

City of Poulsbo



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CITY OF POULSBO PARKS AND RECREATION COMMISSION NOTICE OF CHANGE OF MEETING DATE

NOTICE IS GIVEN that the regular meeting of the Poulsbo Parks and Recreation Commission meeting scheduled for Monday, April 23, 2018, will instead be held on Monday, April 30, 2018, 7:00pm in the City Council Chambers at Poulsbo City Hall. The agenda is attached.

Mary McCluskey

Mary McCluskey, Director
Parks and Recreation Department

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Poulsbo Parks and Recreation Commission
City Hall – 200 NE Moe Street
City Council Chambers

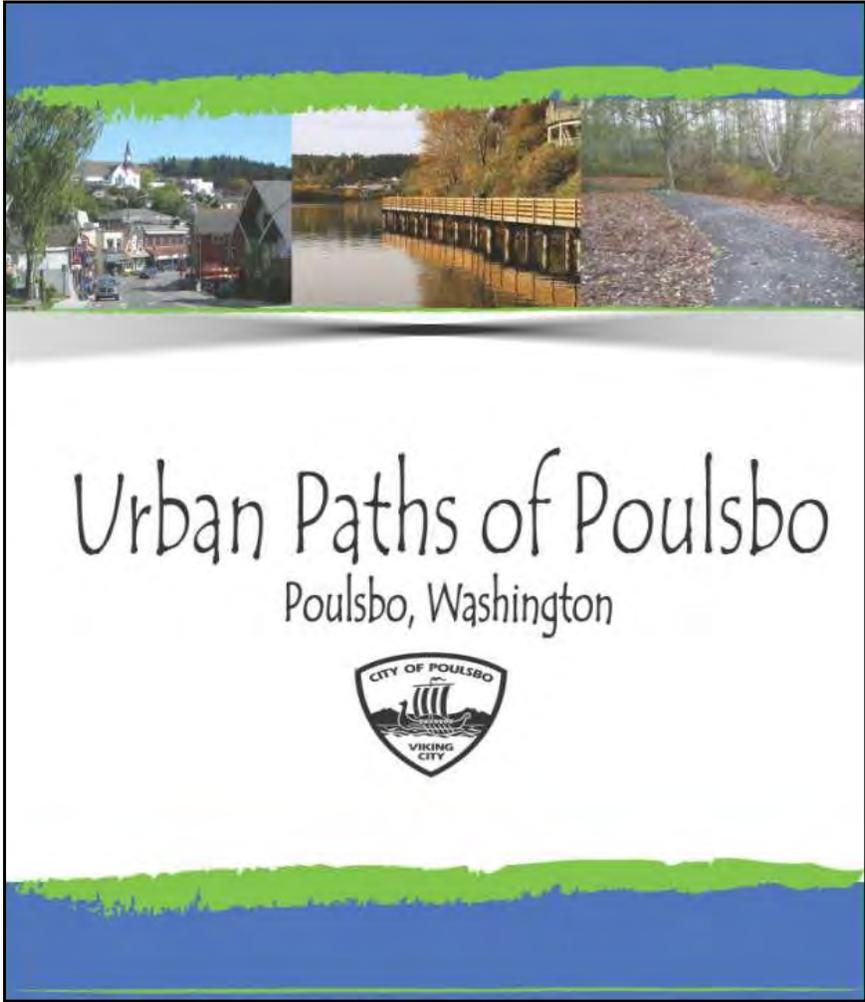
Subject	Meeting Agenda	Date	April 30, 2018
Recorder	Mary McCluskey	Start Time	7:00 pm
Committee Chair	Steve Calhoun	End Time	
Committee Members	Steve Calhoun, Mary Carter, Mari Gregg, Justin Johnson, Kelly Michaels, Judy Morgan, Edie Lau,		
Staff Present	Mary McCluskey, Parks and Recreation		

Agenda		
No.	Topic	Action/Recommendation/Discussion
1.	Administrative:	
A.	Questions & Concerns of the Committee	Introduction of new commission member
B.	Agenda and Extended Agenda Review	
C.	Approval of Minutes: 02 26 2018	
2.	Agenda Items:	
A.	Urban Paths of Poulsbo	
B.	Morrow Manor Community Park-review	
C.	2019-2020 Budget Biennium	
D.	Upcoming Events	
E.	Park Projects Update	
3.	Department Head Reports	
4.	Comments from Citizens	
5.	Commissioner Comments	

 Reviewed by Mayor Erickson

The committee may add and discuss other items not listed on the agenda.

IT IS REQUESTED THAT ATTENDEES LIMIT THE USE OF SCENTED PRODUCTS (PERFUME, COLOGNE, HAIR SPRAY, AFTER SHAVE, LOTION, FABRIC SOFTENER, ETC.). FRAGRANCES CAN BE TOXIC SUBSTANCES TO SOME PEOPLE, CAUSING RESPIRATORY OR NEUROLOGICAL DISABLING ALLERGIC REACTIONS. THIS REQUIREMENT IS CONSISTENT WITH THE AMERICAN WITH DISABILITIES ACT FOR A BARRIER-FREE ENVIRONMENT.



**Planning a System of Trails for Walking,
Biking, and Paddling in Poulsbo**

2018 Update

Acknowledgements

Mayor

Rebecca Erickson

City Council

Kenneth Thomas
Connie Lord
Gary Nystul
Jeff McGinty
Ed Stern
David Musgrove
Abby Garland



Parks and Recreation Commission

Steve Calhoun, Chair
Mary Carter
Mari Gregg
Edie Lau
Kelly Michaels
Judy Morgan
Mike Randall

City Staff

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Joe Schiel, Recreation Programmer
Kris Goodfellow, Recreation Programmer
Andrea Austin, Preschool Coordinator

Planning and Economic Development Department

Karla Boughton, Director
Nikole Coleman, Associate Planner
Helen Wytko, Planning Technician/GIS

Engineering Department

Charlie Roberts, Engineer I

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Executive Summary

Vision

The Poulsbo trail system embodies the community spirit that distinguishes our city, linking the places we live, learn, work, play, and find inspiration. Trails reconnect us to ourselves, and lead people of all ages and abilities to greater health and self-sufficiency. Our trails, like branches, support Poulsbo and reach out to connect neighbor to neighbor; land to water; people to nature; homes to businesses; city to countryside' and Poulsbo's history to our future.

The people of Poulsbo want a walkable community. A ~~2007 survey of the community was completed in 2007 during the Comprehensive Plan update process. The survey indicated a strong demand for trails. The most responses from citizens indicated an interest in an investment in a citywide trail system.~~ The city heard this, and ~~made it a priority. To begin~~ began the process of developing a 20-year trail plan, ~~the City of Poulsbo applied for and successfully competed for a National Park Service (NPS) grant in 2008 through the Rivers, Trails and Conservation Assistance Program (RTCA). Over the course of two years. That grant led to the formation of the Poulsbo Trails Committee, and over the course of two years, the trails committee has worked with NPS staff, city staff, organizations, residents and users~~ to worked to create ~~a vision and develop the 2012 Urban Paths of Poulsbo (UPP). This document has been developed in coordination with other planning efforts undertaken by the city.~~

~~Some of these planning efforts include the Comprehensive Plan (adopted in December 2009); the Parks, Recreation, and Open Space Plan (adopted June 2006); and the transportation element of the Comprehensive Plan (2009).~~

From the start, *Urban Paths of Poulsbo* was conceived as a trails plan to connect neighborhoods, parks, shopping and schools, and then link to regional trail systems leading from the city and into Kitsap County and beyond. *Urban Paths of Poulsbo* highlights the need for ~~non-motorized~~non-motorized options with the community. ~~The timing for creating the plan was good, as the 2008-2009 recession relieved some of the fast moving development pressures that Poulsbo experienced in recent years.~~

There is a diversity of trail users who will benefit from attractive walking and bicycling routes – area students, commuters, visitors, recreational users, people with no other means of transportation, and more.

The Trails Committee goals were to:

- *Provide a blueprint for connectivity within the city.*
- *Emphasize protection of natural resources and the environment. Highlight the need for ~~non-motorized~~ transportation options.*
- *Draw attention to community partnerships for planning, development and management. Identify methods of funding for capital development and maintenance of trails.*
- *Promote official adoption of the Trails Plan and tie into other official City plans, including the Comprehensive Plan, so that it will be implemented on both public property and as private property is developed.*

~~This plan is the culmination of almost two years of diligent work by the Poulsbo Trails Committee. It has been created, massaged, expanded, reviewed and now presented with the community in mind. It includes components that should touch everyone who lives or visits Poulsbo. The *Urban Paths of Poulsbo* includes pedestrian facilities, water trails, and a bicycle network. Its implementation connects public centers and supports non-motorized alternatives. It re-emphasizes protecting our environment while enjoying the natural beauty of the area. Finally, it also recognizes that the plan won't be completed overnight, and that priorities and partnerships are needed to move forward. The committee often referred to the vision that~~

~~they created over the last two years, and it will be carried forward as the present and future vision for Poulsbo trails: a more walkable, bikeable, paddleable Poulsbo.~~

Introduction and Background

The city of Poulsbo (~~2010 population 8920~~2017 population 10,510) is located in Kitsap County, west of Seattle. Originally settled by Norwegian immigrants in the late 1800's on Liberty Bay, a fjord of Puget Sound, Poulsbo continues to maintain its Scandinavian atmosphere through its ~~architecture~~building design features, celebrations, and hospitality. Holding to its Scandinavian heritage has earned the city the nickname "Little Norway" and visits from two Norwegian Kings.

Liberty Bay and the Liberty Bay estuary are the two major bodies of water in Poulsbo. Relatively narrow and shallow, the bay serves as the receiving waters for Dogfish Creek, as well as a number of other streams at the edges of the city limits. Dogfish Creek is the largest stream system in Poulsbo and extends extensively outside of the city limits. The South Fork of Dogfish Creek is completely within the city limits, on the east side of Poulsbo, generally along the SR 305 corridor. The history of these waters shows that the local Native American tribes used the area for fishing and water travel. Those connections and partnerships are still important ~~in 2011~~today.

Centrally located in North Kitsap County, Poulsbo is served by three state highways: State Routes 3, 307 and 305. Highways and bodies of water present opportunities and challenges when creating a trail plan. Poulsbo's natural setting has highly recognizable features that define the city as a unique and special place. Encompassing 4.5 square miles, Poulsbo has numerous hills and valleys, streams, and frontage on the waters of Liberty Bay. Elevations range from sea level to 440 feet, with two ridges running along each side of Liberty Bay, which gradually rise in elevation and merge to the north. The western leg of the ridge slopes gradually towards Liberty Bay, while the eastern leg slopes in a broken pattern of knolls, valleys and benches to the eastern shore of the bay. ~~All of these~~These characteristics provide an appealing setting and lend themselves nicely to a functional pedestrian-bicycle network with varying distances, destinations and views.

Establishing a~~2009-2011~~ Trails Committee

Recruitment

Leadership for the urban trails project was delegated to the Parks & Recreation Department, with support from other city departments. ~~In 2009, it~~ organized a subcommittee of the Parks & Recreation Commission to create a trails plan for the City of Poulsbo. ~~This has been a community process.~~The committee ~~is was~~ not simply an advisory group, but participated "hands on" in project work, making public presentations, drafting a survey and plan, manning tables at associated events and providing leadership in early action projects with city staff.

Broad community representation was sought for the ~~new~~ subcommittee, including local youth, residents and trail users. ~~Recruitment of volunteers was made with public announcements, email lists and personal contacts, starting with the press release announcing the grant from the National Park Service, and continuing with notices in the Recreation Guide and on the city utility bill.~~ Initial meetings included representatives from the city council, city departments, the Planning Commission, the Tree Board and the Parks and Recreation Commission. Other members represented property and business owners, regional transportation organizations, land trusts and cultural entities. ~~The meetings were open to the public and over two years others came to observe and join the committee.~~

Roles & Responsibilities

The role of the committee was to collaborate with city staff and to represent the community's interests in the process of planning a system of multi-use, non-motorized trails. Its work served four primary purposes:

- *Planning and decision making* – participated in meetings to review and direct progress, discussed ideas and issues, and made decisions on a variety of topics.
- *Research and writing* – involvement in field work and research to gather information and prepare written documents (e.g. inventoried existing trails, edited press releases, wrote outreach materials and chapters of the final plan)
- *Outreach and advocacy* – collaborate on preparation and presentations to boards, councils, other organizations and to the public
- *Early action projects* – support the planning, organizing and implementation of easily accomplished projects to provide early success ~~and increase awareness of the planning phase underway (e.g. installed signage, improved safety at a crossing, conducted a walking group on National Trails Day).~~

Mission and Vision

The subcommittee was given the task, or mission, to develop a plan for a network of trails that encourage walking, bicycling and paddling around Poulso. Building on the project goals, a vision was created to inspire and guide the effort now and for the next 20 years.

The Poulso trail system embodies the community spirit that distinguishes our city, linking the places we live, work, play and find inspiration. Trails reconnect us to ourselves and lead people of all ages and abilities to greater health and self-sufficiency. Our trails, like branches, support Poulso and reach out to connect neighbor to neighbor, land to water, people to nature, homes to businesses, city to countryside, and Poulso's history to our future.

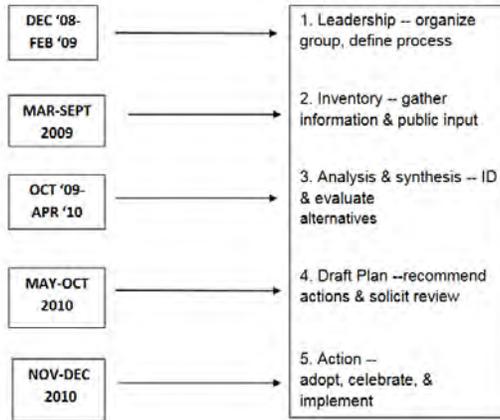
Goals, Objectives, and Benefits

Early in the ~~project~~ trails committee process, six major goals were set for the trails project:

1. Provide a blueprint for connectivity within the city; Destinations to be connected Include parks, schools, neighborhoods, shopping services, and other trails outside of the city limits.
2. Emphasize protection of the natural resources and environment. Enhance and protect the shoreline, critical areas, and city parks and open spaces.
3. Highlight the need for non-motorized transportation options. Non-motorized transportation can improve health and wellness, reduce pollution, reduce traffic congestion, enhance safety, and encourage a sense of community. The result will be a greener, safer environment.
4. Draw attention to community partnerships for planning, development and management. Successful implementation of a trails plan will require the participation of committee members, organizations and city staff to plan and guide development of the city trails system.
5. Begin to identify methods of funding for capital development and maintenance of trails: Supplement public funds and resources for trails with private funds along with local, state and federal grants for development; and private sources and volunteer match for maintenance and stewardship activities.
6. Facilitate the adoption of the Trails Plan and tie into other official City plans, including the Comprehensive Plan, Transportation Improvement Plan and Capital Improvement Plan.

Timeline and milestones

An ambitious timeline was set, framed around a working committee meeting monthly and aiming to have a trails plan completed in one year. It was adjusted several times when the work plan was detailed with specific plans for public outreach and a community survey, and as the complexity of inventorying and analyzing the city for walking, biking, and paddling became apparent.



