

Circulation Committee

2nd Meeting, July 19, 2005



Topics

- Schedule and Process
- Observations
- Review Overall Approach
- Suggested Objectives and Policies
- Next Steps

Winslow Tomorrow

Design Principles

1. A growing downtown evolves to a complete community; accessible, affordable, sociable, beautiful, diverse & sustainable.
2. Winslow is a pedestrian place – The “Heart” of Island culture, commerce & community: Winslow Way is the “Centerpiece.”
3. Connectivity & access for all – safe alternatives to the car exist for pedestrians, cyclists, the less-able & transit riders.
4. Parking is plentiful, accessible, & supportive of all other principles.
5. A variety of green & gathering places connect, protect, define & bind.
6. The Harbor connects to the Town & the Town to the Harbor.
7. Our stewardship of resources is revealed in green, artistic & environmentally appropriate buildings, spaces and infrastructure.
8. Regulate to stimulate investment: The City as an active partner with investors to realize the vision.

Overall Approach

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graph TD; A[Overall Approach] --> B[Objectives (priorities)]; B --> C[Strategies]; C --> D[Policies]; D --> E[Priority Actions];
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A flowchart illustrating a five-step process. The steps are arranged in a descending staircase pattern from top-left to bottom-right. Each step is contained within a rectangular box with a blue border. The steps are: 'Overall Approach', 'Objectives (priorities)', 'Strategies', 'Policies', and 'Priority Actions'. Each step is connected to the next by a thick yellow arrow that turns 90 degrees clockwise, pointing from the bottom of one box to the left side of the next box.

Objectives (priorities)

