

# PSRC's 2021 Transportation Alternatives Program Application

*NOTE: This application results document contains all of the questions present within the 2021 TAP Application, including those that may have been skipped in the online application due to input provided.*

## A. Application Type

### A1. TAP Project Category

Bicycle and Pedestrian Projects

## B. General Project Information

### B1. Project Title

Madison Avenue Safe Walking and Biking Project

### B2. RTP ID#

N/A

### B3. Sponsor

Bainbridge Island

### B4. Co-Sponsor

### B5. Certification Acceptance?

No

### B6. CA Sponsor

WSDOT - NW

## C. Project Contact Information

### C1. Name

Christopher Wierzbicki

### C2. Phone

206-780-3718

### C3. Email

cwierzbicki@bainbridgewa.gov

## D. Project Description

**D1. Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.**

The Madison Avenue Safe Walking and Biking Project consists of 1.4 miles of physically and separated bike lanes, widened and ADA improved sidewalks, traffic calming, pavement restoration and utility upgrades through the core commercial area of the Winslow Town Center. Madison Avenue is the primary north-south route through the Bainbridge Island mixed-use town center, carrying over 10,000 vehicles per day, and linking downtown to senior living facilities, health care providers, religious facilities, City Hall, the library, parks and recreation facilities, the High School and middle school campus, and the future Police/Court facility.

The project is currently about to enter the schematic design phase, in preparation for construction in 2023. The City has secured a federal grant and local matching funds for approximately half of the project corridor, but is seeking additional grant funds to expand the project limits and scope to include critical facilities along the frontage that serves the school campus, public parks, and other public facilities. Grant funding received through the TAP would support construction of the facilities beginning in the spring/summer of 2023.

**D2. Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?**

Today, the Madison route adequately serves vehicular, commercial truck traffic, and transit/school bus routes, but poorly serves bicyclists, pedestrians, and the mobility challenged. The sidewalks are very narrow and do not meet current ADA standards, and the bicycle lanes vary in consistency and do not provide the desired level of safety for all users. The City is planning and funding a portion of the improvements (see D1) that would improve conditions along part of the corridor in the next two years, but lacks the necessary funding to create a comprehensive approach to a all-ages-and-abilities (AAA) facility that would serve the needs of all non-motorized users – a key component of helping the City meet our greenhouse gas emission reduction goals of 90% by 2045.

TAP funds for this project would allow the City to expand and bundle the corridor improvements together, resulting in a comprehensive project savings of up to \$500K as well as resource efficiencies for the City's delivery of the project, and minimizing construction-related disruptions that impact local businesses, transit users and commercial deliveries. Most of all, the community will benefit from the implementation of a consistent and safe all-ages-all-abilities non-motorized facility that connects the most vital institutions in the City.

This project will produce economic and community benefits, and will create a both professional and construction jobs. In the short term, the project design process will create or sustain between 25 and 30 professional private and public sector jobs. Those jobs will be sustained from the time of funding through 2023. The project construction will also create or sustain an additional 75-100 construction jobs beginning in 2023 and continuing into 2024.

## E. Project Location

**E1. Location**

Madison Avenue

**E2. County/Counties**

Kitsap

**E3a. Beginning Landmark**

Winslow Way

**E3b. Ending Landmark**

State Route 305

**E4. Map and Graphics**

[Madison Ave Project Slides.pdf \(517 KB\)](#)

## F. Plan Consistency

**F1. Is the project specifically identified in a local comprehensive plan?**

Yes

**F2. If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.**

This project is included in the City's 2021-26 Capital Improvement Plan (CIP), which is adopted as part of the City's Comprehensive Plan. The CIP document can be found attached as part of the funding section of this application.

The document can also be found on the City's website ([www.bainbridgewa.gov](http://www.bainbridgewa.gov)); Government; Finance; Budget; Capital Improvement Plan.

**F3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.**

## G. Federal Functional Classification

### G1. Federal Func. Class.

Urban Functional Classification (Over 5,000 population)

### G2. Rural Func.

### G3. Urban Func.

16 Minor Arterial

## H. Support for Centers

**H1. Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?**

The proposed Madison Avenue project is a main commercial corridor in the Winslow Town Center, which is a "designated center" in the City's Comprehensive Plan, and a "Candidate Countywide Center" under the 2021 Kitsap County Countywide Planning Policies. The corridor connects the main commercial area, the Winslow Town Center, with public facilities, schools and the High School Road District mixed-used area.

**H2. Describe how the project supports existing and/or planned population/employment activity in the center and implements specific policies or projects identified for the center in an adopted plan.**

The proposed Madison Avenue project is consistent with the City's Comprehensive Plan as it will connect two designated centers, the Winslow Town Center and the High School Road District (see select pages from the Land Use Element of the City's Comprehensive Plan attached to this application). The Winslow Town Center consists of 5 separate districts with the goal of encouraging a mixed use, higher density center that has a variety of housing choices as well as mixed-use office and retail development. The High School Road District is intended to provide mixed use and commercial development in a pedestrian-oriented environment.

The City's designated centers are intended to balance their functions as places of commerce and employment, with their roles helping to meet housing needs and provide focal points for civic engagement and cultural engagement.

The 2020 census identified that the census tract in which the Madison project is located saw the greatest increase in population of any area of the City (13%). That trend is anticipated to continue in the coming decade.

**H3. Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center. For example, implementing specific policies or projects identified for the center in an adopted plan.**

The proposed Madison Avenue project is consistent with the City's Winslow Master Plan. The Plan states that "... streets of Winslow shall be designed and constructed to reinforce an efficient, safe and interesting pedestrian environment, provide for transit and bicycle use and the efficient use of streets for automobiles. Traffic calming devices will be used appropriately throughout the Town Center and High School Road Districts

to create a more pedestrian-oriented environment supportive of walking, biking and transit, and to de-emphasize free flowing automobile circulation as it exists at present." The project addresses many of the specific policies in the Plan, including the integration of "...pedestrian facilities and amenities into a multi-modal transportation and circulation system for Winslow," and "provid[ing] for wide sidewalks and other pedestrian amenities that support and encourage pedestrian use of Winslow."

The proposed Madison Avenue project is also consistent with the City's forthcoming Sustainable Transportation Plan, which will be completed in the first quarter of 2022. The project meets several of the Plan goals, including the integration of transportation and land use visions; completing missing links in the network; and, tailoring solutions for people of all ages and abilities. The project is also consistent with the City's recently adopted Complete Streets Ordinance (see attached to this application).

*NOTE: "I. Category-Specific Criteria" will only be filled out for the project category being applied to (question A1).*

## **I. Category-Specific Criteria: Bicycle and Pedestrian Projects**

### **I1. Describe how the project extends or completes a regional or local bicycle and pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.**

The Madison Avenue project is a centerpiece and near-term priority of the City's forthcoming Sustainable Transportation Near-Term Action Plan. The corridor both extends and completes a bicycle and pedestrian system that connects downtown to schools, parks, government and recreational facilities, commercial areas and commuting points north of the Winslow Town Center. The project will convert existing high-level-of-stress pedestrian and bicycle facilities to low-levels, and will also fill gaps along the corridor.

### **I2. Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.**

The Madison Avenue project address key barriers to use and functionality by decreasing the pedestrian and bicycle level-of-stress along the corridor. The current barriers include facilities that are substandard in width and in surfacing (for ADA accessibility), and lack of physical and in some cases visual separation from vehicle lanes the latter of which is of particular concern to the significant grade change along portions of the corridor.

### **I3. Describe how the project addresses safety and security.**

As mentioned, the Madison Avenue project will address safety and security for pedestrians and bicyclists by adding physical separation from vehicular traffic, filling gaps in the facilities along the corridor, as well as including traffic calming, safe-crossing enhancements and improved lighting.

