

ORDINANCE NO. 2007-27

AN ORDINANCE of the City of Bainbridge Island, Washington, relating to the Comprehensive Plan; amending Policy NM1.11, Goal 5, and adding Policy NM 1.12 to Chapter 2 of the Non-Motorized Transportation Plan of the Transportation Element of the Comprehensive Plan; amending Design Standards (Island Areas) and Proposed System Plan (Features of the System) of Chapter 4 of the Non-Motorized Transportation Plan of the Transportation Element of the Comprehensive Plan; amending Table 5.1 of Chapter 5 of the Non-Motorized Transportation Plan of the Transportation Element of the Comprehensive Plan; adding two definitions to the Glossary of the Non-Motorized Transportation Plan of the Transportation Element of the Comprehensive Plan; amending Appendices B and D of the Non-Motorized Transportation Plan of the Transportation Element of the Comprehensive Plan; and amending Maps D and E of the Non-Motorized Transportation Plan of the Transportation Element of the Comprehensive Plan.

WHEREAS, the City of Bainbridge Island (the "City") adopted a Comprehensive Plan on September 1, 1994, which establishes the long range vision for the island and identifies the important characteristics that the community desires to retain, promote and foster; and

WHEREAS, the City adopted an update to the Comprehensive Plan on December 8, 2004;
and

WHEREAS, the Comprehensive Plan includes a Transportation Element addressing transportation planning, as required by the Growth Management Act, as well as the other required and optional elements; and

WHEREAS, the City adopted a Non-Motorized Transportation Plan as a sub-element of the Transportation Element of the Comprehensive Plan on December 11, 2002 (the "Non-Motorized Transportation Plan"); and

WHEREAS, the Non-Motorized Transportation Advisory Committee identified necessary updates to the Non-Motorized Transportation Plan; now, therefore

THE CITY COUNCIL OF THE CITY OF BAINBRIDGE ISLAND, WASHINGTON, DO ORDAIN, AS FOLLOWS:

Section 1. A new Policy 1.12 is added to the Non-Motorized Transportation Plan as follows:

“NM 1.12 Universal design principals shall be incorporated where appropriate in non-motorized facility planning and development. Universal design considers the needs of people of all abilities, recognizing variation in agility, balance, cognition, coordination, endurance, flexibility, hearing, problem solving, strength, vision, and walking speed.

Discussion: The design of facilities is important to all pedestrians, but is particularly important to those with disabilities who have limited travel choices and rely most on the pedestrian environment. For example, older adults, persons with vision impairments, and children frequently rely on these facilities to travel independently within our community for shopping, recreation, exercise, and walking to school.

These seven universal design principles, as established by the Center for Universal Design, include:

1. Equitable Use
2. Flexibility in Use
3. Simple and Intuitive
4. Perceptible Information
5. Tolerance for Error
6. Low Physical Effort
7. Size and Space for Approach and Use”

Section 2. Policy NM1.11 of the Non-motorized Transportation Plan is amended to read as follows:

“NM 1.11 Enhance regional connections with the phased development of a safe, non-motorized, multi-purpose, travel corridor 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 ~~two-way~~ 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.”

Section 3. Goal 5 of the Non-motorized Transportation Plan is amended to read as follows:

“Goal 5: Implementation

Provide mechanisms for funding, prioritizing and implementing the Non-motorized Transportation System Plan, shown in Maps D and E.”

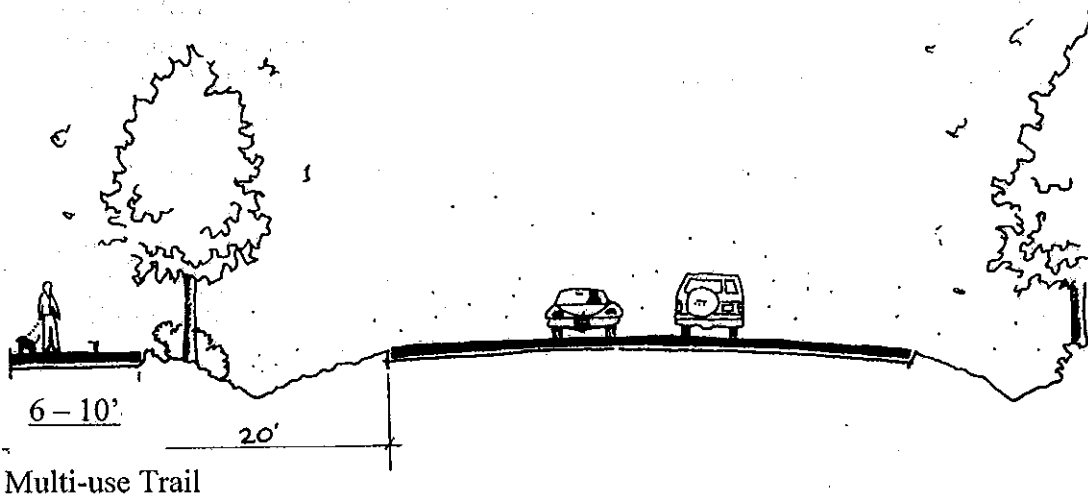
Section 4. The *Design Standards* section of Chapter 4, page 4-8, of the Non-Motorized Transportation Plan is amended to read as follows:

“Design Standards
Island Areas

The following set of figures describes the minimum non-motorized facilities for each class of roadway. A facility code, and a description of the facility, the minimum right-of-way required, and the applicability to the non-motorized classification identify each facility type. Facility codes A and B and C describe ~~more formal bicycle~~ facilities. Roadways with facilities coded C provide a shoulder that gives additional room for bicycles and pedestrians, without the construction of a more formal bicycle lane. Minimum shoulder widths on C-coded roadways will be designed and constructed to meet State and Federal requirements. Meeting State and Federal requirements (such as AASHTO) is important. When the standards are met, the project is recognized to meet minimum safety requirements and becomes eligible for certain types of funding. Alternative storm drainage details for the Island Areas are provided. Piped storm drainage is preferred over ditched storm drainage as a means of protecting existing roadside vegetation and neighborhood character.

