

Circulation Committee

1st Meeting, June 30, 2005



Circulation

- Orientation
- Issues & Opportunities
- Prioritization

Issues & Opportunities

Orientation



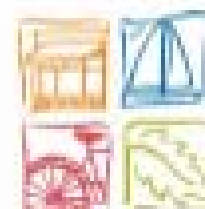
Orientation Topics

- Your Vision
- Balanced Mobility
- Timing
- Role of Tourism/Visitors

Your Vision



Use of Exotic Aquatic building donated by Tom Hagger



Winflow Tomorrow
CONNECTING COMMUNITY

Islanders Envision Tomorrow

As Bainbridge Island grows and changes...

Winslow Tomorrow will provide guidance on where, what & how to build to sustain a vital Downtown, retain Winslow as a community center & continue the legacy of protecting, enhancing & creating enduring places to live, work, play and learn.

Design Principle 1

A growing downtown evolves to a complete community; accessible, affordable, sociable, beautiful, diverse and sustainable.

Design Principle 1

- Nature, culture & history inform design of a “Garden City”.
- Pathways & water flow to the shoreline.
- Terraces of spaces, gardens & art step toward harbor.
- Diverse people live within a 5 minute walk of needed services.
- An active street with public & retail uses on the ground floor.
- Walls, doors & windows open to the street.
- Terraces of green buildings capture water views, & sun.
- Awnings & trees shelter.
- Efficient land use preserves diversity, promotes affordability & strengthens commerce.
- Transportation choices are available.
- The edge between pedestrians & cars is blurred.
- Pedestrian “blocks” are defined with crosswalks, art, landscape & distinctive materials.
- Preserve historic structures & connection to past.

Design Principle 2

Winslow is a pedestrian place – The “Heart” of Island culture, commerce and community: Winslow Way is the “Centerpiece.”

Design Principle 2

- Places to live, work, learn & play.
- Taller buildings with pedestrian scaled details.
- A variety of outdoor places.
- Winslow way is a “Civic Plaza”, a “Mixed Use Street” & a “City Garden”.
- Art & Gardens are prominent.
- Winslow is connected to the Waterfront by:
 - Activity
 - Circulation
 - Water courses
 - Expressive details
 - View corridors from streets buildings and parks
- Green spaces anchor each end of the east/west & north/south axis.

Design Principle 3

Connectivity and access for all – safe alternatives to the car exist for pedestrians, cyclists, the less-able, and transit riders.

Design Principle 3

- Pathways to & along the Harbor & the Ravine.
- Better Public Access to the Water.
- Water trails to Winslow Bike travel safely to & through Winslow.
- Pedestrian crossings are celebrated with art, lights, landscape, distinctive pavement and small places.
- Crossings occur at 150' intervals.
- Traffic “calmed”, vehicles welcomed.
- A street that is used different ways at different times.
- Over time, reduce the predominance of vehicles.
- Organic grid of eclectic lanes, alleys streets & paths offer discovery & exploration.
- Connect neighborhoods & town to water and green spaces.
- 600' street grid & 150' pedestrian grid in the Core.
- Layer the built & natural systems.
- Residents in taller buildings see the street & the water.
- Build taller & preserve alleys, green space, trees, & view corridors.
- Connect neighborhoods to each other, to Eagle Harbor, to the Civic Center & to Transit Hubs.

Design Principle 4

Parking is plentiful, accessible, and supportive of all other principles.

Design Principle 4

- Parking is integrated into new buildings with retail, offices and residences
- Park on new alleys and streets.
- Build flexible parking. Streets make pedestrian a priority.
- Parking is dispersed and convenient, provided on and off-street in structures, underground and in surface lots.
- Parking is dispersed and convenient.
- Parking comes in many varieties.
- Increase the supply and reduce the requirements.
- Adopt a “park once” approach.
- Fill surface parking lots with mixed use buildings & underground parking.
- Build places to reduce auto-dependency.
- Terraced gardens & green roofs on structures.
- Landscape surface parking lots.
- Street cross sections are not standard or typical.

Design Principle 5

A variety of green & gathering places
connect, protect, define & bind.

Design Principle 5

- Expand & improve park at crossing of Winslow Way & Madison.
- Linked Greenways surround the town.
- Principle retail streets & lanes are anchored with greens.
- The ravine is preserved.
- Waterfront Park is inspiring & welcoming.
- Existing parks are enhanced.
- Green space & pocket parks are plentiful.
- Green spaces & gardens – for people, plants fish & wildlife.
- Diverse gardens express culture, history & ecology.
- Winslow Way as a public plaza / civic.
- Design details expressing gardens & art.
- Enclosed by buildings as vertical gardens.
- Emerald necklace: natural areas, gardens, parks, green streets & pathways.
- Corridors benefit people, plants, wildlife, fish & water.

Design Principle 6

The Harbor connects to the Town and the Town to the Harbor.

Design Principle 6

- Pathways, gardens & landscaped drainages flow south toward the water.
- Public Access to park & greater Waterfront is improved.
- Link DT Districts along the Waterfront.
- Waterfront Park is activated & connected.
- A new retail & market street near T&C links WW to water.
- Artful details, gardens & green infrastructure celebrate water.
- New buildings along Bjune orient to the water.
- Terraces of taller buildings & public space step toward the harbor, capturing views & sun.
- Water is collected, cleansed & recycled.
- Ponds, streams, drainages & water features cleanse, capture, sustain, buffer & inform.

Design Principle 7

Our stewardship of resources is revealed in green, artistic and environmentally appropriate buildings, spaces and infrastructure.

Design Principle 8

Regulate to stimulate investment: The City as an active partner with investors to realize the vision.

Design Principle 7

- Invest in public amenities to stimulate private reinvestment.
- Test economic feasibility of FAR & Parking Regulations.

Quantitative Charge to the Charrette Teams

- 8,200 SF of new retail per year; Add 160,000 SF by 2025
- 10,000SF new office per yr; Add 335,000 SF by 2025
- Accommodate 6,650 new Islanders by 2025, 50% in Downtown

Balanced Mobility

Mobility Elements

Travel –	Ability to move over distances, connecting regions
----------	--

Circulation –	Ability to move about within areas, connecting land uses
---------------	--

Access –	Ability to enter and make use of specific sites
----------	---

Facilities

Travel –	Freeways, arterials, rail transit, express bus lanes
----------	--

Circulation –	Collectors, connectors, transit routes, bike trails and lanes
---------------	---

Access –	Local streets, parking, sidewalks and crosswalks
----------	--

Built for...



...travel

Built for...



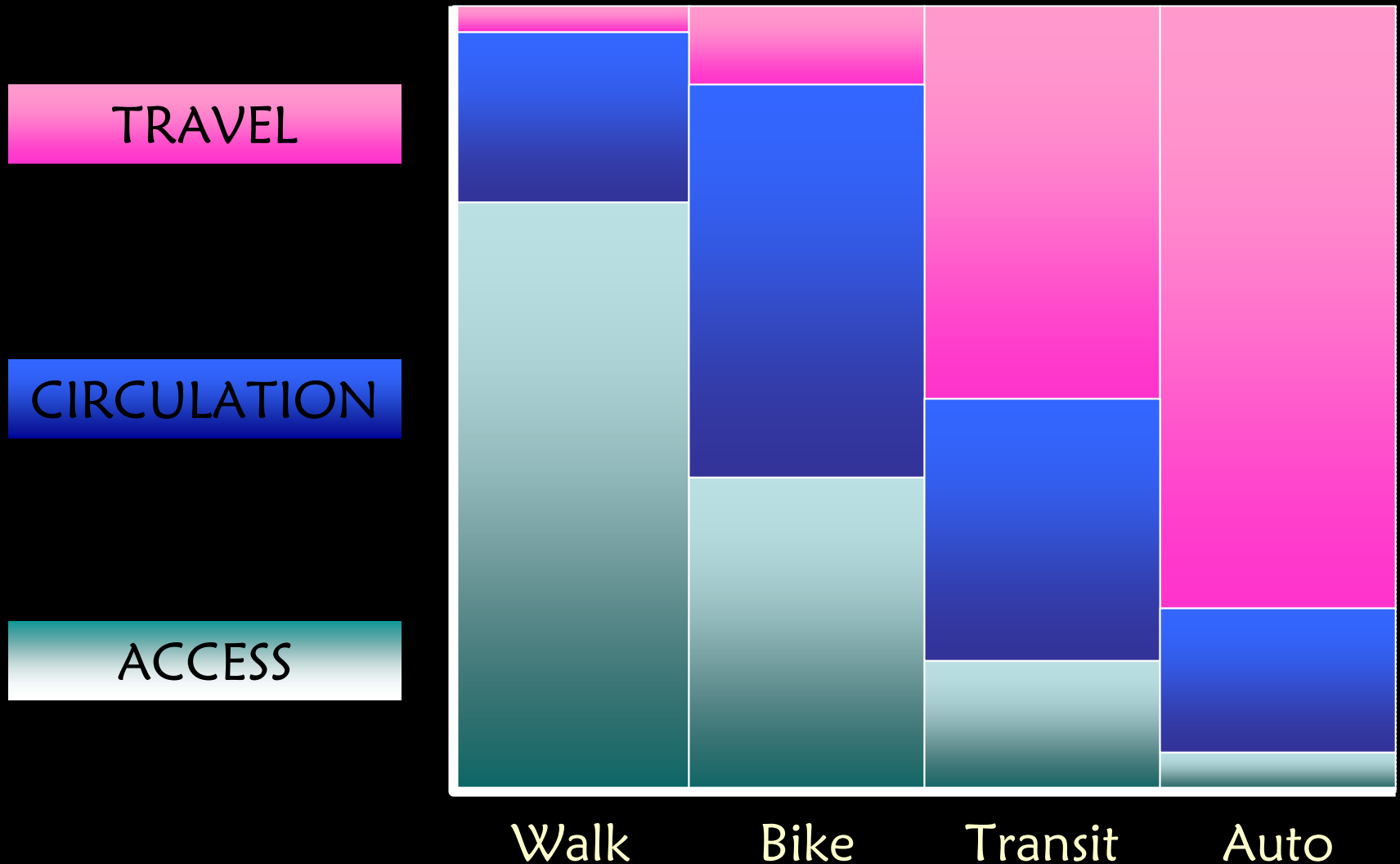
...circulation

Built for...

