CITY OF POULSBO,
WASHINGTON

COMPLETE STREETS STAKEHOLDER COMMITTEE

February 6, 2024 | 4 – 6 pm | MEETING #3

AGENDA

COMPLETE STREETS STAKEHOLDER COMMITTEE

PROJECT REFRESHER

Project Overview

Complete Streets

Plan Schedule

Meeting #2 Recap

Updated Street Typologies

Updated Typologies and Cross Sections

Draft Typology Network

Activity

City Map Exercise

Evaluation Criteria

Flip Chart Exercise

Discussion

Report Out Ideas

Poulsbo Complete Streets Plan

The plan will address safe, accessible, and convenient travel for all Poulsbo residents and visitors, regardless of age, abilities, or mode of transportation.

The plan will address **all modes**, including cars, trucks, pedestrian and bicycle needs, ADA, parking, transit, and streetscape improvements by identifying:

- Complete streets supportive policies
- **Complete streets network** and street design recommendations
- City projects and actions to invest in over time
- Costs and priorities for development and implementation

Photo Credit: Steven Pavlov, Wikimedia Commons

WHAT ARE COMPLETE STREETS?

Space for
PEOPLE

Curb ramps, crosswalks, and curb extensions to make it easy for pedestrians to cross streets and access destinations

Space for
BIKES

Designated connected routes and low-stress facilities that support people riding bikes, e-bikes, and scooters

Space for
CARS

Traffic calming measures and design cues to encourage slower speeds and driver awareness of vulnerable road users

Space for
MASS TRANSIT

Bus pullouts, shelters, transit-only lanes, and signal priority to create transit-friendly roadways

Space for
SHARED MOBILITY

Designated curb-side space for shared bike and scooter parking that separates users from traffic, and keeps sidewalks clear and safe

Space for
REFUGE

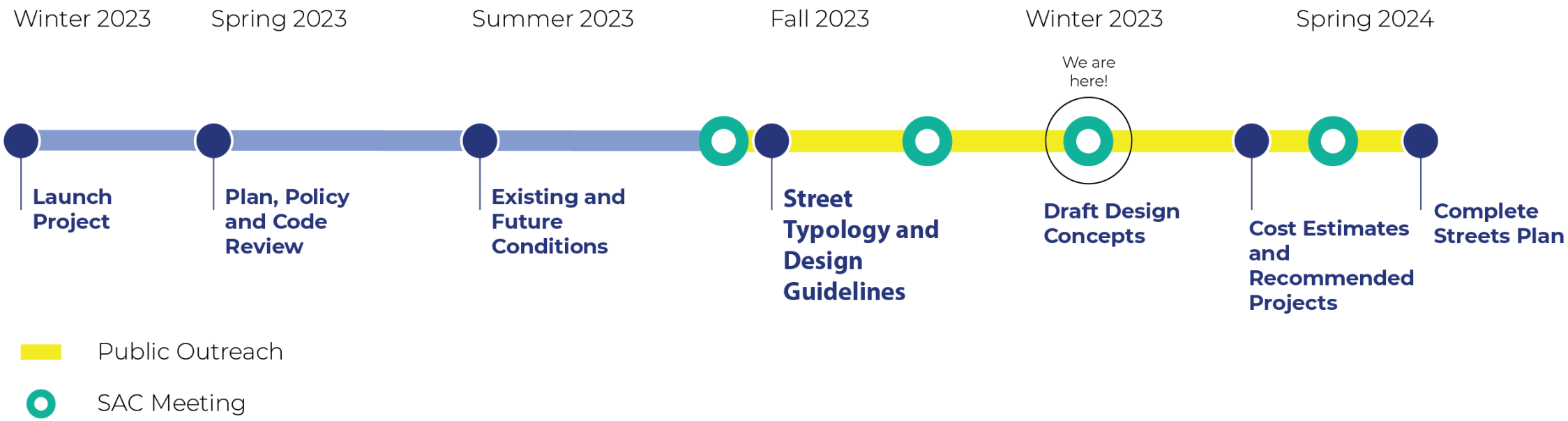
Street furniture, parks, lighting, and public green spaces that promote gathering and social interaction

PROJECT REFRESHER

Plan Schedule

POULSBO COMPLETE STREETS PLAN

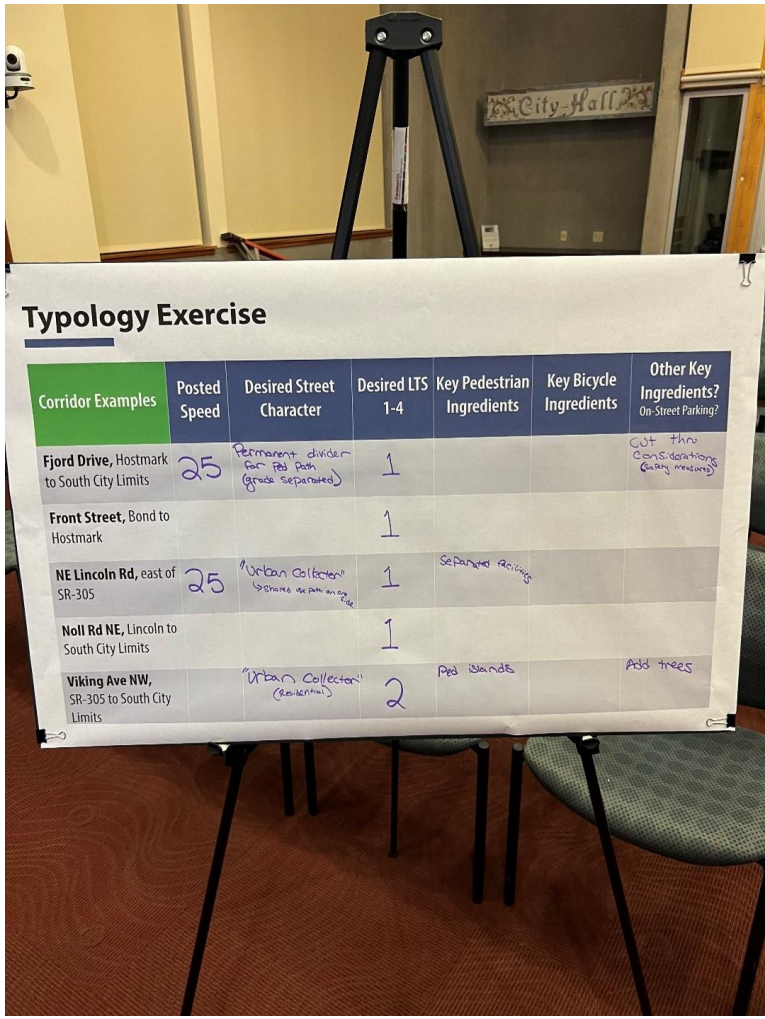
PLAN SCHEDULE



Meeting #2 Recap

The stakeholder committee, City staff, and consultant team met last November and:

- Revised and recommended expansions to draft goals and objectives
- Discussed transportation needs, challenges, and issues in Poulsbo
  - Determined different prioritization processes may be required for "old" and "new" Poulsbo due to varying availability of roadway space
- Reviewed proposed street typologies
  - Recommended updates to "urban residential" typology