Type A: Two-way, Multi-use, separated pathway

- Used along corridors with high vehicle speeds or along dedicated non-motorized corridors.
- Creates a shared bicycle/pedestrian pathway separated from the roadway.
- The grade, surface, and width may vary between 6-10 feet to create a context sensitive design that considers topography and existing vegetation.”



Section 5. The Proposed System Plan- Features of the System section of Chapter 4, page 4-11, of the Non-Motorized Transportation Plan is amended to read as follows:

“SR 305 Pathways – A two-way separated non-motorized pathway is proposed for both sides of SR-305. The pathway will be constructed within the State’s right of way. Subsequent design will need to include environmental and grade constraints and safe crossings at intersections with roadways along the route.

Mandus-Olsen Pathway – A two-way separated pathway will be constructed along the Mandus-Olsen corridor connecting the northern portion of SR 305 to the Head of the Bay.

Puget Power Utility Corridor – A two-way separated pathway is proposed within the Puget Power corridor to provide a safe connection for North Island residents to SR 305. The corridor may connect in the future to the Mandus-Olsen Corridor.

SR 305 Pedestrian Crossings – Pedestrian overpasses, or other design features or facilities to allow safe crossings, should be considered at Hidden Cove Road, Sportsman Club Road, and at Knetchel Way connecting to John Nelson Park. (LUC)

School Routes –Improvements near school sites, providing for pedestrian and bicyclist travel corridors along important roadways will be considered as part of a school route overlay system. Roadways that will have school routes considerations include portions of Day Road, N. Madison Avenue, New Brooklyn Road, Sportsmans Club Road, Bucklin Hill Road, Blakely Avenue, High School Road and Baker Hill Road. (see page 4-2 for school route overlay discussion).

Island Bicycle Lanes – A system of bicycle lanes will provide commute corridors including Miller Road, New Brooklyn Road, High School Road, Lynwood Center Road and Blakely Avenue.

Widened Shoulders – A secondary system of widened, paved shoulders will increase non-motorized mobility throughout the Island. Many roadways are proposed to have improved shoulders to provide a comfortable path. On many roadways these shoulder improvements will provide connections to other portions of the non-motorized system. Roadways slated for shoulder improvements include North Madison Avenue, Koura Road, portions of Fletcher Bay Road, Fort Ward Hill Road, Sunset Drive, Old Mill Road and Taylor Avenue.

Trails – Throughout the Island, trails are proposed to provide a secondary network of connections to destinations.

Trail Connection Zone – An area where the City seeks to complete its trail network.

Pedestrian System – Within Winslow, sidewalks and informal trails are used to create a network of connections to popular destinations.”

Section 6. Table 5-1 *High Priority Projects, Recommended for the Six Year Capital Facilities Plan* of Chapter 5, page 5-3, of the Non-Motorized Transportation Plan is amended as depicted in Exhibit A.

Section 7. The Glossary, page G-5, of the Non-Motorized Transportation Plan is amended to add the following definitions:

“Universal Design Facility development that considers the needs of people of all abilities, recognizing variation in agility, balance, cognition, coordination, endurance, flexibility, hearing, problem solving, strength, vision, and walking speed.”

“Trail Connection Zone An area where the City seeks to complete its trail network.”

Section 8. The *System Development Criteria* table of Appendix B of the Non-Motorized Transportation Plan is amended as depicted in Exhibit B.

Section 9. The *System Development Plan Inventory* table of Appendix D of the Non-Motorized Transportation Plan is amended as depicted in Exhibit C.

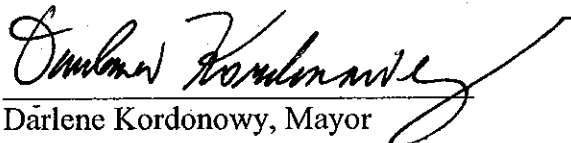
Section 10. Maps D and E of the Non-Motorized Transportation Plan are amended as depicted in Exhibit D.

Section 11. If any section, sentence, clause or phrase of this ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

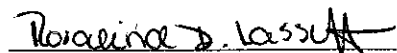
Section 12. This ordinance shall take effect on and be in force five (5) days from and after its passage, approval, and publication as required by law.

PASSED by the City Council this 14th day of November 2007.

APPROVED by the Mayor this 16th day of November 2007.


Darlene Kordonowy, Mayor

ATTEST/AUTHENTICATE:


Rosalind D. Lassoff, CMC, City Clerk

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE No.:

October 2, 2007
November 14, 2007
November 21, 2007
November 26, 2007
2007-27