



# Kitsap Regional Coordinating Council

## 2016 KITSAP COUNTYWIDE TRANSPORTATION COMPETITION

Draft Application Questions  
v. 2/19/2016

### OVERVIEW

1. Project Name: Sportsman's Club Rd. and New Brooklyn Rd. Intersection Improvements
2. Project Sponsor: City of Bainbridge Island
3. Project Category:  
Mark all that apply:
  - Regionally Designated Center
  - Connection or Corridor
  - Rural
  - Locally Designated Center
  - Preservation
  - Non-Motorized
4. Name of Center(s) Served by Project: Town Center of Winslow
5. Name of Military Locations Served by Project: *(drop down menu with these choices: Naval Base Kitsap (NBK) Bangor, NBK Bremerton, NBK Jackson Park, NBK Keyport, NBK Manchester)* N/A
6. Amount of Funds Sought from Countywide Program: \$858,945.00 (Total project budget with match = \$993,000.00)
7. Project Phase to be Completed:  
Sponsors may request funding for any single phase. Requests for multiple phases are limited to preliminary engineering plus the subsequent phase needed. That is, requests for multiple phases are limited to the combination of 1) PE and ROW, or 2) PE and CE/CN.
  - Planning/Study
  - Preliminary Engineering (PE)
  - Right-of-Way Acquisition (ROW) Separate City funded phase to acquire ROW BISD.
  - Construction (CE/CN)
  - Equipment
8. Brief Project Description:  
Describe the scope of the project, including project location, modes served, and populations impacted. If the project is located on a transit route, school bus route, or freight route, please provide details about the specific routes and types of freight.

Provide capacity (level of service) improvements at intersection. A round about is proposed.

9. Project Benefits:

Describe the anticipated benefits or outcomes of the project. Examples include reducing congestion, improving access to transit, providing non-motorized connectivity, or preserving existing infrastructure.

The Sportsman’s Club and New Brooklyn intersection is boarders the north-west side of the town center of Winslow. Maintaining level of service is important for circulation in the town center, the Sportsman’s Club and New Brooklyn businesses, and the School Districts middle school and high school campuses located in the vicinity. The project will relieve current congestion and provide for long term transportation network viability to ensure mobility for the town center. The project will further non-motorized connectivity at the intersection supporting recent infrastructure investments in sidewalks, separated pathways, and bike lanes along the Sportsman’s Club and New Brooklyn corridors.

10. Project Challenges:

Describe any challenges the project may face. Examples include difficult topography, right-of-way acquisition, public support, or aggressive timeline.

Assumes BISC voluntarily donating right-of-way for project. Intersection fails due to congestion at school start and end times and not at peak commute times.

11. Required Attachments:

- Vicinity Map (showing full project extent and its location within Kitsap County)
- Project Graphics (two 8.5” x 11” pages maximum)
- Letters of Commitment from Project Partners (all partners must provide a letter)

12. Project Contact:

Agency: City of Bainbridge Island  
 Contact Name: K. Chris Hammer, PE, PMP  
 Address: 280 Madison Avenue North, Bainbridge Island, WA 98110  
 Phone: 206-780-3887  
 Email: chammer@bainbridgewa.gov

## REQUIREMENTS

13. Does your project meet the following requirements?

- Project is consistent with a local Kitsap County jurisdiction’s current (as of December 31, 2015) Comprehensive Plan
- Project is included on or proposed for inclusion in a Transportation Improvement Program (TIP)
- Project considers applicable planning factors identified in federal law
- Project is consistent with Kitsap’s Countywide Planning Policy guidance

- Project includes a document from the jurisdiction’s Board of Commissioners, Council, or other official authorized to commit the project sponsor that acknowledges the time, phase, and funding obligations associated with federal funding (*please upload*)

## PROJECT BENEFITS

Answer each question below to the extent possible for the type of project proposed. Non-motorized and preservation projects will accomplish these criteria in different ways than transit or corridor projects. Select examples for various types of projects are provided throughout, and additional guidance is available by contacting KRCC staff.

## REGIONAL/LOCAL CENTERS

1. Which Local or Regional Centers and corridors that serve them does your project support? (*drop down menu*)
2. Which military locations and corridors that serve them does your project support? (*drop down menu with these choices: Naval Base Kitsap (NBK) Bangor, NBK Bremerton, NBK Jackson Park, NBK Keyport, NBK Manchester*)
3. Check the box that most accurately answers the question about your project.

