

# City of Poulsbo

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## National Trails Day – June 1, 2013

Trails Update and Report – City of Poulsbo

It has been a year since the Poulsbo City Council adopted the Urban Paths of Poulsbo trails plan, and included it in the city's comprehensive plan. This plan was completed after a three year process that involved an active citizen's committee, city staff, outside resource agencies, and the city council.

**Why Poulsbo Trails?** The people of Poulsbo want a walkable community. A survey of the community was completed in 2007 during the Comprehensive Plan update process. The survey indicated a strong demand for trails. The most responses from citizens indicated an interest in an investment in a citywide trail system. The city heard this, and made it a priority. To begin the process of developing a 20 year trail plan, the City of Poulsbo applied for and successfully competed for a National Park Service (NPS) grant in 2008 through the Rivers, Trails and Conservation Assistance Program (RTCA). That grant led to the formation of the Poulsbo Trails Committee, and over the course of two years, the trails committee has worked with NPS staff, city staff, organizations, residents and users to create a vision and develop the *Urban Paths of Poulsbo* (UPP). From the start, *Urban Paths of Poulsbo* was conceived as a trails plan to connect neighborhoods, parks, shopping and schools, and then link to regional trail systems leading from the city and into Kitsap County and beyond. *Urban Paths of Poulsbo* highlights the need for non-motorized options within the community. There is a diversity of trail users who will benefit from attractive walking and bicycling routes – area students, commuters, visitors, recreational users, people with no other means of transportation, and more.

The trail system has high wildlife value and helps protect our natural resources. Carbon is soaked up by the trees and fish, native mammals, birds, and other non-voting critters are protected. Trails are important for our physical, psychological, and spiritual health – all of which makes for a great place to live and work!

One of the key components to the plan is the priorities grid, which was is an exhaustive list of possible trail projects in the city, from long term projects such as the Liberty Bay Waterfront Trail to smaller projects such as trailhead signage and crosswalks. All of these projects will help make Poulsbo a more pedestrian friendly city. To begin shaping Poulsbo into a city that is as safe and welcoming for walkers and cyclists as it is for drivers, the trails committee identified the following priorities.

The City has seen many successes on these priorities due to successful grant writing, careful planning and project management by the Poulsbo Engineering and Planning Departments; partnerships with other public agencies such as the NK School District and

Kitsap Public Facilities District; open communication with developers; and volunteer efforts and project encouragement by the Poulsbo Parks and Recreation Department.

*(Comments in red highlight progress that has been made on the priority)*

<b>Trails Priorities – Pedestrian Improvements</b>			
<b>Project Title</b>	<b>Short term vs Long term</b>	<b>Project Description</b>	<b>Project Purpose and Need</b>
<b>Waterfront/Shoreline areas</b>			
<b>Liberty Bay Waterfront Trail</b>	Long term <i>(final design will be completed in 2013. There have been successes and challenges with this project)</i>	Extend waterfront trail to run entire length of city limits along Liberty Bay. This project is outlined in 3 phases: North of waterfront park to the head of the bay. South of waterfront park down Fjord Drive to the south city limits. West side of the city from the head of the bay to the south city limits.	Far and away the top priority named by the public — expressed through the trails survey and during multiple outreach events — is a continuous trail along the shore of Liberty Bay, especially the east side of the bay. This project requires joint planning with the engineering department.
<b>American Legion Park</b>	Short term <i>(completed 2012)</i>	Repair existing pathways within park.	Paths are significantly deteriorated.
<b>American Legion Park to Fish Park</b>	Short term <i>(see above – the Liberty Bay Waterfront Trail project is in design phase)</i>	Install signs to point pedestrians to crossings under Lindvig Road to Fish Park.	The routes by Liberty Bay Auto and Thai Restaurant under Lindvig are not well known yet provide an excellent safe route across to Fish Park. Low-cost, high-impact improvement.
<b>Fish Park to Nelson Park</b>	Short term <i>(2013 funding of \$20,000 for trail easement planning; project began May 2013)</i>	Build clearly delineated path and install signs to direct people to and from each park.	A public easement exists behind the Thai restaurant building; but no development has taken place. The property owner has been consulted regarding the project (2009 and 2013).
<b>Waterfront Park Access</b>	Short term <i>(Anderson Parkway renovation completed March 2013. Pedestrian improvements included crosswalks/pedestrian improvements and landscaping areas)</i>	Crosswalks and/or signs warning motorists of foot traffic would enhance pedestrian safety through Anderson Parkway and sub-parking lot by boat ramp.	This section has sidewalks along the way but reaching sidewalks on Front and Hostmark Streets from the waterfront requires navigating through a parking lot. Work with engineering dept for parking lot issues.
<b>Eastside - School Area</b>			
<b>General improvements</b>	Short term <i>(Sidewalks, curbs, bike lanes up Hostmark on the south side of the street were completed in the fall of 2012).  (Last piece of missing sidewalk on Hostmark near swimming pool parking lot completed April 2013)</i>	Safety improvements such as bike lanes, crosswalks and sharrows should be installed on roads bounding the schools to encourage walking and non-motorized transportation (bicycles, scooters, skateboards, roller-skates, strollers, wheelchairs and the like).	North Kitsap High School, Poulsbo Middle School and Poulsbo Elementary Schools are clustered on the east side of the city amid a number of residential neighborhoods within easy walking and bicycling distance. Unfortunately, the roadways are designed to accommodate motor traffic and not people walking or using non-motorized conveyances. No bicycle lanes exist on the perimeter