Significant milestones in the trail planning process were:

- 1 Mapped existing conditions (including planned trail facilities in city's Transportation Improvement Program and Parks Capital Improvement Program)
- 2 Conducted an online Community Trail Survey to assess the public's needs and concerns
- 3 Repainted several crosswalks to address safety concerns raised by the public
- 4 Capitalized on established community events and gathering locations for public outreach (public library, local farmers market, Central Market, Poulsbo Parks Day, etc.)
- 5 Conducted field evaluation of existing conditions to determine where connections exist and are needed. Created a map of recommended new connections
- 6 Assessed bikeability and created a map of recommended bike routes



Public Involvement

The city and the trails committee widely sought to inform, encourage and involve the public throughout the planning process. A work group developed a Public Outreach & Participation Strategy, building on an initial list the committee made when asking "who will be affected by the project". The project was highlighted in 4 biannual issues of the Park and Recreation Activity Guide (24,000 distributed); displays were set up at a variety of public venues; and news about the committee's progress was posted regularly on the city's website. The committee's ongoing outreach was the most direct and active engagement pieces.

Partners in Planning

When Poulsbo determined that a citywide trails plan was needed, it committed staff and funding, and sought support—partnerships—with other government agencies, local organizations, and citizens that have goals in common with community trails. The first partner to commit was the National Park Service with a grant of technical assistance from the Rivers, Trail and Conservation Assistance Program. Individuals and organizations volunteering to serve on the trails committee invariably leveraged their various affiliations to further engage material support for the City of Poulsbo's trails effort. Other agencies and organizations who have been involved in the process include the Kitsap Health District, the Great Peninsula Conservancy, the Cultural Arts Foundation of the Northwest, North Kitsap Trails Association, West Sound Cycling Club, and Kitsap Volkssporters.

Community Health Benefits of a Walkable Community

A walkable environment directly contributes to health, economic, environmental, and cultural benefits that impact all residents. When more people walk as part of their daily activities, communities reap the following benefits:

- Higher levels of individual health and wellness
- Better air quality and lower levels of carbon and noxious emissions
- Higher quality of life
- Reduced traffic congestion and exposure to crashes
- Healthy business districts with increased dollars staying in the local economy
- Lower costs for roadway maintenance
- More equitable access to community resources for all

The following section summarizes the benefits of creating a walkable Poulsbo for all residents.

Health and Physical Activity

A growing number of studies show that the design of our communities—including neighborhoods, towns, transportation systems, parks, trails, and other public recreational facilities—affects people's ability to reach the recommended daily 30 minutes of moderately intense physical activity (60 minutes for youth). According to the Centers for Disease Control and Prevention (CDC), "physical inactivity causes numerous physical and mental health problems, is responsible for an estimated 200,000 deaths per year, and contributes to the obesity epidemic." The increased rate of disease associated with inactivity reduces quality of life for individuals and increases medical costs for families, companies, and local governments. Walking offers a way to integrate physical activity into busy schedules and has been demonstrated to improve chronic health conditions as well as to contribute to emotional well-being.

Community and Quality of Life

The prevalence of walking in a community has been described as a barometer of how well that community is advancing its citizens' quality of life. Areas that are busy with people walking are considered to be environments that work at a human scale and foster a heightened sense of community. These benefits are difficult to quantify, but when community residents are asked to identify civic places that they are most proud of, they tend to name places where walking is safe, easy, and common such as a popular greenway, neighborhood or downtown.

More trips on foot mean fewer trips by car. In turn, this means less traffic congestion in the community. There are also more opportunities to speak to neighbors and more "eyes on the street" to discourage crime and violence. It is no accident that communities with low crime rates and high levels of walking and bicycling are generally attractive and friendly places to live.

Commented [NCC1]: Updated this section.

Economic Sustainability

Cities are increasingly recognizing that that the pedestrian environment is a key element of economic vitality and vibrancy. Walkable neighborhoods typically have active streets that promote commercial exchange, while providing safe and efficient ways for residents to travel on foot. It is generally the case that economically vibrant areas are more pleasant and more popular places to walk. The walking environment's contribution to quality of life or livability has a profound impact on attracting businesses and workers as well as tourism. In addition to increased property values, improved walking environments have been correlated to increased retail sales and economic development opportunities.

Environment

When people choose to get out of their cars and walk, bike, or take transit, they make a positive environmental impact and improve air quality. People choosing to walk rather than drive are typically replacing short automobile trips, which contribute disproportionately high amounts of pollutant emissions. These emission reductions benefit all residents, whether they choose a walking trip or not. They reduce their vehicle miles traveled, reducing traffic, congestion, and the volume of pollutants in the air. Other environmental impacts can be a reduction in overall neighborhood noise levels and improvements in local water quality. By taking short trips on foot, rather than in a car, citizens can have a substantial impact on local traffic and congestion. A complete pedestrian network that connects homes, schools, parks, downtown, and recreation and cultural destinations can encourage walking.

Equity

Accessibility and economics are inherently tied to equitable transportation solutions. While some residents choose not to own a motor vehicle, others cannot afford one. For those who cannot use other modes of transportation, the ability to walk safely is essential. For young people, walking affords a sense of independence, and for seniors, walking is an effective means to stay active both physically and socially. In addition, people living with disabilities are more likely to be pedestrians, as some physical limitations make driving difficult. Equitable services and investments provide the same opportunities for all people.

Kitsap County Health District reports that less than half of local adults get adequate physical activity. 47.8% report getting the Center for Disease Control (CDC) recommended 30 minutes of moderate level physical activity five days a week, and only a third meet the higher level of 20 minutes of vigorous physical activity three days a week. At the same time, too few youths are physically active enough to achieve the target of 60 minutes five days/week. Playing outdoors, doing yard work and just being active would count towards these CDC goals. Of special concern are the many 8th and 10th graders in the area who report not participating in any PE in an average week, further reducing the likelihood they have the health and academic benefits provided by physical activity.

As society faces increasing burdens from inactivity and disease the importance of the built environment becomes evident. Data shows that communities with the highest levels of walking and bicycling have the lowest rates of obesity, diabetes, and high blood pressure. (Bicycling and Walking in the United States: The 2010 Benchmarking Report). Enhancing the walkability and bikeability of Poulsbo would make physically active choices easy and enjoyable for residents and visitors. As non-motorized access to parks, schools, shopping and services become available to people of all ages, abilities and incomes, the quality of life in our community increases. Active communities are truly healthy communities. Accessibility too, is important on trails. As existing trails are improved, and new trails created, consideration must be made to accommodate diverse groups.

Surveys

Surveys conducted since 2007 have all confirmed that citizens consider trails/paths and sidewalks as a top priority for park development and traffic improvements. Provided below are summaries of each survey conducted as it relates to nonmotorized transportation:

- In support of the 2007 Comprehensive Plan Update, a survey was conducted to solicit the ideas and preferences of Poulsbo residents. Sidewalks emerged as the top traffic investment priority, with 88.2%. Street improvements/pavement restoration was second top priority at 80.1%. The other selections chosen include, bike paths (64%), neighborhood connectivity (63.9%), improved wait times at traffic signals (63.5%), and a citywide trail system (62.3%).
- In 2009, the trails committee conducted an online survey, which provided valuable citizen feedback in the creation of the Urban Path of Poulsbo Plan. Of the 273 respondents, 80% said that they expect to use the trails weekly, their top desired destinations were downtown Poulsbo and parks, and safety was a major concern.
- The 2015 Parks and Recreation community survey in support of the 2016 Parks Recreation and Open Space Plan reaffirmed that opportunities for walking and hiking continued to be very important to residents. Of the 219 respondents, 43.38 % chose walking/jogging trails as an amenity they would like to see offered in parks. Shoreline access followed with 34.25%, bike paths with 33.33%, and safe road bicycling with 32.42%.
- A 2015 survey conducted for the Poulsbo 2016 Comprehensive Plan and Development Regulations update identified a citywide trail system as a highly desired amenity. In addition, sidewalks emerged as the most important traffic improvement (77.55%), followed by bike paths (52.24%), pavement restoration (52.65%), and a citywide trail system (51.84%). The top priority for the most critical transportation improvements were more sidewalks and pedestrian paths where they don't currently exist (33.62%). In a distant second was increased bus frequency (14.4%) and more bicycle opportunities (10.21%).
- A 2017 survey conducted in connection with a proposed skate park, found that walking paths were a desirable amenity of feature of a new park with %51.62 of the respondents.

Making Connections

~~Poulsbo currently has 3.75 miles of existing trails in unconnected segments.~~ The goal is to safely connect ~~those existing~~ trails and add many more. ~~The trails survey~~ Surveys have indicated that the top choices for connections ~~were are~~ to:

- historic downtown and the waterfront
- parks
- shopping
- schools
- destinations outside the city

~~The committee examined the entire city for potential trails and bike routes and how they would connect. (See map sections).~~ In already developed areas of the city, connections are often made utilizing city sidewalks. A challenge is to do that safely.

Several well-designed existing short paths offer examples of how to accommodate foot and bicycle traffic, connecting residential neighborhoods and the schools. While some may be private, examples of successful paths include:

- Path from the north end of Deer Run off NE Gustaf Street leading to Poulsbo middle and elementary school campuses.
- Path west of NKHS auditorium and swimming pool parking lot that connects to NE Vaughn Milton Loop, which provides good pedestrian access to Raab Park and Meredith Heights.
- Path connecting 20th Avenue NE to Schooner Court NE, leading to the north side of NKHS.

These connections serve as excellent examples of small design features that can greatly enhance the walkability of neighborhoods and the community as a whole.

Goals, Objectives, and Benefits

Early in the project, six major goals were set for the trails project:

- ~~1. Provide a blueprint for connectivity within the city; Destinations to be connected include parks, schools, neighborhoods, shopping services, and other trails outside of the city limits.~~
- ~~2. Emphasize protection of the natural resources and environment. Enhance and protect the approximately 4 miles of shoreline, critical areas and 14 city parks and open spaces.~~
- ~~3. Highlight the need for non-motorized transportation options. Non-motorized transportation can improve health and wellness, reduce pollution, reduce traffic congestion, enhance safety, and encourage a sense of community. The result will be a greener, safer environment.~~
- ~~4. Draw attention to community partnerships for planning, development and management. Successful implementation of a trails plan will require the participation of committee members, organizations and city staff to plan and guide development of the city trails system.~~
- ~~5. Begin to identify methods of funding for capital development and maintenance of trails: Supplement public funds and resources for trails with private funds along with local, state and federal grants for development; and private sources and volunteer match for maintenance and stewardship activities.~~
- ~~6. Facilitate the adoption of the Trails Plan and tie into other official City plans, including the Comprehensive Plan, Transportation Improvement Plan and Capital Improvement Plan.~~

Trail Categories – A Hybrid System

The trail system in Poulsbo ~~will be~~ is a hybrid trail system using existing trails and infrastructure. Though there are extensive sidewalks within Poulsbo and many parks include trails, the goal is to develop connectivity between these and ~~complete~~, link and improve key pedestrian and bike routes ~~with a hybrid system of routes building upon~~, extending and adding to what ~~we already have~~ currently exists. The goal is to develop continuous and complete routes, regardless of what they look like, so that a bicyclist may sometimes be in a bike lane, sometimes integrated with cars with a sharrow on a low speed road, and other times be with pedestrians on a shared use path. ~~Similarly~~ Similarly, pedestrians may have a mix of sidewalks, trails, boardwalks and shared use paths.

Pedestrian: Wilderness, Recreational, Infrastructure

- Wilderness trails are narrow, low impact, ~~hand built~~ hand-built dirt paths that generally follow the natural grade, don't disturb significant natural vegetation and are not typically handicapped accessible. (Similar to Wilderness Park trails)

- Recreational trails are generally 6 feet wide packed gravel, and are often volunteer-built trails that will generally meet recreational standards for access when topography allows. ~~(Similar to Fish Park trails)~~
- A shared use path is a path or trail for pedestrians, cyclists and other non-motorized travelers, designed to accommodate two-way travel and typically separated from motor vehicle traffic by vegetated open space, barrier or curb.
 - Minimum width should be 10'. Infrastructure may ~~be include~~ sidewalks, shared use paths, paved trails, boardwalks, or wide shoulders.

Bicycle: Routes, Sharrows and Shared Use Paths

Bike routes may be comprised of bike lanes, a sharrow symbol on low speed roads, shoulders or shared use paths. Mountain bikes may be accommodated on some select trails in the future.

Water Trails

Water trails (for non-motorized craft) require access to the water and signage that can be read from both on land and from the water.

Surveys and Outreach

~~The committee solicited the ideas and preferences of Poulsbo residents at eight outreach events. National Trails Day was celebrated in June of 2009 and 2010 with booths at the Poulsbo Farmers Market and Liberty Bay Park. Poulsbo Parks Day in 2009 and 2010 also offered opportunities for outreach in addition to other days at the Farmers Market. Armed with maps and questionnaires, committee members received valuable feedback.~~

~~The very best feedback came from an online survey hosted on the City of Poulsbo website and conducted from April through June 2009. This tool provided valuable citizen feedback and was critical in planning from April through June of 2009. The information provided invaluable direction to the committee.~~

What was learned from the survey

~~Of the 273 respondents, 54% live in the city and 81% live in the 98370 zip code. Eight five percent of respondents were adults aged 30-64, 8% were over 65. Eighty percent expect to use the trails for exercise or pleasure, but many want to use trails for errands (19%) or commuting (16%).~~

~~Eighty percent of the respondents indicated they would use trails at least weekly. Twenty eight percent expected to use them daily. The top three activities were walking, bicycling and nature observation. Other activities were going shopping or to public places and walking pets.~~

~~The number one impediment to using trails was safety; 77% of respondents don't feel safe walking and biking around Poulsbo. So it is probably no surprise that the number one design element that people wanted was paved, shared use paths.~~

Non-Motorized Transportation

~~Increased options for non motorized transportation were important to survey respondents. The trails survey revealed that people would like to safely and enjoyably walk to the grocery store or to historic Poulsbo. 84.8% said that they would use trails for bicycling; 44.2% said that they would use trails for commuting to/from school or work or mass transit if it was available. They'd like to have a pleasant walk to and from the bus.~~

Connections

The most requested routes needing improvement were:

- Liberty Bay Waterfront Trail to Fish Park
- Loops from Wilderness Park, along Caldart to Raab Park
- West Poulsbo to Colloge Marketplace (Olhava)
- Trails located outside the city limits including Big Valley and Pt. Gamble

Other desired improved connections include safe routes to schools, historic downtown Poulsbo and connections to trails outside of the city.

Safety

As the committee looked at resources and challenges it became evident that safety was a critical issue. The trails survey indicated an overwhelming number of community members responding 77% have concerns for public safety. The committee recognized that on most roads and streets traffic is too close with inadequate shoulders and sidewalks for bike and pedestrian security. Without safe walking and bicycling, children are restricted to cars and buses to get to school. In 2001, 16% of 6-12 year old children walked to school, compared with 42% in 1969 (www.walktoschool.org; WTS Talking Points). Less than one-third of kids who live within a mile of school get there on foot. Additional traffic and pollution result from parents driving their children to school. Consequently, the area around schools becomes less pedestrian and bike friendly. This congestion in turn impacts commuters who might otherwise travel by foot or bike. A typical comment from a surveyed bicyclist was, "There is no safe place to ride a bicycle in Poulsbo!"

