



CITY OF POULSBO,
WASHINGTON

COMPLETE STREETS STAKEHOLDER COMMITTEE



April 16, 2024 | 4 - 6 pm | MEETING #4



AGENDA

COMPLETE STREETS STAKEHOLDER COMMITTEE



PROJECT REFRESHER

Project Overview

Complete Streets

Plan Schedule

Meeting #3 Recap



Complete Streets Evaluation

Evaluation Criteria

Analysis Results



Discussion



Community Engagement

Overview of findings



Final Plan

Overview



Discussion

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**

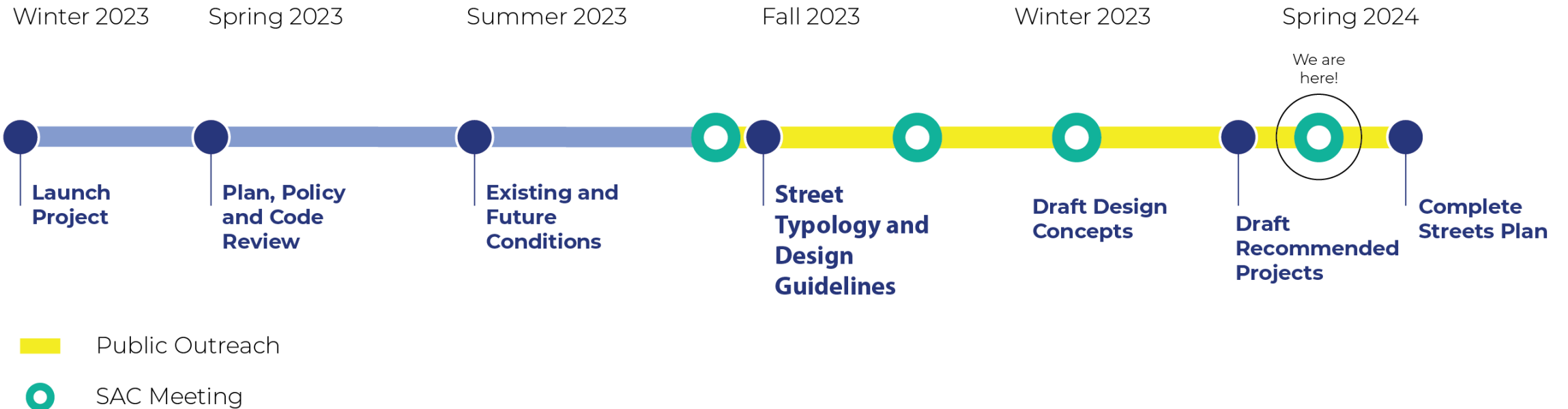
Street furniture, parks, lighting, and public green spaces that promote gathering and social interaction



Plan Schedule



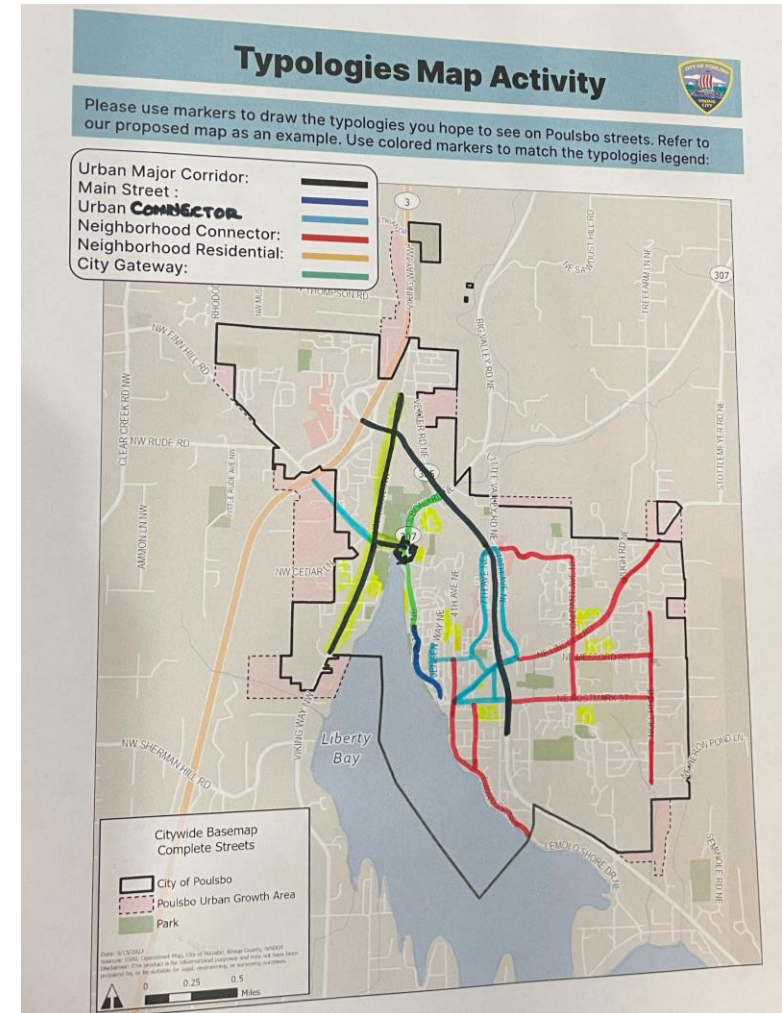
POULSBO COMPLETE STREETS PLAN PLAN SCHEDULE



Meeting #3 Recap

The stakeholder committee, City staff, and consultant team met February 2024 and:

- Reviewed updated street typologies and draft network. SC asked for key changes:
 - Change Viking Way NW, NW Finn Hill Rd, NW Lindvig Way Urban *Urban Major Corridor* Segments to *Urban Connector*
 - Move *Urban Major Corridor* "Boulevard" concept to *Urban Connector* typology
 - Change Front St NE from *Main Street* to *Urban Connector* north of NE Sunset
 - Stop analysis at UGB; remove all *City Gateway* designations
- Review draft evaluation criteria and revise based on SC feedback:
 - Consider LTS as part of safety analysis
 - Consider health as part of equity analysis



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.