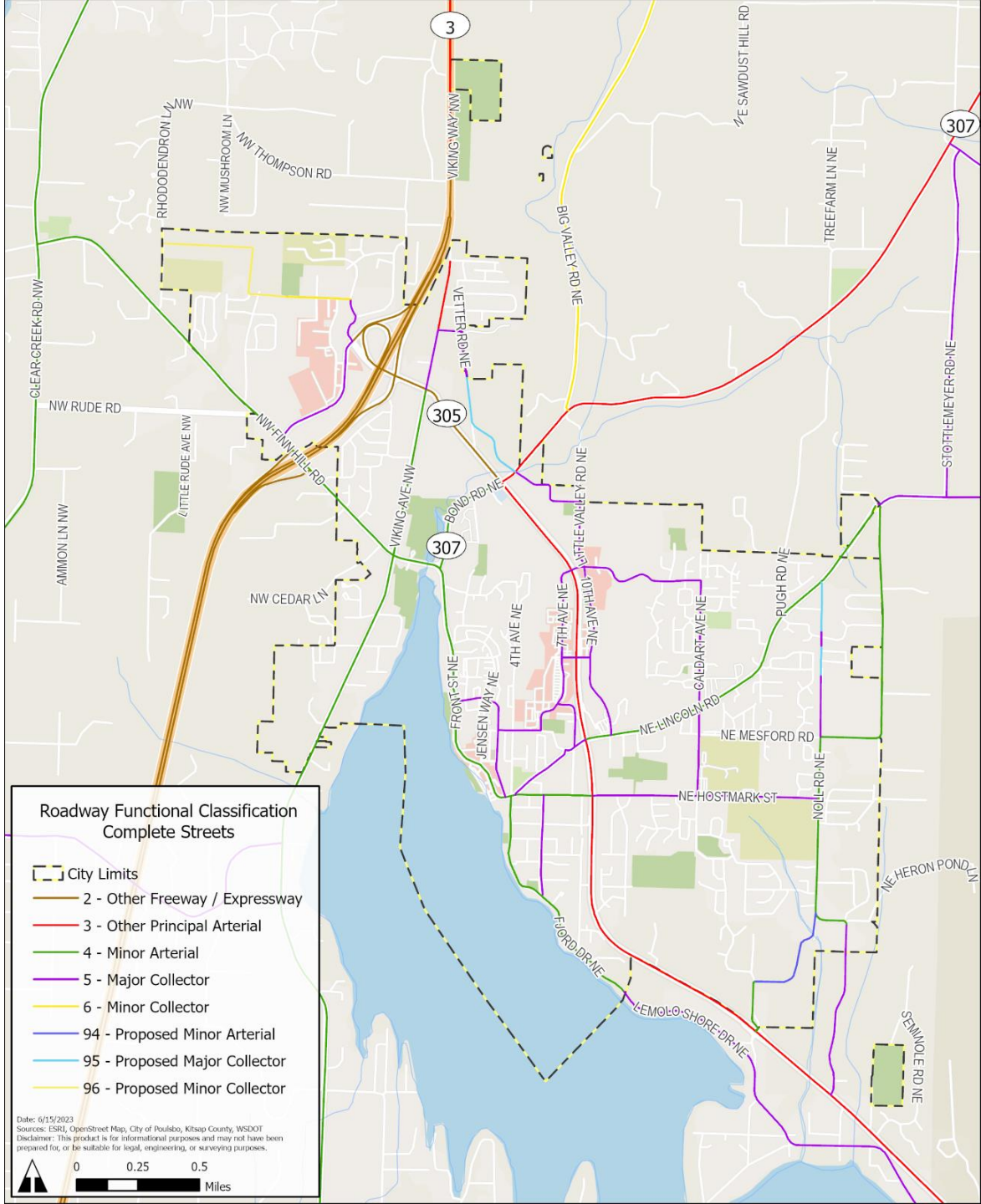
COMPLETE STREETS STAKEHOLDER COMMITTEE

Updated Street Typologies

CITY OF POULSBO, WASHINGTON

Functional Classifications

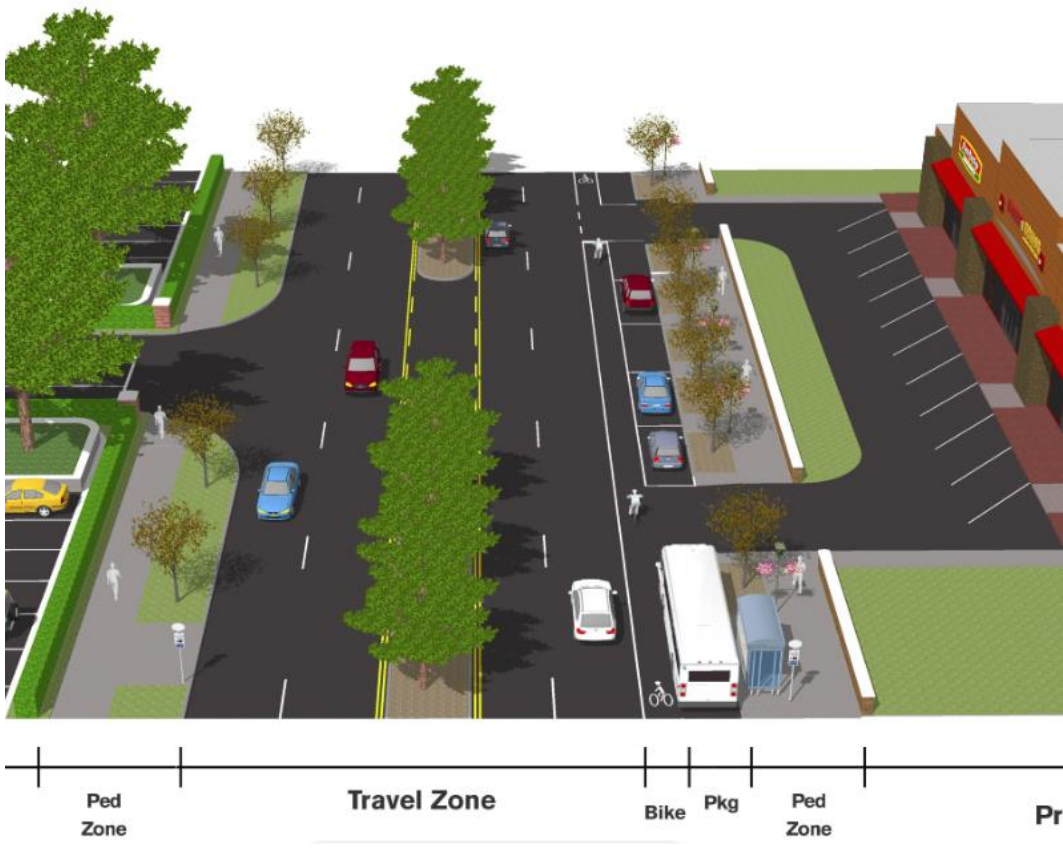
- A historical way to classify streets based on traffic volumes and level of access
- Based on WSDOT / FHWA guidelines
- Categories include:
  - Principal Arterials – serve major centers, highest volume corridors and longest trips
  - Minor Arterials – interconnects principal arterials; serve trips of moderate length
  - Collectors – gathers traffic from local roads and funnels them to the arterial network
    - **Major collectors** – high volumes, posted speeds, may have more travel lanes than **Minor collectors**
  - Local access roads



What is a "typology?"

Street typologies refer "types" of streets that respond to different land use and transportation contexts throughout Poulsbo.

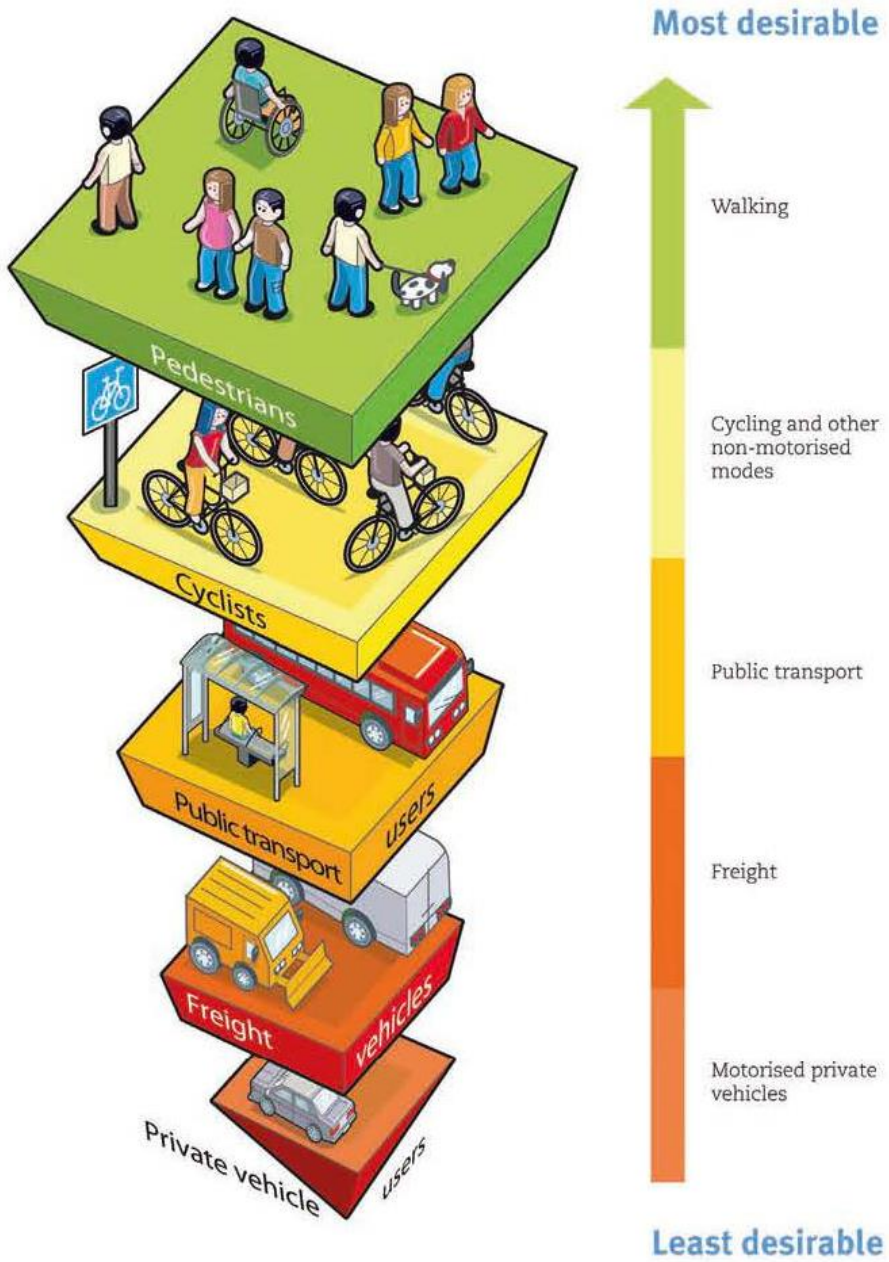
- Primarily based on street **context** and **function**
- Build upon existing street classifications to establish acceptable design ranges
- Planning tool for creating a Citywide Complete Streets Network
- Could be adopted in the future as part of the City's development standards for new streets



Source: Oklahoma City Comprehensive Plan

Modal Hierarchy

- Typologies also attempt to respond to Poulsbo's transportation needs by applying "modal hierarchy" theory, based on:
  - User vulnerability
  - Access for all
  - Person-mobility



Source: Dublin Cycling Campaign

Poulsbo Typology Sketches

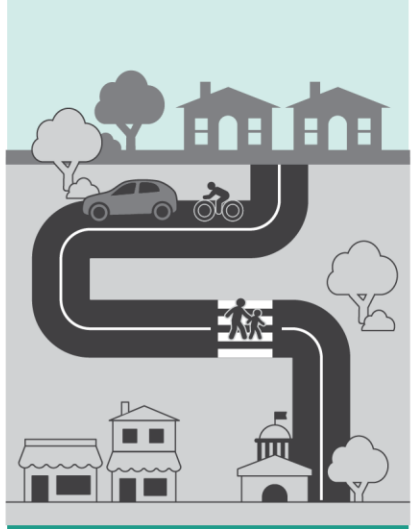
URBAN MAJOR CORRIDOR

Streets that prioritize multimodal travel, including significant vehicle mobility. Require significant physical protection, enhanced crossings, and parallel walking and bicycling routes.

MAIN STREET

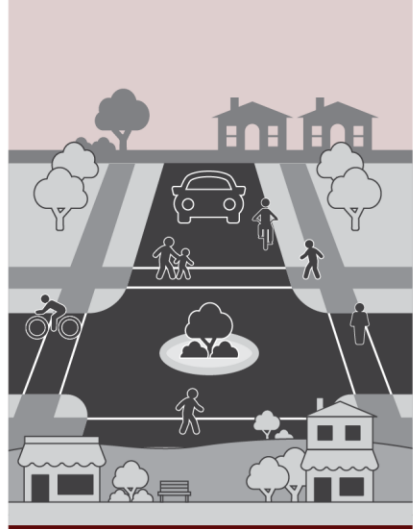
Streets that prioritize pedestrian travel, business access, and placemaking.

URBAN CONNECTOR



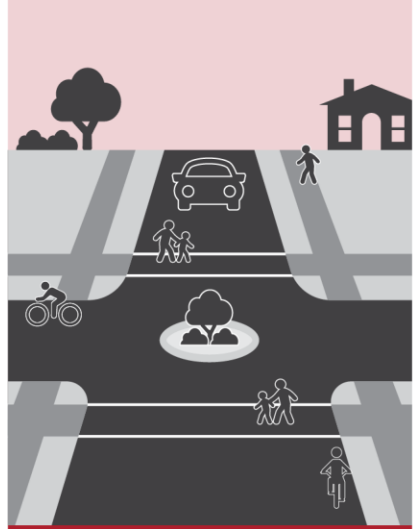
Streets that emphasize continuous, safe, and comfortable walking and bicycle connections between residences and urban destinations.

