

PSRC's 2021 Transportation Alternatives Program Application

NOTE: This application results document contains all of the questions present within the 2021 TAP Application, including those that may have been skipped in the online application due to input provided.

A. Application Type

A1. TAP Project Category

Bicycle and Pedestrian Projects

B. General Project Information

B1. Project Title

STO - Port Gamble Trail B2 & D

B2. RTP ID#

N/A

B3. Sponsor

Kitsap County

B4. Co-Sponsor

B5. Certification Acceptance?

Yes

B6. CA Sponsor

C. Project Contact Information

C1. Name

David Forte

C2. Phone

13603377210

C3. Email

dforte@co.kitsap.wa.us

D. Project Description

D1. Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project?

What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

Construct 10' (minimum) paved shared use path, Sound to Olympics (STO) Port Gamble Trail Segments B2 & D, approximately 5,100'. This project is part of the Port Gamble Trail and North Sound to Olympics (N-STO) trail connecting Port Gamble to Kingston and STO connections to Poulsbo and Bainbridge Island.

D2. Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

The Sound to Olympics (STO) Trail planning efforts were initiated by the North Kitsap Trails Association (NKTA) with deep grass roots support. NKTA sought "To unite North Kitsap County with a regional system of land and water trails that promotes stewardship of natural resources and enhances our communities' livability" with their North Kitsap String of Pearls Trail Plan.

There are three major sections of the STO:

- North Sound to Olympics (N-STO) Trail between Kingston and Port Gamble.
- Central Sound to Olympics (C-STO) Trail between Poulsbo and Port Gamble Trailhead at Stottlemeyer Road (Port Gamble).
- South Sound to Olympic (S-STO) Trail between Bainbridge Island and Poulsbo.

The Port Gamble Trail segment is the common northern section of the STO system, connecting the system to: the Olympic Peninsula and the Olympic Discovery Trail; Kingston-Edmonds-Seattle (N-STO); and Poulsbo-Silverdale-Bremerton (C-STO, Bike Rt. #31); and Bainbridge Island-Seattle (S-STO).

Currently, the only accesses to Port Gamble are a 50-mph state highway with no public transit and soft hiking trails through the Park. A 2018 feasibility study identified the six-mile preferred alignment through the 3,500-acre County Park for a paved, no-stress, ADA-compliant shared use path. Phased for project delivery, the three-mile long Segments A, B, and D are currently in Preliminary Engineering and scheduled for 2023 construction. Segments A & B1 construction is funded by a STP award with Segments B2 and D construction waiting on the Countywide contingency list.

Segments A, B, and D were selected as the first phases due to their independent utility connecting the historic Port Gamble Rural Center to the Port Gamble Heritage Park, trailhead parking, and “Ride Park” mountain bike facility within the Park. Completion of the Port Gamble Trail to the Stottlemeyer trailhead is scheduled for 2026.

E. Project Location

E1. Location

STO - Port Gamble Trail

E2. County/Counties

Kitsap

E3a. Beginning Landmark

SR 104 - Port Gamble Park Parking Lot

E3b. Ending Landmark

Port Gamble Park - "Ride Park"

E4. Map and Graphics

[Port Gamble B2 D support documents.pdf \(3.77 MB\)](#)

F. Plan Consistency

F1. Is the project specifically identified in a local comprehensive plan?

Yes

F2. If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

The project is specifically identified in:

- Kitsap County Non-Motorized Facilities Plan (NMP)— Comprehensive Plan Element (2016, 2018):
 - o“The Sound to Olympics Trail (STO) is a planned regional trail across Kitsap County. The STO connects via two branches to both Kinston/Edmonds and Bainbridge Island/Seattle Washington State Ferry runs, with the Burke-Gilman Trail and other regional trails east of Puget Sound in the Mountains to Sound Greenway and with the Olympic Discovery Trail beyond the Hood Canal Bridge. The STO is a key link in Washington State Parks’ Cross-State Trail—connecting from the Idaho border to Washington’s Pacific Coast.
- As a regional trail, the STO should be built to shared-use standards, designed to serve a wide variety of users in two directions. The shared-use past standards specifies a ten to twelve-foot wide paved surface. This standard, required by federal and state funding sources, supports use by high pressure tire road bikes cyclists—the most demanding design use. However, it serves people walking, running, using roller-blades, equestrians, families with children, and people of all ages and abilities—including those using canes, walkers,

manual and motorized wheelchairs, strollers, and wheeled luggage.” (Pg. 13)

o“Goal 18. Develop a system of non-motorized transportation facilities that are constructed primarily within the right-of-way of existing and proposed public streets, roads or shared use paths and that provide safe transportation between a variety of regional, inter-community and local county destinations for bicyclists and pedestrians.” (Pg. 15)

oSee attached NM Route Map.

oSafety Focus Areas in North Kitsap County are identified in the NMP (see attached map) includes road route alternatives to the N-STO.

☒*Miller Bay Road from Suquamish to Highway 104 at Georges Corner....

☒4) *Highway 104 from George’s Corner (Miller Bay Road and Hansville Rd.) to stop light at Hwy 104/307 intersection....

☒9) ***Highway 104 from intersection of Port Gamble Road through Port Gamble. Portions of this road south of Port Gamble have virtually no shoulder at all.” (Pg. 29-30, see attached map)

•“North Kitsap String of Pearls Trail Plan” (Adopted by County, 2011, pgs.10-11, 32-44, 75, 78, 23);

o“NKTA strongly believes active transportation routes must be continuous to be effective. NKTA has prioritized a single spine of paved bike routes combining the Sound to Olympics (STO) Trail and on-road community connector bike routes. NKTA supports a wider network of unpaved trails which can be built by volunteers at low cost, some of which will connect to the spine. NKTA’s top priority is to obtain access to and through the nearly 8,000 acres of OPG land [includes the now Port Gamble Heritage Park]...Through a simple corridor will provide the opportunity for the spine of the Sound to Olympics Trail (a shared-use path to include walking, bicycling, and horseback riding), access to and protection of OPG open space is the key to the network of recreational trails.” (Pg. 10-11)

oSee attached “Pearls Concept Map” (Pg. 13)

o“Goal 2: Promote healthy lifestyles by designing a trail system that serves citizens of all ages and abilities with diverse outdoor recreational activities.” (Pg. 15)

o“Goal 3: Establish trail routes that highlight the natural beauty of our region and promote appreciation of wildlife and natural systems.” (Pg. 16)

o“Goal 6: Connect our trails with other regional, county, and cross-state trail systems.” (Pg. 16)

o“Goal 7: Promote our trail system as an eco-tourism destination and enticement for economic development.” (Pg. 16)

o“Develop a strategic, phased approach to create the Sound to Olympics Trail.

☒Utilize different types of funding appropriate to improvements.

☒Develop the overall plan in phases. Prioritize completion of the STO Trail. The STO Trail extends from the Bainbridge Island Ferry and Kingston Ferry to the Hood Canal Bridge”

☒“...NKTA learned from community feedback that a greater percentage of people of the North Kitsap community will use a separated, paved shared use path. Families, elderly, and novice riders may not otherwise bicycle or ride along roadsides because they do not feel safe.”

☒Prioritize improvements to routes that will get more active transportation use. (pg. 21)

☒“Prioritize safety....Higher traffic speeds and volumes and more complex right and left turn lanes create hazards for cyclists. Consider alternative routes to major commercial arterials or high volume/high speed roads such as a separated, paved shared use path.” (Pg. 22)

o“1. Acquire access across the OPG (Port Gamble, Divide Block, & current NKH Park) for the Sound to Olympics Trail. Without access, there will be no trails. NKTA’s highest priority is obtaining access across the OPG property for the future Sound to Olympics Trail. This would link from Port Gamble south through the Port Gamble Block, proceed east across the Divide property to the NK Heritage Park and then into Kingston. It will link west to Big Valley and from Big Valley south to Poulsbo, Suquamish, and Bainbridge.” (Pg. 23)

o“Current bicycle route ‘High Hazard Zones’ were identified...These routes were identified as hazardous because of the combination of high levels of traffic, high speed, and inadequate or non-existent shoulders....Below are a list of existing hazard areas: ...

②1) *Miller Bay Road from Suquamish to Highway 104 at Georges Corner....

②4) *Highway 104 from George's Corner (Miller Bay Road and Hansville Rd.) to stop light at Hwy 104/307 intersection....

②9) ***Highway 104 from intersection of Port Gamble Road through Port Gamble. Portions of this road south of Port Gamble have virtually no shoulder at all." (Pg. 29-30, see attached map)"

oSee attached STO System Maps:

②"Regional Connections: Sound to Olympics Trail" (Pgs. 34 -37)

②"Combined Regional and Community connections" (Pgs. 43-44)

o"3. Level 3 – Regional Trails – Diagrams. Regional trails are off-road trails connecting the cross-sound ferry terminals at Bainbridge Island and Kinston with the Hood Canal Bridge. Level 3 trails are intended for high volumes to include foot traffic, all types of bicycles, ADA conveyances, and horses. Construction will be required to produce a durable aggregate base and paved surface...These are intended to ultimately be shared use paths as defined by the Federal Highway Administration. Considerations must be made for accessibility at trailheads and separation of users where appropriated and possible." (Pg. 113)

•"Looking for Linkage" (KRCC, 2010, pgs. 26-28, 36-39);

•"Port Gamble Trail Feasibility Study" (2018);

•"North Kitsap Trail (Divide Block) Feasibility Study" 2015.

The project implements the Goals and Policies of the Kitsap County Comprehensive Plan (2016)

•Transportation Goal 1. Provide a safe and reliable multi-modal transportation system for people of all ages and abilities.

•Transportation Goal 5. Provide opportunities for people to make choices among alternative modes of travel with an emphasis on moving people rather than vehicles, and maximize opportunities for non-motorized travel.

•Transportation Goal 6. Design a multi-modal transportation system that supports and enhances neighborhood identities.

•Transportation Policy 24. Develop and apply context sensitive roadway design standards that enhance neighborhood identities but do not infringe on the safety of motorized and nonmotorized traffic.

•Transportation Policy 36. Maximize the opportunity for non-motorized travel, including development of corridors that are safe for all ages.

This project fulfills the policies of the Plan by building non-motorized facilities to connect communities and improve safety for users of all ages.

F3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including 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.

G. Federal Functional Classification

G1. Federal Func. Class.

Not Applicable

G2. Rural Func.

G3. Urban Func.

H. Support for Centers

H1. Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?

The Sound to Olympics (STO) Trail planning efforts were initiated by the North Kitsap Trails Association (NKTA) with deep grass roots support. NKTA sought “To unite North Kitsap County with a regional system of land and water trails that promotes stewardship of natural resources and enhances our communities’ livability” with their North Kitsap String of Pearls Trail Plan”.

There are three major sections of the STO:

- North Sound to Olympics (N-STO) Trail between Kingston and Port Gamble.
- Central Sound to Olympics (C-STO) Trail between Poulsbo and Port Gamble Trailhead at Stottlemeyer Road (Port Gamble).
- South Sound to Olympic (S-STO) Trail between Bainbridge Island and Poulsbo.

The Port Gamble Trail segment is the common northern section of the STO, connecting the system to the Olympic Peninsula with ultimate connections through Jefferson County to the Olympic Discovery Trail in Clallam County. The N-STO and C-STO converge at the Port Gamble Trail’s Stottlemeyer trailhead, connecting the trail to Kingston/Edmonds, Poulsbo (Silverdale/Bremerton via County Bike Route #31), and the S-STO to Bainbridge Island/Seattle.

The N-STO is a part of a regional non-motorized system, specifically developed to link the north Kitsap communities including:

- Port Gamble Rural Center (LAMIRD, historic master planned community, see attached Comprehensive Plan Map)
- Kingston Countywide High Capacity Transit Center
- SR 104/SR307 Local Rural Center (LAMIRD, planned Kitsap Transit Park and Ride, see attached Comprehensive Plan Map)
- SR 307/Stottlemeyer/Gunderson Local Rural Center (LAMIRD , see attached Comprehensive Plan Map)
- Port Madison Reservation (Suquamish Tribe)

The N-STO links the Centers and rural areas to regionally significant parks and accessible private open space including:

- Port Gamble Forest Heritage Park (3,493 acres)
- North Kitsap Heritage Park (799 acres)
- Grover’s Creek Preserve (279 acres, soon to be expanded to 445 acres)
- Rayonier private open space (over 1,000 acres open to recreation)

Regional destinations linked by N-STO include:

- Olympic Peninsula (ultimately connecting with the Olympic Discovery Trail)
- Hood Canal
- Port Gamble Bay
- Edmond’s Centers via Washington State Ferry at Kingston

The Port Gamble Trail will link to the C-STO, S-STO and County Bike Routes connecting the following Centers via the non-motorized route:

- Poulsbo Countywide High Capacity Transit Center,
- Silverdale and Bremerton Regional Centers
- Bainbridge Island Countywide High Capacity Transit Center
- Suquamish Local Rural Center (LAMIRD)
- Seattle Regional Centers via WSF at Bainbridge Island

H2. Describe how the project supports existing and/or planned population/employment activity in the center and implements specific policies or projects identified for the center in an adopted plan.

Port Gamble Rural Center (LAMRID, see attached map) is approximately 318 acres in size with 120 acres designated a National Historic Landmark. While owned by the private company Rayonier, Port Gamble is a community center for North Kitsap and a regional recreational destination. Currently there are around 28 residences and 85,449 square feet of commercial buildings, 10,781 square feet of community/education buildings, and 17,800 square feet of other buildings in the community. It is a Historic Master Planned Community, planned to expand to 226-265 single and multi-family homes and 35,000 to 150,000 square feet of commercial land including space for a 100-room hotel, office, and retail.

Port Gamble is currently a regional tourist destination. The planned expansion will boost Port Gamble to a new level of destination and the Port Gamble Trail and STO will be a significant attractor for locals, regional tourism, and state-wide tourism.

As the first phases of the Port Gamble Trail are constructed, it will greatly enhance and support Port Gamble's destination tourism providing all ages and abilities non-motorized access from the Port Gamble community to the 3,500-acre Port Gamble Heritage Park. The Park is a regional attraction supporting hiking, biking, nature walks, regional mountain bike events, a future animal sanctuary, RC aircraft field, shoreline access, and water trail landings. The Park is currently undergoing a Master Plan update that includes a planned regional mountain bike facility, zip line/obstacle course, and incorporating mobility for all ages and ability to access the Park through the approximately 6-mile Port Gamble Trail.

As a regional non-motorized system, the STO (N-STO, C-STO, and S-STO) will connect all the Centers within North Kitsap, Tribal Centers, Edmonds, Seattle, Olympic Peninsula, and support connections to Central Kitsap. The all ages and ability connections will support growth within the Centers by linking the Centers for commuters and enhancing the Centers access to regional recreational and cultural opportunities. Development within the Centers can only succeed if those centers have the non-motorized connections provided by the STO and the access the STO will provide Center residents to the rural open spaces and natural experiences of Kitsap County's Park and open space system.

H3. Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center. For example, implementing specific policies or projects identified for the center in an adopted plan.

The Port Gamble Rural Center (LAMRID) is designated a National Historic Landmark and a Master Planned Community. The master plan for Port Gamble identifies and provides transportation easements for the Port Gamble Trail and north trailhead (See attached Port Gamble Master Plan Map). The trail is incorporated into the Master Plan's design to support access to the Park from the existing historic sections and the planned housing and commercial areas. Additionally, the Master Plan includes a road and trail alignment that will connect the Port Gamble Trail Segments A and D along Carver Drive with a new access road and trail to the Parks "Ride Park" facility. This would create an approximate 4.5 mile "loop" trail between the Park and Port Gamble.

The planned development of Port Gamble as a destination community relies on access to the destination and connectivity to tourist and recreational activities.

The Port Gamble Trail will support the planned expansion of housing by up to 237 units and commercial activity and employment up to 150,000 square feet, including a hotel, office and retail. The historic community's attraction will be enhanced for all ages and abilities access to over 3,000 acres of park to explore. The Trail will provide direct ADA accessibility to natural areas, beach access, and Ride Park facilities. The Port Gamble Center will also become the linking segment of the STO system to the Olympic Peninsula. Growth with the Center will be enhanced by regional nonmotorized connections to Kingston-Edmonds,

Poulsbo (Silverdale & Bremerton), Bainbridge Island-Seattle, and the Olympic Peninsula (Olympic Discovery Trail).

NOTE: "I. Category-Specific Criteria" will only be filled out for the project category being applied to (question A1).

I. Category-Specific Criteria: Bicycle and Pedestrian Projects

I1. Describe how the project extends or completes a regional or local bicycle and pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

The Sound to Olympics (STO) Trail planning efforts were initiated by the North Kitsap Trails Association (NKTA) with deep grass roots support. NKTA sought "To unite North Kitsap County with a regional system of land and water trails that promotes stewardship of natural resources and enhances our communities' livability" with their North Kitsap String of Pearls Trail Plan".

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The Port Gamble Trail segment is the common northern section of the STO, connecting the system to the Olympic Peninsula with ultimate connections through Jefferson County to the Olympic Discovery Trail in Clallam County. The N-STO and C-STO converge at the Port Gamble Trail's Stottlemeyer trailhead, connecting the trail to Kingston/Edmonds, Poulsbo (Silverdale/Bremerton via County Bike Route #31), and the S-STO to Bainbridge Island/Seattle.

A 2018 trail feasibility study identified the six-mile preferred alignment through the 3,500-acre County Park (see attached maps and link to study). Phased for project delivery, the three-mile long Segments A, B, and D are currently in Preliminary Engineering and scheduled for 2023 construction. Segments A & B1 construction is funded by a STP award with Segments B2 and D construction waiting on the Countywide contingency list. Segments A, B, and D were selected as the first phases due to their independent utility connecting the historic Port Gamble Rural Center to the Port Gamble Heritage Park, trailhead parking, and "Ride Park" mountain bike facility within the Park. Completion of the Port Gamble Trail to the Stottlemeyer trailhead is scheduled for 2026.

I2. Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

The STO was envisioned as part of "The String of Pearls Trails" plan with the mission "To unite North Kitsap County with a regional system of land and water trails that promotes stewardship of natural resources and enhances our communities' livability." (Pg. 12).

"The String of Pearls Trails plan is envisioned as a way of enriching all of Kitsap County by connecting North Kitsap's unique communities with a trail system that will help create a myriad of community, regional, land and water trails, and link to each community and their neighborhood trails. These trails will enhance the quality of life for residents by connecting people with natural areas and creating options for active lifestyles. An integrated trail system will enhance the local economy with options for exercise, transportation, eco-tourism and enjoyment of beautiful natural settings. The trails will become a safe, pleasant, healthy and frequent choice for people of all ages, interests and abilities. The trails we plan and build today will shape a legacy for future generations...The String of Pearls Trails will include routes that highlight the beauty of our region and promote an appreciation for wildlife and natural systems. These trails will provide educational

opportunities and special points of interest including cultural resources, working lands, local history, and natural science.” (Pg. 6)

The Plan identified an interconnected off-road share use trail spine connecting North Kitsap and the region, to provide a safe all-ages and abilities alternative to high speed, high volume County roads and State Routes. Significant portions of an alternative road-based route to the STO would be on/adjacent to County roads/State Routes identified in the County’s Non-Motorized Plan and “String of Pearls” Plan as hazardous for biking and walking due to existing roadway design (See attached maps). The “String of Pearls” identifies a separated shared-use path alignment as a priority due to “Higher traffic speeds and volumes and more complex right and left turn lanes create hazards for cyclists. Consider alternative routes to major commercial arterials or high volume/high speed roads such as a separated, paved shared use path.” (Pg. 22)

The alignment of the Port Gamble Trail provides the direct connection between Port Gamble – Olympic Peninsula and Kingston (N-STO) and Poulsbo (C-STO). The trail is designed to accommodate all ages and ability, reducing conflicts of vehicle traffic, minimize slopes, and create a “natural” experience within the 3,500 acre Park.

13. Describe how the project addresses safety and security.

As noted in the previous section on community need, the citizens of North Kitsap were significantly concerned about developing a safe, all ages and ability non-motorized system. The “String of Pearls” and County Non-Motorized Plan stresses safety and identified the portions of the existing road network that were a concern for bikes and pedestrians (see attached maps).

The NSTO was envisioned as a separated shared use path connecting North Kitsap from Kingston to Port Gamble, parks, open space, and communities safely in a low-stress non-motorized environment.

The only alternatives to the Port Gamble Trail section of the NSTO are:

- SR 104. AADT 5,100 vehicles, 50 mph posted speed, 1’ to 2’ paved shoulders. Requires advanced road biking skills and comfort levels possessed by approximately 5% of potential cyclists. No pedestrian facilities or side paths. This section of SR 104 is identified as a “Bicycle Hazard Area” in the County Non-Motorized Plan and String of Pearls Plan (see attached maps).
- Port Gamble Park. Soft trail single and double track trails and logging road, not ADA accessible, requires higher than average to advanced mountain bike equipment and riding skills. Pedestrian access limited to persons able to “hike” uneven gravel/dirt trails.

The Port Gamble Trail will provide all ages and ability access to and through Port Gamble Park in a low stress, separated non-motorized facility. The park has many branching trails. Having one paved route will help people distinguish the direct route from sidetracks. Internal access for emergency response within the Park will be dramatically improved with the paved trail surface and emergency location signage used in the Park.