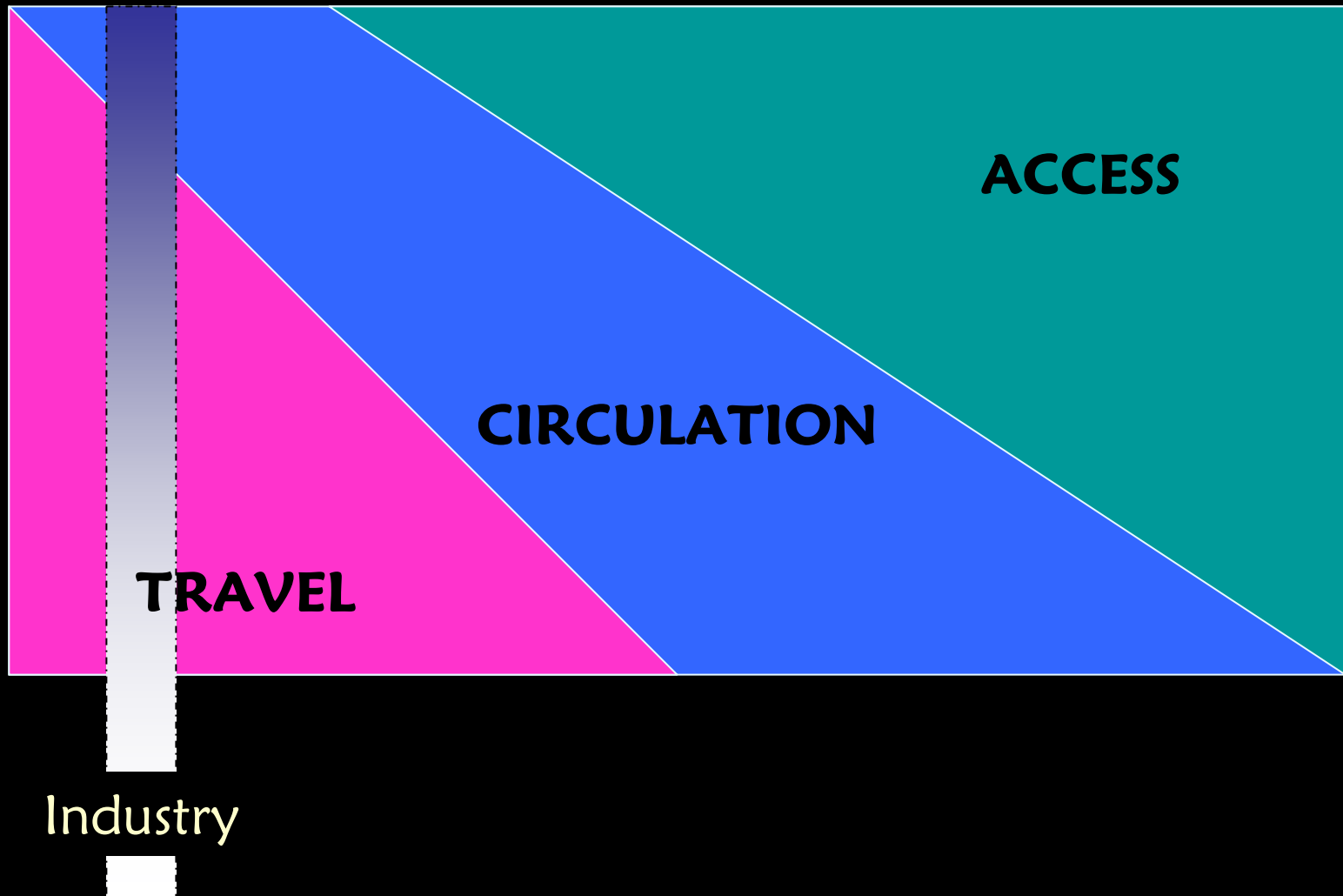


...access

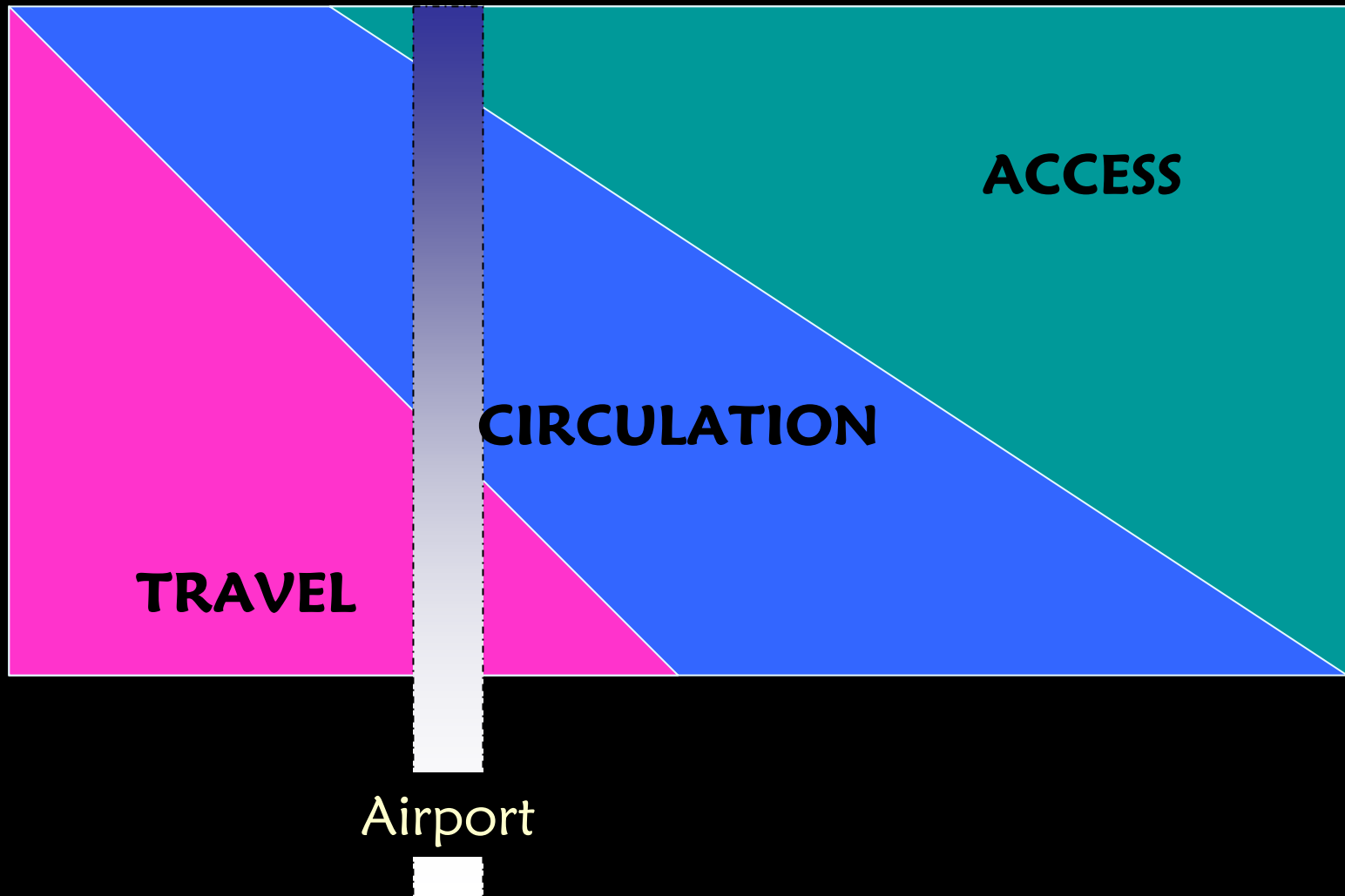
Strategic Balance - Modes



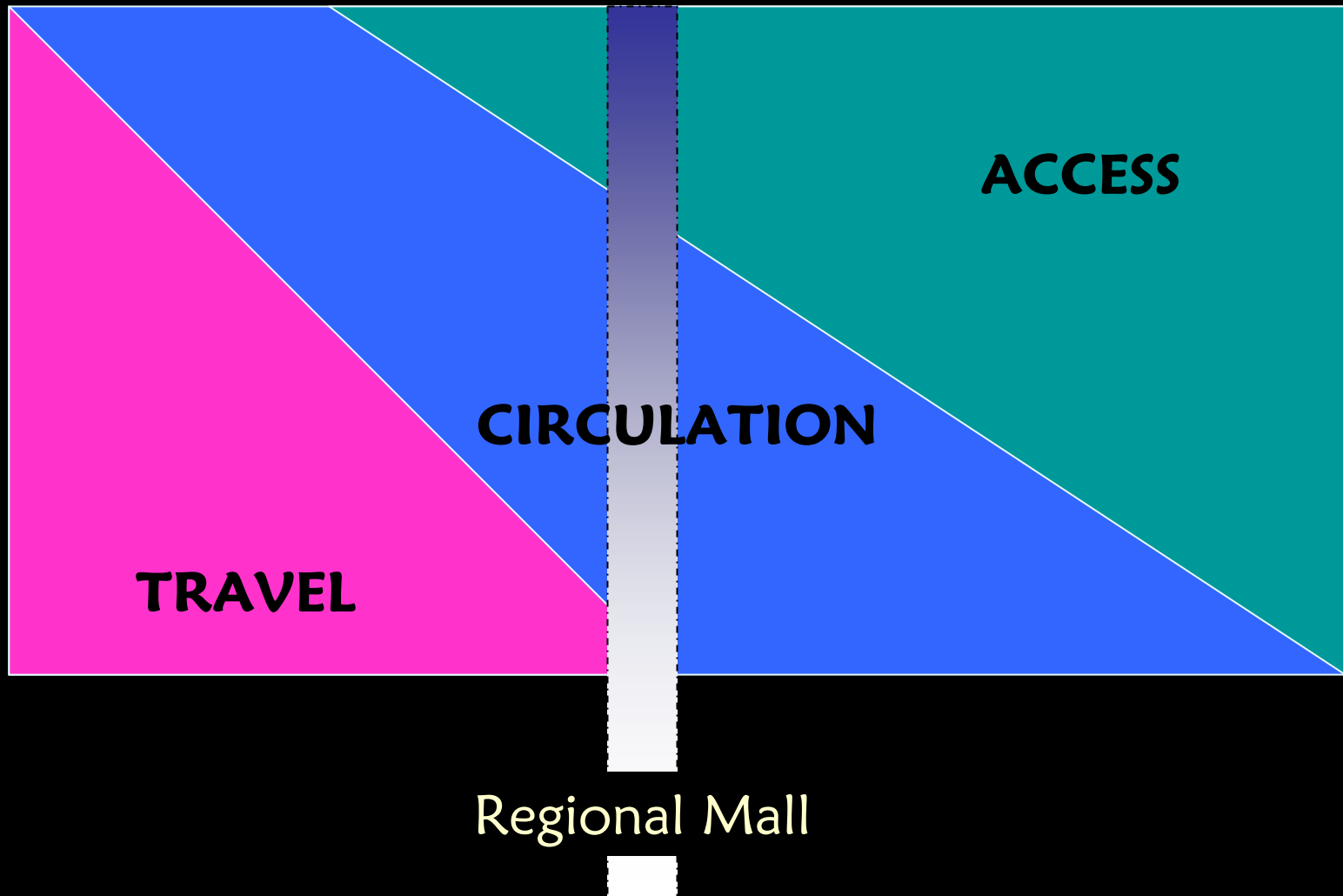
Strategic Balance - Places



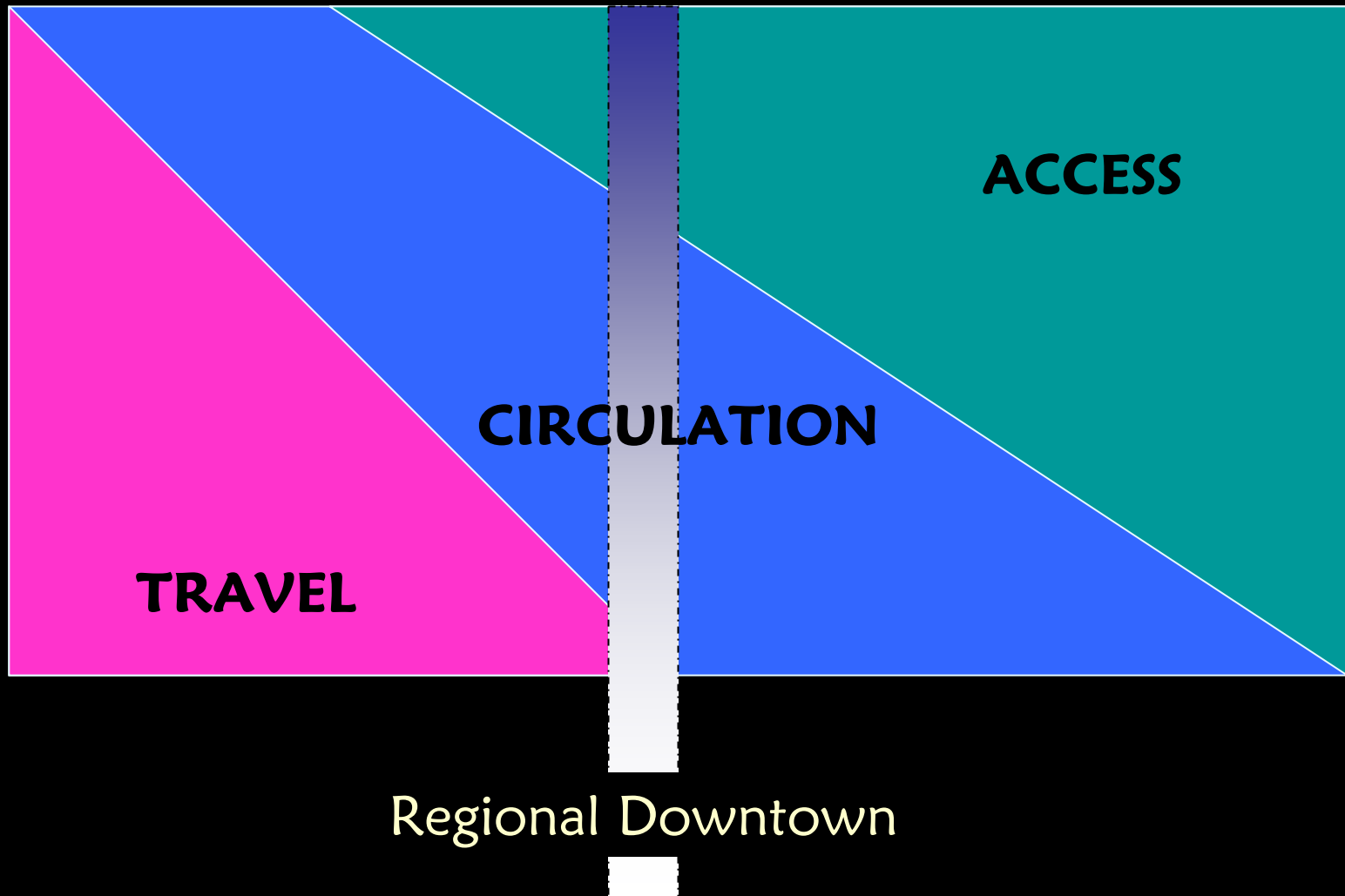
Strategic Balance - Places



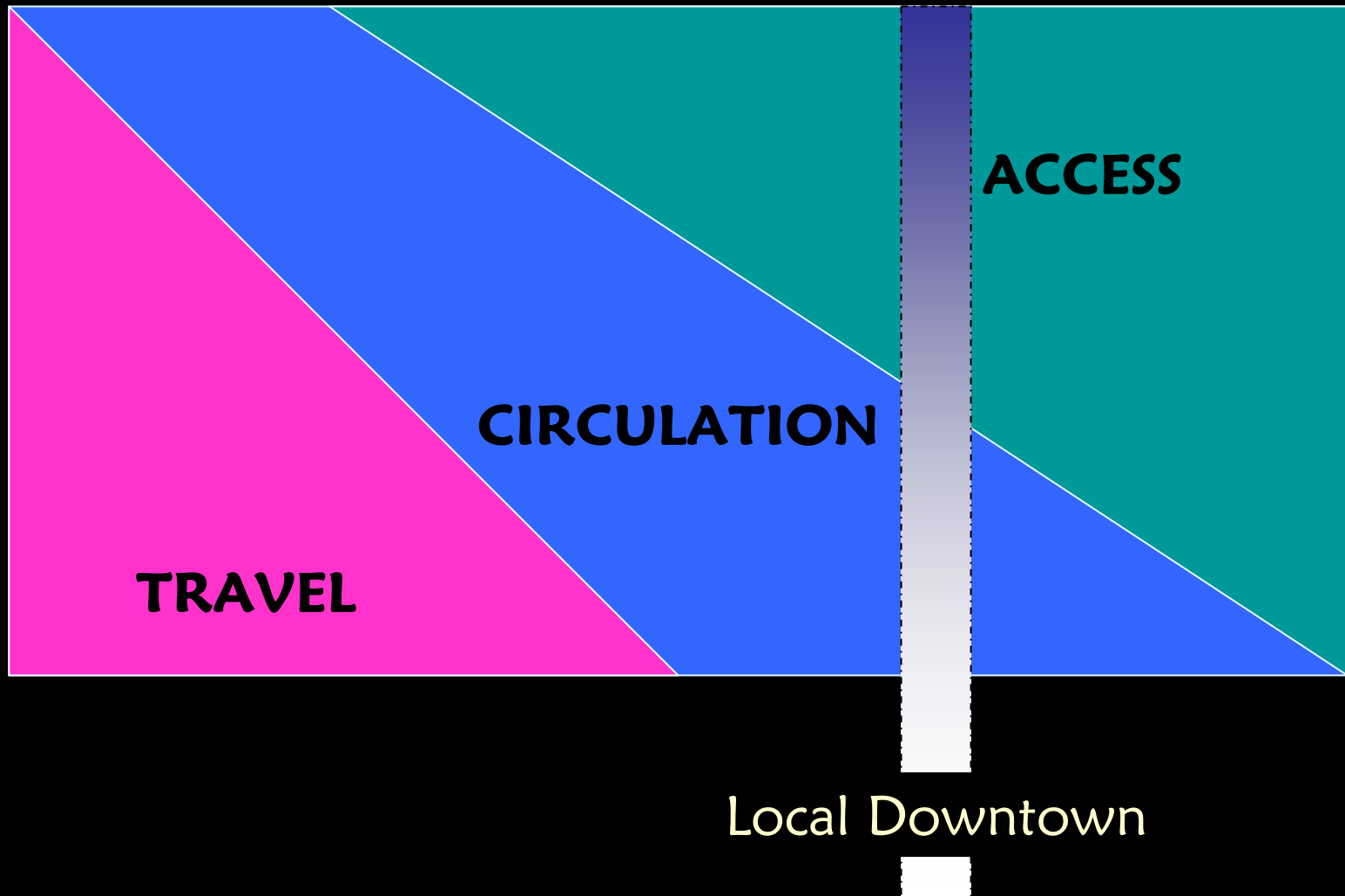
