PRTPO 2024 Call for Projects

TRANSPORTATION ALTERNATIVES (TA) APPLICATION

Project Title: Carlsborg Crossing - Olympic Discovery Trail

Project Sponsor: Jamestown S'Klallam Tribe

Contact Person: Wendy Clark-Getzin *Title:* Transportation Program Manager

Phone Number: (360) 681-5622 *Email Address:* wclark@jamestowntribe.org

Project Co-Sponsor: *(if applicable)* Clallam County

Contact Person: Steve Gray *Email:* steve.gray@clallamcountywa.gov

1. PROJECT SUMMARY

Transportation Alternatives Project Type – Primary and Secondary Functions:

*Select one box in **Column 1** that best reflects the **primary project type.***

*Select all boxes from **Column 2** reflecting **other TA elements** of the project.*

See Appendix A of the Application Guide for description of eligible project types.

	1	2
A. Provision of facilities for pedestrians and/or bicycles.	◉	☐
B. Infrastructure projects that support safe routes for non-drivers	○	☑
C. Conversion and use of rail corridors for non-motorized travel	○	☑
D. Construction of turnouts, overlooks, and viewing areas	○	☐
E. Community improvement activities (explain details later)	○	☑
F. Mitigation to address stormwater, wildlife mortality, or habitat connectivity	○	☐
G. Recreational Trails Program defined under 23 USC 206 of Title 23	○	☑
H. Safe Routes to School infrastructure project	○	☐
I. Safe Routes to School non-infrastructure project	○	☐
J. Creation of boulevards within ROW of divided highway	○	☐
K. Installation of electric vehicle charging infrastructure (incl. bikes)	○	☐
L. Measures to protect transportation facilities from cyber threat	○	☐
M. Projects to increase tourism	○	☑
N. Wildlife collisions mitigation	○	☐
O. Resiliency improvements	○	☐
P. Vulnerable road user safety assessment as defined in 23 USC 148(a)	○	☐

Summary Description: *Provide a short blurb about the proposal and what it will accomplish. This will be used in future summaries of the project and process. Detailed description is provided later.*

Construct a safe road crossing and new ODT asphalt alignment through the Carlsborg Industrial Park with complimentary gravel buffers, landscaping, fencing, low-scale lighting, and ADA trailhead parking. These improvements will follow MUTCD, FHWA proven countermeasures, and AASHTO standards for a multi-use regional trail. Vehicle-bike and bike-bike conflicts will be reduced.

Summary Financial Information: *Detailed financial information is found in Section 3.*

Total Project Cost	$ 1,153,275		
TA Funds Requested	$ 901,276	Is this project scalable?	Yes
Matching Funds	$ 251,999		
Effective Local Match	21.9%	Obligation Year (FFY 2024, 25, 26, 27, or 28)	2025

2. DETAILED PROJECT DESCRIPTION

Project Location: *Complete for appropriate project type. Attach an 8 ½ x 11 map depicting the project location and vicinity.*

Infrastructure Projects

Facility and termini: Olympic Discovery Trail: Carlsborg Rd thru Carlsborg Industrial Park,

Total length: 1,300 feet

Non-Infrastructure Projects *(e.g. Safe Routes to School, safety assessments, etc)*

Location / Extent of Project:

Project Duration *(if applicable)*:

Is this project located in a rural county in the Peninsula Region? Yes

Provide the geographic coordinates for the project
See page 6 of the Application Guide for assistance. 48.09367, -123.17310. 48.09257, -123.16887.

Is this project located in a Census urbanized area?
See maps in the Application Guide for assistance. Yes

Project Narrative: *Briefly describe the proposal, the need it addresses, and anticipated benefits it is expected to provide. If appropriate, describe the role of project co-sponsors or other partners or community involvement. Provide sufficient detail to ensure compliance with project eligibility requirements specified in 23 USC 133(h)(3), found in Appendix A of the Application Guide.*

Carlsborg Crossing - Olympic Discovery Trail focuses on a regional trail of national proportions. The Trail is located near the historic railroad grade in Carlsborg and has been preserved with the efforts of Port of Port Angeles and Clallam County. The Trail has other names such as the Puget Sound to the Pacific (PSP2P), the Great American Rail Trail (GART) and Sound to the Pacific (STP). This Trail is used for the alternate access to US101 as deemed by WSDOT Level of Stress studies and Sandy Williams Connecting Communities Pilot Program. The Trail has been studied by Trust for Public Lands and WA-RCO for economic importance.