14. Describe the connections to other multimodal facilities the project provides. For example, high capacity or other transit stations, ferry terminals, etc.

The Port Gamble Trail connects to:

- Pedestrian facilities within the Port Gamble Rural Center.
- An extensive soft trail system (hiking, mountain biking, equestrian) within the 3,500 acre Port Gamble Park and adjacent Rayonier forest lands that are open for public recreation.
- Water Trails portage sites on Port Gamble Bay.
- “Ride Park” mountain bike facility.
- SR 104 connections to the Hood Canal Bridge and Olympic Peninsula.
- Kitsap Transit Route 307 Poulsbo to Kingston (<2,500’), Proposed Kitsap Transit Park & Ride lot (1.35 miles), and Viking Transit Center in Poulsbo.

The N-STO connects:

- Kingston-Edmonds via Washington State Ferry

- Kingston-Seattle via the Kitsap Transit Fast Ferry
- Kitsap Transit Bus Routes – 307 Poulsbo to Kingston, 302 Suquamish to Kingston, 91 Bainbridge Island - Kingston
- Greyhound bus stop at Kingston – west to Port Angeles and east to Seattle
- An extensive soft trail system (hiking, mountain biking, equestrian) within the “Divide Block” Rayonier forest lands that are open for public recreation, North Kitsap Heritage Park, and Port Gamble Forest Heritage Park
- White Horse shared use path (Suquamish Tribe)
- Arborwood (Rayonier) shared use path (under development).
- Kingston pedestrian and bike facilities.

The C-STO connects to:

- Poulsbo “Loop Path” (shared use path) and Poulsbo bike and pedestrian facilities with connections to Silverdale and Bremerton via Bike Route #31.
- Poulsbo marinas,
- Kitsap Transit Bus Routes 344, 338, 333, 344, Viking Transit Center in Poulsbo

15. Describe how the project will project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

The Port Gamble Trail and STO system serve all user groups with a focus on regional connectivity, economic development, and access to regional recreation.

The Port Gamble Trail is the common segment of all the STO system providing regional non-motorized connections to the Olympic Peninsula. The trail will support regional non-motorized trips between the Peninsula, Port Gamble, Kingston (Edmonds, Seattle), Bainbridge Island (Seattle), and Poulsbo (Silverdale, Bremerton).

Economic development of North Kitsap will be significantly enhanced by the Trail through hosting regional non-motorized rides, day recreational trips visiting Port Gamble, and hosting events within the Park and at Port Gamble. The all ages and ability access to the 3,500-acre Park provided by the Port Gamble Trail and systems access to the STO will add Port Gamble as a recreational in addition to a historic destination.

The trail will “open up” the 3,500-acre Park and additional private open space to users with from all ages and with all abilities. Currently access into the Park and open space is limited to people with the ability to hike or bike gravel single track trails and gravel logging roads. Access for many users is limited to small areas around the trail heads. The Port Gamble Trail will provide miles of accessible shared use trails through the natural environments of the Park allow everyone access to experience wetland, forests, meadows, birds, and animals that had been beyond their physical abilities.

16. Describe how the project will benefit populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

The Port Gamble Trail and Sound to Olympics Trail is designed for accessibility for “all ages and abilities”. The access points, slope, paved surface, and trail designs will encourage usage and provide non-motorized connectivity through North Kitsap and access to areas within Port Gamble Park that are not readily accessible to older and younger people or people with disabilities. The existing non-motorized connections along SR 104 (50 mph traffic and no shoulder) or through the park (logging roads, single-track trails, 12-20% slopes, gravel or dirt) discourage biking and walking for a large segment of the population. The existing network of trails, while marked, can be significantly more difficult for people with limited English proficiency or who don’t feel comfortable within the sometimes-confusing trail system.

The Port Gamble Trail (STO) will have free access, no cost limitations due to low income and utilize graphic information systems to the extent possible to encourage use of the trail by people with limited English

proficiency. The County is working with Kitsap Transit to extend transit connectivity to the first segments of the N-STO as it develops and is practical.

The census tract containing the Port Gamble Trail and the three tracts encompassing the N-STP are very large and data from this very rural area can be distorted by the narrow strips of waterfront homes. Across the three tracts, the "Opportunity Index" ranges: Port Gamble Trail tract's "Moderate Opportunity Index" shifting to "Very Low" and then "Low" for the Kingston tract.

The critical "Opportunity Index" linkages to the Port Gamble Trail and N-STO are to the "Economic" and "Transportation" indexes.

- "Economic" indexes are shown as "Moderate", "Very Low", and "Moderate"; however, these indexes do not adequately reflect the rural, isolated economic conditions of this area. Port Gamble is planning to grow to a destination community, with economic opportunities. The Port Gamble Trail and N-STO will significantly enhance the activity levels and quality of the community and, as an attractor, build the economic base of North Kitsap. Outdoor (and historic) tourist will utilize Port Gamble as base to explore the Park, events, and enjoy nature with longer range bicyclists utilizing Port Gamble as a major resting place to stay, rest, and eat.

- "Transportation" indexes are shown as "Very Low" across all three tracts. Access within this area is very limited to narrow state highways and county roads with 50 mph posted speed limits. The Port Gamble Trail and STO system will connect Port Gamble by shared use path with Kingston/Edmonds, Poulsbo, Bainbridge Island-Seattle with other bike facilities connections to Silverdale and Bremerton. The all ages and abilities designed shared use path will make non-motorized activities accessible to the elderly (17-29%), especially the high percentage with disabilities (25-31%). The County will be working with Kitsap Transit to identify transit connections to Port Gamble and the Port Gamble Trail near the Stottlemeyer Trail Head with stops on the fixed route between Poulsbo and Kingston or through expansion of the dial-a-ride service in Kingston. Also ways to connect Jefferson Transit's route between Port Townsend and Poulsbo near the Hood Canal Bridge park and ride and Clallam Transit's Route 123 from Sequim to Bainbridge Island.

17. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

Kitsap County is utilizing the Port Gamble Trail process to develop a cost effective, low impact to the environment project delivery template for the STO system and all shared used path systems planned within the County. Continued project delivery of the Port Gamble Trail is critical to validating the viability of delivering shared use path system, like the STO, within the geographically constrained Kitsap Peninsula.

The geography of Port Gamble is challenging, to say the least, but represents nearly all the types and levels of project delivery concerns (slope, wetland, fish passage, stormwater, other critical areas, land use interfaces) that will be experienced with the other segments of the STO and shared use paths planned for the County.

The Port Gamble Trail is also attempting to create a template for funding construction of the STO system and other planned shared use paths. To date, that template consist of County funds, Kitsap Public Facilities grant, and STP grant. The County's Road Fund supported the Port Gamble Trail Feasibility Study, which in turn helped gain a grant from the Kitsap Public Facilities District to fund Preliminary Engineering (PE) of Segments A, B, and D. The project was only partially successful in the Countywide STP competition due to competition funding constraints, only Segments A and B1 were funded with Segments B2 and D being added to the contingency list.

Without the TAP grant funding construction of the full Segments A, B, and D of the Port Gamble Trails is in questionable, not because of the County's financial commitment to the project will decline (that is not anticipated to be reduced) but because of the costs of the Segments A and B due to stormwater, fish passage, and critical area protection requirements have significantly increased and without additional grant funding part or all of Segments B2 and D will not be financially feasible at this time. Additionally, the inability to successfully compete for TAP or other STP grants would severely jeopardize the potential for constructing the

STO system or other shared use paths in Kitsap County. That would be a significant blow to regional non-motorized connectivity in the region.

I. Category-Specific Criteria: Historic Resources Projects

I1. Describe the current or former transportation use of the facility.

I2. Describe the historic significance of the facility. This could include designation as a local, state or national landmark; listing as a contributing part of a local, state or National Register historic district; or a determination of eligibility for listing in the National Register.

I3. Describe the planned use of the facility and the project's relationship to the transportation system.

I4. Describe how the project is part of a larger historic preservation plan.

I5. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

I6. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

I7. Describe the long-term preservation and/or maintenance plans for the facility.

I8. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

I. Category-Specific Criteria: Environmental Projects

I1. Describe the relationship of the project to the transportation system.

I2. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic

underemployment.

13. Describe how well the project goes over and above what is normally required.

14. Describe the long-term maintenance plans for the project.

15. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

16. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

J. PSRC Funding Request

J1. Has this project received PSRC funds previously?

No

J2. Please provide the project's PSRC TIP ID.

K. PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2023	\$2238854
		\$
		\$

Total PSRC Funding Request:

\$2238854

Total Estimated Project Cost and Schedule

L. Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Planning Phase Cost:

\$0

Expected year of completion for this phase:

M. Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$504481
			\$
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost:

\$504481

Expected year of completion for this phase:

2022

N. Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Right of Way Phase Cost:

\$0

Expected year of completion for this phase:

O. Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$2238854
Local	Local	Secured	\$347025
			\$
			\$
			\$

Total Construction Phase Cost:

\$2585879

Expected year of completion for this phase:

2023

P. Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$

			\$
			\$

Total Other Phase Cost:

\$0

Expected year of completion for this phase:

Q. Project Summary

Total Estimated Project Cost:

\$3090360

Estimated Project Completion Date (month and year):

12-2023

R. Financial Documentation

R1. Please enter a description of your financial documentation in the text box below.

2022-2027 Kitsap County Transportation Improvement Program (excerpt)
Board of County Commissions project commitment letter

R2. Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

[2022-2027 TIP - extract.pdf \(209 KB\)](#)
[BOCC Ltr Port Gamble B2 D.pdf \(543 KB\)](#)

Project Readiness

S. Preliminary Engineering/Design

S1. Are you requesting funds for ONLY a planning study or preliminary engineering?

No

S2. What is the actual or estimated start date for preliminary engineering/design?

2021

S3. Is preliminary engineering/design complete?

No

S3a. What was the date of completion (month and year)?

S4. Have preliminary plans been submitted to WSDOT for approval?

No

S3b. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

S5. When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

2022

T. Environmental Documentation

T1. What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

Documented Categorical Exclusion (DCE)

T2. Has NEPA documentation been approved?

No

T3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

2022

U. Right of Way

U1. Will Right of Way be required for this project?

No

U2. What is the actual or estimated start date for right of way (month and year)?

U3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

U4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

U5. What is the zoning in the project area?

U6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

U7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

U7a. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

U8. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

V. Construction

V1. Are funds being requested for construction?

Yes

V2. Do you have an engineer's estimate?

Yes

V3. Please attach the engineer's estimate.

[Estimate for Segments B2 and D.pdf \(423 KB\)](#)

V4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.

DSAP

V5. Are Plans, Specifications & Estimates (PS&E) approved?

No

V6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

2022

V7. When is the project scheduled to go to ad (month and year)?

6-2023

W. Other Considerations

W1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

na

W2. Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

The Sound to Olympics (STO) Trail planning efforts were initiated by the North Kitsap Trails Association (NKTA) with deep grass roots support. NKTA sought "To unite North Kitsap County with a regional system of land and water trails that promotes stewardship of natural resources and enhances our communities' livability" with their North Kitsap String of Pearls Trail Plan.

Non-Motorized connectivity in Kitsap County, and specifically North Kitsap County has evolved through public processes. Outreach efforts for earlier County Bike Facilities Plan, Green Ways Plan, Mosquito Fleet Trail planning, Kingston Community Trails planning, and non-motorized facility planning for Miller Bay Road led residents of North Kitsap to take a deeper look at emerging opportunities for connecting North Kitsap.

The STO concept emerged from a "grass roots" process with over 500 people attended meetings to discuss trails and resulted in the North Kitsap "String of Pearls Trail Plan". This plan was adopted by the County (with public hearings) and incorporated into the County's Non-Motorized Plan. To further the STO plan, the County conducted feasibility studies on two segments of the N-STO to refine the preferred alignment. In 2018 the Port Gamble Trail Feasibility Study refined the segment of the STO going through Port Gamble Park. Public outreach for this study was extensive. A public and agency working group supported the technical analysis and open houses were used to discuss the element of the project with the public. Around 150-200 people attended each of the open houses, providing input on routes, natural environment, impacts, and opportunities.

W3. Please upload any relevant documents here, if they have not been uploaded previously in this application.

[Port Gamble B2 D support documents.pdf \(3.73 MB\)](#)

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Kim Pearson at kpearson@psrc.org to have it returned to you.



KITSAP COUNTY BOARD OF COMMISSIONERS

Efficient, accessible and effective county services

Nov. 30, 2021

Robert Gelder
DISTRICT 1

Charlotte Garrido
DISTRICT 2

Edward E. Wolfe
DISTRICT 3

Josh Brown
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

Karen Goon
County Administrator

RE: STO - Port Gamble Trail B2 & D

As project sponsor for the **STO - Port Gamble Trail B2 & D** application to the Transportation Alternatives Program (TAP) grant process, the Kitsap County Board of Commissioners acknowledge our commitment to delivery of the project. The adopted Kitsap County Transportation Improvement Program (TIP) includes the project's timing, phase, and funding obligation identified in the County's grant application.

Phase	Year	Funding	Source
PE	2020	-	Kitsap County Public Facilities District
ROW	-	-	NA
Construction	2023	\$2,238,854	STP (unsecured)
		<u>\$347,025</u>	County Road Fund
Total		<u>\$2,585,879</u>	

Thank you for your support in delivering this important transportation improvement to our community and the region.

Sincerely,

Robert Gelder, Chair
Kitsap County Board of Commissioners

Copy: Andrew Nelson, PE, Public Works Director
David Forte, Transportation Planning Supervisor

STO - Port Gamble Trail Segment B Cost Estimate

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
Mobilization	1	LS	\$ 650,000	\$ 650,000.00
Roadway Surveying	1	LS	\$ 50,000	\$ 50,000.00
14-foot Paved Trail	8350	LF	\$ 135	\$ 1,085,500.00
Roadway Excavation Incl. Haul	25000	CY	\$ 50	\$ 1,250,000.00
Select Borrow Incl. Haul	5600	TON	\$ 40	\$ 224,000.00
42-In Coated Chain Link Fence Type 6	3300	LF	\$ 30	\$ 99,000.00
Gravity Wall (Cut)	15000	SF	\$ 70	\$ 1,050,000.00
Structural Earth Wall (Fill)	3170	SF	\$ 60	\$ 190,200.00
Wetland Buffer Mitigation	1	LS	\$ 150,000	\$ 150,000
Permeable Ballast	5500	SF	\$ 55	\$ 302,500
Sand	5500	SF	\$ 40	\$ 220,000
TOTAL				\$ 5,271,200.00

Segment	LENGTH(FT)	COST PER LF*	COST
B1	6555	\$ 550.00	\$ 3,600,000.00
B2	1795	\$ 900.00	\$ 1,700,000.00

*COST PER LF was calculated using costs from the Green to Cedar River Trail which had similar features and significant retaining wall needs

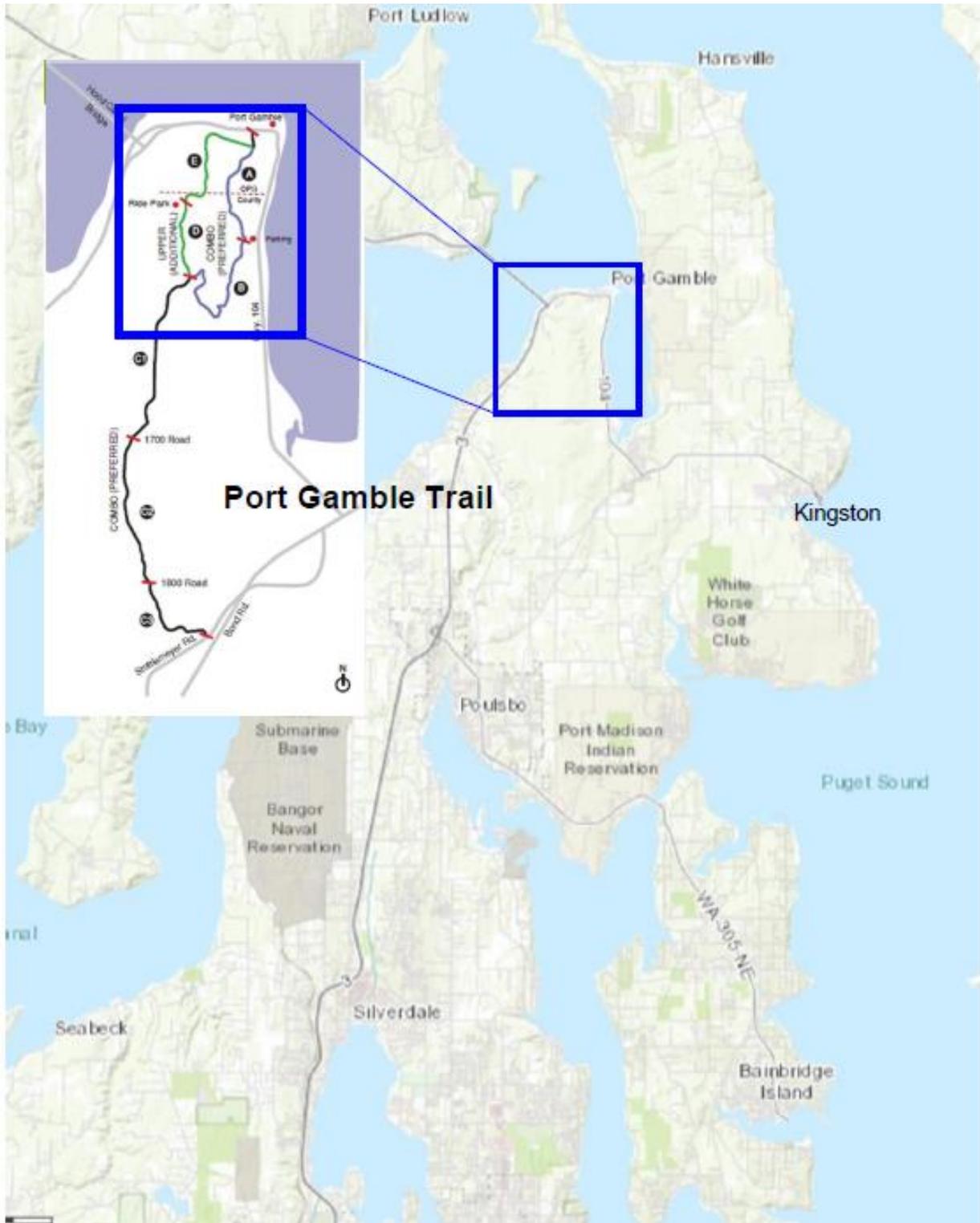
STO - Port Gamble Trail Segment D Cost Estimate

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
Mobilization	1	LS	\$ 100,000	\$ 100,000
Roadway Surveying	1	LS	\$ 10,000	\$ 10,000
14-foot Paved Trail	3312	LF	\$ 135	\$ 447,120
Roadway Excavation Incl. Haul	1100	CY	\$ 50	\$ 55,000
Select Borrow Incl. Haul	1900	TON	\$ 40	\$ 76,000
42-In Coated Chain Link Fence Type 6	550	LF	\$ 30	\$ 13,750
Structural Earth Wall (Fill)	2200	SF	\$ 60	\$ 132,000
Clearing and Grubbing	1.41	ACRE	\$ 30,000	\$ 42,259
Replace Culvert Pipe	63	LF	\$ 150	\$ 9,450
TOTAL				\$ 885,579

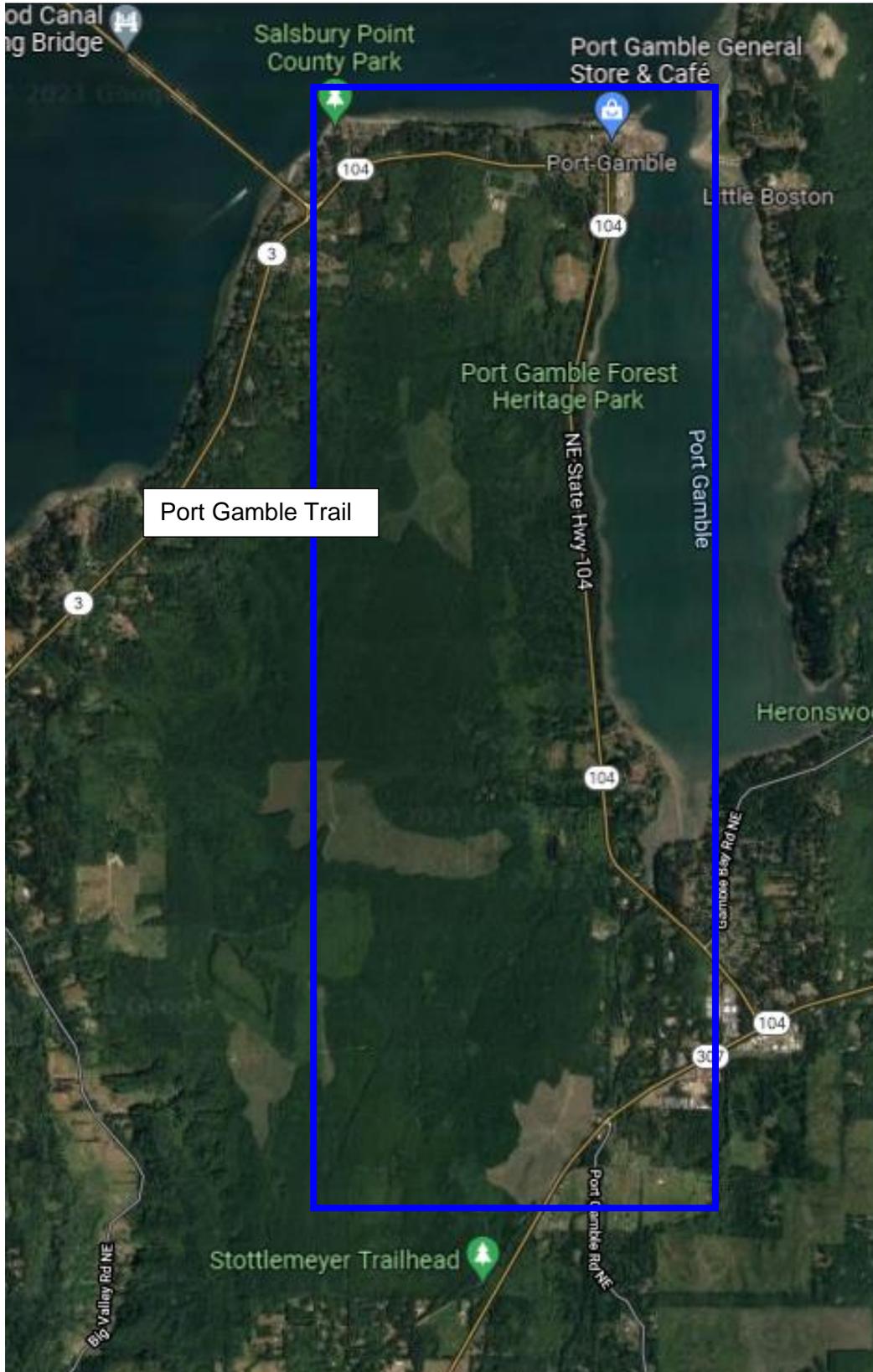
**SIX YEAR
TRANSPORTATION IMPROVEMENT PROGRAM
2022 TO 2027**

