

2013 Council Goals	Goal Priority (#1)
Goal: Develop a city-wide bike and pedestrian plan	Submitted by Councilperson: Paul Winterstein
Goal Description: <p>Current City policy and programs for non-motorized transportation and recreation-oriented trails is very high level and not animated with a comprehensive, city-wide master plan for implementation. The developing subarea plan for the central area addresses this topic only within its well-defined boundary. The consideration of bike and pedestrian projects within Complete Streets is not made within the context of specific corridors and linkages to complete. Projects that include non-motorized transportation and single- and multiple-use trails are implemented across multiple departments (Parks, Planning, and Public Works) and completed without consideration of a guiding, city-wide master plan. A comprehensive, actionable plan that includes capital and program components and specific outcomes would provide a unifying context for all of these elements, would drive key community sustainability goals, and give the City and its residents something tangible to strive for.</p>	
Goal Objective(s): <ol style="list-style-type: none"> 1. A more robust, action-oriented city-wide bike and pedestrian plan. 2. Identify end-to-end travel corridors to complete. 3. Incorporate linkages with regional recreation and transportation alternatives. 4. Improve standards for design, planning and permitting processes for the consideration and implementation of non-motorized transportation and recreation-oriented trails. 5. Guide capital and program investments in bicycle and pedestrian facilities. 	
<i>The section below is to be completed by City Staff.</i>	
Supplementary Staff Input: <p>Improvements to non-motorized mobility within the City is likely a core sustainability strategy in Issaquah. Plans for Central Issaquah, connection of green spaces and open space trail networks, cross town infrastructure improvements and opening of the south segment of the East Lake Sammamish Trail are important and timely considerations. Support for the development of an active mobility bike and pedestrian master plan has been identified with Forterra, GAIT, King County, Transportation Choices, Eastside Easy Rider Coalition and as well as a number of individual community members.</p> <p>Internal to the City this should be a multi-department effort, including Public Works Engineering, Development Services, Parks, Sustainability, Economic Development, Police and Public Works. Portions of the project could interface well with Public Works Engineering plans to field assess, plan and prioritize ADA capital needs. In addition, the work would support future investments and provide guidance to PWE's leadership in the complete streets capital program.</p> <p>A community driven public engagement process, incorporating a Bike and Pedestrian Plan Task Force (including a cross section of representation) would help guide the project. The effort should have leadership from a department but operate utilizing a cross-departmental functional team approach. This effort should be coordinated with the Active Mobility Commission of the Central Issaquah Plan, if one is established, but would address needs City-wide.</p> <p>A detailed scope of work would be prepared for 2013 budget deliberations. <u>Tentatively</u>, deliverables may include:</p>	Estimated Costs: \$80,000-100,000 + staff (aspects of the work could potentially be combined with PWE ADA needs assessment.)

<ul style="list-style-type: none">- Bike and Pedestrian Task Force- Community engagement process and results- bike and pedestrian facilities audit and needs assessment (current conditions)- capital improvement project list and plan- bike and pedestrian capital improvement project ranking criteria/methodology- updated non-motorized maps, standards (eg: bike boxes, cycle tracks, grade separated, trails, wayfinding, street furnishings, etc)- policy recommendations- non-capital (program) needs assessment and action plan- funding and partnership options and recommendations- evaluation and monitoring- outreach, education and marketing <p>Refinement and other elements would be determined through detailed scoping.</p> <p>There is also a large document of comments from Mary Joe de Beck</p>	
<p>Notes:</p>	

Proposed Council Goal: City-wide Bike and Pedestrian (Master) Plan

Paul Winterstein: Current City policy and programs for non-motorized transportation and recreation-oriented trails is very high level and not animated with a comprehensive, city-wide master plan for implementation. The developing subarea plan for the central area addresses this topic only within its well-defined boundary. The consideration of bike and pedestrian projects within Complete Streets is not made within the context of specific corridors and linkages to complete. Projects that include non-motorized transportation and single- and multiple-use trails are implemented across multiple departments (Parks, Planning, and Public Works) and completed without consideration of a guiding, city-wide master plan. A comprehensive, actionable plan that includes capital and program components and specific outcomes would provide a unifying context for all of these elements, would drive key community sustainability goals, and give the City and its residents something tangible to strive for.

