

Chapter 4. Transportation



4.1 Community Key Goals – Transportation

- Promote alternative mobility options and modes of transportation to reduce reliance on cars, including infrastructure for public transit, pedestrians, and bicyclists.
- Develop standards to improve the function, safety, and appearance of the City street system.
- Maintain a consistent level of service on the City’s street system that is appropriate for existing and future growth to improve traffic flow.
- Participate in efforts to enhance the City’s connectivity to the region, including telecommuting.

4.2 Plan Context

The Transportation Chapter provides the policy framework to guide short-range and long-term development and maintenance of the multi-modal transportation system that includes roadways, bikeways, pedestrian facilities, and public transit within the city limits of Poulsbo. It addresses the mandates of the Growth Management Act under the Revised Code of Washington (RCW) 36.70A.070, and supports the vision of Poulsbo.

The Transportation Chapter of the Comprehensive Plan provides the overall policy vision for Poulsbo’s transportation system. Additional policy and programmatic guidance is found in a series of more detailed documents, including:

- Section 2 – Capital Facilities Plan
- 2006 Poulsbo Transportation Plan Update
- Poulsbo 6-year Transportation Improvement Plan

An overview of Poulsbo's transportation system inventory is included in the 2006 Poulsbo Transportation Plan Update, included in full as Appendix B-4 of this comprehensive plan. It describes the existing transportation system including: highways, streets and roads, public transportation, bicycle and pedestrian. The transportation facility improvement plan is presented in the Capital Facility Plan and identifies the transportation infrastructure improvements needed to support the projected land use through 2025.

Further, the Poulsbo 2006 Transportation Plan Update provides the analyses and is based on information from the Poulsbo Traffic Study Final Report—Phase 1 + Phase 2, prepared by David Evans and Associates, Inc. (October 2004). The 2006 Transportation Plan Update has been developed to fit within the City of Poulsbo's Comprehensive Plan Update process and is intended to meet the planning requirements of the Growth Management Act.

Poulsbo faces a number of challenges in achieving the community's desired land use vision, while accommodating the population and economic growth that is expected over the next twenty years. These include:

- Providing many alternate routes options for Poulsbo residents to move around town safely and efficiently.
- Accommodating Poulsbo's share of housing growth, which will primarily be located in large areas of undeveloped and/or vacant land where streets constructed to City standards do not currently exist. The timing and who pays for the street improvements will most likely be developer and market driven.
- Improvement of the City's existing local access streets, while also ensuring new streets are constructed to maintain appropriate level of service.
- Continuation of Poulsbo's policy of neighborhood connectivity – providing neighborhood secondary roadway access and improved emergency access, while improving pedestrian mobility.
- Pass-through traffic during peak hours that diverts from arterial routes to neighborhood residential streets or commercial collector streets.
- Designing and implementing a traffic-calming program for the city to address the increasing cut-through traffic on local access streets from arterial routes.
- Connecting bicycle routes within and outside of the City, as well as adding bicycle lanes to existing streets where feasible.
- Identifying funding sources for local access street improvements, which are primarily not eligible for state or regional grant funding, and therefore must be locally funded.

4.3 Goals and Policies

The goals and policies contained in this chapter provide a framework for short-range and long-term transportation planning and implementation decisions required of the City of Poulsbo. The goals and policies included cover the following categories:

- Streets
- Level of Service and Concurrency
- Transportation Safety
- Citywide transportation system
- Land use and transportation planning
- Transportation finance
- Regional coordination
- Pedestrian sidewalks and bicycle lanes
- Public transportation
- Accessibility

STREETS

The primary purpose of the transportation system is to support development of the land uses, densities and intensities, envisioned by the Land Use chapter, and to shape the form of urban development within Poulsbo's residential, commercial, business park and light industrial uses. City streets must be available to accommodate the transportation demand generated by the land use policies. Maintaining a street system and mitigation program is essential in ensuring the city's transportation system adequately meets the needs of city residents and expected population growth.

GOAL TR-1

Streets shall be constructed to improve the function, safety and appearance of the citywide street system.

Policy TR-1.1

All streets constructed or reconstructed within the City shall meet the design standards adopted by the City. Roads providing access to and within each development from the City's arterial and collector system must be designed and constructed to maintain the required level of service. Each development's site access and circulation plan shall include frontage improvements and other relevant features identified in Figures TR-3 and TR-4, and the Transportation Plan Update 2006 (as amended or



Lindvig Way/Viking Avenue intersection

updated) prepared for the City of Poulsbo by David Evans and Associates, and included as Appendix B-4 to this Comprehensive Plan document.

Policy TR-1.2

Each new development in the City shall mitigate its traffic impacts by providing safety and capacity improvements to the City’s transportation system in order to maintain the adopted level of service on transportation facilities and to provide for the safe and efficient movement of people and goods using multiple modes of travel. Concurrency shall be the minimum required. Mitigation required of any individual development shall be related and roughly proportional to the impacts of that development where so required by law.

Traffic impacts and capacity shall be measured in terms of net new trips added to the City’s roadway system and weighted by length of roads so affected. All trips generated by a development shall be counted as impacting the system.

Mitigation of traffic impacts may be achieved in any number of ways, including but not limited to, actual construction of improvements, financial contribution in lieu of such construction, payment of impact fees imposed under RCW 82.02, implementation of transportation demand strategies, or any other method that is acceptable to the City and that will result in actual mitigation for the impacts of the development.

