

Stakeholder Meeting #3

Overview

The Complete Streets Stakeholder Committee, City staff, and consultant team met for the third time to discuss planning efforts as part of the Complete Streets Plan. The goal of this meeting was to dive deeper into the typologies to evaluate how well they align with the City’s goals. This document summarizes our notes from the meeting on the following topics:

- 1. Updated Street Typologies
- 2. Evaluation Criteria
- 3. Next Steps

Updated Street Typologies

After providing a quick project refresher and summary of the previous meeting, the study team presented revised versions of street typologies, reflecting the feedback collected during the last meeting. The presentation of updated typologies transitioned into a discussion of how the typologies should be applied in Poulsbo.

The team divided into groups of two to review the proposed complete streets network map and draw on their own blank map to highlight segments that should be changed and/or prioritized. After about ten minutes, we regrouped as a larger committee to share feedback. The first draft of the complete streets network that was presented to the Committee is shown in **Figure 1**. Comments and thoughts on the complete streets network as expressed by the Committee are organized below by typology.

February 6th
4:00pm-6:00pm

LOCATION:
Poulsbo City Hall

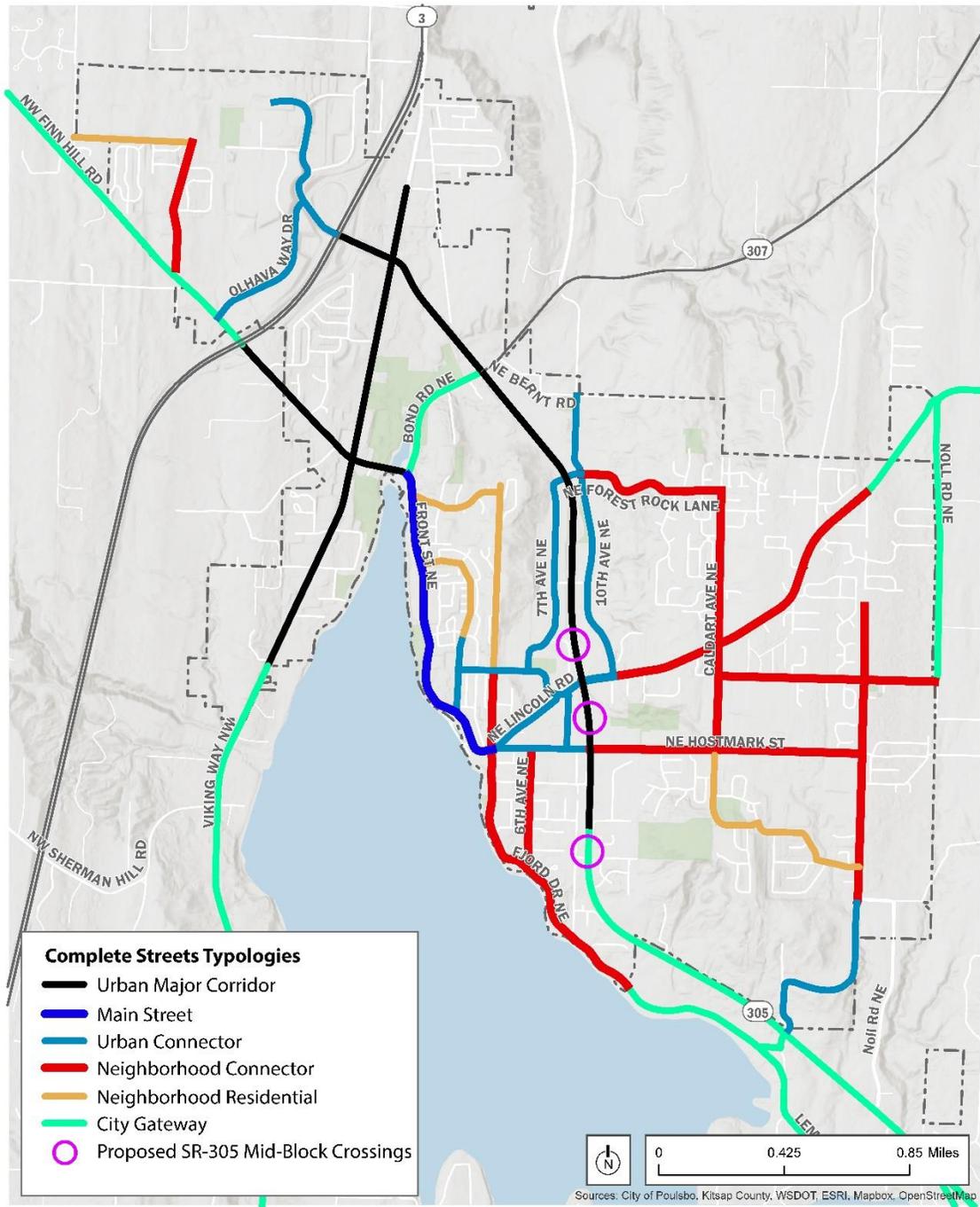
ATTENDEES:

Karla Boughton
Josh Ranes

Angie Bartlett
April Ziemann
Britt Livdahl
Ed Coviello
Mielyn Jeske
Rudy Baum

Alex Atchison
Eddie Montejo
Sydney Weisman

Figure 1. Complete Streets Draft Network Map



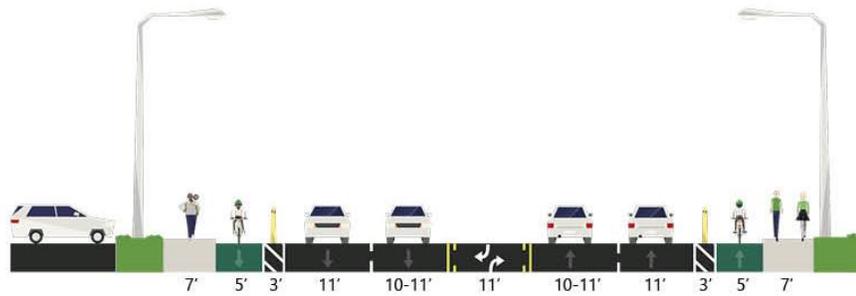
Poulsbo Complete Streets - Draft Network

