



CITY OF POULSBO,
WASHINGTON

COMPLETE STREETS STAKEHOLDER COMMITTEE



November 30, 2023 | 4 - 6 pm | MEETING #2



AGENDA

COMPLETE STREETS STAKEHOLDER COMMITTEE



PROJECT REFRESHER

Welcome

Project Overview

What are Complete Streets?



GOALS & OBJECTIVES

 Committee Feedback



TRANSPORTATION NEEDS AND CHALLENGES

 Committee Feedback



STREET TYPOLOGIES

 Introduction and Committee Feedback

AGENDA

Time	Topic	Presenter/Lead
5 Minutes	Welcome	Karla + Alex
5 Minutes	Project Refresher	Alex
20 Minutes	Draft Goals and Objectives	Sydney
35 Minutes	Transportation Needs and Challenges	Eddie + Sydney
5 minutes	BREAK	
10 Minutes	Typologies Introduction	Eddie + Alex
35 Minutes	Typologies Discussion	Eddie + Sydney
5 Minutes	Next Steps	Alex



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

Winter 2023

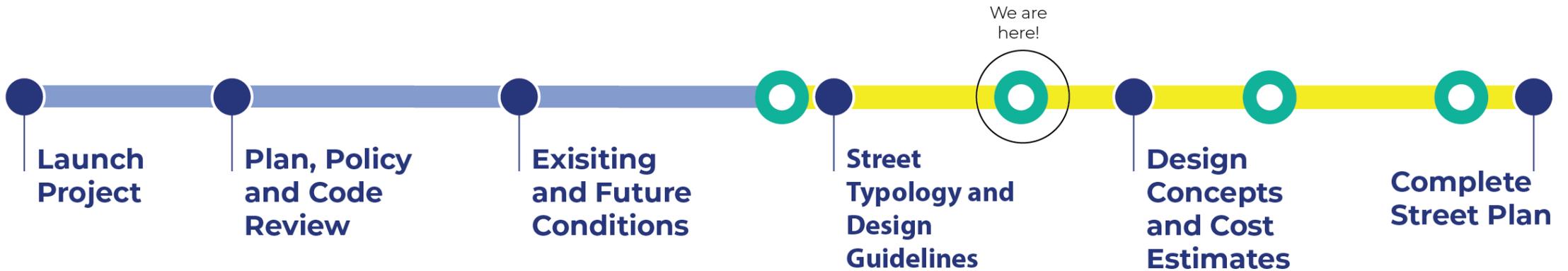
Spring 2023

Summer 2023

Fall 2023

Winter 2023

Spring 2024



Public Outreach

SAC Meeting



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**STREET
TYPOLOGIES**

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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.

Draft Goals & Objectives

Committee Feedback

- Are the goals and objectives on the right track?
- Is anything missing?



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**STREET
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 Introduction and
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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



Discussion

- What transportation needs, challenges, and issues are most important to you that could be addressed by Complete Streets?
- What connections are most critical to encourage a walkable/bikable city?
- What are important elements for streets in Poulsbo?
- What is “appropriate” for Poulsbo in terms of walkability, traffic calming elements, and improvements to make people feel safer (i.e. crosswalk frequency?)
- What investments should the city prioritize to make streets work best for everyone?



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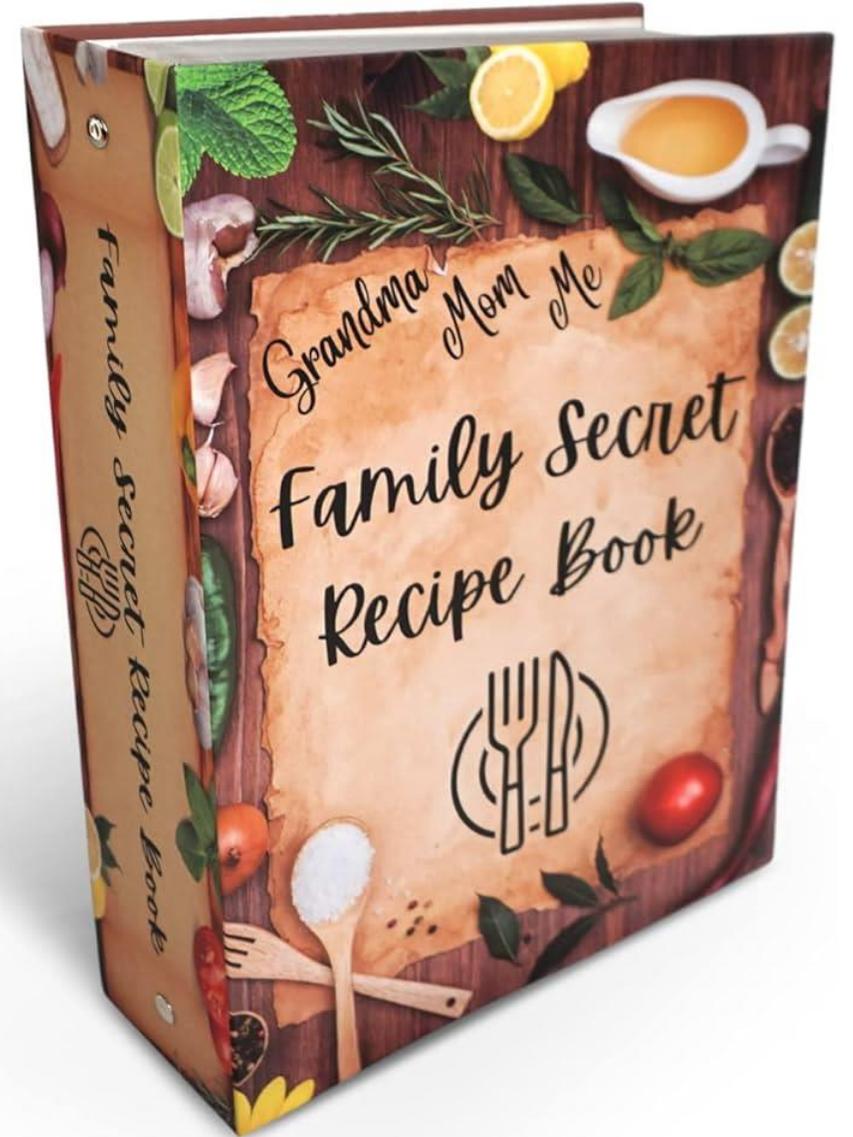