Strategies

Policies

Priority Actions

Schedule

Overall Approach

Objectives

Strategies

Policies

Priority Actions

Schedule

Overall Approach

propose

Objectives

explore

June

Strategies

Policies

Priority Actions

Schedule

Overall Approach

Objectives

propose

Strategies

explore

Policies

explore

Priority Actions

July

Schedule

Overall Approach

Objectives

Strategies

Policies

Priority Actions

propose

propose

explore

August

Schedule

Overall Approach

propose

Objectives

propose

Strategies

propose

Policies

propose

Priority Actions

propose

**October
City
Council**

Observations

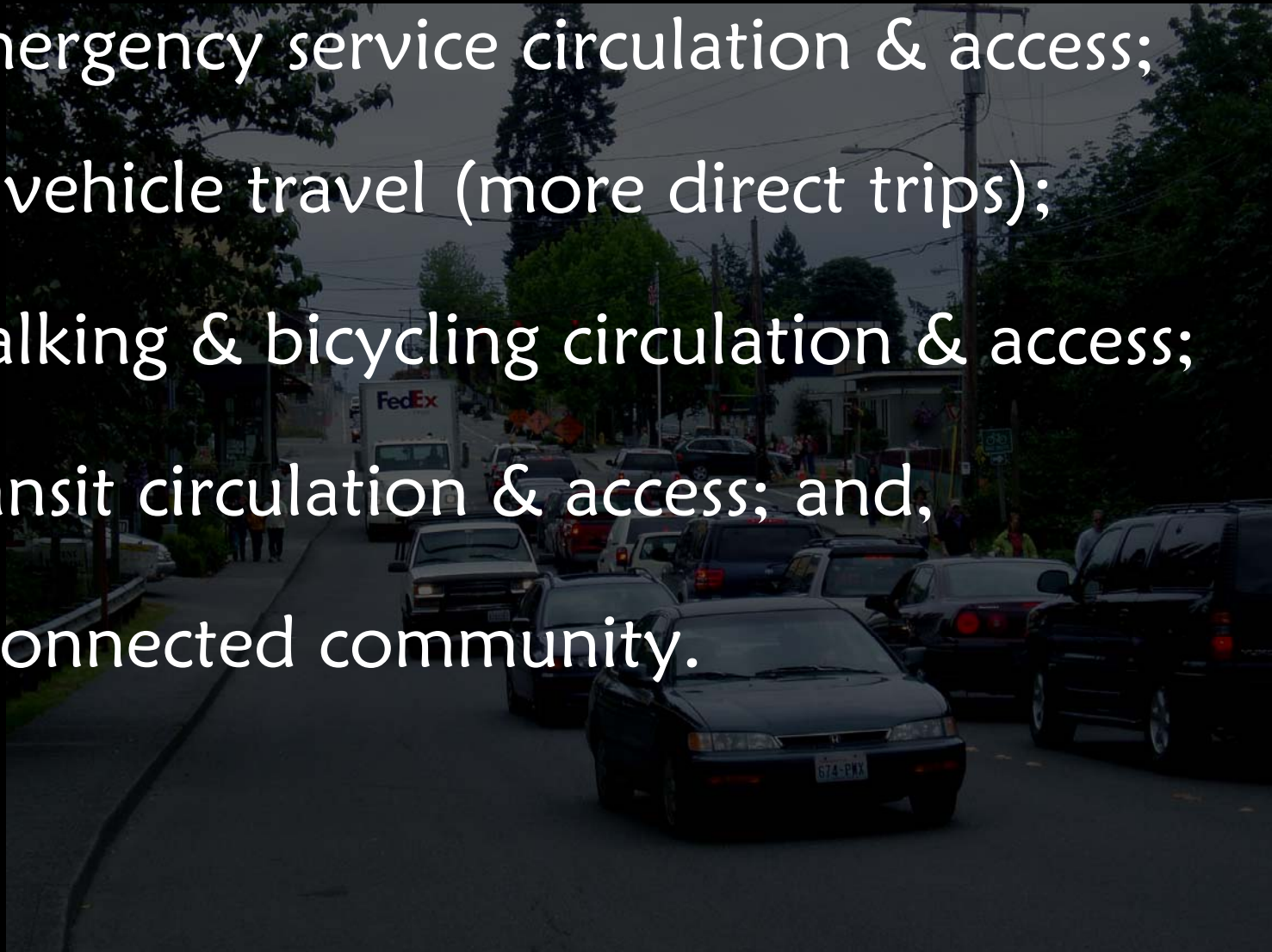


The purpose of improved connectivity is not congestion relief.



The purposes of improved connectivity include:

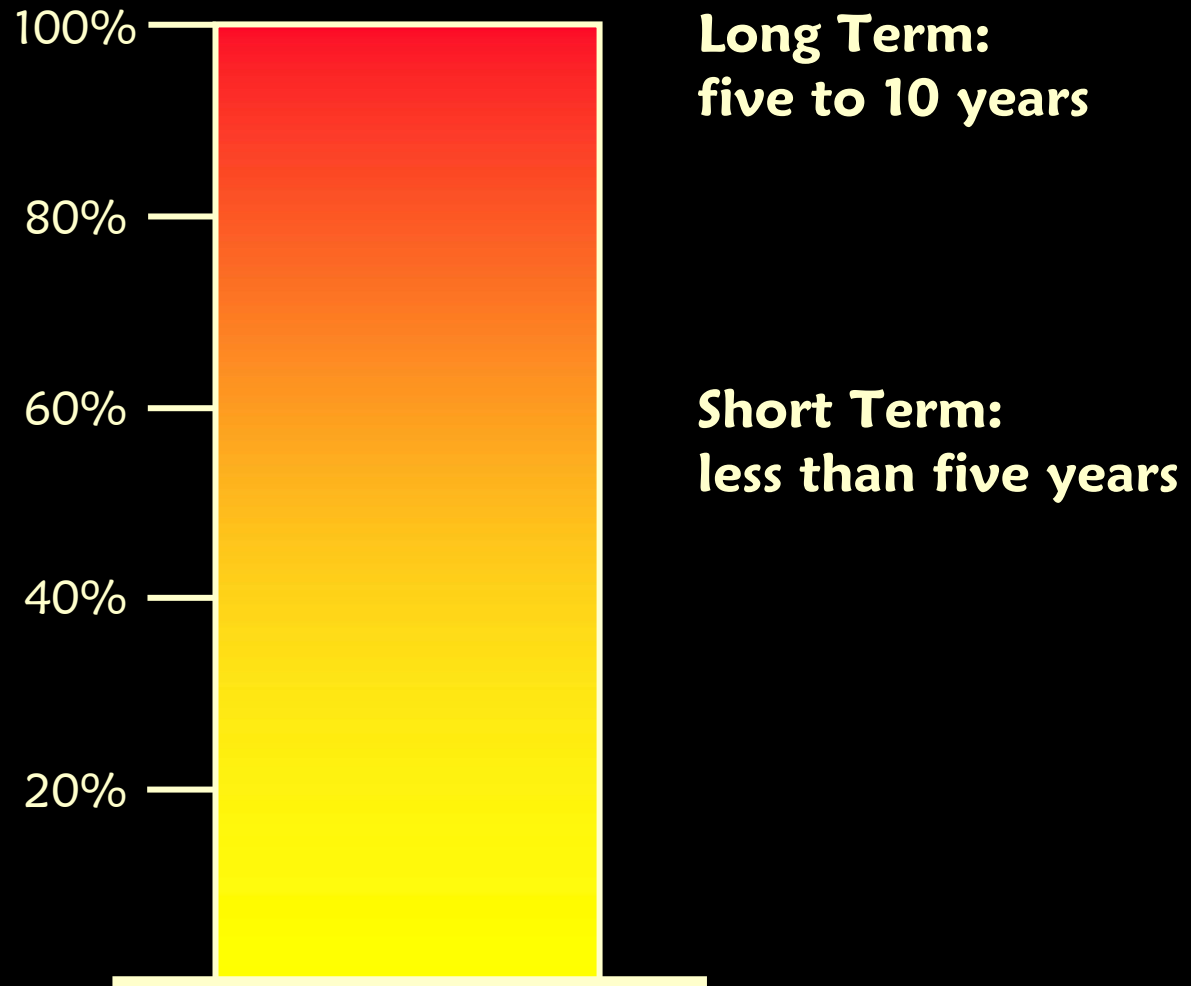
Better emergency service circulation & access;
Reduced vehicle travel (more direct trips);
Better walking & bicycling circulation & access;
Better transit circulation & access; and,
A more connected community.