Education

One of the most viable ways to get the information out about trails is through public outreach. The city should work with local schools, public agencies, organizations and city departments to get the word out about pedestrian and bicycle trails, and how to use them. Public events and informational kiosks also provide opportunities for people to ask questions and learn. Signage is another necessary form of education, and using effective signage is positive for pedestrians, bike riders and drivers.

Accessibility

The pedestrian network should incorporate users with mobility challenges. Major routes must consider appropriate accommodations for those in wheelchairs and pushing strollers. Additionally, trailhead areas should plan for ADA parking and connections to main trails.

Inventory and Maps

One of the principal activities of the committee was to inventory trails and determine how to connect them. In an urban setting, trails take on a variety of forms. Sidewalks will make up a majority of the trails in Poulsbo. The group divided up areas of the city and walked their area to identify informal trails and potential routes. The result is the pedestrian and the bicycle maps showing existing, planned and proposed routes and connections. Those routes fall into several categories:

Pedestrian Network[±]	
Existing Sidewalks	123,985 feet
Existing Trails	23,510 feet
Total Existing	147,495 linear ft. ~ 27.93 miles

Commented [NCC2]: Staff is proposing that the table be replaced by "existing" maps. Draft existing pedestrian network map is attached. Bike map will be provided at the meeting. We will then have a third map that will be the proposed connections.

Planned Connections on Transportation Improvement Program:	24,701 feet
Shared-Use Path (Planned):	11,155 feet
Conceptual Future Roads as Development Occurs:	36,736 feet
Planned Trails:	14,792 feet
Total Planned Road Connections:	87,384 linear ft. ~16.55 miles
Proposed On-Street Links:	18,509 feet
Proposed Off-Street Trail:	34,955 feet
Proposed Shared-Use Path:	22,287 feet
Total Proposed Connections:	75,751 linear ft. ~14.35 miles
<i>* Includes planned trails in Olhava Master Plan, NK Schools and City parks.</i>	
Bicycle Network*	
Existing Bike Lanes:	25,500 feet
Existing Road Shoulders:	19,500 feet
Existing Shared Use Path:	1,200 feet
Planned Bike Facilities (overlaps somewhat between planned bike facilities and proposed shared use path/bike routes):	21,500 feet
Proposed Shared Use Path:	30,000 feet
Proposed Bike Routes (On-Street):	102,500 feet
<i>*Based on GIS mapping and subject to change as final alignments are determined; updated 5/2012</i>	

Natural Features and Challenges Within The City

Several significant challenges present themselves in creating a safe and enjoyable walking and biking experience in Poulsbo.

The American Association of State Highway and Transportation Officials (AASHTO) recommends that bicycle lanes be between four and six feet wide. In Poulsbo that can be a problem because much of the older part of the city doesn't have streets that allow that space. When space is available, bike lanes provide good protection on high volume streets. The striped bicycle markings and sharrows are recognizable and generally respected. Unmarked paved shoulders are another choice for safer bike routes. With the assistance from the [West Sound Cycling Club](#), ~~the committee identified~~ routes ~~were identified~~ within the city that provide a degree of assurance for cyclists to navigate on north-south and east-west corridors. Bike route signs would help riders through our city's streets.

There are a number of locations where safety is a concern:

1. **Highways and High-Volume Streets.** In 2007, bicycle facilities were constructed on Highway 305 from Hostmark Street to Lincoln Road. To continue to encourage increased modals options along the corridor bicycle lanes or a similar facility from Lincoln Road to the intersection of Bond Road and SR 307 are warranted. The provision of this lane will also clarify the ~~mixed-use~~~~mixed-use~~ nature of the facility and thereby increase driver awareness of bicyclists on SR 305 and SR 307. Providing a bicycle facility would increase driver awareness of bicyclists on SR 305 and SR 307 and create a new north-south route for bicyclists, thereby lowering conflicts between road users and potentially reducing the number of crashes. Poulsbo has many locations where bike lanes simply disappear, this is particularly a problem in high traffic areas or steep hills, ~~in-particulars~~~~such as~~ Lindvig, Finn Hill and Hostmark near downtown. Crossing Hostmark Street, Lincoln Road and Bond Road can be dangerous for pedestrians. The only route from West Poulsbo to the College Marketplace area is via Finn Hill Road overpass which has a narrow shoulder.
2. **Topography.** Steep slopes and water features that require creativity and costly solutions.

3. *Lack of Sidewalks and Trails ~~in some areas~~*. There are still areas in the city which do not have sidewalks, so connections might not be possible in some places. Sidewalks provide distinct separation between pedestrians and vehicles, and provide an area reserved for pedestrian use only. They are generally viewed as a cost effective, safe pedestrian facility. Because they can be built adjacent to any street, a sidewalk system can provide the same accessibility that roads provide and are fully accessible to people of all abilities.
4. *Inadequate Road Shoulders for Bicyclists*. Because of existing development and infrastructure, there is little room for adding shoulder areas.
5. *Accessibility*. The minimum requirements found in the Notice of Proposed Rulemaking (NPRM) for Accessibility Guidelines for Outdoor Developed Areas (NPRM) are based on several principles developed through the regulatory negotiating process. These principles must be used in the planning process, and in part, they include:
 - Protect resource and environment
 - Preserve the experience
 - Provide for equality of opportunity
 - Maximize accessibility
 - Be reasonable
 - Address safety
 - Be clear, simple, and understandable
6. *Connectivity Across Private Property*. Poulsbo is already substantially developed in many areas of the city. It also doesn't have opportunities for trails that many cities with abandoned rail lines have to create connections. In some instances, the proposed trail network shows connections across private land. These are shown on the maps with a pink "conceptual" line. Where conceptual connections are shown across private property they are intended to indicate general desirable areas to be linked, and future negotiations with the interested and willing property owners might take place. Bikeways and/or walkways will not be developed across private land without the owner's consent or a preexisting easement. Locating trails on private property will be voluntary on the part of the private property owner.

Keys to Success

1. *Agreement on Priorities*: The plan presents priorities for implementation. To successfully progress, those priorities must be agreed on and supported by city officials and department staff.
2. *Incorporating the Trails Plan into Future Development*: Departments will revise policies and ordinances to encourage builders to include trails within new commercial and residential developments, and to connect to the city's trails system.
3. *Inter-Jurisdictional Coordination*: One of the priorities of the plan is to connect with trail systems outside the city limits. That means working with Kitsap County, the Clear Creek Trails organization, the North Kitsap Trails Association and their "String of Pearls". The control of trails may stop at the city limits, but influence does not
4. *Connectivity Across Private Property*: Ideal connections for existing and future trails occasionally may be through private property. Making such connections may entail working with property owners to obtain easements. Where easements are not granted, longer, less direct routes may be identified. The City should also work with the community to educate on the value of trail easement connections in hopes to reduce individual concerns some property owners may have regarding public trails on their land.

5. *Funding:* Although funding for infrastructure improvements is always a challenge, trails consistently should be regarded as a priority in the city's budget process. They make a direct contribution to quality of life. Seeking opportunities for funding sources outside the city budget should be an ongoing effort.
6. *Trails Maintenance:* With every new amenity there is an associated expense to keep it clean and safe. The Public Works Department does an excellent job of maintaining parks, and volunteers/friends groups will be important partners.

Implementation Partners and Next Steps

The City of Poulsbo promotes collaborative partnerships in trail planning, implementation, management and maintenance. ~~As part of the planning process t~~The City is continuing to developing trail partnerships with federal, state, and local jurisdictions, businesses, public and private schools and citizens. ~~The trails committee itself is an excellent example of this partnership in action with members from the various stakeholder groups including the Parks and Recreation, Engineering and Planning Departments, the Tree Board, the Kitsap Health District, the National Park Service, the West Sound Cycling Association, Kitsap Volkssporters, and various community members.~~

One of the primary goals is that the UPP connects with and functions with the trail systems in other jurisdictions, including the proposed North Kitsap "String of Pearls" project, the proposed Suquamish trail system, the US Bicycle Route System, and the existing Clear Creek Trail. The City should continue coordinating with adjacent jurisdictions to connect the trail systems and participate in regional and statewide efforts to create a statewide trail, where connection through Poulsbo provides a vital link to the Olympic Peninsula.

These trails and trail connections should continue to be included in the City's Park Capital Facility Plan's long-range capital improvement project list. The list should be reviewed annually.

Priorities

To begin shaping Poulsbo into a city that is as safe and welcoming for walkers and cyclists as it is for drivers, the ~~trails committee following priorities were identified the following priorities.~~ Separate discussions are offered for pedestrians, cyclists and paddlers, as well as for connections to trail systems outside the city. The priorities are defined as long term or short term based upon the ease and expense of accomplishing each.

TRAILS PRIORITIES – PEDESTRIAN IMPROVEMENTS			
Project Title	Short term vs Long term	Project Description	Project Purpose and Need
Waterfront/Shoreline Areas			
Liberty Bay Waterfront Trail	Long term	Extend waterfront trail to run entire length of city limits along Liberty Bay. This project is outlined in 3 phases: North of waterfront park to the head of the bay. South of waterfront park down Fjord Drive to the south city limits. West side of the city from the head of the bay to the south city limits.	Far and away the top priority named by the public — expressed through the trails survey and during multiple outreach events — is a continuous trail along the shore of Liberty Bay, especially the east side of the bay. This project requires joint planning with the engineering department.

Commented [NCC3]: Final design completed in 2015. Permitting in 2016-18.

American Legion Park	Short term	Repair existing pathways within park.	Paths are significantly deteriorated.
American Legion Park to Fish Park	Short term	Install signs to point pedestrians to crossings under Lindvig Road to Fish Park.	The routes by Liberty Bay Auto and Thai Restaurant under Lindvig are not well known yet provide an excellent safe route across to Fish Park. Low cost, high impact improvement.
Fish Park to Nelson Park	Short term	Build clearly delineated path and install signs to direct people to and from each park.	A public easement exists behind the Thai restaurant building, but no development has taken place. The property owner has been consulted regarding the project (2009).
Waterfront Park Access	Short term	Crosswalks and/or signs warning motorists of foot traffic would enhance pedestrian safety through Anderson Parkway and sub-parking lot by boat ramp.	This section has sidewalks along the way but reaching sidewalks on Front and Hostmark Streets from the waterfront requires navigating through a parking lot. Work with engineering dept for parking lot issues.
Eastside - School Area			
General improvements	Short term	Safety improvements such as bike lanes, crosswalks and sharrows should be installed on roads bounding the schools to encourage walking and non-motorized transportation (bicycles, scooters, skateboards, rollerskates, strollers, wheelchairs and the like).	North Kitsap High School, Poulsbo Middle School and Poulsbo Elementary Schools are clustered on the east side of the city amid a number of residential neighborhoods within easy walking and bicycling distance. Unfortunately, the roadways are designed to accommodate motor traffic and not people walking or using non-motorized conveyances. No bicycle lanes exist on the perimeter streets of any of the school campuses, and sidewalks appear only intermittently. Work with the engineering dept on crosswalk placement.
General improvements	Short term	Install crosswalks at Mesford Road, Lagaunet Lane and Noll Road.	This crossroads is along the school route and popular with runners, walkers and bicyclists. Although the intersection already is a 4-way stop, motorists, have been observed failing to yield the right-of-way to pedestrians. Work with the engineering dept on crosswalk placement.
Poulsbo Elementary School	Short term	Sidewalk or shared use path	Foot traffic has created an informal dirt path paralleling Noll Road. The path is rutted with tree roots and strewn with pine cones, which may make it uncomfortable for pedestrians.
Poulsbo Elementary School	Long term	3-way stop at Hostmark and Noll.	This would greatly minimize the risk of Noll Road traffic turning

Commented [NCC4]: Completed in 2012

Commented [NCC5]: Liberty Bay Waterfront Trail includes this connection and is in permitting phase.

Commented [NCC6]: The trail in front of the Thai Restaurant was completed in 2015, and the final stair connection to Nelson was completed in 2017.

Commented [NCC7]: Anderson Parkway renovations completed in 2013. Includes crosswalks/pedestrian improvements; landscaping areas. Little Anderson Parkway improvements were completed in 2017

Commented [NCC8]: Sidewalks, curbs, bike lanes up Hostmark on the south side of the street were completed in 2012 and 2014. Last piece of missing sidewalk on Hostmark near swimming pool parking lot completed April 2013.

Commented [NCC9]: A new city park at the corner of Noll/Mesford will include the crosswalk and a piece of the Noll Road shared use path. Construction timeline 2018-2019 estimated

Commented [NCC10]: Shared use path from Noll/Hostmark to Poulsbo Elementary completed fall of 2011. Mountain Aire also completed a trail/sidewalk across the street.

			onto Hostmark when pedestrians or bicyclists are in the crosswalk. Near misses occur frequently during school start and release times. Will probably be installed as development occurs in that corridor.
Strawberry Field Complex	Short term	Build running/walking paths around the Strawberry Field complex and leading to trails extending from that complex.	Work in partnership with the Kitsap Public Facilities District, Kitsap County, and the NK School District on a partnership project. Use volunteers to build trails.
Other Eastside Improvements			
12th Avenue	Short term	Install signs to direct pedestrians and bicyclists through Caldart Heights across from mobile home park.	This attractive shortcut is less steep than the top of Forest Rock Lane.
Wilderness Park	Short term	Install sign identifying trailhead on Hostmark	Wilderness Park is a jewel in the middle of the city that is little-known. A prominent sign marks the trailhead on the east, but no signs identify trailheads on the west, which are tucked behind parking lots of the NE corner of Highway 305/Hostmark and Olympic Place office complex.
Wilderness Park	Long Term	On street connection between 10 th Avenue and the base of Wilderness Park.	Would connect a large residential development with the park, which eventually ends up at the schools.
Deer Run	Short term	Install crosswalk on Gustaf Road leading to pathway that connects Deer Run to Poulsbo Middle School.	Enhances safety for students crossing Gustaf to and from the connector path. Gustaf is a popular route for motor vehicle traffic moving between Noll Road and Caldart Avenue. Work with the engineering dept on crosswalk placement.
10th Avenue	Short term	Add one or two crosswalks across 10th Avenue near Hattaland Park and Stella's.	Pedestrians using the sidewalk on the west side of 10th Avenue must continue to Forest Rock Lane to find a crosswalk onto the Central Market side of the street. Most people, rather than travel that extra distance, will cross by the driveway leading into Stella's. A crosswalk would alert motorists to watch for pedestrians. Work with the engineering dept on crosswalk placement.
Lincoln Road	Long term	Add crosswalk with signs and/or flashing lights to indicate pedestrian crossing.	Near 10th Avenue and/or 12th Avenue, pedestrians currently dash across Lincoln at random points.
Central Market and other 10th Avenue businesses; and the	Long term	Trail from Caldart Avenue on the east to 10th Avenue and/or from office parks off 12th Avenue.	Pedestrian access from the east to this well-traveled commercial district is limited to busy, noisy

Commented [NCC11]: Completed Fall of 2011

Commented [NCC12]: An asphalt ADA ramp from Poulsbo Elementary parking lot to Strawberry was completed early 2012. There are no current plans for a running/walking path on the interior of the complex.

Commented [NCC13]: Sign is there; additional signage would be nice.

Commented [NCC14]: Signage completed 2016

Commented [NCC15]: Mid-block crosswalks not recommended by city engineer.