**STREET
TYPOLOGIES**

 Introduction and
Committee Feedback

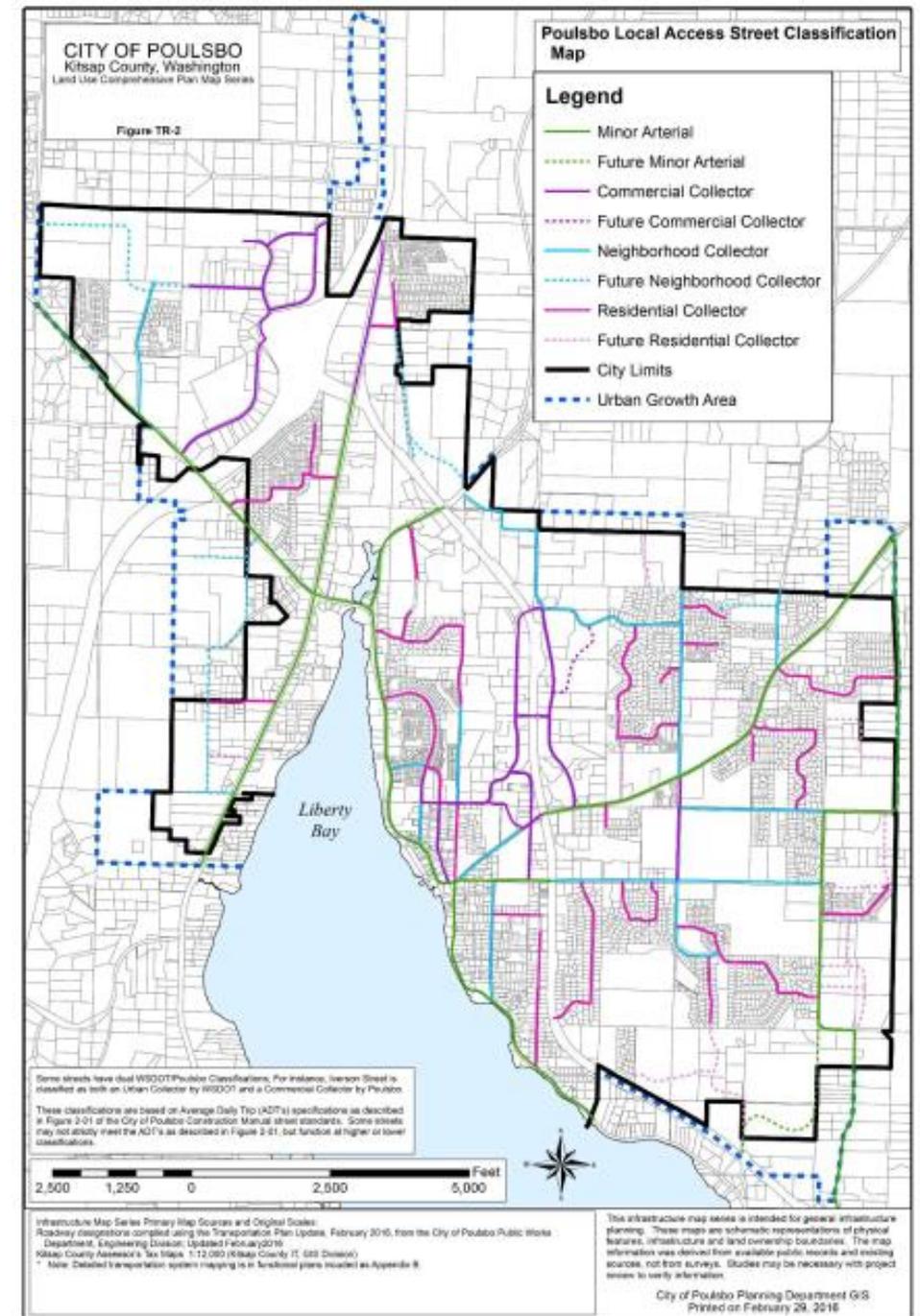
We're writing a Complete Streets Cookbook!