The City may use any and all authority granted to it under state law to require mitigation of the traffic impacts of development, including but not limited to, the State Environmental Policy Act, the State Subdivision Act, and the Growth Management Act.



SR 305 at SR 307 intersection

Policy TR-1.3

All new roadway improvements segments shall be consistent with Figure TR-3 City’s 2025 New Roadway Segments map, either as depicted on the map, or if unfeasible due to topography, property ownership or other challenges, shall provide an alternative alignment and/or connection that meets the intent of the 2025 Transportation Roadway Improvements map.

LEVEL OF SERVICE AND CONCURRENCY

Transportation level-of-service standards and concurrency are key requirements of the Washington Growth Management Act. By policy and regulation, the City of Poulsbo is required to ensure that transportation facilities needed to serve growth are in place when development occurs, or within six years of the completion of the development.

GOAL TR-2

Maintain a consistent level of service on City streets that mitigates the impacts of new growth and is adequate to serve adjoining land uses.

Policy TR-2.1

A concurrency level of service (LOS) standard of LOS E is hereby established for all public streets (except as otherwise exempted) in the City of Poulsbo in order to serve as a gauge to judge performance of the City's transportation system. All local streets designated Residential Collector and Residential Access are exempt from this concurrency standard.

Policy TR-2.2

A concurrency level of service standard of LOS F is established for the following:

- *all legs of 7th and Liberty intersection;*
- *all legs of 10th Avenue and Forest Rock Lane intersection;*
- *all legs of 8th Avenue and Lincoln Road intersection;*
- *Front Street and Torval Canyon intersection;*
- *Front and Jensen intersections;*
- *all legs of Front, Fjord and Hostmark intersection(s);*
- *Lindvig Way, all intersections at Bond Road, Viking Avenue and Finn Hill Road; and*
- *LOS failures where corrective action is not physically or technically feasible, or fails to satisfy warrants or design requirements.*

Policy TR-2.3

Transportation facilities to which the level of service standard applies include both intersections and roadways, and different methods of calculating level of service apply to each type of facility. For intersections, the definitions of level of service and capacity shall be based on the most recent edition of the Highway Capacity Manual published by the Transportation Research Board of the National Research Council.

For road sections between intersections, level of service and capacity shall be as defined in "Allowable Capacity of Roadways based on Design Features," identified as Appendix E to the City's Transportation Plan Update 2006, prepared for the City of Poulsbo by David Evans and Associates; and is included in Appendix B to this Comprehensive Plan and incorporated herein by this reference as if fully set forth.

Policy TR-2.4

The City shall strive to achieve level of service standard of LOS C on all City roadways, but shall, for concurrency purposes, maintain the level of service on such roadways at no less than LOS E (as fully identified in Policy TR-2.1).

Policy TR-2.5

The transportation facility improvements identified in the Capital Facilities Plan of this Comprehensive Plan shall be based on achieving these level of service standards identified in

Policies TR-2.1 through TR-2.4 for the twenty-year planning horizon required by the Growth Management Act. The City's Six-Year Transportation Improvement Program shall be updated annually in order to ensure the ongoing preservation of the level of service standard for the ensuing six-year period in light of approved and anticipated developments.

Policy TR-2.6

The level of service standards adopted by the Washington State Department of Transportation (WSDOT) are hereby included in this Transportation Element in order to gauge the performance of the state-owned transportation facilities located in the City of Poulsbo. SR 3, SR 305, and SR



SR 305 at Hostmark Street intersection

307 are each designated by WSDOT as a Highway of Statewide Significance in the Washington State Highway System Plan, 2007-2026 and the applicable level of service standard set forth in Appendix G thereof is LOS "D".

Future revisions that may be adopted by WSDOT, shall take precedence over this policy. The purposes of reflecting level of service standards for state highways in the City's Comprehensive Plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the City's Six-Year Transportation Improvement Program and the Washington State Department of Transportation's Six-Year Investment Program.

The concurrency provisions of this Transportation Element and any City ordinance relating to concurrency shall not apply to state-owned transportation facilities and services of statewide significance. Appendix G of the Washington State Highway System Plan provides that when a development affects a segment or intersection where the LOS is already below the applicable threshold, the predevelopment LOS will be used instead of the otherwise applicable deficiency level.

Policy TR-2.7

Develop a system for monitoring the LOS of all city owned intersections and roadway segments to ensure the appropriate and adequate performance of the City's transportation system. The monitoring program may be completed by the City or through a contract with an acceptable transportation system consultant.

GOAL TR-3

Develop a concurrency ordinance to ensure consistent level of service on City-owned streets, and as mandated by the Growth Management Act (GMA).

The transportation element requires a local government to adopt a “concurrency” ordinance that will prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan. (Footnote omitted.) [CPSGMHB *McVittie*, 9316c, FDO, at 29.]

Policy TR-3.1

The City shall adopt and enforce a concurrency ordinance which prohibits development approval if the development causes the level of service on a City-owned transportation facility to decline below LOS E, unless transportation improvements or strategies to accommodate the impacts of the development are made concurrent with the development, as set forth in Policy TR-3.2.