Council Request

1. A more robust, action-oriented city-wide bike and pedestrian plan.
2. Identify end-to-end travel corridors to complete.
3. Incorporate linkages with regional recreation and transportation alternatives.
4. Improve standards for design, planning and permitting processes for the consideration and implementation of non-motorized transportation and recreation-oriented trails.
5. Guide capital and program investments in bicycle and pedestrian facilities.

Comments on Leadership

Office of Sustainability's Programming Related to Council Goal:

Active, Health Mobility & Salmon Friendly Commuting, Green Living, Sustainable Development

Office of Sustainability Role Related to Council Goal:

As Facilitator / Manager to organize stakeholders to develop plan outcome:

To accomplish this goal, the Office of Sustainability would establish and convene internal and community stakeholders (and consultant) to compile all the "parts and pieces" of complete streets, planning and outreach that have already been developed, create new prioritized routes and maps to support a more comprehensive complete mobility system and increase the understanding and community dialog about "Active, Salmon Friendly – Happy Mobility in a livable City".

Informational Framework and Data/Gaps:

An added benefit of gathering internal and external stakeholder groups to develop a plan would be to better understand Mobility Information to help describe the why and need for infrastructure and development.

For example:

Less than .05% of employees in the City bike/walk commute to work.

(Commute Data comparison- how many live and work in the City – what is the mix and typical vmt)

(Demographic - How many are able, have access to transit, have facilities at work place, have grh, etc.)

(What is the recreation, destiny, vitality, play travel information?)

While work has been done both in the region and in the City to establish a network of trails and roadways along with community designated "bicycle routes", and these routes provide an "ability for dedicated bikers", information about topics such as access, interconnectedness and safety can help

point to why more people don't bike or walk to City destinations and could help create a more active desire to choose those modes for travel or as a means to connect to transit and rideshare opportunities.

Creating a stronger interconnections and safer routes for non-motorized travel can help the City improve links and investments in other modes by providing filling the gaps in "last mile" connections.

It could be a secondary goal of the taskforce to get information out to the public that supports healthy living, economic vitality, energy conservation, climate protection to help describe the value of building an Interconnected Active Mobility Infrastructure.

The newly created taskforce would bring forward best practices and elements that help create Bike/Pedestrian Friendly Cities and provide guidelines and strategies for development.

Comments on Costs

Draft funding outline to include staff labor, consultant and resource costs.

Proposed Staff Capacity Impact Research & Development - Internal:

Draft Annual Schedule & Annual Investment (Recommended 2 year * - see timeline)

Internal Staff Planning / Review & Coordination - see comments on teams

2 hour – 3rd Wednesday meetings monthly to discuss and track progress (and review tools and products)

24 hours (2 hour meeting X 12 Months)

X (4-12 staff involved *see potential)

= 96 up to 288 staff hours (rate: approx \$65/staff)

\$ 6,240 – **\$ 18,720**

Team research and development

2 hours per team member / month (12 months) to meet with community and create maps, products

Each Team has up to 3 people X 4 Teams or 6 hours/month/team X 4 Teams (12 months)

= 24 staff hours X 12 staff hours(rate: approx \$65/staff)

\$ 18,720

Proposed Interconnected Teams

Technical Design/Engineering:

Maps/Standards/Furniture/ Existing Conditions assessment: **Addressing Council Request - 2, 4**

Program Connectivity/Synergy with other Programs

Funding and Partners/Work Program Objectives, ie. CTR, Climate: **Addressing Council Request - 1, 3, 5**

Outreach/Education /Press

Community Survey & Pubic Review Process, Publication **Addressing Council Request - 1, 2, 3, 4, 5**

Integration /Implementation

Current – Pipeline Projects, Grants **1,3,5**

Proposed Staff Capacity Impact Community & Communication- External:

Public Outreach and Review:

3 Stakeholders meetings x 3 hour meetings (9 hours)

12 attending = (108 hours)

Plus 2 person X 4 prep/meetings (24 hours)

132 staff hours (rate: approx \$65/staff) **\$ 8,580**

TOTAL STAFF **\$ 46,020**

PWE is requesting funding (\$100,000) in 2013 to develop a City-wide non-motorized plan to connect the business centers, residential areas, recreation areas, and regional trails that go to other locations outside the City. It will identify corridors for improvements, develop a capital program for implementation, and provide guidance on prioritization of projects in the City’s Complete Streets capital program. As any of these resources may be applied to engineering and mapping work or consulting – see below:

Additional Funding Needs:

Technical Consulting / Training / Materials / Publication **X**

Mapping/Printing **X**

Feet First / Undrivers / Other / Audits /Surveys **X**

Comments on Teams

In order to capture existing work, intentions and synergy as well as foster a sense of ownership and champion expertise, it is important to involve a robust team of stakeholders. Walkers and Bicycle advocates along with less hardy but knowledgeable mobility, open space and vitality leaders from the following departments would play a role in the plan development team.

