



# Community Engagement Meeting

March 24, 2025

CITY OF BAINBRIDGE ISLAND  
**ISLAND  
WIDE  
MOBILITY  
PLAN**

*June 2025*

## Agenda

**5:45** – Cookies

**6:00** – Welcome and introductions

**6:05** – Staff presentations

**6:30** – Round Table Discussions

**7:00** – Report-outs/Questions

**7:30** – Wrap





# Community Engagement Meeting

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**ISLAND  
WIDE  
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PLAN**

June 2025

## Why are we here?

The City of Bainbridge Island currently has two transportation plans, the **Island Wide Transportation Plan (IWTP)** and the **Sustainable Transportation Plan (STP)**.

City staff have merged these plans into the **Island Wide Mobility Plan (IWMP)**, and today we are here to present the plan and kick off a process for community feedback (April 18th).



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CITY OF BAINBRIDGE ISLAND  
**ISLAND WIDE MOBILITY PLAN**

*June 2025*

## Presentation Topics

1. Merging the IWTP and the STP
2. Transportation planning context
3. Prioritization and planning tools
4. Facility typology and level of stress
5. Multi-modal level of service and concurrency

# Merging the IWTP and STP

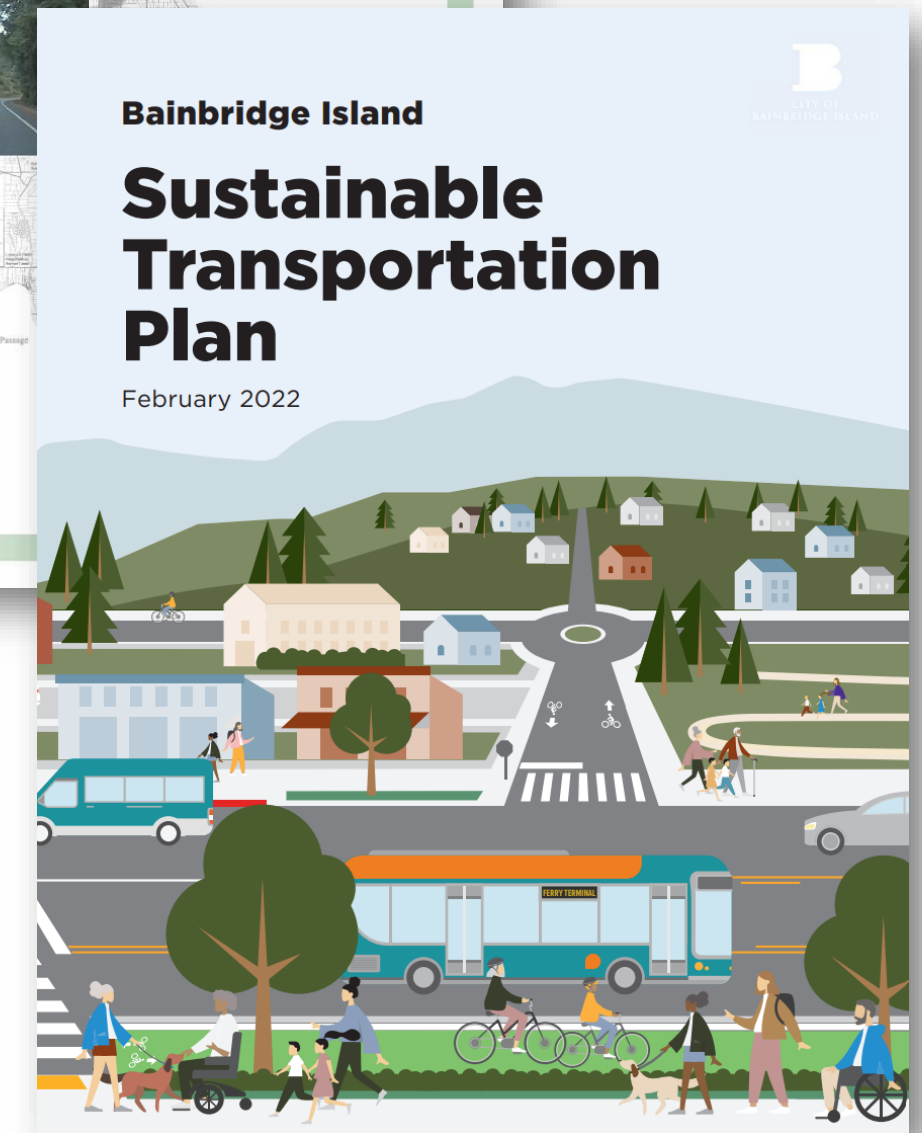
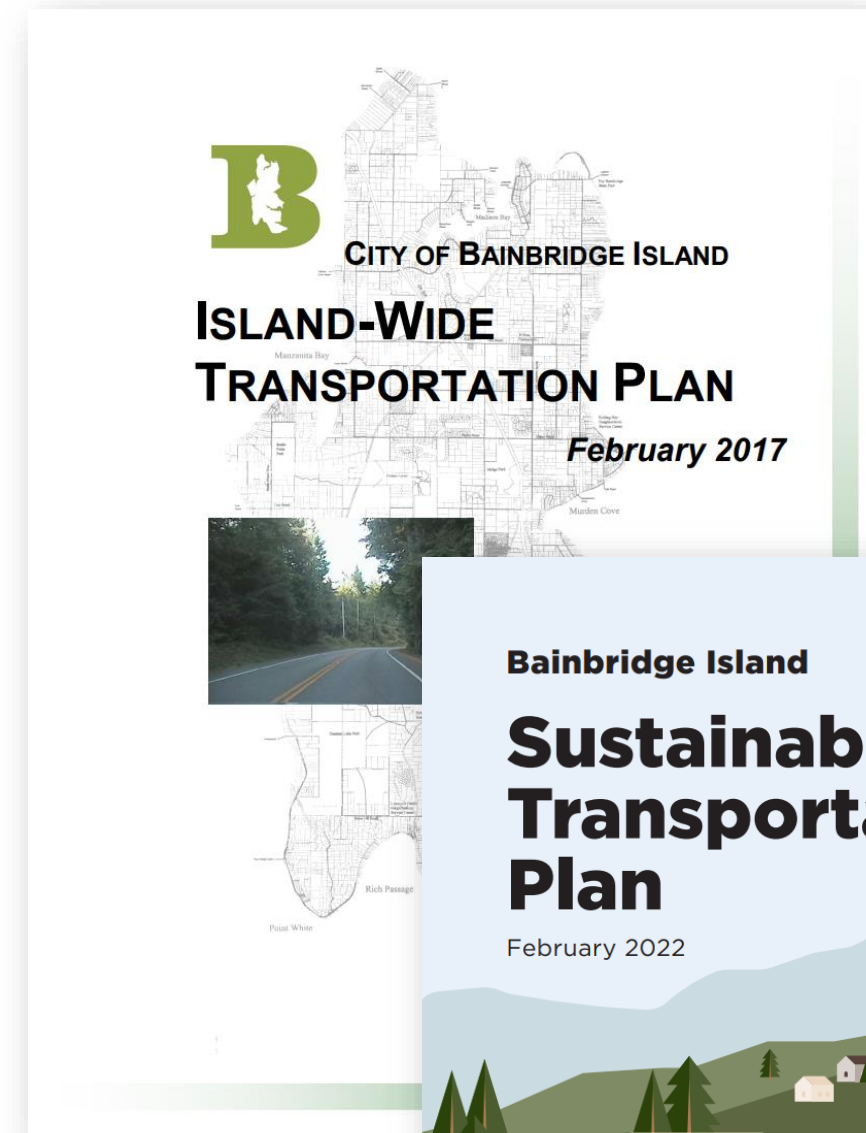