- Context-sensitive
- Provide predictability with flexibility
- "Essential vs. optional ingredients"



Current Approach: Functional Classifications

- Streets are currently classified by ability to 1) move traffic, and 2) provide access to adjacent properties.
- Related to state and federal funding
- Using only functional classification is rarely adequate as a design tool for the diversity of situations encountered on city streets.



What is a “typology?”

Street typologies refer “types” of streets that respond to different land use and transportation contexts throughout Poulsbo.

- Primarily based on street **context** and **function**
- Build upon existing street classifications to establish acceptable design ranges
- Planning tool for creating a Citywide Complete Streets Network
- Could be adopted in the future as part of the City’s development standards for new streets



Source: Oklahoma City Comprehensive Plan

Typology Factors



Land Use Context



Desired Street Character



Transportation Context



Unique Features or Constraints

Land Use Context



Urban Commercial Core



Urban Residential



Neighborhood

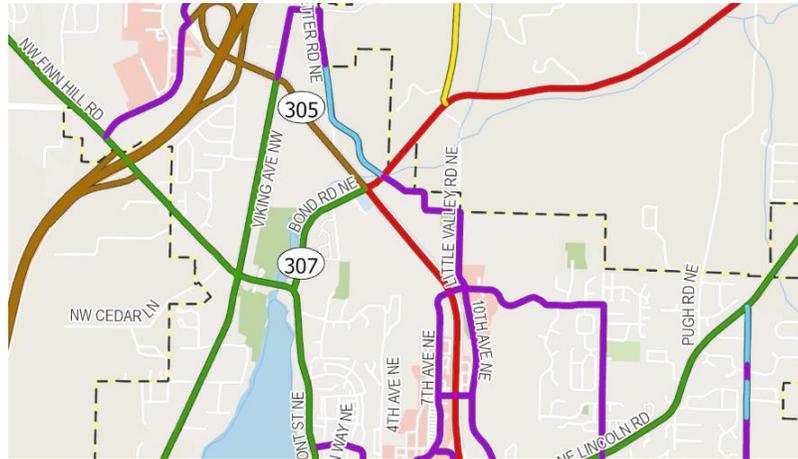


Scenic/City Limits

Land use has a major impact on:

- Traffic volumes
- Traffic speeds
- Facility type
- Parking
- User experience

Transportation Context



Functional Classification



Posted Speed

Transportation has a major impact on:

- User experience
- Sense of place
- Comfort
- Safety
- Accessibility
- People and vehicle mobility



Traffic Volumes



Safety

Desired Street Character

Speed



Place



Level of Traffic Stress - Walking and Bicycling



Speed



Presence of Facilities



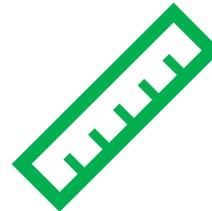
Volume



Physical Protection



**Number of
Travel Lanes**



Width of Facilities

Level of Traffic Stress - Walking and Bicycling

ALL AGES AND ABILITIES (33%)	LTS 1	Safe for all ages and abilities, including children and people with disabilities
INTERESTED BUT CONCERNED (60%)	LTS 2	Most interested and cautious people will feel safe travelling along these streets
ENTHUSED AND CONFIDENT (7%)	LTS 3	These streets are acceptable for enthused and confident people only
STRONG AND FEARLESS (<1%)	LTS 4	High-stress environment with high speeds, volumes, and lack of dedicated facilities.

