

Sound to Olympics (STO) Trail Design/Planning Study

Project Updates

Presented by: Peter Corelis
City Engineer, Public Works Dept.
City of Bainbridge Island



Agenda

- Engagement Poll
- BIMPRD Route Endorsements
- Sakai 20% Trail Preferred Alignment
- STO Trail Planning Study Evaluation – Sakai to Bridge
- Update on RAISE Grant



Funding Partners



- \$50,000 Grant Awarded



Bainbridge Island
Metro Park & Recreation District

- \$25,000 Donation

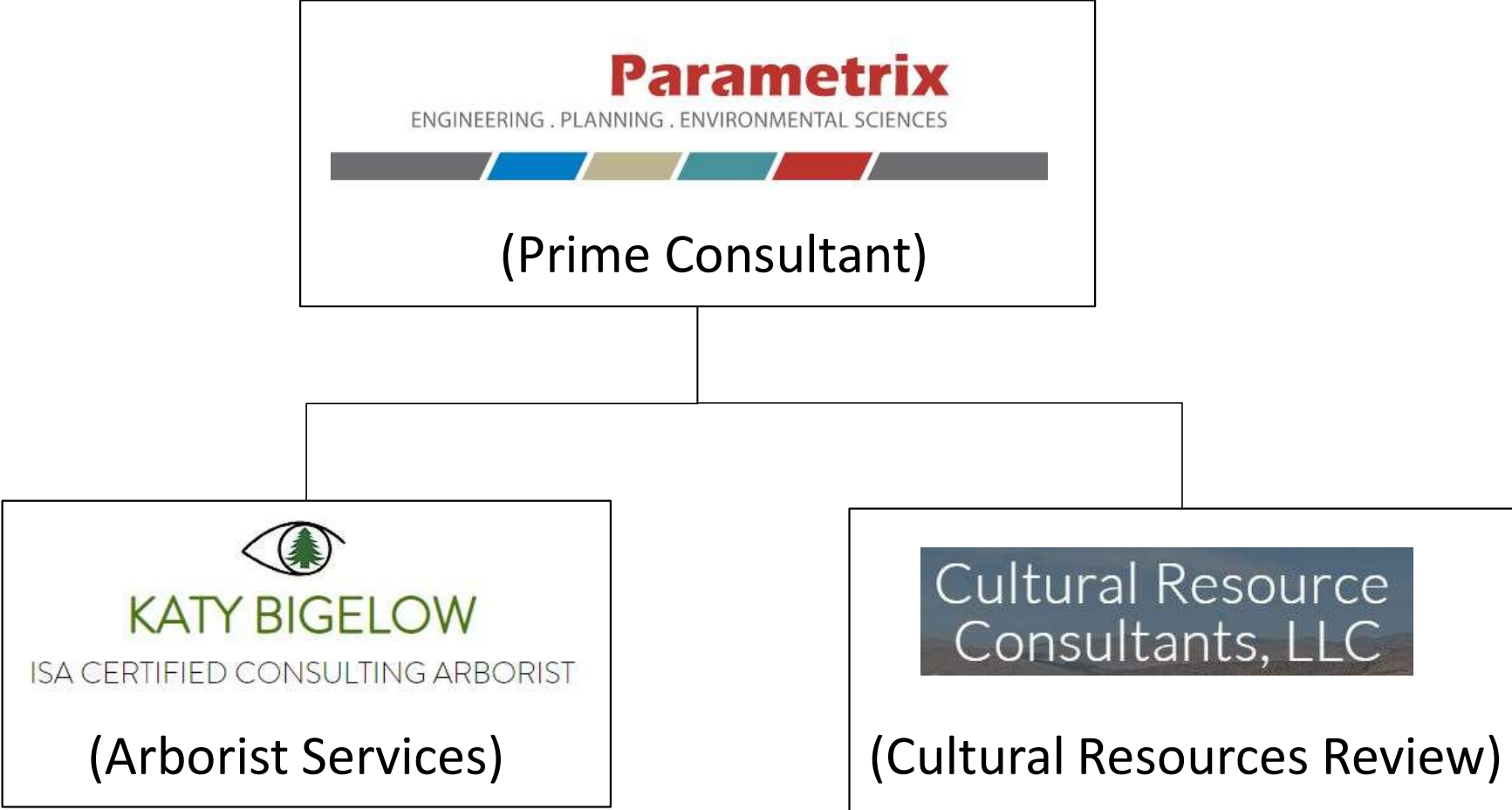


- \$140,000 (Match City Funds)

Project Scope/Goal

- **20% Design** from Sakai Pond Connector to Madison Avenue – develop a viable alignment and cost estimate
- **Planning** level/conceptual alignments from Madison Avenue to Agate Pass – purpose is to formalize a “line on the map”

