of households within ¼ mile radius Number of bicycle racks and on-street corrals Number of targeted educational campaigns and culturally- and age-appropriate program promotional materials Number of schools participating in Safe Routes to School program Achieve Gold Bicycle Friendly Community rating by 2020, Platinum by 2035 Bicycle mode share, self-reported bicycling to school, and bicycle count <p>Pedestrian Master Plan Performance Measures</p> <ul style="list-style-type: none"> Safety: Decrease in number of pedestrian-involved collisions; Number of students that received ped safety education; Percent of sidewalks needing replacement Equity: Percent of intersections ADA compliant on select routes; Number of completed ADA transition plan projects Public and Environmental Health: Increase in number of children walking or biking to/from school; Percent of commute trips made on foot; Number of trees on arterials Economic Sustainability: Number of pedestrian-oriented wayfinding signs; Pedestrian count volumes at select locations Connectivity: Percent of complete facilities on designated walk routes for each public school; Number of miles of sidewalk complete in primary sidewalk network Multimodal Transportation: Pedestrian mode share; Percent of sidewalk complete Land Use and Site Design: Percentage of new residential units within Urban Village areas 	<p>Tracking Progress, Key Actions</p> <p>Transportation 2040 outlines a plan for measuring performance over time and overcoming data limitations. Key actions include:</p> <ul style="list-style-type: none"> Set up a system of monitoring and evaluating actions Conduct regular traveler surveys and transportation panel survey Publish regular progress reports using key indicators Share transportation data in open format 	<p>Performance Measures</p> <ul style="list-style-type: none"> Citywide combined bicycle and pedestrian mode share for trips of one mile or shorter Single occupant commuting Number of pedestrian- and bicycle-related collisions Number of pedestrian and bicycle fatalities Total roadway crashes and injuries from all roadway crashes Ratio of bicycle facility miles to road miles Linear feet of sidewalks Vehicle miles traveled (VMT) per capita Total transportation-related greenhouse gas (GHG) emissions per capita Travel time along identified key corridors Average vehicle occupancy Roadway segments using green infrastructure to manage stormwater runoff (percent of total network and percent in Downtown and PDAs) Tree canopy along streets in San Mateo Sales revenue per square foot in Downtown <p>Sustainable Streets also identifies Corridor Performance Metrics for corridors with complete/sustainable/green streets projects and Development Performance Metrics to evaluate the multimodal impacts of new development.</p>	<p>Performance Measures</p> <ul style="list-style-type: none"> Safety: Significant reduction of traffic fatalities and serious injuries Infrastructure Condition: State of good repair Congestion Reduction System Reliability: Improve efficiency Freight Movement and Economic Vitality Environmental Sustainability: Protect and enhance natural environment Reduced Project Delivery Delays: Reduce project costs, eliminate delays <p>Sustainability Indicators</p> <ul style="list-style-type: none"> Reduce VMT Reduce GHG Improve transit accessibility Livability (access to jobs, housing, schools, safe streets) Promote health transportation modes Transition to lower GHG fuels Water quality

	<i>Complete Streets Policy, Bicycle and Pedestrian Plans</i> Bellingham (WA)	<i>Transportation 2040</i> Vancouver (BC)	<i>Sustainable Streets</i> San Mateo (CA)	<i>Sustainable Transportation Element Plan</i> Pioneer Valley (MA)
Existing Conditions	<p>Bicycle Master Plan: Network Opportunities and Constraints</p> <p>In addition to inventorying the existing bicycle network, including on-street facilities and trails, the City identified key challenges to focus future analysis and improvements:</p> <ul style="list-style-type: none"> ▪ Lack of arterial street crossings of I-5 isolate many destinations in the city. ▪ Overcoming lack of street connectivity in outlying areas where streets have yet to be platted and developed. The areas have significant environmental features (streams, wetlands, slopes). Off-street facilities may be best suited for bicycling connections. <p>Bicycle network development, three phases:</p> <ul style="list-style-type: none"> ▪ Network developed using existing plans and input from public and agency stakeholders. ▪ Technical demand analysis to establish baseline connectivity values. ▪ A field review and calibration procedure to refine network. <p>Pedestrian Master Plan: Existing Conditions Review</p> <ul style="list-style-type: none"> ▪ Analysis of travel patterns and commute trips made by walking ▪ Pedestrian counts ▪ Inventory of existing pedestrian facilities: network, sidewalk, crossings, trails ▪ Transit, schools, and land use 	<p>Rising to the Challenge</p> <p>To frame the challenges Transportation 2040 addresses, Vancouver reported on growth projections, demand for transit, health outcomes, demographics, climate change impacts, and emissions.</p> <p>Trends and Targets</p> <p>Vancouver documented baseline housing and employment growth along with the total number of cars entering the city to forecast trends and inform targets. The following baseline conditions informed policies and actions:</p> <ul style="list-style-type: none"> ▪ Trips made by mode (historic data/targets) ▪ Collision data, breakdown by mode, locations ▪ Sidewalk network, width, curb ramp locations ▪ Bicycle network ▪ Bicycle counts ▪ Attitudes toward bicycling survey ▪ Trip length/breakdown by mode ▪ Bicycle parking and bike route signage locations ▪ Transit network and routes, stops, signal/lane priority ▪ Parking (locations, time limits, cost) ▪ Load zones ▪ Vehicles entering the city ▪ Freight activity (truck and rail) 	<p>Local Documentation and Existing Conditions Review</p> <p>To identify strengths, opportunities, and weaknesses, Sustainable Streets documented San Mateo's physical setting, demographics, existing infrastructure, and policy landscape. To inform development of design guidelines, Sustainable Streets includes a comprehensive review of municipal code policies and relevant guidance from previously adopted plans.</p> <p><u>Setting and Land Use</u></p> <ul style="list-style-type: none"> ▪ Streets as a percent of land ▪ Land use and transportation context <p><u>Population Characteristics</u></p> <ul style="list-style-type: none"> ▪ Demographic and population data ▪ Population and employment growth ▪ Growth in travel <p><u>Travel Patterns</u></p> <ul style="list-style-type: none"> ▪ Mode share to work and all trips ▪ Transit ridership (SamTrans, BART, Caltrain) ▪ Automobile ownership ▪ Attitudes toward bicycling survey <p><u>Multimodal Connections and Existing Infrastructure</u></p> <ul style="list-style-type: none"> ▪ Roadway system, mileage, classifications ▪ Bicycle system, parking, barriers (e.g., rail lines) ▪ Safe Routes to School, school locations ▪ Pedestrian facilities (sidewalks, off-street paths, crossings) ▪ Transit stops/amenities, transit system, how people access BART and boardings, Caltrain boardings, shuttles, and ferry service ▪ Intelligent transportation systems (ITS) systems ▪ Parking data ▪ Cost of maintenance needs/revenues/shortfalls 	<p>Meeting Future Needs Sustainably</p> <p>With a focus on understanding existing needs and anticipated future deficiencies in transportation infrastructure, Pioneer Valley assessed the following to inform investment recommendations:</p> <ul style="list-style-type: none"> ▪ Pioneer Valley Transit Authority ridership, bus fleet, paratransit ridership ▪ Park-and-ride average daily occupancy ▪ Bicycle compatibility index analysis for roadways ▪ Off-road paths inventory ▪ Air quality analysis ▪ Environmental Justice: Demographic profile identifying minority and low-income populations; Distribution of benefits and burdens ▪ Climate Change: Anticipated changes (heat index, precipitation, flood zones) ▪ GHG emissions: Annual VMT by county ▪ TOD community survey ▪ Bike, pedestrian, and transit networks