Jamestown S'Klallam Tribe and Clallam County Public Works have partnered to bring the Carlsborg Crossing Project forward to the Peninsula RTPO as a project that meets many regional priorities within context of eligible FHWA Transportation Alternatives activities. This project created synergy through tribal leadership visions for a healthy community and the concerns of the Clallam County Trails Advisory Committee. The Olympic Discovery Trail is in amazing condition in many sub-trail portions thanks to its numerous volunteers. In the Carlsborg Industrial Park, the trail is narrow and has deteriorating asphalt beyond normal repairs. It also follows a county easement with 45-degree blind curves. The Tribe intends to re-align the trail to have a safe line of sight around two curves on tribal land. In doing so, the county easement will be re-addressed for the long-term maintenance partnership with the Tribe and adjacent property owners. The county is committed to maintain the trail in perpetuity. This project will widen the trail to 10-feet and add 1.5 to 2-feet gravel shoulders for a maximum width of 14-feet. Additional landscaping for screening industrial uses, black fencing, removable bollards, low-level LED lighting and a resting area will complete the trail project.

In conjunction with this major trail enhancement is the connectivity to off-tribal lands. Carlsborg Road (Road) has a noticeably skewed unmarked crossing which has received many complaints. This project seeks to increase visibility to all Trail Users and minimize conflicts. If awarded, TTPSF would be used to install a pair of Rectangular Rapid Flashing Beacon (RRFB) signals actuated by ADA push button to signal vehicle drivers to halt at new pavement stop bars for Trail Users to enter a new mid-block crosswalk. Carlsborg Road is a 35MPH rural collector within a county urban growth area. Signage approaching the Trail is insufficient to slow down the traffic and concede the Road to pedestrians, bicyclists, and wheelchairs. The existing unmarked crossing is skewed by 30-degrees and does not meet MUTCD or AASHTO guidelines. The new pair of RRFBs, stop bars and crosswalk will require minimal work within the county right-of-way to curve the Trail into perpendicular alignment with the Road. A new ADA parking stall will be added to trailhead parking.

Evidence of Project Standing: *Identify public plan(s), program(s), or process(es) from which this project was drawn. Examples include the RTP or the Human Services Transportation Plan, a TIP or CFP, a sub-area or corridor plan, a Transit Development Plan, or any other plan or program developed with public input or review opportunities.*

The Tribe has placed this project in its Tribal Transportation Improvement Program (T-TIP) and National Tribal Transportation Facility Inventory (NTTFI) for receiving federal funds under the FHWA Program Agreement for Tribal Transportation Program. Carlsborg Road and the ODT in this vicinity are listed separately. The policy intent of the Tribe's Safety Plan indicates continual improvements to the ODT. All approved by Tribal Council.

The County has developed an adopted 2008 Transportation Plan for the Carlsborg UGA. Carlsborg Road is identified as an road with increasing average daily traffic (ADT) in which vehicle conflicts are predicted from multiple driveway and local road access points. This project fits the goals of traffic safety and limiting access.

Support for Regional Transportation Plan: *Briefly explain how project supports the RTP policy intent.*

The Carlsborg Crossing project is a **preservation** project with major enhancements to maximize the historic railroad easement and increase safety for forecasted users and expansion of mobility options for a wider user group. The project is a **multimodal mobility** project to increase the width of the ODT with safe buffers to step/roll off the trail. Sharing Carlsborg Road is essential for **safety**. The RRFB warning signs will help prioritize crossings for all mobility devices. The nearby Railroad Bridge Park counted over 333,000 users in calendar year 2023. These **zero-emission trips** will be supported by an improved facility through a previously sketchy industrial area. Two marathons use this segment, with the major North Olympic Discovery Marathon attracting tourists every year to arrive early to the region and **stimulate the local economy.**

Mobility Benefits in High-Need Areas: *Briefly explain what impacts, if any, your project will have on at-risk populations in this vicinity. This includes low-income residents, those who are transit-dependent, and other households with a high degree of mobility insecurity. Equity analysis maps in the Appendix illustrate statewide ranking by census tract for priority Social Vulnerability characteristics associated with mobility insecurity. Applicants may provide a finer grain assessment of nearby conditions that are not evident at the census tract level.*

The State Department of Health has identified the mobility insecurity metrics for this project's census tract as ranked the highest for Unaffordable Housing and Transportation inequity, which implies fewer households own vehicles and there is a dependency on transit and other mobility devices, like walking and bicycling. This High ranking of inequity can be ground truthed by the multiple mobile home and RV parks in the vicinity standout against mixed land use. The majority of people living in Carlsborg are over 65 years old. The Level of Stress of walking and biking on the state highway directs safe travel to the Olympic Discovery Trail to manage trips to Sequim. For example, Walmart groceries are a direct route using the ODT from Carlsborg and City of Sequim sidewalks. Boarding Transit requires crossing a 4 lane divided highway. WSDOT Level of Stress studies have qualified the (direct route) parallel segment of US101 to the Carlsborg ODT as the highest degree of Level of Stress.