Design/Planning Team



Public Meetings and Outreach

March 14, 2023 – City Council

March 16, 2023 – BIMPRD

March 29, 2023 – Open House

April 14, 2023 – Online Engagement Poll

March 7, 2024 – BIMPRD

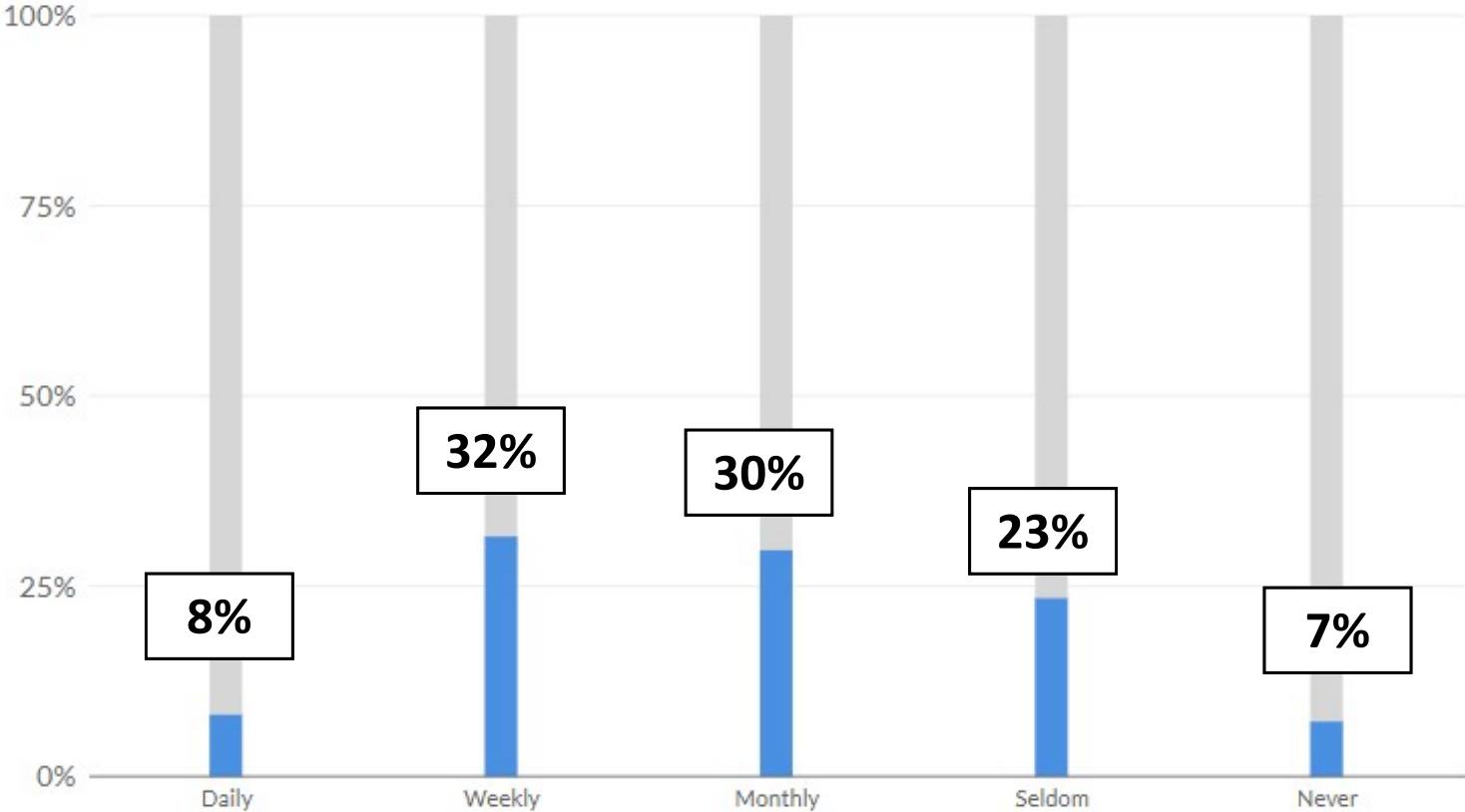
Engagement Poll Results (113 Participants)

Would trail following the SR 305 corridor benefit you?

YES - 78%

Engagement Poll Results

Considering where you live in relation to the study area how often do you think you would make use of the trail?



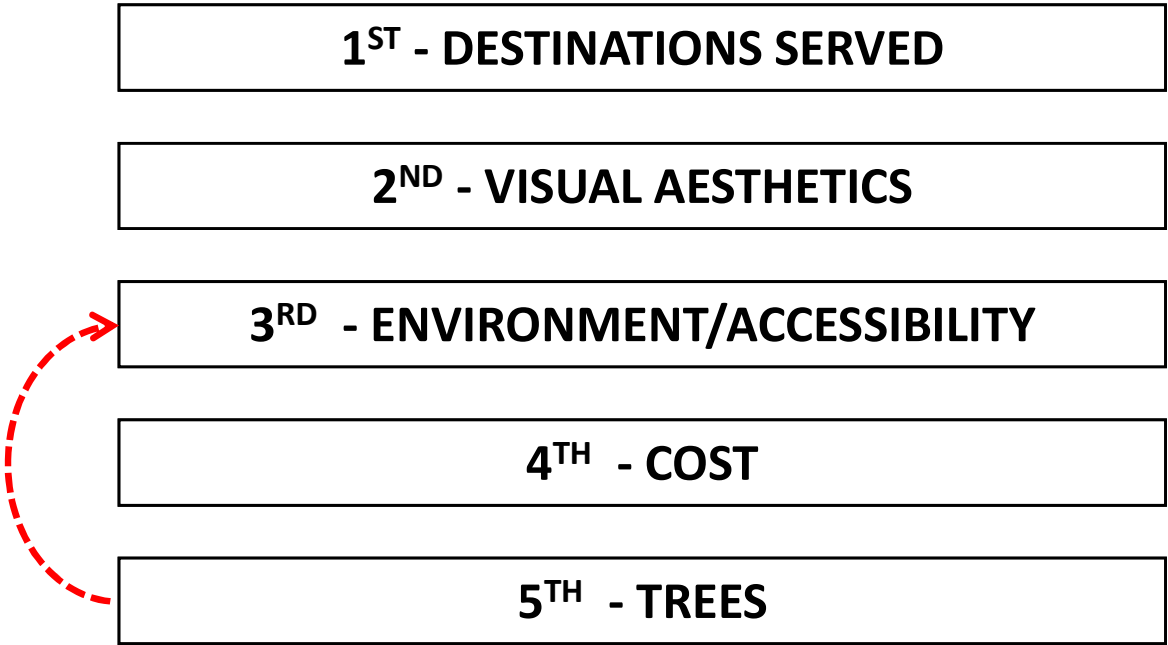
Engagement Poll Results

For what primary purpose would you or your family use the trail?

