

PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Sponsor
Noll Road Shared Use Path - Middle Segment	N/A	Poulsbo
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

Project Contact Information

Name	Phone	Email
Josh Ranes	3603949736	jranes@cityofpoulsbo.com

Project Description

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.

The project will construct approximately 1,040 linear feet (lf) of separated shared use path, curb and gutter, and associated drainage in the last remaining segment (middle segment) of the Noll Road corridor. The project will complete the last gap in a 2.6-mile shared use path project that connects the North Kitsap School District campus, multiple neighborhoods, a park, and a future transit park and ride (see Figures 1 and 2, attached). Once this gap is complete, 2.6 miles of shared use path will be ADA accessible and functional to all non-motorized users. Ultimately, the path will be a key part of the much larger City and regional trail system (Sound to Olympics Trail). When completed, the project will provide a complete non-motorized transportation and recreation corridor for both residents and visitors, which will enhance connectivity within the City of Poulsbo as well as the north Kitsap and Puget Sound region.

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 City's Noll Road Corridor Plan (2009) identified the need to improve non-motorized safety and capacity in the Noll Road corridor between SR305 and Lincoln Road. The City's Corridor Plan identified the preferred alignment and cross-section (see attached Figures). Corridor improvements are necessary to meet multiple important local and regional transportation goals, including:

- Provide improvements that support multimodal transportation needs for new development in the east Poulsbo area (approximately 2,000 new lots). Non-motorized improvements are an essential component of these corridor improvements.

- Provide a shared use path (SUP) to connect both existing and future local and regional non-motorized facilities. The project will result in a SUP that connects the local Poulsbo Loop Trail, the Liberty Bay Waterfront Trail and the future Sound to Olympics (STO) regional trail.

- Build a new SUP that provides a non-motorized connection between high density residential neighborhoods, the future east Poulsbo transit park and ride, and the North Kitsap School District (NKSD) campus which supports over 2,500 elementary, middle and high school students.

The corridor project is being constructed in phases. Phase 1 Improvements at the intersection of SR305 and construction of Johnson Parkway were completed in 2023. The Noll Road North Segment between Mesford Road and Lincoln Road will be completed in 2025. The Middle Segment SUP project will complete the last remaining gap in the 2.6 mile Noll Road corridor shared use path project.

The City of Poulsbo has been working for over 10 years on the corridor project. When complete, the project will provide a complete shared use path that connects schools, neighborhoods, commercial areas and transit. The project will also complete a key segment of the future STO Trail, which will connect Seattle to Port Angeles and beyond

Project Location

Location	County/Counties
Noll Road NE between NE Hostmark Street and NE Mesford Road	Kitsap
Beginning Landmark	Ending Landmark
Noll Road NE and NE Hostmark Street	Noll Road NE and NE Mesford Road

Map and Graphics

f-132-552-18692715_wgQQJei4_Noll_middle_seg_SUP_Vicinity_Map_F-1.pdf, f-132-552-18692715_D5ms2JRD_Noll_Road_Middle_Segment_SUP_Photos_City_of_Poulsbo_07-05-23.pdf, f-132-552-18692715_DlVdplA7_Noll_Middle_Segment_Site_Plan_F-2.pdf, f-132-552-18692715_N2W2nvBO_Noll_Road_Middle_Segment_SUP_Proposed_Section_F-3_07-05-23.pdf

Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

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

City of Poulsbo Comprehensive Plan, Transportation Chapter 4, page 75

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.

Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Minor Arterial

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

The project serves the Downtown Poulsbo/SR 305 Corridor candidate Countywide Center by improving non-motorized options, access and safety in an area experiencing significant residential growth. It also constructs a key segment of the local non-motorized system that links the area through the existing Poulsbo Loop Trail and Liberty Bay Waterfront Trail.

Over 2,000 new residential lots have been approved in the Noll Road corridor, with approximately 600 lots recently built or under construction. The Noll Road corridor is the highest growth area in the City of Poulsbo. The project implements the Noll Road Corridor Plan, which was prepared in 2009 to identify preferred methods to reduce congestion, improve safety and improve non-motorized options. The Corridor Plan is an adopted element of the City's 2019 Comprehensive Plan, and plan implemented started in 2016.

At the countywide center and regional corridor level, the infrastructure and amenities provided by the project will support housing and employment/business by reducing congestion in the corridor which will promote confidence in local economic development and associated investment. With better commuting options and lower travel costs, users will have more incentive to travel to and from Seattle and Kitsap regional centers. This will encourage individual investment in housing and businesses. Less congestion and more mode options will encourage more tourism and visiting which is a key economic driver for Kitsap County. Improved non-motorized facilities that are accessible, safe and anxiety free will improve the quality of life for all residents and make the region more attractive for both new business and housing.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center

A significant portion of population growth allocated to the City has and will continue to occur in the Noll Road corridor. This growth is consistent with the City's development goals and policies. The project is a central element of the City's Non-Motorized Plan (Urban Paths of Poulsbo 2018) and the Noll Road Corridor Plan (2009). Both of these plans are adopted as part of the City's current Comprehensive Plan (2019). Specific development/redevelopment policies of the Comprehensive Plan that the project supports and implements include:

Policy TR-1.2 The City shall require that all streets – new construction, retrofit or reconstruction – be complete streets, built to accommodate as appropriate all travel modes in compliance with the City's design standards and plans for streets, bicycles and pedestrian facilities and safety elements.

Policy TR-6.1 Design transportation infrastructure in urban areas to support compact, accessible and walkable neighborhoods that support transit and integrate multi modal transportation options.

Policy TR-6.2 Improve connectivity of neighborhoods and commercial areas by planning an integrated grid of public paths, bikeways and complete streets that connects to existing and future parks, shopping, healthcare, residential and commercial development.

Policy TR-6.8 Establish the Noll Road corridor between Lemolo Shore Drive and Lincoln Road as a priority multi-modal corridor that strives to provide mode balance including non-motorized, vehicle and transit with safe, efficient and attractive connections to the City and regional multi-modal transportation network.

Policy TR-9.11 Integrate plans for the regional Sound to Olympic (STO) trail into City transportation plans and ensure that the STO regional plan provides safe and effective connection to the City non-motorized network including connection to the Liberty Bay waterfront trail and crossing of SR305 at Noll Road and Bond Road.

Category-Specific Criteria: Pedestrian and Bicycle Projects

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

The project will complete the last remaining gap in the 2.6 mile Noll Road corridor shared use path facility. When complete, the Noll Road corridor SUP will be a key segment of the local and regional non-motorized system that links the existing Poulsbo Loop Trail and Liberty Bay Waterfront Trail as well as the future STO trail that will connect Seattle to Port Angeles.