3. DETAILED FINANCIAL INFORMATION

Project Costs & Revenues: *Provide financial information only for the project phase directly associated with this funding request. Do not include costs or revenues from prior or future work.*

	TA Grant Request	Local/Tribal Revenue	State Revenue	Federal Revenue	Total
Project Funding	$ 901,276	$ 97,321	$ 0	$ 154,678	$ 1,153,275

TA Matching Funds: *A match is not required but an applicant may choose to provide additional funds, either to complete the funding package for a larger project or to demonstrate local commitment and priority. Note that while they can be used to augment project funding, most federal funds are restricted in their use as eligible match for Transportation Alternatives grants.*

Total Project Funding $ 1,153,275

Eligible Match $ 251,999 Effective Match Rate: 21.9%

Source and Availability of Other Project Funds *If match includes revenues from a project partner, please provide a letter of funding commitment from that organization.*

Revenue Source	Amount	Funding Status	
Local/Tribal	$ 97,321	Secured	
State	$ 0	Unsecured	
Federal, other	$ 154,678	Unsecured	

If there are any constraints or special considerations about the matching funds or project revenue, please explain:

This project is showing Federal Match, which is eligible because its Tribal Federal funds for safety projects. These are very flexible funds which can be used to support projects with safety components. Funds could be obligated in FY2024 if TTIP is amended, and TTP transfer is completed.

Year of Obligation Commitment: *Applicant commits to obligating the project by August 1 of indicated year.*

This project will obligate no later than August 1 of 2025

Note: any project applicant failing to meet the Obligation Deadline committed to above risks having awarded funds transferred to another regional project that is ready to proceed, delaying or possibly jeopardizing project funds. Applicants should present realistic obligation timeframes in this proposal and keep PRTPO apprised of any unexpected issues that may cause future schedule delays.

Project Scalability: *This refers to the ability of the applicant to accept partial funding and still complete functional segments or elements of this project as described.*

Is this project scalable? Yes

If yes, explain how it can be scaled and what would be delivered instead.

The Tribe and/or County would use local forces to provide Construction Administration and Construction Management. This would imply the Cost of the project remains the same, but the Local Match would increase to $360,302 or 31.2%.

If yes, what is a lower amount of TA funds that would still be useful? $ 792,973

4. PROJECT DELIVERY INFORMATION for INFRASTRUCTURE

This section is just for infrastructure projects. Non-infrastructure projects skip this section.

a. Is preliminary engineering and design complete? Underway

b. Does this project require right-of-way acquisition? No

c. Does this project require an environmental approval? Yes

If yes, what type of approval will be required? Tribal FHWA CE Checklist

5. CERTIFICATION ACCEPTANCE (CA) STATUS

All projects must have a designated CA representative who will oversee project delivery. This is a federal requirement over which PRTPO has no control. An agency without CA status itself must secure approval from an agency that does have CA status to administer the project. See page 3 in the Application Guide for information on how to obtain a CA administrator. ***Non-CA applicants must include a letter or email confirmation from their CA administrator.***

CA Agency: Jamestown S'Klallam Tribe Program Agreement with FHWA (self-determination)

CA Agency Representative: Wendy Clark-Getzin

6. APPLICATION AUTHORIZATION AND APPROVAL

To be completed and approved by the representative authorized to bind the funding application.

This proposal accurately represents a high priority project that is consistent with and supports the PRTPO Regional Transportation Plan. The project is derived from a prior local or regional plan or process in which the public was invited to participate.

Costs reflect the most current planning level estimates of what is needed to accomplish the work described. The project as described is financially feasible. Match revenue as described will be committed to the project if it is awarded TA funds. The obligation commitment reflects a realistic schedule that we will adhere to. I am aware that failure to meet the obligation deadline may result in funds being reprogrammed to a different project, possibly resulting in delays or a loss of funding to this project.

I realize the use of federal funds entails administrative and project compliance requirements over which PRTPO has no control. The costs and schedule for this proposal were developed with this awareness of federal requirements and are deemed to be feasible in light of those requirements. PRTPO is not responsible for cost overruns or delays that may be attributed to the use of federal funds.

This project has the full support of the governing / leadership body of this organization. I approve its submittal to PRTPO for consideration of an award of Transportation Alternatives funding.