Strategic Balance - Places



Strategic Balance - Places



Strategic Balance - Places

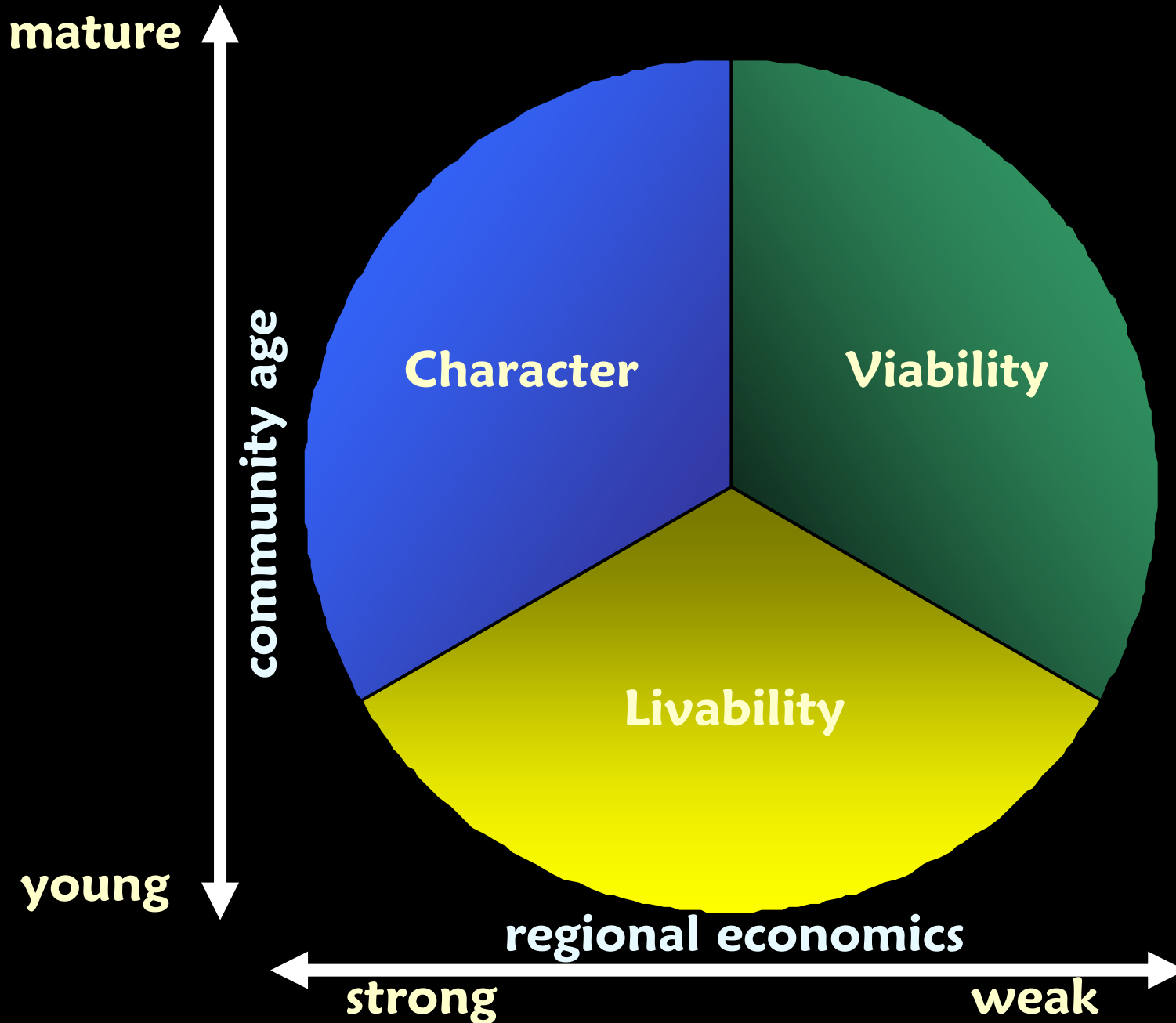


Summary: Mobility Balance

- Winslow is a **local downtown**
- Priorities will be:
 1. Access (high)
 2. Circulation (high)
 3. Travel (low)
- Our issues & opportunities are:
 - ☐ Parking
 - ☐ Circulation