### **I4. Describe the connections to other multimodal facilities the project provides. For example, high capacity or other transit stations, ferry terminals, etc.**

The Madison Avenue project will enhance north, south, and eastern connections to existing non-motorized facilities, and will also provide safe and improved facilities for travel to and from Kitsap Transit bus stops that travel along the corridor. Additionally, the project will directly serve commuters, visitors and tourists who access the Winslow Town Center from the Bainbridge Island Ferry terminal, which is less than a half mile from the Madison corridor. Federal grants recently helped the City improve bicycle and pedestrian facilities from the terminal north and west to the starting point of the proposed Madison Avenue project.

**15. Describe how the project will project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**

The Madison Avenue project will benefit a wide variety of user groups, including bicycle and pedestrian commuters and transit riders; school students; commercial business owners and customers; seniors; visitors and tourists; church-goers; parks and recreation users and municipal government staff and customers.

**16. Describe how the project will benefit populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

The Madison project will benefit populations identified in the President's Order for Environmental Justice by focusing investment in an area of the City that has the highest equity scores. The factors considered in that scoring include: between 36-45% of the households are cost burdened; 4-6% of the population is disabled; 8-12% of the population lives in poverty; 19-36% of the population are people of color; 28-46% of the population are seniors; and, 22-25% of the population are youth.

**17. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

If the Madison Avenue project is not funded, there will be a loss of opportunity to leverage the existing grant and City match funds already set aside for the project, and a failure to realize almost \$500K in savings associated with bundling several projects together along the corridor.

## **I. Category-Specific Criteria: Historic Resources Projects**

**I1. Describe the current or former transportation use of the facility.**

**I2. Describe the historic significance of the facility. This could include designation as a local, state or national landmark; listing as a contributing part of a local, state or National Register historic district; or a determination of eligibility for listing in the National Register.**

**I3. Describe the planned use of the facility and the project's relationship to the transportation system.**

**I4. Describe how the project is part of a larger historic preservation plan.**

**I5. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

**I6. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

**I7. Describe the long-term preservation and/or maintenance plans for the facility.**

**I8. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.**

## **I. Category-Specific Criteria: Environmental Projects**

**I1. Describe the relationship of the project to the transportation system.**

**I2. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

**I3. Describe how well the project goes over and above what is normally required.**

**I4. Describe the long-term maintenance plans for the project.**

**I5. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

**I6. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.**

## **J. PSRC Funding Request**

**J1. Has this project received PSRC funds previously?**

Yes

**J2. Please provide the project's PSRC TIP ID.**

Bain-33

## **K. PSRC Funding Request (cont.)**

Phase	Year	Amount
Construction	2023	\$1150000
		\$
		\$

**Total PSRC Funding Request:**

\$1150000

## Total Estimated Project Cost and Schedule

### L. Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

**Total Planning Phase Cost:**

\$0

**Expected year of completion for this phase:**

### M. Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$400000
			\$
			\$
			\$
			\$

**Total Preliminary Engineering/Design Phase Cost:**

\$400000

**Expected year of completion for this phase:**

2022

### N. Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

**Total Right of Way Phase Cost:**

\$0

**Expected year of completion for this phase:**

## O. Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	STP	Secured	\$1410000
Local	Local	Secured	\$945000
Local	Local	Reasonably Expected	\$830000
Federal	TAP(PSRC)	Reasonably Expected	\$1115000
			\$

### Total Construction Phase Cost:

\$4300000

### Expected year of completion for this phase:

2023

## P. Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

### Total Other Phase Cost:

\$0

### Expected year of completion for this phase:

## Q. Project Summary

### Total Estimated Project Cost:

\$4700000

### Estimated Project Completion Date (month and year):

December 2023

## R. Financial Documentation

### R1. Please enter a description of your financial documentation in the text box below.

The proposed Madison Avenue project funding includes "secured" and "reasonably secured" sources. The "secured" funding includes City of Bainbridge Island General and Utility funds in the amount of \$2,755,000. This is the amount reflected in the funding section of this application. The attached document (COBI TAP Application Funding Madison Funding Docs) identifies that funding in the City's 2021-26 Capital Improvement Plan (see highlighted rows). The figures in the document are slightly higher to account for project staff costs.

The "reasonably secured" funding is made up of two sources. The first is the TAP funds that the City is seeking



through this application in the amount of \$1,115,000. The second is additional match funding that would be provided by the City if the requested TAP funds are secured, in the amount of \$830,000. The City Council has authorized proceeding with this project and the related budget amendment (see attached document COBI Council Agenda 091421 highlighted on page 4), but will be waiting for a response to the TAP funding application before amending the budget with the required amount of match funds.

**R2. Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.**

[COBI TAP Application Madison Funding Docs.pdf \(675 KB\)](#)

[COBI Council Agenda 091421 Madison Project.pdf \(204 KB\)](#)

## Project Readiness

### S. Preliminary Engineering/Design

**S1. Are you requesting funds for ONLY a planning study or preliminary engineering?**

No

**S2. What is the actual or estimated start date for preliminary engineering/design?**

12/15/21

**S3. Is preliminary engineering/design complete?**

No

**S3a. What was the date of completion (month and year)?**

**S4. Have preliminary plans been submitted to WSDOT for approval?**

No

**S3b. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**

**S5. When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.**

8/1/22

## T. Environmental Documentation

**T1. What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).**

Categorical Exclusion (CE)

**T2. Has NEPA documentation been approved?**

No

**T3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**

3/1/22

## **U. Right of Way**

**U1. Will Right of Way be required for this project?**

No

**U2. What is the actual or estimated start date for right of way (month and year)?**

**U3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.**

**U4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.**

**U5. What is the zoning in the project area?**

**U6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**

**U7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**

**U7a. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**

**U8. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if**

**applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.**

## V. Construction

**V1. Are funds being requested for construction?**

Yes

**V2. Do you have an engineer's estimate?**

Yes

**V3. Please attach the engineer's estimate.**

[Mad Ave Est 20211117.pdf \(62 KB\)](#)

**V4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.**

NEPA

**V5. Are Plans, Specifications & Estimates (PS&E) approved?**

No

**V6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?**

09/01/22

**V7. When is the project scheduled to go to ad (month and year)?**

03/01/23

## W. Other Considerations

**W1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**

Thank you for the opportunity to request TAP funds for the City of Bainbridge Island's Madison Avenue project. In summary, the following are some brief points regarding the benefits of investing TAP funds in this project:

- The project will leverage over \$3M in other secured, or reasonably secured, funding;
- Bundling corridor needs (non-motorized, road repair, traffic calming, utilities) will save the City \$500K in the long-term, and significantly reduce community impacts;
- The project connects two developed areas in the Winslow designated center and also improves non-motorized travel for all users to schools, parks, government facilities, shopping, churches, and services.
- The project is located in the area of the City with the highest equity scores; and,
- The project will be ready to build in 2023.

**W2. Describe the public review process for the project and actions taken to involve stakeholders in the project's development.**

The City held a virtual public meeting on the project in July of 2022, and will be holding additional public meetings as part of the schematic design process in the first quarter of 2022.

**W3. Please upload any relevant documents here, if they have not been uploaded previously in this application.**

[COBI Comp Plan 3-LAND-USE Designated Centers.pdf \(414 KB\)](#)

[2021-20 Relating to Complete Streets Ordinance.pdf \(12 KB\)](#)

## End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Kim Pearson at [kpearson@psrc.org](mailto:kpearson@psrc.org) to have it returned to you.



CITY COUNCIL REGULAR BUSINESS MEETING  
TUESDAY, SEPTEMBER 14, 2021

MEETING MINUTES

1) [CALL TO ORDER/ROLL CALL](#)

Mayor Nassar called the meeting to order at 6:02 p.m. on the Zoom webinar platform.

