



CITY OF POULSBO,
WASHINGTON

COMPLETE STREETS STAKEHOLDER COMMITTEE



Sept. 21, 2023 | 4 - 6 pm | MEETING #1



AGENDA

COMPLETE STREETS STAKEHOLDER COMMITTEE



COMMITTEE INTRODUCTION

Member introductions

Committee goals

Roles & Responsibilities



PROJECT INTRODUCTION

Plan schedule

Complete Streets Plan and other planning efforts



EXISTING CONDITIONS

Multimodal inventory



ROUNDTABLE DISCUSSION

Draft goals & objectives

Member Introductions

COMMITTEE INTRODUCTION



Britt Livdahl

City Councilmember



Kate Nunes

Poulsbo Planning
Commissioner &
Pedestrian



Rick Eckert

Resident at large



Angie Bartlett

Cyclist



Mielyn Jeske

Resident & Pedestrian



Nikole Coleman

City Planning Staff &
Urban Paths of
Poulsbo Plan Author



Kathi Forsee

Poulsbo Chamber of
Commerce



April Zieman

City Engineering
Staff & Pedestrian



Ed Coviello

Kitsap Transit



Dana Bierman

Kitsap Public Health



Roles & Responsibilities

Study Team & Committee Responsibilities

- As a study team, we are responsible for gathering input as the Complete Streets Plan progresses
- As a committee, you are responsible for providing feedback to Plan content

Committee Goals

- What would make this committee a success to you?
- Discuss meeting protocols



PROJECT INTRODUCTION

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Poulsbo Complete Streets Plan

The plan will address safe, accessible, and convenient travel for all Poulsbo residents and visitors, regardless of age, abilities, or mode of transportation.

The plan will address **all modes**, including cars, trucks, pedestrian and bicycle needs, ADA, parking, transit, and streetscape improvements by identifying:

- Complete streets supportive policies
- **Complete streets network** and street design recommendations
- City projects and actions to invest in over time
- Costs and priorities for development and implementation



Photo Credit: Steven Pavlov, Wikimedia Commons



WHAT ARE COMPLETE STREETS?



Space for **PEOPLE**

Curb ramps, crosswalks, and curb extensions to make it easy for pedestrians to cross streets and access destinations



Space for **BIKES**

Designated connected routes and low-stress facilities that support people riding bikes, e-bikes, and scooters



Space for **CARS**

Traffic calming measures and design cues to encourage slower speeds and driver awareness of vulnerable road users



Space for **MASS TRANSIT**

Bus pullouts, shelters, transit-only lanes, and signal priority to create transit-friendly roadways



Space for **SHARED MOBILITY**

Designated curb-side space for shared bike and scooter parking that separates users from traffic, and keeps sidewalks clear and safe



Space for **REFUGE**

Street furniture, parks, lighting, and public green spaces that promote gathering and social interaction

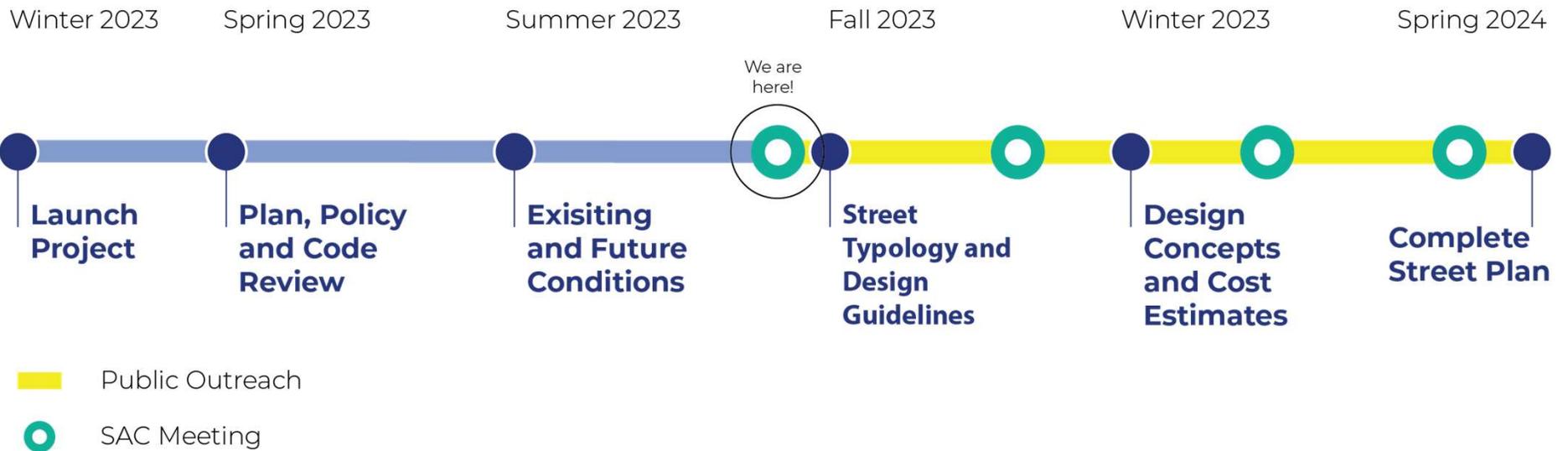


Plan Schedule



POULSBO COMPLETE STREETS PLAN

PLAN SCHEDULE



Complete Streets Plan in relation to other planning efforts in the City

- SR 305 Corridor Study (Spring-Summer 2023)
- Poulsbo Comprehensive Plan Update (Ongoing)
- Poulsbo Transportation Functional Plan Update (Summer 2023 - Ongoing)
- Parking Study (Summer 2023 - Ongoing)
- Sound to Olympics Trail planning and design (Fall 2023 - Ongoing)



Photo Credit: Mark Knoke, Flickr Creative Commons



EXISTING CONDITIONS

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EXISTING CONDITIONS

Poulsbo's Transportation System

The Transportation System provides connections for all Poulsbo residents and visitors, whether driving, walking, bicycling, using a mobility device, or riding the bus.