## What is the IWTP?

- Adopted in 2017 as part of the Comprehensive Plan
- Includes a lot of background info, non-motorized policies and plans, and transportation planning tools (vehicular-based LOS)

## What is the STP?

- Adopted in 2022 as a stand-alone plan
- Includes goals, values and project/program plans for all modes



# Why merge the IWTP and STP?

- Ensure a single reference document
- Serves as the transportation reference document in the Comprehensive Plan
- The goal is to:
  - Consolidate and clarify policy guidance
  - Eliminate redundancy
  - Convert planning tools from auto to non-motorized focus



# Merging the IWTP and the STP – Key Points (1)

- The project locations have not changed from the IWTP STP
- New *guidance* for facility types and selection criteria is included (aligns with national and granting agency standard)



# Merging the IWTP and the STP – Key Points (2)

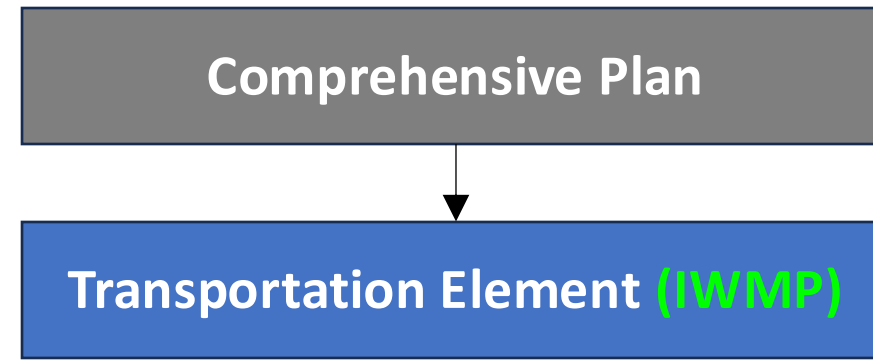
- Changing our long and short-term planning tools from a vehicular-based to multi-modal level-of-service (MMLOS) analysis is required by state law
- Until the new Comp Plan is adopted, the vehicular-based transportation planning and analysis tools are still being used



