



**CITY COUNCIL STUDY SESSION  
TUESDAY, DECEMBER 17, 2024**

COUNCIL CHAMBERS  
280 MADISON AVENUE NORTH  
BAINBRIDGE ISLAND, WA

AND

REMOTE MEETING ON ZOOM  
PLEASE CLICK THE LINK BELOW TO JOIN THE WEBINAR:  
[HTTPS://BAINBRIDGEWA.ZOOM.US/J/92947338351](https://bainbridgewa.zoom.us/j/92947338351)  
OR TELEPHONE: US: +1 253 215 8782  
WEBINAR ID: 929 4733 8351

**AGENDA**

- 1. CALL TO ORDER / ROLL CALL - 6:00 PM**
- 2. APPROVAL OF AGENDA / CONFLICT OF INTEREST DISCLOSURE - 6:05 PM**
- 3. REGULAR BUSINESS**
  - 3.A (6:10 PM) Receive Update on Hwy 305 Working Group and Day Road Roundabout Funding, 15 Minutes**  
[WSDOT\\_Presentation\\_-\\_Safety\\_Improvements.pdf](#)  
[Map\\_-\\_Day\\_Road\\_Roundabout.pdf](#)
  - 3.B (6:25 PM) Consider Comments Relating to Design Considerations for the High School Road / SR 305 Roundabout and the Ravine Creek to Eagle Harbor Fish Barrier Removal Project, 20 Minutes**  
[Survey\\_Findings\\_and\\_Alternative\\_Assumptions.pdf](#)
  - 3.C (6:45 PM) Discuss Status of Sewer District #7 and Comprehensive Plan Utilities Element Policy Implementation, 30 Minutes**  
[Sewer\\_district.pdf](#)
- 4. COMMITTEE REPORTS - 7:15 PM**
- 5. ADJOURNMENT - 7:25 PM**

**GUIDING PRINCIPLES**

**Guiding Principle #1** - Preserve the special character of the Island, which includes downtown Winslow's small town atmosphere and function, historic buildings, extensive forested areas, meadows, farms, marine views and

access, and scenic and winding roads supporting all forms of transportation.

**Guiding Principle #2** - Manage the water resources of the Island to protect, restore and maintain their ecological and hydrological functions and to ensure clean and sufficient groundwater for future generations.

**Guiding Principle #3** - Foster diversity with a holistic approach to meeting the needs of the Island and the human needs of its residents consistent with the stewardship of our finite environmental resources.

**Guiding Principle #4** - Consider the costs and benefits to Island residents and property owners in making land use decisions.

**Guiding Principle #5** - The use of land on the Island should be based on the principle that the Island's environmental resources are finite and must be maintained at a sustainable level.

**Guiding Principle #6** - Nurture Bainbridge Island as a sustainable community by meeting the needs of the present without compromising the ability of future generations to meet their own needs.

**Guiding Principle #7** - Reduce greenhouse gas emissions and increase the Island's climate resilience.

**Guiding Principle #8** - Support the Island's Guiding Principles and Policies through the City's organizational and operating budget decisions.



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## City Council Study Session Agenda Bill

**MEETING DATE:** December 17, 2024 **ESTIMATED TIME:** 15 Minutes

### AGENDA ITEM:

(6:10 PM) Receive Update on Hwy 305 Working Group and Day Road Roundabout Funding,

### SUMMARY:

The State Route 305 working group is comprised of public agencies which serve the SR 305 corridor from the Bainbridge Island Ferry Terminal to Hostmark Street in Poulsbo. It includes the Suquamish Tribe, City of Bainbridge Island, City of Poulsbo, Kitsap County, Kitsap Transit and Washington Department of Transportation. The working group was formed to guide the expenditure of \$40.3 million in state funds. The stated purpose of these funds is to address a variety of objectives, including improved corridor safety and mobility. The corridor funds have been used for the Johnson Road Roundabout and the joint West Port Madison and Adas Will Roundabouts.

The current issue before the Working Group is the Day Road Roundabout. To be fully funded, it requires an additional approximate \$2.5 million. The Working Group is discussing ways to address the shortfall. Some have suggested the City of Bainbridge Island contribute local funds to close the gap.

**AGENDA CATEGORY:** Discussion

**PROPOSED BY:** City Council

### RECOMMENDED MOTION:

Confirm commitment to seek funds to cover the funding shortfall for the Day Road Roundabout, other than City of Bainbridge Island local funds.

### COMMUNITY ENGAGEMENT AND OUTREACH:

### FISCAL IMPACT:

|                                    |  |
|------------------------------------|--|
| <b>Amount:</b>                     |  |
| <b>Ongoing Cost:</b>               |  |
| <b>One-Time Cost:</b>              |  |
| <b>Included in Current Budget?</b> |  |

**BACKGROUND:**

The Day Road Roundabout project is estimated at \$15,376,000 and is approximately \$2,489,000 short of being fully funded. This is in spite of a concurrent companion Kitsap Transit Park and Ride Lot project, which has helped to reduce the cost for the Roundabout project. The Park and Ride lot provides capacity for stormwater storage for the Roundabout project. Stormwater retention and drainage had been an impediment for the Roundabout project, which prevented the project from advancing. The Kitsap Transit Project is grant funded and has a schedule for completion. The goal is to build the Roundabout and Park and Ride projects simultaneously. However, the Park and Ride project must be delivered on schedule regardless if construction of the Roundabout is delayed.

Now that it is apparent the Day Road Roundabout project requires more funding; the Working Group has suggested solutions. One solution rejected by the city's representatives is for Bainbridge Island to make up the shortfall. This Roundabout has been identified as a benefit for the region as it will reduce travel time to the Ferry Terminal. The recipients of the benefit are residents of the region.

In early 2024, KRCC's TransTAC committee considered suggesting Bainbridge Island apply for "Regional" Transportation funds to help offset the cost of the Day Road Roundabout. Some time prior to the application deadline this suggestion was withdrawn, and no further follow-up has occurred. The next opportunity to apply for regional funds will be in 2026, with funds available in 2029.

The Council has indicated interest in the city pursuing public art for the Day Road Roundabout. The city has been waiting for notification from WSDOT that the proposed art can be submitted for WSDOT approval.

Attached is the agenda for the December 4, 2024 Working Group meeting and a preliminary plan for the Day Road roundabout.

**ATTACHMENTS:**

[WSDOT\\_Presentation\\_-\\_Safety\\_Improvements.pdf](#)  
[Map\\_-\\_Day\\_Road\\_Roundabout.pdf](#)

# SR 305 Winslow Ferry to Hostmark Street – Safety Improvements

Working Group Update  
December 4, 2024  
3:00 pm to 4:30 pm

## Teams Meeting

Amy Amos, P.E., Project Engineer  
JoAnn Schueler, P.E., Assistant Region Administrator



# SR 305, Winslow to Hostmark

## Agenda

**Meeting Purpose:** Brief the Working Group on the status of design and costs for the project improvements.

- Project Progress
  - Fish Barrier Removal
  - West Port Madison / Agatewood / Adas Will
- Day Rd.
- Delivery Plan Schedule
- Budget and Funding
- Discussion



# SR 305, Winslow to Hostmark

## Legislative Description

Constructs safety and mobility improvements on SR 305 from the Bainbridge Ferry Terminal to Hostmark Street.

