

5. SYSTEM DEVELOPMENT

In the previous section, each of the non-motorized facility options were defined and the Non-Motorized System detailed. The next step in making the plan a reality is to identify how the system should be built and how to pay for it.

Coordination with the Six-Year Capital Facilities Plan

Priorities

The proposed priorities found in Table 5-2 (below) reflects the May 2001, community workshop and the general goals and policies of the Non-motorized Transportation Plan. It must be updated yearly along with the city's six-year Capital Facilities Plan which provides the direction for budget spending.



Selection

The City will incorporate non-motorized facilities projects in the six-year Capital Facilities Plan according to a number of criteria including: available funding; opportunities for coordination with other projects; staff availability; cost constraints; and ease of implementation. The Non-Motorized Advisory Committee will make recommendations regarding non-motorized project to the City Council, annually, based on information presented in Table 5-1.

The projects listed are part of dedicated funding for Non-Motorized facility development. Portions of the non-motorized system may be constructed as part of scheduled roadway improvements already contained in the Capital Facilities Plan, as maintenance projects, or as frontage improvements for new development. Grant funding may allow an acceleration of the plan, allowing additional facilities to be completed. Some projects may be phased or stepped, in an effort to provide non-motorized facility improvements along identified segments, sooner or later than projected.

Design

The design phase of each project is an important time for public input. The public is encouraged to review the standards assigned by the City Engineer, to the identified route segment and then to consider the character of the neighborhood so that significant features can be identified and integrated into the final facility design. For

example, the assigned standard may be a sidewalk that the public would like to meander in order to preserve a significant tree.

Table 5-1. High Priority Projects Recommended For The Six Year Capital Facilities Plan

Projects	Primary Function	Priority	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Est. Total	Proposed Funding Source
N. Madison Avenue - S. of Torvanger Road to Day Road	School Corridor	H	0	205	0	0	0	0	205	N-M Bond /Grant
Bucklin Hill Road - Eagle Harbor Drive to Blakely Avenue	School Corridor	H	0	102	0	0	0	0	102	General Revenues
Eagle Harbor Drive - Wyatt Way to Bucklin Hill Road	School Corridor	H	0	54	0	0	0	0	54	General Revenues
Day Road - SR 305 to Sunrise Drive	School Corridor	H	0	67	331	0	0	0	398	N-M Bond /Grant
N. Madison Avenue - Day Road to Valley Road	School Corridor	H	0	270	0	0	0	0	270	N-M Bond /Grant
Wyatt Way - Eagle Harbor Drive to Finch Road	School Corridor	H	0	37	0	0	0	0	37	General Revenues
Baker Hill Road - Lynwood Center Road to Blakely Avenue	School Corridor	H	0	43	96	0	0	0	139	General Revenues
Blakely Avenue - Baker Hill Road to Oddfellows Road	School Corridor	H	0	0	619	0	0	0	619	N-M Bond /Grant
Wing Point Way - east of Ferncliff	Commute Corridor	H	1284	0	0	0	0	0	1284	General Revenues
Fletcher Bay Road - New Brooklyn Road to High School Road	Commute Corridor	H	0	204	0	0	0	0	204	N-M Bond /Grant
Madison Avenue -- Wyatt Way to Winslow Way	Commute Corridor	H	0	0	186	0	0	0	186	N-M Bond /Grant
Hildebrand Lane -- High School Road to Wallace Way	Connection	H	0	0	0	141	0	0	141	N-M Bond /Grant
Bucklin Hill Road - Blakely Avenue to Fletcher Bay Road	Commute Corridor	H	0	0	0	132	0	0	132	N-M Bond /Grant
Blakely Avenue -- Oddfellows Road to Blakely Harbor Park	Commute Corridor	H	0	0	0	123	0	0	123	N-M Bond /Grant
Fletcher Bay Road - High School Road to Lynwood Center Road	Connection	H	0	0	0	373	0	0	373	N-M Bond /Grant
N. Madison Avenue - Valley Road to Manitou Beach Drive	Commute Corridor	H	0	0	0	0	267	0	267	N-M Bond /Grant
Puget Power Utility Corridor - SR	Commute	H	0	0	0	0	148	0	148	N-M Bond

Projects	Primary Function	Priority	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Est. Total	Proposed Funding Source
305 to Dolphin Drive	Corridor									/Grant
Grow Avenue -- Wyatt Way to Winslow Way	Connection	H	0	0	0	0	123	0	123	N-M Bond /Grant
Olympic Drive -- Winslow Way to End	Commute Corridor	H	0	0	0	0	0	0	0	WSF Ferry Terminal Plan
Sportsman Club Road - SR 305 to High School Road	School Corridor	M1	0	0	0	376	0	0	376	N-M Bond /Grant
Miller Road - SR 305 to Island Center NSC	Commute Corridor	M1	0	0	0	0	711	139	850	General Revenues
Valley Road - N. Madison Avenue to Sunrise Drive	Commute Corridor	M1	0	0	0	0	0	178	178	N-M Bond /Grant
Sportsman Club Road - High School Road to Finch Road	Connection	M1	0	0	0	0	0	73	73	N-M Bond /Grant
Sunrise Drive - Lafayette Avenue to Torvanger Road	Connection	M2	0	0	0	0	0	280	280	General Revenues
Bjune Drive	Connection	M2	0	0	0	0	0	375	375	General Revenues
Eagle Harbor Drive - Bucklin Hill Road to Rockaway Beach Drive	Connection	M2								General Revenues
Subtotal			1,284	982	1,232	1,145	1,249	1,045	6937	
Total funded by grants			0	0	0	0	0	0	0	
Total Capital Expenditures			1,284	982	1,232	1,145	1,249	1,045	6937	

1. Values noted represent thousands of dollars. Stated costs include construction costs only, right-of-way acquisition, design, administrative overhead and other project related costs are not included.
2. Table assumes City-funding of all projects. Amounts include the passage of a \$5 million Non-Motorized General Obligation Bond in 2004 and an annual funding level of \$1,000,000.
3. Other potential funding sources include transportation grant programs, school capital improvement bonds, the open space levy, developer contributions, and the formation of local improvement districts. Acquisition of these funding sources may allow acceleration or expansion of the six-year Plan.
4. Incorporation of non-motorized projects into roadway design standards and into roadway construction projects may reduce costs, allowing acceleration of the schedule and expansion of the six-year Plan.

5. Projects indicated exclude non-motorized projects that are currently programmed in the City's 2001-2007 Capital Improvement Plan (CIP).

Priority

H = High

M = Medium