Urban Major Corridor

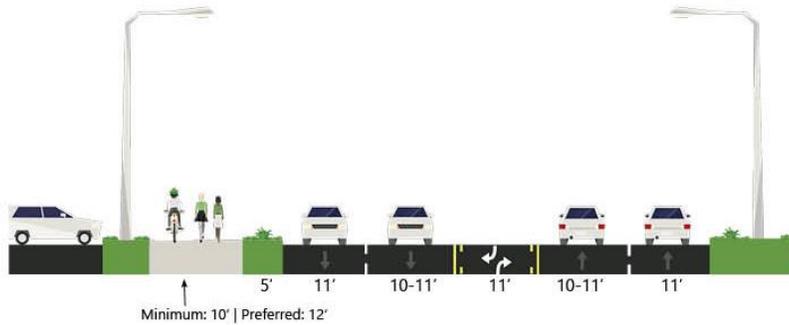
Most of our discussion revolved around the Urban Major Corridor typology. The three cross sections presented under this typology are displayed in **Figure 2**.

Figure 2. Urban Major Corridor Cross Sections

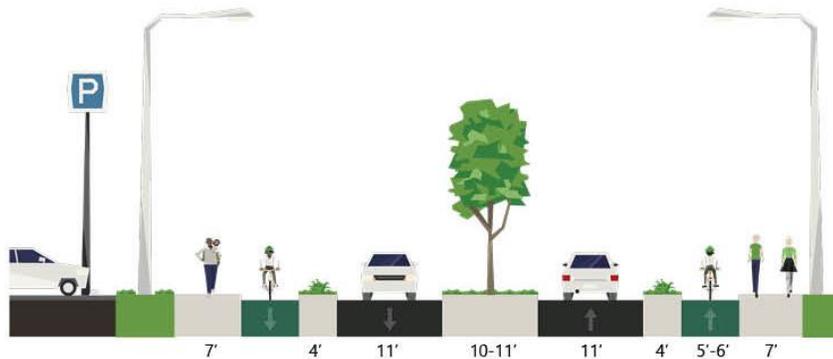
Option 1: Protected bike lanes and sidewalks on both sides



Option 2: Shared use path on one side of the roadway



3 Lane Configuration



SR 305 was identified as one of the main Urban Major Corridors that runs through Poulsbo. There is a desire to incorporate more pedestrian amenities along this corridor, including landscape buffers and pedestrian-scale lighting. The Committee also discussed opportunities to incorporate business access and transit (BAT) lanes along SR 305 to remove buses from general traffic and improve transit speed and reliability. Several sections of SR 305 incorporate high occupancy vehicle lanes along the right side in the direction of travel. These lanes could be repurposed to serve as BAT lanes instead and slow traffic adjacent to sidewalks.

Viking Avenue NW was proposed as another Urban Major Corridor in the City. However, the Committee identified that SR 3 would serve the fast-moving, high-volume needs traveling north/south on the west side of Poulsbo instead of Viking Avenue NW. The team recommended removing Viking Avenue NW from this designation and shifting it to Urban Connector.

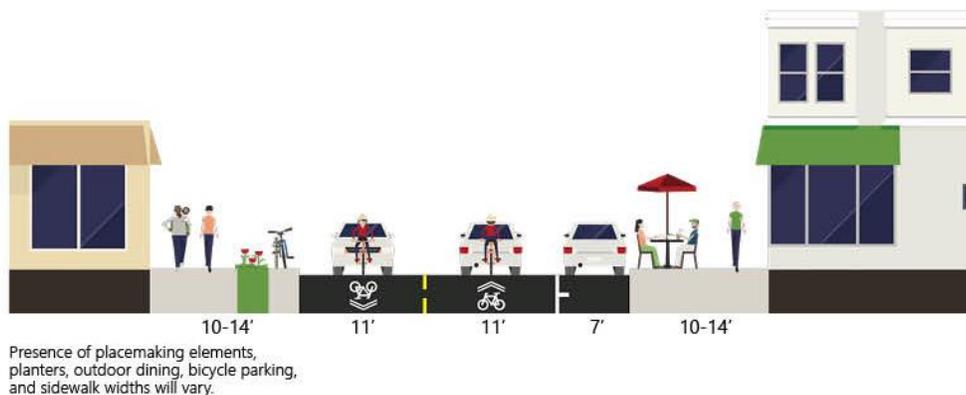
NW Lindvig Way from Bond Road NE to Viking Avenue NW (including the bridge) shouldn't fit the typology of Urban Major Corridor. This is a key corridor to crossing town safely and the speeds should not be rapid along this key connection point.

Several updates were discussed related to the overall Urban Major Corridor typology. There was an emphasis on prioritizing safe pedestrian crossings along streets with the wide cross sections associated with Urban Major Corridors. Under current conditions, the Committee identified that crossing SR-305 as a pedestrian is not comfortable. Although the typologies generally reference the cross sections, and not intersection treatments, the committee suggested incorporating intersection elements into the typology. The Committee also recommended removing the Option 3 cross section from this typology. Instead, Option 3 would fit better under Urban Connector.

Main Street

The cross section identified for the Main Street typology is displayed in **Figure 3**.

