PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Sponsor
Bucklin Hill Road NM Imp and Eagle Harbor Boardwalk – connecting centers	BAIN	Bainbridge Island
Co-Sponsor	**Certification Acceptance?**	**CA Sponsor**
	No	WSDOT - OLY

Project Contact Information

Name	Phone	Email
Emily Reyes-Cady	2064718979	ecady@bainbridgewa.gov

Project Description

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 “Bucklin Hill Road NM Imp and Eagle Harbor Boardwalk – connecting centers” project will be a meaningful connection for local and visiting pedestrians and bicyclists.

This project aims to reduce the required vehicular traffic from Lynwood Center to Winslow Center and is part of a larger city goal of connection and to improve walkability and bike-ability on island. The project aims to better accommodate pedestrians of all ages and abilities along this heavily used corridor that currently has barriers for many users. By reducing vehicular traffic and widening the road, walk-ability and bike-ability will improve and provide a safer path for citizens traveling between city centers.

This grant will help fund the design and construction of a boardwalk at the pinch point along Eagle Harbor Dr. At Eagle Harbor Drive across from the Green Light Garage, where the road narrows down with no shoulder and narrow lanes. With the funding of this grant, we will be able to design and construct a boardwalk that will link the bike lanes on either side of the pinch point.

This grant will also assist with design and construction of a multi-use all ages and abilities facility on both sides of Bucklin Hill Road from Eagle Harbor Dr to Lynwood Center NE. This is part of the goals of the Sustainable Transportation Plan, to design facilities for all ages and abilities that connect city centers. This project will be one of many connecting Winslow to Lynwood Center. Most recently Wyatt Way from Madison Ave to Ashbury was completed. Currently in design is a project that connects that section of all ages and abilities facility sidewalk and widened bike lanes with separated facility down Wyatt Way to Eagle Harbor and stopping at Bucklin Hill Rd where this project will pick up.

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?
Bainbridge Island is known for its bikers and many trails. Part of the charm of the island is the feeling of being able to be rural and still go for a walk, or bike to work and ferry. It is in our city culture. It is one of the many things that attracts others to take the ferry over to the island and enjoy our island charm. However, despite many bikers and walkers, our bike shoulders are small and leave something to be desired. That something is the need for a safe path connecting the island. Allowing us to reduce the need for cars and begin to rely on sustainable transportation. This project is part of our larger goal to connect all city centers allowing the community to bike between areas that have previously been difficult to connect to and require a vehicle.

This project is an important part of the Island-Wide Transportation Plan, helping to connect city centers to bikers and other non-motorized users of all ages and abilities. This project is needed to meet the bigger goal of an equitable city with infrastructure that meets the needs of all users. Every little section of road widened for all ages and abilities will help the goal and bigger picture to become reality.

The Eagle Harbor Dr Wyatt Way NM Imp-Connecting Centers Project is part of a city-wide goal to link and connect cyclists and other non-motorized users between city centers. Helping them to safely get from one part of the island to another without the need of a vehicle. This project aims to reduce the required vehicular traffic from Lynwood Center to Winslow Center and is part of a larger city goal of connection and to improve walkability and bike-ability on island.

Project Location

Location	**County/Counties**
Bucklin Hill Rd. and Boardwalk at Eagle Harbor Dr	Kitsap
Beginning Landmark	**Ending Landmark**
Eagle Harbor Dr NE	Lynwood Center Rd NE

Map and Graphics
f-132-552-18671526_ewrqsko7_EHD-WW_10_Exhibit_2023-06-23.pdf, f-132-552-18671526_SBWP6ZXo_Vicinity_Map.pdf

Plan Consistency

Is the project specifically identified in a local comprehensive plan?
Yes

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.
In each document I have highlighted relevant sections
1. City of Bainbridge Island CIP (Capital Improvements Plan)
Sections Highlighted
(There are a few different project sources that this project will be pulling budget from and these CITY budgets are going to this and the Eagle Harbor project.
2. STIP
3. Vision Sustainable Transportation Plan-All Pages
4. IWTP-full document uploaded and specific pages, project specific info is highlighted.

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.

Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Minor Arterial

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

This project will connect those living on the south end to the Ferry allowing for work in Seattle. Many of our commuters currently work in Seattle while living on Bainbridge. This project will connect many to Winslow where the largest density of jobs on the island exists. This connection will not only link users to Winslow center but also be part of the missing gap from the Lynwood Center area, which is the second fastest developing area of the city.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center

This project will help to allow for more development or redevelopment of Lynwood center with the added bike flow from Winslow to Lynwood Center and from the Ferry to Lynwood center. The Lynwood Center has been identified as an important housing area on Bainbridge Island, and as a prevalent center within the Sustainable Transportation Plan.

Category-Specific Criteria: Pedestrian and Bicycle Projects

Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.
The Bike facilities from the ferry and Winslow down Wyatt way were recently improved. When Wyatt Way turns onto Eagle Harbor the biking conditions become subpar. The shoulder is so narrow the bikers have to hug the fog line which lends to cars going around them while there is a high level of traffic on each side of the road. There is not much room for the bikers to “escape” to safety. One of the biggest pinch points is at green light garage. The boardwalk in this area will allow the bikers to enter the boardwalk and have added space to bike. This boardwalk will allow the lane to be shifted over giving bikers more room on the east side as well. The boardwalk will be designed to limit environmental impacts that shoulder widening may pose in this location. This project also focuses to widen down Bucklin Hill Rd from Eagle Harbor Dr to Lynwood Center Rd NE which leads to Hyla school and provides a portion of improvements that head down to Lynwood center.

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.
There is very poor rideability and very narrow shoulders where the proposed boardwalk is located. At this location bicyclists have to enter the road and merge with the cars. This boardwalk will provide a safe escape. The board walk will provide a wide enough area for bikers to enter with a smooth transition to and from the bike

lines on either side. It will also allow for the road to be shifted west by a few feet to give more room for the bike line on the east side of the road. Another need in the community this project addresses is wider shoulders heading to Hyla middle school. In this area there is a lot of traffic at drop off and pick up. Having wide shoulders will encourage biking and walking, reducing the congestion in this area and making for a safer and quicker drop off and pick up experience. Having accommodations for those without cars also removes a barrier.

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.
The widening along Bucklin hill and the boardwalk at eagle harbor are both part of a larger goal to connect the south end of the Island to important bus stops and to the ferry. The ferry is a key connector on Island. Many of our working citizens take the ferry to and from work everyday rain or shine. The climate on Bainbridge especially in the fall, winter and spring is very wet with low visibility making it even more important to have a separated non-motorized facility.

Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.
This project will benefit a diversity of user groups. We had many commuters come to city council meeting to support improving bike lanes along Bucklin Hill Rd and Eagle Harbor. They have been calling for this project for many years, some have been requesting these improvements for over a decade. With this grant money and this project, we will be able to make action to their cries. We have heard our citizens and are working hard to meet the need for sustainable transportation on island and in this localized area of Bucklin Hill Rd and Eagle Harbor Dr. The number one benefiter will be commuters. Then residents whose children go to the local Hyla Middle School off Bucklin Hill Rd will benefit from the accessibility to reach Hyla not only with cars but also with non-motorized transportation. Additionally, many tourists come each year to bike on Bainbridge Island. Improving the bike-ability will increase this usage and provide for more sales from tourists especially in Lynwood center and the many stores on the south end of the island.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.
If this project is not funded, then the nonmotorized improvements will not connect down Bucklin Hill Rd. There will be a large gap in accessibility on the island between the Ferry and the south end of the island in the area with the second fastest growing population. A large population of our working class will continue to struggle with getting to the ferry to get to work.

Category-Specific Criteria: Equity

Section 1

Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.

The children of Hyla Middle school will benefit from the project and accessibility to attend Middle School will be increased, especially among the children whose parents have limited transportation. Many islanders share 1 car for the whole family, balancing the commute to work with getting children to school is an everyday challenge for many families.

Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

Section 3 page 18 and 19 of the IWTP shows the gap in safe and protected facilities that this project will address. There is a gap in safe and protected bike lanes in this area.

Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.

Providing bike lanes will meet the needs of the many working commuters and school children.

Section 2

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

The City of Bainbridge Island has been working on a sustainable transportation plan for many years now and has created a sustainable transportation committee to discuss which projects on island will have the most usage and a plan of action to tackle the many needed projects on the island. This is one of the projects outlined in this plan on page 18 and 19 of the IWTP.

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

Multiple options were given to city council and meetings we held to share the options with the community. We heard from many citizens as they spoke in support of this project, then taking this support and suggestions we refined the design of this project to meet the needs and desires of the citizens.

Section 3

Is the project in an area of low, medium, or high displacement risk?

Low displacement risk

If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

N/A

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

This project creates a safer area for nonmotorized users in two areas where safety has been a great and expressed concern for our citizens.

Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

This project greatly improves the safety of bicyclists, commuters, and walkers. A separated facility will be provided on Bucklin Hill Rd and at the boardwalk on Eagle Harbor Dr. This separated facility will make it easier for cars and those traveling in these areas to see each other and not run into the different modes of transportation with the separated facility and lights that will be added to a very dark road and will especially improve visibility in the many dark months of the year.

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

Attached is the City of Bainbridge Island – Island Wide Transportation Plan. I have included the full plan and specific highlighted pages to limit the need for scrolling. This document identifies gaps and deficiencies in the roads and shoulder facilities, pointing out both Eagle Harbor Dr and Bucklin Hill Road. This document also reviews different types of improvements and what their implementation would look like. Section 1-1 discusses the purpose of the plan as part of the comprehensive plan to design and construct user facilities to address disparities in the connections on Island. Section 3 starting on page 18 and Section 6 page 6 features this project. Furthermore, VISION_Sustainable Transportation Plan from February 2022 outlines our goals for sustainable transportation and the importance to address the needs of different users. This project follows these principles and has been outlined in these reports and will now be implemented with the assistance of this grant. All pages in the Sustainable Transportation Plan are relevant to this project.

Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

This project provides a safe and protected area by separating motorized users from non-motorized users. By separating the two it reduces the reliance on enforcement and the need for decreased speeds. Additionally, traffic calming design elements including lane width reduction are included as part of this plan.

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
No	

PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2025	$2000000
PE/Design	2024	$300000
		$

Total PSRC Funding Request: $2300000

Total Estimated Project Cost and Schedule

Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			$
			$

			$
			$
			$

Total Planning Phase Cost: $0
Expected year of completion for this phase:

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	$40500
Federal	TAP(PSRC)	Reasonably Expected	$300000
			$
			$
			$

Total Preliminary Engineering/Design Phase Cost: $340500
Expected year of completion for this phase: 2024

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	$56000
			$
			$
			$
			$

Total Right of Way Phase Cost: $56000
Expected year of completion for this phase: 2024

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Reasonably Expected	$2000000
Local	Local	Secured	$460800
			$
			$
			$

Total Construction Phase Cost: $2460800
Expected year of completion for this phase: 2026

Other Phase

Fund Type	Fund Source	Funding Status	Amount

			$
			$
			$
			$
			$

Total Other Phase Cost: $0
Expected year of completion for this phase:

Project Summary

Total Estimated Project Cost:	**Estimated Project Completion Date (month and year):**
$2857300	June, 2026

Financial Documentation

Please enter a description of your financial documentation in the text box below.
There are a few projects in the 2023-2028 CIP highlighted where funding for this project will come from. This project is part of a larger goal for sustainable transportation on island.

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.
f-132-346-18671526_WeoqcHiK_2021-2026_CIP.pdf, f-132-346-18671526_TkeSPH3j_WSDOT_CA_Support_2023.07.17.pdf, f-132-346-18671526_iWW9emiv_10_Opinion_of_Cost_Bucklin_Boardwalk_2023-07-21.pdf, f-132-346-18671526_H2cTz8iJ_2023-2028_CIP_Non-Motorized.pdf

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?
No

What is the actual or estimated start date for preliminary engineering/design?
January, 2020

Is preliminary engineering/design complete?
No

What was the date of completion (month and year)?
November, 2024

Have preliminary plans been submitted to WSDOT for approval?
No

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.
WSDOT design review November 2024
Permitting completed December 2024
Advertise August 2025 for construction
Break ground October 2025
Construction Substantially completed 2026

When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.
December, 2024

Environmental Documentation

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)

Has NEPA documentation been approved?
No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
November, 2024

Right of Way

Will Right of Way be required for this project?
Yes

What is the actual or estimated start date for right of way (month and year)?
July, 2023

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.
May, 2024

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.
Portions of the road widening may require additional ROW to get the desired width. Since this has federal funding the consultant will insure all required processes are addressed during the ROW acquisition process. They have estimates of what will be required and will refine this with the design.

What is the zoning in the project area?
The project spans multiple zones including R1, R2, R2.9, R0.4.

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions

needed to pursue this.
N/A
We have already started positive conversations with land owners and so far have support.

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

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

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.
The city is currently working with a consultant to acquire ROW.

Construction

Are funds being requested for construction?
Yes

Do you have an engineer's estimate?
Yes

Please attach the engineer's estimate.
f-132-540-18671526_gDhBbjzx_10_Opinion_of_Cost_Bucklin_Boardwalk_2023-07-21.pdf

Identify the environmental permits needed for the project and when they are scheduled to be acquired.
All Permitting to be completed by December 2024
Our Design consultant is currently working on preliminary plans and determining all permits that will be required.
Currently Environmental Permits include:
NEPA CE
HPA

Are Plans, Specifications & Estimates (PS&E) approved?
No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?
November, 2024

When is the project scheduled to go to ad (month and year)?
August, 2025

Other Considerations

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.
The Eagle Harbor Dr Wyatt Way NM Imp-Connecting Centers Project is part of a city-wide goal to link and connect cyclists and other non-motorized users between city centers. This goal not only will link commuters but is a thoughtful design to include all ages and abilities. Phase 1 of the Eagle Harbor Non-Motorized Improvements project will be a meaningful connection for local and visiting pedestrians and bicyclists.
This project aims to reduce the required vehicular traffic from Lynwood Center to Winslow Center and is part of a larger city goal of connection and to improve walkability and bike-ability on island. The project aims to better accommodate pedestrians of all ages and abilities along this heavily used corridor that currently has barriers for many users. By widening the road and adding a boardwalk, walk-ability and bike-ability will improve and provide a safer path for citizens traveling between city centers. This will in turn reduce vehicular traffic and increase not only commuter use of the facilities but leisure use.
This grant will help to fund the construction phase of this project. Covering the cost of not only the materials, but the labor and costs associated with construction.

Describe the public review process for the project and actions taken to involve stakeholders in the project's development.
During multiple open house events and onsite walk throughs with city council to discuss this project, much support was given. This project has been in the city manager reports and presented at City Council meetings.

07/11/2023 - the City Council was presented with the design alternatives, as well as a summary of feedback from the public engagement opportunities. The Council after listening to the many citizens who spoke chose a design for this project and voted for its expansion down Bucklin Hill Rd and the inclusion of the boardwalk.
05/08/23 - Open House - Council Chambers
February 14 – City Council recommendation on preliminary design.
01/25/23 – The City hosted an open house on the project design in the City Council Chambers.
01/10/23 – City staff presented the City Council with an overview of the project scope of work, budget, and timeline.

Please upload any relevant documents here, if they have not been uploaded previously in this application.
f-132-480-18671526_jIwX2p22_Letter_of_Support_2.pdf, f-132-480-18671526_I34bIxuY_VISION_Sustainable_Transportation_Plan_20220204_reduced.pdf, f-132-480-18671526_e7uOzm3Z_Letter_of_Support_1_Squeaky_Wheels_.pdf, f-132-480-18671526_ypCXveDR_EHD-WW_10_Exhibit_2023-06-23.pdf, f-132-480-18671526_QEPAzjXL_WSDOT_CA_Support_2023.07.17.pdf, f-132-480-18671526_55DuJRpJ_Pages_from_IWTP.pdf

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 Nick Johnson at njohnson@psrc.org to have it returned to you.

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

	Prior Years	2021	2022	2023	2024	2025	2026	2027 - 2040	**Total**
in (1000s)									
Transportation Projects	5,310	1,045	50	800	-	625	1,110	-	8,941
Transportation Grants	3,072	79	-	-	-	-	-	-	*3,151*
Non Motorized Projects	1,561	721	1,809	15	1,498	235	-	-	5,838
Non Motorized Grants	925	210	1,200	-	735	220	-	-	*3,290*
Fleet and Equipment	-	1,659	270	909	486	633	684	-	4,641
Facility Projects	20,000	396	393	111	-	-	-	-	20,900
Facility Grants	-	-	-	-	-	-	-	-	-
Water Projects	2,016	1,260	811	10,700	1,735	60	228	-	16,810
Water Grants	-	-	-	-	-	-	-	-	-
Sewer Projects	1,660	1,566	1,374	4,169	1,490	1,330	490	-	12,079
Sewer Grants	-	-	-	-	-	-	-	-	-
SSWM Projects	501	226	20	1,955	765	1,270	-	-	4,736
SSWM Grants	-	85	-	1,000	-	-	-	-	*1,085*
Utility Funding	4,177	2,967	2,205	15,824	3,990	2,660	718	-	32,540
General Govt Funding	22,874	1,873	1,053	926	763	640	1,110	-	29,238
Total Project Cost Less Grants	27,051	6,498	3,528	17,659	5,239	3,933	2,512	-	66,420
Grant Totals	3,997	374	1,200	1,000	735	220	-	-	7,526
TOTAL PROJECT COST	31,048	6,872	4,728	18,659	5,974	4,153	2,512	-	73,946

Amounts in thousands

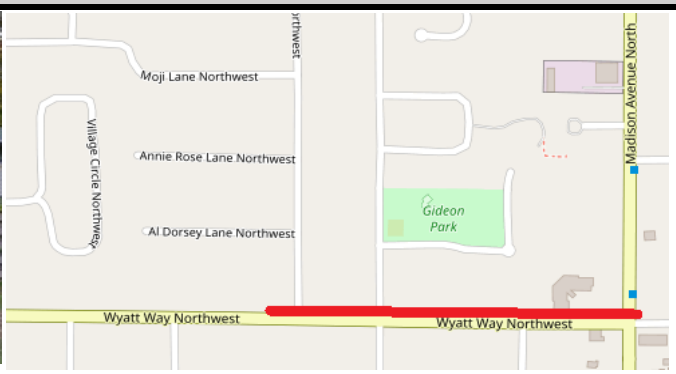
City of Bainbridge Island
Transportation CIP (2021 - 2026)
2022 Modifications

Project / Location	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**
TRANSPORTATION PROJECTS - 6-YEAR CIP																	
Wyatt Way Reconstruction Phase 1	X	X	2,516		Y	Y			4,153	22	-	-	-	-	-	-	4,175
Madison - Lovell																	
Sportsman Club/New Brooklyn	X	X	635		Y				1,096	128	3	-	-	-	-	-	1,228
Intersection Imprv.																	
Finch Road Improvements	X		-		Y				-	105	47	-	-	-	-	-	152
Wyatt to Sportsman Club																	
Country Club Bulkhead Spot Repairs									-	400	-	-	-	-	-	-	400
at Seawall																	
Country Club Bulkhead Reconstruction									-	15	-	525	-	-	-	-	540
at Seawall																	
Country Club Rd Reconstruction			-		Y				61	325	-	-	-	-	-	-	386
Past Toe Jam to Seawall																	
Manitou Beach Rd & Bulkhead Repair			-		Y				-	-	-	225	-	485	500	-	1,210
Manitou Beach Rd																	
Winslow Way West					Y				-	-	-	-	-	140	610	-	750
Parfitt to Grow Ave																	
Springbrook Fish Passage									-	50	-	50	-	-	-	-	100
Fletcher Bay Road West of New Brooklyn																	-
City Funding									2,238	966	50	800	-	625	1,110	-	5,790
Grant Totals									3,072	79	-	-	-	-	-	-	3,151
TOTALS									5,310	1,045	50	800	-	625	1,110	-	8,941

Amounts in thousands

Project: Wyatt Way Reconstruction Phase 1 **Number:** 00708
Location: Madison to Lovell

Project Description



Description: Capacity (level of service) improvements to the intersection of Madison Avenue and Wyatt Way, including a roundabout. Complete sidewalk and bicycle facilities on both sides of Wyatt from Madison to Lovell. Reconstruct roadway surfacing and drainage. Replace several hundred feet of aging and undersized water mains prior to road repairs.

Benefit: Relieve current and future intersection congestion and ensure mobility by implementing improvements prior to development. Address a gap in non-motorized facilities to improve mobility and safety. Support businesses and employment in the downtown area.

Schedule: YR1/2: design, ROW, and permitting, YR3: construction.

Capital Funding (1000's)

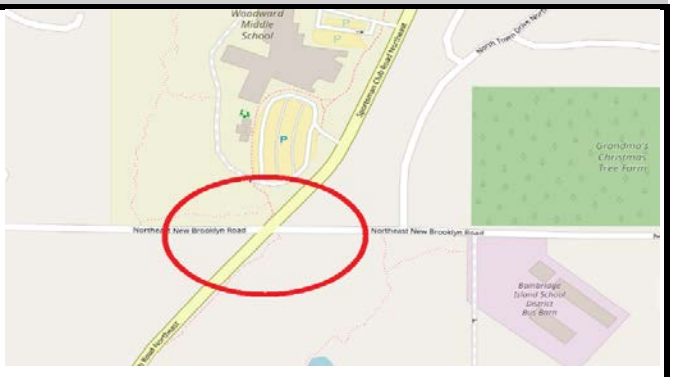
	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
General Fund	$1,279	$22	$0	$0	$0	$0	$0	$0	$1,301
Water Fund	$343	$167	$0	$0	$0	$0	$0	$0	$510
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
SSWM Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Trans. Impact Fees	$358	$0	$0	$0	$0	$0	$0	$0	$358
State Grant	$2,516	$0	$0	$0	$0	$0	$0	$0	$2,516
Sub-total	**$4,496**	**$189**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,685**
FUNDING USES (1000's)									
Project Management	$144	$79							$223
Design/permitting	$770								$770
Construction	$3,582	$110							$3,692
Sub-total	**$4,496**	**$189**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,685**

Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Sportsman Club Road and New Brooklyn Road **Number:** 00715
Location: Intersection Improvements

Project Description



Description: Non-motorized and safety improvements such as sidewalks and improved crosswalks are planned for the intersection to better facilitate walking and biking to school.

Benefit: Improved non-motorized safety at the intersection.

Schedule: 2020: Design; 2021: Construction

Capital Funding (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
General Fund	$540	$49	$3	$0	$0	$0	$0	$0	$593
Trans. Impact Fees	$0	$0	$0	$0	$0	$0	$0	$0	$0
Water Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
SSWM Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Federal Grant	$556	$79	$0	$0	$0	$0	$0	$0	$635
State Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sub-total	**$1,096**	**$128**	**$3**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,228**
FUNDING USES (1000's)									
Project Management	$56	$49	$3						$109
Design/permitting	$208								$208
Construction	$832	$79							$911
Sub-total	**$1,096**	**$128**	**$3**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,228**

Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Finch Road Improvements **Number:** 01087

Location: Intersection Improvement

Project Description

Description: Vehicular and non-motorized and safety improvements at the intersection of Finch Road and Wyatt Way, as well as non-motorized improvements along the Finch corridor from Wyatt Way to Sportsman Club Road.

Benefit: Improved vehicular and non-motorized safety.

Schedule: YR1: Design; Y2: Construction

Capital Funding (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
General Fund	$0	$105	$47	$0	$0	$0	$0	$0	$152
Water Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
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**	**$105**	**$47**	**$0**	**$0**	**$0**	**$0**	**$0**	**$152**
FUNDING USES (1000's)									
Project Management		$5	$47						$52
Design/permitting		$100							$100
Construction									$0
Sub-total	**$0**	**$105**	**$47**	**$0**	**$0**	**$0**	**$0**	**$0**	**$152**

Estimated Impact on Future Operating Budget

	Prior Yrs	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Country Club Bulkhead Spot Repairs **Number:** 01116

Location: Seawall on Country Club Road

Project Description

Description: The project consists of short-term (3-5 yr) spot repairs to the existing Country Club Road bulkhead to prevent further deterioration and erosion of the embankment until a longer-term solution is implemented.

Benefit: Repairing the bulkhead will prevent further failure of the roadway.

Schedule: 2020: Design and permitting; 2021: Construction

Capital Funding (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
General Fund	$0	$400	$0	$0	$0	$0	$0	$0	$400
REET	$0	$0	$0	$0	$0	$0	$0	$0	$0
Water Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
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**	**$400**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$400**
FUNDING USES (1000's)									
Project Management		$34							$34
Design/permitting									$0
Construction		$366							$366
Sub-total	**$0**	**$400**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$400**

Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Country Club Bulkhead Reconstruction **Number:** 00781

Location: Seawall on Country Club Road

Project Description

Description: The project consists of long-term (10-15-yr) repair and replacement of the Country Club bulkhead, including the replacement of drainage facilities and repair of the adjacent roadway.

Benefit: Repairing the bulkhead will prevent further failure of the roadway.

Schedule: 2020: Design and permitting; 2021: 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
REET	$0	$15	$0	$525	$0	$0	$0	$0	$540
Water Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
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**	**$15**	**$0**	**$525**	**$0**	**$0**	**$0**	**$0**	**$540**
FUNDING USES (1000's)									
Project Management		$0		**$37**					$37
Design/permitting		$15		$95					$110
Construction		$0		$393					$393
Sub-total	**$0**	**$15**	**$0**	**$525**	**$0**	**$0**	**$0**	**$0**	**$540**

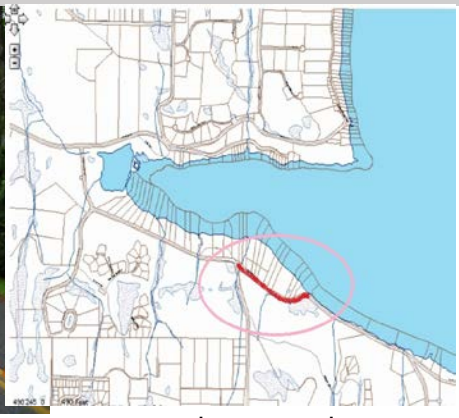
Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Country Club Road Reconstruction **Number:** 00712

Location: Toe Jam Road to the Seawall

Project Description



Description: This project will repair failing roadway pavement and improve drainage conditions east of Toe Jam Road to the existing bulkhead.

Benefit: Roadway preservation.

Schedule: YR1: Design; YR2: Construction

Capital Funding (1000's)

	Prior Yrs	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
General Fund	$61	$0	$0	$0	$0	$0	$0	$0	$61
REET	$0	$325	$0	$0	$0	$0	$0	$0	$325
Water Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
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	**$61**	**$325**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$386**
FUNDING USES (1000's)									
Project Management	$61	$4							$65
Design/permitting		$55							$55
Construction		$266							$266
Sub-total	**$61**	**$325**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$386**

Estimated Impact on Future Operating Budget

	Prior Yrs	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Springbrook Fish Passage **Number:**

Location: Fletcher Bay Road west of New Brooklyn

Project Description

Description: The Springbrook Fish Weir/Passage project proposes to replace the existing culvert at Springbrook Creek with an open box/bridge structure and streambed restoration.

Schedule: YR 1: Design

Capital Funding (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
General Fund	$0	$50	$0	$50	$0	$0	$0	$0	$100
Water Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
SSWM Fund	$0	$50	$0	$50	$0	$0	$0	$0	$100
Federal Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
State Grant	$0	$85	$0	$1,000	$0	$0	$0	$0	$1,085
Sub-total	**0**	**185**	**0**	**1100**	**0**	**0**	**0**	**0**	**1285**
FUNDING USES (1000's)									
Project Management		$4		$50					$54
Design/permitting		$181		$50					$231
Construction				$1,000					$1,000
Sub-total	**0**	**185**	**0**	**1100**	**0**	**0**	**0**	**0**	**1285**

Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

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**
NON-MOTORIZED PROJECTS - 6-YEAR CIP																	
High School Road Safety Improvements	X	X	225						248	196	-	-	-	-	-	-	444
SR305 to Grow																	
Eagle Harbor Phase II	X	X	700						1,020	57	2	-	-	-	-	-	1,079
Eagle Harbor Dr																	
STO Trail Sakai Pond Connector									141	128	-	-	-	-	-	-	269
SR305 at HS Rd																	
Madison Avenue Sidewalk Improvements	X	X	1,410		Y				-	309	1,801	-	-	-	-	-	2,110
Wyatt to High School																	
C40 Eagle Harbor Dr Phase I	X	X	735					Y	95	30	7	5	755	-	-	-	892
Wyatt to past Bucklin Hill																	
Lost Valley Trail	X		220						-	-	-	10	45	235	-	-	290
HOB to Fletcher Bay Rd																	
C40 - Bucklin Ph 2	X		-		Y				57	-	-	-	698	-	-	-	755
Blakely - Fletcher Bay																	
City Project Funding									636	511	609	15	763	15	-	-	2,548
Grant Totals									925	210	1,200	0	735	220	-	-	3,290
TOTALS									1,561	721	1,809	15	1,498	235	0	-	5,838

Amounts in thousands

Project: High School Road Safety Improvements **Number:** 00966
Location: SR305 to Grow

Project Description

Description: Improve pedestrian safety by reconfiguring an existing mid-block crossing, adding signage and flashing beacons, and adding/moving radar feedback signs.

Benefit: Increase pedestrian and other non-motorized safety.

Schedule: 2020: Design; 2021 Construction

Capital Funding (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
General Fund	$23	$16	$0	$0	$0	$0	$0	$0	$39
REET Fund	$0	$180	$0	$0	$0	$0	$0	$0	$180
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
SSWM Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Federal Grant	$225	$0	$0	$0	$0	$0	$0	$0	$225
State Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sub-total	**$248**	**$196**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$444**
FUNDING USES (1000's)									
Project Management	$20	$16							$36
Design/permitting	$26								$26
Construction	$202	$180							$382
Sub-total	**$248**	**$196**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$444**

Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: C40 Eagle Harbor Drive Phase 2 **Number:** 01077

Location: Eagle Harbor shoreline to McDonald

Project Description

Description: Provide a 5'-wide separated shoulder from the shoreline to McDonald Ave.