Consists of:

- State Highways, Arterial and Collector Roads, and Local Streets
- Sidewalks and trails
- Bicycle lanes and routes
- Transit stops and routes
- Other elements like lighting, intersections, pedestrian crossings, curb ramps, signage, markings, etc.



Photo Credit: Joe Mabel, Wikimedia Commons



EXISTING CONDITIONS

Analysis Approach

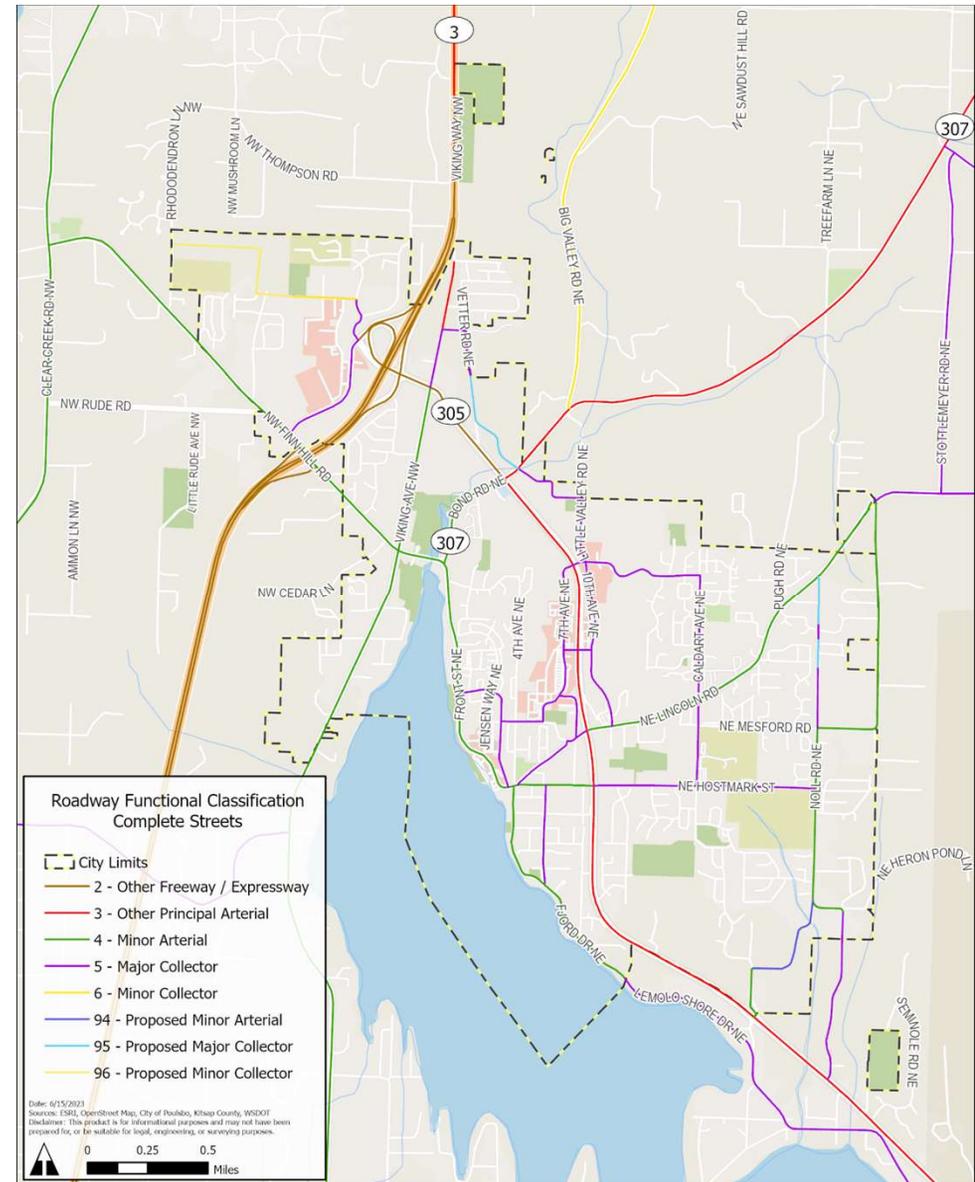
- Inventory existing transportation system
 - ✓ Traffic counts, signal timing, and existing and future projected traffic impacts
 - ✓ Assess walking, bicycling, and transit conditions
 - ✓ Assess safety and crash history
- Analyze and gather input on community needs by mode
- Compare existing system to community needs to identify network and infrastructure deficiencies



EXISTING CONDITIONS

Roadways & Safety

- Poulsbo has 66.6 miles of streets and roadways.
- Roadways are classified by function and include highways, arterials, collectors and local roads.
- SR-305 is the primary corridor providing north-south access in the city, while SR-3 and SR-307 provide important connections to nearby communities in Kitsap County.
- Today, the City's roadways generally serve drivers.
- There is a lack of traffic calming to address speeding issues that exist in some parts of the City



EXISTING CONDITIONS

Crash History

Reported crashes from 2018-2022 (WSDOT):