Figure 3. Main Street Cross Section

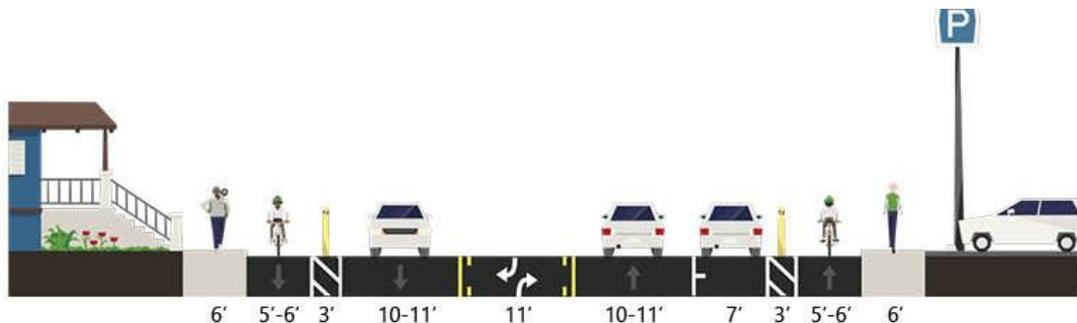


Front Street NE is the only Main Street typology proposed in the complete streets network. It is a major pedestrian activity area with slower-moving traffic and a high concentration of destinations. On the proposed map, the Main Street segment stretches north to Bond Road NE. The Committee noted that Front Street NE is not a Main Street north of Marth & Mary Health and Rehab Center, where the street cross section changes into a City Gateway typology.

Urban Connector

The Urban Connection typology prompted a lot of discussions. The cross section for Urban Connector is displayed in **Figure 4**.

Figure 4. Urban Connector Cross Section



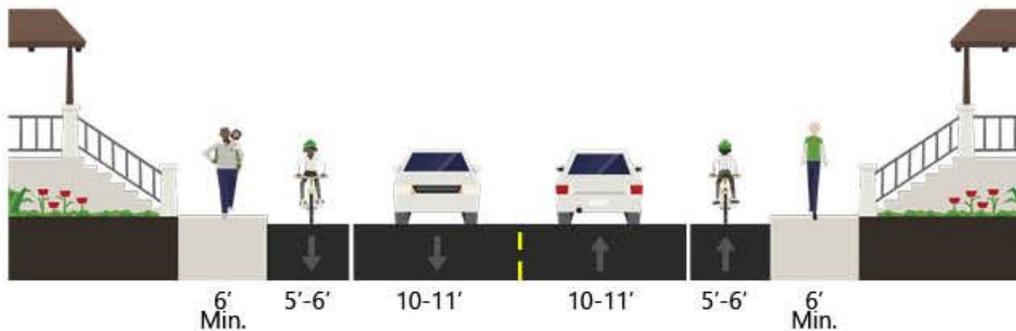
The Committee recommended shifting the section of NW Finn Hill Road that is currently listed as Urban Major Corridor to the Urban Connector designation. This would better align with the current and desired cross section along that segment.

As mentioned above in the Urban Major Corridor section, the Committee recommended removing Urban Major Corridor Option 3 (with a planted median) from that typology and moving it to Urban Connector as Option 2. This would notably apply to Viking Avenue NW, which is a blend between Urban Major Corridor with the landscaped median and Urban Connector. If the cross section with the planted median shifted to Urban Connector, this cross section would better fit the desired use along Viking Avenue NW. With this shift in cross sections, all segments along Viking Avenue NW currently shown as Urban Major Corridor can change to Urban Connector.

Neighborhood Connector

The Neighborhood Connector cross section is displayed in **Figure 5**.

Figure 5. Neighborhood Connector Cross Section

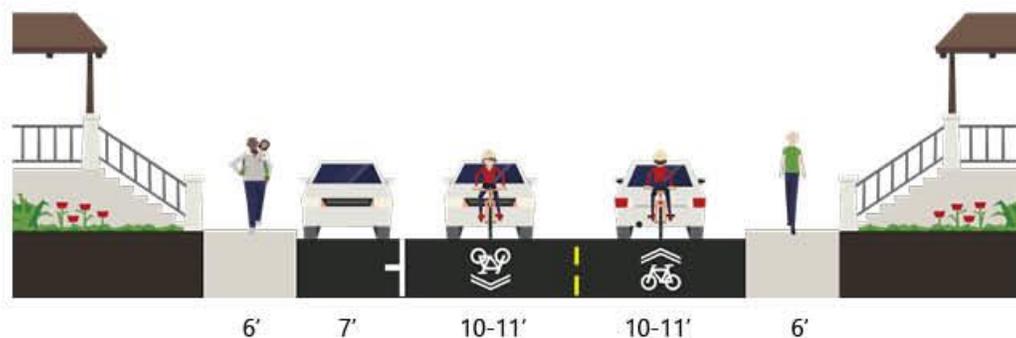


This typology did not prompt much discussion. It seems that Neighborhood Connector designations accurately apply to currently proposed segments. The Committee, however, provided positive feedback on its designated slow speeds of 15-25 miles per hour.

Neighborhood Residential

The Neighborhood Residential cross section is displayed in **Figure 6**.