The project extends and closes gaps in both local and regional non-motorized systems. It is an element of the City's Noll Road/Johnson Parkway project, which is constructing over 2 miles of new arterial and shared use path for the rapidly growing east Poulsbo area. The southern termini of this project will connect to the regional STO Trail (Liberty Bay Trail segment) that is located south of SR305. A future park and ride is proposed by the City and Kitsap Transit (in City Comprehensive Plan and TIP) at the south end of the SUP facility which will link non-motorized, SOV and transit modes. These linkages and benefits ensures the project will have high level of use by both recreational and commuter users.

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 primary need the project addresses is completion of the SUP facility through the entire Noll Road corridor. Currently, SUP users must transition from the existing SUP to sharing the roadway with vehicles or crossing the roadway at multiple locations to use existing sidewalks that do meet current ADA standards. These barriers reduce use of the completed SUP segments, as well as use of the corridor SUP as an alternative to vehicle travel. Completing the project gap will provide safe, comfortable and functional non-motorized facility for the entire corridor both to local residents and users, as well as regional users traveling to north Kitsap County and beyond.

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.

A transit stop will be located in the future within the project limits and illumination and a shelter will be provided to make transit use more appealing and accessible in the near term. The project will connect to the future east Poulsbo park and ride located at the south termini of the Noll Road corridor. This park and ride lot will be part of the Kitsap Transit high capacity bus system that connects the SR305 corridor to Kitsap County regional centers and the state ferry terminal at Bainbridge Island. The future park and ride is proposed by the City (in Comprehensive Plan and TIP) and Kitsap Transit to link non-motorized, SOV and transit modes. These linkages and benefits ensures the project will have high level of use by both recreational and commuter users.

Describe the anticipated level of public usage within the community and how the project will benefit a

variety of user groups, including commuters, residents, and/or commercial users.

At the local centers level, project use is expected to be high due to proximity to high density residential areas, the regional school campus, a City park, and connectivity to regional non-motorized facilities including the north Kitsap STO segments that are currently in design/under construction in the Port Gamble area. An estimated 6,000 people will have direct access to the SUP corridor for recreation, exercise and access to business and services. Approximately 2,500 children attend school at the North Kitsap School District campus adjacent to the project, and the path will provide safe and accessible walking and biking options for school children. Commuters will have direct pedestrian and bike access to a regional park and ride that provides connection to major employment centers in both Seattle and Kitsap County.

At the regional level, the project will improve multimodal options for traveling to, from and within centers. The SUP connects to the SR305 corridor at the east Poulsbo city limits. The SR305 corridor is the primary route connecting both local and regional centers to the Seattle metropolitan area regional centers. The corridor is the most heavily congested state route in Kitsap County, with peak hour delays in the 10 mile segment between Poulsbo and Bainbridge Island often exceeding 1 hour and traffic signal queues extending more than 2-miles. Growth continues to occur in Kitsap County regional centers along with the need for increased connection to Seattle regional centers. This growth is associated with housing and economic development in Kitsap regional centers, as well as providing the connection for commuters traveling between affordable housing in Kitsap County to higher paying jobs in Seattle. Corridor transportation options have significant impacts on housing choices, employment options, and environmental quality. The project will help to alleviate these problems by reducing congestion, supporting and connecting to transit, and improving effectiveness and availability of non-motorized facilities that connect to transit including the Poulsbo Loop Trail and the Sound to Olympics regional trail.

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

Potential loss of opportunity results from extending the completion date of the project. This has potential to reduce private business investment in Poulsbo due to increased uncertainty regarding type and date of City infrastructure investment and completion.

Category-Specific Criteria: Equity

Section 1

Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.

The project will serve people of color, low income, senior and disabled residents that live in the east Poulsbo UGA by providing a fully ADA accessible and safe non-motorized facility at a convenient location near neighborhoods and schools. The path will meet all ADA criteria.

Many disadvantaged citizens have historically chosen to live close to Poulsbo because of smaller, less expensive and more accessible housing that is also close to commercial and recreation amenities. The project will provide improved connectivity for subsidized housing located in the greater project area near the North Kitsap School District campus. It will also improve mobility options by providing a safe, all weather, illuminated

bike and pedestrian path that connects to transit and multiple other local centers.

Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

The primary transportation gaps for vulnerable users are non-motorized access to ADA compliant facilities, access to transit, non-motorized access between neighborhoods, and safe non-motorized facilities for night use and for children going to and from school.

Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.

The project supports potentially disadvantaged populations in several ways: 1) it will improve access to local and regional transit operations which increases mobility for transit dependent populations, predominantly low income persons, 2) it will be designed to be fully compliant with ADA criteria which will ensure non-motorized facilities are accessible to disabled persons, and 3) it will connect neighborhoods to the North Kitsap School District campus, which will ensure safe routes to school for children K through 12.

The project provides commuters and residents with healthy options for both local and regional travel. It also assists North Kitsap School District in promoting early establishment of healthy habits by encouraging safe walking routes to schools from housing. It also connects to a larger walking/running/bicycling loop trail network, part of which is already in use by school sports teams and encourages the expansion of that use.

Section 2

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

The project was identified through a multi-year corridor planning process that included significant public participation including a citizen steering committee that met 7 times, and two public workshops. Project implementation was supported during open house events in 2017 and 2018 that were attended by over 60 people.

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

The SUP component of the project received consistent, positive feedback from the public throughout the outreach process. The desire for safe walkways and bicycle facilities was a central public comment, and the corridor plan and resulting project designs have therefore included a shared use path separated from the vehicle travel lanes for the entire corridor length.

Section 3

Is the project in an area of low, medium, or high displacement risk?

Low

If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies

in place by the jurisdiction to address those risks.

Not applicable.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The project reduces pedestrian and bike conflicts with motorized vehicles, which dramatically reduces risk of injury. FHWA (2014) found that riding on a separate path was associated with an 88 percent reduction in the risk of child injury when compared to riding in the street. For adults, riding on a bike path was associated with an 86 percent reduction in the risk of injury when compared to riding in the street.

Shared use paths provide a low-stress experience for users. The project will provide a dedicated non-motorized facility for users of all ages and abilities. The project also will provide lighting at intersections, as well as flashers at school crossings which will improve safety for more vulnerable and night time users.

Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

The project will provide more vulnerable users with social opportunities, community gathering places, exercise opportunities, recreation, and safe places to travel. The project will provide wayfinding at intersections that supports greater network functionality for these users. It will also connect to paths to other networks or network approaches, such as the City's Safe Routes to School and STO projects. These project elements will support and protect more vulnerable users of the system and will encourage greater use of the facility by more vulnerable users who feel safe and secure using a SUP facility that is separated from vehicle travel lanes.

