PUGET SOUND TO PACIFIC

FY2023 RAISE PLANNING GRANT REQUEST

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

Grant Request: $16,130,000

LEAD APPLICANT:

City of Port Angeles, WA

CO-APPLICANTS:

Washington Department of Transportation
Quileute Tribe
Suquamish Tribe
Clallam County
Jefferson County
Kitsap County
City of Bainbridge Island
City of Forks
City of Port Townsend
City of Poulsbo
City of Sequim
Port of Port Townsend

PROJECT DESCRIPTION

Project Overview

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

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

The City of Port Angeles, as Lead Applicant, together with twelve co-applicants, seeks FY2023 RAISE funding for planning and design for gaps, community connections, and safety improvements to help complete this multi-use trail network. PS2P will provide non-motorized access routes to destinations including the Pacific Coast and Olympic National Park for the more than 4 million people in the Seattle metropolitan area and visitors, who are just a ferry ride away from the beginning of the trail. The completed PS2P will provide more opportunities for the health of children, underserved populations and the general public to have active lifestyles with safe and convenient active transportation infrastructure where few connected routes currently exist.

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

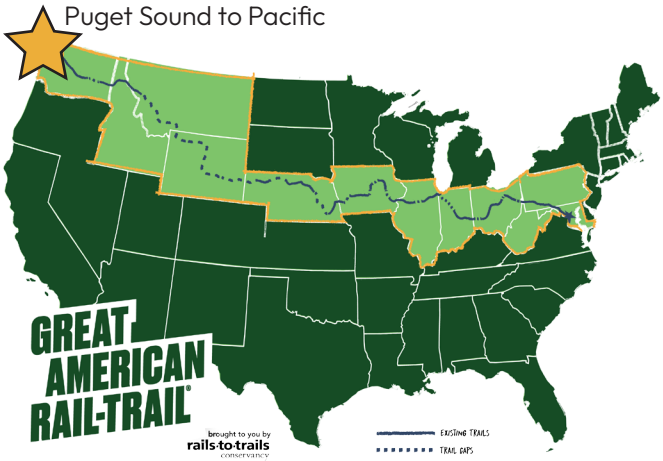

Figure 1: Great American Rail Trail,
Source: www.railstotrails.org/greatamericanrailtrail/

