

ORDINANCE NO. 2013-17

AN ORDINANCE of the City of Bainbridge Island, Washington, to amend the Non-motorized Transportation Plan, a subelement of the Transportation Element of the Comprehensive Plan.

WHEREAS, the Non-motorized Transportation Advisory Committee (NMTAC) is a City citizens advisory committee promoting non-motorized transportation on Bainbridge Island; and

WHEREAS, the NMTAC desires to integrate the concepts of “Complete Streets” and the “Sound-to-Olympics Trail”, and update Maps D and E in the Non-motorized Transportation Plan (NMTP); and

WHEREAS, the NMTAC submitted a Comprehensive Plan Amendment during the 2013 Comprehensive Plan Amendment cycle to amend the NMTP, a subelement of the Transportation Element of the Comprehensive Plan; and

WHEREAS, the Planning Commission conducted a study session on these amendments to the NMTP on May 9, 2013; and

WHEREAS, the Planning Commission conducted a public hearing on June 27, 2013, considered the decision criteria for the amendment request, and forwarded their recommendation to the City Council; and

WHEREAS, the City Council conducted a public hearing on this proposed Comprehensive Plan Amendment on November 25, 2013 and considered the decision criteria; and

WHEREAS, notice was given on June 28, 2013 to the Office of Community Development at the Washington State Department of Commerce in conformance with RCW 36.70A.106;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF BAINBRIDGE ISLAND, WASHINGTON, DOES ORDAIN, AS FOLLOWS:

Section 1. The City Council finds that this Comprehensive Plan Amendment is in conformance with the Comprehensive Plan and all applicable state laws in effect at the time of approval.

Section 2. Policy NM 1.11 of Goal 1 of Chapter 2 of the Non-motorized Transportation Plan section of the City’s Comprehensive Plan is hereby amended to read as follows:

NM 1.11 Enhance regional connections with the phased development of the Sound to Olympics (regional) Trail (STO), a safe, non-motorized, multi-purpose, 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 Scenic Highway SR 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.

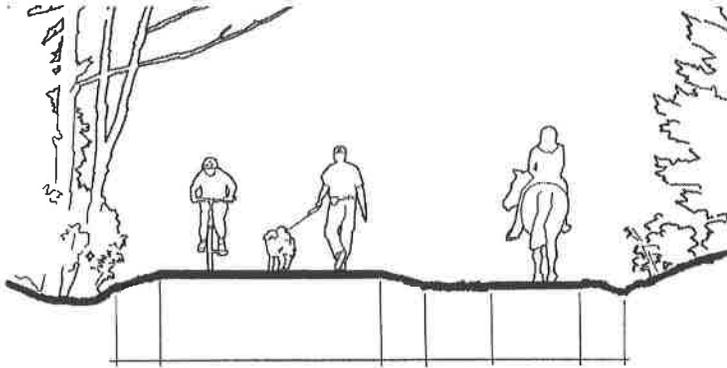
Section 3. A new Policy NM 5.11 is hereby added to Goal 5 of Chapter 2 of the Non-motorized Transportation Plan section of the City's Comprehensive Plans as follows:

NM 5.11 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 City reconstruction.

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.

Section 4. Chapter 4 of the Non-motorized Transportation Plan section of the City's Comprehensive Plan is hereby amended to add the following definition to Facility Type Definitions:

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, 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.



Shared-Use Path cross-section, 10-12 feet wide (NMTP p 4-8)

Section 5. The section “Features of the System” in the Proposed Section Plan section of Chapter 4 of the Non-motorized Transportation Plan section of the City’s Comprehensive Plan is hereby amended to read 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 (STO) -- 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. Subsequent design will need to include environmental and grade constraints and safe crossings at intersections with roadways along the route.

Section 6. Appendix A, History of Plan Development of the Non-motorized Transportation Plan, of the City’s Comprehensive Plan is hereby amended to add the following note:

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.

Section 7. Maps D and E of the Non-motorized Transportation Plan section of the City’s Comprehensive Plan are hereby amended as shown in Exhibit A (except changes #6, #15, and #28 on Map D).

Section 8. A new Appendix F, Sound to Olympics Trail Vision, is hereby added to the Non-motorized Transportation Plan section of the City's Comprehensive Plan as shown in Exhibit B.