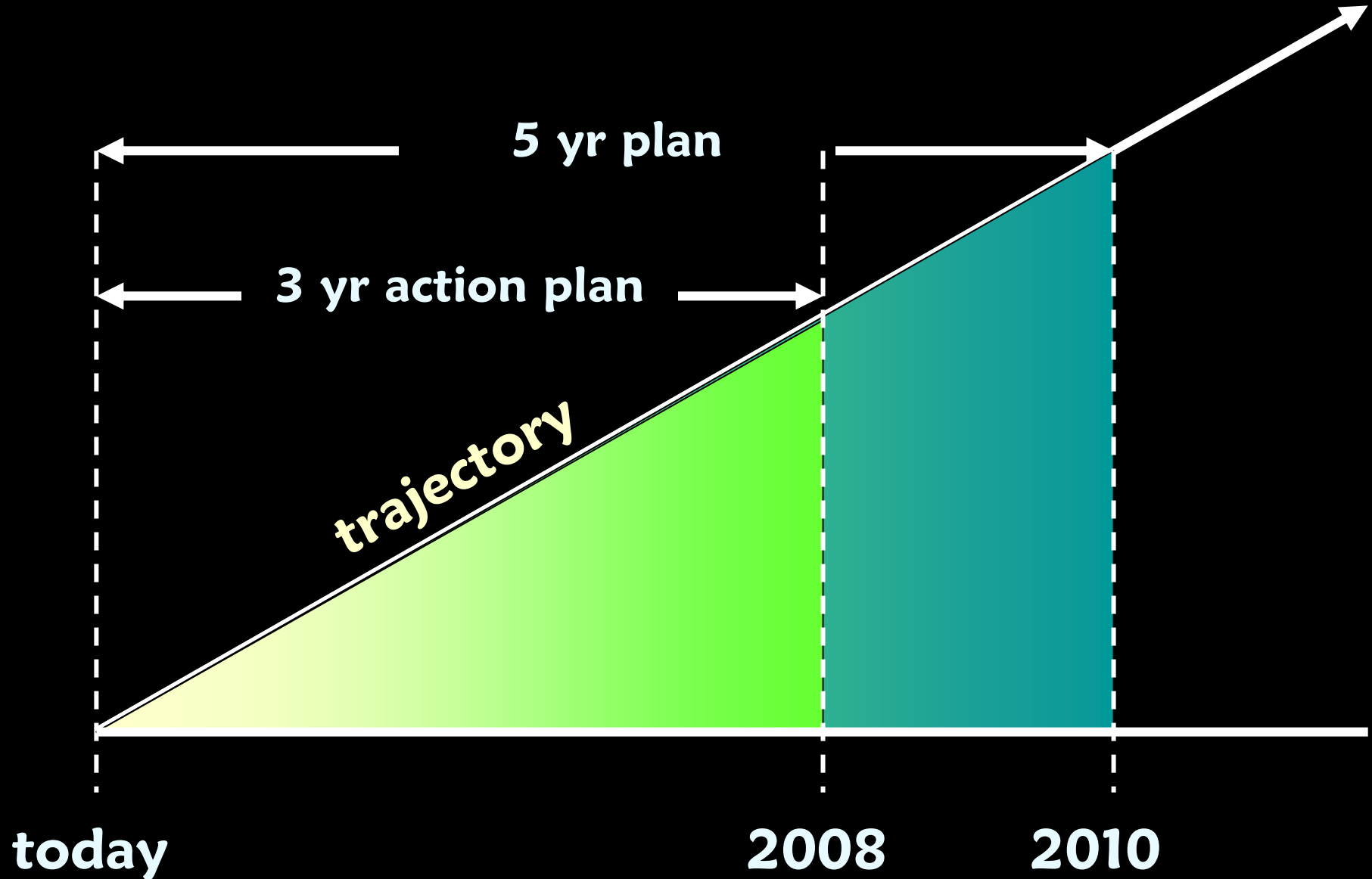
Timing

What Drives Community Policy

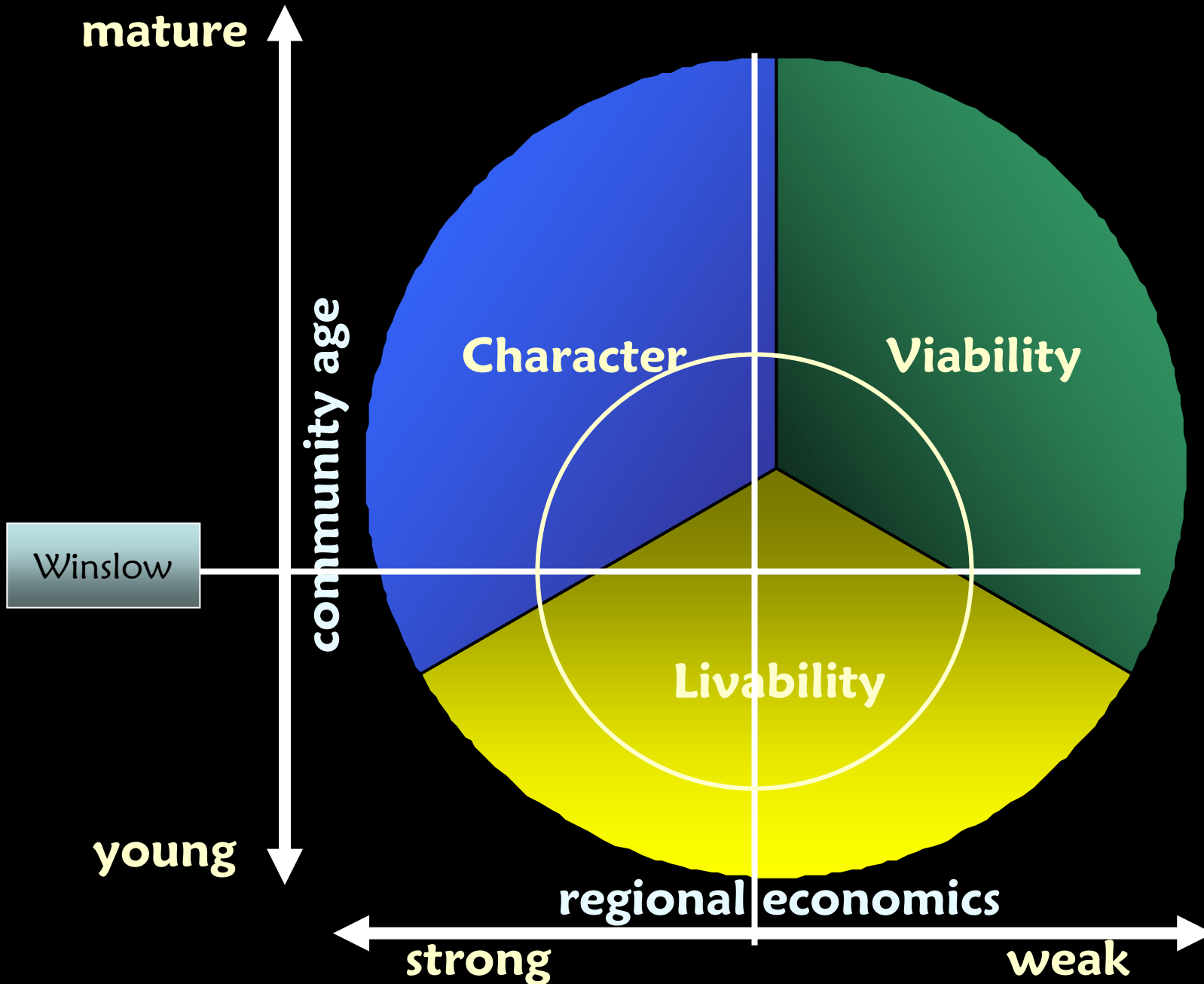


Our Approach

Your vision



What Drives Community Policy



Summary: Timing

- Winslow is young (re: buildout)
- Community character has high value
- Community viability is assured
- Future livability is in question
- Vision is clear, policy steps are not
- Our project focus: policy steps
- Our emphasis: rapid deployment

Role of Tourism & Visitors

Strategic Choice



Devil's Bargains



Tourism in the Twentieth-Century American West
HAL K. ROTHMAN

Lahaina, HI



Jackson, WY



Breckenridge, CO



Hilo, HI



“Devil’s Bargain”



Primary
business is
tourism &
visitors

Tourism &
visitors
augment local
downtown

No tourism &
visitor
business in
downtown



“Weak Economy”



Aspen, CO

Aspen, CO





Estes Park, CO

Estes Park, CO





Redmond, WA

DB

WE

Redmond, WA





Redmond, WA



Arvada, CO

DB

WE

Arvada, CO





Boulder, CO



Boulder, CO



Boulder, CO



Boulder, CO

BOOKSTORE

Bookish

WEEK ENDS

Boulder, CO



Boulder, CO



Summary:

Role of Tourism & Visitors

- Winslow will be a community downtown serving the residents and employees of Bainbridge Island
- Winslow will appeal to tourists and visitors who will add income to the local economy
- But tourism will not dominate or overly influence the Downtown

Issues & Opportunities

- ❖ Parking
- ❖ Circulation



Circulation Guiding Principles

1. Achieve pedestrian supportive downtown
2. Facilitate mode choice & flexibility
3. Improve connectivity for all modes
4. Manage pass-through traffic in downtown
5. Respect/protect Winslow character & history
6. Maintain cooperation w/ WSDOT and Kitsap Transit
7. Build on Island-Wide Transportation Study and Non-Motorized Transportation Plan

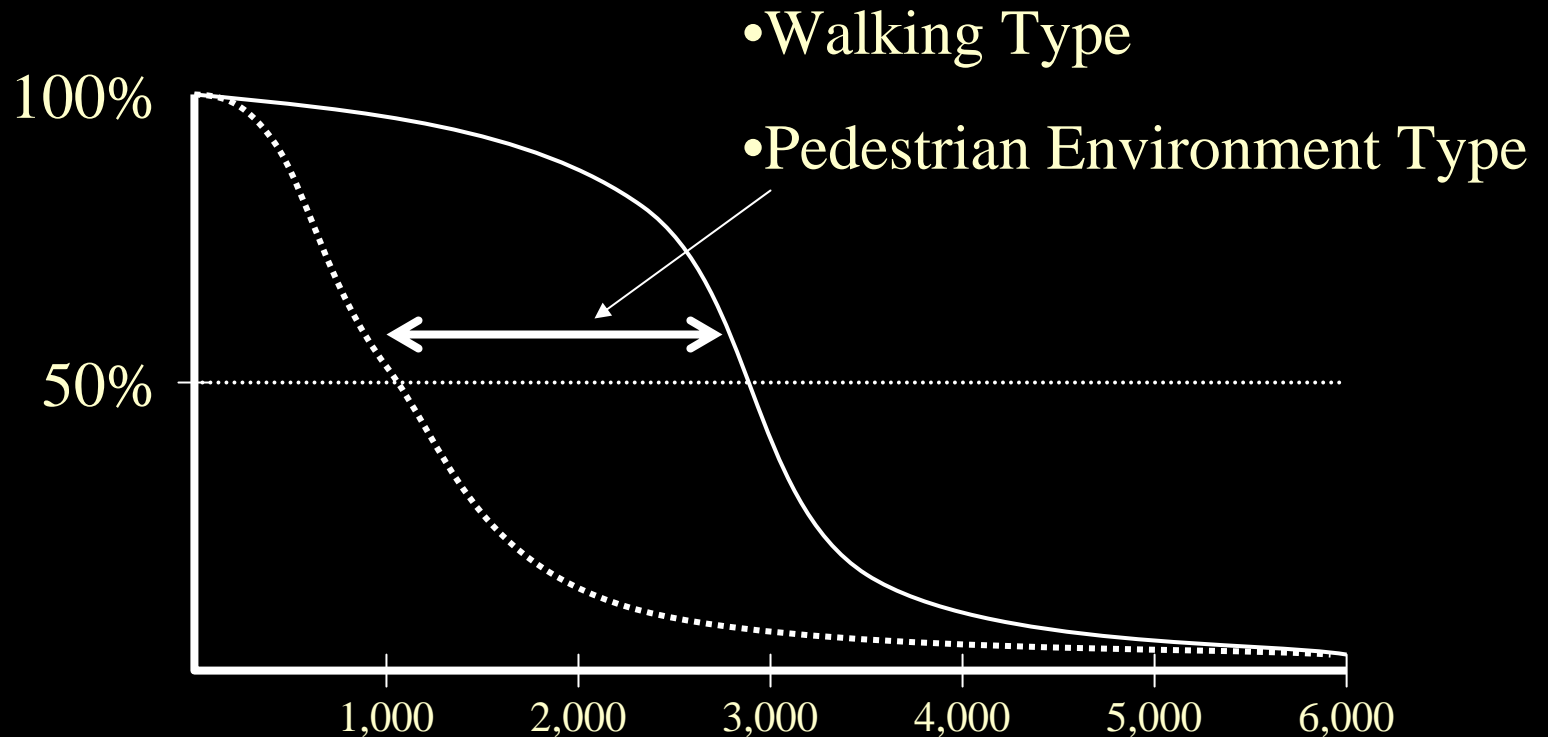
Circulation Issues & Opportunities

- Pedestrian supportive environment
- Improving connectivity
- Traffic management
- Leveraging Transit (Kitsap)

Pedestrian Supportive Environment



Pedestrian Walk Distance



Pedestrian Science

- Types of Walkers
- Types of Pedestrian Environments

Types of Walking



Types of Walking

- Rambling
- Utilitarian Walking
- Strolling, Lingerling
- Promenading
- Special Events

Rambling



Redmond



Utilitarian Walking

©METRO
232
268
Express
545



Redmond

Boulder



Strolling, Linger

Promenade

Boulder



Boulder



Special Events

Types of Pedestrian Environments



Pedestrian Environments

“Pedestrian Friendly”

PE Continuum

Pedestrian Friendliness



Pedestrian Place/District



Pedestrian Supportive Environment



Pedestrian Tolerant Environment



Pedestrian Intolerant Environment

Pedestrian Place

- Commercial, recreational or institutional setting (not residential)
- Gathering place – identifiable as a PLACE
- Significant pedestrian presence
- Motor vehicles can be present, but may not dominate
- Substantial supportive transportation systems required (parking, transit, bike)

Honolulu/Waikiki



Pedestrian Place

Boulder



Pedestrian Place

La Spezia, Italy

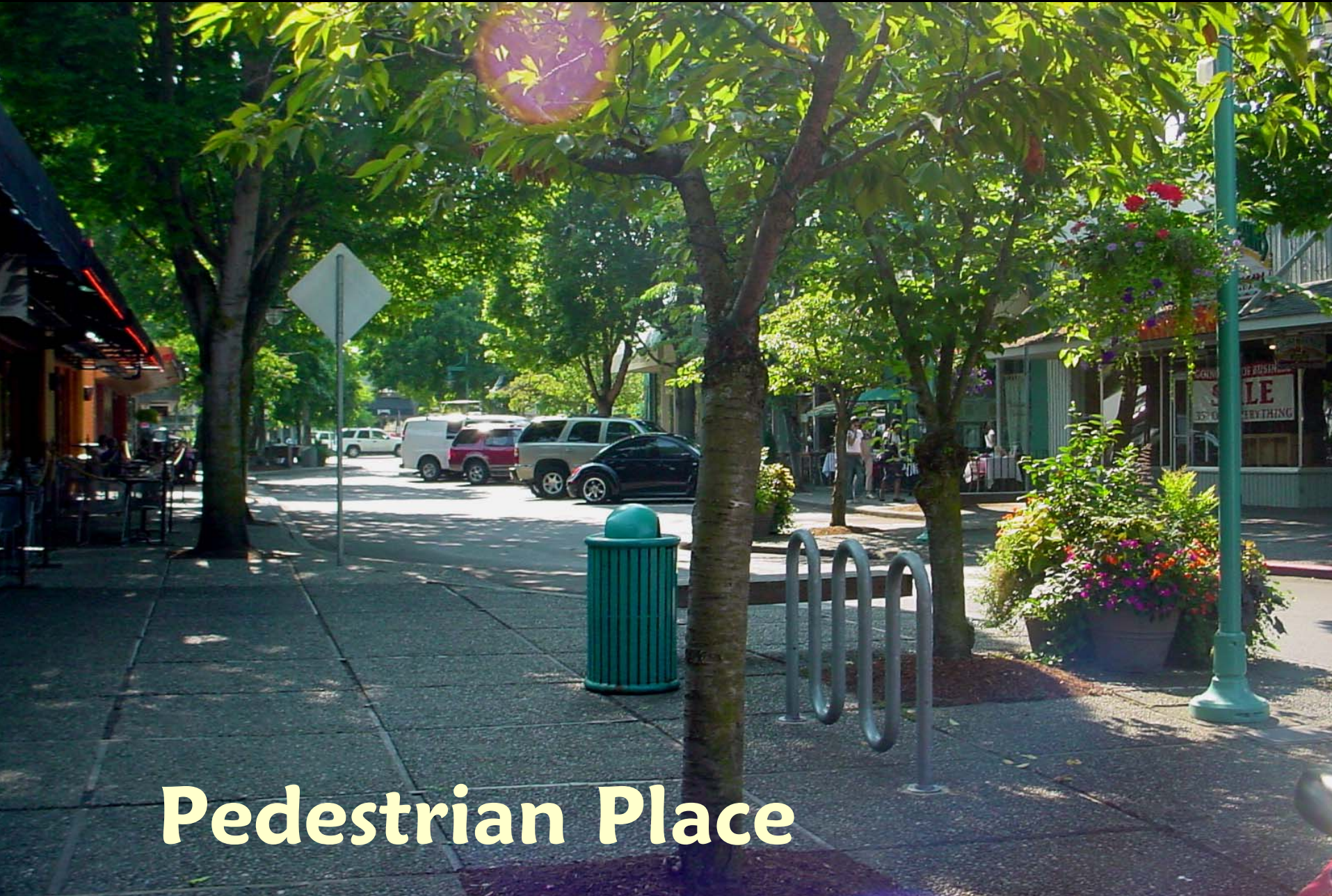


Pedestrian Place

Winter Park, FL



Pedestrian Place



Pedestrian Place

Miami Beach, FL

Pedestrian Place



A wide pedestrian street in Genoa, Italy, lined with historic buildings. A red banner across the street reads "GE NOVA 04 Welcome to Genoa European Capital of Culture". People are walking on the cobblestone street, and a sign for "RISTORANTE" is visible on the right building.