Mayor Nassar, Deputy Mayor Pollock, and Councilmembers Carr, Deets, Fantroy-Johnson, Hytopoulos, and Schneider were present.

2) [EXECUTIVE SESSION](#)

- 2.A Pursuant to RCW 42.30.110(1)(b) to consider the selection of a site or the acquisition of real estate by lease or purchase when public knowledge regarding such consideration would cause a likelihood of increased price, and pursuant to RCW 42.30.110(1)(i), to discuss with legal counsel matters relating to litigation or potential litigation to which the city, the governing body, or a member acting in an official capacity is, or is likely to become, a party, when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the agency.**

[Cover Page](#)

Mayor Nassar adjourned the meeting to an executive session at 6:03 p.m. in accordance with RCW 42.30.110(1)(b) and RCW 42.30.110(1)(i). Council returned from executive session at 6:18 p.m., and Mayor Nassar reconvened the meeting.

3) [APPROVAL OF AGENDA / CONFLICT OF INTEREST DISCLOSURE](#)

Councilmember Carr asked to remove item 5.L from the Consent Agenda. Councilmember Schneider moved and Councilmember Deets seconded to approve the agenda as modified. The motion carried unanimously, 7-0.

There were no conflicts of interest disclosed.

4) [PUBLIC COMMENT](#)

- 4.A Instructions and Guidelines for Providing Public Comment at Remote Meetings - City Clerk**

[Cover Page](#)

[Instructions for Providing Public Comment at Remote Meetings.pdf](#)

Sal DeRosalia commented on the need for increased COVID-19 testing on Bainbridge Island and communications with the Race Equity Advisory Committee.

Cindy Anderson commented on the removal of Future Council Agendas from the agenda.

Barb Trafton spoke in favor of the noxious weed memorandum of understanding.

Abby Chazanow spoke against Route E of Puget Sound Energy's missing link transmission project.

## 5) [CONSENT AGENDA](#)

### **5.A Agenda Bill for Consent Agenda**

[Cover Page](#)

Councilmember Schneider moved and Councilmember Deets seconded to approve the Consent Agenda as modified. The motion carried unanimously, 7-0.

### **5.B Approve Accounts Payable and Payroll**

[Cover Page](#)

[Council Report Payroll 9-07-21.pdf](#)

[AP Report to Council of Cash Disbursements 09-15-21.pdf](#)

### **5.C Approve City Council Meeting Minutes**

[Cover Page](#)

[City Council Study Session Minutes, August 17, 2021.pdf](#)

[Regular City Council Business Meeting Minutes, August 24, 2021.pdf](#)

### **5.D Consider Rejecting Bids for the Sportsman Club New Brooklyn Intersection Improvements Project - Public Works**

[Cover Page](#)

[Bid Form.docx](#)

[Sportsman\\_NB Rendering.pdf](#)

### **5.E Authorize the City Manager to Execute a Memorandum of Understanding, Authorizing Participation in the Bainbridge Island Cooperative Weed Management Board - Executive**

[Cover Page](#)

[CWMA\\_MOU.docx](#)

### **5.F Consider Authorization to Apply for State of Washington Department of Ecology SFY 2021-23 Municipal Stormwater Capacity-Building Grant Agreement and Consider an Associated Budget Amendment (\$50,000.00) - Public Works**

[Cover Page](#)

[SFY21\\_23 Stormwater Capacity Grant Guidelines.pdf](#)

### **5.G Consider Approval of Ordinance No. 2021-25, Sales and Use Tax Increase of One-Tenth of One Percent for Affordable Housing and Related Services - Finance**

[Cover Page](#)

[Ordinance No. 2021-25\\_Relating to Affordable Housing Sales Tax Increase.docx](#)

[Affordable Housing Sales Tax Memo - for packet\\_08.19.21.docx](#)

**5.H Consider Appointments to the Historic Preservation Commission - City Council**

[Cover Page](#)

[Chandler - HPC \(Redacted\).pdf](#)

[Cliver - HPC \(Redacted\).pdf](#)

[Romann - HPC \(Redacted\).pdf](#)

**5.I Approve Historic Preservation Commission 2021 Work Plan and 2020 Work Plan Summary - Planning**

[Cover Page](#)

[2020\\_Summary\\_of\\_Activities.pdf](#)

[2021 Work Plan Revised at August 24 CC Meeting.docx](#)

**5.J Authorize Issuance of Request for Proposals for the Cultural Funding Award Cycle with a Total Award Amount of \$300,000 for 2022 - 2023 - Executive**

[Cover Page](#)

[2022-2023 Cultural Funding RFP for CC 08242021.docx](#)

**5.K Approve Suquamish Tribe Impact Mitigation Grant Memorandum of Understanding in the amount of \$15,000 - Police**

[Cover Page](#)

[2021 Memorandum of Understanding.pdf](#)

**5.L [Pulled from the Consent Agenda] Consider Applying for the Washington State Department of Ecology's 2021-23 Shoreline Management Program Competitive Grant Pilot Program in the amount of \$100,000 for Sea Level Rise Mapping**

[Cover Page](#)

**5.M Authorize a Grant Application up to \$100,000 from the Washington State Department of Commerce to fund a City Housing Action Plan**

[Cover Page](#)

[HAPI-Grant-Instructions](#)

ITEM REMOVED FROM THE CONSENT AGENDA

**5.L Consider Applying for the Washington State Department of Ecology's 2021 - 23 Shoreline Management Program Competitive Grant Pilot Program in the amount of \$100,000 for Sea Level Rise Mapping**

[Cover Page](#)

City Manager King introduced the agenda item, and Council discussed the grant application. City Manager King proposed that Council authorize two grant applications up to the maximum amount of \$100,000; one for technical information related to aquaculture needed for the Shoreline Management Program and the second for technical information needed for mapping sea level rise.

**MOTION:** I make a motion as stated by the City Manager to apply for both of the grants in the amounts stated.

**Fantroy-Johnson/Schneider:** The motion carried unanimously, 7-0.

6) PRESENTATIONS

**6.A Proclamation Declaring September 2021 as "Community Preparedness Month" - Executive**

[Cover Page](#)

[Preparedness Month Proclamation 2021.docx](#)

Emergency Management Coordinator LeSage introduced the agenda item. Councilmember Deets read the proclamation.

7) COUNCIL ANNOUNCEMENTS

Councilmember Deets mentioned the 9/11 American Legion ceremony and Port Madison dialogues with the Suquamish Tribe.

Councilmember Hytopoulos said that the Waste Reduction Task Force will return with a waste reduction ordinance soon.

8) CITY MANAGER'S REPORT

City Manager King provided information in response to public comment about a series of workshops with a race equity advisor and the distribution of future Council agendas.

9) UNFINISHED BUSINESS

**9.A Consider Authorization of Madison Avenue Sidewalk Project Scope Expansion - Public Works**

[Cover Page](#)

[Presentation - Madison Ave Project 091421.pdf](#)

[2021-08-06 Bainbridge Madison Roll Plot with sections.pdf](#)

[2021-08-06 Bainbridge Madison Cross Sections.pdf](#)

[2021-08-06 Bainbridge Madison Plan View Concepts.pdf](#)

Public Works Director Wierzbicki introduced the agenda item. Council discussed the proposed project.

Councilmember Fantroy-Johnson moved and Councilmember Deets seconded to authorize the City Manager to request an extension of the federal grant that would support an expanded scope for the Madison Avenue Sidewalk Project and bring forward a budget amendment to support the anticipated \$5.2 million project cost, without the use of American Rescue Act (ARPA) funds.

**MOTION:** I move to amend the motion to remove the words "anticipated \$5.2 million."

**Carr/Pollock:** The motion carried unanimously, 7-0.

**AMENDED MOTION:** I move to authorize the City Manager to request an extension of the federal grant that would support an expanded scope for the Madison Avenue Sidewalk Project and bring forward a budget amendment to support the project cost, without the use of American Rescue Act (ARPA) funds.