Benefit: Safety and non-motorized transportation connectivity.

Schedule: YR1: design/permitting YR2: construction.

Capital Funding (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
REET	$70	$57	$2	$0	$0	$0	$0	$0	$129
TIF	$250	$0	$0	$0	$0	$0	$0	$0	$250
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
SSWM Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Federal Grant	$700	$0	$0	$0	$0	$0	$0	$0	$700
State Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sub-total	**$1,020**	**$57**	**$2**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,079**
FUNDING USES (1000's)									
Project Management	$40	$57	$2						$99
Design/permitting									$0
Construction	$980								$980
Sub-total	**$1,020**	**$57**	**$2**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,079**

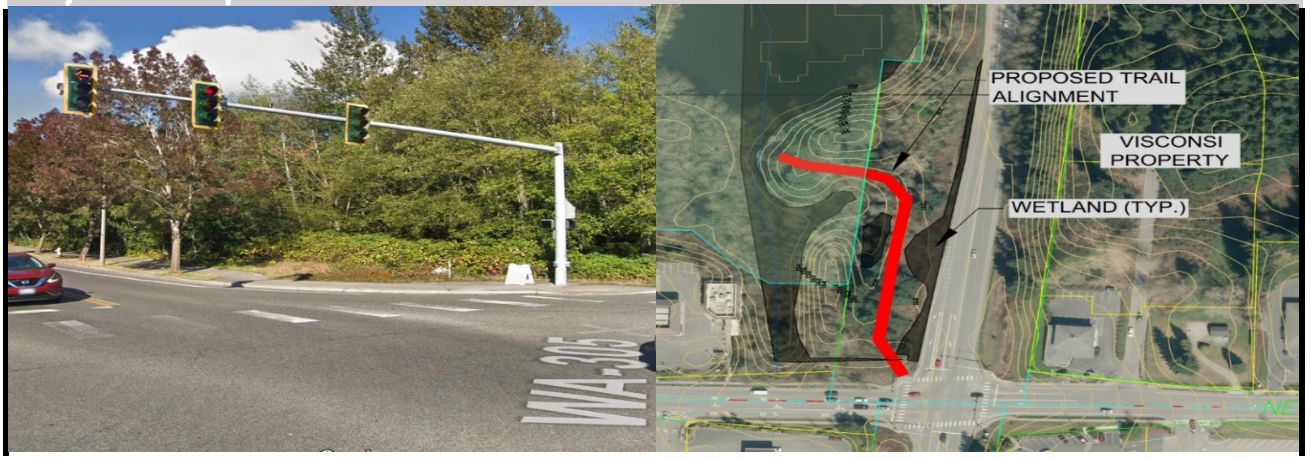
Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: STO Trail Sakai Pond Connector **Number:** 00841

Location:

Project Description



Description: This project is a continuation of the paved, multi-use Sound to Olympics Trail (STO) from the Northwest corner of SR305 and High School Road to the southwest side of the Sakai Pond. The end of the paved, multi-use trail will connect with the Sakai trail on Bainbridge Island Parks property. Approximately $121,000 of the project cost was provided through the Visconsi development agreement.

Benefit: Extension of the STO multi-use trail for non-motorized users.

Schedule: 2020: Design; 2021: Construction

Capital Funding (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
General Fund	$20	$0	$0	$0	$0	$0	$0	$0	$20
REET	$0	$128	$0	$0	$0	$0	$0	$0	$128
Developer Donation	$121	$0	$0	$0	$0	$0	$0	$0	$121
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
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	**$141**	**$128**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$269**
FUNDING USES (1000's)									
Project Management	$20	$34							$54
Design/permitting									$0
Construction	$121	$94							$215
Sub-total	**$141**	**$129**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$269**

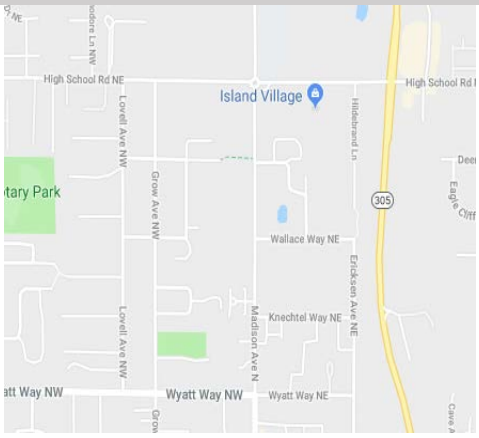
Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2022	2023	2024	2025	2026-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Madison Avenue Sidewalk Improvements **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 wil 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)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
General Fund	$0	$74	$0	$0	$0	$0	$0	$0	$74
REET	$0	$0	$601	$0	$0	$0	$0	$0	$601
TBD	$0	$25	$0	$0	$0	$0	$0	$0	$25
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
SSWM Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
State Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
Federal Grant	$0	$210	$1,200	$0	$0	$0	$0	$0	$1,410
Sub-total	**$0**	**$309**	**$1,801**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,110**
FUNDING USES (1000's)									
Project Management		$24	$51						$75
Design/permitting		$285							$285
Construction			$1,750						$1,750
Sub-total	**$0**	**$309**	**$1,801**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,110**

Estimated Impact on Future Operating Budget

	Prior Yr	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: C40 Eagle Harbor Drive Phase 1 **Number:** 00968

Location: Wyatt to past Bucklin Hill

Project Description

Description: Shoulder widening on both sides from the Head of the Bay and along the shoreline segment of the road. This project includes the replacement of a culvert with a fish passage culvert – see SSWM project list.

Benefit: Safety and Non Motorized Transportation Connectivity.

Schedule: 2023: Design; 2024: Construction

Capital Funding (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
REET	$95	$30	$7	$5	$20	$0	$0	$0	$157
Water Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
SSWM Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Federal Grant	$0	$0	$0	$0	$735	$0	$0	$0	$735
State Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sub-total	**$95**	**$30**	**$7**	**$5**	**$755**	**$0**	**$0**	**$0**	**$892**
FUNDING USES (1000's)									
Project Management	$10	$30	$7	$5	$20				$72
Design/permitting	$85								$85
Construction					$735				$735
Sub-total	**$95**	**$30**	**$7**	**$5**	**$755**	**$0**	**$0**	**$0**	**$892**

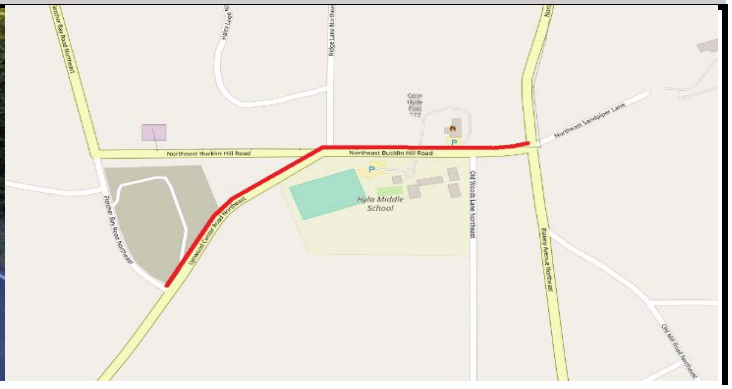
Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: C40 Bucklin Hill Road Phase 2 **Number:** 00723

Location: Blakely to Fletcher

Project Description



Description: Provide shoulder widening on both sides of Bucklin Hill Road and Lynwood Center Road from Blakely Avenue to Fletcher Bay Road. There is a potential for separated paths along portions of this segment on both sides of the road.

Benefit: Safety and non-motorized transportation connectivity.

Schedule: YR1: Construction (in-house design)

Capital Funding (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
General Fund	$57	$0	$0	$0	$698	$0	$0	$0	$755
Water Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
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	**$57**	**$0**	**$0**	**$0**	**$698**	**$0**	**$0**	**$0**	**$755**
FUNDING USES (1000's)									
Project Management	$10				$95				$105
Design/permitting	$47								$47
Construction					$603				$603
Sub-total	**$57**	**$0**	**$0**	**$0**	**$698**	**$0**	**$0**	**$0**	**$755**

Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2022	2023	2024	2025	2026-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

City of Bainbridge Island

FLEET and EQUIPMENT CIP (2021 - 2026)

2022 Modifications

Project	General Comp	Strts Component	Wtr Component	Swr Component	SSWM Comp	2021	2022	2023	2024	2025	2026	**Total**
FLEET & EQUIPMENT - 6-YEAR CIP (1000s)												
Police Vehicles (2)	100%					187	195	202	211	219	228	1,242
2020 Police Vehicles	100%					80	-	-	-	-	-	80
2020 Dump Truck		50%			50%	276	-	-	-	-	-	276
2020 Man Lift		100%				325	-		-	-	-	325
2020 Utilities Pickup (F150)			20%	80%		70	-	-	-	-	-	70
2020 Medium Duty Pickup			80%	20%		74	-	-	-	-	-	74
2020 Utilities Van			80%	20%		61	-	-	-	-	-	61
												-
Track Excavator		100%				160	-	-	-	-	-	160
Medium Duty Pickup		100%				66	-	-	-	-	-	66
Heavy Duty Pickup with Crane			50%		50%	120	-	-	-	-	-	120
Heavy Duty Pickup	80%	20%				115						115
Light Duty Pick Up	100%					60	-	-	-	-	-	60
Light Duty Pick Up	20%	20%	20%	20%	20%	65	-	-	-	-	-	65
Police Boat Trailer	100%					-	34	-	-	-	-	34
Police Motorcycle	100%					-	41	-	-	-	-	41
Vactor Truck				50%	50%	-	-	462	-	-	-	462
Electric SUV	20%	20%	20%	20%	20%	-	-	70	-	-	-	70
Medium Duty Pickup	20%	20%	20%	20%	20%	-	-	110	-	-	-	110
Electric SUV	20%	20%	20%	20%	20%	-	-	65	-	-	-	65
Electric SUV	20%	20%	20%	20%	20%	-	-	-	70	-	-	70
City Hall Vehicle	100%					-	-	-	70	-	-	70
Electric SUV	100%					-	-	-	65	-	-	65
Salt Brine System		100%				-	-	-	70	-	-	70
						-	-	-	-	-	-	-
Police Boat Motor	100%					-	-	-	-	15	-	15
Heavy Duty Pickup	20%	80%				-	-	-	-	119	-	119
Truck Cab and Chassis		50%			50%	-	-	-	-	280	-	280
Forklift	20%	20%	20%	20%	20%	-	-	-	-	-	45	45
Street Sweeper		20%			80%	-	-	-	-	-	325	325
Pup Trailer		50%			50%	-	-	-	-	-	86	86
TOTALS						1,659	270	909	486	633	684	4,641

Amounts in thousands

City of Bainbridge Island

Facilities CIP (2021 - 2026)

2022 Modifications

Project	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**
FACILITIES PROJECTS - 6-YEAR CIP																	
Police and Municipal Court Building				Y					20,000	-	-	-	-	-	-	-	20,000
City Hall Parking Lot Retrofit	X			Y					-	-	-	111	-	-	-	-	111
City Hall Security				Y					-	153	7	-	-	-	-	-	160
Dry Fire Sprinkler									-	60	-	-	-	-	-	-	60
Salt Storage Facility				Y					-	71	-	-	-	-	-	-	71
B.I. Senior Center Renovations				Y					-	112	386	-	-	-	-	-	498
City Total									20,000	396	393	111	-	-	-	-	20,900
Grant Totals									-	-	-	-	-	-	-	-	-
TOTALS									20,000	396	393	111	-	-	-	-	20,900

Amounts in thousands

Project: Police and Municipal Court Facility **Number:** 00724
Location: 8804 Madison

Project Description

Description: This project provides for the replacement of the Police Station and relocation of the Municipal Court.
Benefit: Replacement Police facility will provide adequate space for current and future departmental needs, while correcting numerous space, structural, and security deficiencies in the current facility. New Court facility will replace existing leased space, which marginally meets current requirements and will create operational efficiencies by being co-located with the Police Station.

Schedule: Construction in 2022.

Capital Funding (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
General Fund	$10,281	$0	$0	$0	$0	$0	$0	$0	$10,281
Water Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
SSWM Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
REET	$1,719	$0	$0	$0	$0	$0	$0	$0	$1,719
Long-Term Debt	$8,000	$0	$0	$0	$0	$0	$0	$0	$8,000
Sub-total	**$20,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$20,000**
FUNDING USES (1000's)									
Project Management	$200	$0	$0	$0	$0	$0	$0	$0	$200
Predesign	$450	$0	$0	$0	$0	$0	$0	$0	$450
Acquisition	$8,975	$0	$0	$0	$0	$0	$0	$0	$8,975
Design	$672	$0	$0	$0	$0	$0	$0	$0	$672
Construction	$9,703	$0	$0	$0	$0	$0	$0	$0	$9,703
Sub-total	**$20,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$20,000**

Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating		$100	$100	$100	$100	$100	$100	$1,400	$2,000
Debt Service	$482	$510	$508	$510	$511	$507	$507	$6,620	$10,155
Sub-total	**$482**	**$610**	**$608**	**$610**	**$611**	**$607**	**$607**	**$8,020**	**$12,155**

Project: City Hall Parking Lot Retrofit **Number:**

Location: City Hall

Project Description

Description: Improve the stormwater drainage system and add water quality facilities at the City Hall lower parking lot in accordance with the City's stormwater permit. The project would seek to eliminate the use of asphalt paving as part of the suite of improvements.

Benefit: The improvements would improve drainage and water quality from the site, and potentially enhance the visual aesthetics of the parking lot.

Schedule: YR 1: 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
REET Fund	$0	$0	$0	$111	$0	$0	$0	$0	$111
Water Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
SSWM Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
State Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sub-total	**$0**	**$0**	**$0**	**$111**	**$0**	**$0**	**$0**	**$0**	**$111**
FUNDING USES (1000's)									
Project Management	$0	$0	$0	$11	$0	$0	$0	$0	$11
Design/permitting	$0	$0	$0	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$100	$0	$0	$0	$0	$100
Sub-total	**$0**	**$0**	**$0**	**$111**	**$0**	**$0**	**$0**	**$0**	**$111**

Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2026-2040	Total
Operating									
Debt Service									
Sub-total									

Project: City Hall Security **Number:** 01092

Location: City Hall

Project Description

Description: Replace the obsolete existing security system at City Hall to match coordinate with the new system to be installed at the new Police/Court Facility.

Benefit: Improved security at City Hall, and coordinated systems across the organization for ease of maintenance and operability.

Schedule: YR 1: Design and construction; YR 2: Construction

Capital Funding (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
General Fund	$0	$153	$7	$0	$0	$0	$0	$0	$160
Water Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
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**	**$153**	**$7**	**$0**	**$0**	**$0**	**$0**	**$0**	**$160**
FUNDING USES (1000's)									
Project Management	$0	$3	$7	$0	$0	$0	$0	$0	$10
Design/permitting	$0	$0	$0	$0	$0	$0	$0	$0	$0
Construction	$0	$150	$0	$0	$0	$0	$0	$0	$150
Sub-total	**$0**	**$153**	**$7**	**$0**	**$0**	**$0**	**$0**	**$0**	**$160**

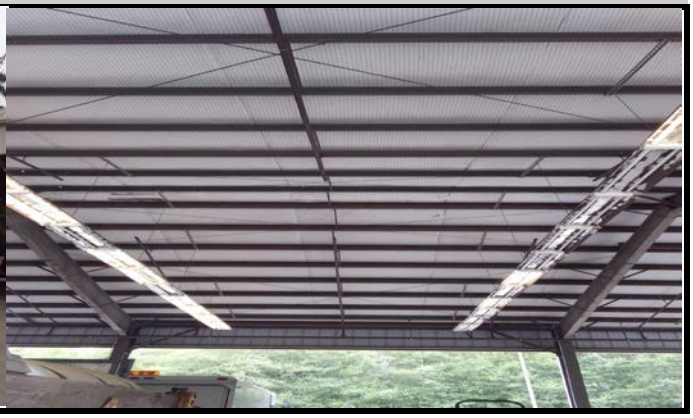
Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs	2021	2022	2023	2024	2025	2026	2026-2040	Total
Operating									
Debt Service									
Sub-total									

Project: Dry Fire Sprinkler **Number:** 01163

Location: Hidden Cove Maintenance Facility

Project Description



Description: The City of Bainbridge Island's Operations and Maintenance facility has a lower storage yard that houses various materials and equipment. The main steel canopy (60' x 270') that covers and protects public works equipment is outfitted with a fire protection system so that equipment, property and life will be protected in the event of a fire. This particular system is known as a "Dry Fire System". A dry fire system is a sprinkler system where the sprinkler pipes are filled with compressed air instead of water. Because the sprinkler pipes are exposed to the external environment (freezing temperatures) this type of system is used to prevent the lines from bursting. If fire is detected the system will open and water will rush through the system. During the city's annual fire sprinkler inspection it was determined that dry fire system underneath the metal canopy had reached its operational lifespan. This project will replace the existing dry fire system and bring the facility up to current standards.

Capital Funding (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
General Fund	$0	$60	$0	$0	$0	$0	$0	$0	$60
Water Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
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**	**$60**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$60**
FUNDING USES (1000's)									
Project Management	$0	$2	$0	$0	$0	$0	$0	$0	$2
Design/permitting	$0	$0	$0	$0	$0	$0	$0	$0	$0
Construction	$0	$58	$0	$0	$0	$0	$0	$0	$58
Sub-total	**$0**	**$60**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$60**

Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2026-2040	Total
Operating									
Debt Service									
Sub-total									

Project: Salt Storage Facility **Number:** 01093

Location: Hidden Cove Maintenance Facility

Project Description

Description: The salt storage facility will enable road maintenance crews to store and more easily distribute salt brine as part of the City's snow and ice response efforts. Salt brine has previously been purchased from the County, and this new approach will reduce the budget and labor associated with this work over the long term. Stockpiled salt needs to be sheltered from the elements.

Benefit: Improved snow and ice response, and reduced costs.

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	$71	$0	$0	$0	$0	$0	$0	$71
Water Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
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**	**$71**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$71**
FUNDING USES (1000's)									
Project Management	$0	$11	$0	$0	$0	$0	$0	$0	$11
Design/permitting	$0	$0	$0	$0	$0	$0	$0	$0	$0
Construction	$0	$60	$0	$0	$0	$0	$0	$0	$60
Sub-total	**$0**	**$71**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$71**

Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2026-2040	Total
Operating									
Debt Service									
Sub-total									

Project: Bainbridge Island Senior Center Renovations **Number:** 01050
Location: BISCC

Project Description


Description: The Bainbridge Island Senior Community Center Renovations project includes a suite of repair and maintenance upgrades (heat pump and roof replacement, security and electrical upgrades, etc.), and renovations to improve efficiency and the use of space for community programs. The work will include retrofitting the east-wing for more a more communal layout, reconfiguring the entryway, and expanding the thrift store.

Benefit: Improved asset and more efficient use of existing space.

Schedule: YR1: Design; YR2: Construction

Capital Funding (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
General Fund	$0	$62	$0	$0	$0	$0	$0	$0	$62
REET	$0	$0	$276	$0	$0	$0	$0	$0	$276
Water Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
SSWM Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Donated	$0	$50	$110	$0	$0	$0	$0	$0	$160
Sub-total	**$0**	**$112**	**$386**	**$0**	**$0**	**$0**	**$0**	**$0**	**$498**
FUNDING USES (1000's)									
Project Management	$0	$12	$46	$0	$0	$0	$0	$0	$58
Design/permitting	$0	$100	$0	$0	$0	$0	$0	$0	$100
Construction	$0	$0	$340	$0	$0	$0	$0	$0	$340
Sub-total	**$0**	**$112**	**$386**	**$0**	**$0**	**$0**	**$0**	**$0**	**$498**

Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2026-2040	Total
Operating									
Debt Service									
Sub-total									

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

Project	Location	Grant Eligible	General Comp	Strts Comp	Wtr Comp	Swr Comp	SSWM Comp	Prior Years	2021	2022	2023	2024	2025	2026	2027 - 2040	**Total**
WATER PROJECTS - 6-YEAR CIP (1000s)																
Wyatt Way Reconstruction	Wyatt Way				Y			343	167	-	-	-	-	-	-	510
SCADA Upgrades	Various				Y			208	74	-	-	-	-	-	-	282
Chlorine Generator Upgrades	Various				Y			460	271	-	-	-	-	-	-	731
Winslow Water Tank Replacement	New Brooklyn	x			Y			1,005	535	39	10,040	-	-	-	-	11,619
Fire Flow Improvements	Winslow				Y			-	91	275	-	-	-	-	-	366
Well Development/Rehab	Pritchard Park				Y			-	56	164	-	-	-	-	-	220
Pipeline Improvements	Shephard Way				Y			-	66	333	-	-	-	-	-	399
Emergency Generator	Head of the Bay				Y			-	-	-	60	135	-	-	-	195
Water Treatment Improvements	Head of the Bay				Y			-	-	-	600	1,600	-	-	-	2,200
Winslow Way West								-	-	-	-	-	60	228	-	288
City Project Funding								2,016	1,260	811	10,700	1,735	60	228	-	16,810
Grant Totals								-	-	-	-	-	-	-	-	-
TOTALS								2,016	1,260	811	10,700	1,735	60	228	-	16,810

Amounts in thousands

Project: Wyatt Way Reconstruction Phase I **Number:** 00708

Location: Madison to Lovell

Project Description

Description: Capacity (level of service) improvements to the intersection of Madison Avenue and Wyatt Way, including a roundabout. Complete sidewalk and bicycle facilities on both sides of Wyatt from Madison to Lovell. Reconstruct roadway surfacing and drainage. Replace several hundred feet of aging and undersized water mains prior to road repairs.

Benefit: Relieve current and future intersection congestion and ensure mobility by implementing improvements prior to development. Address a gap in non-motorized facilities to improve mobility and safety. Support businesses and employment in the downtown area.

Schedule: 2020: Construction

Capital Funding (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
General Fund	$1,637	$22	$0	$0	$0	$0	$0	$0	$1,659
Water Fund	$343	$167	$0	$0	$0	$0	$0	$0	$510
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
SSWM Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Federal Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
State Grant	$2,516	$0	$0	$0	$0	$0	$0	$0	$2,516
Sub-total	**$4,496**	**$189**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,685**
FUNDING USES (1000's)									
Project Management	$144	$79							$223
Design/permitting	$770								$770
Construction	$3,582	$110							$3,692
Sub-total	**$4,496**	**$189**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,685**

Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: SCADA Upgrades **Number:** 00818
Location: Various

Project Description

Description: The City's water systems are monitored and controlled remotely by a Supervisory Control and Data Acquisition (SCADA) system that was design and installed in 1995. This project will upgrade and replace this critical system to meet current hardware and software standards.

Benefit: Provide reliable monitoring and control of the water system.

Schedule: YR1: 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	$208	$74	$0	$0	$0	$0	$0	$0	$282
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
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	**$208**	**$74**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$282**
FUNDING USES (1000's)									
Project Management	$3	$17							$20
Design/permitting		$57							$57
Construction	$205								$205
Sub-total	**$208**	**$74**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$282**

Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Chlorine Generator Upgrades **Number:** 00987
Location: Various

Project Description

Description: The City's chlorine generators at the Sands, Fletcher Bay, and Head of the Bay Well Site are between 9 and 15 years old. These three 36 pounds per day (ppd) units need to be replaced.

Benefit: Improve water quality for the system.

Schedule: 2021: 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	$460	$271	$0	$0	$0	$0	$0	$0	$731
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
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	**$460**	**$271**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$731**
FUNDING USES (1000's)									
Project Management		$11							$11
Design/permitting									
Construction	$460	$260							$720
Sub-total	**$460**	**$271**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$731**

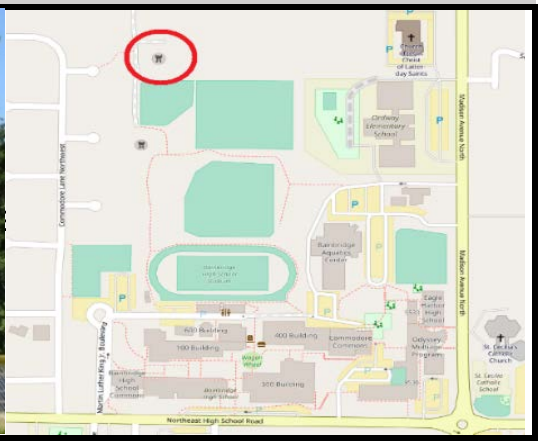
Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Winslow Water Tank Replacement **Number:** 00988

Location: New Brooklyn

Project Description



Description: Construct a new 2 million-gallon reservoir to replace both of the existing tanks that are located on an easement near the High School.

Benefit: A new tank built at a sufficient elevation, and to the most recent design standards, will correct several deficiencies associated with existing tanks including: significant dead storage, pressure zone deficiencies, water quality issues, and seismic deficiencies.

Schedule: 2021: Design; 2023: 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	$1,005	$535	$39	$10,040	$0	$0	$0	$0	$11,619
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
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	**$1,005**	**$535**	**$39**	**$10,040**	**$0**	**$0**	**$0**	**$0**	**$11,619**
FUNDING USES (1000's)									
Project Management	$5	$35	$39	$40					$119
Design/permitting	$1,000	$500							$1,500
Construction				$10,000					$10,000
Sub-total	**$1,005**	**$535**	**$39**	**$10,040**	**$0**	**$0**	**$0**	**$0**	**$11,619**

Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									TBD
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Fire Flow Improvements **Number:** 01095
Location: Winslow

Project Description

Description: As recommended by the City's 2017 Water System Plan, two pipeline upgrades have been identified that will allow the Winslow Water System to provide the required fire flow requirements for commercial and multi-family buildings.

Benefit: Sufficient fire flow to provide life safety and property protections.

Schedule: YR1: design, YR2: 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	$91	$275	$0	$0	$0	$0	$0	$366
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
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**	**$91**	**$275**	**$0**	**$0**	**$0**	**$0**	**$0**	**$366**
FUNDING USES (1000's)									
Project Management		$16	$35						$51
Design/permitting									$0
Construction		$75	$240						$315
Sub-total	**$0**	**$91**	**$275**	**$0**	**$0**	**$0**	**$0**	**$0**	**$366**

Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Well Development **Number:** 01096

Location: Pritchard Park

Project Description

Description: Pritchard well, which serves the City's Rockaway Beach Water System, has declined 40% since the City took ownership of the system in 1996. Rehabilitation of the well may be possible, but a new well location may also need to be planned in another nearby location.

Benefit: Provide sufficient water supply for the Rockaway service area.

Schedule: YR1: Planning; YR2: 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	$56	$164	$0	$0	$0	$0	$0	$220
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
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**	**$56**	**$164**	**$0**	**$0**	**$0**	**$0**	**$0**	**$220**
FUNDING USES (1000's)									
Proj. Management		$6	$14						$20
Design/permitting		$50							$50
Construction			$150						$150
Sub-total	**$0**	**$56**	**$164**	**$0**	**$0**	**$0**	**$0**	**$0**	**$220**

Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Pipeline Improvements **Number:** 01097

Location: Shepard Way

Project Description

Description: This project proposes to increase the size of the water main on Shepard Way which was identified by the City's Water System Plan as undersized to meet current needs.

Benefit: Sufficient fire flow to protect life and property.

Schedule: YR1: design, YR2: 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	$66	$333	$0	$0	$0	$0	$0	$399
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
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**	**$66**	**$333**	**$0**	**$0**	**$0**	**$0**	**$0**	**$399**
FUNDING USES (1000's)									
Proj. Management		$16	$33						$49
Design/permitting									$0
Construction		$50	$300						$350
Sub-total	**$0**	**$66**	**$333**	**$0**	**$0**	**$0**	**$0**	**$0**	**$399**

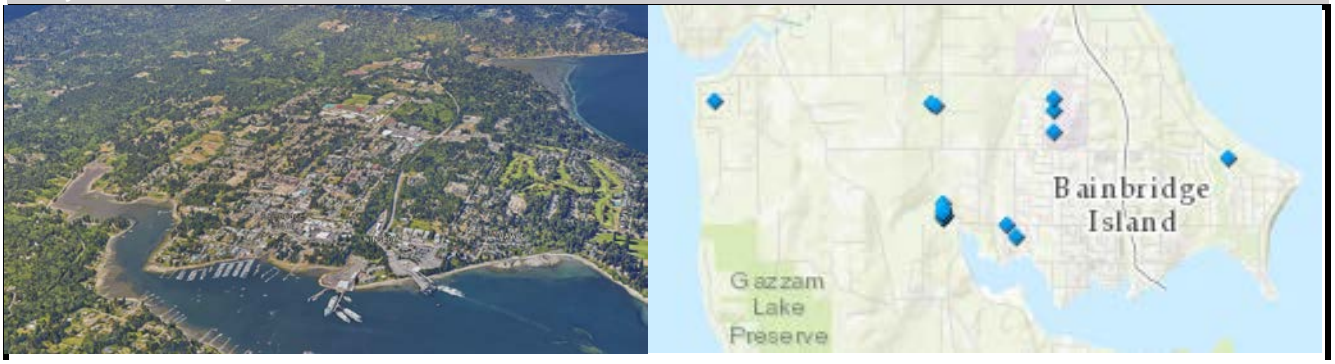
Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Water Treatment Improvements **Number:** 00816

Location: Winslow

Project Description



Description: This project implements water treatment improvements to prevent iron, manganese, and sulfide levels from exceeding the maximum contaminant levels (MCLs).

Benefit: Improve water quality for the system.