Policy TR-3.2

In order to ensure concurrency for transportation facilities, final development permit approval must contain a finding of one of the following:

- *The necessary transportation facilities and services are in place at the time a development permit is issued; or*
- *The necessary transportation facilities are under construction at the time a development permit is issued, and the necessary facilities will be in place when the impacts of the development occur; or*
- *Development permits are issued subject to the condition that the necessary transportation facilities and services will be in place when the impacts of the development occur; or*
- *The City has in place binding financial commitments to complete the necessary transportation facility within six years; or*
- *The City has identified and has or plans to implement identified Transportation Demand Management (TDM) strategies.*

TRANSPORTATION SAFETY

A safe, comfortable and reliable transportation system is a major determinant of a community’s quality of life. To ensure such a system, street and intersection safety must be continuously evaluated; street standards must be designed and implemented to ensure and increase roadway safety; sight distance standards and maintenance must be consistently applied; adequate lighting must be provided; and traffic calming measures must be identified and available for use if necessary. The City must be diligent in its assessment and application of these various programs that ensures a safe transportation network.



Residential street in Havn Heights neighborhood

GOAL TR-4

Provide a safe, efficient, and reliable transportation system.

Policy TR-4.1

Ensure high safety standards for motorists, pedestrians, and bicyclists through the development and capital improvement processes. The City will evaluate safety conditions on City roadways, including pedestrian and bicycle conditions, every six years, in conjunction with the six-year transportation improvement plan, in order to determine whether improvements should be made. If safety-related improvements are identified, the improvements should be included in the Transportation Improvement Program for timely construction.



SR 305 at Liberty Road intersection

Policy TR-4.2

Protect and enhance neighborhoods with an active program that focuses on safety, safe routes to school, traffic calming, education, and enforcement.

Policy TR-4.3

Develop and implement access management regulations in the City's Street Construction Standards that provides standards for driveway spacing and delineation, and encourages the joint use of access points where practical.

Policy TR-4.4

Maintain roadway/intersection sight distance standards. Identify and implement sight distance standards for City

intersections. Eliminate sight obstructions such as utility poles, signs, parked vehicles and vegetation where site distance standards are not met.

Policy TR-4.5

Provide adequate lighting for roadway and intersection visibility in accordance with adopted standards.

Policy TR-4.6

Establish and maintain a citywide traffic calming program that identifies desirable calming techniques, criteria that would trigger a need for traffic calming measures, and an identified process for how citizens may submit a request to the City for traffic calming technique consideration. Establish and maintain ongoing allocation of funds necessary to maintain such a program.



Speed hump at 3rd Avenue

Policy TR-4.7

Review and evaluate the City's Street Construction Standards at a minimum of every five years to ensure that the City is being responsive to potential changes and needs of the City's street system. Currently, the City should evaluate the need to provide for:

- *Establishment of a Citywide traffic calming methodology;*
- *Alternatives to standard intersection controls, such as roundabouts;*
- *Inclusion of a bicycle lane within local street standards;*
- *Inclusion of vegetative strips along edges of streets and within median planting strips, to be included within local street standards;*
- *Sight distance standards appropriate for local residential and commercial streets; and*
- *Inclusion of an alley standard for both residential and commercial uses;*
- *Low impact development techniques for street storm water runoff.*

CITYWIDE TRANSPORTATION SYSTEM

The private auto remains the most common mode of vehicular travel in this country. For the foreseeable future, the private auto will continue to carry the majority of trips within Poulsbo, and the city will need to accommodate reasonable capacity to serve travel demand and prevent pass-through trips from impacting residential neighborhoods.

Washington State Department of Transportation and the City of Poulsbo have classified city streets according to their function, and have established construction standards upon which street improvements are based.

Principal arterial streets provide efficient direct routes for long-distance auto travel within a region. Streets connecting freeway interchanges to major concentrations of commercial activities are classified as major arterials.

Traffic on major arterials is given preference at intersections, and some access control may be exercised in order to maintain the capacity to carry high volumes of traffic. Poulsbo's principal arterials are SR 305 and SR 307.

Minor arterial streets provide connections between major arterials and concentrations of residential and commercial activities. The amount of through traffic is less, and there is more service to abutting land uses. Traffic flow is given preference over lesser streets.

Poulsbo's minor arterials are Viking Avenue, Finn Hill Road, Lindvig Way, Bond Road (to SR 305), Front Street, Fjord Drive, Hostmark Street (to SR 305), Lincoln Road (SR 305 to city limits), and Noll Road.



SR 305

Urban collector streets include neighborhood and commercial collectors and are two or three lane streets that collect (or distribute) traffic within a neighborhood providing the connections to minor or principle arterials. Collectors serve neighborhood traffic, and also provide access to abutting land uses.

Local access streets provide access to abutting land uses, and carry local traffic to the urban collectors. This classification includes residential collectors, residential access, neighborhood lanes and commercial access as described in the City’s Street Construction Standards.

These streets, when combined, ideally provide Poulsbo with a citywide interconnected street system, where many options are provided for moving traffic around town. Figures TR-1 and TR-2 map the WSDOT and City of Poulsbo street classifications.

GOAL TR-5

Encourage improvements in vehicular and pedestrian traffic circulation within the city.

Policy TR-5.1

Develop and maintain an interconnected and overlapping transportation system grid of pedestrian walkways, bicycle facilities, shared use paths, roadways for automobiles and freight, transit and high-capacity transit service. Develop and implement programs such as traffic operations, transportation demand management including telecommuting, and neighborhood traffic management, which support the efficient circulation of the City’s traffic system.



Front Street

Policy TR-5.2

Develop a transportation grid that provides good connections between residential and commercial activity centers, and allows for multiple circulation routes to/from each location. Close gaps and complete system connections through the development and capital improvement processes.