			streets of any of the school campuses, and sidewalks appear only intermittently. Work with the engineering dept on crosswalk placement.
<b>General improvements</b>	Short term	Install crosswalks at Mesford Road, Lagaunet Lane and Noll Road.	This crossroads is along the school route and popular with runners, walkers and bicyclists. Although the intersection already is a 4-way stop, motorists have been observed failing to yield the right-of-way to pedestrians. Work with the engineering dept on crosswalk placement.
<b>Poulsbo Elementary School</b>	Short term <i>(Shared use path from Noll/Hostmark to Poulsbo Elementary completed fall of 2011)</i>	Sidewalk or shared-use path	Foot traffic has created an informal dirt path paralleling Noll Road. The path is rutted with tree roots and strewn with pine cones, which may make it uncomfortable for pedestrians.
<b>Poulsbo Elementary School</b>	Long term <i>(completed Fall of 2011)</i>	3-way stop at Hostmark and Noll.	This would greatly minimize the risk of Noll Road traffic turning onto Hostmark when pedestrians or bicyclists are in the crosswalk. Near-misses occur frequently during school start and release times. Will probably be installed as development occurs in that corridor.
<b>Strawberry Field Complex</b>	Short term <i>(An asphalt ADA ramp from Poulsbo Elementary parking lot to Strawberry was completed early 2012).</i>	Build running/walking paths around the Strawberry Field complex and leading to trails extending from that complex.	Work in partnership with the Kitsap Public Facilities District, Kitsap County, and the NK School District on a partnership project. Use volunteers to build trails.
<b>Other Eastside Improvements</b>			
<b>12<sup>th</sup> Avenue</b>	Short term	Install signs to direct pedestrians and bicyclists through Caldart Heights across from mobile home park.	This attractive shortcut is less steep than the top of Forest Rock Lane.
<b>Wilderness Park</b>	Short term <i>(sign is there; much of the invasive vegetation has been removed. Additional signage may be warranted)</i>	Install sign identifying trailhead on Hostmark	Wilderness Park is a jewel in the middle of the city that is little-known by locals. A prominent sign marks the trailhead on the east, but no signs identify trailheads on the west, which are tucked behind parking lots of the NE corner of Highway 305/Hostmark and Olympic Place office complex.

<b>Wilderness Park</b>	Long Term	On street connection between 10 <sup>th</sup> Avenue and the base of Wilderness Park.	Would connect a large residential development with the park, which eventually ends up at the schools.
<b>Deer Run</b>	Short term	Install crosswalk on Gustaf Road leading to pathway that connects Deer Run to Poulsbo Middle School.	Enhances safety for students crossing Gustaf to and from the connector path. Gustaf is a popular route for motor vehicle traffic moving between Noll Road and Caldart Avenue. Work with the engineering dept on crosswalk placement.
<b>10<sup>th</sup> Avenue</b>	Short term	Add one or two crosswalks across 10th Avenue near Hattaland Park and Stella's.	Pedestrians using the sidewalk on the west side of 10th Avenue must continue to Forest Rock Lane to find a crosswalk onto the Central Market side of the street. Most people, rather than travel that extra distance, will cross by the driveway leading into Stella's. A crosswalk would alert motorists to watch for pedestrians. Work with the engineering dept on crosswalk placement.
<b>Lincoln Road</b>	Long term <i>(Safeway to have traffic signal/crosswalk installed 2013/2014) (Roundabout completed fall 2012 at Lincoln/Noll; includes sidewalks)</i>	Add crosswalk with signs and/or flashing lights to indicate pedestrian crossing.	Near 10th Avenue and/or 12th Avenue, pedestrians currently dash across Lincoln at random points.
<b>Central Market and other 10th Avenue businesses; and the Forest Rock Hills development</b>	Long term <i>(Discussions of a possible solution have included a possible trail easement from the FRH sewer vault down to 10<sup>th</sup> Avenue NE. Mid-block crosswalks are not encouraged due to safety reasons)</i>	Trail from Caldart Avenue on the east to 10th Avenue and/or from office parks off 12th Avenue.	Pedestrian access from the east to this well-traveled commercial district is limited to busy, noisy Lincoln Road and steep Forest Rock Lane. Pedestrians wishing to reach the 10th Avenue business corridor from the south side of Lincoln dodge traffic to cross at random points.
<b>Lincoln/Pugh/Kevos Pond</b>	Short term	Install crosswalk across Lincoln Road between Pugh and Kevos Pond Roads.	This crossing is already used by pedestrians and cyclists making a dash across the road. Signs and crosswalk would communicate to motorists a need for caution. Work with the engineering dept on crosswalk placement.
<b>Lincoln/Pugh/Kevos Pond</b>	Long term	Complete a missing sidewalk piece across Lincoln Road between Pugh and Kevos Pond Roads.	By completing the sidewalk, the walking experience is safer, more connected and pedestrian friendly. Work with the engineering dept on