## Purpose and Need:

Congestion along the SR 305 Corridor from Poulsbo to the Winslow Ferry terminal affects travel times, traveler safety and economic vitality. Performance based strategies are needed to:

- Improve corridor safety and mobility
- Address the constraints of the existing Agate Pass bridge
- Provide multi-modal incorporation through and across the corridor
- Increase the ability to move people and improve the corridor capacity overall
- Provide travel time reduction and reliability
- Address access needs for adjacent properties
- Protect and enhance the environment



# HIGHEST PERFORMING IMPROVEMENTS



| Score          | Improvements                         |
|----------------|--------------------------------------|
| <b>Highest</b> | Suquamish Way <u>Roundabout*</u>     |
|                | Day Road                             |
|                | Adas Will/Agatewood Road             |
|                | Johnson Road                         |
|                | Port Madison Road                    |
|                | Totten Road                          |
|                | Seminole Road                        |
|                | Masi Shop/Sandy Hook                 |
|                | Noll Road                            |
|                | Sol Vei/Tollefson/Delate             |
|                | Sportsman Club Road Left Turn Lane   |
|                | Suquamish Way <u>Left Turn Lane*</u> |
| <b>Lower</b>   | Access Modifications                 |

## \$40.3 Total Budget

- Scores based on achieving corridor goals
- Implementation schedule based on readiness and budget availability