Preliminary City Staff Stakeholders

OS	(1-3)	possible: MJ, BL, MB
PWE	(1-2)	possible: SL, GC
DSD	(1-3)	possible: LS, TH, DF; CL
PARKS	(1-3)	possible: AM, MM, MM
OTHERS		possible: KK, KS / Police

Team categories

While the teams may have same/overlapping staff members, each team would have work products pertaining to the work focus:

Technical Design/Engineering:

Maps/Standards/Furniture - Street Standards, Trail connectivity, complete streets/ Best practices outlined

Program Connectivity/Synergy with other Programs

Funding and Partners/Work Program Objectives - CTR, Climate, Existing projects, implementation Grant and Partner resources

Outreach/Education /Press

Community Survey & Pubic Review Process, Publication, Marketing – Livable City

Integration /Implementation

Current – Pipeline Projects, Grants , Existing projects, implementation Grant and Partner resources

Preliminary Community Stakeholders – Resource Team

Happy Mobility – Salmon Friendly Commuting Network

Council	(Paul Winterstein, Fred Bulter) – bike / transit - connect
Forterra	(Skye Schell, Jeff Aken) – planning, land development, advocacy
GAIT	(Jeff Youngstrom) – planning bike / ped advocacy
Sustainable Issaquah	(Chantal Stevens, etc) – healthy, sustainable living
King County Bicycle Program	(Eileen Kadesh , Ref Lindmark) – bike programs / access
FeetFirst	(Lisa Quinn) – audits/wayfinding /mapping. advocacy
Cascade Bicycle Alliance	(Stephanie Frans) – bike advocay
Transportation Choices	(Carrie Dolwick) – regional / policy / funding
Eastside Easy Rider Coalition	(Alina Aaron) – outreach / access / equity
Metro / Sound Transit	(partners to connections) – connections / funding / wayfinding
Issaquah residents	(David Baty,Elizabeth Hall,Karen Behm, Tony Cowan, John Johnson, Lisa Kreeger, Jeff Youngstrom)
Business Network / Chamber	(Costco team and employees, Salmon Friendly Network, REI, etc)
Cycle the Wave Riders	
Bicycle Alliance WA	
Futurewise	

SAMPLE TIMELINE -

	Year One												Year Two												
	1	2	3	4	5	6	7	8	9	10	11	12	+	1	2	3	4	5	6	7	8	9	10	11	12
Before the plan																									
<i>Goals; Objectives; Content</i>	1	2	3																						
<i>Consultant Selection</i>				4	5	6																			
Developing the Plan																									
<i>Public Process</i>				3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
<i>Existing conditions</i>				4	5	6																			
<i>Develop draft plan</i>											10	11	12	1	2	3	4	5	6						
<i>Priorities</i>																	4	5	6						
<i>Final Plan</i>																				7	8	9			
Implementing the Plan																									
<i>Adoption</i>																							10	11	
<i>Implementation</i>																									as funded - ongoing

An Annual Outcome:

- Draft Guidelines / Increased Dialog
- Draft plan
- Concurrent Implementation Project Timeline
- Technical Teams
- On-going Task Force
- Year two – Finalize plan – Adoption process

Brief Resources

Overview – why and technical

- <http://wsdot.wa.gov/NR/rdonlyres/F061CF6D-7B96-4E61-BF20-50EAF2716997/0/BikePedPlan.pdf>
- <http://nacto.org/cities-for-cycling/design-guide/>
- <http://www.bikeleague.org/programs/bicyclefriendlyamerica/bicyclefriendlyblueprint/index.php>
- <http://www.carfree.com/cdm/index.html>

Costs associated

- <http://www.bicyclinginfo.org/faqs/answer.cfm?id=20>