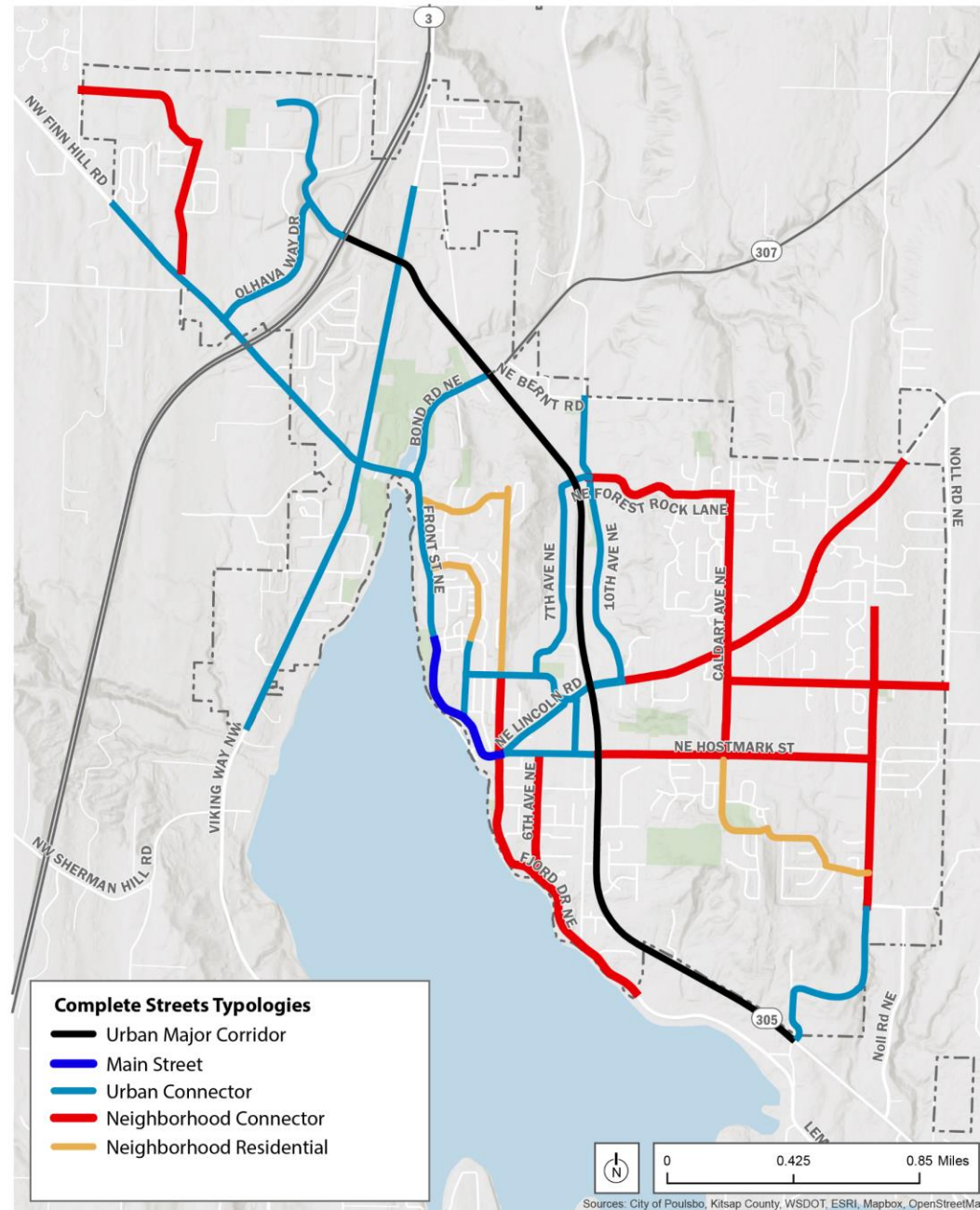
CITY GATEWAY

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



PROJECT REFRESHER

Revised Complete Street Network



POULSBO, WA

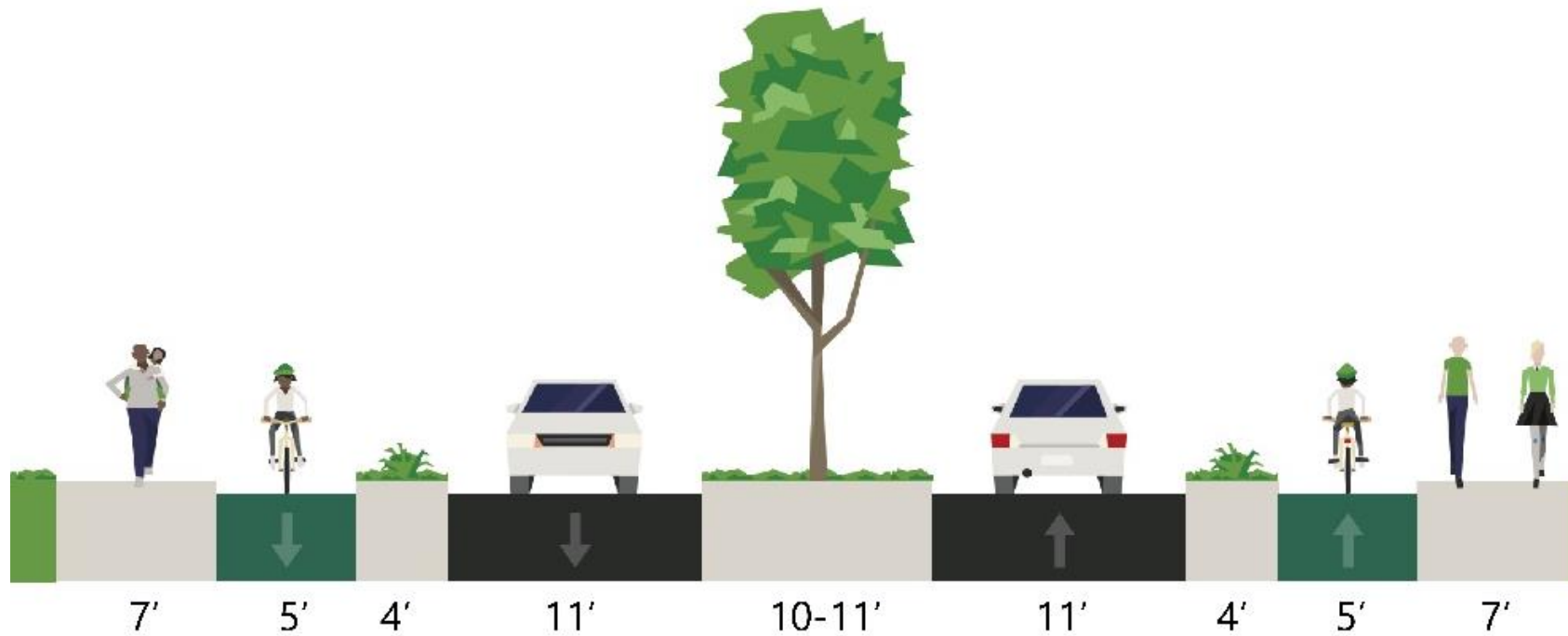
Poulsbo Complete Streets - Draft Network



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URBAN CONNECTOR

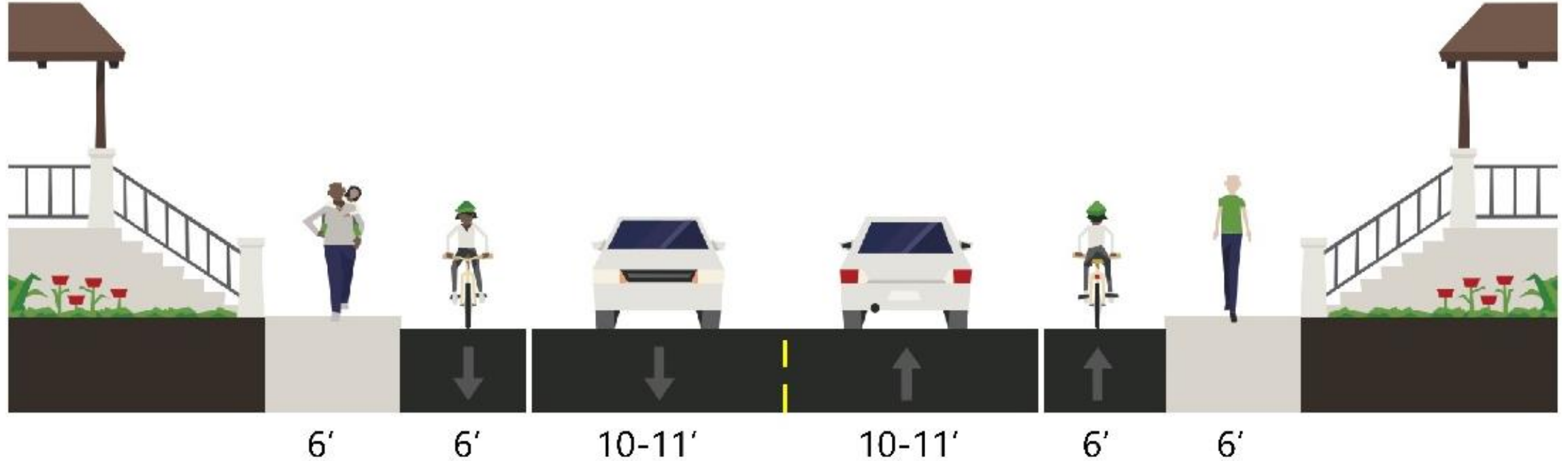
Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Complete Street Features	Example
Urban transition areas with development potential	Major Arterial	3-5	25 MPH	No	Buffered sidewalks, protected bike lanes, enhanced crossings	NW Finn Hill Road (south of Hwy 3)