Commented [NCC16]: Safeway installed light/crosswalk 2014. Roundabout completed fall 2012 at Lincoln/Noll; includes sidewalks. Sidewalks, curbs, gutters completed 2014 for rest of Lincoln. Share Use path from Maranatha to Noll completed 2014.

Forest Rock Hills development			Lincoln Road and steep Forest Rock Lane. Pedestrians wishing to reach the 10th Avenue business corridor from the south side of Lincoln dodge traffic to cross at random points.
Lincoln/Pugh/Kevos Pond	Short term	Install crosswalk across Lincoln Road between Pugh and Kevos Pond Roads.	This crossing is already used by pedestrians and cyclists making a dash across the road. Signs and crosswalk would communicate to motorists a need for caution. Work with the engineering dept on crosswalk placement.
Lincoln/Pugh/Kevos Pond	Long term	Complete a missing sidewalk piece across Lincoln Road between Pugh and Kevos Pond Roads.	By completing the sidewalk, the walking experience is safer, more connected and pedestrian friendly. Work with the engineering dept on sidewalk.
Lions Park to city limits	Long term	Improve shoulder to create a shared use path and a safer link between park and Lemolo trail. Add signs in both directions indicating distance to each.	Consider opportunities to extend Lemolo trail if Fjord Drive is converted to one-way street.
Raab Park	Short term	Improve entrance for pedestrian safety at Caldart and 11 th Streets.	Consider installing crosswalk at northern / downhill side of the Caldart Avenue main entrance to Raab Park. Pedestrians approaching from the north (downhill side) are unlikely to continue uphill to the existing crosswalk. However, the curve of the road may make it unsafe to add a crosswalk. In any case, the entrance to the park is not conducive to walking. No path exists on either side of the driveway. Completion of the missing sidewalk at the west entrance (from 11 th) will also enhance safety. Work with the engineering dept on crosswalk placement.
Raab Park	Short term	Improved signage for the nature trail.	Additional signage directing people to the nature trail from within the park and from the 11 th Avenue end.
Noll Road: Lincoln to Mesford	Long term	Shoulder enhancement/grading to increase safety for foot and bicycle traffic.	Popular with runners and cyclists. West side is city/east side is Kitsap County. Right now drivers who are being courteous cross over the center divider to give walkers/runners/bikes plenty of room. That is OK on the straightaway but dicey near the blind curve at Tallagson. May be improved as development occurs on Noll. Planned as a shared use path.

Commented [NCC17]: Discussion of possible solutions have included a possible trail easement from the FRH sewer vault down to 10th Avenue NE.

Commented [NCC18]: Completed as part of the 2014 Lincoln improvements.

Commented [NCC19]: Completed as part of the 2014 Lincoln improvements.

Commented [NCC20]: As part of the Whitford development, a small trail with 2 benches will take people off Fjord towards the bay.

Commented [NCC21]: Entry way pedestrian trail-built November 2014.

Commented [NCC22]: Completed 2016.

Commented [NCC23]: The Share Use Path from Lincoln to Highway 305 via Maranatha has been designed, and ROWs are being purchased - 2016.

Poulsbo Village / 7th Ave	Long term	Trail connecting 4th and 7th avenues.	Informal trails on private property behind Poulsbo Athletic Club leading to 4th Avenue indicate the need for legitimate pedestrian access between residential neighborhoods such as Poulsbo Village and Torval Canyon.
Front Street/downtown	Short term	Paint crosswalks for a safer pedestrian route through parking lot near boat ramp.	Work with engineering department on the redesign of Anderson Parkway. Work with the engineering dept on crosswalk placement.
Highway 305	Short term-long term	Identify safe pedestrian routes on both sides of the highway and use signs and identified crosswalks to direct pedestrians.	People routinely walk along the shoulder of the highway, probably seeking the shortest distance to their destinations. One destination may be a Kitsap Regional Transit bus stop located north of Central Market on the highway shoulder. The medical offices at Bond and Hwy 305, College Marketplace, and Snider Park are other destinations with poor pedestrian access from the east.
West and Eastside: Conceptual Connections			
Conceptual connections: off street	Long term	Conceptual connections include the west side of the Liberty Bay Estuary, Johnson Creek, Bjorgen Creek, Nilsen Lane, College Marketplace, corner of Hwy 305 and Bond Road, across the WSDOT Mitigation site off 1 st Avenue NE, along the Liberty Bay shoreline, connecting 10 th and Caldart Avenue, Dogfish Creek, and connecting south of Raab Park to Highway 305.	Off street trail indicators are used on the pedestrian map (in pink) to indicate that a trail connection in the general area is important. There is no planned connection in these areas at this time. Actual alignment occurs after voluntary agreement with property owner.
Conceptual connections: on street	Long term	Conceptual connections include near Vinland Elementary, at the top of Finn Hill Road over Highway 3, Cedar Lane, Viking Avenue north of Highway 3, Highway 305 to College Marketplace, Little Valley Road, near Wilderness Park, Pugh Road, and just off Noll Road south. Work with the engineering dept.	On street trail indicators are used on the pedestrian map (in green) to indicate that a trail connection in the general area is important. This could be a sidewalk or another type of connection.
Easements			
Use existing easements where feasible	Short term-long term	Caldart Heights to 10 th Avenue (stormwater vault) Deer Run to Johnson Rd (sewer line)	Existing utility easements may need to be re-negotiated for dual purposes but may also provide a beginning or ending point for a trail. Updated utility easement

Commented [NCC24]: Investigating an easement from the north end of 7th, winding up the hill to the north end of 4th

Commented [NCC25]: Anderson Parkway improvements include crosswalks and delineated pedestrian areas; completed March 2013 and early 2017.

Commented [NCC26]: Hwy 305 work groups are again working on improving the corridor-2018

Commented [NCC27]: Path between Vinland Elementary to Vinland Pointe Neighborhood completed 2012.

Commented [NCC28]: Finn Hill Rd. shared use path to be built 2018.

		Baywatch to Viking Heights (waterline) Wilderness Park to/from Hostmark and Highway 305 (variety of possible easements) Nilsen Road (existing city right of way can be used) 4 th Avenue to 7 th Avenue (utility easement is further north and straight from cell tower) Viking to NW Bay Street - (a variety of easements may give us a walking loop) Noll Rd to PSE station (along Lincoln Rd)	maps should be consulted regularly.
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Commented [NCC29]: Possibilities:
 a. Storhoff to Highway 305 easement in discussion with PSE
 b. 7th Avenue to 4th Avenue.
 c. Forest Rock Hills easement from the park to the stormwater pond and beyond. Completed 2018.

General Projects

Walking Loops - maps	Short term	Map out and measure a variety of walking loops.	Simple walking routes, indicating easy, medium and hard walking loops, should be created and posted on the city's website for residents and visitors to use.
Walking Ambassador or Walking Groups Program	Short term	Create a program so that volunteer walk leaders can start and lead groups of walkers.	Community volunteers interested in starting a walking group can access resources to do so. It could also be replicated for the schools (similar to the crossing guard programs).
Signage	Long term	Create a wayfinding signage program showing routes/loops and distance to popular destinations; the public library, shopping, schools, and other public places.	Partner with other organizations such as the Chamber of Commerce, Historic Downtown Poulsbo Association and businesses.

Commented [NCC30]: 2014 funding= \$1500. Poulsbo map includes parks and a couple of walking loops.

Commented [NCC31]: Program created 2011; but very little done since Trails Day June 2011.

Commented [NCC32]: 2014/15 funding = \$4,200; project began in late 2012. Signs are printed. Eagle Scout to complete Summer 2016

TRAIL PRIORITIES - BICYCLE IMPROVEMENTS

Project Title	Long term vs short term	Project Description	Project Purpose and Need
General Improvements	Short term	Restripe portions of Noll, Hostmark, Fjord, Mesford, 6 th , 12 th and Bjorn to create bike lanes on existing asphalt.	Engineering Department.
	Short term	Sharrows on Caldart, Fjord, Front and connection from Caldart through Deer Run.	Engineering Department. These roads are too narrow to accommodate bike lanes but should be recognized as bike routes because of their locations downtown and by schools.
Biking Loops - maps	Short term	Map out and measure a variety of biking loops.	Simple routes, indicating easy, medium and hard loops should be created and posted on the city's website for residents and visitors to use.
	Short term	Sign bikes to encourage use of safer routes: through Stendahl	Possibly on the down side of Finn Hill Road.

Commented [NCC33]: 2012-2014 sharrows on Hostmark, Anderson Parkway. Lincoln

Commented [NCC34]: Two walking loops included on 2014 Chamber of Commerce city map

		Ridge instead of Finn Hill or via Highway 305.	
Westside			
Olympic College / Marketplace	Short term	Promote alternate route with signs and maps.	Pedestrians and cyclists use Finn Hill Road to travel to and from the west side of the city, but Finn Hill is hazardous due to narrow road width and heavy traffic. Although a sharrow recently was painted at the base of Finn Hill west of Viking Way to inform drivers that bicyclists should be accommodated, it would be safer to route pedestrian and especially bicycle traffic to the recently beautifully redesigned north end of Viking Way and west through the new Stendahl Ridge neighborhood, which comes out on Finn Hill where a bike lane exists. This route also connects to Fish Park, offering pedestrians a delightful path toward the city core.
North Kitsap High, Poulsbo Middle School	Long term	Grade eastbound Hostmark approaching Caldart to create a road shoulder that may serve as a bike lane. Add path and signs on Hostmark in front of Poulsbo Middle School to indicate where bicyclists may safely ride, or directing them to dismount and walk, when buses are present.	A road shoulder that serves as a bicycle lane on Hostmark east from Highway 305 disappears just before Caldart. It should continue to Noll Road to connect to the shared-use path. The shoulder of Hostmark in front of Poulsbo Middle School currently is striped to delineate bus parking area. Bicycles and walkers are left to fend for themselves.
Lions Park to city limits	Long term	Improve shoulder to create a shared use path and a safer link between park and Lemolo trail. Add signs in both directions indicating distance to each.	Consider opportunities to extend Lemolo trail if Fjord Drive is converted to one-way street.
Front Street downtown	Short term	Install sharrows as determined by the engineering department	This will increase awareness by drivers that they are sharing the road with bicyclists.
Highway 305	Long term	Remove bulb-outs and install bike lanes and safe pedestrian route on Highway 305.	The widening of Highway 305 through Poulsbo presented some new challenges for cyclists and pedestrians. Bicycle lanes were added to a section of the highway on which construction was completed only two years ago; but bulb-outs at the intersections make cycling hazardous on this highway which sees heavy, fast-moving traffic.

Commented [NCC35]: Hostmark bike lane improvements 13-14.

Noll Road: Lincoln to Mesford	Long term	Shoulder enhancement/grading to increase safety for foot and bicycle traffic.	Popular with runners and cyclists. West side is city/east side is Kitsap County. Right now drivers who are being courteous cross over the center divider to give walkers/runners/bikes plenty of room. That is OK on the straightaway but dicey near the blind curve at Tallagson. May be improved as development occurs. Planned as a shared use path.
General Improvements	Long term	Create a wayfinding signage program showing routes/loops and distance to popular destinations; the public library, shopping, schools, and other public places.	Partner with other organizations such as the chamber of commerce, Historic Downtown Poulsbo Association and businesses. Work with the engineering department for on street improvements.
Trail Priorities – Water Trails			
Project Title	Long term vs short term	Project Description	Project Purpose and Need
General Improvement	Short term	Install benches at water access points / wayside rests	Providing for easy take in and take out points should be a priority in a city on a bay.
	Short term	Signage	Provide wayfinding signage at the public access points in the city.
Other Trail Systems Which May Connect to Poulsbo			
Clear Creek Trail	Identify possible connections.	Clear Creek Trail, south in Silverdale, is a popular destination for pedestrians and young cyclists learning to ride. Connecting with it should be a priority to the city.	
Cross State Trail/Sound to Olympics Trails Connection US Bicycle Route System	Identify potential connections.	Kitsap County is a missing link in the regional Sound to Olympics trail. Two main options exist for completing the connection from Agate Pass Bridge to Hood Canal Bridge. Each is discussed below. Long-term, ideally, both routes will be developed. For the short-term, a preference should be indicated by the City. Poulsbo is on or very close to several routes (e.g. Pacific Coast) being developed as part of the USBRS.	
Option #1: Lemolo connection	Lemolo Shore / Downtown Route: From Bainbridge Island, Highway 305 to Lemolo Shore Drive, take Lemolo to Fjord to 4th Avenue across 305 over Little Valley (assuming improvements to this steep, narrow winding road) to Big Valley.	This route takes travelers through the city core but is more complicated.	
Option #2: Noll Road connection	Noll Road Route: From Bainbridge Island, Highway 305 to Noll Road; north on Noll Road to Lincoln Road; and then north via Stottlemeyer to Bond Road and beyond.	This route is simpler and more direct but bypasses the economic center of the city. Portions of the improvements are already planned.	

Commented [NCC36]: 2015 Water Trail signs installed at Oyster Plant Park, public boat launch and Port

Big Valley Area	Identify possible connections.	Big Valley is a popular cycling destination. No good, safe routes exist to reach it from the city core without crossing Hwy 305 and Bond.
Port Gamble	Identify connections from east side.	Laced with miles of forested trail, Port Gamble and is an attractive and relatively close destination.

DRAFT

Coordination with ~~City of Poulsbo~~ Comprehensive Plan

The Comprehensive Plan is a 20-year vision and roadmap for Poulsbo's future. The plan guides City decisions on where to build new jobs and houses, how to improve the transportation system, and where to make capital investments such as utilities and sidewalks. The Comprehensive Plan is the framework for most of Poulsbo's big-picture decisions on how to grow while preserving the heritage and character. The Parks, Recreation and Open Space element (chapter 8) addresses the present and future park, recreation and open space issues for Poulsbo. The 2015 Parks, Recreation and Open Space Plan (PROS Plan) supplements this chapter and is included in as Appendix B-5 to the Comprehensive Plan. The Urban Paths of Poulsbo Plan (Trails Plan) adopted by the City also supplements this chapter and is included as Appendix B-6. Upon approval of City Council, the trails plan will be a functional plan or component of the Poulsbo Comprehensive Plan. The Park and Recreation Commission does a review every six years of the city's Parks, Recreation and Open Space Plan; the trail plan will be a part of that review. Any changes would be submitted through the city's Comprehensive Plan process.

The UPP plan will tie in and coordinate with major goals that were set in the 2009-2016 Comprehensive Plan update. One main goal of the Park and Recreation and Open Space chapter include:

- Goal PRO-4 Create a hybrid system of on-street facilities, off-street links, and shared-use paths to create a continuous and complete network for pedestrians and bicyclists that connects neighborhoods, commercial areas, schools, transit facilities, parks and open spaces, and the waterfront). Make Poulsbo a walkable community through a network of pedestrian trails and sidewalks, to connect open spaces, recreational areas, educational viewpoints and the City's urban areas.