FUNC. CLASS	PRIORITY NO.	PROJECT IDENTIFICATION A. Road Log Number - BMP - EMP B. Bridge Number - FGTS - CRP C. Beginning and End D. Project / Road Name E. Description of Work	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS							EXPENDITURE SCHEDULE (LOCAL AGENCY)						FED. PROJ. ONLY ENVIRO TYPE ROW REQ.? DATE COMPLETE								
								FUNDING SOURCE INFORMATION							YEAR 1 2022	YEAR 2 2023	YEAR 3 2024	YEAR 4 2025	YEAR 5 2026	YEAR 6 2027									
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL															
								FEDERAL FUND CODE	FEDERAL COST BY PHASE																				
N/A	15	CRP# 1631 STO - Port Gamble Trail segments A, B & D Construct paved multi-use path in Port Gamble Forest Heritage Park	32	3.4	P.E. R/W Const. Total	S	1/21			KPFD-20	505			255	255	255									CE N				
							6/23	STP-23	1,992							1,083	3,075			3,075									
									1,992				505	0	1,338	3,330	255	3,075											
07	16	70400 MP 0.00-0.05 T3 CRP# 1599 Hansville Road - Right Turn Lane Intersection improvement to facilitate traffic turning from Hansville Road onto westbound SR 104	12	0.05	P.E. R/W Const. Total	S	4/18						65	0	65	60	5												
							4/23	SEPA&Trib	409	50	0	459			459			459											
									0	409	115	0	524	60	464														
07	17	21320 MP 1.50-1.55 / 21310 MP 0.00-0.05 T3/Nonfreight CRP# 2589 Lake Helena Road / Wicks Lake Road - Culverts Replace 36" culverts 11215 & 11217 with structures meeting WDFW Fish Passage Design Criteria	13	0.05	P.E. R/W Const. Total	S	1/17							10	10	5	5												
							3/19											10	10	5	5								
							1/23									1,100	1,100		1,100										
			0		0	0	1,120	1,120	10	1,110																			
17 19	18	13549 MP 3.15-3.25 / 13820 MP 0.00-0.05 T3/Nonfreight CRP# 3698 Anderson Hill Road / Apex Airport Road Intersection Signal and channelization Improvements	12	0.20	P.E. R/W Const. Total	S	1/20							100	100	85	15												
							5/23	SEPA	112	300	588	1,000			800	200													
									0	112	300	688	1,100	85	815	200													
16	19	56409 MP 0.50-0.90 T3 CRP# 3664 Fairgrounds Road - Sidewalk Improvements Construct sidewalk both sides and eastbound bike lane from Woodridge Lane to Nels Nelson Road	32	0.40	P.E. R/W Const. Total	S	6/15							200	200	100	100												
							1/23											10	10		10								
							3/24	STP-24	2,300		69	2,369			2,369														
			2,300		0	0	279	2,579	100	110	2,369																		
19	20	32800 MP 0.05-0.10 Nonfreight CRP# 2588 Horizon Lane SE Replace Deteriorated 42" Culvert (Culvert ID # 12310)	06	0.05	P.E. R/W Const. Total	S	1/16							80	80	10	60	10											
							6/22											15	15	10	5								
							1/24											500	500		500								
			0		0	0	595	595	20	65	510																		
06	21	13429 MP 0.35-0.45 T3 CRP# 3684 Newberry Hill Road - Culvert Replace 54" culvert with structure meeting WDFW Fish Passage Design Criteria (Culvert ID #18807)	06 13	0.10	P.E. R/W Const. Total	S	1/17							160	160	100	50	10											
							8/23											25	25		20	5							
							1/24											2,600	2,600		2,600								
			0		0	0	2,785	2,785	100	70	2,615																		

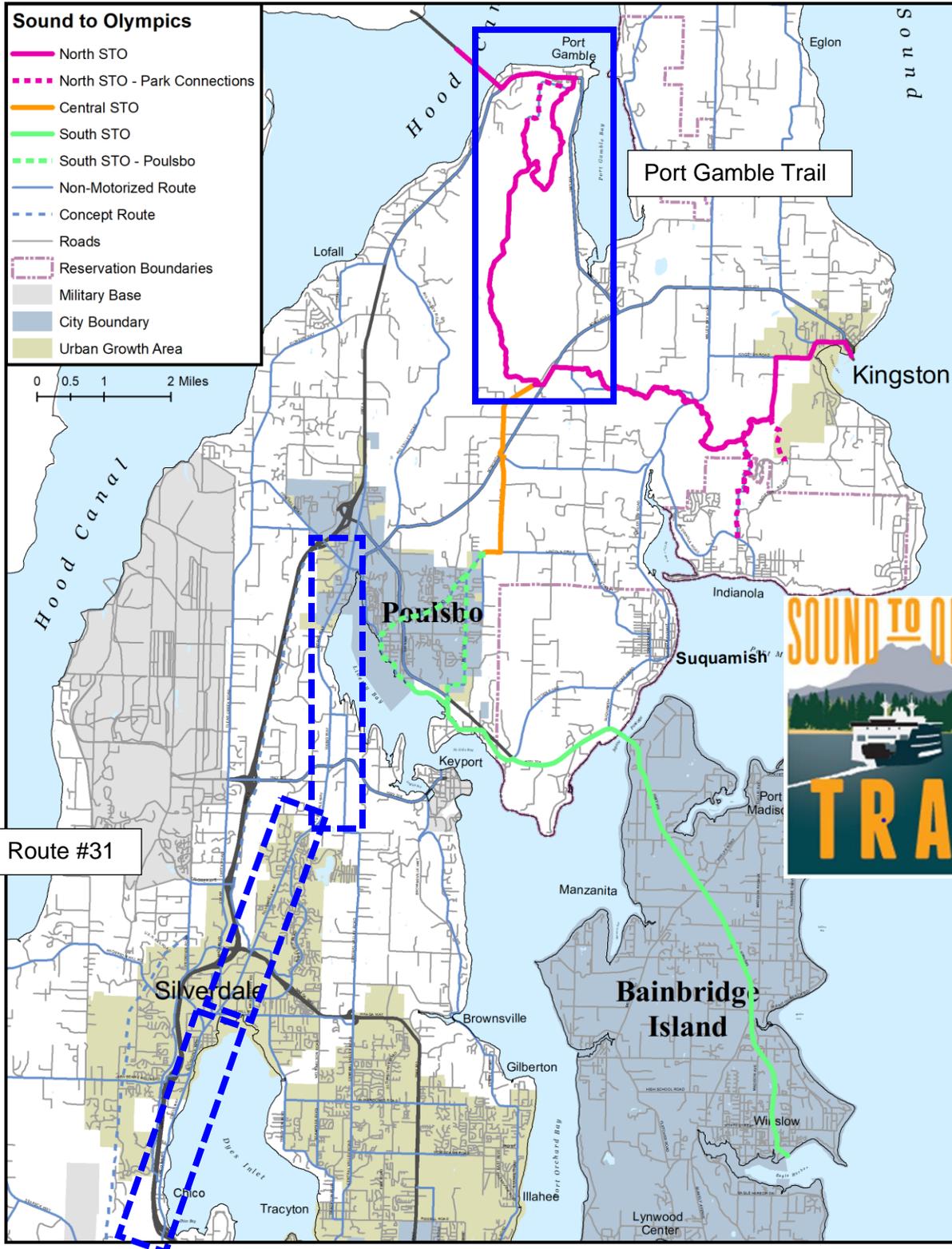
Vicinity Map – Port Gamble Trail B2 & D



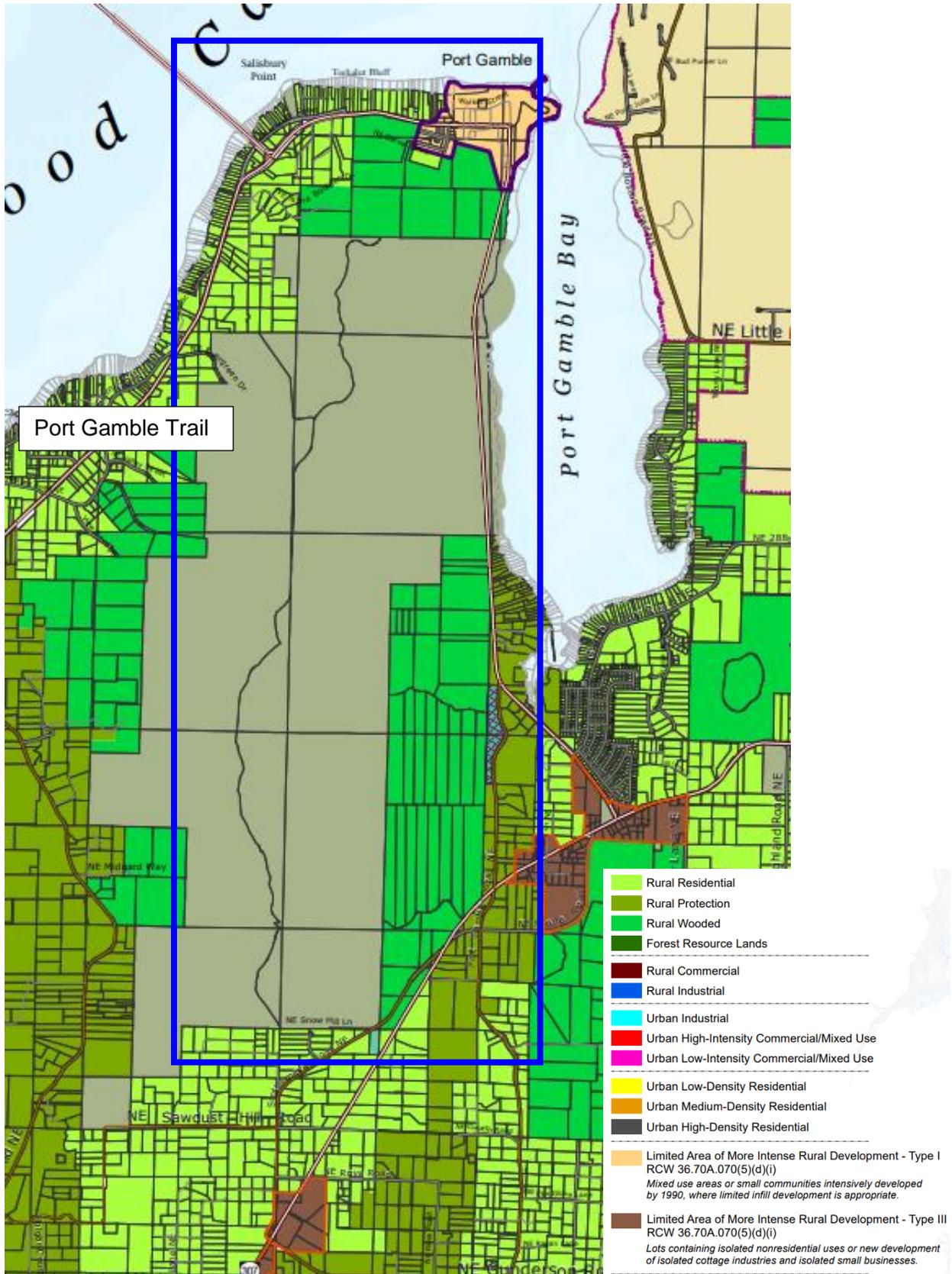
Vicinity Map – Port Gamble Trail



Sound to Olympics (STO) Trail Map: North – STO, Central – STO, and South - STO

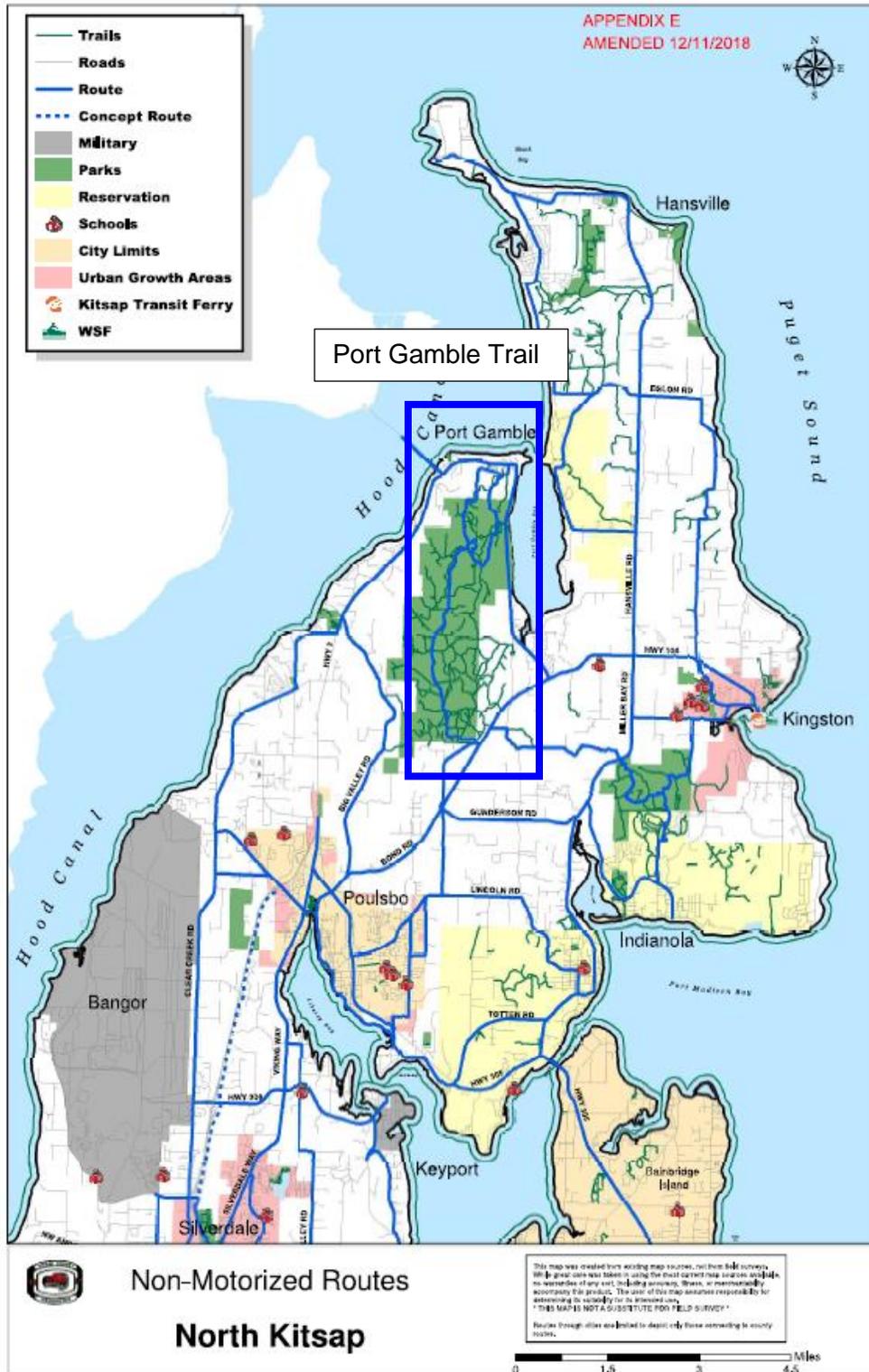


Kitsap County Comprehensive Plan Map (2016, 2020)

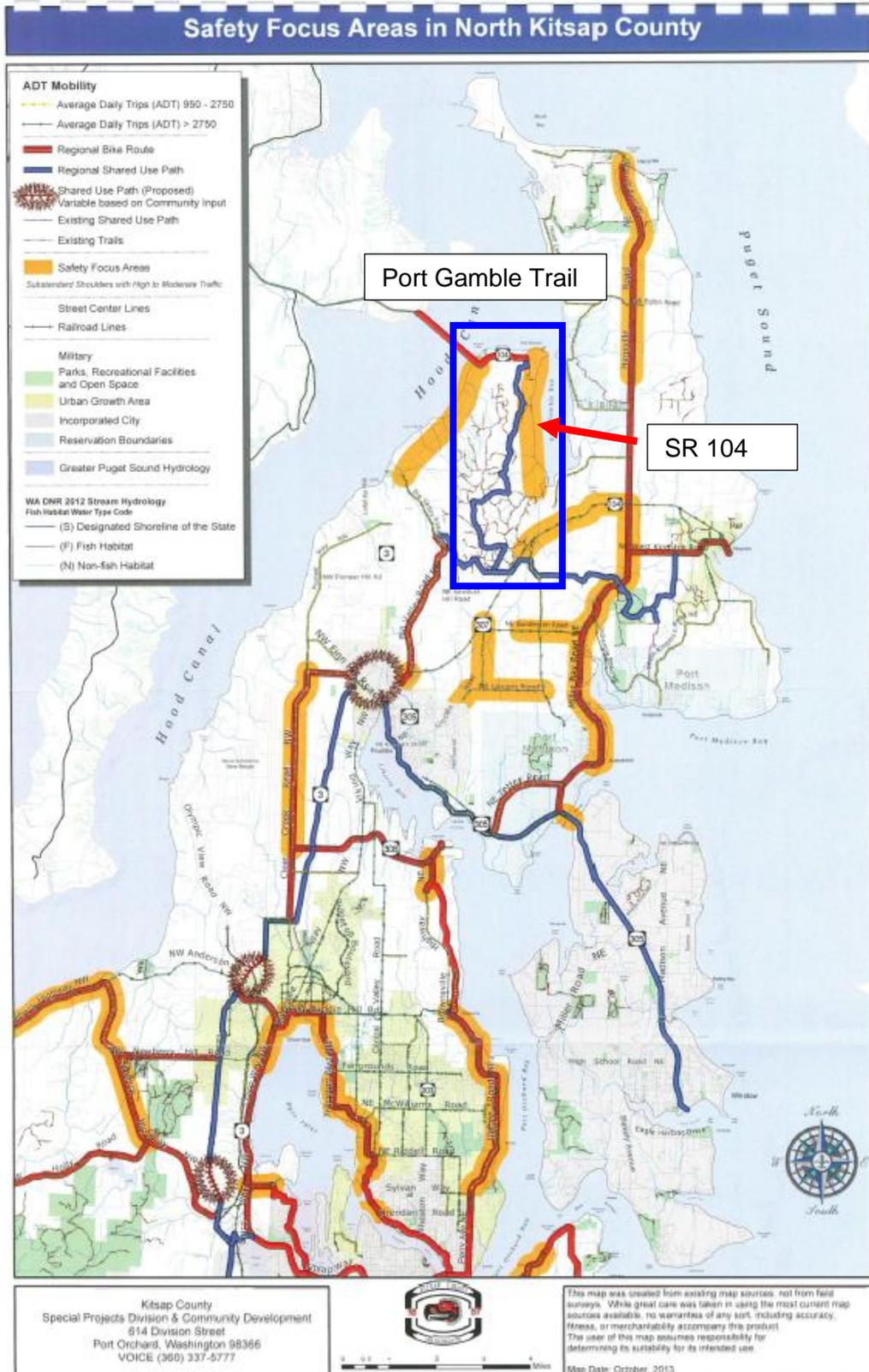


Kitsap County Non-Motorized Facility Plan (2016, 18)

North Kitsap Non-Motorized Routes



Kitsap County Non-Motorized Facility Plan (2016, 18) Safety Focus Areas in North Kitsap County



Port Gamble Trail Feasibility Study (2018)

