

AGENDA

CLALLAM COUNTY TRAILS ADVISORY COMMITTEE

Clallam County Courthouse, Room 160
223 East 4th St Port Angeles, WA
April 5, 2023 - 1:30 p.m.

****ATTENTION****

Clallam County Trails Advisory Committee meetings will also be available virtually at:

If you would like to participate in the meeting via Zoom audio only, call 253-215-8782 and use meeting ID: 938 0529 7962 and passcode: 12345

If you would like to participate in the meeting via Zoom video conference, visit <https://zoom.us/join> and use Meeting ID: 938 0529 7962 and passcode: 12345

This meeting can be viewed on a live stream at this link: <http://www.clallam.net/features/meetings.html>

Public comment and questions can be directed to County Public Works-Roads at 360-417-2290 or steve.gray@clallamcountywa.gov

A. WELCOME/CALL TO ORDER/ROLL CALL

B. REQUEST OF MODIFICATIONS/ADDITIONS TO AGENDA

C. APPROVAL OF MEETING MINUTES: February 1, 2023

D. ANNOUNCEMENTS/MEMBER UPDATES

Information sharing among members on topics of general interest related to the Olympic Discovery Trail (ODT), Olympic Adventure Trail (OAT), other County trails, or about trails.

E. TRAIL PROJECT AND MAINTENANCE REPORTS

1. ODT improvement/expansion project updates.
2. County Volunteer ODT/OAT Trail Crew Maintenance Project Reports
3. County ODT/OAT Maintenance Project Reports
4. Other ODT/OAT Reports. *Opportunity for sharing among members on highlights of recent trail maintenance and improvement, or new identified maintenance/repair needs.*

F. DISCUSSION AND BUSINESS ITEMS

1. *RAISE Grant Application.* The Puget Sound to Pacific (PS2P) Collaborative RAISE grant application was submitted in February. It includes 34 planning and design components from 13 co-applicants totaling \$16,130,000. Co-applicants include Clallam, Jefferson and Kitsap counties; the cities of Bainbridge Island, Port Angeles, Poughkeepsie, Port Townsend, Sequim, and Forks; the Quileute and Suquamish Tribes; the Port of Port Townsend; and the Washington State Dept. of Transportation. The proposed work addresses gaps, community connections and safety improvements to the Sound to Olympics and Olympic Discovery trails connecting the ferry terminal on Bainbridge Island to the Pacific Coast at La Push. PS2P is the western tip of the 3,700-mile Great American Rail-Trail, and with the connection to the Palouse to Cascades Trail in Seattle will complete a continuous cross-state trail. The complete application can be viewed at: <https://biparksfoundation.org/ps2p-fy2023>

G. PUBLIC COMMENT

H. ADJOURNMENT

Members: Andy Stevenson (Chair), Gordon Taylor (Vice-Chair), Jennifer Reandeau, Justin Zarzeczny (Dept. of Natural Resources), Gary Gleason, Dick Gritman, Kat Sample, Charlie Commeree, Erik Rohrer, Bill Biery, Richard Bloomer, Jim Mraz, Lorrie Mittmann, Wendy Clark-Getzin (Jamestown S'Klallam Tribe) and Liz Cusanelli (U.S. Forest Service). Ex-officio Members: Steve Gray (Clallam County Public Works/Road Department), and Mike French (Clallam County Commissioner)



PUGET SOUND TO PACIFIC

FY2023 RAISE PLANNING GRANT REQUEST

For Gaps, Community Connections and Safety Improvements
on the Olympic Discovery Trail and Sound to Olympics Trail,
the western end of the Great American Rail-Trail.

Grant Request: \$16,130,000

LEAD APPLICANT:

City of Port Angeles, WA

CO-APPLICANTS:

Washington Department
of Transportation
Quileute Tribe
Suquamish Tribe
Clallam County
Jefferson County
Kitsap County

City of Bainbridge Island
City of Forks
City of Port Townsend
City of Poulsbo
City of Sequim
Port of Port Townsend



PROJECT DESCRIPTION

Project Overview

This Puget Sound to Pacific FY23 RAISE application requests approximately \$16,130,000 for planning and design of 34 multi-use trail components for active transportation to address approximately 100 miles of gaps, community connections and safety improvements within the 200+ mile Puget Sound to Pacific (PS2P) trail. The PS2P is the western end of the 3,700-mile Great American Rail-Trail (GART), connecting Bainbridge Island on Puget Sound to the Pacific Coast at La Push, Washington.

The completed PS2P trail network will provide active transportation access to these rural communities facilitate trail-based mode shift, and contribute to economic development. Over 90% of the population of this rural study area is within 3 miles of the PS2P.

The City of Port Angeles, as Lead Applicant, together with twelve co-applicants, seeks FY2023 RAISE funding for planning and design for gaps,

community connections, and safety improvements to help complete this multi-use trail network. PS2P will provide non-motorized access routes to destinations including the Pacific Coast and Olympic National Park for the more than 4 million people in the Seattle metropolitan area and visitors, who are just a ferry ride away from the beginning of the trail. The completed PS2P will provide more opportunities for the health of children, underserved populations and the general public to have active lifestyles with safe and convenient active transportation infrastructure where few connected routes currently exist.

The PS2P trail network consists of Olympic Discovery Trail, the Sound to Olympics Trail, and Community Connections. While each component has independent utility, their cumulative contribution with the whole of the PS2P will create a remarkable experience that enhances safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation in our communities.



Figure 1: Great American Rail Trail,

Source: www.railstotrails.org/greatamericanrailtrail/

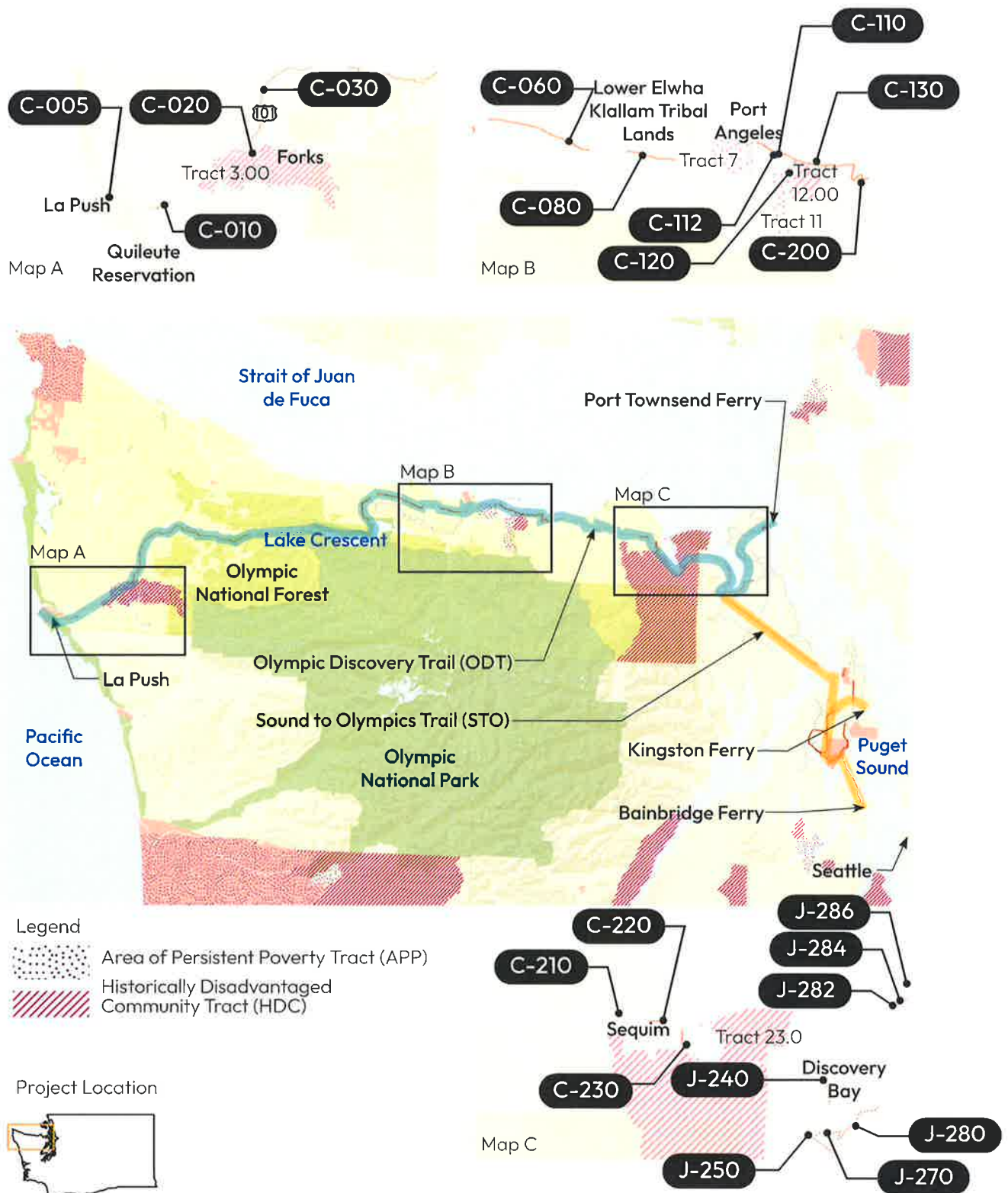


Figure 2: APP and HDC areas within project area. For more extensive detailed maps, see Project Location file or supplemental file entitled 'Component Information.'

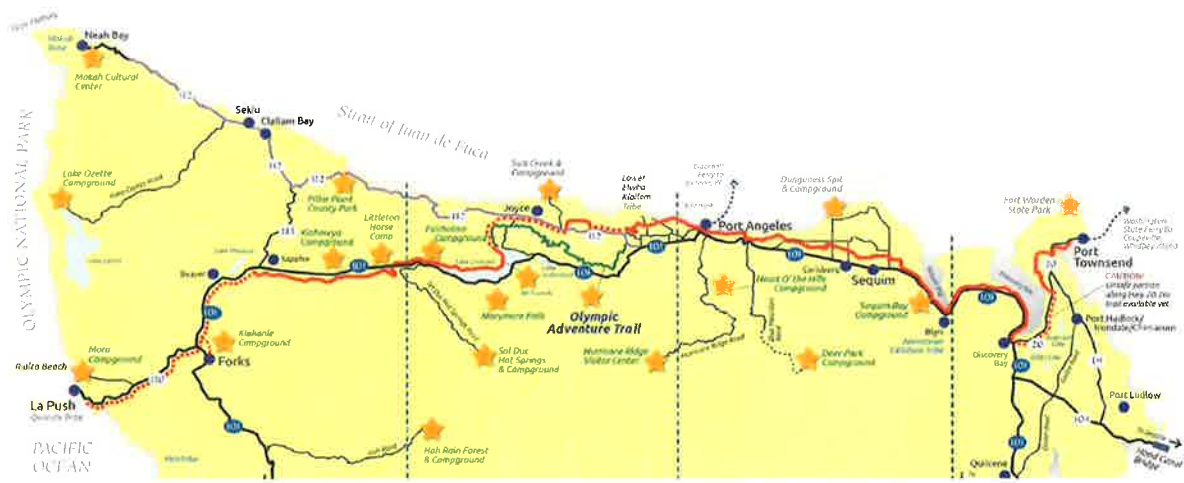


Figure 3: Olympic Discovery Trail, Source: olympicdiscoverytrail.org/explore

Project Location

The Puget Sound to Pacific (PS2P) is a multi-use trail network extending from the Seattle metropolitan area on Puget Sound west to the Pacific Ocean. The PS2P is primarily comprised of two trail systems:

- » The Sound to Olympics Trail (STO) connects to Seattle via Washington State Ferries to Bainbridge Island, crossing Kitsap County to the Hood Canal Bridge, then into Jefferson County to meet the Olympic Discovery Trail. A Community Connector trail connects the Kingston Ferry terminal to the STO at the Port Gamble Forest Heritage Park.
- » The Olympic Discovery Trail (ODT), extends 135 miles west from the Washington State Ferry Terminal in Port Townsend to La Push, the home of the Quileute Tribe, on the Pacific Coast.



Figure 4: Sound to Olympics Trail, Source: biparksfoundation.org/project-highlights/

This regional trail system is included in the Peninsula Regional Transportation Planning Organization's (PRTPO) 2022 TIP summary. The "Peninsula Regional Non-Motorized Connectivity Study" from 2019 identified gaps within the regional system and provided guidance for future projects.



Figure 5: 80 bike riders on the Elwha bridge. The boys are from St. Mary's Academy in St. Marys Kansas on their way to the pacific. Source: olympicdiscoverytrail.org/wp-content/uploads/2022/01/7-5-21-Elwha-Bridge-Jay-Cline-.jpeg

Statement of Work

Planning work under this grant application consists of the following scopes of work:

PREDESIGN STUDIES

Predesign studies are required for many trail gaps to identify locally preferred alternatives that best address constraints and competing needs. Preliminary studies are generally 10% level of design that assess alignment alternatives, develop trail routing to a 10% level, assess environmental assets and constraints, assess existing transportation systems, and determine land ownership. The desired outcome is the selection of a preferred alignment to facilitate funding for Preliminary Engineering, Right-Of-Way Acquisition and Construction. These studies will include a meaningful public engagement process to empower stakeholders and neighbors to participate in the development of a desired outcome.