Figure 6. Neighborhood Residential Cross Section

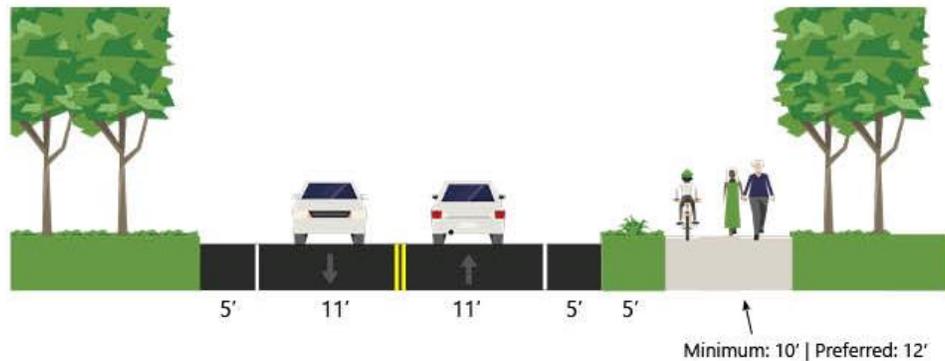


The Committee did not have comments or concerns with the Neighborhood Residential typology cross section or segments.

City Gateway

The cross section designated as City Gateway is displayed in **Figure 7**.

Figure 7. City Gateway Cross Section



As mentioned in the Main Street typology section, Front Street NE may not need to be listed as a Main Street typology for the entire segment stretching north to Bond Road NE. Instead, Front Street NE north of the Marth & Mary Health and Rehab Center functions as a City Gateway. However, that stretch of roadway includes parking, which is not included in the City Gateway cross section. The Committee proposed adding the Neighborhood Connector cross section as a City Gateway cross section Option 2 and designating the northern portion of Front Street NE as City Gateway using that cross section.

Complete Streets Priorities

In addition to identifying typology concerns during the group activity, the Stakeholder Committee also highlighted priority areas on their maps. The priorities that repeatedly arose included the following locations and focus areas:

- SR 305: Improve pedestrian crossings
- Viking Avenue NW: change to Urban Connector
- NW Finn Hill Road/NW Lindvig Way: change to Urban Connector

Typologies Exercise Takeaways and Documentation

The Committee members took notes on their own individual maps, which are included in **Figure 8-12**. The group discussion comments are summarized in **Figure 13**.