Traffic capacity investments increase traffic capacity but do not reduce congestion or delay.



% of new capacity consumed by induced traffic...



The Kitsap transit system today is almost entirely a commuter service oriented to ferry access.



Healthy downtowns require excellent circulation and access.





Overall Approach



Overall Approach – Circulation

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 & Kitsap Transit
7. Build on Island-Wide Transportation Study & Non-Motorized Transportation Plan

Suggested Circulation Objectives

- A. Achieve pedestrian supportive environment
- B. Improve connectivity
- C. Manage traffic strategically
- D. Expand transit services

Circulation Objectives

A. Achieve Pedestrian Supportive Environment



Pedestrian Environments



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

A. Achieve Pedestrian Supportive Environment

Strategies:

1. Make downtown core a “park once” area

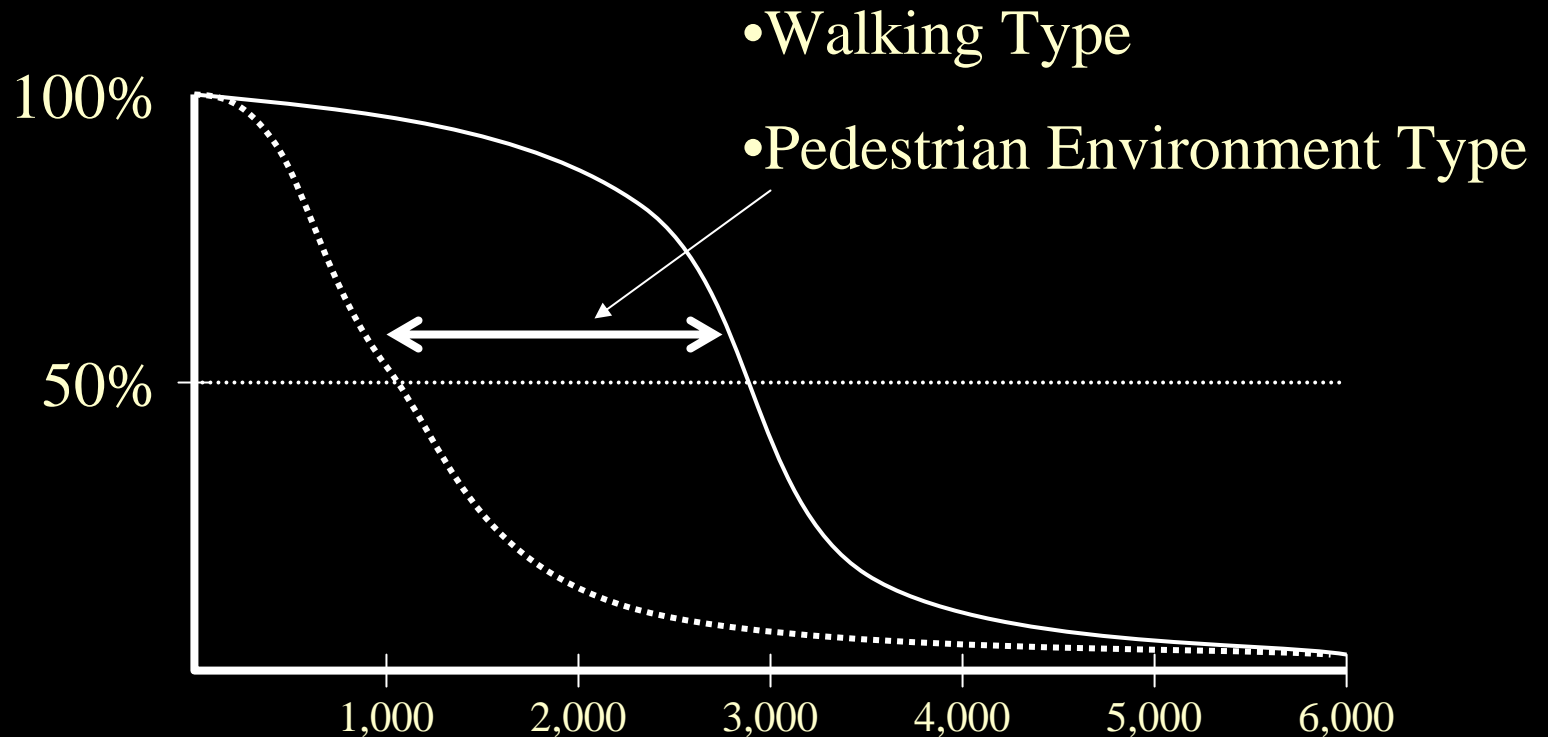
2. Tighten downtown walk grid

3. Protect & formalize use paths

4. Pursue placemaking with owners

5. Position Winslow as local & regional walking destination

Pedestrian Walk Distance



1. Make the downtown core a “park once” area

Policies:

- a. Diversify time limit zones (e.g., ½ hr, 2 hr, 3 hr)
- b. Provide for longer durations in off-street spaces
- c. Provide direct walk connections to off-street spaces
- d. Use marketing and signs to establish the “park once” concept in public perception