PRELIMINARY DESIGN

Preliminary Design is 30% level of design that lays the groundwork for Final Design in a chosen trail route. Studies for these trail segments generally will include geotechnical investigations, sensitive

areas investigations, topographic surveys, traffic studies, existing bridge and structure assessments, and collaborative design with the local communities, stakeholders and government.

This level of effort typically results in a report documenting the design process and cost estimate as well as a 30% level plan set.

FINAL DESIGN

Final Design is the 100% level of design for production of Plans, Specifications and Estimate (PSE) as well as the permitting, cost benefit analysis, and bid process.

TYPE, SIZE AND LOCATION STUDIES

Type, Size and Location (TSL) studies per Federal Highway Administration (FHWA) requirements are for bridge structures that have been assessed as requiring replacement or are too narrow to accommodate a trail segment relative to existing vehicular traffic. These reports describe the project, proposed structure(s), cost estimates, other design alternatives considered, and recommendations, as noted in the WSDOT Bridge Design Manual.



Figure 1: Ian Mackay and Nancy Kohn on the ODT, photograph by Don Willott

MERIT CRITERIA

Merit Criteria Overview

	Primary Purpose	RAISE Merit Criteria	Puget Sound to Pacific Response	Rating Self Assessment
A	✓	Safety	The Puget Sound to Pacific (PS2P) trail network protects non-motorized travelers and local communities from safety risks, and incorporates specific improvements identified in USDOT's National Roadway Safety Strategy plan and the state Active Transportation Plan.	High
B	✓	Environmental Sustainability	The completed PS2P will reduce transportation-related greenhouse gas emissions and air pollution by completing multi-use trail routes to service areas and points of interest. Active transportation construction practices per State Environmental Protection Act (SEPA) will avoid adverse environmental impacts to air and water quality, wetlands, endangered species and cultural resources.	High
C	✓	Quality of Life	The completed PS2P will improve public health and well-being by adding new facilities that promote walking, biking, and other forms of active transportation. The PS2P will increase affordable living by reducing reliance on automobiles. It will improve access to places of work, education, worship, business, agriculture, recreation and transit.	High

	Primary Purpose	RAISE Merit Criteria	Puget Sound to Pacific Response	Rating Self Assessment
D		Improves Mobility and Community Connectivity	Trail segments are part of regional transportation plans that were based on community participation as well as data that identifies and addresses gaps in the existing network. The PS2P is designed as Accessible as well as All-Ages Universal Design.	High
E		Economic Competitiveness and Opportunity	Tourism and visitor services are a primary industry in this rural region. In addition to providing local commute and utility trips, the completed PS2P will itself become a destination connecting major tourism locations including Olympic National Park.	High
F		State of Good Repair	PS2P Components continue to create new infrastructure in rural communities that will be maintained in a state of good repair. Trail segments along abandoned road and railroad grades and existing utility easements utilize existing footprint of transportation and utility infrastructure.	High
G		Partnership and Collaboration	The PS2P Project was initiated and pursued as part of a private-public partnership. Project development has supported and engaged diverse people and communities that go above and beyond, including collaboration with Tribes and non-profits. Previous and proposed PS2P segments were accomplished through collaboration with public and/or private entities.	High
H		Innovation	The Great American Rail-Trail is an innovative 3700-mile cross-country collaboration. PS2P shows innovation in collaboration between every level of government, Tribal Nations, and nonprofit organizations. A Wayfinding Component encompasses the entire PS2P and all jurisdictions are envisioned to incorporate GIS and adaptive reality in addition to branding and physical signage.	Medium

Merit Criteria: Safety

SUMMARY

Safety is a primary concern and motivation for the Puget Sound to Pacific (PS2P). Much of the current active transportation infrastructure connecting these communities is a sequence of two-lane rural highways with high traffic volumes and high speeds.

As communities grow, the Puget Sound to Pacific (PS2P) trail network will provide greater safety for active transportation. The PS2P consists of sections of separated multi-use trails that are designed in accordance with guidelines including AASHTO, MUTCD, FHWA Small Town and Rural Multimodal Networks Guide and NACTO¹. Thus, in accordance with USDOT's National Roadway Safety Strategy Plan, the PS2P prioritizes safety, comfort, connectivity and accessibility.

¹ (1) NACTO, National Association of City Transportation Officials, <https://nacto.org/>

PROJECT COMPONENTS

1. Trail On Roadway

The PS2P has segments where users use low traffic volume, low speed rural roadways that are not characterized as having high ADTs and high traffic speeds. These projects require wayfinding and improvements at intersections with busier roads.

The majority of PS2P Components address situations where non-motorized users must currently use the travel lane or shoulders of high volume, high speed highways. In these locations, separated multi-use trails are proposed for safety. Components may be on roadway shoulders, located adjacent to, or within the existing Right-of-Way due to proximity to points of interest or due to lack other feasible options.



Figure 2: John Fleming on State Route 20 at the Eaglemount Gap, photograph by Don Willott

“Yet people walking and biking suffer disproportionately from serious injuries and fatalities when a crash occurs compared to people in vehicles. Moreover, fatalities among pedestrians and bicyclists have been increasing faster than roadway fatalities overall in the past decade,... we need road and street systems that feel safe and are safe for all road users”

USDOT National Roadway Safety Strategy

2. Trail Off Roadway

Some Puget Sound to Pacific (PS2P) components are proposed on former railroad grades, abandoned roadway alignments, other public lands, and right-of-way. These segments typically have not been developed yet due to additional engineering design requirements.

3. Highway Crossings

Non-motorized users are most vulnerable to collisions with motorists at crossings. These projects will improve crossings with planning and studies for measures like tunnels, signing or signalization, and overhead structures.

4. Bridges

Two Components are trail bridges that require replacement/upgrade and others that are new bridges to separate trail users from vehicular traffic. One bridge at the State Route 110 crossing of the Bogachiel River near La Push is a bottleneck for a planned separated multi-use trail off of the highway where bikes and pedestrians are forced into mixing with vehicular traffic in the same lane.

Bridge modifications or replacements will be considered in Type/Size/Location studies. These structures are in place, however have steep access grades and tight corners approaching the bridges. Identifying trail routing for approaches and property location for bridges for increased safety for all ages and abilities.

5. Wayfinding

Wayfinding includes signage to help users connect to and stay within non-motorized facilities. GIS resource searches allow users to access rest stops, accommodations, food, assistance, etc.



Figure 3: Ferry and the Olympics, Source: Don Willott

Merit Criteria: Environmental Sustainability

SUMMARY

Multi-use trails like Puget Sound to Pacific (PS2P) are an essential component of state, regional and local strategies for active transportation and for reducing reliance on motor vehicles for commuting and recreation. PS2P directly supports active transportation and carbon-reduction planning, in alignment with the “Washington State Active Transportation Plan: 2020 and Beyond.” (WSATP)

The multi-use PS2P serves many functions identified in the WSATP, including transportation, recreation, tourism, and access to places for healthy activity and experience of the outdoors. PS2P fulfills state and local planning and policy goals and directives including comprehensive planning for trails and development of new trails, including those that promote multi-day trips.

PS2P promotes environmental sustainability through the completion of a 200-mile multi-use trail corridor and greenway stretching from Puget Sound to the Pacific Ocean. The PS2P fills in gaps between existing trail segments,

and completes key new trail plans like the Sound to Olympics Trail that cross community and jurisdictional boundaries.

Community Connector Components of PS2P link smaller, local trail networks serving communities along the corridor, cumulatively enabling and promoting longer active transportation trips by residents to reach commercial areas, parks and schools, and enhancing trail experiences of visitors.

More than half of all trips in the United States are within a 20-minute bike ride or less, and more than one in four trips are within a 20-minute walk or less, according to the Rails-to-Trails Conservancy (“2017 National Household Travel Survey”). The improvements included in PS2P Project Components will increase the accessibility, convenience, and reliability of non-motorized transportation as a realistic substitute for many of these trips in the study area.

The switch from automobile use to walking or biking results in numerous positive environmental outcomes, including reduced pollution and greenhouse gas emissions (Washington State Active Transportation Plan: 2020 and Beyond). In 2017, motor vehicles, boats, planes, and trains caused the biggest single share of the greenhouse gasses in Washington state (44.6 percent), with personal cars and trucks making up over half of that. Every motor vehicle trip replaced with a walk or bicycle trip is a positive environmental outcome.

Connectivity is key to Washington state carbon reduction goals, and multi-use trails that link communities are identified as an essential element of active



Figure 4: Trestle at Morse Creek,
Source: Don Willott

transportation infrastructure planning.¹ Puget Sound to Pacific (PS2P) fulfills these policy goals by connecting numerous communities along its route.

FISH PASSAGE COORDINATION

PS2P Project Components may be located in areas where the State of Washington has assessed fish passage. This necessitates investigation of opportunities for partnering with state and local agencies.

¹ “Washington State Active Transportation Plan: 2020 and Beyond,” and “Economic, Environmental, & Social Benefits of Recreational Trails in Washington State,” WA State Recreation and Conservation Office, 2020



Figure 5: Cyclists Riding Mountain Bikes with a view of the Olympics, Source: Don Willott

Merit Criteria: Quality of Life

SUMMARY

Cycling, hiking, walking and bird-watching are popular year-round in the Pacific Northwest lowlands, due to its mild marine climate. PS2P delivers quality of life by increasing non-motorized access in the region. The completed PS2P will improve public social and physical well-being by completing a trail network that promotes walking, biking, ebiking and other forms of active transportation and recreation.

LOCAL COMMUTING USE

Project Components within the cities of Port Angeles, Port Townsend, Sequim, Poulsbo, Bainbridge Island and on the Suquamish Nation already contain sections of trail used by the local population for commuting, utility trips, access to schools and other activities within their communities.

Housing prices in Washington state are among the highest in the nation. As the region accommodates a growing population there is a greater need for affordable housing. Cities and towns along

the PS2P are planning for more clustered affordable housing near town centers. PS2P will create greater connectivity, enabling more residents to use active transportation to travel to work, school, and service centers. Components on Bainbridge Island and in Kitsap County serve commuter access to the state and county ferry terminals in Kingston and Bainbridge Island.

LOCAL RECREATIONAL USE

Local trail systems within communities are destinations themselves as they traverse forests and streams, enhanced by coastal and mountain views. Local trail systems serve as linear parks, providing access to nature and to parkland. Trails are designed as All Ages and Abilities facilities that feel protected and safe for people along the alignments and at intersections, enhancing the full social fabric of communities. Trails are equitable and accessible in accordance with U.S. Access Board Guidance and ADA requirements.



Figure 6: 2016 Canoe Journey at Point Julia, Source: Don Willott



Figure 7: The Olympic Discovery Trail on a former railroad bed in Clallam County, crossing the Dungeness River on a historic railroad bridge near the Dungeness River Nature Center, Source: dungenessrivercenter.org

OPPORTUNITIES FOR ENGAGEMENT WITH THE ENVIRONMENT

The quiet and relaxed atmosphere of the trail allows non-motorized users to move through nature. Throughout the route sections of trail immerse the user in natural settings: to see trees and waterways, to hear coastal waters and birds, to feel the effort of traversing the land, and to value the practice of protecting and conserving our surroundings.

logging, rely on local natural resources. Opportunities to learn are vast, and interpretive elements will enrich and educate trail users to better understand other beings, the Earth's processes, and the need to protect habitats.

EDUCATIONAL BENEFITS

The Puget Sound to Pacific (PS2P) trail network traverses land that is sustainably lived on and stewarded by Tribal Nations.

The five Tribal communities participating or supporting PS2P along this route teach us about the Pacific Coastal first people and their long and storied relationships to this land. PS2P travels through and provides view corridors for a range of ecosystems, from marine to rain forest, undammed rivers and glaciated peaks. These habitats are rich with biodiverse life. Industries, particularly fishing and

Merit Criteria: Mobility and Community Connectivity

SUMMARY

The Puget Sound to Pacific (PS2P) prioritizes Mobility and Community Connectivity through all its component projects. Trail segments are part of Transportation Improvement Plans that were based on community participation as well as data that identifies and addresses gaps in the existing network. Trails are designed as accessible as well as All-Ages Universal Design.

DESTINATION FOCUSED

The trail segments are part of a larger nationwide and statewide trail network that enables a non-motorized tourist to travel from Seattle across Bainbridge Island, and the Kitsap and Olympic Peninsulas to the Pacific Coast over approximately 200 miles. The trail along the north side of the Olympic Peninsula overlooks the Strait of Juan de Fuca, with

Canada beyond on one side, and the majestic Olympic Mountain range on the other. Close to the trail, shops, farmland, marinas, inns and preserved open space enrich the trail experience.