			sidewalk.
<b>Lions Park to city limits</b>	Long term	Improve shoulder to create a shared use path and a safer link between park and trail. Add signs in both directions indicating distance to each.	Consider opportunities to extend Lemolo trail if Fjord Drive is converted to one-way street.
<b>Raab Park</b>	Short term	Improve entrance for pedestrian safety at Caldart and 11 <sup>th</sup> Streets.	Consider installing crosswalk at northern / downhill side of the Caldart Avenue main entrance to Raab Park. Pedestrians approaching from the north (downhill side) are unlikely to continue uphill to the existing crosswalk. However, the curve of the road may make it unsafe to add a crosswalk. In any case, the entrance to the park is not conducive to walking. No path exists on either side of the driveway. Completion of the missing sidewalk at the west entrance (from 11 <sup>th</sup> ) will also enhance safety. Work with the engineering dept on crosswalk placement.
<b>Raab Park</b>	Short term	Improved signage for the nature trail.	Additional signage directing people to the nature trail from within the park and from the 11 <sup>th</sup> Avenue end.
<b>Noll Road: Lincoln to Mesford</b>	Long term	Shoulder enhancement/grading to increase safety for foot and bicycle traffic.	Popular with runners and cyclists. West side is city/east side is Kitsap County. Right now drivers who are being courteous cross over the center divider to give walkers, runners and bikers plenty of room. That is OK on the straightaway but dicey near the blind curve at Tallagson. May be improved as development occurs on Noll. Planned as a shared use path.
<b>Poulsbo Village / 7th Ave</b>	Long term <i>(investigating an easement from the north end of 7<sup>th</sup>, winding up the hill to the north end of 4<sup>th</sup>)</i>	Trail connecting 4th and 7th avenues.	Informal trails on private property behind Poulsbo Athletic Club leading to 4th Avenue indicate the need for legitimate pedestrian access between residential neighborhoods such as Poulsbo Village and Torval Canyon.
<b>Front Street/downtown</b>	Short term <i>(2013 Anderson Parkway improvements included crosswalks and delineated pedestrian areas)</i>	Paint crosswalks for a safer pedestrian route through parking lot near boat ramp.	Work with engineering department on the redesign of Anderson Parkway. Work with the engineering dept on crosswalk placement.
<b>Highway 305</b>	Short term-long term	Identify safe pedestrian routes on both sides of the highway and use signs and identified crosswalks to direct pedestrians.	People routinely walk along the shoulder of the highway, probably seeking the shortest distance to their destinations. One destination may be a Kitsap Regional Transit bus stop