NEIGHBORHOOD CONNECTOR



Streets that prioritize a low-stress walking and bicycling network on neighborhood streets between residences and neighborhood destinations.

NEIGHBORHOOD RESIDENTIAL



Streets that prioritize residential access on local streets. Support a low-stress walking and bicycling network for all ages and abilities.

CITY GATEWAY

Streets that prioritize vehicle mobility in and out of town. Require significant shoulder improvements or separated multi-use paths for safe bike/ped travel.

How do they fit together?

- **Functional classification will be augmented** (or overlayed) by street typology during the design process
- The **typology overlap ensures** that regardless of functional classification, each of Poulsbo's **streets will be designed for people**.
- **Typologies are intended to be aspirational**, forming recommendations for ideal Complete Street conditions. Actual improvements will vary based on cost, technical details, and community input.

Functional Classification	Urban Major Corridor	Main Street	Urban Connector	Neighborhood Connector	Neighborhood Residential	City Gateway
Principal Arterial	✓					✓
Minor Arterial	✓	✓	✓	✓		✓
Major Collector			✓	✓		✓
Minor Collector			✓	✓		
Local Access			✓	✓	✓	

COMPLETE STREETS STAKEHOLDER COMMITTEE

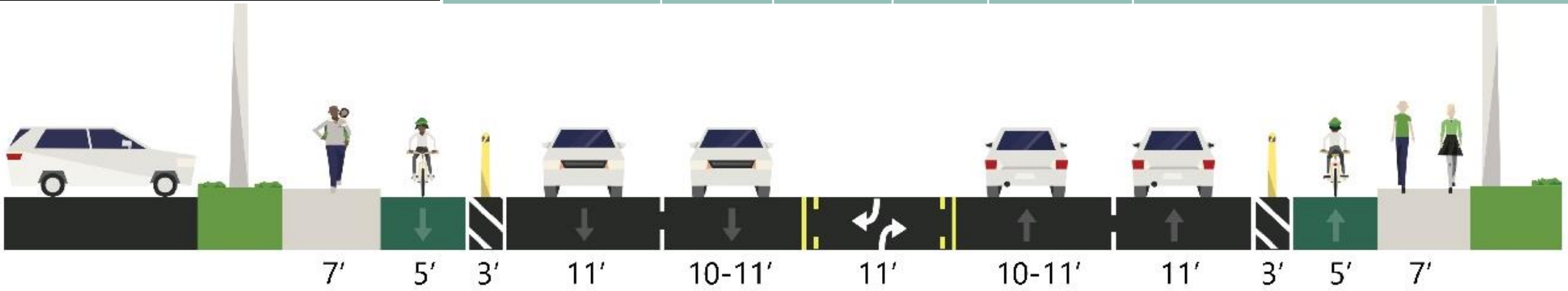
Updated Street Typologies + Discussion

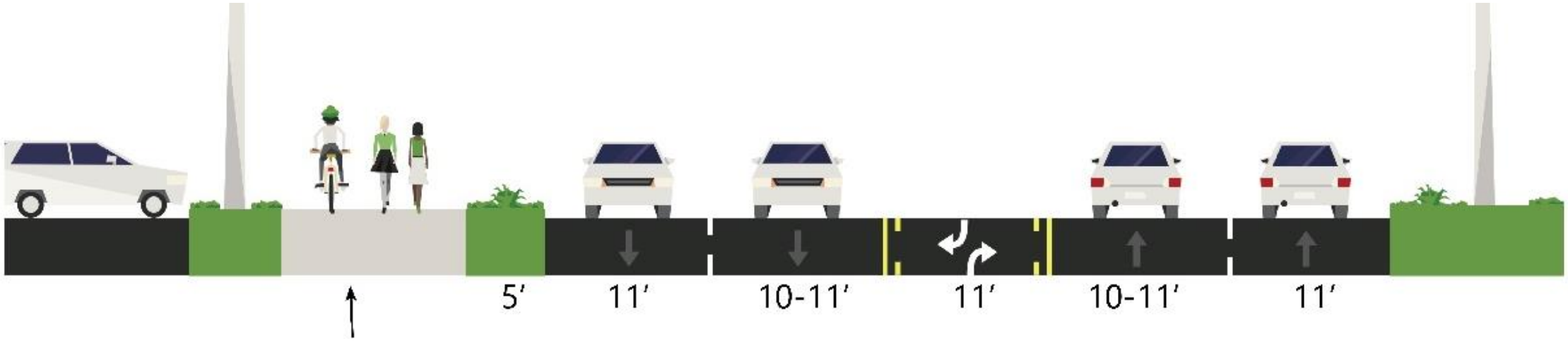
Cross Sections

CITY OF POULSBO, WASHINGTON

URBAN MAJOR CORRIDOR

Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Recommended Complete Street Features	Example Streets
Commercial, high to medium density major facilities through core	Major Arterial	3-5	25	No	Buffered sidewalks, protected bike lanes, enhanced crossings	SR-305





Minimum 10′ | Preferred 12′

URBAN MAJOR CORRIDOR

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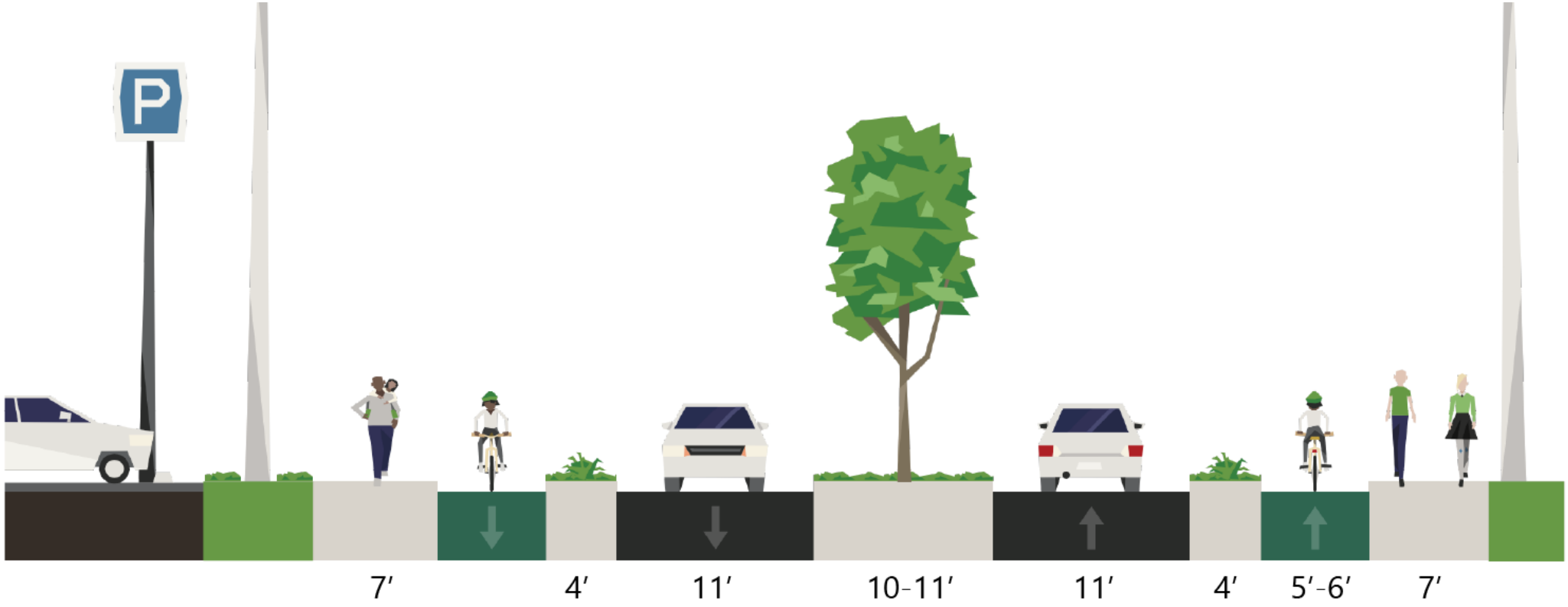
Commercial, high to medium density major facilities through core	Major Arterial	3-5	25	No	Buffered sidewalks, protected bike lanes, enhanced crossings	Finn Hill (South of Hwy 3)



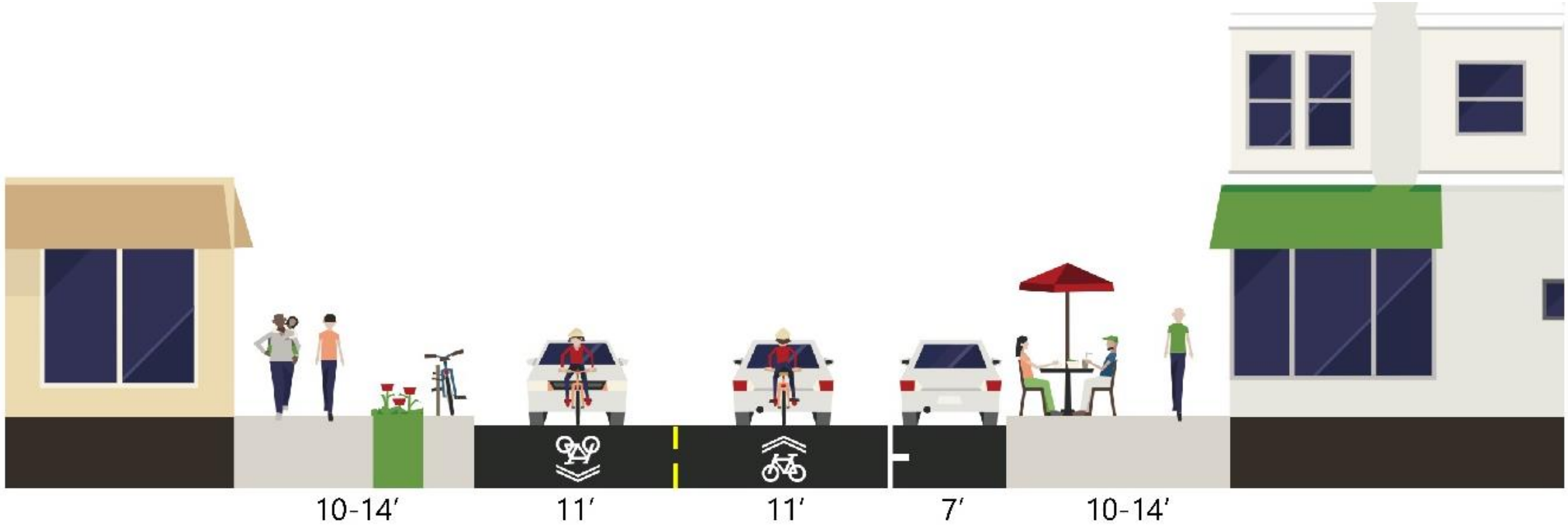
Potential boulevard improvements for corridors with existing 3 lane configuration