PROJECT COMPONENTS

1. Trail On Roadway

Some components provide separation from higher volume/higher speed highway users with additional safety measures like jersey- barriers between the vehicular highway shoulder and the trail, thus filling gaps in the protected facility trail network and facilitating non-motorized users' mobility.

2. Trail Off Roadway

These shared use facilities are designed as All Ages and Abilities facilities, promoting a user sense of safety along



Figure 8: Governor Jay Inslee on the Sound to Olympics Trail, Source: Douglas Crist

the alignment and at intersections. Trails are Accessible in accordance with U.S. Access Board Guidance and ADA requirements.

The width is typically 10 to 12 feet wide to have ample room for safety and emergency vehicle access. Railroad grades are typically not steep, but other sections of trail traversing hills need to be graded to have less than 5% slope, or up to 8% in short, ramped segments. The trail is paved to provide a smooth, long-lasting surface that can be used by everyone with all levels of mobility.

3. Highway Crossings

Where trails cross highways with high annual daily traffic (ADTs) and speeds, non-motorized crossings are best located with vertical separation using a non-motorized overpass or a tunnel,

especially where envisioned as an All Ages and Abilities facility.

At-grade crossings using striping, signing and additional signalization can also be developed to improve connectivity in concert with improved safety.

4. Bridges

Two components require bridges to complete the protected facility trail network.

5. Wayfinding

Wayfinding is the most visible component of an integrated trail system with directional trail signs and educational signs. Trail networks can be navigated with maps as well as GIS real-time applications that are envisioned in the Wayfinding projects.



Figure 9: Washington State Ferry with Seattle's Space Needle, Credit: Don Willott

Merit Criteria: Economic Competitiveness and Opportunity

SUMMARY

Recreational and multi-use trails are a major economic driver in Washington state, contributing more than \$8.2 billion to the state economy every year, including \$3.14 billion in labor income via 81,000 jobs annually.¹ The completed Puget Sound to Pacific (PS2P) trail network will leverage and capitalize this economic engine in the three Washington counties represented in the RAISE grant, and in their respective Tribal and non-tribal communities served by the PS2P route.

TRAIL EXPERIENCE

The Puget Sound to Pacific (PS2P) trail network extends and enhances access to the area's wealth of celebrated public lands and other natural areas including rugged coastlines, snow-peaked mountains, lush rainforests and scenic plains and valleys on the Olympic and Kitsap peninsulas and Bainbridge Island of Western Washington.

Participation will increase as PS2P gaps are completed, community connections built, and the finished trail promotes longer and farther-reaching trips by local residents and visitors, compounding economic benefits at every level.

ECONOMIC ACTIVITY AND JOBS

An estimated 292 million total annual destination "user days" are now spent on trails within Washington state, with concomitant spending by trail visitors and users. Spending related to trail use (both day and overnight trips)

1. Source: "Economic, Environmental, & Social Benefits of Recreational Trails in Washington State," WA Recreation and Conservation Office, 2020.

"People come to the Olympic and Kitsap peninsulas to enjoy active recreation which directly supports the essential tourism economy, creating incentives to expand biking and walking opportunities and the ability to arrive and depart without needing a car... Efforts to complete the Olympic Discovery Trail, expand the network built on that trail, and increase multimodal access to and from the national park and forest support many regional objectives including economic vitality."

page 83, Regional Transportation Plan 2040 by the Peninsula Regional Transportation Planning Organization

presently accounts for 1.45 percent of the Washington state Gross Domestic Product – 11 times more than commercial logging, and 7 times more than brewing (Ibid).

Primary direct economic benefits accrue from consumer surplus spending, which is money spent on trail experience-related goods and services like restaurants, lodging and outdoor equipment. Much of this spending remains in the local economy with positive supply-chain and consumption effects across all sectors, circulation and re-circulation of spending throughout the economy known as the "multiplier effect."

DIRECT SPENDING RELATED TO TRAIL USE

Locally, Washington residents spend an average of 38–42 days per person engaged in recreational and non-motorized trail use, with concomitant

consumer spending at services related or adjacent to outdoor recreation areas. (Ibid.)

Meanwhile, tourism accounts for approximately 13 percent of all employment and businesses in the counties served by the PS2P, and represents a significant economic growth opportunity.²

Improved trail connectivity will attract more out-of-area visitors to use the trail network for long-distance or multi-day outdoor recreation activities. This in turn stimulates economic activity through new spending in communities along the trail corridor.

One study suggests that Olympic Peninsula counties (the westernmost two counties on the PS2P) could see \$460,950 to \$850,560 of new annual local economic activity from each additional \$1 million in visitor spending through demand for local goods and services. (Ibid.) When a tourist pays for a local hotel, that business pays employees and other local businesses that support its operations. The induced economic contribution reflects the degree to which each dollar spent recirculates in the region. State and local taxes also see a boost, as well as employment (full-year job equivalents). (Ibid.)

SECONDARY ECONOMIC BENEFITS

Indirect or secondary economic benefits accrue from the siting of new commercial ventures in areas served by trails, and provide additional benefits to residents.

HEALTH SAVINGS

Research has shown that access to recreation, walkable transportation networks, and connected communities

2. Source: Peninsula Regional Non-Motorized Connectivity Study, Parametrix, 2019.

provide additional benefits to residents. People living in walkable neighborhoods engage in 35 to 45 minutes more moderate-intensity physical activity per week and are substantially less likely to be overweight or obese (controlling for socioeconomic factors) compared to those living in non-walkable areas. (Ibid.) Similarly, when measuring the association between natural amenities and physical activity, areas with high levels of natural resources also have higher levels of access to those natural resources like trailheads and bike facilities.

Health and wellness impacts resulting from access to recreation, walkable transportation networks, and connected communities can be measured in terms of stress reduction, which can lower healthcare costs and increase workplace productivity. One study finds an estimated \$21M in health savings annually from present trails use by residents across the three counties of the PS2P region.³ Another often cited study also found that “every \$1 invested in trails resulted in \$2.94 of savings in health care costs.” With the rising cost of medicine, this benefit has likely matched or exceeded the cost of growth in trail development.⁴ Statewide, physical activity associated with trail use results in more than \$390 million of health savings annually.⁵

3. Source: “Economic, Environmental, & Social Benefits of Recreational Trails in Washington State,” WA Recreation and Conservation Office, 2020.

4. Source: “A Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails,” National Institute of Health Library of Medicine, 2005.

5. Source: <https://rco.wa.gov/reports-and-studies/recreation/benefits-of-recreational-trails/>

Merit Criteria: State of Good Repair

SUMMARY

State of Good Repair is a primary purpose of the Puget Sound to Pacific (PS2P) Project. PS2P Project Components will create new infrastructure in remote communities that will be designed in order to be maintained in a state of good repair.

WHO IS RESPONSIBLE?

The Model Maintenance and Operations Guidelines will provide a standardized approach for timely maintenance of emergent issues, as well as programmed evaluation and upkeep or replacement of aging infrastructure. Continuity across the PS2P network will benefit visitors and residents, while prolonging the infrastructure life-cycle investments.

Cities maintain segments of the trail in their areas, including Port Angeles, Sequim, and Bainbridge Island. Olympic National Park maintains the segments at the northwest corner of the park.

Other segments are maintained by volunteer organizations like Peninsula Trails Coalition (PTC), which organizes work parties and Adopt-A-Trail Program. PTC also provides rented portable restroom facilities.

On Bainbridge Island, the greenway corridor is being restored and maintained through a public-private partnership between the Bainbridge Island Parks and Trails Foundation and the City.

MAINTENANCE REQUIREMENTS

Trail maintenance includes cleaning paved surfaces of vegetation, leaves and debris, as well as maintaining paved surfaces damaged by root intrusion and routine wear. The gravel shoulders of the trail also require regular maintenance to remove noxious weeds.

Trail sections that include adjacent drainage swales and culverts require regular maintenance.

Maintenance includes repairs of trail structures, graffiti removal, and sign replacements. Evaluation and programming of PS2P infrastructure life-cycle costs will help the jurisdictions plan for and implement timely repairs and replacement.

Clallam County Road Dept. General Maintenance Expenditures 2016 - Present	
Year	General Maintenance Expenditures*
2016	\$83,256
2017	\$67,110
2018	\$103,875
2019	\$173,020
2020	\$134,762
2021	\$182,420 (YTD)*
6-YEAR TOTAL	\$744,443 (2016 - Sept. 2021)



Figure 10: Olympic Discovery Trail Briefing

Merit Criteria: Partnership and Collaboration

SUMMARY

Puget Sound to Pacific (PS2P) demonstrates collaborative planning between the traveling public, community leaders, advocates, and state, Tribal and local governments, to form a regional and community multi-user trail network.

This grant application was initiated and funded by a coalition of trail-related nonprofits, which have, in turn, collaborated with community members and organizations in their communities to support the Sound to Olympics Trail and the Olympic Discovery Trail as well as community connectors. PS2P is greater than a sum of its parts, including years of planning by all participating stakeholders.

The collaboration includes distinct and integrated underserved communities. Many of the practices outlined in the USDOT's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide have been implemented as outlined in section 4.1 of the guide, in the development of the existing PS2P. Jurisdictions managing project Components as co-applicants will be required to sign interlocal agreements including the commitment to following these Promising Practices, as outlined in the guide, and will report on Engagement Outputs and Outcomes.

Project Components dedicated to network development expand this project for greater coordinated impact. Trails will help build connections between isolated Tribal reservation land, affordable housing and business centers as well as essential transit hubs, such as rural bus routes and ferry terminals.

Because a high percentage of the gap components align with Washington State Highways, local jurisdictions are partnering with WSDOT under the Complete Streets Program. New Washington state legislation (RCW 47.24) directs the Department to incorporate "Complete Streets" features for certain specified projects.

Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables access along and across the street for all people, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets prioritizes more comfortable and equitable, context-sensitive network connectivity for all roadway users through close coordination with our local partners and stakeholders. This is aligned with WSDOT's policy and commitment to develop and maintain an interconnected and integrated multimodal transportation system that provides all Washington travelers with safe, sustainable, and equitable access. Under ESSB 5974 (2022), the Legislature directed the Department to incorporate the principles of Complete Streets on all projects to be constructed on state highways routed over city streets with an estimated cost of \$500,000 or more.



Figure 11: North STO Open House,
Credit: Don Willott

Merit Criteria: Innovation

SUMMARY

The Puget Sound to Pacific (PS2P) Grant presents project components that in total and individually demonstrate innovation.

The Great American Rail Trail (GART) route from Washington DC to the Pacific Coast is a breakthrough concept for nonmotorized travel. Every effort to complete this route facilitates alternative transportation connectivity, and PS2P will help realize the westernmost 200 miles of the trail, connecting three rural counties to the Greater Seattle metropolitan area.

The PS2P stretch of the GART is different from the majority of the nationwide trail in that it provides connectivity through an area that was historically dominated by marine transportation. This route has only a short stretch of logging-related legacy existing railroad routes for trail development, demanding a different kind of planning for the missing 100 miles of trail than other places along the GART. Geographic features such as Hood Canal, the Olympic Mountain range, Olympic National Park and Olympic National Forest, limit human development in this area. Towns and small cities create a string of business and residential areas along land that provided sustainable living to a similar string of Native American communities for thousands of years. PS2P will enhance alternative connectivity in this area that is 200 miles long and dominated by bodies of water of the Salish Sea and Pacific Ocean.

PS2P is transformative because it creates deep regional partnerships, initiated with management and funding support through a nonprofit coalition. With RAISE funding, this regional network

will compound collaboration to support the planning and construction of all the gaps in the PS2P route. The PS2P shows innovative promise as a kind of public-private partnership that can help deliver this complex cross-jurisdictional project.

As electric bikes become affordable low-carbon replacements for everyday cars, PS2P enhances the environment for e-bike use by providing safe separated trails for all-ages-all-abilities. The popularity growth of e-bikes is not yet being matched by the development of safe infrastructure for their use, especially for young and elderly populations.

Projects will also include universal wayfinding to provide consistent, clear, and accessible guidance for users in the comprehension of route connectivity and network opportunities.



Figure 12: Great American Rail Trail,
Source: www.railstotrails.org/greatamericanrailtrail/



PROJECT BUDGET

Funding

These jurisdictions have come together to request grants to perform the next critical steps for these challenging segments of the Puget Sound to Pacific (PS2P) trail network.

The following jurisdictions and Tribes provided grant funding requests for Predesign (10%) Studies, Preliminary (30%) Design, and Final (100%) Design:

- » City of Port Angeles (C-110, C-112, C-120, C-130)
- » City of Poulsbo (K-390)
- » City of Sequim (C-210, C-220, C-230)
- » Clallam County (C-010, C-030, C-034, C-040, C-060, C-080, C-200)
- » Port Gamble S'Klallam Tribe (K-330, K-340)

The following jurisdictions plan to secure local funding over the duration of the grant if this grant request is approved. Predesign (10%) Study costs were estimated based on anticipated trail alignment(s) and site conditions, including sensitive areas and traffic engineering.