W. Ron Allen

Signature

March 4, 2024

Date

Tribal Chairman/CEO

Name, Title

Please email completed application packets to Thera Black at TheraB@PeninsulaRTPO.org
Applications are due by 5:00 pm on Monday, March 4, 2024.

9

FEB 2 6 2024

AGENDA ITEM SUMMARY

(Must be submitted NLT 3PM Wednesday for next week agenda)

Department: Public Works

WORK SESSION ☒ **Meeting Date: February 26, 2024**

REGULAR AGENDA ☐ **Meeting Date:**

Required originals approved and attached? ☒
Will be provided on:

Item summary:

☐ Call for Hearing
☐ Contract/Agreement/MOU - Contract #
☐ Resolution
☐ Proclamation
☐ Budget Item
☐ Draft Ordinance
☐ Final Ordinance
☒ Other Pre-Grant Authorization

Documents exempt from public disclosure attached: ☐

Executive summary:

The Transportation Alternatives grant is a federal funding program. Projects selected for regional allocation of Transportation Alternatives grant are by the Peninsula Regional Transportation Organization (PRTPO). Eligible activities include the planning, design, and construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans Disabilities Act.

The proposed project is a joint effort between Clallam County and the Jamestown S' Klallam Tribe (JSKT) for improvements to the Olympic Discovery Trail (ODT) from Carlsborg Road to Banana Way in the Carlsborg Urban Growth Area (UGA). Proposed improvements include (1) improving trail alignment at the Carsborg Rd crossing; (2) installing a crosswalk and trail user activated lighted crossing sign for the ODT-Carlsborg Road crossing; (3) widening, resurfacing, and some partial realignment of the trail between Carlsborg Road and Banana Way; and (4) other trail corridor improvements (e.g., landscaping, fencing, signage). The attached figures provide the conceptual improvements proposed between Carlsborg Road and Banana Way and the ODT-Carlsborg Road crossing.

Budgetary impact: (Is there a monetary impact? If so, are funds for this already allocated or is a budget change necessary? If this is a contract and a budget change is necessary, the budget change form must be submitted with the item at work session and for the regular agenda) **If a budget action is required, has it been submitted and a copy attached?** ☐

The lead applicant will be JSKT. Co-applicant will be Clallam County. No change in staffing required to support grant implementation if awarded.

Recommended action: (Does the Board need to act? If so, what is the department's recommendation?)

Authorize and approve County partnership with the JSKT on applying for the federal Transportation Alternatives grant funding.

County Official signature & print name: Steve Gray

Name of Employee/Stakeholder attending meeting: Steve Gray, Deputy Director

Relevant Departments: Public Works

Date submitted: 02-21-24

Clallam County Public Works/Road Department

223 E. Fourth St., Suite 6
Port Angeles, WA 98362-3000
360-417-2290 Fax: 360-417-2513 E-mail: steve.gray@clallamcountywa.gov

January 9, 2024

Wendy Clark-Getzin, PE
Transportation Program Manager
Jamestown S'Klallam Tribe
991 Old Blyn Highway
Sequim, WA 98382

