CHAPTER 4.3 RECREATIONAL TRAILS

The Recreational Trails classification categorizes park land that has recreational trails. Recreation trails are defined as the following:

- Trails through natural areas,
- Trail corridors within parks,
- Trails that connect parks to parks, and
- Trails that connect parks to transportation corridors, the shoreline, points of interest, or other public spaces.

The following Trails Vision Plan outlines the future direction and process by which the Park District expects to expand its inventory of recreational trails. It includes trails that are in parks, on easements, and on dedicated road right-of-ways for non-motorized purposes, as well as trail connections to park lands and priority community destinations.

The Park District may coordinate with other agencies to create a water trail around Bainbridge Island for non-motorized boats utilizing park properties, road ends and other public property.

Included as part of the Trails Vision Plan are a number of attachments that indicate the existing trail inventory, possible future recreational trails, water access trails, trails standards and trail details.

Existing and proposed trails are included as part of the following Trails Vision Plan.
Bainbridge Island Metropolitan Park & Recreation District

Recreational Trails Vision Plan

May 13, 2014

Introduction

This Trails Vision Plan serves as a guiding document for the Bainbridge Island Metropolitan Park & Recreation District (BIMPRD) to use in acquiring, planning, developing and maintaining recreational trails on Bainbridge Island. The plan helps shape which trail projects are supported by the community and prioritizes them for acquisition and development through the budget process.

Purpose

The purpose of the Trails Vision Plan is to provide the District and the community with a guide for the future growth of off-road recreation trails on the island.

Vision Statement

Develop community through a system of interconnected trails that offer diverse, healthy outdoor experiences within a rich variety of landscapes and natural habitats.

Goals of the Trails Vision Plan

- Enhance the community’s use of District’s resources by expanding recreational use of District trails.
- Provide safe trails that protect and conserve the natural landscape.
- Provide for community connections to our unique history, landscapes and natural beauty.
- Promote health and wellness for community members with natural trails for hiking, jogging and experiencing nature.
- Increase community connections between the Winslow core, parks, recreation centers, schools and neighborhoods by linking to other publicly maintained non-motorized corridors.
- Integrate park trails into an island-wide transportation system which connects the island both north and south, and east and west.
- Coordinate with and compliment the City of Bainbridge Island (COBI) Non-Motorized Transportation Plan (NMTP) for trails not in right-of-ways.
- Develop a trail classification system that meets the needs of a large variety of user types and abilities.

Benefits of a Trails Vision Plan

Recreational trails provide numerous quality of life and economic benefits to the individuals they serve and the communities in which they are located. Below are examples of benefits that can be derived from implementing a Trails Vision Plan.

- Increased recreational and health opportunities: walking is the number one fitness-related activity in the United States.
- Added opportunities for exercise and recreation provide for a greater quality of life.
- Greater community amenities.
- Meeting the high public expectation for quality trails, parks, open space and outdoor recreation.
- Preserving important natural areas and habitats, and preventing urban development.
- Provide protection of sensitive landscapes by providing defined use of those landscapes.
• Provide benefits to the environment by connecting people with the natural environment.
• Provide social benefits by connecting people with neighbors and by building community pride.
• Increased public access to historic, cultural and natural environment.
• Increased tourism.
• Increase property value.

**Trail Development and Priorities**

The Park District assumes a major responsibility for the planning, development, and operation of a variety of recreation based trails. Trail types include water trails and off-road multi-use (hike/bike/equestrian) trails.

Specific trail priorities will be set by the BIMPRD Board of Commissioners, generally during the annual budget development process, with the possibility of adjustments during the course of the year.

The District will focus its limited trail resources on the priorities established by the BIMPRD Board annually. Trail priorities are subject to change and may include the following:

• Trails between parks (e.g. Forest to Sky Trail).
• Trails within parks (e.g. Grand Forest Trails).
• Trails that lead to points of interest, such as shoreline access or viewpoints.
• Cross-island trails (East/West, North/South) independent of the NMTP Core 40.
• Develop a series of trailheads, trailside rest stops, viewpoints, interpretive exhibits, and trail signage systems that integrate hike, bike, and horse trails with specific historical, cultural, environmental, and scenic points of interest – such as former boat landings, fish traps, sawmills, farmsteads, roads, and bridges, among others.
• Trails linking parks to COBI’s NMTP Core 40 corridor.
• Develop trail improvements of a design and development standard that is easy to maintain and access by maintenance, security, and other appropriate personnel, equipment, and vehicles.
• Develop and support an Adopt-A-Trail program for citizens and organizations to assist with trail maintenance activities.
• Development of an island-circumnavigating water trail. The trail may incorporate and improve a system of boat ramps, landings, and other improvements to public facilities for appropriate non-motorized watercraft. The water trail may be incorporated as an extension of the Cascade Marine Trail, which traverses from Canada to the southern reaches of Puget Sound.