Preliminary (30%) Design and Final (100%) Design costs were primarily based on prior studies.

- » City of Bainbridge Island (KB-410, KB-420, KB-430, KB-440)
- » City of Forks (C-020)
- » City of Port Townsend (J-284, J-286)
- » Jefferson County (J-240, J-250, J-260, J-280, J-290)
- » Kitsap County (K-360, K-370, K-380)
- » Port of Port Townsend (J-282)
- » Quileute Tribe (C-005)

Jurisdiction's projects also have or will have additional Federal and non-Federal Funds. For example:

- » City of Port Angeles Race Street Complete Streets projects have FLAP funding.
- » Jefferson County Discovery Bay Trail Gap at Salmon Creek (US101) has Washington State Recreation and Conservation Office's Washington Wildlife and Recreation Program grant funding.

Table 1. Component Budgets per Project (Sorted by Census Tract)

Component Number	Component Description and Jurisdiction(s)	Length of Trail Segment (miles)	Component Cost (in Thousands of Dollars)			
			Predesign (10%) Study	Preliminary (30%) Design	Final (100%) Design	TSL
Census Tract No. 4			Total: 1,800			
C-005	La Push Tribal Trail Network Quileute Tribe	0.3	250			
C-010	Bogachiel River Crossing (SR110) Clallam County Public Works	0.1				600
C-020	City of Forks Trail Segment (US101) City of Forks	1.0	200			
C-030	Forks City Limit to Sappho Trail Segment (HW110) Clallam County Public Works	11.0		500		
C-034	Sappho to Camp Creek Trailhead Trail Segment (HW110) Clallam County Public Works	8.2	250			
Census Tract No. 6			Total: 1,950			
C-040	Waterline Rd Trail Segment Clallam County Public Works	5.0		450	600	
C-060	Gossett Rd to Thompson/Onella Rd Trail Segment Clallam County Public Works	7.0		500		
C-080	Freshwater Bay Rd to Elwha River Trail Segment Clallam County Public Works	4.5		400		
Census Tract No. 10			Total: 1,800			
C-110	Race Street Complete Street Ph II: 8th St to Front St Port Angeles	0.55		400	800	
C-112	Race Street Complete Street Ph III: Front St to ODT Port Angeles	0.3	200	400		
Census Tract No. 13			Total: 600			
C-120	Gales Addition Connector	0.3	200	400		

Table 1 (con't). Component Budgets per Project (Sorted by Census Tract)

Component Number	Component Description and Jurisdiction(s)	Length of Trail Segment (miles)	Component Cost (in Thousands of Dollars)			
			Predesign (10%) Study	Preliminary (30%) Design	Final (100%) Design	TSL
Census Tract No. 7, 9, 13			Total: 1,000			
C-130	Port Angeles Waterfront Trail Renovation and Sustainability Study Port Angeles	3.5	400	600		
Census Tract No. 14			Total: 450			
C-200	Bagley Creek Bridge Replacement Clallam County Public Works	0.1				450
Census Tract No. 21			Total: 750			
C-210	East Fir St Trail Rehabilitation City of Sequim	0.6		300	450	
Census Tract No. 20			Total: 250			
C-220	Keeler Road Multi-Use Path City of Sequim	0.8		100	150	
Census Tract No. 23			Total: 400			
C-230	Johnson Creek Bridge Replacement City of Sequim	0.1				400
Census Tract No. 901			Total: 650			
K-330	Hansville Rd Trail, SR-104 to Casino Port Gamble S'Klallam Tribe and Kitsap County	2.5	475			
K-340	Little Boston Rd Trail Port Gamble Tribal Community to Hood Canal Drive NE Port Gamble S'Klallam Tribe and Kitsap County	1.0	175			

Table 1 (con't). Component Budgets per Project (Sorted by Census Tract)

Component Number	Component Description and Jurisdiction(s)	Length of Trail Segment (miles)	Component Cost (in Thousands of Dollars)			
			Predesign (10%) Study	Preliminary (30%) Design	Final (100%) Design	TSL
Census Tract No. 907, 908			Total: 900			
KB-410	STO - Agate Pass Bridge to Koura Rd, and Sportsman Club Rd to Madison Ave (SR305) City of Bainbridge Island	4.5		500		
KB-420	STO - Koura Rd to Sportsman Club Rd (SR305) City of Bainbridge Island	0.8			400	
Census Tract No. 909			Total: 800			
KB-440	STO- Highschool Rd Crossing (SR305) City of Bainbridge Island with WSDOT	0.1			400	
KB-430	STO - Sakai Park to Madison Ave (SR305) City of Bainbridge Island	0.75			400	
Census Tract No. 902			Total: 400			
K-360	Central STO - Poulsbo to Port Gamble Forest Kitsap County	3.0	400			
Census Tract No. 9401			Total: 1,000			
K-370	Suquamish to Kingston Non-Motorized Community Connector Route Kitsap County	6.5	500			
K-380	South STO - Poulsbo to Agate Pass Bridge Kitsap County	3.2	500			

Table 1 (con't). Component Budgets per Project (Sorted by Census Tract)

Component Number	Component Description and Jurisdiction(s)	Length of Trail Segment (miles)	Component Cost (in Thousands of Dollars)			
			Pre-design (10%) Study	Preliminary (30%) Design	Final (100%) Design	TSL
Census Tract No. 905.01			Total: 500			
K-390	Poulsbo STO Segment City of Poulsbo	1.0	500			
Census Tract No. 9506.1			Total: 1,830			
J-240	Old Highway 9 Trail Segment Jefferson County Public Works	1.6		500	700	
J-250	Discovery Bay Trail Gap at Salmon Creek Jefferson County Public Works	0.3		80		
J-270	Fairmount Road Trail Gap Jefferson County Public Works	1.9	250			
J-280	Eaglemount Trail Gap Jefferson County Public Works & City of Port Townsend	3.4	300			
Census Tract No. 9506.01			Total: 800			
J-282	Port Townsend Connector: Larry Scott Trail to Park-n-Ride, Port of Port Townsend City of Port Townsend	0.7	250			
J-284	Port Townsend Waterfront Trail Segment: Port of Port Townsend Marina to Ferry City of Port Townsend	1.0	300			
J-286	Port Townsend Trail Segment to Fort Warden State Park City of Port Townsend	1.7	250			
Census Tract No. 9505, 9503			Total: 250			
J-290	West STO: Jefferson County Hood Canal Bridge to ODT (SR104) Jefferson County Public Works	20.0	250			



Figure 1. The Larry Scott section of the Olympic Discovery Trail near Port Townsend was reconstructed this spring for safety. Source: Don Willott

PROJECT READINESS

Technical Capacity Assessment

The City of Port Angeles as Lead Applicant has a successful track record for delivering projects in compliance with Federal requirements. Recently completed projects and projects underway include:

- » 2015 Boating Infrastructure Grant (BIG) Tier II Grant. U.S Fish & Wildlife administered by Washington State Recreation Conservation Office
- » 2015 Federal Lands Access Program (FLAP) design grant
- » 2019 FLAP construction grant \$2.0M
- » 2022 \$8.6 million federal grant from the Department of Transportation Maritime Administration Port Infrastructure Development Program

The City also has extensive experience administering state transportation funds.

Lead Applicant anticipates assigning current city staff with relevant project experience, as well as new-hires made possible by RAISE grant funding for the Project and Components.

Past Successes

Trail projects have been successful due to the cooperation of many partners, from Washington State agencies like WSDOT Department of Fish and Wildlife (WDFW) and the Recreation & Conservation Office (RCO) to local counties and volunteer groups like the Peninsula Trails Coalition.

In Clallam County, the ODT has been completed from Blyn to the Elwha River passing through Sequim and Port Angeles. Other sections west of Lake Crescent have also recently been finished. A section located on the Spruce Railroad Trail on the north shore of Olympic National Park's Lake Crescent is complete including reopening of two of the original tunnels.

In Jefferson County, other completed sections of the Olympic Discovery Trail (ODT) include the 7.7-mile Larry Scout Trail near Port Townsend. Jefferson County was recently awarded a \$1 million appropriation by the State of Washington for further planning, acquisition, and development of the ODT between Discovery Bay and the terminus of the Larry Scott Trail.



Figure 2: STO Grand Opening. Credit: Don Willott

In Kitsap County, the first mile of the Sound to Olympics Trail (STO) on Bainbridge Island was made possible with grants from the Puget Sound Regional Council. This first/last mile of the trail connects to Washington State Ferries largest capacity route. Through a conditional use permit, a development adjacent to SR305 funded the next short section of the STO.

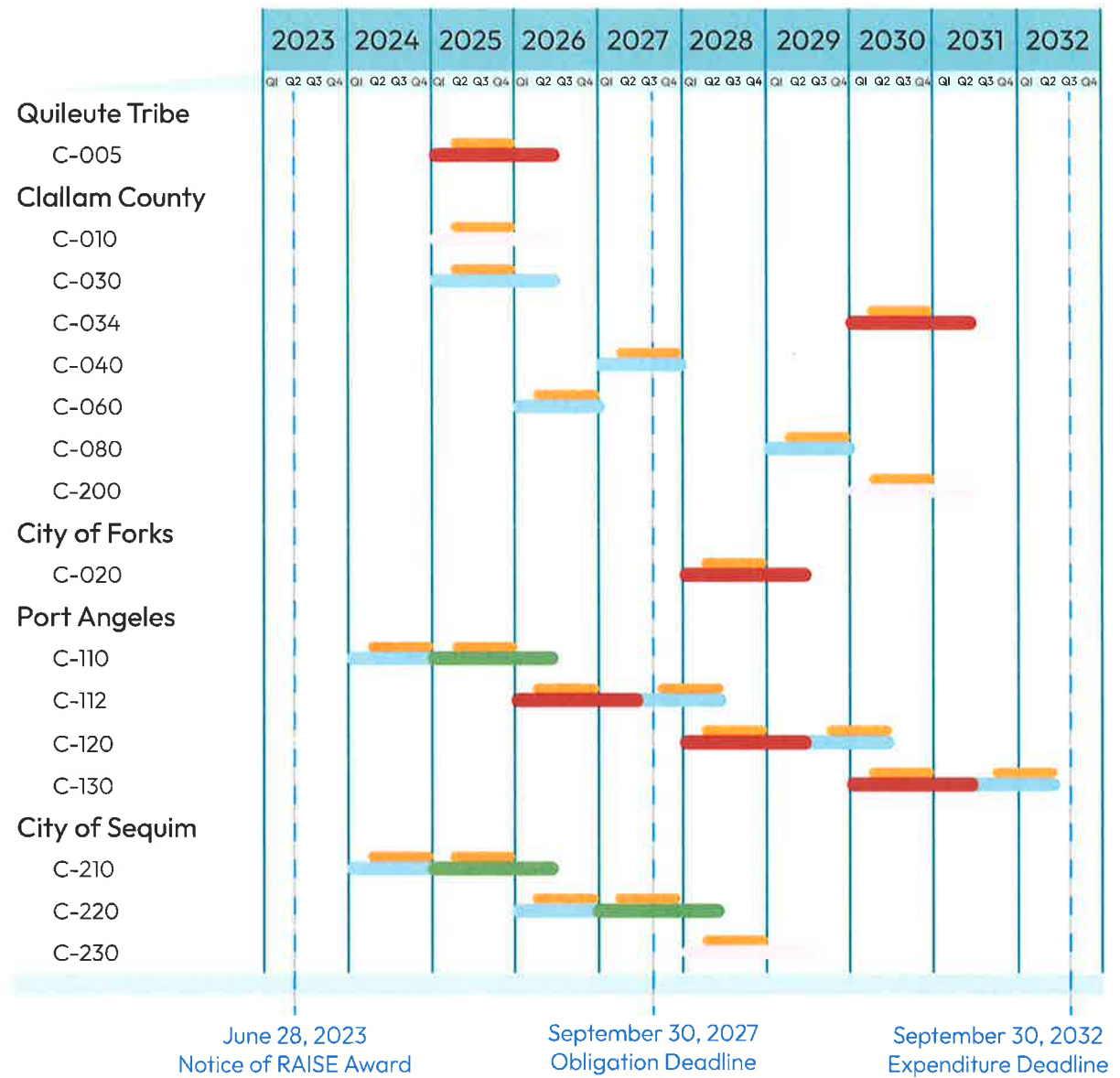
The \$10 Million Murden Cove, a joint WSDOT and Washington State Department of Natural Resources (DNR) project, is replacing a box culvert with a bridge and stream restoration to support endangered salmon passage. This bridge design provides space for a shared-use path.

In Poulsbo, a City-WSDOT project funded a roundabout on the heavily traveled SR 305, with Complete Streets planning creating a tunnel and sections of the Sound to Olympics Trail. Poulsbo has built or secured funding for the entire STO within its city limits.