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

The City has an adopted Street and Pedestrian Safety Plan (2018) that identifies safety issues, priorities and proposed improvements. This plan identified vehicle conflicts with non-motorized users (bikes and pedestrians) as the number one type of serious injury accident in the City. The Safety Plan therefore recommended projects and improvements to reduce vehicle/pedestrian/bike risks as the top safety priority. The project reflects Safety Plan findings and is consistent with plan recommendations.

Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

The separated shared use path dramatically reduces the need to rely on enforcement or traffic calming design features to reduce vehicle speeds. The SUP maximizes bike and pedestrian safety (and comfort) and does not require additional enforcement or additional design features.

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
Yes	PB-16, PB-16A, PB-20, & PB-21

PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2026	\$1350000
		\$
		\$

Total PSRC Funding Request: \$1350000

Total Estimated Project Cost and Schedule

Planning Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$100000
			\$
			\$
			\$
			\$

Total Planning Phase Cost: \$100000

Expected year of completion for this phase: 2008

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	STP	Secured	\$800000
State	CWA	Secured	\$550000
State	TIB	Secured	\$250000
Local	Local	Secured	\$2200000
			\$

Total Preliminary Engineering/Design Phase Cost: \$3800000

Expected year of completion for this phase: 2025

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	STP	Secured	\$1400000
Local	Local	Secured	\$1150000
			\$
			\$
			\$

Total Right of Way Phase Cost: \$2550000

Expected year of completion for this phase: 2025

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$1350000
Federal	STP	Unsecured	\$2000000
			\$
Local	Local	Unsecured	\$400000
State	TIB	Unsecured	\$1000000

Total Construction Phase Cost: \$4750000

Expected year of completion for this phase: 2026

Other Phase

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

Total Other Phase Cost: \$0

Expected year of completion for this phase:

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$11200000	December, 2026

Financial Documentation

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

The City of Poulsbo is providing the match funding. Attached is the City TIP sheet adopted by the City Council that secures local funds for the project. The City's match will be provided from traffic impact fees. The city currently has approximately \$2M in the traffic impact fee fund and anticipates approximately \$500k/yr in traffic impact fee revenue over the 2023-2026 period. This estimate is based on both historical revenue in the impact fee fund and anticipated development approved and/or in the approval process. The attached Traffic Impact Fee Revenue table summarizes actual and projected fees for the 2021-2026 period. This revenue level will fully fund the City's anticipated match funding. The attached resolution from the City Council documents the City's matching funds commitment.

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.

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Project Readiness

Preliminary Engineering/Design

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

No

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

April, 2024

Is preliminary engineering/design complete?

No

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

April, 2025

Have preliminary plans been submitted to WSDOT for approval?

No

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.

30% design schematics were completed 2021. NEPA has been approved for the entire corridor.

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

April, 2025

Environmental Documentation

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)

Has NEPA documentation been approved?

Yes

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

June, 2023

Right of Way

Will Right of Way be required for this project?

Yes

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

January, 2016

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.

May, 2016

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.

A total of five temporary construction easements are expected to be required. No permanent right of way acquisition will be needed.

What is the zoning in the project area?

Urban Residential (Low Density Residential 4-5 Units/Acre)

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

No permanent right of way acquisition is needed. Temporary construction easements will be for minor, temporary disturbance to driveways and lawns. No condemnation will be necessary.

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

Yes

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

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.

Right of way plan approved May 2016.

Right of way certification, April 2025

Certification audit (if applicable), July 2025

Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

Please attach the engineer's estimate.

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

SEPA review will be conducted by the City in June - September 2024.

No other environmental permits are required.

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

No

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

July, 2025

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

October, 2025

Other Considerations

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.

The project part of a key implementation action of both the Noll Road Corridor Plan and SR305 Corridor Plan that describe a set of actions that improves mobility, reduces congestion, improve safety conditions, and provides infrastructure that connects both local and regional centers. The project reflects multiple modes, is located to encourage use, will be well maintained, sustainable, safe and attractive. Drivers will easily transfer from cars to transit and will walk or bike along a connected pedestrian and bicycle network to reach their final destinations from intermodal facilities that are close to development areas and link regional economic and housing centers. The project will serve transit on a major regional corridor and will be within walking and/or biking distance of Poulsbo town centers and residential areas.

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

The project was identified through a multi-year planning process that included significant public participation including a citizen steering committee that met 7 times, and two public workshops. The Noll Road Corridor Plan was also adopted as part of the City's Comprehensive Plan, which also went through extensive public review and comment. Project implementation was supported during open house events in 2017 and 2018 that were attended by over 60 people.

The recent ribbon-cutting event for Phase 1 construction (June 2023) was attended by over 100 people including the public, WSDOT, elected officials, the Suquamish tribe and multiple non-motorized advocacy groups – all of which expressed appreciated and support of the City's development of the corridor and associated non-motorized facilities.

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

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 Nick Johnson at njohnson@psrc.org to have it returned to you.

POULSBO DISTRIBUTION SCHEDULE

RESOLUTION NO. 2023-07

SUBJECT: Noll Road Improvements - Middle Section Grant

CONFORM AS TO DATES & SIGNATURES

- Filed with the City Clerk: 07/06/2023
- Passed by the City Council: 07/19/2023
- Signature of Mayor
- Signature of City Clerk
- Publication: _____
- Effective: _____

DISTRIBUTED COPIES AS FOLLOWS:

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- Code Publishing
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- Electronically Created Document (No Hard Copy Exists)
- _____

Kati Diehl
Deputy City Clerk

07/20/2023
Date

RESOLUTION NO. 2023-07

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF POULSBO, WASHINGTON, AUTHORIZING APPLICATION FOR FEDERAL FUNDING ASSISTANCE FOR THE NOLL ROAD IMPROVEMENTS, MIDDLE SECTION SHARED USE PATH DESIGN AND CONSTRUCTION, PART OF THE OVERALL NOLL ROAD CORRIDOR TRANSPORTATION PROJECT.