	<i>Complete Streets Policy, Bicycle and Pedestrian Plans</i> Bellingham (WA)	<i>Transportation 2040</i> Vancouver (BC)	<i>Sustainable Streets</i> San Mateo (CA)	<i>Sustainable Transportation Element Plan</i> Pioneer Valley (MA)
Prioritization Framework	<p>Bicycle Master Plan Prioritization for each bicycle network project based on project goals, emphasis on low-income and vulnerable populations, and improving comfort of the “Interested but Concerned” rider. Criteria were defined through the public input process and the goals were represented by four weighted variables: Safety (15%), Connectivity (45%), Demand (25%), Equity (15%)</p> <p>Bicycle Master Plan: Project Prioritization Methodology</p> <ul style="list-style-type: none"> ▪ Safety (15% weight): Bike crashes ▪ Connectivity (45% weight): Route level of stress and directness, I-5 barriers ▪ Demand (25% weight): Density of employment and population, proximity to schools, trail access points and parks, bike count volumes ▪ Equity (15% weight): High concentration of population under 18 years old and low-income population <p>Pedestrian Master Plan: Priority Project Evaluation Criteria</p> <ul style="list-style-type: none"> ▪ Safety (crash reduction) ▪ Posted Speed ▪ Traffic Volume ▪ Economic Equity (serve low-income residents) ▪ Safe Routes to School ▪ Pedestrian Access to Community Destinations ▪ Transit Connectivity ▪ Crossing (intersection only) ▪ Implements Neighborhood Plan 	<p>While <i>Transportation 2040</i> does not include a prioritized project list, the Hierarchy of Modes guides transportation decisions, prioritizing the needs of people walking and bicycling first. <i>“In highly constrained urban environments, it is not always possible to provide the ideal facilities for all users’ needs, and compromises sometimes have to be made, including accommodating some users on parallel streets.”</i></p> <p>Priority policies reflect the modal hierarchy and plan targets:</p> <ul style="list-style-type: none"> ▪ Prioritize improvements at high-crash locations and areas with high walking potential ▪ Prioritize pedestrian safety and movement at intersections ▪ Prioritize maintenance at locations with more walking and street activity ▪ Prioritize critical gaps in the bicycle network and connections to schools, community centers, major transit stations, and commercial high streets ▪ Prioritize transit improvements along high-demand corridors 	<p>Design Guidance Principles Similar to the modal hierarchy, <i>Sustainable Streets</i> outlines principles to guide street design decisions:</p> <ul style="list-style-type: none"> ▪ Prioritize pedestrian movement first ▪ Local priorities above regional needs ▪ Safety through design to reduce injuries and fatalities ▪ Action, observation, improvement (pilot project approach) ▪ Design proactively, not reactively <p>Overlays Several design guidance overlays prioritize improvements for specific modes or green stormwater infrastructure along certain corridors:</p> <ul style="list-style-type: none"> ▪ Pedestrian Greenways: Prioritize pedestrian safety and comfort ▪ Safe Routes to School: Prioritize pedestrian and bicycle safety along SRTS designated routes ▪ Transit Streets: Prioritize transit speed and schedule reliability ▪ Bicycle Priority Streets: Prioritize bicycle safety and comfort ▪ Downtown San Mateo ▪ Freight Routes ▪ Caltrain Station Areas ▪ Emergency Primary Response Routes 	<p>Cross-Cutting Strategies To prioritize improvements that achieve multiple elements of plans and goals, Pioneer Valley identifies emphasis areas: green infrastructure, housing, land use, transportation, brownfields, climate, economic development, environment, and food security.</p> <p>Joint Transportation Committee Ranking The Pioneer Valley Joint Transportation Committee (JTC) selected the top five strategies to advance sustainable transportation:</p> <ul style="list-style-type: none"> ▪ Invest in the repair and maintenance of existing transportation infrastructure. ▪ Provide accommodations for pedestrians, transit users, and bicyclists in roadway and bridge design and the maintenance of existing facilities. ▪ Develop a comprehensive Commuter Rail network. ▪ Promote the Safe Routes to School program. ▪ Promote the implementation of bicycle lanes where practical.