Longmont



Longmont



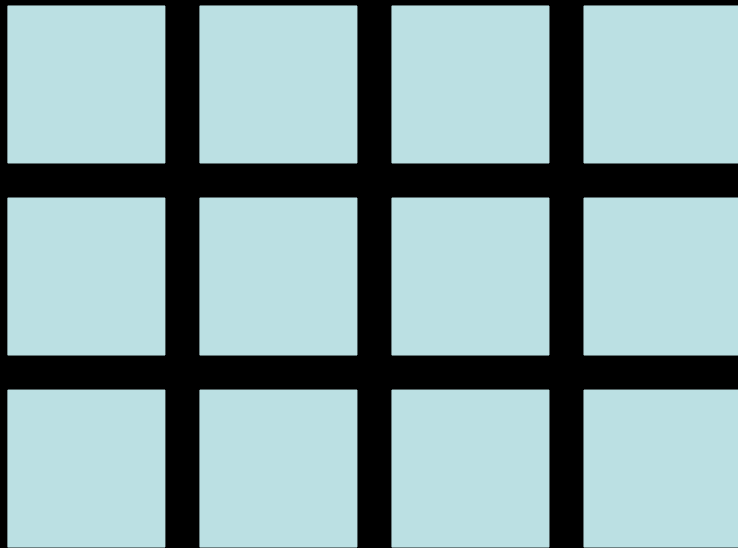
Longmont

2. Tighten downtown walk grid

Policies:

- a. Protect & preserve existing “walk alleys”
- b. Add new streets & drive aisles with sidewalks
- c. Provide additional crossings of Winslow Way

Pedestrian Networks



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

This is an
important
asset



3. Protect & formalize use paths within the downtown

Policies:

- a. Map and prioritize existing pathways
- b. Incorporate pathway protection into development review and permitting (exactions)
- c. Provide for dedication of pathways as easements
- d. Develop rules and process for managing and maintaining pathway easements
- e. Buy important contested easements



4. Pursue placemaking with owners

Policies:

- a. Develop corner treatment design requirements
- b. Plan bulb-outs for pedestrian crossings
- c. Work with redevelopment and infill projects to provide new places

5. Position Winslow as local & regional walking destination

Policies:

- a. Design Winslow Way to accommodate special events
- b. Develop marketing concept and program for BI residents
- c. Expand marketing program for regional visitor and tourism markets

Circulation Objectives

B. Improve Connectivity



B. Improve Connectivity

Strategies:

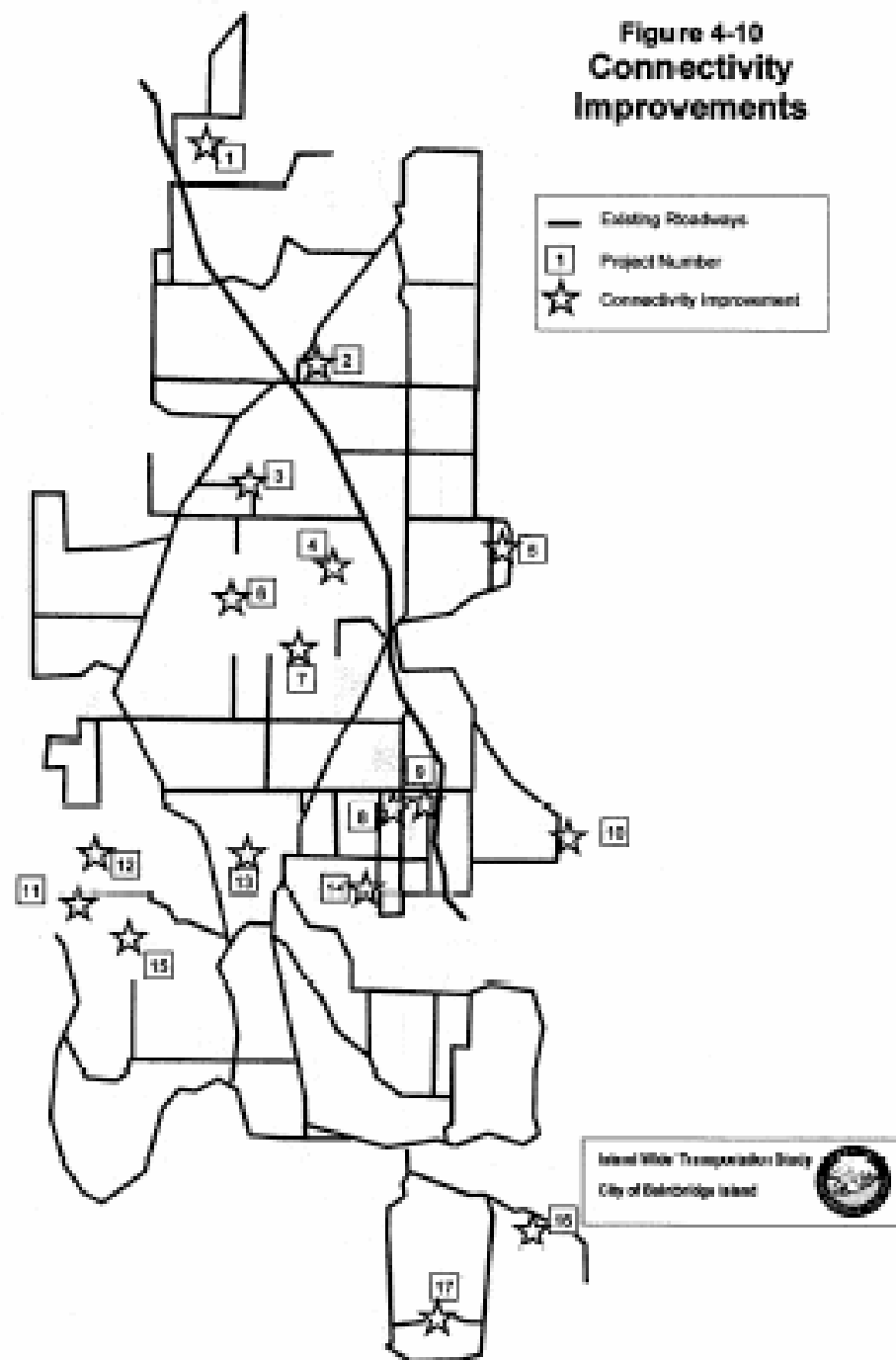
1. Improve neighborhood-downtown connections (all modes)

