

# Stakeholder Meeting #5

## Overview

The Complete Streets Stakeholder Committee, City staff, and consultant team met for the fifth time to review the draft plan content. The goal of this meeting was to recap progress, review the draft plan, and discuss any concerns or gaps. This document summarizes our notes from the meeting on the following topics:

1. WSDOT Coordination Recap
2. Project List Discussion
3. Next Steps

## WSDOT Coordination Recap

During the Stakeholder Committee meeting, the project team provided an update on a discussion with WSDOT. The meeting was held to coordinate recommendations for projects along SR-305. There were approximately four WSDOT staff who joined the meeting with the project team to review the Complete Streets plan's project recommendations along SR-305. Prior to this meeting, WSDOT staff have not yet weighed in on the SR-305 projects.

The project team presented cross sections and mid-block crossing locations to WSDOT staff. WSDOT recommended conducting additional outreach to gather feedback to ensure that the mid-block crossings are in the optimal location prior to moving forward. The project team also presented the option of lowering speeds along the corridor. WSDOT staff were receptive and supportive of this idea, however, changes to speed limits would need to undergo a formal approval process with WSDOT staff. Narrowing lanes were also discussed as an option for providing additional facility types along the corridor. WSDOT staff did not support 10ft lane widths, but they were open to considering lane narrowing to a certain degree. WSDOT was also open to discussing the removal of HOV lanes to provide additional facilities, but there was more hesitation on this front. Currently, WSDOT strongly supports HOV lanes and removing them could be seen as a step backwards. If this would be considered, the HOV lane would need to be repurposed as a transit priority lane.

July 11<sup>th</sup>  
4:00pm-6:00pm

## LOCATION:

Poulsbo City Hall

## ATTENDEES:

Karla Boughton  
Josh Ranes

Rudy Baum  
Rick Eckhart  
Mielyn Jeske  
Nikole Coleman  
Britt Livdahl  
Ed Coviello  
April Zieman

Alex Atchison  
Eddie Montejo  
Sydney Weisman

Overall, the conversation was productive and provided direction for future coordination. WSDOT is incorporating complete streets elements on all project work, so these revisions to SR-305 would generally align with WSDOT goals. However, SR-305 is not a high-priority state route for WSDOT attention. WSDOT recommended reviewing parallel routes of 10<sup>th</sup> Avenue NE and 7<sup>th</sup> Avenue NE for improvements as well as alternative complete streets elements on SR-305.

### **Project List Discussion**

Discussions about the draft plan were focused on the project list to ensure that the projects accurately address transportation needs and challenges in the City of Poulsbo. A map of recommended projects presented during the meeting is included in **Figure 1**.