Policy TR-5.3

All new residential developments shall be required to provide multiple vehicular, bicycle and pedestrian through connections with adjacent existing or future residential developments, when such requirement is consistent with legal nexus parameters. When requiring a connection to undeveloped property which is zoned for residential development, the City shall require a sign be posted at the connection point indicating future road connection.

Policy TR-5.4

Utilize transportation demand management (TDM) strategies to reduce the need for new roads and capacity improvements.

Policy TR-5.5

Utilize transportation system management (TSM) strategies, such as parking restrictions, traffic signal coordination, transit queue jumps (as appropriate), striping non-motorized transportation facilities, and real time sensor adjustments for traffic signals, to make the City's existing roadways more efficient.

LAND USE AND TRANSPORTATION PLANNING

The Comprehensive Plan strengthens the integration of land use and transportation planning, by emphasizing the connection between the city's transportation system and the city's land use vision. Neighborhood connectivity, improvement of existing streets to city standards, and protection of surface water quality are priorities in the land use planning process.

GOAL TR-6

Coordinate land use and transportation planning to manage growth.

Policy TR-6.1

Review and evaluate the City's Comprehensive Plan Transportation Maps (Figures TR-1 through TR-4) at a minimum every three years to ensure that the City is being responsive to potential changes and needs of the City's street system. The Map shall also be kept up to date and amended when identified street creation or connections are completed. The amendment of the Map shall be through the City's annual comprehensive plan amendment process.



Olhava Way at College MarketPlace

Policy TR-6.2

Acquire needed rights-of-ways based on Poulsbo's roadway design standards and the City's Comprehensive Plan Transportation Maps generally during development proposal review and approval. However, right-of-way acquisition by the City through a public project (or public/private combination) may be necessary to insure adequate level of service is maintained and needed improvements are completed during the required time frame.

Policy TR-6.3

Establish transportation needs and requirements of proposed development projects early in the permit review process.

Policy TR-6.4

Ensure environmental protection, water quality, and other applicable environmental standards, through best management practices during the construction and operation of the City’s transportation system, including:

- *Facility designs, in particular, collection and treatment of storm water and surface run-off.*
- *Avoiding construction during rainy season.*
- *Regular and routine maintenance of the City system.*

TRANSPORTATION FINANCE

As additional demands are placed on the transportation system, funding should be allocated to finance needed improvements. Transportation improvements should be paid by those who benefit from them - in proportion to the level of use or benefit derived.

Thus, since the system serves multiple uses, it has multiple funding sources: existing businesses and residents (the city’s general fund and local business taxes); pass-through users (gas and motor vehicle taxes); and new development (impact fees).

The GMA specifically sets out language that a six-year plan (the TIP) required under RCW 35.77.010 *must be consistent with the transportation element.* RCW 36.70A.070(6)(c). [CPSGMHB *Fallgatter V*, 06303, FDO, at 13.]

To ensure that funding and improvement keep pace with needs and meet system requirements, the city has a 6-year Transportation Improvement Program (TIP), identifying system needs and cost estimates. The TIP is

updated every year, with new transportation cost estimates and available revenues reassessed. In addition, new transportation needs are prioritized based on the City’s Capital Facility Plan, identifying any high priority system needs.

Jurisdictions should be aware that those needs identified in the 20-year Plan, ultimately must be addressed (funded and implemented) at some point during the original 20-year life of the Plan. [CPSGMHB *McVittie IV*, 0306c, FDO, at 21.]

GOAL TR-7

Develop a funding strategy and financing plan to meet the City’s programmatic needs identified in the City’s Capital Facilities Plan.

Policy TR-7.1

The City shall develop a multi-year financing plan based on the city’s transportation needs identified in the City’s Comprehensive Plan 2025 Transportation Facility Improvements , of which the appropriate projects will be prioritized in the City’s annual Six-Year Capital Improvement Program.

Policy TR-7.2

Develop recurring and dedicated funding for a complete transportation program, including system operation and maintenance. Leverage local funding with innovative and aggressive finance strategies including partnerships, grant development, efficient debt, and fee-based funding sources.

Policy TR-7.3

If a funding shortfall occurs as a result of change in revenue assumptions used to identify funding for programmed capital improvements, the City will:

- *Identify alternative sources of funding for needed improvements;*
- *Revise its LOS standards to match available revenues;*
- *Reassess the Comprehensive Plan, and revise it as appropriate to achieve a balance between land use, revenues and level of service.*

The City Council's Capital Improvement Planning Committee shall review and provide recommendations to the City Council on alternatives if a funding shortfall occurs.

REGIONAL COORDINATION

The Growth Management Act requires that transportation planning be coordinated among local and state jurisdictions. The Kitsap Countywide Planning Policies have identified coordination between Kitsap County and its incorporated cities to meet three inter-related transportation goals:

- Serve Designated Centers to reduce sprawl, conserve land and make more efficient use of infrastructure;
- Preserve the natural environment, including water and air quality; and
- Provide a balanced system for the efficient, safe movement of people, goods and services among Designated Centers within Kitsap County and the larger Puget Sound Region.



Viking Avenue

GOAL TR-8

Participate in regional transportation coordination plans and programs to ensure and promote Poulsbo's role in the regional transportation network.

Policy TR-8.1

Coordinate Poulsbo's transportation plans, policies, and programs with those of other jurisdictions serving Kitsap County to ensure a seamless transportation system. Focus particularly on cooperation with the Kitsap Regional Coordinating Council, Puget Sound Regional Council, Peninsula Regional Transportation Planning Organization, Washington State

Department of Transportation highway and ferry divisions, Kitsap County, Kitsap Transit or other appropriate regional entities.