Kitsap County's efforts include acquisition of the 3,500 acre Port Gamble Forest Heritage Park. A Kitsap Public Facilities

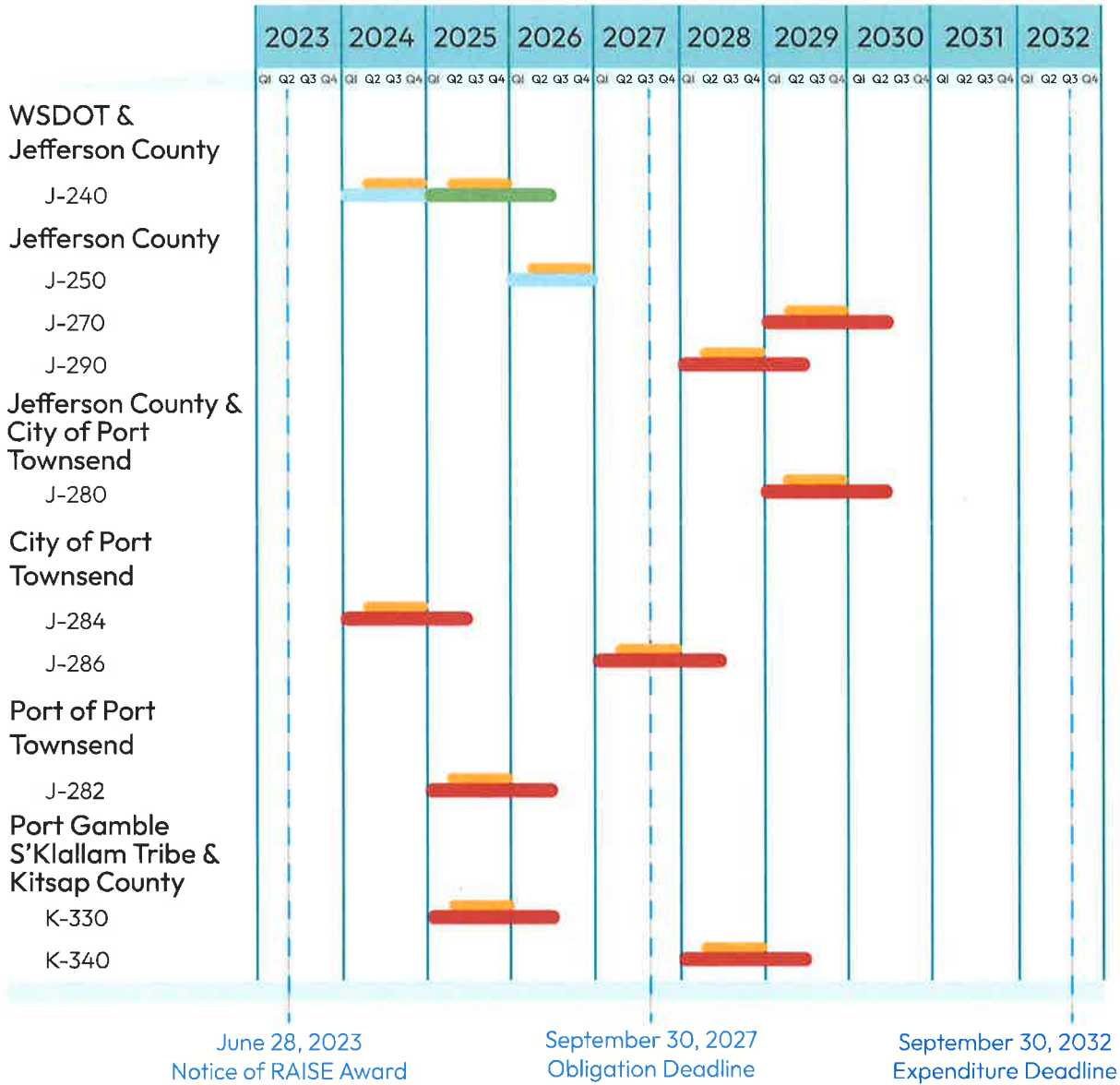
District Grant funded a 1-1/2 year master plan and guidelines study. The STO preferred route uses six-miles of former logging roads.

Figure 3: Detailed Project Schedule (see Table 2 under Budget or supplemental file 'Component Information' for more information on Project Components)



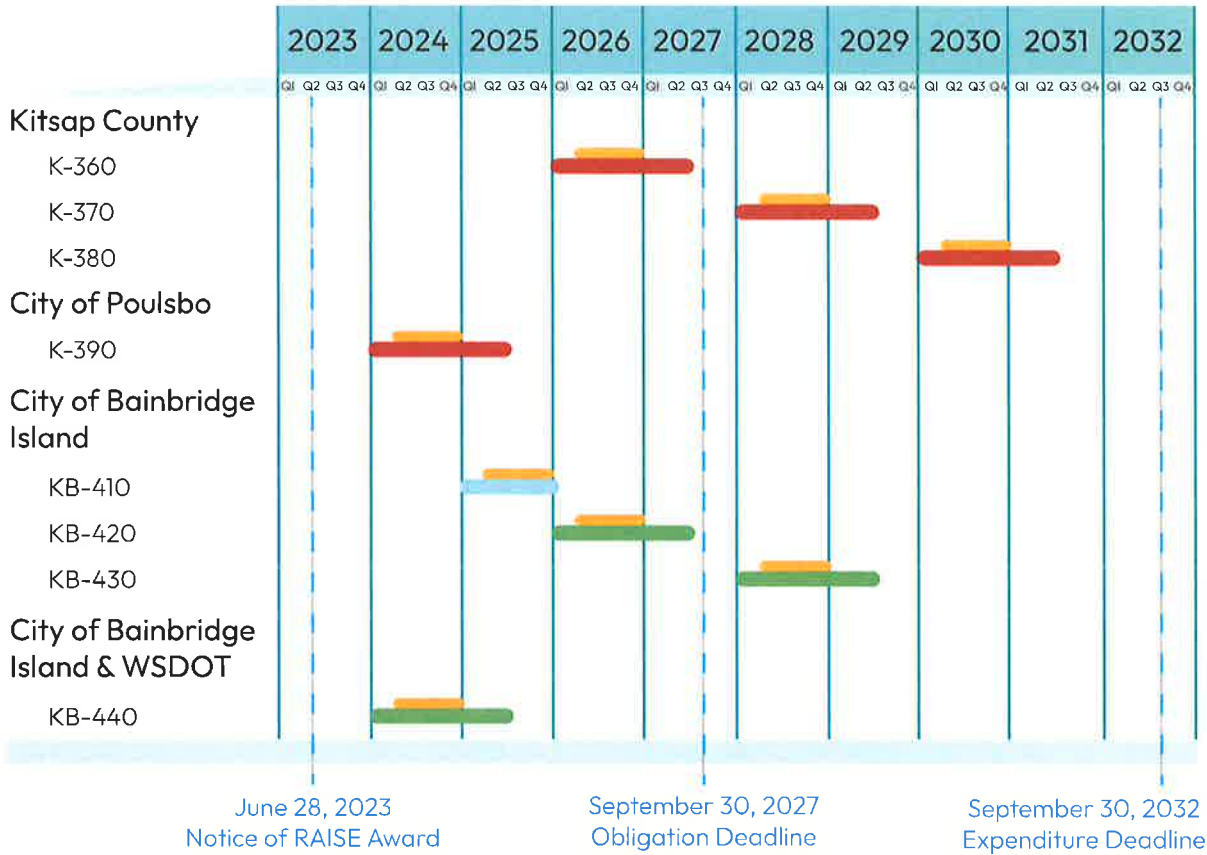
- Public Engagement
- Type, Size and Location
- Predesign (10%) Study
- Preliminary (30%) Design
- Final (100%) Design

Figure 3 (cont.): Detailed Project Schedule (see Table 2 under Budget or supplemental file ‘Component Information’ for more information on Project Components)



- Public Engagement
- Type, Size and Location
- Predesign (10%) Study
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Figure 3 (cont.): Detailed Project Schedule (see Table 2 under Budget or supplemental file ‘Component Information’ for more information on Project Components)



- Public Engagement
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- Preliminary (30%) Design
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Figure 4: Spruce Railroad Trail Opening, Source: olympicdiscoverytrail.org



Figure 1. The Larry Scott section of the Olympic Discovery Trail near Port Townsend was reconstructed this spring for safety. Source: Don Willott

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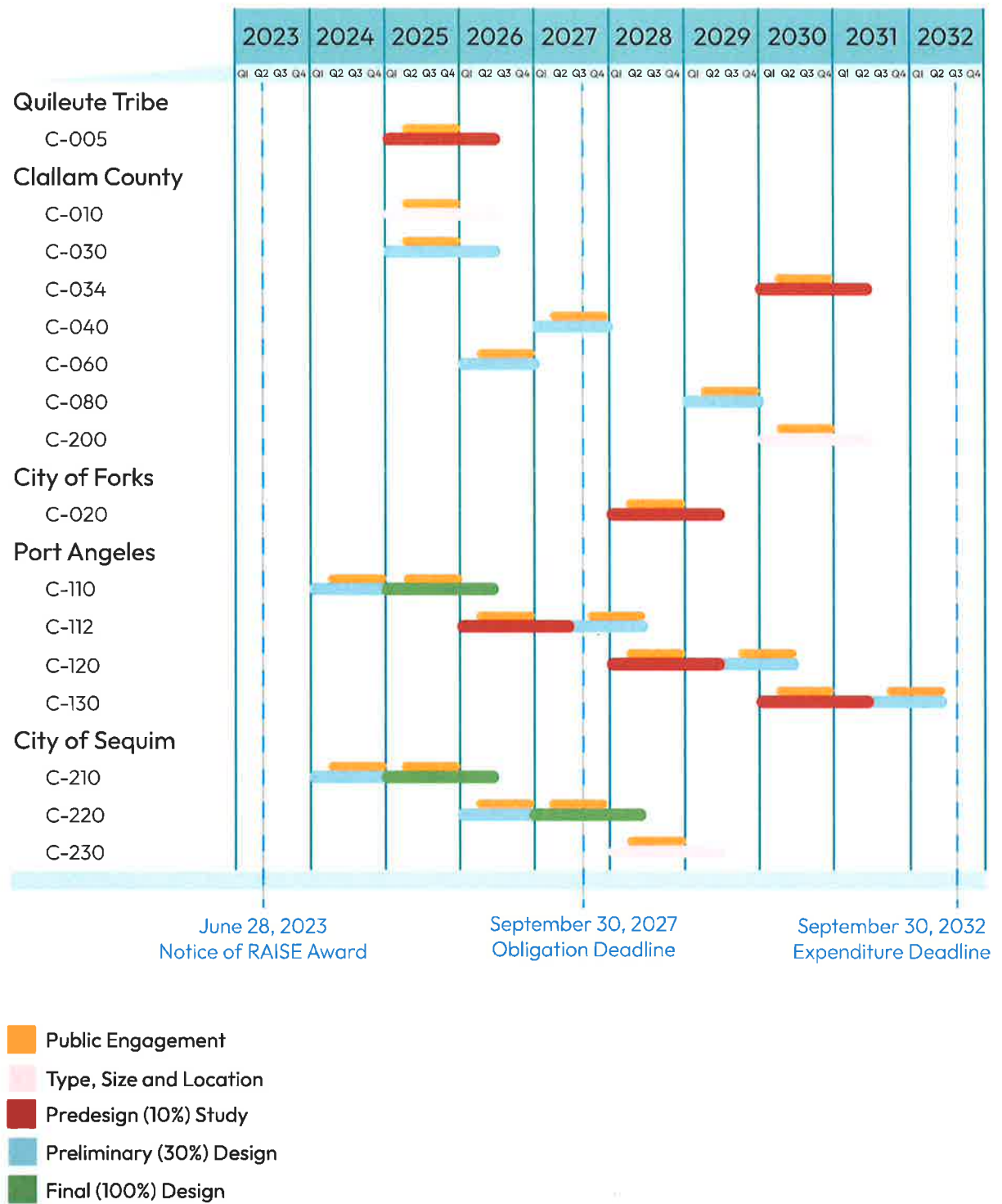
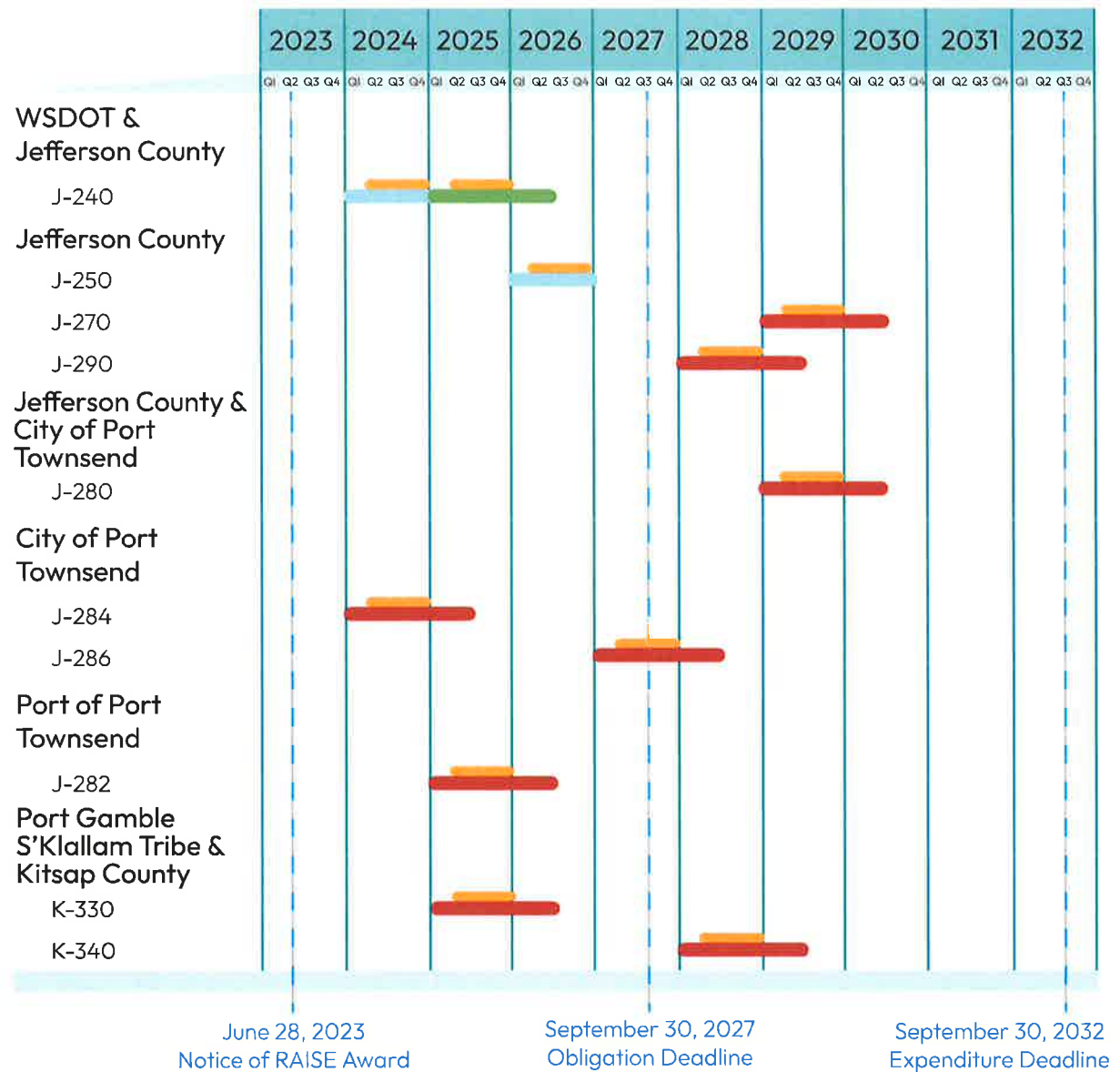