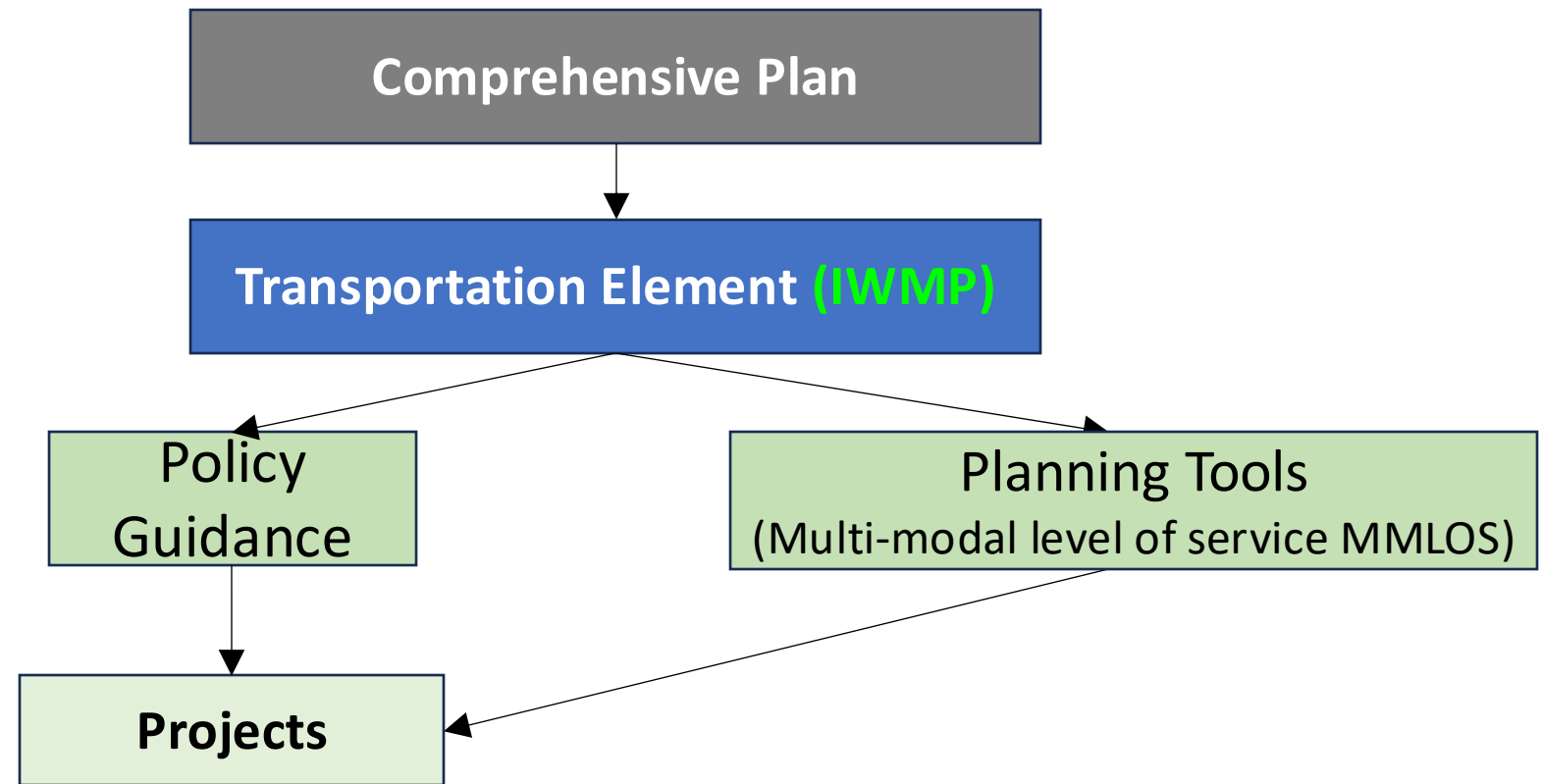
# Transportation Planning - Context



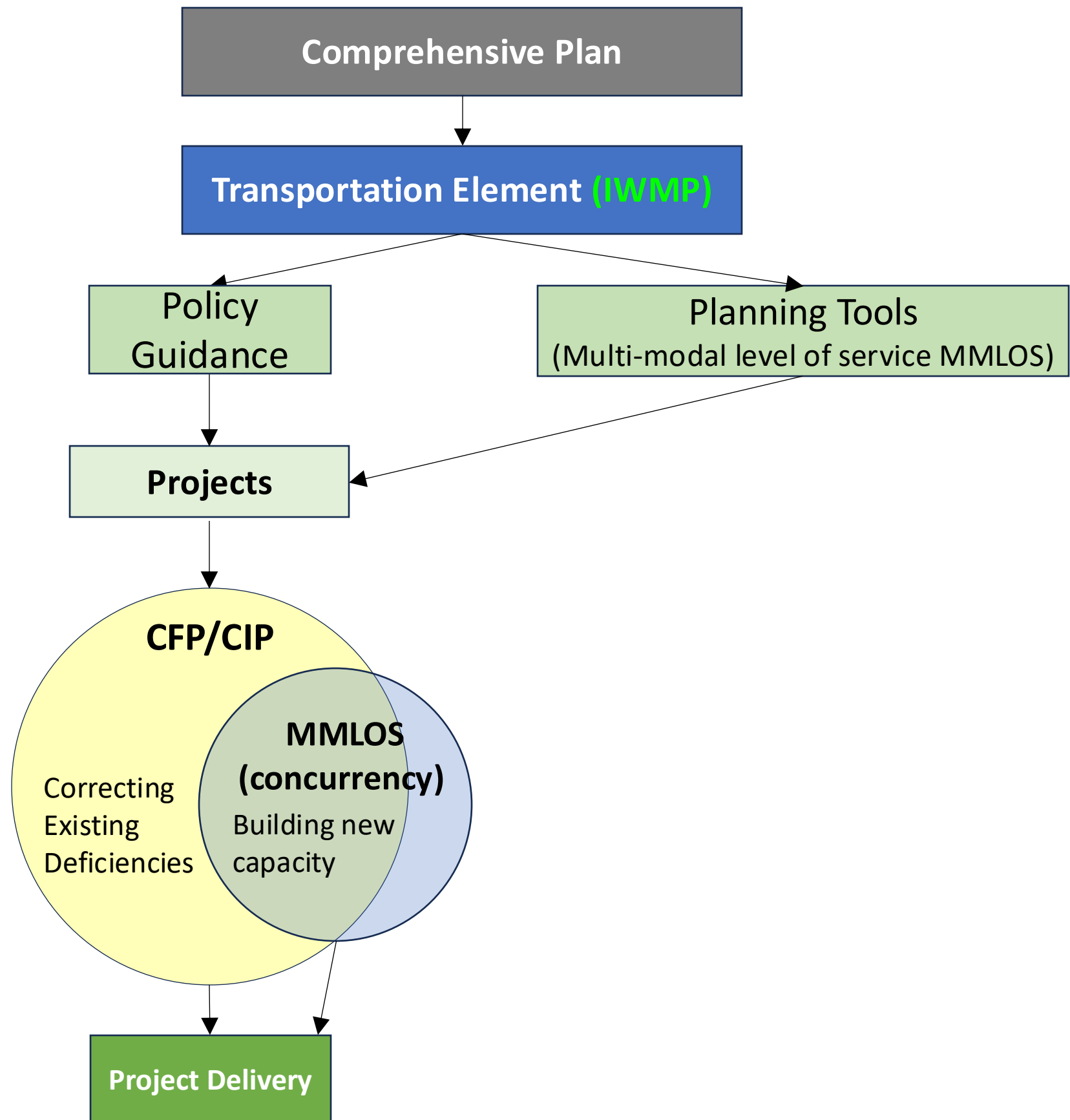
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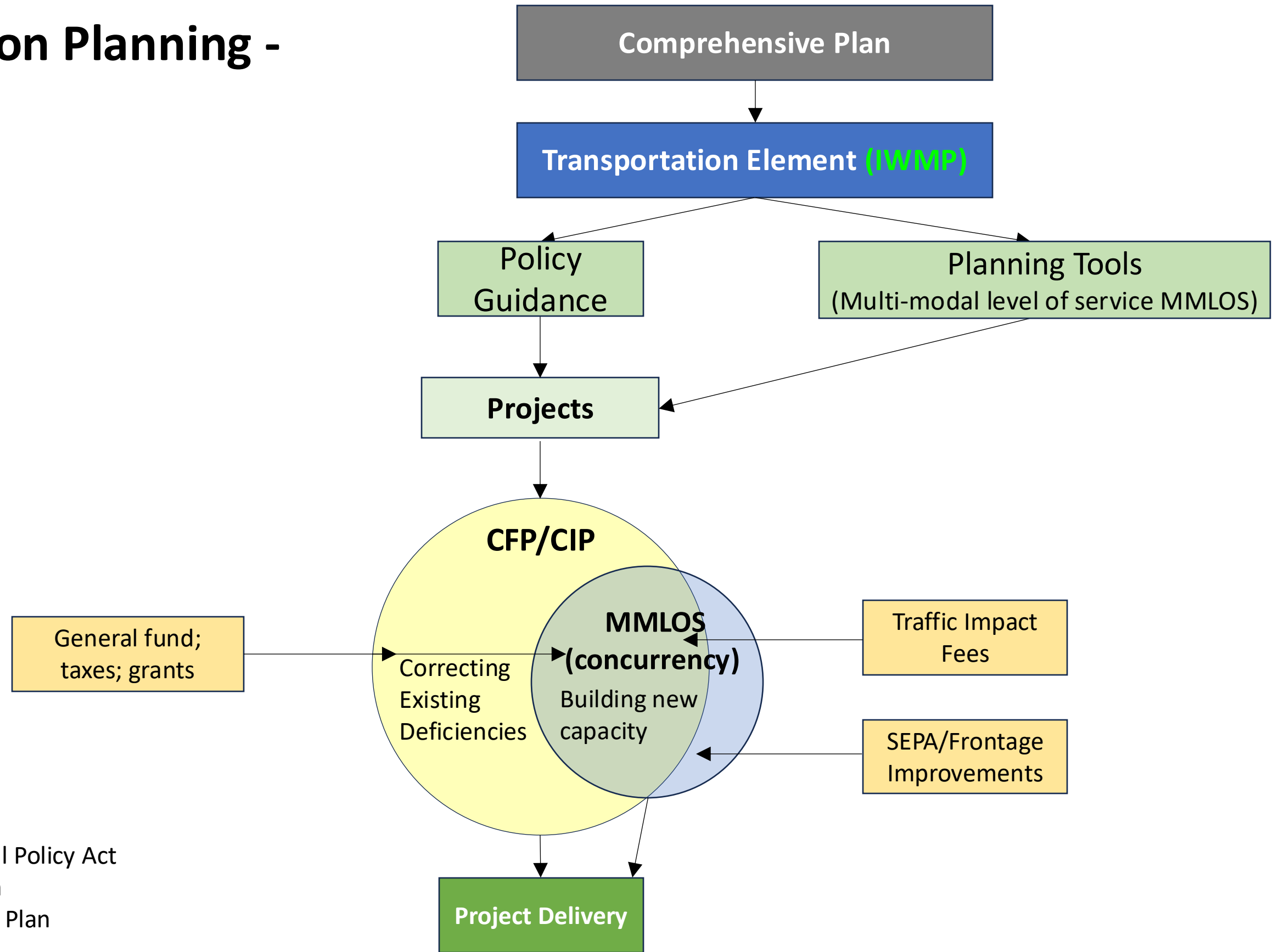