Policy TR-8.2

The City shall actively seek opportunities to coordinate and share facilities, expertise, and transportation resources, such as multiple use park and ride/parking lots or shared traffic maintenance responsibility with Kitsap County and other cities.

Policy TR-8.3

The City, in the interest of encouraging telework and telecommuting to better provide regional connectivity to job opportunities, and investing in a family-wage community-based work force, shall promote those findings and aspects of the Kitsap Telework pilot project.



Vetter Homestead neighborhood

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.

GOAL TR-9

Ensure a functional and friendly non-motorized transportation system that effectively serves the needs of pedestrian and bicycle users and encourages non-motorized travel.

Policy TR-9.1

Require pedestrian facilities on all public streets as set forth in the City’s Construction Manual Street Standards. Alternative pedestrian facilities that meet or exceed the minimum street standards may be considered by the City, and is subject to approval by the City Engineer.

Policy TR-9.2

The City shall maintain a Sidewalk Improvement Program, which is reviewed annually, and funded through the City’s budget.

Policy TR-9.3

Work with property owners to create pedestrian and bicycle connections in established areas that have poor or no connections with adjacent neighborhoods, and close to commercial areas, transit stops, schools, parks or other facilities. Use of stairs may be necessary due to topography.



Bicycle lane at Olhava Way

Policy TR-9.4

Using the Urban Paths of Poulsbo Plan as a guide, the City shall identify appropriate arterial and collector streets where the existing roadway shoulders can be designated as a new bicycle lane. New striping, such as fog line markings, may be required on streets to delineate the vehicle travel lanes where shoulder areas are designated for bicycle and/or pedestrian facilities.

Policy TR-9.5

The City shall seek opportunities to provide bicycle lanes outside of street right-of-ways.

Policy TR-9.6

The Engineering Department will, when possible, coordinate with the Parks and Recreation Department to implement the Urban Paths of Poulsbo Plan. The UPP Plan includes proposed non-motorized linkages for bicycles and pedestrians. The City should review the UPP Plan, maps, and implementation list when planning, designing, and maintaining roadway projects.

Policy TR-9.7

Identified as a key connection in the Urban Paths of Poulsbo Plan, the City should develop a non-motorized transportation facility between the downtown core and West Poulsbo/Viking Avenue corridor (commonly known as the Liberty Bay waterfront trail) that connects neighborhoods, business areas, and parks. The facility should provide connectivity for bicyclists and pedestrians. Also, secondary non-motorized connections to the facility should be provided to link commuters from neighborhoods with business and employment areas in downtown and along Viking Avenue.

PUBLIC TRANSPORTATION

Public transportation provides an increasingly important alternative to single-occupancy vehicles. A strong transit system will focus on serving the needs of local and regional residents, employees and businesses. In order to provide a transit system that is responsive to the needs of Poulsbo, the City must participate in a close working partnership with regional transit providers, including Kitsap Transit, Jefferson Transit and the Washington State Department of Transportation.



*Kitsap Transit Park and Ride at
Poulsbo Junction*

Kitsap Transit is the primary provider of bus transit services and facilities in Poulsbo. Kitsap Transit has six park-and-ride facilities in or near Poulsbo, primarily connecting to Bainbridge Island's Washington State Ferry terminal. Kitsap Transit also has a transfer center in Poulsbo, providing connections to Jefferson County and other Kitsap Transit bus routes.

GOAL TR-10

Actively promote the use of public transportation to accommodate a larger share of the traveling public.

Policy TR-10.1

Promote Poulsbo as a regional transportation center, connecting the greater Kitsap Peninsula with the Seattle metropolitan area and the Olympic Peninsula. Work with Kitsap Transit, Jefferson Transit, the Washington State Department of Transportation, and surrounding communities to create a Transit Plan for the City.

Policy TR-10.2

Encourage the use of public transportation within Poulsbo to accommodate those who work, visit and shop in Poulsbo. Coordinate with Kitsap Transit to identify opportunities to increase capacity, provide trolley or shuttle service throughout the City, reduce service deficiencies and increase ridership on under-utilized routes.

Policy TR-10.3

Work with Kitsap Transit to increase Park and Ride capacity within the City by identifying potential Park-and-Ride locations and explore a Bus Rapid Transit (BRT) system that will serve Park-and-Rides and connect Poulsbo to surrounding communities throughout the region.

Policy TR-10.4

Continue coordinating with Kitsap Transit during development permit application, for their review and comment on development proposals to facilitate convenient use and operation of appropriate transit services. Assist Kitsap Transit, as appropriate, in the implementation of their capital improvement projects within the city limits.

ACCESSIBILITY

The federal Americans with Disabilities Act promotes access to the transportation system by removing barriers, creating access ramps at intersections and other key locations, facilitating the use of transit, and providing appropriate pavement marking and signalization.

GOAL TR-11

Transportation improvements within the City shall comply with requirements of the Americans with Disabilities Act (ADA).

Policy TR-11.1

Build an accessible transportation system focused on intermodal connectivity and removal of barriers to personal physical mobility.

