

3. EXISTING CONDITIONS

The existing conditions analysis provides an important understanding of the current state of the non-motorized system. The study of existing conditions includes the inventory of established non-motorized facilities, primary non-motorized attractions, important travel routes, and barriers to non-motorized travel. An understanding of existing conditions provides a basis for identifying where system improvements may be needed.

Facility Inventory

Map A shows the existing pedestrian, equestrian, and trail facilities on Bainbridge Island as of December 2000. The inventory of existing facilities was developed through the use of City maps and data, discussions with staff from Planning, Public Works, and Parks; information from community workshops; and detailed inventories prepared by volunteer members of the community.

At a public workshop in November 2000, a number of community volunteers took area maps and identified the location of existing and needed bicycle and pedestrian facilities in the North Island, South Island, and Winslow areas of the Island. On many of the returned maps, commentary was included that described the nature of facilities, including the adequacy or condition of the facility and the location of physical hazards. Results were consolidated and verified to assure accuracy where discrepancies were suspected.

Pedestrian Facilities

Pedestrian facilities are normally sidewalks or pathways adjacent to roadways. The majority of the Island's sidewalk facilities occur within the Winslow core, with small stretches occurring throughout the Island. Map B indicates the location of sidewalks and trails within the Winslow Core. As shown in the Map, there are sidewalks along many of the major roadways such as Madison Avenue, High School Road, Ferncliff Avenue, and Winslow Way, some of which are too narrow, contain obstructions (such as utility poles), or are poorly maintained. Yet, the system is incomplete. Many sidewalk segments are missing on major roadways such as Wyatt Way, Wing Point Way, and portions of High School Road and Ferncliff Avenue. Some of these

*A comparison of
Non-Motorized use
found:*

- ◆ *In the Netherlands and Denmark, more than 20% of all trips are made by bicycle.*
- ◆ *In Austria, France, and Sweden, more than 30% of all trips are walking trips.*
- ◆ *In the United States, less than 10% of all trips are made by bicycle or walking.*

*- Victoria Transport
Policy Institute 1999*

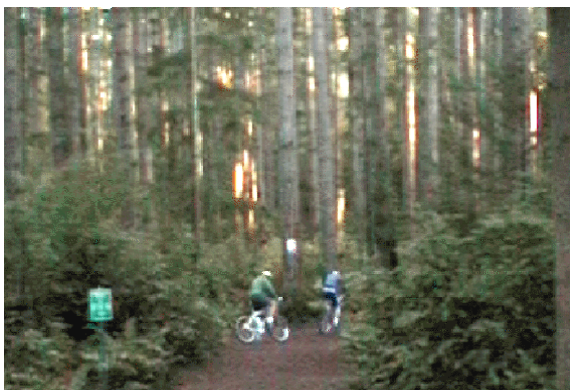
missing segments are scheduled for completion within the current six-year Capital Improvement Plan or will occur as part of improvements made by developers. Outside of Winslow there are few pedestrian facilities. Pedestrians normally walk on roadway shoulders where available, or are forced to walk in vehicle travel lanes.

Bicycle Facilities

Bicycle facilities are typically widened roadways that create sufficient space for both bicycles and motor vehicles. Bicycle facilities can either be formal (striped and signed) or informal (widened roadway travel lanes). There are few formal bicycle lanes located within the Island. Roadways with bicycle lanes (either regulation 5-foot lanes or paved shoulders) include portions of New Brooklyn, the southbound direction of Miller Road, Ferncliff Road, High School Road, and lower Madison Road (south of High School Road), Sportsman Club, and North Madison north of Wilkes School. Comments from the public identified that many of these bicycle facilities were in poor condition (New Brooklyn), contain dangers such as hazardous storm drain covers (Wyatt) and loose gravel, or are too narrow (New Brooklyn).

Trail Facilities Inventory

The Parks and Recreation District leads the development of the multi-user trail system on the Island. Trails typically are found within parklands, public greenways and open space, but also are being planned and developed between parks, at road ends and public easements, and through private property through agreements with landowners. Major trail systems are included within Gazzam Lake Park, Grand Forest, Fort Ward State Park and Battle Point Park. Equestrian trails are mostly concentrated within Manzanita Park with connections to the Grand Forest trail system. A number of trails are being developed around Blakely Harbor that could lead to system connections between residential and recreational areas. One effort of the Parks District is to identify and map the location of informal trails. The documentation of informal trails is important to ensure that these secondary transportation facilities are preserved or that similar facilities are constructed as Island development occurs.



