2012 Pedestrian and Bicycle Safety Grant Application Form

Washington State Department of Transportation

Project Title, and Location

Washington Avenue/11th Street Sidewalk Connector Phase 1 - Washington Avenue, from 5th Street to the Manette Bridge, and then north on 11th Street to Pacific Avenue. June 26, 2012

Lead Agency and Project Manager: (Name, address, phone & fax number, email address)

City of Bremerton
Gunnar Fridriksson PLS, PE
Managing Engineer
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Total Grant Request Amount: (Provide the total grant request amount and identify how the funds will be divided for each of the project components: project development, right-of-way acquisition, engineering)

$1,700,000 - Is the total City of Bremerton request. Total project cost is $4,450,000. The City Wastewater utility will be contributing $2,750,000 to the project.
Engineering/permitting - $700,000 (Grant portion =$267,416)
Construction - $3,750,000 (Grant portion =$1,432,584)
Work to be completed in existing ROW.

Legislative District:

26th District

Project Summary: (Describe the project specifically in 4 to 5 sentences, be sure to address each element included in the project)

The project is a component of the City's overall plan to provide increased safety for pedestrians and bicyclists, along with promoting healthier lifestyles and recreational opportunities by providing linkage between the downtown core, Evergreen Park, and the Manette and Warren Avenue (SR 303) bridges. The project will be coupled with a utility project that will construct a new sewer main in Washington Avenue and allow 4,000 feet of an existing gravity beach sewer main in the Port Washington Narrows to be removed from service. Other components of the project will be a widened sidewalk to match work previously completed in the downtown core and just completed Manette Bridge replacement, remove obstructions from the sidewalk, marked bike lanes, street lighting, street trees, and utilization of low impact development (LID) practices.

Recent Progress: (Describe any efforts or portions of the project that have been completed or are underway)

See attached vicinity map. Specifically for this project, predesign of the sanitary sewer replacement has been done and survey and base mapping is approximately 50% complete.

This project is a vital link to connect the downtown core with the recently completed Manette Bridge. The Bridge replacement was recently completed in 2011 by WSDOT with a 10-foot sidewalk and 5-foot shoulders for bicyclists. Other components completed or work underway:

-Pacific Avenue - 11th Street to Evergreen Park - Currently out to ad with construction completion by end of this year.
-Lower Wheaton Way - Manette Bridge to Lebo Blvd. - Funded and under design, construction scheduled for 2013.
-Pacific Avenue - 6th to 11th Street - Coordinating with Puget Sound Energy (PSE) for utility undergrounding, design 90% complete, construction scheduled for 2013.
-Pacific Ave. - 1st to 6th Street; Washington Ave. - Ferry Terminal to 5th St.; Work completed from 2005 to 2009.

PROJECT SCHEDULE AND COST SUMMARY SECTION

Project Milestones

June 2013 - Funding approved
Nov. 2013 - Environmental submittal, including shorelines permit.

Funds Administered by WSDOT (WSDOT use only)

Source:	Source:
Amount:	Amount:
Source:	Source:
Amount:	Amount:

Project Element	Scheduled		Amount
Project Development	Mo/Yr	7/13	$50,000.00
Project Definition (agreement signed)	Mo/Yr	8/13	$0.00
Begin PE	Mo/Yr	9/13	$0.00
Environmental Docs Approved	Mo/Yr	11/14	$217,416.00
ROW Complete (certification)	Mo/Yr	0/00	$0.00
Contract Advertised	Mo/Yr	12/14	$0.00
Open to Public (operationally complete)	Mo/Yr	12/15	$1,432,584.00

Project Cost Summary Note applicable costs	Dollars in thousands
Project Development:	
Engineering:	
Preliminary Engineering	$267,416
Right-of-way	$0
Construction	$1,432,584
Operations/Services	$0
Evaluation:	$0
Total Grant Request:	$1,700,000
Total Project Cost:	**$4,450,000**

2013-15 Cash Flow (expenditures billed to WSDOT):

Date	Planned
9/13	$44000
12/13	$44000
3/14	$44000
6/14	$44000
9/14	$44000
12/14	$47,416
3/15	$150000
6/15	$1,132,584
Total 13-15	**$1,550,000**
Est. Re-appropriation	$0
Future Biennium	$150,000
TOTAL	**$1,700,000**

PROJECT DESCRIPTION SECTION

Current Conditions: Describe the current conditions (e.g., existing roadway conditions, speed, risk factors).

