

City of Poulsbo

Mary McCluskey, Parks and Recreation



Poulsbo Urban Trail Plan

Meeting Minutes

Thursday, May 14, 2009; Poulsbo City Council chambers, 6:00 pm

Present: Mary Carter (Tree Board), Jennifer Wiegand (resident), Kim Greenwood (user, resident), Tabor Reedy and Joel Brose (students), Val Martinson (Kitsap Volkssporters), Kate Kuhlman, Great Peninsula Conservancy, Patricia Keim Strayer and Wendy Hampton, (Cultural Arts Foundation of the Northwest); Stephen Smith (resident, bicyclist), Linda Berry-Maraist (Poulsbo City Council), Ryan Farncomb (Poulsbo Engineering Department), Mary McCluskey (Poulsbo Parks and Recreation)

A. **Introductions** - Everyone in attendance introduced themselves.

B. **Community Trail Survey**

Mary reported that there have been 129 surveys filled out. About 55% are city residents. Could we get the information in the P.E. classes at the high school? It was agreed to keep the survey open until June 30. Mary was able to get the word out about the survey to a variety of sources, as noted below:

- May utility bill (done)
- Poulsbo Life (done)
- Channel 12 (done)
- email lists (done)
- grocery store receipts
- Kitsap Peninsula Visitor and Convention Bureau (done)
- Greater Poulsbo Chamber of Commerce (done)
- Bicycle groups (done)
- Clear Creek trail group (done)
- strip of paper with the web address to hand
- out at the Farmer's Market (done)
- press release to the Kitsap Sun and North Kitsap Herald (done)
- NKSD email list (done 5.18)

C. **Ryan Farncomb, Engineering Department**

Ryan presented a PowerPoint presentation regarding a variety of topics, including:

- Encouraging vs requiring developers to create trails – what can we legally do? The “carrot vs the stick approach” – what do we want to use. All agreed that a combination of both would be good. Question – what is the minimum number of dwellings for requiring a trail? Mary and Ryan will check with the planning department on that.
- Poulsbo's trails and bicycle standards and code – or lack thereof. Bicyclists vs pedestrians; packed gravel vs dirt vs asphalt.
- Other cities codes – Pt. Townsend has a variety of standards and codes.
- Trails maintenance - “adopt-a-trail” kind of concept. Stewardship will be important on trails, whether it is public or just an easement.

Linda commented that this discussion is very timely, as the Comp Plan is currently under review. She suggested adding trails policies as a placeholder in the plan. Details can then be put into a working document. She likes incentives for developers.

D. **Public Outreach**

Mary Carter reviewed the April 18 display time at the Poulsbo Farmer's Market. She thought that it went very well. Many people were interested. Edie, Pat and Steve also helped. Happy "Poulsbo" trails to you!

National Trails Day is Saturday, June 6. We will have displays set up at:

Poulsbo Farmer's Market

9-11 am: Steve Smith, Pat Keim-Strayer and Joel Brose
11-1pm: _____ and _____

Central Market:

9-11 am: Edie Lau and Linda Berry-Maraist
11-1 pm: Mary Carter and Cass Quinn
1-3 pm: Kate Kuhlman and Jennifer Wiegand

Mary will look for additional help, and then will send out confirmation emails.

E. Resource Inventory and Field Survey

Last month Mary handed out a map of the city, loosely divided into 4 areas. The plan is that four subcommittees will drive/walk/bike each quadrant to inventory existing conditions and start identifying routes and connections. Mary also provided inventory logs with things to look for: landscape character, landmarks and views, ownership and land use, opportunities and constraints. All of the groups used their own method of keeping track of routes, looking for significant features, and identifying future connections.

Reports: Blue (central/east Poulsbo)

Pat: she identified parks, churches, developments. Many connections are sidewalks. There is no sidewalk at Pugh/Little Valley Road. Future or possible connections include Forest Rock development along 12th. There are no east/west connectors. There is a fence at the east boundary of the city cemetery. A possible connection? She would like to see Laurie Vei Loop connected to Caldart; and 12th Street south to Caldart.