Figure 8. Activity Map A

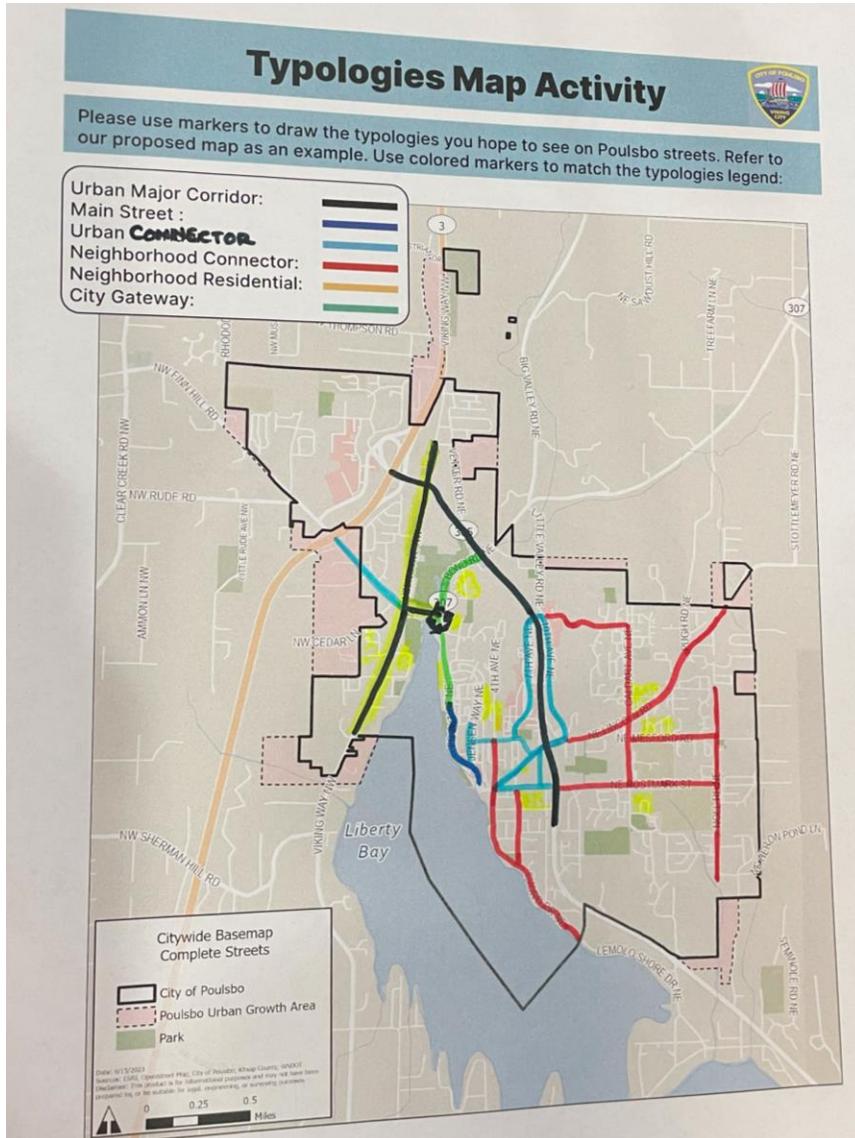


Figure 9. Activity Map B

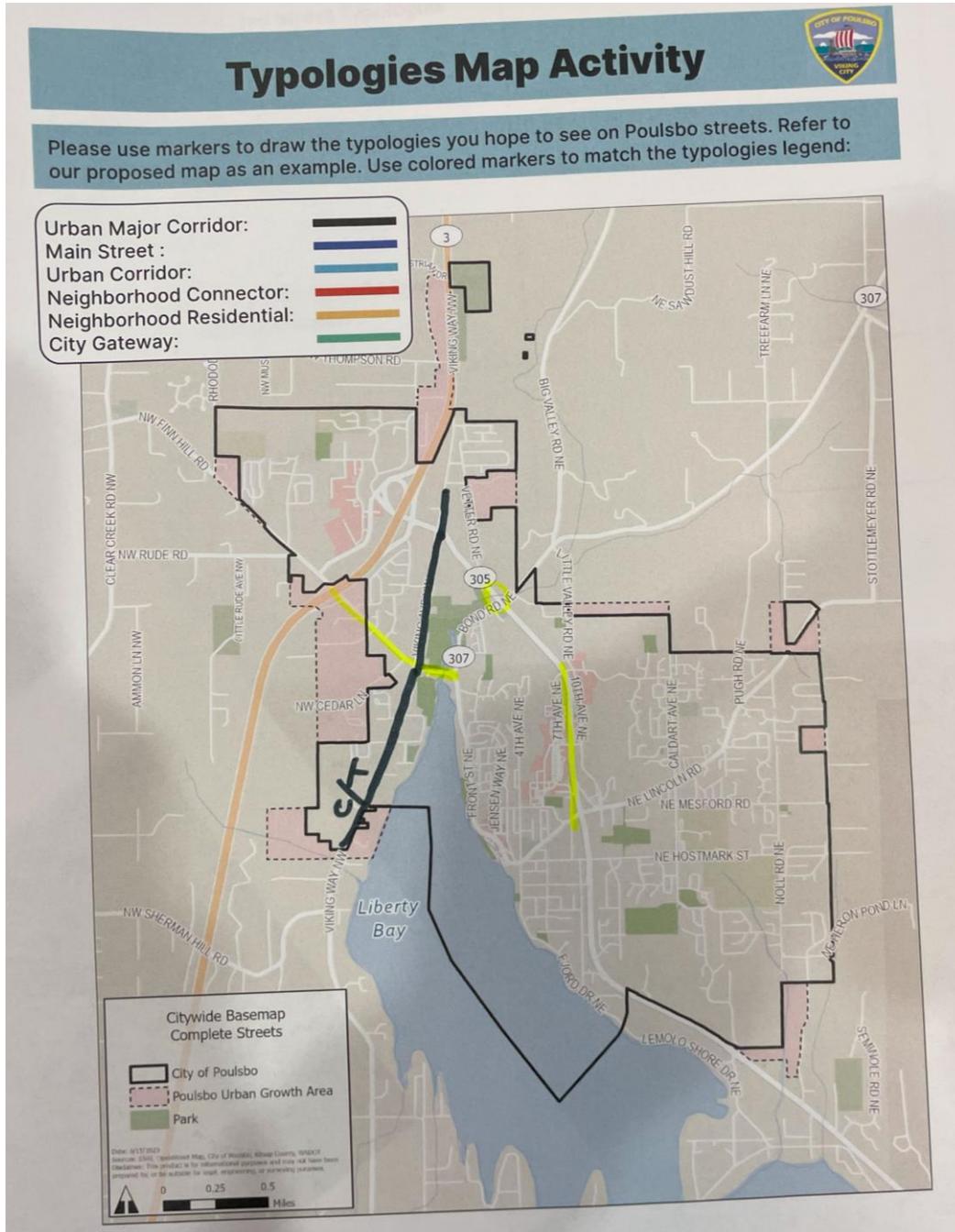