Genoa, Italy

GE NOVA 04 Welcome to Genoa European Capital of Culture

RISTORANTE

Pedestrian Place

A wide pedestrian street in Genoa, Italy, lined with historic buildings. A red banner across the street reads "GE NOVA 04 Welcome to Genoa European Capital of Culture". People are walking on the cobblestone street, and a sign for "RISTORANTE" is visible on the right building.

Genoa, Italy

GE NOVA 04 Welcome to Genoa European Capital of Culture

RISTORANTE

Pedestrian Place

Vernazza, Italy



Pedestrian Place

Pedestrian Place



Zurich, Switzerland

Pedestrian Supportive

- Commercial, recreational, institutional or residential setting – most, but **not all** land uses
- May include gathering PLACES
- Pedestrians are present at most times and are numerous at busy times of day/week
- Motor vehicles are present, but do not dominate

Redmond



Pedestrian Supportive

Mt. Vernon, IA

Pedestrian Supportive



Longmont



Pedestrian Supportive

Berkeley



Pedestrian Supportive

Boulder



Pedestrian Supportive

Boulder



Pedestrian Supportive

Pedestrian Supportive



Gold Hill

Pedestrian Tolerant

- All land uses except freeway and limited special uses (airport runway, garbage dump, etc.)
- Only utilitarian walking and rambling occur
- Motor vehicles are present and tend to dominate

Redmond

Pedestrian Tolerant



Longmont



Pedestrian Tolerant

Pedestrian Tolerant

Maui



Pedestrian Intolerant

- Any land use
- Very little if any walking
- Motor vehicles dominate
- Unsafe, unpleasant