2. Improve street continuity in and around downtown (all modes)

3. Provide corridor to Harbor

4. Improve multimodal connections to ferry terminal

2004 Island-Wide Transportation Study



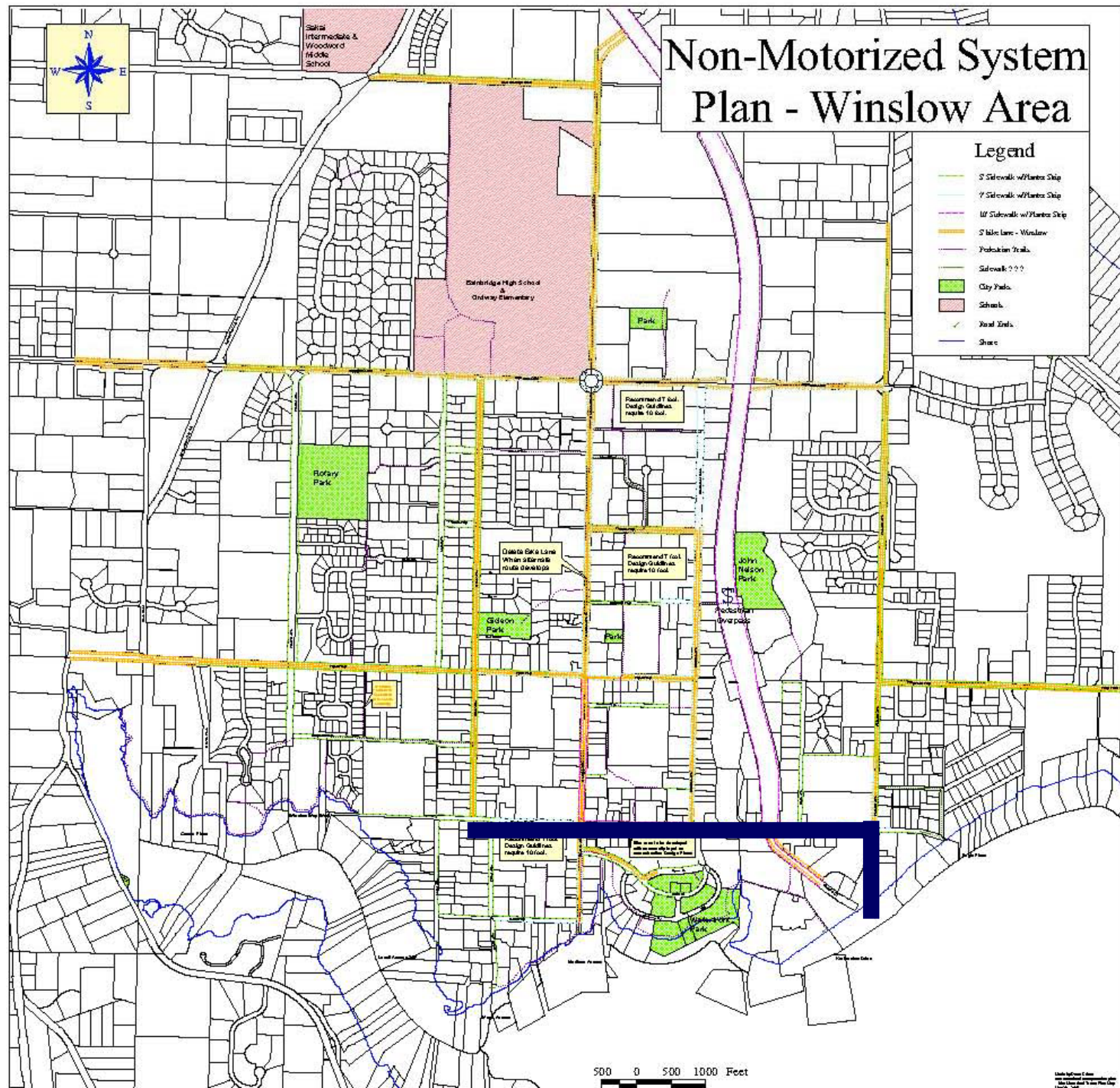
1. Improve neighborhood-downtown connections (all modes)