Figure 10. Activity Map C

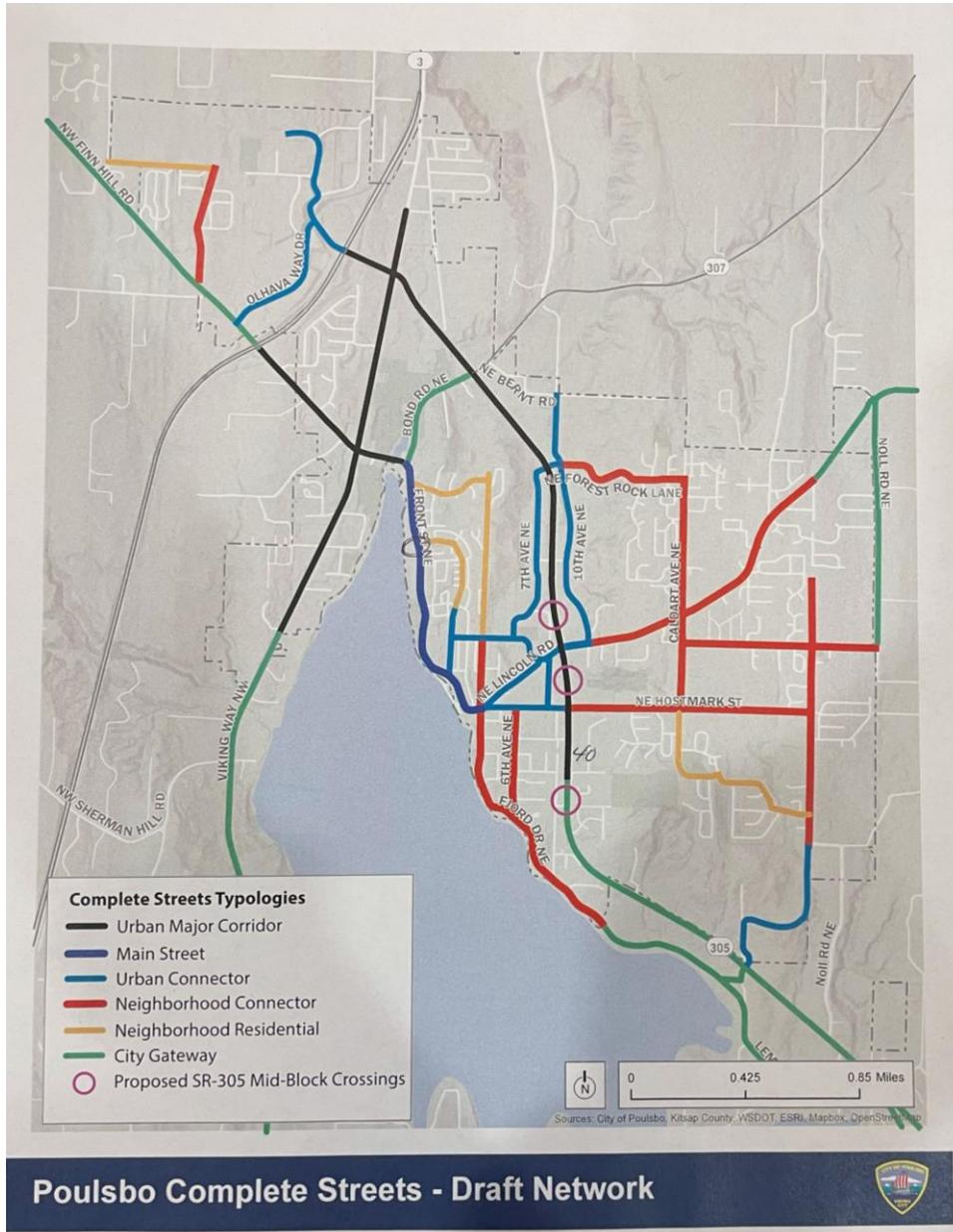


Figure 11. Activity Map D

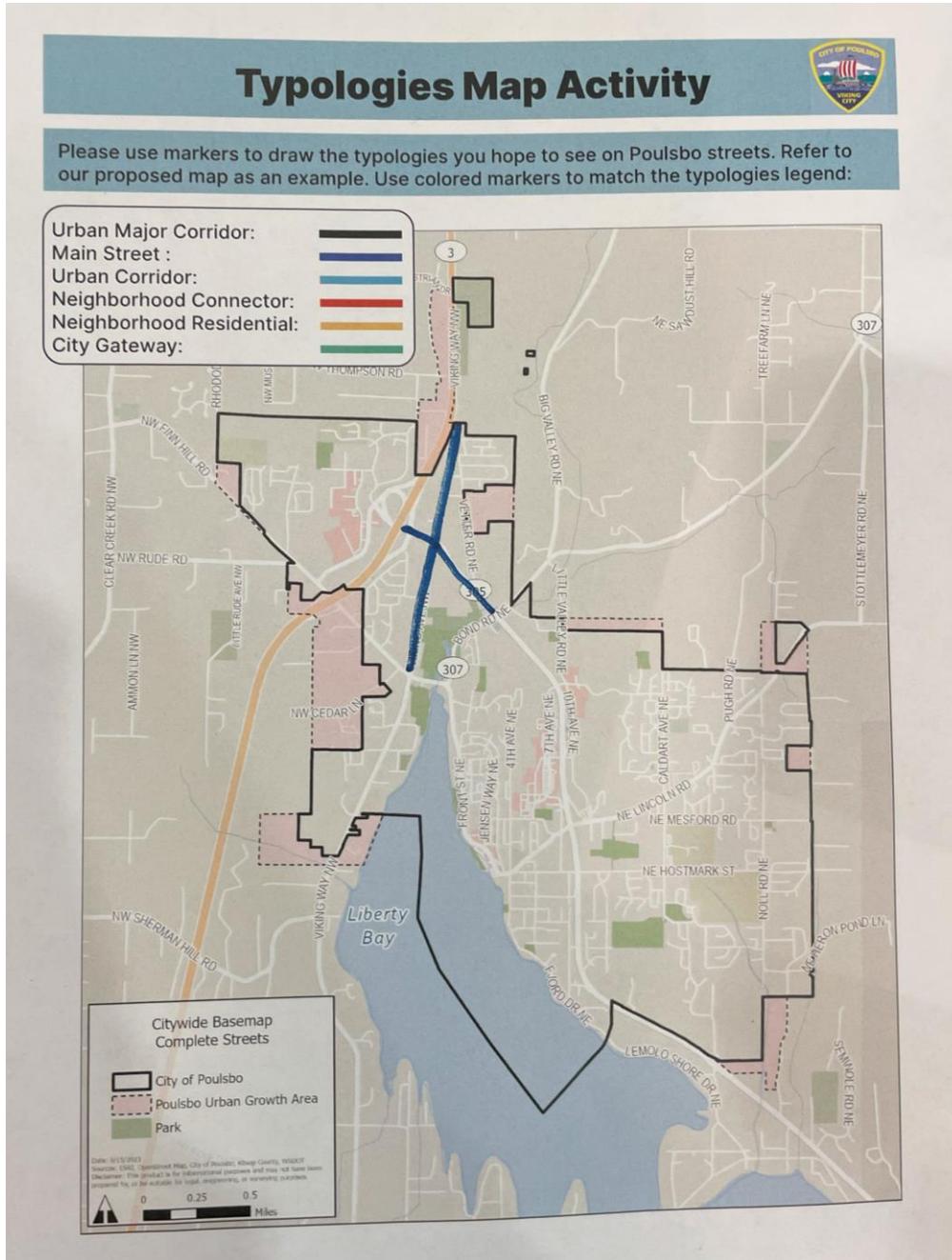