WHEREAS, the City of Poulsbo considers it within the best public interest to compete in the regional Transportation Alternatives Program (TAP) for federal funding assistance through the Puget Sound Regional Council (PSRC) for the Noll Road Improvements – Middle Section Shared Use Path Design and Construction, part of the overall Noll Road Corridor Project; and

WHEREAS, it is necessary that certain conditions be met as part of the application requirements; and

WHEREAS, the City of Poulsbo certifies that it is an eligible applicant as defined in the application guidelines; and

WHEREAS, the City of Poulsbo certifies that it holds Certification Acceptance status from WSDOT and the City is familiar with the requirements of managing a federally funded project;

NOW THEREFORE, BE IT RESOLVED THAT:

1. Staff be authorized to make formal application for TAP funding assistance;
2. Any grant assistance received will be used for design and construction of the Noll Road Corridor Improvements – Middle Section Shared Use Path;

3. The City of Poulsbo certifies that it will fulfill the matching requirements as stipulated in the proposed project budget as required by the enabling statute;
4. The City of Poulsbo acknowledges that grant assistance, if approved, will be paid on a reimbursement basis, meaning that we will only request payment after eligible and allowable costs have been incurred and payment remitted to our vendors;
5. This resolution becomes part of the formal application for federal funding.

RESOLVED this 19th day of July, 2023.

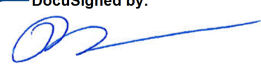
APPROVED:

DocuSigned by:

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JEFFREY MCGINTY, DEPUTY MAYOR

ATTEST/AUTHENTICATED:

DocuSigned by:

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RHIANNON FERNANDEZ, CMC, CITY CLERK