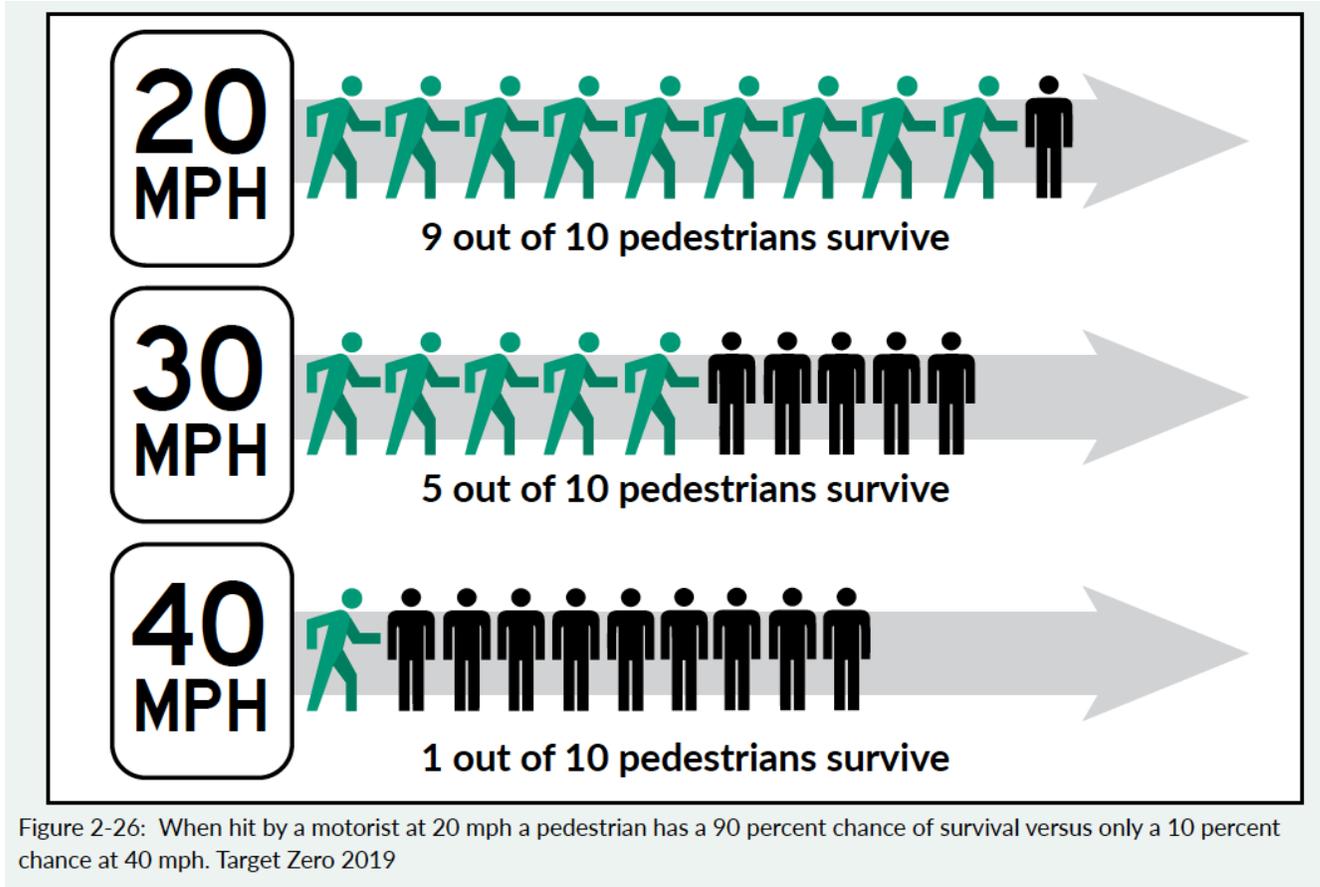


Level of Traffic Stress

Pedestrian LTS

Biggest factors driving Pedestrian LTS:

- Speed
- Separation from vehicles
- Volume of vehicles



Level of Traffic Stress

Pedestrian LTS

LTS 1



- Sidewalk with buffer
- 1 lane one-way street
- 25 mph posted speed
- ADT < 3,000 vehicles

Fjord Drive near NE Ryen Street



Level of Traffic Stress

Pedestrian LTS



- Sidewalk with buffer (e.g. on-street parking)
- 25 mph
- ADT > 3,000 vehicles
- Number of lanes doesn't factor into LTS rating with the above elements present



- No sidewalk or path
- 25 mph
- 1 lane in each direction
- ADT between 750-3000 vehicles



Level of Traffic Stress

Pedestrian LTS

Finn Hill Road north of Urdahl Rd NW



- No sidewalk or path
- 40 mph posted speed
- With these factors the number of lanes and ADT don't factor into LTS rating



- 10-foot shared use path with buffer
- 35 mph
- With these factors the number of lanes and ADT don't factor into LTS rating



Level of Traffic Stress

Pedestrian LTS

LTS 2



Viking Ave south of Liberty Road

- Sidewalk with buffer (street trees / planter)
- 2 lanes in each direction
- 35 mph posted speed
- ADT > 7,000 vehicles

LTS 2



Lincoln Street near NE Wilcock Way

- 5-foot sidewalks but no buffer
- 1 lane in each direction
- 25 mph posted speed
- ADT > 3,000 vehicles



Level of Traffic Stress

Pedestrian LTS

LTS 4



- 5-foot sidewalks
- 40 mph posted speed
- With these factors the number of lanes and ADT don't factor into LTS rating

LTS 3

- Increase sidewalk width to 6 feet or greater
OR
- Separate sidewalk from roadway with buffer

LTS 2

- Increase sidewalk width to 6 feet or greater
AND lower posted speed to 35mph or less
- Provide buffer between sidewalk and road
AND lower posted speed to 35mph



Poulsbo Typology Sketches

URBAN MAJOR CORRIDOR

Streets that prioritize multimodal travel, including significant vehicle mobility. Require significant physical protection, enhanced crossings, and parallel walking and bicycling routes.

MAIN STREET

Streets that prioritize pedestrian travel, business access, and placemaking.

URBAN RESIDENTIAL

Streets that emphasize continuous, safe, and comfortable walking and bicycle connections between residences and urban destinations.

NEIGHBORHOOD CONNECTOR

Streets that prioritize a low-stress walking and bicycling network on neighborhood streets between residences and neighborhood destinations.

NEIGHBORHOOD RESIDENTIAL

Streets that prioritize residential access on local streets. Support a low-stress walking and bicycling network for all ages and abilities.