[https://www.kitsapgov.com/pw/Documents/Port Gamble Trail Feasibility Study 1-20.pdf#search=port gamble trail](https://www.kitsapgov.com/pw/Documents/Port%20Gamble%20Trail%20Feasibility%20Study%201-20.pdf#search=port%20gamble%20trail)

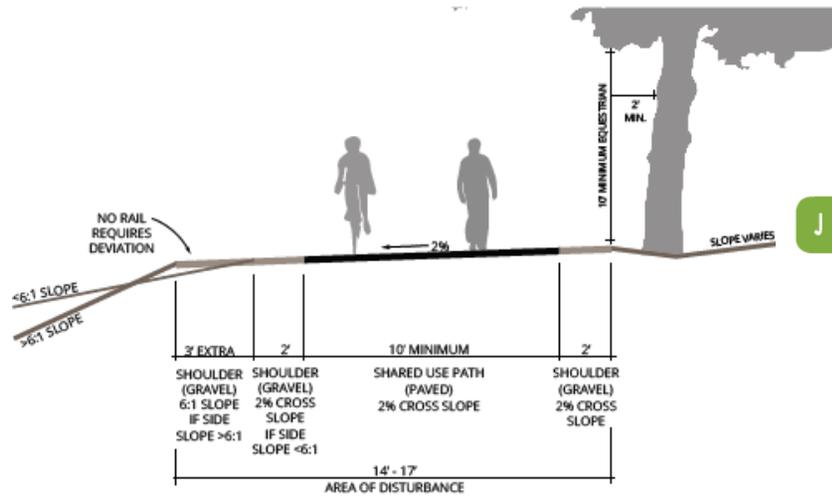
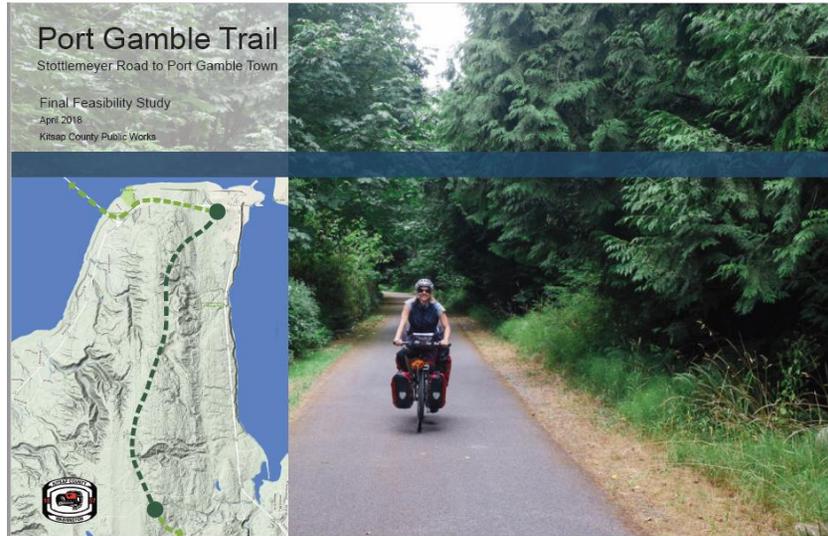


Figure 3M: Typical Trail Section on Minimal Cross-Slope

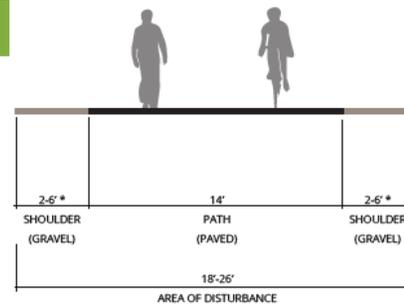
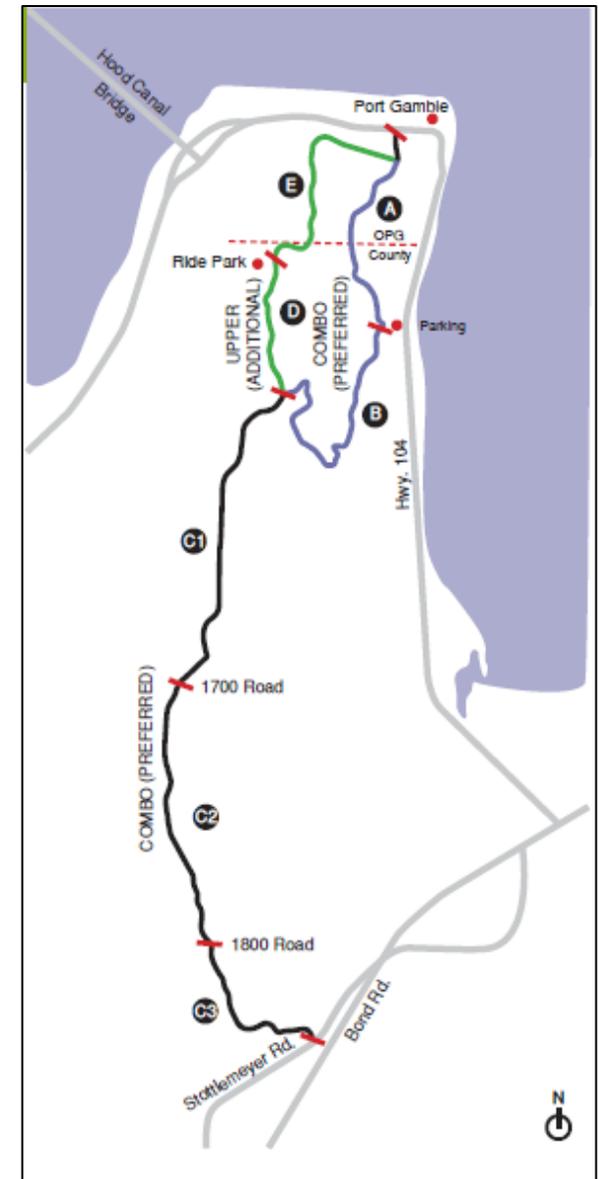
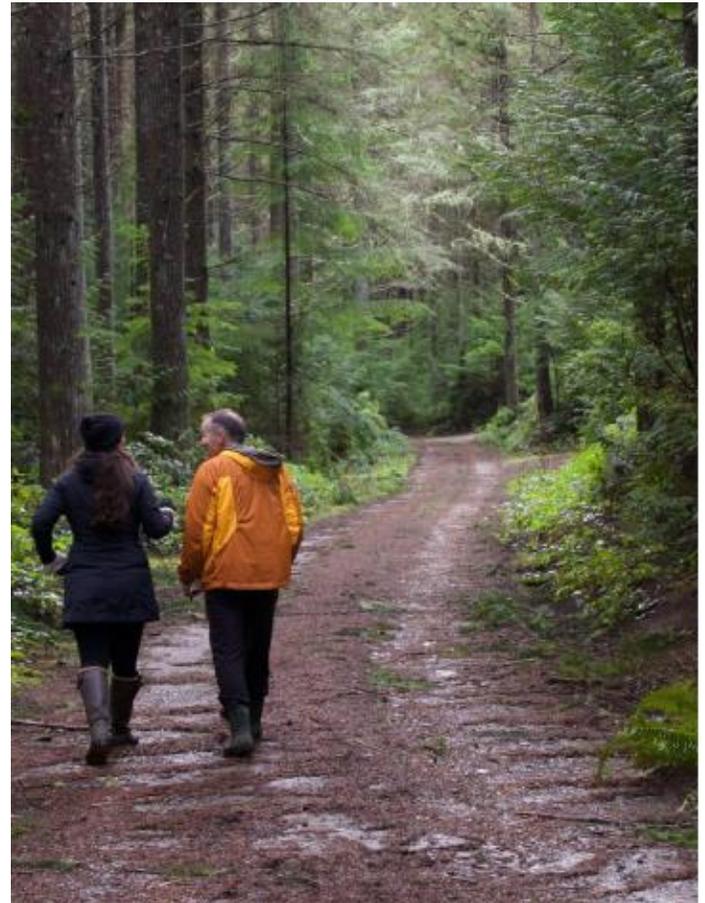
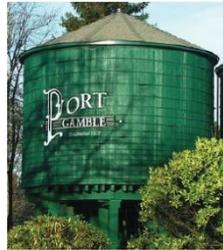


Figure 3J: Trail Type B - Shared Path (Closed When Used for Logging Activities)

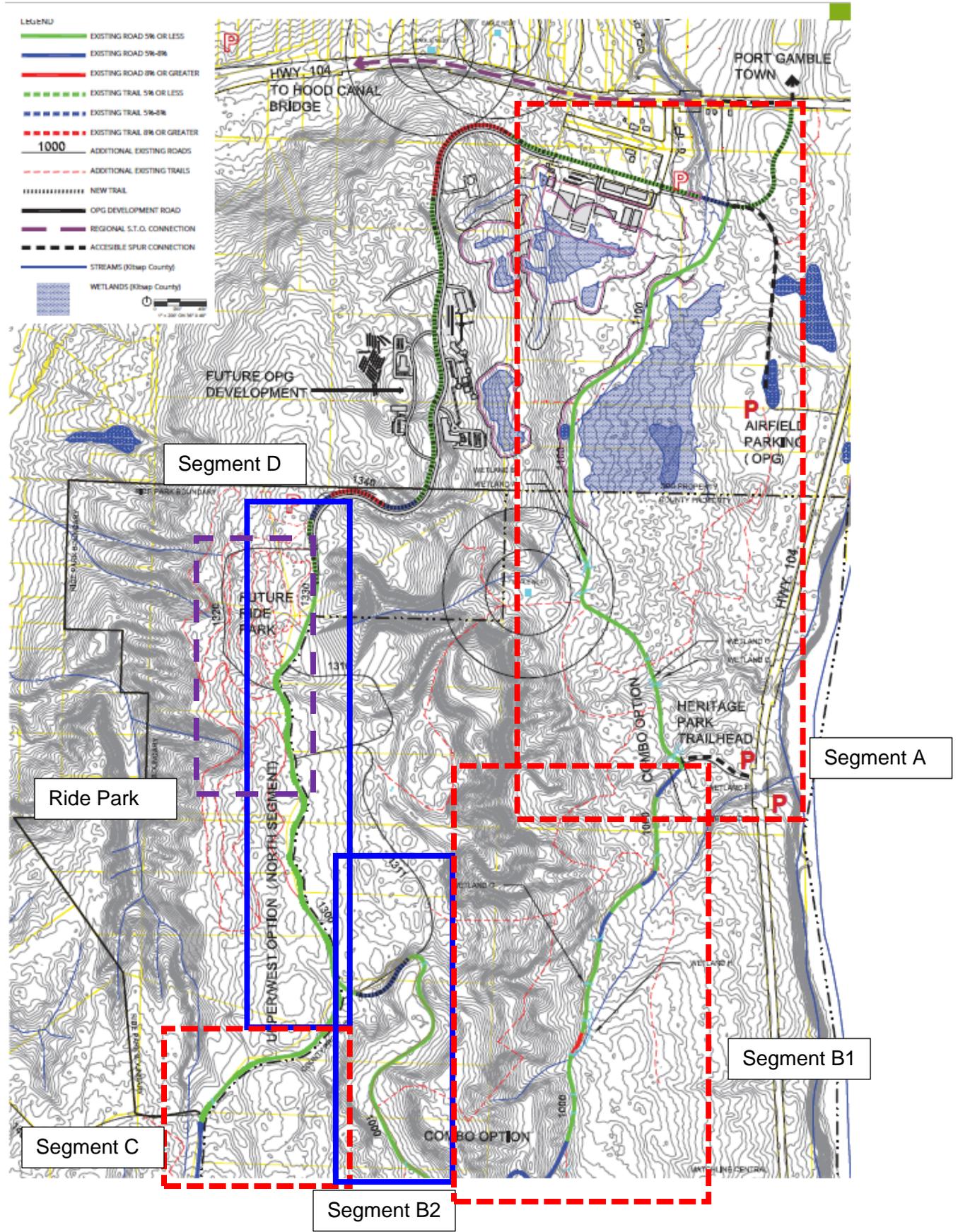


Port Gamble Trail Photographs

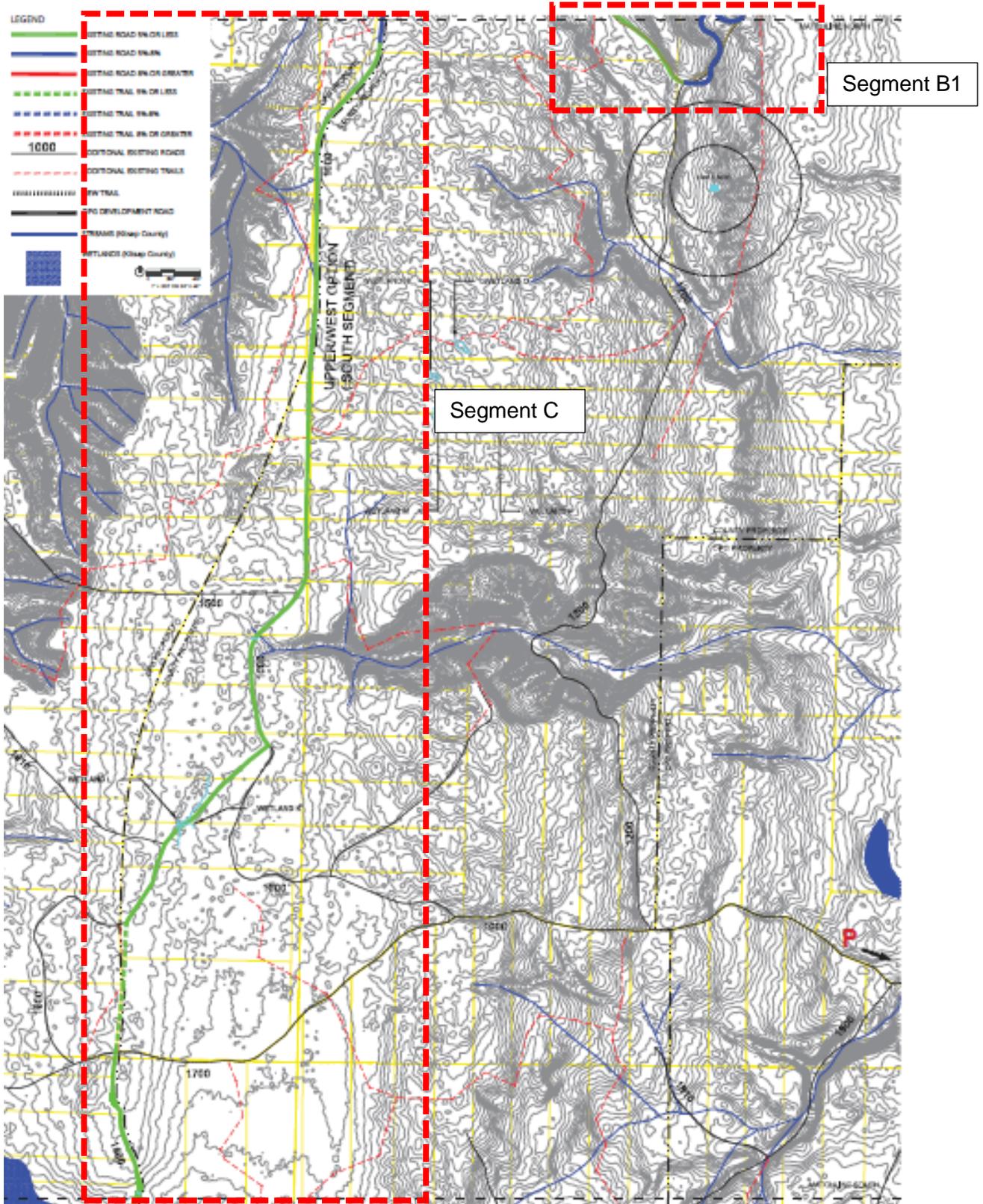




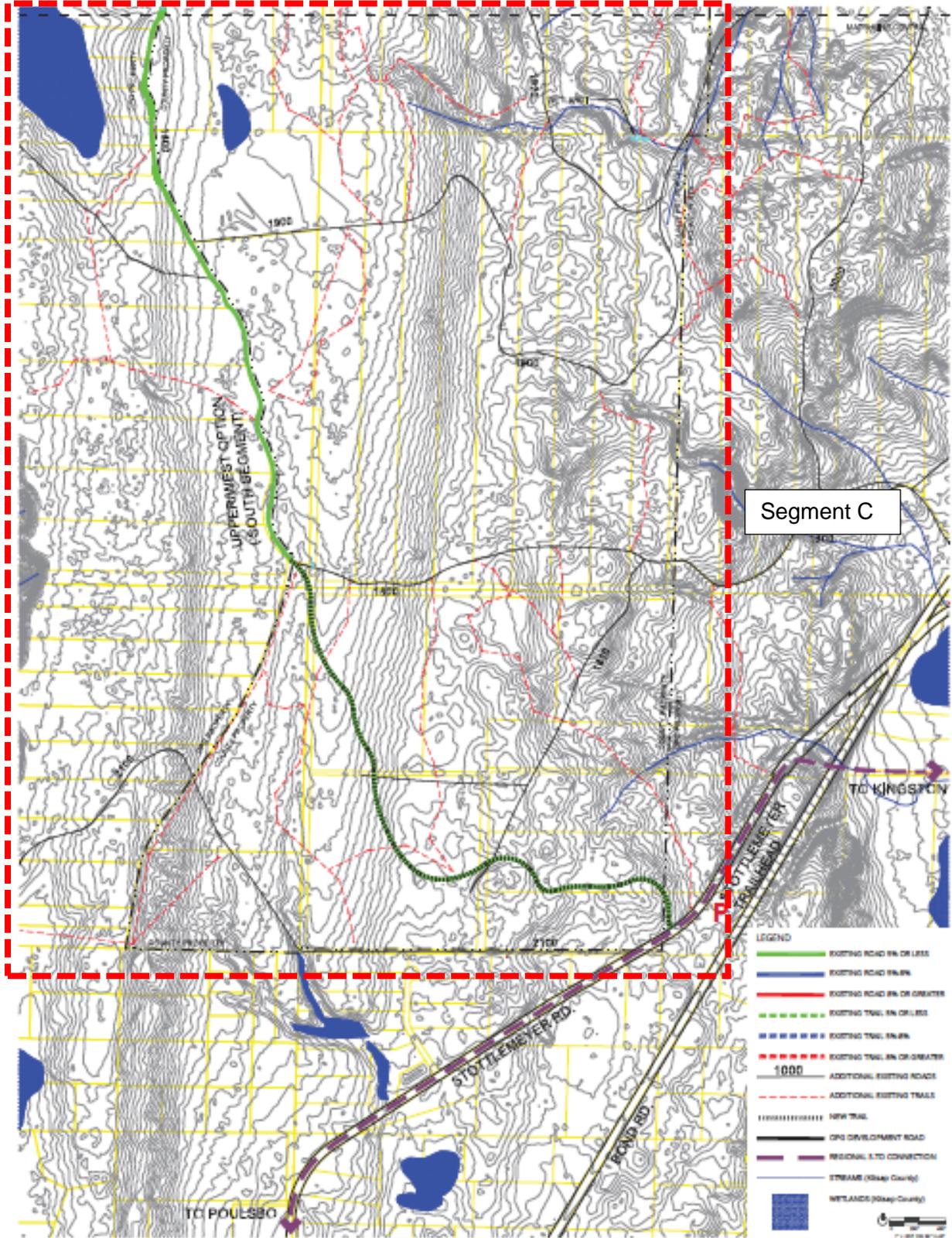
Port Gamble Feasibility Study (2018) – Preferred Alternative Segments A, B, & D