Subject: Olympic Discovery Trail (ODT) Carlsborg Road Crossing Enhancements

Dear Ms. Clark-Getzen,

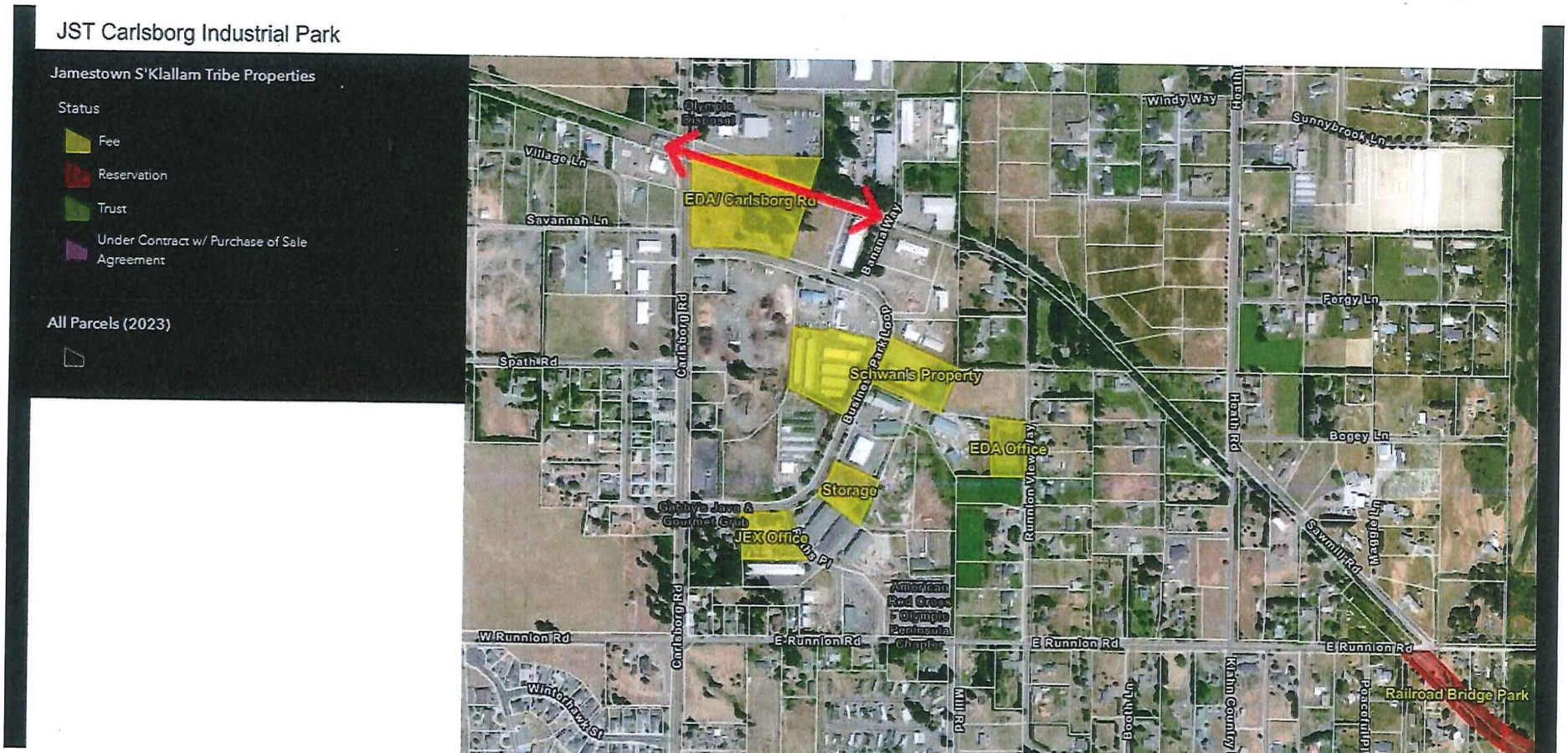
Clallam County thanks the Jamestown S' Klallam Tribe (JSKT) for supporting the assessment and evaluation of safety improvements for enhancing the Olympic Discovery Trail crossing of Carlsborg Road (a County Road) located in the Carlsborg Urban Growth Area. The County Public Works Department has reviewed the technical memorandum (December 2023) prepared by OTAK and supports the recommendations and conceptual plan for the roadway crossing improvements. OTAK's recommended trail realignment and safety improvements (e.g., pedestrian crossing devices, signage, pavement markings) for the crossing are in the County Road right-of-way.

The County supports JSKT plan to apply for Tribal Transportation Program Safety Funds (TTPSF) for safety improvements described in the OTAK Technical Memorandum. If TTPSF's are secured, we look forward to partnering and coordinating with JSKT on completing this important project to enhance trail user safety on the regional Olympic Discovery Trail.