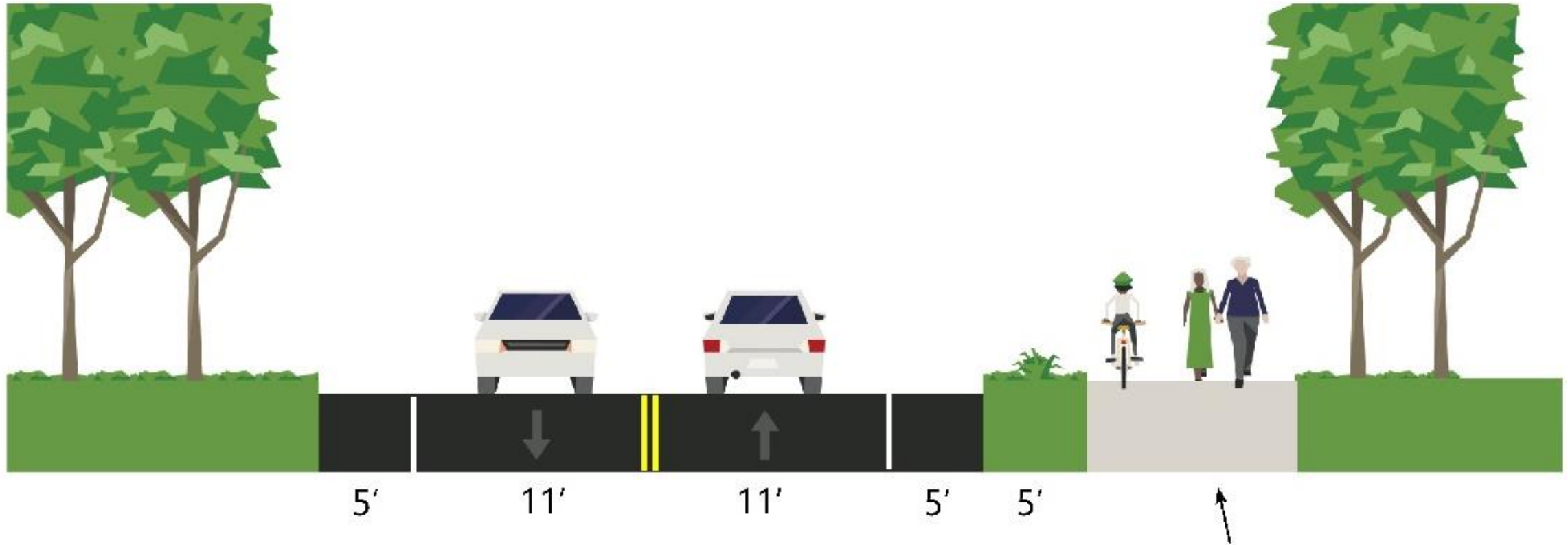
Potential “boulevard” improvements for corridors with existing 3 lane configuration

URBAN CONNECTOR

Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Complete Street Features	Example
Urban, medium-density areas outside core	Major / minor collector	2-3	15 - 35	No	Sidewalks, marked crossings, bike lanes or sharrows	6 th Ave NE



<h1>URBAN CONNECTOR</h1>	Land Use Context	Func. Class	Travel Lanes	Speed (MPH)	On-Street Parking?	Complete Street Features	Streets
	Lower-density transition areas with light LU	Arterial	2-3	35+	No	Separated shared-use path	NW Finn Hill Rd (NW of Hwy 3)



Potential configuration in lower-density urban contexts Minimum 10' | Preferred 12'

COMPLETE STREETS STAKEHOLDER COMMITTEE



Complete Streets Evaluation

Evaluation Criteria

Methodology

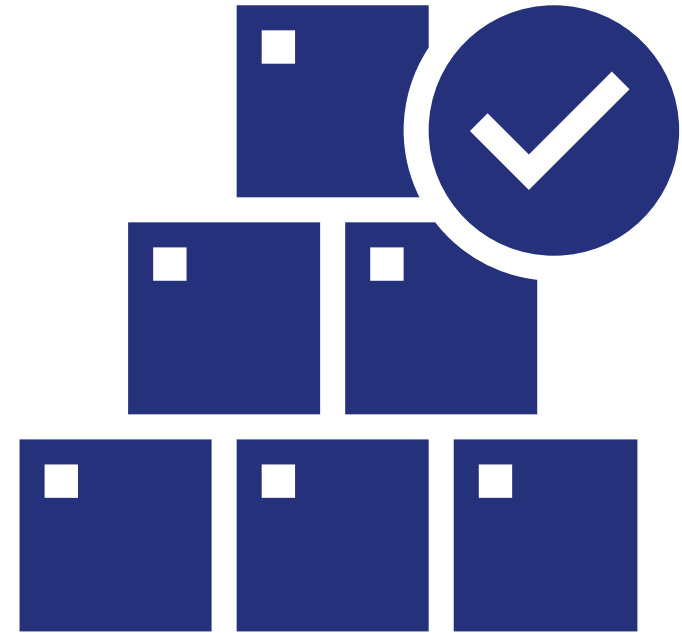
Analysis Results

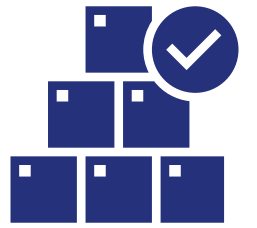


Discussion

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

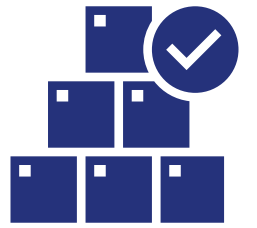




Draft Evaluation Criteria - Screen 1

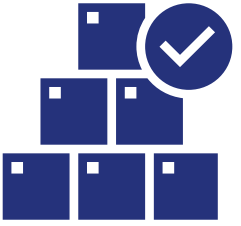
Goal	Evaluation Criteria	Description
<p>#1: Safety: Provide a safe and reliable transportation system for all people and all travel modes.</p>	<ul style="list-style-type: none"> • High-crash locations or known safety hotspots 	<ul style="list-style-type: none"> • Prioritize projects in places where safety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





Draft Evaluation Criteria - Screen 1

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



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.