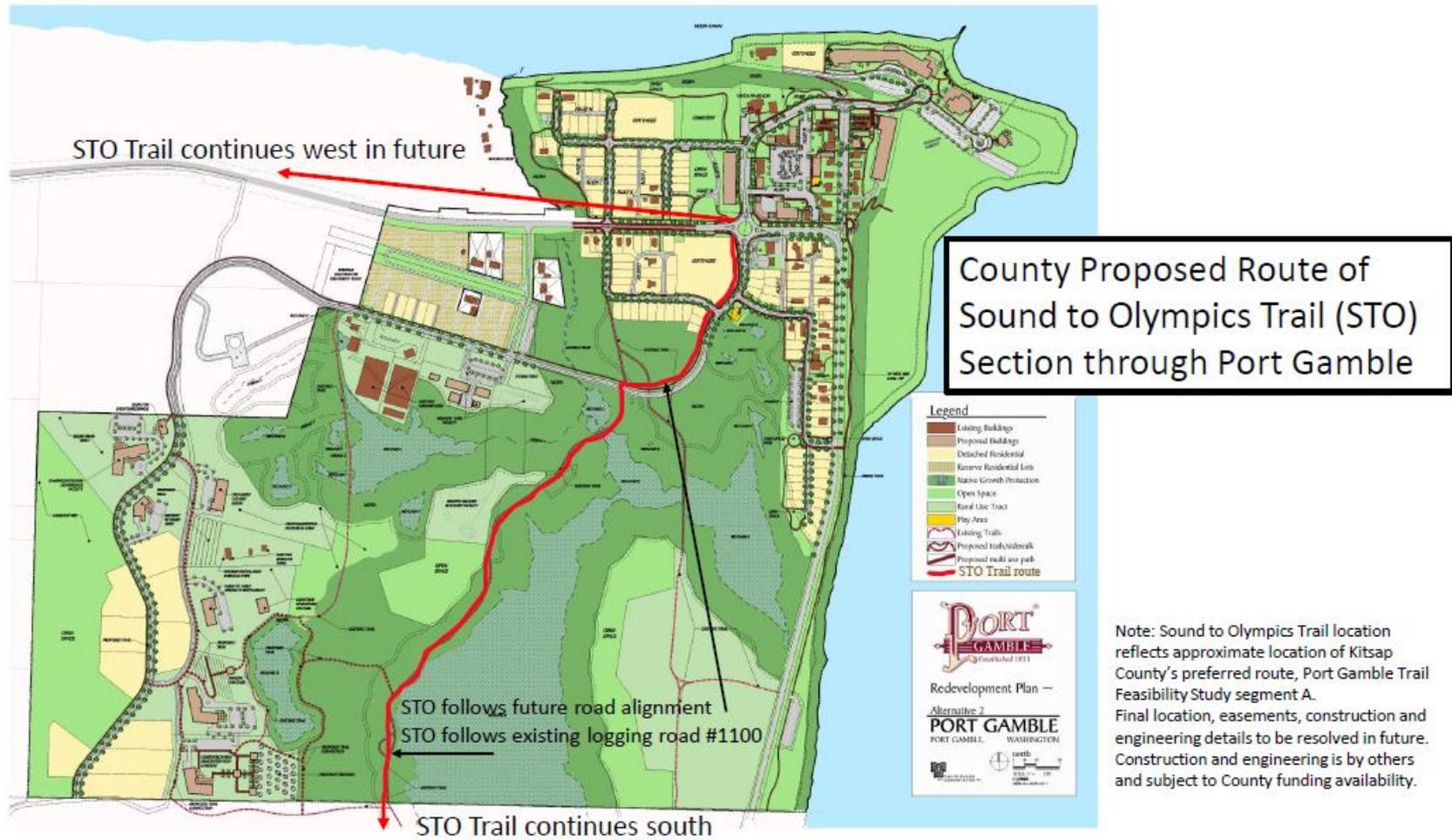
Port Gamble Feasibility Study (2018) – Preferred Alternative Segments B & C (Central)



Port Gamble Feasibility Study (2018) – Preferred Alternative Segment C (South)



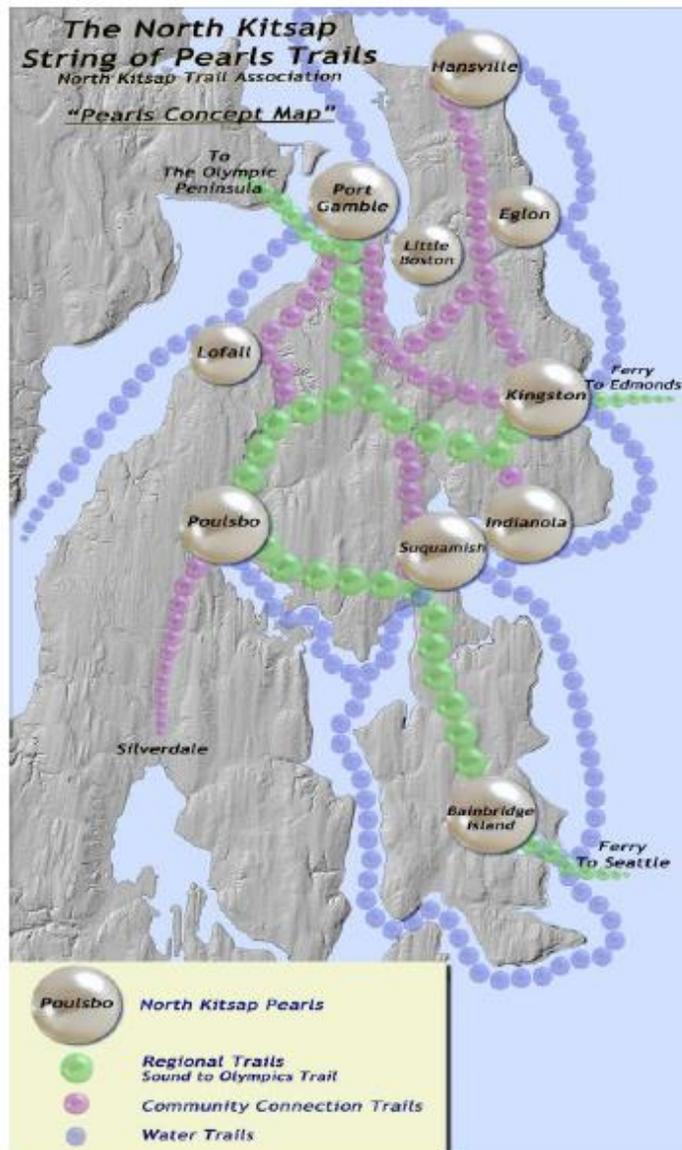
Rayonier – Port Gamble Master Plan (2020) showing -STO – Port Gamble Trail alignment



“String of Pearls” Vision Map (2011)

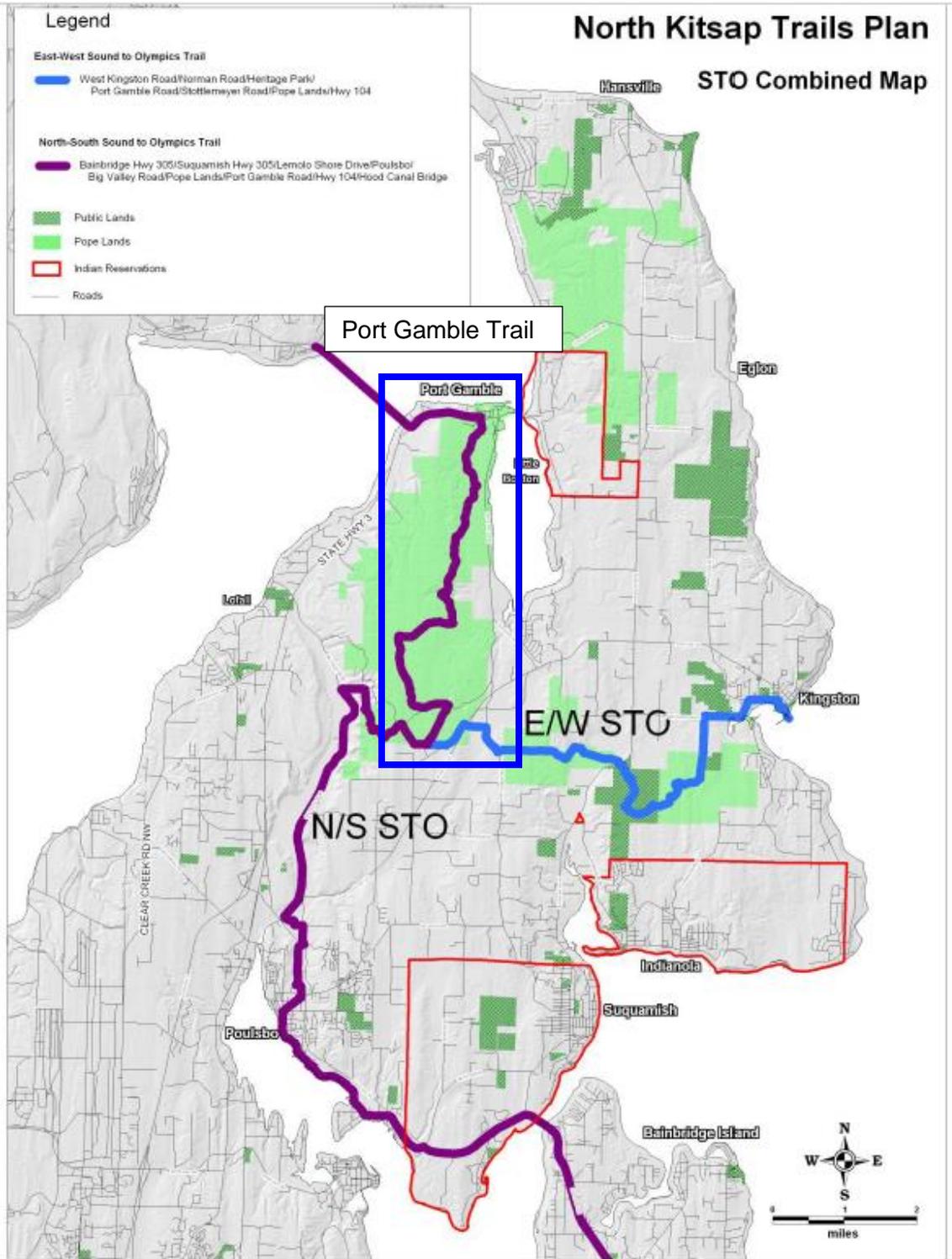
Vision for the North Kitsap Trails System:

A system of land and water trails that connects North Kitsap communities, Tribal lands, parks, and private development, to provide opportunities for walking, biking, paddling, observing wildlife, horseback riding and non-motorized transportation; A regional trail system that boosts community pride, community connections, and the local economy.



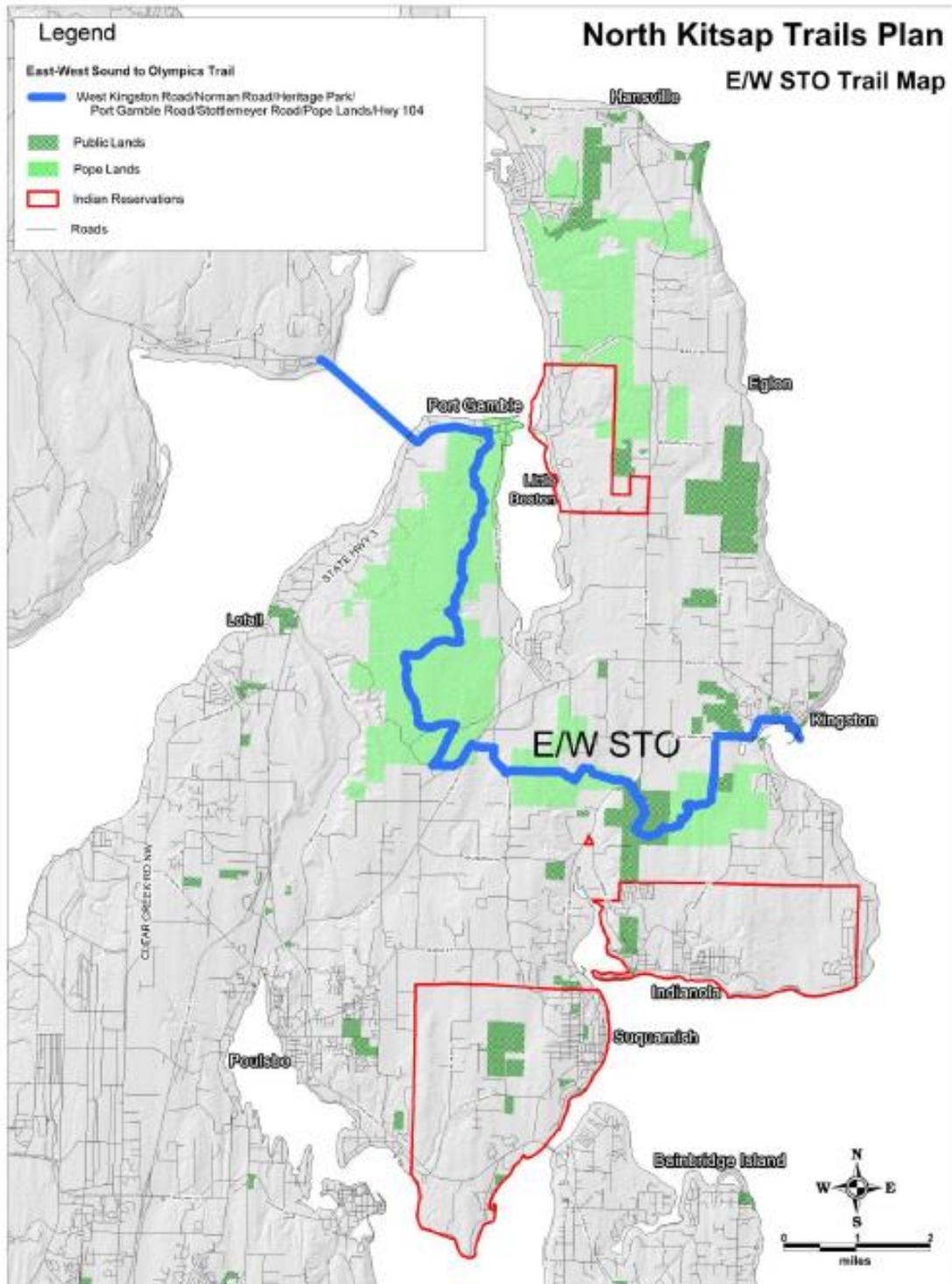
North Kitsap String of Pearls Trail Plan Adopted by Kitsap County November 28, 2011

“String of Pearls” Sound to Olympics Combined Map (2011)



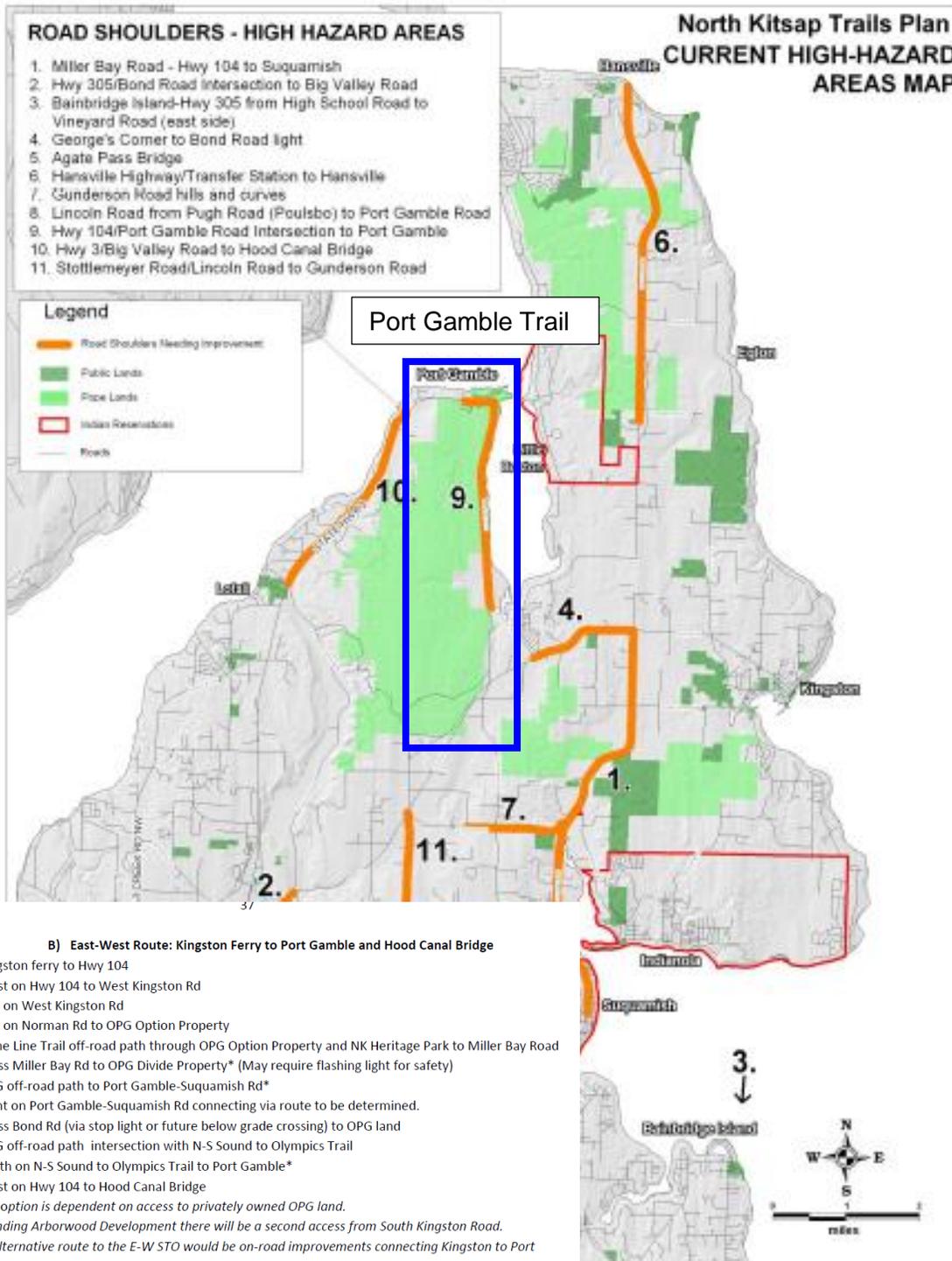
E-W & N-S Sound To Olympics Trail map

“String of Pearls” Sound to Olympics East-West (North – STO) Map (2011)



E-W Sound to Olympics Trail

“String of Pearls” Current High-Hazard Areas Map (2011)



Current High Hazard Areas for bicyclists

Engineer's Estimate:

STO - Port Gamble Trail Segment B Cost Estimate

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
Mobilization	1	LS	\$ 650,000	\$ 650,000.00
Roadway Surveying	1	LS	\$ 50,000	\$ 50,000.00
14-foot Paved Trail	8350	LF	\$ 135	\$ 1,085,500.00
Roadway Excavation Incl. Haul	25000	CY	\$ 50	\$ 1,250,000.00
Select Borrow Incl. Haul	5600	TON	\$ 40	\$ 224,000.00
42-In Coated Chain Link Fence Type 6	3300	LF	\$ 30	\$ 99,000.00
Gravity Wall (Cut)	15000	SF	\$ 70	\$ 1,050,000.00
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Permeable Ballast	5500	SF	\$ 55	\$ 302,500.00
Sand	5500	SF	\$ 40	\$ 220,000.00
TOTAL				\$ 5,271,200.00

Segment	LENGTH(FT)	COST PER LF*	COST
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B2	1795	\$ 900.00	\$ 1,700,000.00

*COST PER LF was calculated using costs from the Green to Cedar River Trail which had similar features and significant retaining wall needs

STO - Port Gamble Trail Segment D Cost Estimate

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
Mobilization	1	LS	\$ 100,000	\$ 100,000.00
Roadway Surveying	1	LS	\$ 10,000	\$ 10,000.00
14-foot Paved Trail	3312	LF	\$ 135	\$ 447,120.00
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Select Borrow Incl. Haul	1900	TON	\$ 40	\$ 76,000.00
42-In Coated Chain Link Fence Type 6	550	LF	\$ 30	\$ 13,750.00
Structural Earth Wall (Fill)	2200	SF	\$ 60	\$ 132,000.00
Clearing and Grubbing	1.41	ACRE	\$ 30,000	\$ 42,259.00
Replace Culvert Pipe	63	LF	\$ 150	\$ 9,450.00
TOTAL				\$ 885,579.00

Grant Ask

	Ask	Match
B2	\$1,700,000	
D	\$885,879	
	\$2,585,879	\$2,238,854
		\$347,025



KITSAP COUNTY BOARD OF COMMISSIONERS

Efficient, accessible and effective county services

Nov. 30, 2021

Robert Gelder
DISTRICT 1

Charlotte Garrido
DISTRICT 2

Edward E. Wolfe
DISTRICT 3

Josh Brown
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

Karen Goon
County Administrator

RE: STO - Port Gamble Trail B2 & D

As project sponsor for the **STO - Port Gamble Trail B2 & D** application to the Transportation Alternatives Program (TAP) grant process, the Kitsap County Board of Commissioners acknowledge our commitment to delivery of the project. The adopted Kitsap County Transportation Improvement Program (TIP) includes the project's timing, phase, and funding obligation identified in the County's grant application.