## Corridor Performance Goals



### Congestion

Reduce congestion and improve mobility



### Transit

Improve transit travel time and reliability



### Access

Manage needs through access management



### Safety

Improves safety



### Non-motorized

Improves non-motorized safety

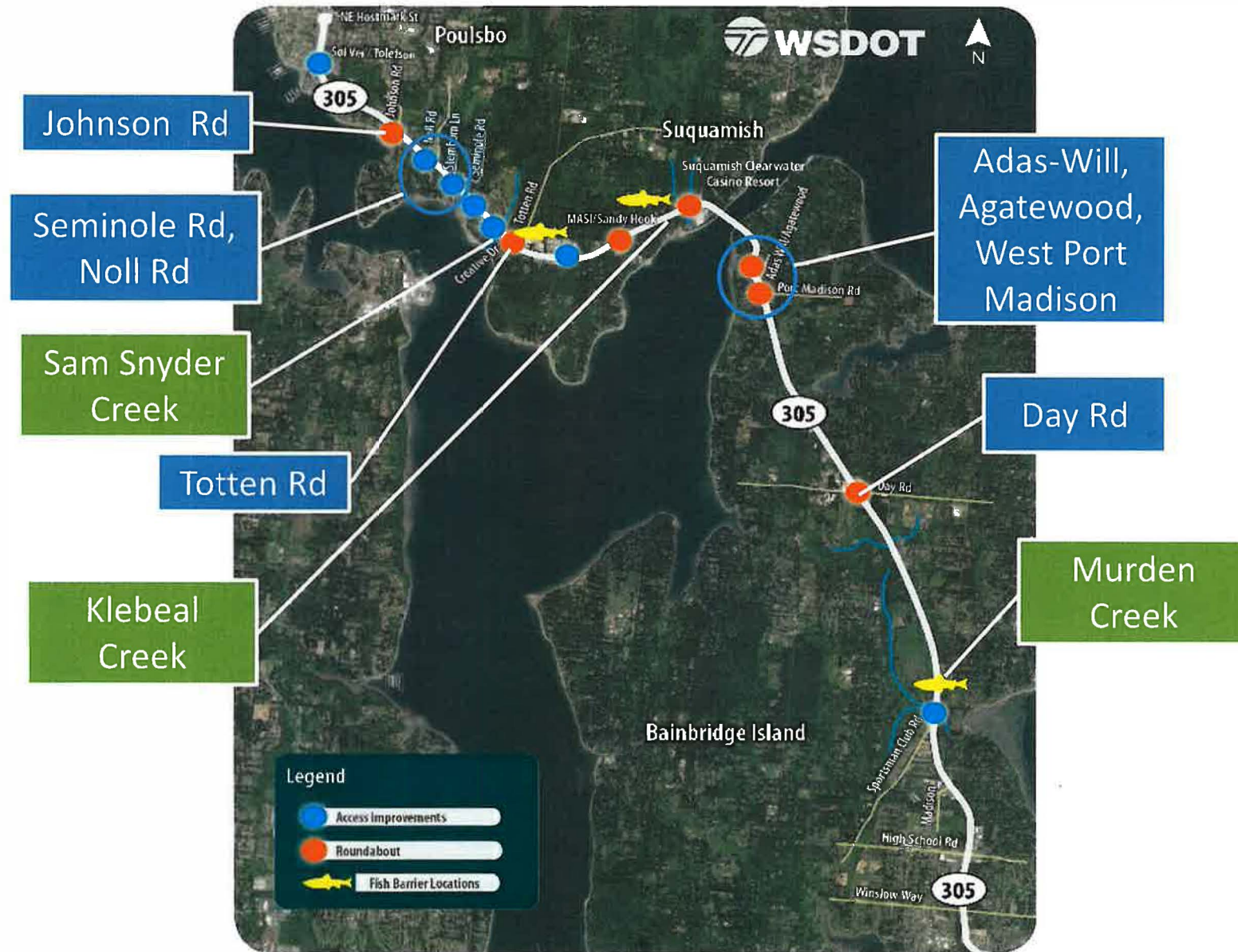


### Environment

Improves the environment

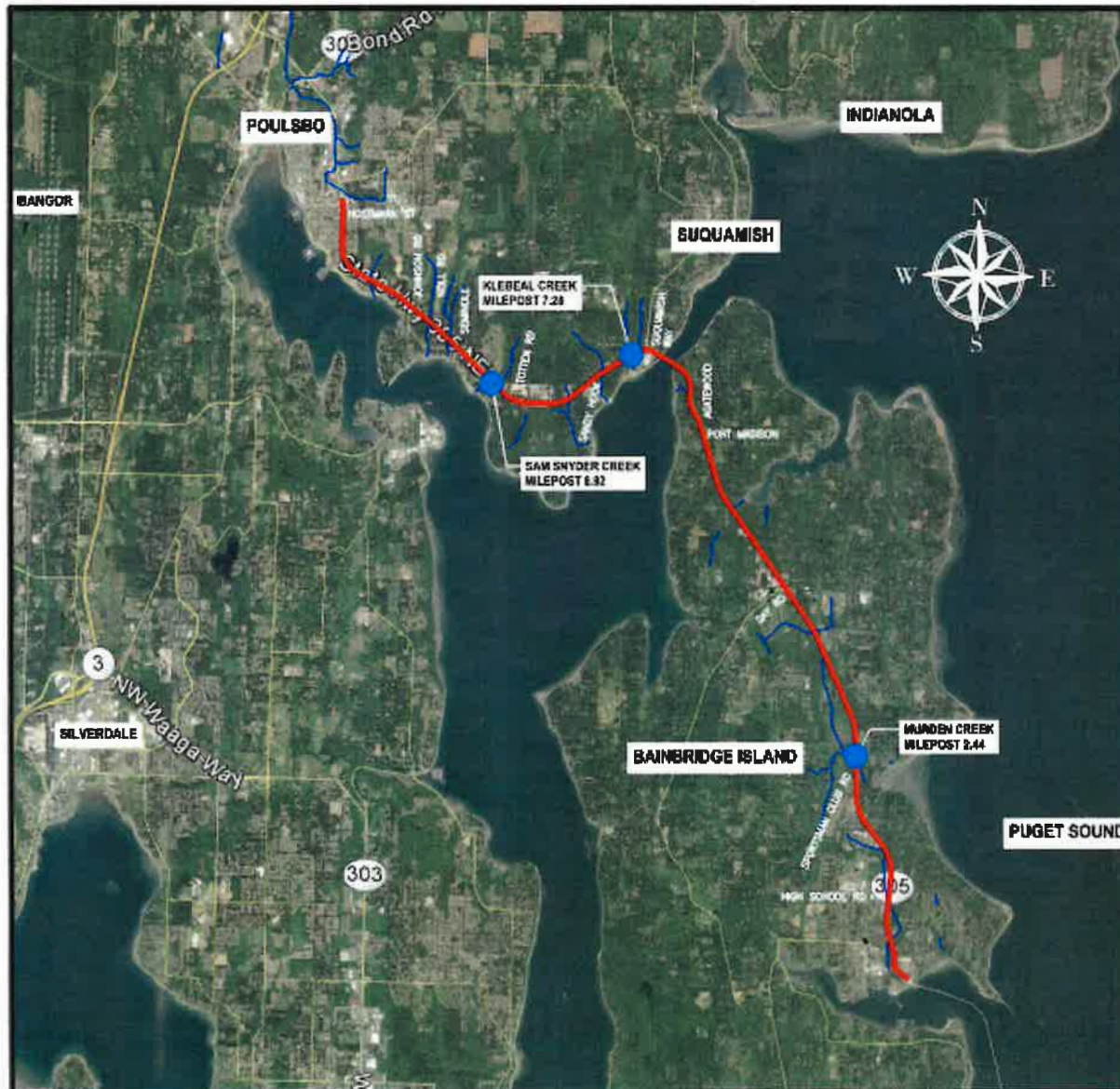


# Corridor Improvements



# Fish Barrier Removals

## Design of three stream crossings underway



### Sam Snyder

(near Totten Rd)

- Site work started October 16th, 2023
- West half of bridge deck complete.
- East half of bridge is under construction with girder setting scheduled for the week of December 16<sup>th</sup>.
- Completion Spring 2025

### Klebeal Creek

(near Suquamish Way)

2.3 Miles of Habitat Gain

- Survey for environmental work was completed.

The fish passage projects are funded separately through WSDOT's Fish Barrier Removal program.

# Project Progress - Fish Barrier Removal



The fish passage projects are funded separately through WSDOT's Fish Barrier Removal program.

Sam Snyder Creek

## Sam Snyder Creek

- Site work started October 16<sup>th</sup>, 2023.
- Stream restoration work was completed in September 2024.

## Klebeal Creek

- 2.3 Miles of Habitat Gain
- Priority
- Wetland and Tree Survey completed October 2024

# Project Progress - Adas-Will, Agatewood, West Port Madison



West Port Madison/Seabold

- On-site construction began October 23, 2023
- Roundabout construction is complete
- Working on punchlist items. Project completion scheduled for December 2024.

Adas Will



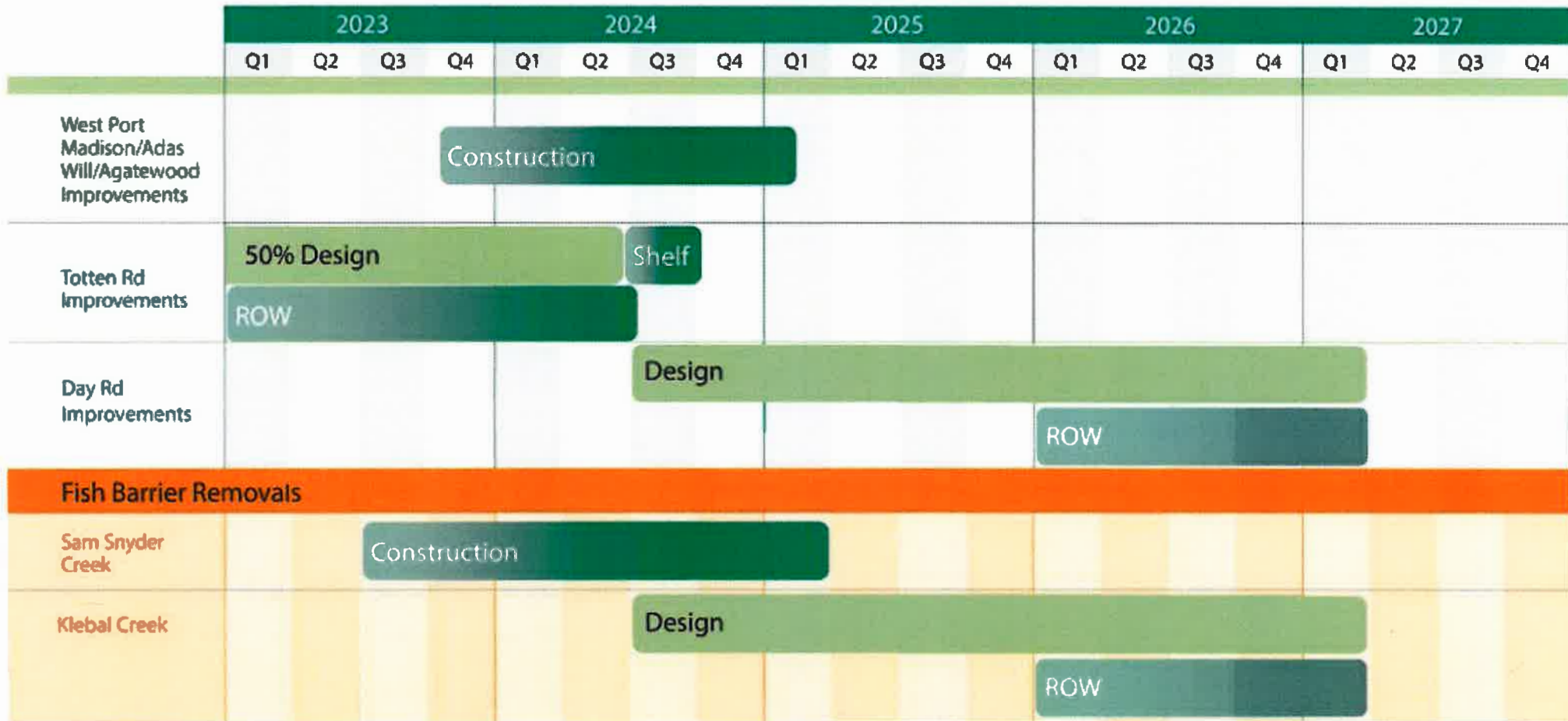
# Day Road Park and Ride Update

- In NEPA/Property Acquisition Process.