FILED WITH THE CITY CLERK: 07/06/2023
PASSED BY THE CITY COUNCIL: 07/19/2023
RESOLUTION NO. 2023-07

Six Year Transportation Improvement Program From 2024 to 2029

Agency: Poulsbo

County: Kitsap

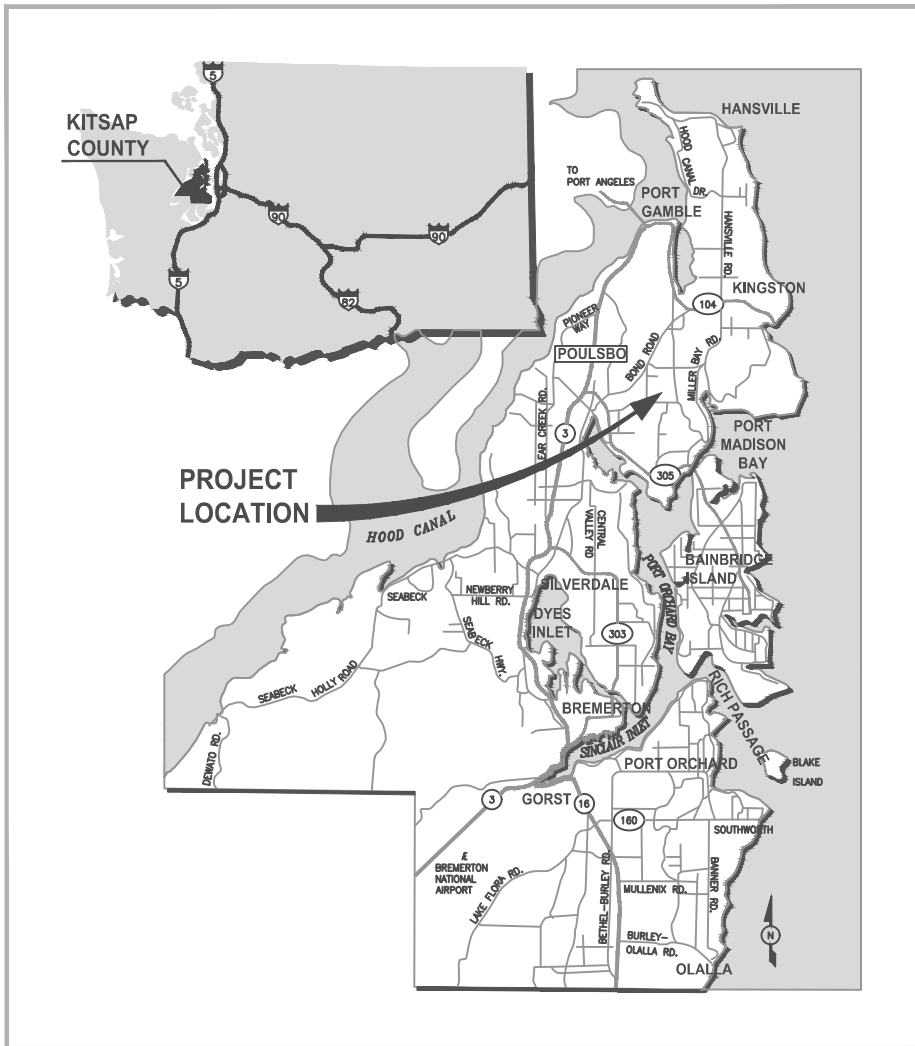
MPO/RTPO: PSRC

Y Inside

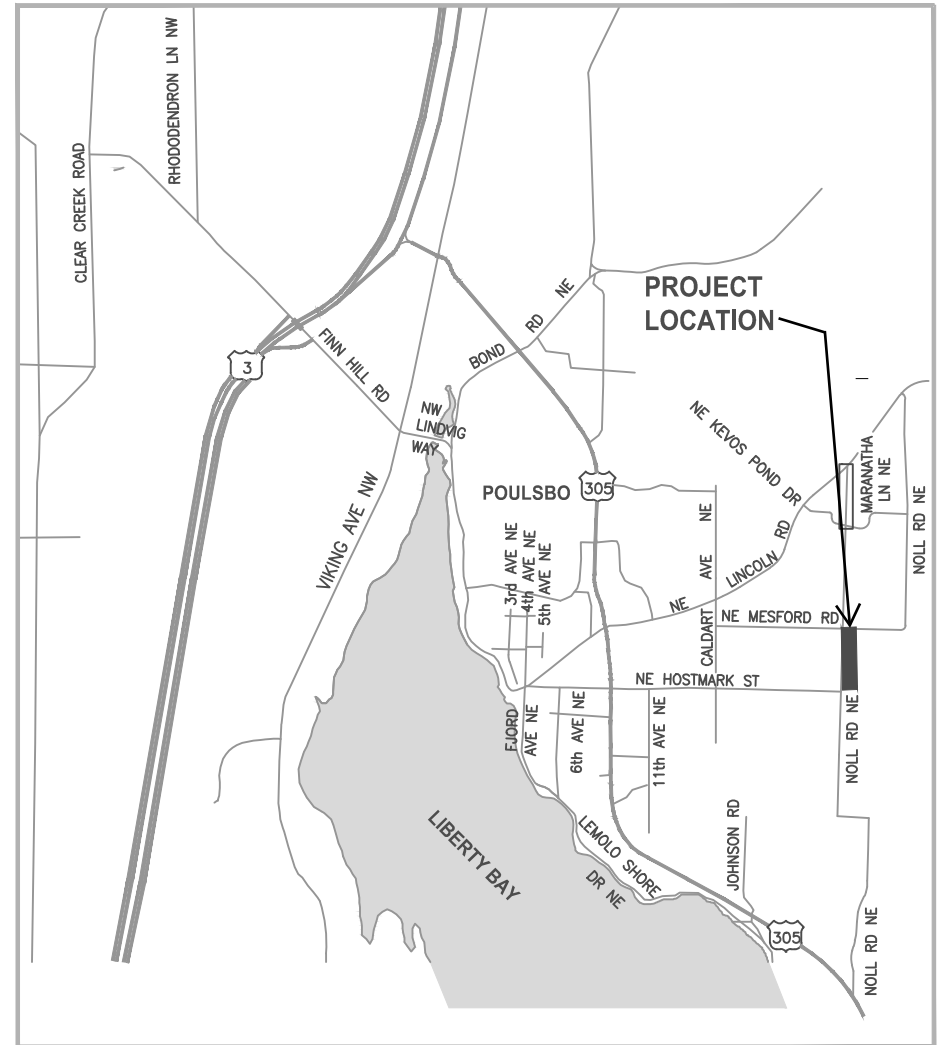
N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04	3	/ 6691(001) Noll Road Corridor Improvements Noll Road Corridor between NE Lincoln Rd and Johnson Rd NE Lincoln Road to SR 305 The project will connect SR305 to NE Lincoln Rd via Noll Rd, Languanet Ln & Maranatha Ln. The project includes roadway, illumination, sidewalk and shared use path improvements. The project realigns Noll Rd from NE Lincoln Rd/Maranatha Ln to SR305/Johnson Rd intersection. It includes a roundabout at Johnson Rd, a non-motorized crossing at SR305 and potential intersection traffic controls at the existing Noll Rd/SR305 intersection. Stormwater conveyance improvements will extend to the Liberty Bay Outfall location. Utility relocation/replacement and new water/sewer as needed. Misc temporary and permanent signage may extend outside the project termini. This project will be constructed in 3 stages. Stage 1 South=NE Johnson Wy to intersection of Noll Rd/Storhoff Rd NE. Stage 2 Center=Intersection of Noll Rd/Storhoff Rd NE to intersection of Noll Rd & NE Mesford Rd. Stage 3 North=Intersection of Noll Rd & NE Mesford Rd to Maranatha Ln & Lincoln Rd. Stage 1 construction funds are programmed.	PB-16					07	C P S T W	2.420	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2024		0		0	500,000	500,000
S	RW	2024		0		0	300,000	300,000
P	CN	2024	SRTS	875,000		0	0	875,000
P	CN	2026	STP(US)	2,000,000		0	0	2,000,000
P	CN	2026	SRTS	1,000,000	TIB	1,000,000	0	2,000,000
Totals				3,875,000		1,000,000	800,000	5,675,000