Longmont



Pedestrian Intolerant

Pedestrian Intolerant





Pedestrian Intolerant

Flagstaff, AZ



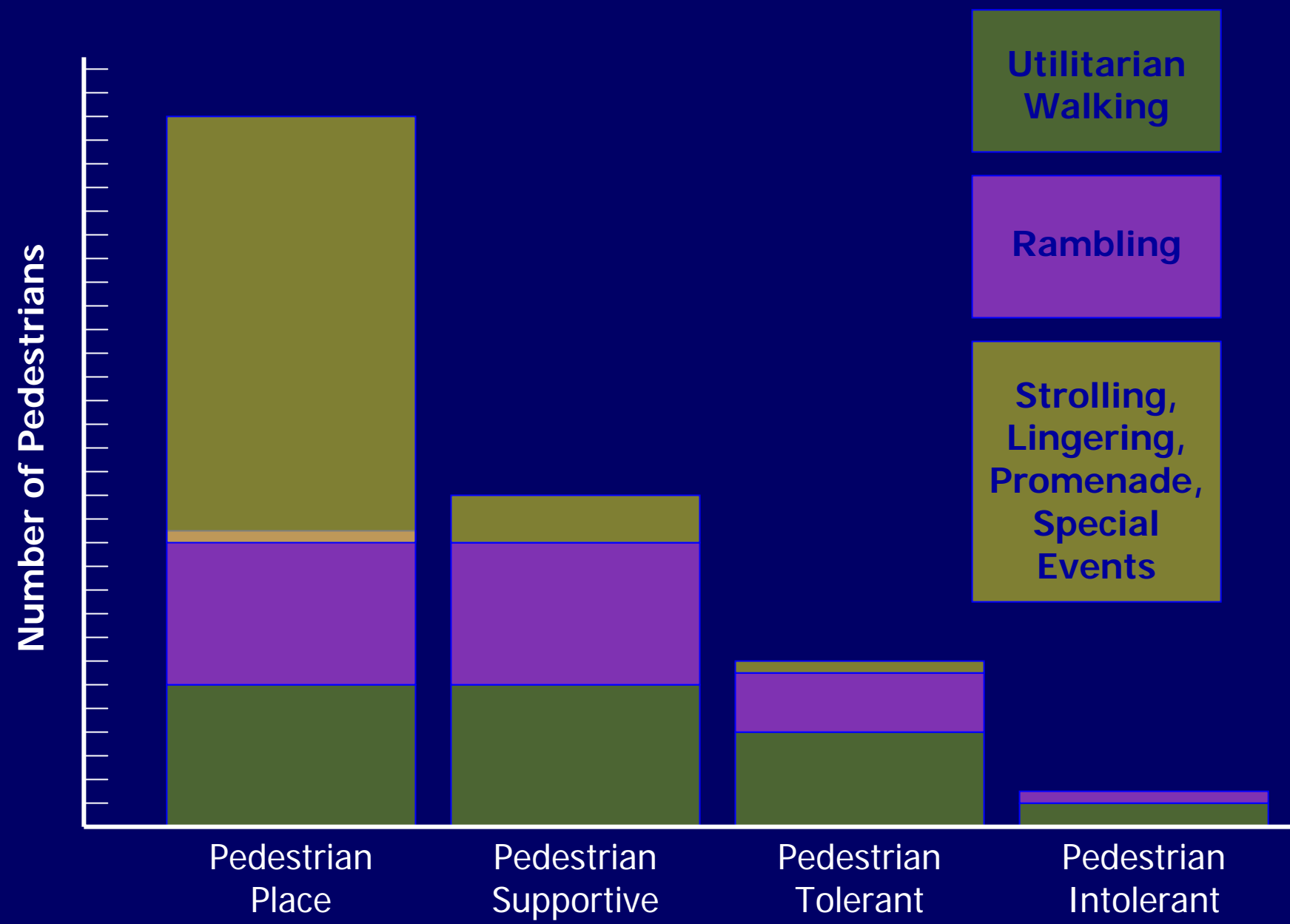
Pedestrian Tolerant

Pedestrian Intolerant



Flagstaff, AZ

Walk Environments and Types of Walking



ROADWAY
CORRIDOR

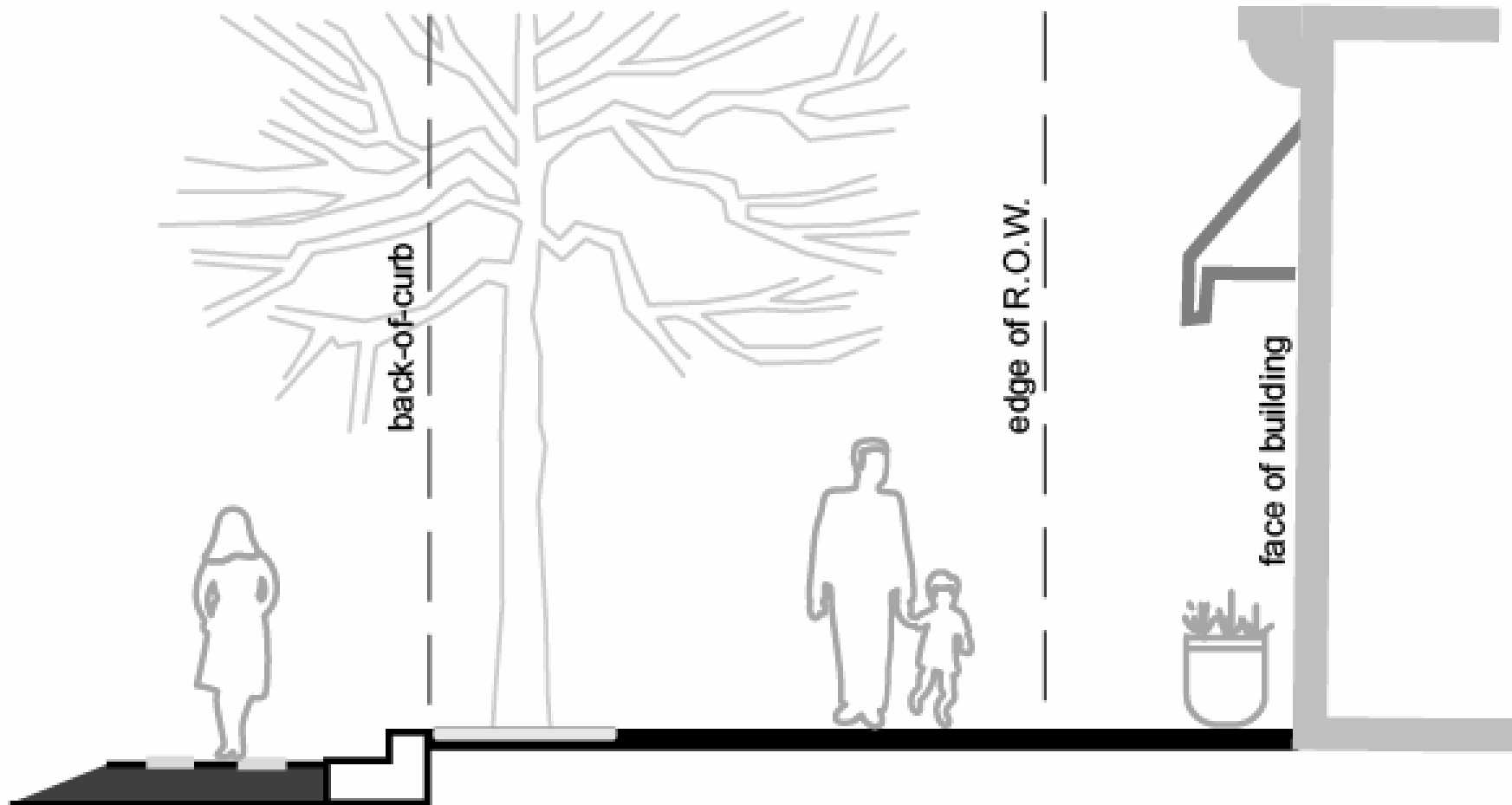
PEDESTRIAN
REALM

ADJACENT
LAND USE

1

2

3

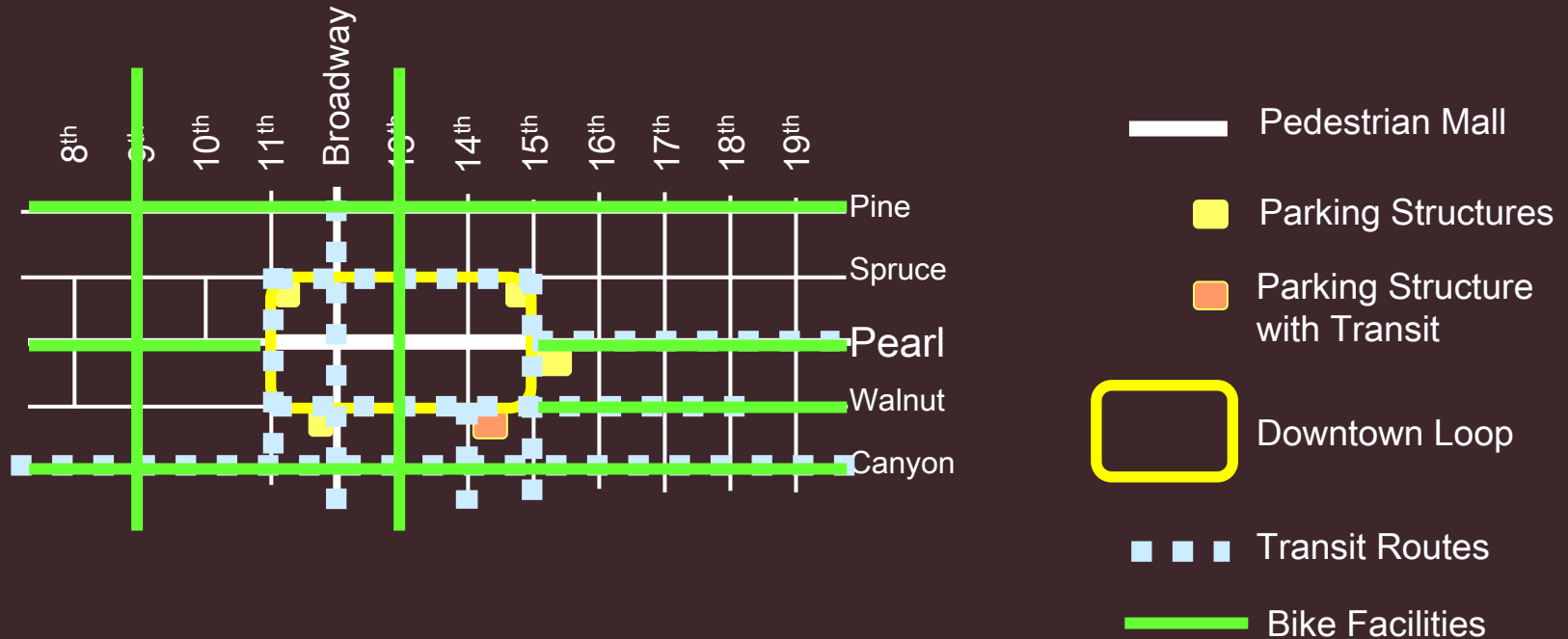


**Pedestrian places require
multimodal systems...**



Boulder

Pearl Street Pedestrian Mall





IOOF
Odd Fellows
REBEKAH

SUR

STOP



PUBLIC PARKING

FREE PARKING SAT. & SUN.

ENTRANCE

CLEARANCE 7'-2"

ENTRANCE

ENTRANCE

CLEARANCE 7'-2"

ENTRANCE



East
Stair

WALKER VOICE

WALKER VOICE

PUBLIC PARKING

FREE PARKING SAT. & SUN.







NO
TRUCK
PARKING



STOP





PEARL STREET

Celebrate
the
22nd
Annual
Festival

THE BAZAR



**Boulder's pedestrian
mall works because ...**

**... it is supported by a
balanced multimodal
transportation system.**





Circulation Issues & Opportunities

- Pedestrian supportive environment
- Improving connectivity
- Traffic management
- Leveraging Transit (Kitsap)

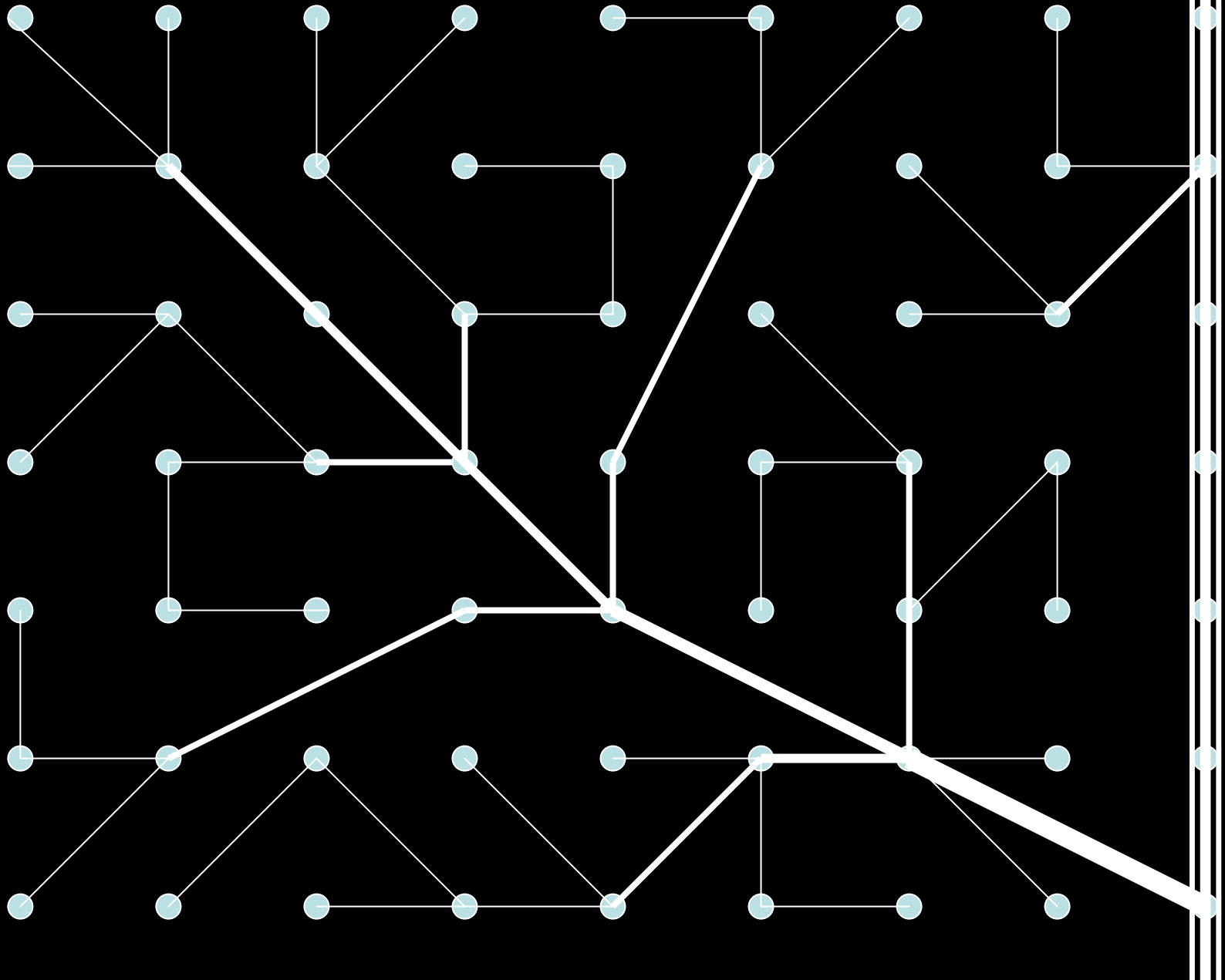
Improving Connectivity



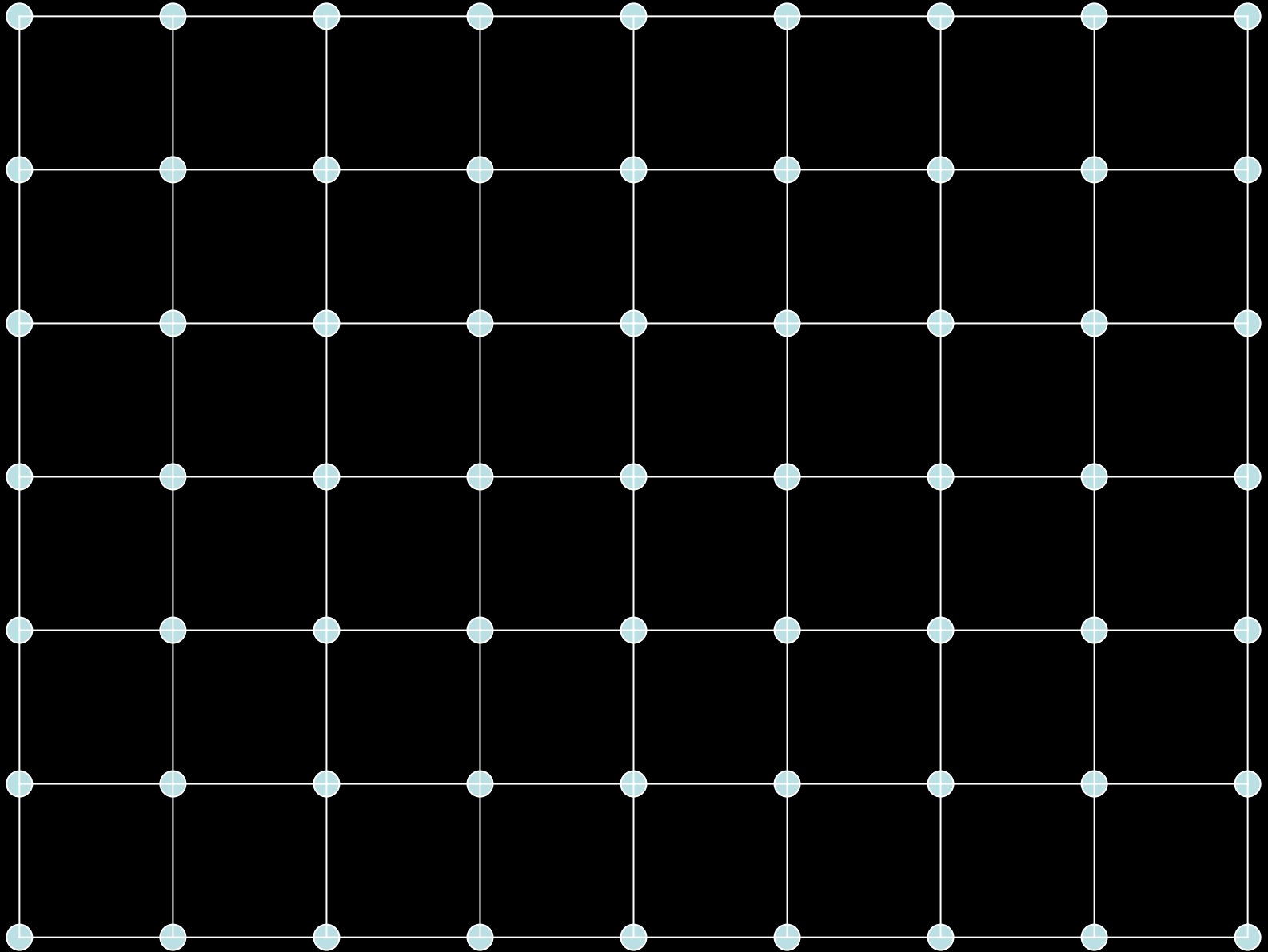
Levels of transportation planning:

- ✓ **Network planning**
- ✓ **Corridor planning**
- ✓ **Project planning**

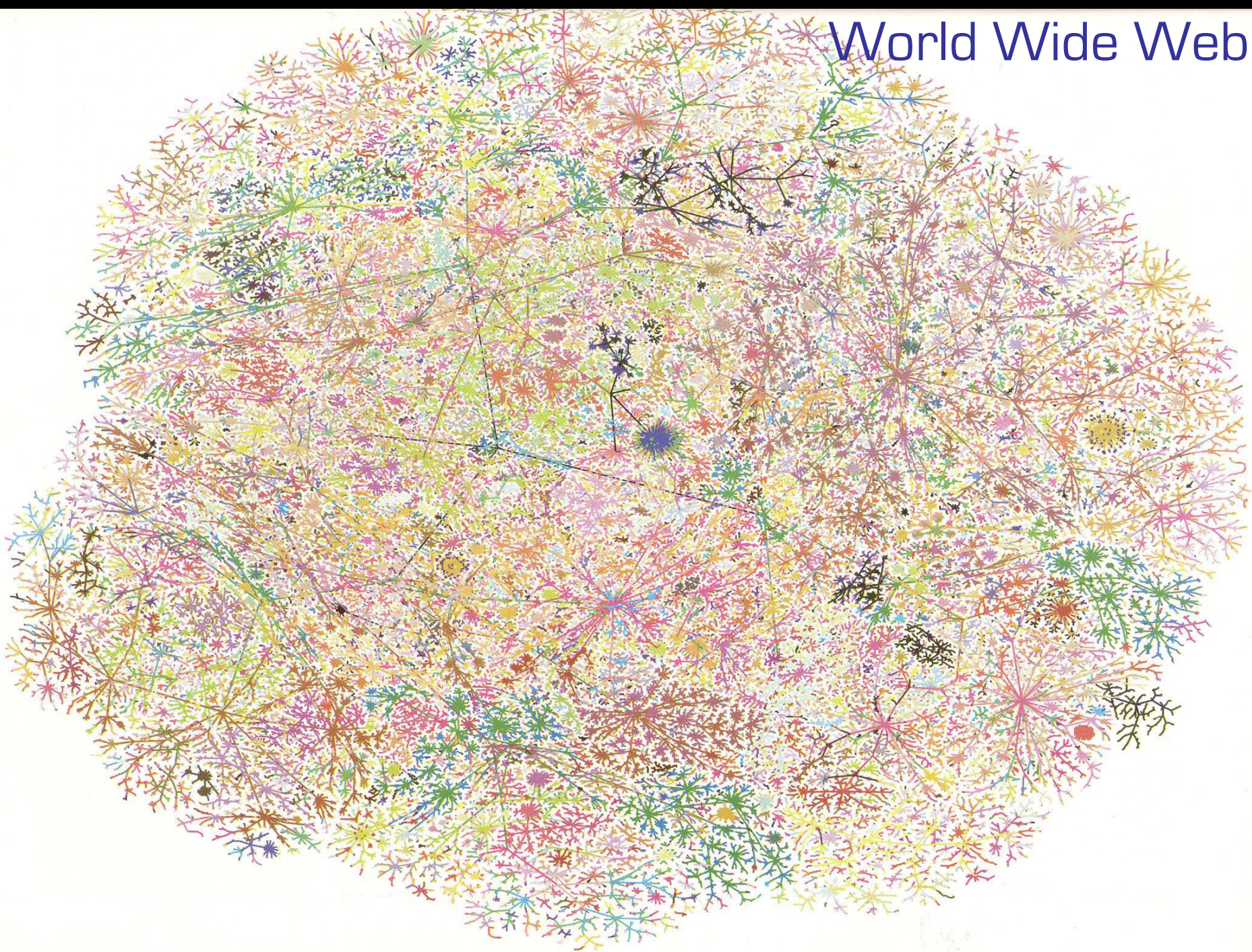
Loops & Lollipops



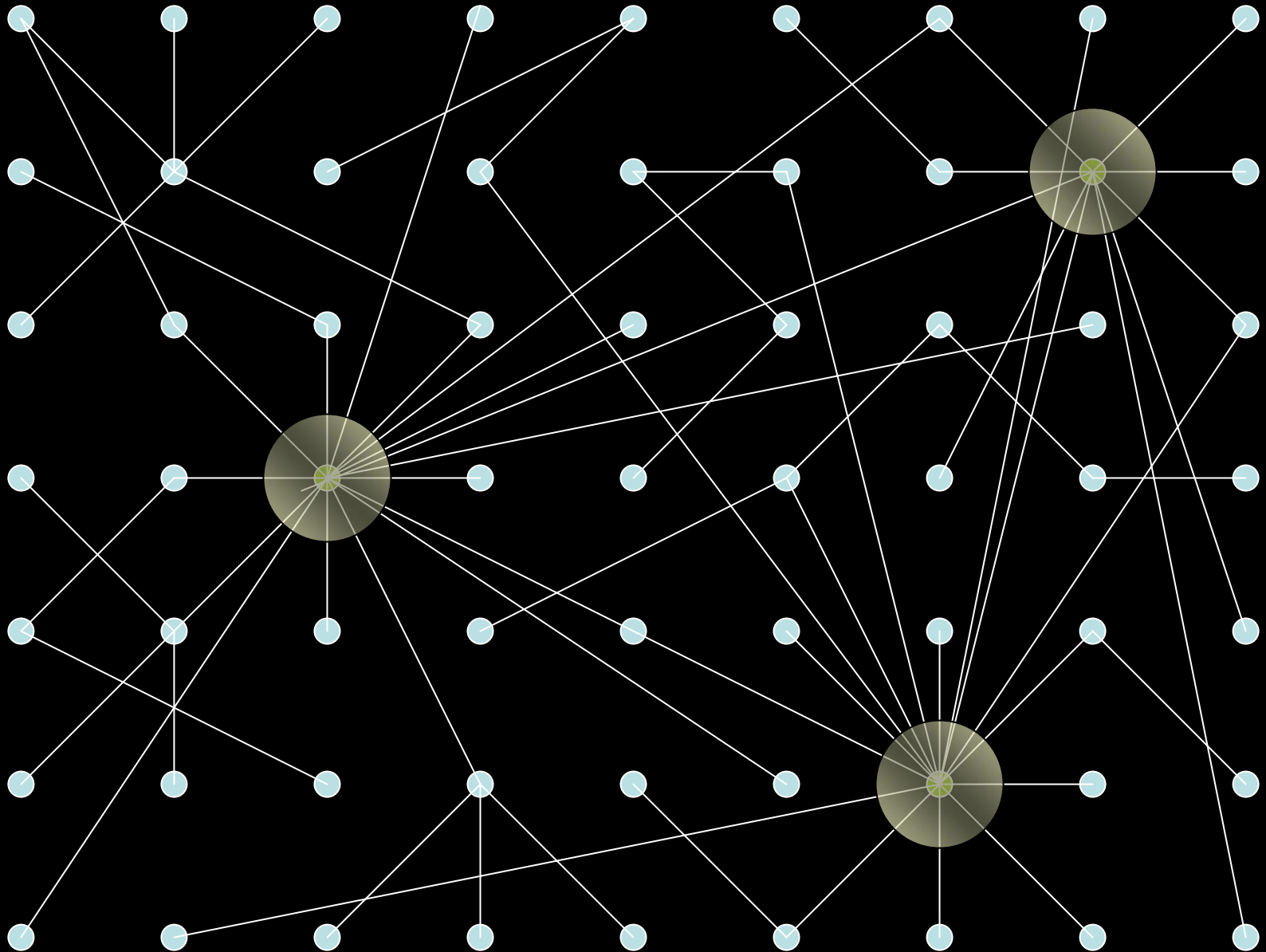
Rectilinear Grids



World Wide Web



Non-scalar networks



Non-Scalar Networks

- Some nodes in the network are more important than others
- Connectivity improvements should be prioritized by the importance of nodes
- On Bainbridge Island the two most important nodes will be Winslow and the ferry terminal

Sakai
Intermediate &
Woodward
Middle
School

Cambridge High School
&
Ordway Elementary

	Park
--	------

Rotary
Park

Đã được BKS Lữ
Vinh an và Ban nhà
rừng cấp giấy cho

Gideon
Park

John Blake

Overpass

Public Health Trust
Design Guidelines
require 10 foot.

When we use λ to be the unique
with an arrow up to μ , we
mean that λ is the unique λ with $\lambda \leq \mu$.

500 0 500 1000 Feet

Little by Little C does not understand compensation yet. She does not know that the more she does, the more she gets.



LE
OUR

CITY CENTER
NEXT LEFT

Poulsbo
EITHER LANE

Local
One Way











100 LUTHERAN

814

KITSAP TRANSIT

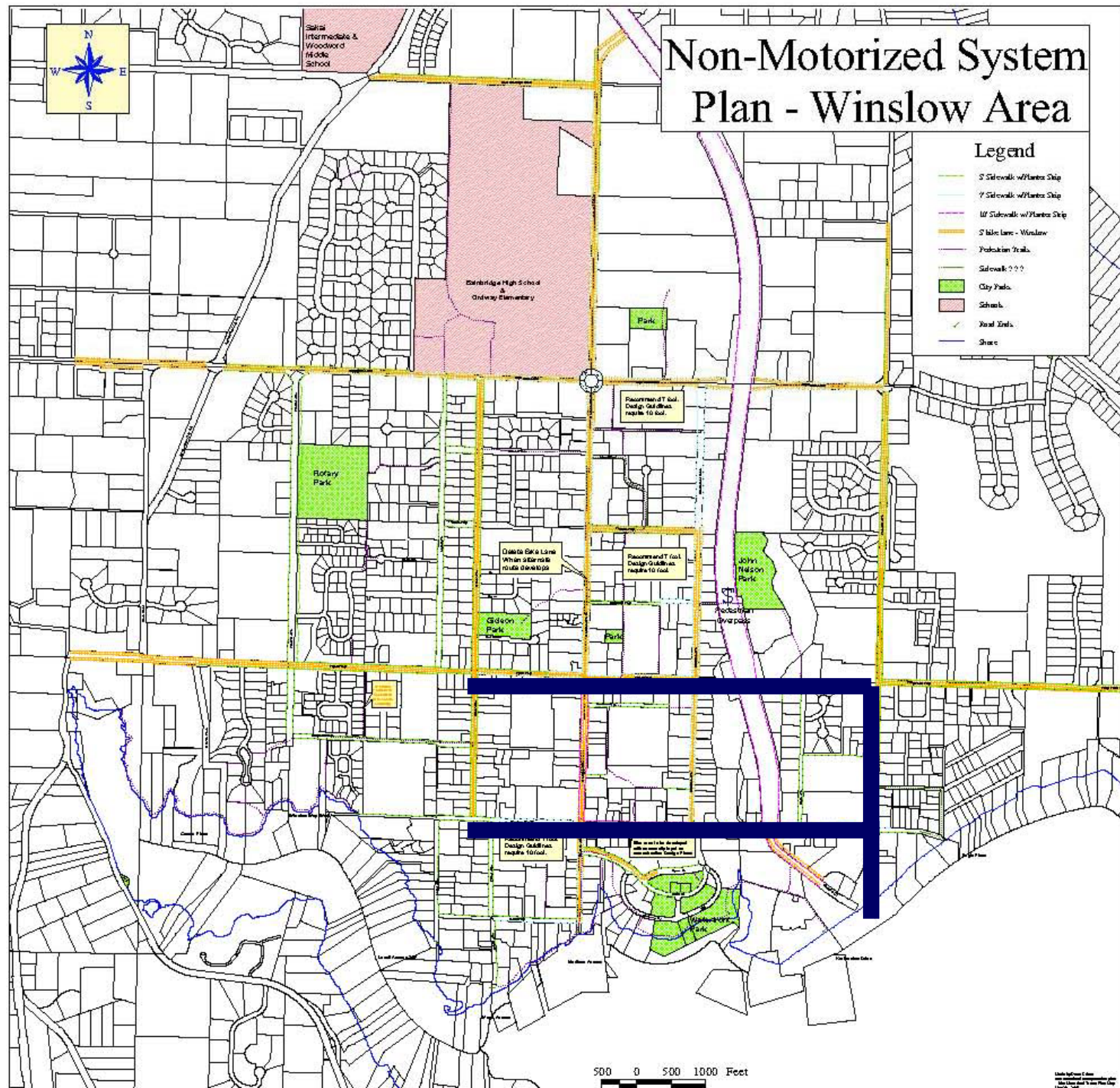
DODGE

↑ Poulsbo
Hood Canal Br.
← City Center

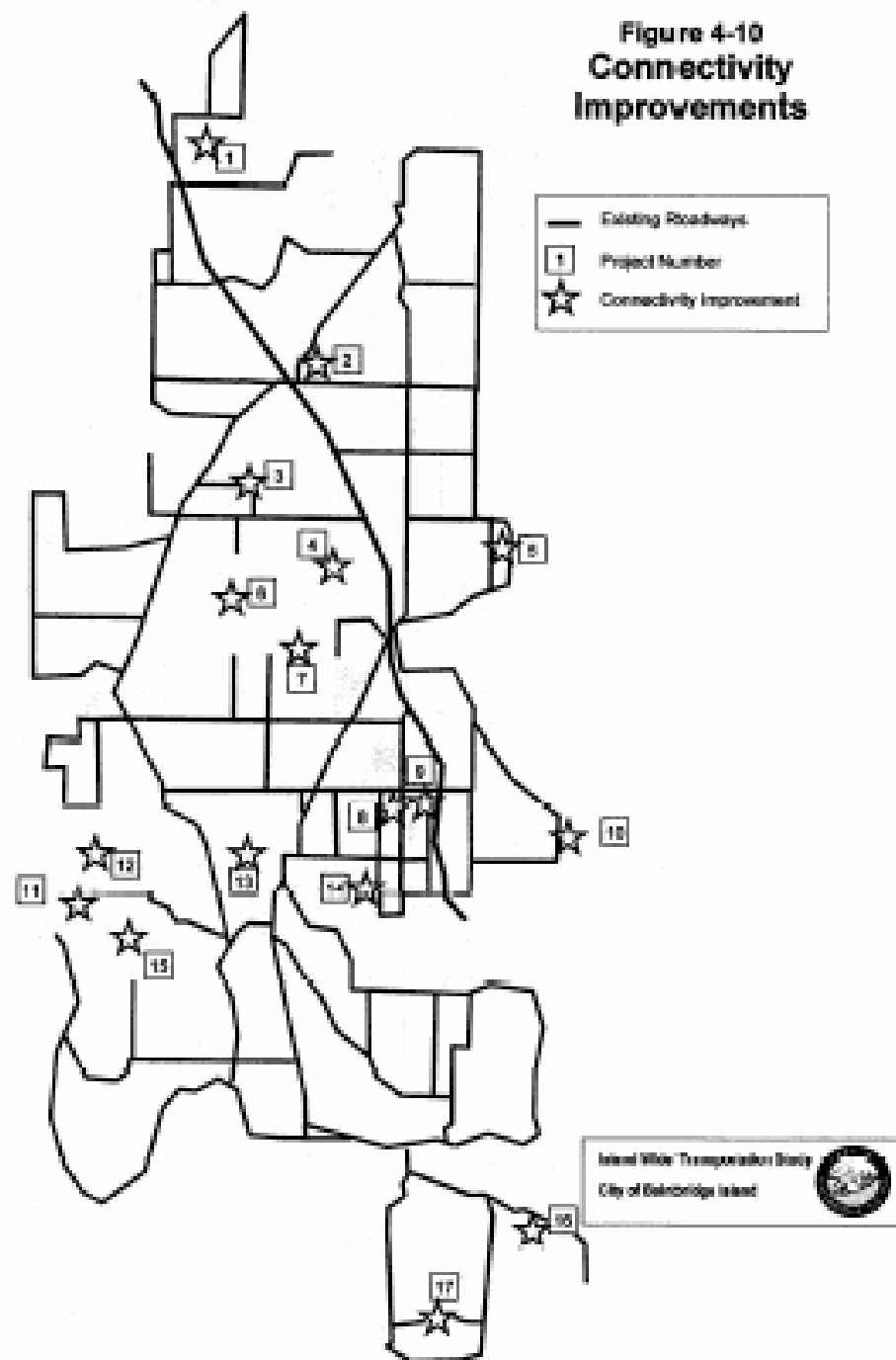
WINSLOW
CORNER

ER





2004 Island-Wide Transportation Study



Potential Prioritization

- Multimodal connections (bicycle, pedestrian, transit, motor vehicle)
- Connections benefiting downtown circulation