# SR 305, Winslow to Hostmark

## Delivery Plan - Schedule



# SR 305, Winslow to Hostmark

## Total Budget Summary including PE Costs

Cost Estimate Summary and Comparison

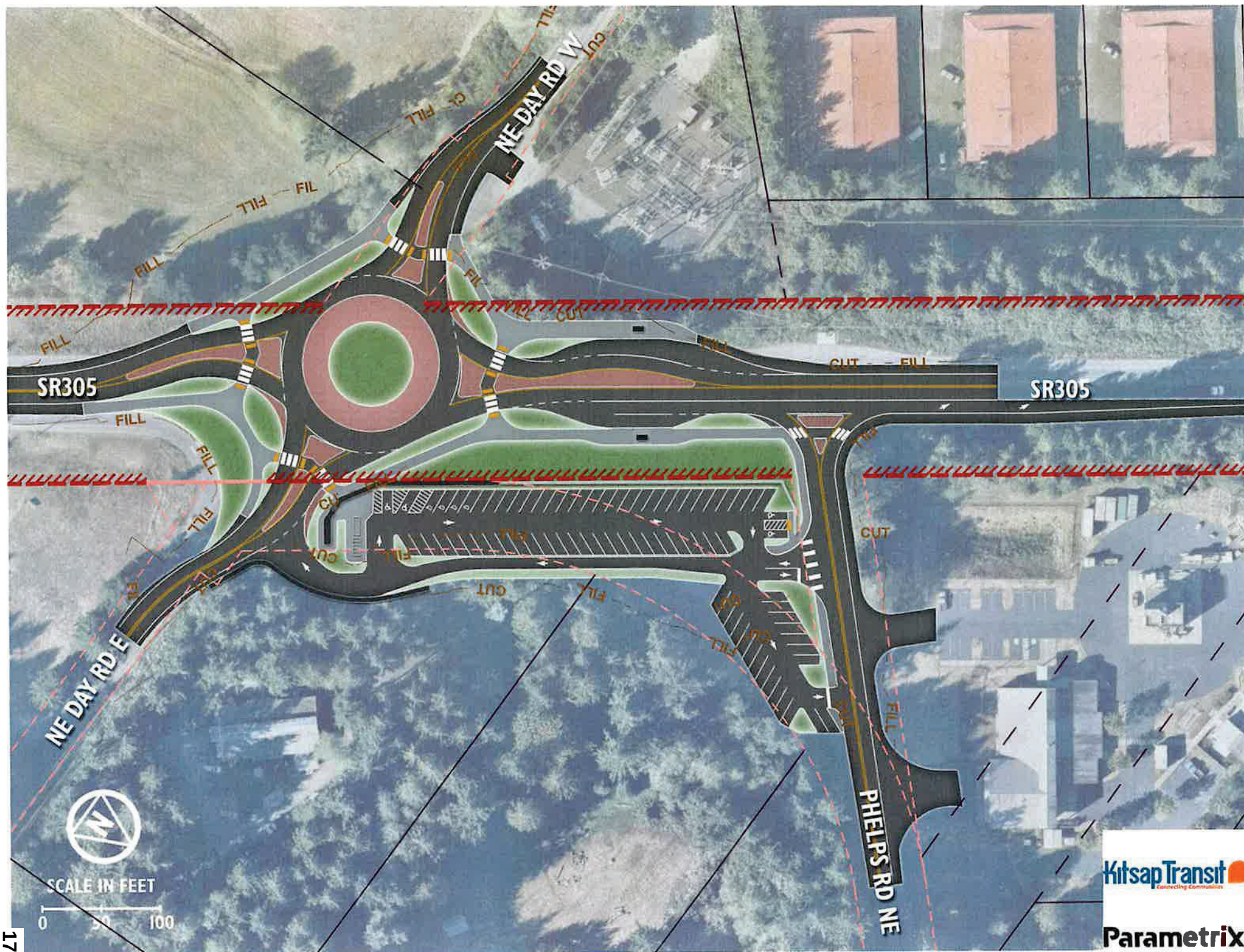
| Performance Score                       | Improvement                                           | Preliminary Engineering |               |               | Total Estimated Project Cost                           | Declining Balance w/Construction | Declining Balance Design & ROW On |
|-----------------------------------------|-------------------------------------------------------|-------------------------|---------------|---------------|--------------------------------------------------------|----------------------------------|-----------------------------------|
|                                         |                                                       | Spent 04/24             | ETC           | Total PE      |                                                        |                                  |                                   |
|                                         | Public Engagement, Corridor Design, R/W Plans         | \$ 3,823,626            | \$ 198,000    | \$ 4,021,626  | \$ 4,021,626                                           | \$ 36,278,374                    | \$ 36,278,374                     |
|                                         | **PE Spent on projects currently not being advanced   | \$ 932,689              | N/A           | \$ 932,689    |                                                        |                                  |                                   |
| 3.99                                    | JOHNSON ROAD RBT                                      |                         |               |               | \$ 6,500,000                                           | \$ 29,778,374                    | \$ 29,778,374                     |
| 4.02/3.97                               | WEST PORT MADISON RBT/ADAS WILL RBT/Agatewood         | \$ 2,751,342            |               | \$ 2,751,342  | \$ 16,861,058                                          | \$ 12,917,316                    | \$ 12,917,316                     |
| 4.2                                     | DAY RD RBT (based on 30% Const Estimate-2024 dollars) | \$ 626,012              | \$ 2,400,000  | \$ 3,026,012  | \$ 15,376,012                                          | \$ (2,458,696)                   | \$ 9,141,300                      |
| 3.94                                    | TOTTEN ROAD RBT                                       | \$ 2,148,025            | \$ 1,700,000  | \$ 3,848,025  | \$ 12,879,025                                          | \$ (15,337,721)                  | \$ 4,762,279                      |
| 5.15                                    | SUQUAMISH WAY RBT                                     | \$ 378,604              | \$ 2,200,000  | \$ 2,578,604  | \$ 11,628,604                                          | \$ (32,906,425)                  | \$ 2,133,604                      |
| 3.92                                    | SEMINOLE ROAD (Roundabout)                            | \$ 152,300              | \$ 1,750,000  | \$ 1,902,300  | \$ 5,382,300                                           | \$ (20,720,021)                  | \$ 131,300                        |
| 3.85                                    | NOLL ROAD/DELADE                                      | \$ 19,600               | \$ 78,200     | \$ 97,800     | \$ 557,800                                             | \$ (21,277,821)                  | \$ 23,500                         |
| 3.91                                    | MASI SHOP/SANDY HOOK RBT                              | \$ 229,720              | \$ 862,240    | \$ 1,091,960  | \$ 6,163,960                                           | \$ (39,070,384)                  | \$ (1,270,384)                    |
| 3.85                                    | SOL VEI/ TOLLEFSON                                    | \$ 7,500                | \$ 68,000     | \$ 75,500     | \$ 475,500                                             | \$ (39,545,884)                  | \$ (1,345,884)                    |
| 3.83                                    | SPORTSMAN CLUB ROAD                                   | \$ 119,965              | \$ 544,850    | \$ 664,815    | \$ 3,869,815                                           | \$ (43,415,699)                  | \$ (2,010,700)                    |
| Varies                                  | ACCESS MOD                                            | \$ 25,000               | \$ 338,810    | \$ 363,810    | \$ 2,356,810                                           | \$ (45,772,509)                  | \$ (2,374,509)                    |
| <b>TOTAL</b>                            |                                                       | \$ 10,281,693           | \$ 10,140,100 | \$ 20,421,793 | \$ <b>86,072,509</b>                                   |                                  |                                   |
| ** Spent PE total for Improvements 6-12 |                                                       |                         |               |               | Estimated funding need for construction: \$ 54,011,561 |                                  |                                   |



# SR 305, Winslow to Hostmark

## Discussion







## City Council Study Session Agenda Bill

**MEETING DATE:** December 17, 2024    **ESTIMATED TIME:** 20 Minutes

### AGENDA ITEM:

(6:25 PM) Consider Comments Relating to Design Considerations for the High School Road / SR 305 Roundabout and the Ravine Creek to Eagle Harbor Fish Barrier Removal Project,

### SUMMARY:

At the Council's November 19, 2024, Study Session, it was confirmed the Washington Department of Transportation (WSDOT) intends to proceed with a safety project to construct a Roundabout at High School Road and SR 305. Along with the Roundabout, WSDOT intends to construct a Fish Barrier Removal Project at Ravine Creek, in close proximity to High School Road. Predesign for the projects will commence in early 2025. It is recommended the Council consider asking for design considerations.