Policies:

- a. Protect & formalize use paths accessing downtown
- b. Provide more direct street connections to downtown
- c. Continue to emphasize sidewalks and bike lanes on streets accessing downtown







Non-Motorized System Plan - Winslow Area

Legend

- S Sidewalk w/Plants Strip
- T Sidewalk w/Plants Strip
- M Sidewalk w/Plants Strip
- S Bike Lane - Winslow
- Provisional Trails
- Sidewalk ???
- City Parks
- Schools
- Road Ends
- Shore

Map Labels:

- Salas Intermediate & Woodrow Middle School
- Cambridge High School & Ordway Elementary
- Rotary Park
- Gideon Park
- John Nelson Park
- Provisional Overpass
- Proposed Multi-Use Trail
- Proposed Trail Design Guidelines require to trail
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Scale: 500 0 500 1000 Feet

Liberty by Design: E. J. Dionne

2. Improve street continuity in and around downtown (all modes)

Policies:

- a. Connect Ericksen through to High School Road
- b. Line up Ericksen and Bjune

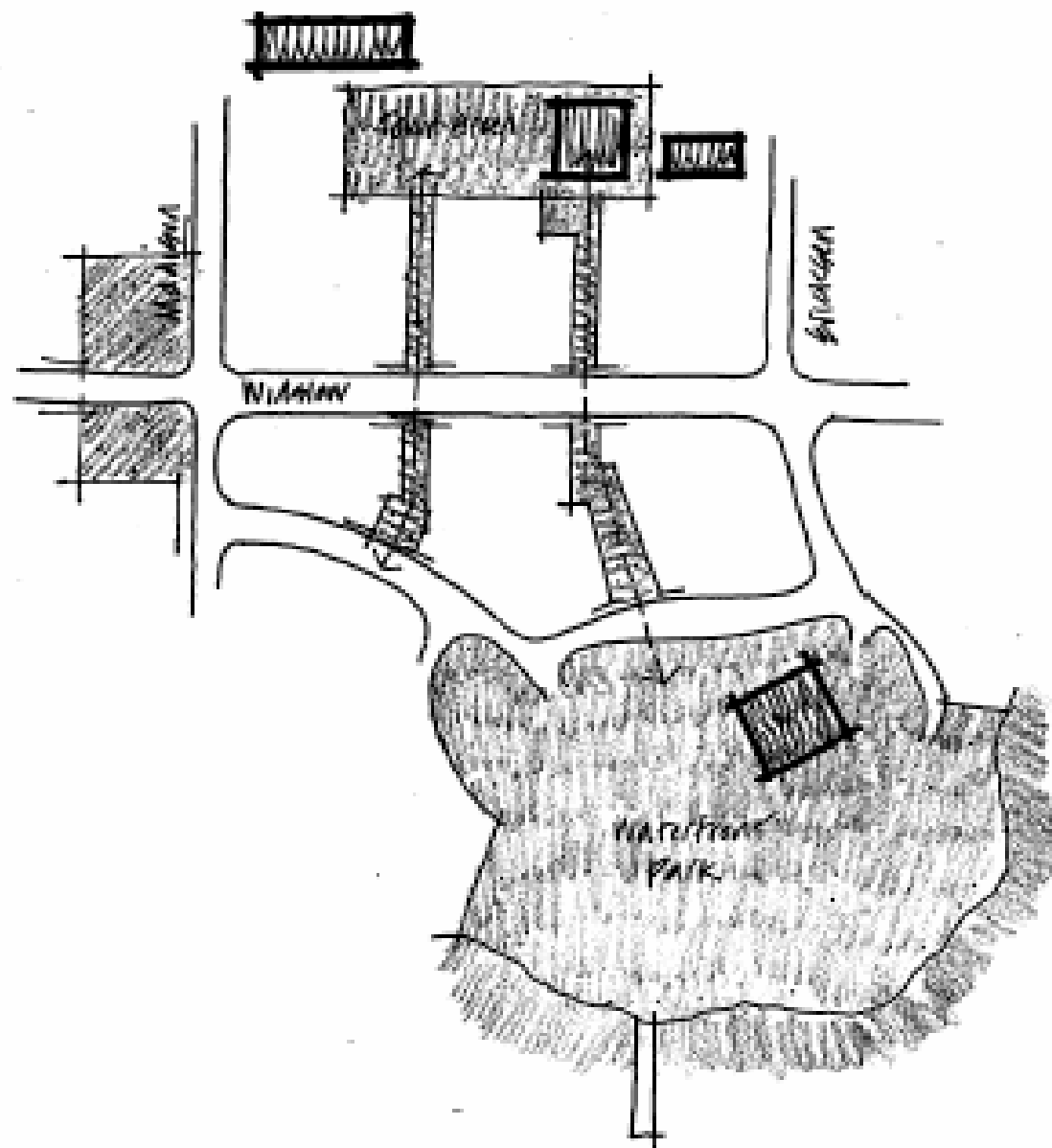




3. Provide corridors to Harbor

Policies:

- a. Identify corridors in concert with property owners
- b. Pursue corridor dedication
- c. Identify funding sources
- d. Build projects timed with redevelopment projects

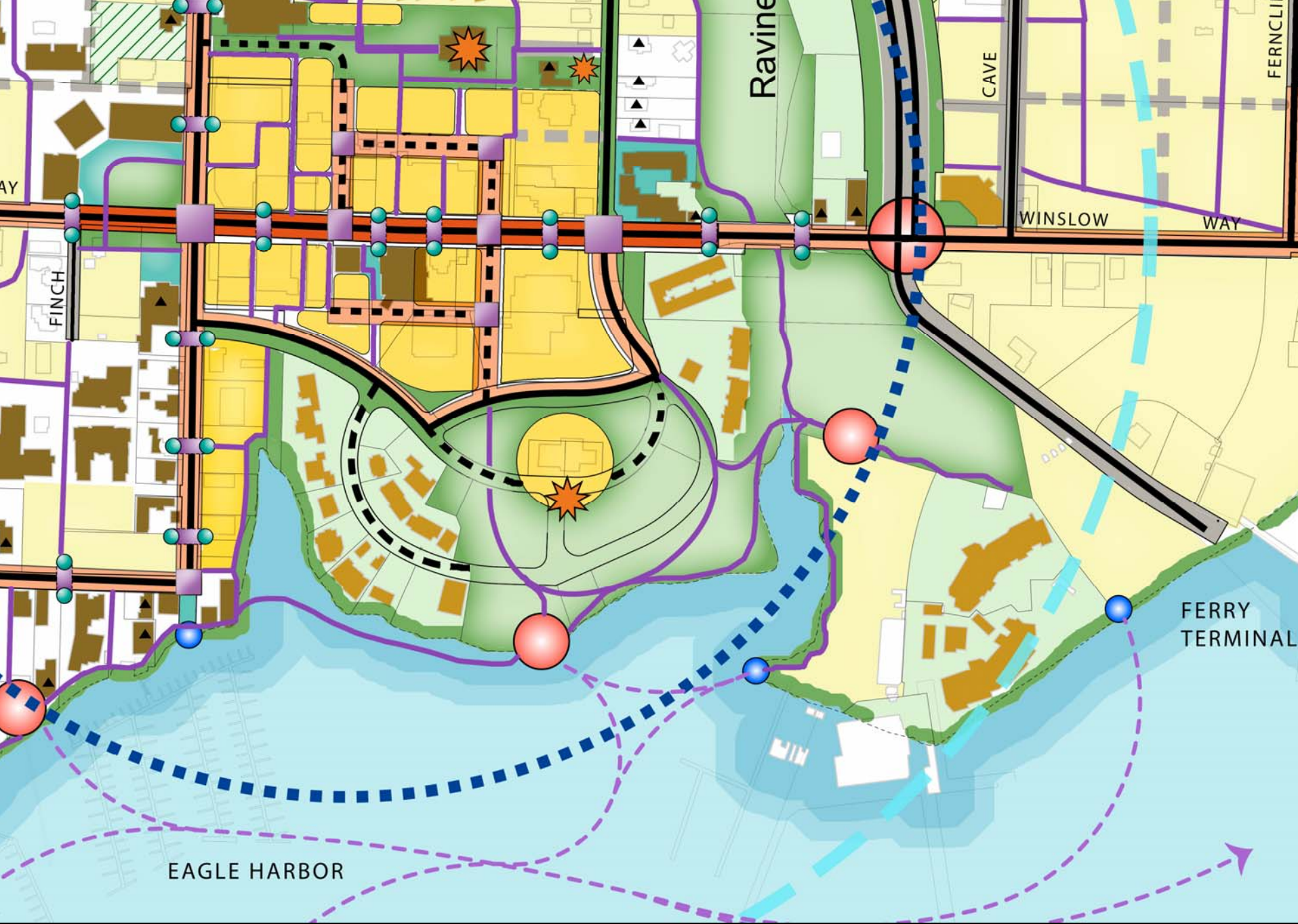


TEAM SQUARE CONCEPT
NIAHAY ARCHITECTS
6.18.06

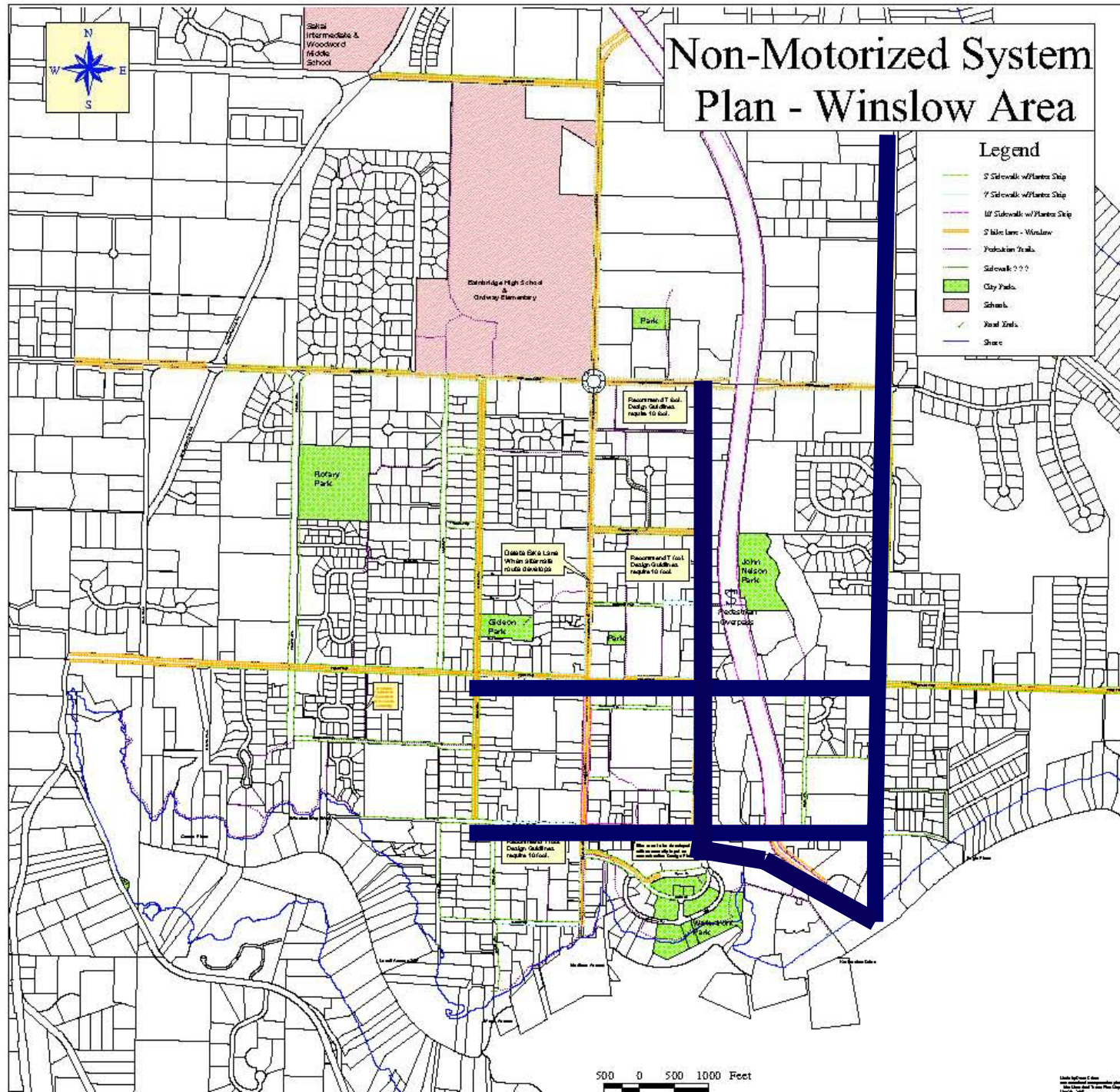
4. Improve multimodal connections to ferry terminal

Policies:

- a. Work with Kitsap transit to provide good bus access
- b. Provide improved pedestrian sidewalk and walkway connections
- c. Develop Harbor bikeway and north access onto Ferncliff Ave.



- S Sidewalk w/ Planter Strip
- P Sidewalk w/ Planter Strip
- W Sidewalk w/ Planter Strip
- S Bike Lane - Wheelaw
- Parkation Strips
- Sidewalk ???
- City Plaza
- School
- Road Ends
- Shore



500 0 500 1000 Feet

Circulation Objectives

C. Manage Traffic Strategically



C. Manage Traffic Strategically

Strategies:

1. Rebuild Winslow Way

2. Avoid massive capacity projects

3. Increase transit service to downtown

1. Rebuild Winslow Way

Policies:

- a. No net loss in on-street parking
- b. Widen and organize sidewalks
- c. Add crosswalks
- d. Accommodate delivery vehicles in new lanes/alleys
- e. Formalize transit access with bus bulbs (crosswalks)
- f. Plan for paid parking



2. Avoid massive capacity projects

Policies:

- a. Develop a more complete, connected network
- b. Keep traffic speeds low
- c. Favor walk/bike circulation within Winslow
- d. Be strategic about SR 305

3. Increase transit service to ferry

Policies:

- a. Add park and ride lots on-island
- b. Work with WsDOT on ferry terminal plan to emphasize transit access
- c. Improve transit access to ferry terminal
- d. Increase off-peak transit service

Circulation Objectives

D. Expand Transit Services



Increased transit service levels will increase mobility, but will not alleviate traffic.



D. Expand Transit Services

Strategies:

1. Increase transit service to downtown

2. Add core area circulator

1. Increase transit service to downtown

Policies:

- a. Look for future rerouting and service increase opportunities in connection with ferry access

3. Add core area circulator

Policies:

- a. Work with Kitsap Transit on expansion & reconfiguration of Rte. 100