	<i>Complete Streets Policy, Bicycle and Pedestrian Plans</i> Bellingham (WA)	<i>Transportation 2040</i> Vancouver (BC)	<i>Sustainable Streets</i> San Mateo (CA)	<i>Sustainable Transportation Element Plan</i> Pioneer Valley (MA)
Types of Improvements or Mobility Solutions	<p>Bicycle Master Plan</p> <p><u>Short-Term Projects:</u> 20 miles of bikeways providing critical access to key destinations and improving continuity of existing network.</p> <ul style="list-style-type: none"> 33 miles of medium term, 74 miles of long-term projects Plan update every 10 years <p><u>Program Recommendations:</u></p> <ul style="list-style-type: none"> Education: Expand bicycle education opportunities, education for motorists, Safe Routes to School, information on proper use of bicycle facilities Enforcement: Promote safety through Municipal Code additions and revisions; Police Bicycle Patrol Engineering: Educate staff on bicycle facility design best practices Encouragement: Partner with local businesses and colleges; open streets event; Bicycle Friendly Community status <p>Pedestrian Network and Program Recommendations</p> <p><u>Tier 1 Projects (first 10 years):</u></p> <ul style="list-style-type: none"> \$27,818,125 41 sidewalk/corridor improvements 8.4 miles of sidewalk 17 crossing improvements <p><u>Types of Projects:</u></p> <ul style="list-style-type: none"> Sidewalk infill New off-street connections Intersections and crossings Intersection and feasibility studies Citywide projects: Alabama Corridor – Road Diet Feasibility and Pedestrian Safety Improvements; I-5 Ped/Bike Safety and Connectivity Study Pedestrian wayfinding Lighting study and improvements Trail safety and maintenance Trail and road network connectivity <p><u>Program Recommendations:</u></p> <ul style="list-style-type: none"> Safe Routes to School Marketing Campaigns, Neighborhood Walking Maps, Themed Walks, Open Streets Event Traffic Safety Campaign, Speed Reader Board Loaner Program Professional Development Courses Pedestrian Crossing Enforcement Actions 	<p>Emerging Areas of Focus</p> <p><i>Transportation 2040</i> recommends a range of new projects, study areas, and actions. Some are quick and straightforward. Others represent fundamental changes to the way the City does business. Key initiatives and actions that significantly advance the plan's goals are identified as Emerging Areas of Focus:</p> <ul style="list-style-type: none"> Wide Sidewalks in Commercial Areas and Near Transit False Creek Bridges Vibrant Public Spaces All Ages and Abilities Cycling Network Public Bike Share Seawall Improvements Georgia and Dunsmuir Viaducts/Eastern Core Broadway Corridor Rapid Transit Comprehensive Parking Strategy Arbutus Corridor Burrard Inlet Crossings Fraser River Area Rail Corridor Strategies Major Road Network <p>Key Policy Recommendations</p> <ul style="list-style-type: none"> Transit-supportive public realm policies proposed to provide easy connections and comfortable waiting areas Transit financing tools such as regional fuel tax, transportation carbon tax, a vehicle registration fee, and road pricings are proposed Optimization of network operations like signal timing and rush hour parking regulations to manage congestion Partnering with private industry to provide electric car charging stations throughout the city Eliminating minimum parking requirements in the downtown and near rapid transit stations Creating a toolkit to assist in developing strategies to reduce parking demand in new development Proposed educational and enforcement programs to promote walking and cycling as practical and healthy transportation choices Advocate for cycling skills training as a core part of the school curriculum Maintain and enforce 30 km/h speed limits on local street bike routes and greenways Update City bylaws and advocate for changes to the BC Motor Vehicle Act to encourage more and safer travel by sustainable modes 	<p>Near-Term Complete and Green Street Corridor Improvements</p> <ul style="list-style-type: none"> North San Mateo Drive road diet maintaining on-street parking, adding bicycle facilities, pedestrian crossing enhancements, and green street elements South Grant Street addition of a landscaped median and pedestrian crossing enhancements El Camino Real Complete Street vision to improve bike/ped safety while accommodating vehicular travel, transit, and parking, including the SR 92 interchange <p>Key Policy Recommendations</p> <ul style="list-style-type: none"> Adopt VMT per capita as main transportation impact metric and use it to determine developers' fair share contributions to a new Sustainable Streets Fee Reduce or eliminate minimum parking where developable land is most at a premium to cultivate walkable urbanism Institutionalize Sustainable Streets revisions to specific items in the Municipal Code and pass a Complete Streets Ordinance, new street classification system, street design guidelines, methodologies for traffic modeling, and project evaluation metrics and practices <p>Recommended Programs</p> <ul style="list-style-type: none"> Adopt a Vision Zero policy New development review process and fee based on transportation performance metrics Citywide Transportation Demand Management plan, requiring new developments to include trip reduction programs and incentives Sustainable Streets education program Residential Parking Permit Program Neighborhood Traffic Management Program 	<p>In addition to the five priority strategies recommended by the JTC, Pioneer Valley identified further studies and funding needed to advance sustainable transportation planning:</p> <ul style="list-style-type: none"> TOD Market Analysis and Transit Planning Study Regional Greenhouse Gas Monitoring Sustainable Transportation Project Review Criteria Update East/West Passenger Rail Study Funding for Bikeway/Walkway Projects <p>Eight place-based projects were identified as key implementation projects:</p> <ul style="list-style-type: none"> New Haven—Hartford—Springfield Rail Project Union Station Regional Intermodal Transportation Center Holyoke Rail Station Northampton Rail Station Westfield Intermodal Transportation Center PVTA Bus Maintenance Facility Northampton Park-and-Ride Lot Transit Pulse Point

	<i>Complete Streets Policy, Bicycle and Pedestrian Plans</i> Bellingham (WA)	<i>Transportation 2040</i> Vancouver (BC)	<i>Sustainable Streets</i> San Mateo (CA)	<i>Sustainable Transportation Element Plan</i> Pioneer Valley (MA)
Implementation and Funding	<p>Bicycle Master Plan: 134-mile network, \$20,531,162</p> <p><u>Implementation Strategies:</u></p> <ul style="list-style-type: none"> ▪ Continue to accommodate bicycle facilities during roadway construction, reconstruction, and overlays when possible ▪ Dedicate funding for high-priority bicycle facilities and studies, while planning for unforeseen costs ▪ Identify funding for programs and facility improvements in support of the bicycle network ▪ Pursue a variety of mechanisms for funding infrastructure projects ▪ Incorporate funding for maintenance of bicycle facilities into the annual maintenance budget ▪ Pursue grant funding ▪ Establish a grant match reserve fund (or similar system) in order to take full advantage of state and federal grants ▪ Institutionalize the Bellingham Bicycle Master Plan into plans and policies of the City ▪ Enhance transportation policies that facilitate Complete Street design ▪ Benchmark progress towards Plan implementation <p>Pedestrian Master Plan Funding Strategy</p> <ul style="list-style-type: none"> ▪ Transportation Benefit District (TBD) funding: 75% of revenue allocated for non-motorized improvements, approximately \$1,579,000/year; approved each year by Council ▪ Identified additional funding needs for priority projects outside of annual TBD funding ▪ Implementation through larger corridor and street improvement projects ▪ Routine maintenance schedule and frequency ▪ Federal, state, Whatcom County, traditional and non-traditional local funding sources outlined with project eligibility <p><u>Implementation Strategies:</u></p> <ul style="list-style-type: none"> ▪ Strategically pursue infrastructure projects ▪ Support network improvements through education, encouragement, and enforcement programs ▪ Establish and encourage multimodal corridor design ▪ Integrate pedestrian needs into all Bellingham planning and design processes ▪ Integrate equity concerns into ongoing facility and program development 	<p>Implementation Strategy</p> <p><i>Transportation 2040</i> identifies key policies and actions for priority implementation and categorizes all policies/actions as ongoing, short (2 years), medium (5 years), or long (5+ years).</p> <p><u>Partners:</u></p> <ul style="list-style-type: none"> ▪ City of Vancouver ▪ TransLink, the regional transportation agency ▪ Province of British Columbia ▪ Transport Canada ▪ Metro Vancouver and neighboring municipalities ▪ Vancouver Coastal Health and other health care agencies and providers ▪ Schools and academic institutions ▪ Port Metro Vancouver, a federal authority ▪ Vancouver International Airport, a federal authority ▪ Rail companies ▪ ICBC, the provincial auto insurance provider ▪ Trucking, taxi, and commercial transit providers ▪ Transportation non-profit organizations ▪ Local business and community associations ▪ Enforcement and emergency service providers 	<p>Sustainable Streets Fee</p> <ul style="list-style-type: none"> ▪ Replace Transportation Improvement Fee program with a Sustainable Streets Fee to allow for a more flexible funding source for a wider array of projects. ▪ The current traffic mitigation calculations and development review process focuses funding on congestion-reduction for vehicles, reserving less than 1% of total funding for bicycle and pedestrian projects. <p>Potential Funding Sources:</p> <ul style="list-style-type: none"> ▪ The City of San Mateo Capital Improvement Program ▪ State Active Transportation Program ▪ Sustainable Streets Fee ▪ County Measure M Vehicle Registration Fee ▪ County Measure A Sales Tax ▪ One Bay Area Grant Program 	<p>Pioneer Valley does not identify cost estimates or targeted funding for priority strategies and place-based projects. Next steps include identifying funding sources and partners.</p> <p><u>Partners:</u></p> <ul style="list-style-type: none"> ▪ Pioneer Valley Planning Commission ▪ Pioneer Valley MPO ▪ MassDOT ▪ Municipal Departments of Public Works ▪ Department of Housing and Urban Development Sustainable Communities Initiative Regional Planning Grant Program ▪ Capitol Region Council of Governments (CRCOG)