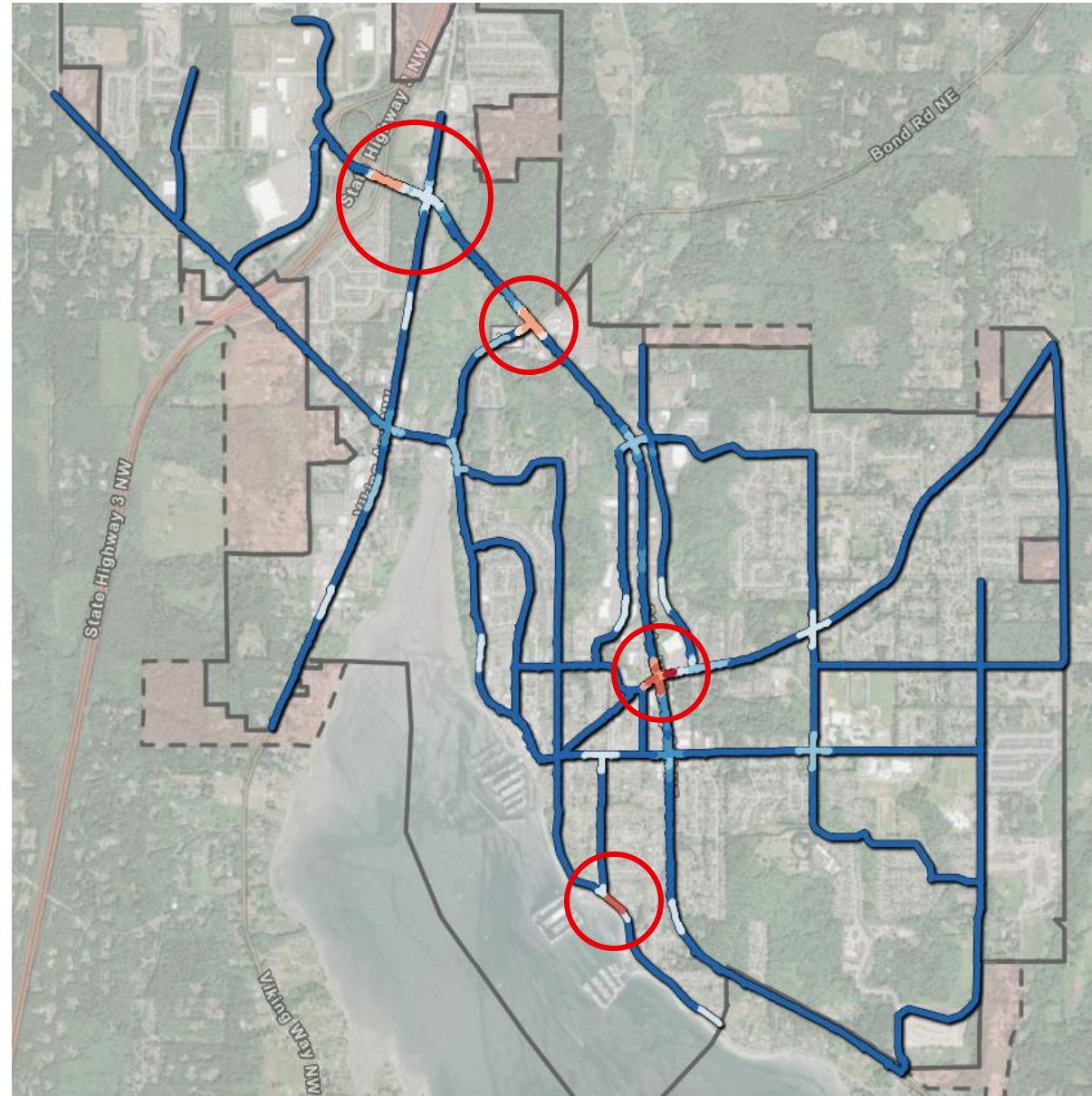
Methodology

- Evaluation Criteria calculations attributed to roadway segments using distance-based buffers
 - Exact distances based on individual data layer
 - ¼ mile used as baseline for what is considered “walkable” - approximately a 15-minute walk for the average able-bodied person*
 - Demographic data based on 5-Year ACS data (2022)
- Evaluation Criteria normalized into “score” of 1 through 5
 - Represents statistical 20th percentiles in the data
- Scores added up to create total “Index” score



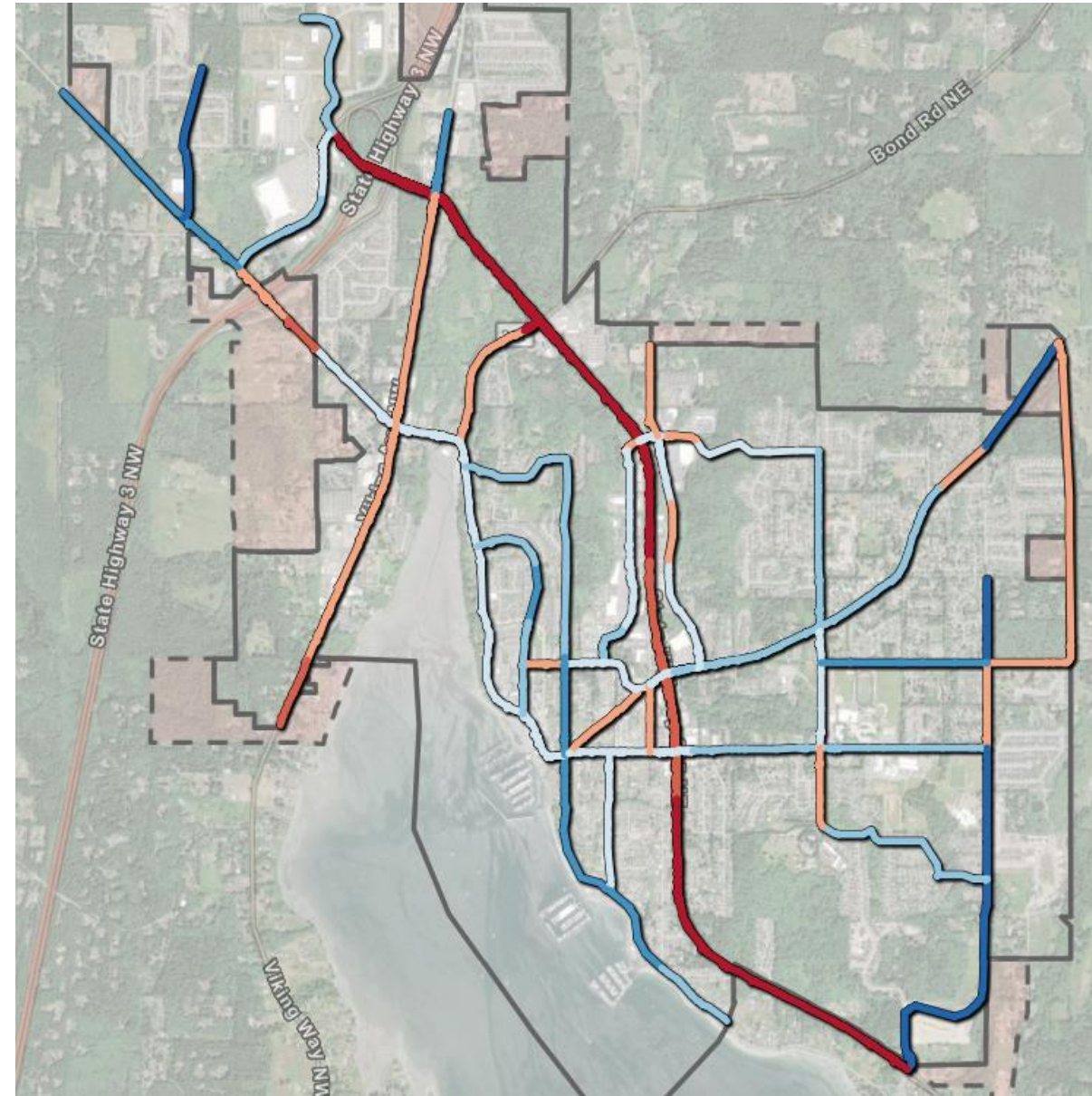
Analysis Results: Safety (Crash) Score

- Score combines pedestrian, cyclist, and car crashes
- 250' crash buffer
- Safety score lowest at intersections
 - SR-305 / SR 3 NB off-ramp (3.9)
 - High proportion of car-related crashes
 - SR-305 / Bond Rd NE (4.7)
 - High proportion of car-related crashes
 - SR-305 / NE Lincoln Rd (5.0)
 - High proportion of cyclist-related crashes
 - Fjord Dr NE / NE Shorewood Ct (4.1)
 - High proportion of pedestrian-related crashes



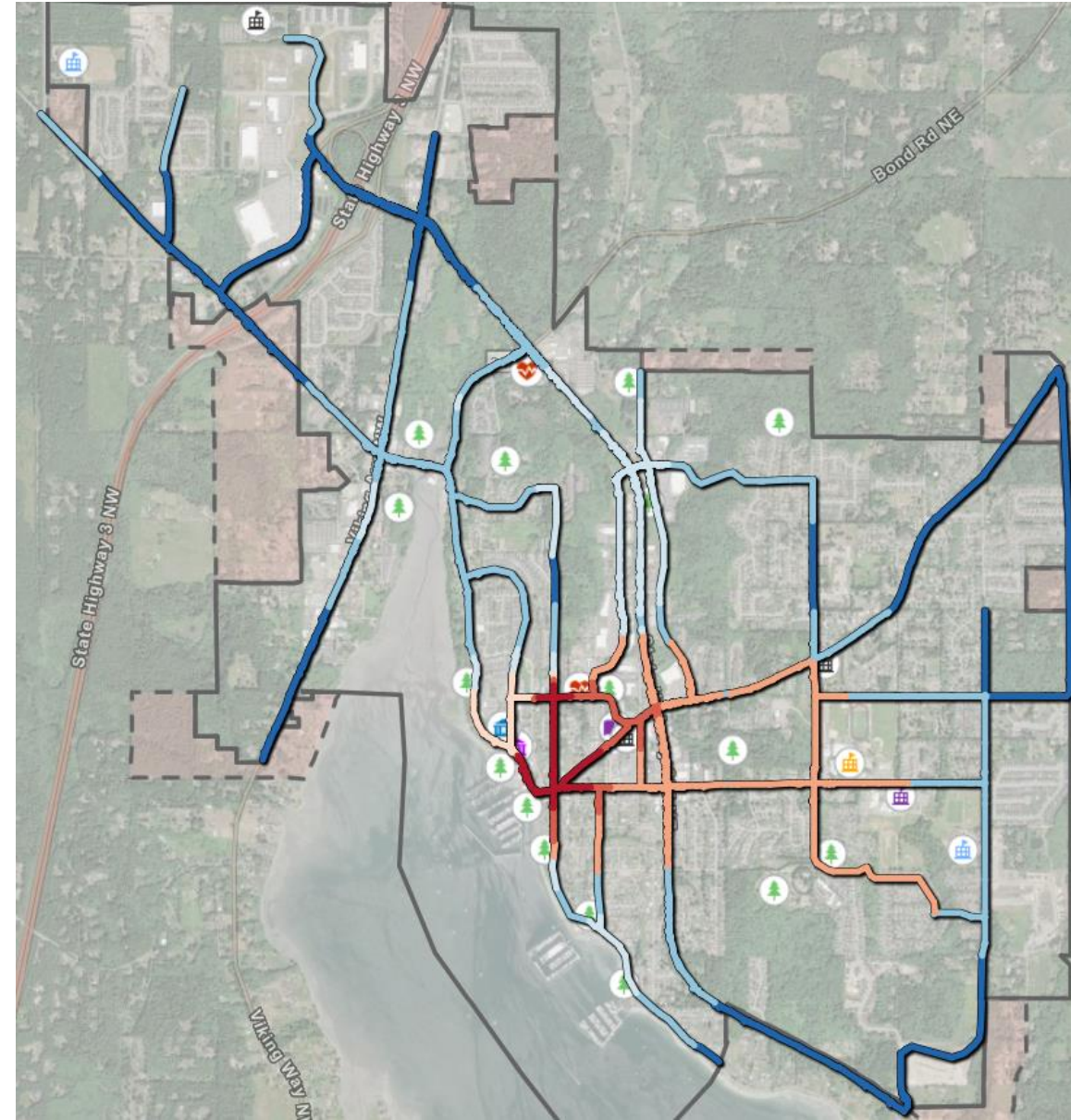
Analysis Results: Level of Traffic Stress (LTS)

