

Marlene Schubert

From: Demi Allen <allendbi@comcast.net>
Sent: Thursday, December 2, 2021 1:49 PM
To: PCD
Subject: Grow Community Phase 3 and "Slow Street" section on Shepard Way (Project: PLN135511 FSUBA)

Attn: Ellen Fairleigh, Planner

I am a resident of Grow Community, and my address is 368 Wills Lane NW. I was a member of the City's Multimodal Transportation Advisory Committee from 2013-2019. (I am also the President of Squeaky Wheels, the Bainbridge Island bike advocacy group, but I am writing these comments in my individual capacity, not on behalf of the organization).

I write to express my support for the Grow Community Phase 3 project, and in particular the "Slow Street" aspect of the design at the east end of Shepard Way. Innovative traffic calming designs are often subject to attack because they are different from what people (especially people in the United States) are used to, but I believe we should use more approaches like this to slow car speeds and make conditions in residential areas better for people walking and biking. Focusing solely on whether cars can move unimpeded through an area is thinking we need to leave behind, in my opinion.

The Ambrose Lane/Shepard Way corner is a low-volume, low speed street, and while the addition of 14 residential units will modestly increase the traffic in the vicinity of the project, the revised project design will have less impact than the original plan to build 22 units. To the extent there are any concerns about high-speed travel through this area, the Slow Street design will help moderate that, though the existing 90-degree turn already requires drivers to slow significantly to pass through the area. I do think clear signage will be necessary to help users get accustomed to the Slow Street section and use it as intended, and I do not think the proposed signage will be adequate – a sign that clearly says "Approaching one-lane road section – yield to oncoming traffic" or messaging to that effect will put users on clear notice that they are entering an area where special care must be taken. With adequate, clear signage, I believe users will be able to navigate this area without significant conflict.

One other comment regarding the overall project is that I hope at least one guest parking space in the parking lot to the west of the new residences will be provisioned for power to enable the placement of an EV charger for a shared electric vehicle. At a minimum, this would mean running conduit from a power source with a community meter to the guest parking space. This would enable an electrician to easily provide power to an EV charging station in the future if a viable shared electric vehicle arrangement for Grow Community (and perhaps other area residents) can be arranged. A shared EV arrangement would help mitigate any concerns regarding limited parking spaces.

Thanks for considering my comments, and feel free to reach out to me if you need anything further.

Sincerely,

Demi Allen

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