SCOPE OF WORK

Bainbridge Island Sustainable Transportation Planning

DRAFT November 1, 2019

Definitions:

- *City – City of Bainbridge Island Project Manager*
- *Consultant – Nelson\Nygaard and EnviroIssues*
- *PTAT – Project Technical Advisory Team (internal City of Bainbridge Island staff)*
- *STF – Stakeholder Task Force*

TASK 1 PROJECT KICKOFF, MEETINGS, AND ONGOING MANAGEMENT

Task 1.1 Project Kickoff

A project kickoff meeting will be held with the Consultant team and the City of Bainbridge Island Project Technical Advisory Team (PTAT) to discuss goals, expectations, key issues, and communications protocols to ensure a smooth project from start to finish. Specific tasks to be included in this meeting are the following:

- Discuss project goals, potential obstacles, logistics, and key decision makers
- Finalize the project timeline
- Establish roles, communication protocols, and expectations; discuss invoice requirements
- Confirm plans and future projects for review (Task 4.1)
- Discuss available sources of data for existing conditions analysis; begin a discussion of network criteria and remaining data needs
- Identify key stakeholders and composition of Stakeholder Task Force (STF)
- Discuss the public engagement strategy and outreach formats, schedule, and key events for inclusion in the Engagement Plan (Task 2.1); identify social media strategies and existing outlets

Task 1.2 Bi-Weekly Calls and Ongoing Project Management

The Consultant team will work with the PTAT to set up standing 45-minute calls every other week. On each call, the Consultant will discuss current project work, upcoming tasks, or deliverable review. The Consultant PM and the City PM will maintain regular contact throughout the project to ensure day-to-day management is smooth and coordinated. The Consultant will submit monthly invoices and progress reports throughout the project.

Task 1.3 City Council Meetings

The Consultant team and the City PM will provide quarterly updates to City Council at key project milestones. The project team anticipates engaging the Council shortly after project kickoff to inform development of the engagement strategy, confirm project goals, and advise on development of objectives, performance measures, and potential evaluation criteria (Task 3). The second check-in will follow the review of existing plans and completion of the gap analysis, and the third will occur after initial evaluation and project prioritization to inform scenario development (Task 6.1). The final Council meeting will involve review of costs, funding, phasing, and the implementation plan (Task 7.2) to inform development of the near-term action plan (Task 8).

City Deliverables:

- Planning for kickoff meeting; provide kickoff meeting space
- Scheduling, coordination, and submittal of materials for City Council meetings

Consultant Deliverables:

- Kickoff summary notes with decisions made, project schedule, and data requested
- Bi-weekly call agendas and summary notes (assuming a 12-month project duration)
- Monthly invoices and progress reports
- Presentations and materials for four (4) City Council meetings

TASK 2 COMMUNITY OUTREACH AND ENGAGEMENT

Task 2.1 Develop Engagement Plan

The success of the Sustainable Transportation Plan will hinge on inclusive community engagement and consensus. The Consultant will integrate public and stakeholder participation throughout the planning process to ensure that the project reflects the shared values, needs, and priorities of the community. Shortly after the project kickoff meeting, our team will finalize the community engagement plan that details:

- Outreach objectives
- Key messages and communication strategies
- Potential stakeholders
- Proposed outreach event locations, dates, and times

We anticipate working with the City of Bainbridge Island to finalize the Engagement Plan. We will use a variety of approaches to connect with residents and stakeholders.

Task 2.2 Stakeholder Task Force Meetings

The City Project Manager and PTAT will invite and appoint a task force to guide development of the Sustainable Transportation Plan and ensure that the project benefits from strong support, feedback, and stewardship throughout the planning and implementation process. The STF will meet no more than six (6) times throughout the duration of the project. The taskforce will be comprised of community members and stakeholders with a focus on including underrepresented groups such as youth, older adults, people with disabilities, and low-income populations on Bainbridge Island as well as inter-agency stakeholders, including Kitsap Transit, WSDOT, and Washington State Ferries. Taskforce meetings will be designed to solicit information that responds to core questions and to allow open-ended conversation.

Task 2.3 Engagement 1: Sustainable Transportation Goal Confirmation, Needs, and Priorities

Phase 1 engagement will focus on confirming plan goals and gathering community feedback on the top mobility priorities for the Sustainable Transportation Plan. This input will inform the development of plan objectives and evaluation criteria to flesh out plan goals. Understanding what goals tangibly mean to community members and how investments can improve their day-to-day mobility experiences will inform how investments are prioritized through the plan.

Engagement will be proactively inclusive, employing targeted strategies to gather feedback from voices typically underrepresented in planning processes, such as youth, older adults, people with disabilities, and low-income populations.

Phase 1 engagement includes the following strategies:

- One (1) community open house to kick-off the project
- Online open house and survey following the in-person open house
- Three (3) pop-up engagement events at pre-existing community events focused on reaching traditionally underrepresented communities
- Outreach-in-a-box for stakeholder and community organizations to engage their member networks on sustainable transportation values and priorities
- Associated engagement materials development, including project information for posting on City-hosted project website

Task 2.4 Engagement 2: Feedback on Priority Projects, Programs, and Policy Packages

Following initial project and program prioritization (Task 6), the Consultant team in partnership with the PTAT and STF will conduct a second round of engagement to gather feedback on initial prioritization results. Evaluation results will be presented as packages of goal-focused, high-priority projects, programs, and policies, with the mix of investments maximizing benefit to achieve plan goals.

The intent of the second phase of engagement is to confirm whether the mix of priority projects, programs, and policies accurately reflect and advance the community’s top mobility needs. This round of engagement will also gather feedback on the timing and phasing of investments (e.g., What do we invest in first with limited resources?).

Through STF feedback, and both digital/online and limited in-person engagement, the Consultant will design and administer a trade-off exercise where participants must choose how to spend a limited amount of money in the first five years to implement plan priorities and advance the Island’s sustainable transportation goals.

Figure 1 Example of engagement materials for feedback on objectives and performance measures (North Downtown Mobility Action Plan)



SUSTAINABLE TRANSPORTATION PLANNING
City of Bainbridge Island

Figure 2 Sample engagement materials depicting project scoring based on plan goals
(North Downtown Mobility Action Plan)



Phase 2 engagement includes the following strategies:

- One (1) open house—co-hosted by the STF and Council—to engage in a trade-off exercise
- Online open house and survey to replicate trade-off exercise and pop-up questions
- Three (3) pop-up engagement events at pre-existing community events focused on reaching traditionally underrepresented communities
- Outreach-in-a-box for stakeholder and community organizations to engage their member networks on prioritized investments
- Associated engagement materials development, including project information for posting on City-hosted project website

Task 2.5 Engagement Summary

The Consultant will summarize the community feedback received throughout the project in a brief memo. The memo will include the compilation of feedback received during in-person engagement, online survey responses, and feedback from outreach-in-a-box engagement led by stakeholders. Engagement results and feedback will be also be featured prominently in the Near-Term Action Plan (Task 8).