Figure 12. Activity Map E

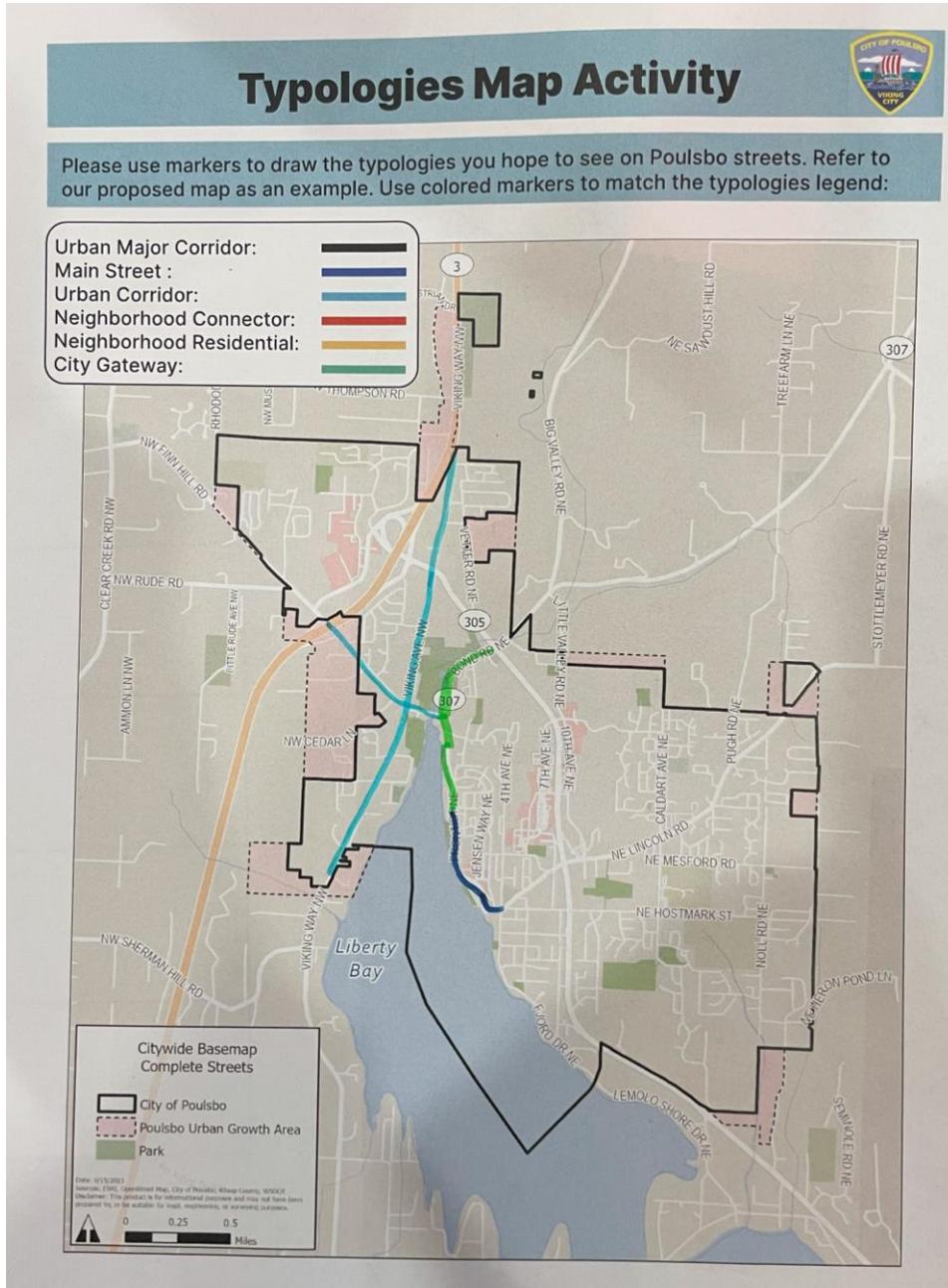
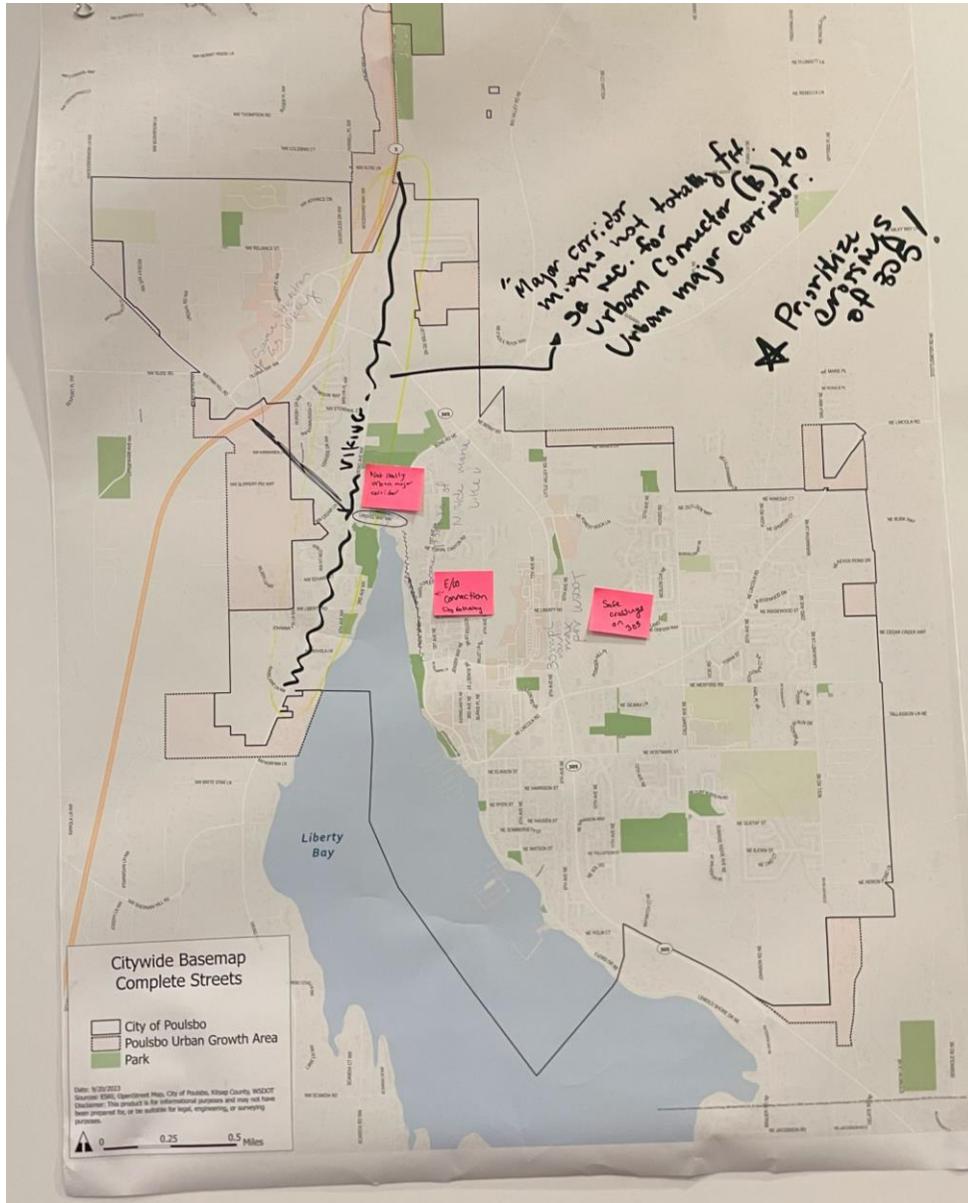