**Acknowledgements**

• The Park District acknowledges COBI as the lead agency for development and maintenance of road ends and on-road pedestrian and bicycle touring routes, and scenic drives.

• The Park District will partner with public, private, and non-profit entities when available and applicable to develop and maintain an integrated system of trails on Bainbridge Island, such as the Sound to Olympics trail, NKTA’s String of Pearls, and COBI’s Non-Motorized Transportation Plan including the Core 40 Plan.

**Implementation**

On an annual basis the Board, with input from staff, the Parkland Acquisition Committee, and the Trails Advisory Committee, will determine through the budget development process, which trails projects to undertake.
Inventory

The District strives to provide quality trails to all user types. Generally the District's priority is to provide inclusive, multi-use trails rather than exclusive, use-specific trails.

The District currently uses a trail classification system with 3 trail classifications and trail restrictions are posted on specific trails if applicable. This system consists of the following trail classifications and is inventoried on the attached map.

- **Class I trails** are wide enough for users to pass from opposite directions without leaving the trail or having to stop to make way for another user. Class I trails are the standard of choice for major trails in the park system.

- **Class II trails** are recreational trails that serve as secondary loops or trails within parks and are easily accessed by parking areas or other close points of entry.

- **Class III trails** are recreational trails that provide for intimate walks through natural areas or trails that traverse difficult terrain and provide access to points of interest, such as shoreline access, scenic views, sensitive areas, or historic sites.

Attachments

1. Graphic: Trail Vision Plan
2. Graphic: Trail Inventory
3. Graphic: Water Access/Trail
4. Chart: Trail Standards
5. Trail Details (a: standard, b: multipurpose, c: hiking, d: accessible)

This plan serves as an update to the Bainbridge Island Metropolitan Park & Recreation District’s 2014 Comprehensive Plan.

Any changes to this Trails Vision Plan including attachments will require a formal process to amend the Comprehensive Plan.
Attachment 3

Park Feature
Water Access/Trail

Existing Waterfront Access
1. Blakely Harbor
2. Fairy Dell Trail
3. Gazzam Lake Park
4. Hawley Cove Park
5. Hidden Cove Park
6. Point White Pier
7. Pritchard Park (co-owned COBI)
8. Rockaway Beach Park
9. T’Chookwap Park
10. W. Port Madison Nature Prsv.(high bank)
11. Manitou Beach
12. Schel Chelb
13. Fort Ward Park
14. Williams-Olson Park
15. Fay Bainbridge Park
16. Puget Sound Energy
17. Strawberry Packing Plant
18. Fletcher Bay
19. Bloedel Reserve
20. Pleasant Beach Drive
21. Lytle Road
22. Dock Street
23. Lumpkin
24. Waterfront Park

Possible Waterfront Access
25. Ward Avenue
26. Sanwick Street
27. Lafayette Avenue
28. Mountain View Road

