

Poulsbo Complete Streets Stakeholder Meeting #2

November 30th
4:00pm-6:00pm

Overview

The Complete Streets Stakeholder Committee, City staff, and consultant team met for the second of three meetings to discuss planning efforts as part of the Complete Streets Plan. This meeting built on the foundation set during the first meeting and opened several opportunities to provide specific feedback. This document summarizes our notes from the meeting on the following topics:

1. Draft Goals and Objectives
2. Transportation Needs and Challenges
3. Typologies
4. Next Steps

Draft Goals and Objectives

After presenting a quick project refresher, the stakeholder committee moved into a discussion of each of the proposed goals and objectives. The team divided into groups of two or three to review the goals and objectives in smaller groups. After all goals have been reviewed, we regrouped as a larger committee to share feedback. The following subsections detail the feedback collected on each goal and objective.

(Goal 1) 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.

The committee recommended calling out specific options to improve safety including slowing vehicular traffic and incorporating sharrows where there is no

LOCATION:

Poulsbo City Hall

ATTENDEES:

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room for dedicated bicycle facilities. The committee also identified that Objective 1.2 should state that the system of on- and off-street paths would serve those walking, biking, and rolling for inclusivity and consistency with the other objectives.

(Goal 2) 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.

The committee did not have any recommendations for changes to Goal 2 or its associated objectives.

(Goal 3) 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.

The committee recommended changing the last portion of the goal to “all people within Poulsbo and connections outside City Limits” to include other nearby destinations. The committee discussed the importance of connections to destinations as the crux of the goal, as opposed to the current emphasis on the connections themselves. Some language suggested during the meeting included “connecting people to destinations including commercial, retail, and residential within and surrounding city limits.”

As a group, we spent some time discussing the language of “undeveloped areas” that is included in Objective 3.2. Many areas within city limits have already been developed and these areas should also be a focus of connections. However, the team recognizes that the development review process already includes an evaluation of multimodal connections. There may be some opportunities to wordsmith this language to include both types of areas.

(Goal 4) 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.

The committee had positive reactions to Goal 4. The only item to add to the goal would be to mention street amenities, including bike racks as a means of reducing the need for downtown parking.

(Goal 5) 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.

The committee identified that Objective 5.1 does not mention differently abled people as a vulnerable community. This language can be appended to the current list of vulnerable populations.

Overall Goals Notes:

Upon reviewing the goals and objectives, the Complete Streets Stakeholder Committee provided useful tweaks to the draft language. The committee also identified topics that are not adequately covered in the current set of goals and objectives. The topic that is missing is encouraging the opportunity for residents and visitors to be able to make a choice of what mode of transportation to use. At present, vehicles are the only viable option for transportation. The city should be creating a system that provides other options for transportation and encourages people to choose a mode of transportation other than a car.

Transportation Needs and Challenges

The study team and Stakeholder Committee engaged in a discussion of transportation needs and challenges within the City of Poulsbo. The discussion was framed by the following five questions:

- 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?

NE Hostmark Street was identified as a corridor facing challenges within the City. NE Hostmark Street currently has a hardened centerline from downtown to SR 305. This is a concern at the shopping center driveway, located on NE Hostmark Street, just west of SR 305. Vehicles exiting the parking lot sometimes make unsafe U-turns at the intersection or drive the wrong way down that side of the street until they reach a break in a barrier. This driveway is pictured in **Figure 1** and **Figure 2**.

Figure 1. Shopping center driveway on NE Hostmark Street at SR 305



Figure 2. NE Hostmark Street at SR-305



The intersection at 8th Avenue NE and NE Lincoln Road (NE Iverson Street) came up as another concerning intersection. There is no stop along NE Lincoln Road/NE Iverson Street) and the committee identified this location as one to improve for pedestrians. Currently there are orange flags for crossing. Additionally, the road curves and vehicles travel at fast speeds before realizing there is a crosswalk. The intersection is close to downtown and has lots of potential to become a bustling area, but it is currently an uncomfortable environment for people walking and rolling.