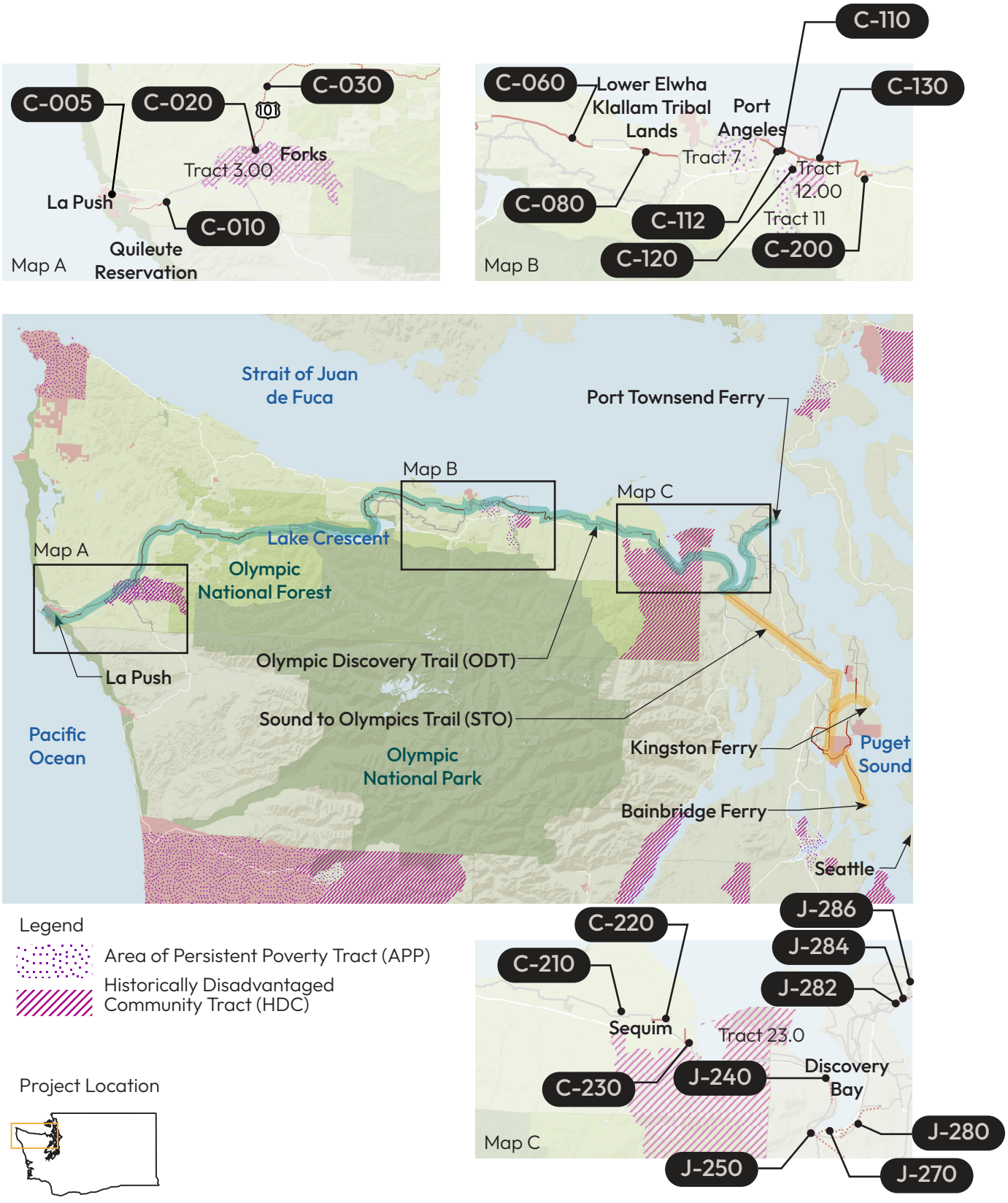

Figure 2: APP and HDC areas within project area. For more extensive detailed maps, see Project Location file or supplemental file entitled 'Component Information.'

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

Project Location

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

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

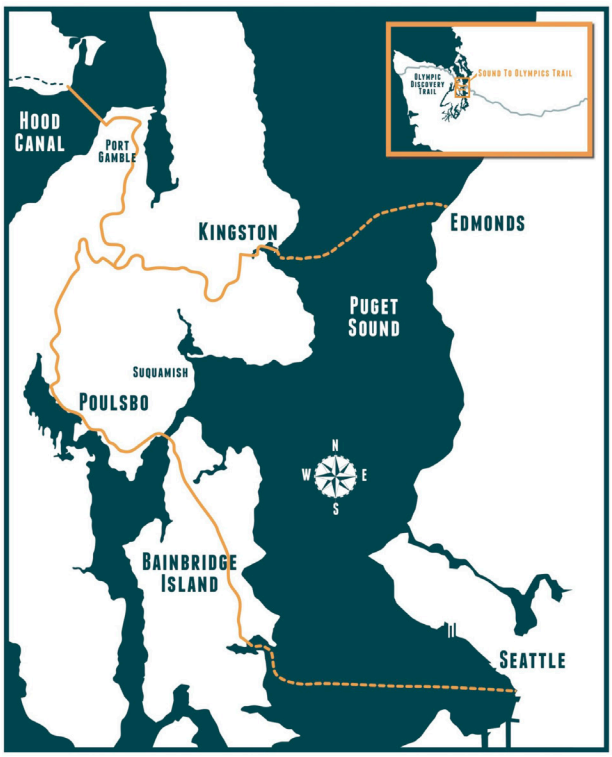

Figure 4: Sound to Olympics Trail, Source: biparksfoundation.org/project-highlights/

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

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

Statement of Work

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

PREDESIGN STUDIES

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

PRELIMINARY DESIGN

Preliminary Design is 30% level of design that lays the groundwork for Final Design in a chosen trail route. Studies for these trail segments generally will include geotechnical investigations, sensitive areas investigations, topographic surveys, traffic studies, existing bridge and structure assessments, and collaborative design with the local communities, stakeholders and government.

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

FINAL DESIGN

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

TYPE, SIZE AND LOCATION STUDIES

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