Policy TR-11.2

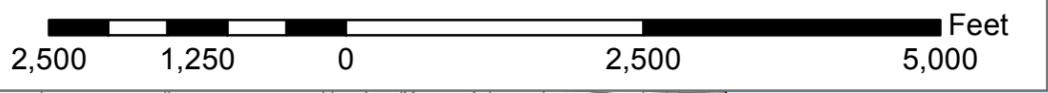
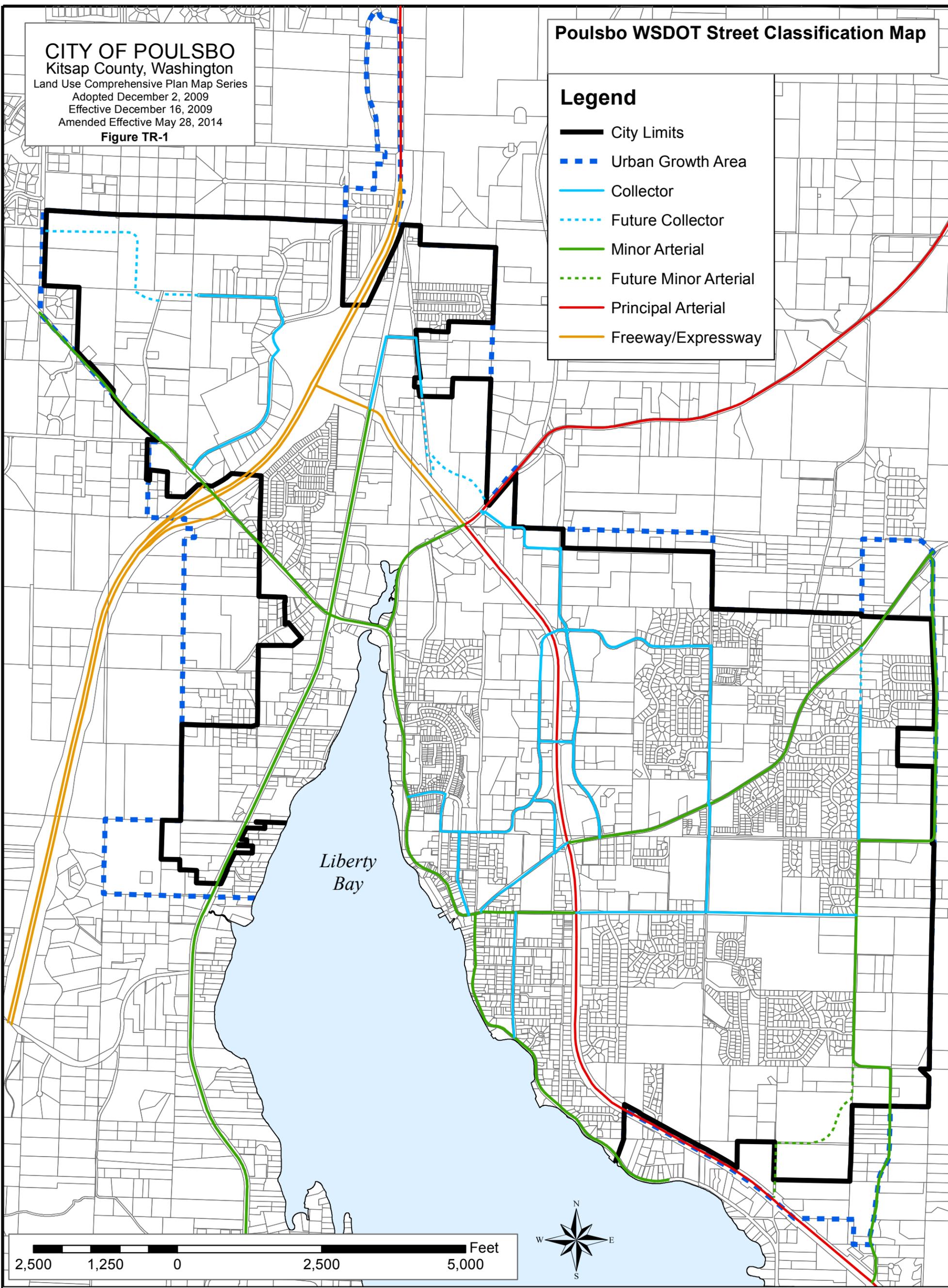
Develop programs and procedures to ensure compliance with the ADA requirements.

CITY OF POULSBO
 Kitsap County, Washington
 Land Use Comprehensive Plan Map Series
 Adopted December 2, 2009
 Effective December 16, 2009
 Amended Effective May 28, 2014
Figure TR-1

Poulsbo WSDOT Street Classification Map

Legend

-  City Limits
-  Urban Growth Area
-  Collector
-  Future Collector
-  Minor Arterial
-  Future Minor Arterial
-  Principal Arterial
-  Freeway/Expressway



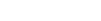
Infrastructure Map Series Primary Map Sources and Original Scales:
 Washington State Department of Transportation Functional Classification Map Series reviewed May 2009
 (www.wsdot.wa.gov/mapsdata/tdo/FunctionalClassMaps)
 Roadway designations compiled using the Transportation Plan Update, November 2006, from the City of Poulsbo Public Works
 Department, Engineering Division; Updated May 2009
 Kitsap County Assessor's Tax Maps 1:12,000 (Kitsap County IT, GIS Division)
 * Note: Detailed transportation system mapping is in functional plans included as Appendix B.