RECREATION - 80%

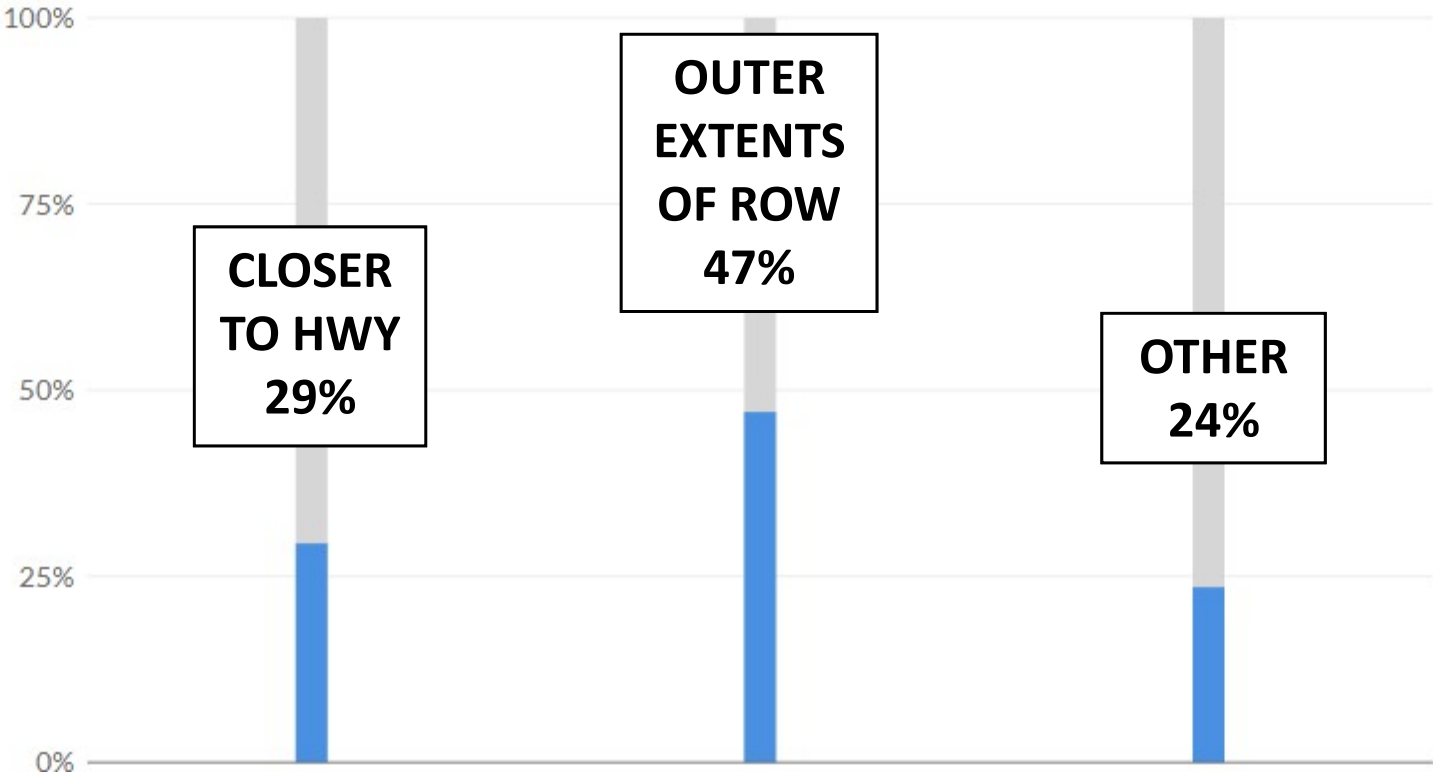
Engagement Poll Results

Priority ranking of key criteria for evaluation of trail placement:



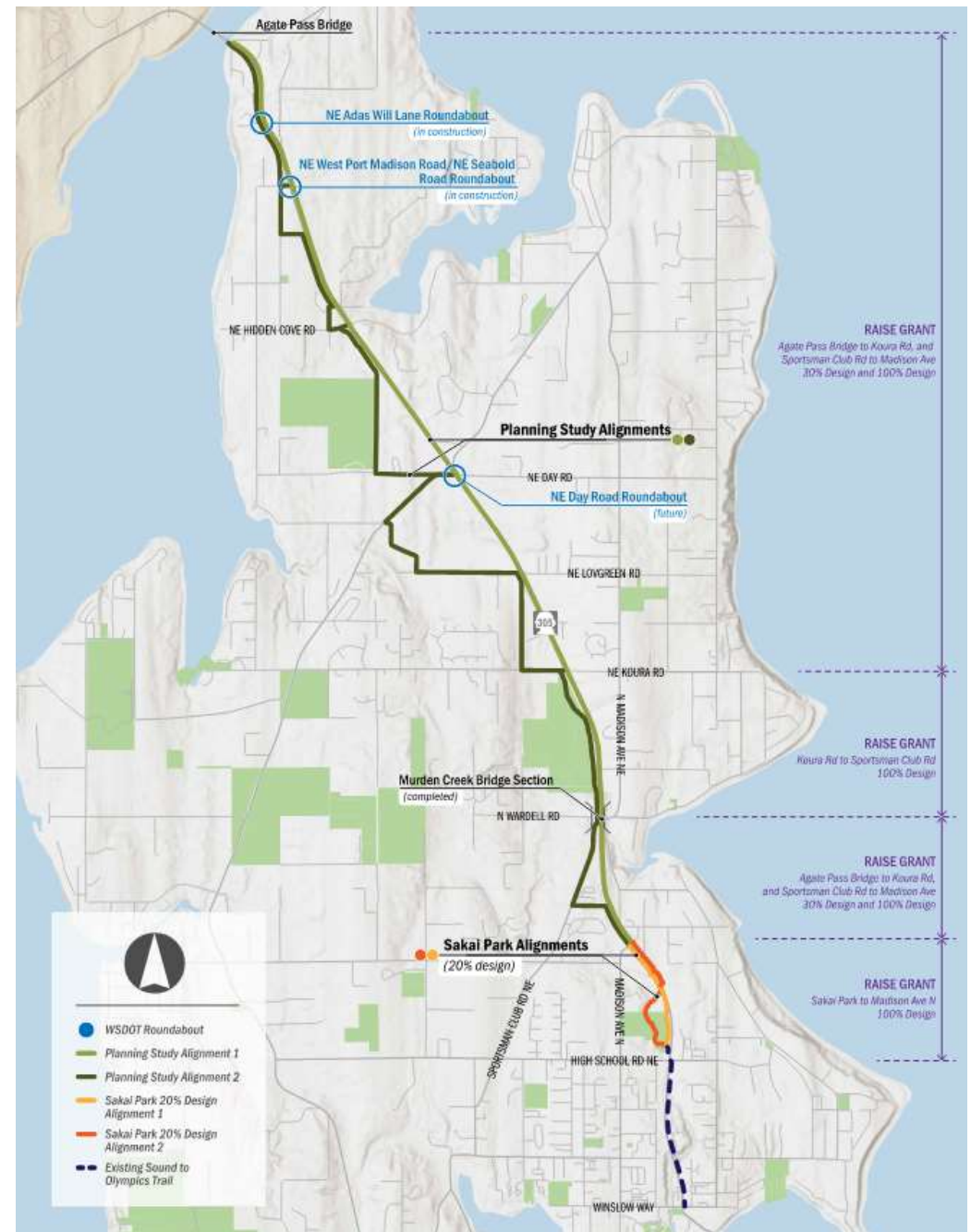
Engagement Poll Results

Assuming that trail construction would require vegetation and some level of tree removal what would be your preference:



