

2010 Statewide Transportation Enhancements Program

PSRC Regional Application Form

****Please read all of the text in this section before completing this application****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2010 Statewide Transportation Enhancements Program is awarded competitively to projects, and not to the sponsoring agency itself. Sponsors of projects that are awarded funds from this competition will be required to submit a more detailed application in order to program the funds into the State and Regional Transportation Improvement Program. Please refer to the Schedule in the Call for Projects for more information.

Email submissions are preferred: Attach your completed application to an email and send it to tipapp@psrc.org. Please name the file "**2010 Enhancements-[agency]-[project title]**". If you are unable to email the application, please mail a copy of the electronic file on diskette or CD, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's web site. Mailed materials should be sent to: Tracy Murray, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Tracy Murray. For questions or to confirm receipt of your application, contact [Tracy Murray](mailto:Tracy.Murray@psrc.org), 206-971-3277.

Deadline: Applications must be received by PSRC by **5:00 PM on Monday, July 12, 2010**. Applications should be no more than **15 pages**, plus maps and/or other required supporting documentation.

PROJECT IDENTIFICATION AND DESCRIPTION	
1	<p>PROJECT TITLE: Kitsap County Regional Trail Plan</p>
2	<p>TRANSPORTATION 2040 ID#</p> <p>To be eligible for funding, regionally significant projects must be explicitly identified in Transportation 2040, the region's long-range Metropolitan Transportation Plan (MTP). For the 2010 Statewide Transportation Enhancements Program, this would apply to regionally significant nonmotorized projects such as separated trails. To confirm whether your project is specifically listed in Transportation 2040, refer to http://www.psrc.org/assets/3763/Appendix_M.pdf. For assistance or questions regarding these issues, contact Kimberly Scrivner, 206-971-3281.</p>
3	<p>SPONSORING AGENCY: Kitsap County</p> <p>Note: non-profit organizations may administer grants from the 2010 Statewide Transportation Enhancements Program <u>unless the project requires design, right of way acquisition, and/or construction</u>. In such cases, a public agency must serve as the project sponsor.</p> <p>Co-sponsor(s) if applicable: Kitsap Regional Coordinating Council</p> <p><i>For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</i></p> <p>Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Please note: the requirement that public agencies have Certification Acceptance status has been waived for this program; however, all federal and state project requirements must still be met. Refer to the Washington State Department of Transportation Local Agency Guidelines Manual at http://www.wsdot.wa.gov/LocalPrograms/LAG/ for more information.</p>
4	<p>PROJECT CONTACT:</p> <p>Name: Greg Cioc</p> <p>Email : gcioc@co.kitsap.wa.us</p> <p>Phone: 360 337 4660</p>

5 PROJECT DESCRIPTION

Describe the proposed work and explain the nature of the entire project, including the existing and proposed conditions and type of use. Explain why the project is needed and how the project meets the eligibility requirements of the selected Transportation Enhancements categories. Attach a detailed 8 ½" by 11" vicinity map. Photographs are welcome, but not required.

Kitsap County is committed to developing the Kitsap Regional Trail Plan for the County, the four Cities (Bremerton, Bainbridge Island, Poulsbo, and Port Orchard), the two Tribal Nations (Suquamish and Pt. Gamble/S'Klallam) and numerous biking and trail advocacy entities, including the North Kitsap Trail Association and West Sound Cycle Club. The Regional Trail Plan would also include extensive interface with the other three Peninsula Regional Transportation Planning Organization Counties (Mason, Jefferson and Clallam) and linkage with the other Puget Sound Regional Council Counties (north Pierce and west King/Snohomish).

6 PROJECT LOCATION: Throughout Kitsap County

County(ies) in which project is located: Kitsap County

Answer the following questions if applicable:

a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):
Jefferson and Clallam Counties to the north

b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):
Pierce and Mason Counties to south and west; King/Snohomish Counties to east

- 7 PROJECT TYPE** (Please select 1 or more of the following 12 eligible Transportation Enhancements categories):
- Provision of Facilities for Bicycles and Pedestrians
 - Acquisition of Scenic Easements & Scenic or Historic Sites
 - Scenic or Historic Highway Programs (including tourist & welcome center facilities)
 - Landscaping and other Scenic Beautification
 - Historic Preservation
 - Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities
 - Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails)
 - Control and Removal of Outdoor Advertising
 - Archaeological Planning and Research
 - Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity
 - Provision of Safety and Educational Activities for Pedestrians and Bicyclists
 - Establishment of Transportation Museums

PLAN CONSISTENCY

Cities, towns and counties seeking federal funds managed by PSRC may submit an application only if their comprehensive plan has been certified by PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, nonprofit organizations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with VISION 2040 and Transportation 2040, the central Puget Sound region's long-range Metropolitan Transportation Plan. For questions on consistency and certification, contact [Rocky Piro](#), 206-464-6360.