Schedule: YR1: design. YR2: 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	$600	$1,600	$0	$0	$0	$2,200
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
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**	**$0**	**$0**	**$600**	**$1,600**	**$0**	**$0**	**$0**	**$2,200**
FUNDING USES (1000's)									
Project Management				$100	$100				
Design/permitting				$500					
Construction					$1,500				
Sub-total	**$0**	**$0**	**$0**	**$600**	**$1,600**	**$0**	**$0**	**$0**	**$2,200**

Estimated Impact on Future Operating Budget

	Prior Yrs	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

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

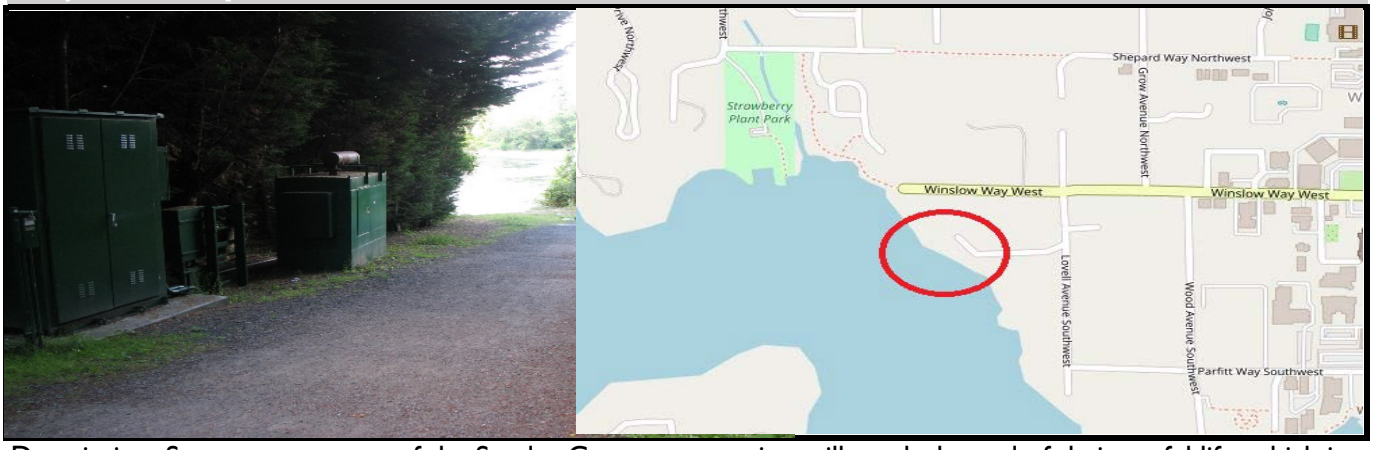
Project	Location and/or Phase	Grant Eligible	Grant Awarded	Grant Funds	General Comp	Strts Component	Wtr Component	Swr Component	SSWM Comp	Prior Years	2021	2022	2023	2024	2025	2026	2027 - 2040	**Total**
SEWER PROJECTS - 6-YEAR CIP (1000s)																		
Rehabilitate Pumps	Sunday Cove			-				Y		151	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	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										-	-	-	-	-	-	-	-	-
TOTALS										1,660	1,566	1,374	4,169	1,490	1,330	490	-	12,079

Amounts in thousands

Project: Rehabilitate Pumps **Number:** 00989

Location: Sunday Cove

Project Description



Description: Some components of the Sunday Cove pump station will reach the end of their useful life, which is assumed to be approximately 30 years, over the next few years. In addition to replacement of the pumps and motors, this project will include the replacement of the station's emergency generator.

Benefit: Replacement of a deteriorated system with a reliable sewer collection system that can be maintained in the future.

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	$151	$45	$466	$0	$0	$0	$0	$0	$662
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	**$151**	**$45**	**$466**	**$0**	**$0**	**$0**	**$0**	**$0**	**$662**
FUNDING USES (1000's)									
Project Management	$1	$15	$46						$62
Design/permitting	$150	$30							$180
Construction			$420						$420
Sub-total	**$151**	**$45**	**$466**	**$0**	**$0**	**$0**	**$0**	**$0**	**$662**

Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Lift Station SCADA Upgrades **Number:** 00821

Location: Various

Project Description

Description: The City's sewer system is monitored and controlled remotely by a Supervisory Control and Data Acquisition (SCADA) system that was designed and installed in 1995. This project will upgrade and replace this critical system to meet current hardware and software standards.

Benefit: Replacement of a deteriorated system with a reliable sewer collection system that can be maintained in the future.

Schedule: 2020: Design; 2021: 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	$281	$106	$0	$0	$0	$0	$0	$0	$387
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	**$281**	**$106**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$387**
FUNDING USES (1000's)									
Project Management	$1	$21							$22
Design/permitting		$85							$85
Construction	$280								$280
Sub-total	**$281**	**$106**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$387**

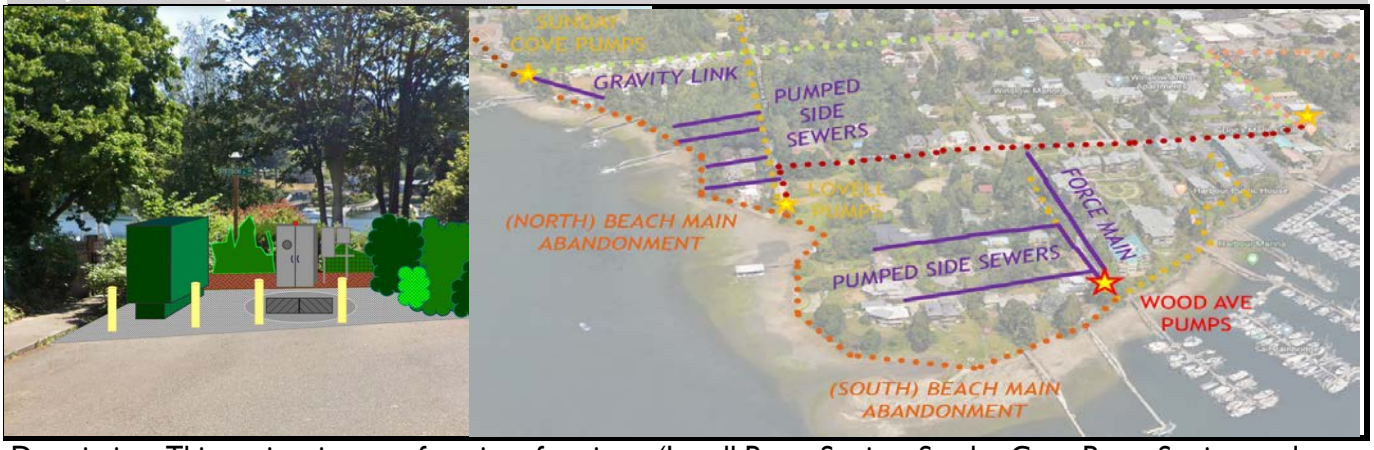
Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Pump Station and Force Main **Number:** 00990

Location: Wood Ave

Project Description



Description: This project is part of a suite of projects (Lovell Pump Station; Sunday Cove Pump Station; and Sunday Cove Gravity Sewers) that are planned to facilitate the abandonment of the north and south sewer beach main, which is an aging facility that has reached the end of its useful life. Abandonment of the beach mains was determined to be the best replacement approach due to environmental, maintenance and cost-benefit concerns.

Benefit: Replacement of a deteriorated system with a reliable sewer collection system that can be maintained in the future.

Schedule: YR1: design/permitting, YR3: 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	$753	$17	$21	$2,800	$0	$0	$0	$0	$3,591
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	**$753**	**$17**	**$21**	**$2,800**	**$0**	**$0**	**$0**	**$0**	**$3,591**
FUNDING USES (1000's)									
Project Management	$3	$17	$21	$50					$91
Design/permitting	$750								$750
Construction				$2,750					$2,750
Sub-total	**$753**	**$17**	**$21**	**$2,800**	**$0**	**$0**	**$0**	**$0**	**$3,591**

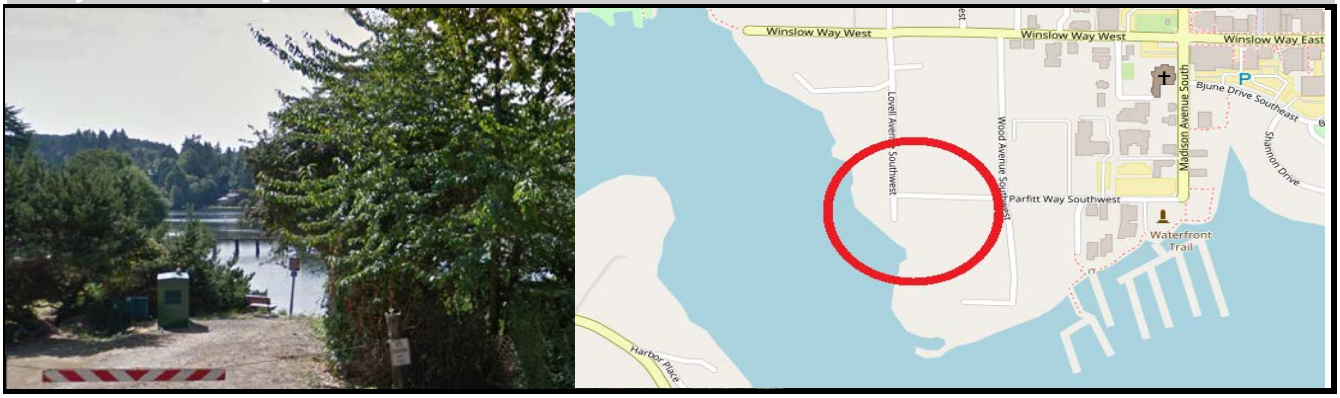
Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Rehabilitate Pump Station and Re-connect Side Sewers **Number:** 01086

Location: Lower Lovell

Project Description



Description: The pump station is reaching the end of its useful life, and needs to be upgraded with replacement pumps. This project is part of a suite of projects (Lovell Pump Station; Sunday Cove Pump Station; and Sunday Cove Gravity Sewers) that are planned to facilitate the abandonment of the north and south sewer beach main, which is an aging facility that has reached the end of its useful life. Side sewers associated with several properties along Lovell Avenue will be reconnected to the upland sewer main as part of this project.

Benefit: Replacement of a deteriorated system with a reliable sewer collection system that can be maintained in the future.

Schedule: YR1: design. YR2: 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	$173	$12	$475	$440	$0	$0	$0	$0	$1,100
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	**$173**	**$12**	**$475**	**$440**	**$0**	**$0**	**$0**	**$0**	**$1,100**
FUNDING USES (1000's)									
Project Management	$3	$12	$45	$40					$100
Design/permitting	$170								$170
Construction			$430	$400					$830
Sub-total	**$173**	**$12**	**$475**	**$440**	**$0**	**$0**	**$0**	**$0**	**$1,100**

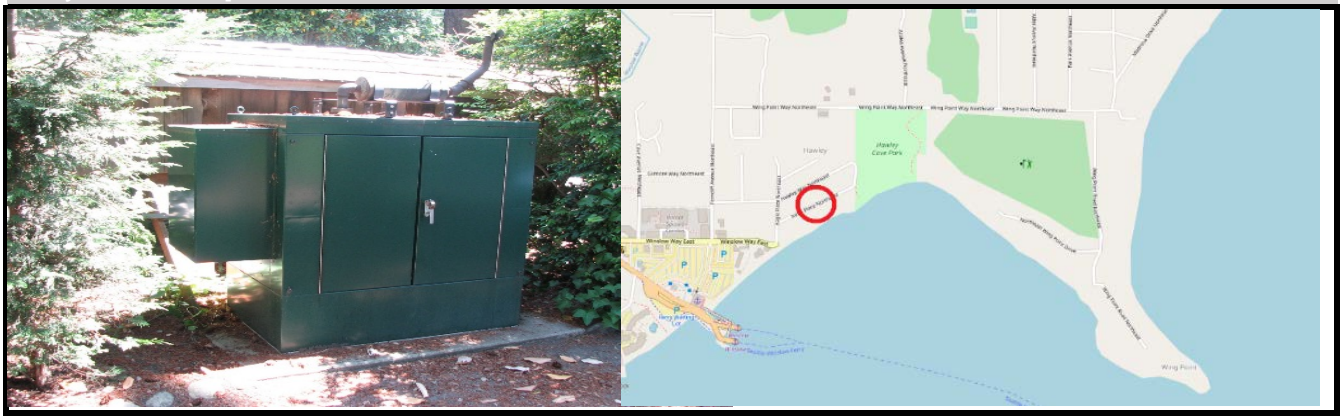
Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2026-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Rehabilitate Pump Station **Number:** 00820

Location: Wing Point

Project Description



Description: The Wing Point Pump Station has not been upgraded since its construction in 1979, and has reached the end of its useful life. In addition to required upgrades, the pump station access hatch will need to be re-designed to accommodate impacts from sea-level rise.

Benefit: Improves reliability of current sewer collection system.

Schedule: 2020: Design; 2024: 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	$102	$15	$17	$0	$525	$0	$0	$0	$659
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	**$102**	**$15**	**$17**	**$0**	**$525**	**$0**	**$0**	**$0**	**$659**
FUNDING USES (1000's)									
Project Management	$2	$15	$17		$25				$59
Design/permitting	$100								$100
Construction					$500				$500
Sub-total	**$102**	**$15**	**$17**	**$0**	**$525**	**$0**	**$0**	**$0**	**$659**

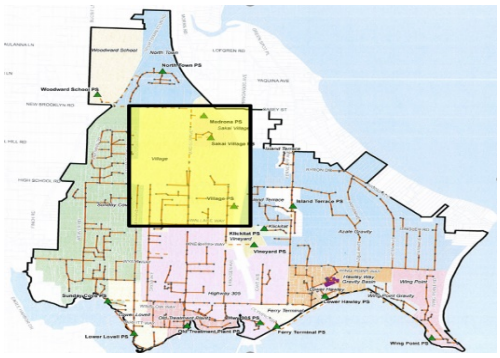
Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Village Basin Improvements **Number:** 01100

Location:

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 wil 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**

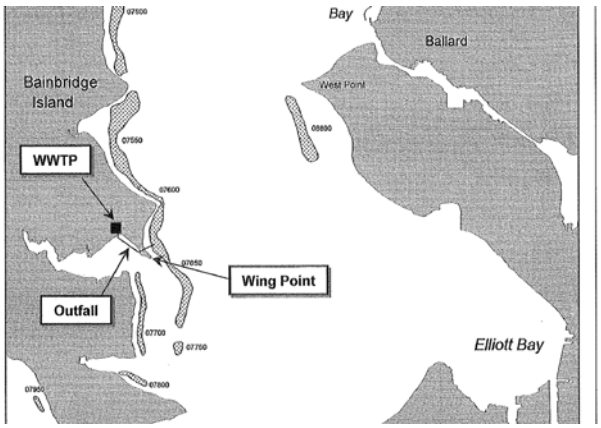
Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: WWTP Air Gap Replacement **Number:** 01073

Location: Wing Point

Project Description



Description: Replace backflow protection for the potable water connection within the wastewater treatment plant. An in plant air gap system will be installed to isolate the solids processing building from the potable water connection, Winslow Water System and will meet Washington State Department of Health current regulations.

Schedule: YR1: design, YR2: 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	$188	$0	$0	$0	$0	$0	$0	$188
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**	**$188**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$188**
FUNDING USES (1000's)									
Project Management		$8							$8
Design/permitting									$0
Construction		$180							$180
Sub-total	**$0**	**$188**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$188**

Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2026-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Rehabilitate Pump Station **Number:** 01102

Location: Lower Hawley

Project Description

Description: The station was constructed as part of a major sewer system upgrade in 1979. Telemetry is limited to monitoring and is provided by a tone RTU installed in 1995. A generator set installed in 1996. The electrical systems are in fair condition, the telemetry is beyond its useful life, and the wet well controls do not meet current safety standards. Because of their age, the pumps, motors, valves, controls, and telemetry should be replaced. The station has exceeded the estimated useful life and requires rehabilitation.

Benefit: Replacement of a deteriorated system with a reliable sewer collection system that can be maintained in the future.

Schedule: YR1: design. YR2: 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	$0	$124	$0	$490	$0	$0	$0	$614
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**	**$0**	**$124**	**$0**	**$490**	**$0**	**$0**	**$0**	**$614**
FUNDING USES (1000's)									
Project Management			$24		$40				$64
Design/permitting			$100						$100
Construction					$450				$450
Sub-total	**$0**	**$0**	**$124**	**$0**	**$490**	**$0**	**$0**	**$0**	**$614**

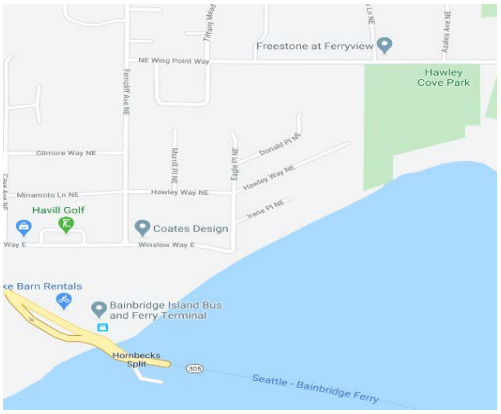
Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Hawley/Irene Grinder Pumps **Number:** 01103

Location:

Project Description



Description: This project proposes to replace an aging and failing gravity sewer main with a new force main and grinders pumps for several residences along Hawley Way and Irene Place.

Benefit: Replacement of a deteriorated system with a reliable improvement that can be maintained in the future.

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	$363	$27	$0	$0	$0	$0	$0	$390
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**	**$363**	**$27**	**$0**	**$0**	**$0**	**$0**	**$0**	**$390**
FUNDING USES (1000's)									
Project Management		$13	$27						$40
Design/permitting									$0
Construction		$350							$350
Sub-total	**$0**	**$363**	**$27**	**$0**	**$0**	**$0**	**$0**	**$0**	**$390**

Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: North Town Woods Pump **Number:** 01104

Location:

Project Description

Description: This project proposes to upgrade the North Town Woods pump station to meet current standards, as identified in the City's General Sewer Plan.

Benefit: Upgrading the sewer system with a reliable improvement that can be maintained in the future.

Schedule: YR1: design. YR2: 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	$0	$115	$474	$0	$0	$0	$0	$589
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**	**$0**	**$115**	**$474**	**$0**	**$0**	**$0**	**$0**	**$589**
FUNDING USES (1000's)									
Project Management			$14	$24					$39
Design/permitting			$100						$100
Construction				$450					$450
Sub-total	**$0**	**$0**	**$114**	**$474**	**$0**	**$0**	**$0**	**$0**	**$589**

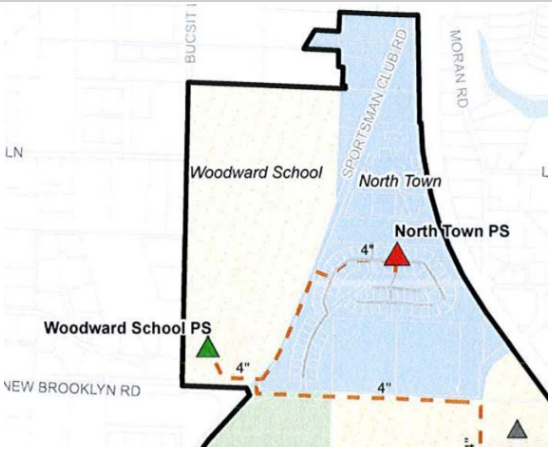
Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Woodward Pump **Number:** 01125

Location:

Project Description



Description: This project proposes to upgrade the Woodward pump station to meet current standards, as identified in the City's General Sewer Plan.

Benefit: Upgrading the sewer system with a reliable improvement that can be maintained in the future.

Schedule: YR1: Design; YR4: 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	$14	$119	$0	$0	$380	$0	$0	$513
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**	**$14**	**$119**	**$0**	**$0**	**$380**	**$0**	**$0**	**$513**
FUNDING USES (1000's)									
Project Management		$14	$19			$30			$63
Design/permitting			$100						$100
Construction						$350			$350
Sub-total	**$0**	**$14**	**$119**	**$0**	**$0**	**$380**	**$0**	**$0**	**$513**

Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Rehabilitate Pump Station **Number:**

Location: Island Terrace

Project Description

Description: The Island Terrace pump station will reach the end of its useful life, which is assumed to be approximately 30 years, over the next few years. Additionally the concrete drywell and wet well at the pump station requires painting. As the upgrade project takes place, wet well controls should be replaced to meet current safety standards.

Benefit:Replacement of a deteriorated system with a reliable sewer collection system that can be maintained in the future.

Schedule: YR1: design. YR2: 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	$0	$0	$180	$475	$0	$0	$0	$655
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**	**$0**	**$0**	**$180**	**$475**	**$0**	**$0**	**$0**	**$655**
FUNDING USES (1000's)									
Project Management				$30	$25				$55
Design/permitting				$150					$150
Construction					$450				$450
Sub-total	**$0**	**$0**	**$0**	**$180**	**$475**	**$0**	**$0**	**$0**	**$655**

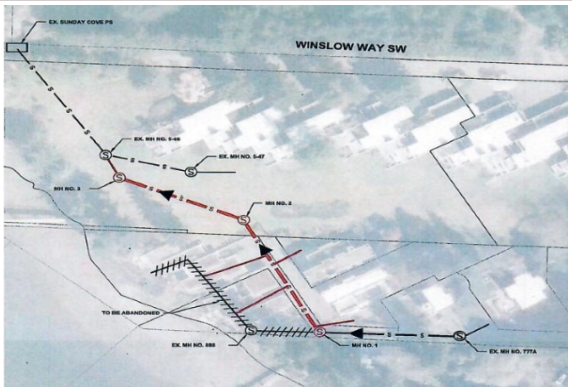
Estimated Impact on Future Operating Budget

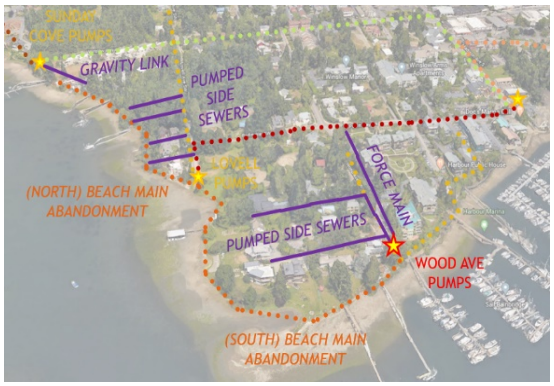
	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Install Gravity Sewers **Number:** 01085

Location: Sunday Cove

Project Description





Description: This project is part of a suite of projects (Lovell Pump Station; Sunday Cove Pump Station; and Sunday Cove Gravity Sewers) that are planned to facilitate the abandonment of the north and south sewer beach main, which is an aging facility that has reached the end of its useful life. Abandonment of the beach mains was determined to be the best replacement approach due to environmental, maintenance and cost-benefit concerns.

Benefit: Replacement of a deteriorated system with a reliable sewer collection system that can be maintained

Schedule: 2020: Design; 2026: 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	$200	$15	$10	$0	$0	$0	$490	$0	$715
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	**$200**	**$15**	**$10**	**$0**	**$0**	**$0**	**$490**	**$0**	**$715**
FUNDING USES (1000's)									
Project Management		$15	$10				$40		$65
Design/permitting	$200								$200
Construction							$450		$450
Sub-total	**$200**	**$15**	**$10**	**$0**	**$0**	**$0**	**$490**	**$0**	**$715**

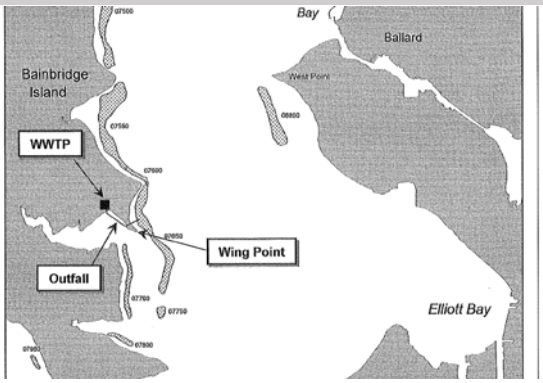
Estimated Impact on Future Operating Budget

	Prior	2021	2022	2023	2024	2025	2026	2027-	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Extend WWTP Outfall **Number:** 01106

Location: Wing Point

Project Description



Description: The outfall from the City WWTP operates under an aquatic lease with WDFW. The outfall terminates in a geoduck bed, which is closed for harvesting due to this outfall. Recent shellfish surveys have documented the loss of potential harvest, and WDFW has notified the City that natural resource fines will likely be implemented in the near future. This project will extend the outfall as described in the Cosmopolitan Engineering report of 2008.

Benefit: Protect natural resources and ensure the future operation of the WWTP.

Schedule: YR1: design, YR2: 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	$0	$0	$275	$0	$950	$0	$0	$1,225
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**	**$0**	**$0**	**$275**	**$0**	**$950**	**$0**	**$0**	**$1,225**
FUNDING USES (1000's)									
Project Management				$75		$50			$125
Design/permitting									$0
Construction		$0		$200		$900			$1,100
Sub-total	**$0**	**$0**	**$0**	**$275**	**$0**	**$950**	**$0**	**$0**	**$1,225**

Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

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

Project	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**
STORMWATER PROJECTS - 6-YEAR CIP (1000s)																	
Eagle Hrbr. Dr. @ McDonald Creek Culvert			-					Y	210	56	9	-	-	-	-	-	276
Pritchard Park Outfall								Y	125	24	-	-	-	-	-	-	149
Yeomalt Area Drainage Improvements			-					Y	61	-	-	625	-	-	-	-	686
Blakely Ave. Drainage Improvements			-					Y	-	-	-	280	-	-	-	-	280
Springbrook Creek Restoration and Culvert Complex Replacement	x		-					Y	-	-	-	-	240	1,270	-	-	1,510
Springbrook Fish Passage	x		1,085	X				Y	-	135	-	1,050	-	-	-	-	1,185
Eagle Harbor Drive Cooper Creek Fish Passage	x		-	X				Y	105	10	11	-	525	-	-	-	651
City Funding									501	141	20	955	765	1,270	-	-	3,651
Grant Totals									-	85	-	1,000	-	-	-	-	1,085
TOTALS									501	226	20	1,955	765	1,270	-	-	4,736

Amounts in thousands

Project: Eagle Harbor Drive at McDonald Creek **Number:** 00823

Location: 5530 Eagle Harbor Drive

Project Description

Description: Replacement of an existing deep concrete culvert that shows signs of failure.

Benefit: Preservation of roadway and drainage system.

Schedule: 2020: Design and permitting; Construction deferred until permits are in place.

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	$0	$0	$0	$0	$0	$0	$0	$0
SSWM Fund	$210	$56	$9	$0	$0	$0	$0	$0	$276
Federal Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
State Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sub-total	**$210**	**$56**	**$9**	**$0**	**$0**	**$0**	**$0**	**$0**	**$276**
FUNDING USES (1000's)									
Project Management	$10	$6	$9						$26
Design/permitting	$200	$50							$250
Construction									$0
Sub-total	**$210**	**$56**	**$9**	**$0**	**$0**	**$0**	**$0**	**$0**	**$276**

Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Pritchard Park Outfall **Number:** 1120

Location: Pritchard Park

Project Description

Description: Relocate stormwater outfall for Nikkei Memorial Park as agreed in legal settlement with adjacent property owner.

Benefit: Achieve compliance with legal settlement and coordinate on-site construction with planned improvements to the memorial.

Schedule: Design complete; 2021: 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	$0	$0	$0	$0	$0	$0	$0	$0
SSWM Fund	$125	$24	$0	$0	$0	$0	$0	$0	$149
Federal Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
State Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sub-total	**$125**	**$24**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$149**
FUNDING USES (1000's)									
Project Management		$24							**$24**
Design/permitting									$0
Construction	$125								$125
Sub-total	**$125**	**$24**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$149**

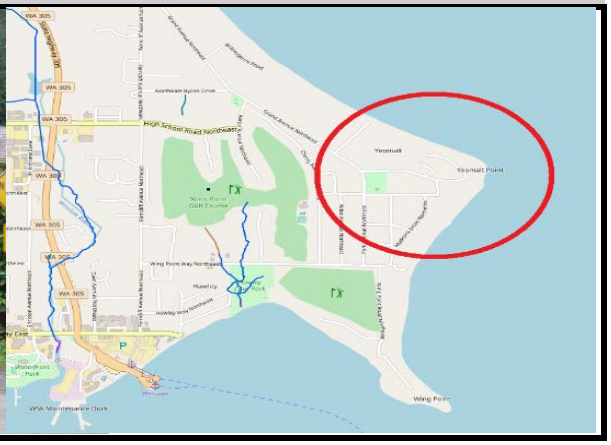
Estimated Impact on Future Operating Budget (1000's)

	Prior Yr	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Yeomalt Area Drainage Improvements **Number:** 00663

Location: Area bordered by Cherry, Yeomalt, Madrona and Wing Point Way

Project Description



Description: Provides for storm drainage improvements in the Yeomalt area. The City completed design in 2014 with funds received from a DOE grant for water quality

Benefit: Much of the Wing Point area above Yeomalt Point was developed before regulations required conveyance systems. Currently there are drainage problems in many areas and/or existing conveyances are lacking or inadequate.