Figure 3 (cont.): Detailed Project Schedule (see Table 2 under Budget or supplemental file 'Component Information' for more information on Project Components)



- Public Engagement
- Type, Size and Location
- Pre-design (10%) Study
- Preliminary (30%) Design
- Final (100%) Design

Figure 3 (cont.): Detailed Project Schedule (see Table 2 under Budget or supplemental file ‘Component Information’ for more information on Project Components)

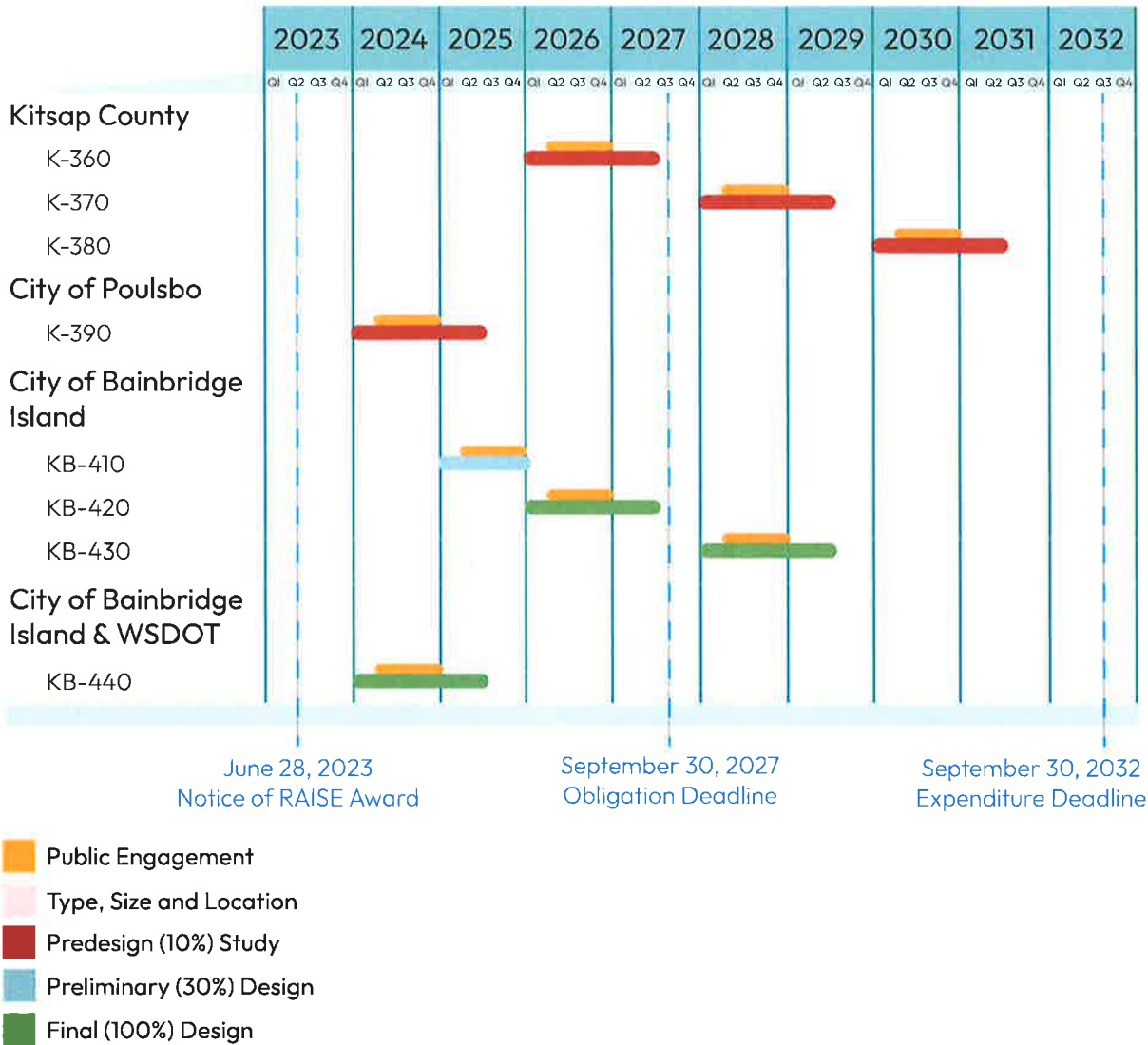


Figure 4: Spruce Railroad Trail Opening, Source: olympicdiscoverytrail.org



The Port Gamble S'Klallam Tribe have worked closely with Kitsap County and the host of other agencies, conservation, and trail organizations to create a greenway for people and habitat, as exemplified by their 2015 blessing ceremony for Port Gamble Mill site clean-up. Photo: Don Willatt

COMPONENT INFORMATION

Table 1. Component List

Component Number	Component Title	Jurisdiction(s)	Census Tract	Length of Trail segment (miles)	Component Type
C-005	La Push Tribal Trail Network	Quileute Tribe	4	0.3	Predesign (10%) Study
	Description: Predesign Study for extension of separated path into the town center and community connectors to Quileute Tribe community facilities.				
C-010	Bogachiel River Crossing	Clallam County Public Works	4	0.1	TSL
	Description: RAISE funds are proposed for a Type Size Location (TSL) Study of the Bogachiel River crossing within the larger proposed 13 mile separated share use trail project between SR110 and La Push. The 13-mile stretch along SR110 (La Push Road) between La Push and US101 is characterized by narrow road shoulders.				
C-020	City of Forks Trail Segment	City of Forks	4	1.0	Predesign (10%) Study
	Description: Connector trail paralleling US101 from Forks' northern city limit to Tillicum Park in Forks.				

Table 1 (con't). Component List

Component Number	Component Title	Jurisdiction(s)	Census Tract	Length of Trail segment (miles)	Component Type
C-030	Forks City Limit to Sappho Trail Segment US101	Clallam County Public Works	4	11.0	Preliminary (30%) Design
	Description: Trail alignment paralleling US101 between the north limits of the City of Forks and Mary Clark Rd near Sappho.				
C-034	Sappho to Camp Creek Trailhead Trail Segment (US101)	Clallam County Public Works	4	8.2	Predesign (10%) Study
	Trail alignment along US 101 between Sappho and the Camp Creek Trailhead in Olympic National Forest.				
C-040	Waterline Rd Trail Segment	Clallam County Public Works	6	5.0	Preliminary (30%) Design and Final (100%) Design
	Description: Olympic Discovery Trail connection along Department of Natural Resources service road from SR112 on the north to the north shore of Lake Crescent at the mouth of the Lyre River, where it connects to the recently completed Spruce Railroad Trail.				
C-060	Gossett Rd to Thompson/Onella Rd Trail Segment (SR112)	Clallam County Public Works	6	7.0	Preliminary (30%) Design
	Description: Trail segment parallel to State Route 112 north of Olympic National Park. The project flanks the town of Joyce, with west project boundary at Gossett Road and the east project boundary at Thompson/Onella Road. State Route 112 is the Strait of Juan de Fuca Highway extending from Port Angeles to Neah Bay at the northwestern corner of the State of Washington.				

Table 1 (con't). Component List

Component Number	Component Title	Jurisdiction(s)	Census Tract	Length of Trail segment (miles)	Component Type
C-080	Freshwater Bay Rd to Elwha River Trail Segment (SR305)	Clallam County Public Works	6	5.0	Preliminary (30%) Design
	Description: Trail segment paralleling SR112 between Freshwater Bay Rd and the Elwha River. State Highway 112 is the Strait of Juan de Fuca Highway extending from Port Angeles to Neah Bay at the northwestern corner of the State of Washington.				
C-110	Race Street Complete Street Ph II: 8th St to Front St	Port Angeles	10	0.55	Preliminary (30%) Design and Final (100%) Design
	Description: Race Street Complete Streets project between 8th St and Front St. Race Street is an important gateway to Olympic National Park, and one of the City's most active arterials. Through grant funding, the City has taken the initiative to develop Race Street into a multi-modal corridor bringing safety and equity for all pedestrians, bicyclists, vehicles and transit users. The first and second phases extend from Front Street to the Olympic National Park Visitor Center in an effort to improve the connection between the ODT and the Hurricane Ridge Visitor Center.				
C-112	Race Street Complete Street Ph III: Front St to Olympic Discovery Trail (ODT)	Port Angeles	10	0.3	Predesign (10%) Study and Preliminary (30%) Design
	Description: Continuation of Race St Complete Streets project north of Front St to connect to Olympic Discovery Trail (ODT) on the city's waterfront.				

Table 1 (con't). Component List

Component Number	Component Title	Jurisdiction(s)	Census Tract	Length of Trail segment (miles)	Component Type
C-120	Gales Addition Connector	Port Angeles	13	0.3	Predesign (10%) Study and Preliminary (30%) Design
	Description: The City has identified a need for a plan for an additional alternate route for the Olympic Discovery Trail (ODT) in the event of a large and lengthy closure of the waterfront portion of the trail. This project explores the options and needs for such an alternate route and allow for connection from the Gales Addition to the ODTI.				
C-130	Port Angeles Waterfront Trail Renovation and Sustainability Study, City Pier to Morse Creek	Port Angeles	12	3.5	Predesign (10%) Study, Preliminary (30%) Design
	Description: Renovation and sustainability improvements of the Olympic Discovery Trail along the waterfront of Port Angeles				
C-200	Bagley Creek Bridge Replacement	Clallam County Public Works	14	0.1	TSL
	Type Size Location (TSL) Study of the Bagley Creek Bridge Replacement				
C-210	East Fir St Trail Rehabilitation	City of Sequim	21	0.6	Preliminary (30%) Design and Final (100%) Design
	Description: E. Fir St. from Sequim Avenue to Blake Avenue The project is for the rehabilitation of a 3,290 linear foot trail segment on East Fir St. between Blake Avenue and Sequim Ave. This segment is currently an on-street section of the Olympic Discovery Trail (ODT). This segment also provides an improved route from the Sequim School District Campus to Carrie Blake Park, a popular community park with amenities including a skate park, playgrounds and various sports fields and courts				

Table 1 (con't). Component List

Component Number	Component Title	Jurisdiction(s)	Census Tract	Length of Trail segment (miles)	Component Type
C-220	Keeler Road Multi-Use Path	City of Sequim	20	0.8	Preliminary (30%) Design and Final (100%) Design
	Description: This multi-use trail segment is on Keeler Rd. between W. Sequim Bay and Olympic Discovery Trail (ODT) in east-central Sequim. This project phase would design a 4,175 linear foot multi-use trail to provide a safe feeder route for Sequim pedestrians and bicyclists from residential and commercial areas of northeast Sequim and greater Clallam County to the Olympic Discovery Trail				
C-230	Johnson Creek Bridge Replacement	City of Sequim	23	0.1	TSL
	Description: The Johnson Creek Trestle is an old railroad trestle bridge and now a part of the Olympic Discovery Trail (ODT) that spans Johnson Creek located east of Sequim. The 410-foot-long trestle was refurbished in 2003 from a former railroad span and opened to pedestrian traffic. A 2022 inspection & analysis report puts a high priority on replacement of bridge components for ongoing safe use.				