SCENIC GATEWAY

Streets that prioritize vehicle mobility in and out of town. Require significant shoulder improvements or separated multi-use paths for safe bike/ped travel.

FREIGHT/INDUSTRY

Streets that prioritize vehicle mobility.



Poulsbo Typology Sketches

Typology	Land Use	Functional Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Complete Street Features	Potential Examples
Main Street	Busy commercial, high-density areas in and around Downtown	Minor Arterial / Collector	2	15-25	Yes, 1 or 2 sides	Sidewalks, enhanced crossings, sharrows*, placemaking	Front Street NE
Urban Major Corridor	Commercial, high to medium density major facilities through the core	Major Arterial	3-5	35-45	No	Buffered sidewalks, protected bike lanes, enhanced crossings	SR-305, Hostmark to NE Liberty
Urban Residential	Residential, medium to high-density areas in the core	Minor arterials and major collectors	1-3	25-35	Yes, 1 or 2 sides	Sidewalks, marked crossings, buffered or protected bike lanes	4 th Street NE, Jensen Way NE



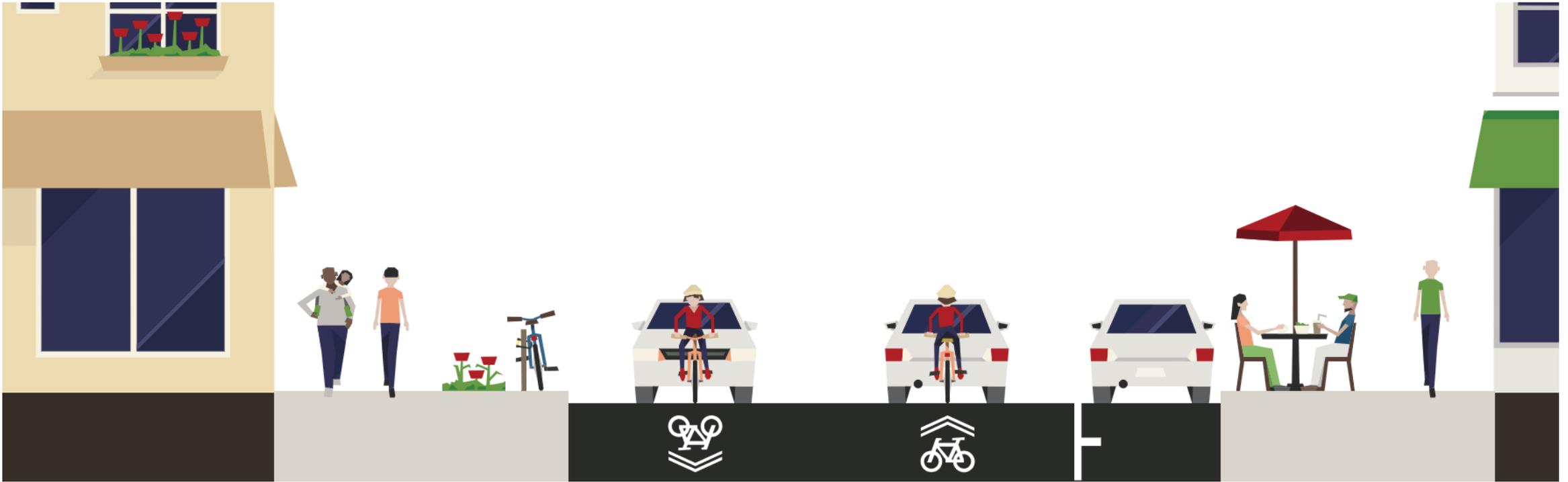
Poulsbo Typology Sketches

Typology	Land Use Context	Functional Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Complete Street Features	Potential Examples
Neighborhood Connector	Residential, medium-density areas outside the core	Major and minor collectors	2-3	15-35	No	Sidewalks, marked crossings, bike lanes or sharrows	Hostmark east of SR-305, Noll Rd NE
Neighborhood Residential	Residential, lower-density areas outside the core	Primarily Local, some minor collectors	1-2	10-25	Yes	Sidewalks, marked crossings, and sharrows	23 rd Ave NE, Sunrise Ridge Ave NE
Scenic Gateway	Rural, low-density areas near City limits	Arterial	2-3	35+	No	Separated shared-use path	SR-305 at City limits
Freight/ Industry Corridor	Manufacturing / Industrial / low-density	Major/minor arterials, major collectors	3-5	35-45	No	Sidewalks on 1 or 2 sides of the street, marked crossings	Viking Ave NW, Dauntless Dr NW



