

City of Poulsbo

Mary McCluskey, Parks and Recreation



Poulsbo Urban Trail Plan

Meeting Minutes

Thursday, November 12, 2009; Poulsbo City Council Chambers, 6:00 pm

Present: Mary Carter (Poulsbo Tree Board), Cass Quinn (resident), Bruce Ramsey (Kitsap Volkssporters), Edie Lau (resident, user), David Wymore (Poulsbo Park and Recreation Commission), Ryan Farncomb (Poulsbo Engineering Dept), Alyse Nelson (Poulsbo Planning Dept), Alex Stone (National Park Service), Mary McCluskey (Poulsbo Parks and Recreation)

A. Bicycle Facilities Presentation

Ryan Farncomb from the engineering department gave a presentation about the different bicycle facility types, bike planning and facility design. Bike facility design is driven by facility location (on vs. off road), expected users (experienced vs. inexperienced, commuter route vs. recreational route), safety and funds. Design is guided by AASTO (American Association of State Highway and Transportation Officials) standards. Discussion points included:

- On Road Bike Lanes: are striped and have bicycle pavement markings (striping and symbols). Bike lanes help legitimize the bicyclist's use of the roads and provide good protection for bikers on higher volume/higher speed streets. They can be difficult and costly to construct if the existing street is narrow. Typical widths are 4'-6' depending on road conditions.
- Paved shoulders: are unmarked paved shoulders that can provide similar protection as bike lanes. These are cheaper to construct and provides more flexibility in construction (a 4' width is recommended, although any additional width is better than none).
- Signed Shared Roadways: Can be used to mark routes commonly used by bicyclists; mark a preferred route; mark low volume/low speed roadways; or mark routes that lead to specific destinations. Signed roads include "sharrows" and can provide continuity between bicycle facilities.
- Bike Routes: A bike route is a system of continuous bike facilities. It may consist of signage, bike lanes, paved shoulders, etc. Kitsap County has several established bike routes and has clear facility goals for them (e.g. along _____, from _____ to _____).
- Shared Use Paths (off road): these generally provide excellent safety for bicyclist/pedestrians. Best for areas with high vehicle traffic or speed, and high bicycle/pedestrian traffic. These can require lots of right-of-way and are expensive. Typical widths are 10' (e.g. Knoll Road to Lincoln) to 15' or even 20' (e.g. Burke Gilman Trail); 9' is functional for shared-use sidewalks with curbs.

It was noted that bicycle facilities can be developed in an incremental, or phased, manner; starting with signs roads and routes and progressing to widening lanes as road projects are undertaken and funding is available. Alyse commented that public education and enforcement are both necessary in order to have a successful bicycle facilities program.

B. Maps

Alyse has drafted two maps for the committee's review.

Bicycle Connections – Baseline Conditions and Proposed: The first map covers Bicycle Connections. Ryan said that the city has not done any bike master planning, so this map will be the first and represents the baseline conditions. The map shows gaps or problem areas, particularly at intersections. It also shows any existing dedicated bike lanes, shoulders greater than/equal to 3 ft, and planned bike facilities. One good point in Poulsbo is that there is very little on-street parking which provides critical lane width and improves safety for bicyclists. This helps with bicycle planning by

_____ . All agreed that the committee has not done as much homework as necessary to put out a well informed bicycle plan. The committee brainstormed how to get more bicyclists involvement. Mary will contact Steve Smith, resident and bicyclist, who has been involved in this committee in the past; and the West Sound Bicycling Club. There was discussion about whether pedestrian and bicycle paths/trails/routes can be the same. All agreed that yes, they can be the same as improvements to one type or mode generally enhances the others.

Pedestrian Connections – Baseline Conditions: The second map covers existing and planned connections for pedestrians. All agreed that it was probably best not to show all parcels, as those lines would make the map visually very busy and distract from the pedestrian network and gaps. The map doesn't place a trail on a particular piece of private property and so allows the map to reflect the conceptual nature of the planning effort so far. This map shows the functionality of the existing and planned pedestrian network.

Alyse noted that she put the stream layer on this map, because 5' trails are allowed in stream buffers. Some trails in the city are not necessarily open to the public, as they were developed as part of a PRD (planned residential development). By not having these trails "public", the connectivity is broken. It is okay for the city to encourage trails in developments, but they cannot force it at this time. The city cannot be involved in the appearance of a 'taking' of private property. But, by having this plan, the planning department can show developers what the plan looks like, and encourage them to be a part of creating a functional trail system and pedestrian network. Ordinances can be created to support the trail plan. David said that this map will establish a vision and allow developers to participate. We need to campaign and educate for connectivity.

Alex asked the committee "what's next" for the plan – we have the existing, public suggestions, and the results of the committee's inventory all mapped and does the consolidated results show a pedestrian system that the committee views as complete?. Will this pedestrian system fulfill the vision and goals the committee outlined? All agreed that the committee members can take the map and review each quadrant to determine if the map captures the work that had been put into it by the committee members and if there are remaining gaps or revisions that need additional consideration. It would be a good idea for each member to look at all the other quadrants as well. Mary will send the map out to everyone for review.

Alyse also suggested that committee members look at other resources for information, including the city's zoning map. For example, high density residential areas may be more apt to use trails because there are more people on those properties.

C. Public Outreach and Activities

Poulsbo Park Days – October 10. Mary Carter reported that it was a successful event. People were very interested in the trails project and asked lots of good questions.

Poulsbo Parks Commission presentation, October 26. Mary C, Edie and Dave did a great job on the presentation to the commission. They too asked good questions and were very supportive of the project. They are obviously a pro-trails commission and recognize this trail project and committee grew out of the city's 2007 resident survey that showed a high demand for a citywide trail system.

Poulsbo City Council presentation: The December 16 agenda is very full, so it was decided to do the presentation on December 9. Mary C., Edie and Dave will do the presentation in the same manner that they did at the Park Commission meeting. Bruce and Cass will probably attend for support.

D. Early Action Projects

No update on the crosswalk project at this time.

Mary distributed an aerial photo showing the recently staked public easement behind the Thai restaurant. There is some erosion so some shoreline bank stabilization work will need to be done in order to support a trail. There is \$10,000 in the 2010 budget for this project which can be used as match to leverage grant funds.

Next meeting – **No December meeting.** Next committee meeting is Thursday, January 14, 2010, 6:00 pm.

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.