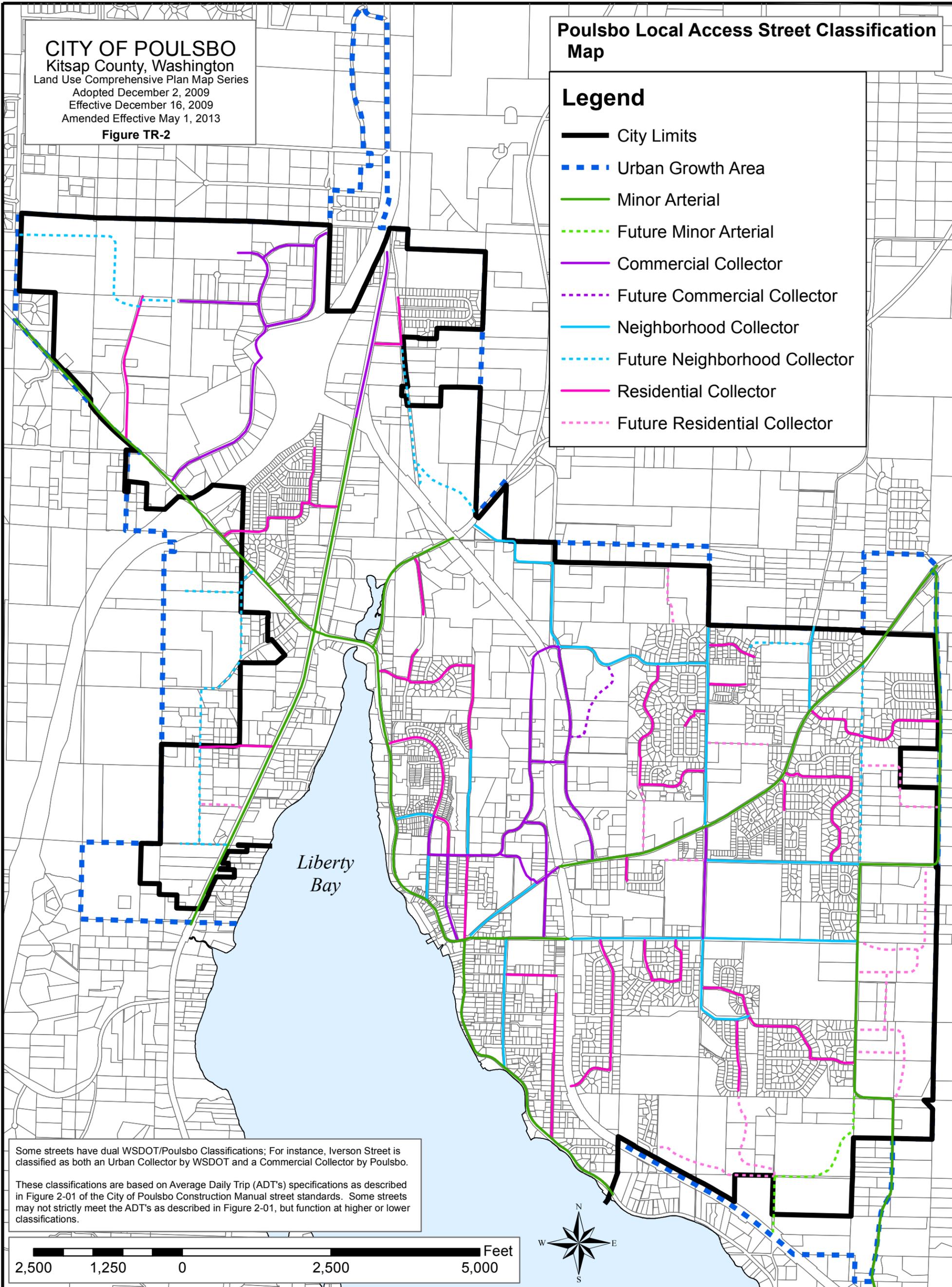
This infrastructure map series is intended for general infrastructure planning. These maps are schematic representations of physical features, infrastructure and land ownership boundaries. The map information was derived from available public records and existing sources, not from surveys. Studies may be necessary with project review to verify information.

CITY OF POULSBO
 Kitsap County, Washington
 Land Use Comprehensive Plan Map Series
 Adopted December 2, 2009
 Effective December 16, 2009
 Amended Effective May 1, 2013
Figure TR-2

Poulsbo Local Access Street Classification Map

Legend

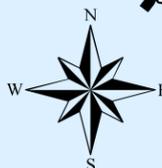
-  City Limits
-  Urban Growth Area
-  Minor Arterial
-  Future Minor Arterial
-  Commercial Collector
-  Future Commercial Collector
-  Neighborhood Collector
-  Future Neighborhood Collector
-  Residential Collector
-  Future Residential Collector



Some streets have dual WSDOT/Poulsbo Classifications; For instance, Iverson Street is classified as both an Urban Collector by WSDOT and a Commercial Collector by Poulsbo.

These classifications are based on Average Daily Trip (ADT's) specifications as described in Figure 2-01 of the City of Poulsbo Construction Manual street standards. Some streets may not strictly meet the ADT's as described in Figure 2-01, but function at higher or lower classifications.

2,500 1,250 0 2,500 5,000 Feet



Infrastructure Map Series Primary Map Sources and Original Scales:
 Roadway designations compiled using the Transportation Plan Update, November 2006, from the City of Poulsbo Public Works Department, Engineering Division; Updated May 2009
 Kitsap County Assessor's Tax Maps 1:12,000 (Kitsap County IT, GIS Division)
 * Note: Detailed transportation system mapping is in functional plans included as Appendix B.