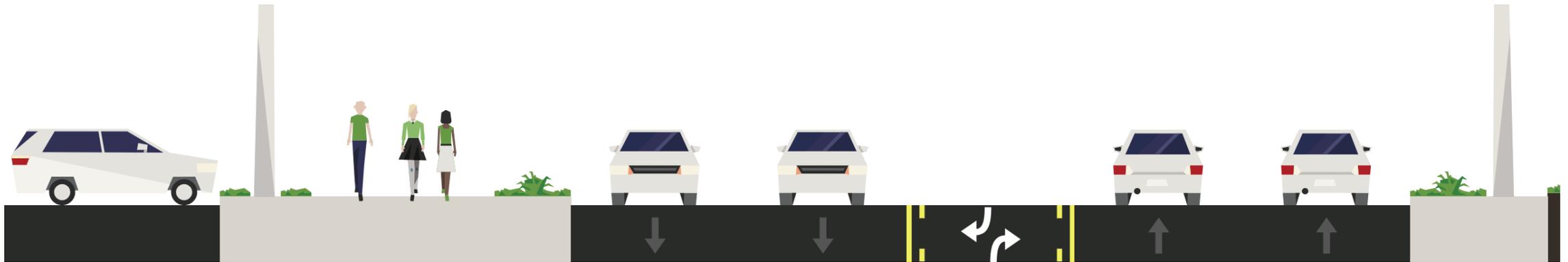
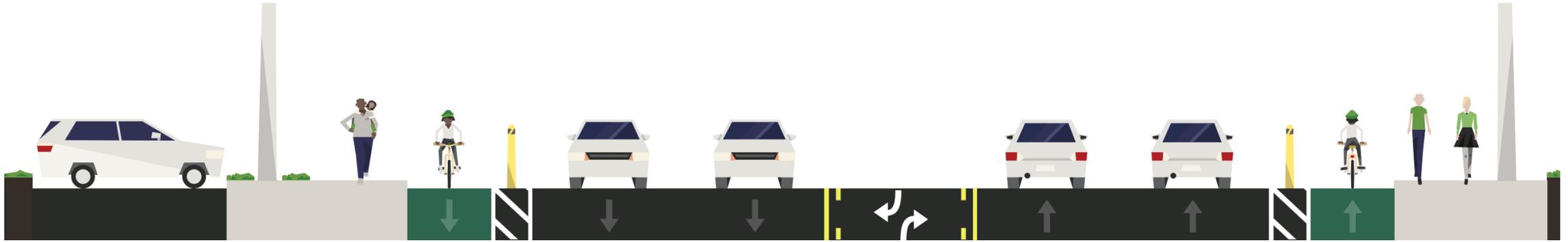
Main Street

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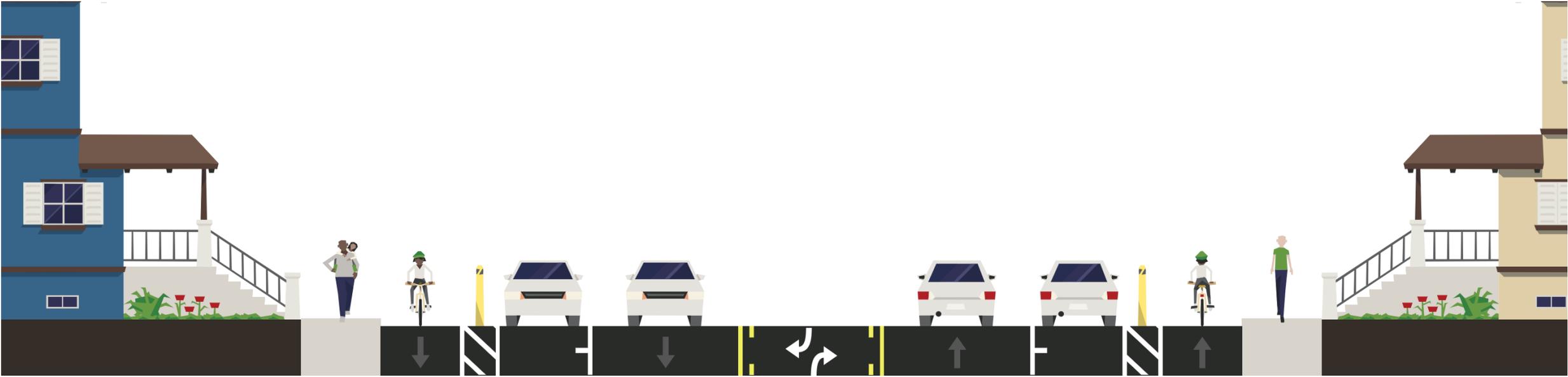
Urban Major Corridor

Typology	Land Use	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Complete Street Features	Potential Examples
Urban Major Corridor	Commercial, high to medium density major facilities through the core	Major Arterial	3-5	35 - 45	No	Buffered sidewalks, protected bike lanes, enhanced crossings	SR-305, Hostmark to NE Liberty



