



## Connecting Bainbridge: SAFE Mobility Levy Frequently Asked Questions

### **How will the levy help me?**

The levy invests in upgraded shoulders, trails with a focus on Safe Routes to Schools, and connections in the Winslow Core that will provide our community with local transportation choices. These facilities will make it safer for kids and families to walk to and from school, for different modes of transportation to share the road, and for those of all ages and abilities to walk, bike and roll around the Island.

### **Why does Bainbridge need the levy?**

We frequently hear that Islanders do not feel safe walking, biking or using a wheelchair on the Island. According to the March 2018 survey conducted by the Bainbridge Mobility Alliance, 48% of the 1,500 survey respondents rated “walking in the vicinity of their home” as bad or very bad, and 71% of respondents rated the biking environment as somewhat or very unsafe.

According to the Washington State Department of Transportation (WSDOT) and City of Bainbridge Island (COBI) data, 15 of 21 serious injury collisions involved bicyclists and pedestrians from 2012 – 2016. Five of the seven serious injury accidents involving cyclists happened on roadways without shoulder facilities. Three of six collisions not involving cyclists and pedestrians included contributing factors such as run-offs into ditches, collisions with trees and collisions with utility poles (Source: COBI Local Roadway Safety Plan 4/18)

As our Island continues to grow, we want the most important aspects of infrastructure to grow with it so that we can provide a connected network of safe infrastructure that serves people of all ages and abilities.

### **What kind of projects could the levy fund?**

A survey, conducted by the Bainbridge Mobility Alliance in March 2018, resulted in 1,500 responses. The top priorities were identified as shoulder improvements (88% of survey respondents) and trails providing safe routes to schools (76% of survey respondents). The levy proposal also identifies these as the top two priorities to receive funding.

While the SAFE Mobility Levy Project Selection Committee would propose the final list of projects to Council – with the involvement and guidance of the City’s Multimodal Transportation Advisory Committee, city staff and the public – Island residents can expect to see projects consistent with the current Non-Motorized Transportation Plan, which has been in development for several years. These might include shoulder-widening improvements to make the roads safer for all users, better connected sidewalks in the Winslow core, trails or safe routes for kids to bike to school, and new trails that make biking safer on the Island. The funding would also support any additional opportunities that arise during the seven-year period to complete important projects.

### **What will the levy cost?**

The seven-year, \$15-million levy would be paid for through an increase in property tax of approximately \$0.28/\$1,000 of assessed value. For example, if the levy was approved, the owner of a \$660,000 home – the median value of a home on Bainbridge Island – would pay an estimated additional \$185 in property taxes per year over a seven-year period.

**What is the City of Bainbridge Island’s current budget for non-motorized projects? How much is grant funded vs. city funded?**

Since 2004, the average spending for [non-motorized projects](#) has been approximately \$1 million per year. Approximately 40% of the total budget is funded through the City’s General Fund with 60% being grant funded. If the levy is approved, the City could spend approximately \$2 million more per year on non-motorized projects. In addition, the City would still seek additional grant funding.

**How did the City of Bainbridge Island determine that the levy would be \$15 million?**

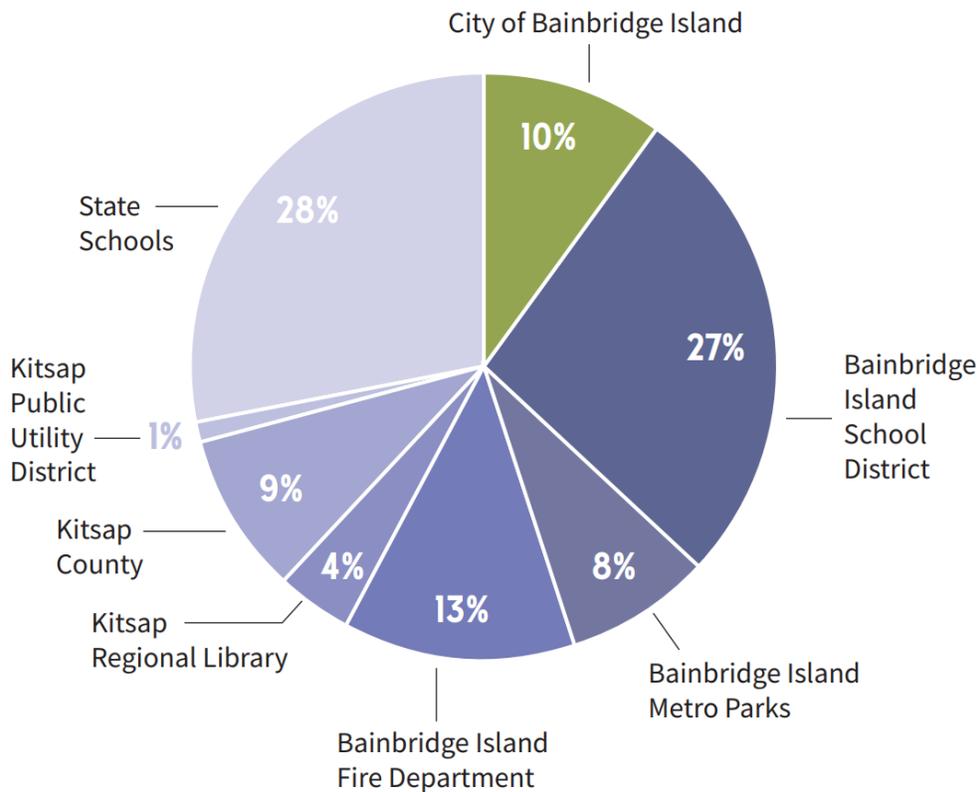
When City Council made the proposal to form a [citizen task force](#) in 2017 to provide recommendations on an infrastructure proposal it stated that the task force recommendation would include around \$15 million for non-motorized improvements.