Section 9. This ordinance shall take effect and be in force five (5) days from its passage, approval, and publication as required by law.

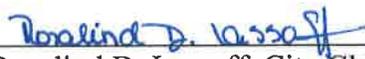
PASSED BY THE CITY COUNCIL this 25th day of November, 2013.

APPROVED BY THE MAYOR this 25th day of November, 2013.



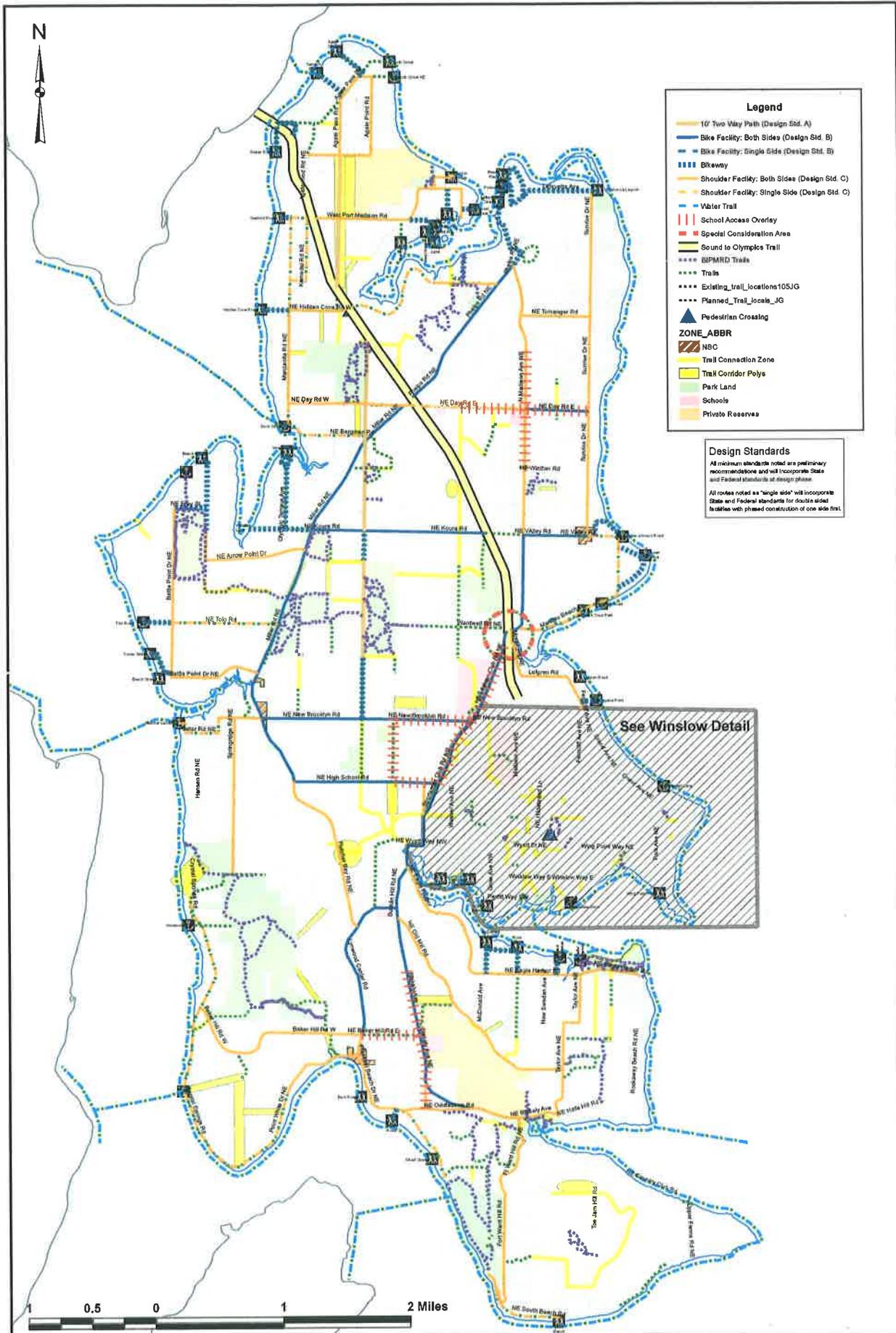