Schedule: 2021: Design; 2022: Construction

Capital Funding (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2026-2040	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	$0	$0	$0	$0	$0	$0	$0	$0
SSWM Fund	$61	$0	$0	$625	$0	$0	$0	$0	$686
Federal Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
State Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sub-total	**$61**	**$0**	**$0**	**$625**	**$0**	**$0**	**$0**	**$0**	**$686**
FUNDING USES (1000's)									
Project Management	$1			$35					$36
Design/permitting	$60								$60
Construction				$590					$590
Sub-total	**$61**	**$0**	**$0**	**$625**	**$0**	**$0**	**$0**	**$0**	**$686**

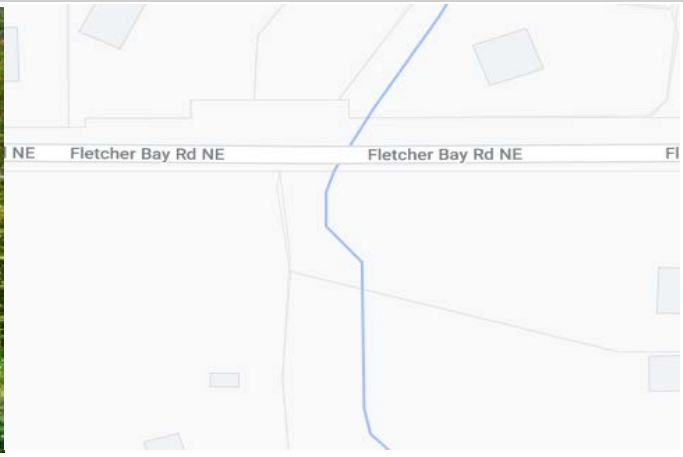
Estimated Impact on Future Operating Budget (1000's)

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2026-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Springbrook Fish Passage **Number:**

Location: Fletcher Bay Road west of New Brooklyn

Project Description



Description: The Springbrook Fish Weir/Passage project proposes to replace the existing culvert at Springbrook Creek with an open box/bridge structure and streambed restoration.

Benefit:

Schedule: YR 1: Design

Capital Funding (1000's)

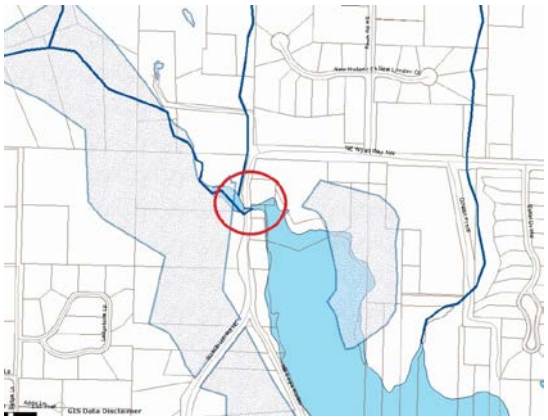
	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
FUNDING SOURCES (1000's)									
General Fund	$0	$50	$0	$50	$0	$0	$0	$0	$100
Water Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sewer Fund	$0	$0	$0	$0	$0	$0	$0	$0	$0
SSWM Fund	$0	$50	$0	$50	$0	$0	$0	$0	$100
Federal Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
State Grant	$0	$85	$0	$1,000	$0	$0	$0	$0	$1,085
Sub-total	**0**	**185**	**0**	**1100**	**0**	**0**	**0**	**0**	**1285**
FUNDING USES (1000's)									
Project Management		$4		$50					$54
Design/permitting		$181		$50					$231
Construction				$1,000					$1,000
Sub-total	**0**	**185**	**0**	**1100**	**0**	**0**	**0**	**0**	**1285**

Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

Project: Eagle Harbor Drive Cooper Creek Fish Passage **Number:** 1107
Location: Head of the Bay North of Green Light Automotive

Project Description



Description: Replace existing undersized culvert with a fish passage box culvert wide enough to accomodate non-motorized improvements on Eagle Harbor Drive.

Benefit: Addresses flooding, provides for fish passage, and accommodates future non-motorized improvements.

Schedule: 2021: Design; 2024 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	$0	$0	$0	$0	$0	$0	$0	$0
SSWM Fund	$105	$10	$11	$0	$525	$0	$0	$0	$651
Federal Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
State Grant	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sub-total	**$105**	**$10**	**$11**	**$0**	**$525**	**$0**	**$0**	**$0**	**$651**
FUNDING USES (1000's)									
Proj. Management	$10	$10	$11						$31
Design/permitting	$95								$95
Construction					$525		$0	$0	$525
Sub-total	**$105**	**$10**	**$11**	**$0**	**$525**	**$0**	**$0**	**$0**	**$651**

Estimated Impact on Future Operating Budget

	Prior Yrs.	2021	2022	2023	2024	2025	2026	2027-2040	Total
Operating									
Debt Service									
Sub-total	$0	$0	$0	$0	$0	$0	$0	$0	$0

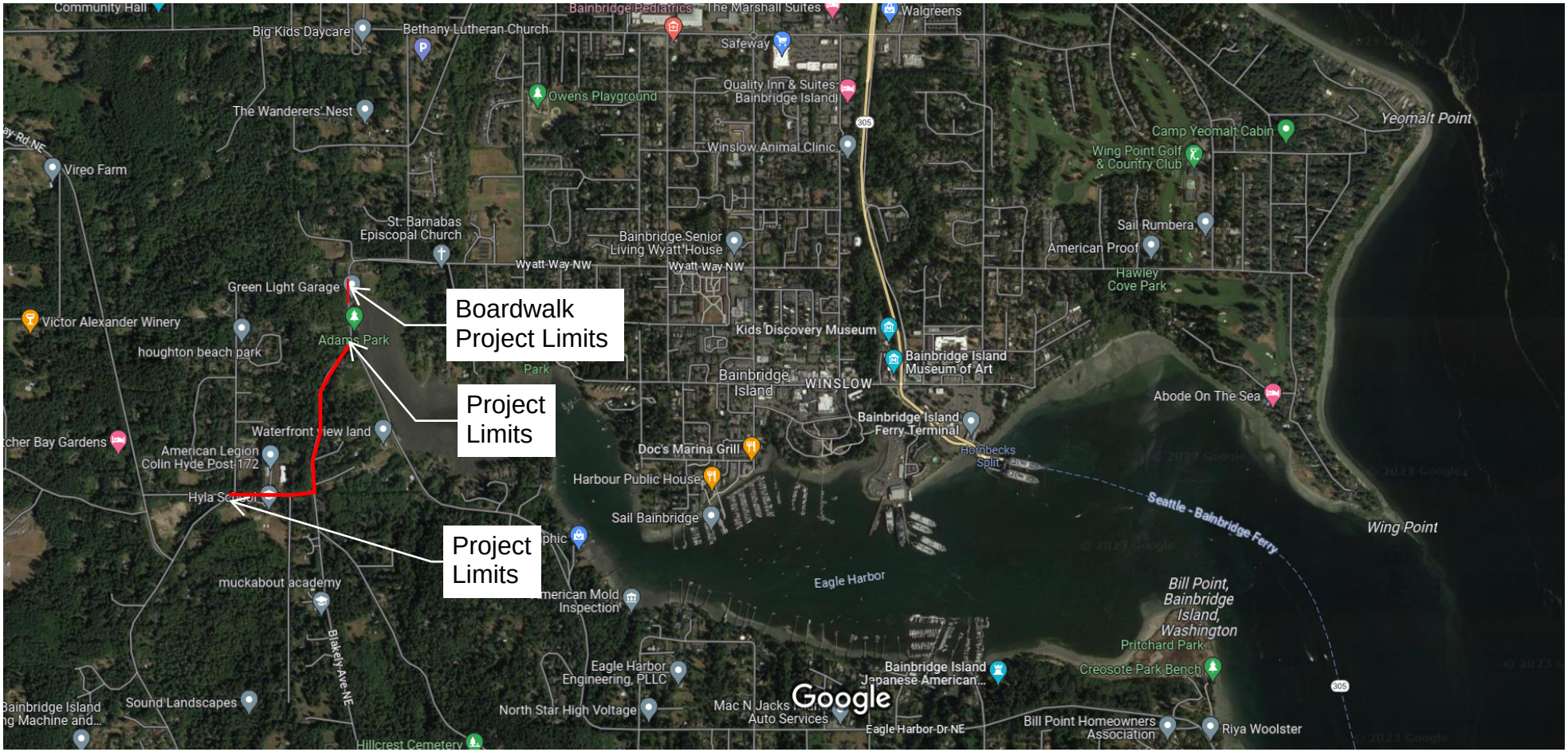
City of Bainbridge Island
Non-Motorized Transportation CIP (2023- 2028)
2023 - 2024 Revised Budget

Project / Location	*Grant Eligible*	*Grant Awarded*	*Grant Funds/ Donations*	Tax Supported	Wtr Comp	Swr Comp	SSWM Comp	Prior Years	2023	2024	2025	2026	2027	2028	2029-2042	**Total**
NON-MOTORIZED PROJECTS - 6-YEAR CIP																
Bundled Madison Avenue Nonmotorized & Sewer Improvements Project *Winslow to SR305*	x	x	*1,410*	Y		Y		2,375	3,365	-	-	-	-	-	-	**5,740**
Connecting Centers: Eagle Harbor/Wyatt Non-Motorized Improvements *Shoreline to Nicholson*	x	x	*1,512*	Y				375	1,308	2,833	-	-	-	-	-	**4,517**
Connecting Centers: Bucklin Hill Non-Motorized Improvements *Blakely - Fletcher Bay*	x		-	Y				57	277	836	-	-	-	-	-	**1,170**
STO Long Range Plan *STO Trail*	x		*75*	Y				215	17	8	-	-	-	-	-	**241**
Grow Avenue Traffic Calming *Grow Ave*	x			Y				-	-	95	-	-	-	-	-	**95**
Connecting Centers: Lynwood Center *Bucklin to Lynwood*	x			Y				-	200	-	-	-	-	-	-	**200**
Connecting Centers: Valley Road *Madison to Sunrise*	x			Y				-	150	-	-	-	-	-	-	**150**
City Project Funding								1,537	4,541	3,038	-	-	-	-	-	**9,116**
Grant Totals								*1,485*	*777*	*735*	-	-	-	-	-	**2,997**
TOTALS								**3,022**	**5,318**	**3,773**	**-**	**-**	**-**	**-**	**-**	**12,113**

Amounts in thousands

Google Maps

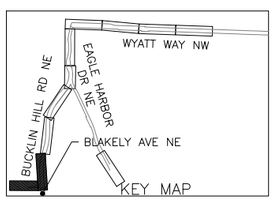
Vicinity Map



Imagery ©2023 Airbus, Maxar Technologies, U.S. Geological Survey, USDA/FPAC/GEO, Map data ©2023 1000 ft

LEGEND

- ASPHALT BICYCLE FACILITY
- CEMENT CONCRETE SIDEWALK
- STRIPED BUFFER WITH SURFACE MOUNTED CURB
- RETAINING WALL
- RIGHT OF WAY



SCALE
20 0 20 40
FEET

PERTEET
2707 COLBY AVENUE, SUITE 900
EVERETT, WA 98201
425.252.7700 | 800.615.9900

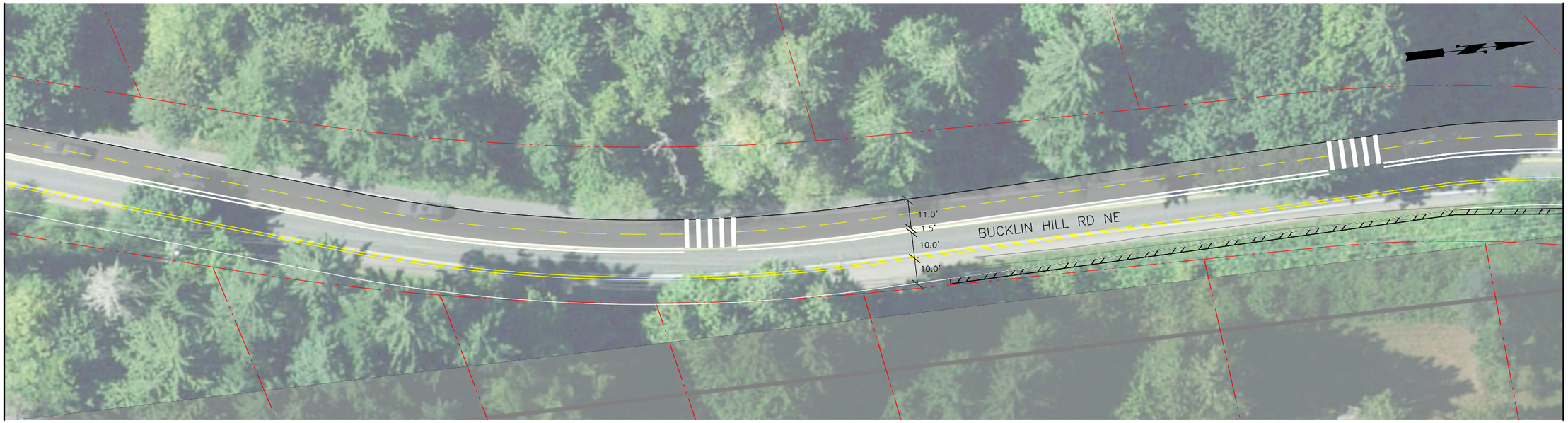
CITY OF BAINBRIDGE ISLAND
EAGLE HARBOR DR NE / WYATT WAY NW
NON–MOTORIZED IMPROVEMENTS

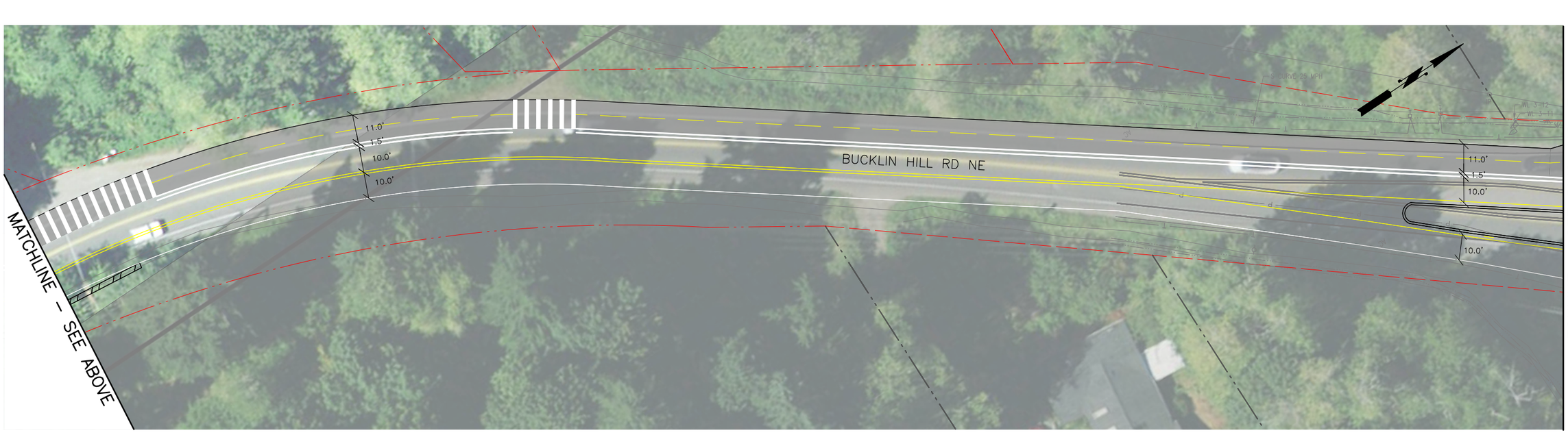
PROJECT NO. 20220099
DATE: 06/2023

ALTERNATIVE E
BI–DIRECTIONAL FACILITY
10% PRELIMINARY LAYOUT

DWG. NO. 1 of Total 5

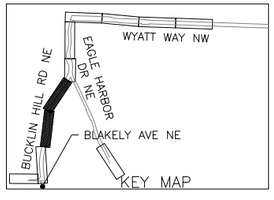
Jun 23, 2023 - 3:23pm nancy.easton X:\Bainbridge Island, City of\Projects\20220099 - Eagle Harbor Phase 1 Non-Motorized Improv\CAD\05 - Exhibits\Alt E Facility Exhibit.dwg Layout Name: 1





LEGEND

- ASPHALT BICYCLE FACILITY
- CEMENT CONCRETE SIDEWALK
- STRIPED BUFFER WITH SURFACE MOUNTED CURB
- RETAINING WALL
- RIGHT OF WAY



SCALE
20 0 20 40
FEET

PERTEET
2707 COLBY AVENUE, SUITE 900
EVERETT, WA 98201
425.252.7700 | 800.615.9900

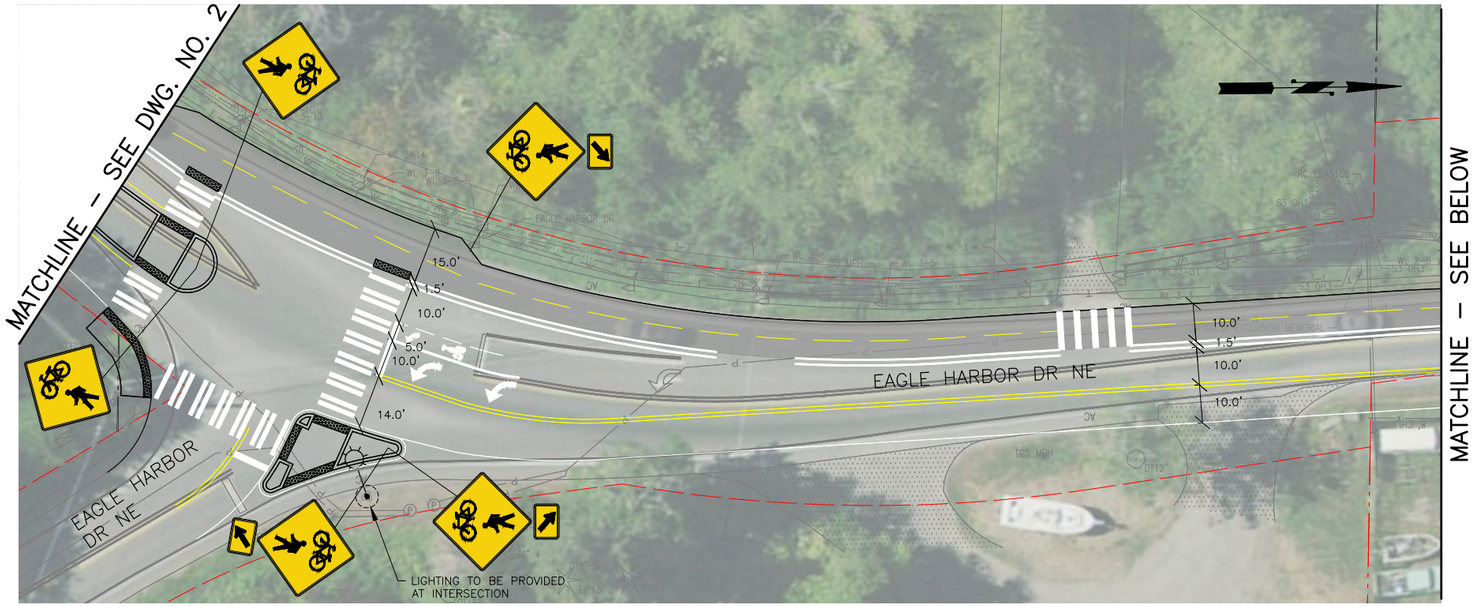
CITY OF BAINBRIDGE ISLAND
EAGLE HARBOR DR NE / WYATT WAY NW
NON–MOTORIZED IMPROVEMENTS

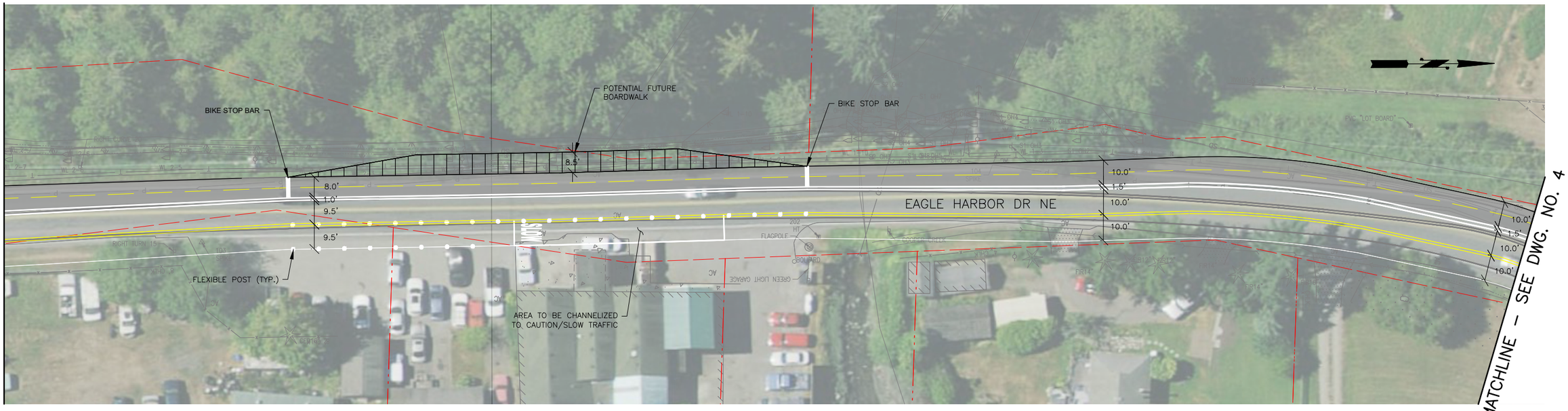
PROJECT NO. 20220099
DATE: 06/2023

ALTERNATIVE E
BI–DIRECTIONAL FACILITY
10% PRELIMINARY LAYOUT

DWG. NO. 2
of Total 5

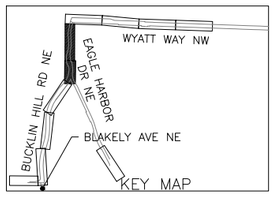
Jun 23, 2023 - 3:23pm nancy.easton X:\Bainbridge Island, City of\Projects\20220099 - Eagle Harbor Phase 1 Non-Motorized Improv\CAD\105 - Exhibits\Alt E Facility Exhibit.dwg Layout Name: 2





LEGEND

- ASPHALT BICYCLE FACILITY
- CEMENT CONCRETE SIDEWALK
- STRIPED BUFFER WITH SURFACE MOUNTED CURB
- RETAINING WALL
- RIGHT OF WAY



SCALE
20 0 20 40
FEET

PERTEET
2707 COLBY AVENUE, SUITE 900
EVERETT, WA 98201
425.252.7700 | 800.615.9900

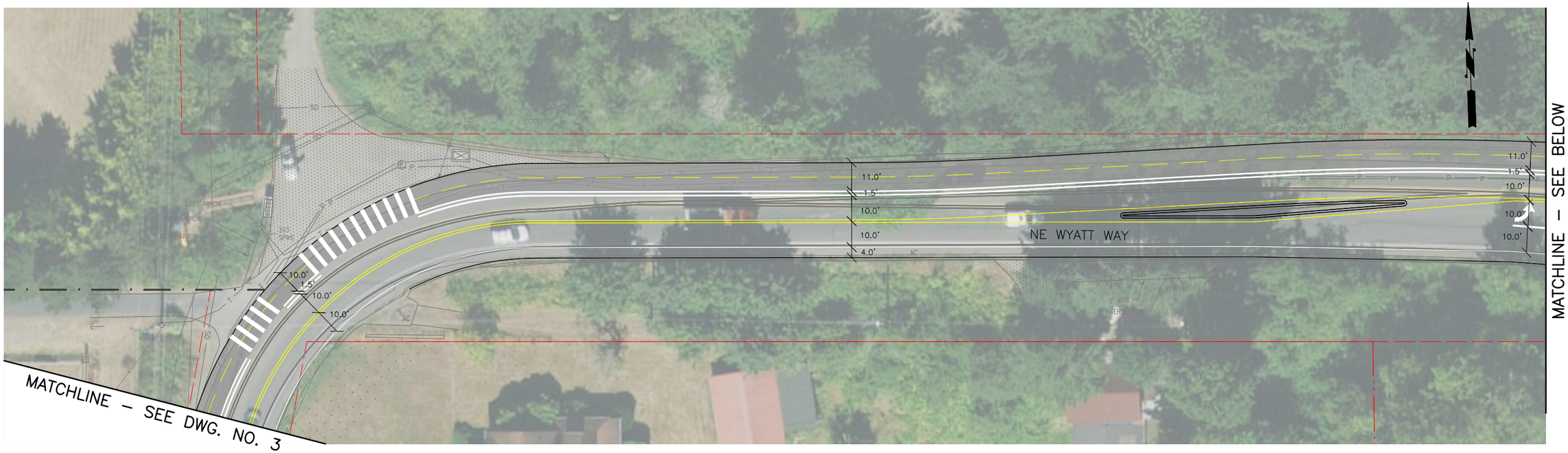
CITY OF BAINBRIDGE ISLAND
EAGLE HARBOR DR NE / WYATT WAY NW
NON–MOTORIZED IMPROVEMENTS

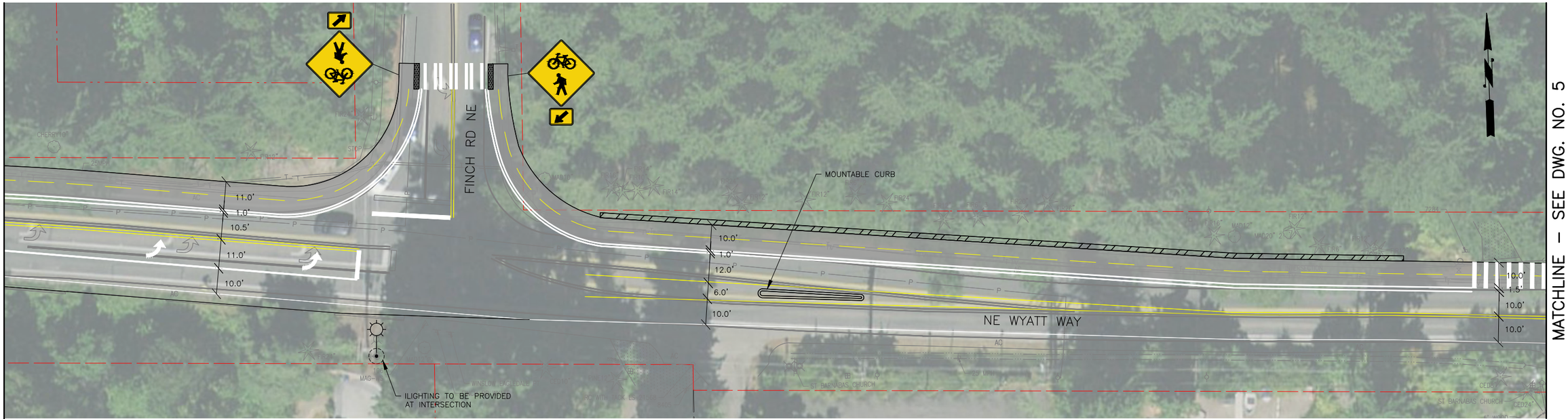
PROJECT NO. 20220099
DATE: 06/2023

ALTERNATIVE E
BI–DIRECTIONAL FACILITY
10% PRELIMINARY LAYOUT

DWG. NO. 3
of Total 5

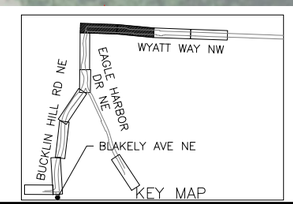
Jun 23, 2023 - 3:23pm nancy.easton X:\Bainbridge Island, City of\Projects\20220099 - Eagle Harbor Phase 1 Non-Motorized Impro\CADD\05 - Exhibits\Alt E Facility Exhibit.dwg Layout Name: 3





LEGEND

- ASPHALT BICYCLE FACILITY
- CEMENT CONCRETE SIDEWALK
- STRIPED BUFFER WITH SURFACE MOUNTED CURB
- RETAINING WALL
- RIGHT OF WAY



SCALE
20 0 20 40
FEET

PERTEET
2707 COLBY AVENUE, SUITE 900
EVERETT, WA 98201
425.252.7700 | 800.615.9900

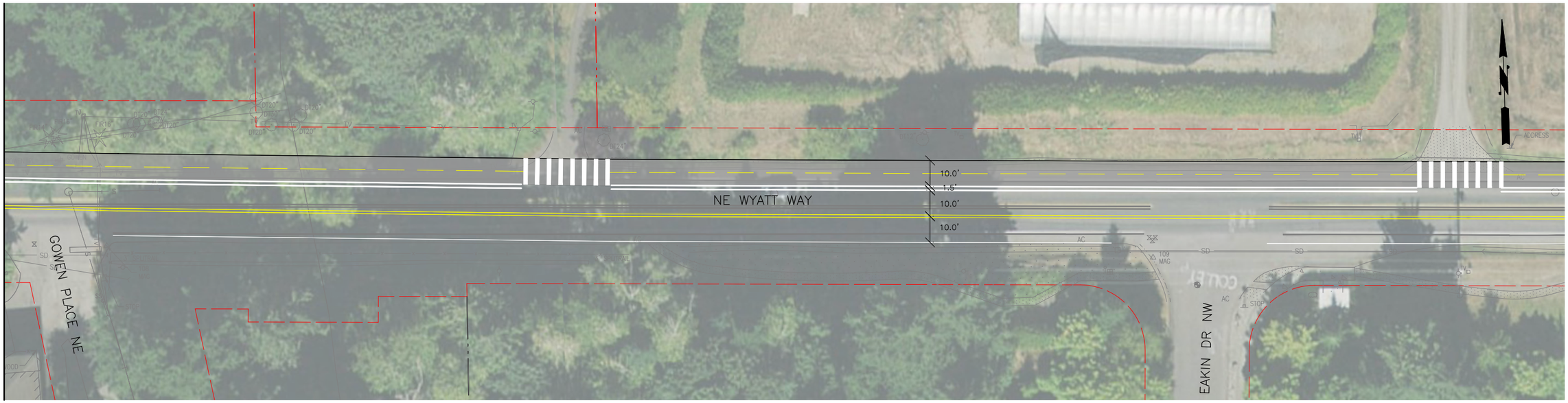
CITY OF BAINBRIDGE ISLAND
EAGLE HARBOR DR NE / WYATT WAY NW
NON–MOTORIZED IMPROVEMENTS