8 CONSISTENCY WITH VISION 2040 AND TRANSPORTATION 2040

All applicants must answer the questions in this section. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC website at www.psrc.org/growth/planreview/statusreportppr/. For copies of VISION 2040 or Transportation 2040 documents, please contact the PSRC [Information Center](#), 206-464-7532. Regionally significant projects that expand transportation system capacity must be identified in Transportation 2040. This includes nonmotorized trails and separated pathways. For assistance refer to

www.psrc.org/transportation/t2040/ or contact [Kimberly Scrivner](#), 206-971-3281.

Indicate the current certification status of the local comprehensive plan in the community where the project is located. Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

Certification Status: Certified Date of certification action (mm/dd/yy): 12/31/2006

Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes. (See http://www.psrc.org/assets/465/Centers_small.pdf for more information.)

- The project is located outside the designated urban growth area.
- The project is located within the designated urban growth area.
- The project is located within an identified regional growth center or town/activity center. Refer to <http://www.psrc.org/growth/centers/> for more information. For identified local city/town locations, please describe.

- Regional Growth Center(s): Silverdale and Bremerton .
- Regional Manufacturing/Industrial Center(s): SKIA
- Local Town/Activity Center(s): Throughout the County

Is the project specifically identified in a local comprehensive plan?

- Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
Kitsap County Comprehensive Plan, Transportation Section, throughout where non-motorized facilities are identified.
- No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

ADDITIONAL REGIONAL PROJECT EVALUATION

Part 1: Questions for All Projects

Instructions: Once all of the sections in Part 1 have been completed (questions 9 through 13), complete the appropriate questions in Part 2 (question 14 and one only of questions 15 through 18). Refer to the Regional Project Evaluation Criteria to assist you in answering these questions.

9 RELATIONSHIP TO CENTERS

Describe the relationship of the project to a regional growth center, town/activity center or connecting corridor.

The Kitsap Regional Trail Plan would evaluate the potential for, and select appropriate routes for, regional trails through the Silverdale and Bremerton Regional Growth Centers; all incorporated jurisdictions; and numerous locally identified transportation hubs, activity centers, neighborhoods, employment centers and recreational activity centers.

10 COMMUNITY SUPPORT

Describe the public review process for the project. List all letters received or other types of support for the project; include any negative response to the project. Provide the dates, times and locations of all public presentations. If appropriate, describe how the project meets identified state, regional and/or local planning objectives.

There is ongoing, widespread support for, and organized activity to develop, non-motorized facilities throughout Kitsap County. The Kitsap Regional Trail Plan will integrate all of this current work into its anticipated next steps.

The Kitsap Regional Coordinating Council (KRCC) recently released the report, "Looking for Linkage: Non-motorized Facilities in Kitsap County." It is the result of a nine month collaboration among countywide non-motorized advocates and public works/planning staff from all of Kitsap's jurisdictions. "Looking for Linkage" not only inventories all of Kitsap's community trail plans and jurisdictions' adopted non-motorized plans; it also highlights issues related to trail planning, bicycle facilities, funding, and interjurisdictional coordination. Identifying and building a Regional Bicycle/Pedestrian Spine System throughout Kitsap County is one of the ten recommendations made in "Looking for Linkage." The recommendations have been publicly presented to the Kitsap Board of Commissioners, all four City Councils, and the Central Kitsap/Silverdale Community Council. Most recently (June 29, 2010), the recommendations for increased funding and developing a Kitsap Regional Trail System were editorially endorsed countywide by The Sun newspaper.