Highlights of pertinent Comprehensive Plan Chapter 8, Parks Recreation and Open Space includes the following policies in the Comprehensive Plan, are found in Chapter 8, Parks Recreation and Open Space, and include:

- Policy PRO- 4.1 Use the Urban Paths of Poulsbo Plan and maps to identify and prioritize implementation strategies and key acquisition and development opportunities for connections supporting nonmotorized travel. Prioritize these connections in the City's 6-Year Capital Improvement Program, which is reviewed annually.
- Policy PRO-4.2 Use a multi-faceted approach to implement the Urban Paths of Poulsbo Plan. As set forth in the UPP plan, the implementation strategies should include:
 - Reviewing the city's municipal code to incorporate standards for pedestrian and bicycle facilities, bicycle parking, and incentives for developers who provide connections for walking, cycling and other forms of non-motorized travel.
 - Coordinating with the Planning Department to look for opportunities for non-motorized linkages during the development review process.
 - Working with Homeowners' Associations to identify prospective paths in their subdivisions to connect the neighborhood to outside routes.
 - Seeking partnerships with other jurisdictions, private businesses, non-profit organizations, the development community, and citizens to realize the UPP vision.
 - Working with the City Engineering Department to consider and evaluate the UPP plan, maps, and implementation list in the planning, design, construction and maintenance of roadway projects.
 - Establishing maintenance and preservation standards and ensuring adequate funding is available for maintenance and preservation of trails in parks and on-street facilities.

– Reviewing existing policies for non-motorized users and coordinating with the Police Department to ensure adequate enforcement for public safety.

- **Policy PRO-4.3** A key priority for trails planning in Poulsbo is to link citizens with the shoreline. Therefore, the City should emphasize acquisition of land and/or conservation easements along the shoreline of Liberty Bay to connect, enhance, and lengthen the existing, but limited, shoreline pedestrian trail. All shoreline development is subject to the requirements of the City's Shoreline Master Program.
- **Policy PRO-4.4** Coordinate with neighboring jurisdictions to connect the city's trail system with theirs and participate in county, regional and statewide efforts to plan and implement a statewide trail, where connection through Poulsbo provides a vital link to the Olympic Peninsula.
- **Policy PRO-4.5** Use the trail standards identified in the Urban Paths of Poulsbo functional plan as a guide for trail construction, unless a specific standard is required by a funding agency. If modification to a trail standard is necessary due to topography, or is not physically or technically feasible, an alternative trail standard shall be as acceptable to the City Engineer and Parks and Recreation Director.
- **Policy PRO-4.6** Make trails accessible to people with disabilities as much as possible.
- **Policy PRO-4.7** Utility easements should be considered for possible trail easements. Working only with willing property owners, the City should work to encourage multi-purpose easements that allows for public access where it is identified or supported by the Urban Paths of Poulsbo Plan.
- **Policy PRO-4.8** The City intends to develop the Urban Paths of Poulsbo (UPP) Plan primarily through (1) continued construction of sidewalks, bicycle facilities, and shared-use paths in conjunction with new roadway projects; (2) through multi-purpose easements as described in Policy PRO-4.7; and (3) through the development of trails with willing and cooperative property owners going through the development review process, including but not limited to subdivisions, Planned Residential Developments, and commercial site plans. The City will engage only with willing property owners in the implementation of the UPP Plan.
- **Policy PRO-4.9** When a public trail is designed to be located within a regulated critical area, the City shall engage professional consultants or other experts to ensure appropriate mitigation of any potential conflicts between path construction and wildlife habitat. Trail development within critical areas is subject to the requirements of the City's Critical Areas Ordinance and Shoreline Master Program.
- **Policy PRO-4.10** Install way-finding and route signs and provide maps to guide users through the city's pedestrian and bicycle network. Coordinate with schools and agencies to promote bicycle and pedestrian safety through educational programs and events. Collaborate with neighboring jurisdictions to develop regional trail maps. Expand "adopt-a-park" programs to include an "adopt-a-trail" component.
- **Policy PRO-4.11** Proposed routes shown in the UPP Plan and Figure PRO- 3 are conceptual. Actual alignment may vary based on topography, property ownership and willingness of property owners, and other variables that may be identified at the time of pathway construction. The City will involve only willing property owners. If a connection is not feasible, an alternative alignment and/or connection that meet the intent of the UPP Plan and Figure PRO-3 will, when possible, be determined.
- **Policy PRO 1.1** Lands that connect natural areas, or provide important linkages for trails, plant communities, or wildlife habitat;

Lands valuable for active recreation, such as playgrounds, athletic field and facilities, trails, fishing, swimming or picnic activities;

- ~~Policy PRO 1.3 Seek additional opportunities to acquire park land and access easements to provide public access along the shoreline of Liberty Bay. Build upon existing road ends and public easements with access to the shoreline. Whenever possible, include boating facilities, fishing piers, beach access and swimming, and boardwalks as water access amenities.~~
- ~~Policy PRO 1.8 Provide incentives within the City's zoning ordinance for private developers to dedicate land or easements for public access to the City for public park land, open space and/or pedestrian access. When a private developer is contemplating making a public benefit donation to the City, donations that help implement the Park's Capital Facility Plan or provide connectivity to other public park land, open space and/or pedestrian access should be encouraged.~~
- ~~Policy PRO 2.6 Incorporate into the City's Fish Park and Nelson Park, and along the planned Liberty Bay/Dogfish Creek shoreline trail, interpretative stations and viewing areas to support the Kitsap Audubon Society's designation of Liberty Bay and the Dogfish Creek estuary as the "Poulsbo Fjords Audubon Wildlife Viewing Area."~~

Additional supporting policies can be found in **Chapter 4, Transportation**, which highlights pedestrian and bicycle facilities:

~~"Pedestrian and bicycle facilities should be a vital part of Poulsbo's transportation system. An integrated, safe pedestrian and bicycle system will increase mobility choices, reduce reliance on motorized vehicles, and provide convenient access to schools, activity centers, transit stops, parks, and other recreation areas throughout the city.~~

~~Building and maintaining a network of sidewalks, bikeways and pedestrian trails require an interdepartmental effort. Planning, funding, building and maintaining a shared use pedestrian and bicycle system will require support from the Public Works, Parks and Recreation, and Planning departments.~~

~~Walking is an important and popular travel mode for Poulsbo residents. Well-maintained sidewalks and other pedestrian facilities enhance the quality of life. Bicycle facilities along key north-south and east-west routes will improve safety and access across the city. A connected system provides access to bus stops and park and ride lots, increasing the attractiveness of transit, especially for commute trips."~~

And finally, Policy CC 4.1 in the Community Character chapter also discusses trails:

- ~~Design and create sidewalks, bikeways and paths to increase connectivity for people by providing safe and direct, or convenient links throughout the city.~~

Trail standards identified in the ~~City's latest adopted 2016~~ Parks, Recreation and Open Space ~~functional P~~lan (PROS) will be used as a guide for trail construction, unless a specific standard is required by a funding agency. If modification to a trail standard identified in the ~~Parks functional P~~ROs plan is necessary due to topography, or is not physically or technically feasible, an alternate standard shall be as acceptable to the City Engineer and Parks and Recreation Director.

Policy Recommendations and Implementation Strategies

These recommendations and strategies are very specific to Poulsbo and were developed as a result of the work by the [2009-2011 trails](#) committee, survey information and public input ~~gathered throughout the duration of the development of the plan~~. The following recommendations are not listed in any particular order of importance:

Education and Awareness

1. The City should work with the North Kitsap School District and private schools, the Kitsap [Public Health District](#), Poulsbo Parks and Recreation, and the Poulsbo Police Department, to promote bicycle and pedestrian safety through educational programs.
2. City-wide events (e.g. Viking Fest, 3rd of July) should include exhibits on pedestrian and bicycle safety.
3. Promote bike-to-work day, helmet fitting, ~~walking events with Kitsap Volkssporters~~ and other pedestrian or bicycle events.
4. Expand “adopt-a-park” programs to “adopt-a-trail” programs.
5. After the development of a trail facility, provide uniform signage to identify pedestrian and bicycle routes throughout the community, and establish wayfinding markers and maps (e.g. “You Are Here”) to direct pedestrians and bicyclists to key community points of interest (e.g. parks, the waterfront, historic downtown Poulsbo, the library, schools and commercial areas). Work with the Chamber of Commerce and Historic Downtown Poulsbo Association to connect the shopping centers with trails.
6. The City should develop a walking/biking map of pedestrian and bicycle facilities in the community and key points of interest in the community for public distribution. ~~Use maps on the World Wide Web to highlight the trails.~~

Enforcement

1. The City should coordinate with the Poulsbo Police Department to enforce regulations regarding the usage of pedestrian, bicycle and trail facilities.
2. The City should clarify where bicycles are allowed or not allowed on sidewalks, pedestrian facilities, parks and trails.
3. After a new pedestrian or bicycle facility is developed and constructed, the City should work with the Poulsbo Police Department to increase patrols to alert the community to the new facility.
4. The City should ensure adequate pet control laws and should enforce those laws.
5. The City should review existing policy and expand or develop a policy or policies on the use of other forms of transportation (e.g. skateboards, in-line skating or motorized scooters) throughout the city. It should be noted that people using motorized wheelchairs or other aids for mobility are pedestrians and have all the rights granted as such.

Implementation and Funding

1. ~~After plan adoption and inclusion in the Comprehensive Plan, the next phase of the planning process should include the d~~[The City should development of](#) cost estimates for high priority projects for insertion into the City’s Capital Improvement Program.
2. The City should revisit the plan for update every five to ten years. The priorities list and capital improvement project list should be consulted annually during the City’s development of its six-year Capital Improvement Program.

3. The City should research grants and consider annual funding for pedestrian and bicycle improvements relating to safe school access and other community enhancement projects. This would include the Parks and Recreation and the Engineering Departments.
4. The City should ensure adequate, dedicated personnel time for implementation of pedestrian and bicycle programs and projects.
5. The City should continue trails plan coordination between city departments including parks and recreation, planning and economic development, public works, and finance.
6. The City should continue to coordinate with neighboring jurisdictions and the State of Washington for joint planning and funding efforts.
7. Utility easements should be considered for possible trail easements.
8. The City should continue to coordinate and partner with other trail systems and efforts near the city, including the Clear Creek Trail System, the North Kitsap Trails Association and the Mountains to Sound program.
9. The City's Development and Zoning Code should contain language relating to standards for secure, convenient, long-term bicycle parking at schools, parks, public facilities, large-scale commercial developments and transit centers.
10. The City should build relationships with various Home Owner's Associations in order to get private trails in subdivisions opened up to the public.
11. The City should continue to work with private developers to encourage trail connections between development, commercial areas and public centers. The city should highlight general construction guidelines for consistency. The City should review potential PMC code changes to provide incentives for developers to provide trail connections.
12. The City should enhance PMC references to encourage bicycle paths/trails in residential subdivisions, such as **17.2080.060-B.5; Bicycle paths/trails.**
~~Regarding dedication of roadways to the public, the subdivider shall also dedicate additional land as may be necessary and feasible to provide bicycle paths for the use and safety of the residents of the subdivision. (Ord. 94 25 § 1 (part), 1994)~~
Pedestrian and bicycle connection to adjacent subdivisions or property shall be provided as feasible and as consistent with the intent of the city's comprehensive plan's identified sidewalk and path connections.
13. The City should adopt maintenance standards for trails in parks and on-street bikeways.
14. The City should ensure adequate funding for maintenance of identified park trails and pedestrian and bicycle facilities within the right-of-way.
15. The City should consult the Washington Department of Transportation's (WSDOT) *Pedestrian Facilities Guidebook* (1997) and the American Association of State Highway and Transportation Officials' (AASHTO) *Guide for the Development of Bicycle Facilities* for pedestrian and bicycle facility design guidance for a project.
16. During project selection, working only with willing property owners, keep in mind the following considerations: safety, especially for children and the elderly; existing conditions; topography; existing and planned routes; existing and planned traffic corridors; connections to downtown, parks and open space, schools, community facilities and other points of interest; location of commercial areas and multi-family areas (land use).
17. The City should inventory and explore grant sources and interjurisdictional funding partnerships to the greatest extent possible for program and project funding, including partnerships with private, health and education organizations.

Funding for Trails

Implementing the UPP depends on commitment, opportunity and funding availability. As competing demands escalate for increasingly limited City resources and dollars, creative solutions are needed to fund trails. ~~It is clear that e~~Completion of the trail system will take time and will need-require a sound and realistic financial strategy.

Funding for trail development and maintenance must come from a variety of sources. City budget, park impact fees, federal and state grants, and in-kind donations of materials and labor are the most common sources. It is important to maximize every possible funding source for trail capital improvements. Funding sources available to the City include: City's annual budget – general fund and park reserves; impact fees, state and federal grants, conservation and recreation trail easements, donations, partnerships, in-kind donations of materials and labor, and voter approved bonds. The City should also ensure that individuals who wish to support the Urban Paths of Poulsbo through financial or property donations, conservation or trail easements, or bequests are able to do so by providing easily accessible information and promote giving opportunities.

Park projects that have been placed on the 6-year Capital Improvement Program (CIP) have received a funding commitment, usually through a combination of grant funding, city budget, impact fees and in-kind donations. The trails projects will be the same.

~~The Poulsbo Trails Committee should remain a subcommittee of the Parks and Recreation Commission. It should meet annually to review the progress of the trails plan, identify priorities and report to the commission.~~

Plans

The Parks and Recreation Capital Improvement Plan identifies park projects to address needs over the 20-year term of the plan. The short-term projects identified in the Six-Year Park Capital Improvement Program (CIP) define the most immediate needs providing the short-term budgetary prioritization. Trail projects will continue to be integrated into the 6 and 20 Year CIP.

The Dogfish Creek Restoration Plan (2010) also encompasses a variety of projects to aid in the health of the creek. Trails development is a part of that plan.

Partnerships

Partnerships with state and local government agencies, Poulsbo's active civic clubs and community groups, North Kitsap School District, friends' groups, and local land trusts, assist the City in the acquisition of park land and the development of those parks and trails. Continuing these relationships is a primary goal of the City.