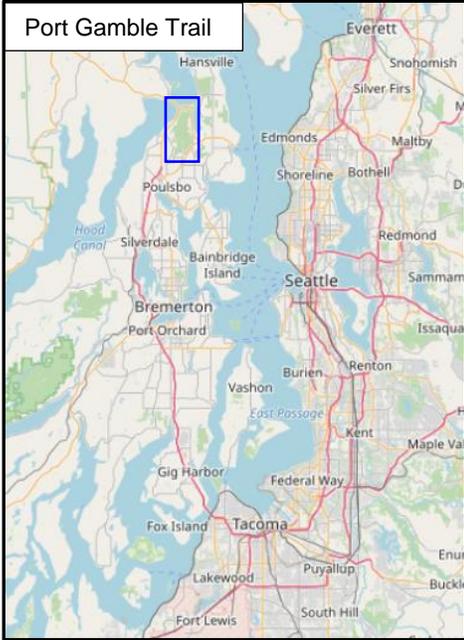
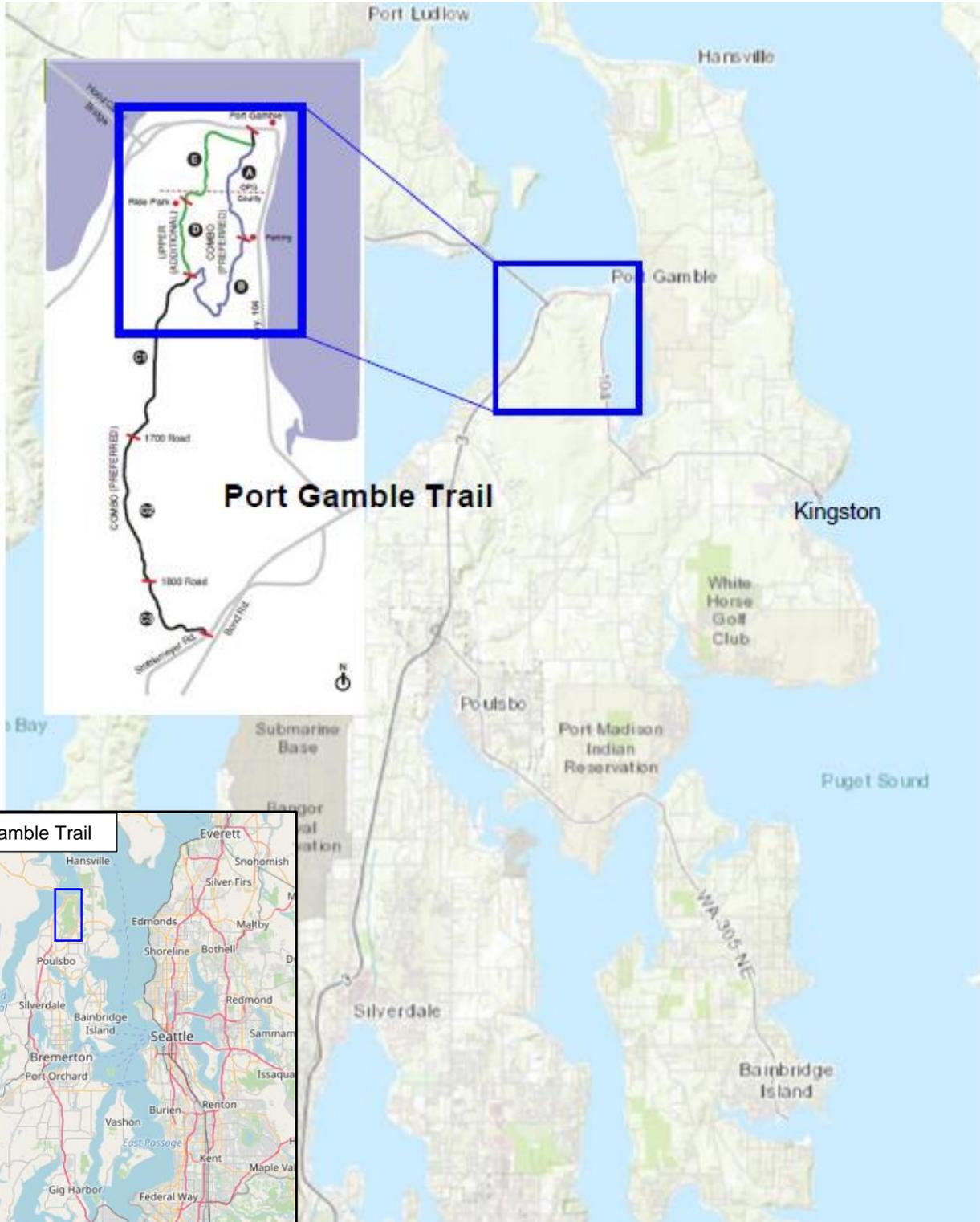
Phase	Year	Funding	Source
PE	2020	-	Kitsap County Public Facilities District
ROW	-	-	NA
Construction	2023	\$2,238,854	STP (unsecured)
		\$347,025	County Road Fund
Total		\$2,585,879	

Thank you for your support in delivering this important transportation improvement to our community and the region.

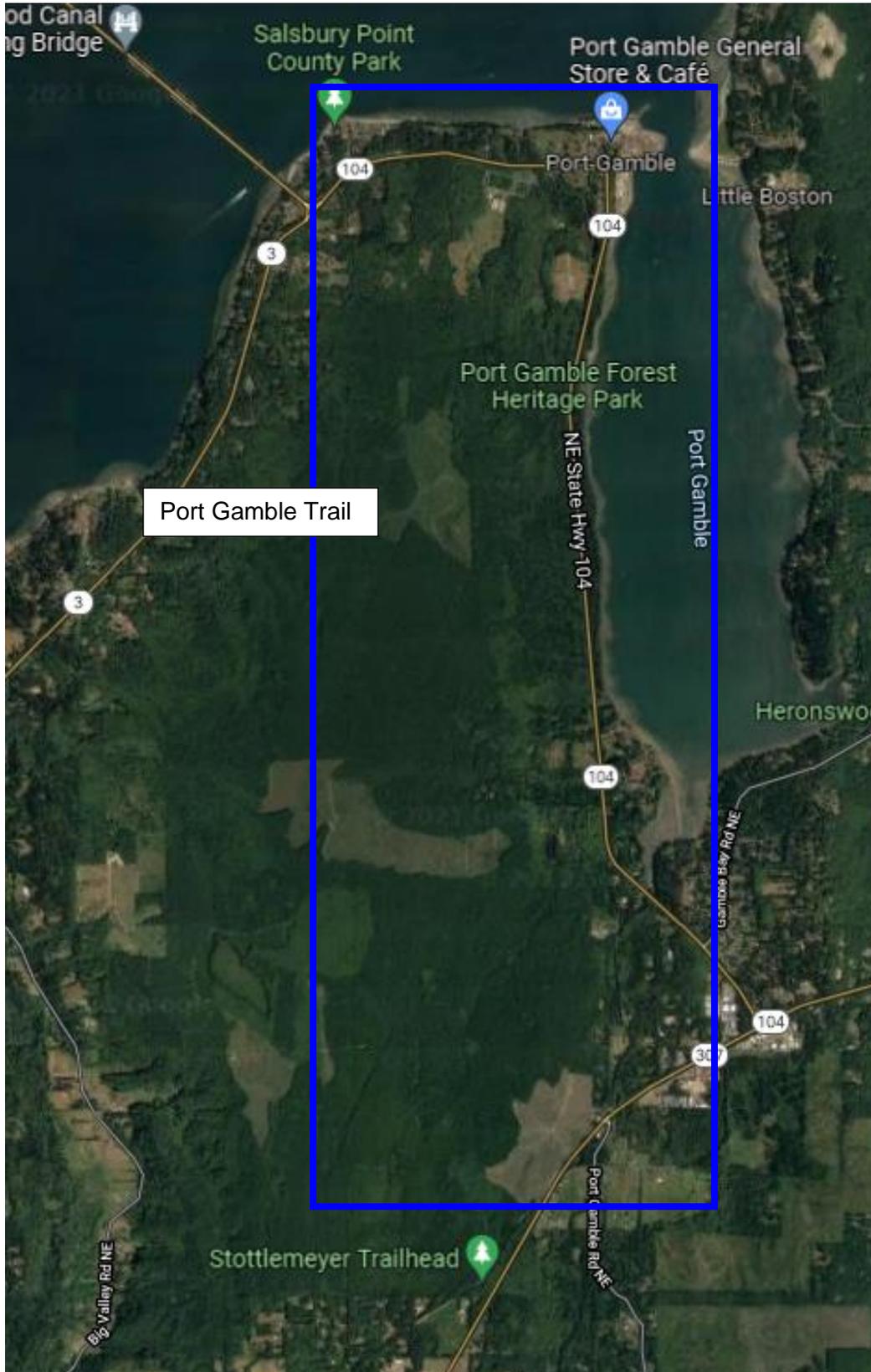
Sincerely,

Robert Gelder, Chair
Kitsap County Board of Commissioners

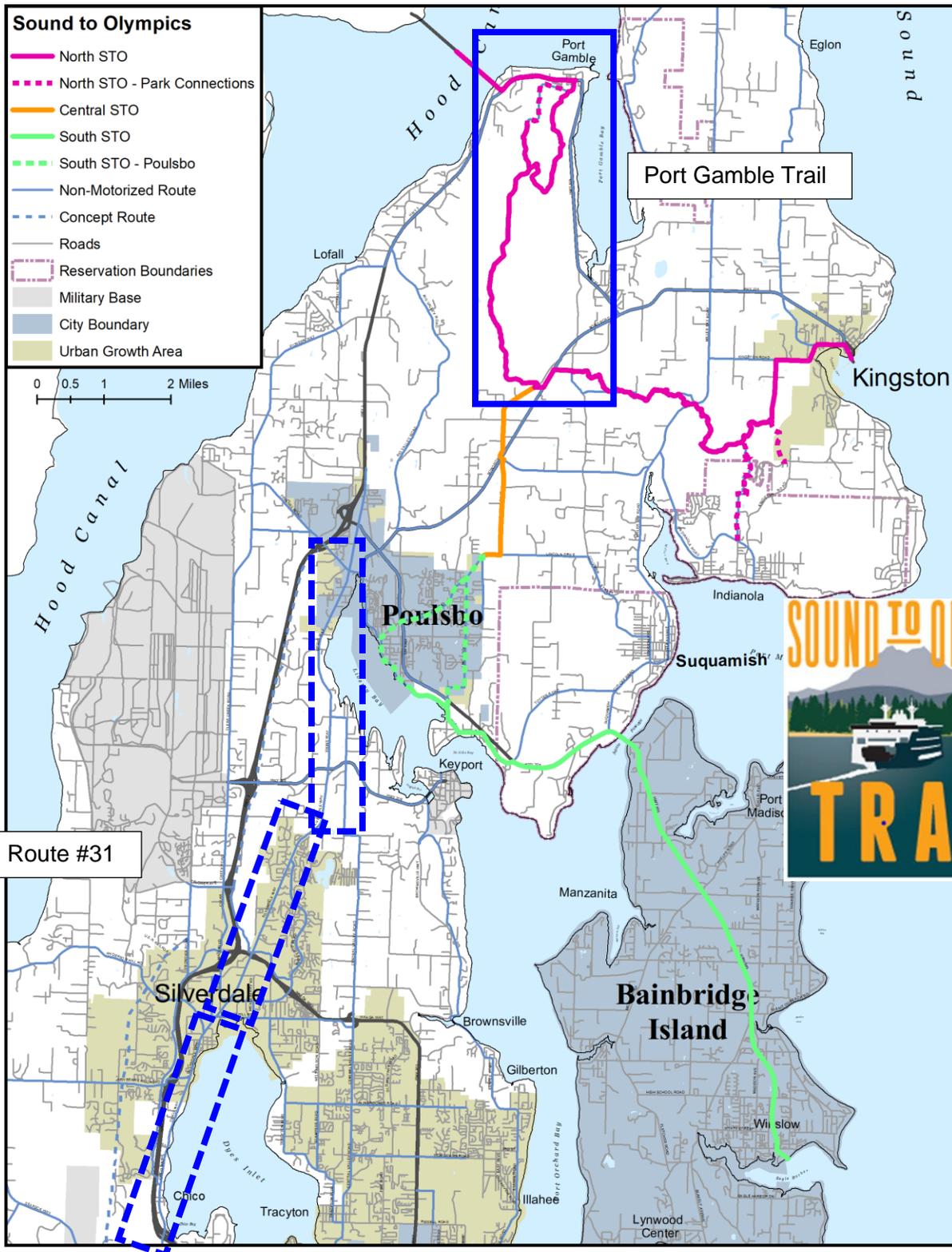
Vicinity Map – Port Gamble Trail B2 & D



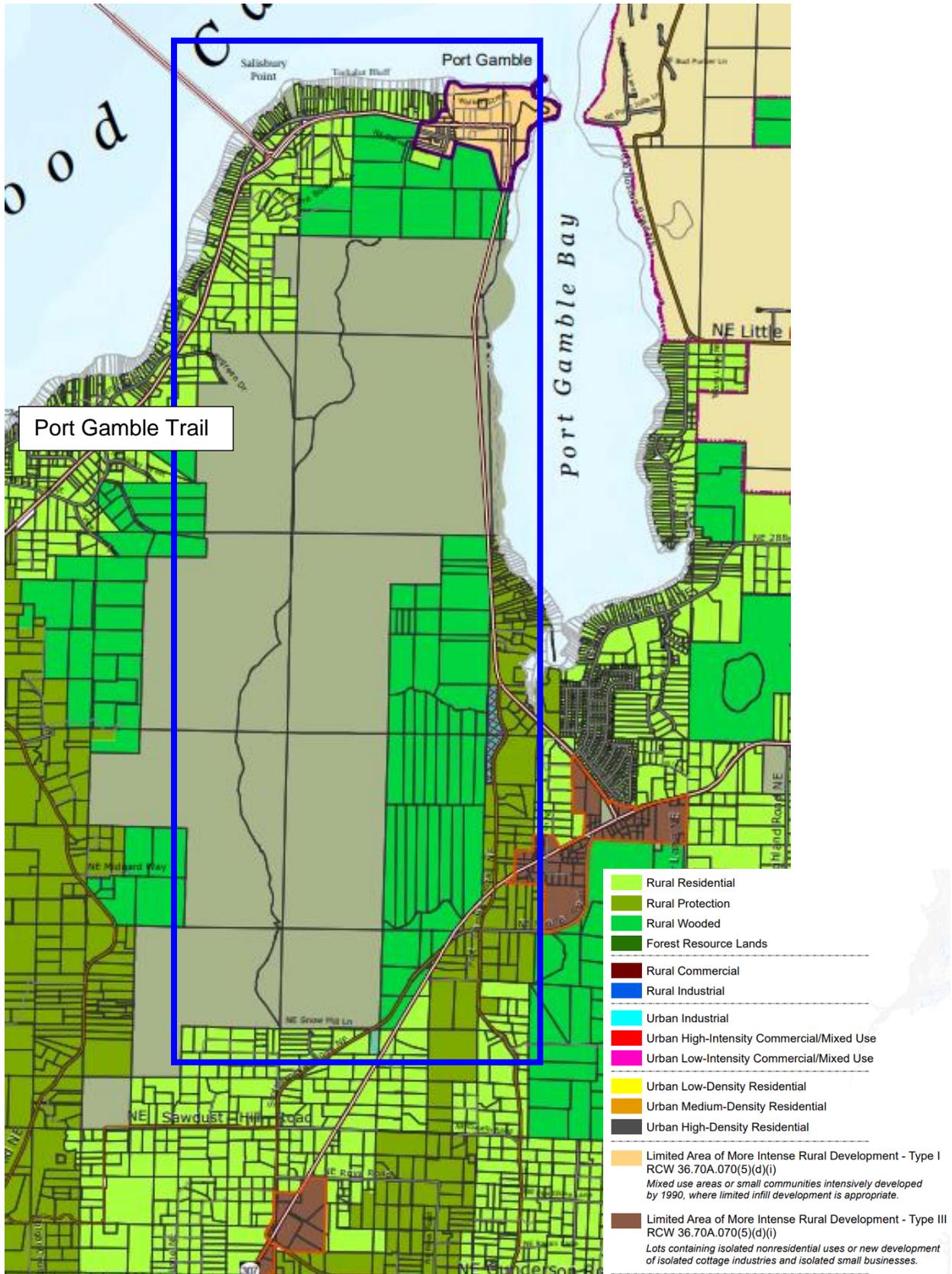
Vicinity Map – Port Gamble Trail



Sound to Olympics (STO) Trail Map: North – STO, Central – STO, and South - STO

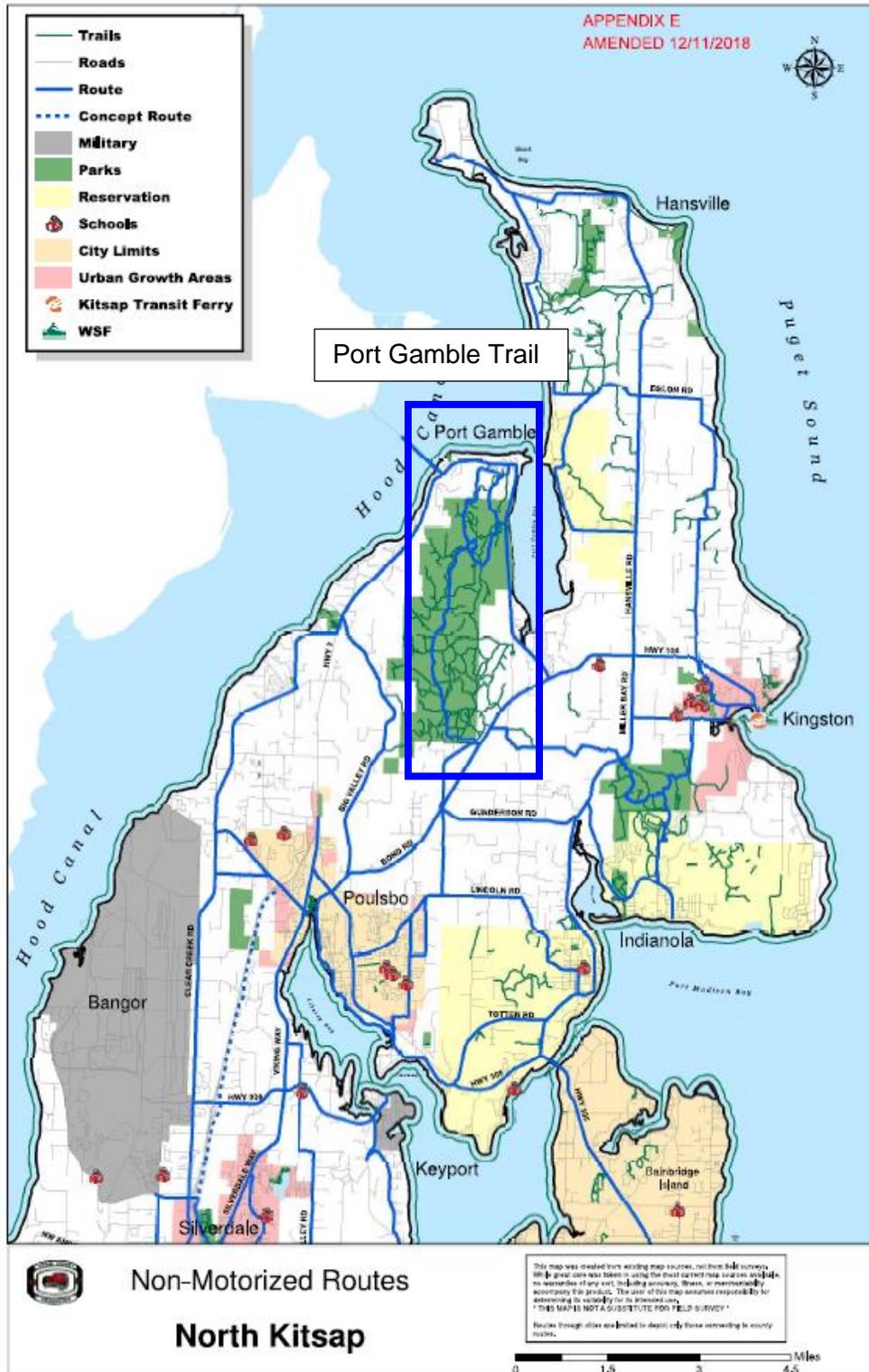


Kitsap County Comprehensive Plan Map (2016, 2020)

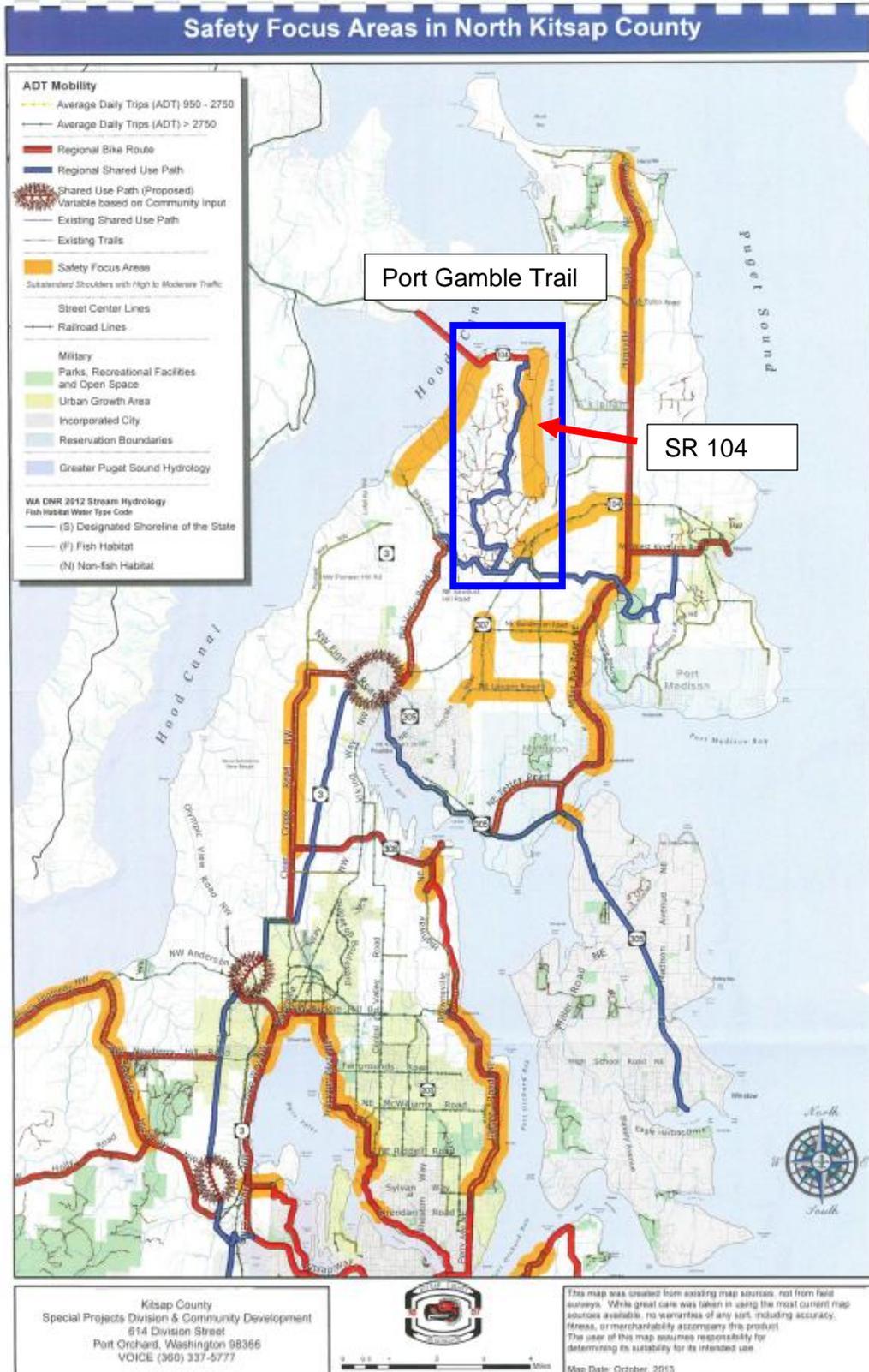


Kitsap County Non-Motorized Facility Plan (2016, 18)