Recognizing the need for a countywide Regional Trails Plan brings together two years of intensive trails-related activity throughout Kitsap County:

The North Kitsap Trail Association (NKTA) conducted extensive community outreach to North Kitsap's Communities during early 2010. NKTA plans to design an integrated system of land and water trails that link all of North Kitsap - from Bainbridge Island to Hansville, including Poulsbo, Suquamish, Indianola, Kingston, Eglon and Pt. Gamble. That Trail Plan will include soft surface low impact volunteer-built trails, paved shared-use paths, on-road bike facilities and shoulders, and a water trail system with launch sites for non-motorized paddle craft. The NKTA vision is for a regional trail system that boosts community pride, community connections, and the local economy. NKTA is working with Kitsap County to integrate their Trail Plan into Kitsap County's next Bike Facilities Update. As part of the PSRC Vision 2040 process, the City of Poulsbo and Kitsap County submitted a compatible "String of Pearls" concept, which describes the system of trails connecting communities in North Kitsap.

The City of Bainbridge Island Non-Motorized Transportation Advisory Committee (NMTAC) recommended, as part of the PSRC Vision 2040 Planning Process, the "concept" of a "Puget Sound to Hood Canal Trail." This trail would connect the Mountains to Sound Greenway (including the Burke-Gilman Trail) across Kitsap County to the Olympic Discovery Trail beyond the Hood Canal Bridge. The NMTAC envisioned this trail to be a greenway, preserving native vegetation and maintaining a natural viewshed. This echoes the guidelines recommended by the Mountains to Sound Greenway for its area of concern from Seattle east. The trail would be built to a shared use path standard, and be integrated with transit. The concept would support a wide range of active transportation modes, including people on foot and using bicycles. It is also in concert with the Comprehensive Plan for Clallam County, which speaks of connecting the Olympic Discovery Trail to regional trails from Kitsap County. The concept builds on Washington State Parks plans for a Cross-State Trail. Rex Derr, Director of Washington State Parks, recently submitted a letter of support for planning for the Sound to Olympics Trail, noting this would be an important link in their Cross-State Trail.

There are four formally recognized Citizen Advisory Councils (CAC's) within unincorporated Kitsap County: Greater Hansville, Kingston, Suquamish (all three in North Kitsap), and Central Kitsap/Silverdale; there are also two informal councils: Ilahie (Central) and Manchester (South). All six Citizen Councils have active non-motorized sub-committees that plan and advocate for non-motorized facilities in their communities. Each has developed Community Parks & Trails Plans with specific goals and policies to site and promote trails, bicycle facilities, sidewalks, and safe routes to school.

The Puget Sound Naval Shipyard (NSPS) ~ the Navy Command responsible for control and

access to the rail system which runs through Kitsap County and along the Sinclair Inlet shoreline ~ has offered formal support of a Sinclair Inlet Bicycle/Pedestrian Trail. NSPS has assigned a full time planner/engineer to develop alignment details and promote the trail with adjacent jurisdictions.

The Kitsap County Health District (KCHD) is a recent partner on land use and transportation issues, recognizing built environment's role in improving the health and well-being of Kitsap's residents. In 2009, KCHD partnered with the City of Poulsbo on their Comprehensive Plan Update (its innovation was recently recognized with a PSRC VISION 2040 award) and is working with the Kitsap Regional Coordinating Council to promote the importance of non-motorized travel in the current updates to the Kitsap Countywide Planning Policy (CPP).

This recent activity and support builds upon the Kitsap County Mosquito Fleet Trail (MFT) Plan. Adopted by the County in 2001, the MFT corridor connects historic Mosquito Fleet docks (including all four active ferry terminals) and significant cultural, historic and scenic sites as it generally edges the eastern shoreline of Kitsap County, including Bainbridge Island. The MFT is intended to serve bicycle and pedestrian travel, including commuting. Recreational uses (including tourism and, in some sections, equestrian) are a secondary bonus. The MFT Plan maps routes and recommends appropriate non-motorized facilities countywide. Since 2004, over 60% of the non-motorized set-aside for federal transportation funds distributed by the KRCC through the Puget Sound Regional Council have funded sections of the MFT; several sections have been fully completed. Many more miles of the 100+ mile route are on shoulders paved to AASHTO standards and above. Today, the MFT remains a compelling concept that captures Kitsap's historic character and charm. However, there is agreement within Kitsap that its full route should be evaluated in terms of construction feasibility, and then refined. Many segments of the MFT will inevitably be incorporated into the Kitsap Regional Trail System.

11 FINANCIAL PLAN

Please fill out Tables 11A - D below and corresponding questions 11E - F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables 11A -C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table 11D). The tables require sponsors to list the Transportation Enhancements funds being requested (Table 11A), as well as ALL other sources of secured (Table 11B) and unsecured funds (Table 11C) needed to complete the project.

Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source. Totals of federal and other funds listed in Tables 11A - C should equal the total project cost in Table 11D. Funding Commitment Letters must be provided for all financial partners.

Required Match: No local match is required; projects may be funded with 100% Enhancement funds.

11A: Enhancements Funds Requested

Phase (Planning, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date by Phase (mm/dd/yy)*	Enhancements Funds Requested
Planning	March, 2011	\$250,000
		\$
		\$
		\$
		\$
TOTAL:		\$250,000

* Note: the required obligation deadline for these funds is no later than two years from selection approval, estimated to be January 2011.

11B: Existing Secured Funding

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
Planning	March, 2011	Local	\$25,000
			\$
			\$
			\$
			\$
TOTAL:			\$25,000

*For tables B and C "obligation" may be defined as expenditure or other commitment of funds; for more information regarding secured and unsecured funding sources please refer to <http://www.psrc.org/assets/469/SecuredUnsecured.pdf>.

11C: Needed future funding (unsecured) Do not include the grant funds requested in Table 11A

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$

11D: Total Project Cost

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$275,000	Planning:	8/01/2012
Preliminary Engineering/Design:	\$	Preliminary Engineering/Design:	
Right of Way:	\$	Right of Way:	
Construction:	\$	Construction:	
Other (Specify):	\$	Other (specify):	
Total Project Cost:	\$275,000	Estimated date of completion (i.e. open for use)	Fall, 2012

11E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

Planning

11F. If unable to completely fill out Table D (Total Project Cost), please explain why:

12 PROJECT READINESS

Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #12.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 12A below, select one of the three options from the drop-down list for each

item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 12B, including the estimated schedule for completion.

12A. Check all that apply. If no ROW is required for the project, select "not needed" for sections b through g.

Not needed a. Final FHWA approval of environmental documents including:

Not needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not needed - Section 106 Concurrence.

Not needed - FHWA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not needed e. Right of way certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Not needed h. Engineer's Estimate.

Not needed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

12B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

13 OTHER CONSIDERATIONS

Please describe any additional aspects of your project not requested in the application that could be relevant to the final project recommendation and decision-making process. No points will be given to this section.

PART 2: CATEGORY SPECIFIC QUESTIONS

14 Select one of the following four categories that best fits your project and follow the corresponding instructions:

- Nonmotorized Projects: Complete question 15.
- Scenic Resources Projects: Complete question 16.
- Historic Resources Projects: Complete question 17.
- Environmental Projects: Complete question 18.

15 NONMOTORIZED PROJECTS

Instructions: Complete this section if you selected "Nonmotorized Projects" in question 14.

Please explain how your project addresses the following:

- The project extends, completes or otherwise adds to an existing nonmotorized system or network.
- The project connects or links to other multimodal facilities (such as transit stations).
- The project addresses current nonmotorized needs in the community, e.g., - gaps in the system; safety issues, etc.
- The level of public exposure or access to the project (for example, current and future land use in the vicinity of the facility).
- Explain how the project relates to surface transportation. If the project has recreational aspects, demonstrate that the purpose is primarily for transportation rather than recreation. Explain how this enhancement is "over and above" normal project or activities (i.e., not routine or required).

The Project extends, completes or adds to an existing non-motorized system:

The concept of a Countywide Regional Trail Plan has been an 'idea in the works' for many years, but budgets and personnel constraints have stood in the way. The public outreach of the North Kitsap Trail Association (NKTA), advocacy of numerous trail and bicycle groups, conceptualization of the Sound to Olympics Trail and countywide cross-jurisdictional collaboration by the Kitsap Regional Coordinating Council (KRCC) have, over the past two years, brought non-motorized facilities to the fore in Kitsap County.

The Kitsap Regional Coordinating Council (KRCC) took the first step in articulating the need for a Comprehensive Regional Trail Plan in 2009 with the development of the report, "Looking for Linkage: Non-Motorized facilities in Kitsap County" (released April, 2010). The report identifies the need for the development of a countywide non-motorized plan, and the construction of facilities throughout the County and its Cities / unincorporated communities.