**AGENDA CATEGORY:** Discussion

**PROPOSED BY:** City Council

### RECOMMENDED MOTION:

Direct the City Manager to prepare correspondence for Council consideration at a future Regular Council Business Meeting with regard to design considerations for the High School Road/SR 305 Roundabout and/or the Ravine Creek to Eagle Harbor Fish Barrier Removal Project.

### COMMUNITY ENGAGEMENT AND OUTREACH:

### FISCAL IMPACT:

|                                    |  |
|------------------------------------|--|
| <b>Amount:</b>                     |  |
| <b>Ongoing Cost:</b>               |  |
| <b>One-Time Cost:</b>              |  |
| <b>Included in Current Budget?</b> |  |

### BACKGROUND:

WSDOT has indicated it plans to construct two projects of significance in the vicinity of High School Road and SR 305, a roundabout and a Fish Barrier Removal Project/Fish Passage Project. The timelines for these projects show pre-design commencing in early 2025, preliminary engineering in early 2026, and construction in spring/summer 2027. The pre-design phase is intended to allow the

community to raise design issues and offer suggestions.

According to WSDOT, the Roundabout project will:

- Promote a continuous flow of traffic
- Minimize and modify conflict points, reduce vehicle speeds, and prioritize pedestrian crossings.

Councilmembers individually have speculated if improved pedestrian and bicycle access can be provided via this roundabout. The Sound to Olympics Trail moves from the east side to the west side of SR 305 at the High School Road intersection.

The Ravine Creek Fish Barrier Removal Project is at an early design stage. Improvements under SR 305 south of High School Road are envisioned. In this case too, the Council may want to provide early comments. WSDOT has asked the city to fund and construct a Fish Barrier Removal project under High School Road to increase the effectiveness of the Ravine Creek project. The city's High School Road culvert was previously not identified, and funding was not incorporated into the five-year Capital Improvement Plan. The city has identified other Fish Barrier Removal projects as priorities, most notably Springbrook Creek. To address funding, at the suggestion of WSDOT, the city has included the city's High School Road Fish Passage project as a top 2025 legislative priority asking the state for funding.

The cost of the High School Road Fish Passage project is variable depending on the state's design for the Ravine Creek Project. The city should ask WSDOT to be mindful of the city's cost for the High School Road Fish Barrier Removal project and ensure design of the WSDOT project takes into account the cost and design of the city's project.

Attached is the information distributed by WSDOT with regard to the Ravine Creek Fish Barrier Removal project.

**ATTACHMENTS:**

[Survey\\_Findings\\_and\\_Alternative\\_Assumptions.pdf](#)

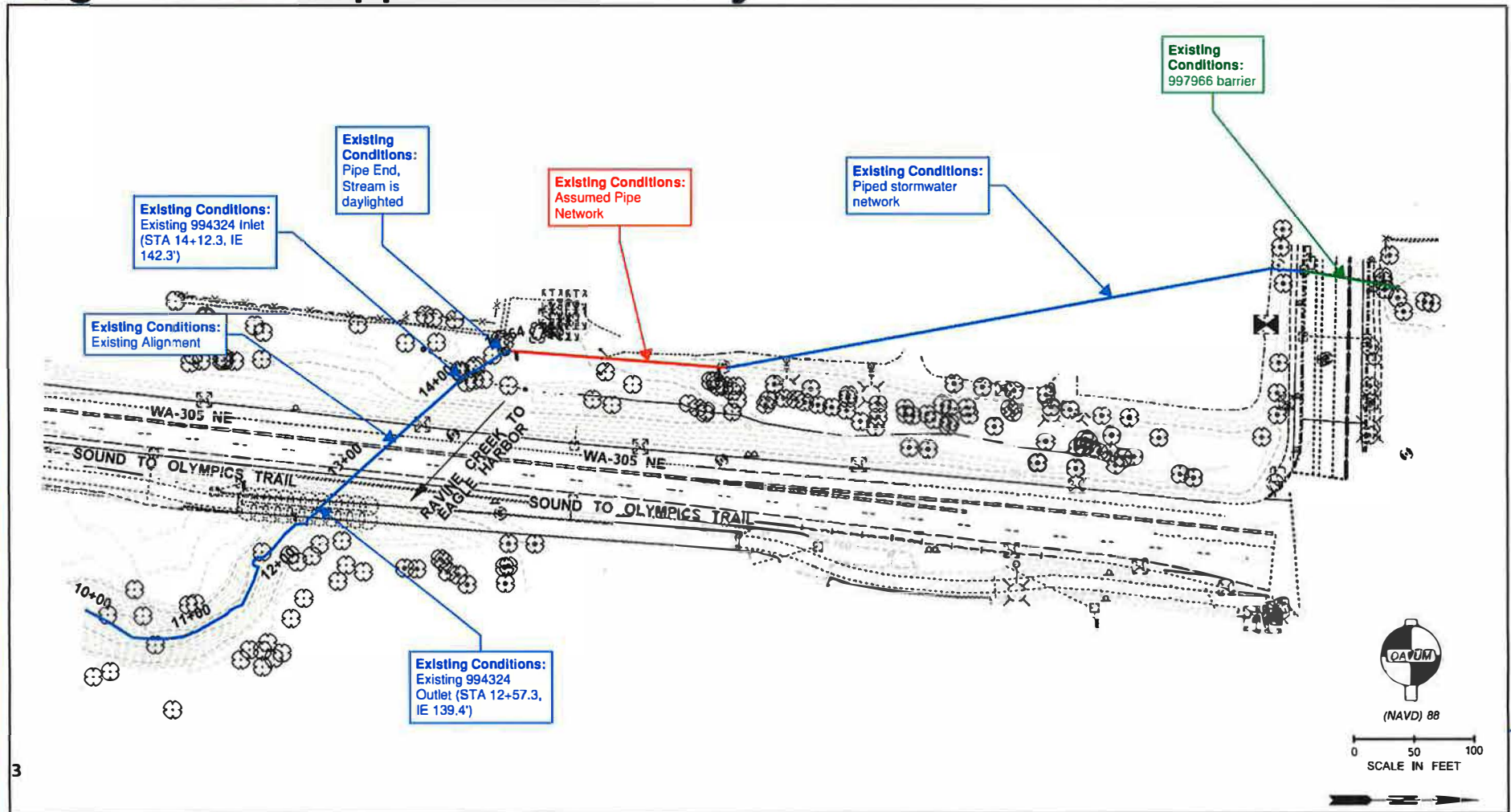
## Survey Findings and Alternatives Assumptions

During the August 2024 supplemental survey by WSDOT, barrier 997966 was found to route flow through the culverted crossing under NE Highschool Rd and continue as closed conduit to the SE, under private development west of SR 305, and connects with a stormwater junction 250 feet north of the 994324 barrier. The PHD team has assumed (from surveyed pipe directions at adjacent stormwater junctions) barrier 997966 continues routing flow to the south to discharge into an open channel 40 feet upstream of the inlet to the 994324 barrier. As a result of this understanding of the barrier 997966 horizontal alignment, previously proposed stream realignments that would daylight the buried stream in the roadside ditch paralleling SR 305 up to NE Highschool Rd will not be successful at addressing the 994324 barrier and tying into the stormwater network due to the 997966 barrier's piped alignment.