**KEEP PARK
CLEAN**
DOG OWNERS ARE REQUIRED
TO REMOVE ANIMAL WASTE
PER B.I.M.C. 604.075
VIOLATORS WILL
BE PROSECUTED



N.S.L.O.W
ANIMAL CLINIC
1000 10th St. N. • 604-681-1111

Shaw's
Appliances







WRONG WAY
DO NOT ENTER

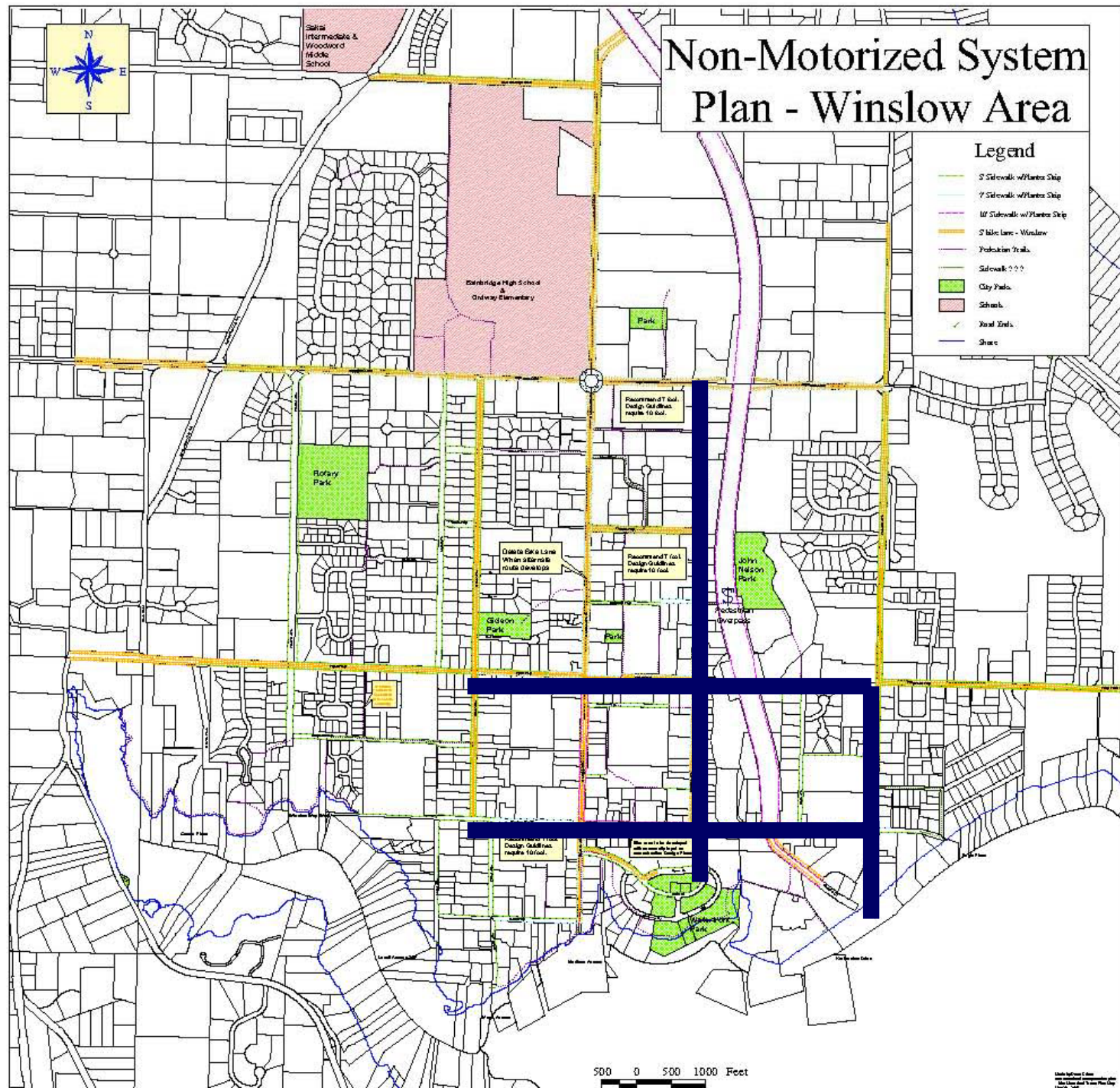


**ROAD
CLOSED**

**Due To
Safety Concerns**

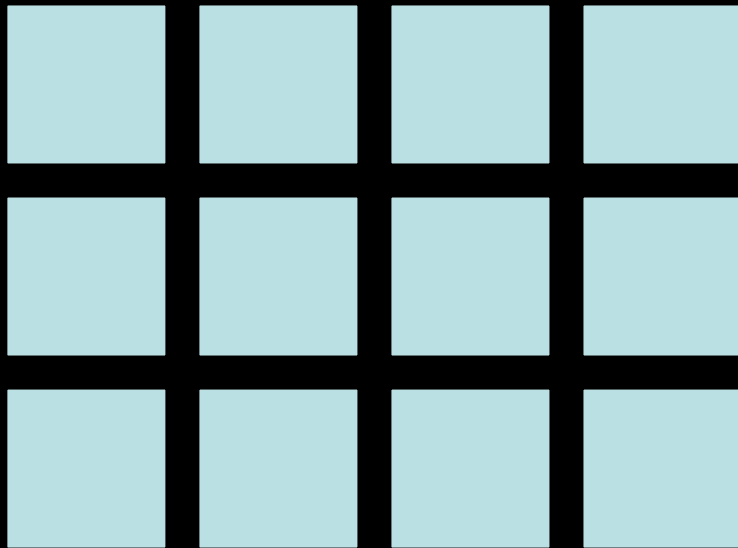
**access thru
this lot
will be
eliminated on**

April 5, 2004





Pedestrian Networks



The ideal
pedestrian “grain”
is 250’ to 330’

Downtown Winslow pedestrian grid



Boulder





Kailua



Connecting Neighborhoods



Boulder





**New fence being
built**

path

Summary:

Improving Connectivity

- Multimodal street network
- Downtown circulation
- Core pedestrian grid
- Connecting/protecting neighborhoods
- Connecting Winslow to the Harbor

Circulation

Issues & Opportunities

- Pedestrian supportive environment
- Improving connectivity
- Traffic management
- Leveraging Transit (Kitsap)

Traffic Management



Traffic Management

- Ferry terminal interface and access
- Managing pass-through traffic



DO NOT
BLOCK
AREA



“Induced Traffic”

Def.

The additional traffic that results directly and indirectly from transportation capacity or travel time improvements – traffic that would not otherwise have occurred at that location.

Types of Induced Traffic

Changes in travel route Immediate

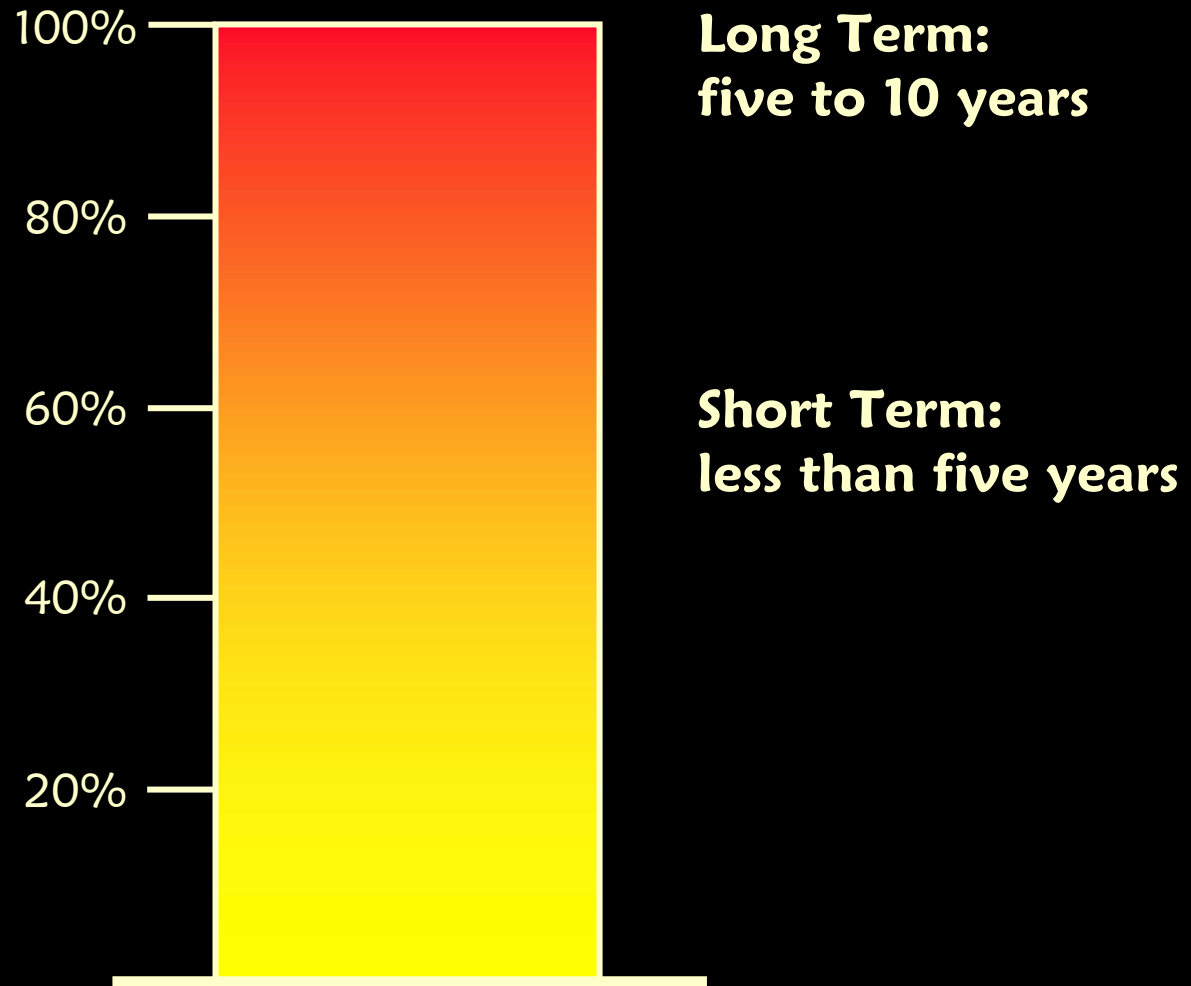
Changes in mode of travel < 6 months

Changes in time of travel < 6 months

Changes in amount of travel < 6 months

Changes in origins & destinations < 10 years

% of new capacity consumed by induced traffic...



**Plan New
Development**

**Forecast
Traffic**

Widen Streets

Traffic Management



Circulation

Issues & Opportunities

- Pedestrian supportive environment
- Improving connectivity
- Traffic management
- Leveraging Transit (Kitsap)

Leveraging Transit

- Local circulators (e.g., 100)
- Park and ride (on island)
- Water taxi

Discussion