City Deliverables:

- Invitations, coordination, and scheduling with STF members
- Space reservations and logistics support for open house and engagement events
- Staffing for events and meetings
- City website for project

Consultant Deliverables:

- Community engagement plan
- Event plan, presentation, activities, supporting materials, and staffing for open houses
- Supporting materials and staffing for three pop-up engagement events at pre-existing community events
- Outreach-in-a-Box kit
- Online open house and surveys
- Engagement Summary Memo

TASK 3 GOALS AND EVALUATION FRAMEWORK

Task 3.1 Confirm Vision, Goals, and Performance Measures

Building upon the Council-established goals for the Sustainable Transportation Plan (see draft goals below), the Consultant will work with the City Project Manager, PTAT, and STF to identify a preliminary set of objectives and performance measures to operationalize the goals. The vision and goals will serve as a foundation for the development of the Sustainable Transportation Plan. The development of the objectives and performance measures will be supported by a community engagement effort to understand what these goals mean to members of the Bainbridge Island community (Task 2.3).

- Goal 1: Present a unifying vision for the future of transportation on Bainbridge Island
- Goal 2: Create a holistic, inclusive definition of sustainable mobility with a suite of practical solutions
- Goal 3: Integrate the island's transportation and land use visions
- Goal 4: Complete missing links and make first/last mile connections
- Goal 5: Build a toolbox of facility types and solutions tailored to people of all ages and abilities and the island's unique contexts
- Goal 6: Demonstrate transparent decision-making based on community values, with a clear link to implementation planning, investments, and subsequent funding requests

Task 3.2 Evaluation and Prioritization Framework

The Consultant will integrate community feedback on mobility needs and priorities as well as the plan objectives and performance measures into a weighted project prioritization framework to screen projects. Evaluation criteria will be established for each plan goal to elevate investments that deliver the highest value in advancing the Sustainable Transportation Plan vision. Evaluation criteria weighting will be consistent with community priorities and top needs expressed during Phase 1 engagement, and the STF will advise on the final weighting of project prioritization framework.

Consultant Deliverables:

- [Goals, Objectives, and Performance Measures memo](#)
- [Evaluation and Prioritization Framework memo](#)

TASK 4 INVENTORY OF EXISTING CONDITIONS, PROJECTS, AND GAPS

Task 4.1 Existing Plans and Future Projects Review

To build upon the extensive planning work done by the City and Bainbridge Island community members, the Consultant will review existing plans and studies. The focus will be on identified/planned projects, unmet mobility needs, and existing conditions, including island-wide travel patterns, current/planned networks and facilities, multimodal performance and use metrics, and current/future land use characteristics. The Consultant will assemble a cohesive, comprehensive inventory of plans completed and projects identified, supplemented by an assembly of existing conditions. This inventory of plans and projects will be analyzed and prioritized in the following tasks.

Existing plans and studies for review include:

- [Island-wide Transportation Plan \(ITWP\) \(2017\)](#)
- [Climate Action Plan \(CAP\)](#)

- Olympic Drive Non-Motorized Improvements Project (2014 and under construction in 2019)
- Bainbridge Island Comprehensive Plan (2017)
- Kitsap Transit Comprehensive Route Analysis (2019)
- SR 305 Safety Improvements Project (ongoing)
- Existing bicycle, pedestrian, and paved trail facilities
- Programmed and planned bicycle, pedestrian, and paved trail facilities
- Recent and future land use planning efforts

Task 4.2 *Gap Analysis*

The Consultant will analyze the comprehensive inventory of planned networks and projects identified in previous planning efforts based on their alignment with Sustainable Transportation Plan goals and objectives to reveal any gaps where existing plans and projects do not address priority needs and goals. Based on the priorities expressed by the community during Phase 1 engagement and solidified in the evaluation framework (Task 3.2), the Consultant will work the PTAT to determine supplementary analyses necessary to identify projects to fill gaps and address plan goals.

Supplementary analyses could include approximately three (3) of the following (up to a not-to-exceed budget amount as indicated in the attached budget):

- Equity analysis to understand where low-income populations, youth and older adults, and communities of color may experience mobility barriers or disproportionate burden
- Systemic safety analysis: collision patterns and analysis of roadway factors commonly present in collisions involving people walking and bicycling
- Analysis of travel patterns and commute trips by mode
- Travel demand index based on current and future land use analysis
- First/last mile connections to transit
- Transit ridership, travel sheds, and new mobility opportunities
- Bicycle level of traffic stress, pedestrian level of comfort

Task 4.3 *Project Identification*

Informed by the supplementary analyses, the Consultant will identify additional projects or areas of investment to address gaps and advance plan goals. Potential new projects will be reviewed and vetted with both the PTAT and STF.

City Deliverables:

- Assembly and transmittal of all plans and projects for Consultant review
- Other data needs as requested

Consultant Deliverables:

- Comprehensive matrix/database of plans and projects identified to date
- Gap analysis memo documenting initial findings on planned networks and project alignment with Sustainable Transportation Plan goals
- Supplementary analysis to identify investments to fill gaps
- Updated matrix/database of projects for screening and evaluation

TASK 5 PROGRAMS AND POLICIES

Task 5.1 Supportive Programs and Policies

In addition to the projects and network investments identified in previous plans and the new projects identified during the Gap Analysis, the Consultant will assemble a list of supportive programs and policies to meet plan goals and address mobility needs and priorities expressed during community feedback. Programmatic investments will be included in initial project prioritization to gauge alignment and return on investment in advancing plan goals. Potential programs and policies for the Sustainable Transportation Plan could include:

- Vision Zero policy and supportive programs
- Safe Routes to School program
- Safety education and encouragement programs
- Parking pricing, residential parking permit program, and/or elimination of parking minimums
- Multimodal level of service, transportation impact fees, and concurrency policy assessment and revision recommendations
- Transportation demand management program
- Transit investments including speed and reliability improvements, first/last mile transit access program, and formal partnerships with local transit agencies for implementation

Consultant Deliverables:

- **Supportive Programs and Policies memo aligned with community feedback and plan goals**

TASK 6 PRIORITIZATION AND SCENARIO DEVELOPMENT

Task 6.1 Evaluation and Prioritization of Projects, Programs, and Policies

The Consultant will use the evaluation framework developed in Task 3 to score each project, program, and policy identified from previous plans (Task 4.1) and through the gap analysis and project identification (Tasks 4.2 and 4.3). The scores will be reported in tiers—rather than as absolutes—to help PTAT and STF understand which investments can help to make the most progress toward specific goals. The results of this evaluation will be used to create goal-focused scenarios.