Steve – will send a report

Reports: Yellow (central/south Poulsbo)

Mary Carter: She investigated Hostmark area and south to the city limits; Noll Road to the highway. There are two legal entrances at the north side from neighborhoods into the park. One off of Skog Court and one off of 13th. At the south side of Raab Park near the playground, there is a break in the fence. She went onto undeveloped, private property, that as she continued, took her behind the Baywatch homes. Another direction after leaving the park might take her to Highway 305. A good example of an informal trail.

Edie (in a report form):

"I had the piece bounded by Hostmark on the north; Highway 305 on the east; the city limits on the south; and Liberty Bay on the west. So far, I have surveyed the stretch from Liberty Bay Park to Rotary Oyster Plant Park & Pier. Here are my observations:

* Sidewalk on the east side of Fjord Drive leads pedestrians safely downtown from the trail on Lemolo Shore Drive, but the west (bay) side is extremely narrow, not safe for bicycles. Ultimately, it would be ideal to have a bike lane from Front Street as it feeds into Fjord and Lemolo, but for the short-term, an easy solution would be to establish a bike route on 6th Avenue. The street is plenty wide. A simple paint job to delineate a bike lane would do the trick; restricting parking to one side of the street or the other would help even more.

I did not have a chance to scout prospective connections from the police department end of Front Street to 6th Avenue; maybe a bike route would avoid the shopping-district end of Front Street altogether.

Also on my to-do list is to follow Lemolo to the end of the existing trail and determine possible spots to loop back into town. One big question is how to cross 305 safely. The highway is relatively narrow at Johnson Way and Baywatch, but as far as I can tell, both roads end in private driveways. Are there any utility easements or other possible routes that would lead to Raab Park or Noll Road?

Ever since Alex mentioned the group that got a grant to build an overpass over I-90, I've been dreaming of an overpass over 305.

Observations and suggestions elsewhere in the Yellow Section:

- * Need pedestrian crossing on Lincoln Drive at 10th Avenue. Simple paint job would make that crossing feel safer. Amazing how a little paint can telegraph so much to drivers.
- * Need trail head signs at west entrance/exit of Wilderness Park. Right now, it ends/begins anonymously in a parking lot. Signs pointing the way toward the stairs on 11th Avenue that lead up to Raab Park trails would be good, too.
- * Main entrance to Raab Park off Caldart is perplexing for pedestrians. Where cars enter, the sidewalks end, and there is no designated footpath. I walked up with a group of 2nd graders last spring on a field trip, and felt uncomfortable about their safety until we reached the grassy fields.
- * Hostmark from Highway 305 to Noll Road: Hostmark has bike lanes on both sides of the street almost up to Caldart, but just before Caldart — i.e., just before the high school and middle school — the lane on the south side mysteriously disappears. It should continue all the way to Noll and continue up and down Noll.
- * Intersection of Noll Road, Langaunet Lane and Mesford Street: This is a four-way stop, so quite safe for pedestrians, but there are no crosswalks. Again, a simple paint job would telegraph to students and others that walking is encouraged and supported by the city.
- * Mesford from Noll Road to entrance of trailer park: Most of the north side of the street has a sidewalk; the south side does not, but the shoulder is wide enough to walk comfortably, for the most part. I kind of like the sidewalk/no sidewalk design, because it gives parents pushing strollers or kids with scooters and skateboards a hard surface, at the same time providing a soft surface for runners. I'm sure the design on Mesford is accidental, but it might be something we could purposely replicate elsewhere
- * Noll Road from Lincoln Drive to Tallagson Lane: This is a popular route for cyclists, walkers and runners because it is mostly flat. The east side of Noll has a broader shoulder than the west side and therefore feels safer. This section would be an ideal stretch for young/inexperienced cyclists if it were striped and clearly marked as a bike route. Broadening the shoulder on the west side of the street would help, as would eliminating the blind curve on Noll as it makes the 90-degree turn westward. From what I understand, the property on that blind curve, now woods, is slated for some sort of residential development. Requiring trimming or removal of the vegetation there and a setback of buildings so as not to hinder visibility would make the curve much safer. As it is, accidents occur regularly at Noll and Tallagson.
- * Lincoln Drive between Pugh and Noll roads: Shoulder allows for walking, but is not pleasant, given the traffic. Is the easement that runs through the woods south of Lincoln a possible route to separate walkers/runners/cyclists from traffic noise and pollution?
- * Social trail connecting Langaunet Lane and Kevos Pond Drive. Kevos Pond dead-ends at woods, where a trail leads past horse property and connects to Langaunet, a dirt road. The trail appears to be heavily used. A Kevos Pond property owner told me that the city intends to build a road connecting Langaunet and Kevos Pond Drive. If that's accurate, that stretch should include walking/biking trail to encourage students in Kevos Pond to walk or bike to school. Until then, I wonder if it's possible to legitimize the trail. Are users now trespassing? It's not clear.