Conclusion

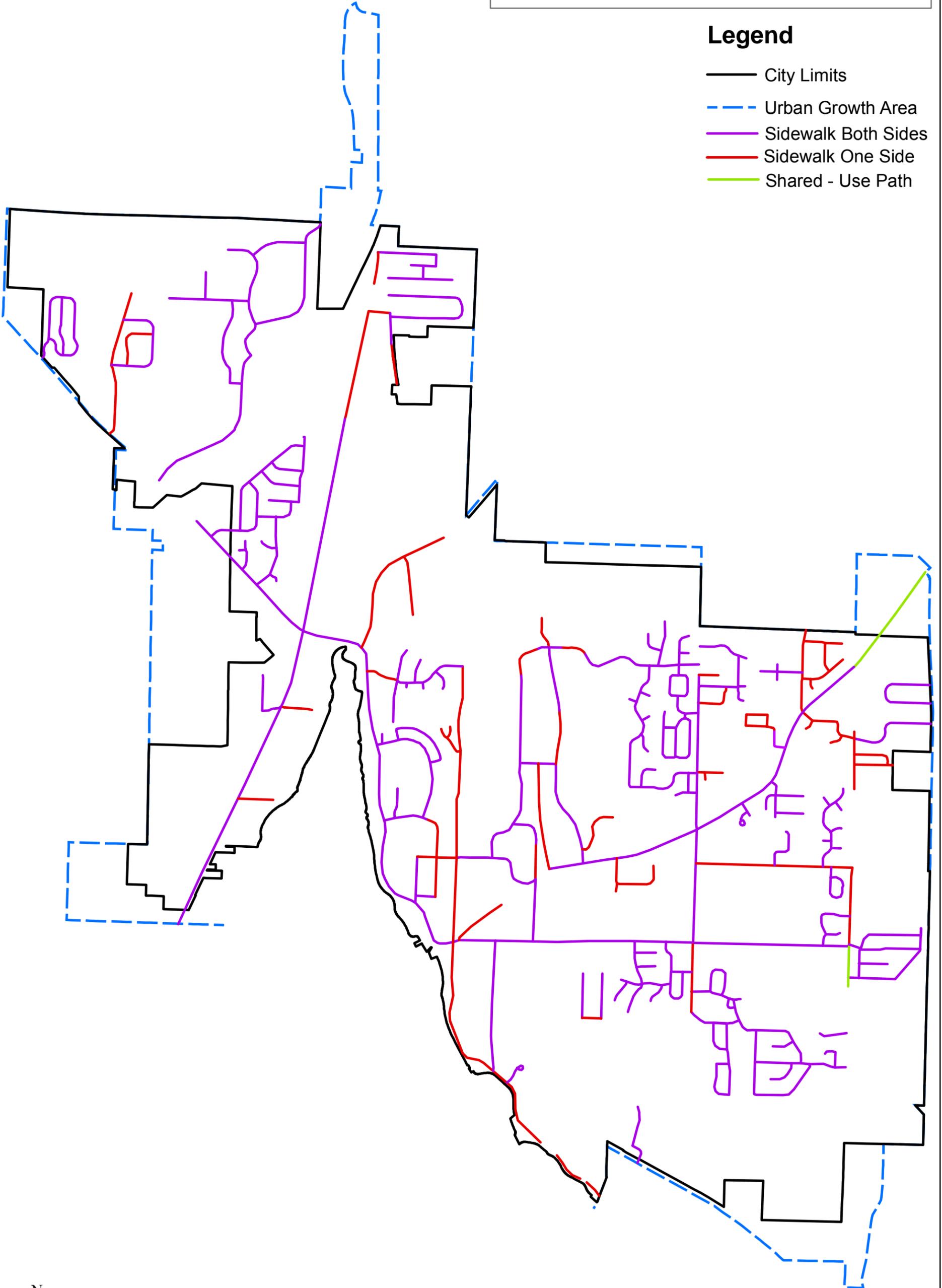
With the maps and recommendations in hand, the city has guidance in developing pedestrian and bike-friendly routes for the next twenty years. The Urban Paths of Poulsbo will serve a diversity of users and a variety of purposes—commuters, visitors, recreational users, non-motorized activities, local schools, and more will benefit from this plan.

DRAFT

Existing Pedestrian Network City of Poulsbo, Washington

Legend

- City Limits
- - - Urban Growth Area
- Sidewalk Both Sides
- Sidewalk One Side
- Shared - Use Path



Street and Pedestrian Safety Plan

CITY COUNCIL MEETING

APRIL 4, 2018



PRESENTATION SUMMARY

- **PROJECT STATUS**
- **CRASH DATA ASSESSMENT**
- **SAFETY STRATEGIES**
- **PROJECT LIST**
- **PHASE 2 PLAN**
- **NEXT STEPS**

Status

- ✓ Crash Data Analysis
- ✓ Location Assessments
- ✓ Advisory Committee Meetings (2)
- ✓ Project List

NEXT STEPS

- Draft Report – April 6
- Grant Application – April 16
- Phase 2 Plan - May

Project Team

- Engineering
- Public Works
- Police
- Planning

Advisory Committee

- Kate Collins-Nunes, Planning Commission
- Rick Eckert, NKSD
- Dianne Iverson, West Sound Cycling
- Sandy Kolbeins, HDPA
- Jeff McGinty, City Council
- Molly Merrick, Citizen
- Jim Schlachter, Rotary

SAFETY ASSESSMENT FRAMEWORK

- Street safety influenced by many factors
- 96% of accidents are human error related
- Pedestrians are 10% of trips but almost 20% of fatalities
- Injury trends nationwide are increasing (USDOT)
 - More non-motorized use
 - More distraction
 - More impairment
- Infrastructure should help guide users to appropriate behavior



National Data (USDOT)

- Alcohol involved in ~40% of all pedestrian and bike fatalities
- Distracted driving accounts for ~10% of all fatalities
- Pedestrian injuries disproportionate among older adults and children
- Accident rates per mile walked are similar in all urban areas

GENERAL CONCLUSIONS

- Most accidents result from human error
- Influencing behavior is complex and challenging
- Substance abuse is a critical factor
- Design and engineering is important but only part of the solution

Design: Accommodations for all users, visibility, ease of use, reduce potential for surprises

Enforcement: Speeding and impairment are most common cause of injuries in Washington

Education: Distraction (drivers and pedestrians) becoming more and more of a problem

Maintenance: Tripping on cracked/uneven sidewalk is most common cause of pedestrian injury

FEDERAL AND STATE POLICY FRAMEWORK

FEDERAL

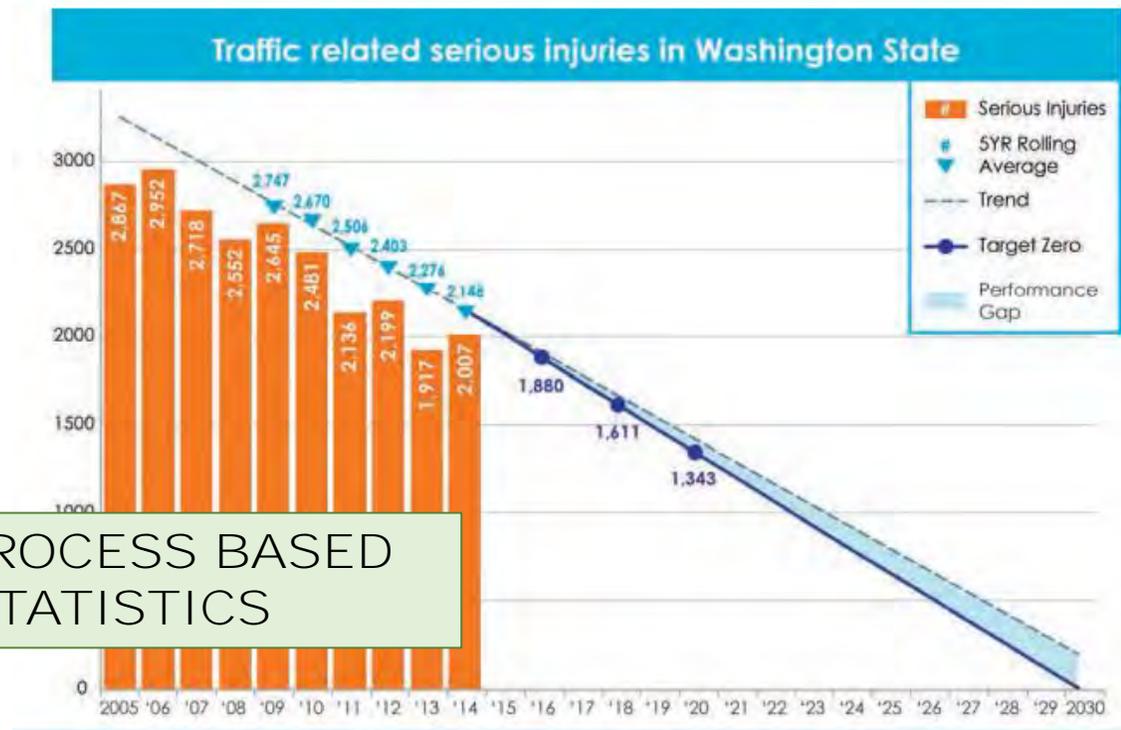
Safe People, Safe Streets Initiative - 2015



DATA DRIVEN PROCESS BASED ON ACCIDENT STATISTICS

STATE

Target Zero (Strategic Highway Safety Plan)



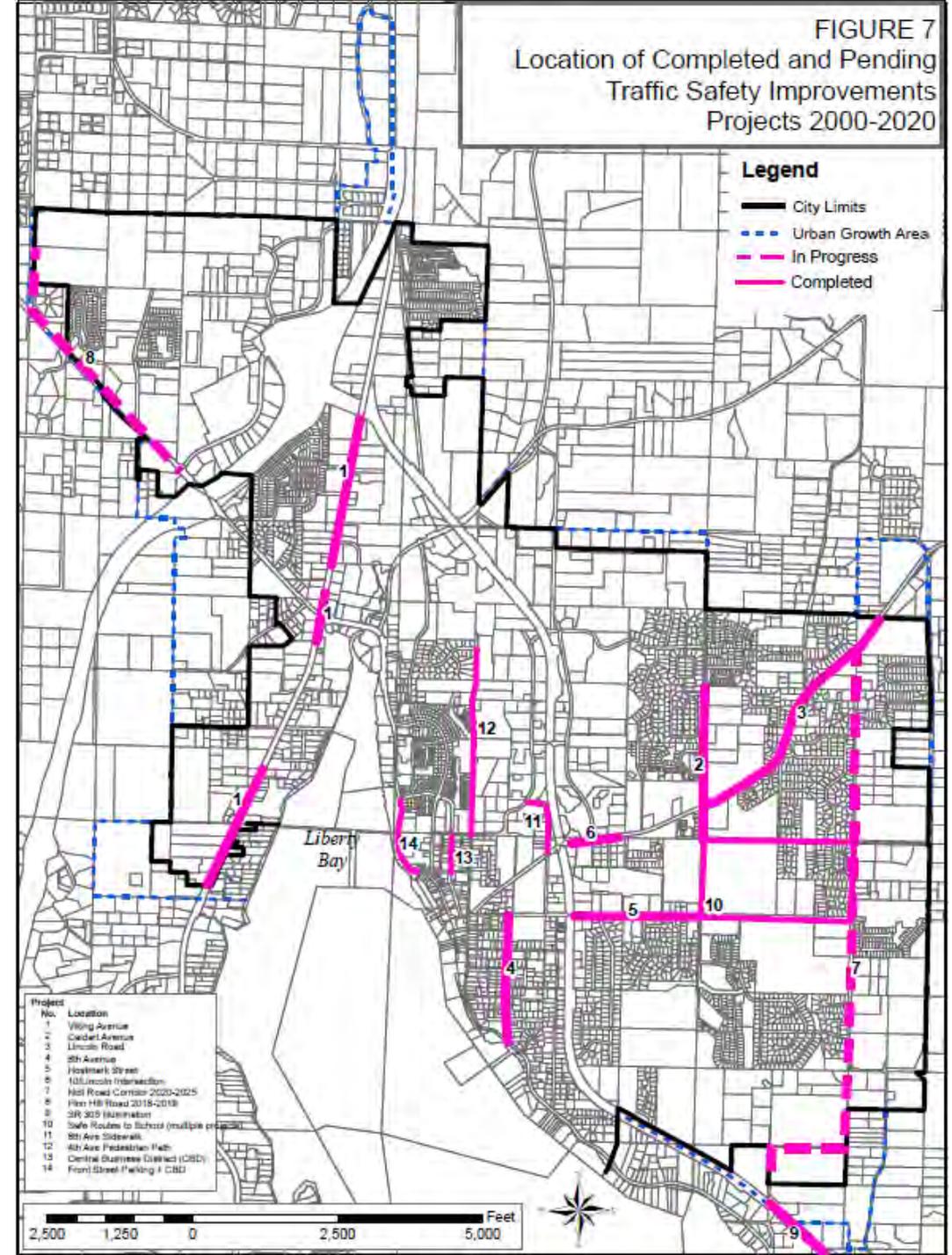
POULSBO SAFETY PLAN

- Recommended by federal and state policy
- Approach follows federal and state methods
- Data Evaluation
 - All accident data 2012-2017
 - Serious injury accident data 2007-2017
 - Review speed study data past ~ 10 years
- Identify key factors (risks) that are common to accidents
- Evaluate locations for potential engineering improvements
- Prioritize projects by type and location



RECENT POULSBO STREET SAFETY PROJECTS, 2005 ~2017

Over 15 projects,
approximately \$40M
investment



Accident Type - Prioritization Process

TARGET ZERO METHODOLOGY

- **Level 1:** Factors associated with 30% of crashes
- **Level 2:** Common, but not as frequent as Level one
- **Level 3:** Factors associated with less than 10% of serious injuries

Table 5: Summary of Serious Injury Accidents by Type, 2007-2017

Accident Type	Total No. Accidents	No. Accidents due to Driver Impairment or Defective Equipment ¹	Contributing Factors ²
Pedestrian - Vehicle	7	0	Failure to yield to pedestrian
Bicycle - Vehicle	3	0	Failure to yield to bicycle
Vehicle - Vehicle			
Left Turn	6	3	Failure to yield right of way
Rear End	3		Inattention
Other	1		
Vehicle - Fixed Object	5	2	Inattention, Speeding

¹Based on WSDOT accident reports between 1/1/2007 and 11/21/2017. Includes specific incidents between Nov 2017 and December 2017

²Apparent primary Contributing Factor based on WSDOT accident data. Other contributing factors may have been applicable.

Accident Types - City of Poulsbo Compared to State

Washington State 2012-2014		Fatalities		Serious Injuries	
		Number	% Total	Number	% Total
		1,336	100%	6,123	100%
High Risk Behavior					
1	Impairment Involved	756	56.6%	1,366	22.3%
1	Speeding Involved	508	38.0%	1,622	26.5%
2	1 Distraction Involved	395	29.6%	1,403	22.9%
2	Unrestrained Occupants	296	22.2%	627	10.2%
2	Unlicensed Driver Involved	248	18.6%	**	**
3	Drowsy Driver Involved	39	2.9%	194	3.2%
Crash Type					
1	Lane Departure	750	56.1%	2,357	38.5%
1	1 Intersection Related	276	20.7%	2,129	34.8%
Road Users					
1	Young Drivers 16-25 Involved	423	31.7%	2,057	33.6%
2	Motorcyclists	224	16.8%	1,110	18.1%
2	1 Pedestrians	204	15.3%	906	14.8%
2	Older Drivers 70+ Involved	162	12.1%	524	8.6%
3	Heavy Truck Involved	122	9.1%	318	5.2%
3	Bicyclists	29	2.2%	294	4.8%
Other Monitored Emphasis Areas					
	Wildlife	7	0.5%	49	0.8%
	2 Failure to yield right of way		0.2%	96	1.6%
			0.2%	5	0.1%
	School Bus-Involved	0	0.0%	15	0.2%

Priority level one

Emphasis areas include:

- Factors occurring in at least 30% of total fatalities or serious injuries.
- Decision and Performance Improvement.

Priority level two

Emphasis areas are factors occurring in at least 10% of total fatalities or serious injuries.