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BIMPRD Route Endorsements

- City Staff presented to BIMPRD at March 7th, 2024 board meeting.
- Received the following endorsements to be forwarded to CC:

**1) Sakai Park route along toe of SR 305
embankment/east of Sakai Pond - Alternative 1**

AND

**2) Preferred segments in the STO Trail
Alternatives Evaluation Memo planning study**

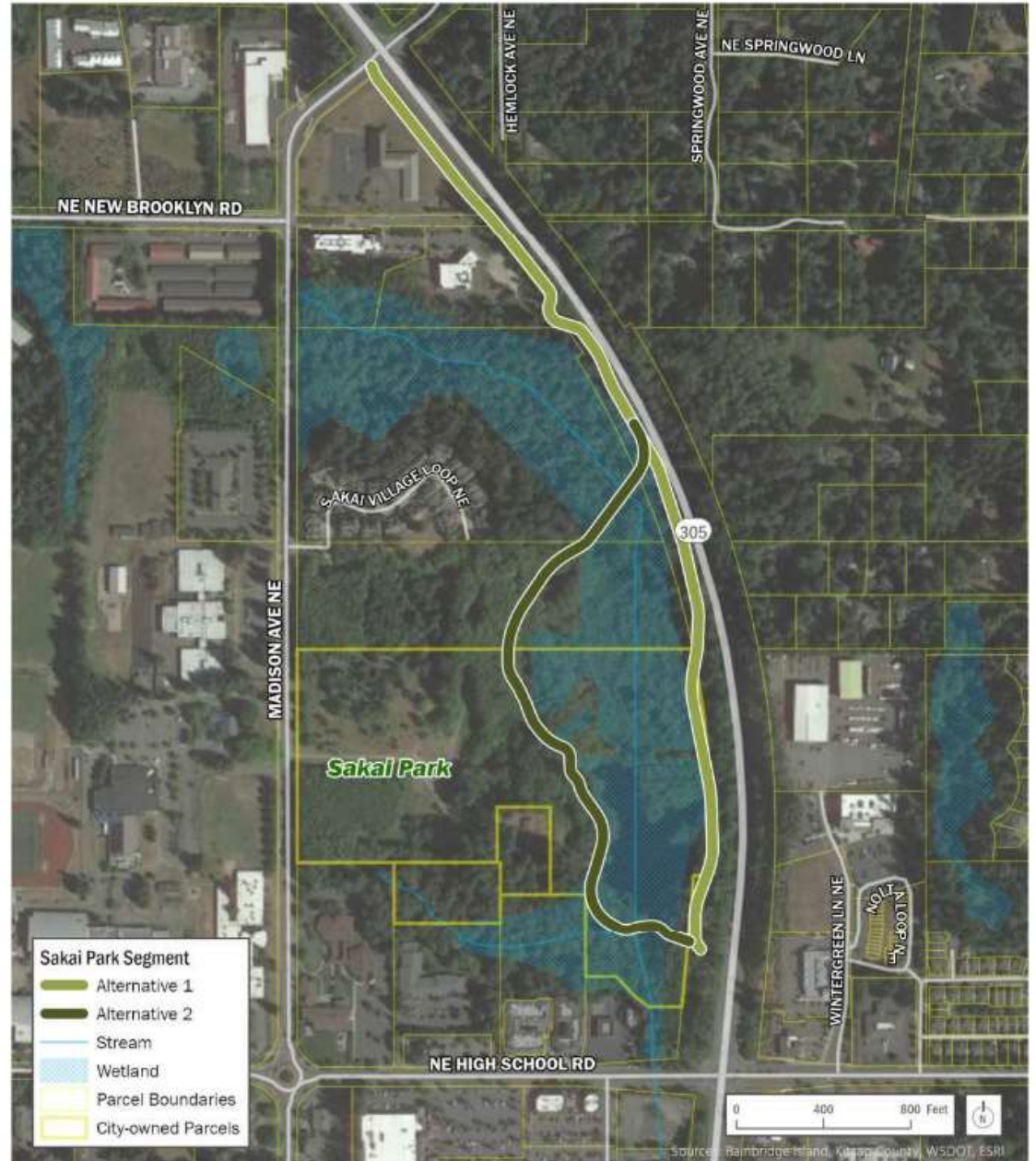
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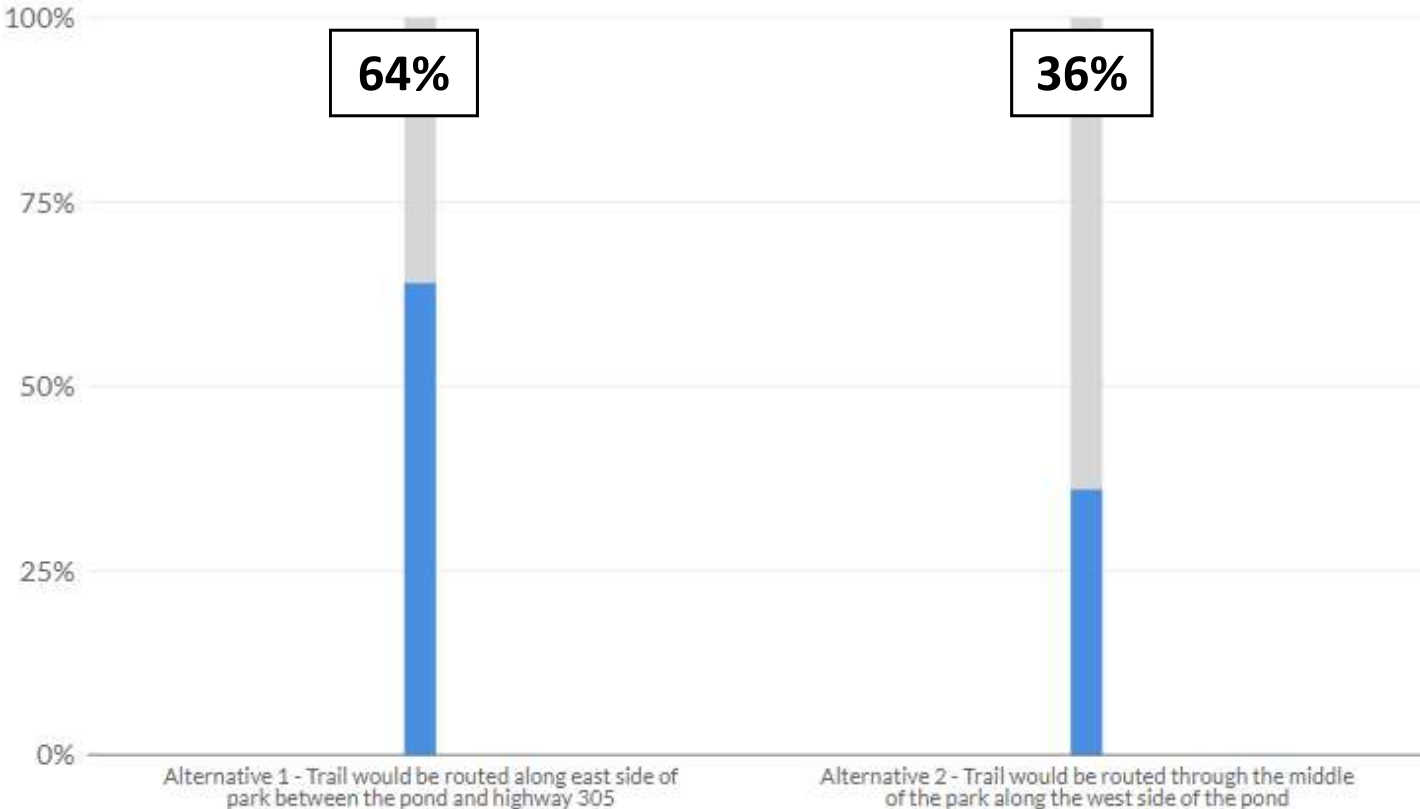
Sakai Park 20% Design Alternatives