URBAN MAJOR CORRIDOR

Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Recommended Complete Street Features	Example Streets
Commercial, high to medium density major facilities through core	Major Arterial	3-5	25	No	Buffered sidewalks, protected bike lanes, enhanced crossings	SR-305

MAIN STREET

Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Recommended Complete Street Features	Example Streets
Busy commercial, high-density areas in/around Downtown	Minor Arterial / Collector	2	15 - 25	Yes, 1 or 2 sides	Sidewalks, enhanced crossings, sharrows, placemaking	Front Street NE



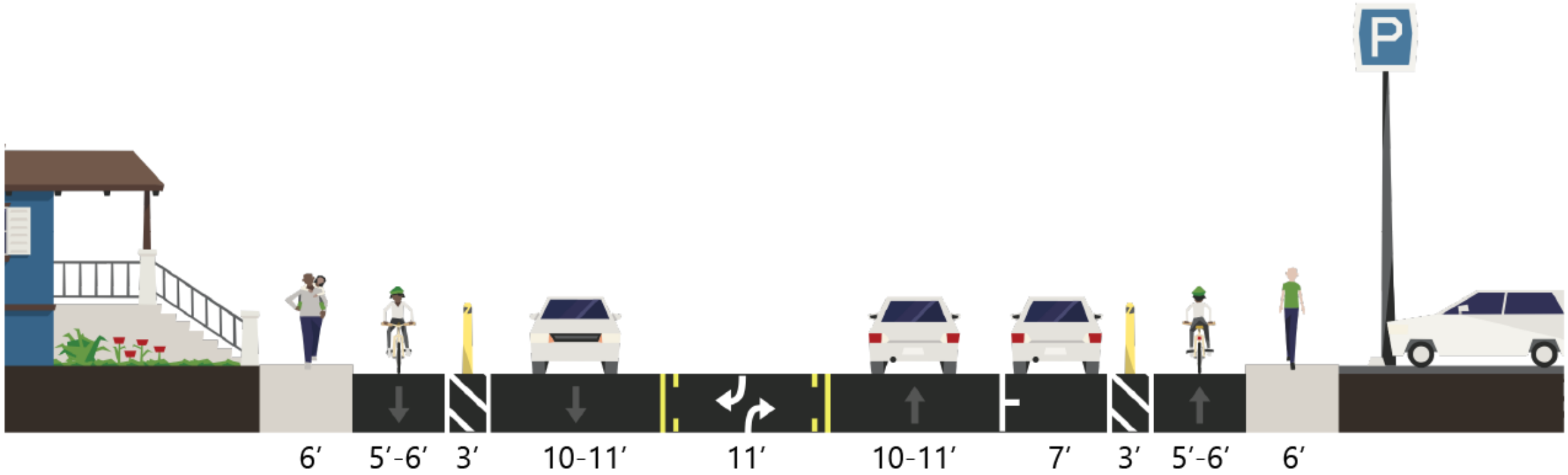
Presence of placemaking elements, planters, outdoor dining, bicycle parking, and sidewalk widths will vary.

MAIN STREET

Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Recommended Complete Street Features	Example Streets
Busy commercial, high-density areas in/around Downtown	Minor Arterial / Collector	2	15 - 25	Yes, 1 or 2 sides	Sidewalks, enhanced crossings, sharrows, placemaking	Front Street NE

URBAN CONNECTOR

Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Recommended Complete Street Features	Example Streets
Residential or commercial, medium to high-density areas in core	Minor arterial / major collector	2-3	25 - 35	Allowed but not recommended	Sidewalks, marked crossings, buffered or protected bike lanes	Hostmark Street (west of SR-305)



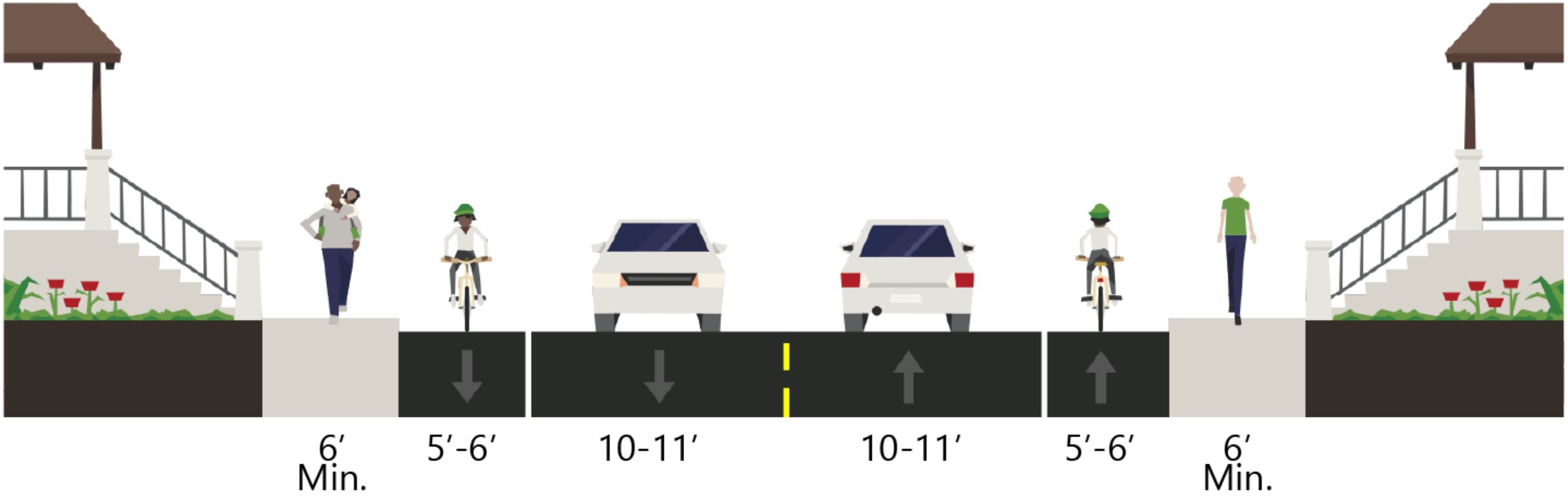
Pedestrian and bicycle elements are aspirational; actual widths subject to technical, cost, and environmental constraints.

URBAN CONNECTOR

Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Recommended Complete Street Features	Example Streets
Residential or commercial, medium to high-density areas in core	Minor arterial / major collector	2-3	25 - 35	Allowed but not recommended	Sidewalks, marked crossings, buffered or protected bike lanes	Hostmark Street (west of SR-305)

NEIGHBORHOOD CONNECTOR

Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Recommended Complete Street Features	Example Streets
Residential, medium-density areas outside the core	Major / minor collector	2-3	15 - 25	No	Sidewalks, marked crossings, bike lanes or sharrows	6th Ave NE

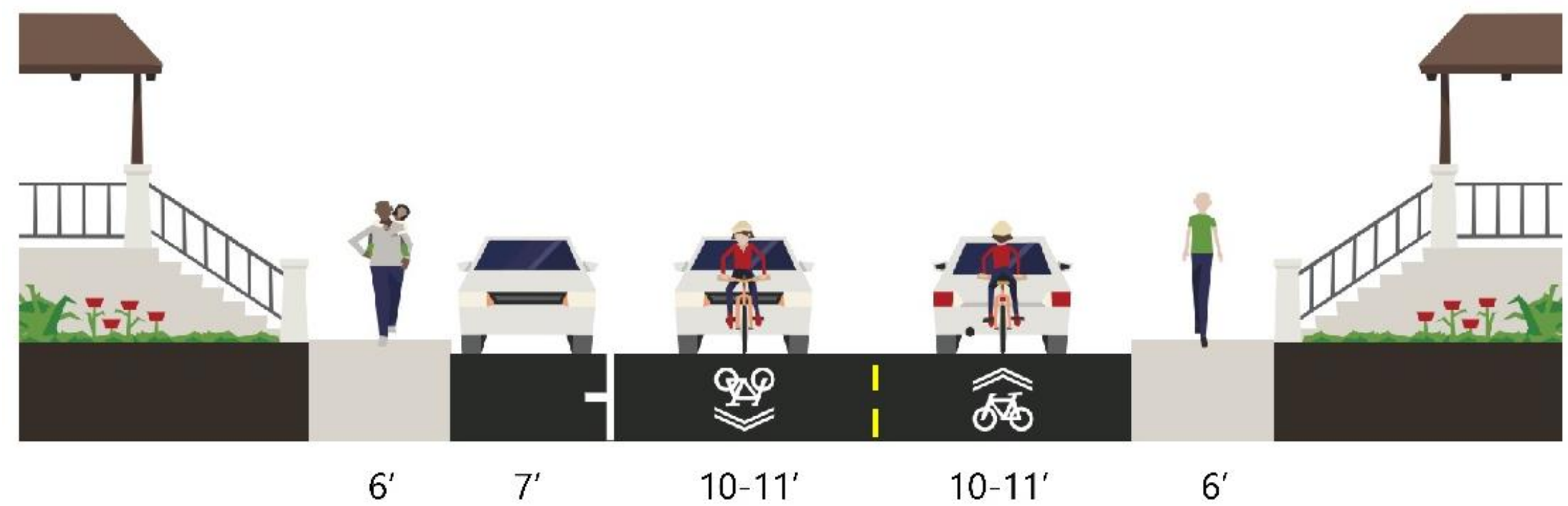


NEIGHBORHOOD CONNECTOR

Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Recommended Complete Street Features	Example Streets
Residential, medium-density areas outside the core	Major / minor collector	2-3	15 - 25	No	Sidewalks, marked crossings, bike lanes or sharrows	Caldart Ave NE

