

***Comprehensive Plan Amendment - Complete Streets Section -
Recommended by NMTAC for NMTP 2-26-13***

NMTAC recommends adding the following item to the Goals and Policies section of the NMTP.

CITY OF
BAINBRIDGE ISLAND

FEB 28 2013

NM 5.11

DEPT OF PLANNING &
COMMUNITY DEVELOPMENT

Adopt a Complete Streets Ordinance to ensure transportation facility users of all ages and abilities – including those traveling by motor vehicle, transit, bicycle, on foot, and using assistive devices (such as wheelchairs, walkers, or canes) – are given full consideration during all design, planning, rehabilitation/reconstruction, maintenance, and construction projects. Complete Street requirements shall apply to all local transportation facilities and the City shall coordinate with WSDOT to facilitate the provision of complete street design features in SR 305 corridor improvements.

Discussion: An effective Complete Streets Ordinance includes a specific vision, applies to all users and transportation modes, captures all projects at all phases, sets forth limited exceptions, focuses on network connectivity, encourages coordination and implementation across jurisdictional and agency boundaries, fits into the community context, and focuses on implementation. Bainbridge Island's Complete Streets Ordinance shall include language that facilitates the development of the Sound to Olympics trail/shared-use path as an appropriate design standard for the SR 305 corridor. Staff and the NMTAC will work together, in consultation with other community groups, to develop such an ordinance and bring it to the City Council for consideration and adoption.

Sound to Olympics Trail Amendments Recommended by NMTAC for NMTP 2-26-13, page 1 of 4

1) Modify wording on p. 2-4 of NM 1.11:

NM 1.11

Enhance regional connections with the phased development of the Sound to Olympics (regional) Trail (STO), a safe, non-motorized, multipurpose, travel corridor (built to a shared-use path standard) between the Agate Pass Bridge and the Bainbridge Island ferry terminal, on each side of the SR-305 right-of-way that generally retains a vegetation buffer between the highway and adjoining uses.

Discussion: The travel corridor should be phased, first providing for continuous connection along one side of 305 and then providing for a continuous connection along the other side at a later date. In some areas topography and environmental considerations may require that the facility be constructed adjacent to the highway, in which case adequate safety measures should be included in the design. As is typical in development of regional trails, existing trails and low volume roads are expected to be used as interim facilities to provide a more complete connection until a full shared-use path route can be completed.

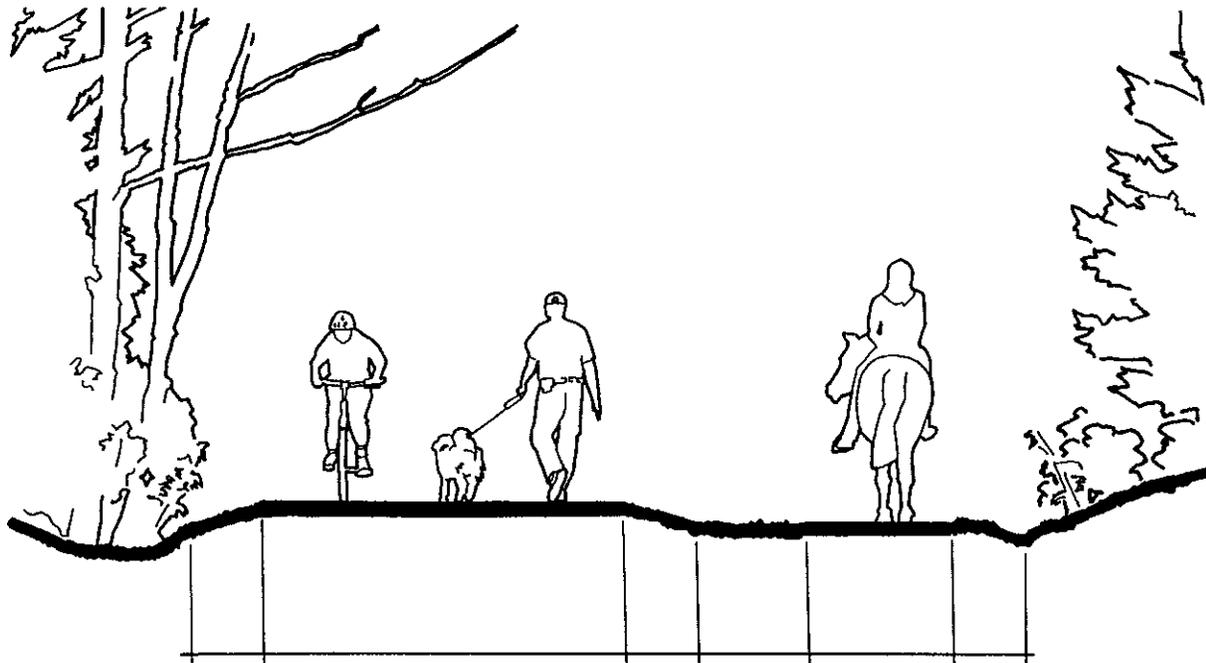
Generally, the STO should be separated from the highway as much as terrain allows, including passing through adjacent or nearby property such as parks, to provide a greenway experience with trees and other vegetative buffer for visual and sound screening between the STO and the highway, as well as adjoining uses. Separated grade crossings of SR 305 are considered a higher priority than shared-use path on both sides of the highway, and may make a parallel trail on both sides unnecessary. Priority in phasing will be given to projects which provide greatest safety, best opportunities, and greatest numbers of users. Projects for next sections will planned in advance to be prepared for emerging funding opportunities.