- Feasible geometry and layout
- Environmental screening
- Structural technical memo (boardwalks and floating structures)
- Community input

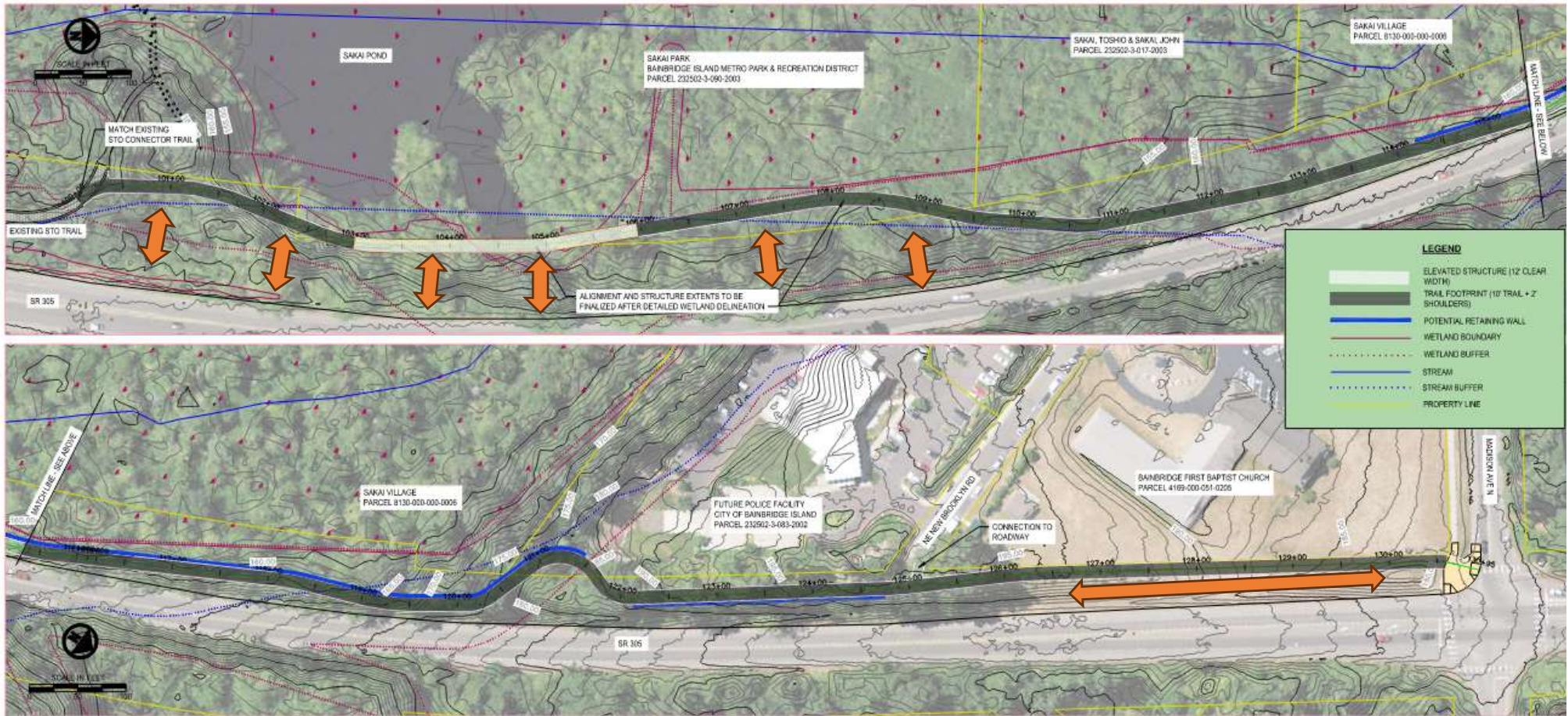


Engagement Poll Question

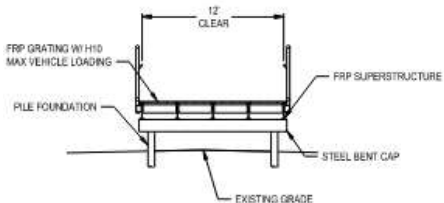
We are currently developing a 20% design for the Sakai Park to Madison portion of the Sound to Olympics Trail. Considering how you would use the trail please select your preferred route from the two options shown on the above map.



