

RESOLUTION NO. 2018-21

A RESOLUTION of the City Council of the City of Bainbridge Island explaining how the funds raised by the ballot measure approved by the City Council via ordinance no. 2018-22 will be used and how the public will be involved in making decisions on the use of the ballot measure funds.

WHEREAS, the City Council of the City of Bainbridge Island, Washington (“City”) has determined that it is in the interest of the City to increase investment in non-motorized transportation infrastructure including projects such as shoulder widening, trail construction, and sidewalk improvements, by \$15 million over the next seven (7) years; and

WHEREAS, the City desires to build projects including those to widen road shoulders, improve sidewalks, and build new trails; and

WHEREAS, RCW 84.55.050 provides for the levy of regular property taxes in an amount exceeding the limitations specified in chapter 84.55 RCW if such increased levy is authorized by a ballot proposition approved by a majority of the voters at an election held within the taxing district (a “levy lid lift”); and

WHEREAS, the City Council has determined that it is in the best interest of the City and its residents to submit a levy lid lift proposition under RCW 84.55.050(1) to the voters for their approval or rejection; and

WHEREAS, the City Council adopted ordinance no. 2018-22 that directs the placement of a proposition on the November, 2018, ballot that, if passed by the voters of the City of Bainbridge Island, will raise \$15 million over seven (7) years to pay for the construction of non-motorized transportation infrastructure and/or certain safety and mobility improvements on Bainbridge Island; and

WHEREAS, the City Council wants to provide the public with greater certainty regarding how the funds raised by the ballot proposition will be used; and

WHEREAS, the City Council wants an unbiased and well-informed group of Islanders representing multiple Island demographics to choose the projects to be built using the ballot proposition funding.

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

If the ballot proposition is approved by the voters, then the following Sections of this resolution will control how the ballot proposition funding is used.

Section 1. Use of Funds. The funding produced by the ballot proposition will be used to fund different areas, or “buckets,” of capital improvements, as detailed below. The percentages listed below are targets, not strict requirements. The percentages apply to the entire use of funds, not to the use of the funds on an annual or periodic basis. While the City will strive to meet the percentage targets listed below, deviations from the targets will be allowed in order to balance the funding required for different projects once the actual costs of those projects are known. The percentages listed below apply only to the use of the ballot proposition funds themselves, not to any grant funding or other sources of funding that might be combined with ballot proposition funding to fund projects.

- a. Shoulder Improvements. 45% of the funding is targeted for shoulder improvements on major island roads.
- b. Safe Routes to Schools and Trails. 30% of the funding is targeted for safe routes to school projects and other off- road trail/pathway projects, including intra-island trails and connecting pathways.
- c. Winslow Core. 15% of the funding is targeted for pedestrian improvements in the Winslow core, with priority given to projects that leverage existing infrastructure and provide connections to schools.
- d. Opportunity Bucket. 10% of the funding is targeted as a set aside to take advantage of opportunities that arise during the seven-year period to complete important projects, which could include the Sound-to-Olympics Trail. Any consultants or contractors hired by the City to assist with the design of projects, the implementation of projects, or determination of which projects to construct will be paid for out of this bucket.

Section 2. Environmental Protection. The primary goal of the ballot proposition is to construct well-designed, functional non-motorized transportation infrastructure and safety and mobility improvements on Bainbridge Island. However, all projects constructed with ballot proposition funding must be designed in a manner that disturbs and alters the Island’s natural environment, including flora, fauna, and critical areas, as little as possible, while still achieving a functional, legally-allowable project. Designing and constructing these projects in a manner that protects the Island’s natural environment and natural “look” is a higher priority than completing the projects as cheaply or quickly as possible.

Section 3. Potential Projects. Listed below are projects that have been identified by a citizen advisory group as the highest priority projects in each bucket. These projects are listed here solely for the purpose of providing examples of what projects might be constructed with the ballot proposition funding. The City can not, and does not, guarantee that the projects listed below will be constructed using the ballot proposition funding.

- a. Shoulder Improvements

- Fletcher Bay Road from Lynwood Center Road to New Brooklyn, and Miller Road from New Brooklyn to Day Road.
- “Head of the Harbor” – the section of Eagle Harbor Drive between the west end of Wyatt Way and the base of Bucklin Hill, at the head of Eagle Harbor.
- Bucklin Hill/Lynwood Center Road from Blakely Avenue to Fletcher Bay Road.
- Valley Road from North Madison Avenue to Sunrise Drive.

b. Safe Routes to School & Trails

- The “Grow Avenue Greenway” project, listed below.
- A trail running from New Brooklyn and Sportsman’s Club Road behind Woodward and Sakai Schools and connecting with Bucsit Lane/Wardwell.
- A trail within the Day Road right-of-way connecting the north end of Kallgren Road to Wilkes School.
- A trail within the Blakely Avenue right-of-way connecting the recently opened trail running from Old Mill along the north end the Islandwood property with Blakely School.
- The Lost Valley intra-island trail, on existing city-owned land from Carmella Lane to Ridge Lane.
- A trail within the Valley Road right-of-way connecting the south end of Kallgren Road with the Rolling Bay neighborhood service center.

c. Winslow Core

- The “Grow Avenue Greenway” project – this project combines a series of traffic-calming measures with enhanced pedestrian facilities on this road that connects neighborhoods to the central schools’ campus and is currently lacking in pedestrian facilities.
- Sidewalk on Grow Avenue from Winslow Way to Wyatt Way (east side of street) – this section of sidewalk would provide a comfortable pedestrian facility for residents along the south end of Grow Ave, connecting with the Shepherd Way trail and working in tandem with the Grow Avenue Greenway project to significantly improve conditions for people walking in this area.

Section 4. “Connecting Bainbridge: SAFE Mobility” Project Selection Committee.

Upon the approval of the ballot proposition, the City will start the process of selecting a group of Island residents to constitute the “SAFE Mobility Project Selection Committee” (the

“Committee”).

The Committee, with the involvement and guidance of the City’s Multi-Modal Transportation Advisory Committee, City staff, and the general public, will develop and provide to Council a recommendation for exactly which projects to build using the ballot proposition funding. This recommendation will take the form of a package containing all recommended projects.

The package will contain a list of recommended projects ranked in priority order within each bucket. The ranked list in each bucket will include more projects than ballot proposition funding would be expected to fund so that the City knows which additional projects to build should additional funding, such as grant funding or City general fund revenue, become available.

If the package contains projects that are not included in the City’s current Non-Motorized Transportation Plan or projects that are substantially different from projects identified in the current Non-Motorized Transportation Plan, then the Committee shall provide the City Council with recommendations on how the Non-Motorized Transportation Plan should be amended.

PASSED by the City Council this 24th day of July, 2018.

APPROVED by the Mayor this 24th day of July, 2018.



Kol Medina, Mayor

ATTEST/AUTHENTICATE:


Christine Brown, City Clerk

FILED WITH THE CITY CLERK:	July 6, 2018,
PASSED BY THE CITY COUNCIL:	July 24, 2018
RESOLUTION NUMBER:	2018-21