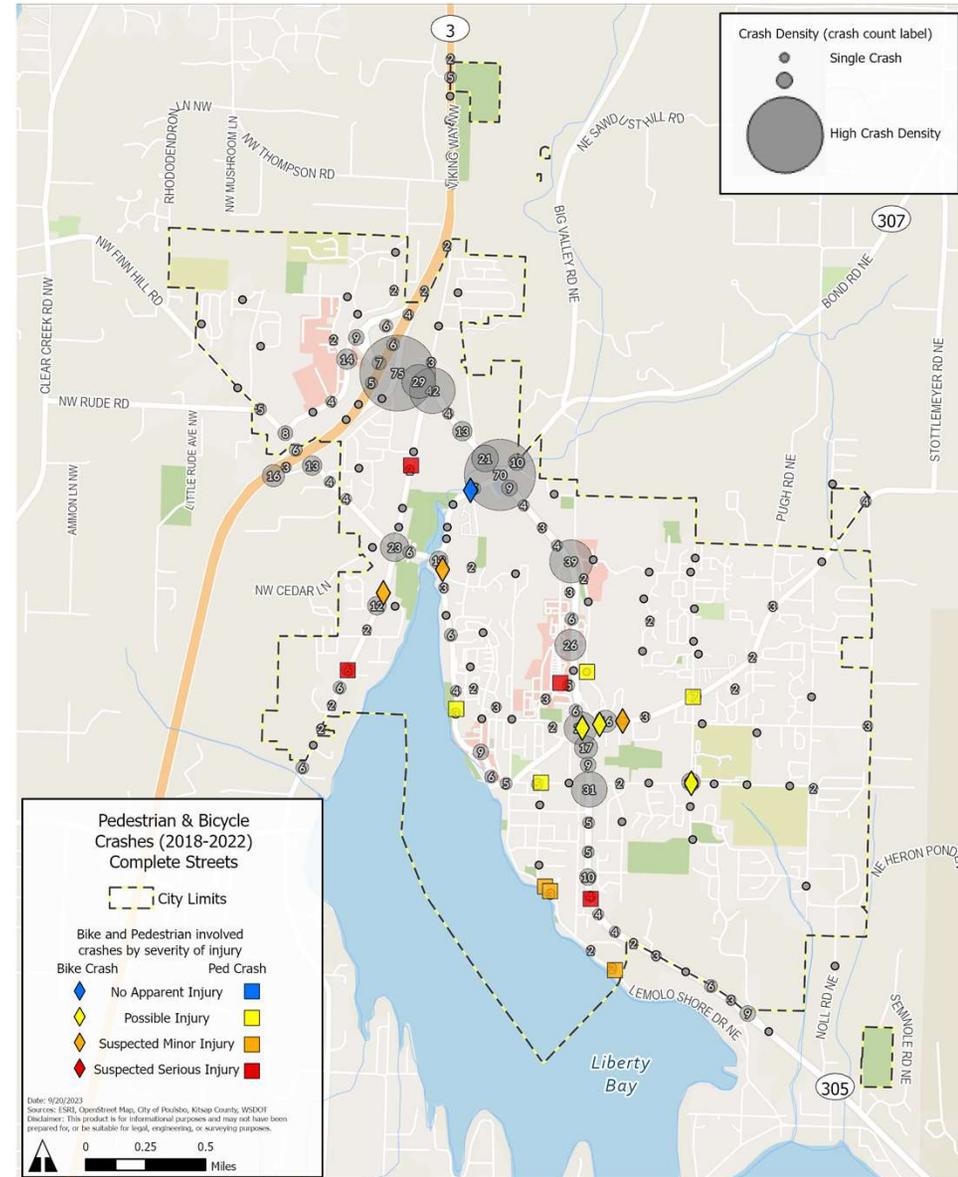
- 21 crashes that involved people walking or bicycling out of 1,563 total crashes

Vehicle-only crashes most frequently occurred along:

- SR-305, SR-3, Viking Ave NW, Finn Hill Rd, NE Lincoln Rd, and NE Hostmark St

Opportunities to improve safety include:

- Traffic calming, improved lighting, enhanced crossings, and reduced speed limits



Level of Service and Complete Streets

Level of Service (LOS)

- Quantitative measurement used to determine adequacy of transportation systems
- Standards adopted through the Comprehensive Plan and City Code
- WSDOT sets LOS standards for State roadways (e.g., SR 305)
- City sets LOS standards for City roadways

Requirements:

- Previously only required to develop LOS standards for vehicles. Traditional mitigation required widening, which reduces safety for bicyclists and pedestrians.
- Updated Comprehensive Plan is required to develop multimodal LOS or operational standards. City can develop and use multimodal LOS standards to prioritize different modes in different locations. The Complete Streets Plan can help direct inform the prioritization process.



EXISTING CONDITIONS

Vehicle LOS Analysis

Level of Service (LOS) is quantitative measure of traffic operational conditions.

Intersection LOS is based on the amount of time each vehicle has to wait to go through the intersection during a particular hour.

LOS thresholds vary by type of intersection control:
(signal, stop sign or roundabout)

LOS D is the desired City standard.
LOS E is the minimum acceptable standard, with some exceptions.

