

APPENDIX E  
PARKS & TRAILS PLAN

October 18, 2004

Director, Kitsap County Department of Community Development  
614 Division St. MS-36  
Port Orchard, WA 98366

Dear Director Baker,

This letter provides a Kingston Community Trails Plan developed by the Kingston Citizens' Advisory Committee, Parks Trails and Open Space Sub-Committee. This action completes a specific task assigned to the community by Policy 21.1 of the Plan. The KCAC makes its strongest possible recommendation that this trails plan be included in the upcoming 2005 revision to the Kingston Sub-Area Plan. In addition to the recommended revision an attachment is included which summarizes the process used to develop this proposal.

Betsy Cooper  
Co-chairman

Steve Heacock  
Co-Chairman

c.c.

Commissioner Chris Endresen  
Kitsap County Department of Public Works  
Kitsap Parks and Recreation Department

Recommended revision to the policies section of the Kingston Sub-Area Plan:

Change Policy 21.1 from:

“Policy 21.1 The Kingston Citizens’ Advisory Committee, Parks, Trails and Open Space sub-committee should prepare a plan for a resource oriented, interconnected system of permanently protected and/or publicly owned open space and park lands and trails and other public lands and/or easements for use in developing the trail and open space network.”

To read:

“Policy 21.1 Appendix (xx) provides an interconnected system of permanently protected and/or publicly owned trails and improved road shoulders in the Kingston Area. The Kingston Citizen’s Advisory Committee’s Parks, Trails, and Open Space Sub-committee is responsible for recommending updates to this appendix and for recommending an interconnected system of publicly owned open space and park lands in the Kingston area.”

## **Appendix to 2005 Kingston Sub-Area Plan**

### **Kingston Community Trails Plan**

#### **Background**

Pedestrians, bicycles, and horseback riders in the Kingston community have routinely used informal, unmarked trail routes. These informal routes serve to connect adjacent neighborhoods, provide recreation, and provide non-motorized commuter routes to school, town, parking areas, and bus stops. Land development and increased road traffic are putting increased pressure on the usability and safety of these informal routes. To ensure that community non-motorized transportation needs are met, the Kingston Sub-Area plan has set related goals, policies, and projects. This Appendix implements the Plan's goal for a resource oriented, inter-connected system of permanently protected and/or publicly owned trails.

#### **Community Trails Needs**

The trails in the following tables have been identified by the Kingston community as needed for the uses indicated. Both existing and needed future routes are listed. Given the evolving nature of community development, this list should be considered the first step in a continuing process of community trails identification. Completion of the "safe route to school" plan (Policy 1.2), the multi-modal circulation plan (Project 1.1.10), and the implementation of other related Kingston goals and policies will also add to this list. Trails listed are intended to be for use by pedestrians and bicyclists, and equestrians as indicated on the following table. No trails have been identified for motorized vehicles. Design standards for bicycle trails and shoulders should follow the standards adopted by Kitsap County's Bicycle Facilities Plan. Pedestrian routes in the Urban Village Center should follow the adopted village design standards. Where possible school and pedestrian commuter routes should have a hard, all weather surfaced. Development standards for all other off-road recreational routes should be tailored to the specific trail locations.

## Kingston Community Trails Plan

Trail Description	Safety Need	Type of trail			Trail users			Type of use		
		On-road	Off-road	Park Loop	Pedestrian	Bicycle	Horse	School	Commuter	Recreation
Italicized entries include projected trails and existing trails where the community has identified a need for additional trail development or trail improvements.										
<b>North (North of SR 104)</b>										
<i>1. Eglon to Little Boston &amp; Hansville route. Improve shoulders and use off-road. resources for route from Parcell Rd-Eglon trail to Little Boston/Hansville including use of Hood Canal Drive</i>	X	X	X		X	X			X	X
<i>2. Parcell Rd. to Eglon trail Complete trail through to the Eglon end, establish trail head at the Parcell Rd.</i>			X		X	X	X		X	X
<i>3. Trail Link between Parcell Rd. and Lindvog Rd. This includes three public right-of way options, two near Berry Rd. and one at Shorty Campbell Rd.</i>	X		X		X	X	X		X	X
4. PUD trail system			X	X	X					X
<i>5. Walking route to PUD trails from vicinity of the Kingston Thriftway</i>			X		X					X
6. Quiet Place Park loop trail			X	X	X					X
<i>7. Shorty Campbell Rd. to 272<sup>nd</sup> St. The right-of-way needs significant development</i>			X		X	X	X		X	X
<i>8. 272<sup>nd</sup> St. to Ohio Ave. The right of way needs minor development</i>			X		X				X	X
<i>9. Bayview Apartments &amp; Princeton Point to Washington Ave. The un-opened county right-of way needs minor development and a crosswalk</i>			X		X	X			X	X
<i>10. Connect North Beach to PUD &amp; Quiet Place Park Improve road crossing and shoulders such as 3<sup>rd</sup> St. and Ohio Ave.</i>	X	X			X					X
<i>11. Gamblewood to George's Corners: Safe shoulders are needed connecting neighborhoods in the Gamblewood area and connecting those developments to the shopping areas at George's Corners.</i>	X	X			X	X			X	X
<i>12. Ohio Ave. Shoulders needed</i>	X	X			X	X			X	X
<i>13. Parcell Rd. Shoulders needed</i>	X	X			X	X	X	X	X	X