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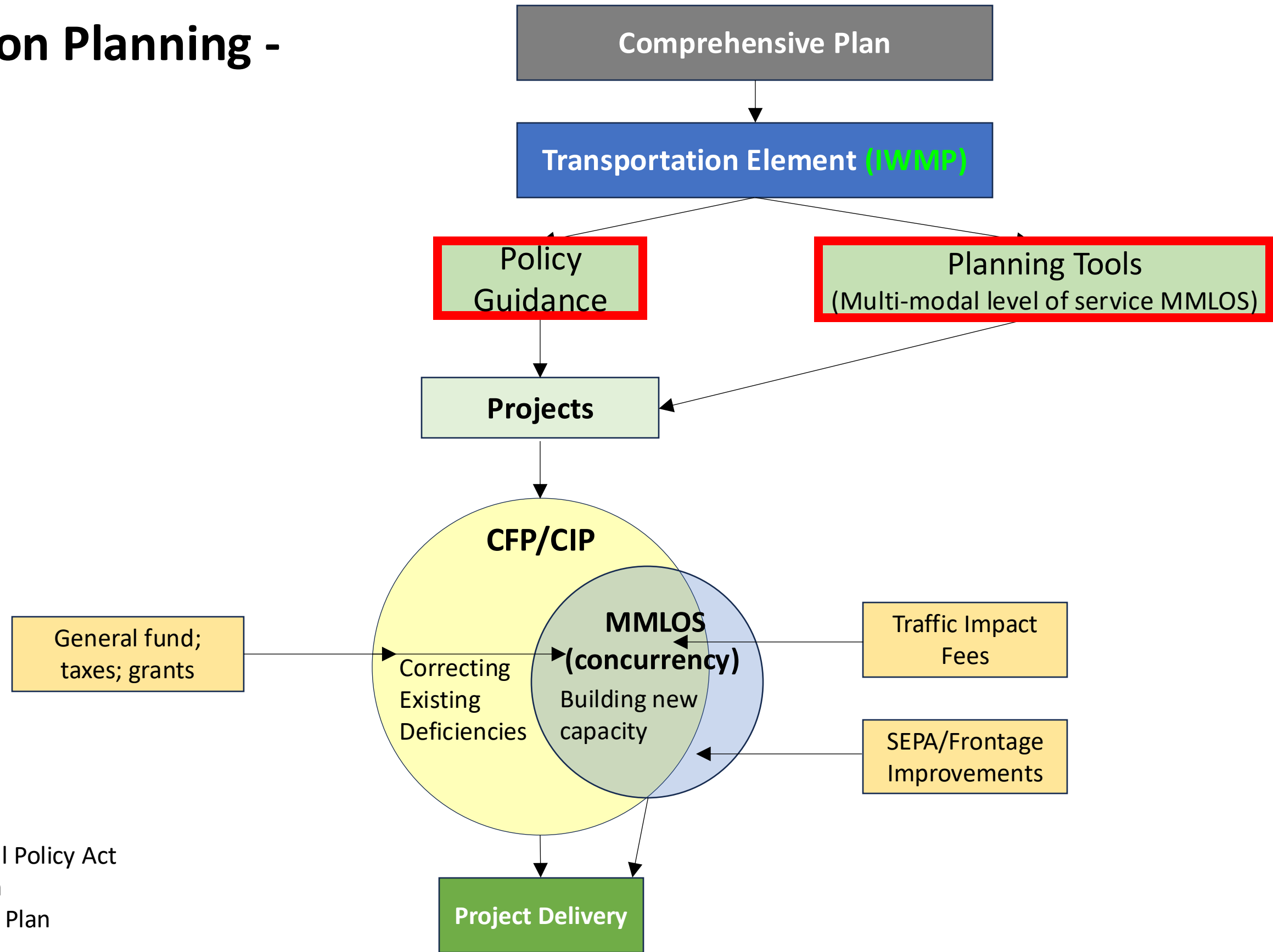
SEPA = State Environmental Policy Act  
CFP = Capital Facilities Plan  
CIP = Capital Improvement Plan

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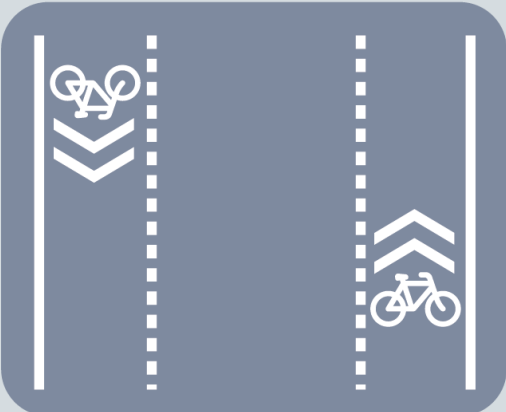


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# Facility Typology + Bicycle Level of Traffic Stress *(Policy Guidance)*

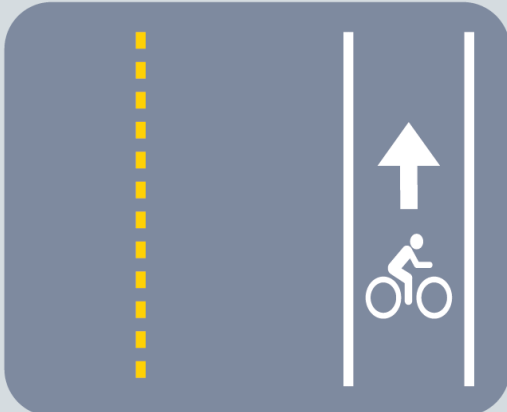


# IWMP Facility Typology



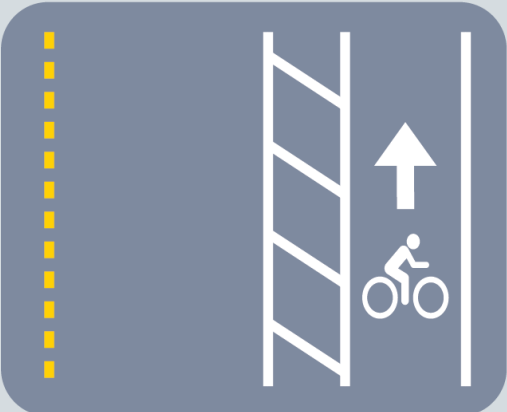
## GREENWAY

Bicycle facilities that share the road with other users. Can include advisory bike lanes, bicycle boulevards, or traditional sharrow markings.



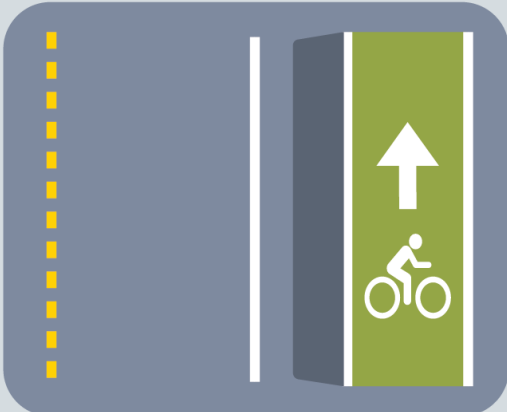
## BIKE LANE/ SHOULDER

Dedicated bicycle facilities that are adjacent to the roadway. Can be painted green to bring additional awareness to the facility.



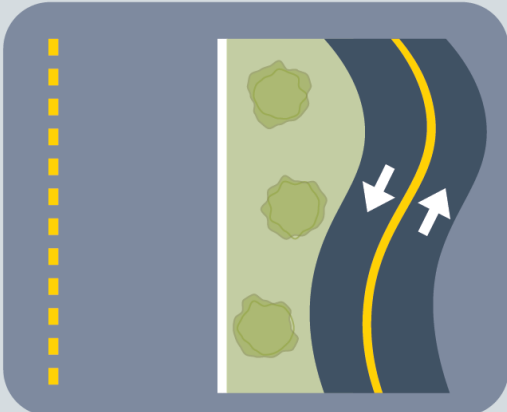
## BUFFERED BIKE LANE

On street bike lanes with an additional buffer adjacent to the bicycle travel lane. Sometimes also called climbing lanes.



## PROTECTED BIKE LANE

Bicycle facilities that are physically separated from the roadway. Separation can be created by medians, on-street parking, flexible posts, or grade separation.



## SEPARATED PATH

Dedicated bicycle facilities that are fully separated from the roadway. May be either one-way or two-way facilities. May also accommodate pedestrian traffic.