Non-Motorized Attractions

Non-motorized attractions are those locations frequently visited by pedestrians, bicyclists, and other non-motorized users. A purpose of the November 2000 workshop breakout sessions was to identify the most important non-motorized attractions. Many of these attractions are found on Maps A and B including:

- *Parks – Including the Grand Forest, Battle Point Park, Fay Bainbridge State Park, Gazzam Lake, Fort Ward State Park, Manzanita Park, Blakely Harbor Park, Waterfront Park, and T’Chookwap Park... to name a few.*
- *Public schools – Blakely Elementary, Wilkes Elementary, Woodward Middle School, and Bainbridge High School.*
- *Civic uses – City Hall, Post Office, Williamson Memorial Pool, Public Library, Commons, Bainbridge Performing Arts.*
- *Neighborhood Service Centers – Island Center, Lynwood Center, Rolling Bay.*
- *WSF - Ferry terminal.*
- *Retail Areas – Winslow and those in Neighborhood Service Centers.*
- *Other attractions including churches, clubs, and other activity locations.*

An appropriate level of non-motorized facilities is needed to provide connections to each of these attractions ensuring safe travel by bicyclists, pedestrians, and equestrians.

Travel Routes

The lack of formal facilities does not preclude a roadway’s use by pedestrians and bicycles. Some roadways have sufficient width or shoulders to allow non-motorized users to travel within the developed roadway cross-section. Other areas have low auto traffic volumes or speeds that may allow pedestrians and bicycles to share the paved roadways. The level of use of these facilities depends on factors such as proximity to destinations, topography, connectivity, street crossings, and perceived safety. An exercise conducted at the November 2000 workshop asked community members to identify the travel routes they typically use. Comparison with the sidewalk and bicycle inventories indicates that non-motorized users frequently use roadways with no formal facilities even though some may be unsafe for the level of use-but provide the most efficient route.

Pedestrian Travel Routes

Pedestrian travel routes are found throughout the island, often in proximity to trip attractions such as parks, schools, and retail areas. Table 3-1 describes the primary pedestrian travel routes in the Island. Pedestrians tend to use roadways to travel for a variety of purposes including shopping, commuting to work or school, recreation, or travel between different modes (ferry terminal to bus). The highest levels of pedestrian activity occur in areas where travel distances are the shortest to these trip attractions.

Table 3-1. Pedestrian Travel Routes

Pedestrian Commuter Routes	Pedestrian Recreational Routes	School Routes
Wyatt Way	Blakely Avenue	Blakely Avenue
High School Road	Eagle Harbor Drive	Baker Hill Drive
Grow Avenue	Baker Hill Road	High School Road
New Brooklyn Road	Pleasant Beach Drive	New Brooklyn Road
Wing Point Way	Country Club Road	High School Road
Madison Avenue	Sportsman Club Road	Grow Avenue
Ericksen Avenue	Fletcher Bay Road	Madison Avenue
Ferncliff Avenue	Springridge Road	Sportsman Club Road
Miller Road	Crystal Springs Drive	Day Road
	Wyatt Way	N. Madison Avenue
	High School Road	
	New Brooklyn Road	
	Wing Point Way	
	Madison Avenue	
	Ferncliff Avenue	
	Grand Avenue	
	Day Road	
	Hidden Cove Road	
	North Madison Avenue	
	Sunrise Drive	
	Koura Road	
	Lofgren Road	
	Valley Road	
	Battle Point Drive	
	Manzanita Road	
	Valley Road	
	Euclid Avenue	

Bicycle Travel Routes

Like the pedestrian routes described above, the lack of facilities has not precluded Islanders from using the roadways for non-motorized use. Bicycle users fall into distinct groups: commuters, recreational users, and school facilities users. Commuter and school bicyclists tend to use roadways that provide the most direct connection between home and commute destinations. Recreational bicyclists tend to pick routes that provide an enjoyable ride, avoiding busier travel corridors whenever possible. Table 3-2 lists the important roadways used by each bicycle group. As seen in the table, many of the same roadways are important to all categories of bicycle users.