<b>Evaluation Questions</b>	<b>Yes</b>	<b>Somewhat</b>	<b>No</b>
Does this project advance desired or planned public or private investments that support centers (e.g., supports new affordable housing or worksite)?	X		
Does this project support mobility for people traveling to, from, and within centers (e.g., connects to transit stop)?	X		
Does this project make connections to existing or planned infrastructure (e.g., connects to a school or activity center)?	X		
Does this project fill a physical gap or provide an essential link in the system (e.g., improves an intersection crossing or connects a local and regional network)?		X	
Does this project support multimodal transportation investments (e.g., provides a bicycle connection to transit)?	X		

4. Summarize how this project will support the center or corridor. For every box in question #2 that was checked “yes” or “somewhat,” ensure that your narrative response indicates how your project accomplishes each.

The project will address a level of service deficiency in the secondary arterial network service the town center. The project improves mobility and safety for all modes, improves connectivity to schools and transit, and supports development and affordable housing.

## FUNDING FEASIBILITY

- Upload the project's financial plan.      Need to do this.
- Complete the table below to describe project readiness.

Phase	Completeness			
Right-of-Way	Certified	Not Certified	n/a	
NEPA	Approved	Submitted	Not Submitted	n/a
Design	100% Complete	90% Complete	60% Complete	30% Complete

- Check the box that most accurately answers the question about your project.

Evaluation Questions	Yes	Somewhat	No
Is the project's financial plan well aligned with the project prospectus (e.g., accounting for costs such as terrain)?	X		
Does this project demonstrate "readiness" to begin?	X		
Does the sponsoring jurisdiction have local match funds ready to obligate as required?	X		
Can a phase of this project be completed with the funding requested?	X		
Has a separate phase been previously funded by PSRC's federal funds?			X

- Summarize the funding feasibility and opportunities for this project. For every box in question #6 that was checked "yes" or "somewhat," ensure that your narrative response indicates how your project accomplishes each.

The City has planned for both the funding of the project and planned for the delivery by completing a conceptual design and developing right of way exhibits. The project is ready to begin design. The City will fund the right of way acquisition with local funds and has procured a right of way consultant.

## COORDINATION OPPORTUNITIES

- Check the box that most accurately answers the question about your project.

Evaluation Questions	Yes	Somewhat	No
Does this project <u>currently</u> involve multiple jurisdictions, agencies, schools, or projects?	X		

Does this project provide opportunities for <u>future</u> coordination among jurisdictions, agencies, schools, or projects?	X		
Does this project benefit multiple jurisdictions, agencies, schools, or projects?	X		

10. Summarize the current and future coordination opportunities or benefits this project provides across jurisdictions, agencies, schools, or other projects. For every box in question #8 that was checked “yes” or “somewhat,” ensure that your narrative response indicates how your project accomplishes each.

The project reduced congestion near the BISD middle school and high school campuses. The project improves connectivity for non-motorized facilities including current and planned trails systems that connect neighborhoods in the town center of Winslow to schools and parks.

### SAFETY/CAPACITY BENEFITS

11. Check the box that most accurately answers the question about your project.

<b>Evaluation Questions</b>	<b>Yes</b>	<b>Somewhat</b>	<b>No</b>
Does this project improve a “high collision” intersection or corridor? (Project sponsor defines “high collision” based on collisions or fatalities per capita.)		X	
Does this project reduce barriers to use (e.g., improving a crossing) or create new connections (e.g., within local neighborhoods)?		X	
Does this project provide safe access (e.g., street crossings, sidewalk connection to transit)?		X	
Does this project address vulnerable populations (e.g., children, seniors, people with disabilities)?	X		
Does this project make capacity enhancements that improve safety in other ways (e.g., widening a shoulder to provide space for bicyclists)?	X		

12. Summarize how this project improves safety, specifying the collision reduction or capacity benefits provided and populations served. For every box in question #10 that was checked “yes” or “somewhat,” ensure that your narrative response indicates how your project accomplishes each.

The proposed round-about will improve safety for pedestrians and cyclists at this higher volume secondary arterial intersection.