- Combines LTS for both bicycles and pedestrians
- Stressful roads include:
 - SR-305
 - Viking Ave NW
 - Noll Rd NE
 - Finn Hill Rd
 - NE Lincoln Rd
 - Near Gateway Elementary
- LTS worsens with increased vehicle lanes, speeds, and traffic volumes



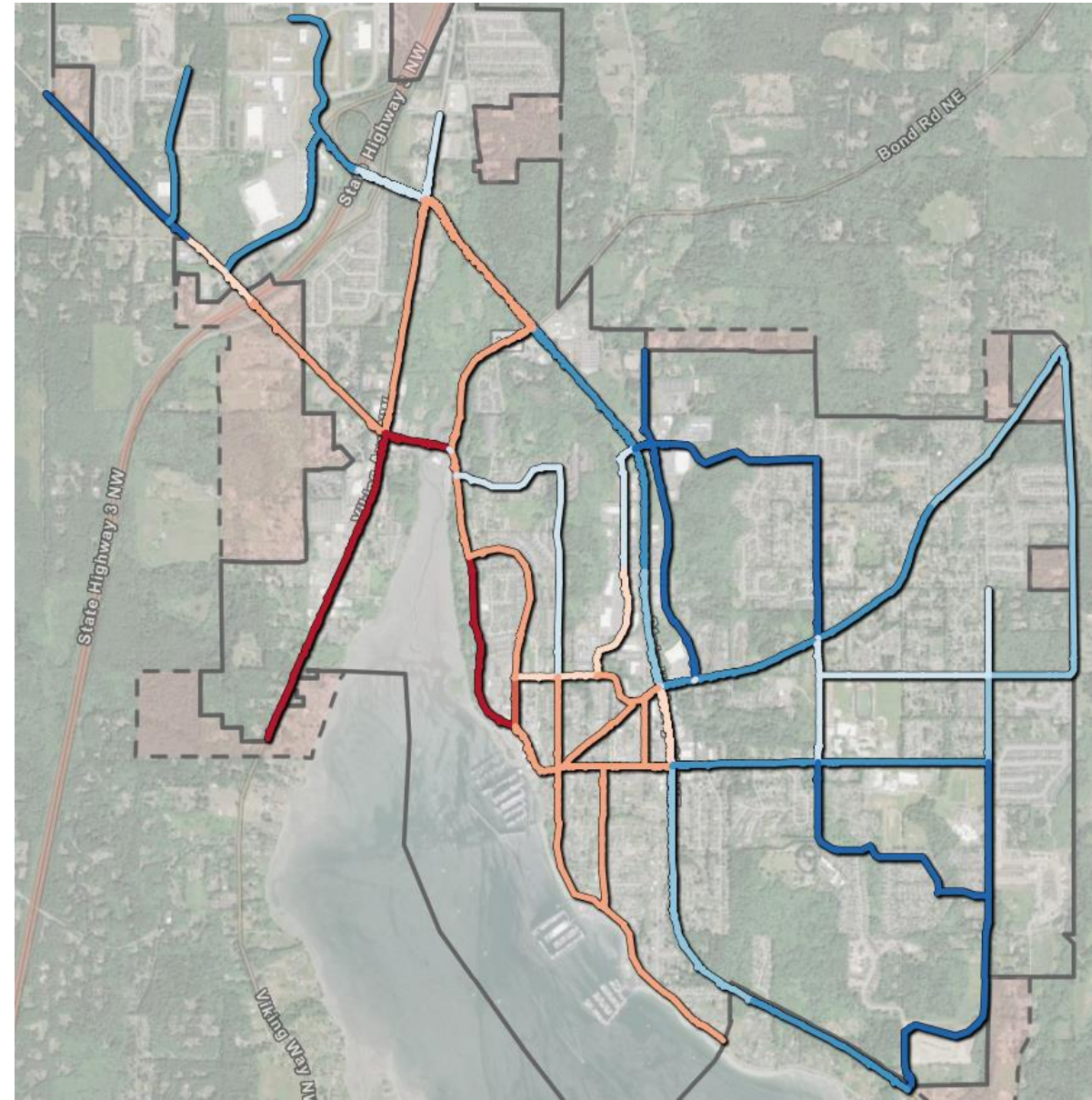
Analysis Results: Destination Proximity

- Rates number and type of nearby destinations
 - Destinations include schools, parks, and community places
- Roads near downtown Poulsbo ranked highest
 - “Hub and spoke” pattern centered around downtown Poulsbo
 - Fewer destinations as one travels away from downtown Poulsbo