Figure 13. Group Synthesis Comments



Evaluation Criteria

The study team presented proposed evaluation criteria for each of the five goals discussed with the Committee in the previous meetings. The five goals and associated evaluation criteria are listed below in **Table 1**. These criteria would be paired with input from the community, including both the Stakeholder Committee and the public. Projects that pass through the evaluation criteria would need to balance technical considerations, cost, and community desires for the City’s future complete streets network.

Table 1. Draft Evaluation Criteria - Goals

Goal	Evaluation Criteria	Description
<p>#1: Safety: Provide a safe and reliable transportation system for all people and all travel modes.</p>	<ul style="list-style-type: none"> High-crash locations or known safety hotspots 	<ul style="list-style-type: none"> Prioritize projects in places where safety issues are known. Consider historical crash data and local knowledge from community members. Consider projects that meaningfully address known safety issues.
<p>#2: Serve All Ages and Abilities: Ensure improvements to the pedestrian and bicycle network serve people of all ages and abilities.</p>	<ul style="list-style-type: none"> Pedestrian and Bicycle Level of Traffic Stress (LTS) Potential to serve children, less confident riders, and people with mobility challenges 	<ul style="list-style-type: none"> Prioritize projects in places with the highest current levels of traffic stress for pedestrians and bicyclists. Consider projects that have the highest potential to meaningfully improve LTS scores along given roadways.
<p>#3: Connectivity: Develop and maintain an interconnected, multimodal transportation network that connects all people within Pousbo.</p>	<ul style="list-style-type: none"> Multimodal network gaps Network gaps 	<ul style="list-style-type: none"> Prioritize projects that reduce or eliminate network and modal gaps in the City’s transportation system Identify crossing improvements that link together proposed complete street improvements

<p>#4: Community Vitality: Improve access for Pouslbo’s residents, workers, and visitors to jobs, services, and destinations within and around Pouslbo.</p>	<ul style="list-style-type: none"> Proximity and/or access to key destinations 	<ul style="list-style-type: none"> Prioritize projects that increase safe access and connectivity to key destinations such as schools, employment centers, community centers, and social services
<p>#5: Equity: Implement complete streets that work for everyone in Pouslbo, serve people who have fewer travel options, and address the needs of people who use mobility devices.</p>	<ul style="list-style-type: none"> Demographic data and impact to vulnerable communities Impact to key destinations that serve vulnerable communities 	<ul style="list-style-type: none"> Prioritize projects that address the needs of vulnerable communities such as children, older adults, people of color, low-income populations, people with mobility challenges, and those without access to a personal vehicle

The Stakeholder Committee discussed possible changes to the Safety criteria to incorporate more than collision points. This could include level of traffic stress (LTS) designations and/or locations with limited facilities for vulnerable road users. Safety is a critical value and concern even if there are not many collisions reported in the City of Pouslbo.

The discussion of All Ages and Abilities criteria resulted in a recommendation to evaluate the mix of low stress and all ages and abilities facilities within the LTS network. This ties into Connectivity and Community Vitality criteria.

As part of the Equity goal, the Committee discussed health ramifications of transportation facilities and the possibility of incorporating health data into the equity metrics. Additionally, data on people with mobility limitations is available for the county and can be incorporated as a health metric.

Overall, the Committee had positive reactions to the proposed evaluation criteria and the study team will tweak the criteria to reflect our discussions.

Next Steps

The third Stakeholder Committee meeting provided the study team with useful tweaks to the typologies as well as insight on how to effectively apply the typologies to create the desired complete streets network.

Based on our discussions, several updates will be made to the typology cross sections, and they will be applied accordingly to the street network. Once updated, the team will be conducting public outreach using an online open house tool and synthesize prior work with community input to formulate a draft

plan. Our next Stakeholder Committee meeting will include a review of the draft plan. The draft version will be shared with the committee two weeks prior to our next meeting in late April.



