

# Poulsbo Stakeholder Committee Meeting #1 Summary

September 21st, 2023

4:00pm-6:00pm

## Overview

The Poulsbo Complete Streets Stakeholder Committee, City staff, and the consultant team had the first meetings discussing planning efforts for the Complete Streets Plan. This document summarizes our notes from the meeting on the following topics:

1. Committee Success
2. Meeting Protocols
3. Complete Streets Takeaways
4. Mapping Exercise
5. Next Steps

## Committee Success

The group held a discussion of what elements would make the committee successful during the plan development process. Several key themes arose from the discussion, including the development of a plan that represents the needs of the community and ensures that everyone has had the chance to be heard. The committee hopes to share learning experiences during our meetings and get insight into each other's perspectives. Overall, the team hopes to make streets safer for those who walk, bike, roll, ride transit, and drive.

On a granular level, the team hopes that the Complete Streets Plan will address mobility for people of all ages, creating safe connections for those who bike, ensure that sidewalks are comfortable for walking and rolling, east-west connectivity is evaluated, on-demand transit is explored, and collaboration with other city efforts are included (Comprehensive Plan, Parking Committee).

## Meeting Protocols

For the upcoming meetings, the committee identified agendas as the main element to ensure that the meeting is as efficient and effective as possible. The agendas would be shared prior to the meeting and would be printed for

### LOCATION:

Poulsbo City Hall

### ATTENDEES:

Britt Livdahl

Rick Eckert

April Zieman

Nikole Coleman

Kate Nunes

Ed Coviello

Angie Bartlet

City Staff

Karla Boughton

Diane Lenius

Josh Ranes

Consultant Staff

Alex Atchison

Sydney Weisman

Kendra Breiland

committee members to review during the meeting. The agendas would also include specific questions for committee members to consider and prepare answers in advance.

## **Complete Streets Takeaways**

While we reviewed the existing conditions, level of service analysis, and draft goals, several thoughts and ideas came up for how the Complete Streets Plan can improve streets in the City of Poulsbo. This section discusses the themes that arose from our discussion.

### *Bike and Pedestrian Safety*

Safety for the most vulnerable road users (people who walk, roll, or bike) was a theme that came up during the discussion. We had a conversation about speed differentials, vulnerability, and addressing conflicts between modes – including between bikes and pedestrians. More specifically, we heard a concern about areas where bikes and e-bikes may interact with pedestrians.

The committee also considered the overall Level of Traffic Stress (LTS) approach to bicycle and pedestrian level of service. It should be considered that LTS does not account for crossing information, including the number/types of crossings. One committee member also suggested overlaying the pedestrian LTS network with crash data or near miss heatmaps. This can ensure that we consider hotspots despite positive LTS scores, as noted along 8th Ave NE and along NE Lincoln Rd. The committee noted that most arterial roads in the City are high-stress for those biking. As a group, we spent time evaluating potential parallel routes to high-stress connections. For example, identifying opportunities for a lower-stress parallel pathway along NW Finn Hill Rd connecting Olhava Way NW to Rhododendron Ln NW.

### *Transit Opportunities*

Poulsbo's unique topography makes traditional transit routes challenging to site. New regulations and rules in the county prohibit bus stop placement in areas where the grade is greater than 2%. In Poulsbo, this accounts for most of the city. One option to consider would be micro-transit or on-demand transit solutions. These provide more flexibility about where people can pick up transit vehicles and can reduce the last-mile access concerns.

### *SR-305*

SR-305 was a major topic of discussion during our first stakeholder meeting. SR-305 is a major thoroughfare that creates a major divide in the City. It creates an issue for transit and a barrier for walking, biking, and rolling. Presently, this WSDOT managed facility does not match the scale of other streets in Poulsbo. In our mapping exercise, the team evaluated potential parallel routes to provide connections for non-drivers. SR-305 collision data is included in our analysis and hotspots will be identified.

### *Connectivity Opportunities*

One recurring issue that came up in our discussion was connectivity concerns. There are limited east-west connections given the topography as well as the SR-305 barrier. The group was also considering the opportunities for relating connectivity elements to equity elements. We discussed some of the marginalized/historically underserved communities in the area that would benefit from added connectivity: military populations, growing Hispanic/Latinx community, non-English speaking population, and employees working in downtown. The group discussed how these populations do not always show up in Census data based on Poulsbo's residential populations, but that the true needs of these groups might be better shown in describing Poulsbo's workers, many of which work in service industries. The last-mile access to transit is a concern for some of the discussed marginalized communities who may not be able to easily access a transit stop. On-demand transit options could improve connectivity for less dense areas of the City.

### *Other Considerations*

Other topics that were discussed include special considerations for streets surrounding schools and freight. It was noted that the PM peak hour may not be the most congested time of day near schools, as the drop off and pickup times would create higher levels of congestion. It may be useful to include schools in the typology analysis, given the unique circumstances. Pedestrian safety is the largest concern for communities around schools to ensure safe access for all students.

The group also discussed including elements for freight to ensure that freight vehicles have ample curb space for deliveries downtown and throughout the City. This topic can be brought up in collaboration with the parking study.

During the meeting, the study team presented draft goals and objectives, which the committee members will review and provide feedback. A feedback worksheet will be sent out after the meeting.

### **Mapping Exercise**

The team gathered around a map of the City of Poulsbo to markup opportunities within the City for complete streets efforts. The final map markup is included below.



## Next Steps

The first Stakeholder Committee meeting provided the study team with information that will help develop an approach to outreach and a final plan. In terms of outreach, the meeting protocols identified at the beginning of the meeting will structure the meetings to come. This includes developing and printing agendas with specific “asks” from committee members. The committee helped the study team identify other potential stakeholders to engage, including schools, retirement communities, parking study committee members, and downtown businesses. The study team will explore other outreach opportunities that can engage these stakeholders.

In addition to providing recommendations related to outreach, the stakeholder committee provided insight on specific ideas related to complete streets planning. The study team will take these ideas into account when analyzing potential projects and ultimately developing a project list.

The first stakeholder committee meeting was successful in identifying key focus areas and opportunities for further engagement during the Complete Streets Plan development process.