*more separation*




# IWMP Level of Traffic Stress

**LTS 1**

all ages + abilities


facilities are comfortable all riders, including children, seniors, and beginner cyclists



**LTS 2**

comfortable for most


facilities are comfortable for most adults



**LTS 3**

stressful for some


facilities are stressful for some adults and favor experienced cyclists



**LTS 4**

stressful for most

facilities are stressful for all but highly experienced cyclists



## bicycle level of traffic stress

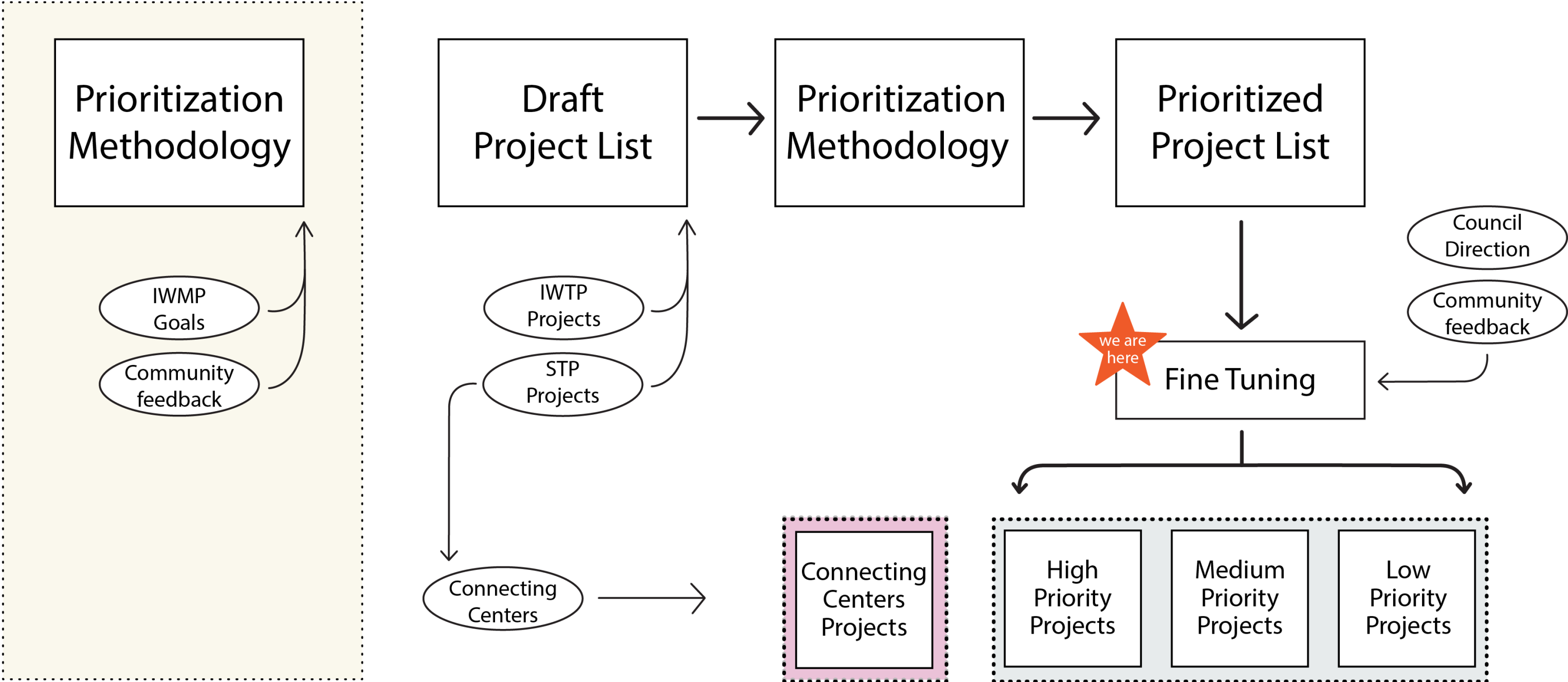
speed limit (MPH)	no markings	sharrows/ traffic calming/ greenways	striped bike lane/ shoulder	buffered bike lane	separated bike lane (vertical)	separated path/ shared use path/ side path
≤ 20	1 or 2	1 or 2	1 or 2	1	1	1
25	3	3	2 or 3	2	1	1
30	4	4	3	2 or 3	1 or 2	1
35	4	4	4	3	3	1
>35	4	4	4	4	3	1



# Prioritization Tools and Project List *(Policy Guidance)*



# IWMP Project Prioritization - Methodology



# IWMP Project Prioritization - Variables

## Equity (15%)

- Equity Focus Area (Social Vulnerability Index)

## Access (40%)

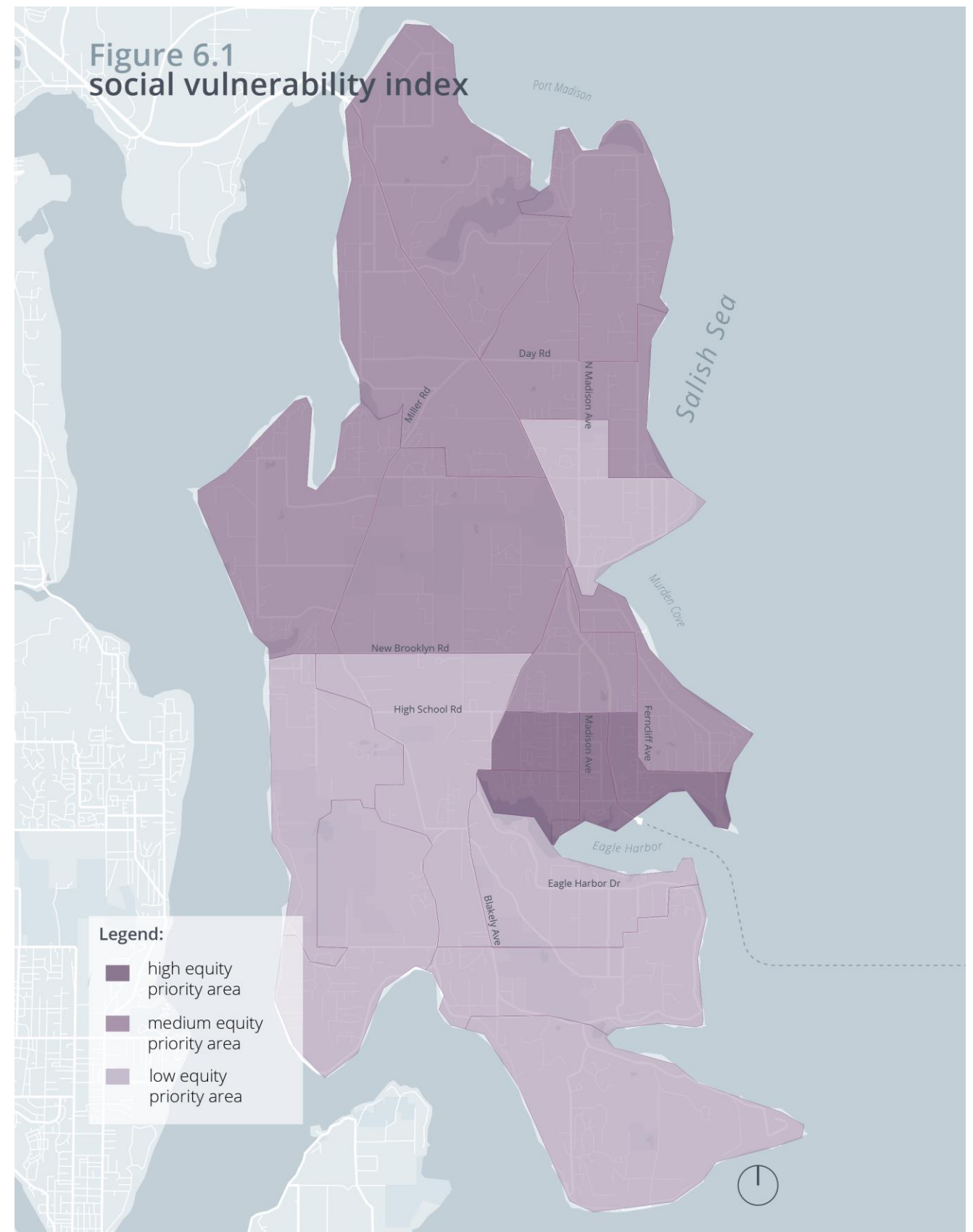
- Employment Centers
- Schools
- Destinations (parks/neighborhood centers)
- System Connectedness