The total on this ballot measure - \$15 million - came from work done by the Multimodal Transportation Advisory Committee and City staff in previous years to build a connected, multimodal transportation system that the community could afford in a reasonable time frame.

**What percentage of Bainbridge Island property taxes are currently allocated to the City of Bainbridge Island?**

Currently 10% of a citizen’s property taxes go to the City of Bainbridge Island (shown in pie chart below).

**Current property tax distribution**



### **How does the levy protect Bainbridge Island's trees and vegetation?**

One of the best parts of Bainbridge Island is living, walking, biking and driving around so much greenery. As part of the levy proposal, the Council included language to protect the Island's natural environment when constructing new levy projects. Portions of the text is included below and you can read the full text in the [Resolution 2018-21](#) online. Many levy projects also contribute to protecting the environment by providing alternatives to driving, therefore reducing carbon emissions.

*All projects constructed with ballot proposition funding must be designed in a manner that disturbs and alters the Island's natural environment, including flora, fauna, and critical areas, as little as possible, while still achieving a functional, legally-allowable project.*

### **How will levy projects be selected?**

If the SAFE Mobility Levy passes in November, the City Council will appoint a SAFE Mobility Levy Project Selection Committee, which will represent multiple Island demographics and interests. This committee will start with a review of the current Non-Motorized Transportation Plan. The committee will then develop and provide a recommendation to Council – with the involvement and guidance of the City's Multimodal Transportation Advisory Committee, city staff and the public – for the projects to build using the ballot proposition funding.

### **How will the SAFE Mobility Levy Project Selection Committee be selected?**

The SAFE Mobility Levy Project Selection Committee will be appointed by City Council. According to [Resolution 2018-29](#), the committee will include the following people:

- 3 City Council Representatives
- 2 Bainbridge Island School District Representatives
- 2 Bainbridge Island Metro Park and Recreation District Representatives
- 2 Multimodal Transportation Advisory Committee Representatives
- 5 Community Representatives residing in the North Ward
- 5 Community Representatives residing in the Central Ward
- 5 Community Representatives residing in the South Ward

### **How was the SAFE Mobility Levy developed?**

Momentum leading to the creation of the SAFE Mobility Levy has been growing for over 20 years, with the current effort to develop the levy beginning in 2017.

- **1994:** The City included its first chapter on non-motorized transportation in its Comprehensive Plan.
- **2002:** The Non-motorized Transportation Committee was formed, later becoming the Multimodal Transportation Advisory Committee.
- **2003:** The first Non-motorized Plan was adopted by City Council.
- **2007:** The [Core 40 Program](#) was developed to create a 40-mile integrated shoulder network across the Island and make the roads safer for bicyclists, pedestrians and other users.
- **2017:** The City began working with a [citizen task force](#), appointed by City Council, to review options and provide recommendations for funding transportation infrastructure improvements on the Island, in alignment with the updated City's [Comprehensive Plan](#) (2016). The task force held a

series of meetings and public workshops over nine months to consider the prioritized infrastructure improvements for funding.

- **March 2018:** The Bainbridge Mobility Alliance (BMA), a citizen coalition, surveyed Bainbridge Islanders on their transportation concerns and suggested improvements. BMA received [1,500 survey responses](#); 88% of those surveyed responded that shoulder improvements on major Island roads were most important with 76% indicating paths/trails the second most important to enable kids to walk or bike to school.
- **June 2018:** The citizen task force gathered public input from its meetings and the BMA survey to develop [their recommendations](#) for transportation improvements, which were presented to City Council. The recommendations included \$15 million in new revenue to be dedicated to multimodal transportation, with a focus on shoulder improvements and Safe Routes to Schools.
- **July 2018:** The City Council approved [Resolution 2018-21](#), explaining how funds raised by the SAFE Mobility Levy would be used and how the public would be involved in making final decisions on the use of ballot measure funds, if approved.