Figure 1. Map of Recommended Projects



# Poulsbo Complete Streets - Recommended Projects



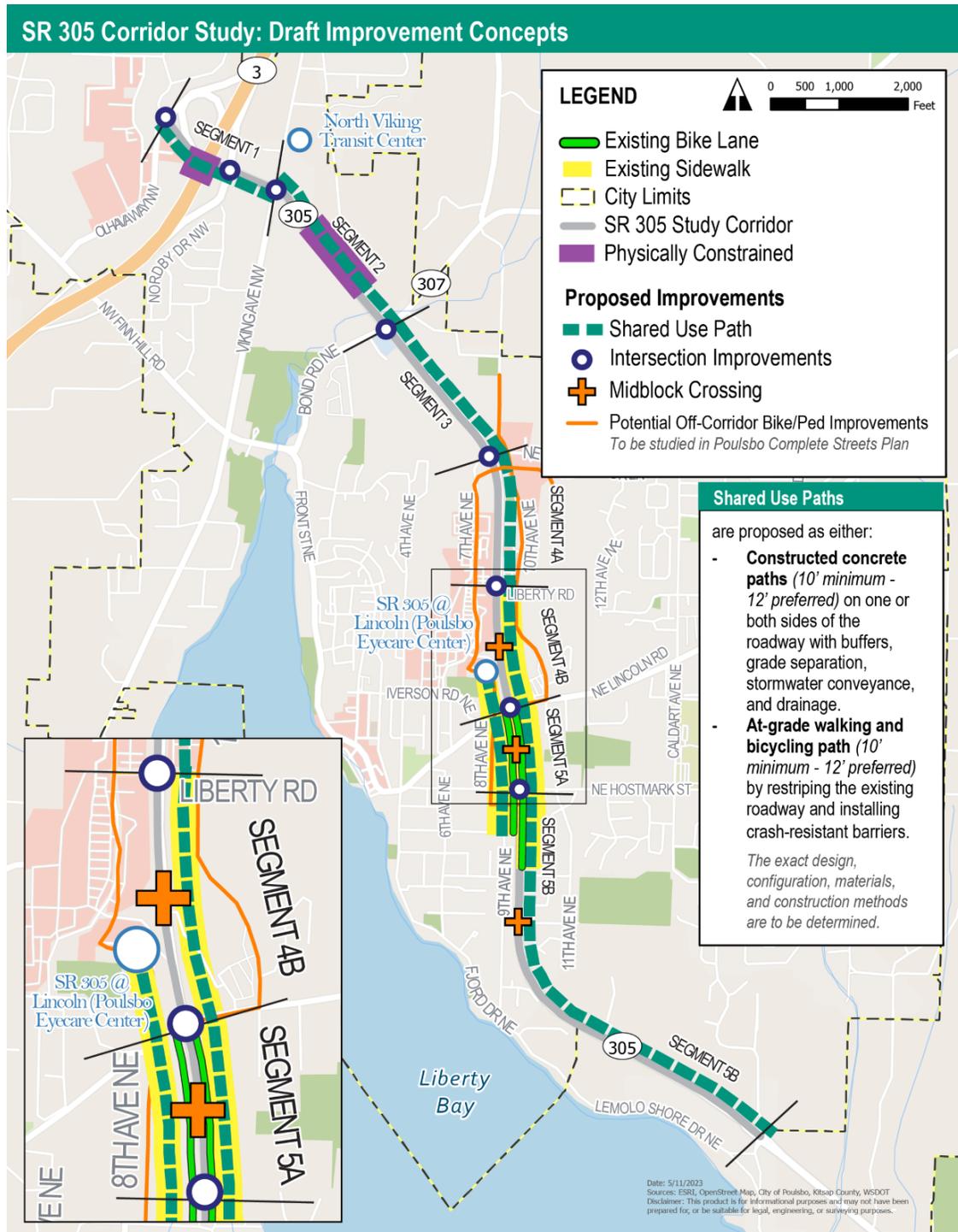
The following sections are broken out by discussion topic: project specifics, prioritization, funding, and overarching feedback.

### *Project Specifics*

The Stakeholder Committee has identified several revisions and provided context for specific projects. The Committee flagged Project 2 (8<sup>th</sup> Ave NE – NE Iverson St to NE Hostmark St) as being misaligned on the map. The segment is shown on 4<sup>th</sup> Ave NE and should shift to 8<sup>th</sup> Ave NE. Discussions during our meeting noted that the Nordic Cottages affordable housing project on NE Lincoln Rd will be breaking ground in Poulsbo in the next two months. With this housing project in mind, there may be a potential to link this critical equity work with Project 4 (NE Lincoln Rd – NE Iverson St to NE Hostmark St) or SR-305 projects. The Committee also spent time discussing Project 6 (Fjord Dr NE – 6<sup>th</sup> Ave NE to 9<sup>th</sup> Ave NE). Project 6 requires an update to its southern extent in the project name; the project should stretch to the southern city limits instead of 9<sup>th</sup> Ave NE. The map, however, correctly displays the extents of Project 6. This area is particularly interesting as there are many sidewalk gaps caused by the Local Improvement District (LID) that did not pass in the neighborhood. Although there are many opportunities along Fjord Dr NE to make improvements, this project could shift to a moderate priority/long-term given there was a recent project on the corridor and growth is not focused in the area. Finally, Project 10 (Viking Ave NW – NW Lindvig Way to southern city limits) should be adjusted to a near-term project and Project 11 (Front St NE – NE Sunset St to 8<sup>th</sup> Ave NE) should switch to mid-term. These timeframes may shift given construction feasibility, but the Committee identified this realistic swap in timeline/priority.