## Safety (25%)

- Level of Traffic Stress
- Collision History
- Traffic Speeds

## Climate and Sustainability (20%)

- Behavior Change
- Population Served (proxy for GHG emissions reductions)



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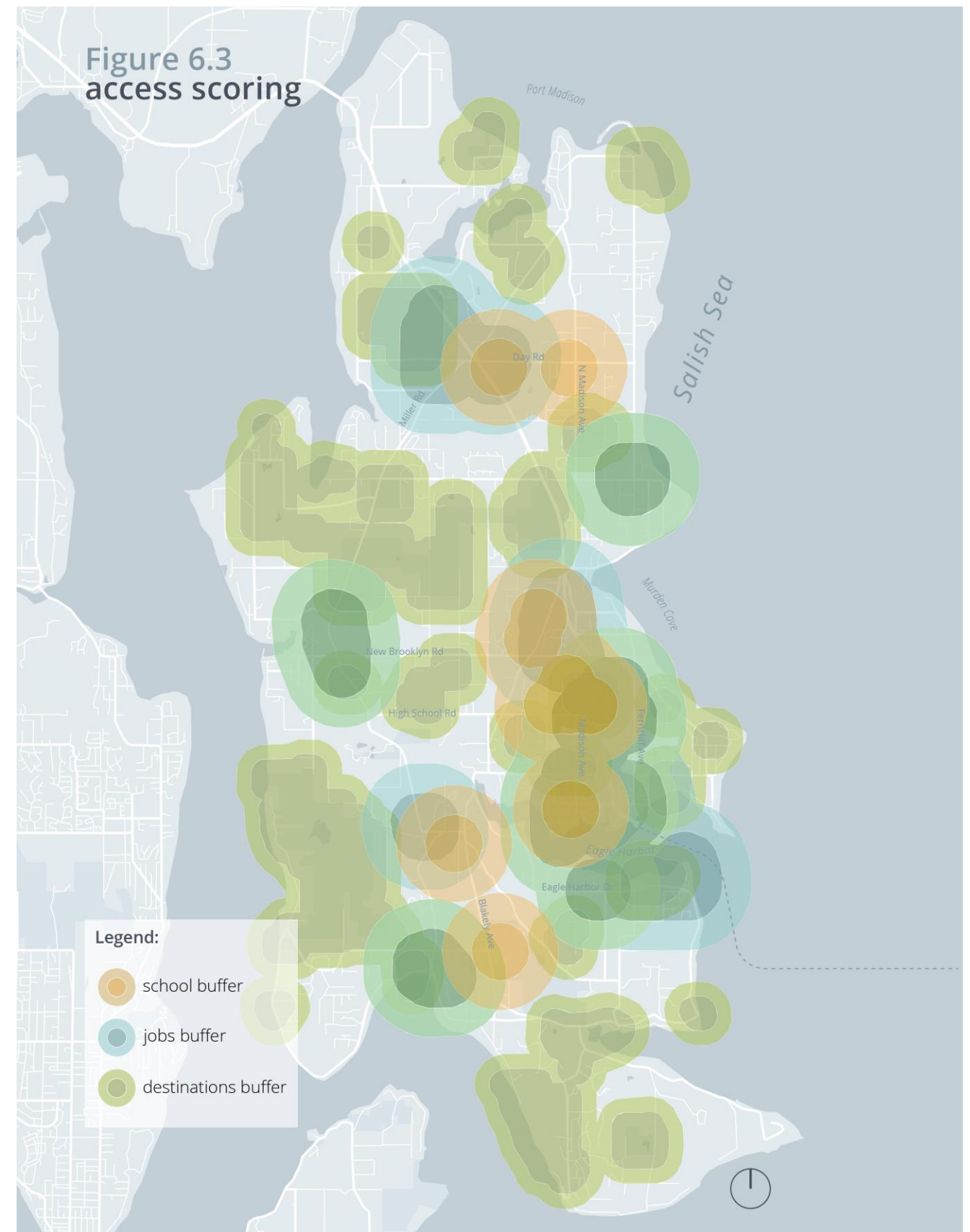