Joel: The easement behind the JV baseball field that runs from Mesford to the NKHS and PMS needs to be improved. Gets very wet but is used a lot by students. There is another path to Bjorgen Creek (probably on PMS property).

Linda: Reminded the group that the NK Regional Event Center has plans for a trails around the entire project. It too would be multi-use. The Noll Road Corridor Study also has trails planned for the section between Languanet and Blue Heron.”

Reports: Green/Orange (west Poulsbo)

Val: (first report via email)

“Bruce and I met at Fish Park, walked through it, then looked for the new part that went up to the highway. We walked through this newly developed trail up to the highway, then crossed it and walked up Viking and turned left into the Quadrant Homes development (Stendahl Ridge), walking along the sidewalks, and then out onto Finn Hill. We proceeded up to the Zone Sports Center where we ran out of a good shoulder to walk along the road. We turned around here, came back down Finn Hill, then turned right onto Cedar Lane (I think that is what it is off the top of my head), walked to the end of it (very beautiful way back in there as is the wooded area to the west along that road), then back out, back down Finn Hill and into Nelson Park, and back to Fish Park. Later in the week, I went back up Finn Hill and turned into the Sports Center and drove back almost a mile, then turned around and came back. I'm not sure if this is part of the city limits or not. If there had been more shoulder further up on Finn Hill we could have walked up to Rhododendron, turned right and gotten on the trail that parallels the road along it.

Linda: A good connector would be Vinland Elementary to the Cooks addition to Urdahl Road and College Marketplace. The overpass at the top of Finn Hill Road seems dangerous, but is used by pedestrians. Not enough sidewalks in some areas. A path to O.C. from College Marketplace would be important. Some informal trails are there now. At the north end of Viking Avenue, a PSE looking-easement that runs east looks promising. It may connect to Big Valley Road.

F. Next meeting: Thursday, June 11, 6:00 pm.

Dates to note:

June 6 Poulsbo Farmer’s Market, 9am-1 pm
 Central Market, 9-3 pm
June 11 Next trail committee meeting
August 14-16 Poulsbo Arts Festival: Trail project display?

Homework/Subcommittees:

Mary: additional display materials for National Trails Day and a 1-week display at the library again.

Poulsbo Trails Vision Statement

The Poulsbo trail system embodies the community spirit that distinguishes our city, linking the places we live, learn, work, play and find inspiration. Trails reconnect us to ourselves, and lead people of all ages and abilities to greater health and self-sufficiency. Our trails, like branches, support Poulsbo and reach out to connect neighbor to neighbor; land to water; people to nature; homes to businesses; city to countryside; and Poulsbo's history to our future.