**Fantroy-Johnson/Deets:** The motion carried unanimously, 7 – 0.

**9.B Consider Responses to City Council Questions on the SR305 Roundabout Project, and Exchange of Equal Value to WSDOT Regarding Related City Property - Public Works**

[Cover Page](#)

[WSDOT\\_SR305\\_Roundabout\\_Q\\_A\\_Memo 090821.docx](#)

[SR305 WPM-AdasWill Increase Plant Sizes 09-07-2021.pdf](#)

[SR 305 Roundabout Noise Memo.pdf](#)

Public Works Director Wierzbicki introduced the agenda item, and Council discussed the topic.

**MOTION:** I move to direct the City Manager to proceed with negotiating with WSDOT regarding an exchange for equal value related to the subject City property that relates to the SR305 Roundabout Projects.

**Deets/Fantroy-Johnson:** The motion carried unanimously, 7 – 0.

10) NEW BUSINESS

**10.A Consider Whether to Request Extension of Comment Period on the Draft 2013-2019 Buildable Lands Report - Planning**

[Cover Page](#)

Planning Director Wright introduced the agenda item, and Council discussed the Buildable Lands Report.

**MOTION:** I move to direct the City Manager to request from Kitsap County an extension of the comment period on the draft 2013-2019 Buildable Lands Report from September 21, 2021, to September 30, 2021.

**Carr/Pollock:** The motion carried unanimously, 7-0.

Council scheduled additional discussion of the draft report on the September 21, 2021 study session.

11) COMMUNICATIONS

**11.A Request from Councilmember Carr to add a Discussion on Transfer of Development Rights (TDR) Program Policy Questions to a Future Council Agenda**

[Cover Page](#)

[Agenda Request from Councilmember Carr.pdf](#)

Councilmember Carr introduced the agenda item. Council unanimously approved a motion to schedule the item on a future Council agenda.

12) COMMITTEE REPORTS

Councilmember Deets reported on the Kitsap Regional Coordinating Council ("KRCC") meeting on September 7, 2021, relating to planning policies.

13) ADJOURNMENT

Mayor Nassar adjourned the meeting at 8:27 p.m.

/s/  
Rasham Nassar, Mayor

/s/  
Christine Brown, CMC, City Clerk

City of Bainbridge Island  
Non-Motorized Transportation CIP (2021- 2026)  
2022 Modifications

Project	Grant Eligible	Grant Awarded	Grant Funds	General Comp	Strts Comp	Wtr Comp	Swr Comp	SSWM Comp	Prior Years	2021	2022	2023	2024	2025	2026	2027 - 2040	Total
<b>NON-MOTORIZED PROJECTS - 6-YEAR CIP</b>																	
High School Road Safety Improvements	X	X	225						248	196	-	-	-	-	-	-	444
<i>SR305 to Grow</i>																	
Eagle Harbor Phase II	X	X	700						1,020	57	2	-	-	-	-	-	1,079
<i>Eagle Harbor Dr</i>																	
STO Trail Sakai Pond Connector									141	128	-	-	-	-	-	-	269
<i>SR305 at HS Rd</i>																	
Madison Avenue Sidewalk Improvements	X	X	1,410	Y					-	309	1,801	-	-	-	-	-	2,110
<i>Wyatt to High School</i>																	
C40 Eagle Harbor Dr Phase I	X	X	735					Y	95	30	7	5	755	-	-	-	892
<i>Wyatt to past Bucklin Hill</i>																	
Lost Valley Trail	X		220						-	-	-	10	45	235	-	-	290
<i>HOB to Fletcher Bay Rd</i>																	
C40 - Bucklin Ph 2	X		-	Y					57	-	-	-	698	-	-	-	755
<i>Blakely - Fletcher Bay</i>																	
City Project Funding									636	511	609	15	763	15	-	-	2,548
Grant Totals									925	210	1,200	0	735	220	-	-	3,290
<b>TOTALS</b>									<b>1,561</b>	<b>721</b>	<b>1,809</b>	<b>15</b>	<b>1,498</b>	<b>235</b>	<b>0</b>	<b>-</b>	<b>5,838</b>

Amounts in thousands

**Number:** 01088

**Location:** Wyatt to High School

## Project Description



Description: This project will widen the existing east-side sidewalk to 5-feet or greater, and include sections of landscape buffer. Driveways and ramps on the both sides will be upgraded to meet current standards. This project will be closed and combined with the sewer project Village Basin Improvements in 2022.

**Benefit:** The goal of the project is to better accommodate pedestrians of all ages and abilities along this heavily used corridor that currently has barriers for many users.

Schedule: YR1: Design; YR2 Construction

### Capital Funding (1000's)

[illegible]

### Estimated Impact on Future Operating Budget

[illegible]

*City of Bainbridge Island*  
*Sewer CIP (2021 - 2026)*  
*2022 Modifications*

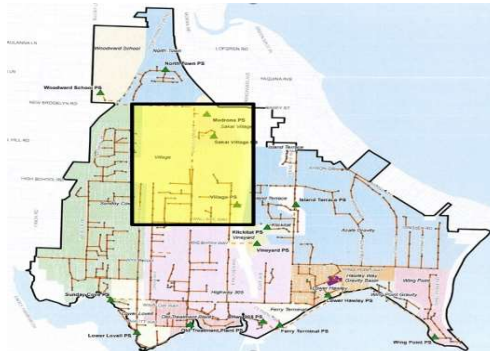
Project	Location and/or Phase	Grant Eligible	Grant Awarded	Grant Funds	General Comp	Strts Component	Wtr Component	Swr Component	SSWM Comp	Prior Years	2021	2022	2023	2024	2025	2026	2027 - 2040	Total
<b>SEWER PROJECTS - 6-YEAR CIP (1000s)</b>																		
Rehabilitate Pumps	Sunday Cove			-				Y		151	45	466	-	-	-	-	-	662
Lift Station SCADA Upgrades	Various			-				Y		281	106	-	-	-	-	-	-	387
Pump Station & Force Main	Wood Ave			-				Y		753	17	21	2,800	-	-	-	-	3,591
Rehabilitate Pump Station (Lower Lovell)	Lower Lovell							Y		173	12	475	440	-	-	-	-	1,100
Rehabilitate Pump Station (Wing Point)	Wing Point			-				Y		102	15	17	-	525	-	-	-	659
Village Basin Improvements	NW Winslow							Y		-	791	1	-	-	-	-	-	792
WWTP Airgap Replacement	Wing Point							Y		-	188	-	-	-	-	-	-	188
Hawley Pump	Lower Hawley							Y		-	-	124	-	490	-	-	-	614
Hawley/Irene Grinder Pumps	Wing Point							Y		-	363	27	-	-	-	-	-	390
North Town Woods Pump	NW Winslow							Y		-	-	115	474	-	-	-	-	589
Woodward Pump	NW Winslow							Y		-	14	119	-	-	380	-	-	513
Rehabilitate Pump Station (Island Terrace)	Island Terrace			-				Y		-	-	-	180	475	-	-	-	655
Install Gravity Sewers	Sunday Cove			-				Y		200	15	10	-	-	-	490	-	715
Extend WWTP Outfall	Wing Point			-				Y		-	-	-	275	-	950	-	-	1,225
City Total										1,660	1,566	1,374	4,169	1,490	1,330	490	-	12,079
Grant Total										-	-	-	-	-	-	-	-	-
<b>TOTALS</b>										<b>1,660</b>	<b>1,566</b>	<b>1,374</b>	<b>4,169</b>	<b>1,490</b>	<b>1,330</b>	<b>490</b>	<b>-</b>	<b>12,079</b>

**Location:**

**Number:**

01100

## Project Description



Description: This project is a placeholder for prioritized sewer improvements that will be identified by the City's sewer basin analysis, which is anticipated to be completed in Fall 2020. The amount is reflective of the approximate cost of what may be the basin's priority project, replacement of a force main in New Brooklyn and Madison Avenue. This project will be closed and combined with Madison Avenue Sidewalk Improvements in 2022.