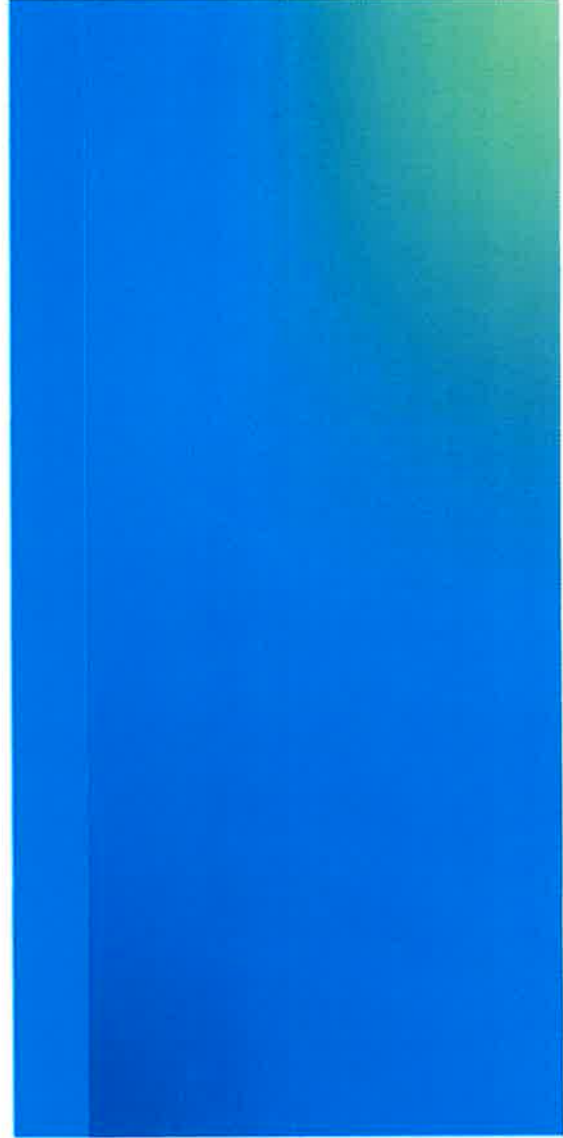
Alternative C assumes no daylighting of the piped stream that constitutes the 997966 barrier. This alternative focuses on addressing the 994324 barrier with a cascade morphology at 5.5% slope for the 289 feet of channel regrade.

Alternative D assumes 200 feet of piped stream daylighting of the 760 feet total for the 997966 barrier through converting the existing stormwater junction to an outfall and decommissioning the piped network routing toward the 994324 inlet. Unidentified stormwater connections to the decommissioned pipe network will be routed accommodated to route storm flows toward the 994324 inlet. This alternative will apply a riffle-pool morphology at 3.6% slope for the 469 feet of total channel regrade.

# August 2024 Supplemental Survey with Stormwater Network Notes

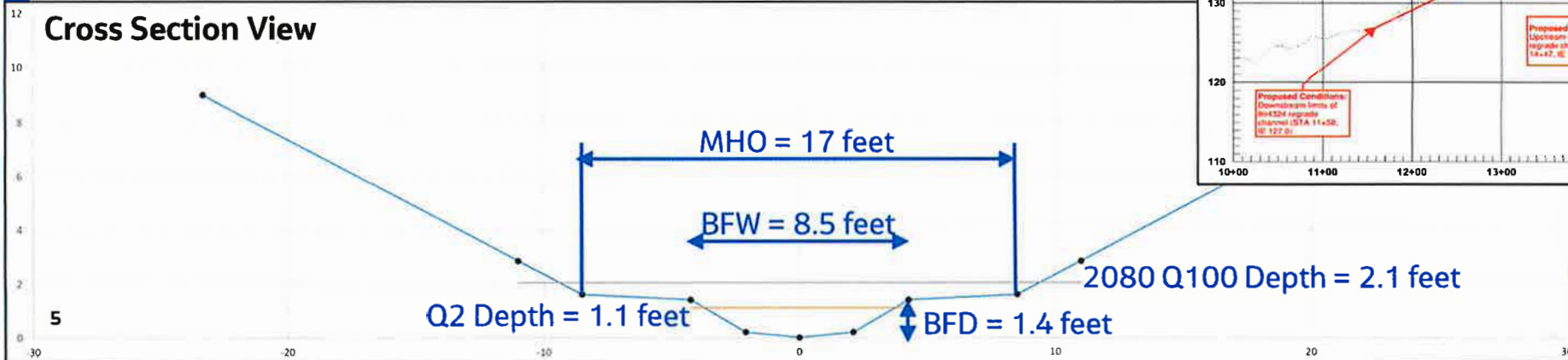
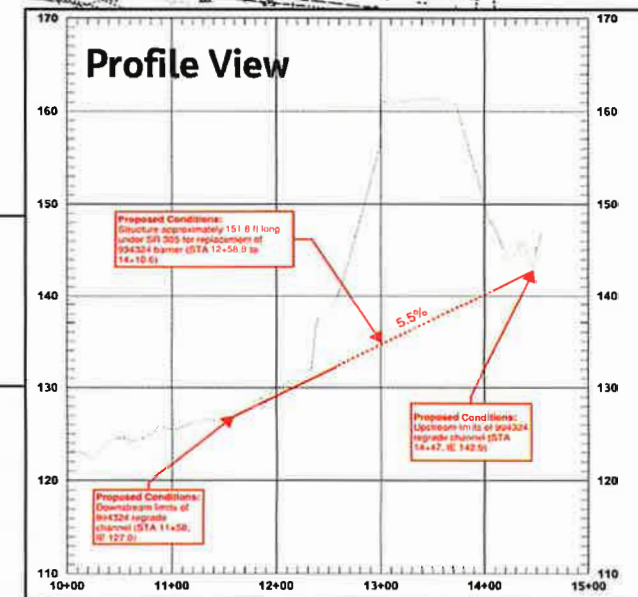
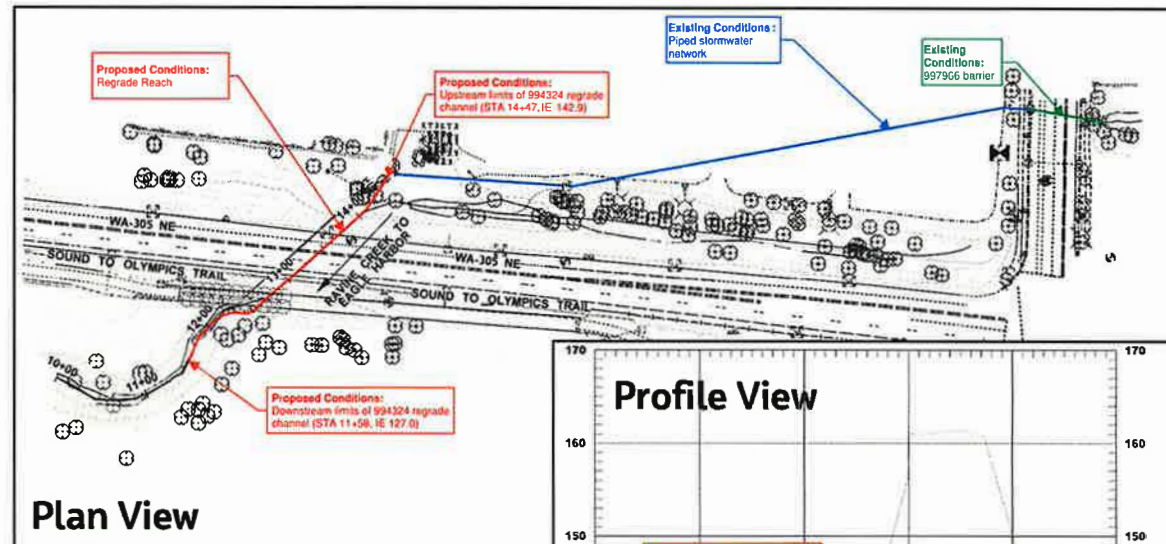