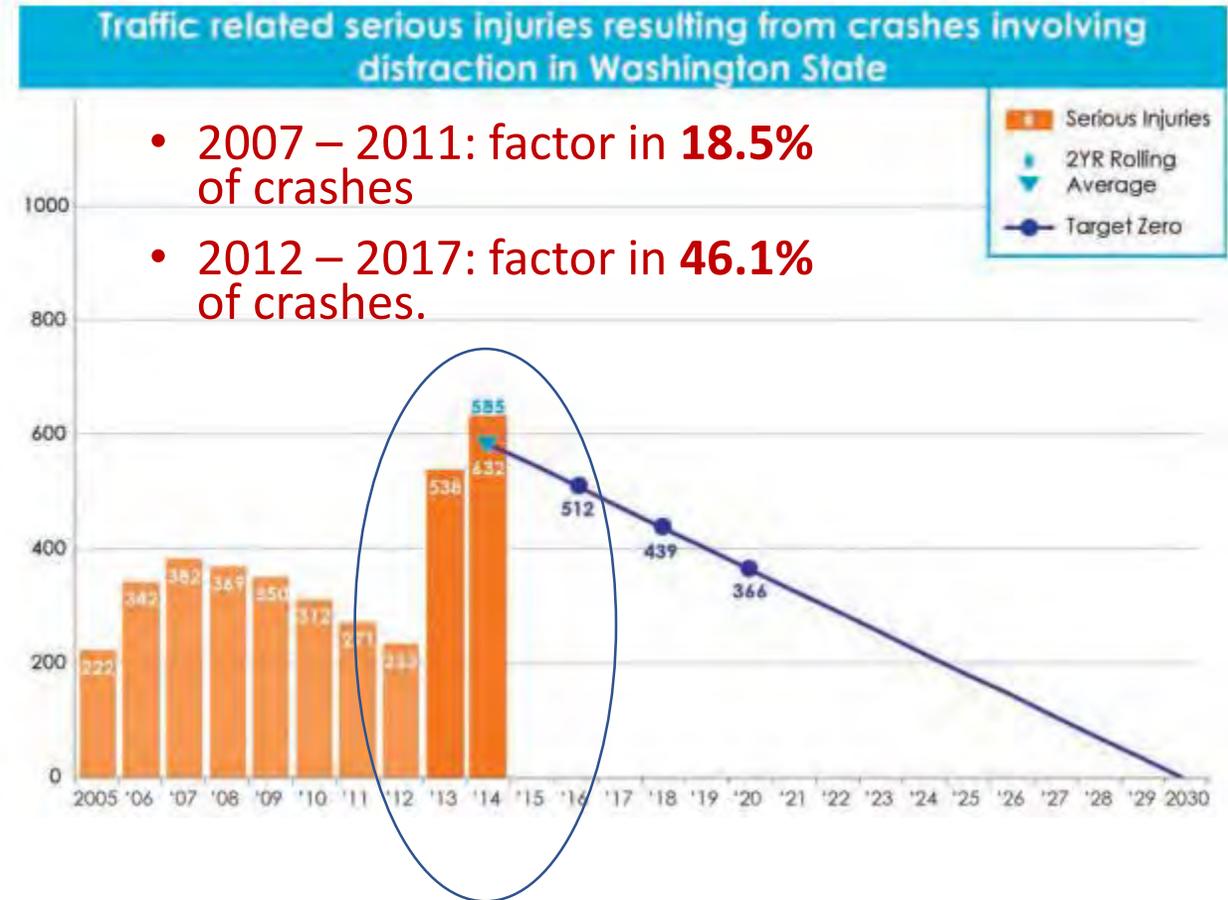
Priority level three

Emphasis areas are factors occurring in less than 10% of total fatalities or serious injuries.

**Serious injury data for unlicensed drivers are unavailable

Distracted Driving

- Common distractions (cell phone) can increase crash risk 3x ~ 8x
- Difficult to implement and track
- Enforcement and education are standard countermeasures
- Engineering strategies to address distractions:
 - Wide, visible striping
 - Easily visible signs
 - Good lighting at night
 - Periodic crash data evaluation



Common Safety Related Roadway Features (USDOT)

- Wide multi lane roads without pedestrian refuge facilities
- Missing curb cuts that make it more difficult to cross street
- Lack of marked crossing
- Gaps in sidewalks or bike facilities
- Intersections not well designed for pedestrians
- Excessive number of driveways



COUNTERMEASURES FOR WIDE STREETS



Example crossing **Raised Medians** pedestrian



Example of a **Refuge Islands**

Medians and Pedestrian Crossing Islands in Urban and Suburban Areas



Median and pedestrian crossing islands near a roundabout.

Source: www.pedbikemages.org/ Dan Burden

SAFETY BENEFITS:

Raised Median

46%

Reduction in pedestrian crashes

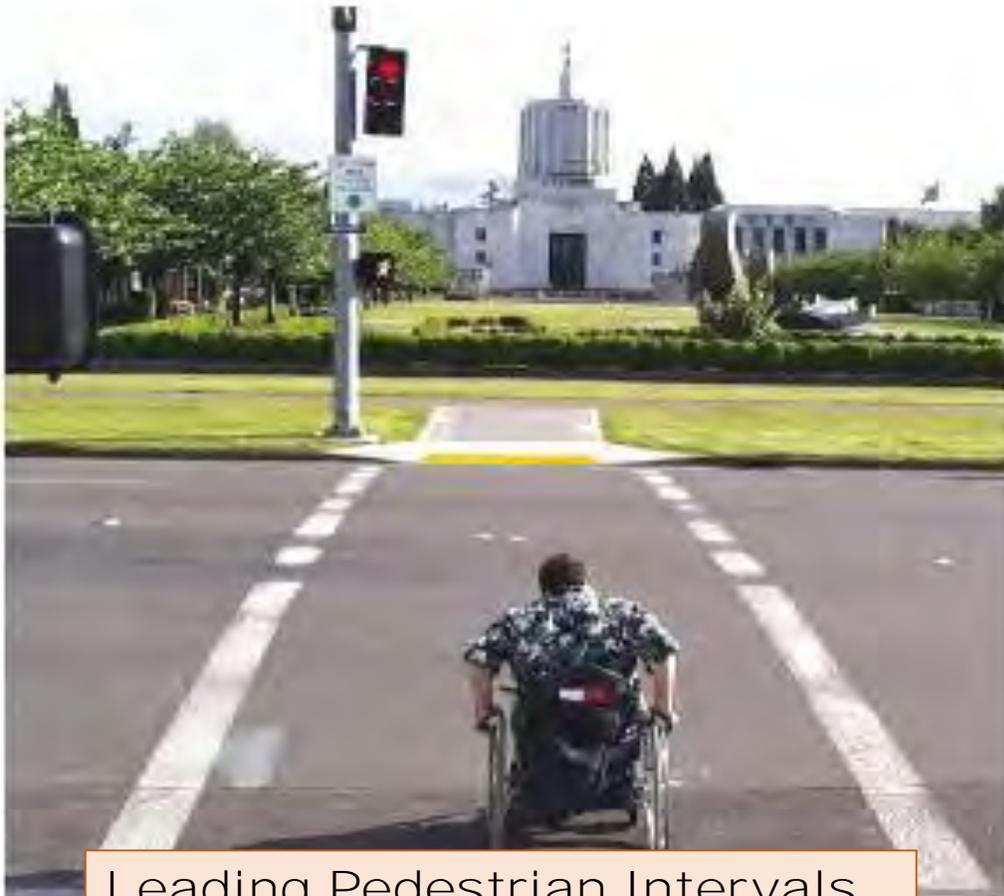
Pedestrian Crossing Island

56%

Reduction in pedestrian crashes

Source: *Desktop Reference for Crash Reduction Factors*, FHWA-SA-08-011, September 2008, Table 11.

COUNTERMEASURES – WIDE STREETS



Leading Pedestrian Intervals

An LPI allows a pedestrian to establish presence in the crosswalk before vehicles are given a green indication.

Leading Pedestrian Intervals

SAFETY BENEFIT

60%

Reduction in pedestrian-vehicle crashes at intersections



LPIs are beneficial at intersections with high left-turning volumes.

ROAD DIET



Current



Proposed



Road Diets (Roadway Reconfiguration)

A "Road Diet," or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life.

SAFETY BENEFIT:

4-Lane → 3-Lane

Road Diet Conversions

19-47%

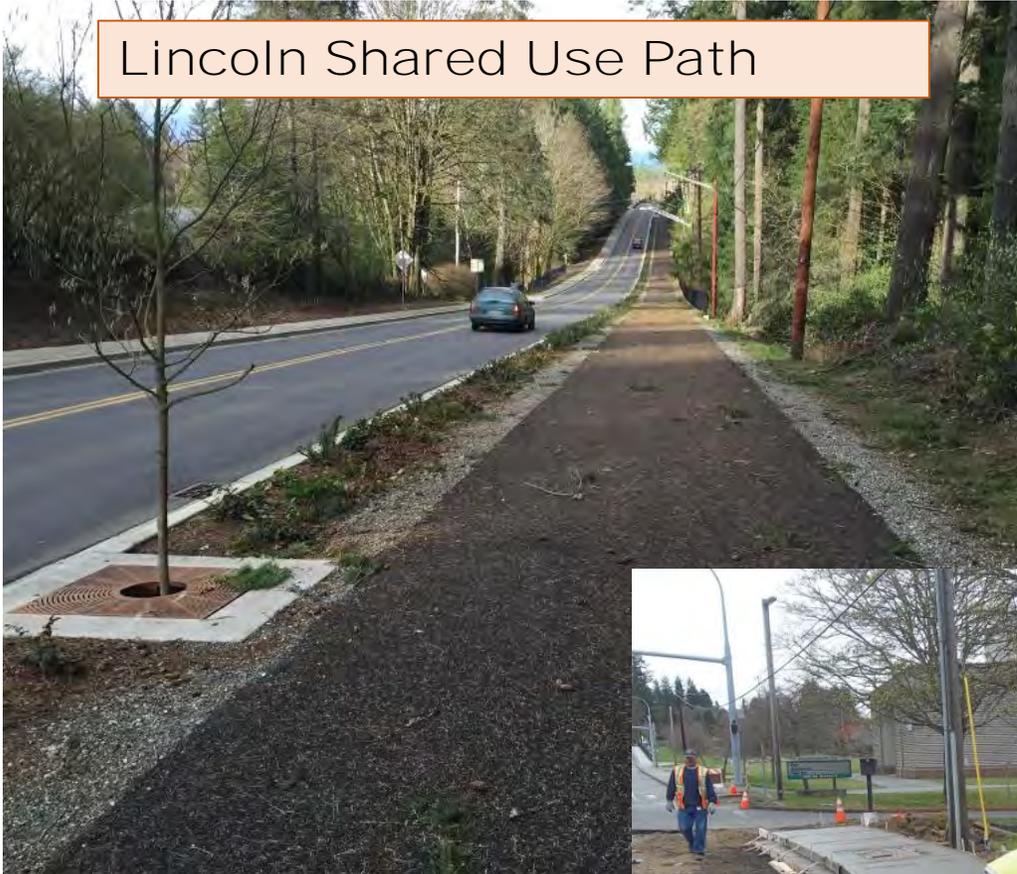
Reduction in total crashes

Source: Evaluation of Lane Reduction "Road Diet" Measures on Crashes, FHWA-HRT-10-053.

REDUCE VEHICLE LANES &/OR WIDTH AND REPLACE WITH NON-MOTORIZED FACILITIES, PARKING, LANDSCAPING

WALKWAYS AND BIKE FACILITIES

Lincoln Shared Use Path



Hostmark Sidewalk and Bike Lanes



Walkways

SAFETY BENEFITS:

Sidewalks **65-89%**

Reduction in crashes involving pedestrians walking along roadways

Paved Shoulders **71%**

Reduction in crashes involving pedestrians walking along roadways



Example of a shared use path.

Source: pedbikeimages.org / Burden

Source: Desktop Reference for Crash Reduction Factors, FHWA-SA-08-011, Table 11.

Traffic Calming and Crosswalk Improvements



SYSTEMIC LOW COST IMPROVEMENTS



Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections



Example of countermeasures on the stop approach.

Source: South Carolina DOT

SAFETY BENEFITS:

10%

Reduction in injury and fatal crashes

15%

Reduction in nighttime crashes



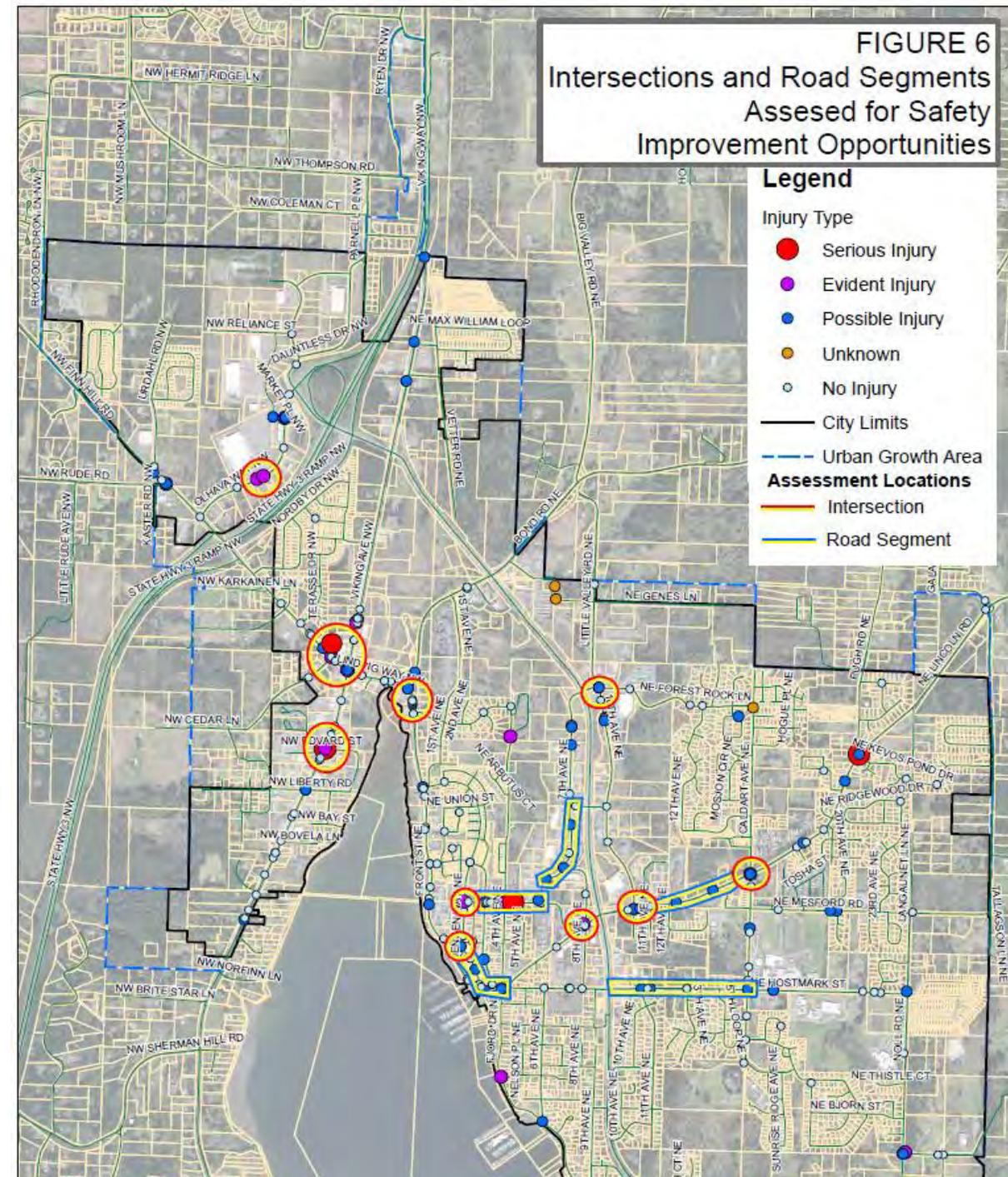
LOCATION ANALYSIS

10 intersections

- Viking Avenue (2)
- Lincoln Road (3)
- Jensen Way (2)
- Front Street
- 10th Avenue
- Olhava Way

5 street segments

- Front Street
- Hostmark Street
- Lincoln Road
- Iverson Street
- 7th Avenue



LOCATION ASSESSMENT

Table A. Location Assessment Summary Matrix.