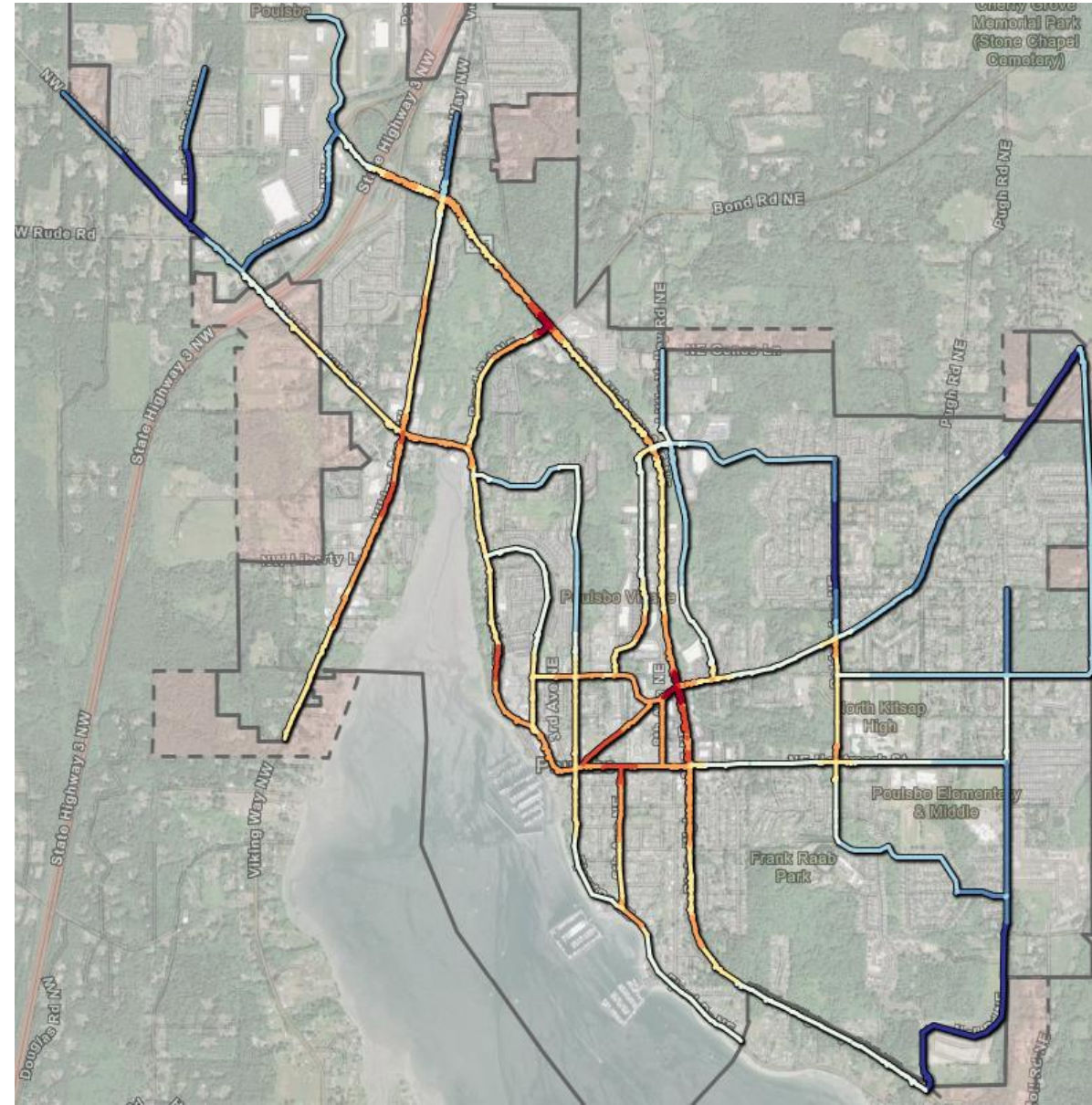
Analysis Results: Equity Score

- Rates proximity to underserved Census block groups
- Communities include:
 - Children under 5 and adults 65+
 - People of color
 - People with low income
 - People with disabilities
 - People without cars
- Priority roads include:
 - Viking Ave NW (5.0)
 - Lindvig Way NW (5.0)
 - Front St NE (4.8)



Analysis Results: Evaluation Priority

- Score combines all criteria to prioritize future improvements
- Higher priority roads include:
 - SR-305
 - NE Lincoln Rd, esp. west of highway
 - Front St NE, downtown
 - Viking Ave NE
 - NW Finn Hill/Lindvig/Bond Rd NE
- Roads with higher scores:
 - Sustained more crashes
 - Were more stressful to travel on
 - Provide access to key destinations
 - Serve equity communities



Discussion

• **Complete Streets Priorities**

- What Complete Streets do you think should be prioritized for funding and improvements?
- Does the evaluation process change your thinking about Complete Street priorities and potential projects?
- Is there anything missing?



COMPLETE STREETS STAKEHOLDER COMMITTEE



**Community
Engagement**

Overview of
findings

Community Engagement Overview

Spring 2024 Engagement - Online Open House

- Comment period: February 15 - April 4, 2024

- City's project webpage:

<https://cityofpoulsbo.com/engineering/poulsbo-complete-streets/>

- Online Open House link:

<https://fp.mysocialpinpoint.com/Poulsbo-Complete-Streets>



Poulsbo Complete Streets
Online Open House

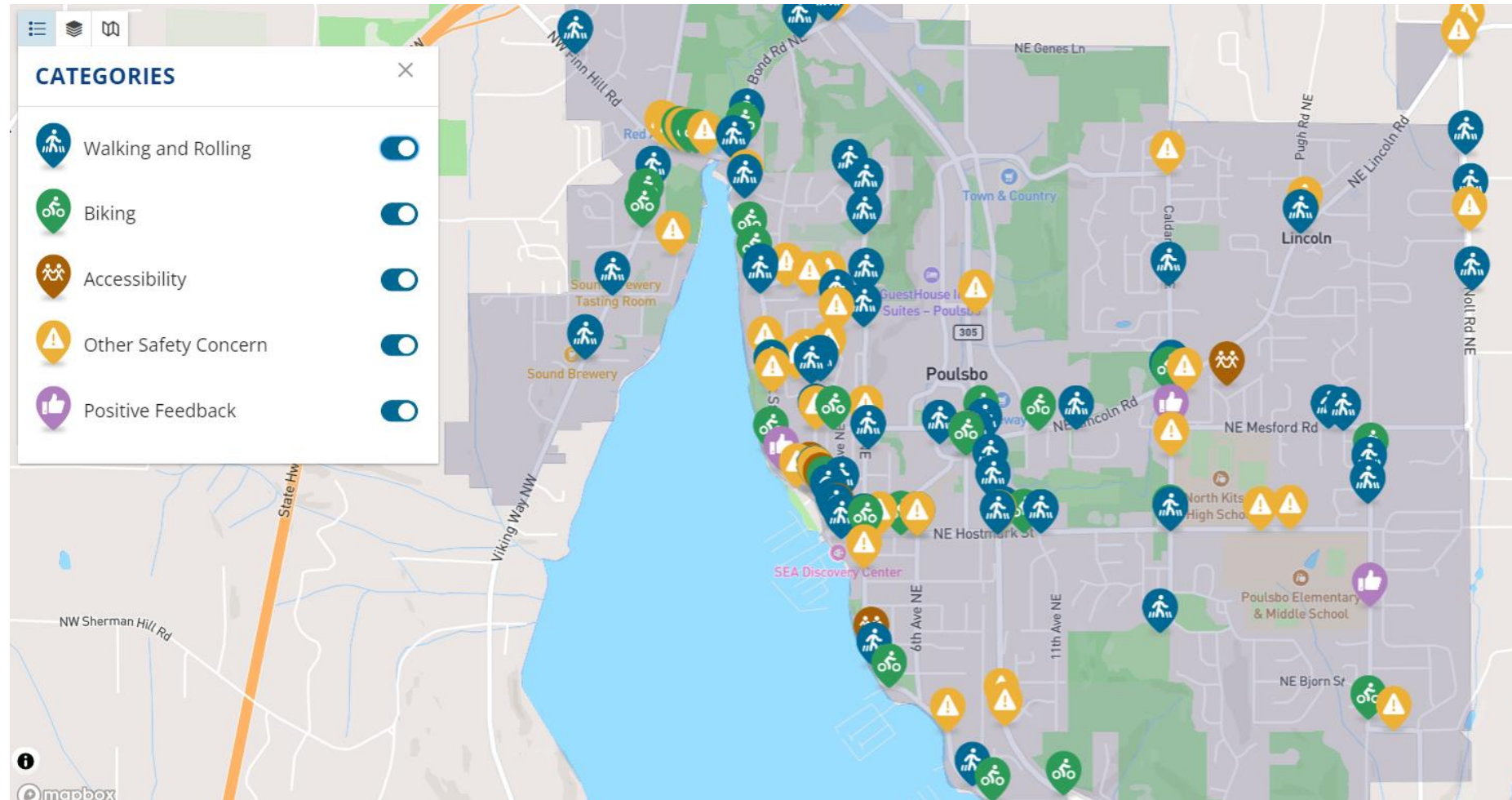
Welcome to the Poulsbo Complete Streets Online Open House!

The City of Poulsbo is developing its first-ever Complete Streets Plan. The Poulsbo Complete Streets Plan will support safe streets for people of all ages and abilities, with a focus on increasing safety, access, and connectivity for people walking, bicycling, using a wheelchair, or other mobility devices. The plan will develop policies, identify best practices, and recommend projects that advance safety and connectivity, help reduce congestion, and enhance Poulsbo's streetscape for all the City's travelers.

Interactive Mapping Tool

Spring 2024 Engagement - Online Open House

- Pin exercise to identify hotspots
- Organized by categories to differentiate concerns
- “Like” existing comments
- **161 Total responses**



Interactive Comment Box - CS Priorities

- Prompt focused on locations for complete streets improvements.
- Will directly influence recs. In final plan.
- Private comment box
- **33 Total responses**

Complete Street Priority

The City would like the community's help in prioritizing locations for potential Complete Streets improvements.