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Italicized entries include projected trails and existing trails where the community has identified a need for additional trail development or trail improvements.										
<i>14. Lindvog Rd. Continue sidewalk and bike lane from SR 104 north to the Apple Tree Point development.</i>	X	X			X	X			X	X
<b>Central (Between SR 104 and W. Kingston Rd./S. Kingston Rd. interchange)</b>										
<i>15. SR 104 East from Lindvog Rd. to West Kingston RD A marked, walkable shoulder is needed</i>	X	X			X	X			X	X
<i>16. From West Kingston Rd. at Miller Bay Rd. Development of right-of ways and secondary road routes to connect Wolfle Elementary School to the West Kingston Road bicycle route.</i>	X		X		X	X	X			
<i>17. Nike Park trails</i>			X	X	X					X
<i>18. Trails linking the Kingston Jr. High, Sr. High, Gordon Elementary, and Spectrum Schools</i>	X		X		X	X	X			X
<i>19. Connecting Nike Park trails to the High School trail system</i>			X		X		X			X
<i>20. Carpenter Lake nature trail</i>			X	X						X
<i>21. Carpenter Lake to Barber Cutoff Rd. Includes a crosswalk improvement across SR 104</i>	X		X		X	X	X	X	X	X
<i>22. Stillwaters trails system</i>			X	X	X		X			X
<i>23. Salt marsh trail system</i>			X	X	X					X
<i>24. Kingston Hills to Gordon Elementary Improvements needed to separate students from traffic</i>	X		X	X	X	X	X			X
<i>25. Kingston Hills to Skatepark via Barrett Rd.</i>			X		X	X	X	X	X	X
<i>26. Village Green walking routes. This includes connecting the trails within the park to the other trail routes in this plan</i>			X	X	X	X	X	X	X	X
<i>27. W. Kingston Rd The sidewalk needs to be extended to the Kingston Junior High School</i>	X	X			X	X		X	X	X
<i>28. Norman Rd: This will be a part of the Kingston-Indianola trail system and will need appropriately marked shoulders.</i>		X			X	X	X	X	X	X

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Italicized entries include projected trails and existing trails where the community has identified a need for additional trail development or trail improvements.										
<i>29. Barber Cutoff Rd. A second shoulder is needed or an off-road route established</i>	X	X			X	X		X		X
<i>30. Illinois Ave. NE/3<sup>rd</sup> St./Ohio Ave/1<sup>st</sup> St/Washington Blvd Bicycle lane markings are needed</i>	X	X			X	X		X	X	X
<b>South</b> <b>(South of West Kingston Rd./South Kingston Rd. interchange)</b>										
<i>31. Beach Route Establish a means to formally allow beach travel from Arness Park to Jefferson Pt. Rd access points and the Port of Kingston.</i>			X		X					X
<i>32. Taree park to the beach (a private access path)</i>			X		X					X
<i>33. Seatter Lane to beach (a private access road)</i>			X		X					X
<i>34. Kingston-Indianola trail and connections to: S Kingston Rd; Heritage Park (through White Horse and Arborwood developments where needed); Trails on Indianola Greenway plan</i>			X		X	X	X	X	X	X
<i>35. Access into Heritage Park for residents from Miller Bay Estates Whitehorse and Arborwood</i>			X		X	X				X
<i>36. Access into Heritage park from S. Kingston Rd.</i>		X	X		X	X				X
<i>37. Bloedel to Kingston-Indianola trail via Carrier property</i>			X		X	X	X			X
<i>38. Seatter Rd. extension. Through tribal land &amp; camp land connecting to Indianola Rd.</i>			X		X		X			X
<i>39. Jefferson Point Rd. Pave and mark the remainder of shoulder to Jefferson Beach</i>	X	X			X	X			X	X
<i>40. South Kingston Rd. Shoulders are needed south of Jefferson Pt. Rd.</i>	X	X			X	X			X	X
<i>41. Tulin Rd./Klabo Rd. A shoulder is needed to connect Jefferson Pt. Rd. and S. Kingston Rd.</i>	X	X			X	X			X	X

## **Community Waterfront Access**

Goal 36 of the Sub Area Plan is to “ Strive to provide more waterfront/beach access with managed, well-defined access points”. This section identifies county right-of-ways which provide beach access and water view points that support this goal. To the maximum extent possible the community desires that public right-of-ways that end at the water be developed for public access. Such development includes posting, removal of encroachment that inhibits access, and making provisions for limited parking. Where feasible development should include public access to the water’s edge and facilities such as picnic tables and shelters.