NEIGHBORHOOD RESIDENTIAL

Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Recommended Complete Street Features	Example Streets
Residential, lower-density areas outside the core	Local, some minor collector	1-2	20-25	Yes	Sidewalks, marked crossings, and sharrows	Sunrise Ridge Ave



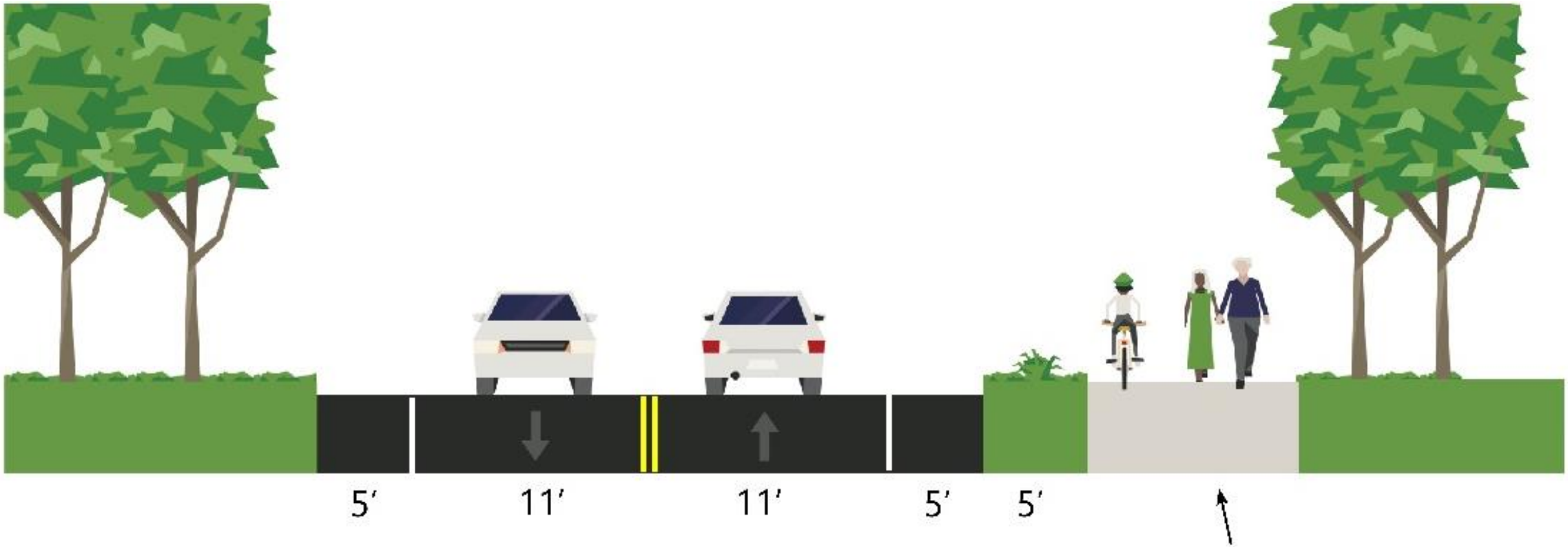
Actual posted speeds will vary by street.
The use of signage and street markings are recommended, but actual treatments will vary based on technical and cost considerations, as well as public reception.

NEIGHBORHOOD RESIDENTIAL

Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Recommended Complete Street Features	Example Streets
Residential, lower-density areas outside the core	Local, some minor collector	1-2	20-25	Yes	Sidewalks, marked crossings, and sharrows	Sunrise Ridge Ave

CITY GATEWAY

Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Recommended Complete Street Features	Example Streets
Rural, low-density areas near City limits	Arterial	2-3	35+	No	Separated shared-use path	Finn Hill Road (NW of Hwy 3)



CITY GATEWAY

Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Recommended Complete Street Features	Example Streets
Rural, low-density areas near City limits	Arterial	2-3	35+	No	Separated shared-use path	Finn Hill Road (NW of Hwy 3)

COMPLETE STREETS STAKEHOLDER COMMITTEE

Updated Street Typologies + Discussion

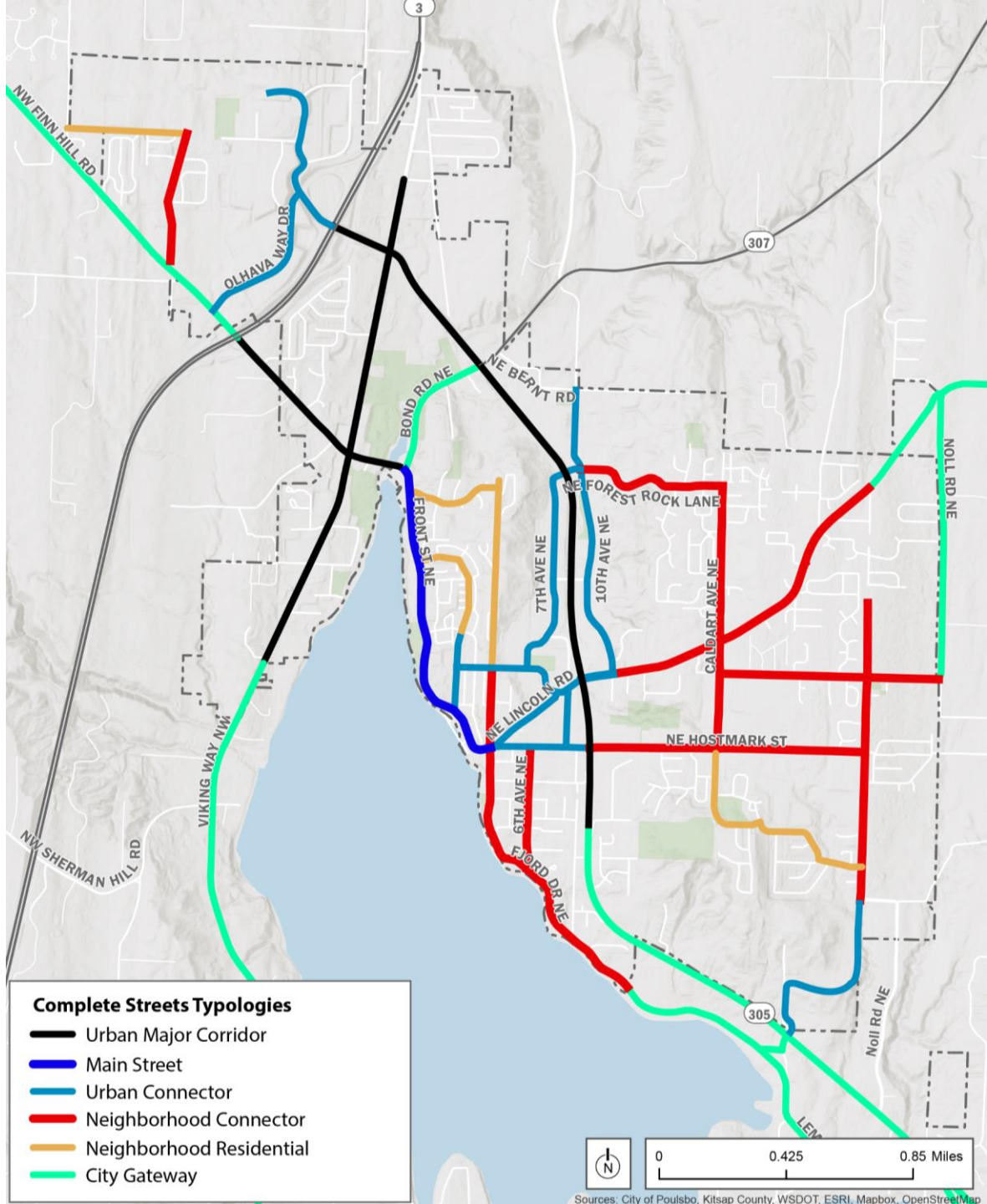
Draft Typology Network

Map Exercise

CITY OF POULSBO, WASHINGTON

Draft Typology Network

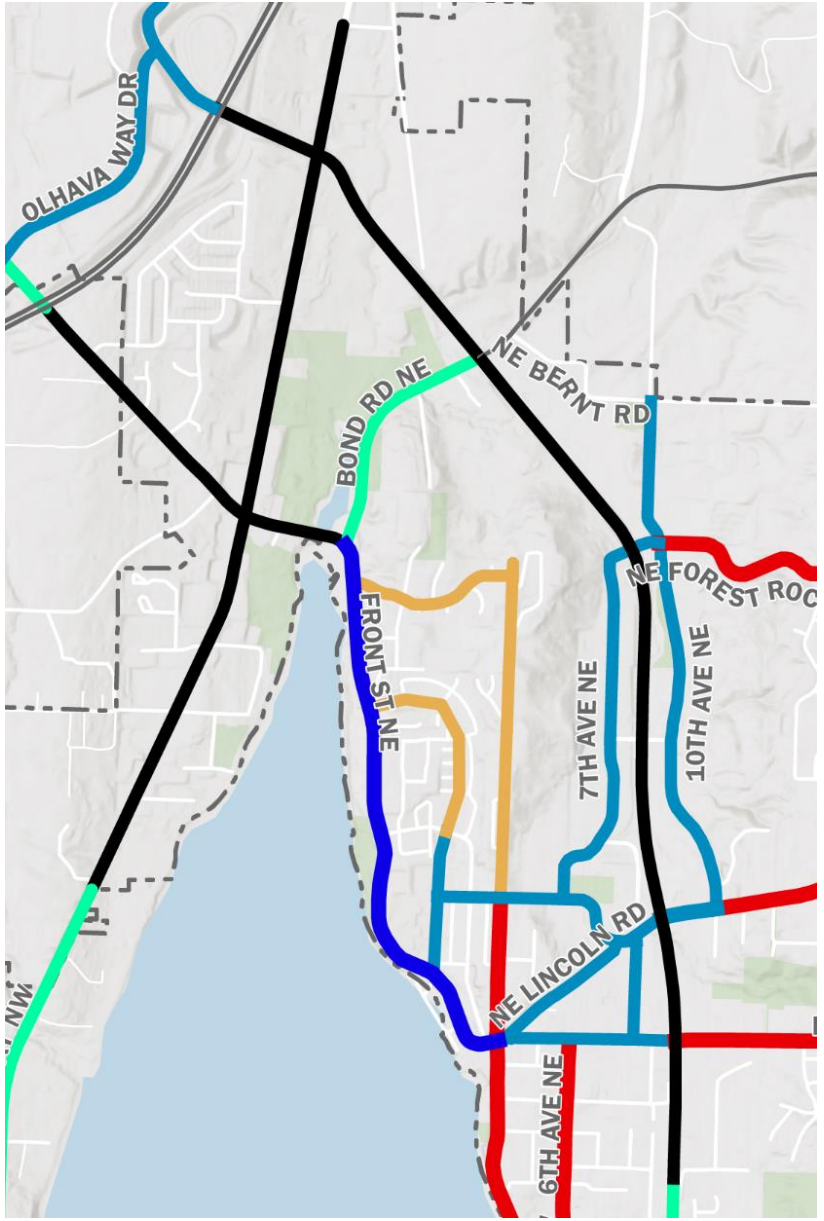
- Land Use Context
- Transportation Context
- Community Input
- Desired Street Character
- Level of Traffic Stress