			located north of Central Market on the highway shoulder. The medical offices at Bond and Hwy 305, College Marketplace, and Snider Park are other destinations with poor pedestrian access from the east.
<b>West and Eastside: Conceptual Connections</b>			
<b>Conceptual connections: off street</b>	<p>Long term <i>(path between Vinland Elementary to Vinland Pointe Neighborhood completed 2012)</i></p> <p><i>(A trail from Liberty Hills neighborhood to College Marketplace was completed by the developer 2012)</i></p> <p><i>(A different trail to connect Liberty Hills to Vinland Pointe is being improved)</i></p> <p><i>(Discussion of a trail from the schools to Highway 305 using easements is underway; possible joint project with the NKREC)</i></p>	<p><i>Conceptual</i> connections include the west side of the Liberty Bay Estuary, Johnson Creek, Bjorgen Creek, Nilsen Lane, College Marketplace, corner of Hwy 305 and Bond Road, across the WSDOT Mitigation site off 1<sup>st</sup> Avenue NE, along the Liberty Bay shoreline, connecting 10<sup>th</sup> and Caldart Avenue, Dogfish Creek, and connecting south of Raab Park to Highway 305.</p>	<p>Off street trail indicators are used on the pedestrian map (in pink) to indicate that a trail connection in the general area is important. There is no planned connection in these areas at this time. Actual alignment occurs after voluntary agreement with property owner.</p>
<b>Conceptual connections: on street</b>	<p>Long term</p>	<p>Conceptual connections include near Vinland Elementary, at the top of Finn Hill Road over Highway 3, Cedar Lane, Viking Avenue north of Highway 3, Highway 305 to College Marketplace, Little Valley Road, near Wilderness Park, Pugh Road, and just off Noll Road south. Work with the engineering dept.</p>	<p>On street trail indicators are used on the pedestrian map (in green) to indicate that a trail connection in the general area is important. This could be a sidewalk or another type of connection.</p>
<b>Easements</b>			
<b>Use existing easements where feasible</b>	<p>Short term-long term <b><u>In discussion:</u></b> <i>a. Storhoff to Highway 305 easement in discussion with PSE</i> <i>b. 7<sup>th</sup> Avenue to 4<sup>th</sup> Avenue.</i> <i>c. Forest Rock Hills easement from the park to the stormwater pond and beyond.</i></p>	<p>Caldart Heights to 10<sup>th</sup> Avenue (stormwater vault)</p> <p>Deer Run to Johnson Rd (sewer line)</p> <p>Baywatch to Viking Heights (waterline)</p> <p>Wilderness Park to/from Hostmark and Highway 305 (variety of possible easements)</p> <p>Nilsen Road (existing city right of way can be used)</p> <p>4<sup>th</sup> Avenue to 7<sup>th</sup> Avenue (utility easement is further north and straight from cell tower)</p> <p>Viking to NW Bay Street – (a variety of easements may give us a walking loop)</p> <p>Noll Rd to PSE station (along Lincoln Rd)</p>	<p>Existing utility easements may need to be re-negotiated for dual purposes, but may also provide a beginning or ending point for a trail. Updated utility easement maps should be consulted regularly.</p>

<b>General Projects</b>			
<b>Walking Loops - maps</b>	Short term <i>(2013 funding= \$1500)</i>	Map out and measure a variety of walking loops.	Simple walking routes, indicating easy, medium and hard walking loops, should be created and posted on the city's website for residents and visitors to use.
<b>Walking Ambassador or Walking Groups Program</b>	Short term <i>(program created 2011; but very little done since Trails Day June 2011)</i>	Create a program so that volunteer walk leaders can start and lead groups of walkers.	Community volunteers interested in starting a walking group can access resources to do so. It could also be replicated for the schools (similar to the crossing guard programs).
<b>Signage</b>	Long term <i>(2013 funding = \$4,200; project began in late 2012)</i>	Create a wayfinding signage program showing routes/loops and distance to popular destinations; the public library, shopping, schools, and other public places.	Partner with other organizations such as the Chamber of Commerce, Historic Downtown Poulsbo Association and businesses.

<b>Trail Priorities - Bicycle Improvements</b>			
<b>Project Title</b>	<b>Long term vs short term</b>	<b>Project Description</b>	<b>Project Purpose and Need</b>
<b>General Improvements</b>	Short term	Restripe portions of Noll, Hostmark, Fjord, Mesford, 6 <sup>th</sup> , 12 <sup>th</sup> and Bjorn to create bike lanes on existing asphalt.	Engineering Department.
	Short term	Sharrows on Caldart, Fjord, Front and connection from Caldart through Deer Run.	Engineering Department. These roads are too narrow to accommodate bike lanes but should be recognized as bike routes because of their locations downtown and by schools.
<b>Biking Loops - maps</b>	Short term	Map out and measure a variety of biking loops.	Simple routes, indicating easy, medium and hard loops should be created and posted on the city's website for residents and visitors to use.
	Short term	Sign bikes to encourage use of safer routes: through Stendahl Ridge instead of Finn Hill or via Highway 305.	Possibly on the down side of Finn Hill Road.
<b>Westside</b>			
<b>Olympic College / Marketplace</b>	Short term	Promote alternate route with signs and maps.	Pedestrians and cyclists use Finn Hill Road to travel to and from the west side of the city, but Finn Hill is hazardous due to narrow road width and heavy traffic. Although a sharrow recently was painted at the base of Finn Hill west of Viking Way to inform drivers that bicyclists should be accommodated, it would be safer to route pedestrian and especially bicycle traffic to the recently beautifully redesigned north end of Viking Way and west through the new Stendahl Ridge neighborhood, which comes out