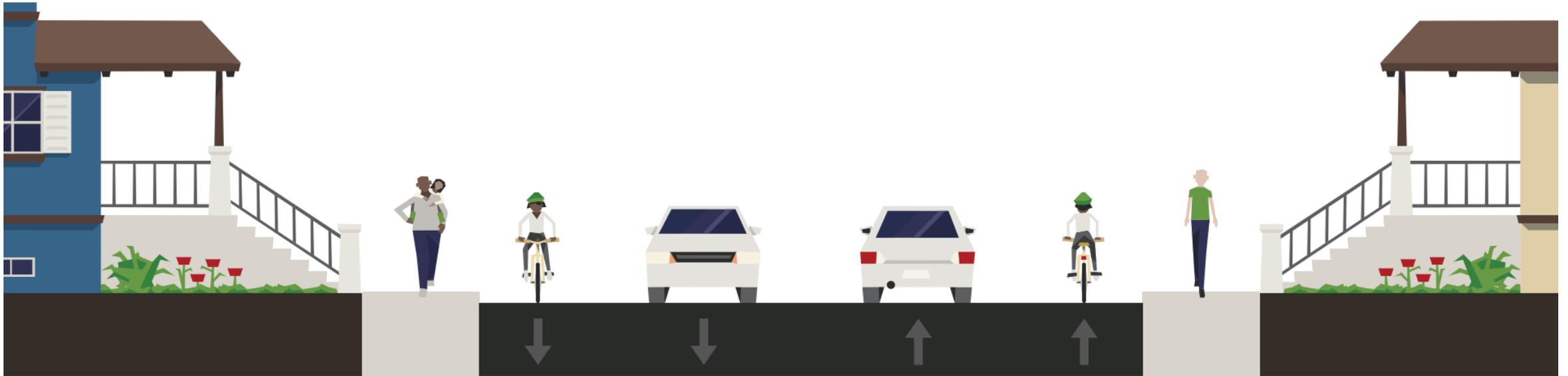
Urban Residential

Typology	Land Use	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Complete Street Features	Potential Examples
Urban Residential	Residential, medium to high-density areas in the core	Minor arterials and major collectors	1-3	25 - 35	Yes, 1 or 2 sides	Sidewalks, marked crossings, buffered or protected bike lanes	4 th Street NE, Jensen Way NE



