

Project Name: Poulsbo Complete Streets **Project No.:** 5542237134
Location: Poulsbo City Hall **Meeting Date:** April 16, 2024
Minutes by: Matthew Flodin, Eddie Montejo **Time:** 4 pm - 6 pm

Subject: Complete Streets Committee Meeting #4

Overview

The Complete Streets Stakeholder Committee, Poulsbo staff, and consultant team met for the fourth time on April 16, 2024 to discuss updated road typology sketches, Complete Streets Priorities analysis results, prior community engagement from the Online Open House and Survey, and an initial outline of the Final Plan. This memo summarizes feedback from the meeting.

Typology Refresher

The consultant team began with a review of the draft Poulsbo roadway typology sketches. The team had eliminated the City Gateway typology and updated some of the roadway classifications on the citywide map. In some places where City Gateways and Neighborhood Connectors used to exist, the team added a cross-section option for Urban Connector to recognize and address urban neighborhoods. Typology feedback included:

- Committee members thought that the typology sketches were a good place to start from and that they related well to walkability in most neighborhoods. They felt that typologies may help in identifying gaps, which would be a main thrust of the project work.
- Rick noted that a gap is where a road segment would be added and should be evaluated after the roadway is put in place.
- One committee member proposed including the urban paths of Poulsbo on the typology map.
- Kate noted Fjord Drive could be an Urban Connector to 6th Street. The consultant team clarified that there would need to be an overlap between Urban and Neighborhood Connectors since Neighborhood Connectors prioritize walking and biking and it would not be possible to address the whole roadway.

Complete Streets Analysis + Results

The consultant team next summarized the project's purpose, goals, and objectives. Group feedback questioned how decisionmakers could bundle the evaluation criteria into meaningful projects.

The consultant team moved on to discuss draft evaluation criteria and associated methodology before displaying maps that illustrated scores and needs for improvement on Poulsbo streets. The Stakeholder Committee provided the following feedback on these scores:

Safety (Crash) Score Feedback

- Rick expressed concern that the crash score was not highlighting the 8th Avenue portion of SR 305 / Lincoln Street. Josh responded that since Poulsbo had won a grant to study this location, a more focused study in the future would target this location.
- Rick stated that the City will want to include east-west bike connections in this study, and that Lincoln Street is one of the few east-west options in town.
- Ed questioned if the study would address the old transit center as a recommendation for a new crossing. Eddie clarified that the team would be bringing in the SR 305 plan's recommendations into the project recommendations for the Complete Street Plan.
- The group wanted the Plan's recommendations to focus on what projects could address issues in prioritized segments.

Level of Traffic Stress Score Feedback

- Overall, the committee agreed with how LTS looked on the map.
- Nikole asked if Urban Form comprised part of the LTS score. Alex and Eddie confirmed it did not.
- Ed was surprised that intersections on SR 305 were "blue" (a low priority score). The team responded that the analysis did not account for intersection LTS, only linear LTS.
- Britt stated that Fjord is stressful to travel on due to poor sight lines and narrow shoulders.
- Kate noted that it was important to emphasize the one "red" (high priority) area to ensure the City looked at it for funding.

Equity Score Feedback

- Britt was surprised that Hostmark did not show up.
- Rick noted that a mobile home park presence on Lincoln was not reflected on the map.
- Nikole offered to share a list of subsidized housing with the PMX team to update the map

The Stakeholder Committee next reviewed evaluation priority scores that had been identified for sections of roadway. These scores helped prioritize projects to be placed in the CIP and Comprehensive Plan. Feedback centered around:

SR 305 Score Feedback

- Ed asked if a low score prevented installing a midblock crossing on SR 305 between Lincoln and Central Market.
 - The team responded that since this stretch of roadway was in the SR 305 plan, it could be a priority project.
 - Karla stated the need to incorporate a crossing across SR 305 into a priority list.
- Rick asked what could be done to slow driver speeds on SR 305.

- Alex suggested meeting with the WSDOT Active Transportation group. Josh mentioned that separated crossings was a focus in the SR 305 Plan and that the opportunity existed to influence WSDOT's Complete Streets.

Viking Avenue Score Feedback

- Nikole asked what could be done to improve conditions on Viking in light of its status as a newer road.
 - The mayor responded that there has been a discussion to reduce Viking from 5 lanes to 3 lanes. Other desired actions included raising the crosswalks and lowering the posted speed.
 - The committee stated that considering a road diet would necessitate thinking about impacts to freight and businesses.
 - Brit and Rick desired street trees on Viking.
 - The mayor said that electrical outlets should be installed on all street lights to allow wrapping street lights with Christmas lights.

Lindvig Way Barrier

- Rick asked if mitigating the Lindvig bridge barrier could be added to the CIP. Josh noted that it would be a very expensive project.
- Kate said that there could be cheaper ways to address the barrier, such as improved wayfinding through private property.
- The committee desired prioritizing improvements for the SR 305/Lincoln/8th intersection triangle to support a new center for Poulsbo.
- Nikole noted how Segment 28 provided key connections to special events and a way into downtown.

Next Steps

The PMX team will finalize the typologies and begin drafting of the Complete Streets Plan. The next meeting will be discussion and input on the draft plan. It was agreed that the draft plan would be provided at least two weeks prior to the next meeting, which would likely be in June.