PROJECT NO. 20220099
DATE: 06/2023

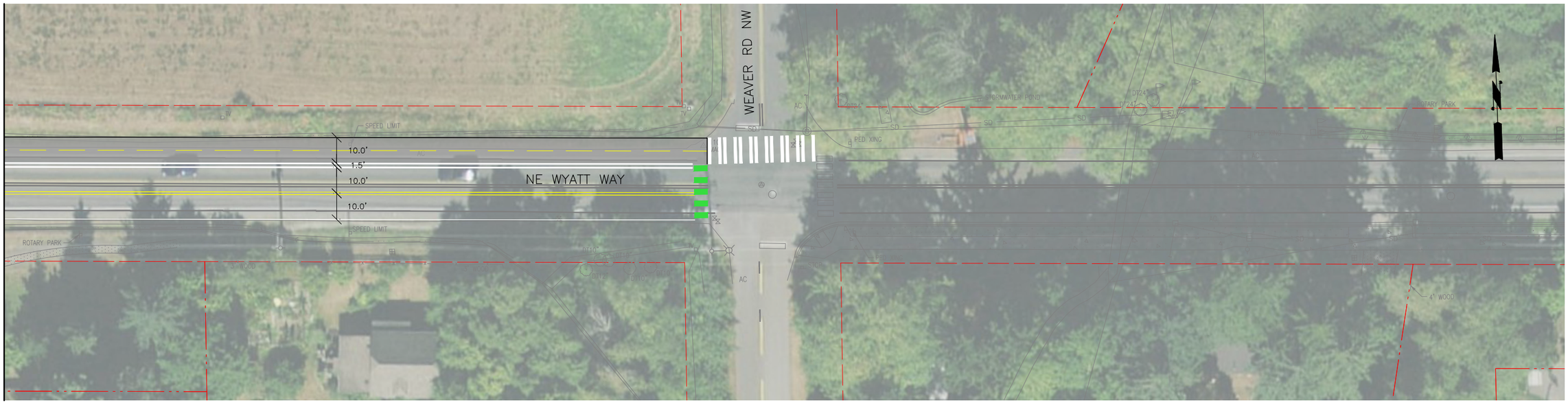
ALTERNATIVE E
BI–DIRECTIONAL FACILITY
10% PRELIMINARY LAYOUT

DWG. NO. 4 of Total 5

MATCHLINE – SEE DWG. NO. 4

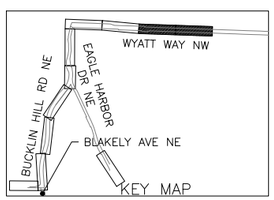


MATCHLINE – SEE ABOVE



LEGEND

- ASPHALT BICYCLE FACILITY
- CEMENT CONCRETE SIDEWALK
- STRIPED BUFFER WITH SURFACE MOUNTED CURB
- RETAINING WALL
- RIGHT OF WAY



SCALE
20 0 20 40
FEET

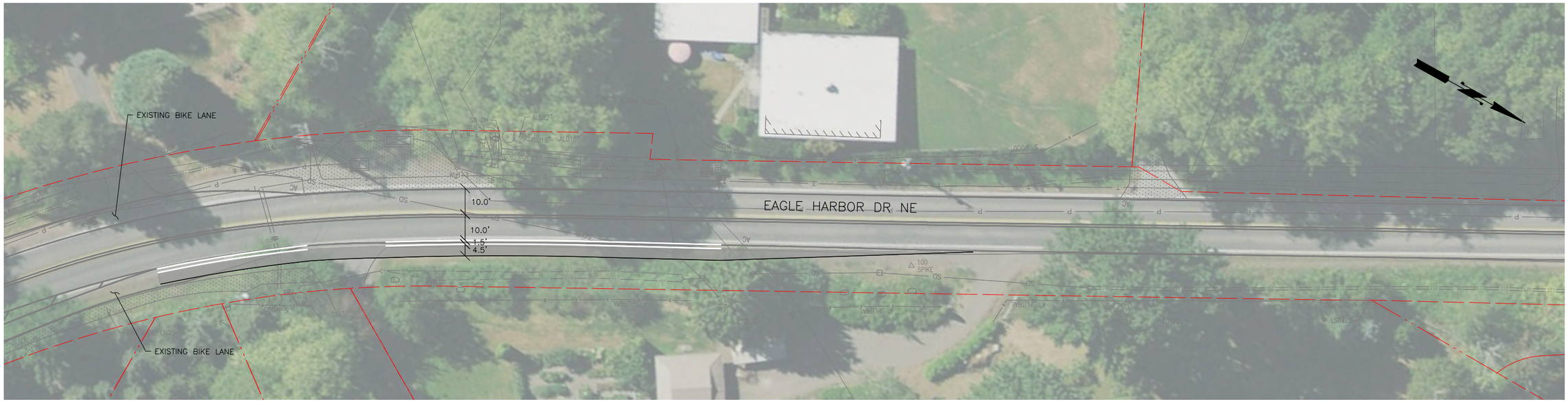
PERTEET
2707 COLBY AVENUE, SUITE 900
EVERETT, WA 98201
425.252.7700 | 800.615.9900

CITY OF BAINBRIDGE ISLAND
EAGLE HARBOR DR NE / WYATT WAY NW
NON–MOTORIZED IMPROVEMENTS

PROJECT NO. 20220099
DATE: 06/2023

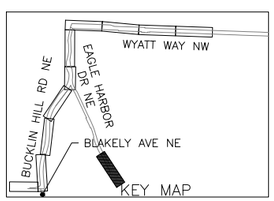
ALTERNATIVE E
BI–DIRECTIONAL FACILITY
10% PRELIMINARY LAYOUT

DWG. NO. 5 of Total 5



LEGEND

- ASPHALT BICYCLE FACILITY
- CEMENT CONCRETE SIDEWALK
- STRIPED BUFFER WITH SURFACE MOUNTED CURB
- RETAINING WALL
- RIGHT OF WAY



SCALE
20 0 20 40
FEET

PERTEET
2707 COLBY AVENUE, SUITE 900
EVERETT, WA 98201
425.252.7700 | 800.615.9900

CITY OF BAINBRIDGE ISLAND
EAGLE HARBOR DR NE / WYATT WAY NW
NON-MOTORIZED IMPROVEMENTS

PROJECT NO. 20220099
DATE: 06/2023

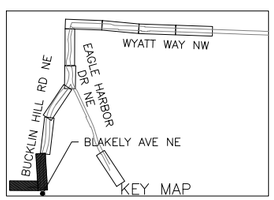
ALTERNATIVE E
BI-DIRECTIONAL FACILITY
10% PRELIMINARY LAYOUT

DWG. NO. 6
of Total 5

Jun 23, 2023 - 3:22pm nancy.easton X:\Bainbridge Island, City of\Projects\20220099 - Eagle Harbor Phase 1 Non-Motorized Impro\CADD\05 - Exhibits\Alt E Facility Exhibit.dwg Layout Name: 6

LEGEND

- ASPHALT BICYCLE FACILITY
- CEMENT CONCRETE SIDEWALK
- STRIPED BUFFER WITH SURFACE MOUNTED CURB
- RETAINING WALL
- RIGHT OF WAY



SCALE
20 0 20 40
FEET

PERTEET
2707 COLBY AVENUE, SUITE 900
EVERETT, WA 98201
425.252.7700 | 800.615.9900

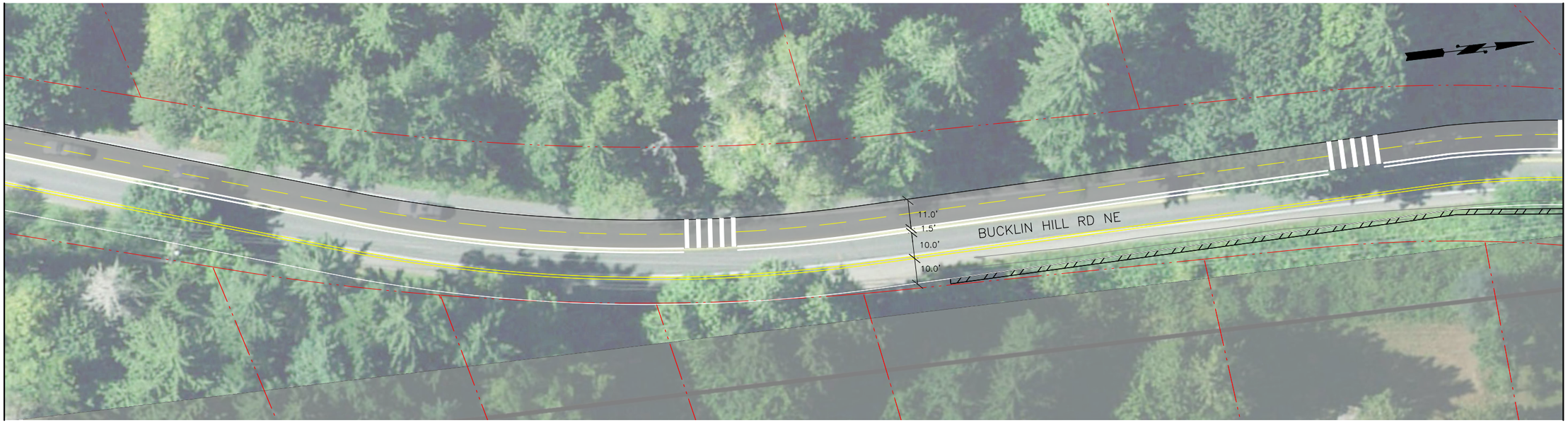
CITY OF BAINBRIDGE ISLAND
EAGLE HARBOR DR NE / WYATT WAY NW
NON–MOTORIZED IMPROVEMENTS

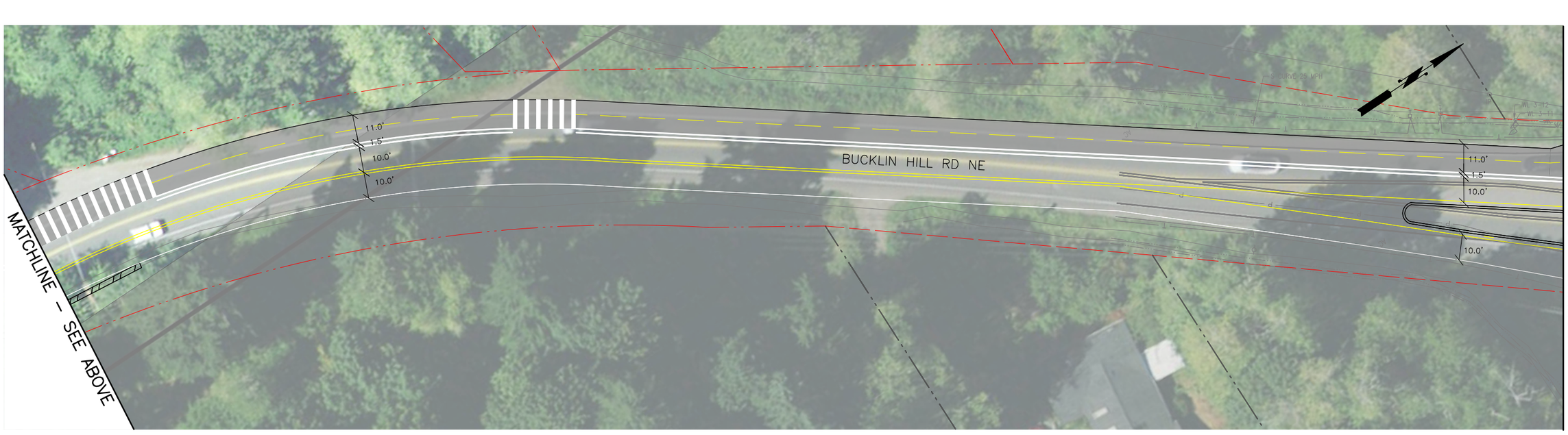
PROJECT NO. 20220099
DATE: 06/2023

ALTERNATIVE E
BI–DIRECTIONAL FACILITY
10% PRELIMINARY LAYOUT

DWG. NO. 1 of Total 5

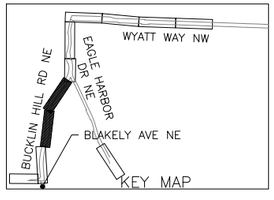
Jun 23, 2023 - 3:23pm nancy.easton X:\Bainbridge Island, City of\Projects\20220099 - Eagle Harbor Phase 1 Non-Motorized Improv\CAD\05 - Exhibits\Alt E Facility Exhibit.dwg Layout Name: 1





LEGEND

- ASPHALT BICYCLE FACILITY
- CEMENT CONCRETE SIDEWALK
- STRIPED BUFFER WITH SURFACE MOUNTED CURB
- RETAINING WALL
- RIGHT OF WAY



SCALE
20 0 20 40
FEET

PERTEET
2707 COLBY AVENUE, SUITE 900
EVERETT, WA 98201
425.252.7700 | 800.615.9900

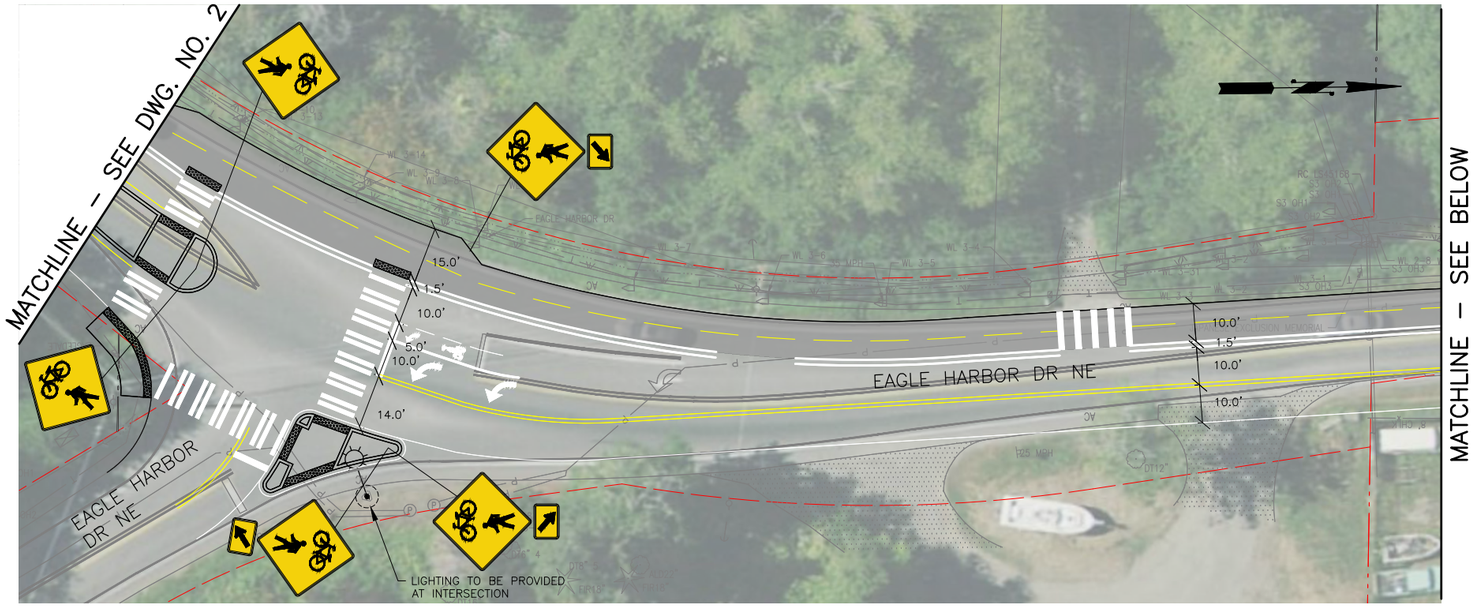
CITY OF BAINBRIDGE ISLAND
EAGLE HARBOR DR NE / WYATT WAY NW
NON–MOTORIZED IMPROVEMENTS

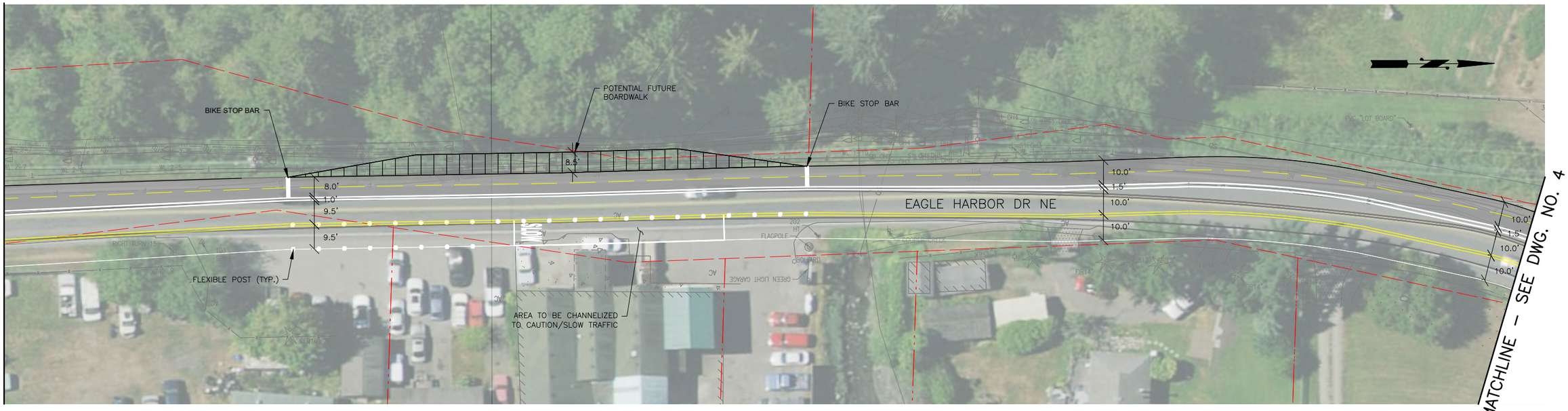
PROJECT NO. 20220099
DATE: 06/2023

ALTERNATIVE E
BI–DIRECTIONAL FACILITY
10% PRELIMINARY LAYOUT

DWG. NO. 2
of Total 5

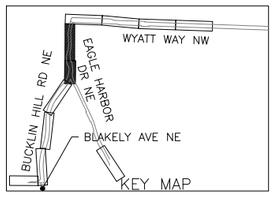
Jun 23, 2023 - 3:23pm nancy.easton X:\Bainbridge Island, City of\Projects\20220099 - Eagle Harbor Phase 1 Non-Motorized Improv\CAD\105 - Exhibits\Alt E Facility Exhibit.dwg Layout Name: 2





LEGEND

- ASPHALT BICYCLE FACILITY
- CEMENT CONCRETE SIDEWALK
- STRIPED BUFFER WITH SURFACE MOUNTED CURB
- RETAINING WALL
- RIGHT OF WAY



SCALE
20 0 20 40
FEET

PERTEET
2707 COLBY AVENUE, SUITE 900
EVERETT, WA 98201
425.252.7700 | 800.615.9900

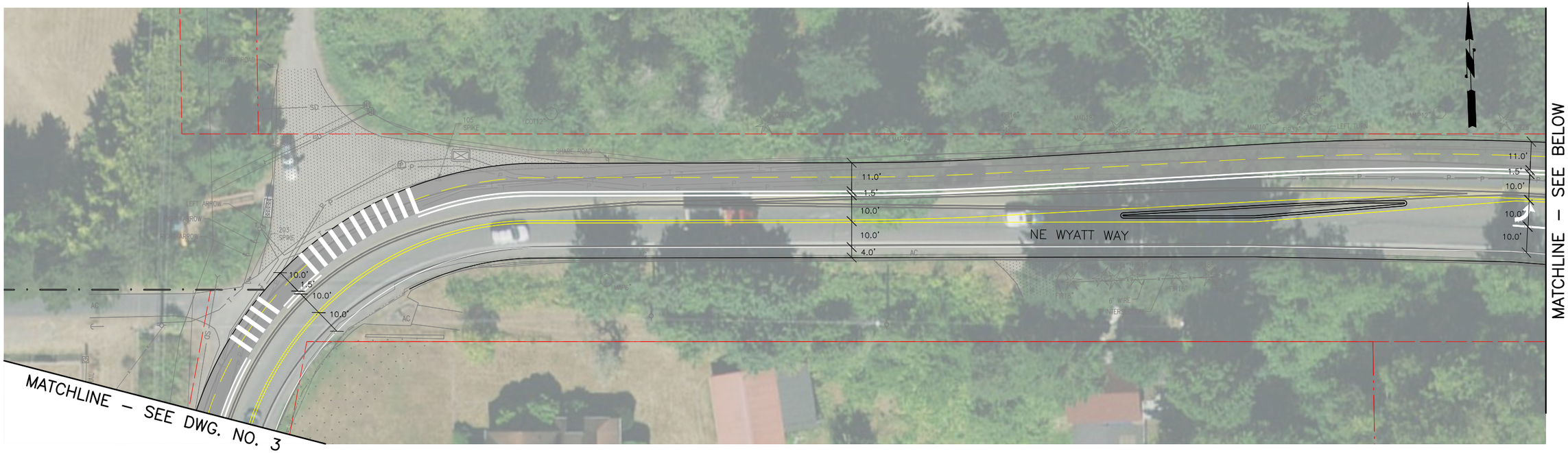
CITY OF BAINBRIDGE ISLAND
EAGLE HARBOR DR NE / WYATT WAY NW
NON–MOTORIZED IMPROVEMENTS

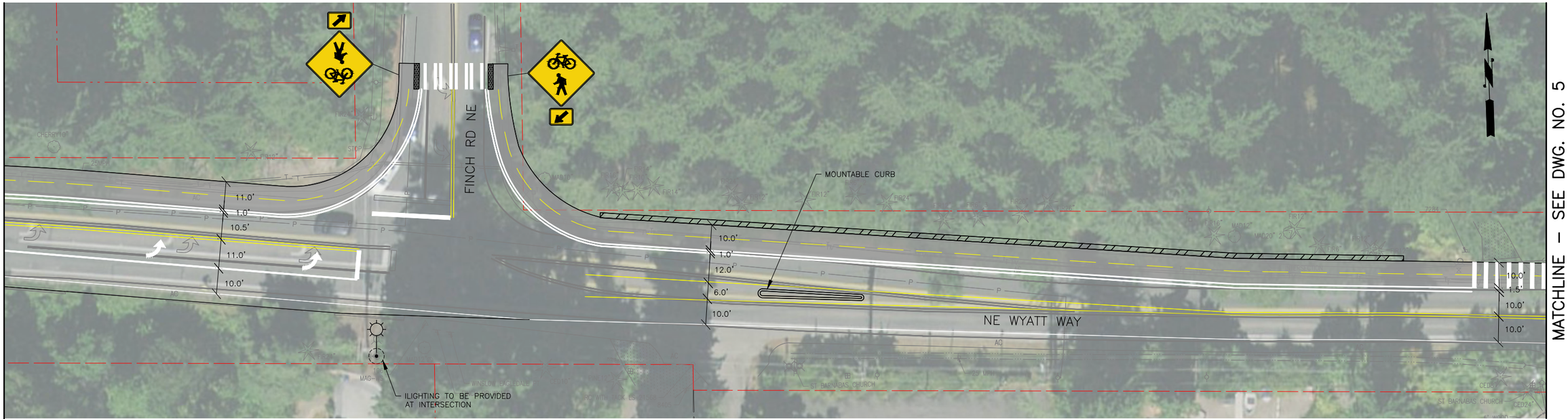
PROJECT NO. 20220099
DATE: 06/2023

ALTERNATIVE E
BI–DIRECTIONAL FACILITY
10% PRELIMINARY LAYOUT

DWG. NO. 3
of Total 5

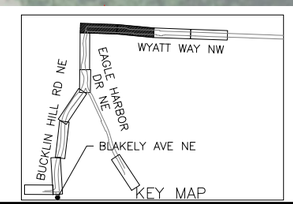
Jun 23, 2023 - 3:23pm nancy.easton X:\Bainbridge Island, City of\Projects\20220099 - Eagle Harbor Phase 1 Non-Motorized Impro\CADD\05 - Exhibits\Alt E Facility Exhibit.dwg Layout Name: 3





LEGEND

- ASPHALT BICYCLE FACILITY
- CEMENT CONCRETE SIDEWALK
- STRIPED BUFFER WITH SURFACE MOUNTED CURB
- RETAINING WALL
- RIGHT OF WAY



SCALE
20 0 20 40
FEET

PERTEET
2707 COLBY AVENUE, SUITE 900
EVERETT, WA 98201
425.252.7700 | 800.615.9900

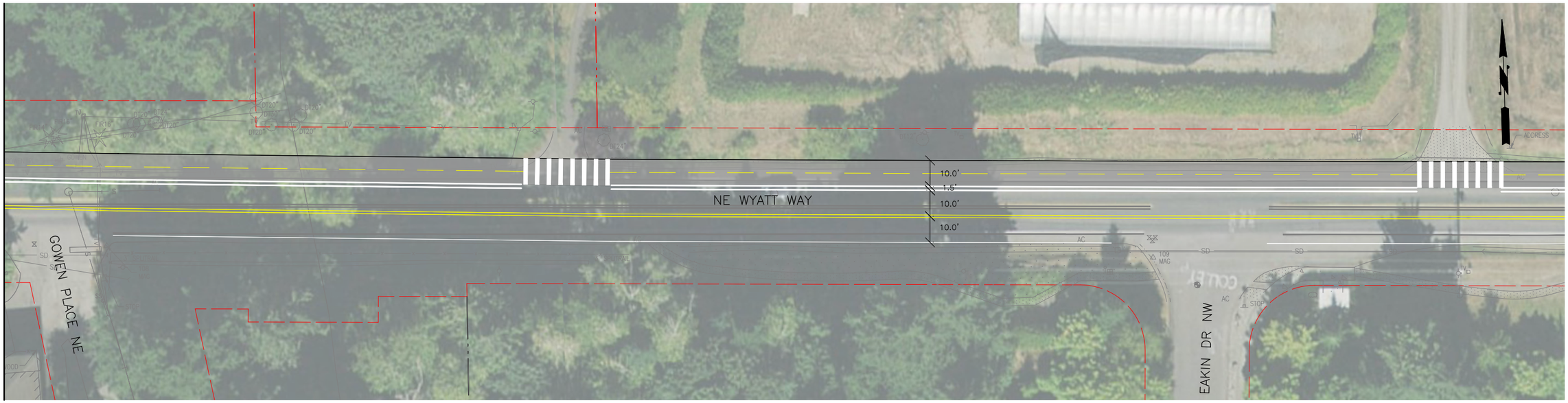
CITY OF BAINBRIDGE ISLAND
EAGLE HARBOR DR NE / WYATT WAY NW
NON–MOTORIZED IMPROVEMENTS

PROJECT NO. 20220099
DATE: 06/2023

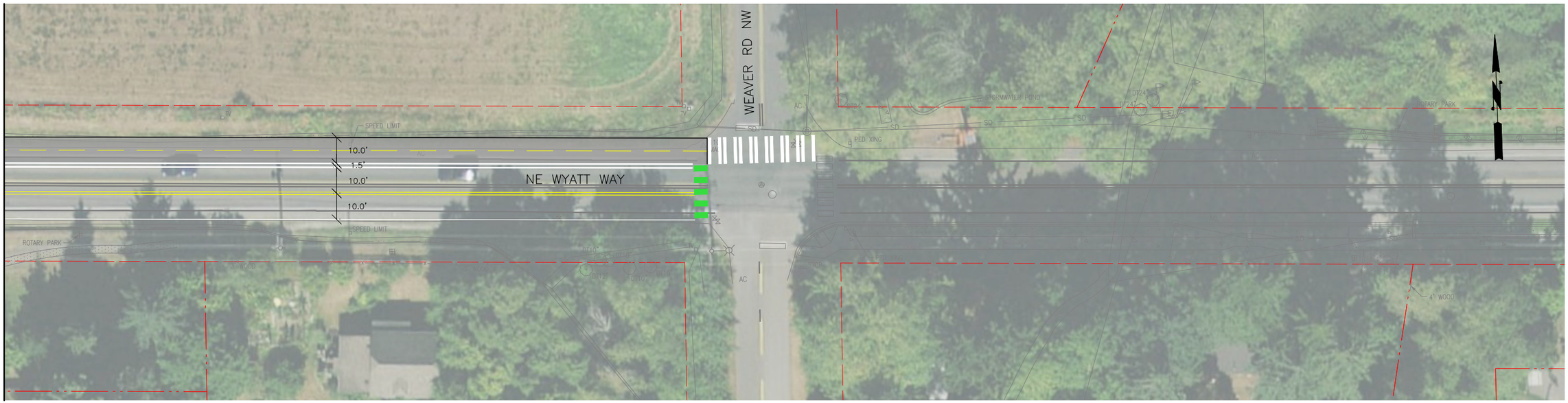
ALTERNATIVE E
BI–DIRECTIONAL FACILITY
10% PRELIMINARY LAYOUT

DWG. NO. 4 of Total 5

MATCHLINE – SEE DWG. NO. 4

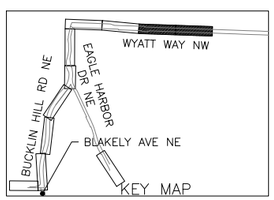


MATCHLINE – SEE ABOVE



LEGEND

- ASPHALT BICYCLE FACILITY
- CEMENT CONCRETE SIDEWALK
- STRIPED BUFFER WITH SURFACE MOUNTED CURB
- RETAINING WALL
- RIGHT OF WAY



SCALE
20 0 20 40
FEET

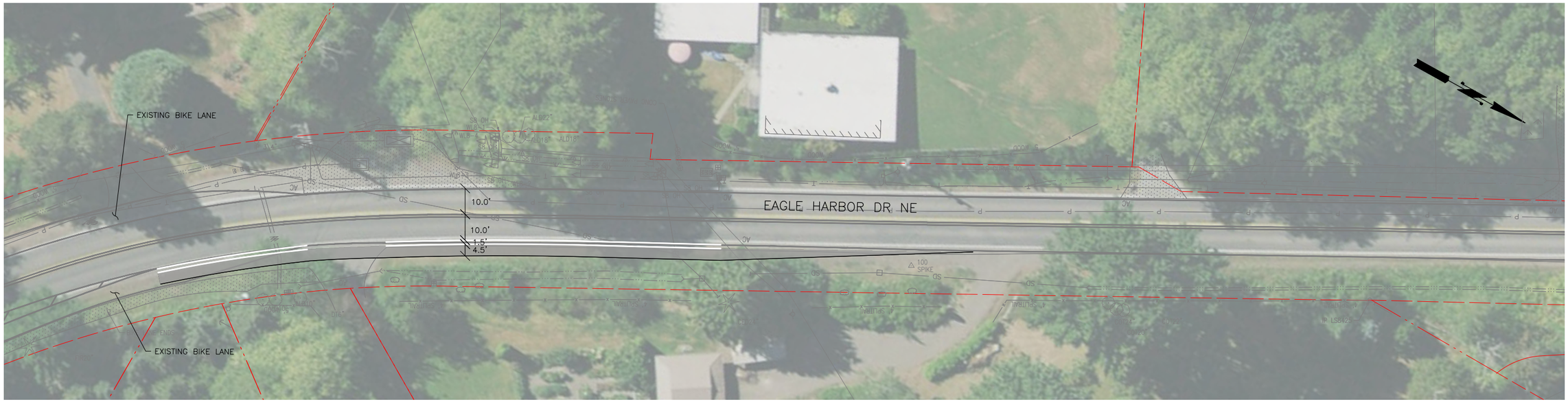
PERTEET
2707 COLBY AVENUE, SUITE 900
EVERETT, WA 98201
425.252.7700 | 800.615.9900

CITY OF BAINBRIDGE ISLAND
EAGLE HARBOR DR NE / WYATT WAY NW
NON–MOTORIZED IMPROVEMENTS

PROJECT NO. 20220099
DATE: 06/2023

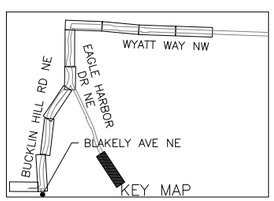
ALTERNATIVE E
BI–DIRECTIONAL FACILITY
10% PRELIMINARY LAYOUT

DWG. NO. 5 of Total 5



LEGEND

- ASPHALT BICYCLE FACILITY
- CEMENT CONCRETE SIDEWALK
- STRIPED BUFFER WITH SURFACE MOUNTED CURB
- RETAINING WALL
- RIGHT OF WAY



SCALE
20 0 20 40
FEET

PERTEET
2707 COLBY AVENUE, SUITE 900
EVERETT, WA 98201
425.252.7700 | 800.615.9900

CITY OF BAINBRIDGE ISLAND
EAGLE HARBOR DR NE / WYATT WAY NW
NON-MOTORIZED IMPROVEMENTS

PROJECT NO. 20220099
DATE: 06/2023

ALTERNATIVE E
BI-DIRECTIONAL FACILITY
10% PRELIMINARY LAYOUT

DWG. NO. 6
of Total 5

Jun 23, 2023 - 3:22pm nancy.easton X:\Bainbridge Island, City of\Projects\20220099 - Eagle Harbor Phase 1 Non-Motorized Impro\CADD\05 - Exhibits\Alt E Facility Exhibit.dwg Layout Name: 6

CHAPTER 1 INTRODUCTION

The City of Bainbridge Island is a unique community with a unique set of transportation needs. The City, which encompasses the entire island, is primarily residential and includes a variety of land uses and intensities of development from the urban Winslow area to farmlands and suburban communities. Each of these land uses has different transportation needs that ideally would be addressed separately; however, the entire roadway system operates as a system.