Table 3-2. Bicycle Travel Routes

	Bicycle Commuter Routes	Bicycle Recreational Routes	Bicycle School Routes
South Island	Blakely Avenue Baker Hill Road Eagle Harbor Drive Lynwood Center Road	Blakely Avenue Baker Hill Road Eagle Harbor Drive Lynwood Center Road Pleasant Beach Drive Country Club Road Sportsman Club Road Fletcher Bay Road Springridge Road Crystal Springs Drive	Blakely Avenue Baker Hill Road
Winslow Core	Wyatt Way High School Road New Brooklyn Road Madison Avenue Wing Point Way Ferncliff Avenue SR 305 Ericksen Avenue Grow	Wyatt Way High School Road New Brooklyn Road Madison Avenue Wing Point Way Ferncliff Avenue Grand Avenue	High School Road New Brooklyn Road Madison Avenue Grow Avenue Sportsman Club Road
North Island	Day Road North Madison Avenue Koura Road SR 305 Arrow Point Drive Phelps Road Miller Road	Day Road North Madison Avenue Koura Road Sunrise Drive Hidden Cove Road Lofgren Road Valley Road Battle Point Drive Manzanita Road Valley Road Euclid Avenue Phelps Road Miller Road Mandus-Olsen*	Day Road North Madison Avenue Mandus-Olsen*

*As this plan develops alternate links for segments of the Mandus-Olsen may be considered.

Barriers to Use

Barriers are physical characteristics of a transportation system that limits or restricts the mobility of non-motorized users. The first community workshop and subsequent inventories focused on the identification of barriers that lessen the community's use of the existing transportation system. This information was supplemented by community input during the Pedestrian Roadshow (June 2000), previous planning efforts, and input from City staff and the Steering Committee.

Many of these barriers are evident in the Winslow area, where pedestrian and bicycle access is an important element of daily activity and where the existing sidewalk network has many noted deficiencies and gaps in connectivity. In addition, numerous roadways do not have adequate sidewalks or shoulder area for safe non-motorized use.

Intersections

Intersection safety, particularly concerned with crossing of SR 305, was the main concern of both the bicyclists and pedestrians. Map A and the table on the next page list the intersections that have safety issues for non-motorized travel.

Table 3-3. Intersection Barriers

Intersection	Issue
Seabold Road/SR 305	Lack of safe crossing at intersection.
Day Road/SR 305	Lack of safe crossing at intersection. Proximity to Island and Wilkes Schools.
Hidden Cove Road/SR 305	Lack of safe crossing at intersection. High recreational use.
SR 305/N. Madison Avenue/Moran Road/Manitou Beach Drive	Lack of safe non-motorized crossing and priority to State Route travel. Configuration can result in illegal vehicle movements.
Madison Avenue/SR 305	No non-motorized crossing.
New Brooklyn Road/Sportsman Club Road	Proximity to school site, confusing crossing, high vehicle travel speeds.
Finch Avenue/Wyatt Way	Limited sight distances and high vehicle volumes.
Miller Road/Koura Road	Limited sight distance and vehicle speeds.
Eagle Harbor Dr/Wyatt Way (Head of Bay)	Limited sight distances.
Bucklin Hill Road/Eagle Harbor Drive	High vehicle speeds, poor lighting, bicycle movements to left turn onto Eagle Harbor Drive.
Bucklin Hill Road/Blakely Avenue	Proximity to school site, high vehicle speeds.
High School Road/Madison Avenue	Proximity to school site, driver behavior.
Day Road/North Madison Avenue	Proximity to school site, traffic movements.
Baker Hill Road/Blakely Avenue	Proximity to school site, high vehicle travel speeds.
Wing Point Way/Ferncliff Avenue	Difficult pedestrian/bicycle crossing due to ferry impact.
High School Road/Hildebrand Lane	Offset crosswalk.
Ericksen Avenue/Wyatt Way	High traffic volume due to south Island traffic.
Madison Avenue / Wallace Way	Unmarked crosswalk, high vehicle speeds, driver behavior (failure to yield).
Madison Avenue/ Knechtel Way	
Madison Avenue/ Ihland Way	

Roadway Shoulders

Even when formal non-motorized facilities are not present, pedestrians and bicyclists will often use roadway shoulders and edges to travel. In many of the less developed areas of the Island, a shoulder along a roadway can encourage pedestrian and bicycle travel. A roadway with no shoulders, too narrow shoulders, or areas where shoulders are in poor physical condition represent barriers to non-motorized travel. As indicated in the Table 3-4, the community identified the following roads as inadequate for safe non-motorized travel.