Please type your answer in as much detail as you can below.

When you think about Poulsbo, what are your top priorities as the City moves forward in building this Complete Streets network? Why?

Submit






Forum Tool - Anything Else?

- Respondents can read open-ended comments, like, and contribute.
- **22 Total responses**

Anything Else?

CLOSED: This discussion has concluded.

Please describe any additional thoughts and/or comments on the information you've reviewed today. All transportation-related feedback will be considered.

 **22** COMMENTS  **16** PARTICIPANTS  **158** VIEWS


[Read and Contribute](#)

Online Engagement Statistics

- **Comment period:** February 15 - April 4, 2024
- **1,247** total views
- **1 hour, 22 minutes** of total engagement time
- **69%** of all visitors from social media; May 6th peak
- **219** total contributions



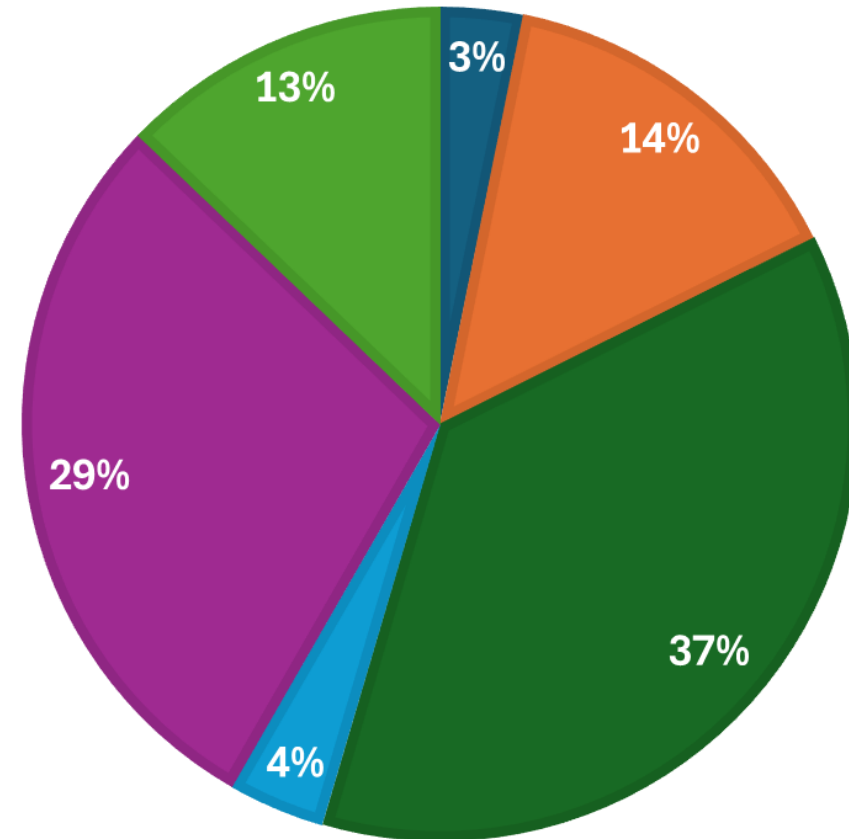
Key Themes

 **51%** of all comments focused on walking, rolling, and bicycling


- **Crossings**, especially across SR-305 are a top priority for pedestrians and cyclists
 - SR-305
 - NE Front Street
- **Lack of sidewalks** and sidewalk disrepair commonly cited. Challenges for Seniors and people with mobility limitations who would like to walk more
 - 4th Avenue
 - Jensen Way NE

KEY COMMENT THEMES - INTERACTIVE MAP

■ Accessibility ■ Biking ■ Walking and Rolling
■ Positive Feedback ■ Other Safety Concern ■ Uncategorized



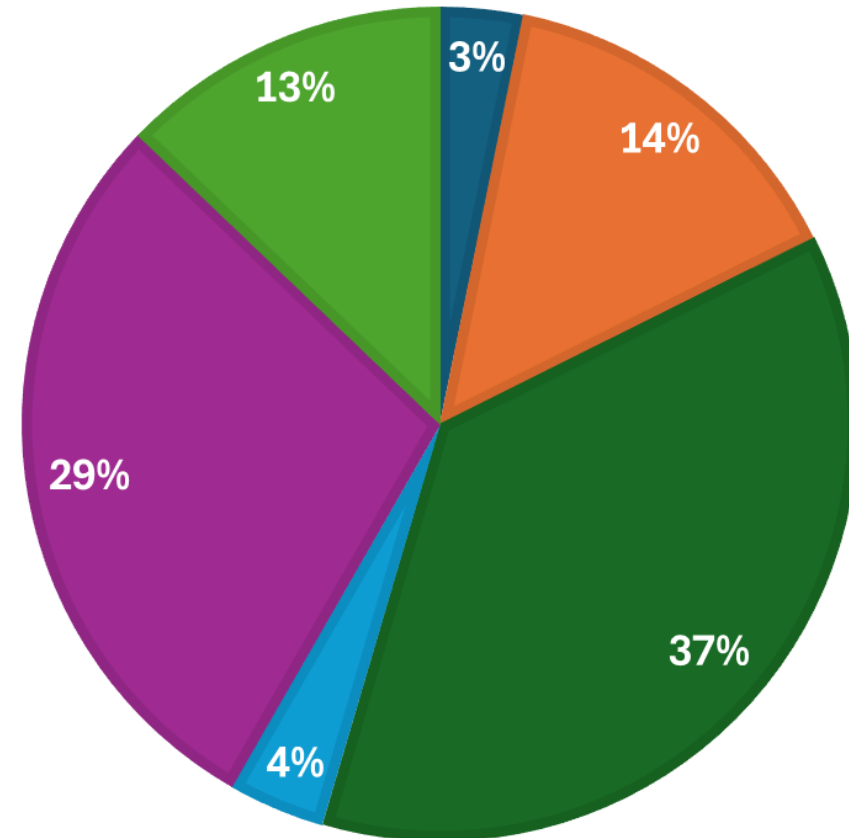
Key Themes

 **51%** of all comments focused on walking, rolling, and bicycling

- **SR-305** is the most significant crossing barrier in the City
- **NE Hostmark and NE Lincoln** are significant barriers for people walking and bicycling due to high traffic speeds and lack of dedicated facilities.
- **Lack of safe connections** including between Downtown/key destinations and Fjord Drive

KEY COMMENT THEMES - INTERACTIVE MAP

■ Accessibility ■ Biking ■ Walking and Rolling
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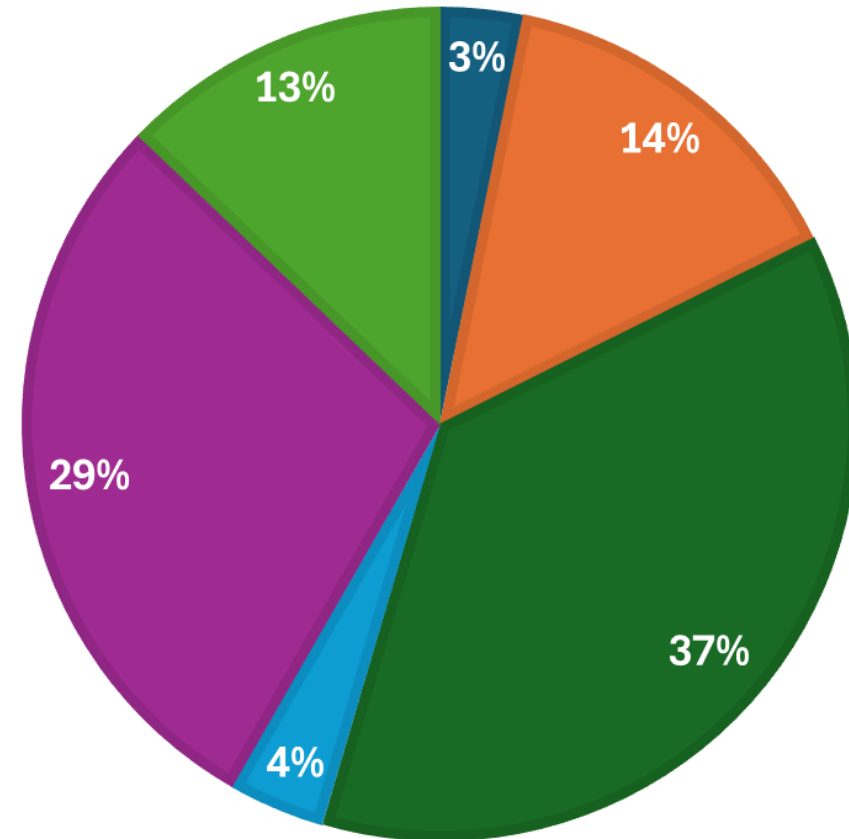
Key Themes