The backbone of the transportation system is the SR 305 Corridor that runs from the Bainbridge Island ferry terminal north to the Agate Pass Bridge. This State facility not only provides regional travel to and from the Island, but also is an important connection for local traffic needs. The Island's transportation system is truly multimodal, with commute, school, recreation, and shopping trips being commonly taken by, foot, bicycle, bus, auto, and ferry. While Winslow and other more urban areas have sidewalks, bicycle lanes, and widened shoulders, which facilitate non-motorized movement, there are many areas of the City where pedestrians and bicyclists must share the vehicle travel lanes or walk on narrow, unimproved shoulders. Non-motorized issues have been discussed as part of the City of Bainbridge Island's Non-Motorized Transportation Plan, which is part of this plan.

Traffic has increasingly become an issue for the community. Traffic from growth has resulted in increased roadway volumes, often coupled with high vehicle speeds and congestion at intersections. This traffic increases conflicts with non-motorized users. In addition, the release of the ferry and other commuter traffic creates surges of vehicles onto the highway and the entire roadway system. During peak commute hours and tourist season, the highway can be overwhelmed, resulting in congestion and delays.

Plan Purpose

The Island-Wide Transportation Plan (IWTP) represents an update and expansion of the 2004 Island-Wide Transportation Study (IWTS) in support of and in aid to the implementation of the Transportation Element of the Comprehensive Plan. The IWTP focuses on the issues and desires of the Bainbridge Island community to develop a transportation system that will accommodate vehicle traffic patterns within a multimodal environment. Figure 1-1 shows the study area and primary transportation features in relationship to the surrounding region.

The purpose of this plan is to provide the technical data and analysis to facilitate transportation planning and to aid in implementation of the Transportation Element of the Comprehensive Plan. The effort will include the development of a transportation model based on recent traffic counts, land use data, and roadway information that has allowed the analysis of existing and future travel needs. The emphasis in the model is to identify congested areas and the improvements needed to accommodate existing future vehicle traffic considering the needs of all the Island's transportation modes of travel.

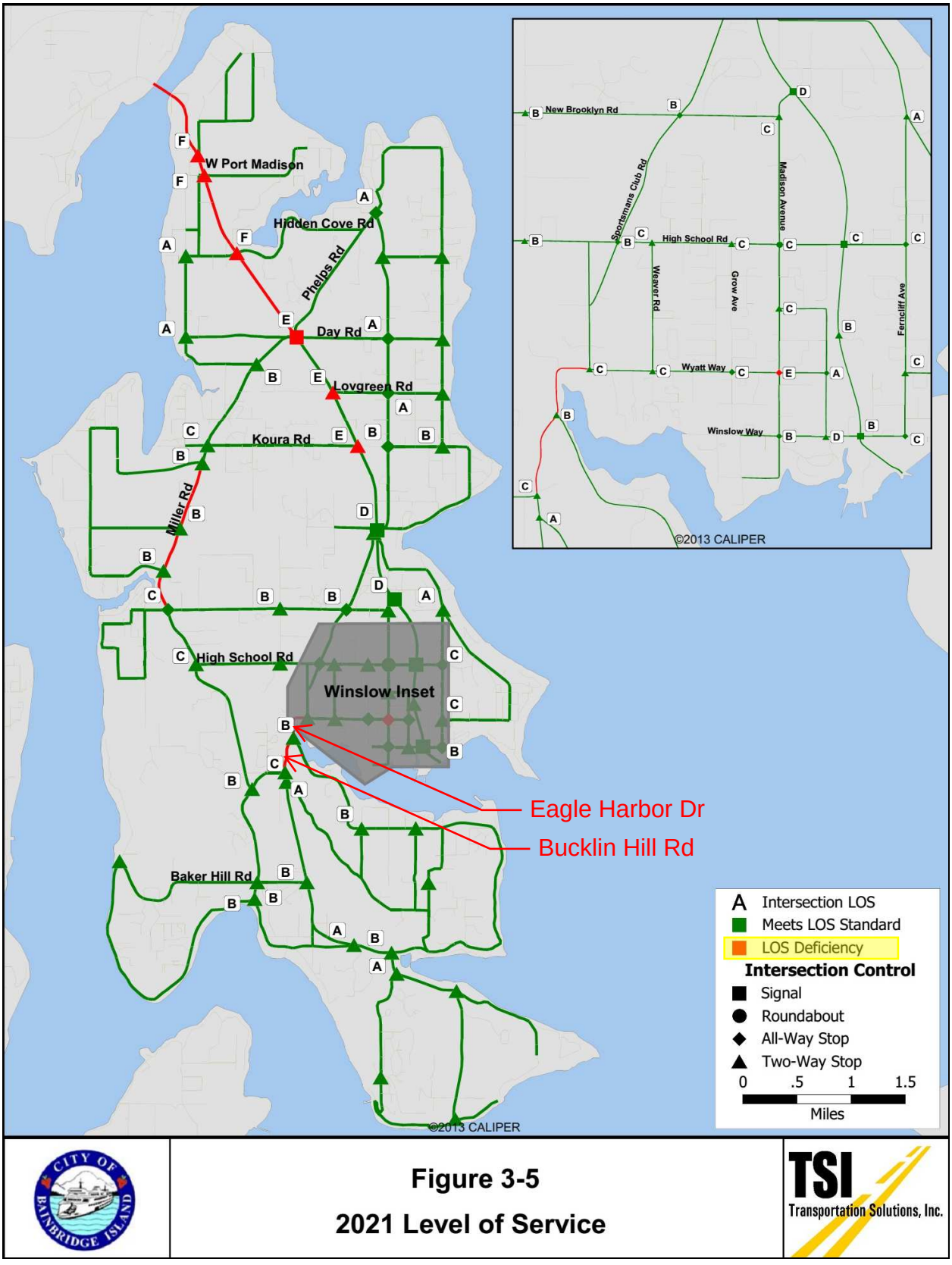


Figure 3-5

2021 Level of Service

2016-2021 Mitigation

Each intersection and roadway segment identified as below the minimum LOS standard in 2021 was studied to see if mitigation actions could improve the intersection LOS to the minimum standard. Targeted roadway improvements can correct an intersection or roadway that fails to meet the minimum LOS standard.

City Mitigation

For intersections in the City's roadway system where the expected LOS is below the minimum standard, the following mitigation is proposed:

- ***Madison Avenue/ Wyatt Way*** – An intersection control improvement such as a signal or a roundabout would improve the intersection to LOS B. The intersection will be studied to determine what specific improvement should be constructed. A roundabout may be one alternative. An improvement project is currently programed in the City's CIP for Wyatt Way, including the intersection.
- ***Eagle Harbor Drive from Wyatt to Blakely*** - Shoulder improvements for non-motorized users are recommended. An improvement project is currently programed in the City's CIP.
- ***Miller Road from New Brooklyn to Arrow Point*** – Shoulder improvements for non-motorized users are recommended. An improvement project is currently programed in the City's CIP for this segment.

WSDOT Mitigation

Six SR 305 intersections and roadway segments north of Day Road currently fail to meet LOS and will continue to deteriorate. Refer to chapter 4 of this Plan for recommendations.

Table 3-9 Intersections PM Peak Hour LOS Deficiencies – 2021 Forecast

Intersection	Control Type[1]	2021 Delay[2] (s/veh)	2021 LOS	Possible Mitigation
Madison Ave N / Wyatt	AWSC	44.2	E	Roundabout or signal
SR 305 / Koura Rd	TWSC	43.5	E	SR 305 Corridor Improvements
SR 305 / Lovgreen Rd	TWSC	39.4	E	
SR 305 / Day Rd	Signal	60.1	E	
SR 305 / Hidden Cove Rd	TWSC	>180	F	
SR 305 / Port Madison	TWSC	>180	F	
SR 305 / Agatewood Rd	TWSC	>180	F	

[1]TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; RAB = Roundabout; Signal = Signalized
[2]Average control delay for all movements. For TWSC, delay is reported for the movement with the highest delay.

Madison/ Wyatt	-	39	-	37	-
Madison/ High School	-	-	-	38	53
Blakely/ Bucklin	-	-	-	44	36

Table 6-1b, Bicycle Counts, 4-6 PM

Location/Year	2011	2012	2013	2014	2015
SR 305/ Winslow Way	-	-	211	168	117
SR 305/ High School	-	49	-	-	59
SR 305/ Day	-	26	24	35	33
Madison/ Wyatt	-	45	9	-	-
Madison/ High School	89	-	68	67	68
Blakely/ Bucklin	-	28	-	45	47

Table 6-1c, Pedestrian Counts, 7-9 AM

Location/Year	2011	2012	2013	2014	2015
SR 305/ Winslow Way	126	185	176	28	196
SR 305/ High School	-	-	-	24	51
SR 305/ Day	-	-	6	4	0
Madison/ Wyatt	-	39	-	48	-
Madison/ High School	-	-	-	76	127
Blakely/ Bucklin	-	-	-	2	3

Table 6-1d, Pedestrian Counts, 4-6 PM

Location/Year	2011	2012	2013	2014	2015
SR 305/ Winslow Way	-	-	526	309	471
SR 305/ High School	-	43	-	-	68
SR 305/ Day	-	1	-	3	1
Madison/ Wyatt	-	80	21	-	-
Madison/ High School	238	-	182	30	142
Blakely/ Bucklin	-	5	-	5	2

Barriers to Use and Connectivity Improvements

Barriers are physical characteristics of a transportation system that limit or restrict mobility for non-motorized users. Some common barriers on the Island are as follows:

- Inadequate maintenance including lack of shoulder sweeping for cyclists, joints at settled sidewalk panels, and poor trail surfaces in need of re-grading and compaction;

- Deficiencies in design such as lack of ADA-compliant ramps, facilities that are not of adequate width to be comfortable for many users, and facilities with materials that are not ADA-compliant;
- Discontinuities in system networks such as gaps in sidewalks or roadway shoulders, or bike lanes;
- Inadequate facilities at roadway intersections;
- Lack of facilities when systems do not exist or do not extend far enough to meet needs;
- Physical barriers such as naturally occurring ravines or existing developed properties that do not provide for access.

To address barriers and other limitations on non-motorized connectivity across the island, connectivity improvements are identified in a set of figures and tables which are intended to be living documents updated as new areas are identified and considered warranted.

Table 6-2 Identified barriers on SR 305 and on City roadways.

Table 6-2, Roadway Network Barriers		
1	SR 305 at Vineyard Lane	A separated grade crossing is needed to unite the two sides of Winslow that are divided by the SR 305 superblock between Winslow Way and High School Road.
2	SR 305 Signalized Crossings	Wide crossings can be a barrier to some users. As capacity improvements are made to SR 305, medians, islands, and other pedestrian related improvements should be provided.
3	SR 305 Shoulders	Shoulder widening is needed to address gaps between Hidden Cove Rd and the Agate Pass Bridge.
4	City Secondary arterial and collector roadways	Where pedestrian and cyclist facilities do not exist, shoulders and/or separated pathways are needed. Many of these areas are identified for improvements shown in Map E, F, and G.

Non-Motorized Travel Routes and Network

The vision and goals for non-motorized transportation are established in the Transportation Element of the City's Comprehensive Plan. To meet the vision and mobility and connectivity goals in the Transportation Element of the Comprehensive Plan, a non-motorized network is proposed in this section.

Providing facilities for accommodation of non-motorized modes of transportation has consistently ranked high on past Bainbridge Island Community surveys.

This section describes the current needs and identifies the best opportunities given geography, existing development, and other constraints.

Context sensitive solutions for non-motorized modes will depend upon site specific conditions such as existing and planned land uses, the location of origins and destinations such as schools and parks, motor vehicle speeds and volume, and the overall network connectivity.

The non-motorized transportation system seeks to create a network of facilities that makes it safe for all ages and abilities of people to get around their neighborhoods and the island without a car. This will require facilities that will be evaluated for the context but may include.

A. Sidewalks and bicycle lanes along streets in the island's designated centers.

B. Road shoulders can provide connectivity for commuter and more experienced cyclists, as illustrated in the City's Core 40 Program. The Core 40 goal is to provide an integrated network of shoulders for safe non-motorized use that, when combined with multi-use trails and lower volume roadways, provides 40 miles of bicycle routes on the island.

C. Separated non-motorized facilities that provide a non-motorized transportation option for a wide range of people walking, riding bikes, riding horses, or using wheelchairs. This pathway network is envisioned to connect to the City's sidewalk and bike lane infrastructure and connect to main destinations like the ferry terminal, Agate Pass Bridge, Winslow, designated centers, schools, parks, shoreline road ends, equestrian facilities, and other amenities. These facilities will vary depending on purpose but include:

    1. The Sound to Olympics (STO) trail, which serves as a centralized spine for non-motorized users and is a separated multi-use path connecting the Bainbridge Island Ferry Terminal to the Agate Pass Bridge and linking to other regional locations.

    2. Intra-island trails, which combine separated multi-use pathways and low volume roadways to link designated centers, schools, and parks.

		roadway for east – west connection from Weaver to Finch.
11.	Head of the Bay	A trail and/or shoulder improvements is needed along this corridor. Additional right-of-way may be needed from fronting property owners to widen the roadway and mitigate for wetland impacts.
12	Bucklin Hill Road	A trail and/or shoulder improvements are needed along this corridor. Additional right-of-way is needed to widen the roadway and drainage for shoulder improvements.
13	Lost Valley Intra-Island Trail	A multi-use pathway through the Lost Valley. The trail would provide a more direct route to the west from the Winslow area at lesser grades than surrounding road networks. Easements are needed at the east end of the proposed trail to connect through to Fletcher Bay Road.
14	Lynwood Center Intra-Island Trail	A multi-use pathway separated from the roadway on the east side of Fletcher Bay Rd and Lynwood Center Rd. This pathway would provide non-motorized connectivity south to Lynwood Center. Easements are needed along the east side of Fletcher Bay Road.
15	North Island Expeditionary Intra-Island Trail	A continuous network of multi-use trails connecting Wardwell road on the south end to Lovgreen Rd at the north along mostly unopened rights of way. This system would connect with Meigs Farm Park Land trails.
16	Mandus Olson Corridor Intra-Island Trail	A continuous network of multi-use trails and low volume roadways to link to the Lost Valley at the south and the North Island Expeditionary Trail / Lovgreen Rd at the north.

Table 6-4 identifies gaps and deficiencies in sidewalks in Winslow. This information is used to facilitate the planning of the City's sidewalk infill program and pedestrian elements for capital improvement projects.

Table 6-4, Winslow Area sidewalk gaps and deficiencies

Table 6-5 identifies gaps and deficiencies in shoulder facilites for cyclists. This information is used to facilitate the implementation of the "Core 40 – shoulder program" to create a 40 plus mile network of safe roadway routes for cyclists.

Table 6-5, Island-Wide Network of Shoulder Facilities for Cyclists		
1.	Eagle Harbor Drive	Bicycle lanes both sides from Bucklin to McDonald
2.	Miller Rd & Day Rd	Bicycle lanes both sides for entire length of roadway and for Day Road West of SR 305 to Miller
3.	Bucklin Hill Road	Bicycle lanes both sides from Blakey to Lynwood Ctr. Road
4.	High School Road	Bicycle climbing lanes both directions
5.	Blakely Avenue	Bicycle climbing lanes both sides from Bucklin to Oddfellows
6.	Valley Avenue	Bicycle climbing lane from N. Madison to Sunrise
7.	New Brooklyn Rd.	Bicycle climbing lanes both directions
8.	Baker Hill Road	Bicycle climbing lane from Lynwood Center and Palimino
9.	Lynwood Center Rd.	Bicycle lane on the west side in the south bound direction assuming seperated shared use pathway is also constructed on the east side
10.	Sportsman's Club Rd. & Finch Rd.	Complete bicycle lanes both directions
11	Fletcher Bay Road	Complete bicycle lanes both sides
12	Day Road	Bicycle climbing lane from SR 305 to N. Madison
13.	North Madison Ave.	Complete bicycle lanes both sides from SR 305 to Day
14.	High School Rd.	Complete bicycle lanes both sides
15.	Blakely Ave.	Complete bicycle lanes in both sides from Bucklin to Country Club

From: Paula Holmes-Eber <bikeforbreath@hotmail.com>
Sent: Tuesday, May 23, 2023 7:19 AM
To: Council <Council@bainbridgewa.gov>
Cc: Susan Loftus <skloftus@mac.com>; Fran Korten <fran.korten@outlook.com>; Chris Wierzbicki <cwierzbicki@bainbridgewa.gov>; Blair King <bking@bainbridgewa.gov>; Squeaky Wheels <boardmembers@squeakywheels.org>
Subject: Squeaky Wheels endorses Bainbridge Greenways' preference for bidirectional lanes on Eagle Harbor Drive

Dear Bainbridge Island City Council

Tonight (May 23), the City Council will be presented with three options for building safe nonmotorized infrastructure on Eagle Harbor Drive. The head of the bay curve on Eagle Harbor Drive is unquestionably the most dangerous section of road on Bainbridge for cyclists. As stated in a previous email to the Council, Squeaky Wheels prefers Option C which would provide bidirectional bike lanes on one side of the road up to the top of Bucklin Hill.

We are delighted to hear that Bainbridge Greenways has written a letter to the council supporting Option C also. Squeaky Wheels fully endorses their position for bi-directional bike lanes on Eagle Harbor Drive. We hope that the Council will take note that the two primary Bainbridge organizations for cyclists, walkers and rollers (SW and BG) both prefer bi-directional bike lanes.

Squeaky Wheels is thankful that the BI council and city are moving forward on building a safe corridor for cyclists on Eagle Harbor Drive and we appreciate your serious consideration of our recommendations.

May 22, 2023

Bainbridge City Council
Bainbridge Public Works Department
Bainbridge City Manager

Dear City Council Members, Public Works Director Chris Wierzbicki and City Manager Blair King,

Bainbridge GreenWays has several recommendations for the Eagle Harbor 1-Wyatt Way project. Thank you for considering them.

First, *we highly recommend your support for a 10 foot bi-directional protected path from the Weaver intersection with Wyatt all the way south to the Bucklin/Blakely intersection with Eagle Harbor Drive. Our reasons are as follows:*

- It serves a large percentage of our community:
  - It supports strong cyclists by giving them a wide path to pass slower cyclists and pedestrians.
  - It supports new cyclists, including children, the elderly and many women by giving them a wider separation from vehicles along with a barrier.
  - It is wide enough to accommodate an expected increase in use of cargo bikes and delivery bikes as we shift modes from single occupancy vehicles.
  - It serves not only cyclists but also pedestrians, people with strollers and people in wheelchairs.
- It offers high value.
  - While it is a mid-cost solution compared to all bike facility types, it is low-cost compared to adding both a bike lane and a separate sidewalk.
  - It has lower long-term costs, since sweeping and maintenance is on only one side of the road, rather than on both sides.
- It is a good solution where easements are tight.
  - It requires less right-of-way because a barrier is not needed on both sides of the road.
- It is the optimal facility choice for locations that are not highly dense.
  - A 10-foot bi-directional path allows more flexibility for how that space is used compared to having two 5-foot paths on each side of the road. We have a high rate of commuters going in one direction at a time, and with the bi-directional path they have 10 feet to use instead of 5 feet.
  - Our population size is optimal for this path to be able to meet needs without overcrowding, while accounting for pedestrian and other uses.

- Driveway crossings are infrequent outside of Winslow.

However, we have the following recommendations to improve upon the City's Alternative C. While celebrating the option for a bi-directional plan, we feel the following are core to this project's success:

- Alignment: The 10-foot bi-directional path would be better placed on the north side of Wyatt, rather than the south side as currently designed.The path would then continue on the west (non-water side) side of Eagle Harbor Drive rather than on the east (water) side as currently designed. This alignment has fewer driveways. It would also avoid user conflicts at the Greenlight Garage. Cursory engineering and consultation with a wetland biologist at the Confluence consulting firm suggests that solutions are possible without prohibitive expense.
- Intersections: The intersections need to be safer and more convenient than what is currently rendered for Weaver, Finch, Bucklin and Blakely. Beyond traffic calming, bike lanes should be protected through the intersection.
- Barriers: The plastic flex barriers in the proposed design are unattractive and not fitting a rural aesthetic. Alternative barriers should be adopted for adding to the curb at the dangerous locations.
- Connecting to Eagle Harbor 2: We would like to explore the possibility of using the part of the grant funding that is slated to be returned for some minimal improvements to connect the project to Eagle Harbor Drive II. Those funds might be used for a 2 to 3-foot wide packed, bikeable gravel path, with a minimum-2-foot separation on each side of the road going from the Bucklin Hill Road/Eagle Harbor Drive intersection to the Eagle Harbor Drive 2 project, perhaps with added turtles and a resin binder for compaction. This section is a relatively safe, flat area and the narrow pathways will likely provide sufficient protection for walkers and bikers going single file. Wetlands mitigation requirements would be minimal, since they are determined by the square footage of a project.

Thank you for considering these recommendations.

Yours sincerely,

Bainbridge GreenWays, a program of Sustainable Bainbridge

This letter is endorsed by Squeaky Wheels. Bainbridge GreenWays also endorsed their letter to the Council on this project.

Emily Cady

From: Emily Cady
Sent: Monday, July 17, 2023 4:19 PM
To: Nick Johnson; Doug Cox
Subject: Bucklin Hill Road NM Imp and Eagle Harbor Boardwalk – connecting centers

Hi Nick and Doug,

Thank you for meeting with me today. Below is the email from John Ho today. They have volunteered to be CA for this and all other projects as needed.

Thanks,
Emily

From: Ho, John <HoJohn@wsdot.wa.gov>
Sent: Monday, July 17, 2023 3:55 PM
To: Emily Cady <ecady@bainbridgewa.gov>
Cc: Archer-Parsons, Andrea <ArcherA@wsdot.wa.gov>
Subject: RE: [EXTERNAL] Eagle Harbor Phase 1

Emily,

WSDOT Olympic Region Local Programs Office will support the City of Bainbridge Island as the Certified Acceptance agency for FHWA funded projects.

John Ho, P.E.
(He/Him)

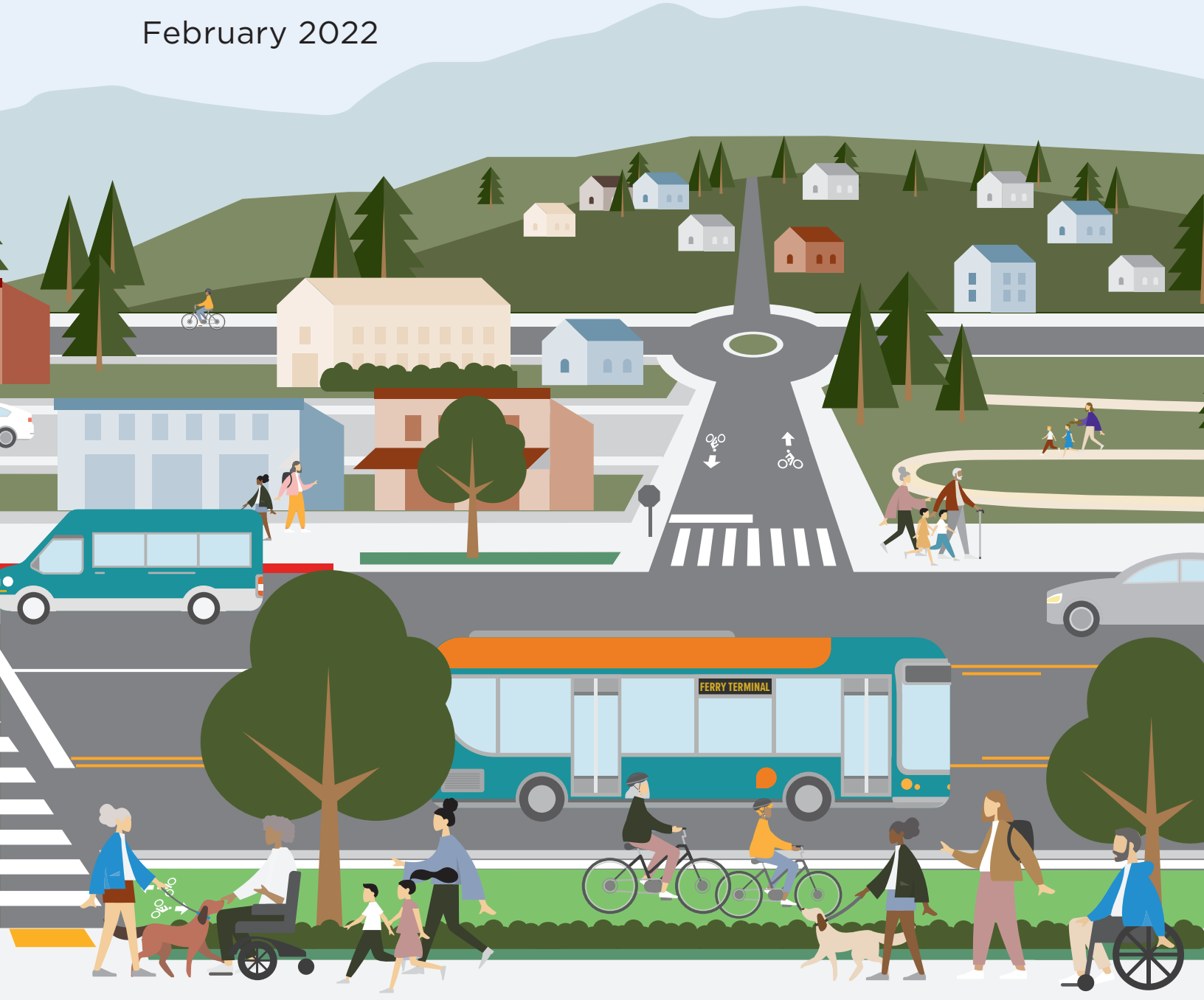
WSDOT Olympic Region
Local Programs
360-357-2631 (office)
564-669-1018 (cell)

CITY OF BAINBRIDGE ISLAND

Bainbridge Island

Sustainable Transportation Plan

February 2022



LAND ACKNOWLEDGEMENT

We acknowledge that Bainbridge Island is within the aboriginal territory of the sʊ̀qʷabš "People of Clear Salt Water" [Suquamish People]. Expert fishermen, canoe builders, and basket weavers, the Suquamish People live in harmony with the lands and waterways along Washington's Central Salish Sea as they have for thousands of years. Here, they live and protect the land and waters of their ancestors for future generations as promised by the Point Elliot Treaty of 1855.