VICINITY MAP

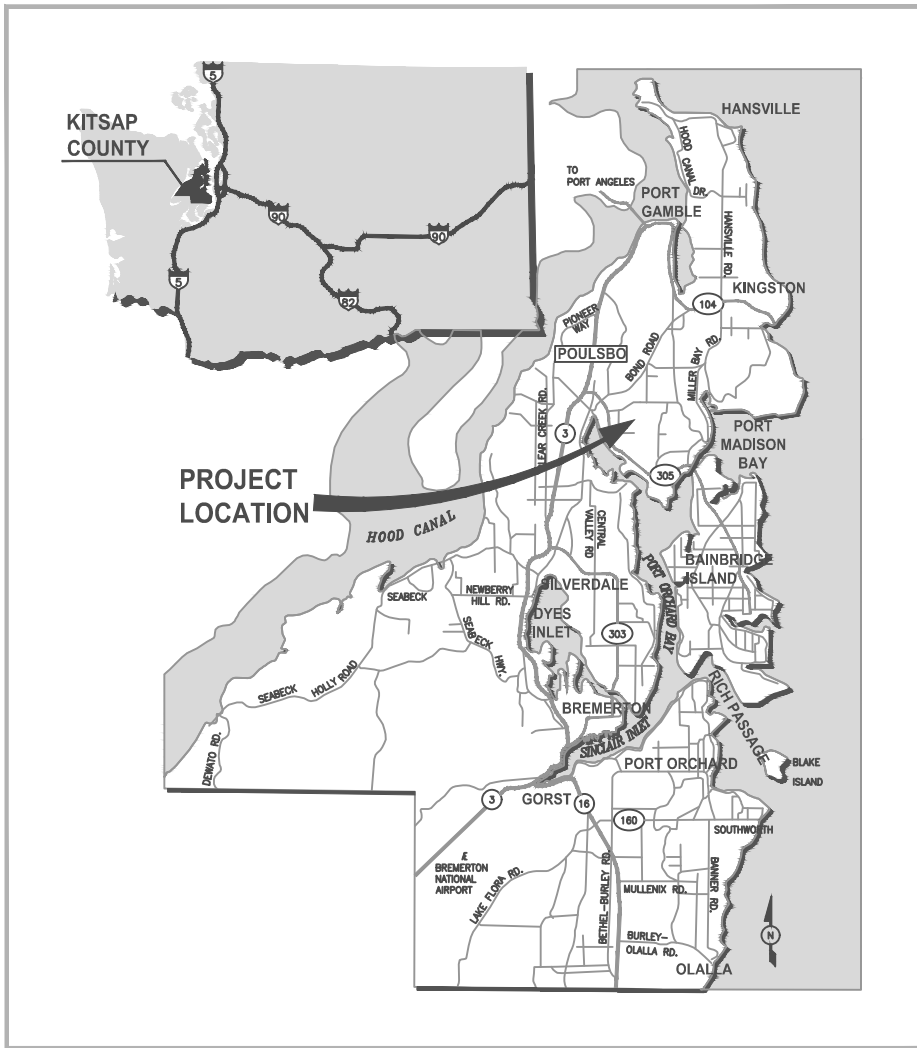


LOCATION MAP

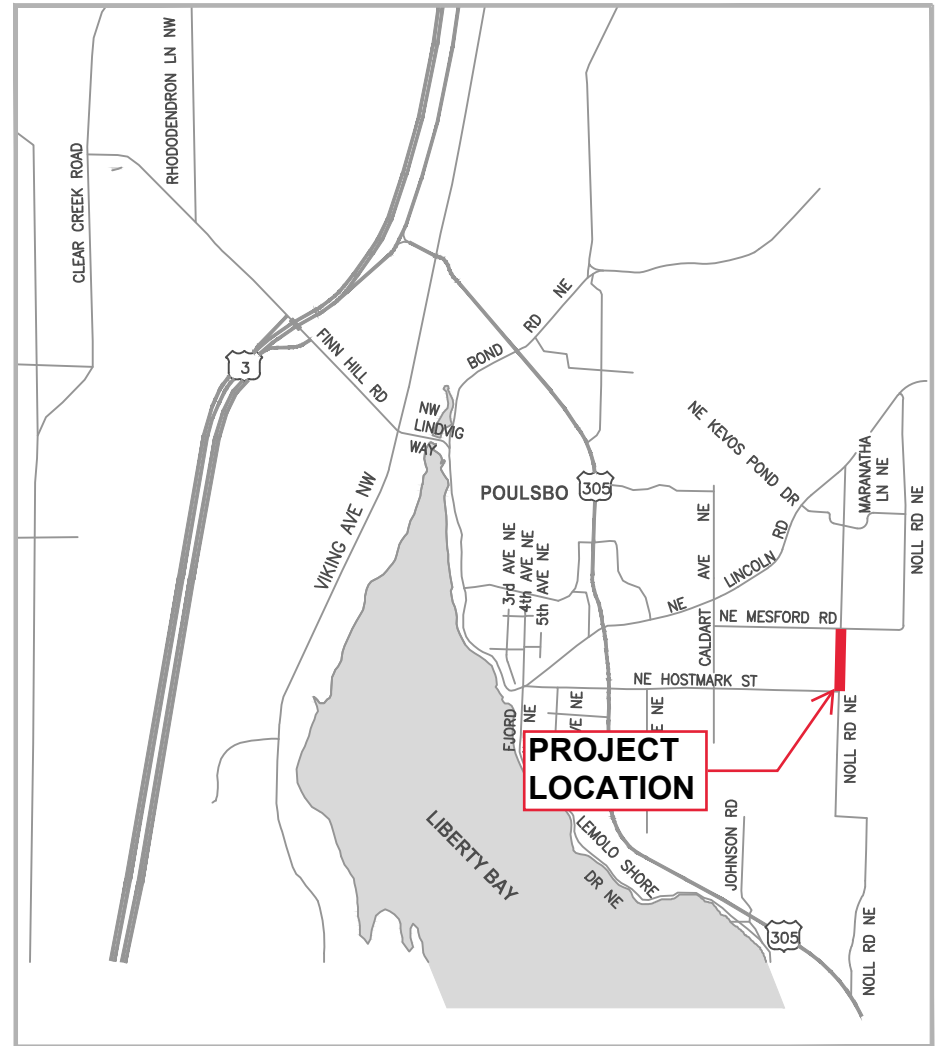


**FIGURE 1. VICINITY AND LOCATION
Noll Road Middle Segment Shared
Use Path**

City of Poulsbo



VICINITY MAP



LOCATION MAP



**FIGURE 1. VICINITY AND LOCATION
Noll Road Middle Segment Shared
Use Path**

City of Poulsbo

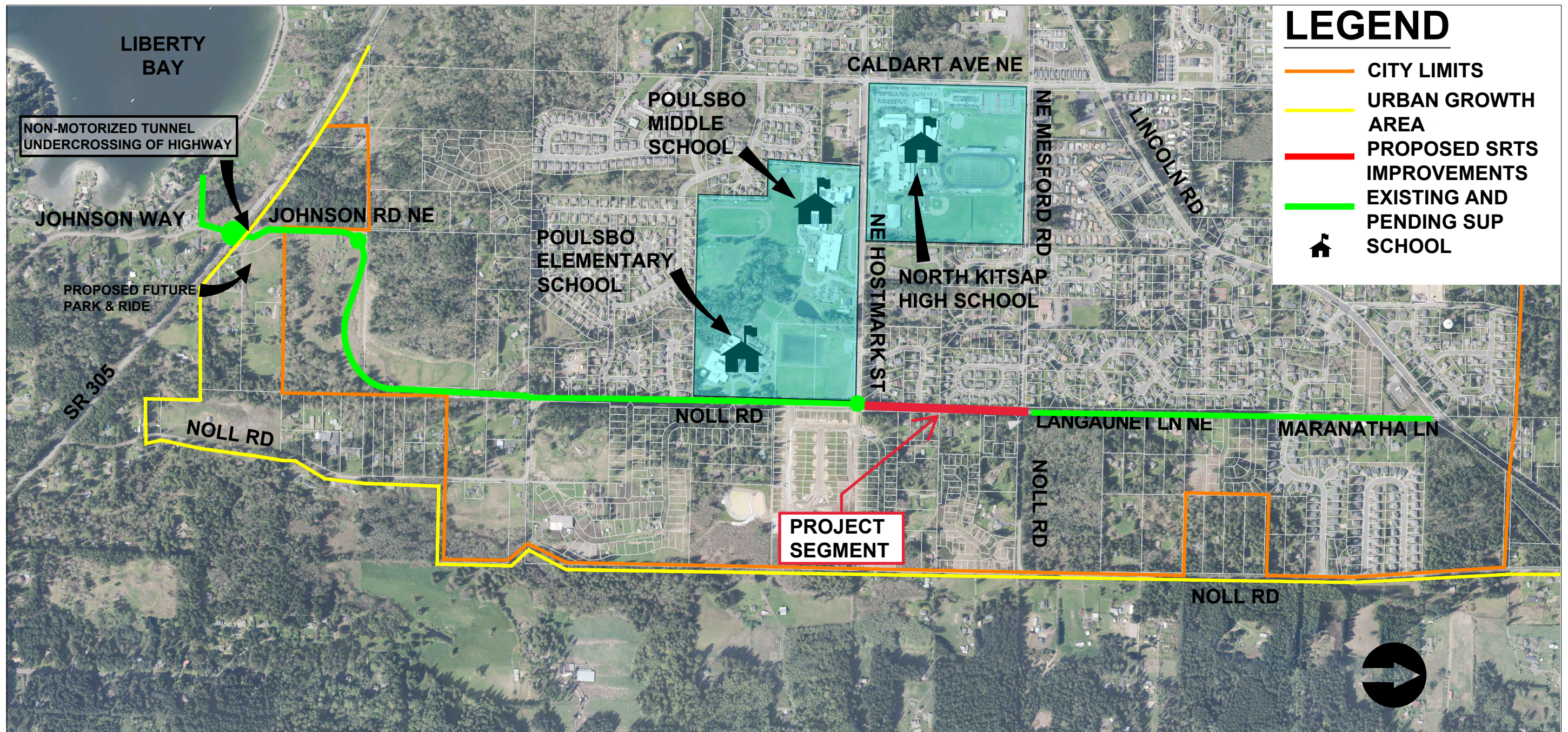


FIGURE 2. Site Plan - Noll Road Middle Segment Shared Use Path Project

City of Poulsbo

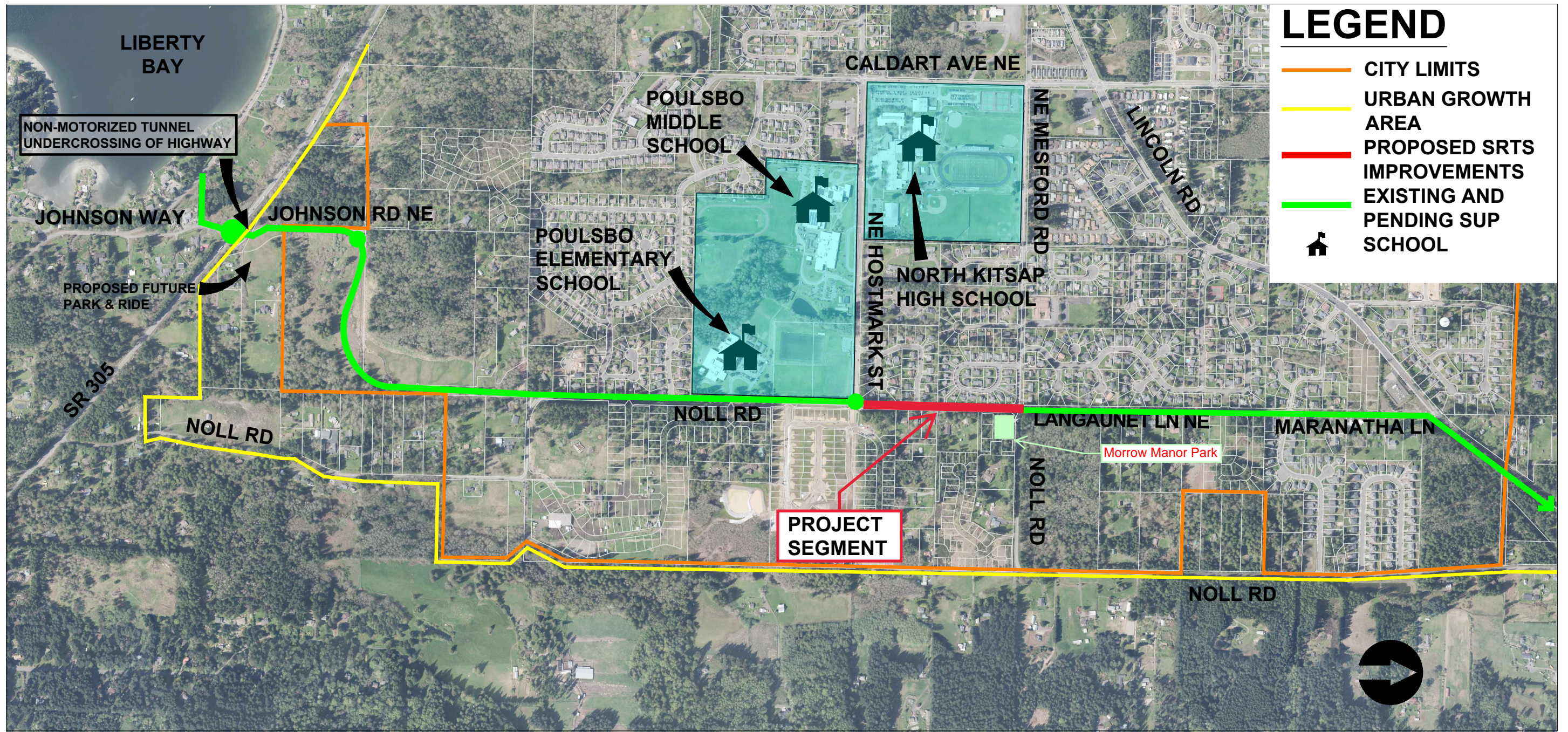


FIGURE 2. Site Plan - Noll Road Middle Segment Shared Use Path Project

City of Poulsbo



Noll Road SUP – Start of Middle Segment Project

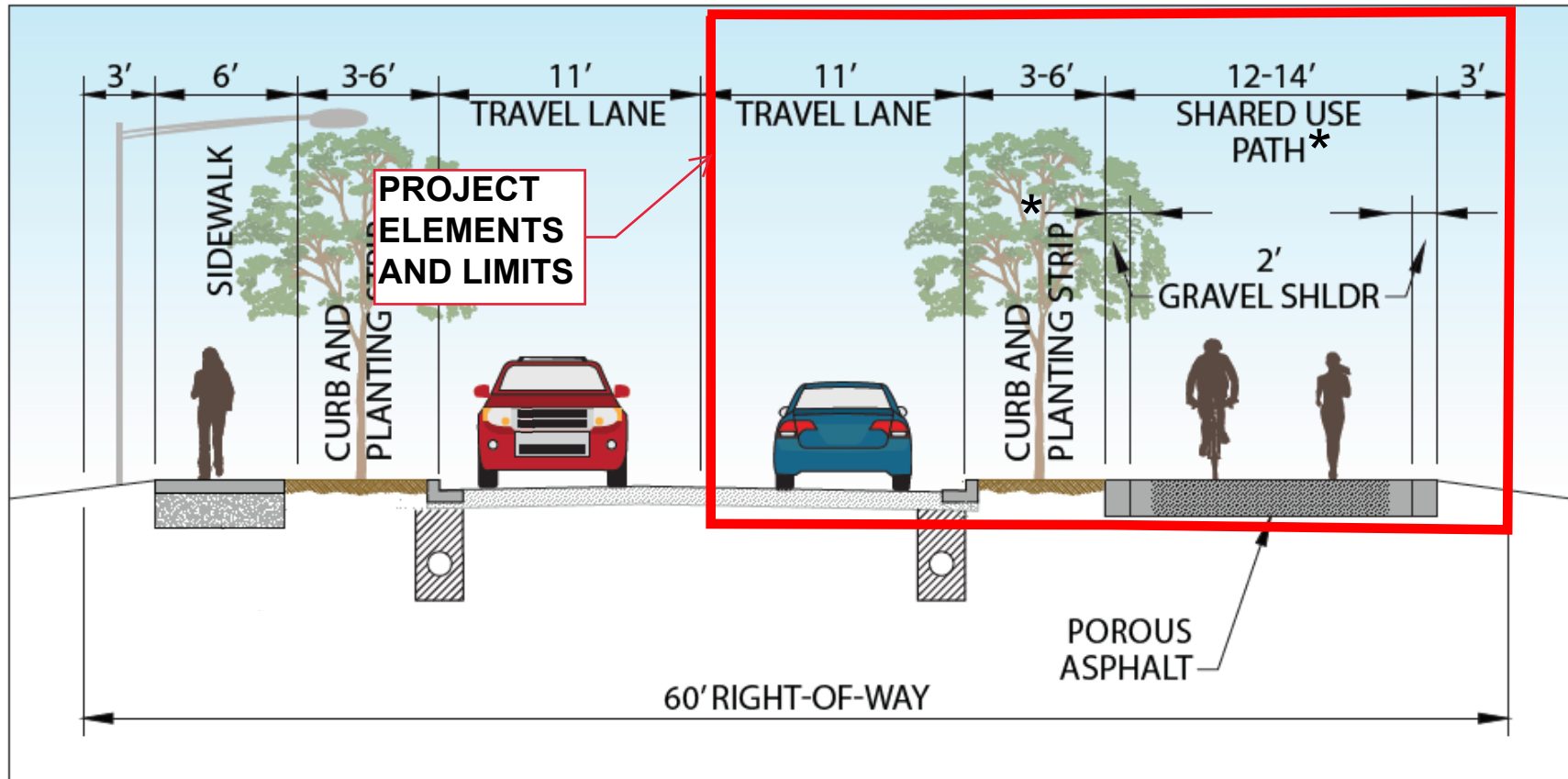


Existing Noll Road SUP South of Middle Segment Project



SITE PHOTOGRAPHS

Noll Road Middle Segment SUP Project
City of Poulsbo



PROPOSED SECTION



**FIGURE 3. Proposed Typical Section
Noll Road Middle Segment Shared Use
Path Project
City of Poulsbo**

Six Year Transportation Improvement Program From 2024 to 2029

Agency: Poulsbo

County: Kitsap

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
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Funding								
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P	CN	2026	STP(US)	2,000,000		0	0	2,000,000
P	CN	2026	SRTS	1,000,000	TIB	1,000,000	0	2,000,000