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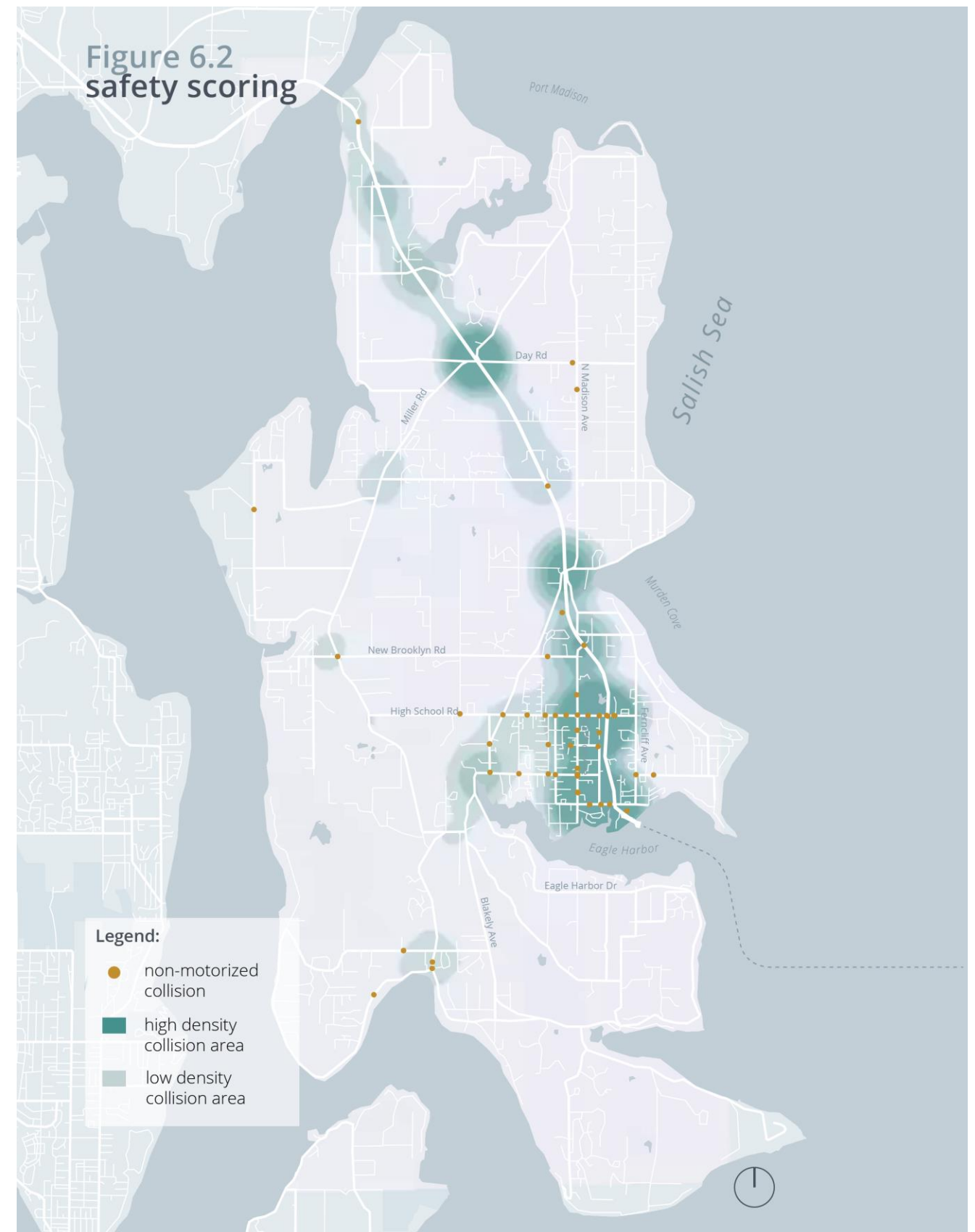
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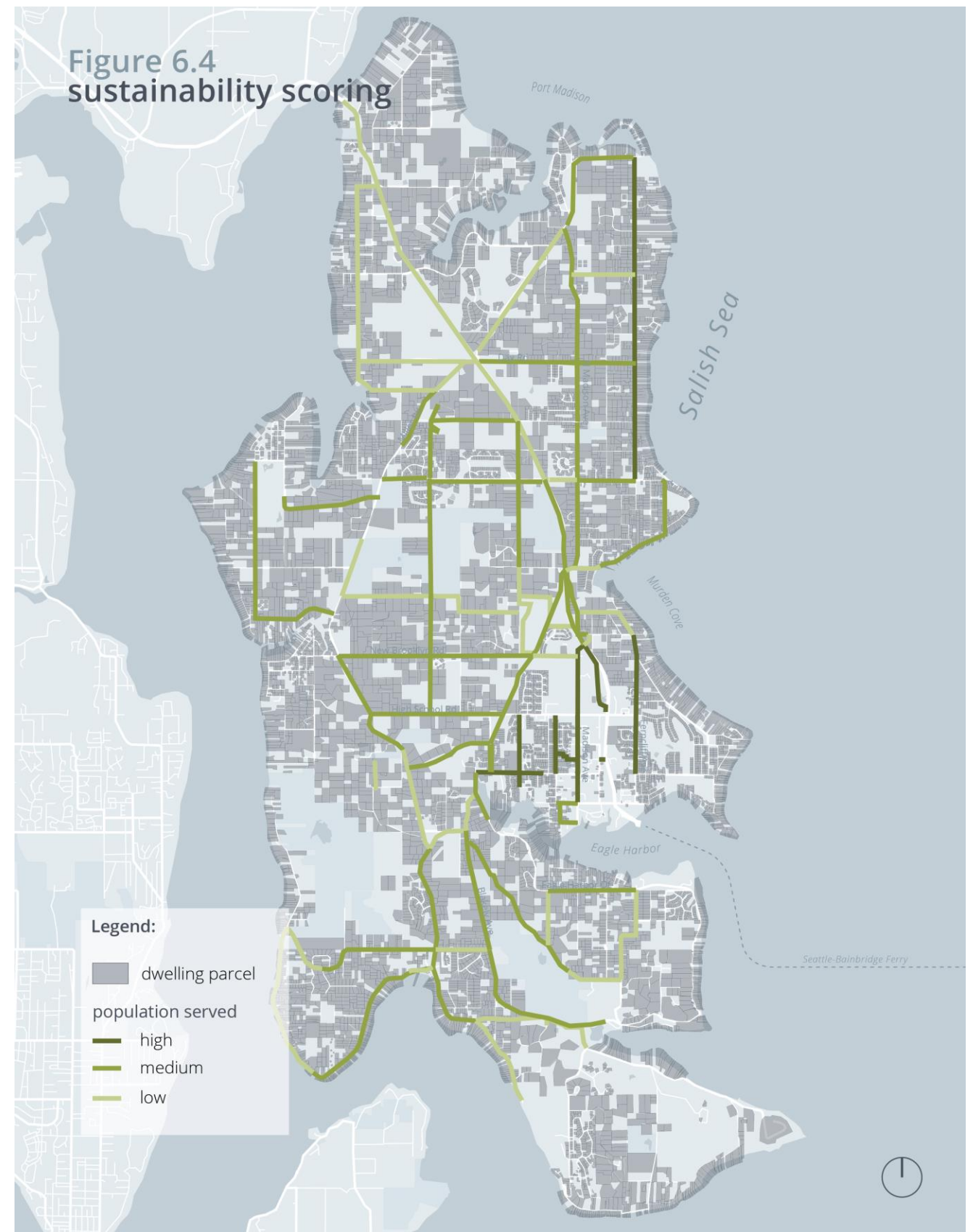
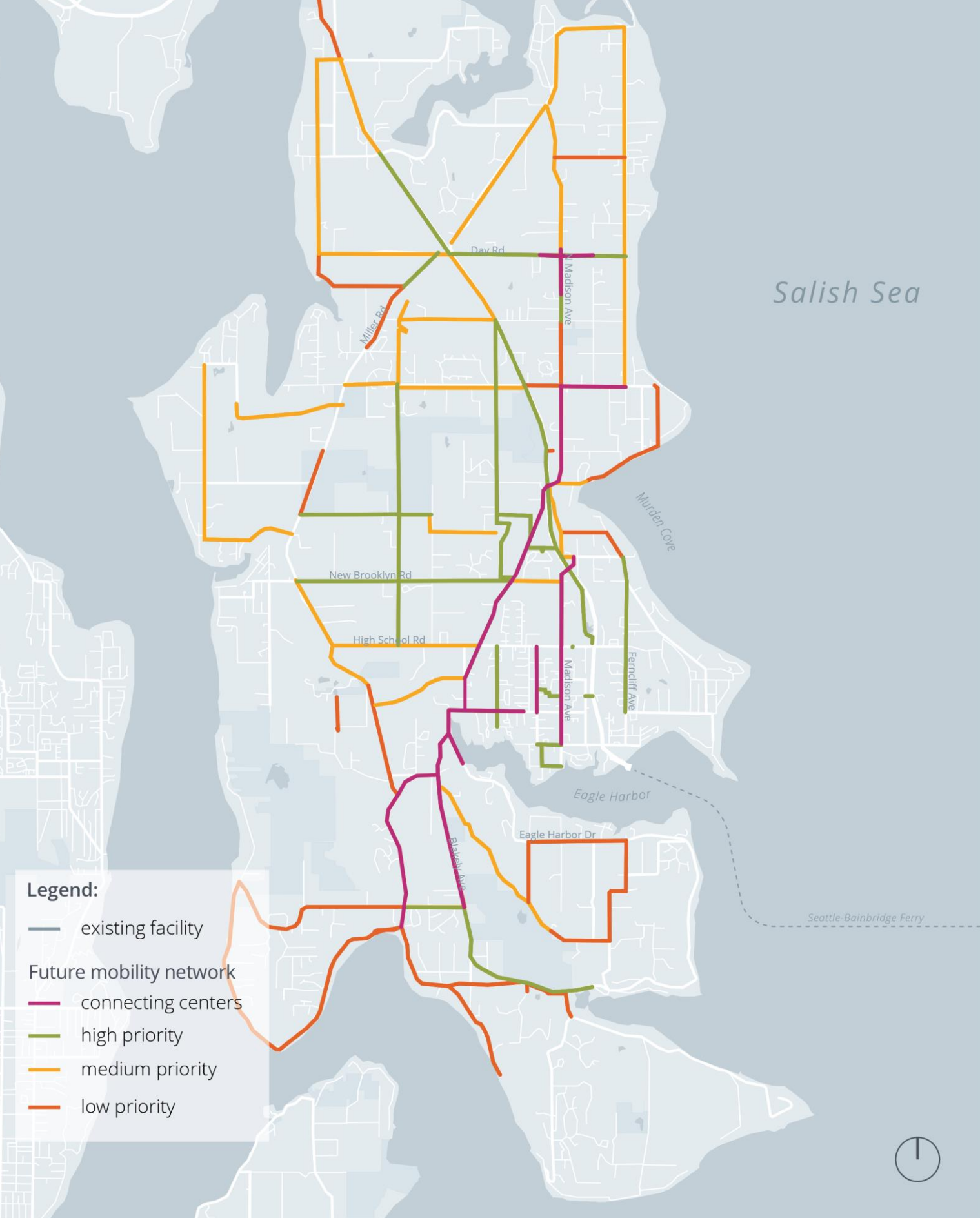