The final specific location discussed is the connection opportunities from 7th Avenue NE and 10th Avenue NE to Bond Road NE. There may be opportunities for an off-street path connection that would help connect the north side of Poulsbo to downtown.

Several people on the committee who bike brought up some concerns that are specific to biking. Bulb outs, which reduce crossing distances for pedestrians, force bikes to merge with traffic and swerve around the curb. Although these traffic calming measures aid in pedestrian safety, there may be some other options to consider for accommodating bikes and ensuring their safety. These bulb outs are particularly concerning along SR 305.

Temporary barriers are also an issue, including benches, planters, and signs that block the right of way. In some cases, signs that are supposed to be temporary have been left outside long term. These cause issues navigating the pedestrian space if it is limited. It would be critical to consider the width when placing barriers along sidewalks and paths.

The team discussed some potential options for the Complete Streets plan to address these concerns. The committee agreed that separating the sidewalk from vehicular traffic with a barrier or buffer makes the sidewalk more comfortable for people walking and rolling. NE Lindvig Way was brought to our attention

as an example of where there is no barrier between the vehicle travel lanes and the sidewalk. Conversion to a one-way street can provide extra space for sidewalks and bicycle facilities in areas where there is not currently space. 4th Avenue NE is one street with limited narrow sidewalks under current conditions and was proposed as a potential one-way conversion.

The overall takeaway from the needs and challenges discussion is that certain streets lend themselves to complete streets efforts more than others. It is critical to consider connections and network coverage to ensure that gaps are filled. In some circumstances, it may be more feasible to provide a facility on only one side. Poulsbo is a constantly changing city and the City has two distinct sets of characteristics in "old" and "new" Poulsbo. The newly developed areas in Poulsbo require off-street trails and connections. However, already developed "old" areas don't have as many opportunities for off-street connections and will have to focus on on-street elements. There will be different prioritization processes in each side of town to accommodate already developed areas.

Typologies

The final discussion during the second Stakeholder Committee meeting revolved around street typologies. The study team presented the following proposed typologies to include in the language of the plan:

- Urban Major Corridor
- Main Street
- Urban Residential
- Neighborhood Connector
- Neighborhood Residential
- Scenic Gateway
- Freight/Industry

The committee identified the "urban residential" typology as confusing as it does not intuitively address the sample corridors. The study team has gathered feedback on these typologies during the meeting and will be updating the proposed categories accordingly.

The committee determined that the typologies can be applied to sample streets in an aspirational manner, assigning streets to the typologies they hope to see in the future. Our team conducted a typology exercise to capture some sample streets. Notes on the typology exercise board are captured in **Figure 3**.

Figure 3. Typology Exercise Board

Corridor Examples	Posted Speed	Desired Street Character	Desired LTS 1-4	Key Pedestrian Ingredients	Key Bicycle Ingredients	Other Key Ingredients? On-Street Parking?
Fjord Drive, Hostmark to South City Limits	25	Permanent divider for Ped Path (grade separated)	1			COT thru Considerations (Safety measures)
Front Street, Bond to Hostmark			1			
NE Lincoln Rd, east of SR-305	25	"Urban Collector" Shared use path on opp side	1	Separated facilities		
Noll Rd NE, Lincoln to South City Limits			1			
Viking Ave NW, SR-305 to South City Limits		"Urban Collector" (residential)	2	ped islands		Add trees

Next Steps

The second Stakeholder Committee meeting provided the study team with useful suggestions for refining our efforts and identifying additional areas of focus.

The study team will work on updating goals and objectives based on Committee input as well as refining typologies and assigning them to the street network. The team will develop street typologies materials for the upcoming Stakeholder Committee meeting for discussion. Notes on transportation needs and challenges have been documented and will inform our next steps.