Totals				3,875,000		1,000,000	800,000	5,675,000



**NOLL ROAD MIDDLE SEGMENT SHARED USE PATH
CITY OF POULSBO**

PRELIMINARY ENGINEER'S ESTIMATE

PREPARED BY: PS
CHECKED BY: JMR

DATE: 7/11/2023
DATE: 7/19/2022

Description: 1,040 LF of new separated shared-use path with planting strip adjacent to Noll Road and associated curb and gutter with drainage between Hostmark Street and Mesford Street.

NO.	QUANT.	UNIT	ITEM	UNIT COST	AMOUNT
1	1	LS	MOBILIZATION (10%)	\$ 98,000	\$ 98,000
2	1	LS	PROJECT TEMPORARY TRAFFIC CONTROL	\$ 80,000	\$ 80,000
3	1	LS	CLEARING & GRUBBING	\$ 30,000	\$ 30,000
4	1	LS	REMOVAL OF STRUCTURE AND OBSTRUCTION	\$ 10,000	\$ 10,000
5	160	SY	REMOVING ASPHLAT CONC. PAVEMENT	\$ 25	\$ 4,000
6	1,200	CY	ROADWAY EXCAVATION INCL. HAUL	\$ 100	\$ 120,000
7	5	EACH	UTILITY POTHOLE	\$ 1,000	\$ 5,000
8	500	TON	CRUSHED SURFACING BASE COURSE	\$ 70	\$ 35,000
9	300	TON	CRUSHED SURFACING TOP COURSE	\$ 50	\$ 15,000
10	1,000	TON	PERMEABLE BALLAST	\$ 75	\$ 75,000
11	440	TON	HMA FOR PATH AND LANE ADJACENT TO CURB	\$ 200	\$ 88,000
12	1	LS	EROSION/WATER POLLUTION CONTROL	\$ 10,000	\$ 10,000
13	1,000	LF	CEMENT CONC. TRAFFIC CURB AND GUTTER	\$ 60	\$ 60,000
14	7	EACH	CEMENT CONC. DRIVEWAY ENTRANCE	\$ 2,000	\$ 14,000
15	10	EACH	ADJUST EXISTING UTILITY	\$ 500	\$ 5,000