North Kitsap Non-Motorized Routes



Kitsap County Non-Motorized Facility Plan (2016, 18) Safety Focus Areas in North Kitsap County



Port Gamble Trail Feasibility Study (2018)

[https://www.kitsapgov.com/pw/Documents/Port Gamble Trail Feasibility Study 1-20.pdf#search=port gamble trail](https://www.kitsapgov.com/pw/Documents/Port%20Gamble%20Trail%20Feasibility%20Study%201-20.pdf#search=port%20gamble%20trail)

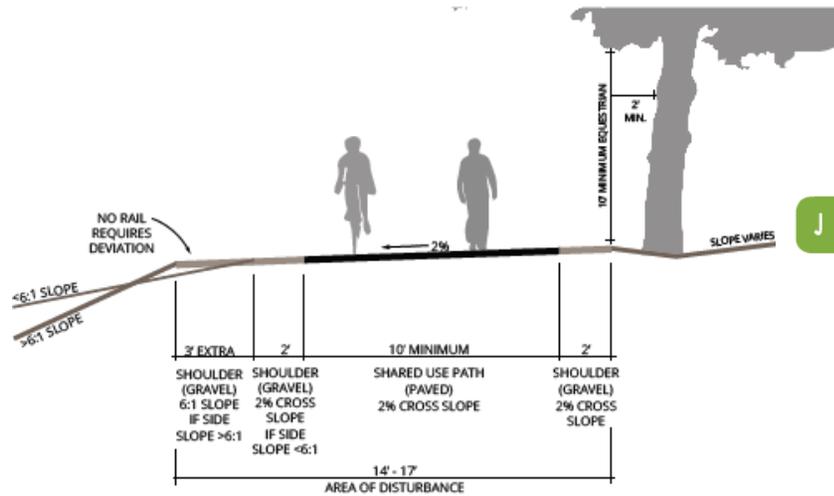
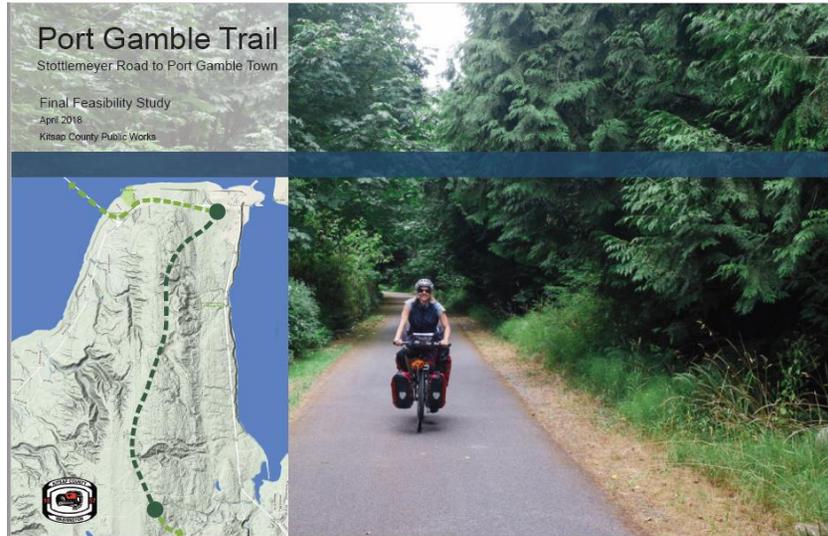


Figure 3M: Typical Trail Section on Minimal Cross-Slope

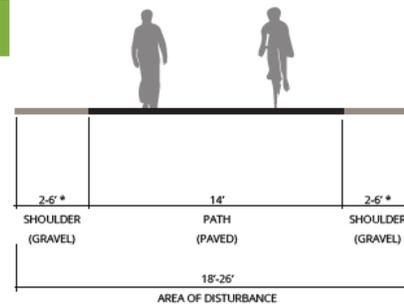
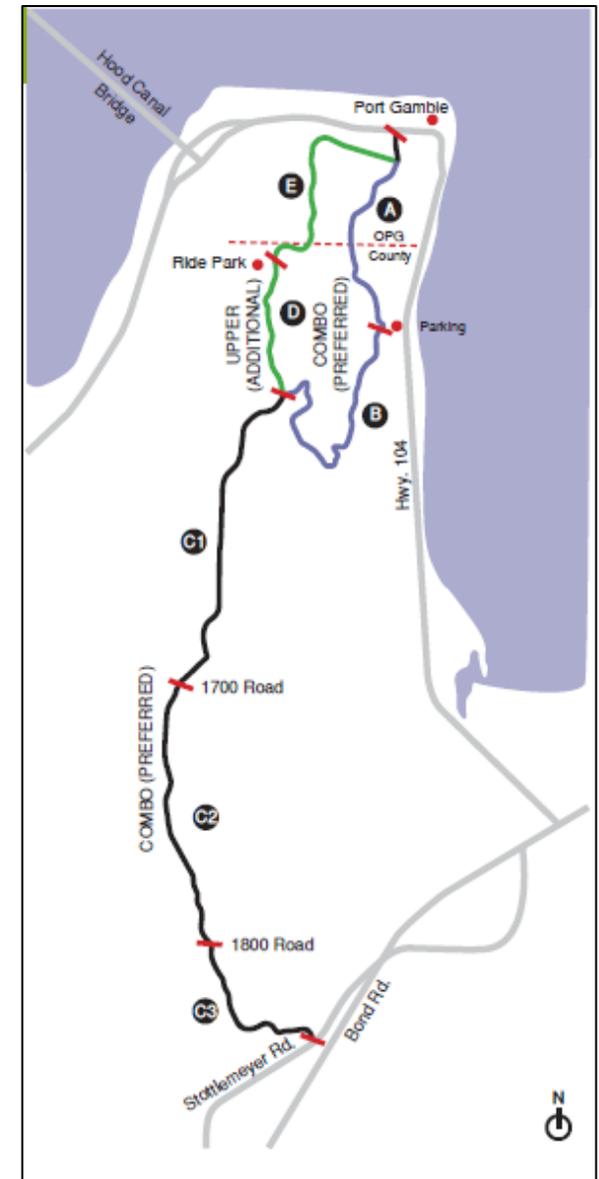
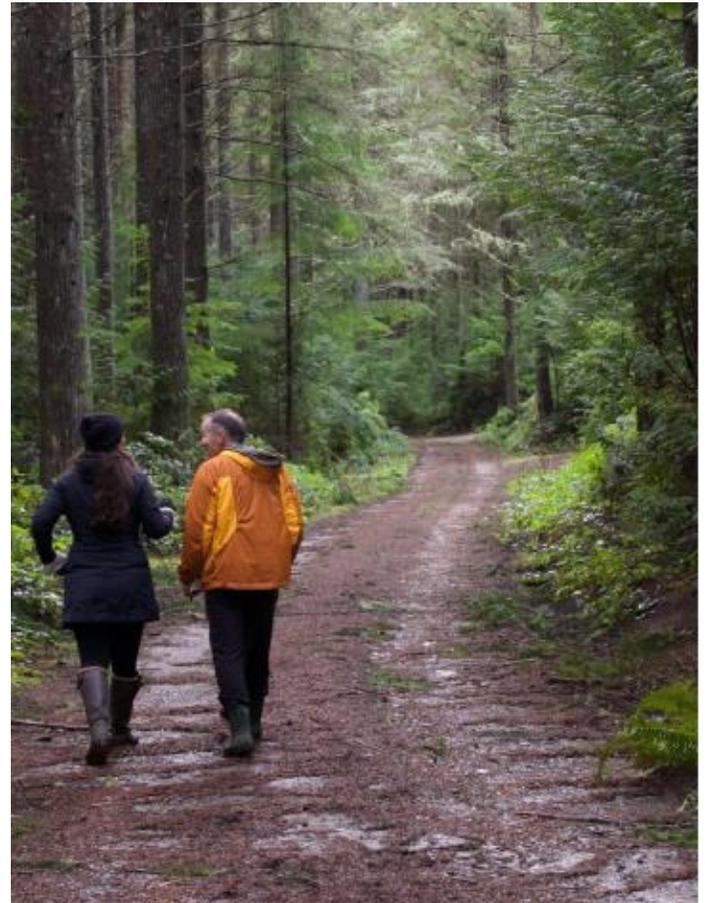
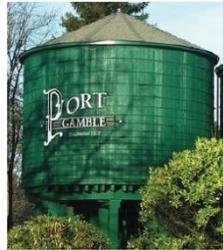


Figure 3J: Trail Type B - Shared Path (Closed When Used for Logging Activities)

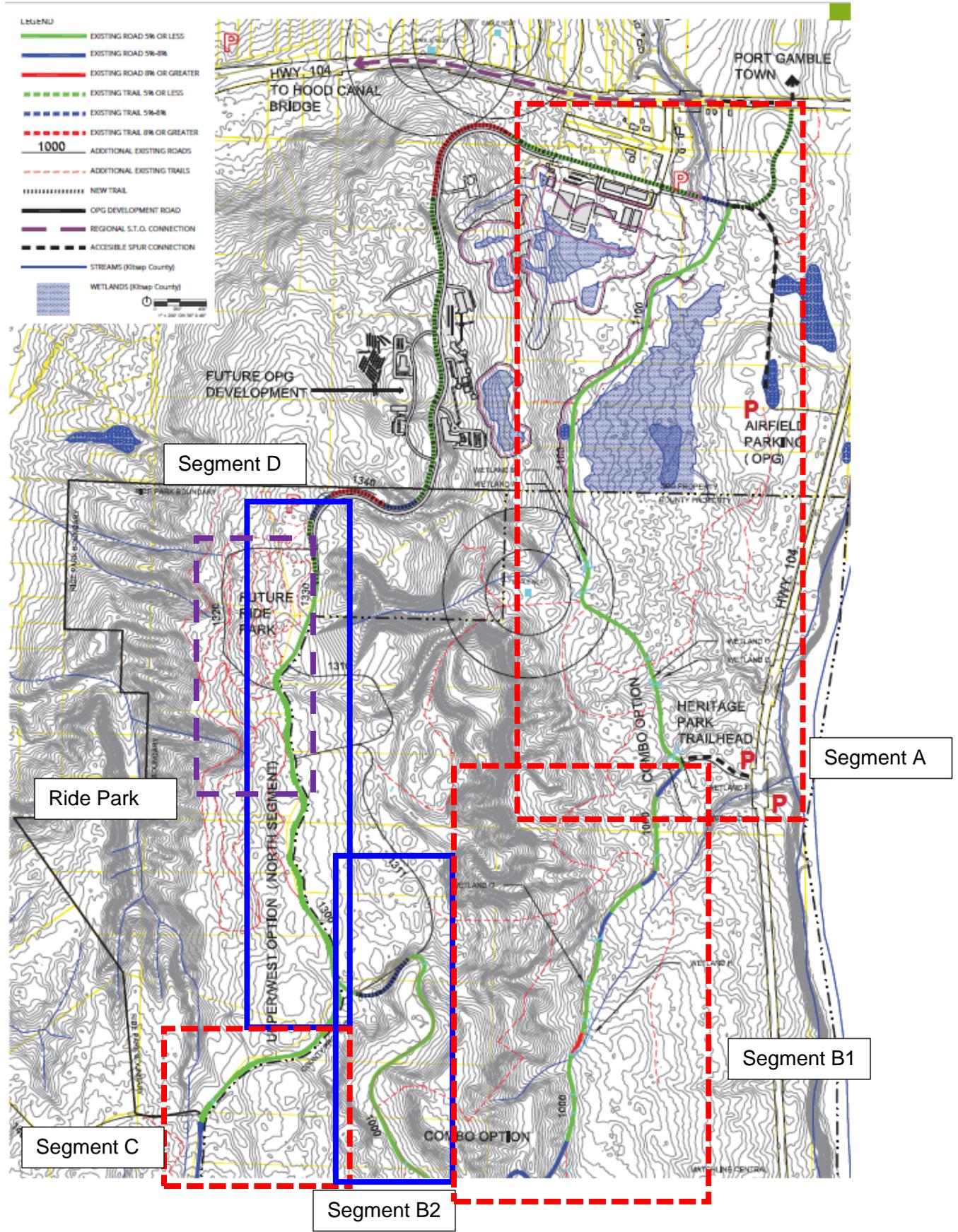


Port Gamble Trail Photographs

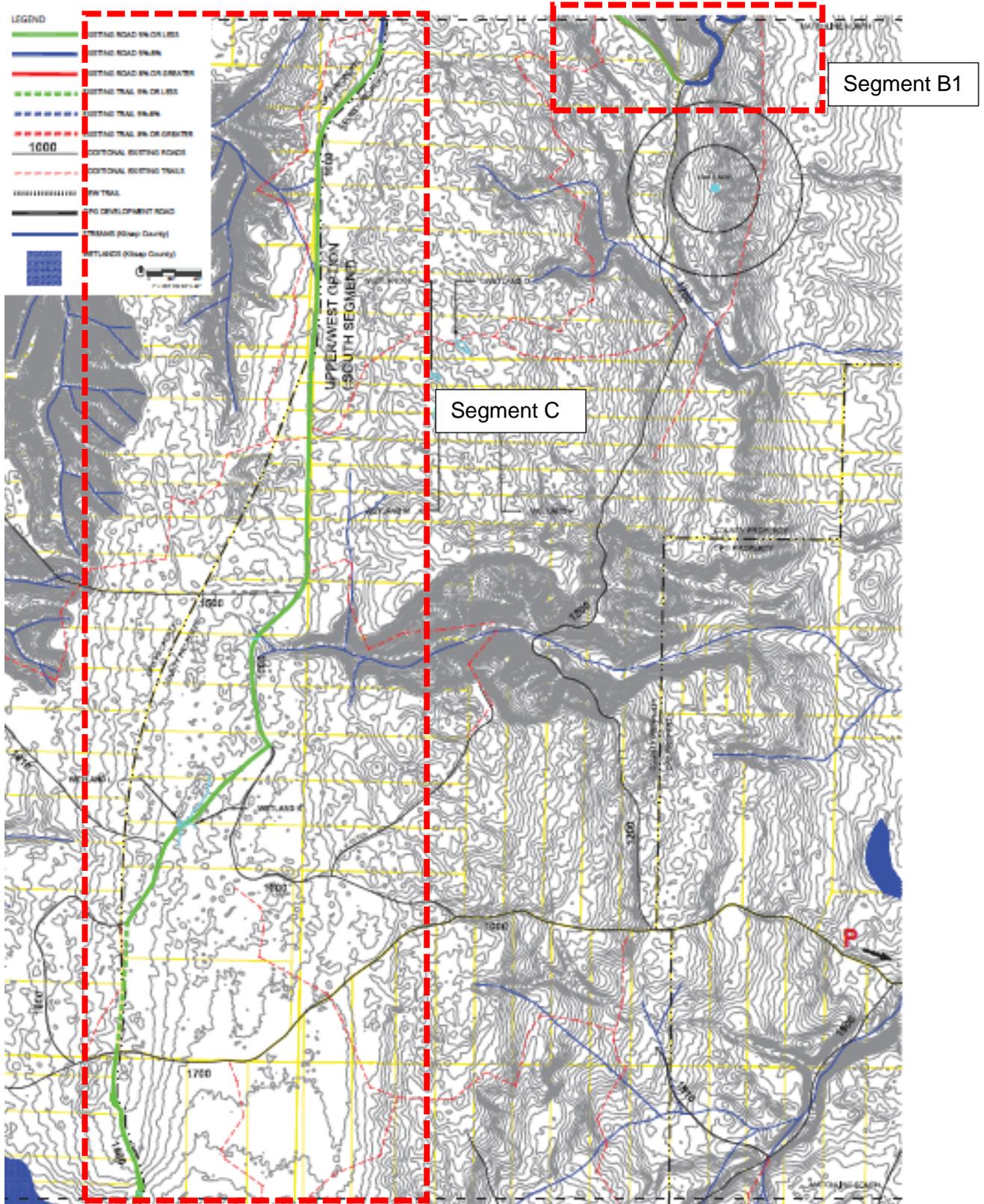




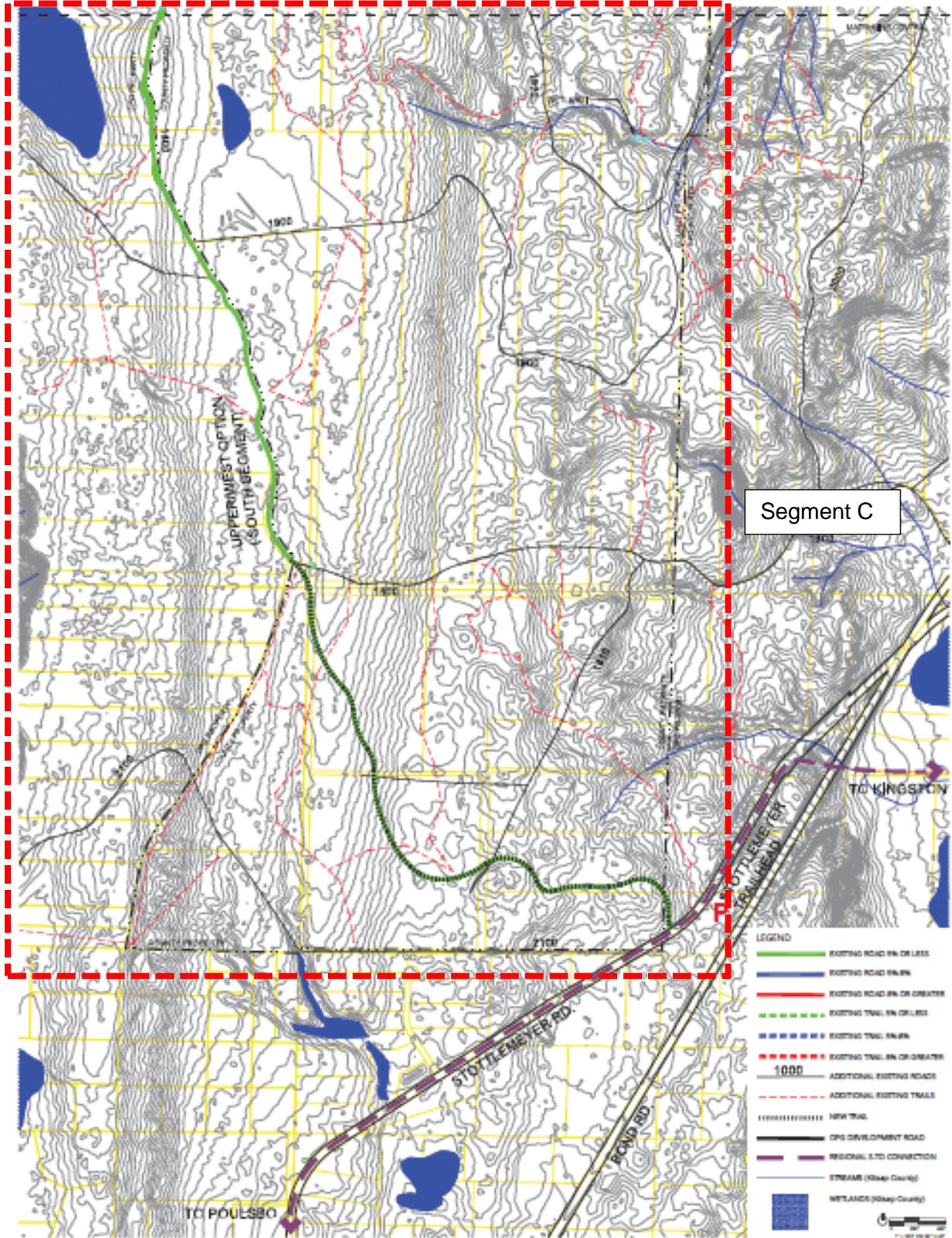
Port Gamble Feasibility Study (2018) – Preferred Alternative Segments A, B, & D