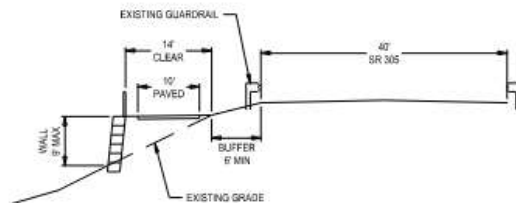
Sakai Alternative 1 (received BIMPRD endorsement)



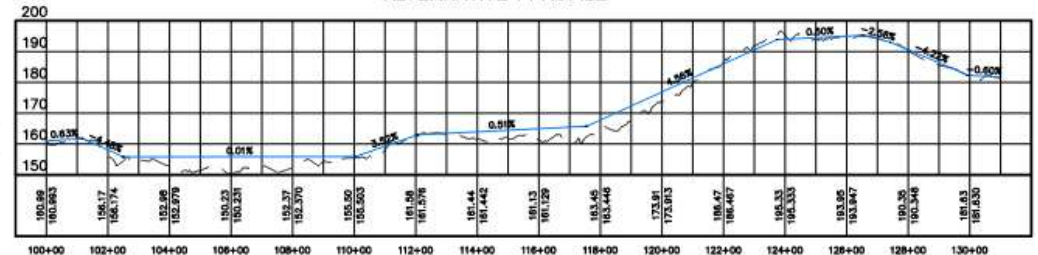
TYPICAL BOARDWALK CROSS SECTION
STA 103+00 TO 106+00



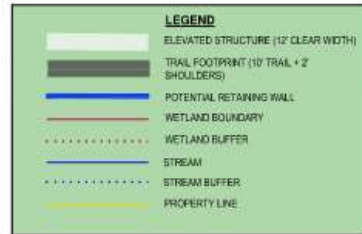
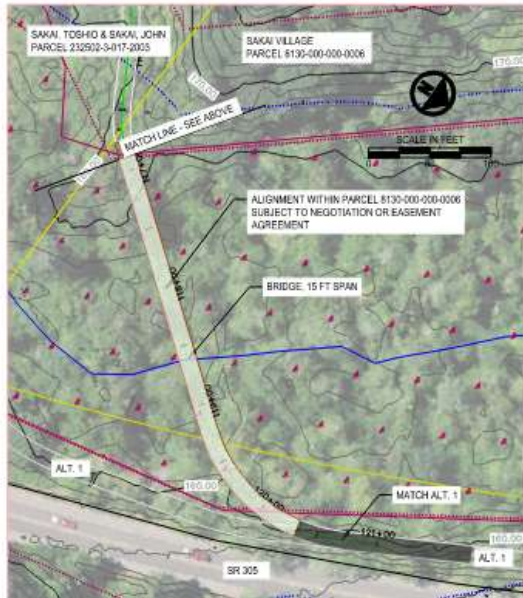
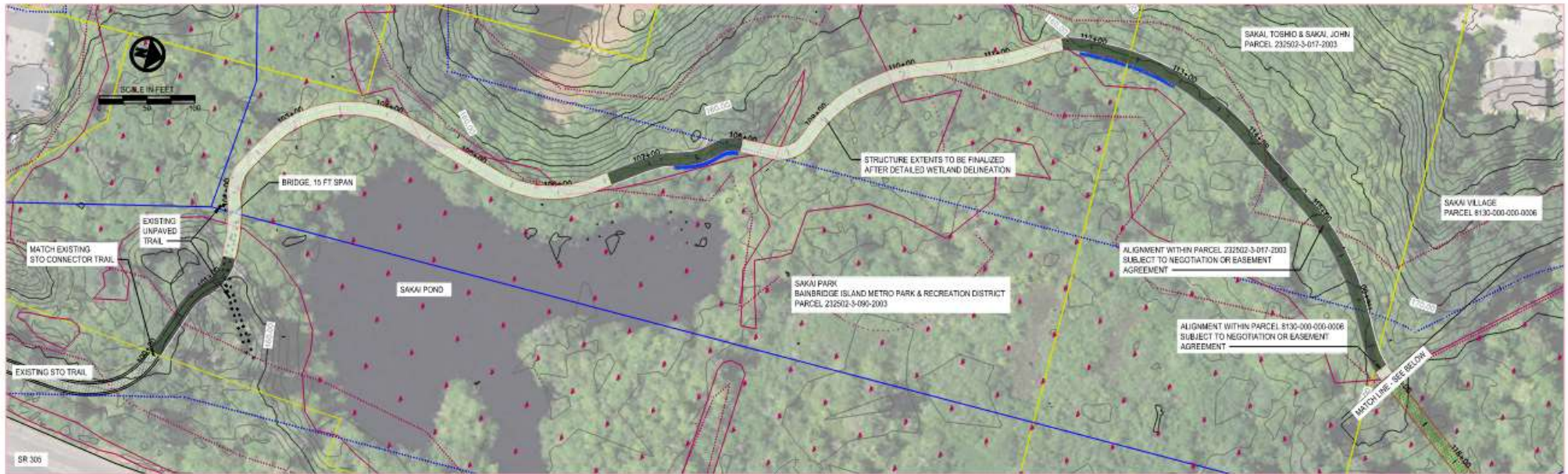
TYPICAL CROSS SECTION ADJACENT SR305
STA 114+00 TO 120+00



ALTERNATIVE 1 PROFILE



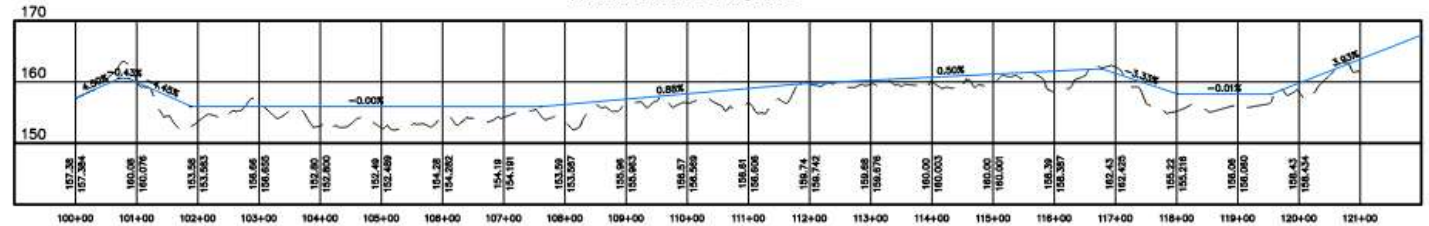
Sakai Alternative 2



ALTERNATIVE 2 NOTES:

1. Wetland and stream locations are based on a combination of GIS and limited delineation efforts by others. A detailed delineation and hydraulic analysis would be required to verify the exact locations and extents of all structures.
2. The proposed trail follows existing park paths between stations 100+00 and 104+00. Existing paths are obscured by the tree canopy.
3. Elevated structures are assumed for all wetlands and stream crossings. The trail would be constructed at-grade at all other locations, including within buffers.