Sincerely,

Steve Gray
Public Works Deputy Director

JST Carlsborg Industrial Park

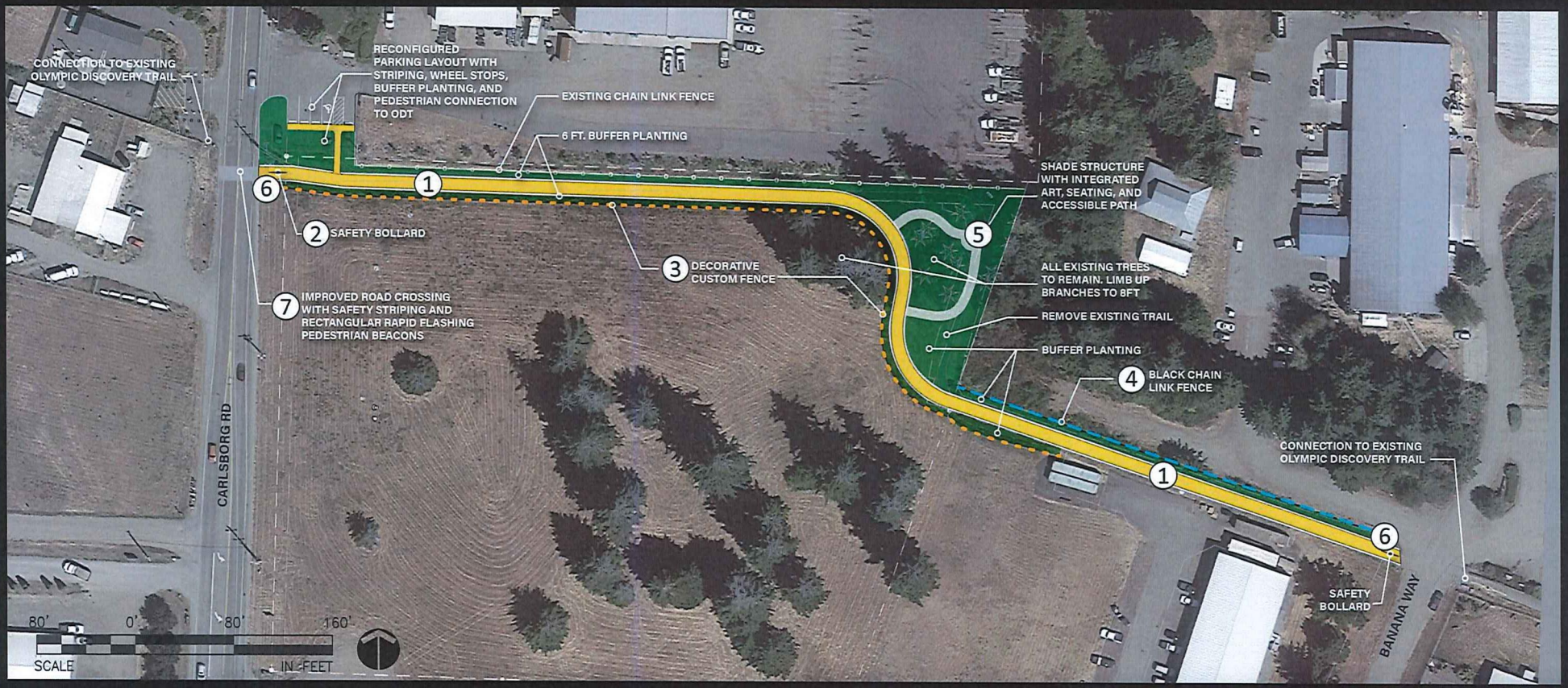


OLYMPIC DISCOVERY TRAIL

CARLSBORG ROAD

Conceptual Plan

February, 2024





10 ft. Asphalt Trail with 18" Gravel Shoulders



Safety Bollard



Decorative Custom Fence



Black Chain Link Fence



Shade Structure w/ Seating and Integrated Artwork



Signage for Wayfinding and Trail Etiquette



Improved Crossing with Rectangular Rapid Flashing Beacons



Pole or Pedestal Lighting Along Trail Segment

OLYMPIC Discovery TRAIL

Otak

OLYMPIC DISCOVERY TRAIL

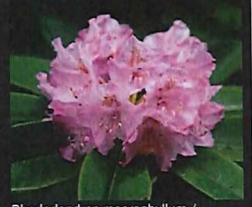
CARLSBORG ROAD

Buffer Planting

February, 2024

LARGE SHRUBS & SMALL TREES


Frangula purshiana / Cascara


Rhododendron macrophyllum / Pacific Rhododendron


Arctostaphylos columbiana / Hairy Manzanita


Amelanchier alnifolia / Western Serviceberry


Myrica californica / Pacific Wax Myrtle


Acer circinatum / Vine Maple

SMALL TO MEDIUM SHRUBS


Rosa nootkana / Nootka Rose


Ribes sanguineum / Red Flowering Currant


Symphoricarpos alba / Snowberry


Mahonia aquifolium / Oregon Grape


Vaccinum ovatum / Evergreen Huckleberry


Arbutus unedo 'Compacta' / Compact Strawberry Tree

GROUND COVERS


Fragaria chiloensis / Beach Strawberry