Task 6.2 Develop Scenarios

The Consultant will develop three scenarios, focused on different plan goals and maximizing different types of investments, to convey the opportunities presented in the Sustainable Transportation Plan. These three scenarios will be distinct in scale and approach and will form the basis of Phase 2 engagement. The intention of depicting a mix of investments as scenarios is to frame a community conversation about trade-offs and using investments to emphasize priorities. Each scenario will include a mix of projects, programs, and policies and will be communicated graphically with maps and icons to support public review (see Figure 3).

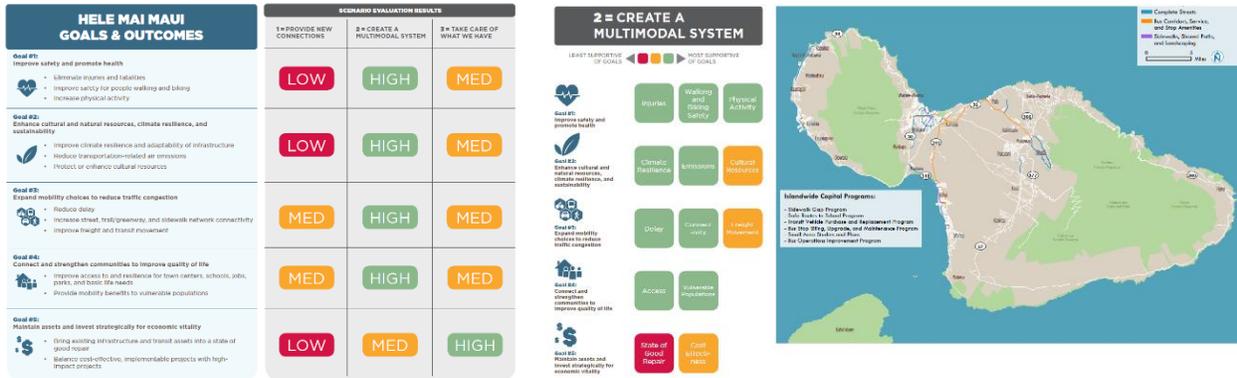
Consultant Deliverables:

- **Matrix of project and program evaluation scores by tier**

SUSTAINABLE TRANSPORTATION PLANNING
City of Bainbridge Island

- Draft and final memo with descriptions and supporting graphics for three (3) scenarios

Figure 3 Example of scenarios depicting mixes of investments with different emphases on plan goals (Hele Mai Maui Long-Range Transportation Plan)



TASK 7 IMPLEMENTATION PLAN

Task 7.1 Final Package of Priority Investments

Following Phase 2 engagement, the Consultant will work with the PTAT and STF to assemble the final package of priority investments. This final package will likely be a hybrid of the three scenarios developed in Task 6.2. Changes between the initial project prioritization and scenarios and the final package will be documented as part of the Sustainable Transportation Plan.

Task 7.2 Costs, Funding, Phasing, and Implementation Plan

Planning-level costs will be developed for the final priority package of projects, programs, and policies to inform the implementation plan and phasing. The Consultant will work with the PTAT to establish a realistic amount of financial and human resources to inform the timeframe and amount of investment per year for the implementation plan. The Consultant will inventory potential implementation partners and local, state, federal and grant-based funding sources to support Sustainable Transportation Plan implementation.

City Deliverables:

- Identification of available resources

Consultant Deliverables:

- Final package of priority investments per plan goal with planning-level costs
- Implementation Plan memo with funding, phasing, and partnerships

TASK 8 NEAR-TERM ACTION PLAN

Task 8.1 Near-Term Action Plan

The Consultant will create a highly visual public-facing Near-Term Action Plan detailing the first five years of Sustainable Transportation Plan implementation. This document will function as a robust executive summary and vision document rather than as a comprehensive master plan. All deliverables from previous tasks will be available to the public as supporting appendices.

SUSTAINABLE TRANSPORTATION PLANNING
City of Bainbridge Island

The Near-Term Action Plan will visually depict the plan development process, including documenting community feedback received along the way. Central to the Near-Term Action Plan will be the highest priority investments that are needed to make the most progress toward plan goals in the first five years. In collaboration with PTAT and the STF, the Consultant will select one priority project, program, and policy (three highlights total) to develop and depict in further detail in the Near-Term Action Plan as marquee investments.

City Deliverables:

- Identification of highest-priority project, program, and policy as features in Near-Term Action Plan
- One set of non-conflicting comments on the draft Near-Term Action Plan

Consultant Deliverables:

- Draft and final Near-Term Action Plan (no more than 20 pages/10 spreads of highly graphic content) with detailed highest-priority investments (three total)



CITY OF
BAINBRIDGE ISLAND

City Council Study Session Agenda Bill

MEETING DATE: November 19, 2019

ESTIMATED TIME: 30 Minutes

AGENDA ITEM: (8:00 PM) Options for Suzuki Property Affordable Housing Project - Executive,

SUMMARY:

At the November 5 Council meeting, the Council agreed to schedule time for additional discussion on potential options for the project site plan.

AGENDA CATEGORY: Discussion

PROPOSED BY: Executive

RECOMMENDED MOTION:

Discussion.

STRATEGIC PRIORITY: Healthy and Attractive Community

FISCAL IMPACT:

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

BACKGROUND:

At the August 27, 2019 City Council business meeting, the Council approved a site plan for the Suzuki project to include 100 housing units (60 rental units, 39 for sale units, and 1 manager unit).

At the October 1 study session, Council considered issues related to the selected site plan and the City's Housing Design Demonstration Project (HDDP). At that meeting, the Council reviewed zoning assumptions within the selected site plan, financial assumptions within the selected site plan, and the status of Olympic Property Group (OPG) site development activities.

At the November 5 study session, the Council agreed to schedule time at an upcoming meeting for additional discussion on potential options for the project site plan.

ATTACHMENTS:

FISCAL DETAILS:

Fund Name(s):

Coding:



CITY OF
BAINBRIDGE ISLAND

City Council Study Session Agenda Bill

MEETING DATE: November 19, 2019

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: (8:30 PM) Future Council Agendas,

SUMMARY: Council will review future Council agendas.

AGENDA CATEGORY: Discussion

PROPOSED BY: Executive

RECOMMENDED MOTION: Discussion.