While not an officially adopted document, "Looking for Linkage" makes several specific recommendations relating to future effective planning of non-motorized facilities in Kitsap. The report highlights:

- 1. The importance of a trail coordinator ~ a knowledgeable point of contact within each jurisdiction who is empowered to enable community volunteers and to act as a conduit of information between citizens and other jurisdictional staff.**
- 2. The promotion of safety for non-motorized travelers through the education of drivers, planners, cyclists, and pedestrians.**
- 3. The need for a central focal point for trail and bicycle facility planning and implementation. Coordination of trail design and prioritized construction throughout the county will ensure continuity and facilitate the safety and mobility of bicyclists, commuters and pedestrians. Funding of a Regional Trail Plan will ensure that project priorities will be set, an implementation plan will be developed based on highest need, and all jurisdictions will benefit from a Regional Trail Network.**

The Project links to other multi-modal facilities:

Kitsap County is dependent upon multi-modal facilities. Kitsap is a Peninsula, and is only accessible by land via Mason County (west). The Hood Canal Bridge connects Kitsap to the Olympic Mountains and Jefferson and Clallam Counties (northwest), while the Tacoma Narrows Bridge connects Kitsap to Pierce County (south). Kitsap County has four ferry terminals: Bainbridge Island-Seattle, Bremerton-Seattle, Kingston-Edmonds and Southworth-Vashon-West Seattle. All four ferry terminals lie on the County's Mosquito Fleet Trail System, (a system of largely on-road pedestrian and bicycle facilities connecting Kitsap's communities, which was adopted by Kitsap County in 2001 and subsequently adopted by jurisdictions countywide). It is anticipated that the Regional Trail Plan will connect to these facilities. Of the four ferry terminals, two are designated Kitsap Transit Hubs (Bremerton and Bainbridge Island). Poulsbo is also a Transit Hub for Jefferson Transit. The Regional Trail Plan will use these hubs as Trail Hubs.

The Project addresses current non-motorized needs in the community (gaps and safety):

It became obvious through the KRCC's "Looking for Linkage" work that, in general, planning for trails in Kitsap has been institutionally "silo'ed" and restricted to facilities within each jurisdiction's control. The County has limited itself to planning for trails within the major metropolitan center of Silverdale (the Clear Creek Trail), and has taken a piecemeal approach to constructing the Mosquito Fleet Trail ~ by widening shoulders when roads were re-constructed for safety or congestion. Thus, although the County has pursued a regional bike trail network, it is unlikely that a continuous system will be constructed.

The Kitsap Regional Trail Plan will mark a shift in this trend. It will bring together the disparate planning efforts of all jurisdictions ~ Cities, County, and citizens. While not infringing on local goals and policies, the Regional Plan will address continuity issues that are inherent in isolated planning. The intent of the plan is to establish a spine network(s) of trails that can be utilized by

commuters as well as more casual pedestrian and bicycle travelers. While not every resident will walk the Regional Trail regularly, everyone will be within a reasonable distance of the Trail System. More importantly, each jurisdiction will be able to access the regional trail via their local trails. This is the continuity desired by the plan. Projects (first focused on gaps in the network) can be prioritized and funding sources identified.

By formally adopting this all-encompassing Kitsap Regional Trail Plan, all jurisdictions will be able to take advantage of funding for projects within their jurisdictions and the county as a whole will pursue projects that can complete the trail network.

The Level of Public Exposure or Access to the Project:

This is the critical purpose for developing the Kitsap Regional Trail Plan. By its nature, the plan will address continuity issues among all jurisdictions and communities. It will also identify issues pertaining to private property rights and regulatory codification that ensure development adjacent to or near the Regional Network and its tributaries will be conditioned. This will give planners and engineers the tools necessary to actually implement the Regional Trail network.

Implementing an adopted Regional Trail Plan will improve the standard of living of Kitsap residents. The importance of increased physical activity is widely demonstrated as preventing chronic illness. The ideal translation for people of all ages is Active, person-powered Transportation. Providing safe bicycle and pedestrian transportation facilities that connect people with where they want to go ~ within their communities and between communities/centers ~ is a timely public health strategy. To achieve this goal, the Kitsap Regional Trail System will enable and encourage all local jurisdictions to 'tie into' the Spine System.

Project relates to Surface Transportation:

The Regional Trail Plan will pay particular attention to connecting employment centers with regional and locally-designated growth centers and transit/ferry hubs via a network of paved bicycle and pedestrian trails constructed to AASHTO standards. Its main purpose is to plan for and provide "spine" trail facilities throughout the county. The "spine" system will offer connection to local trail "capillaries". The overall goal is to create a continuous, countywide non-motorized transportation network.