Table 1 (con't). Component List

Component Number	Component Title	Jurisdiction(s)	Census Tract	Length of Trail segment (miles)	Component Type
J-240	Old Highway 9 Trail Segment (US101)	WSDOT/ Jefferson Co Public Works	9505	1.6	Preliminary (30%) Design, Final (100%) Design
	Description: This segment of the Olympic Discovery trail on the west side of Discovery Bay reroutes the trail onto abandoned Highway 9 alignment, offset from the heavy traffic of US Highway 101. Current trail users need to walk and ride the shoulder of busy US Highway 101, or use alternative transportation like public transit. This component proposes separated trail within state and county right-of-way. Retaining wall structures will be required where the separated trail is located over existing highway embankments. Existing streams that were culverted by US Highway 101 construction will need to be addressed by either partnering with fish passage projects or by spanning the streams with bridge structures.				
J-250	Discovery Bay Trail Gap at Salmon Creek (US101)	Jefferson Co Public Works	9505	0.3	Preliminary (30%) Design
	Description: Continuation of Olympic Discovery Trail (ODT) in state ROW crossing Salmon Creek and Snow Creek. The west end connects to a trail on old railroad grade completed in 2019 by Jefferson County. East project extent is Fairmount Road at southeast corner of Discovery Bay.				
J-270	Fairmount Road Trail Gap (SR20)	Jefferson Co Public Works	9505	1.9	Predesign (10%) Study
	Description: The Fairmount Road Trail gap extends from US101 (J-250) to the Eaglemount Trail Gap (J-280). Non-motorized users at this time need to use the travel lane of SR20. The design will need to include a crossing of SR20 at or near Eaglemount Road.				

Table 1 (con't). Component List

Component Number	Component Title	Jurisdiction(s)	Census Tract	Length of Trail segment (miles)	Component Type
J-280	Eglemount Trail Gap (SR20)	Jefferson Co Public Works & City of Port Townsend	9505	3.4	Predesign (10%) Study
	Description: The Eglemount Trail gap connects Anderson Lake State Park to Eglemount Road through Department of Natural Resources land, City of Port Townsend water resources land and county right-of-way. This trail is intended to bypass the heavy traffic on SR20, where non-motorized users at this time need to use the shoulder or travel lane.				
J-282	Port Townsend Connector: Larry Scott Trail to Park-n-Ride	Port of Port Townsend	9506.01	0.7	Predesign (10%) Study
	Description: The connector in the Port of Port Townsend Marina area extends the existing Larry Scott Trail into Marina with connector to Park-n-Ride and local business district				
J-284	Port Townsend Waterfront Trail Segment: Port of Port Townsend Marina to Ferry	City of Port Townsend	9506.01	1.0	Predesign (10%) Study
	Description: This multi-use trail connects the north end of the Larry Scott Trail at the Port of Port Townsend Marina to the Washington State Ferry dock in Port Townsend's historical waterfront business district. The multi-use trail will be routed along the waterfront along the Puget Sound				
J-286	Port Townsend Trail Segment to Fort Warden State Park	City of Port Townsend	9506.01	1.7	Predesign (10%) Study
	Description: Alternatives analysis of trail from historic business district to Fort Warden State Park.				

Table 1 (con't). Component List

Component Number	Component Title	Jurisdiction(s)	Census Tract	Length of Trail segment (miles)	Component Type
J-290	West Sound to Olympics (STO): Jefferson County Hood Canal Bridge to Olympic Discovery Trail (ODT)	Jefferson County Public Works	9506.01	20.0	Predesign (10%) Study
	Description: This Alignment Alternatives study will define a preferred route to connect the Hood Canal Bridge with the Olympic Discovery Trail. The current unsigned route uses shoulders on SR104, US101 and/or unsigned county roads. The study will include identifying the most advantageous point of connection with the Olympic Discovery Trail. 16-22 miles.				
K-330	Hansville Path from SR104 to the Casino	Port Gamble S'Klallam Tribe and Kitsap County	901.01	2.5	Predesign (10%) Study
	Description: This trail provides non-motorized access to tribal community facilities for both residents and the larger community.				
K-340	Little Boston Rd Trail: Port Gamble Tribal Community to Hood Canal Dr NE	Port Gamble S'Klallam Tribe and Kitsap County	901.01	1.0	Predesign (10%) Study
	Description: This community connector provides non-motorized access to tribal community facilities for both residents and the larger community.				
K-360	Central Sound to Olympics (STO): Poulsbo to Port Gamble Forest	Kitsap County	9401	3.0	Predesign (10%) Study
	Description: Alignment alternatives study for connecting existing Sound to Olympics Trail in Poulsbo to the trail networks in the Port Gamble Forest Heritage Park.				

Table 1 (con't). Component List

Component Number	Component Title	Jurisdiction(s)	Census Tract	Length of Trail segment (miles)	Component Type
K-370	Suquamish to Kingston Non-Motorized Community Connector Route	Kitsap County	9401	6.5	Predesign (10%) Study
	Description: This trail provides non-motorized access to Kingston and Washington State Ferry terminal.				
K-380	South Sound to Olympics (STO): Poulsbo to Agate Pass Bridge	Kitsap County	9401	3.2	Predesign (10%) Study
	Description: Alignment alternatives study for connecting the Agate Pass Bridge and Suquamish Tribal commercial center to the existing Sound to Olympics Trail at Johnson Parkway in Poulsbo. Serves as a community connector for Suquamish as well.				
K-390	Poulsbo Sound to Olympics (STO) Connectors	City of Poulsbo	905.01	1.0	Predesign (10%) Study
	Description: The City of Poulsbo is proposing an Alternatives Analysis and Predesign Study for connections to and through historic downtown Poulsbo that enhances the Sound to Olympics (STO) trail system in North Kitsap. These connections will provide safe routes to schools, clustered near the STO and allow STO users to enhance their experience via access to major shopping, dining, and recreation opportunities in and around the historic downtown. This Component will provide seamless non-motorized access across the city.				

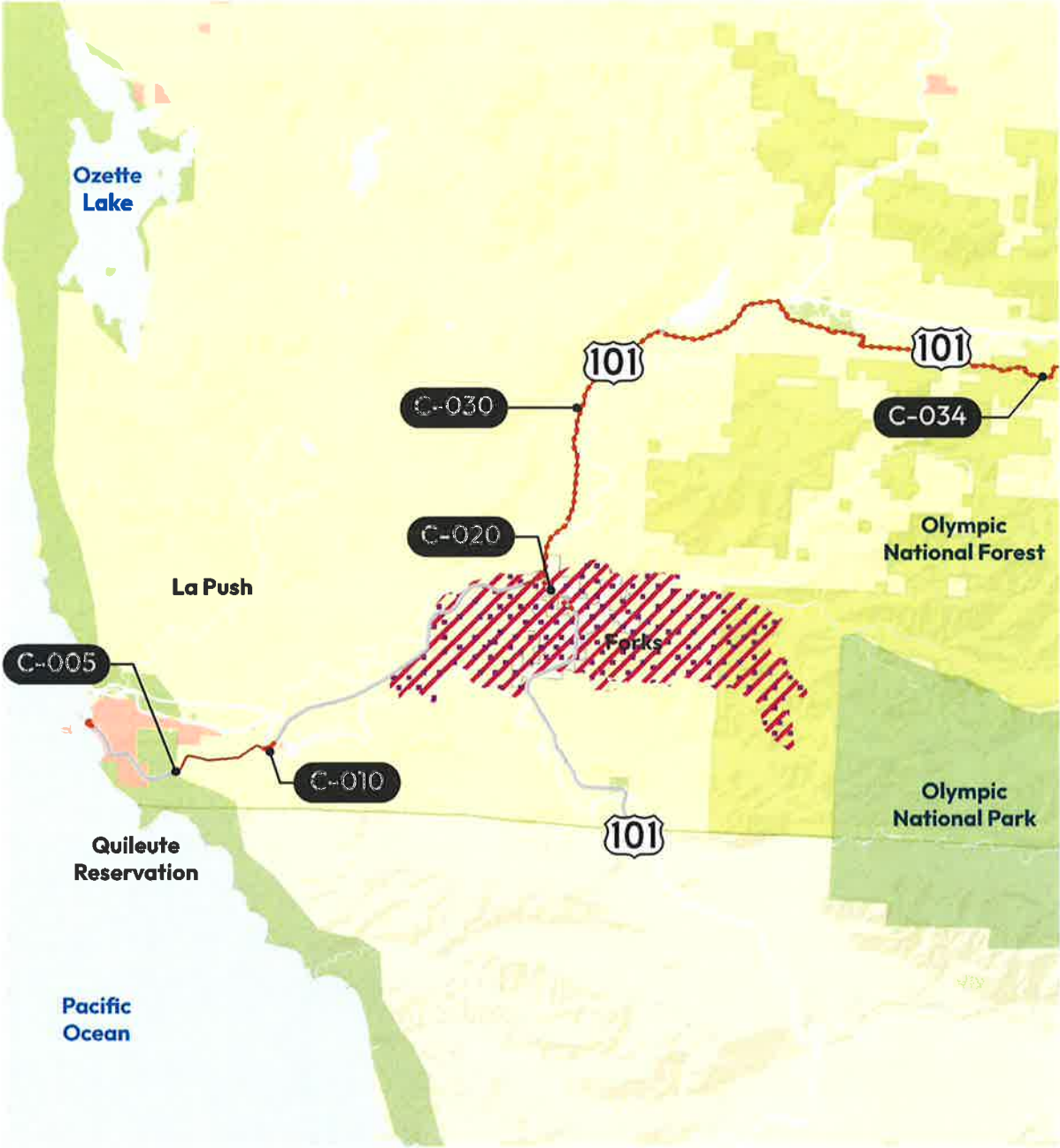
Table 1 (con't). Component List

Component Number	Component Title	Jurisdiction(s)	Census Tract	Length of Trail segment (miles)	Component Type
KB-410	Sound to Olympics (STO): Agate Pass Bridge to Koura Rd, and Sportsman Club Rd to Madison Ave	City of Bainbridge Island	907, 908	4.5	Preliminary (30%) Design
	Description: The separated Sound to Olympics (STO) Trail on Bainbridge Island parallels SR305 with heavy motorized traffic from the Washington State Ferry Terminal to Agate Pass Bridge. Northwest of the Agate Pass Bridge is Kitsap County and then the Olympic Peninsula. This route is also heavily used by cyclist both local to the Island and those traversing from Seattle to the Olympic Peninsula. The City's Sustainable Transportation Plan has envisioned a separated trail parallel to SR305 with the following segments requiring Preliminary (30%) Design: - Madison/SR305 to Sportsman Club/305 (0.7 miles) - Koura to Lovgreen (0.6 miles) - Lovgreen to Day Road/305 (0.6 miles) - Day Road to Hidden Cove Road/305 (0.9 miles) - Hidden Cove Road to W. Port Madison Roundabout (0.8 miles) - W. Port Madison Roundabout to Ada Lane Roundabout (0.4 miles) - Ada Lane Roundabout to Agate Pass Bridge (0.6 miles)				
KB-420	Sound to Olympics (STO): Koura Rd to Sportsman Club Rd	City of Bainbridge Island	907, 908	0.8	Final (100%) Design
	Description: This segment of the separated Sound to Olympics Trail will be designed within the SR305 ROW for approximately 1.5 miles and then cross a new WSDOT bridge currently being built to alleviate a culvert blocking fish passage. The route will continue within a City-held easement in Meigs Park, on a historic road bed, for the northern .7 miles.				

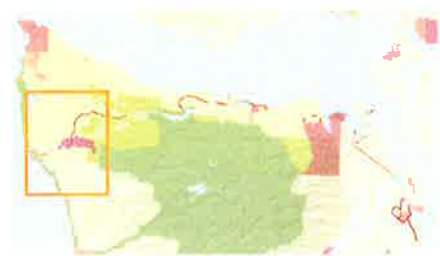
Table 1 (con't). Component List

Component Number	Component Title	Jurisdiction(s)	Census Tract	Length of Trail segment (miles)	Component Type
KB-430	Sound to Olympics (STO): Sakai Park to Madison Ave	City of Bainbridge Island	909	0.75	Final (100%) Design
	Description: The City of Bainbridge Island is currently (2023) developing a preliminary (20%) design for this 0.75 mile segment of the Sound to Olympics Trail. This shared use path will extend the previously constructed 1.0 mile of separated Sound to Olympics Trail that parallels busy State Route 305. This segment will provide a safe alternative for access to the high school and for visitors and commuters riding to/from the Bainbridge Island's commercial center and the Bainbridge Island ferry terminal.				
KB-440	Sound to Olympics (STO): Highschool Road Crossing (SR305)	City of Bainbridge Island with WSDOT	909	0.1	Final (100%) Design
	Description: An all-abilities bicycle and pedestrian crossing of State Route 305 at High School Road/SR305. This is the busiest intersection of the Sound to Olympics Trail on SR305 on Bainbridge Island, near schools, churches, library, recreation center and services areas.				