Benefit: Improves reliability of sewer collection system.

Schedule: YR1: Design and Construction

### Capital Funding (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027- 2040	Total
FUNDING SOURCES (1000's)									
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sewer Fund	\$0	\$791	\$1	\$0	\$0	\$0	\$0	\$0	\$792
SSWM Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-total	\$0	\$791	\$1	\$0	\$0	\$0	\$0	\$0	\$792
FUNDING USES (1000's)									
Project Management		\$41	\$1						\$42
Design/permitting		\$30							\$30
Construction		\$720							\$720
Sub-total	\$0	\$791	\$1	\$0	\$0	\$0	\$0	\$0	\$792

### Estimated Impact on Future Operating Budget

[illegible]

## **ORDINANCE NO. 2021-20**

**AN ORDINANCE** of the City of Bainbridge Island, Washington, adopting a new Chapter 12.02, Complete Streets, of the Bainbridge Island Municipal Code.

**WHEREAS**, Complete Streets are roadways planned, designed, and constructed to provide access to all legal users in a manner that promotes safe and efficient movement of people and goods, whether by car, truck, transit, assistive device, foot, or bicycle; and

**WHEREAS**, increasing walking and bicycling offers improved health benefits for the population and makes Bainbridge Island a more livable community; and

**WHEREAS**, the Washington legislature has passed Complete Streets legislation that encourages the Washington State Department of Transportation and local governments to consider all users in transportation related projects; and

**WHEREAS**, Complete Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation, and commercial destinations by improving pedestrian and vehicular environments through communities; and

**WHEREAS**, Complete Streets enhance safe walking and bicycling options for school age children, in recognition of the national Safe Routes to Schools program; and

**WHEREAS**, the City of Bainbridge Island recognizes the importance of street infrastructure and modifications such as sidewalks, crosswalks, connecting pathways, multi-use paths, bicycle lanes, signage, and accessible curb ramps that enable safe, convenient, and comfortable travel for all users; and

**WHEREAS**, funding from the Washington State Complete Streets Grant Program is only available to jurisdictions that have adopted a Complete Streets Ordinance; and

**WHEREAS**, the City's Island-wide Transportation Plan, which is part of the City's Comprehensive Plan, contains guidance that aligns with the values of a complete streets policy; and

**WHEREAS**, the City is in the process of developing a Sustainable Transportation Plan, a portion of which will provide guidance on transportation priorities that align with the values of Complete Streets policies; and

**WHEREAS**, the City has demonstrated the values of complete streets policies in recently completed transportation project, including the Winslow Way Reconstruction,

the Sound to Olympics Trail, the Olympic Drive Improvements, and the Wyatt Way Reconstruction; and

**WHEREAS**, on October 6, 2020, the City Council discussed developing a Complete Streets Ordinance as part of the Public Works 2021-22 biennial budget.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BAINBRIDGE ISLAND, WASHINGTON, DOES ORDAIN AS FOLLOWS:**

**Section 1.** A new Chapter 12.02 of the Bainbridge Island Municipal Code, Complete Streets, is hereby adopted to read as follows:

**Chapter 12.02  
COMPLETE STREETS**

Sections:

- 12.02.010 Purpose
- 12.02.020 Definitions
- 12.02.030 Complete Streets Infrastructure
- 12.02.040 Implementation of Complete Streets Principles
- 12.02.050 Intergovernmental Cooperation and Partnerships
- 12.02.060 Exceptions
- 12.02.070 Best Practices Criteria

**12.02.010 Purpose.**

The City of Bainbridge Island shall, to the maximum extent practicable, scope, plan, design, construct, operate and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, transit users, motorists, emergency responders, freight, and users of all ages and abilities in all new construction or reconstruction projects of public streets. Through ongoing operations and maintenance efforts, the City of Bainbridge Island shall identify cost-effective opportunities to include Complete Streets practices.

**12.02.020 Definitions.**

A. “Complete Street” means a road that is designed to be safe and accessible for drivers, bicyclists, transit vehicles and riders, freight, emergency service providers, and pedestrians of all ages and abilities. The Complete Streets policy focuses not just on changing individual roads, but on changing the decision making process so that all users are routinely considered during the planning, designing, building, and operation of all roadways.

B. “Complete Streets Infrastructure” means design features that contribute to a safe, convenient, or comfortable travel experience for users, including but not limited to, features such as sidewalks, shared use paths, bicycle lanes, automobile lanes, paved shoulders, street trees, and landscaping planting strips. Curbs, accessible curb ramps, bulb outs, crosswalks, refuge islands, pedestrian, and traffic signals, including countdown and



accessible signals, signage, street furniture, and bicycle parking facilities. Also, includes traffic calming devices such as rotary circles, traffic bumps, and surface treatments such as paving blocks, textured asphalt, and concrete, narrow vehicle lanes, and raised medians.

C. “Street,” for the purposes of this chapter, means any public right of way, including arterials, connectors, alleys, ways, lanes, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network, that is open for use by the general traveling public.

D. “Street Project” means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any street, and includes the planning, design, approval, and implementation processes.

E. “Users” means individuals that use streets, including pedestrians, bicyclists, motor vehicle drivers, and public transportation riders and drivers.

#### **12.02.030 Complete Streets Infrastructure.**

As feasible, the City of Bainbridge Island shall incorporate Complete Streets Infrastructure into existing public streets to create a comprehensive, integrated, connected transportation network that balances access, mobility, health, economy, and safety needs of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities.

#### **12.02.040 Implementation of Complete Streets Principles.**

The City of Bainbridge Island will incorporate Complete Streets principals into the City's Comprehensive Plan, public works standards, parks and recreation comprehensive plan, traffic circulation plan, and other plans, manuals, rules, regulations, and programs as feasible and appropriate.

#### **12.02.050 Intergovernmental Cooperation and Partnerships.**

The City will cooperate with other transportation agencies including the Federal Highways Administration, the Washington State Department of Transportation, Kitsap County and Kitsap Transit to ensure the principles and practices of Complete Streets are embedded within their planning, design, construction, and maintenance activities. The City will cooperate to ensure to the maximum extent practicable the transportation network flows seamlessly between jurisdictions in accordance with local and regional road, transit, bicycle, and pedestrian plans.

Additionally, it is a goal of the City of Bainbridge Island to foster partnerships with other agencies and organizations such as the Bainbridge Island School District, The Bainbridge Island Metropolitan Parks and Recreation District, City Committees, residents, businesses, interest groups, and neighborhoods to procure grant funding and implement the Complete Streets ordinance.

**12.02.060 Exceptions.**

Facilities for pedestrians, bicyclists, transit users and/or people of all abilities are not required to be provided in new construction or reconstruction Street Projects when:

- A. A documented absence of current or future need exists, as identified in City plans and future travel demand models; or
- B. Non-motorized uses are prohibited by law; or
- C. Routine maintenance and repair of the transportation network is performed that does not change the roadway geometry or operations; or
- D. The cost exceeds more than 20% of the total project cost for new construction; or
- E. The Public Works Director issues a documented exception concluding that application of complete streets principles is unnecessary or inappropriate because it would be contrary to public safety; or
- F. Where there are significant adverse environmental impacts to streams, wetlands, steep slopes, or other critical areas; or
- G. Where the establishment would be contrary to the Transportation Element of the Comprehensive Plan; or
- H. Where their inclusion in a small, isolated project would create a very short section of improvements with problematic transitions on either end or that are in an isolated area unlikely to be followed by similar improvements at either end, resulting in little progress on implementing Complete Streets networks.