Draft Typology Network

URBAN MAJOR CORRIDOR

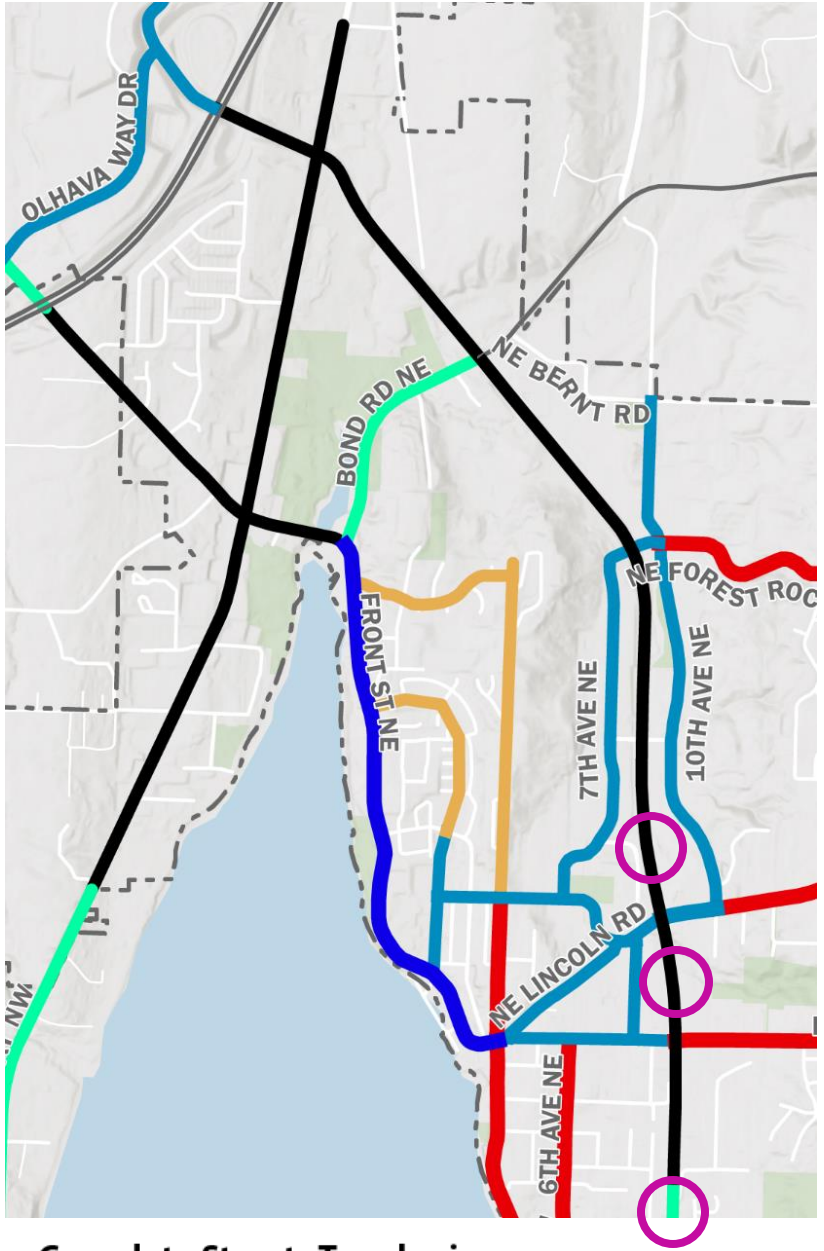
- *SR-305*
- *Viking Ave NW (north of Bovela Lane)*
- *NW Lindvig Way*
- *Finn Hill (south of Hwy 3)*



Draft Typology Network

URBAN MAJOR CORRIDOR

- *SR-305 Study (2022) Recommended Mid-Block Crossings*
  - *North of NE Lincoln Rd (future Kitsap Transit Mobility Hub?)*
  - *Approx. halfway between NE Lincoln and NE Hostmark Rd (Plaza 305 Shipping Mall)*
  - *NE Haugen Street/Swanson Way NE to connect neighborhoods on either side*



Draft Typology Network

MAIN STREET

- *Front Street NE*
  (Bond Rd NE to NE Lincoln Rd)