# **994324 Alternatives**



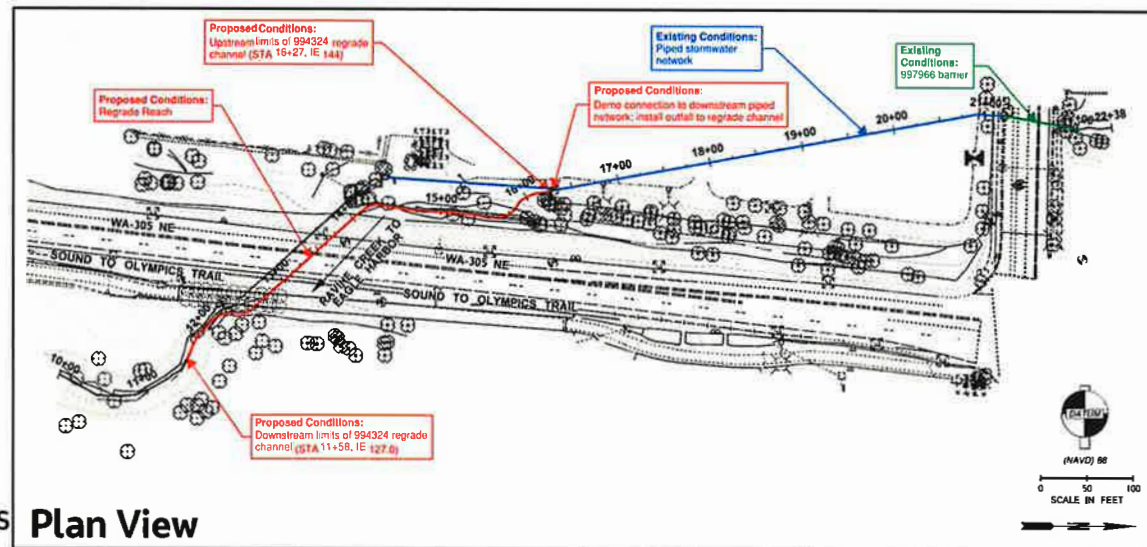
## Proposed Conditions (ALT C)

- Single proposed regrade segment (289 feet long; average channel gradient 5.5%)
- Regrade upstream tie-in:
  - 47 ft beyond SR 305 at existing pipe outlet
- Structure under SR 305:
  - 151.8 ft long
- Regrade downstream tie-in:
  - ~90 ft beyond SR 305
- No daylighting of City's upstream barrier 997966 (760 ft long) and supports design by others to address 997966 (regrade at 0.8% slope)



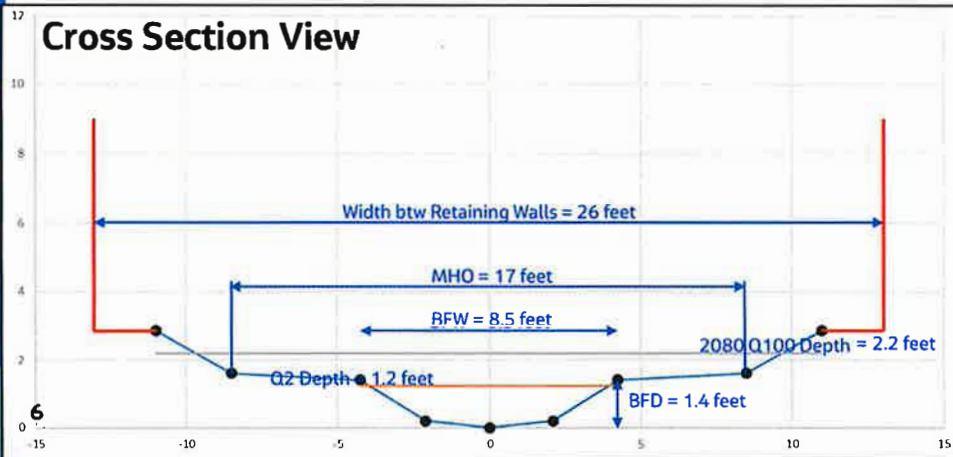
## Proposed Conditions (ALT D)

- Single proposed regrade segment (469 feet long; average gradient 3.6%) with riffle-pool morphology
- Regrade upstream tie-in:
  - 227 ft to existing storm pipe junction
- Structure under SR 305:
  - 151.8 ft long
- Regrade downstream tie-in:
  - ~90 ft beyond SR 305
- 200 ft long daylighting of City's upstream barrier 997966 (760 ft long) and supports design by others to address 997966 (regrade at 0.9% slope)

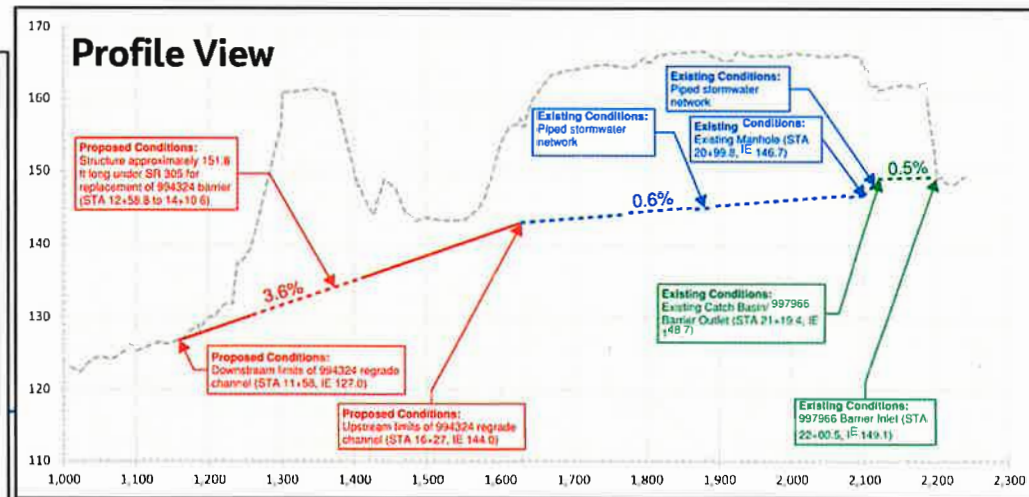


Plan View

## Cross Section View



## Profile View





## City Council Study Session Agenda Bill

**MEETING DATE:** December 17, 2024    **ESTIMATED TIME:** 30 Minutes

### AGENDA ITEM:

(6:45 PM) Discuss Status of Sewer District #7 and Comprehensive Plan Utilities Element Policy Implementation,

**SUMMARY:** Kitsap County Sewer District #7 has indicated it plans to dissolve as a governing body and transfer assets and operational responsibility to another public agency. The management and operation of wastewater services in the south-island area can be more efficiently and effectively operated under one governmental entity rather than two. The city's Comprehensive Plan addresses this issue via policy U 12.8: "Study cooperation (such as shared operations) or consolidation of sewer systems owned by the City and Kitsap County Sewer District 7."