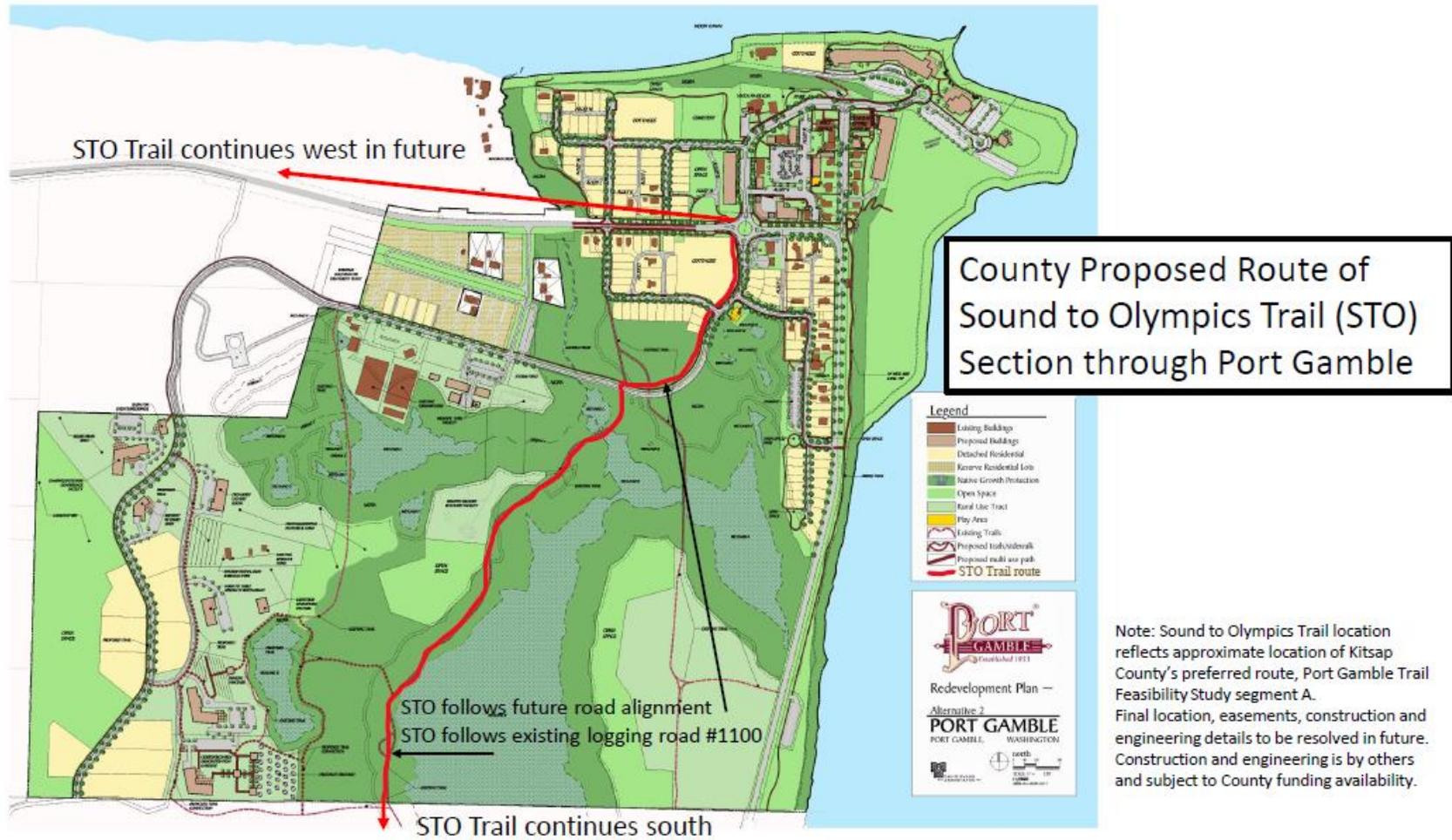
Port Gamble Feasibility Study (2018) – Preferred Alternative Segments B & C (Central)



Port Gamble Feasibility Study (2018) – Preferred Alternative Segment C (South)



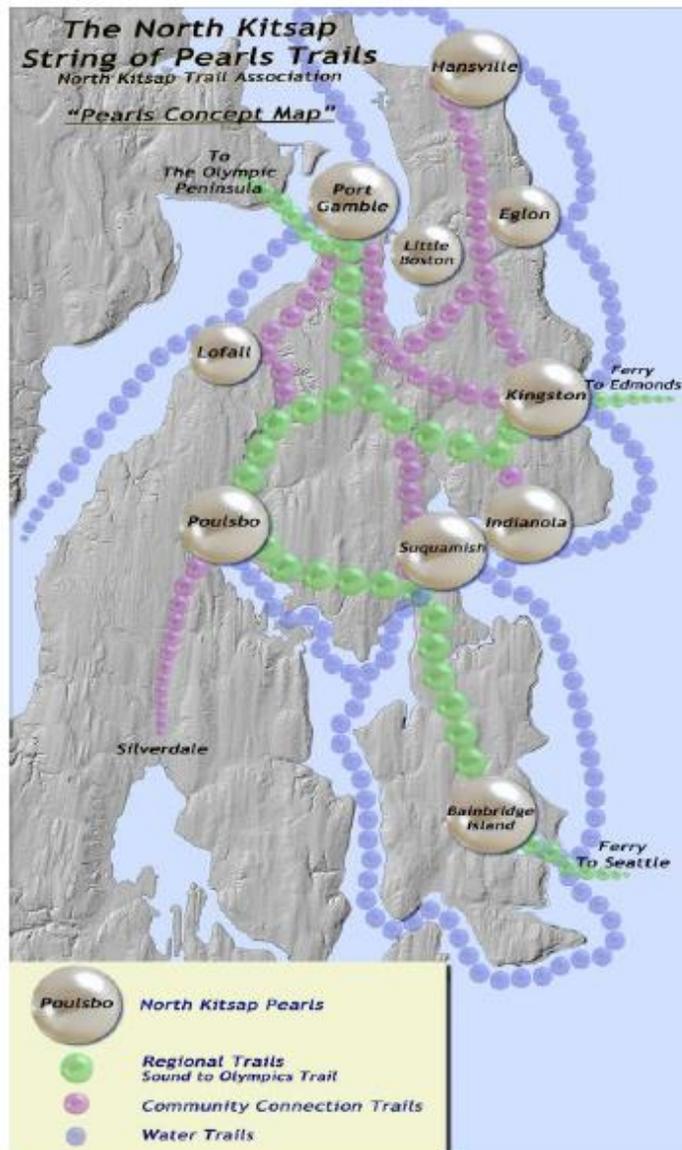
Rayonier – Port Gamble Master Plan (2020) showing -STO – Port Gamble Trail alignment



“String of Pearls” Vision Map (2011)

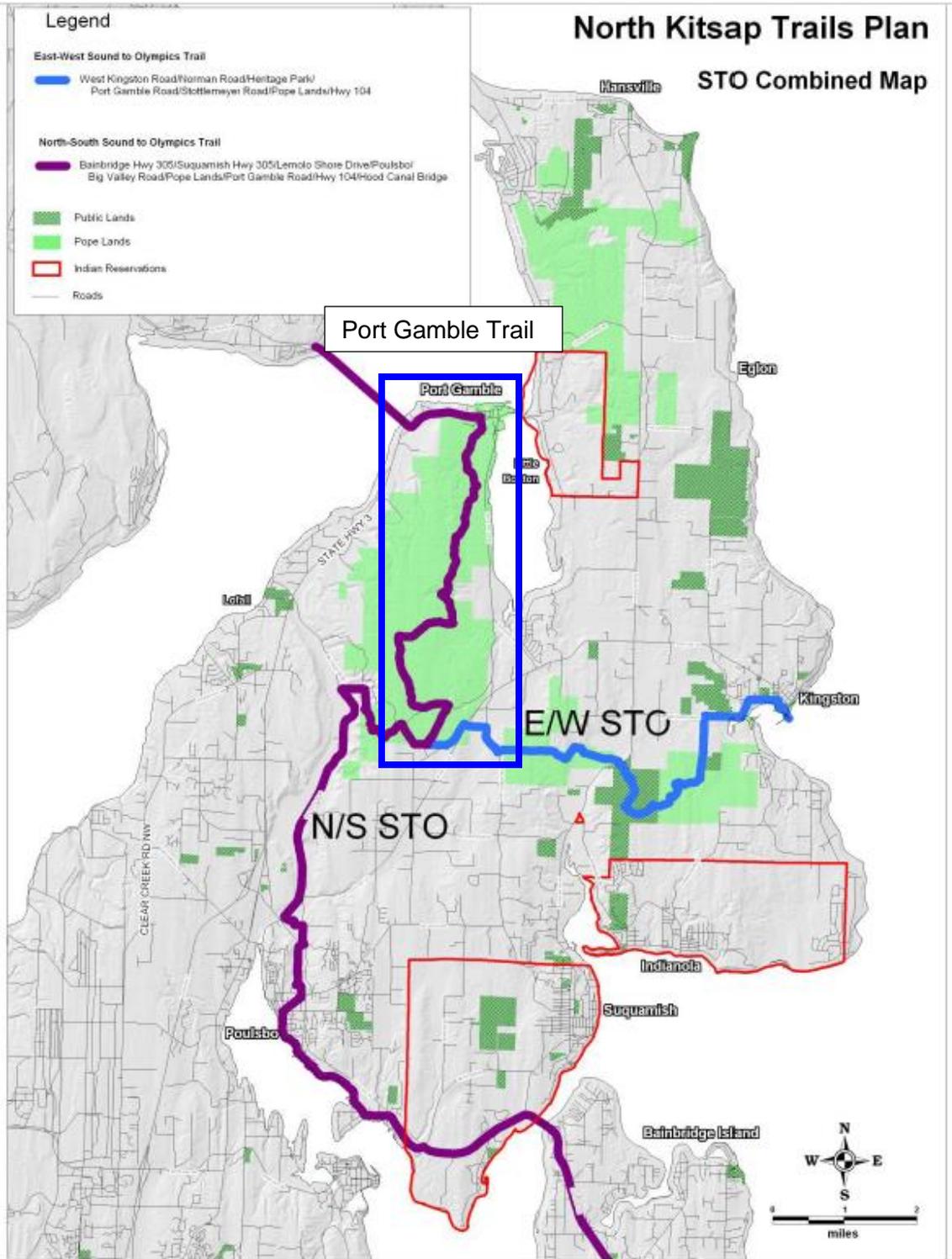
Vision for the North Kitsap Trails System:

A system of land and water trails that connects North Kitsap communities, Tribal lands, parks, and private development, to provide opportunities for walking, biking, paddling, observing wildlife, horseback riding and non-motorized transportation; A regional trail system that boosts community pride, community connections, and the local economy.



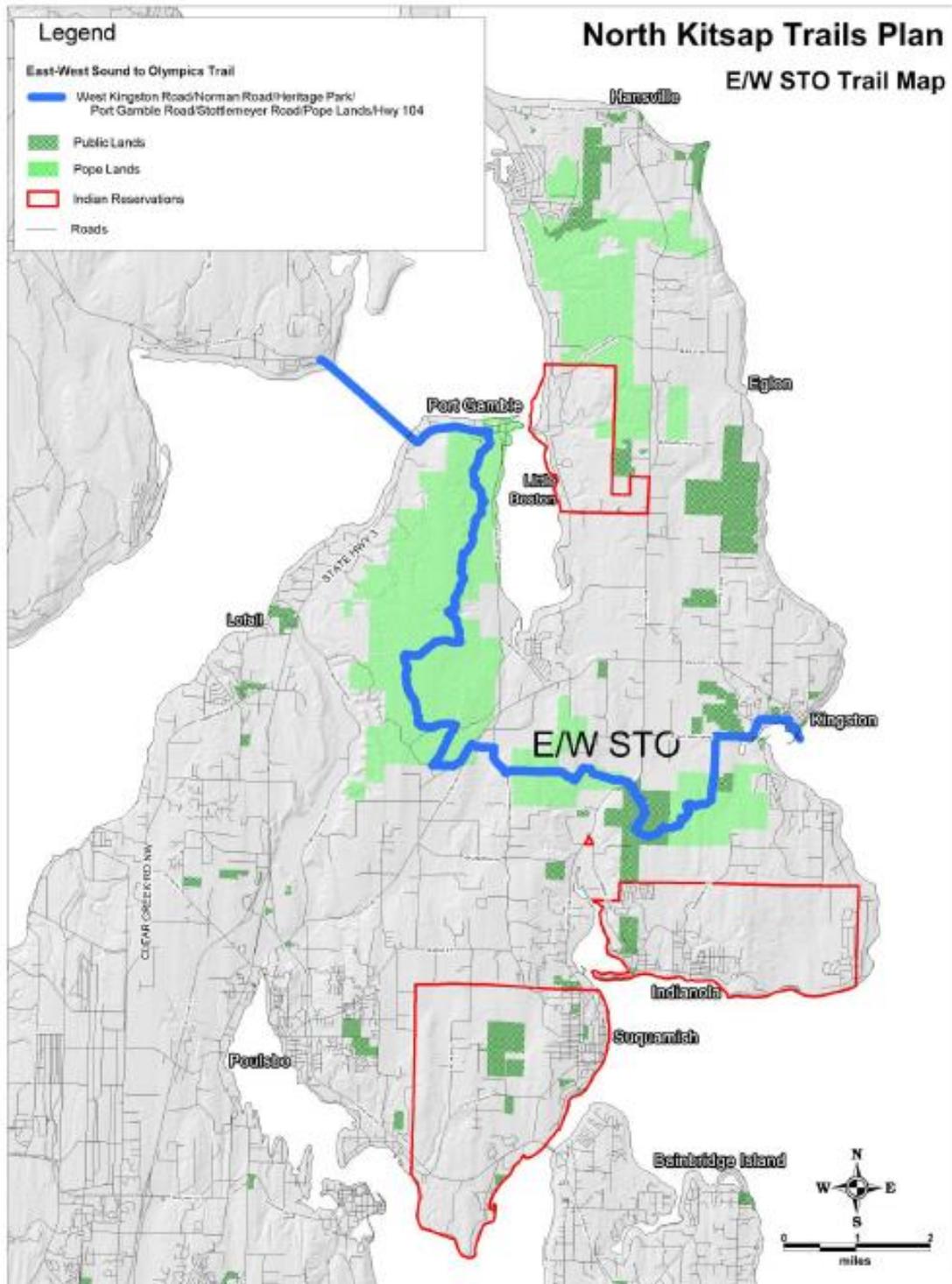
North Kitsap String of Pearls Trail Plan Adopted by Kitsap County November 28, 2011

“String of Pearls” Sound to Olympics Combined Map (2011)



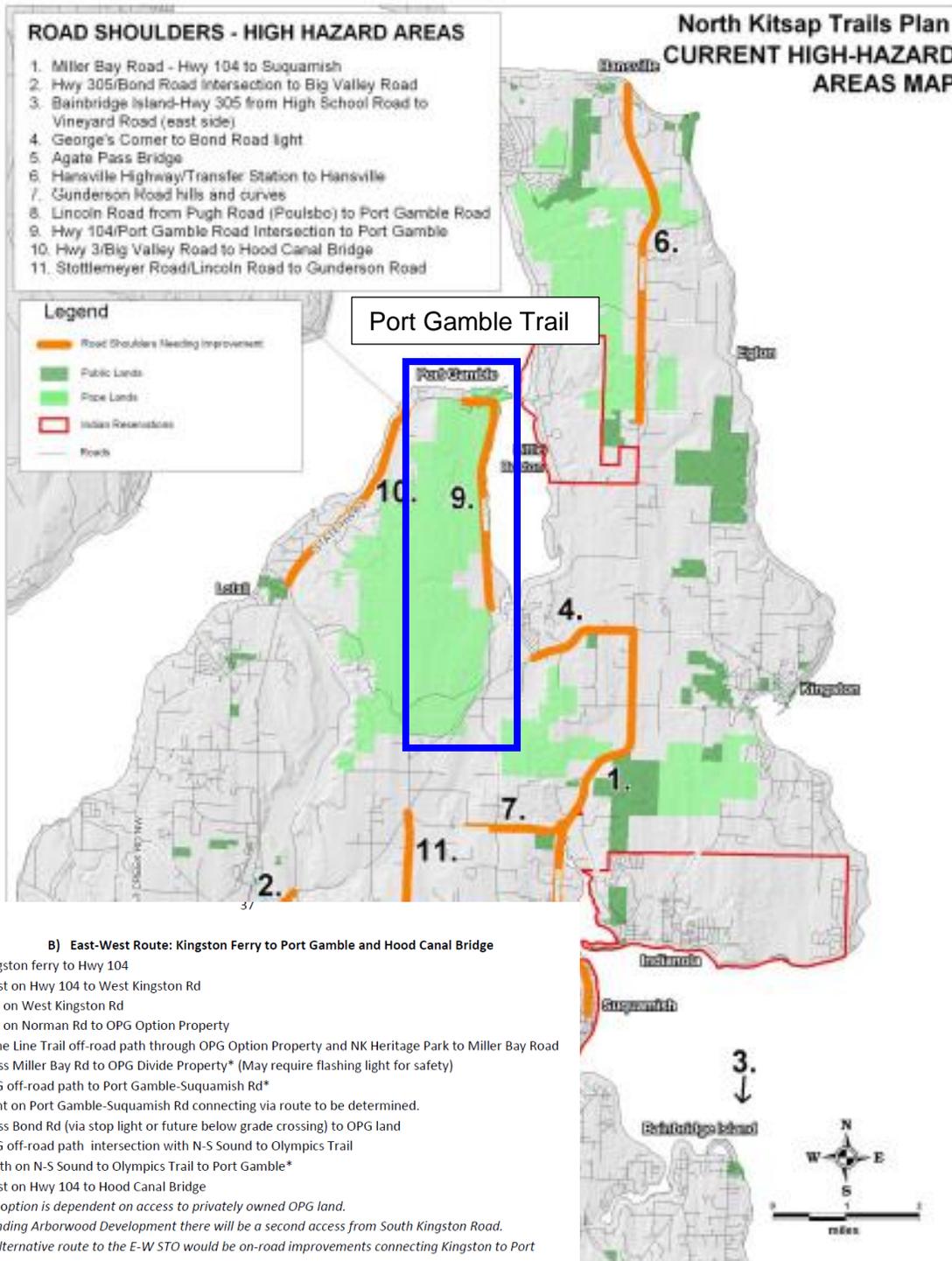
E-W & N-S Sound To Olympics Trail map

“String of Pearls” Sound to Olympics East-West (North – STO) Map (2011)



E-W Sound to Olympics Trail

“String of Pearls” Current High-Hazard Areas Map (2011)



Current High Hazard Areas for bicyclists

Engineer's Estimate:

STO - Port Gamble Trail Segment B Cost Estimate

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
Mobilization	1	LS	\$ 650,000	\$ 650,000.00
Roadway Surveying	1	LS	\$ 50,000	\$ 50,000.00
14-foot Paved Trail	8350	LF	\$ 135	\$ 1,085,500.00
Roadway Excavation Incl. Haul	25000	CY	\$ 50	\$ 1,250,000.00
Select Borrow Incl. Haul	5600	TON	\$ 40	\$ 224,000.00
42-In Coated Chain Link Fence Type 6	3300	LF	\$ 30	\$ 99,000.00
Gravity Wall (Cut)	15000	SF	\$ 70	\$ 1,050,000.00
Structural Earth Wall (Fill)	3170	SF	\$ 60	\$ 190,200.00
Wetland Buffer Mitigation	1	LS	\$ 150,000	\$ 150,000
Permeable Ballast	5500	SF	\$ 55	\$ 302,500
Sand	5500	SF	\$ 40	\$ 220,000
TOTAL				\$ 5,271,200.00

Segment	LENGTH(FT)	COST PER LF*	COST
B1	6555	\$ 550.00	\$ 3,600,000.00
B2	1795	\$ 900.00	\$ 1,700,000.00

*COST PER LF was calculated using costs from the Green to Cedar River Trail which had similar features and significant retaining wall needs

STO - Port Gamble Trail Segment D Cost Estimate

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	COST
Mobilization	1	LS	\$ 100,000	\$ 100,000
Roadway Surveying	1	LS	\$ 10,000	\$ 10,000
14-foot Paved Trail	3312	LF	\$ 135	\$ 447,120
Roadway Excavation Incl. Haul	1100	CY	\$ 50	\$ 55,000
Select Borrow Incl. Haul	1900	TON	\$ 40	\$ 76,000
42-In Coated Chain Link Fence Type 6	550	LF	\$ 30	\$ 13,750
Structural Earth Wall (Fill)	2200	SF	\$ 60	\$ 132,000
Clearing and Grubbing	1.41	ACRE	\$ 30,000	\$ 42,259
Replace Culvert Pipe	63	LF	\$ 150	\$ 9,450
TOTAL				\$ 885,579

Grant Ask

	Ask	Match
B2	\$1,700,000	
D	\$885,879	
	\$2,585,879	\$2,238,854 \$347,025



KITSAP COUNTY BOARD OF COMMISSIONERS

Efficient, accessible and effective county services

Nov. 30, 2021

Robert Gelder
DISTRICT 1

Charlotte Garrido
DISTRICT 2

Edward E. Wolfe
DISTRICT 3

Josh Brown
Puget Sound Regional Council
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