The current roadway was designed and reconstructed in 1969-71 going from two lanes to the current 4 lanes (2 Northbound and 2 Southbound) south of the bridge, with a new curved connector roadway being built up to the intersection of 11th and Pacific Avenue. The lanes are 11-foot with a 25MPH speed limit, 5-foot sidewalks, and there are three bus routes that use this roadway with a bus stop on each side of the street approximately mid-block between 6th and the Manette Bridge intersections. Housing density is higher here with the proximity to the water and is a mixture of multi-unit housing and single family residences. Most of the units on the waterside are multi-unit, either apartment buildings or condominiums.

From 5th Street north on the east side of the roadway up to the bridge, there is an existing 5 foot sidewalk that has numerous power and telephone poles for service drops to the adjacent properties, with most poles being in the middle of the walk reducing actual sidewalk width to 2-foot. The adjacent buildings, parking areas, driveways, garbage cans, and steel handrail at the back of the sidewalk make for a very congested sidewalk area forcing pedestrians and bicyclists into the adjacent lane of traffic. North of the bridge, the sidewalk follows along the residences on Washington Avenue and there is no sidewalk adjacent to 11th Street until approximately 100-feet from Pacific Avenue.

The intersections of Washington and 5th and 6th Streets have no handicap ramps. From 6th Street north on the west side, retaining walls with heights varying from 6-foot to 16-foot dominate the sidewalk directly adjacent. This sidewalk has obstructions as well from private utilities to street trees placed adjacent to the curb. The retaining walls end just north of the bridge intersection. The roadway between 6th and the bridge is seperated as well, with a retaining wall in the center of the north and southbound lanes, and the southbound lanes being slightly elevated over the northbound.

Project Impact: How will the project meet the four goals?

medians, and pedestrian streetscape features, including trees where appropriate.
(c) Protecting the environment and reducing congestion by providing safe alternatives to single occupancy driving.
(d) Preserving community character by involving local citizens and stakeholders to participate in planning and design decisions.

a.) To encourage alternate transit, citizens need to feel safe as they walk, bicycle, or use public transit. This level of safety is provided by having marked bicycle lanes and wide clutter-free lighted sidewalks for walking and waiting for transit. Our project will provide those amenities to promote alternate transit and provide a critical linkage by connecting dense residential properties and pedestrian/bicycle commuters near the ferry terminal with the Manette community and Evergreen Park.

b.) Washington Avenue is a principal arterial for the City and commute corridor for connecting one of the regions largest employers, the Puget Sound Naval Shipyard (PSNS), the ferry terminal, downtown and Manette business districts, residential areas and Evergreen Park. This project constructs a critical missing link in this infrastructure and will make it safer for pedestrians by widening sidewalks, remove obstructions, mark a bicycle lane, provide street lighting and generally make pedestrians and bicyclists more visible. There will also be sufficient room in the wider sidewalks for street trees and LID improvements. This will greatly improve safety for our at-risk population, particularly children, the elderly, and disabled.

c.) The improved and completed sidewalk will encourage additional recreational and commuting usage as it improves a vital link between residential areas, the ferry terminal, downtown commercial district and the Puget Sound Naval Shipyard. The current economic downturn has temporarily idled some projects, but interest remains high for redevelopment of the waterfront properties this roadway abuts. In addition, the utility portion of the project will remove an active gravity sewer main from the waterfront, providing for improvements to the overall marine environment, along with the LID improvements to be incorporated into the street portion of the work that will help in treating stormwater runoff.

d.) The selection of this route for pedestrian and bicycle improvements was done with local citizens and stakeholders as part of the process for the City developing it's 2007 Non-Motorized Transportation Plan. This partnership with citizens and stakeholders will continue through the design of this project.