**AGENDA CATEGORY:** Discussion

**PROPOSED BY:** Executive

### RECOMMENDED MOTION:

Endorse implementation of the Comprehensive Plan Utilities Element Policy U 12.8: "Study cooperation (such as shared operations) or consolidation of sewer systems owned by the City and Kitsap County Sewer District #7."

### COMMUNITY ENGAGEMENT AND OUTREACH:

### FISCAL IMPACT:

|                                    |  |
|------------------------------------|--|
| <b>Amount:</b>                     |  |
| <b>Ongoing Cost:</b>               |  |
| <b>One-Time Cost:</b>              |  |
| <b>Included in Current Budget?</b> |  |

### BACKGROUND:

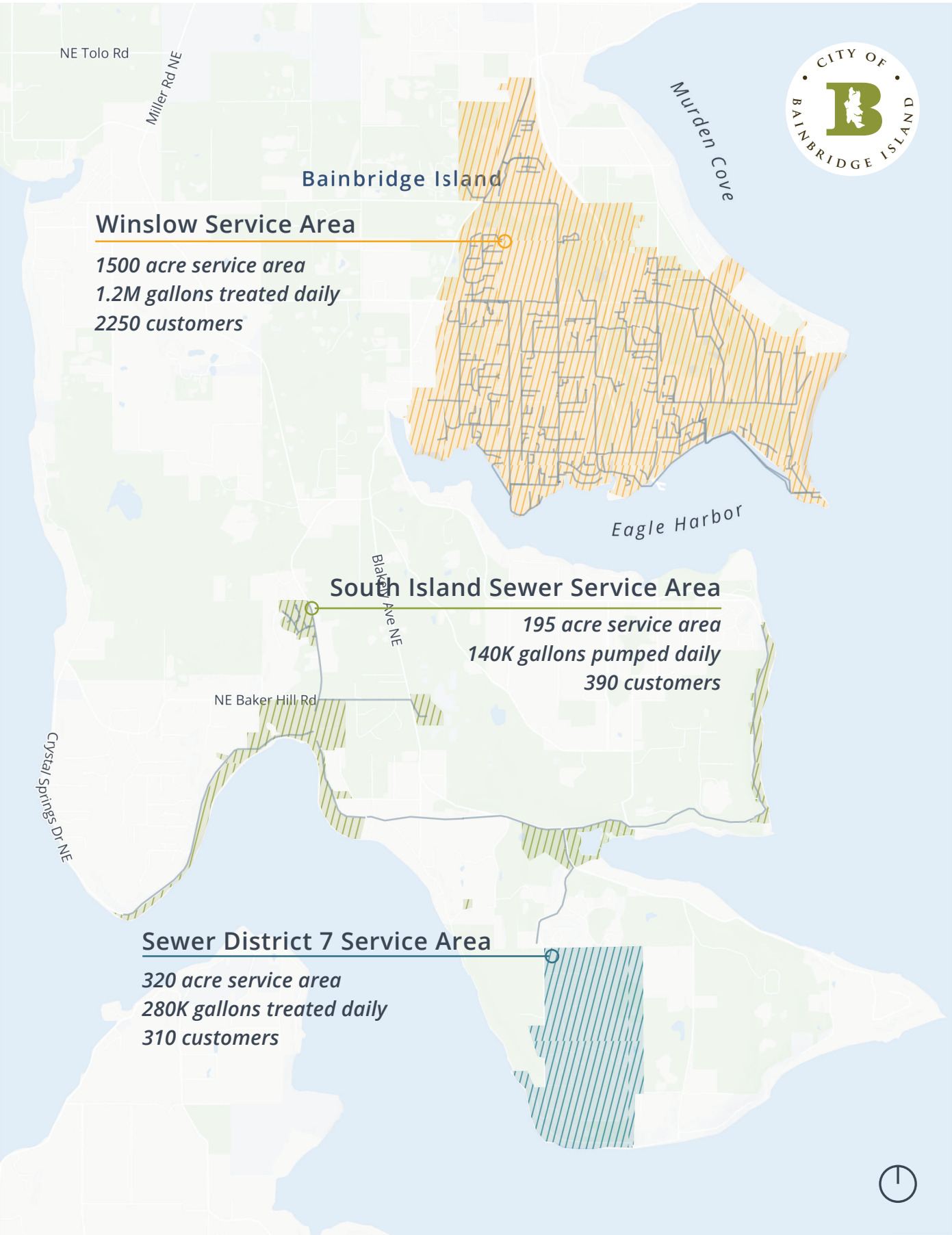
The City of Bainbridge Island operates a Wastewater Treatment Plant that treats approximately 1.2 million gallons of effluent per day along with a collection system that provides service to 2,250 customers in the Winslow area. The city also provides sewer service to 390 customers in the South Island Sewer Service area. Kitsap County Sewer District #7 provides service to 310 customers, plus treats the city's 390 customers. The Kitsap County Sewer District #7 Wastewater Treatment Plan treats approximately 280,000 gallons per day. The city represents approximately 56 percent of the customer base of Kitsap County Sewer District #7.

The city's Comprehensive Plan policy endorses a consolidated or cooperative wastewater system governed by one public agency.

**ATTACHMENTS:**

[Sewer\\_district.pdf](#)

# Bainbridge Island Sewer Service Areas



# Capabilities Comparison

## City of Bainbridge Island

Winslow  
Treatment Plant

*In operation since 1978*

 **1,200,000 gallons  
treated daily**  
*3.6 million gallon  
per day peak capacity*

**2250 customers** 

 **13 Operations +  
Maintenance Staff**

**\$3.6M Annual  
Operating Budget**   
*additional \$525K for SIS*

 **\$143 Monthly Rate**

## Kitsap Public Utility District

Port Gamble  
Treatment Plant

*In operation since 2017*

 **60,000 gallons  
treated daily**  
*100,000 gallon  
per day peak capacity*

**60 customers**   
*240 new customers  
following redevelopment*

**\$240K Annual  
Operating Budget** 

 **\$93 Monthly Rate**

## Kitsap Co. Sewer District #7

Fort Ward  
Treatment Plant

*In operation since 1994*

 **280,000 gallons  
treated daily**  
*140K gallons per  
day from SIS customers*

**700 customers**   
*including 390 South  
Island System customers*

**\$524K Annual  
Operating Budget** 

 **\$70 Monthly Rate**  
*\$100 for SIS customers*

for the operation of

Customers per  
Service Area