SR-305 projects were presented separately from the other Complete Streets projects (see **Figure 2**). The Committee recommended integrating SR-305 improvements into the Complete Streets project map for better comprehension of project coverage across Poulsbo. There was some concern surrounding the southern mid-block crossing on SR-305 near NE Tollefson St. Vehicles travel fast when driving south through the intersection of SR-305 and Hostmark. Additionally, it is just around a curve that impacts sight distance for cars traveling north on SR-305. Further analysis of mid-block crossing locations may be required to ensure safety and optimization.

Figure 2. Map of Recommended SR -305 Projects



The Stakeholder Committee flagged that there was a fatality on Front St NE at Liberty Bay Auto. Upon further review, the project team found that the fatality occurred during 2017 and the collision data presented includes data after 2018. No further action is needed to accurately capture collision data.

In general, the Stakeholder Committee recommended the evaluation of quick-build or pilot projects to test out options prior to committing significant funding.

### *Prioritization*

The Stakeholder Committee noted that nine of the eleven projects are considered “high priority” and questioned if some can drop to “moderate priority” to streamline and balance prioritization. This occurred because the project team decided to remove the lower priority projects from the list and keep only critical projects. There may be a challenge for prioritization down the line since all projects on the list are important. One approach would be to reclassify projects by “phase” as opposed to “priority level.” These phases would show what projects would precede others. Another option would be to add in some of the “lower priority” projects that can be on a longer-term project list. Additionally, the Committee identified a pattern in location of priority projects. Streets away from downtown were all considered lower priority. This is likely due to lower levels of traffic, fewer collisions, and newer construction that includes presence of sidewalk facilities under existing conditions. Providing this context may aid residents in understanding why the central areas often take on a higher priority.

### *Funding*

It is critical to connect project list development with a realistic outlook on cost and funding. The Committee was pleased to see the cost estimates for the project list as the list can accomplish many important efforts with a relatively limited cost. Funds for public works improvements are very constrained. However, the City can look for opportunities to have co-benefits for Complete Streets projects when utility projects are underway. For example, a water main replacement is needed on Front Street and this replacement is being delayed slightly to pair with a street project. Local Improvement Districts (LIDs) and grants can also be used to fund the project list. Although LIDs were the primary source for infrastructure improvements in Poulsbo in the 1970s, Poulsbo has not utilized a LID since the early 1990s. To get funding through LIDs, a supermajority of landowners must agree to tax themselves, which can be challenging to accomplish. An LID was proposed along Fjord Dr more recently than 1990, but the measure did not pass. There are also a variety of grants that Poulsbo can tap into for funding if projects from the Complete Streets plan fit into the TIP. If a funding source became available, the City can apply for grant funding and use it for any “Complete Streets” project. The TIP includes a catch-all for “complete streets projects” that could likely apply to any projects identified in this planning process. Some grant sources include Safe Routes to School, WSDOT, PSRC Transportation Improvement Program, and Kitsap Regional Council. PSRC spends about \$300M annually on their Transportation Improvement Program, however the funds can be quite competitive. Kitsap Regional Council’s county funding is slightly less competitive than the PSRC program.

### Overarching Feedback

Overall, the Stakeholder Committee shared that the report does a good job of capturing our planning process and previous discussions. The projects are generally located in areas where code amendments allow for additional growth, so expected development and projects generally align. One concern is the project prioritization system, as most projects are top priority. One suggestion would be to prioritize projects that have funding lined up to complete the attainable projects first. The Committee is particularly excited about safety impact projects (Projects 1, 3, 8, and 9) and projects that extend to the east side of town (Project 10).

### Next Steps

Following the final Complete Streets Stakeholder Committee meeting, the project team will incorporate the last portion of feedback into the plan before moving forward with presenting the plan to City Council. The Complete Streets plan will be addressed by City Council as part of the transportation section of the Comprehensive plan.

Over the past 10 months, the Stakeholder Committee has provided substantial feedback that guided the project team in developing the Complete Streets plan. Thank you to all Stakeholder Committee members for sharing your time with the project and participating in lively discussions. Your commitment to the City of Poulsbo and its planning process has helped ensure that the plan addresses the transportation needs and desires of community members. Thank you so much for your time and enthusiasm throughout the planning process.