29% "other safety concern" – vast majority related to high traffic speeds and unsafe driver behavior

- **High traffic speeds** are a major barrier to people walking and cycling in residential areas and near Downtown
- **Rest areas** and streetscape improvements to support seniors who would like to walk to Downtown

KEY COMMENT THEMES - INTERACTIVE MAP

■ Accessibility ■ Biking ■ Walking and Rolling
■ Positive Feedback ■ Other Safety Concern ■ Uncategorized



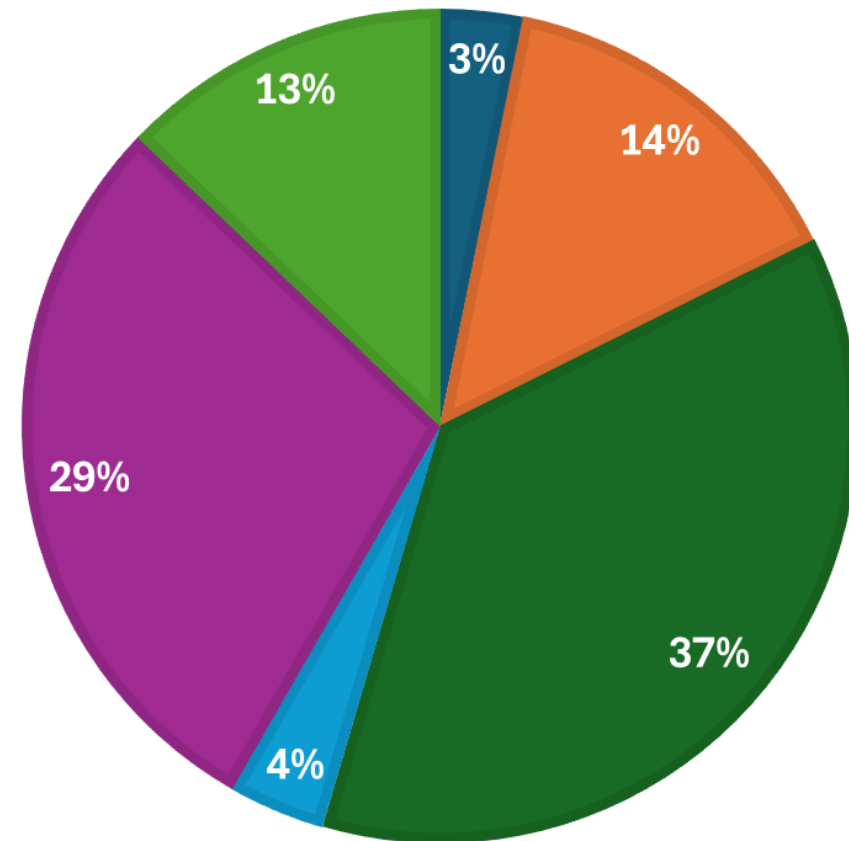
Key Themes

13% "Uncategorized" - comments ranging across several topics

- **Downtown Parking** is a significant issue and needs further study. Approach will be some combination of enforcement, capacity review, and parking management

KEY COMMENT THEMES - INTERACTIVE MAP

■ Accessibility ■ Biking ■ Walking and Rolling
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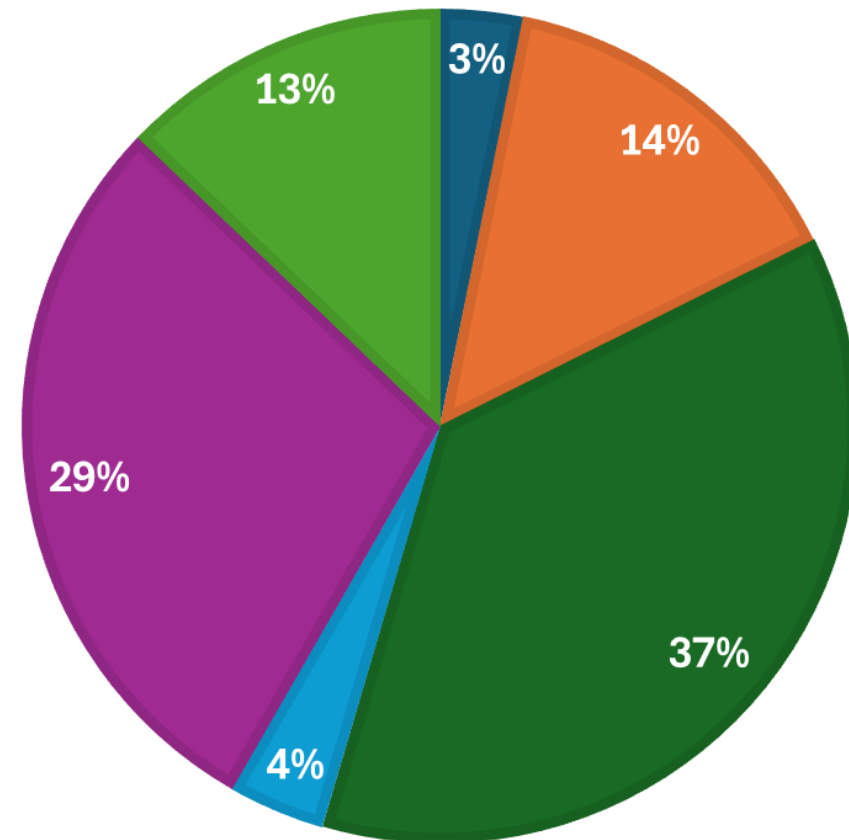


Key Themes

4% "Positive Feedback"

- **Support for the project** and recent City investments
- Support for recent safety investments on **Fjord Drive** and existing improvements on Urban Path network.

KEY COMMENT THEMES - INTERACTIVE MAP



COMPLETE STREETS STAKEHOLDER COMMITTEE



Draft Final Plan

 SC Input

Draft Final Plan

- Provide an implementable guide for City policy and Complete Streets projects over the next 20 years.
- Provide walking and bicycling context for the concurrent Poulsbo Functional Transportation Plan Update (2023-present)
- Key Deliverables
 - Complete Streets Typology Network
 - Typology Design Guide and Cross Sections
 - Assessment of Needs and Opportunities
 - Recommended Projects and Policies
 - Cost Estimates and Implementation Strategy
 - Funding Opportunities



Discussion

• **Draft Final Plan**

- What is the most important thing you'd like the Poulsbo Complete Streets Plan to accomplish?
- Is there anything missing from the general outline?
- Are there important policy/code considerations that you would like to see included?
- What are the most important projects and capital improvements you would like to see recommended?



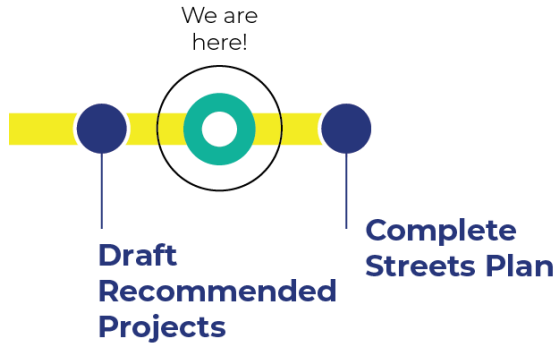
COMPLETE STREETS STAKEHOLDER COMMITTEE



Next Steps

Timeline

Spring 2024



- Incorporate SC feedback on recommended projects and draft final plan
- Incorporate broad public feedback into plan recommendations
- Update designs and develop cost estimates for projects
- Draft Complete Street Plan

Final meeting:

- SC review Draft Complete Streets Plan



POULSBO, WA

Poulsbo Complete Streets Committee

Next Steps

COMPLETE STREETS STAKEHOLDER COMMITTEE

THANK YOU!