WSDOT level of service standard is LOS D

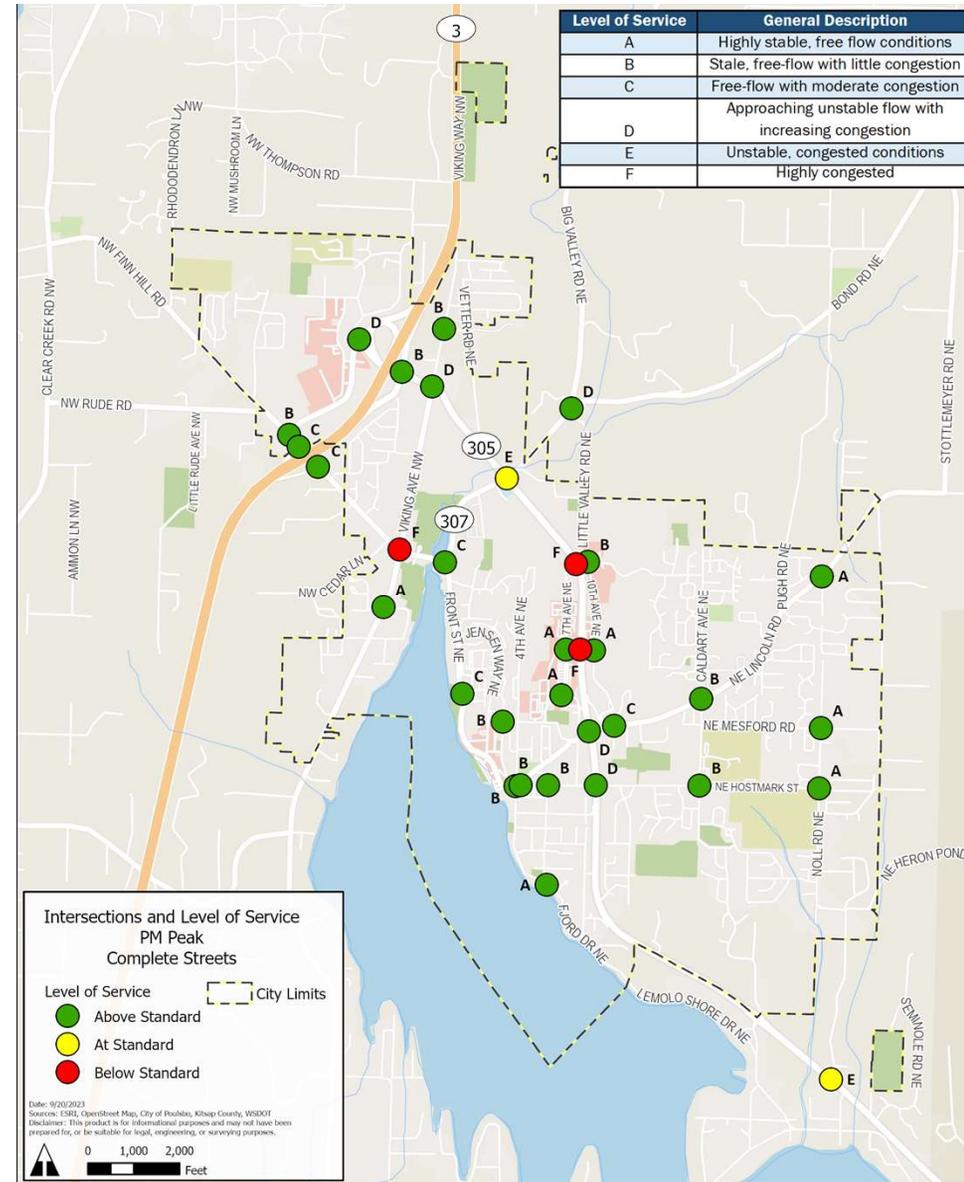
Level of Service	General Description
A	Highly stable, free flow conditions
B	Stale, free-flow with little congestion
C	Free-flow with moderate congestion
D	Approaching unstable flow with increasing congestion
E	Unstable, congested conditions
F	Highly congested



EXISTING CONDITIONS

Intersection LOS Analysis

- 33 intersections throughout the City were studied for PM peak hour LOS. Intersections evaluated included those with roadways classified as minor collector or higher.
- Most intersections currently operate within LOS standards.
- Three (3) intersections on SR 305 currently operate at LOS E/F (below WSDOT standards)
- Viking Ave NE/ NW Finn Hill Rd operates at LOS F.