### GROWING TRANSIT COMMUNITIES AND EQUITY/HEALTH CONSIDERATIONS

13. Check the box that most accurately answers the question about your project.

<b>Evaluation Questions</b>	<b>Yes</b>	<b>Somewhat</b>	<b>No</b>
Does this project benefit housing and business opportunities (e.g., supports growth of employment center)?	X		
Does this project support transit-oriented development (TOD) or improve access to transit (e.g., improves a street crossing to a transit stop)?	X		
Does this project provide health benefits or address negative health outcomes for the population at large (e.g., provides a trail connection or decreases diesel pollutants)?	X		
Does this project benefit <u>highly impacted communities and populations</u> (those identified in the President’s Order on Environmental Justice), seniors, people with disabilities, and areas of high unemployment or chronic underemployment by...			
...providing educational opportunities (e.g., connecting to a school)?	X		
...providing affordable housing and quality neighborhoods (e.g., connecting transit to housing)?	X		
...providing economic opportunities (e.g., connecting to job centers)?	X		
...providing transportation and mobility options (e.g., creating options to walk or ride transit)?	X		
...providing health benefits (e.g., opportunities for active transportation or reductions to emissions)?	X		

14. Summarize how this project serves transit communities and improves health and equitable outcomes. For every box in question #12 that was checked “yes” or “somewhat,” ensure that your narrative response indicates how your project accomplishes each.

The New Brooklyn and Sportsman’s corridor is currently experiencing growth in moderate density housing and business and industrial development. The project supports that development by mitigating level of service for vehicular transportation and improving connections to non-motorized facilities. Those connections support active modes of transportation by improving access to transit, schools, and businesses along the corridors. Both reducing idle time and encouraging active modes of transportation will provide some incremental benefits to reducing greenhouse gas emissions, support denser housing in the town center, and improve health and the quality of life for the community as it grows.

### AIR QUALITY BENEFITS

15. Check the box that most accurately answers the question about your project.

<b>Evaluation Questions</b>	<b>Yes</b>	<b>Somewhat</b>	<b>No</b>
Does this project reduce congestion and improve circulation (e.g., by adding a signal or prioritizing transit)?		X	
Does this project reduce delay, particularly of freight vehicles (e.g., by providing a new freight route)?		X	
Does this project reduce single occupancy vehicle trips (e.g., by supporting transit)?		X	
Does this project reduce vehicle miles traveled (e.g., by making it easier for people to walk to transit)?	X		
Does the project reduce pollutants with the highest health risk (e.g., reduces idling)?	X		
Does the project improve engines or explore alternative fuel technologies (e.g., replaces diesel vehicles)?			X

16. Summarize how this project improves air quality. For every box in question #14 that was checked “yes” or “somewhat,” ensure that your narrative response indicates how your project accomplishes each.

The project is intended to reduce traffic congestion and related idle time on secondary arterial corridor that is designed in the City’s plans for freight. The project improves access to schools for bussing, biking, and walking.

## MULTIMODAL ELEMENTS AND APPROACH

17. Check the box that most accurately answers the question about your project.

Evaluation Questions	Yes	Somewhat	No
Does this project provide non-motorized transportation benefits (e.g., builds a sidewalk or signalizes an intersection)?		X	
Does this project improve freight movement (e.g., reduces congestion in a freight corridor)?	X		
Does this project improve access to transit (e.g., provides a park-and-ride lot)?		X	
Does this project provide transportation demand management benefits (e.g., supports carpooling)?			X
Connects to or supports other local/regional multimodal projects (e.g., improves ferry access)?	X		

18. Summarize how this project supports multimodal elements, including freight, transit, and active transportation (narrative response should include a listing of the modes that are served by this project). For every box in question #16 that was checked “yes” or “somewhat,” ensure that your narrative response indicates how your project accomplishes each.

Sportsman’s Club Road and New Brooklyn Road are both identified as freight corridors in the City’s 2004 Island-wide traffic study and the draft Island-wide Transportation Plan. The project will be designed to accommodate Kitsap Transit buses and School buses. The project will improve school bus access to schools. The project will integrate sidewalks, interisland trails (separated pathways), and shoulders for bikes identified in existing and proposed plans. The project will improve linkage

## OTHER CONSIDERATIONS

19. Does this project support innovation?

No     **Yes**

*If yes, describe the ways the innovative elements of the project. Consider whether the project applies any of the following:*

- *Uses innovative design elements*
- *Takes an innovative approach to project funding or implementation*
- *Includes new and innovative technologies*

Project is intended to employ latest round about design innovations such as sizing for traffic calming and approach chicanes. Project is likely to include green infrastructure elements to address water quality.

20. Does this project address an emergency need?

No     Yes

If yes, describe the nature of the emergency addressed. Include the following elements:

- Identify the cause of the emergent need (e.g., infrastructure failure, natural disaster, another unanticipated activity or event)
- Specify the ways the project addresses the emergency
- Describe any relevant externalities

21. Has this project received funding from other sources or can the project leverage countywide funds for a greater impact?