Other Road End Access
# Trail Standards

## Trail Classification System

Bainbridge Island Metro Park & Recreation District

<table>
<thead>
<tr>
<th>Trail Attributes</th>
<th>Trail Class 1</th>
<th>Trail Class 2</th>
<th>Trail Class 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Recreational Usage</strong></td>
<td>Heavy year-round use</td>
<td>Separated from parking</td>
<td>Less frequent use</td>
</tr>
<tr>
<td></td>
<td>Multi-use trail</td>
<td>Secondary Loops</td>
<td>Normally hikers only/Equestrian use only where designated</td>
</tr>
<tr>
<td></td>
<td>Equestrian use only where designated</td>
<td>Moderate to Heavy use</td>
<td>Connector trails within larger trails</td>
</tr>
<tr>
<td></td>
<td>May be linked to Non-Motorized trail system</td>
<td>Equestrian use only where designated</td>
<td></td>
</tr>
<tr>
<td><strong>Tread</strong></td>
<td>Tread width, 5-6ft where feasible</td>
<td>Tread width 3-4ft where feasible</td>
<td>Tread width, 3 ft maximum</td>
</tr>
<tr>
<td></td>
<td>Use of crushed gravel as needed to augment native soils</td>
<td>Native soils</td>
<td>Native soils</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Wet spots repaired with native soils where feasible</td>
<td>Wetspots repaired with native soils where feasible</td>
</tr>
<tr>
<td><strong>Obstacles</strong></td>
<td>Few obstacles</td>
<td>More obstacles than Class 1</td>
<td>May be sizeable roots</td>
</tr>
<tr>
<td>Construction Criteria</td>
<td>Few exposed roots</td>
<td>2nd priority after winter storms</td>
<td>3rd priority after winter storms</td>
</tr>
<tr>
<td>Winter Storm Priority</td>
<td>Generally moderate grades</td>
<td>Useable year-round (All-weather trail)</td>
<td>Some steep grades</td>
</tr>
<tr>
<td></td>
<td>Useable year-round (All-weather trail)</td>
<td>1st priority after winter storms</td>
<td>Can be muddy in winter</td>
</tr>
<tr>
<td></td>
<td>1st priority after winter storms</td>
<td>Curves designed to provide good sight lines</td>
<td>Narrow trail corridor</td>
</tr>
<tr>
<td></td>
<td>As barrier free as feasible</td>
<td>As barrier free as feasible</td>
<td>Curve sight lines not an issue</td>
</tr>
<tr>
<td><strong>Structures and Trail Elements</strong></td>
<td>May be several built structures: steps, bridges, boardwalks, signage, culverts</td>
<td>May be several built structures: steps, bridges, boardwalks, signage, culverts</td>
<td>Natural materials preferred</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Natural drainage features preferred</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Built structures kept to a minimum</td>
</tr>
<tr>
<td><strong>Management</strong></td>
<td>Seasonal pruning of trail corridor</td>
<td>Seasonal pruning of trail corridor</td>
<td>Pruning as needed</td>
</tr>
<tr>
<td></td>
<td>Routine inspections of trail conditions</td>
<td>Routine inspections of trail conditions (less frequent than Class I)</td>
<td>Annual inspections of trail conditions</td>
</tr>
<tr>
<td></td>
<td>Proactive approach</td>
<td>Proactive approach</td>
<td>More reactive approach</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(Rely mostly on user reports)</td>
</tr>
</tbody>
</table>

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Note: Examples of 'Natural materials preferred' include: natural rocks, native grasses, native flowers, native trees, native shrubs, and native ground covers.
WHERE NATIVE SOIL IS NOT SUITABLE - I.E. LOW OR WET AREAS

2" MIN. TOP COURSE - NATIVE SOIL - 1/4 MINUS - MULCH
1-1/2" MIN. AGGREGATE

2" MIN. TOP COURSE
-NATIVE SOIL
-1/4 MINUS
-MULCH

WHERE NATIVE SOIL TRAIL TREAD WILL BE USED BY REMOVING ORGANIC DUFF.

CORRIDOR WIDTH (SEE TABLE 1)

TREAD WIDTH

**TABLE 1**

<table>
<thead>
<tr>
<th>CLASS</th>
<th>TREAD WIDTH</th>
<th>CORRIDOR WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>5-6 FEET</td>
<td>7-8 FEET</td>
</tr>
<tr>
<td>II</td>
<td>4 FEET</td>
<td>6 FEET</td>
</tr>
<tr>
<td>III</td>
<td>2-3 FEET</td>
<td>4-5 FEET</td>
</tr>
</tbody>
</table>

Bainbridge Island Metro Parks and Recreation District

Standard Trail CLASS I-II-III

Ch 4.3 - p. 9
**TABLE 1**

<table>
<thead>
<tr>
<th>CLASS</th>
<th>TREAD WIDTH</th>
<th>CORRIDOR WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>5-6 FEET</td>
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<tr>
<td>II</td>
<td>4 FEET</td>
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</tr>
<tr>
<td>III</td>
<td>2-3 FEET</td>
<td>4-5 FEET</td>
</tr>
</tbody>
</table>
8' MIN. CLEARANCE

TREAD
(SEE TABLE 1)

CORRIDOR

TABLE 1

<table>
<thead>
<tr>
<th>CLASS</th>
<th>TREAD WIDTH</th>
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</tr>
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<tbody>
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</tr>
<tr>
<td>III</td>
<td>2-3 FEET</td>
<td>4-5 FEET</td>
</tr>
</tbody>
</table>

Bainbridge Island
Metro Parks and
Recreation District

Hiking Trail
CLASS I-II-III

Ch 4.3 - p. 11
A. Section shown is for typical conditions, trail may be modified to accommodate site specific requirements.
B. Crushed surfacing base course depth and size of aggregate is minimum requirement. Actual depth of aggregate may vary per site specific conditions.
C. Stake trail alignment and trail clearing limits in the field before clearing.
D. Trail is shown with minimum width. May vary with site specific requirements.
E. All organic materials shall be removed down to native material.
F. Accessible trail layout and construction shall utilize Forest Service Trail Access Guidelines (FSTAG)