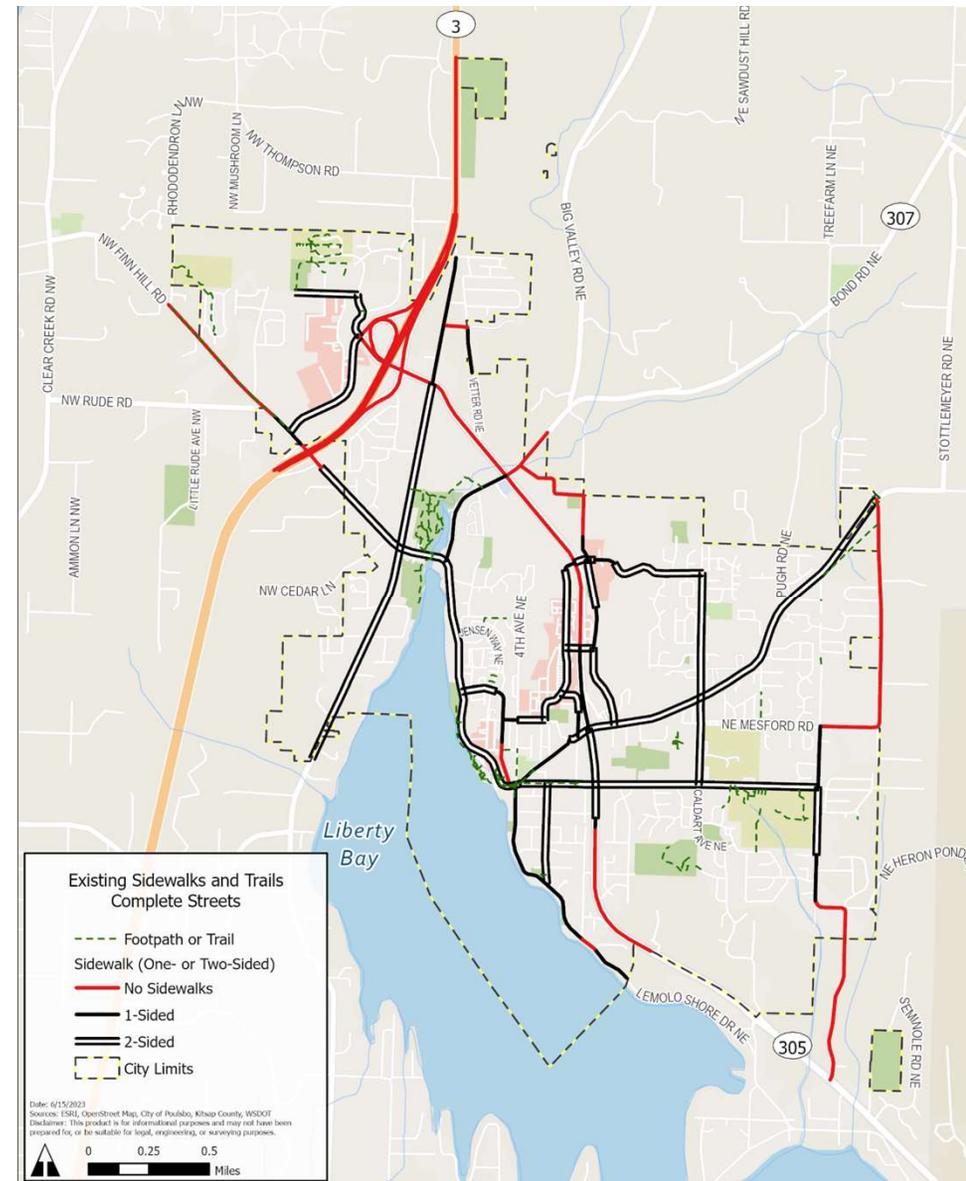
EXISTING CONDITIONS

Pedestrian System

Poulsbo has 38.3 miles of completed sidewalk on the City's arterial and collector road network. Additional sidewalks are present on some residential streets.

Current Issues:

- Sidewalks missing along SR-305 north of NE Liberty Rd
- No pedestrian crossings of SR-305 and SR-307 in some areas
- Pedestrian markings are generally limited to marked crossings, which are often faded or not visible
- Narrow sidewalks and crosswalks with little/no physical protection from traffic
- Pedestrian-scale light is deficient in many parts of city



EXISTING CONDITIONS

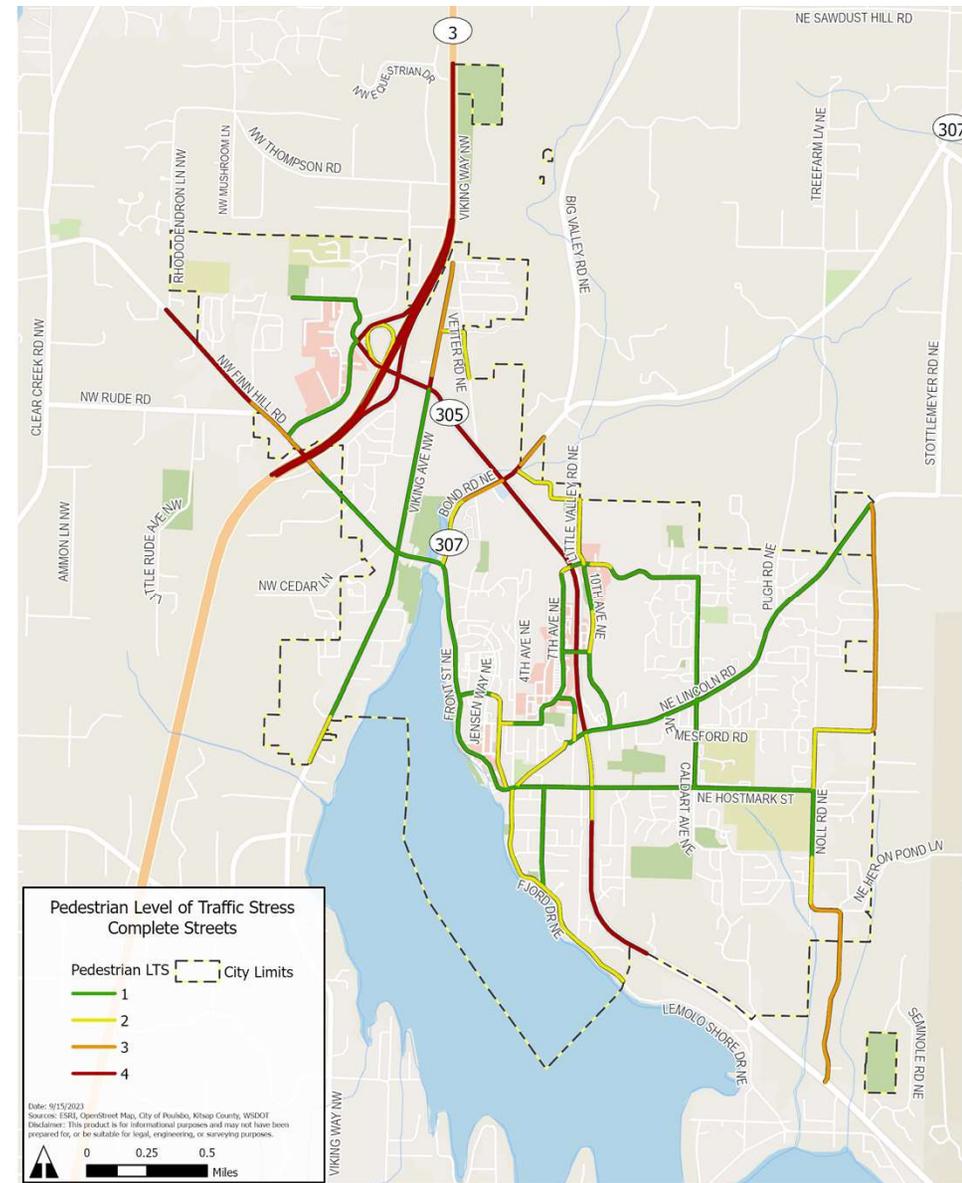
Pedestrian System

Pedestrian Level of Traffic Stress (LTS)

Approach that quantifies the amount of stress people feel when walking on City streets, accounting for factors like traffic speed, volume, sidewalk presence, condition, etc.