	Signage and Striping										Pedestrian Features							Road grade or slope					Roadway Features				
	"REDUCE SPEED" Sign	Retro-reflective Sign Post Sheets	Hard-Held Pedestrian Flags	Sign Backs in areas w/ retro-reflective borders	Radar Speed Sign	Stop Ahead Signs	Crosswalk Placement or Striping	Mid-Block Crosswalk Mitigation	Pedestrian Sidewalk or Walkway	Pedestrian Crossing Refuge Island (LPI) Pedestrian Light @ Signal	Missing Sidewalk or Gap	Raised Crosswalk	Rapid Flashing Beacon	Curb Extensions	Dedicated Left or Right Turn Lane	Roundabout	Road Diet	Site Distance	Crossing Distance	Road grade or slope	Street Parking	Illumination	Access Manoeuvre or Drive over Curb	Constrained Right of Way	Raised Intersection		
Intersections																											
Viking Ave and Edvard St ¹			○		○		○	○	△		△				△				○		△	○					
Viking Ave; Lindvig and Finn Hill Rd ²		○				△		△	△	△	○				△				○		△	○	○				
10th Ave and Lincoln Rd ³		○				△			△			△									△						
Front Street; Torval Canyon to Lindvig Rd ⁴	○	○										○	△		○	○					△	○					
Front Street and Jensen Way	△	○		△		△		△		○	△			○	○	△			△	△	△	○	○	○			
8th Ave and Lincoln Rd ⁵		○	△		○		○		○		○			○	○					△		○					
Iverson St and Jensen St ⁶		○	○			△		△			△		○		○		△			△	○						
Olhava Way and Market Place ⁷		○	○			△					△		○			○				△	○						
Forest Rock Lane and 10th Ave ⁸			○	○		△					△					△				△							
Caldart Ave and Lincoln Road		○				○		△	△		○					△				△							
Road Segments																											
Front Street between Jensen and Hostmark	△			△		△	○	△	○		△		△			△		△	△	△	○	○					
Hostmark between SR305 and Caldart ⁹	○				○					○	△	○	△			○	△			○		○					
Lincoln between 10th Ave and Caldart					○						△		△		○		△			△	○						
Iverson between Jensen and 7th ¹⁰		△					○	○		○	△		○	○			○			△		○					
7th between Iverson and Liberty					△		○				△		△			△				△							

Legend: ○ Safety Enhancement Opportunity
 △ Existing Safety Feature
 Blank = Not Applicable

PROPOSED PROJECTS

- Iverson Street \$250k
- Systemic \$175
 - Viking Ave (2)
 - Forest Rock Lane
 - Hostmark St
 - Front St (Jensen to Peterson)
- Total \$425k Grant Application
- 4 combined with other projects
 - North Front St
 - Downtown Front St
 - 8th Ave-Lincoln
 - Olhava Way

Location	Potential Risk Factors	Potential Countermeasures	Proposed Countermeasures General Description	Implementation Strategy	Est. Cost
SITE SPECIFIC PROJECT					
Iverson Street between Jensen Street and 4th	Sidewalk gap, site distance, crossing distance	Curb extensions, Road Diet, Access Management, Sidewalks	Sidewalk gaps, curb ramps, curb extensions, striping	Site Specific 2018 safety grant application	\$250,000
SYSTEMIC SAFETY IMPROVEMENT PROJECT SITES					
Viking Ave - Edvard Street	Speeds, Crossing Distance, Site Distance, Driveway Conflicts	Systemic Improvements	Striping, Leading Pedestrian Interval (LPI), Access Control	Part of 2018 safety grant application	\$30,000
Viking Ave - Finn Hill Road Intersection	Speeds, Crossing Distance	Systemic improvements	LPI, eliminate mid-block crossing at Fish Park	Part of 2018 safety grant application	\$25,000
Forest Rock Lane - 10th Avenue Intersection	Speeds, turning movements	Road diet, striping	Lane Striping, Signs	Potential part of 2018 safety grant application	\$25,000
Hostmark Street, SR305 to Caldart Ave	Road grade, speeds	Enhanced signage, curb extension, pedestrian light at Caldart Ave	Reflective signs, striping improvements, illumination	Part of 2018 safety grant application	\$30,000
Front Street, Jensen to Peterson	Mid Block Crossings	Remove or enhance	Evaluate and remove or enhance existing mid-block crosswalks	Part of 2018 safety grant application	\$50,000
Multiple locations ¹	Pedestrian and driver distraction	Reflective post covers	Reflective sleeves on posts at stop controlled intersections	Potential part of 2018 safety grant application	\$15,000
Total Systemic Improvements Grant Application					\$175,000
Total Grant Applications					\$425,000
FUTURE PROJECTS					
Front Street - Torval Canyon Intersection	Speeds, Crossing Distance	Road Diet and Curb Extension	Add parking lane E side Front St, curb extension SE corner Front - Torval CR, Refuge Island at Bond Rd	Coordinate with adjacent Liberty Bay Trail project (2020-2022)	TBD
Front Street, Jensen to Hostmark segment	Mid-block crossings, site distance, pedestrian and driver distraction	Road Diet, Access Management, Wider Sidewalks	Reconfigure Jensen - Front intersection, wider sidewalks	Future Complete Street project and grant application (2018 - 2020)	TBD
8th Avenue - Lincoln Rd Intersection	Speeds, Crossing Distance, Site Distance	Striping, Road Diet, Curb Extensions	Curb extensions, dead end 8th Street at DF Creek, re-stripe, improved signs	Design and implement as part of SF Dogfish Creek basin retrofit grant, 2018~2019 design	TBD
Olhava Way and Market Place Intersection	Speeds, Crossing Distance, Site Distance, Turning Movements, Queues	Evaluate Intersection Control Options	Intersection study including traffic operations, level of service and safety elements.	Evaluate as part of future development proposals	\$30,000

¹ Potential locations consist of Fjord - Hostmark, Jensen - Front, Fjord - 6th Avenue, Pugh Road - Lincoln Road, 9th-Fjord, Sunset-Jensen, 4th-Viewmont.

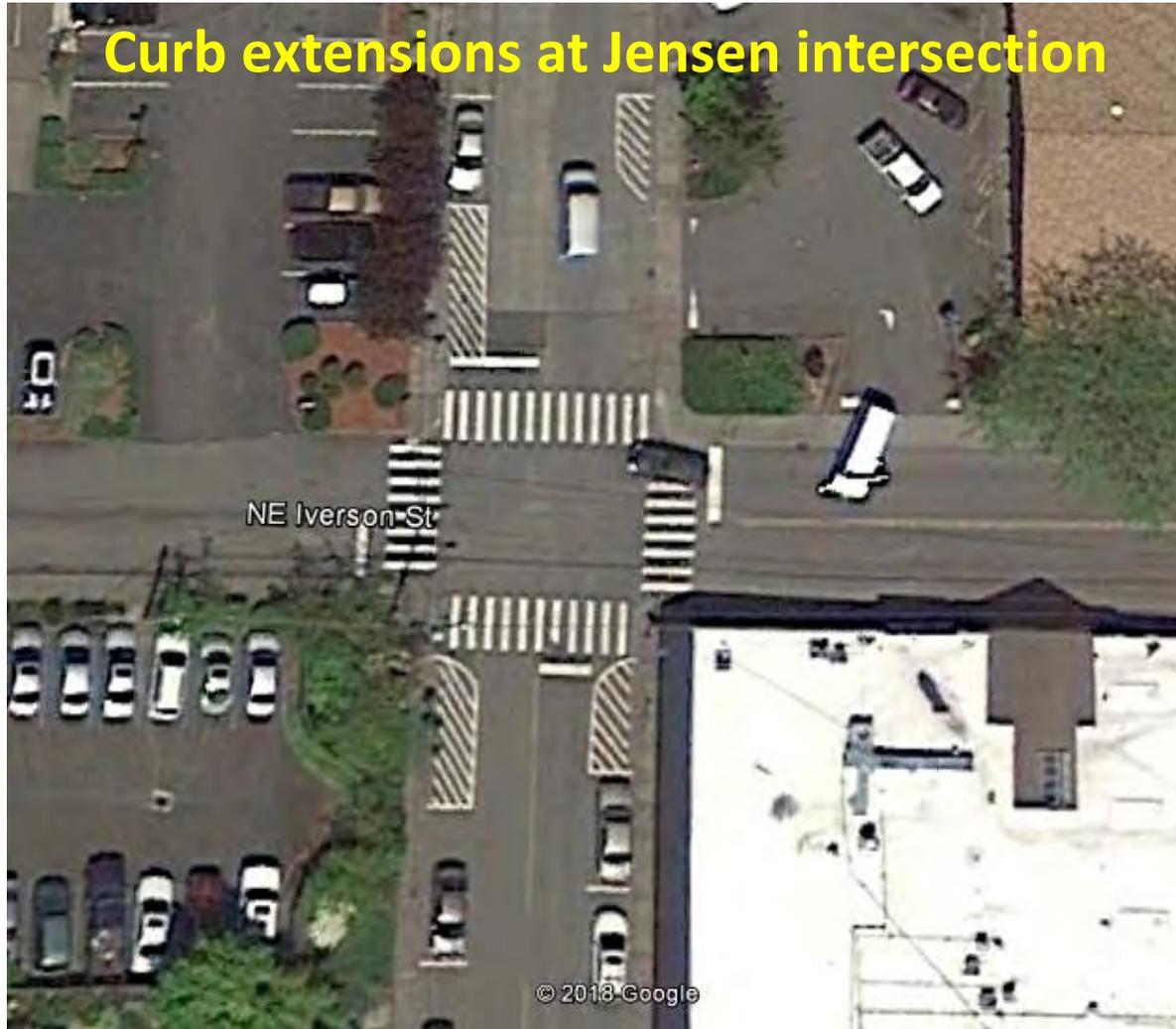
SITE SPECIFIC PROJECT – IVERSON STREET



Curb extensions at Jensen-Iverson intersection, sidewalk and curb ramps Jensen to 4th: \$250,000

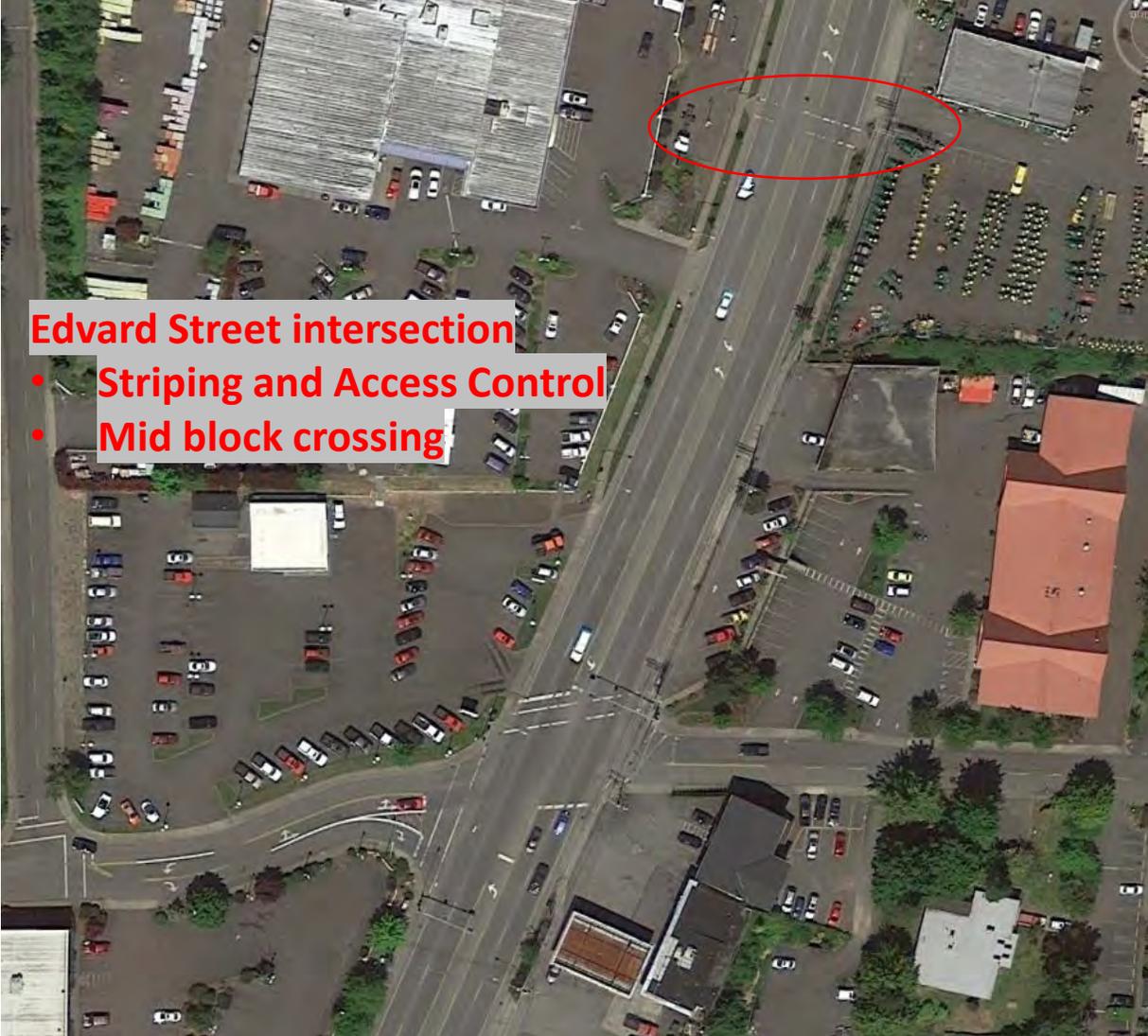
SITE SPECIFIC PROJECT – IVERSON STREET

Curb extensions at Jensen intersection



Sidewalk and curb ramps Jensen to 4th

SYSTEMIC IMPROVEMENTS - VIKING AVENUE

- 
- Edvard Street intersection**
- Striping and Access Control
 - Mid block crossing

- 
- Finn Hill Road intersection**
- LPI for crosswalks
 - Mid block crossing

SYSTEMIC IMPROVEMENTS - FRONT STREET

- Reduce/enhance existing mid-block crosswalks Sunset to Jensen
- Jensen to Hostmark segment potential future complete street grant



SYSTEMIC IMPROVEMENTS - 10TH AVENUE AND FOREST ROCK LANE

- Striping
- Potential lane reconfiguration
- Signs



SYSTEMIC IMPROVEMENTS HOSTMARK STREET

- Illumination
- Intersection signage at Caldart
- Evaluate curb ramps at Caldart
- Rapid flashing beacon or light at Caldart



FUTURE PROJECT - FRONT STREET AND TORVAL CANYON

- Torval Canyon Road leg of intersection
- Potential Front Street road diet
- Coordinate with future Liberty Bay Trail project, 2019~2023



FUTURE PROJECT - 8th Avenue and Lincoln Road

- Curb extensions, striping, road diet, signs
- Part of green street stormwater retrofit project, 2019-2022



Next Steps

- Council approve projects for grant application
- Final Plan, April 6
- Grant application, April 16
- Phase 2 Plan kick off May



QUESTIONS?