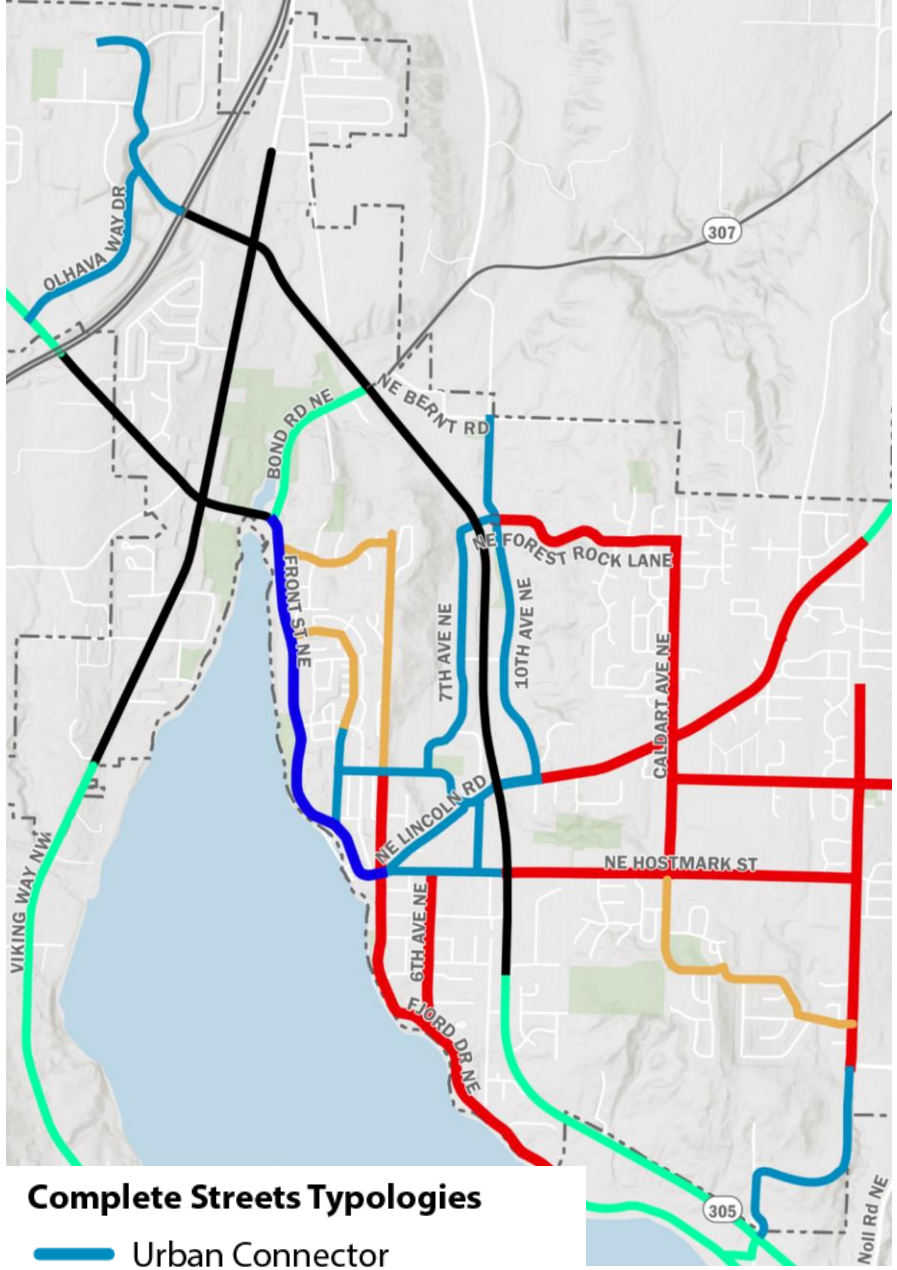
Complete Streets Typologies

Main Street

Draft Typology Network

URBAN CONNECTOR

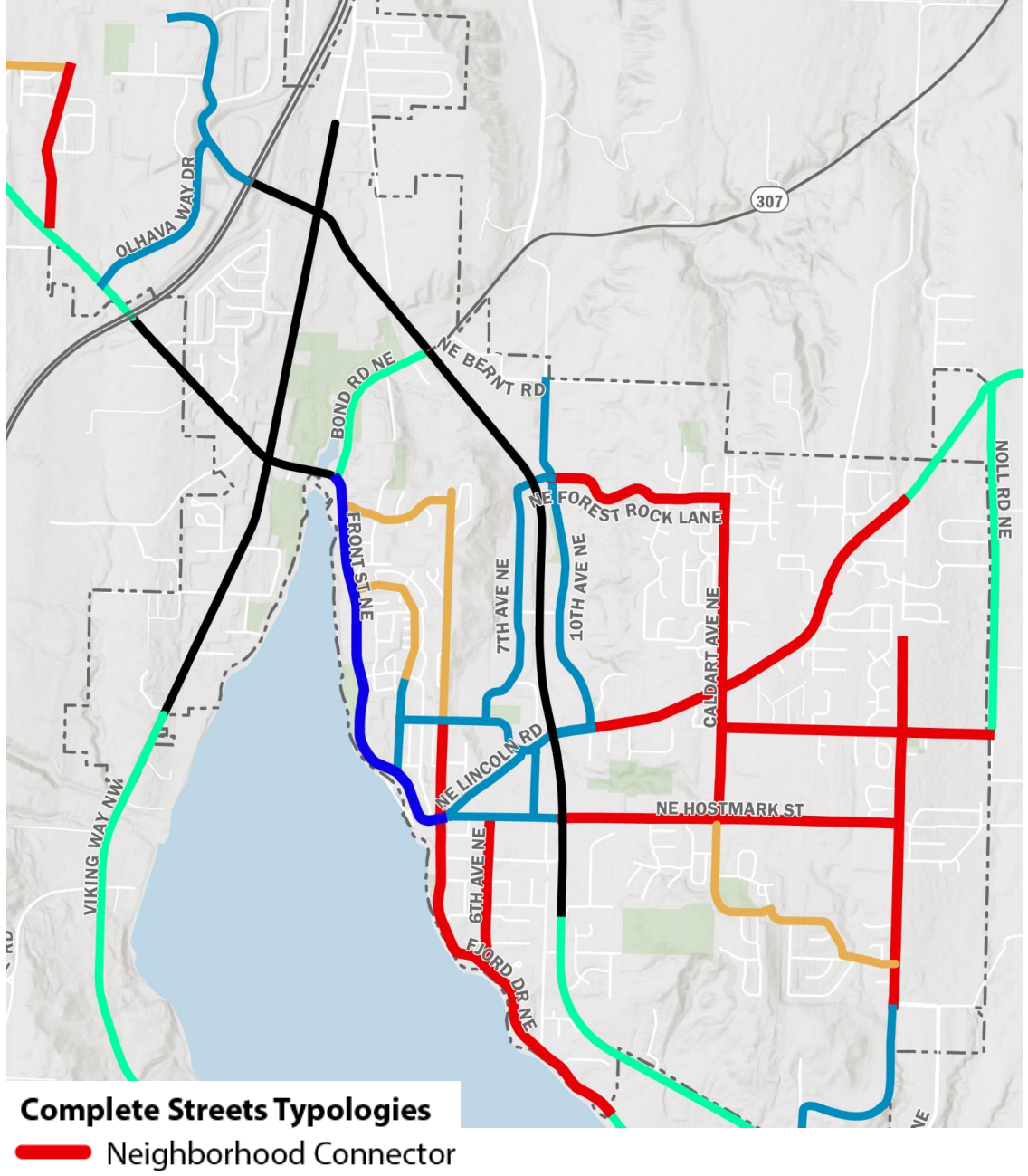
- *NE Iverson St*
- *Lincoln Road (west of SR 305)*
- *Hostmark Street (west of SR 305)*
- *Jensen Way NE (south of 3rd Ave)*
- *7th Ave NE, 8th Ave NE, 10th Ave NE*
- *Olhava Way NW, NW Finn Hill to SR 305*
- *Johnson Rd NE – Noll Rd NE*



Draft Typology Network

NEIGHBORHOOD CONNECTOR

- *Hostmark (east of SR-305)*
- *Caldart Ave NE*
- *Mesford Road*
- *4th Ave NE (south of Iverson)*
- *6th Ave NE*
- *Fjord Drive NE*
- *Noll Road NE (south of Mesford)*
- *NE Forest Rock Lane*
- *NE Lincoln Road (east of SR 305)*



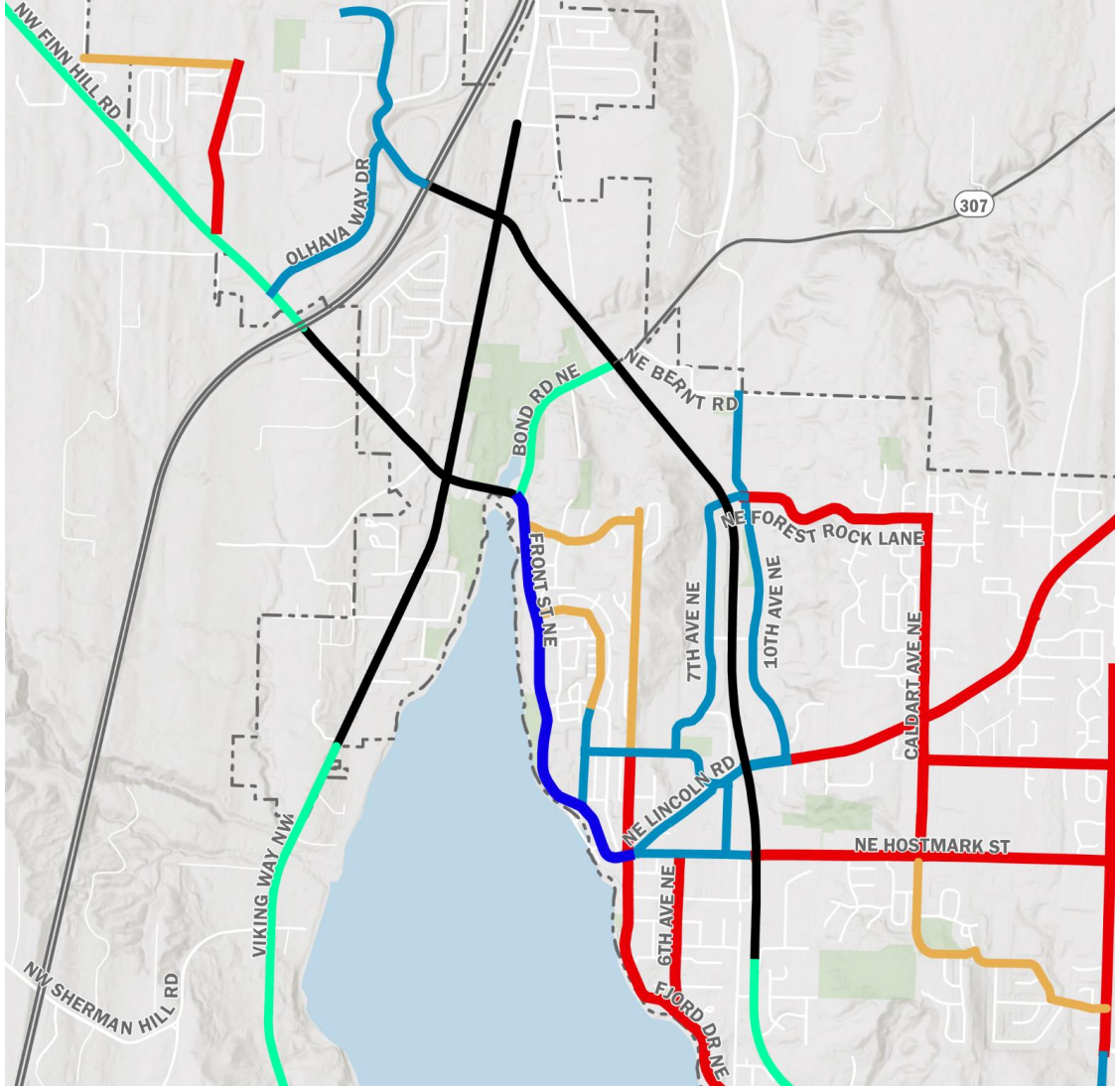
Draft Typology Network

NEIGHBORHOOD RESIDENTIAL

Unique because they could apply to all residential streets in the City*

Subject to further analysis and input from SC and City.

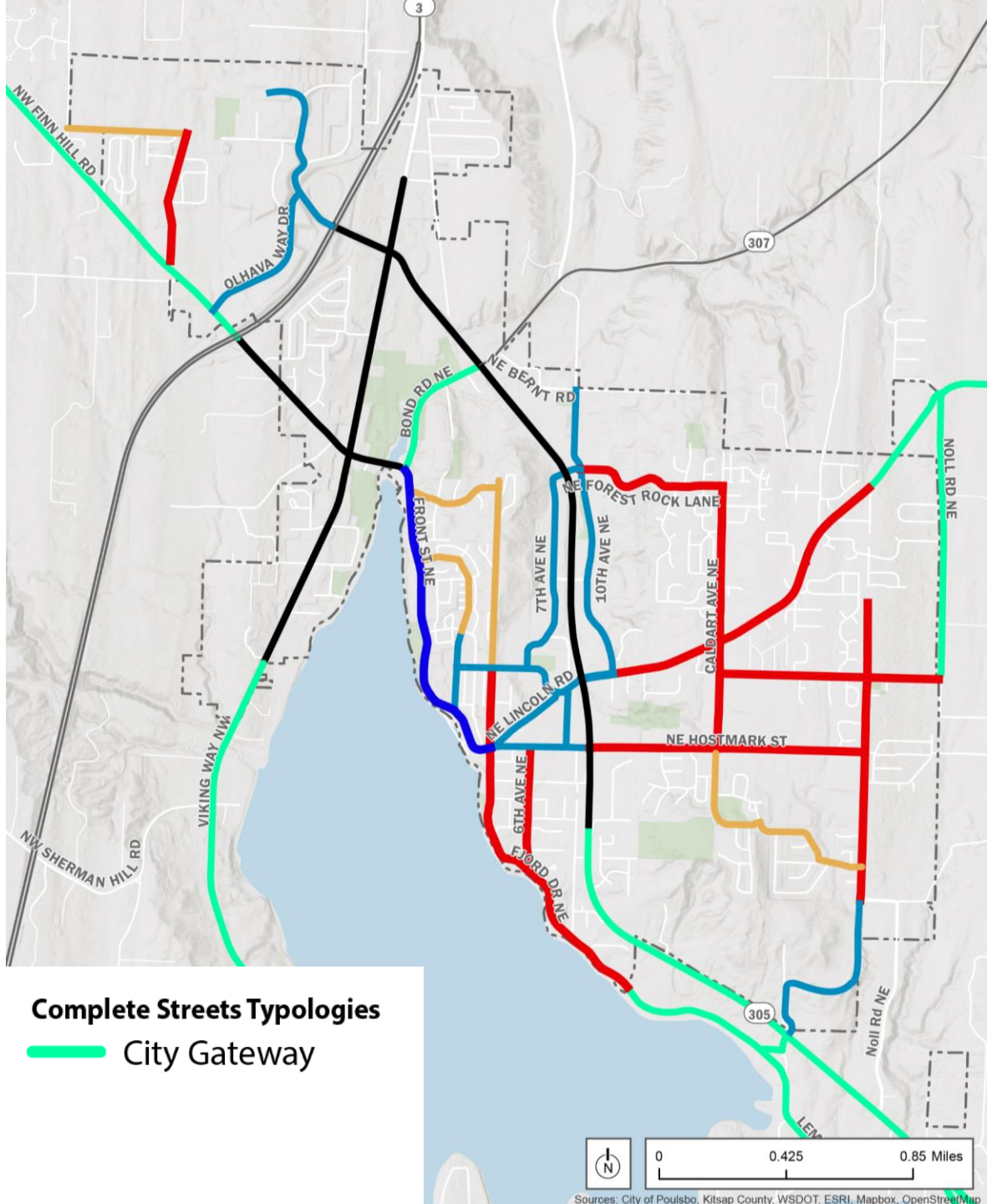
- *Jensen Way NE (north of 3rd Ave)*
- *Caldart Ave - Gustaf Street – NE Bjorn to Noll Road*
- *4th Ave NE (north of Iverson)*