Acknowledgements

The Sustainable Transportation Plan advances our climate goals and greenhouse gas reduction by building out sustainable networks that are safe, accessible, and connected. This plan is the result of significant work and dedication by hundreds of people across our Island. The following individuals were critical in shaping the Sustainable Transportation Plan.

CITY OF BAINBRIDGE ISLAND

Mark Epstein
Project Manager, Engineering

Chris Wierzbicki
Public Works Director

Kristen Drew
Communications Coordinator

Blair King
City Manager

CITY COUNCIL

Current City Councilmembers
Leslie Schneider
Brenda Fantroy-Johnson
Joe Deets
Kirsten Hytopoulos
Michael Pollock
Jon Quitslund
Clarence Moriwaki

Previous City Councilmembers
Christy Carr
Rasham Nassar
Kol Medina

CONSULTANT TEAM

Nelson\Nygaard Consulting Associates
EnviroIssues

SUSTAINABLE TRANSPORTATION TASK FORCE

Melissa Bang-Knudsen
Bart Berg
Lafayette Chabot
Ruth Flanagan
Helaine Honig
Kim Leatham
Susan Loftus
Alyse Nelson
Emily Reardon
David Reynolds-Gooch
Kirk Robinson
Barbara Tolliver
Robert Weschler
Jonathan Williams
Don Willott
Carter Wolff
Barbara Zimmer

TECHNICAL ADVISORY TEAM

Perry Barrett
Bainbridge Island Metro Park and Recreation District

Tamela Van Winkle and Dane Fenwick
Bainbridge Island School District

John Clauson
Kitsap Transit

Matthew Pahs
Washington State Department of Transportation

Kevin Bartoy and Carmen Bendixen
Washington State Ferries

Andy Swayne
Puget Sound Energy

Lisa Macchio
Bainbridge Island Planning Commission

Lara Hansen
Bainbridge Island Climate Change Advisory Committee

Jennifer Sutton
Senior Planner, Planning and Community Development

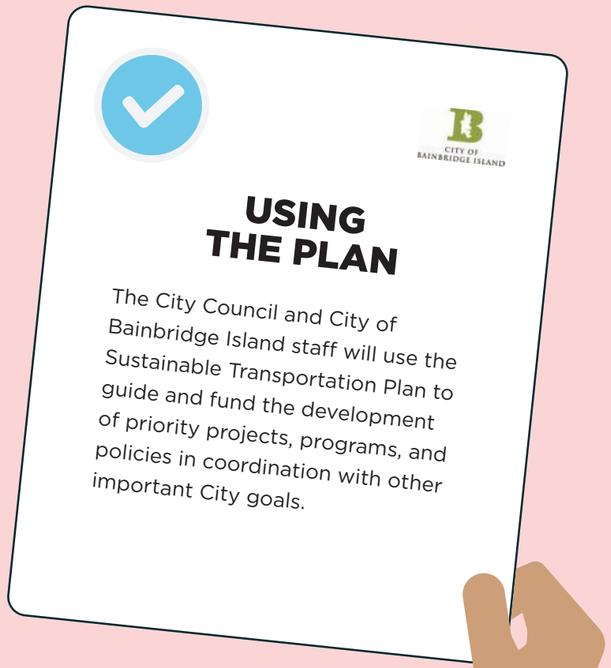
What is the Sustainable Transportation Plan?

The Sustainable Transportation Plan advances our climate goals and greenhouse gas reduction by building out sustainable modes that are *safe, accessible, and connected*.

Our community worked together to create a plan that will help to reduce carbon emissions by 90% by 2045.

Guided by insights from previous work, new analysis, and your input, we have charted a path to reduce our greenhouse gas emissions, improve transportation safety, expand mobility options, and enhance the overall experience of getting around the island—whether you call Bainbridge Island home, commute here for work, or are just visiting.

We must act quickly and decisively to achieve our goals, building on the strong foundation set by other transportation and land use plans. From the Core 40 bicycle network and other priority sustainable transportation networks to our subarea plans to the work of our partner agencies, the Sustainable Transportation Plan rests on these and many more efforts:



CLIMATE ACTION PLAN

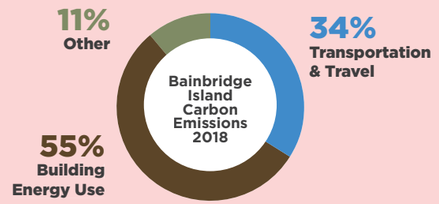
KITSAP TRANSIT LONG-RANGE TRANSIT PLAN

SUBAREA PLANS

ISLAND-WIDE TRANSPORTATION PLAN

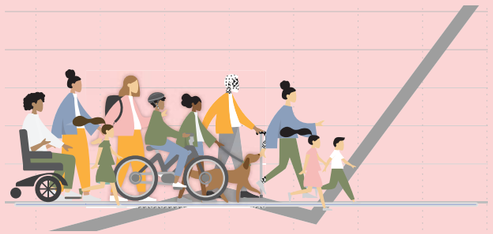
Why is this plan needed?

We're in the midst of a period of unprecedented change, presenting important opportunities for Bainbridge Island and our residents, workers, and visitors. There are many challenges facing us, and they require creative approaches and big ideas.



We are facing a climate emergency. We can no longer wait to reduce our environmental impacts, and we must focus on further developing a resilient transportation system that can respond and adapt to changing conditions. More than a third of our island's emissions come from transportation and travel. Shifting trips from driving, especially from driving alone, to walking and rolling, biking, and transit will reduce carbon and greenhouse gas emissions.

We are still dealing with the impacts of a pandemic. COVID-19 has changed our daily lives—and our travel patterns—for the last two years. With more people working from home and looking for ways to stay active, creating a sustainable transportation system to support non-work trips is critical to Islanders' physical and mental health and wellbeing. Other cities are doing more to get their residents walking and biking, and it's time to catch up!



Our island's population is growing. With more residents come increasing pressures on Island traffic as well as on housing affordability, equity, and accessibility. Providing low-cost sustainable transportation options can help us move more people, address systemic inequities, and keep Bainbridge affordable for families and for people who work on the Island.

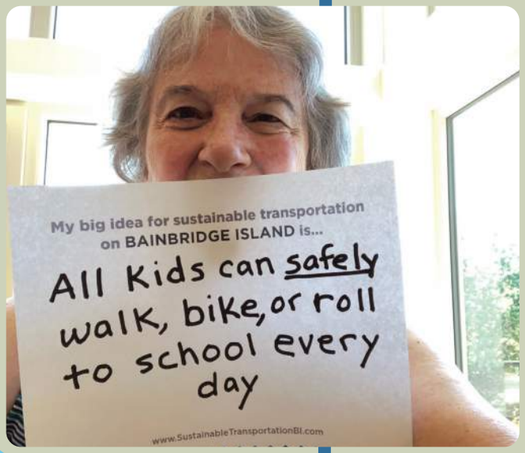
Mobility is changing daily. Smartphones have reshaped the way we understand our transportation options and how we request services. Shared bikes (including e-bikes), cars, and rides make it increasingly possible to live a car-free or car-lite lifestyle, and these options are coming to Bainbridge. New devices and technologies are launching every day, and they will both enhance and put pressure on our networks.

How was the plan created?

The process to develop the Sustainable Transportation Plan began in 2019. Building from best practices research and community values, we shaped goals, an evaluation framework, and recommendations that help to fill mobility gaps and move Bainbridge Island toward our climate action goals.

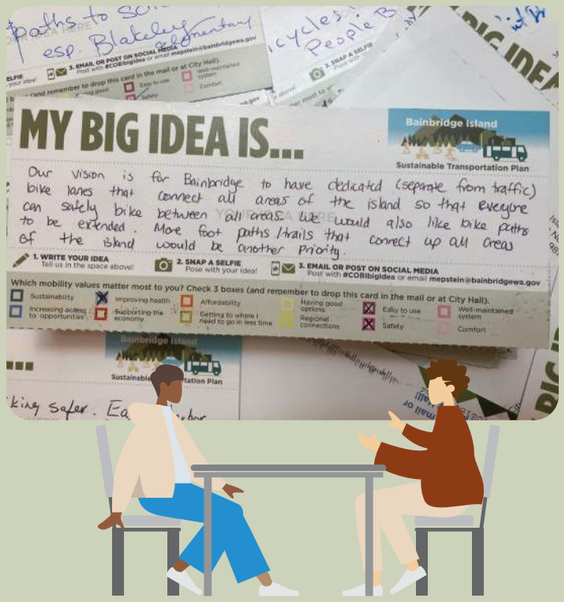
1 BEST PRACTICES

We started our work by looking at what other North American cities are doing to advance sustainable transportation. By talking to leading practitioners, exploring the goals of cities small and large, and leveraging the project team's expertise, we outlined a community-centered process to create Bainbridge Island's Sustainable Transportation Plan.



2 MOBILITY VALUES

Building on a City Council workshop, we engaged with Bainbridge Island residents to understand people's mobility values. These values were used to develop goals and objectives, explore gaps, evaluate solutions, and identify the recommended near-term projects included in this plan. Prioritizing sustainability, safety, and greater connectivity led to a focus on an all-ages-and-abilities bike network and more tailored transit services.



3 GOALS AND GAPS

To guide the Sustainable Transportation Plan, we used the mobility values to shape six goals, which were approved by City Council. The goals and their supporting objectives explain what Bainbridge Island residents want the plan to do for the community. Our Task Force helped to identify gaps in the existing sustainable transportation networks—tied to the goals—to highlight where there are unmet needs and opportunities for improvement.

4 POTENTIAL SOLUTIONS

Bainbridge Island residents shared their big (and small) ideas for sustainable transportation early in the project, and our Task Force worked in subcommittees to develop new networks and ground-truth their feasibility. The project team then used a layered analysis approach to identify several hundred potential projects, programs, and policies that could fill sustainable transportation gaps, overcome barriers, and advance the plan's goals.

5 EVALUATION AND PRIORITIZATION

After creating the Sustainable Transportation Plan vision for complete walking and rolling and transit and shared mobility networks, we used the community's values and the plan's goals to evaluate the many projects. This exercise helped us prioritize the solutions based on their potential impact, creating a shorter list of projects for three scenarios. The scenarios recognize our cost constraints and unique context.

Sustainable Transportation Plan

Who developed this plan?

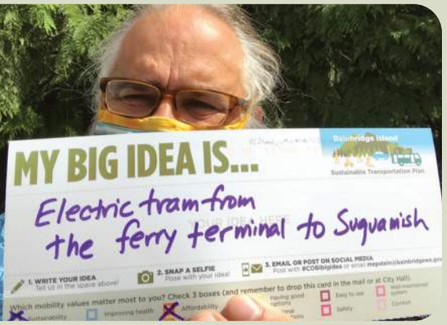
The Sustainable Transportation Plan represents two years of hard work by hundreds of people, including Island residents and business owners, City Council, City of Bainbridge Island staff, agency partners, and our consultant project team. The collaboration by and perspectives of each person who participated helped to create a plan that outlines and guides our sustainable transportation future.

SUSTAINABLE TRANSPORTATION TASK FORCE

The Sustainable Transportation Task Force, created and appointed by the City Council, included nearly 20 volunteers who met regularly throughout the project. The role of the Task Force was to provide advice, local expertise, and unique perspectives; to review ongoing work; to offer input on potential solutions and draft recommendations; to advocate for Sustainable Transportation Plan outcomes; and to connect with others around the Island. The Task Force conducted field work to identify gaps, helped to develop long-term networks, weighed tradeoffs, and worked closely with one another to create a plan that has broad support.

TECHNICAL ADVISORY TEAM

To completement the Task Force, we established a Technical Advisory Team, which included departmental and agency representatives with a role in sustainable transportation on Bainbridge Island: City of Bainbridge Island Planning, Public Works, Communications, and the Planning Commission; Bainbridge Island Metro Park and Recreation District; Bainbridge Island School District; Washington State Department of Transportation; Washington State Ferries; Kitsap Transit; and Puget Sound Energy. The Technical Advisory Team reviewed our analysis and advised the project team on programs, partnerships, and opportunities to leverage resources.

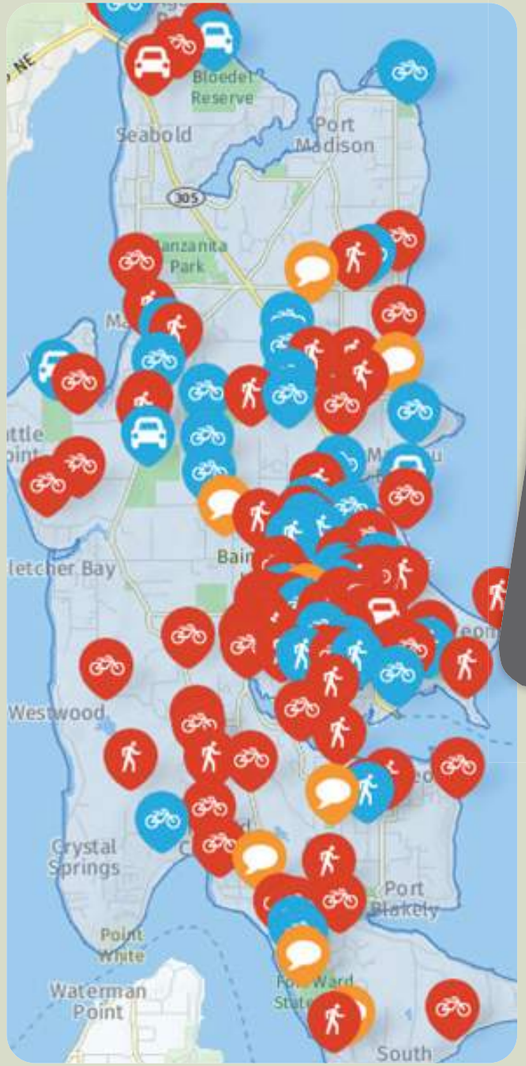


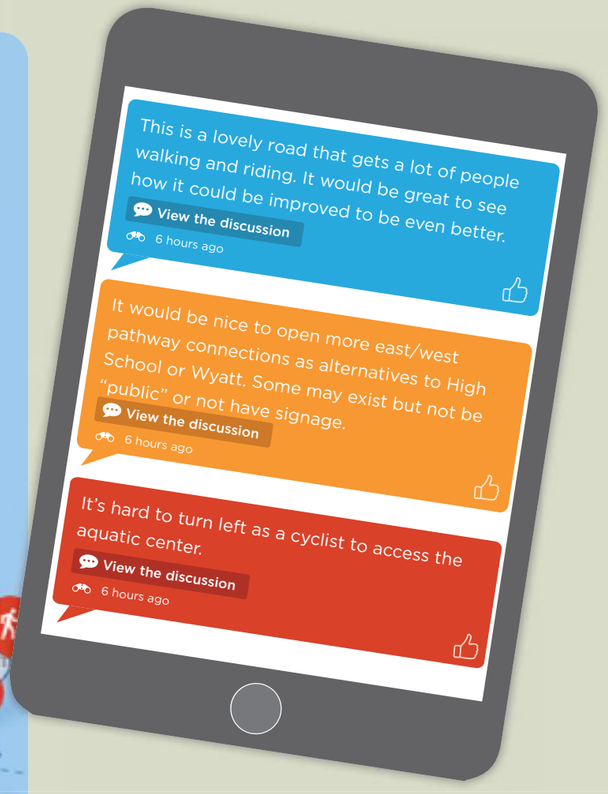
COMMUNITY MEMBERS

Community members from across the Island helped to shape the Sustainable Transportation Plan's vision and goals, as well as the recommended projects and programs. From identifying mobility values to sharing your big ideas for the future of transportation on Bainbridge Island, you offered suggestions for more comfortable, connected places to walk and bike, ideas to improve safety for seniors and students, new regional connections by water and bus, and the importance of maintaining our current transportation system.

How did the community help us identify needs?

Early in the project, we asked the Bainbridge Island community to tell us about the barriers you experience when using sustainable transportation modes. Through an online mapping exercise and small-group discussions, you identified narrow roads with limited visibility, missing connections that require out-of-direction travel, and high-speed traffic as your top challenges to walking, rolling, and biking on the Island.





The community mapping activity also pointed out what's great about sustainable transportation on the island, including important destinations for walking, rolling, and biking.

What are Bainbridge's existing sustainable transportation assets?

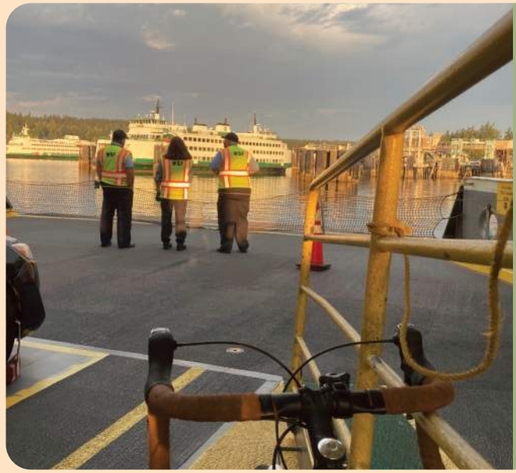
We didn't start from scratch to create the Sustainable Transportation Plan. Beyond the many transportation and land use plans developed over the years, Bainbridge is guided by strong values. Our Island has many assets—including the Core 40 bicycle network, the Sound to Olympics Trail, and Washington State Ferries and Kitsap Transit service—that form a strong backbone for this plan's recommendations. And our neighborhood centers are complemented by a unique rural character and a stunning natural environment that we must preserve and protect.

MOBILITY VALUES

Our shared values are the foundation of the Sustainable Transportation Plan, and we've used them to guide decisions and identify priority investments. Through early engagement activities, Island residents pointed to safety, sustainability, and taking care of our current transportation infrastructure as important values. Improving safety and reducing environmental impacts were also commonly cited as Island priorities.

RURAL AND SCENIC CHARACTER

The island's natural and scenic character is enhanced by rural winding roads and the vision for SR 305 as a green and scenic highway. Beautiful paths, world-class parks, and stunning viewpoints encourage walking and biking. Lush vegetation and native habitat invite exploration and support mental and physical health.



WATER AND LAND TRANSIT PARTNERSHIPS

Strong interagency partnerships—including bus and ferry service—are integral to the local and regional transportation system. The City complements these services by prioritizing access to transit stops and the ferry terminal and adopting land use policies that focus growth near the ferry terminal and transit corridors.

ENGAGED RESIDENTS

Bainbridge Islanders are passionate about this community and its opportunities. Hundreds of people participated in outreach activities, joined the Sustainable Transportation Task Force meetings, and shared input throughout the planning process. Your enthusiasm is an important asset that will help to support implementation.

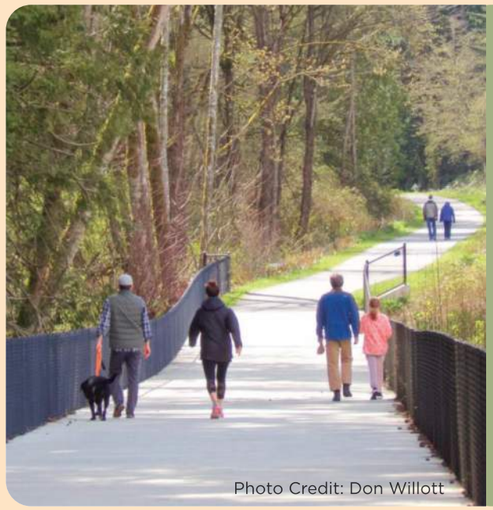


Photo Credit: Don Willott

CORE 40 BICYCLE NETWORK AND SOUND TO OLYMPICS TRAIL FACILITIES

We've made some important investments in sustainable transportation over the years, from building out the Core 40 network of bike routes to constructing the first phase of the Sound to Olympics Trail. These facilities form a critical backbone for the Sustainable Transportation Plan and help to connect some of the Island's most important destinations.

NEIGHBORHOOD CENTERS AND DESTINATIONS

Our growth is focused in five designated centers that prioritize mixed-use, pedestrian-scale development. We're also an island of local and regional destinations, with parks and shoreline street ends, schools and recreational facilities, and shops and the charm of downtown Winslow that draw locals and visitors alike.

What gaps is this plan helping to address?

These gaps help point to the types of investments that are needed as we work toward our vision. To complement the City's past planning work and to build on the input from the community, the Sustainable Transportation Plan project team analyzed data and worked with the Task Force to identify gaps that must be addressed to meet our Island's sustainable transportation goals.

NON-COMMUTE DRIVING

Nearly 60% of the Island's commute trips are made by sustainable modes. However, non-commute trips are predominantly made by driving alone. Shifting a portion of the non-commute trips to sustainable modes would decrease our greenhouse gas emissions.

BICYCLE TRAFFIC STRESS

Nearly a third of Bainbridge Island roads have the highest levels of bicycle traffic stress. The Sound to Olympics Trail is the island's only all-ages-and-abilities bicycle facility. To get more people walking, rolling, and biking, we must create more comfortable places for kids and families to travel.

CRASHES AND SAFETY

People walking or biking were involved in 8% of the total collisions on Bainbridge Island from 2007 to 2019. Yet more than half the collisions resulting in a fatality or serious injury involved someone walking or bicycling. We can improve safety for our most vulnerable travelers by providing protected facilities.

LONG COMMUTES

Many people who work on Bainbridge Island live off-island due to a limited number of high-wage jobs coupled with very high housing costs. This translates to longer commutes that are often difficult to make by sustainable modes. Providing more affordable and sustainable transportation options can help to create a more equitable community.

LACK OF CONNECTIVITY

Several important community destinations do not have sustainable transportation connections. And Bainbridge Island's transit routes focus on the ferry terminal with few direct connections between island destinations outside of Winslow. By better connecting the places people want to go with sustainable modes, we can provide efficient and reliable choices for more trips.

Source: City of Bainbridge Island

FUNDING SOURCES

The City of Bainbridge Island consistently spends a large proportion of its transportation capital improvement budget on non-motorized projects. However, current funding only supports three to four non-motorized projects per year. We must find new sources of funding and leverage partnerships to build and maintain the Island's sustainable transportation network.

What is the Island's vision for sustainable transportation?

As we look to the future, we envision a walking and rolling network that supports people of all ages and abilities with safe, comfortable connections between our neighborhood centers and important Island destinations. That network will be complemented by a transit and shared mobility network that provides affordable, accessible options throughout the day and into the evening and takes advantage of new and emerging technologies.

Through partnerships and by leveraging both public and private sector resources, we'll expand the funds that are available to maintain our current system and build networks that respect our Island's natural character while making important strides to address climate change.

Bainbridge Island's current transportation networks

110
MILES OF TRANSIT ROUTES

125
BUS STOPS

210
MILES OF ROADS

100
MILES OF WALKING PATHS

10
MILES OF BIKE FACILITIES

What are Bainbridge Island's goals for sustainable transportation?

Our goals—defined by City Council and the community—describe what we will achieve together.

Bainbridge's Sustainable Transportation Plan defines the Island's mobility future. In addition to our priority goal of reducing greenhouse gas emissions by 90% by 2045, our community holds other important values related to moving around Bainbridge Island. Our sustainable transportation goals set a framework for decisions and investments that are aligned with our community's priorities.

CLIMATE ACTION AND RESILIENCE

Address the climate crisis to create a more resilient Bainbridge Island

NATURAL SYSTEMS AND RURAL CHARACTER

Preserve the health of Bainbridge Island's natural systems and honor its rural character

SAFETY AND COMFORT

Create transportation networks that protect and prioritize the most vulnerable travelers

EQUITY AND ACCESSIBILITY

Eliminate disproportionate burden in our mobility system, focusing on younger and older people, people of color, low-income people, and women

CONNECTED AND CONVENIENT

Develop an integrated mobility system that connects destinations with sustainable travel options

IMPLEMENTATION AND FUNDING

Expand available resources to advance community priorities and complete networks

The Sustainable Transportation Plan establishes a new vision for mobility on the island to reduce carbon emissions and improve safety and mobility for all. With a focus on complete and connected networks that enhance the Island's natural systems, the Sustainable Transportation Plan articulates a pathway to implementation.

OUR 2045 VISION:

Walking and Rolling Network

Our 2045 Walking and Rolling Network provides connections to Island destinations, including schools, shops, major employment centers, and bus stops. It builds on the Core 40 bicycle network and Bainbridge's world-class trail system to provide safe facilities for people walking, using mobility devices, and biking.

The network includes new sidewalks and side paths, shared streets, and upgrades to existing bike facilities to create more separation from traffic and new all-ages-and-abilities facilities across the Island. The vision also features a completed Sound to Olympics Trail that connects people from the ferry terminal to the Agate Pass Bridge. These investments will increase accessibility, comfort, safety, and connectivity for all Island residents.

Photo Credit: Don Willott

Facilities for All Ages and Abilities

All-ages-and-abilities bicycle facilities provide comfortable separation from motor vehicles, both along a roadway and while crossing an intersection.

To make biking attractive and accessible to a broad range of people, Bainbridge Island needs facilities that meet the needs of children, women, seniors, and people who have different abilities. Many of Bainbridge's existing bicycle facilities exclude people who are curious but cautious riders—those for whom riding a bike might not be the first choice—and favor confident riders, who tend to be adult men. To achieve a 50/50 gender mode split for bicycling on the island, Bainbridge must design low-stress facilities that attract a wide range of people.

On-street bike facilities such as protected bike lanes provide physically separated space for people bicycling, buffering them from vehicle traffic. Multi-use trails like the Sound to Olympics Trail (STO) provide off-street, dedicated space that is used only by people walking, rolling, and bicycling. Today, the STO provides a comfortable, low-stress alternative to traveling along the shoulder of SR 305 between Winslow Way and NE High School Rd.

Our vision can be implemented with different types of all-ages-and-abilities facilities. This wedge-curb bike lane is vertically separated from vehicle traffic and is a different surface color than the traffic lane. These design features tell drivers to expect people on bikes.

You can learn more about these projects by visiting our interactive map at https://tinyurl.com/yckbypkt.

OUR 2045 VISION:

Sound to Olympics Trail

The Sound to Olympics Trail (STO) is envisioned as a regional trail system that will connect the Bainbridge Ferry Terminal with the Olympic Peninsula. It is part of the Great American Rail-Trail route, linking the Seattle Waterfront Pathway to the east with the Olympic Discovery Trail to the west.

On Bainbridge Island, the trail will generally follow the SR 305 right-of-way for the seven miles from the ferry terminal to Agate Pass Bridge. This alignment is the longest contiguous "hill-free" stretch of land on Bainbridge Island; while it's not entirely flat, it is relatively flat compared to any other seven-mile stretch on the island.

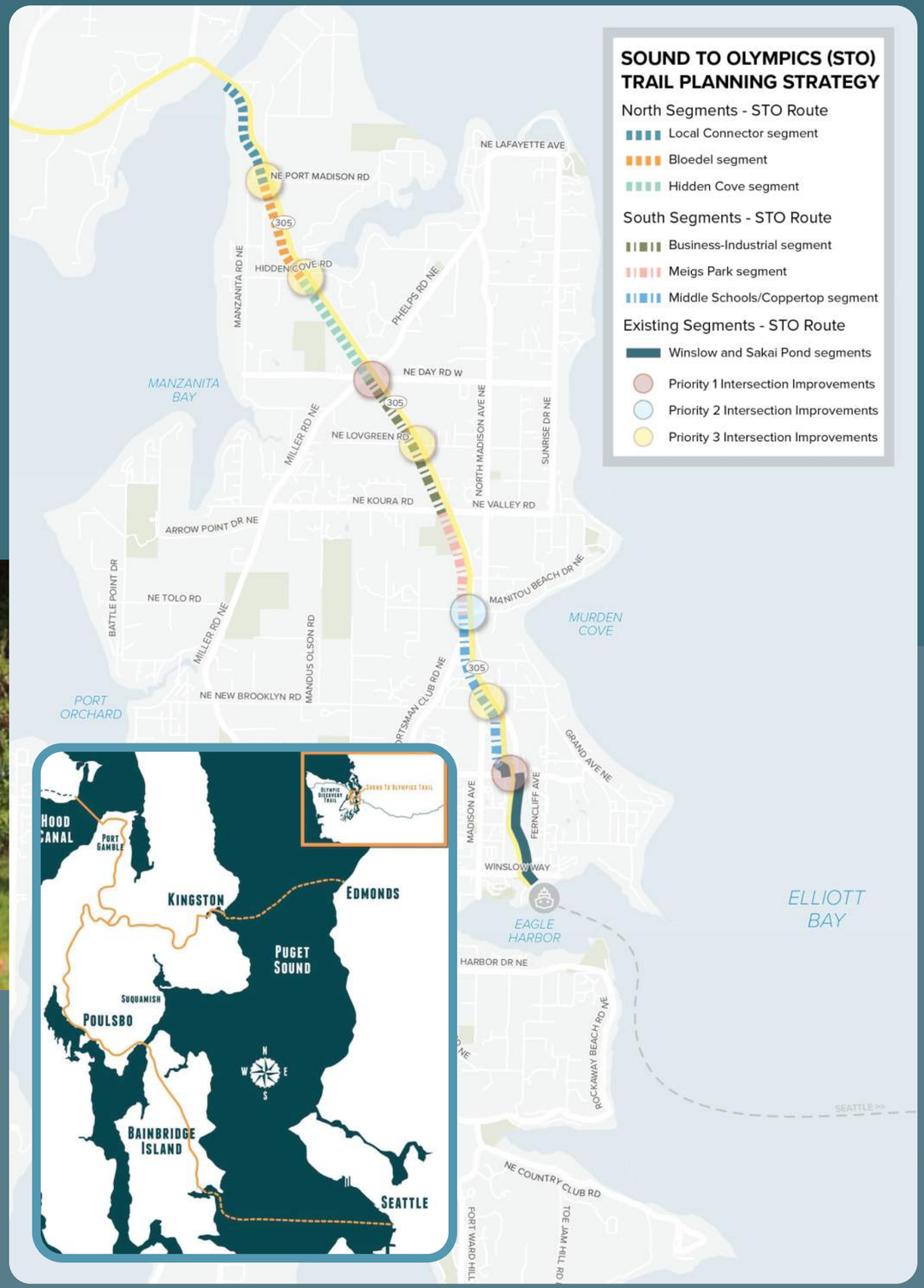
The STO is a two-way, shared-use path that serves people of all ages and abilities. This means it will be used by people biking, walking, running, skating, and pushing strollers, as well as people in wheelchairs and those who use other assistive devices. Completing the STO will require continued commitment and significant funding that is beyond the resources the City currently has available. The trail is included in both local and regional plans, which makes it eligible for federal funding through competitive grants.