**12.02.070 Best Practice Criteria.**

The Public Works Director shall modify, develop and adopt policies, design criteria, standards and guidelines based upon recognized best practices in street design, construction and operations including but not limited to the latest editions of American Association of State Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE) and National Association of City Transportation Officials (NACTO) guidelines and standards, while reflecting the context and character of the surrounding built and natural environment and enhancing the appearance of such.

**Section 2. Severability.** Should any section, paragraph, sentence, clause, or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

**Section 3.** This ordinance shall take effect and be in force five (5) days from its passage and publication as required by law.

PASSED by the City Council this \_\_\_\_ day of \_\_\_\_\_, 2021.

APPROVED by the Mayor this \_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Rasham Nassar, Mayor

ATTEST/AUTHENTICATE:

\_\_\_\_\_  
Christine Brown, CMC, City Clerk

FILED WITH THE CITY CLERK:	July 23, 2021
PASSED BY THE CITY COUNCIL:	_____, 2021
PUBLISHED:	_____, 2021
EFFECTIVE DATE:	_____, 2021
ORDINANCE NUMBER:	2021-20

which to assess progress. For example, the Housing Element sets aspirational targets to increase the diversity of *housing types* and supply of *affordable housing* and establish benchmarks, a monitoring program and a schedule for progress reports. A monitoring program must be created to track progress in achieving other aspects of the Plan's *vision* and *goals*.

## LAND USE VISION 2036

The environment, values and culture of our Island community have been protected, conserved and enhanced by managing growth according to the *Comprehensive Plan's Guiding Principles, Goals and Policies*.



Fig. LU-1 Typical Island Designated Center

Most of the preceding two decades of growth have been attracted to the high quality of life in the Island's thriving **Designated Centers** where cultural amenities, employment and housing opportunities abound and *public services*, utilities and *infrastructure* are efficiently provided.

These **Designated Centers** are compact, human-scaled and pedestrian-oriented, promoting a healthy lifestyle and are linked to each other and the region by a network of trails and *transit*. (See Fig. LU-1.)

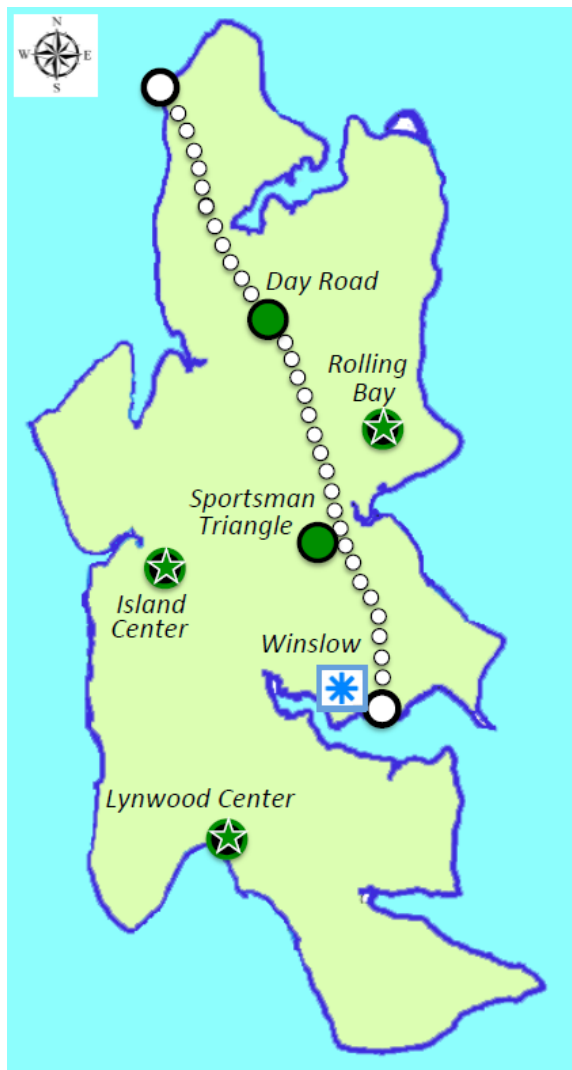


Fig. LU-2 Typical Island Conservation Area

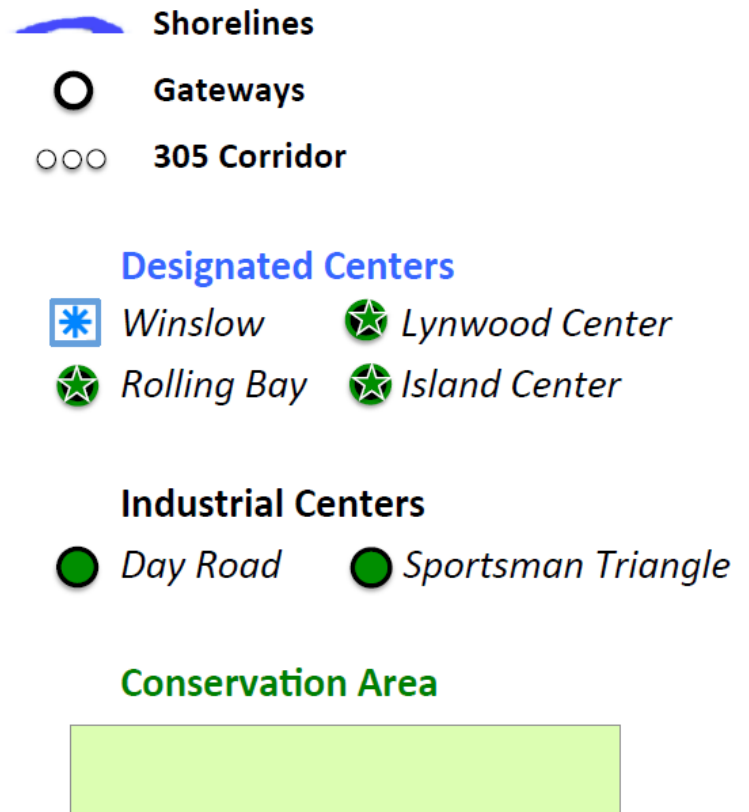
Outside of the **Designated Centers**, almost 90% of the Island is a green and open landscape. The residential *land use* pattern in this **Conservation Area** minimizes the footprint of the built environment and embodies design principles that protect the Island's *aquifers*, surface waters and *fish and wildlife habitat*.

This broad landscape of canopied woodlots, parks and saltwater shorelines is dotted with working *farms*, historic structures, freestanding residences and *conservation villages*. (See Fig. LU-2.)

The evolving **Designated Centers** and **Conservation Areas** on Bainbridge Island embody the successful implementation of the Island Land Use Concept. (See Fig. LU-3.)



**Fig. LU-3. Island-wide Land Use Concept**



## GOALS & POLICIES

### GOAL LU-1

Plan for growth based on the growth targets established by the *Kitsap Regional Coordinating Council*: 5,635 additional residents and 2,808 additional jobs from 2010-2036 and at the same time promote and sustain high standards that will enhance the quality of life and improve the environment of the Island.

### Policy LU 1.1

The City accepts the *Kitsap Regional Coordinating Council (KRCC)* population allocation and will continue to analyze the impacts of these allocations as the Comprehensive Plan is implemented. With an allocation of 28,660, the Island must plan for an increase in population of 5,635 persons and 2,808 jobs by the year 2036.