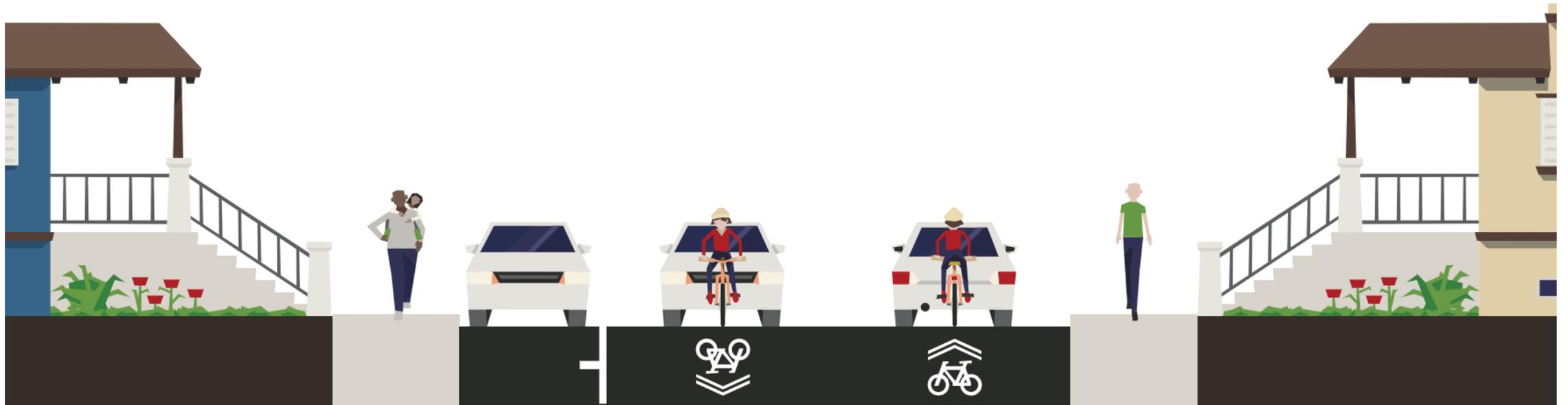
Neighborhood Connector

Typology	Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Complete Street Features	Potential Examples
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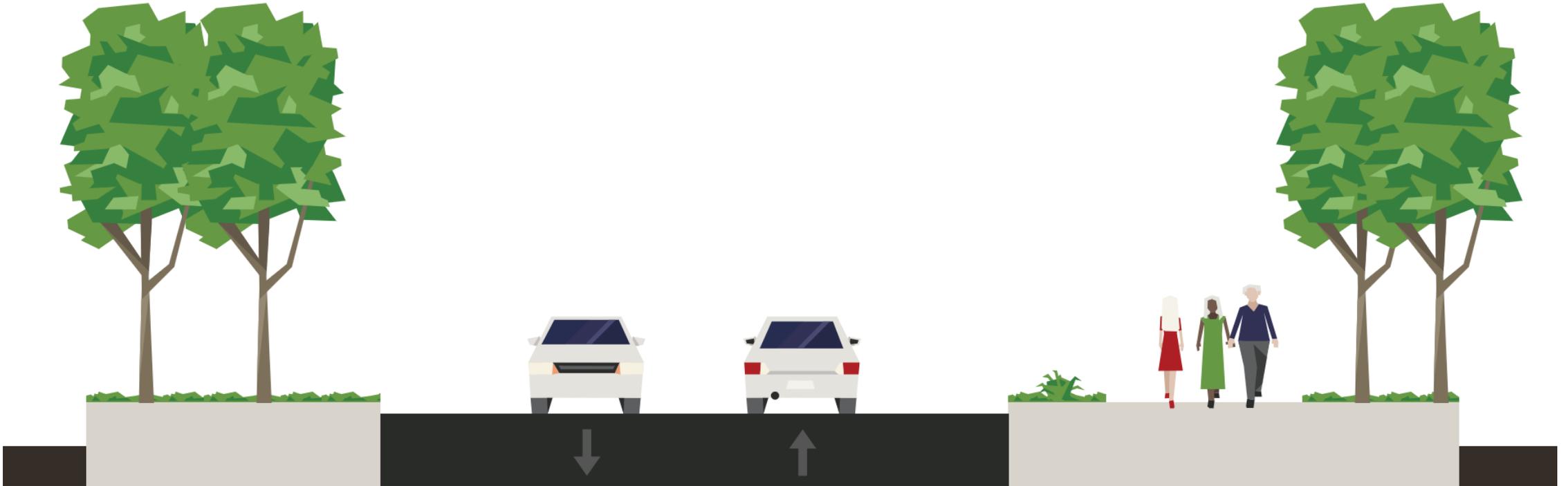
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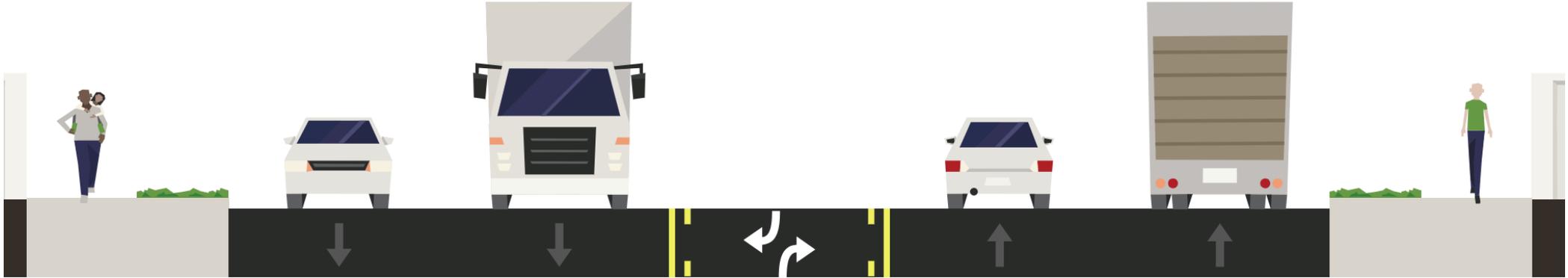
Scenic Gateway

Typology	Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Complete Street Features	Potential Examples
Scenic Gateway	Rural, low-density areas near City limits	Arterial	2-3	35+	No	Separated shared-use path	SR-305 at City limits



Freight Corridor

Typology	Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Complete Street Features	Potential Examples
Freight/ Industry Corridor	Manufacturing / Industrial / low-density	Major/minor arterials, major collectors	3-5	35-45	No	Sidewalks on 1 or 2 sides of the street, marked crossings	Viking Ave NW, Dauntless Dr NW



Discussion - Part 1

**What do
you think?**

- Are we on the right track?
- Are these the right typologies?
- Are we missing anything?
- Do you have ideas about particular streets in Poulsbo?

**URBAN MAJOR
CORRIDOR**

MAIN STREET

**URBAN
RESIDENTIAL**

**NEIGHBORHOOD
CONNECTOR**

**NEIGHBORHOOD
RESIDENTIAL**

SCENIC GATEWAY

**FREIGHT/
INDUSTRY**



Typology Exercise

Corridor Examples	Posted Speed	Desired Street Character	Desired LTS (1-4)	Key Ped. Ingredients	Key Bike Ingredients	Other key ingredients? Parking?
Fjord Drive, Hostmark to South City Limits						
Front Street, Bond to Hostmark						
NE Lincoln Road, east of SR-305						
Noll Road NE, Lincoln to South City Limits						
Viking Ave NW, SR-305 to South City Limits						

Discussion - Part 2

**What do
you think?**

- What are the essential ingredients for complete streets in different contexts?
- How much flexibility should we consider in our recipes?
- Of all the typology factors, what should drive our thinking regarding appropriate treatments for different types of streets?
- Anything else?

Posted Speed	Desired Street Character	Desired LTS (1-4)	Key Ped. Ingredients	Key Bike Ingredients	Other key ingredients? Parking?
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Timeline



- Next SC meeting in early 2024
- Draft Street Typologies to be completed this year
- Work to begin on Design Concepts in early 2024
- Draft Complete Streets Plan in Spring 2024

Next meeting:

- SC Input on refined Typologies and Draft design guidelines

Poulsbo Complete Streets Committee

Next Steps



POULSBO, WA

COMPLETE STREETS STAKEHOLDER COMMITTEE

THANK YOU!



POULSBO, WA

COMPLETE STREETS STAKEHOLDER COMMITTEE