16	1	LS	SIGNING & PAVEMENT MARKINGS	\$ 10,000	\$ 10,000
17	5	EACH	LUMINAIRE/STREET LIGHT	\$ 21,000	\$ 105,000
18	1	LS	CONTRACTOR SURVEYING	\$ 10,000	\$ 10,000
19	4	EACH	CEMENT CONC. CURB RAMP	\$ 4,000	\$ 16,000
20	4	EACH	CATCH BASIN TYPE 1	\$ 3,500	\$ 14,000
21	2	EACH	CATCH BASIN TYPE 2	\$ 5,000	\$ 10,000
22	1,000	LF	CORRUGATED POLYETHYLENE STORM SEWER PIPE, 12IN DIA	\$ 80	\$ 80,000
23	1	LS	STORMWATER DETENTION VAULT	\$ 150,000	\$ 150,000
24	1	LS	STORMWATER TREATMENT VAULT	\$ 50,000	\$ 50,000
25	1	LS	LANDSCAPING	\$ 37,000	\$ 37,000
26	0.70	ACRE	TOPSOIL, SEEDING, MULCHING, AND FERTILIZING	\$ 40,000	\$ 28,000
Construction Subtotal					\$1,159,000
<i>Contingency</i> 20%					\$232,000
<i>Construction Management</i> 12%					\$139,000
CONSTRUCTION TOTAL					\$1,530,000

City of Poulsbo
Noll Road Middle Segment Shared Use Path
PSRC TAP Funding Application
10-Jul-23

CITY OF POULSBO - TRAFFIC IMPACT FEE PROJECTIONS

Year	No. New Development Trips	Actual Traffic Impact Fees Collected	Estimated New Development Trips	Estimated Annual Traffic Impact Fees	Comments
2021	800	\$451,450	NA	-	
2022	1,300	\$758,268	NA	-	
2023	NA		1,100	\$600,000	\$558 K collected as of 6/30/23
2024	NA		900	\$500,000	
2025	NA	-	900	\$500,000	
2026	NA	-	900	\$500,000	

Current Balance, 2023 **\$2,000,000**
Projection 2023 - 2026 **\$2,100,000**