**Madison Ave Project**

Cost Estimate

11/17/2021

**Madison (High School Rd to SR 305)**

ITEM NO.	DESCRIPTION	Qty	UNITS	UNIT PRICE	BID PRICE
1	Mobilization	1	LS	\$124,000.00	\$124,000.00
2	Roadway Surveying	1	LS	\$15,000.00	\$15,000.00
3	SPCC Plan	1	LS	\$1,000.00	\$1,000.00
4	Project Temporary Traffic Control	1	LS	\$120,000.00	\$120,000.00
5	Clearing and Grubbing	1	AC	\$8,500.00	\$8,500.00
6	Road Excavation Incl. Haul	600	CY	\$35.00	\$21,000.00
7	Remove Asphalt Pavement	12,000	SY	\$3.00	\$36,000.00
8	Remove Cement Conc. Sidewalk		SY	\$15.00	\$0.00
9	Remove Cement Conc. Curb/Curb and Gutter		LF	\$3.00	\$0.00
10	Gravel Borrow	300	TN	\$40.00	\$12,000.00
11	Crushed Surfacing Base Course	3,120	TN	\$45.00	\$140,400.00
12	HMA Cl. 1/2" PG 64-22	2,200	TN	\$180.00	\$396,000.00
13	Cement Concrete Traffic Curb and Gutter	6,400	LF	\$30.00	\$192,000.00
14	Cement Concrete Traffic Curb	6,400	LF	\$20.00	\$128,000.00
15	Concrete Retaining Wall	400	SF	\$100.00	\$40,000.00
16	Storm Sewer Pipe 12 In. Diam.	3,200	LF	\$51.00	\$163,200.00
17	Catch Basin Type 1	32	EA	\$2,000.00	\$64,000.00
18	Culvert Extension (Diam. ?)	1	EA	\$10,000.00	\$10,000.00
19	Erosion/Water Pollution Control	1	FA	\$5,000.00	\$5,000.00
20	Plastic Crosswalks	1		\$2,000.00	\$2,000.00
21	Plastic Stop Bars	1		\$2,000.00	\$2,000.00
22	Paint Line	9,600	LF	\$1.00	\$9,600.00
23	Topsoil Type A	240	CY	\$60.00	\$14,400.00
24	Seeding	2,150	SY	\$3.00	\$6,450.00
Construction Total					\$1,510,550.00
Engineering					\$100,000.00
Inspection					\$20,000.00
Materials Testing					\$8,000.00
Sub Total					\$1,638,550.00
Contingency (30%)					\$491,565.00
Total This Segment					\$2,130,115.00

**Madison Ave (Wyatt Way to High School Rd)**

ITEM NO.	DESCRIPTION	Qty	UNITS	UNIT PRICE	BID PRICE
1	Mobilization	1	LS	\$120,000.00	\$120,000.00
2	Roadway Surveying	1	LS	\$15,000.00	\$15,000.00
3	SPCC Plan	1	LS	\$1,000.00	\$1,000.00
4	Project Temporary Traffic Control	1	LS	\$100,000.00	\$100,000.00
5	Clearing and Grubbing	1	AC	\$8,500.00	\$8,500.00
6	Road Excavation Incl. Haul	1,200	CY	\$35.00	\$42,000.00
7	Remove Asphalt Pavement	10,000	SY	\$3.00	\$30,000.00
8	Remove Cement Conc. Sidewalk	2,000	SY	\$15.00	\$30,000.00
9	Remove Cement Conc. Curb/Curb and Gutter	3,600	LF	\$3.00	\$10,800.00
10	Gravel Borrow	200	TN	\$40.00	\$8,000.00
11	Crushed Surfacing Base Course	2,500	TN	\$45.00	\$112,500.00
12	HMA Cl. 1/2" PG 64-22	2,500	TN	\$180.00	\$450,000.00
13	Cement Concrete Traffic Curb and Gutter	2,500	LF	\$30.00	\$75,000.00
14	Cement Concrete Traffic Curb	5,000	LF	\$20.00	\$100,000.00

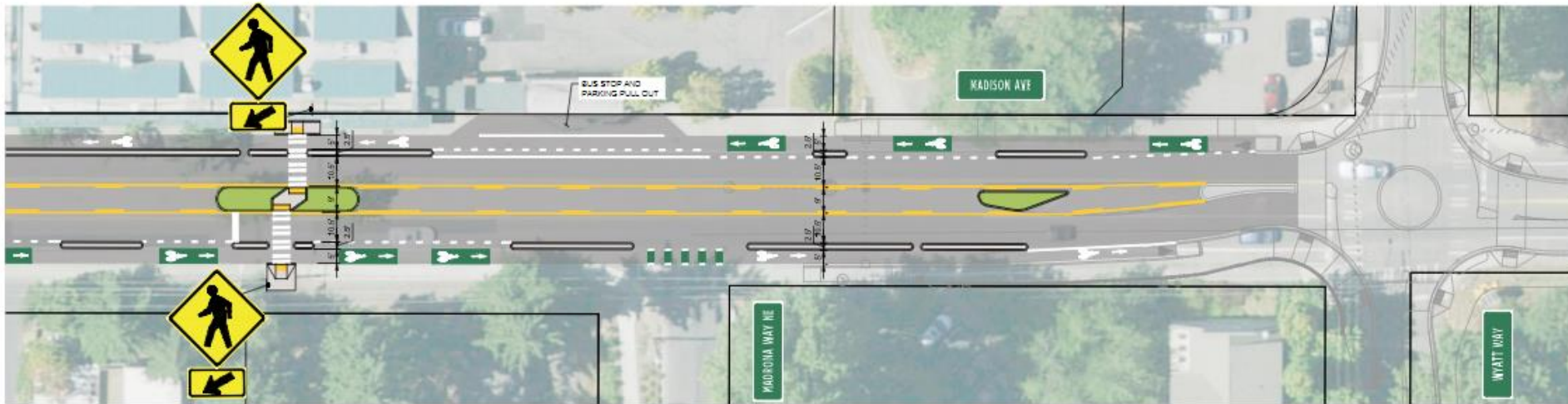
15	Cement Conc. Sidewalk	2,000	SY	\$44.00	\$88,000.00
16	Concrete Retaining Wall		SF	\$100.00	\$0.00
17	Storm Sewer Pipe 12 In. Diam.	150	LF	\$51.00	\$7,650.00
18	Catch Basin Type 1	12	EA	\$1,250.00	\$15,000.00
19	Culvert Extension (Diam. ?)		EA	\$20,000.00	\$0.00
20	Erosion/Water Pollution Control	1	FA	\$5,000.00	\$5,000.00
21	Plastic Crosswalks	1		\$2,000.00	\$2,000.00
22	Plastic Stop Bars	1		\$2,000.00	\$2,000.00
23	Paint Line	7,500	LF	\$1.00	\$7,500.00
24	Topsoil Type A	185	CY	\$60.00	\$11,100.00
25	Seeding	1,700	SY	\$3.00	\$5,100.00
Construction Total					\$1,246,150.00
Engineering					\$100,000.00
Inspection					\$20,000.00
Materials Testing					\$8,000.00
Sub Total					\$1,374,150.00
Contingency (30%)					\$412,245.00
Total This Segment					\$1,786,395.00