Draft Typology Network

CITY GATEWAY

- *Finn Hill Road (NW of Hwy 3)*
- *Noll Road NE (north of Mesford)*
- *Lincoln Road (NE of Maranatha Lane)*
- *Lemolo Shore Drive*
- *Bond Road NE (Front Street to SR 305)*
- *Viking Ave NW (south of Bovela Lane near city limits)*
- *SR 305 (near south city limits)*



COMPLETE STREETS STAKEHOLDER COMMITTEE

Activity

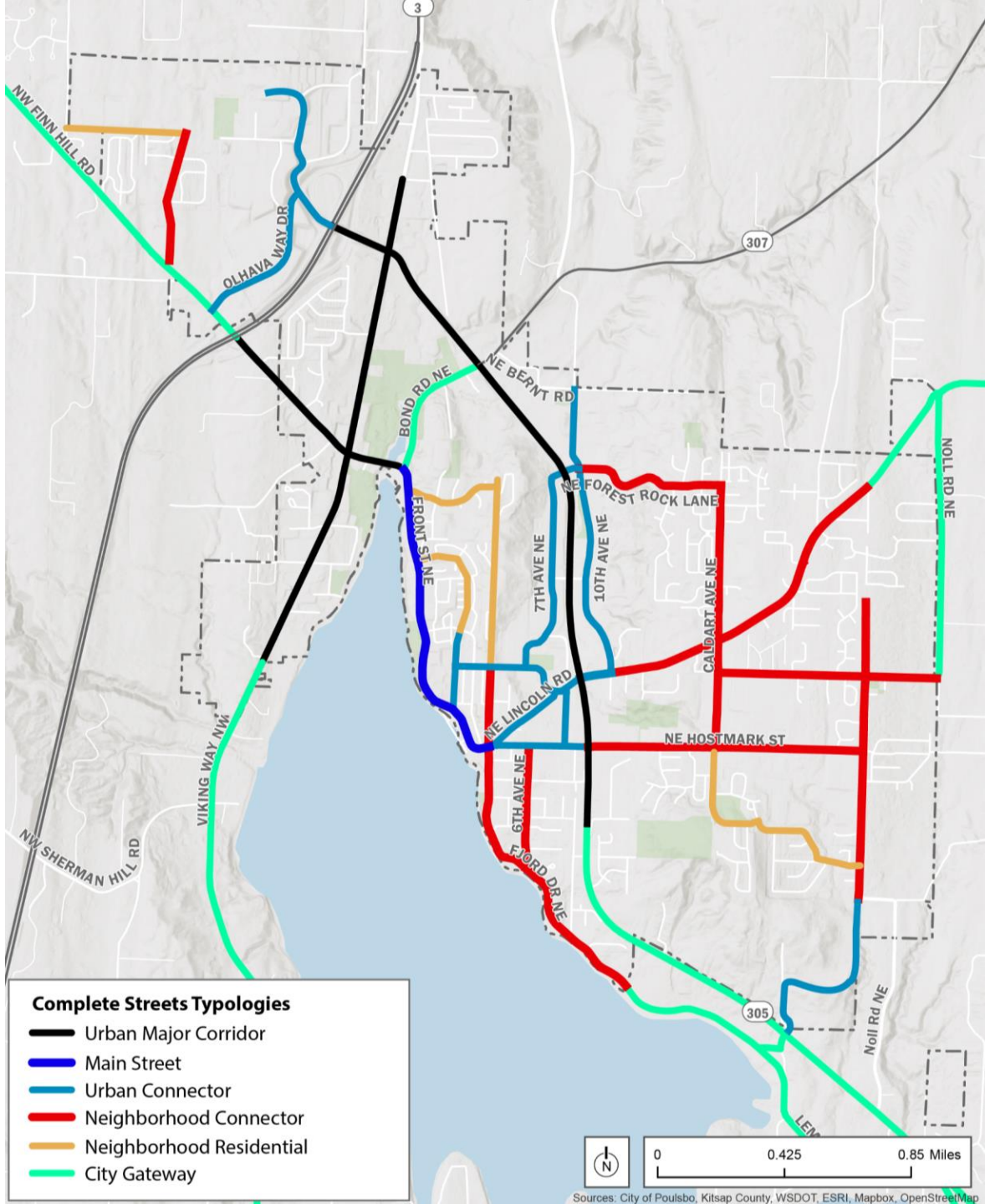
City Map Exercise

Typology Activity

1. *Mark up a City map and show us your ideas about what a Complete Streets Network in Poulsbo looks like.*

2. *Do the typologies match your vision for the Complete Streets Network?*

3. *Also indicate which Complete Streets you wish to see move forward first.*

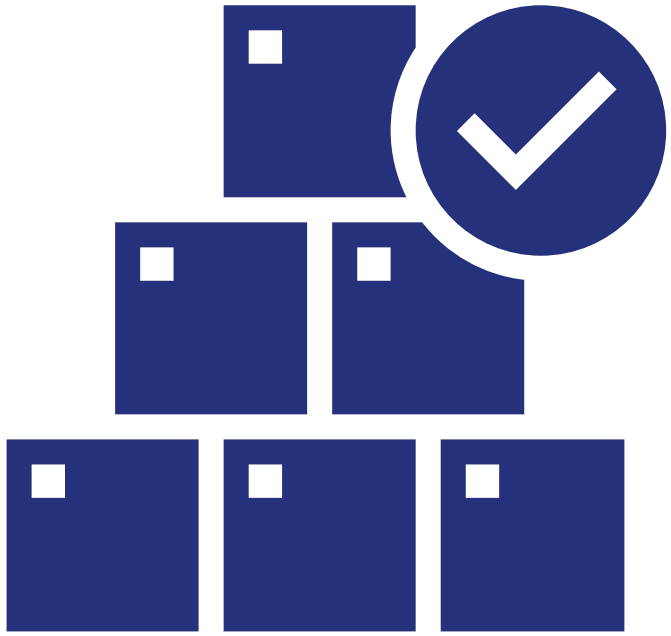


Evaluation Criteria

SC Input

Evaluation Criteria

- Will be used to screen Complete Street segments to identify priority connections
- Will inform the development of specific projects and cost estimates
- Reflect project goals and objectives
- Two screens:
  - Screen 1: Technical Criteria
  - Screen 2: Community Input



Draft Evaluation Criteria – Screen 1

Goal	Evaluation Criteria	Description
#1: Safety: Provide a safe and reliable transportation system for all people and all travel modes.	• High-crash locations or known safety hotspots	• Prioritize projects in places where safety issues are known. Consider historical crash data and local knowledge from community members. • Consider projects that meaningfully address known safety issues.
#2: Serve All Ages and Abilities: Ensure improvements to the pedestrian and bicycle network serve people of all ages and abilities.	• Pedestrian and Bicycle Level of Traffic Stress (LTS) • Potential to serve children, less confident riders, and people with mobility challenges	• Prioritize projects in places with the highest current levels of traffic stress for pedestrians and bicyclists. • Consider projects that have the highest potential to meaningfully improve LTS scores along given roadways.
#3: Connectivity: Develop and maintain an interconnected, multimodal transportation network that connects all people within Poulsbo.	• Multimodal network gaps • Network gaps	• Prioritize projects that reduce or eliminate network and modal gaps in the City's transportation system • Identify crossing improvements that link together proposed complete street improvements

Draft Evaluation Criteria – Screen 1

Goal	Evaluation Criteria	Description
#4: Community Vitality: Improve access for Poulsbo's residents, workers, and visitors to jobs, services, and destinations within and around Poulsbo.	• Proximity and/or access to key destinations	• Prioritize projects that increase safe access and connectivity to key destinations such as schools, employment centers, community centers, and social services
#5: Equity: Implement complete streets that work for everyone in Poulsbo, serve people who have fewer travel options, and address the needs of people who use mobility devices.	• Demographic data and impact to vulnerable communities • Impact to key destinations that serve vulnerable communities	• Prioritize projects that address the needs of vulnerable communities such as children, older adults, people of color, low-income populations, people with mobility challenges, and those without access to a personal vehicle

Draft Evaluation Criteria – Screen 2

Community Input!

- Input from Stakeholder Committee and the general public will inform project selection and prioritization
- Project will seek best balance between technical considerations, cost, and community desires for the City's future Complete Streets network.

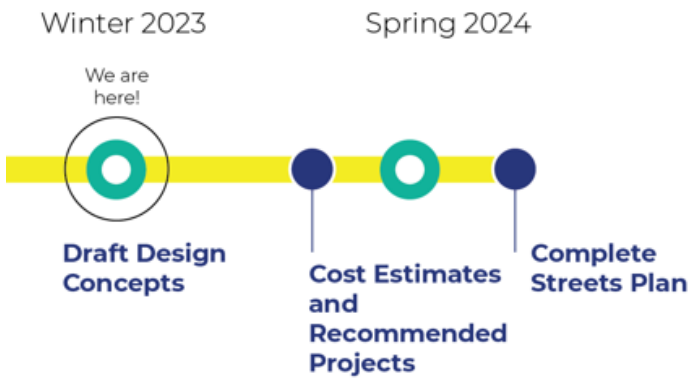
COMPLETE STREETS STAKEHOLDER COMMITTEE

Discussion

Discussion

- **Evaluation Criteria**
  - Are these the right evaluation criteria?
  - Is there anything missing?
  - Does the evaluation criteria change your thinking about Complete Street priorities and potential projects?
- **Priorities Moving Forward**
  - What Complete Streets do you think should be prioritized for funding and improvements?

Timeline



- Collect broad public input on Complete Streets
- Finalize typology network based on Stakeholder Committee input
- Apply evaluation criteria to ID priorities and projects using community input
- Develop designs and cost estimates for projects
- Begin drafting Complete Street Plan

Next meeting:

- SC Input on draft Complete Street Plan

Poulsbo Complete Streets Committee

Next Steps

THANK YOU!