ALTERNATIVE 2 PROFILE



Preliminary 20% Design Costs

ALTERNATIVE	1	2
CONSTRUCTION	\$4,125,000	\$8,229,750
RIGHT-OF-WAY ACQUISITION	\$9,300	\$70,000
DESIGN AND PERMITTING	\$1,237,500	\$2,057,438
MITIGATION	\$296,000	\$1,448,000
CONSTRUCTION MGMT.	\$825,000	\$1,646,000
TOTAL (LOW RANGE)	\$6.5M	\$13.5M
TOTAL (HIGH RANGE)	\$7.8M	\$16.2M

Next Steps – Sakai Design

Seeking City Council direction to proceed with Alternative 1

The route selection will be followed by:

- Locate landscaping and mitigation requirements
- Stormwater, Structural, wetland mitigation and tree impact evaluations
- Plan and estimate refinement

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Planning Study Preliminary Alignments

Analysis broken into 7 segments



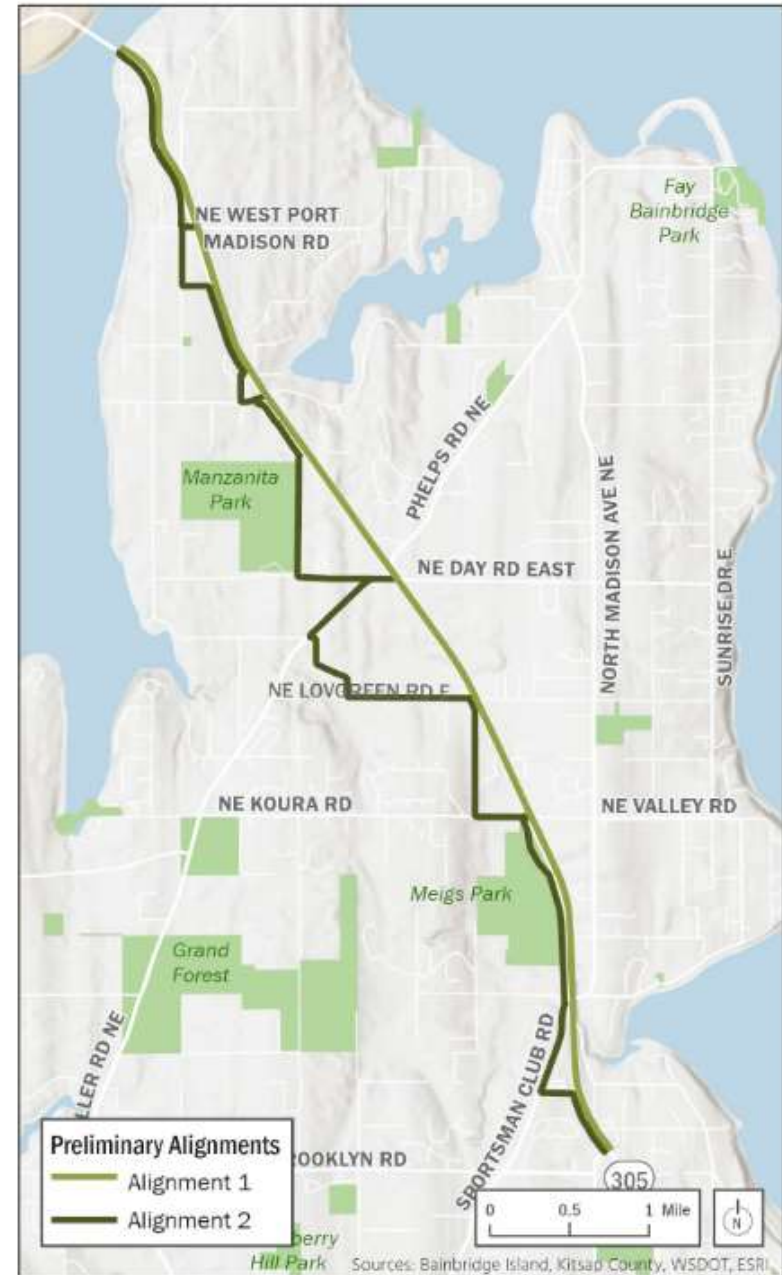
Planning Preliminary Alignments

Each segment
evaluated for 2 routes:

- Along the WSDOT Right-of-Way distance from highway varies

AND

- Along existing trails, roads, and north/south corridors



Draft Preferred Alignments

(received BIMPRD endorsement)

All preferred alternatives:

- require least ROW acquisition
- require least maintenance
- least critical areas impacts

Majority of preferred alternatives:

- lowest capital costs
- most direct route
- most accessibility
- desirable destinations

Some of the alternatives:

- minimize trees impacts

Minority of the alternatives:

- aesthetics



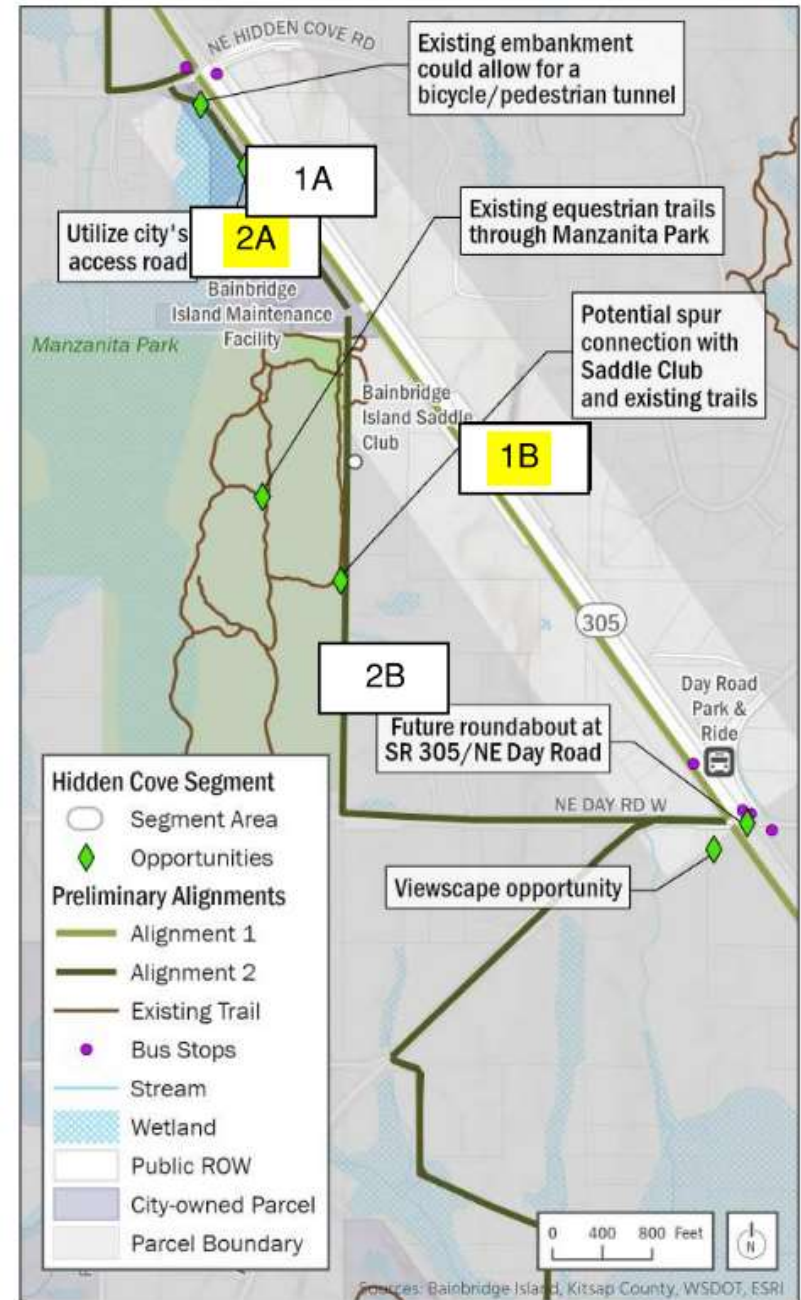
Example: Hidden Cove Segment Evaluation

CATEGORY	MEASURE	HIDDEN COVE SEGMENT			
		ALTERNATIVE 1A	ALTERNATIVE 1B	ALTERNATIVE 2A	ALTERNATIVE 2B
Feasibility	Capital Costs	Least Suitable	Excellent	Excellent	Least Suitable
	ROW Acquisition	Excellent	Excellent	Excellent	Excellent
	Maintenance	Desirable	Desirable	Desirable	Least Suitable
	Directness	Excellent	Least Suitable	Excellent	Least Suitable
User Experience	Accessibility	Least Suitable	Desirable	Excellent	Least Suitable
	Destinations	Desirable	Desirable	Desirable	Least Suitable
	Aesthetics	Least Suitable	Least Suitable	Desirable	Excellent
Environmental Impacts	Trees	Desirable	Desirable	Least Suitable	Least Suitable
	Critical Areas	Desirable	Desirable	Least Suitable	Least Suitable

Least Suitable
Suitable
Desirable
Excellent

1B – Avoid equestrian users and trail system

2A - Utilize City maintenance facility access road corridor



Example: Meigs Park Segment Evaluation

CATEGORY	MEASURE	MEIGS PARK SEGMENT	
		ALTERNATIVE 1	ALTERNATIVE 2
Feasibility	Capital Costs	Least Suitable	Desirable
	ROW Acquisition	Least Suitable	Desirable
	Maintenance	Desirable	Desirable
	Directness	Desirable	Desirable
User Experience	Accessibility	Desirable	Desirable
	Destinations	Desirable	Desirable
	Aesthetics	Least Suitable	Least Suitable
Environmental Impacts	Trees	Least Suitable	Least Suitable
	Critical Areas	Desirable	Desirable

Least Suitable
Suitable
Desirable
Excellent

Most suitable route follows existing trail and old road grade



Next Steps – Madison to Agate Pass

Seeking City Council input or direction to proceed with STO Trail planning corridor preferred alternatives

The route selection will be followed by:

- Planning level cost estimate
- Summary of environmental evaluation
- Prioritization strategy
- Funding/grant opportunities

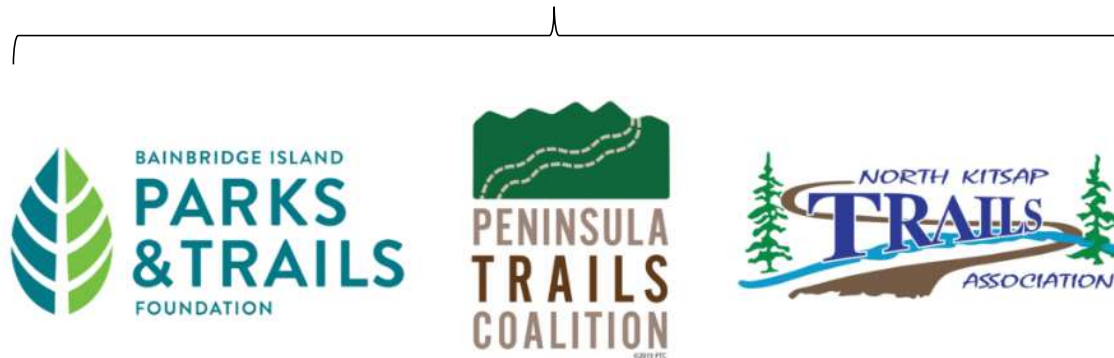
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RAISE Grant Partners

Grant writing partnership secured \$16,130,000 in federal funds from the Re-building American Infrastructure with Sustainability and Equity program.



RAISE Grant Partners

Grant funds subrecipients

City of Port Angeles (lead applicant)
City of Bainbridge Island
City of Forks
City of Port Townsend
City of Poulsbo
City of Sequim
Port of Port Townsend
Kitsap County
Jefferson County
Clallam County
Suquamish Tribe
Quileute Tribe



RAISE Grant Awarded

City of Bainbridge Island awarded \$1.7M to complete 100% design for entire corridor



Next Steps

Seeking City Council direction to proceed with Alternative 1

AND

Seeking City Council input or direction to proceed with STO Trail planning corridor preferred alternatives

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Q&A

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