Steven Bonkowski, Mayor

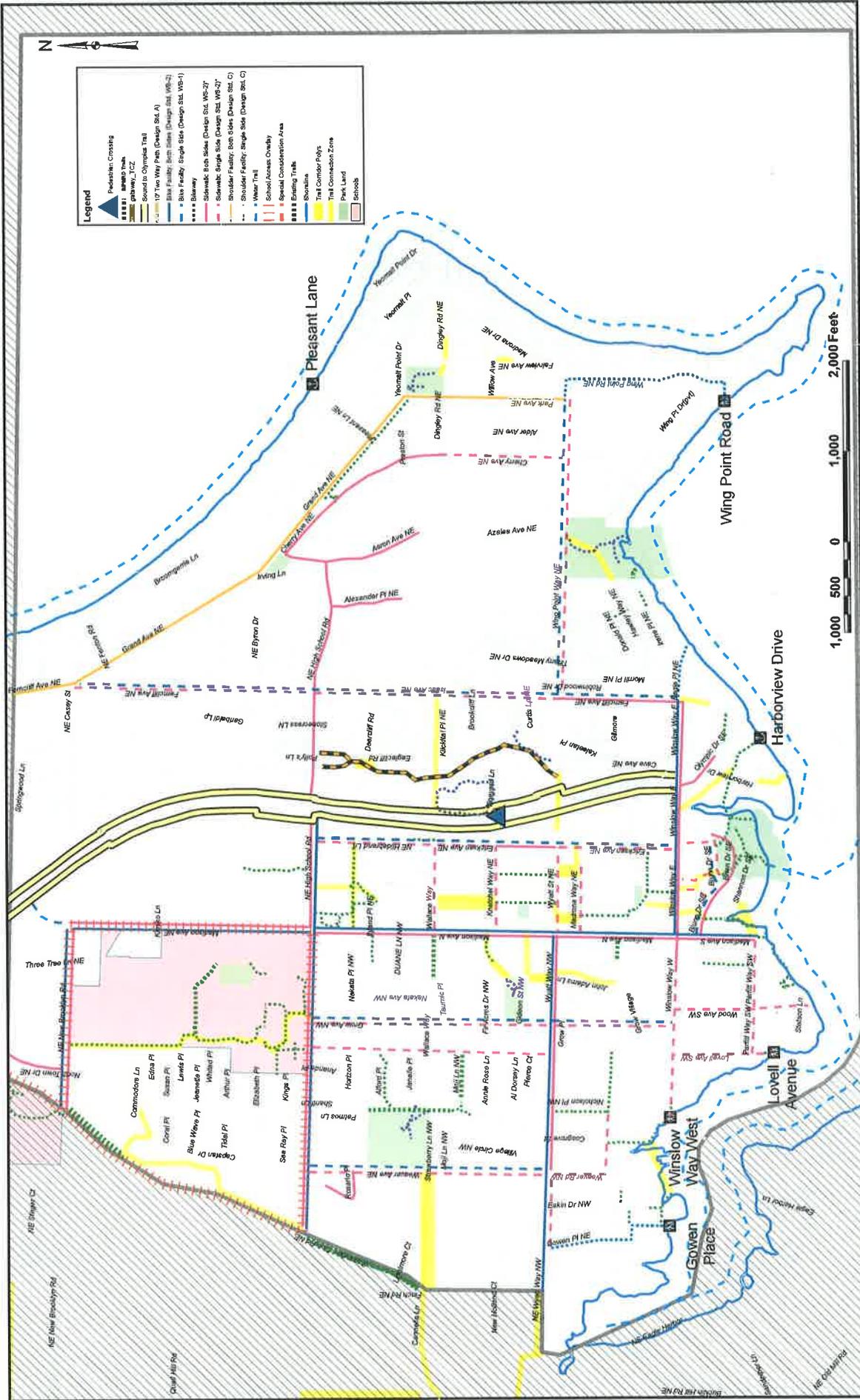
ATTEST/AUTHENTICATE:



Rosalind D. Lassoff, City Clerk

FILED WITH THE CITY CLERK:	September 24, 2013
PASSED BY THE CITY COUNCIL:	November 25, 2013
PUBLISHED:	December 6, 2013
EFFECTIVE DATE:	December 11, 2013
ORDINANCE NUMBER:	2013-17