16 SCENIC RESOURCES PROJECTS

Instructions: Complete this section if you selected "Scenic Resources Projects" in question 14.

Please explain how your project addresses the following:

- The project promotes greater public appreciation or use of the transportation system.
- The project contributes to the preservation of significant scenic resources.
- The level of public exposure or access to the project.
- Long-term preservation plans to maintain the scenic character of the property.
- Whether or not there is perpetual ownership of the property.
- Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.
- Explain how the project relates to surface transportation; explain how this enhancement is "over and above" normal project or activities (i.e., not routine or required).

17 HISTORIC RESOURCES PROJECTS

Instructions: Complete this section if you selected “Historic Resources Projects” in question 14.

Please explain how your project addresses the following:

For site-specific and/or capital projects:

- The historic significance of the facility.
- The planned use of the facility.
- Whether or not the project is part of a larger historic preservation plan.
- The level of public exposure or access to the project.
- Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.
- The long-term preservation and/or maintenance plans for the facility.
- Explain how the project relates to surface transportation; describe the current or former transportation use of the facility. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).

For planning projects:

- The project’s relationship to the protection of historic or archaeological resources.
- Whether or not the project is part of a larger historic preservation plan.
- The long-term plan for ongoing management, updating and training.
- The level of public exposure or access to the project.
- Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.
- Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).

18 ENVIRONMENTAL PROJECTS

Instructions: Complete this section if you selected “Environmental Projects” in question 14.

Please explain how your project addresses the following:

- The relationship of the project to the transportation system.
- The need for the project.
- The long-term maintenance plans for the project.
- Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.
- Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).

KITSAP COUNTY TRAILS PLANNING
Consolidation and Integration of Existing and Future Plans
Process and Structure
Updated 7/1/10

Kitsap County has multiple departments responsible for different components of trails planning. These departments are each guided by multiple plan documents some of which are inconsistent with each other. Additionally, activities of these multiple departments are limited by multiple different funding sources each with their own restrictions on their use. Lastly, several motivated trails stewardship and recreational groups have ideas and volunteer time to assist in the development of these trails, which has not been maximized by the County. These issues have complicated coordinated trails development throughout the County.

To address these issues, staff proposes creating a position within the BOCC's Special Projections Section to prepare a coordinated, comprehensive County Trail Plan. In so doing, the Trail Planner would:

- Coordinate the trails planning and implementation activities of the Public Works, Parks and Community Development Departments;
- Coordinate with various local stewardship and recreational groups engaged in trail planning, development, stewardship;
- Coordinate the planning efforts with cities within Kitsap as well as other jurisdictions with designated trails;
- The position will work with designated representatives in each County department in trail activities.

The position's first priority will be the development of a comprehensive and consistent trails plan for Kitsap County. This plan will consolidate the elements of the following:

- Parks and Open Space Plan (planned for update in 2011)
- Non-Motorized Trail Plan (currently undergoing update)
- Bicycle Plan (currently undergoing update)

The plan would also coordinate the trails planning for the incorporated cities and adjacent counties.

Such a plan would include the following minimum elements:

- Comprehensive list of trail classifications with specific standards for each.
- Development of trail and non-motorized level of service targets.
- Inventory and map of all existing trail facilities and their classifications.
- Map of proposed facilities and their classifications
- Matrix of funding opportunities and development options for each trail classification.
- Prioritization of trail projects.

- Implementation plan and schedule consistent with other proposed County activities (roads, parks, etc.)

Development of the plan will include a full public process including meetings with the local stewardship and recreation groups, and a technical advisory committee (TAC) representing the breadth of trail issues.

The public process and plan development will conclude in 2011.

Upon completion of the plan, the position will be responsible for execution of the implementation element. This would include, but not be limited to:

- Participation in the annual Transportation Improvement Plan (TIP) process.
- Development of state and federal grant applications.
- Development of federal appropriations requests.
- Coordination of volunteer trail development with stewardship and recreational groups.
- Consolidation of proposed plan amendments to maintain consistency of activities to be entertained by the Board annually.

Funding needed for the position is approximately \$83,000 in salary and benefits for a full-time Planner III level position. Anticipate that a portion of this funding will come from transportation planning funds; a portion may need to be funded through the general fund. Currently researching different funding sources.

Funding for trail work:

- Dedicated in TIP
- Certain portion of funds to be allocated for grants to community groups for trail development.