2) Modify wording on p. 4-2 to add a new “facility type definition” for “shared-use path”, immediately after “Separated Pathways”:

Shared-Use Path This design standard, is specified by WSDOT for regional trails like the Sound to Olympics Trail to provide for a wide variety of users (including bicyclists, walkers, runners, seniors, families with children, sometimes equestrians, and people with disabilities who may use assistive devices such as wheelchairs, walkers, & canes--traveling both directions). The shared-use path standard calls for a paved surface 12’ wide preferred, minimum 10’ wide.

Sound to Olympics Trail Amendments Recommended by NMTAC for NMTP 2-26-13, page 3 of 4

5) Add diagram: Typical cross-section for shared-use path with sidepath for Equestrians



6) Appendix A, a note should be added at the end on p. 7:

Note: As recommended by the City of Bainbridge Island's Non-Motorized Transportation Advisory Committee, the SR 305 corridor (for its full length, including between the ferry terminal & Winslow Way, i.e. Olympic Drive) is now considered "NM-1 High Use" and shall contain the Sound to Olympics (regional) Trail built to a shared-use path standard of 12' preferred, minimum 10', and have full bike lanes provided for its entire length.

7) Maps D and E, the legend wording should be changed to identify the route along SR 305 as:

Sound to Olympics Trail, shared-use path standard--12' preferred, minimum 10'

Sound to Olympics Trail Amendments Recommended by NMTAC for NMTP 2-26-13, page 4 of 4

8) Map E should be modified to show the STO connecting along Olympic Drive between Winslow Way and past Harborview Drive to the WSF dock. In the interest of preserving options, it would be both sides of the road, as shown for the rest of SR 305.

9) The Sound to Olympics Trail Vision developed by the NMTAC should be made an appendix to the NMTP.

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Sound to Olympics Trail Amendments Recommended by NMTAC for NMTP 2-26-13, page 2 of 4

3) Update wording on p. 4-11 as follows:

Features of the system

~~SR 305 Pathways—A separated non-motorized pathway is proposed for both sides of SR-305. The pathway will be constructed within the States right of way.~~ *Sound to Olympics Trail* -- A regional trail, built to the shared-use path standard, within or along the SR 305 right of way from the WSF terminal in Winslow to the Agate Pass Bridge on Bainbridge. The STO is called for by the Puget Sound Regional Council's Transportation 2040, Kitsap County's North Kitsap *String of Pearls* Trail Plan, Kitsap Transit's SR 305 Corridor Study, and the Kitsap Regional Coordinating Council's Looking for Linkage report. The STO connects via branches to both Kingston/Edmonds and Bainbridge Island/Seattle's Washington State Ferry runs, with the Burke-Gilman Trail and other regional trails east of Puget Sound in the Mountains to Sound Greenway, and with the Olympic Discovery Trail beyond the Hood Canal Bridge. Subsequent design will need to include environmental and grade constraints and safe crossings at intersections with roadways along the route.

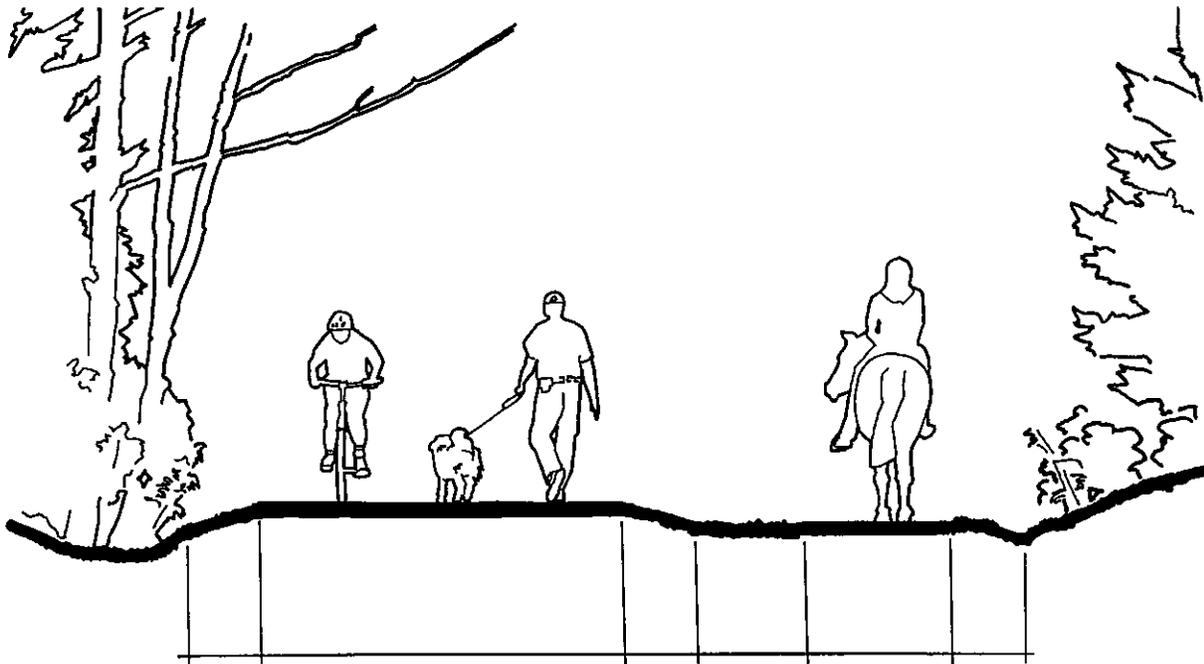
4) Add diagram from *WSDOT Design Manual M 22-01.09 July 2012*, Chapter 1515:

<http://www.wsdot.wa.gov/publications/manuals/fulltext/M22-01/1515.pdf>:

Two-Way Shared-Use Path: Independent Alignment, Exhibit 1515-3, Page 1515-6,

Sound to Olympics Trail Amendments Recommended by NMTAC for NMTP 2-26-13, page 3 of 4

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