			on Finn Hill where a bike lane exists. This route also connects to Fish Park, offering pedestrians a delightful path toward the city core.
<b>North Kitsap High, Poulsbo Middle School</b>	Long term	Grade eastbound Hostmark approaching Caldart to create a road shoulder that may serve as a bike lane. Add path and signs on Hostmark in front of Poulsbo Middle School to indicate where bicyclists may safely ride, or directing them to dismount and walk, when buses are present.	A road shoulder that serves as a bicycle lane on Hostmark east from Highway 305 disappears just before Caldart. It should continue to Noll Road to connect to the shared-use path. The shoulder of Hostmark in front of Poulsbo Middle School currently is striped to delineate bus parking area. Bicycles and walkers are left to fend for themselves.
<b>Lions Park to city limits</b>	Long term	Improve shoulder to create a shared use path and a safer link between park and Lemolo trail. Add signs in both directions indicating distance to each	Consider opportunities to extend Lemolo trail if Fjord Drive is converted to one-way street.
<b>Front Street downtown</b>	Short term	Install sharrows as determined by the engineering department	This will increase awareness by drivers that they are sharing the road with bicyclists.
<b>Highway 305</b>	Long term	Remove bulb-outs and install bike lanes and safe pedestrian route on Highway 305.	The widening of Highway 305 through Poulsbo presented some new challenges for cyclists and pedestrians. Bicycle lanes were added to a section of the highway on which construction was completed only two years ago; but bulb-outs at the intersections make cycling hazardous on this highway which sees heavy, fast-moving traffic.
<b>Noll Road: Lincoln to Mesford</b>	Long term	Shoulder enhancement/grading to increase safety for foot and bicycle traffic.	Popular with runners and cyclists. West side is city/east side is Kitsap County. Right now drivers who are being courteous cross over the center divider to give walkers/runners/bikes plenty of room. That is OK on the straightaway but dicey near the blind curve at Tallagson. May be improved as development occurs. Planned as a shared use path.
<b>General Improvements</b>	Long term	Create a wayfinding signage program showing routes/loops and distance to popular destinations; the public library, shopping, schools, and other public places.	Partner with other organizations such as the chamber of commerce, Historic Downtown Poulsbo Association and businesses. Work with the engineering department for on street improvements.

<b>Trail Priorities – Water Trails</b>			
<b>Project Title</b>	<b>Long term vs short term</b>	<b>Project Description</b>	<b>Project Purpose and Need</b>
<b>General Improvements</b>	Short term	Install benches at water access points / wayside rests	Providing for easy take in and take out points should be a priority in a city on a bay.
	Short term	Signage	Provide wayfinding signage at the public access points in the city.

<b>Other Trail Systems Which May Connect to Poulsbo</b>		
<b>Clear Creek Trail</b>	Identify possible connections.	Clear Creek Trail, south in Silverdale, is a popular destination for pedestrians and young cyclists learning to ride. Connecting with it should be a priority to the city.
<b>Cross State Trail/Sound to Olympics Trails Connection</b>  <b>US Bicycle Route System</b>	Identify potential connections.	Kitsap County is a missing link in the regional Sound to Olympics trail. Two main options exist for completing the connection from Agate Pass Bridge to Hood Canal Bridge. Each is discussed below. Long-term, ideally, both routes will be developed. For the short-term, a preference should be indicated by the City. Poulsbo is on or very close to several routes (e.g. Pacific Coast) being developed as part of the USBRS.
<b>Option #1: Lemolo connection</b>	Lemolo Shore / Downtown Route: From Bainbridge Island, Highway 305 to Lemolo Shore Drive, take Lemolo to Fjord to 4th Avenue across 305 over Little Valley (assuming improvements to this steep, narrow winding road) to Big Valley.	This route takes travelers through the city core but is more complicated.
<b>Option #2: Noll Road connection</b>	Noll Road Route: From Bainbridge Island, Highway 305 to Noll Road; north on Noll Road to Lincoln Road; and then north via Stottlemeyer to Bond Road and beyond.	This route is simpler and more direct but bypasses the economic center of the city. Portions of the improvements are already planned.
<b>Big Valley Area</b>	Identify possible connections.	Big Valley is a popular cycling destination. No good, safe routes exist to reach it from the city core without crossing Hwy 305 and Bond.
<b>Port Gamble</b>	Identify connections from east side.	Laced with miles of forested trail, Port Gamble is an attractive and relatively close destination.

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