Component Location Map: 1 of 4



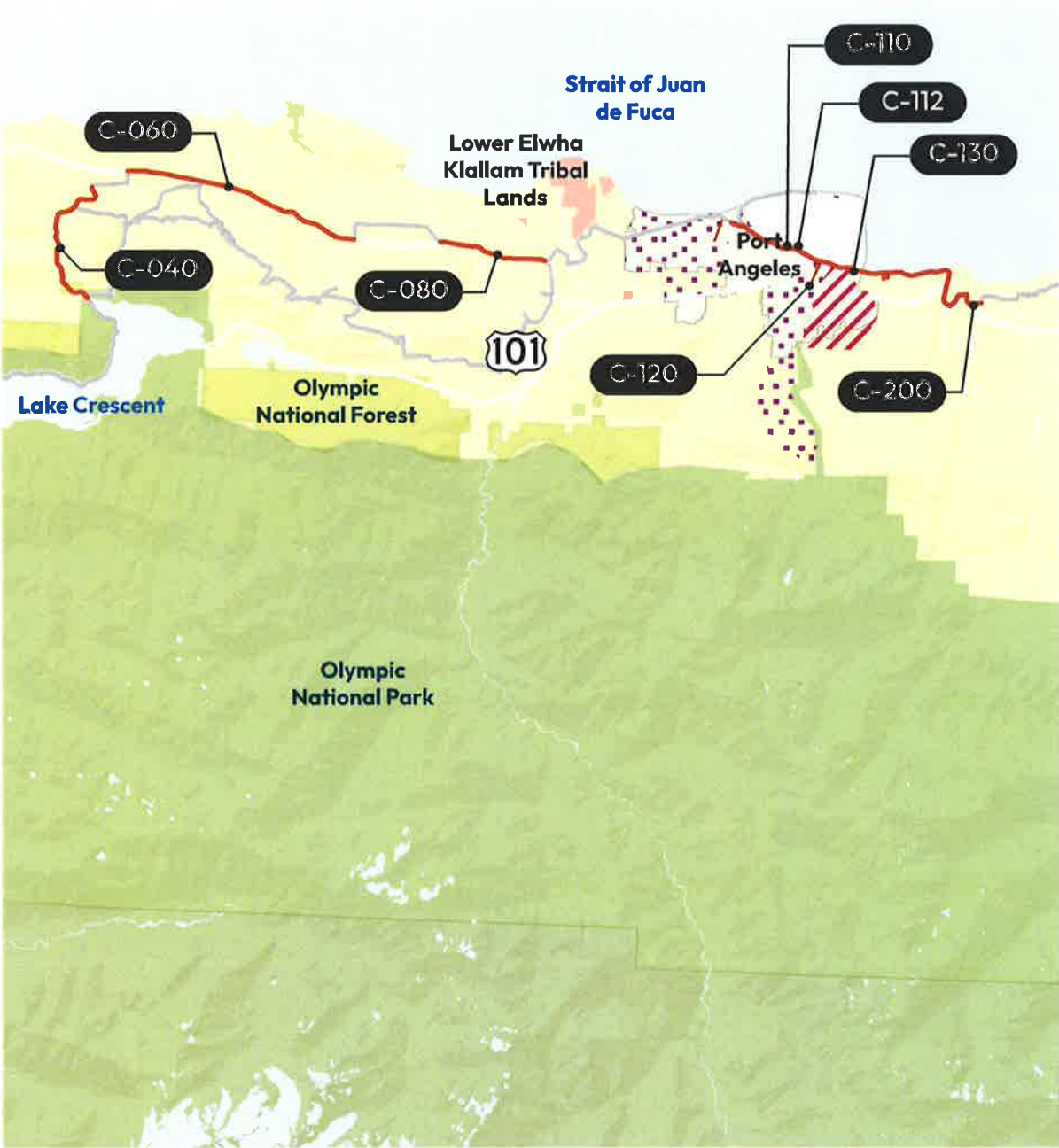
Key Map



Legend

- 30-100% Design Component
- Pre-Design Component
- Trail System
- Area of Persistent Poverty Tract
- Historically Disadvantaged Community Tract

Component Location Map: 2 of 4



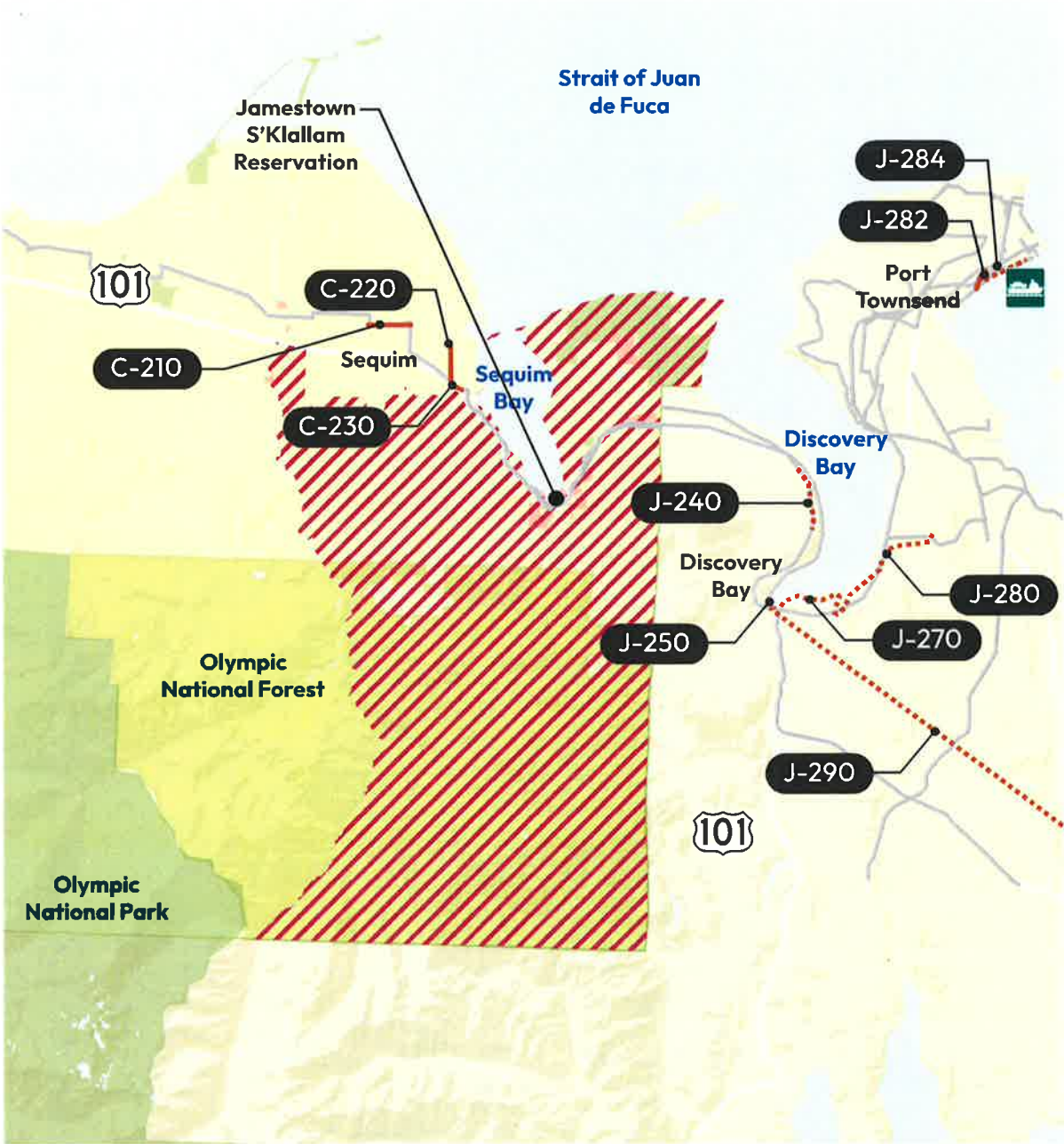
Key Map



Legend

- 30-100% Design Component
- Pre-Design Component
- Trail System
- Area of Persistent Poverty Tract
- Historically Disadvantaged Community Tract

Component Location Map: 3 of 4



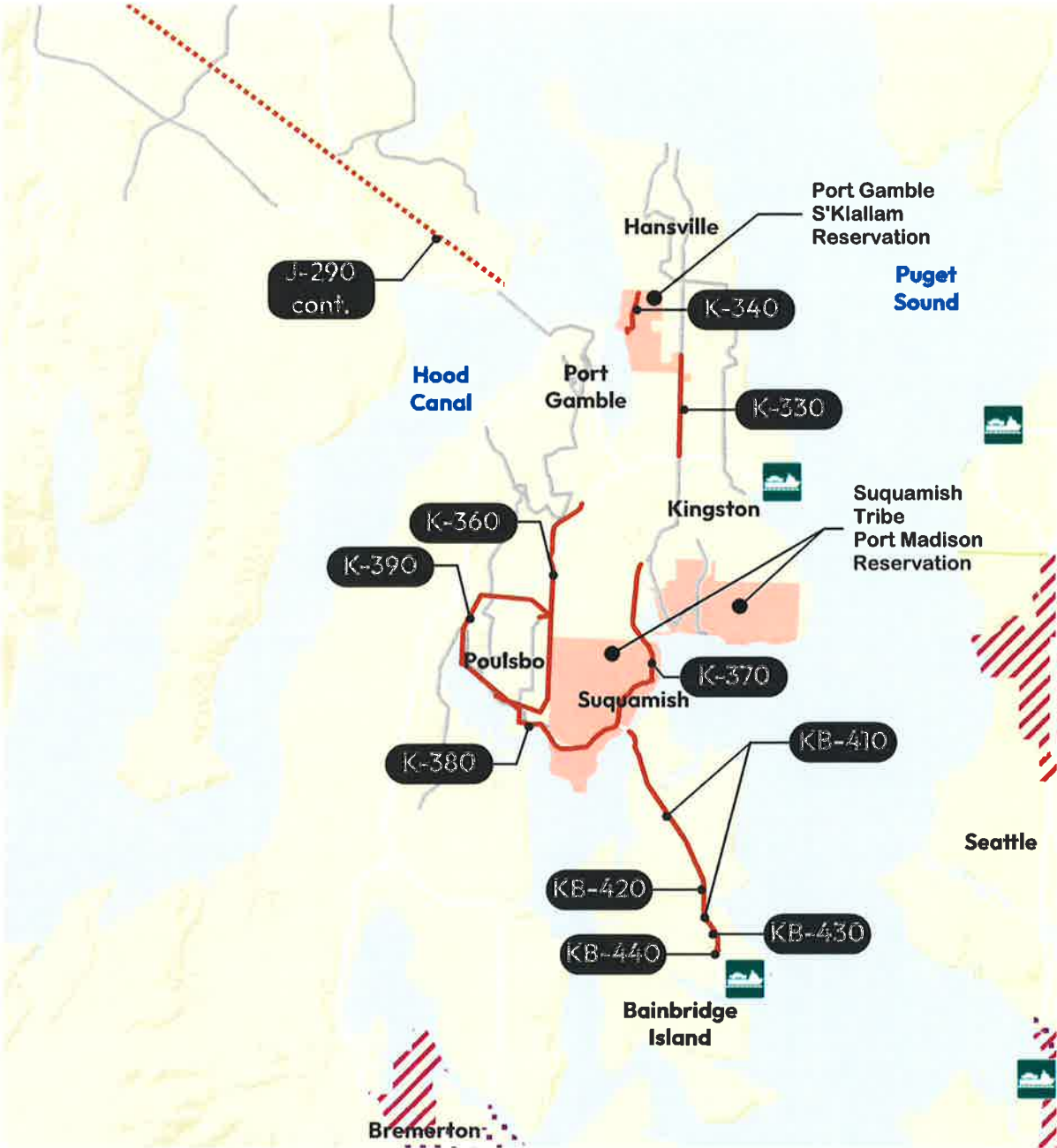
Key Map



Legend

- 30-100% Design Component
- Pre-Design Component
- Trail System
- Area of Persistent Poverty Tract
- Historically Disadvantaged Community Tract

Component Location Map: 4 of 4



Key Map



Legend

- 30-100% Design Component
- Pre-Design Component
- Trail System
- Area of Persistent Poverty Tract
- Historically Disadvantaged Community Tract