STRATEGIC PRIORITY: Good Governance

FISCAL IMPACT:

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

BACKGROUND:

ATTACHMENTS:

[City Council Regular Business Meeting November 26, 2019](#)

[City Council Study Session December 3, 2019](#)

[City Council Regular Business Meeting December 10, 2019](#)

FISCAL DETAILS:

Fund Name(s):

Coding:



CITY OF
BAINBRIDGE ISLAND

CITY COUNCIL REGULAR BUSINESS MEETING
TUESDAY, NOVEMBER 26, 2019

BAINBRIDGE ISLAND CITY HALL
280 MADISON AVENUE N.
BAINBRIDGE ISLAND, WASHINGTON

AGENDA

1. **CALL TO ORDER/ROLL CALL/PLEDGE OF ALLEGIANCE - 6:00 PM**
Councilmember Nassar will participate by telephone.
2. **APPROVAL OF AGENDA / CONFLICT OF INTEREST DISCLOSURE**
3. **PUBLIC COMMENT**
4. **MAYOR'S REPORT**
5. **CITY MANAGER'S REPORT**
6. **PRESENTATION(S)**
7. **PUBLIC HEARING(S)**
 - 7.A **Ordinance No. 2019-39 Extending the Landmark Tree Ordinance, Ordinance No. 2019-17 - Planning, 15 Minutes**
Ordinance No. 2019-39 Extending Landmark Tree Regulations Winslow Area
Exhibit A Work Plan
Exhibit B Winslow Master Plan Study Area
 - 7.B **(x:xx PM) Public Hearing on Point Monroe Road Vacation, portion of, and Consideration of First Reading of Ordinance No. 2019-34 - Public Works, 10 Minutes**
Ordinance No. 2019-34 Pt. Monroe Road Vacation, Robbins-Newlon EDIT rtg20191025.docx
Road Vacation Application.pdf
STAFF REPORT_Robbins-Newlon.docx
Pt. Monroe Road Vacation Comments to Date (2).pdf
8. **UNFINISHED BUSINESS**
 - 8.A **(X PM) Race Equity Task Force Recommendations - RETF members and Council Liaisons, 20 Minutes**
RETF 11_5 City Council Proposal_ Memo

GARE Bainbridge Island Proposal August 2019
RACE EQUITY TASK FORCE GARE Presentation
King County Equity and Social Justice Strategic Plan - Executive Summary
Marin County REAP 2017
St Anthony Village Racial Equity Plan 2017

- 8.B (XX PM) Ordinance No. 2019-32 Amending BIMC 2.16.020.S. Housing Design Demonstration Projects (HDDP) Program - Planning, 20 Minutes**
Ordinance No. 2019-32 Extending HDDP Program
HDDP Program Summary
BIMC 2.16.020.S HDDP Program
Comp Plan Goals and Polices to support HDDP
Ordinance No. 2018-31 Limiting the Housing Design Demonstration Project Program to Affordable Housing Approved 082818
PLANNING COMMISSION MINUTES 062118
- 8.C (X PM) Resolution No. 2019-26, Updating the City's Ethics Program - Executive, 20 Minutes**
Staff Memo - Potential Discussion Points for City Council Consideration
Revised Code of Conduct and Ethics Program - Track Changes
Resolution No. 2019-26, Updating the City's Ethics Program
- 8.D (xx PM) Consideration of Options Related to Shade Covenant on the Crawford Property - Executive, 15 Minutes**
Staff Memo - Options Regarding Shade Covenant

9. NEW BUSINESS

- 9.A Cultural Funding Advisory Committee 2020-21 Funding Recommendations - Executive, 10 Minutes**
Recommendation for 2020-21 Cultural Funding for CC 11262019
- 9.B Ordinance No. 2019-36 Relating to 2019 4th Quarter Budget and Updated Capital Improvement Plan Amendments - Finance, 10 Minutes**
Staff Memorandum 2019 4th QTR Budget Amendments
ORD 2019-36 2019 4TH QTR Budget Amendments.pdf
ORD 2019-36 2019 4TH QTR Budget Amendments.docx
Ord_2019-36_Attachment_A_-_Q4_Budget_Amendments.pdf
- 9.C Video Inspection Camera Procurement - Public Works, 5 Minutes**
Cues QUOTE.pdf
Video Camera Bid Form.pdf
Video Camera Proposed Purchase Order
- 9.D Waterfront Park Tree Removal Discussion - Public Works, 10 Minutes**
Staff Memorandum Waterfront Park Tree Removal
Attachment A Waterfront Park Hazard Tree Report
Attachment B Waterfront Park Tree Removal
- 9.E (x:xx PM) Old Treatment Plant Pump Station Replacement Project Final Change Order- Public Works, 10 Minutes**

OTP Pump Station Replacement Change Order Summary Sheet.pdf

- 9.F Ordinance 2019-24 Updating BIMC Sections 2.16.040, 2.16.050, 2.16.070, 2.16.110, and 18.36.030 Related to Public Participation Meetings for Short Plats, and Decision Criteria for Site Plan and Design Review and Conditional Use Permits; Planning 10 Minutes**
20191126 PC Staff Memo
Ord_2019-24_hjw_edits.docx
20191113 Exhibit A Changes to SPR and CUP decision criteria
20191113 Exhibit A Clean
Exhibit B 18.09 Use Table
20191113 Exhibit C Use Specific Standards
- 9.G Resolution No. 2019-29, Updating the Administrative Manual to Reflect the New Subdivision Standards and the New Design Standards and Guidelines - Planning, 10 Minutes**
Resolution No. 2019-29 PCD Administrative Manual Updates for Ord 2019-03 and 2019-25
Resolution_No._2019-29 Ex Admin_Manual_Updated_Nov2019_-
_City_Council_draft__1__HJW_edits (1) JL comments KT corr.docx
- 9.H Resolution No. 2019-X relating to Clean Fuel Standard Endorsement - Councilmember Peltier, 10 Minutes**

10. CITY COUNCIL DISCUSSION

11. CONSENT AGENDA

- 11.A Agenda Bill for Consent Agenda,**
- 11.B Accounts Payable and Payroll**
- 11.C City Council Special Meeting Minutes, November 5, 2019**
- 11.D City Council Regular Business Meeting Minutes, November 12, 2019**
- 11.E Public Safety Committee Recommendation on Committee Changes - Councilmembers Deets, Blossom, and Peltier, 5 Minutes**
- 11.F Ordinance No. 2019-37, Authorizing Local Sales Tax to Support Affordable and Supportive Housing - Finance, 5 Minutes**
Ordinance No. 2019-37, Authorizing Local Sales and Use Tax to Fund Investments in Affordable and Supportive Housing
AWC Implementing HB 1406
MRSC - SHB 1406 Understanding the Affordable Housing Sales Tax Credit
Resolution No. 2019-27 Stating Intent to Implement HB1406 Approved 102219.pdf