Legend

▲	Pedestrian Crossing
▬	Arterial Road
▬	Collector Road
▬	Local Road
▬	Sound to On-grade Trail
▬	17' Two Way Path (Design Std. A)
▬	Blue Paved (with Blue) (Design Std. WS-2)
▬	Blue Paved (with Blue) (Design Std. WS-1)
▬	Blue Paved (with Blue) (Design Std. WS-1)
▬	Shoulder Facility: Single Side (Design Std. C)
▬	Shoulder Facility: Both Sides (Design Std. C)
▬	Shoulder Facility: Single Side (Design Std. C)
▬	Wear Trail
▬	School Access Overlay
▬	Special Consideration Area
▬	Existing Trails
▬	Shoreline
▬	Trail Corridor Policy
▬	Trail Connection Zone
▬	Park Land
▬	Schools

1:11,750
January 2003
Updated November 2013



Non-Motorized Transportation Plan
Map E: Winslow System Plan (Minimum Standards)

CITY OF BAINBRIDGE ISLAND

APPENDIX F

Non-Motorized Transportation Plan

Sound to Olympics Trail Vision

NOVEMBER 2013

DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT
280 MADISON AVENUE NORTH
BAINBRIDGE ISLAND, WA 98110-1812
PHONE: (206) 842-2552 FAX: (206) 780-0955
PCD@BAINBRIDGEWA.GOV

Exhibit B

Sound to Olympics (STO) Trail Vision

The Sound to Olympics Trail (STO) is a regional trail across Kitsap County which 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. The STO is a key link in Washington State Parks' Cross-State Trail—connecting from the Idaho border to Washington's Pacific Coast.

As a regional trail, the STO is built to a shared-use path standard, designed to serve a wide variety of users traveling two directions. The shared-use path standard specifies a twelve foot preferred (minimum ten foot) paved surface. This standard, required by federal and state funding sources, supports use by high pressure tire road bike cyclists—the most demanding design use. However, it serves people walking, running, using roller-blades, equestrians, families with children, and people of all ages and abilities, including those using canes, walkers, manual and motorized wheelchairs, strollers, and wheeled luggage.

Design of the STO should utilize public open space and parks or other private preserved land when possible. The STO facility on Bainbridge Island also integrates with planning for open space with trails through the North Kitsap Trail Plan and the Kitsap Forest and Bay Project.

The STO is called for by the Puget Sound Regional Council's *Transportation 2040* plan, Kitsap County's *North Kitsap String of Pearls Trail Plan*, Kitsap Transit's *SR 305 Corridor Study*, the Kitsap Regional Coordinating Council's *Looking for Linkage* report, and this *Non-Motorized Transportation Plan*.

A completed 800 foot section of the STO trail has already been built along SR 305 at Vineyard Lane on Bainbridge Island, including a \$750,000 steel bridge across the Winslow Ravine. More than a mile of paved trail has also been completed by the Suquamish Tribe through the Whitehorse development in Indianola.

Key elements of the STO concept include the following:

1. Located in and along SR 305 and SR 104 rights-of-way in sections, e.g. SR 305 the length of Bainbridge Island and SR 104 for 1.8 miles through Popo Resources Shoreline Block at Port Gamble targeted for acquisition by the Kitsap Forest and Bay Project;
2. Regional trail built to WSDOT shared-use path standard;
3. Interconnects with sub-regional and neighborhood trails;

4. Integrated with transit;
5. Safe and efficient separated-grade crossings for trail users across major roads and highways, e.g. SR 305 on Bainbridge, and at the Bond Road/ Big Valley Road intersection in Poulsbo;
6. Integrated with open space plans (similar to the Mountains-to-Sound Greenway) in order to preserve and enhance natural viewshed, native vegetation and wildlife corridors, notably as part of the Scenic Byway designations of SR 305 and SR 104;
7. Calls for separated bicycle/ pedestrian facility in time at the Agate Pass Bridge and Hood Canal Bridge;
8. Complements (and does not substitute for) on-road facilities serving faster cyclists;
9. Provides the Washington State Park' Cross-State Trail in Kitsap;
10. Promotes economic development in Kitsap by providing additional modes of transportation to business and other destinations;
11. Developed incrementally using local low volume roads and trails as interim connections, with projects for next sections planned in advance to be prepared for emerging funding opportunities.