Photo Credit: Don Willott

Taking the Next Steps

The Winslow Connector was the first fully constructed segment of the STO, running 1.1 miles on the east side of SR 305 from Winslow Way to High School Road. The second segment of the STO, the Sakai Pond Connector, was constructed in 2021.

Up next is a continuation north to Sportsman Club Road (the Coppertop Connector), which will be followed by the Meigs Park Connector that will take people to Koura Road. Future phases will continue to the Agate Pass Bridge and connect to sections of the STO in Poulsbo and Port Gamble. The map to the right highlights the phasing of the trail, including priority crossings of SR 305.



OUR 2045 VISION:

Transit and Shared Mobility Network

Transit is at the core of any great sustainable transportation system, and a high-quality transit network plays a critical role in creating a more equitable, affordable, and connected Bainbridge Island.

The Sustainable Transportation Plan's long-term transit and shared mobility network includes both an intra-Island and a Winslow circulator, focusing on connections to more Island destinations to increase the usefulness and competitiveness of transit on Bainbridge Island. This "flexible fixed-route" service follows a regular route but can respond to customer needs like an on-demand service. We've also focused on more service throughout the day and on weekends to make transit more convenient for non-work trips, both on existing routes and new routes. A complementary expansion of BI Ride—with electric shuttles provided by a private partner—could provide enhanced sustainable mobility for all types of trips across the Island. Finally, a network of mobility hubs, updated park-and-rides, and improved bus stops will connect people to shared mobility options.

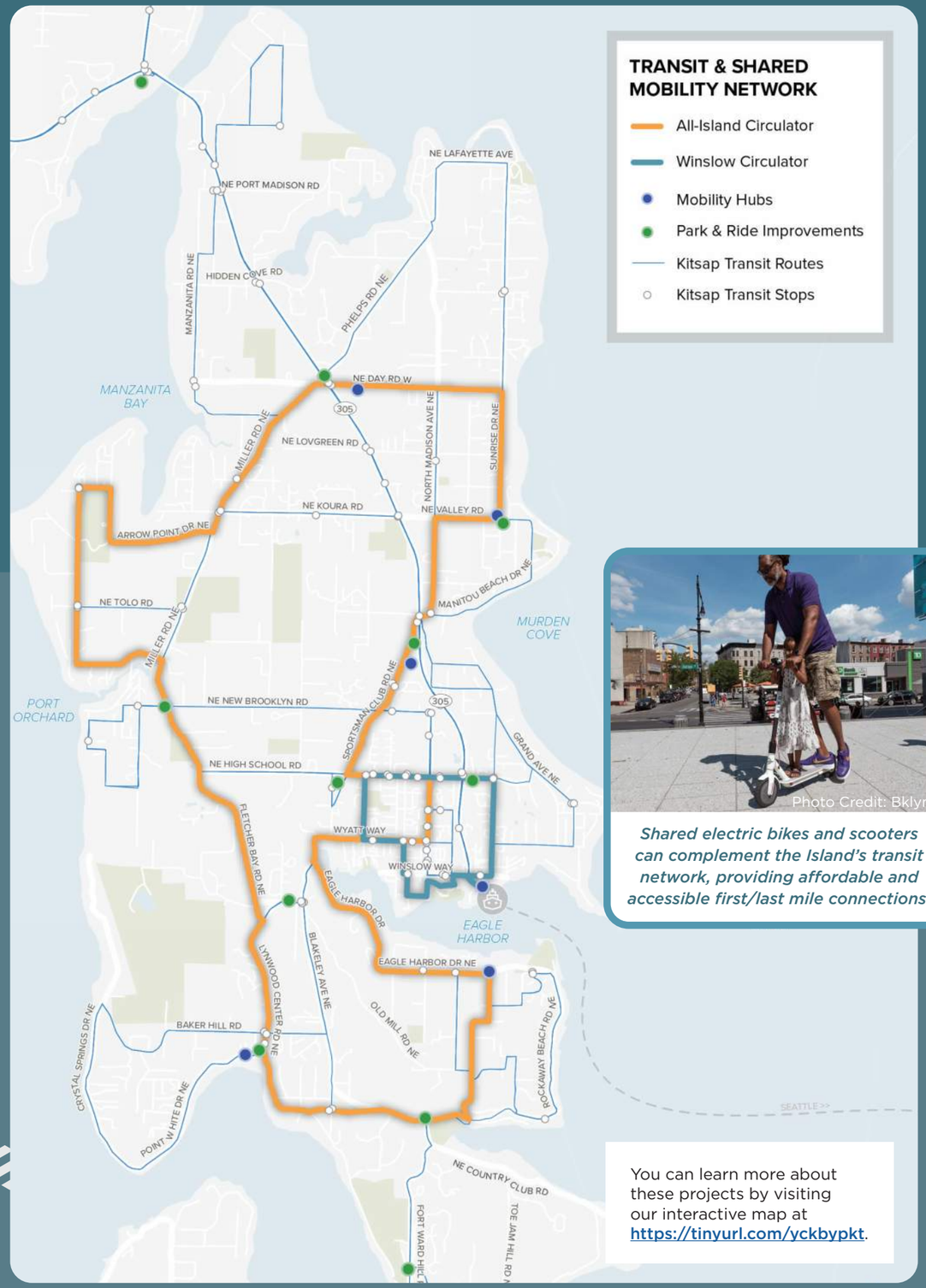


Photo Credit: Bklyner

Shared electric bikes and scooters can complement the Island's transit network, providing affordable and accessible first/last mile connections.

You can learn more about these projects by visiting our interactive map at https://tinyurl.com/yckbypkt.

Island Mobility Hubs

Serving as a community anchor, a mobility hub is a welcoming environment that connects multimodal transportation options and supportive amenities. Mobility hubs offer a safe, comfortable, convenient, and accessible space to transfer between travel modes. They can help to reduce emissions, increase affordability, and enhance connections across the Island, while seamlessly integrating public and private mobility services.

Mobility hubs are important in many different contexts, from a denser, transit-oriented development to a more suburban or rural park-and-ride. Wherever they are located, mobility hubs must be tailored to the needs of the people and communities they serve.

You might find a mix of the following features at mobility hubs throughout Bainbridge Island:

- Bus shelters and waiting areas
- Real-time traveler information
- Secure bike parking
- Shared e-bikes and scooters
- Loading zones for pick-up and drop-off
- Charging stations for electric vehicles and bikes
- High-quality walking and biking connections
- Amenities such as lighting, street furniture, wayfinding, and kiosks

How are we working toward our 2045 vision?

No matter how much we'd like to, we can't build the entire 2045 vision at once. We have to prioritize, identifying the investments that will move us toward our vision and will do the most to help us achieve our goals of climate action, safety, accessibility, and connectivity while advancing equity and building complete networks.

To identify the most impactful projects, programs, and policies, we took the following steps:

1 GOALS AND EVALUATION RESULTS

We conducted a data-driven evaluation—based on the community's mobility values—to identify the projects that would do the most to advance our project goals. Those projects were prioritized in tiers to help us think about what we should do first.

2 CONNECTIONS TO DESTINATIONS

We then drew a quarter-mile radius around top destinations on the Island. These destinations were based on feedback we've heard from you throughout this process. Focusing on projects that link these locations helped us begin to create a connected and accessible network.

3 TRAFFIC VOLUMES AND TRAFFIC CALMING PRIORITIES

Next, we looked for areas on the Island that have high volumes of traffic, especially on corridors that connect to key destinations. We also looked for overlaps with the locations we've identified as high priorities for traffic calming, using this step to think carefully about the most important areas to increase safety.

4 HIGH BIKE USE LOCATIONS

Finally, we used new bike count data to identify project locations that touch places on the Island where a lot of people are already riding. This pointed us to project locations that would do the most to increase comfort, both for people who are already traveling by sustainable modes and those who are hoping to try a new way of moving.

5 TASK FORCE AND COMMUNITY INPUT

Looking at the locations where the results of Steps 1-4 came together, we worked with our Sustainable Transportation Task Force and other members of the community to establish critical locations and projects for funding and implementation. We broke those projects into four levels of priority, reflecting what matters most to the community as we work to meet our goals.

Even with a prioritized set of projects, programs, and policies in hand, there's not one "right answer" for how we move forward. Much will depend on the resources available, opportunities to leverage other investments, and partnerships. To provide options and weigh tradeoffs between different combinations of projects, we have developed three scenarios that advance our vision. These scenarios identify phased solutions that are context sensitive—the investments we've included are described on the following pages.

What investments are included in the scenarios?

The three scenarios described on the following pages include walking, rolling, and biking projects; transit, bus stop, mobility hub, and park-and-ride projects; programs and policies to complement sustainable travel modes; and new staff to help us deliver the Sustainable Transportation Plan.

All three scenarios are based on the same list of projects, programs, and policies and advance our climate goals and greenhouse gas reduction priorities by building out sustainable networks that are safe, accessible, and connected. However, each scenario includes a slightly different mix of investments because of funding, implementation priorities, and dependencies between projects. Detailed lists of the investments, including their cost and level of priority, are shown in Appendix A: Sustainable Transportation Plan Working Documents.

WALKING, ROLLING, AND BIKING PROJECTS

Planned Projects — Planned projects are those that are already in the City's Capital Improvement Program. They are moving forward and are an important part of building our sustainable transportation network. One of our planned projects is a "complete streets" project that includes wider sidewalks, protected bike lanes, and traffic calming on Madison Avenue between Winslow Way and SR 305.

Island-Wide Projects — These projects offer something for everyone, addressing priority traffic calming locations, checking "easy wins" off the list, and advancing a complete walking and rolling network across the Island. Example projects include a vertically separated bike lane on Fletcher Road between Lynwood Center and Island Center Road and enhancements across school property to complete Dana's Trail.

Connecting Centers Projects — Included as a package, these projects will create a complete network of all-ages-and-abilities facilities that links neighborhood centers and key Island destinations. From Lynwood Center to Rolling Bay and along New Brooklyn Road, we'll have vertically separated bike lanes or off-road paths to support safe and accessible travel.

TRANSIT AND MOBILITY PROJECTS

Electric Shuttle Pilot Program — Bainbridge's entrepreneurial spirit is on full display with our electric shuttle pilot project. Operated by a private entity with electric vehicles, the shuttle would run the All-Island Circulator and Winslow Circulator routes shown on page 21. The free circulator would operate 5 days a week for 12 hours per day making regular stops and responding to pick-up requests via app.

Mobility Projects — Beyond new bike lanes, walking paths, and circulator routes, the mobility projects include improvements to existing bus stops and park-and-rides, new Lynwood Center and Coppertop mobility hubs, and a new subsidy program for electric vehicles and bikes.

Photo Credit: Madrona School

NON-INFRASTRUCTURE SUPPORTS

Programs and Policies — Programs and policies support capital projects by encouraging more people to use sustainable transportation; connecting schools, older adults, and equity-priority communities through safe routes planning and design; and advancing our work on and funding for transformational projects such as the Sound to Olympics Trail.

Staffing and Equipment — We can't deliver more sustainable transportation projects and programs without more people and equipment. The scenarios include funding for a Mobility Manager, as well as project managers and maintenance staff. They also include new maintenance equipment, such as an electric sweeper to keep our new bike paths clear.

SCENARIO 1:

Status Quo

$20 MILLION OVER 10 YEARS

The Status Quo Scenario projects into the future the amount of funding the City has historically spent on non-motorized transportation projects—including a reasonable assumption of what will be available through grant cycles—and provides $20 million over 10 years to implement the Sustainable Transportation Plan. While it includes some complete all-ages-and-abilities facilities, this scenario focuses on traffic calming and improving at least one side of critical uphill routes.

The Status Quo Scenario:

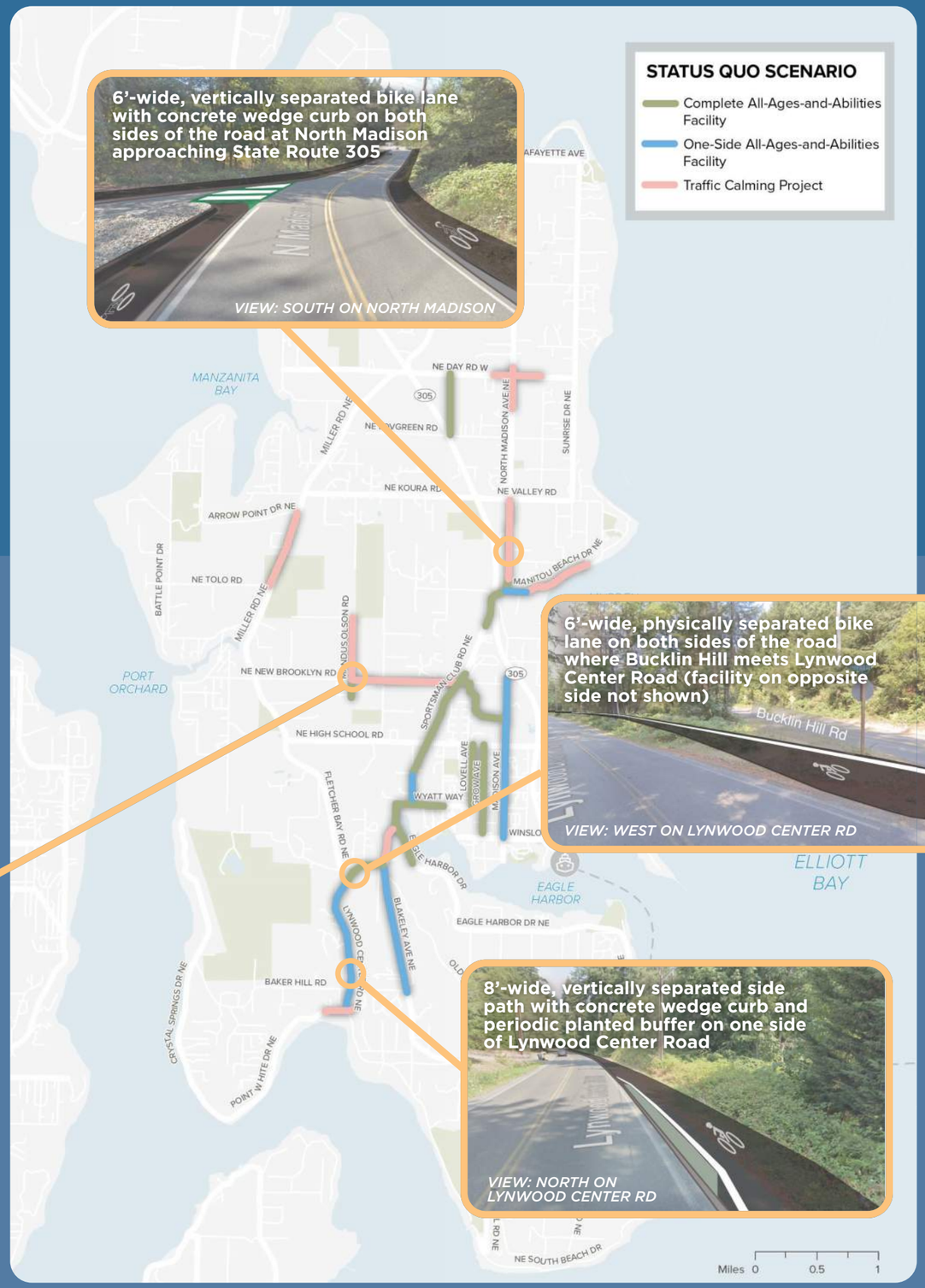
- Addresses the top ***13 priority traffic calming locations*** on the Island
- Delivers approximately ***24 walking and rolling, biking, and mobility projects***
- Includes funding for ***1 year of the electric shuttle pilot***
- Supports ***10 programs and policies***
- Gives us ***2 new staff positions***

Spotlight Project:

New Brooklyn / Mandus Olson Intersection

This scenario features traffic calming, striping, and safety improvements along Mandus Olson and New Brooklyn, with a special focus at the intersection of the two corridors, including an extension of the trail connecting to Strawberry Hill Park to the south. Crossing enhancements, traffic calming, and advisory shoulder striping will create a safe place to cross for people walking, rolling, and biking in the center of the Island.

VIEW: EAST ON NEW BROOKLYN



SCENARIO 2:

Connecting Centers

$31 MILLION OVER 6 YEARS

The Connecting Centers Scenario begins with the same existing funding sources included in the Status Quo Scenario and adds $16 million in additional funding. It is geared toward encouraging the City to make new investments in transportation projects and programs, with potential voter-supported funding as a complement early on or midway through implementation. With nearly $31 million available over 6 years, this scenario focuses on rapid implementation and delivery of a marquee "Connecting Centers" project that would provide a complete all-ages-and-abilities spine, as well as traffic calming projects on key routes.

The Connecting Centers Scenario:

- Addresses the top ***13 priority traffic calming locations*** on the Island
- Completes ***5 planned projects*** and ***8 "quick win" Island-wide projects***
- Advances ***6 mobility projects***
- Delivers the ***Connecting Centers project***
- Includes funding for ***1 year of the electric shuttle pilot***
- Supports ***12 programs and policies***
- Gives us ***4 new staff positions***

Spotlight Project:

Connecting Centers Corridors

The Connecting Centers investments provide all-ages-and-abilities facilities that connect Lynwood Center to Rolling Bay and link Miller Road to Sportsman Club Road along New Brooklyn Road. With a focus on vertically separated and off-road facilities, the Connecting Centers Corridors use 10 individual projects to create a spine of high-quality infrastructure through the Island that will be comfortable for kids and older adults alike. On Sportsman Club Road between High School Road and New Brooklyn Road, we'll create a 10-foot-wide, vertically separated, 2-way bike lane. It will transition to an off-road facility on the east side of Sportsman Club Road, providing complete separation from vehicle traffic.

VIEW: SOUTH ON SPORTSMAN CLUB RD

10'-wide, physically separated, two-way bike lane with concrete wedge curb on New Brooklyn

VIEW: EAST ON NEW BROOKLYN

Advisory shoulder striping and crosswalk striping on Manitou Beach Drive

VIEW: EAST ON MANITOU BEACH DR

6'-wide, vertically separated bike lane with concrete wedge curb on both sides of Lynwood Center Road

VIEW: NORTH ON LYNWOOD CENTER RD

SCENARIO 3:

Island-Wide Stretch

$36 MILLION OVER 10 YEARS

The Island-Wide Stretch Scenario begins with the same existing funding sources included in the Status Quo scenario and adds $16 million in additional funding. With projects across the Island, the scenario is geared toward encouraging voter-supported funding, with the potential for additional City funding as a complement. With nearly $36 million available over 10 years, the Island-Wide Stretch scenario focuses improving safety on as many corridors as possible through expanded investments in traffic calming and by enhancing at least one side of critical uphill routes.

The Island-Wide Stretch Scenario:

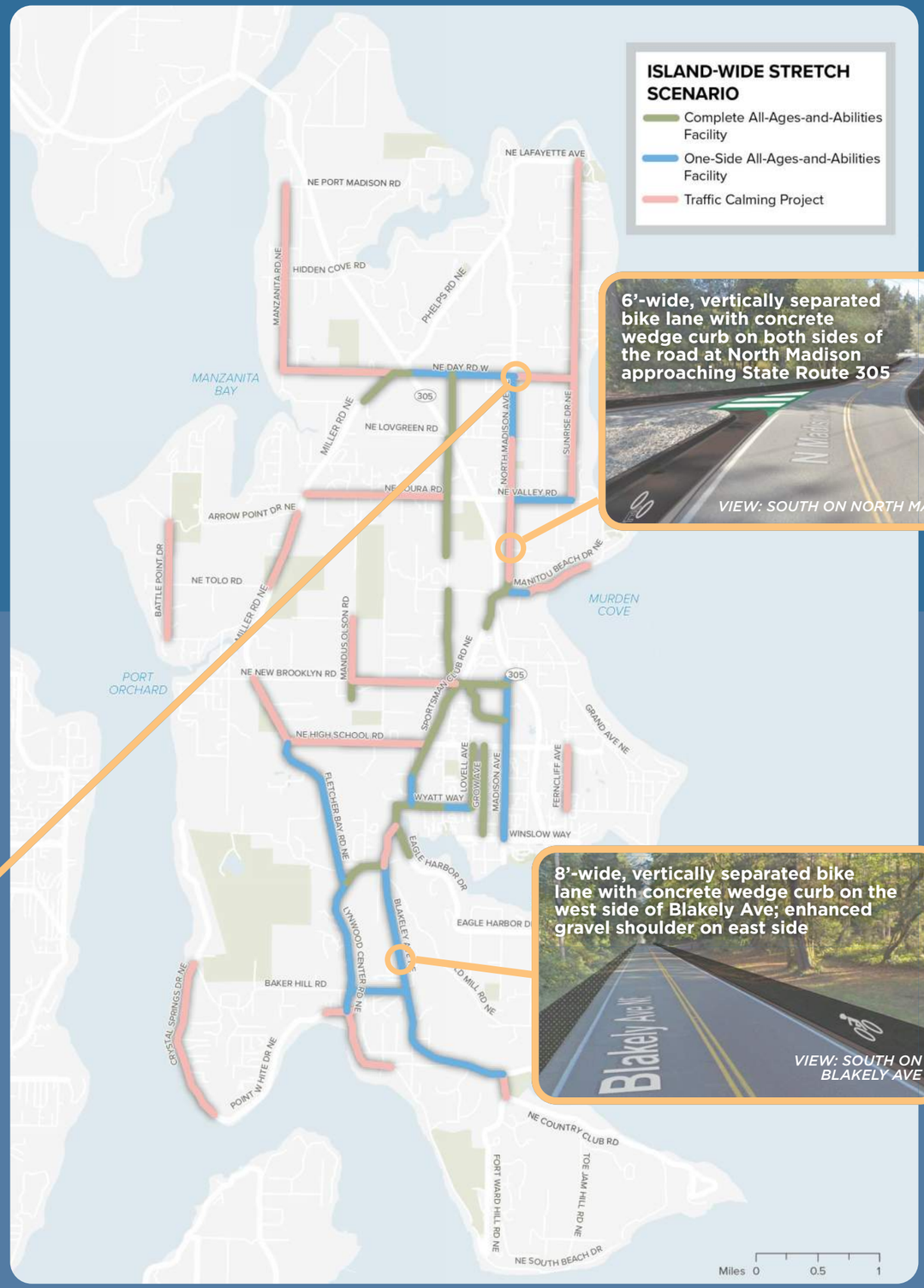
- Addresses the top ***20 priority traffic calming locations*** on the Island
- Completes ***5 planned projects***
- Delivers ***38 Island-wide walking, rolling, and biking projects***
- Advances ***11 mobility projects***
- Includes funding for ***2 years of the electric shuttle pilot***
- Supports ***14 programs and policies***
- Gives us ***4 new staff positions***

Spotlight Project:

North Madison Bike Lane

One of the highest collision corridors on the Island, North Madison Avenue will see traffic calming improvements and a new section of bike lane approaching the intersection with Day Road. The 8-foot-wide, vertically separated bike lane on the east side of North Madison will include a concrete curb and connect to advisory shoulder striping on Day Road through signature intersection treatments. This investment connects two of our busiest corridors and provides critical safety and accessibility improvements.

VIEW: EAST AND SOUTH AT INTERSECTION



What programs and policies will advance our Sustainable Transportation vision?

Each of the three scenarios described on the previous pages includes investments in new programs and policies to support the priority projects. From a Transportation Commission to guide Sustainable Transportation Plan (STP) implementation to a ridesharing program to expanded funding sources, we will take a comprehensive approach—going beyond infrastructure—to reach our goals.

IMPLEMENTATION OVERSIGHT

Transportation Commission — Made up of Councilmembers and interested residents, the Commission would provide recommendations to the City Council on STP policy recommendations, project sequencing, and overall spending levels.

Transportation Working Groups — Established to provide input on special topics, working groups would include select members of the Commission. Topics could include project design details, State Route 305 and Sound to Olympics Trail advocacy, off-road route and easement procurement, and grant acquisition.

ISLAND-WIDE PROGRAMS

Community Education and Wayfinding Program — To ensure that residents and visitors can effectively use the transportation routes and tools recommended in the STP, the education and wayfinding program would provide information and instruction alongside partner organizations (such as schools, the Park District, and the Chamber of Commerce). The program would also include online and physical maps for popular destinations, routes, and facilities.

Gravel Shoulder Maintenance Program — There are many locations along the Island's roads that have gravel shoulders with ample room for people to walk, roll, or ride an off-road bike. To provide safe spaces for travel and preserve asphalt life, this program would invest more staff time and funding into regular maintenance of gravel shoulders.

All-Island Speed Limit Reform — The Island has a patchwork of inconsistent speed limits—some stretches of local roads have up to three different speed zones! With a goal of creating safer streets for all travelers, this program would evaluate existing speed limits and set new, consistent limits by ordinance based on roadway types and conditions.

TRAVEL OPTIONS PROGRAMS

Safe Routes Program — The safe routes program would focus on developing travel options and eliminating barriers to help children, older adults, low-income residents, and other vulnerable members of the community reach their destinations safely and comfortably.

Rideshare Program — By leveraging relationships with partner agencies—such as the School District, Park District, and sports programs—this program would develop and implement ride-share options, policies, and tools.

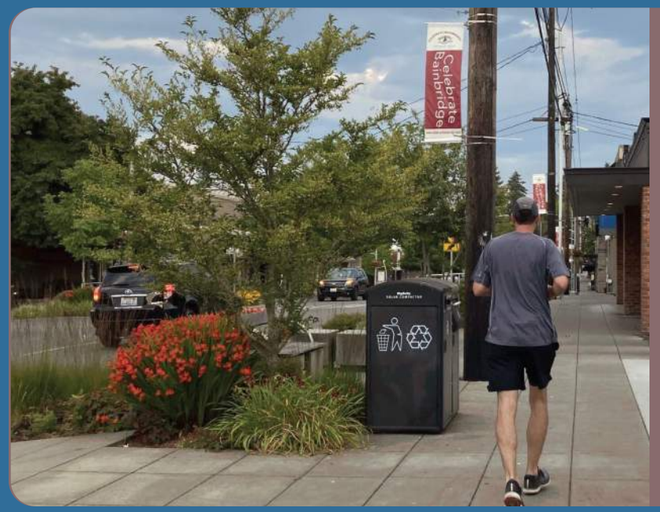
E-Transportation Sharing Programs — This program would offer shared electric vehicles, bikes, and/or scooters at mobility hubs and other key locations around the Island to increase access to sustainable transportation modes.

Photo Credit: Bainbridge Island Review

TRANSPORTATION FUNDING

Extend Transportation Benefit District (TBD) Fees — Per State legislation, municipalities can use a local charge on vehicle tabs to fund transportation improvements. The City currently collects $40 per tab, with $10 dedicated to traffic calming projects. The $10 charge, which provides about $200,000 per year and is included in the STP funding sources, expires in 2022. The fee must be reauthorized by the City Council for 2023 and beyond.

Updated Transportation Impact Fees (TIFs) — TIFs give municipalities the ability to collect fees from new development to help pay for transportation improvements needed to serve that development. The City's current TIF fee is outdated and should be updated to reflect the STP priorities and funding needs.



POLICY UPDATES

Incorporate Recommendations into the Comprehensive Plan — The City's Comprehensive Plan currently includes the Island-wide Transportation Plan (IWTP) as its transportation section. To be an effective guide for City decisions, the IWTP should be updated to reflect the outcomes and priorities of the STP.

Transportation Concurrency and Multimodal Level-of-Service — To determine transportation-related mitigation for development projects, municipalities use concurrency programs supported by level-of-service measurements. The City's program would be updated to focus more heavily on development investments in active transportation facilities, including encouraging development that emphasizes the use of sustainable modes of transportation.

Land Use Code Updates — Land use is a key lever to help shift trips from single-occupancy vehicles to other options. This program would embed the priorities and outcomes of the STP in upcoming land-use updates, such as the Winslow Master Plan, neighborhood center plans, and the Housing Action Plan.

What does the Sustainable Transportation Plan do for you?

I have a comfortable place to walk, which is helping me stay healthy and active.

I can connect from one neighborhood to another on my e-bike.

My commute is faster and more reliable since I don't have to drive every day, giving me more time to spend with family.

I can take the electric shuttle to the grocery store rather than driving.

I have more affordable, convenient, and sustainable choices to get around the island.

I can bike from school to soccer practice by myself, which means I don't have to wait for my dad to pick me up every day.

I can make most of my trips by walking and biking—and I feel safe having the kids in the cargo bike—so my family got rid of our car.

I shop at more local businesses thanks to the nearby mobility hub to help me make connections.

CITY OF
BAINBRIDGE ISLAND