No     Yes

If yes, describe what other sources are secured or highly likely to be secured if PSRC funding is granted. Identify any funds that would need to be returned if PSRC funding is not provided.

22. Does this project have significant demonstrated public support?

No     Yes

If yes, describe the evidence of public support (e.g., letters, attendance at public meetings/hearings, newspaper articles/editorials). Attach relevant supporting documentation, if desired.

A large number of the community are effected by School related congestion and the City Council has programed this project in the City's 6 year CIP. Local match is identified in the CIP for future budgeting.

23. Has the sponsoring jurisdiction conducted an analysis to determine project needs and benefits based on local circumstances?

No     Yes

If yes, describe the outcomes of that analysis.

The project has been prioritized through the City's budget/ CIP process. The CIP established this project as the highest priority capacity project that is not fully funded.

## PROJECT SCHEDULE

	Planning	Plans, Specifications, and Estimates (PS&E)	Preliminary Engineering (PE)	Right-of-Way (ROW)	Construction (CN)
Estimated Start Date	Conceptual Design	3/2007	3/2017	9/2016	7/2018

(m/d/yy)	Completed				
Estimated Completion Date (m/d/yy)		11/2017	11/2017	9/2017	10/2018
Current Status	Completed	15%	Not started	ROW exhibits	Not started

**PROJECT BUDGET**

	Planning	Plans, Specifications, and Estimates (PS&E)	Preliminary Engineering (PE)	Right-of-Way (ROW)	Construction (CN)
Fund Source	Local	STP	STP	Local	STP
Secured or Unsecured	Completed	Local Yes, Fed No	Local Yes, Fed No	Yes	Local Yes, Fed No
Amount of Funding	\$0	See PE	\$180K (\$24.3K Local)	\$100K *includes other projects	\$813K (\$109.8K Local)

**PROJECT PARTNERS**

List project partners and their contributions to the project.

Project Partner	Contribution Amount	Letter of Commitment
BI School District.	\$0	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (upload)
		<input type="checkbox"/> No <input type="checkbox"/> Yes (upload)
		<input type="checkbox"/> No <input type="checkbox"/> Yes (upload)
		<input type="checkbox"/> No <input type="checkbox"/> Yes (upload)

**COMPLIANCE**

Were there any “points of concern” on the PSRC screening form?

No  Yes

If yes, describe below.

**OTHER**

Is there anything else that would be useful for the committee to know in evaluating this application?

No  Yes

If yes, describe below and attach additional information as needed.

## ADDITIONAL QUESTIONS FOR PRESERVATION PROJECTS

1. Preservation Project Type and Lifecycle Extension:

- Chip seal (+7 years)
- Overlay (+15 years)
- Overlay with grind out (+15 years)

2. If this project is a structural improvement, is it on your agency's TIP?

- Yes
- n/a

3. Has your jurisdiction coordinated with utility providers that may be affected by this project?

- Yes
- No
- n/a

*If yes, describe the coordination below.*

4. Does the project require Americans with Disabilities Act (ADA) accommodations?

- Yes
- No

*If yes, does your jurisdiction have the secured funds to provide the required elements?*

- Yes
- No

5. Does the project trigger detention or treatment requirements?

- Yes
- No

*If yes, does your jurisdiction have the secured funds to provide the required elements?*

- Yes
- No

6. Agency's past 5-year average expenditure for preservation and maintenance: \$600K Local

7. Is the sponsoring agency committed to spending approximately 90% of that average on other preservation and maintenance projects during the life of this project?

- Yes
- No

*Comments:*

City has raised its PCI score from 63 to over 70 in past 5 years.

8. Number of center lane miles currently maintained by jurisdiction: 140 miles
9. Type of pavement management system used by jurisdiction: MircroPAVER & IMS proprietary

# PSRC Screening form

**Project Title:** Sportsman Club Road and New Brooklyn Road Intersection Improvements  
**Competition** Kitsap Countywide  
**Status** completed  
**Submitted:** N/A  
**Accepted:** N/A

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## Introduction

**Please identify the competition to which you plan to apply for funding for this project.**

Kitsap Countywide

**Comments from PSRC**

TBD

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## General project information

**Project Title**

Sportsman Club Road and New Brooklyn Road Intersection Improvements

**Comments from PSRC**

TBD

**Transportation 2040 ID**

N/A

**Comments from PSRC**

TBD

**Sponsoring Agency**

Bainbridge Island

**Comments from PSRC**

TBD

**Cosponsors**

N/A

**Comments from PSRC**

TBD

**Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**

No

**Comments from PSRC**

TBD

**If not, which agency will serve as your CA sponsor?**

WSDOT Highways and Local Programs

**Comments from PSRC**

TBD

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## Contact information

**Contact name**

K. Chris Hammer

**Contact email**

chammer@bainbridgewa.gov

**Contact phone**

(206) 842-2016

**Comments from PSRC**

TBD

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## Project Description & Location

**Project Description**

Provide capacity (level of service) improvements at intersection. A roundabout is proposed.