Figure 6.5  
project prioritization

DRAFT



## IWMP Project Prioritization – Draft Results

- Connecting Centers Projects are considered top priority, not included in prioritization scoring
- High/medium/low priority projects shown on map reflect output from scoring methodology
- Project priority levels subject to change based on community feedback and council direction



# Multi-Modal Level of Service (MMLOS) & Transportation Concurrency *(Planning Tools)*



# How does MMLOS relate to concurrency?



# Level of Service (LOS) – What is it?

- Qualitative measures and targets used to assess performance of the transportation system
- Used to identify gaps in performance and develop projects to improve the transportation system
- Current LOS from the IWTP:
  - LOS standards for auto intersection delay based on location
  - LOS guidelines for non-motorized facilities, but no targets or specific locations identified

# Multi-modal Level of Service (MMLOS) Planning: What is it?

## Modal Policies and Networks

Define acceptable facilities for each mode

**What** those standards & expectations should be

Define locations of facilities for each mode

**Where** to set standards & expectations

# Adopting multi-modal level of service (MMLOS)

## Why adopt MMLOS methodology?

- Allows for proactive approach to long-range and development-related transportation planning
- House Bill 1181 requires that an MMLOS concurrency program be included in Comprehensive Plan updates
  - Removes obligations to mitigate solely for auto delays
- For Bainbridge Island – MMLOS is in alignment with our multi-modal transportation goals and priorities

# What is the concurrency program?\*

Using the MMLLOS/LOS standards, the concurrency program measures whether or not the City is taking actions to build projects and implement programs “concurrent” with planned growth.

\*Required by Growth Management Act

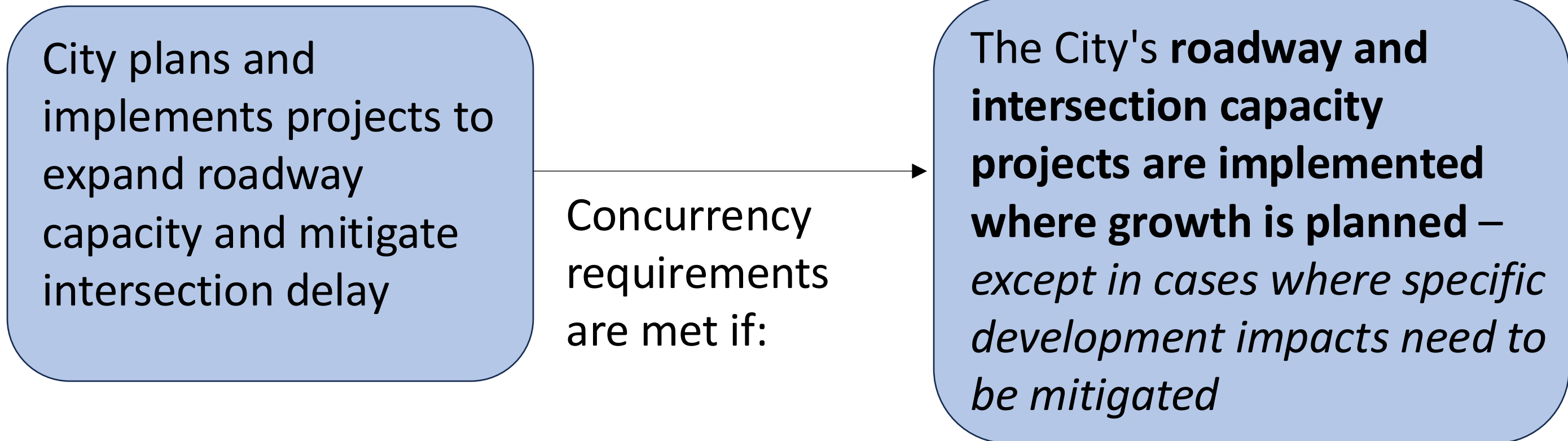


# How does MMLOS relate to concurrency?



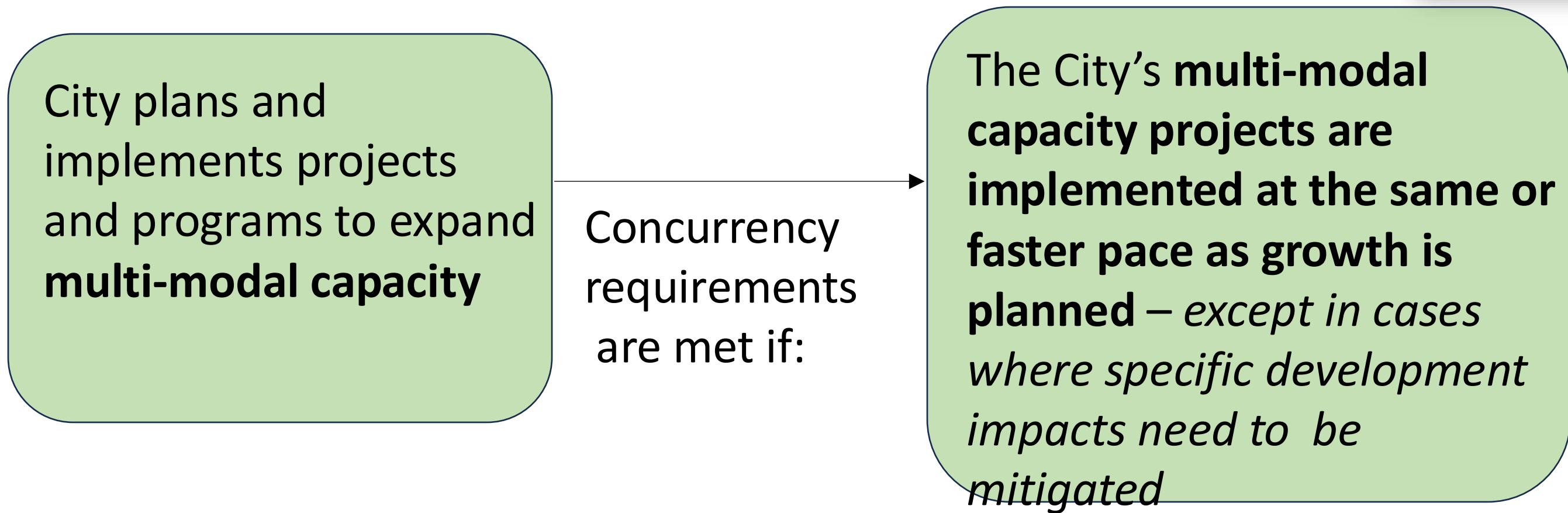
# Revising the transportation concurrency program

Under the IWTP AutoLOS concurrency program:



# Revising the transportation concurrency program

Under the IWMP MMLLOS concurrency program:



# Revising the transportation concurrency program

## Next Steps:

- Concurrency program updates will be adopted through Comprehensive Plan adoption
- After adoption, the City will continue to monitor pace of project implementation and pace of development using custom spreadsheet tool

# Engagement Focus

- *Level of Stress (LTS) & Future Network Map ->*
- *Prioritized Project Map*
  1. What comments or questions do you have about this process flow?
  2. What comments or questions do you have about specific locations on the map?
  3. What's missing or should be added to the process or the maps?
  4. Other general questions?

# Ground Rules

- Focus on the topic at hand
- Be open to new perspectives
- Challenge ideas, not people
- Take space; make space



# Next Steps

- Comment via Engage Bainbridge through April 18<sup>th</sup> ([bainbridgewa.gov](http://bainbridgewa.gov))
- Consolidation of comments and updates to the draft plan in late April
- Presentation to City Council in May
- Adoption as part of the Comprehensive Plan update later this year

