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

Objectives (priorities)

Strategies

Policies

Priority Actions
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Schedule

- **Overall Approach**: propose
- **Objectives**: explore
- **Strategies**
- **Policies**
- **Priority Actions**

June
Schedule

- Overall Approach
- Objectives
- Strategies
- Policies
- Priority Actions

- propose
- explore

July
Schedule

- Overall Approach
- Objectives
- Strategies
- Policies
- Priority Actions

August

- propose
- propose
- explore
Schedule

- Overall Approach
- Objectives
- Strategies
- Policies
- Priority Actions

propose
propose
propose
propose
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...

Long Term: five to 10 years

Short Term: less than five years
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 Place/District
- Pedestrian Supportive Environment
- Pedestrian Tolerant Environment
- Pedestrian Intolerant Environment

Pedestrian Friendliness
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

- Walking Type
- Pedestrian Environment Type
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
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
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
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.
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