- 11.G Lodging Tax Advisory Committee (LTAC) 2020 Funding Recommendations - Executive, 5 Minutes**
2020 LTAC Funding Recommendations - for CC 11122019
- 11.H Ordinance No. 2019-30, Updating Pass-Through Fee From Retailers to Customers Requesting Bags - Finance, 5 Minutes**
Ordinance No. 2019-30, Update of Pass-Through Fee From Retailers to Customers Requesting Bags
- 11.I Ordinance No. 2019-35, Relating to Business and Occupation Taxes (B&O) Changes - Finance, 5 Minutes**
Ordinance No. 2019-35 Implementing State Mandated Changes to Business and Occupation Tax
AWC 2019 Summary of Changes
- 11.J Interagency Agreement with the Washington State Traffic Safety Commission in Support of Multi-Jurisdictional Grant-funded High-visibility Emphasis Activities and Target Zero Campaigns - Police, 5 Minutes**
2020 HVE Region Budget IAA_Region 9.pdf
2020 HVE Region Budget GRAF_Region 9.pdf
- 11.K Second Amendment to the Interlocal Agreement with Kitsap County Sheriff's Office for the Incarceration of City Prisoners - Police, 5 Minutes**
2020 Jail Contract Amendment
- 11.L West Sound Stormwater Outreach Group Interlocal Agreement - Public Works, 5 Minutes**
2020-2022 West Sound Stormwater Outreach Group ILA, Contract KC-512-19
- 11.M Legal Services Agreement with Kitsap County Prosecuting Attorney's Office for 2020 - Executive, 5 Minutes**
Staff Memo - 2019 Referrals to Kitsap County Prosecuting Attorney's Office
2020 Legal Services Agreement with Kitsap County Prosecuting Attorney's Office
2020 Cost Breakdown for Prosecution Services
- 11.N Amendment No. 1 to the Professional Services Agreement with Sound Law Center, LLC, for Hearing Examiner Services - Executive, 5 Minutes**
Amendment No. 1 to PSA with Sound Law Center, LLC, for Hearing Examiner Services
PSA with Sound Law Center, LLC, for Hearing Examiner Services (Executed 12-14-17)
Sound Law Center HEX Report - January 2018 to October 2019
- 11.O Amendment No. 2 to the Contract for Indigent Defense Services - Executive, 5 Minutes**
Amendment No. 2 to Contract for Indigent Defense Services - THOMAS ALPAUGH
Amendment No. 1 to Contract for Indigent Defense Services - THOMAS ALPAUGH
Contract for Indigent Defense Services - THOMAS ALPAUGH
Q1-Q3 2019 - Public Defender Tracking

12. COMMITTEE REPORTS

- 12.A Committee Reports, 5 Minutes**
Race Equity Task Force Meeting Minutes, October 3, 2019
Utility Advisory Committee Meeting Minutes, October 9, 2019

13. FOR THE GOOD OF THE ORDER

14. ADJOURNMENT

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
TUESDAY, DECEMBER 03, 2019**

**BAINBRIDGE ISLAND CITY HALL
280 MADISON AVENUE N.
BAINBRIDGE ISLAND, WASHINGTON**

AGENDA

- 1. CALL TO ORDER / ROLL CALL - 6:00 PM**
- 2. APPROVAL OF AGENDA/ CONFLICT OF INTEREST DISCLOSURE**
- 3. MAYOR'S REPORT**
- 4. PRESENTATIONS**
 - 4.A Greenhouse Gas Inventory Report - Executive, 45 Minutes**
- 5. UNFINISHED BUSINESS**
 - 5.A Traffic Calming Program Next Steps - Public Works, 20 Minutes**
 - 5.B Identification of Benchmarks for Climate Action Plan - Executive, Climate Change Advisory Committee, 15 Minutes**
Bainbridge_Island_Climate_Action_Plan_Draft_Outline_August_6th_2019
 - 5.C (PM) Update on the Moratorium - Planning, 10 Minutes**
20191025 Abbreviated Moratorium Work Program Status Report
Moratorium Extension Handout Final 100419
Ordinance No. 2019-26 Extending the Development Moratorium Approved 092419
- 6. NEW BUSINESS**
 - 6.A Ordinance No. 2019-07, Updating the City's General Code Enforcement Process Contained in Chapter 1.26 BIMC - Planning, 10 Minutes**
 - 6.B Town Square Cover Alternatives Discussion - Public Works, 15 Minutes**

7. CITY COUNCIL DISCUSSION
8. FUTURE COUNCIL AGENDAS
 - 8.A Future Council Agendas 10 Minutes
9. FOR THE GOOD OF THE ORDER
10. ADJOURNMENT

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 REGULAR BUSINESS MEETING
TUESDAY, DECEMBER 10, 2019

BAINBRIDGE ISLAND CITY HALL
280 MADISON AVENUE N.
BAINBRIDGE ISLAND, WASHINGTON

AGENDA

1. **CALL TO ORDER/ROLL CALL/PLEDGE OF ALLEGIANCE - 6:00 PM**
2. **APPROVAL OF AGENDA / CONFLICT OF INTEREST DISCLOSURE**
3. **PUBLIC COMMENT**
4. **MAYOR'S REPORT**
5. **CITY MANAGER'S REPORT**
6. **PRESENTATION(S)**
7. **PUBLIC HEARING(S)**
 - 7.A **Ordinance 2019-24 Updating BIMC Sections 2.16.040, 2.16.050, 2.16.070 and 2.16.110 Site Plan and Design Review (SPR) and Conditional Use Permit (CUP) Decision Criteria & Short Plat Community Meetings 15 Minutes**
8. **UNFINISHED BUSINESS**
 - 8.A **Ordinance No. 2019-07, Updating the City's General Code Enforcement Process Contained in Chapter 1.26 BIMC (Placeholder) 5 Minutes**
 - 8.B **Sustainable Transportation Contract Award and Budget Amendment PLACEHOLDER 10 Minutes**
 - 8.C **(x:xx PM) Front Broom Sweeper Procurement - Public Works, 5 Minutes
HGAC iLA Agreement**
 - 8.D **Process Workplan for Green Building Code - Planning, 20 Minutes**

8.E (XX PM) Ordinance No. 2019-32 Amending BIMC 2.16.020.S. Housing Design Demonstration Projects (HDDP) Program - Planning, 20 Minutes
HDDP Program Summary
BIMC 2.16.020.S HDDP Program
Comp Plan Goals and Polices to support HDDP
Ordinance No. 2018-31 Limiting the Housing Design Demonstration Project Program to Affordable Housing Approved 082818
PLANNING COMMISSION MINUTES 062118

8.F Winslow Way Wayfinding Signage Discussion - PLACEHOLDER 10 Minutes

9. NEW BUSINESS

9.A Memorandum of Understanding with Seattle Police Department Regarding Agency Participation in the Internet Crimes Against Children (ICAC) Multi-Jurisdictional Task Force - Police, 10 Minutes
NW Regional Task Force MOU BIPD - REVISED - RLS Edits.docx

9.B Winter Weather Preparedness Briefing - Executive, 10 Minutes
12102019 EM Presentation to CC Winter Weather.pptx

9.C Comprehensive Emergency Management Plan (CEMP) Overview - Executive, 10 Minutes
12102019 EM Presentation to CC CEMP.pptx
2019 COBI CEMP Final.docx

10. CITY COUNCIL DISCUSSION

10.A Review Council Ad Hoc Committees - Mayor Medina, 10 Minutes

11. CONSENT AGENDA

11.A Agenda Bill for Consent Agenda, 5 Minutes

11.B Accounts Payable and Payroll

12. COMMITTEE REPORTS

12.A Committee Reports 5 Minutes

12.B (X PM) Regional Committee Reports by Councilmember Liaisons - Mayor Medina, 10 Minutes

13. FOR THE GOOD OF THE ORDER

14. ADJOURNMENT

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.

