ORDINANCE NO. 2007-31

AN ORDINANCE of the City of Bainbridge Island, Washington, relating to the Comprehensive Plan, amending Policy TR 4.4 and the Existing Conditions and Future Needs section of the Transportation Element of the Comprehensive Plan, relating to level of service.

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 updated Comprehensive Plan on December 8, 2004 (the "Comprehensive Plan"); 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 establishes Level of Service standards for street and intersections as part of the Transportation Element of the Comprehensive Plan; and

WHEREAS, the Level of Service (LOS) standards for Winslow (Urban Zone) is established as LOS D, applying to street and intersections in the most developed areas of the City; and

WHEREAS, capacity improvements (such as additional traffic lanes or intersection turning lanes) are necessary if an intersection or street would fall below the adopted LOS; and

WHEREAS the City intends that the street and intersection improvements should respond to the context of the area and all users, not merely respond to the vehicle level of service; now, therefore

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

Section 1. Policy TR 4.4 of the Transportation Element of the City of Bainbridge Island Comprehensive Plan is amended to read as follows:

"TR 4.4 Roadway LOS

Establish Level of Service standards for all Bainbridge Island transportation facilities, including non-motorized, using the best industry standards that measure all modes of travel, the performance of the existing transportation system, quantify the traffic impacts of future development, and prioritize improvements to the transportation system.

The Public Works Director, with approval of the City Council, may modify the minimum LOS for certain street segments or intersections in the "urban zone" of Winslow to further the goals and policies of the Winslow Master Plan that are intended to create an efficient, safe and interesting pedestrian environment, provide for efficient multimodal transportation including transit and bicycle circulations, minimize impacts to the natural environment, and support Winslow as the commercial, cultural and community center of the Island by allowing context-sensitive design. Such modifications must analyze all modes of travel and the design must address the physical context.

Discussion: Any effort to establish LOS standards for City transportation facilities must incorporate State and County facilities, the LOS designations for those facilities, the integration of the traffic patterns on those facilities and impact on City transportation facilities. The City will actively work to create the highest degree of consistency between LOS standards for all transportation systems and facilities. See also: Policy 6.1 (SR 305 LOS) and Policy 8.1 (Kitsap County Transit LOS).

Context-Sensitive Design is a collaborative, inter-disciplinary approach to developing a facility that fits its physical setting while maintaining safety and mobility. The design of street improvements must consider the surrounding context and impacts, and materials and construction methods.

The City will research tools for establishing industry-accepted LOS standards, including the current edition of the Institute of Transportation Engineers (ITE) System Manual, and work toward the highest degree of integration for all modes of transportation when developing level of service standards."

Section 2. Existing Conditions and Future Needs section of the Transportation Element of the Comprehensive Plan (pages 3-5) is amended as follows:

"Urban Zone: Secondary - LOS D (applies to roadways and intersection in the most developed areas of the City, mainly the greater Winslow area). Except that the minimum LOS for these streets and intersections may be modified or waived by the Public Works Director upon approval by the City Council, to meet the

goals and policies of the Winslow Master Plan that are intended to create and enhance pedestrian accessibility in Winslow and support Winslow as the commercial, cultural and community center of the Island. Any modification must be based on an analysis that 1) demonstrates how the Winslow Master Plan is being furthered, 2) that standard transportation mitigation required to meet the adopted LOS would adversely impact Winslow counter to the intentions of the vision for the town center, and 3) that a context-sensitive design solution is a superior mitigation solution that would enhance the multiple functions of the street."

Section 3. 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 4. 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 28th day of November 2007.

APPROVED BY THE MAYOR this 30th day of November 2007.

Darlene Kordonowy

Darlene Kordonowy, Mayor

ATTEST/AUTHENTICATE:

Rosalind D. Lassoff

Rosalind D. Lassoff, City Clerk

FILED WITH THE CITY CLERK:	October 2, 2007
PASSED BY THE CITY COUNCIL:	November 28, 2007
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