### **If the levy is approved, what will be the schedule moving forward?**

If the levy passes, the City anticipates immediately beginning the process that will lead to the design and construction of projects, including:

- **The appointment of a Project Selection Committee.** The Committee will be made up of 24 people and will include the following representatives: City Council, Bainbridge Island School District, Bainbridge Island Metro Park and Recreation, Multimodal Transportation Advisory Committee, and residents of each Ward.
- **A committee review** of the current [Non-Motorized Transportation Plan](#) and the recommended projects submitted to Council by the citizen task force that helped develop the levy.
- **A committee-facilitated public process, including community meetings and online involvement opportunities**, to further refine and review recommendations for non-motorized improvements to be funded by levy proceeds.
- **Forwarding the final list of projects to City Council** for final consideration before design and construction moves forward.
- **Design and construction of non-motorized projects with levy funds.**

### **What was the criteria and process for identifying example projects shown in the [Council Resolution](#) and on the [potential project maps](#)?**

The citizen task force – the Infrastructure Ballot Measure Task Force (IBMTF) – drew from significant previous work done over the years by City staff and the Multimodal Transportation Advisory Committee (MTAC) to identify and prioritize projects. The IBMTF used the following project evaluation criteria in their consideration of potential projects:

1. **Connectivity:** Provide roadways and trails to create a viable transportation network for all modes, facilitate connection to key island destinations, and address critical gaps in existing networks to maximize connectivity with available funds.
2. **Multimodal:** Encourage active, multimodal modes of transportation by improving connections to public transportation, such as the bus and ferry.
3. **Safety:** Prioritize resources to address areas with statistical safety concerns and locations with high non-motorized use where enhancements would be effective at improving safety. Address

perceived safety barriers for the non-motorized traveling public to encourage active modes of transportation.

4. **Accessibility:** Address barriers, gaps and lack of pedestrian facilities to realize a vision for a network that is functional for all users while prioritizing funding for more vulnerable users.
5. **Congestion Relief:** Address traffic congestion on SR305, the Winslow area, and cut-through traffic in neighborhoods by increasing the number of bike lanes, alternate routes and separated pathways.
6. **Non-motorized facilities identified in City's Comprehensive Plan:** Prioritize facilities identified in the City's Comprehensive Plan or other plans that are the result of significant public involvement.
7. **Number of Potential Users:** Prioritize projects that would be expected to serve high volumes of users.

The IBMTF reviewed the results of the Bainbridge Mobility Alliance survey done in March 2018 and held a series of meetings and workshops to understand community views and priorities. Ultimately, the IBMTF identified projects that would provide safety improvements and serve a wide range of users with connections to neighborhood service centers, schools and parks. For more information about the projects selected by the IBMTF, please see the [IBMTF Recommendations](#) that were presented to Council in June 2018 and MTAC's list of the [proposed non-motorized projects](#).

#### **Is the levy consistent with current Island transportation plans?**

Yes, the levy is consistent with, and is intended to help implement, the Island's [Transportation Element](#) of the [Comprehensive Plan](#). The Transportation Element specifically cites a Non-Motorized Goal (Goal TR-2) The text is included below.

*Goal TR-2: Provide a non-motorized transportation system that is a planned and coordinated network of shoulders, sidewalks, trails, footpaths, bikeways and multi-purpose trails that connect neighborhoods with parks, schools, the shoreline, the ferry terminal and commercial areas.*

*Policy TR 2.1: Provide a non-motorized transportation system that effectively serves the needs of people of all ages and abilities who walk, bike, or ride horses, or use wheel chairs; encourages nonmotorized travel; and provides continuous networks of safe, efficient and attractive shoulders, sidewalks, pathways (footpaths), and multi-purpose trails throughout the Island that are also connecting to regional systems.*

*Provide safe and appropriately scaled non-motorized access that connects designated centers, the ferry terminal, services such as a doctors' offices, schools, parks, recreation areas, shorelines (including road-ends), and transit connections including to ferry and bus services.*

*The non-motorized system should maximize mobility, provide safety, efficiency and comfort for pedestrians, bicyclists, and equestrians, respect property owners' rights, protect the natural environment and complement the character of neighborhoods.*

*The non-motorized system should allow for students at all Bainbridge Island schools of all ages to safely bike to and from school.*

**During the October 6 Open Streets Festival there were some traffic revisions along Grow Avenue and Lovell Avenue. Is the City turning these streets into one-way streets?**

No, the traffic revisions were made during the Open Streets Festival to provide a safe place for people to walk and bike during the event. The Open Streets Festival route was intended to draw attention to the need for improvements on Grow Avenue, Lovell Avenue and other locations.