Opportunities for Improvement:

- Establish safe and continuous north-south pedestrian connection along SR-305 corridor
- Increase separation from motor vehicles where possible
- Identify Safe Routes to Schools opportunities
- Complete sidewalk and pedestrian-scale lighting gaps



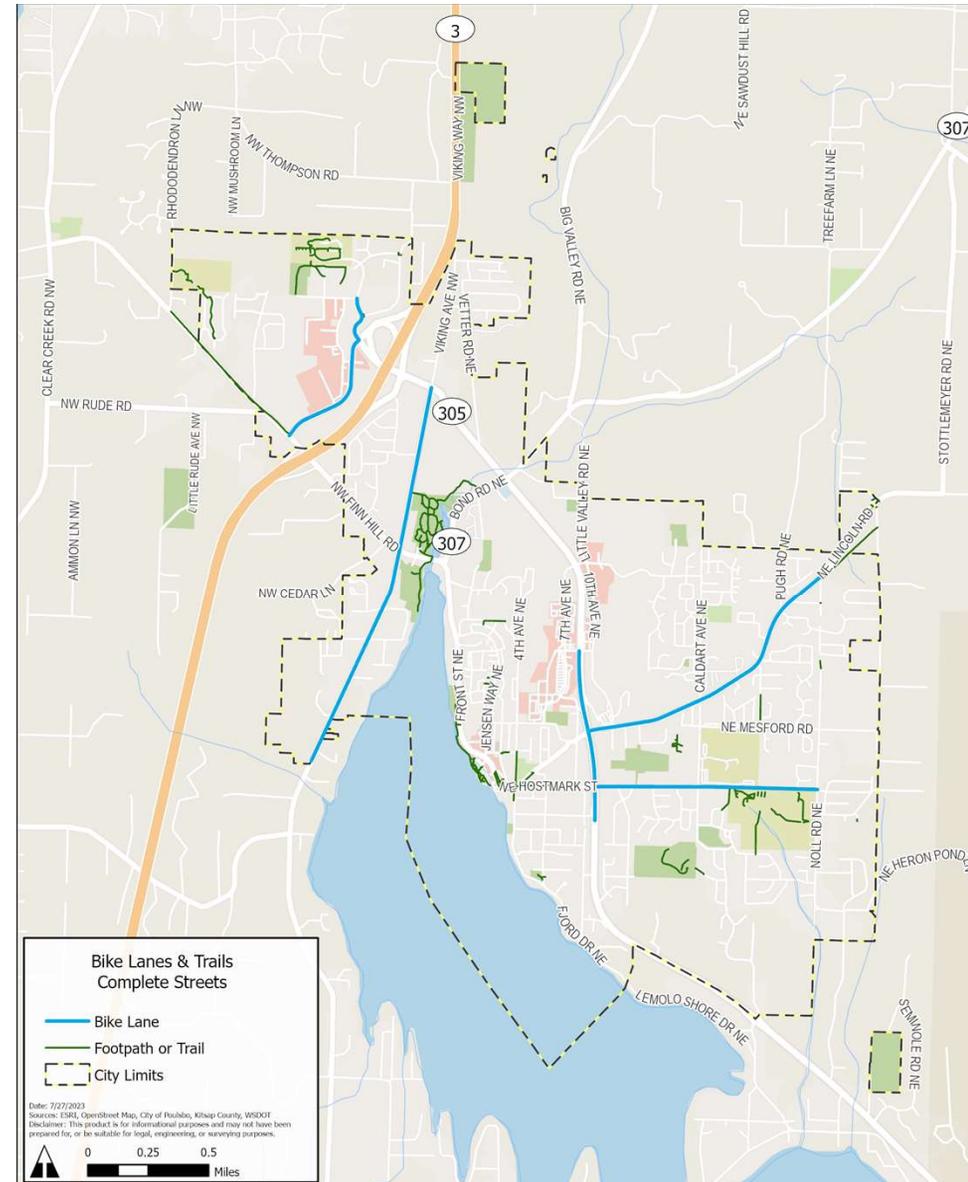
EXISTING CONDITIONS

Bicycle System

Poulsbo has 5.2 miles of completed bicycle lanes on City arterials and collector street, limited to segments along Viking Ave NW, NE Lincoln Rd, portions of SR-305, and NE Hostmark St.

Current Issues:

- Few dedicated bicycle facilities throughout the City; existing routes not continuous and/or lack connections to key destinations
- SR-305 and SR-3 are significant barriers to bicycle and pedestrian travel with few opportunities to safely cross