### North (north of SR 104)

- Washington St. An undeveloped road right-of-way with high bank water views
- North Beach Park: A developed beachfront park with water access
- View Platform by the Ferry Holding Lanes: A public platform with water views

### Central (between SR 104 and the W. Kingston Rd./S. Kingston Rd. interchange)

- Mike Wallace Park and the Kingston Marina: A developed waterfront park and boat launch
- Kingston Estuary Undeveloped wetland access with the potential for bird life viewing

### South (south of the W. Kingston Rd./S. Kingston Rd. Interchange)

- Arness Park: A developed waterfront park
- Rosemond Drive: An undeveloped right-of-way road end with a medium bank water view
- Villa Drive: An undeveloped right-of way road end with potential water access
- James Way: An undeveloped right-of-way alongside a developed road with water view. Together with right-of-ways in the Mary Lou Lane area this also has the potential for beach access

In addition to the county right-of-ways identified above, public water access is desired by the community in several areas where county right-of-ways are not clearly defined. These areas should be explored for a suitable way of providing future water access.

They include:

#### North:

Water access to Puget Sound from the Sandy Beach Lane/ Apple Cove Lane area

#### Central:

Water access to the north side of Apple Tree Cove from the vicinity of the future Village Green Park

#### South:

Water access to the south shore of Apple Tree Cove from Jefferson Point Road.

### **Barriers to use**

A survey was made of the trails listed in the plan to assess barriers to use. These are characteristics that limit or restrict the usability of trails, water access, and roadway shoulders. The barriers found include:

- Lack of safe roadway crossings, particularly near schools and in areas of high traffic density such as SR 104.
- Lack of trail signage at trailheads to enable users to find public trails.
- Trails and access being overgrown by brush.
- Encroachment into public areas by landscaping from near-by homes and by man-made structures
- Steep terrain which requires trail re-routing, the bridging of ravines, and stairways for water access
- No road shoulders
- Narrow shoulders with adjacent slopes or steep drop-offs
- Inadequate marking of shoulders
- Washed out trail sections
- High traffic speeds with no pedestrian separation.
- Need to bridge wetlands
- Buffering needed from adjacent property to minimize the impact of trail use to property owners.
- Unrestrained dogs near or adjacent to trails.

Completion of the “safe route to school” plan and the “multi-modal circulation” plan should identify specific measures needed to remove these barriers. Future revision to this plan should include these recommendations and also identify other specific barriers which should be addressed for action on existing and future trails.

## The Kingston Community Trails Plan Development Process

The Kingston Sub-Area Plan adopted in 2004 set detailed goals and policies for establishing a network of pathways, bike lanes and sidewalks in the Kingston community. In support of this, the Kingston Citizens' Advisory Committee, Parks Trails and Open Space Sub-Committee was tasked to:

“prepare a plan for a resource oriented, inter connected system of permanently protected and/or publicly owned open space and park lands and trails and other public lands and/or easements for use in developing the trail and open space network.”

This proposed Appendix is the first step in this project. The completion of a “safe route to school” plan (Policy 1.2) and a multi-modal circulation plan (Project 1.1.10) should provide for future revisions to this Appendix.

In 2003 the Kingston Parks Trails and Open Space Sub-Committee of the Kingston Citizen's Advisory Committee conducted a community-wide survey of community needs in the Kingston ZIP code. By far the highest community priority was safe places to walk, jog and to ride a bicycle. In response to these survey results, the sub-committee initiated a process to solicit the community's specific needs for on-road and off-road trails. The committee and others verified each trail recommendation and walked the proposed routes to the extent feasible. The community survey effort included setting up a manned information booth with area maps and questionnaires on which community members were asked to describe their trails preferences. A map of the routes in this proposal was publicly displayed on these occasions. Information booths were available at the following venues:

Kingston Market, summer of 2003 and 2004

Kingston Town Hall meeting in 2003 and 2004

Earth Day celebration at Stillwaters Environmental Education Center 2004