**Comments from PSRC**

TBD

**Project Location**

Sportsman Club/New Brooklyn Intersection

**Please identify the county(s) in which the project is located.**

Kitsap

**Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below. Enter 'N/A' if not applicable.**

Sportsman Club

**Crossroad or milepost end**

New Brooklyn

**Comments from PSRC**

TBD

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## Federal Functional Classification

**Functional class name**

02 Rural Principal Arterial

**Comments from PSRC**

TBD

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# Bicycle and Pedestrian Accommodations

**Does the project include bicycle and/or pedestrian features and/or paved shoulders?**

Yes

**If yes, please select one or more of the classifications below that best reflects the scope of the project.**

Other

**If no, please explain why the project does not include bicycle and/or pedestrian facilities.**

N/A

**Comments from PSRC**

TBD

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## Plan Consistency

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

Yes

**If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**

See link below - Ordinance No. 2015-32 adopted by City Council on October 27, 2015.

2016 update of the 6-year Capital Facilities Element of the Bainbridge Island Comprehensive Plan.

See Transportation for the Sportsman Club/New Brooklyn Intersection Improvements:

<http://apps.bainbridgewa.gov/webLink8/0/doc/59627/Electronic.aspx>

**If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.**

N/A

**Comments from PSRC**

TBD

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## Project Readiness

### Preliminary Engineering/Design

**Is preliminary engineering/design complete?**

No

**If no, what is the estimated completion date (month and year)?**

10/18

**Comments from PSRC**

TBD

### Environmental Documentation

**What is the level (or anticipated level) of environmental documentation required under the National Environmental Policy Act (NEPA) for this project?**

Categorical Exclusion (CE)

**Has NEPA documentation been approved?**

Yes

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

10/18

**Comments from PSRC**

TBD

## Right of Way

**Row requirement**

Yes

**If so, has right of way certification been completed?**

Yes

**If not, what is the estimated ROW certification date (month and year)**

10/17

**Please describe the right of way needs of the project.**

The City will fund the right-of-way acquisition with local funds and has procured a right-of-way consultant for a proposed roundabout at the Sportsman Club/New Brooklyn intersection.

**Comments from PSRC**

TBD

## PSRC Funding Request

**What is the PSRC funding source being requested?**

STP

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

No

**If yes, please provide the project's PSRC TIP ID**

N/A

**Comments from PSRC**

TBD

### Amounts Requested

Phase	Year	Amount
PE	2018	\$180,000.00
construction	2019	\$813,000.00

**Comments from PSRC**

TBD

## Total Estimated Project Cost and Schedule

### Planning

Funding Source	Secured/Unsecured	Amount
		\$0.00

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

**PE**

Funding Source	Secured/Unsecured	Amount
STP(U)	Unsecured	\$180,000.00
Local	Secured	\$24,000.00
		<u>\$204,000.00</u>

**Expected year of completion for this phase:** 2018

**ROW**

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$100,000.00
		<u>\$100,000.00</u>

**Expected year of completion for this phase:** 2018

**Construction**

Funding Source	Secured/Unsecured	Amount
STP(U)	Unsecured	\$813,000.00
Local	Secured	\$110.00
		<u>\$813,110.00</u>

**Expected year of completion for this phase:** 2019

**Other**

Funding Source	Secured/Unsecured	Amount
		<u>\$0.00</u>

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

**Summary****Total project cost**

\$1,117,110.00

**Estimated project completion date**

12/19

**Comments from PSRC**

TBD

# Financial documentation

**Documents**

SportsmanClub\_CIP.pdf

**Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.**

See link below - Ordinance No. 2015-32 adopted by City Council on October 27, 2015.

2016 update of the 6-year Capital Facilities Element of the Bainbridge Island Comprehensive Plan.  
See Transportation for the Sportsman Club Road and New Brooklyn Intersection Improvements:  
<http://apps.bainbridgewa.gov/webLink8/0/doc/59627/Electronic.aspx>

**Comments from PSRC**

TBD