**Madison Ave (Winslow Way to Wyatt Way)**

ITEM NO.	DESCRIPTION	Qty	UNITS	UNIT PRICE	BID PRICE
1	Mobilization	1	LS	\$59,000.00	\$59,000.00
2	Roadway Surveying	1	LS	\$10,000.00	\$10,000.00
3	SPCC Plan	1	LS	\$1,000.00	\$1,000.00
4	Project Temporary Traffic Control	1	LS	\$100,000.00	\$100,000.00
5	Clearing and Grubbing		AC	\$8,500.00	\$0.00
6	Road Excavation Incl. Haul	600	CY	\$30.00	\$18,000.00
7	Remove Asphalt Pavement	6,700	SY	\$3.00	\$20,100.00
8	Remove Cement Conc. Sidewalk		SY	\$15.00	\$0.00
9	Remove Cement Conc. Curb/Curb and Gutter		LF	\$3.00	\$0.00
10	Gravel Borrow		TN	\$35.00	\$0.00
11	Crushed Surfacing Base Course	1,900	TN	\$45.00	\$85,500.00
12	HMA Cl. 1/2" PG 64-22	1,400	TN	\$180.00	\$252,000.00
13	Cement Concrete Traffic Curb and Gutter		LF	\$30.00	\$0.00
14	Cement Concrete Traffic Curb	1,250	LF	\$20.00	\$25,000.00
15	Concrete Retaining Wall		SF	\$100.00	\$0.00
16	Storm Sewer Pipe 12 In. Diam.	60	LF	\$51.00	\$3,060.00
17	Catch Basin Type 1	3	EA	\$1,250.00	\$3,750.00
18	Culvert Extension (Diam. ?)		EA	\$20,000.00	\$0.00
19	Erosion/Water Pollution Control	1	FA	\$5,000.00	\$5,000.00
20	Plastic Crosswalks	1		\$2,000.00	\$2,000.00
21	Plastic Stop Bars	1		\$2,000.00	\$2,000.00
22	Paint Line	5,000	LF	\$1.00	\$5,000.00
23	Topsoil Type A	46	CY	\$60.00	\$2,760.00
24	Seeding	420	SY	\$3.00	\$1,260.00
Construction Total					\$595,430.00
Engineering					\$40,000.00
Inspection					\$20,000.00
Materials Testing					\$8,000.00
Sub Total					\$663,430.00
Contingency (20%)					\$132,686.00
Total This Segment					\$796,116.00
Grand Total					\$4,712,626.00



# Potential Project Scope – Winslow to Wyatt



SOUTH SEGMENT (WINSLOW WAY TO WYATT WAY)  
STREET LEVEL BIKE LANES

- Street-level, physically separated bike lanes – both sides
- Concrete curb and/or raised planter separation
- Street paint for visual cues



Madison Sidewalk Project Scope Expansion

August 17, 2021



## Potential Project Scope – Wyatt to High School



CENTRAL SEGMENT (WYATT WAY TO HIGH SCHOOL ROAD)  
 OPTION B: NORTHBOUND SIDEWALK LEVEL BIKE LANE, SOUTHBOUND STREET LEVEL BIKE LANE

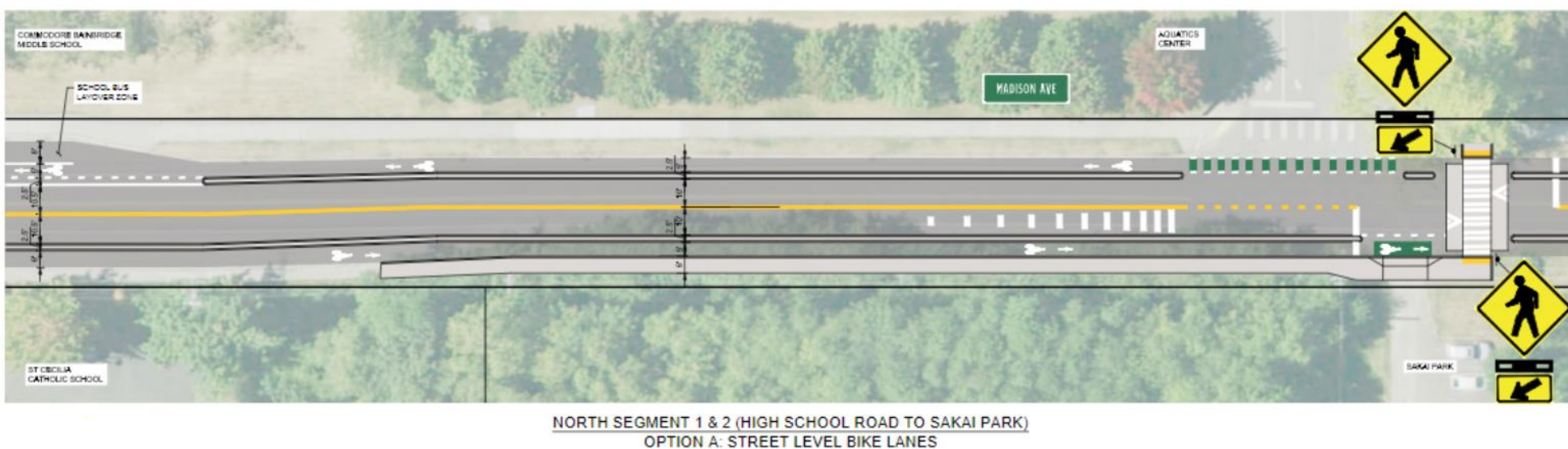
- Street-level, physically separated bike lanes – west side
- Sidewalk-level, raised bike lanes – east side
- Widened sidewalk – west side
- Street/sidewalk paint for visual cues



# Madison Sidewalk Project Scope Expansion

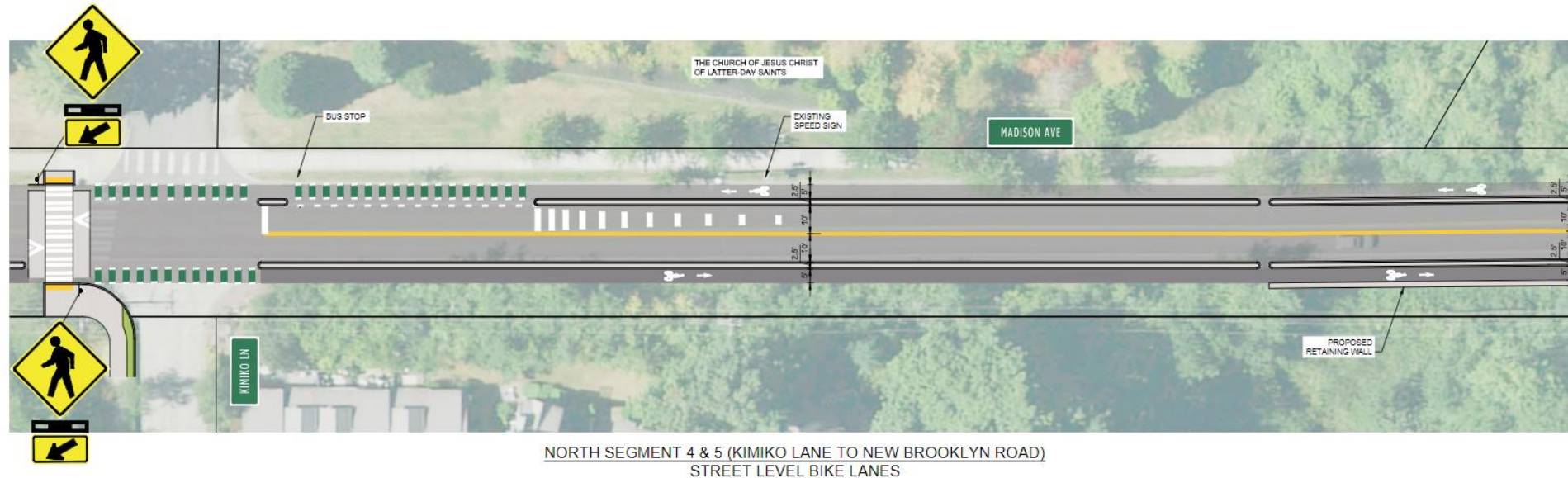
August 17, 2021

# Potential Project Scope – High School to SR305



- Street-level, physically separated bike lanes – east and west side
- Sidewalk gap filling between St. Cecilia's and Sakai Park
- Traffic calming and new crosswalks
- Road reconstruction and sewer replacement

# Potential Project Scope – High School to SR305 con't



- Street-level, physically separated bike lanes – east and west side
- Bike lane gap filling on west side
- Traffic calming and new crosswalks
- Road reconstruction and sewer replacement