Table 3-4 Roadway Shoulder Barriers

Roadway	Issue
Arrow Point Drive	Shoulder pitch too steep.
Battle Point Drive	No shoulder.
Wyatt Way	Narrow shoulder.
Ward Avenue	No shoulders, narrow roadway.
Pleasant Beach Drive and South Beach Drive	(south) loose gravel (north) narrow bypass into park.
Blakely Avenue	Lack of adequate shoulder.
Lynwood Center Road	No southbound shoulder.
Fletcher Bay Road	No northbound shoulder.
Miller Road	No northbound shoulder.
New Brooklyn Road	Striped bicycle facility in poor condition.
Valley Road	Inadequate shoulders.
N. Madison Avenue	Lack of adequate shoulders.
High School Road	Narrow shoulders.
Wing Point Way	Lack of adequate shoulders.
Grow Avenue	No sidewalks.
Ericksen Avenue	Limited shoulders.
Olympic Drive	Lack of shoulder/no climbing lane.
SR 305	Lack of climbing lane north of Winslow Way. Shoulders have been narrowed for channelization
Ferndale, north of High School Road	

Safety Barriers

Accident data provides an indication of the location and types of accidents that have involved pedestrians, bicyclists and equestrians. Accident data provided by the Police Department identifies the location and accident type for the last two years (1999-2000). As indicated in Table 3-5, reported accidents fall into three categories.

- *Pedestrian/Car – Accident involving a collision between a motor vehicle and a pedestrian.*
- *Bicycle/Car – Accident involving a collision between a motor vehicle and a bicycle.*
- *Bicycle Only – Non-collision involving a bicycle.*

Table 3-5 Safety Barriers

Accident Location	Pedestrian/Vehicle	Bicycle/Vehicle	Bicycle Only	Injury
SR 305	2	1	0	2
Winslow Core Intersection	2	4	5	9
Winslow Core Mid-block	3	1	2	5
North Island	0	0	1	1
South Island	0	1	2	2
Non-commute routes	0	1	3	3
Totals	7	8	13	22

As shown in the table, a total of 28 reported accidents occurred over the 1999-2000 period. Of these 22 (78%) resulted in injuries. The following statements can be summarized from the table:

- *Motor vehicle/pedestrian accidents were as likely to occur at mid-block locations as they were at intersections, possibly indicating inappropriate motor vehicle speeds and/or pedestrian crossing behaviors.*
- *More than half (60%) of all non-vehicle accidents occurred within the Winslow Core.*
- *Three quarters of all bicycle accidents occurred at an intersection.*
- *6 out of 10 reported bicycle accidents did not involve a collision with a motor vehicle. These accidents may be indicative of roadway conditions or hazards, cyclist experience, or an indirect consequence of motor vehicle behavior.*

Other Barriers

Bainbridge Island's geography and its development pattern present a variety of challenges to non-motorized users. Natural barriers, such as characteristics of the Island's topography and environment, limit direct travel to destinations or require expensive improvements to accommodate non-motorized use. In addition, man-made barriers, such as cul-de-sacs and other constructed barriers, impede non-motorized travel. A list of the natural and man-made barriers is presented below.

Table 3-6. Other Barriers

Barrier Type	Impact to Non-Motorized Travel
<u>Natural</u>	
Steep grades	Difficult for non-motorized travel requires high level of physical exertion if climbing.
Ravines	Requires bridging.
Stream corridors	Requires bridging, may washout trails.
Wetlands	Results in deviation from most direct route.
Slide-prone areas	May limit non-motorized facility development.
<u>Man-made</u>	
Large land parcels	Limits direct travel to destination.
Limited roadway network	Limits direct travel to destination.
State highway	Provides a barrier to east-west connections for length of the Island.
Super blocks	Limits direct travel to destination. Lack of mid-block crosswalks discourages pedestrian use.
Right-of-way	Limited right-of-way and encroachment into right-of-way can leave little room for non-motorized users.