Arctostaphylos uva-ursi / Kinnikinnick


Gaultheria shallon / Salal


Oxalis oregana/ Wood Sorrel


Polystichum munitum / Western Swordfern


Mahonia nervosa / Cascade Oregon Grape

NATIVE GRASSES & HERBACEOUS PERENNIALS


Camassia quamash / Common Camas


Achillea millefolium / Common Yarrow


Carex pachystachya / Chamisso Sedge


Deschampsia cespitosa / Tufted Hairgrass


Hordeum brachyantherum / Meadow Barley

EXISTING TREES TO REMAIN

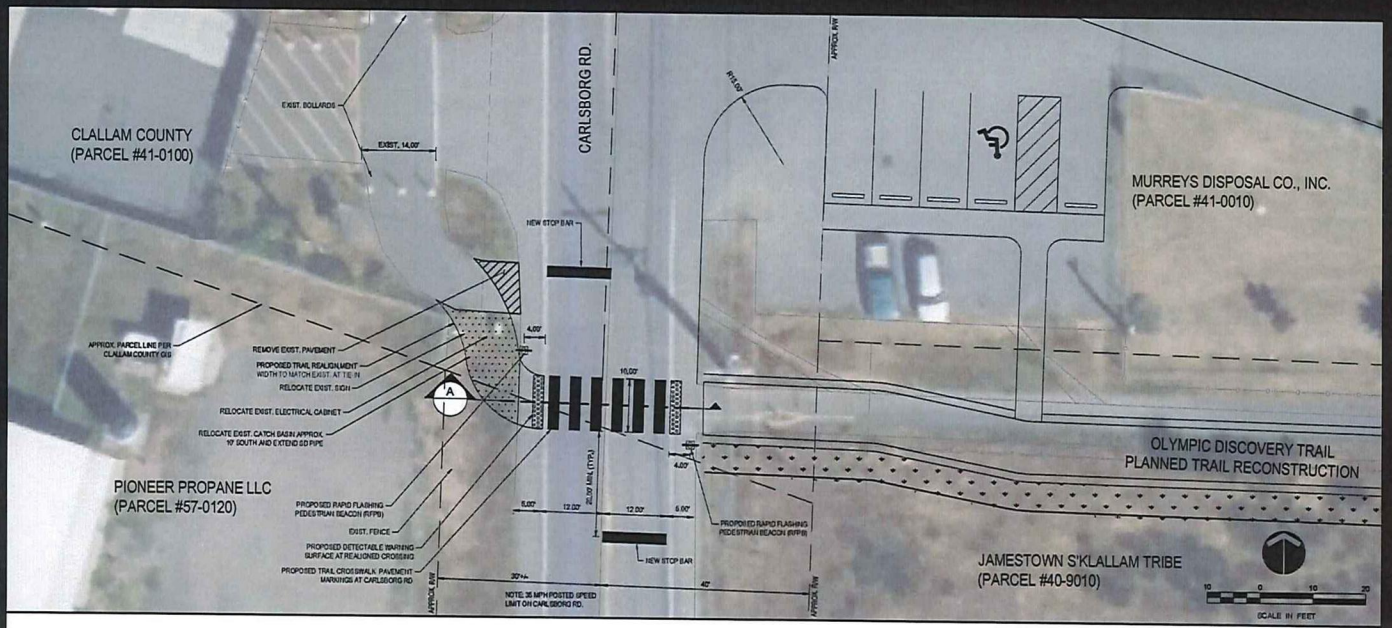


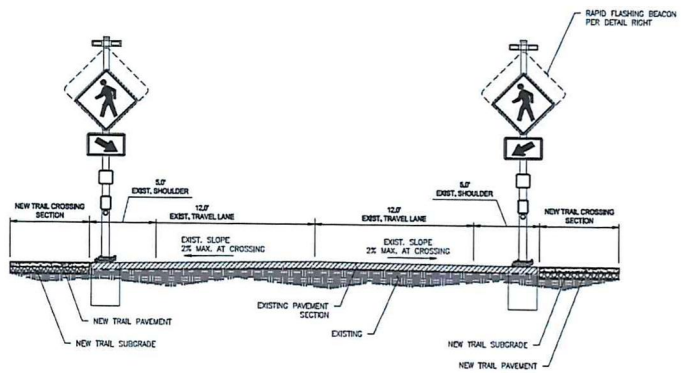
OLYMPIC DISCOVERY TRAIL

CARLSBORG ROAD

Roadway Crossing Exhibit

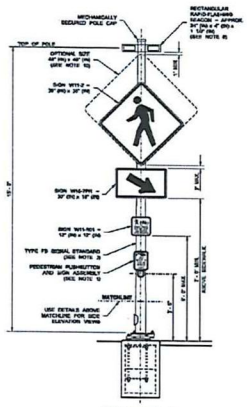
February, 2024





SECTION A - OLYMPIC DISCOVERY TRAIL, CARLSBORG RD CROSSING , TYP. SECTION

NOT TO SCALE



RAPID-FLASHING BEACON

Clallam County Trails Advisory Committee

February 28, 2024

Dear PRTPO,

The Clallam County Trails Advisory Committee strongly supports the joint application by the Jamestown S' Klallam Tribe and Clallam Couty for Transportation Alternatives (TA) grant funding for proposed Olympic Discovery Trail (ODT) improvements within the Carlsborg Urban Growth Area (UGA). This project will significantly improve the safety and experience for trail users travelling through the UGA as follows:

- Improves user safety at the existing ODT mid-block crossing of Carlsborg Road by realigning the trail for a perpendicular road crossing, adding crosswalk pavement markings, and installing user activated Rectangular Rapid Flashing Beacon (solar powered). These improvements are highly desired by the community due to significant trail use and high traffic volumes at this crossing in the UGA.
- Widens the trail surface from 8-feet to 10-feet to meet current design standards.
- Resurfaces the 20-plus year old significantly degraded chip seal surface with asphalt.
- Realigns a trail section to eliminate a nearly 90 degrees turn with blind spots and limited site lines.
- Enhances trail corridor greenspaces and aesthetics through a combination of varied plantings and fencing improvements on a section of the ODT located within the Carlsborg Industrial Park.
- Creates a new public area and greenspace accessible and directly adjacent to the trail for users to rest and gather.

The ODT is an important part of the County's multi-modal transportation system connecting Carlsborg and other communities and places on the North Olympic Peninsula. The TA grant request will provide the Tribe and Clallam County with the necessary funding to make these needed improvements to the regional ODT facilities located within the Carlsborg UGA.

Sincerely,

Charlie Commeree
Clallam County Trails Advisory Committee, Chair

RECEIVED
CLALLAM CO. COMMISSIONERS
SEP 12
1...2...3...4.. CRoads

September 8, 2023

Clallam County Public Works
223 E 4th Street, Suite 6
Port Angeles, WA 98362

Dear Clallam County Public Works,

Sequim Wheelers offers free wheelchair bike rides for folks that cannot ride a bike themselves, providing fresh air and sunshine for both riders and volunteers. We give rides on the Olympic Discovery Trail between Carrie Blake Park and Kitchen-Dick Road.

An incident occurred Thursday 9/7/2023 while crossing Carlsborg Road on the ODT at approximately 2:15 PM. We were providing rides to 3 residents of Discovery Memory Care in our adaptive bicycles. Thus, we had a caravan of 3 adaptive bicycles shepherded by 3 "safeties" riding their own bicycles. When crossing Carlsborg Road (or other intersections), our safety procedure is to wait for a break in traffic before the lead "safety" rider steps out into the intersection and attempts to notify drivers off in the distance that our wheelchair type bicycles are crossing the street. (They can't move as quickly as a regular bicycle). Both our "safeties" and our "pilots" (who pedal the adaptive bicycles) wear high visibility jerseys or vests.

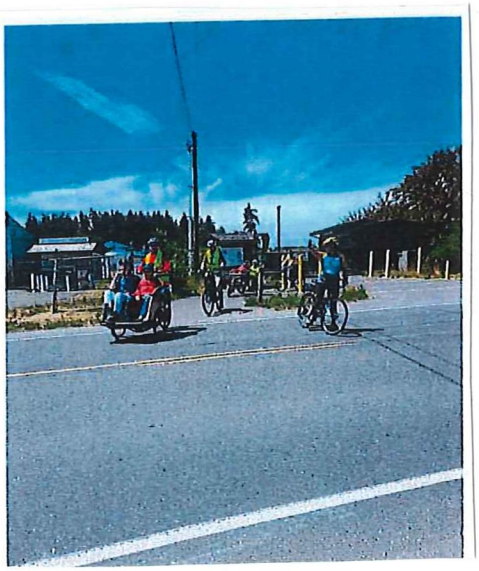
Normally, drivers are very patient and considerate by slowing down and coming to a complete stop if necessary to allow our bikes to cross the road. This time was different, as one driver did not slow down until she was very close to us and then went around us on the shoulder of the road while throwing her hands up as if signaling to us that she didn't see our warning.

Sequim Wheelers is formally requesting that Clallam County **establish crosswalk warning lights** at the intersection of Carlsborg Road and the Olympic Discovery Trail. Please let us know what your plans are regarding this dangerous intersection and if there is anything we can do to help resolve this matter. We know that many other people face this same issue, including Ian Mackay and his "Sea to Sound" ride that includes many actual wheelchairs!

Thank you for your attention.

Bob Fitton

Bob Fitton, 253-670-8276
President, Sequim Wheelers
Adaptive Bike Program
on the Olympic Peninsula
www.facebook.com/sequimwheelers/
www.sequimwheelers.com



cc: Mark Ozias, Clallam County Commissioner, District 1
Randy Johnson, Clallam County Commissioner, District 2
Matt Huish, Sequim City Manager
Jeffrey R. Bohman, Board President, Peninsula Trails Coalition