EXISTING CONDITIONS

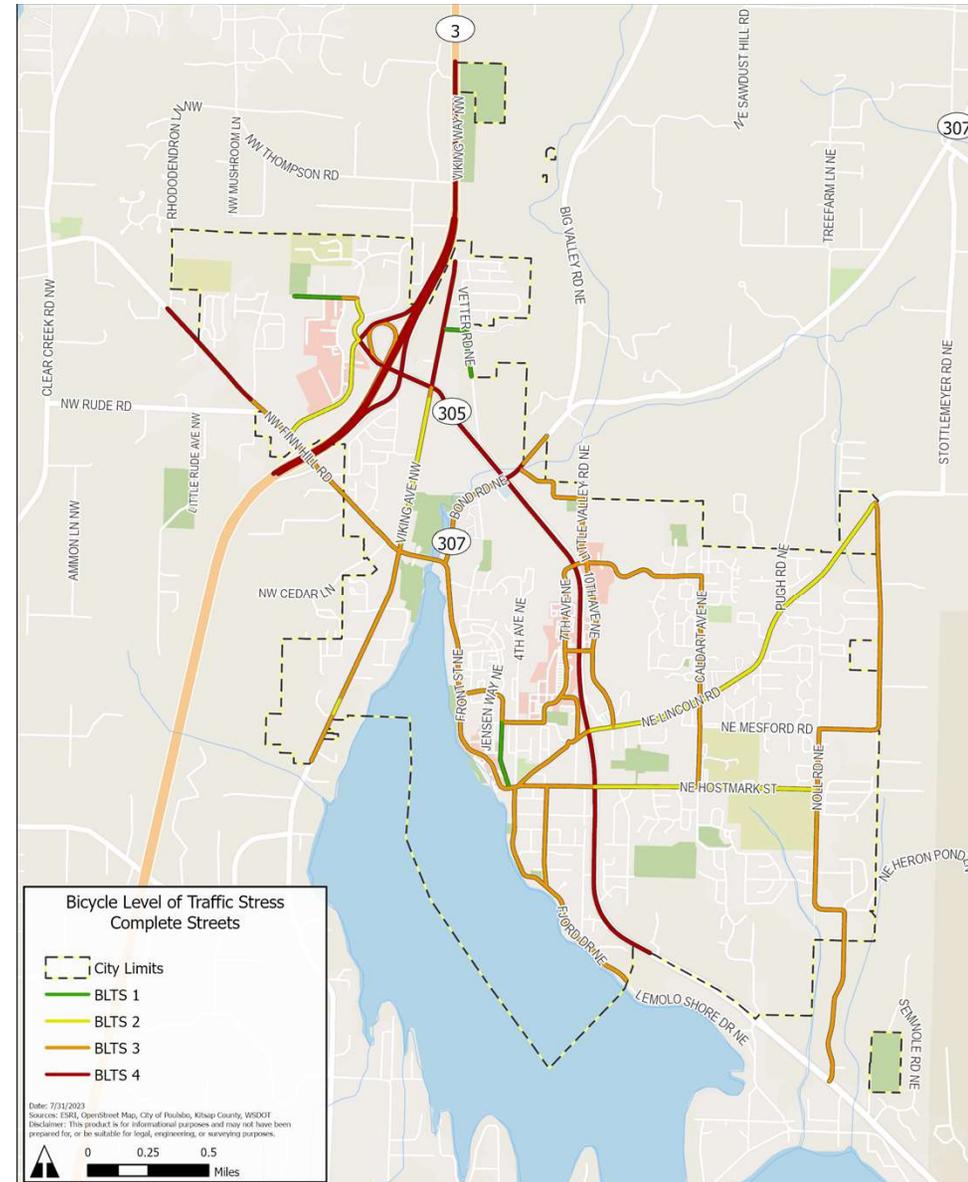
Bicycle System

Bicycle Level of Traffic Stress

Approach that quantifies how comfortable a roadway feels for a person biking based on interactions with other modes (people walking or driving)

Opportunities to improve bicycle travel include:

- Identify low-stress neighborhood streets and corridors parallel to major roads
- Increase separation along major roadways where alternate corridors are not available



EXISTING CONDITIONS

Public Transportation

Kitsap Transit is the primary transit service provider in Poulsbo, operating seven bus lines within the City.

Issues include:

- Lack of transit access include areas in the eastern area of the City, especially east of Caldart Ave NE, and northwest of SR-3

Opportunities to improve transit travel include:

- Improve walking and biking connections to transit stops
- Work with Kitsap Transit on potential transit investments on SR 305. Kitsap Transit has identified the SR 305 corridor as future high-capacity transit (HCT) corridor
- Improve travel times in the corridor, improve enforcement and support HCT development



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EXISTING CONDITIONS

Freight

SR-305 and SR-3 are the main freight corridors through Poulsbo, carrying between **4 to 10 million tons** of freight annually. Other freight routes include:

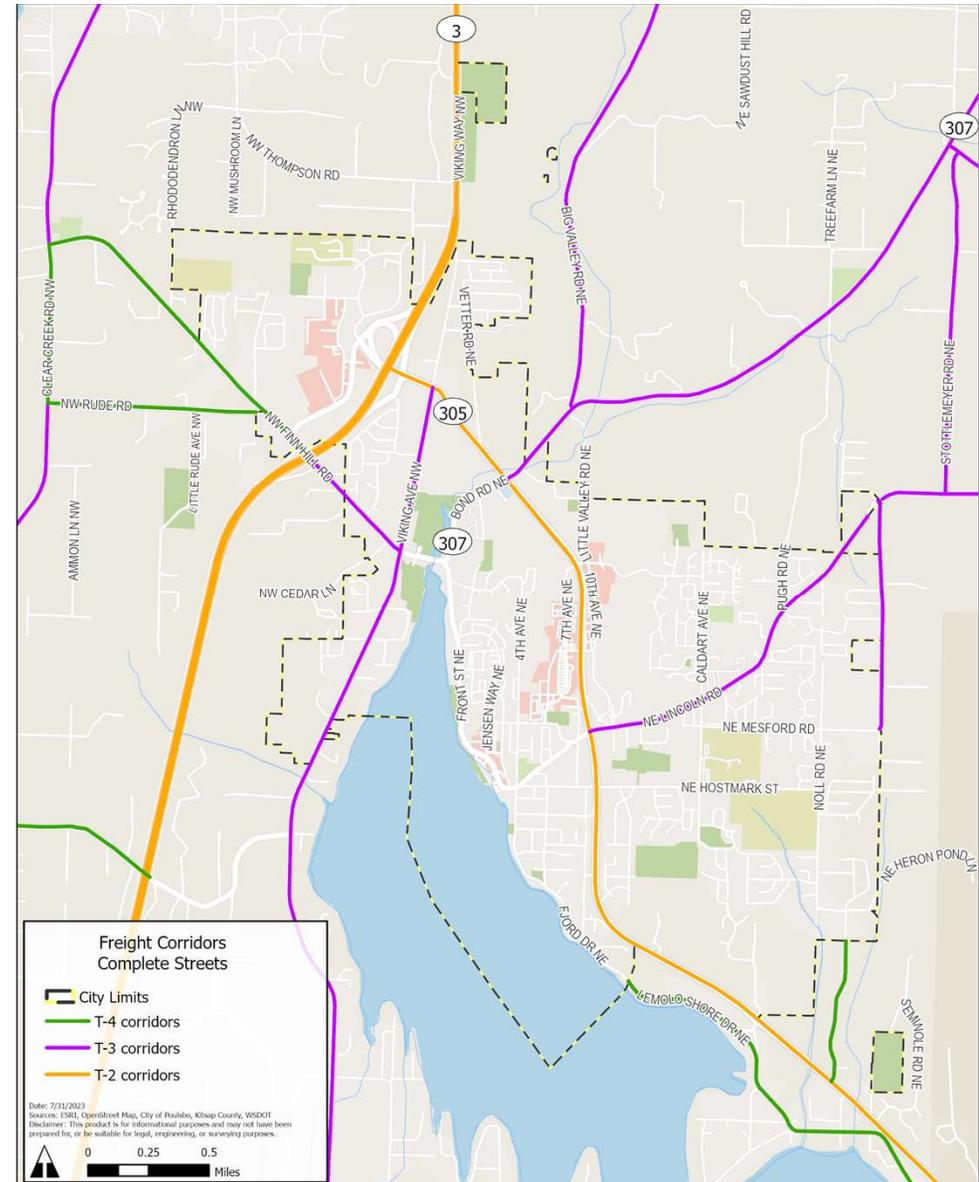
- Portions of NE Lincoln Rd
- Viking Way NW
- NW Finn Hill Rd

Issues include:

- Large trucks on roadways where pedestrians are frequently present can create safety problems
- However, freight is necessary and often overlooked in designing Complete Streets

Opportunities include:

- Identify types of freight most likely to use certain roadways when looking at design standards.



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Draft Plan Goals



**Goal 1:
Safety**



**Goal 2:
Serve All Ages
and Abilities**



**Goal 3:
Connectivity**



**Goal 4:
Community
Vitality**



**Goal 5:
Equity**

Draft Goals & Objectives



Goal One Safety

Provide a safe and reliable transportation system for all people and all travel modes.

Objective 1.1. Identify deficiencies and improve safety of crossings for people walking, bicycling and rolling.

Objective 1.2. Develop a connected system of on- and off-street paths that serve as the walking and biking “spine” for the City.

Objective 1.3. Create a connected system of low-stress walking, rolling, and cycling routes that link neighborhoods and key destinations.

Draft Goals & Objectives



Goal Two Serve All Ages and Abilities

Ensure improvements to the pedestrian and bicycle network serve people of all ages and abilities.

Objective 2.1. Develop design standards and guidelines that incorporate accessibility and the needs of vulnerable users.

Objective 2.2. Prioritize key intersections, crossings, and other locations for improvement that present barriers to people walking, rolling, cycling or using transit.

Objective 2.3. Develop complete, accessible paths that encourage short trips on foot, by mobility device or by bike to help reduce traffic.

Draft Goals & Objectives



Goal Three Connectivity

Develop and maintain an interconnected, multimodal transportation network that connects all people within Poulsbo.

Objective 3.1. Establish a decision-making framework for prioritizing certain modes on different streets and land use contexts.

Objective 3.2. Improve gaps in the existing multimodal system and identify needed new multimodal connections and facilities in undeveloped areas of the City.

Objective 3.3. Improve multimodal connections to existing and planned transit service.

Objective 3.4. Partner with WSDOT to develop a continuous, safe, and comfortable walking and cycling route in the SR-305 corridor that improves connections along and across the highway.



Draft Goals & Objectives

Goal Four Community Vitality

Improve access for Poulsbo's residents, workers, and visitors to jobs, services, and destinations within and around Poulsbo.

Objective 4.1. Create complete streets that support community identity, attracts new businesses, enhances street life, and stimulates the local economy.

Objective 4.2. Improve access to local jobs, services, and destinations and increase opportunities for healthy activities and alternatives to driving.

Objective 4.3. Identify multimodal improvements that reduce the need for parking in downtown.

Objective 4.4. Ensure new development provides planned complete streets improvements and connections to the broader network.



Draft Goals & Objectives



Goal Five Equity

Implement complete streets that work for everyone in Poulsbo, serve people who have fewer travel options, and address the needs of people who use mobility devices.

Objective 5.1. Identify the specific issues and needs of vulnerable communities – kids, older adults, people of color, those with lower incomes, and those without a personal vehicle in their household – to develop tailored complete streets solutions.

Objective 5.2. Ensure that the multimodal needs of vulnerable communities are prioritized in selection of projects, programs, and policies.



What transportation needs, challenges, and issues are most important to you that could be addressed by Complete Streets?



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Timeline



- City will be in touch to schedule next meeting in Fall, 2023
- Next meeting will be focused on SC input
- Existing Conditions Analysis completed by October
- Work will begin on Street Typologies

Next meeting:

- SC Input on existing conditions, needs, and issues
- Draft design guidelines for Poulsbo complete streets
- Introduction to typologies



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Poulsbo Complete Streets Committee

Next Steps

COMPLETE STREETS STAKEHOLDER COMMITTEE