The City of Bremerton also held a public meeting in September of 2010 and requested public comment/survey for the project and received overwhelming enthusiasm. Copies of the responses are available upon request along with copies of letters of support from the United States Navy, Port of Bremerton, Downtown Business Association, Kitsap Credit Union, Manette Business Association, NAACP, Black Historical Society of Kitsap County, Sustainable Bremerton, and private developers Tim Ryan LLC, JCS, and Shers Partners.

PROJECT DESCRIPTION SECTION (continued)

Distance from major housing, commercial attraction, transit station or other bicycle or pedestrian generator: Distance (miles) 0.1 Comments: Project is link between ferry terminal, Puget Sound Naval Shipyard, downtown commercial district, Evergreen Park, and Manette.	Nationally designated Main Street Community No National Main Street Affiliate No National Historic District No	Posted Travel Speed: 25 If operating speed differs, please provide operating speed:

Prior traffic collision involving bicyclist/pedestrian at location within past three years: Total pedestrian/bicyclists involved crashes 1 Comments: At signalized intersection of 6th and Washington, turning vehicle.	Signalized Intersection or Distance to Alternate Crossing Facility: Distance (feet) Comments: Signalized intersections at 6th/Washington, Washington/Manette Bridge, and 11th/Pacific.
Width of Roadway: Number of Lanes (include turn lanes) 4 Comments: Four lanes are 11 feet in width, with no buffer provided to retaining wall in center of drive lanes.	Existing Traffic Volumes: Volume (Average Daily Traffic) 12,400 Number of people biking/walking 530 Comments: Bike/walk count was completed in December 2010 by WSDOT for bridge replacement and consisted mostly of commuters. Counts easily double in the summer with good weather.

Describe supportive policies, ordinances, standards, and practices in place to help ensure project success.

Complete Streets Ordinance - Adopted by City Ordinance #5184.
Non-Motorized Transportation Plan - Dated December 2007.
City of Bremerton Downtown Regional Center Sub-Area Plan - Dated December 2007.

Implementation: Outline the project implementation plan or approach consistent with the previously documented milestones (i.e., project delivery status (planning, environmental review, right of way acquisition, construction plans), matching funds or services, consistency with community plans)

With award of funding, the City of Bremerton will use a consultant to immediately begin preparation of the environmental documentation required for the project. With the proximity to the shoreline, permitting will be substantial and we are accounting for 14 months to complete all permitting. Design would be continuing during this time as well as coordination with the property owners and private utilities for the work on the private properties.

Once approvals are in hand, the City would immediately move to advertise the project and go to construction. Construction of the sewer main in Washington Avenue/11th Place would be the first item of work as well as placement of the individual grinders for each property. Costs for this portion of the project, including street removal and all work to be completed on the private properties, will be borne by the City. Of the $2,750,000 anticipated to be spent for this utility work, approximately $1.3 million is in the right of way, with $1.45 million being spent to complete work on the private property.

Reconstruction of the roadway from 5th Street to the Manette Bridge would begin shortly after main installation and connection of the private laterals with paving being done late in the fall of 2015. The City would then pursue Phase 2 of the project which would complete the pedestrian and bicycle improvements from the Manette Bridge north to Pacific Ave.

APPLICATION CONCURRENCE

Transportation Agency Engineer, Traffic Engineer, or Director

Agency:	City of Bremerton
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Phone:	360.473.2354

Date: 6/27/2012

This button will enter the current date!

WSDOT Region Administrator (if project is on a State Highway)

Region:	
Name:	
Title:	
Address:	
E-mail:	
Phone:	

Date:

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