This infrastructure map series is intended for general infrastructure planning. These maps are schematic representations of physical features, infrastructure and land ownership boundaries. The map information was derived from available public records and existing sources, not from surveys. Studies may be necessary with project review to verify information.

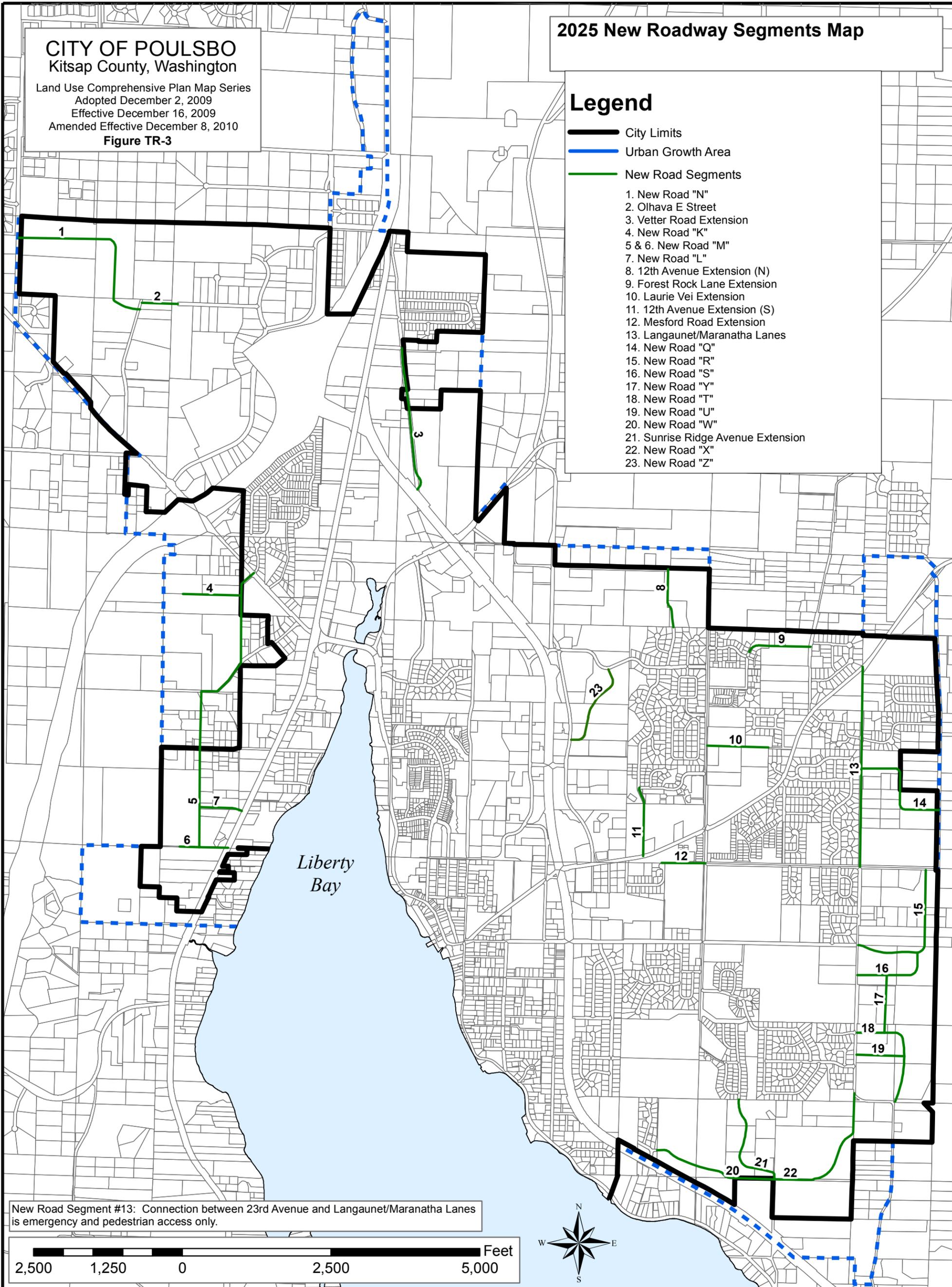
CITY OF POULSBO
Kitsap County, Washington

Land Use Comprehensive Plan Map Series
Adopted December 2, 2009
Effective December 16, 2009
Amended Effective December 8, 2010
Figure TR-3

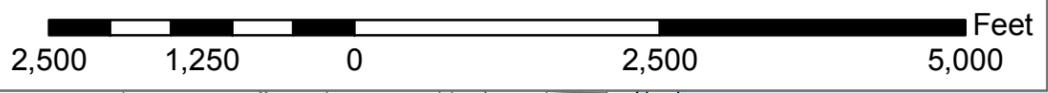
2025 New Roadway Segments Map

Legend

-  City Limits
 -  Urban Growth Area
 -  New Road Segments
1. New Road "N"
 2. Olhava E Street
 3. Vetter Road Extension
 4. New Road "K"
 - 5 & 6. New Road "M"
 7. New Road "L"
 8. 12th Avenue Extension (N)
 9. Forest Rock Lane Extension
 10. Laurie Vei Extension
 11. 12th Avenue Extension (S)
 12. Mesford Road Extension
 13. Langaunet/Maranatha Lanes
 14. New Road "Q"
 15. New Road "R"
 16. New Road "S"
 17. New Road "Y"
 18. New Road "T"
 19. New Road "U"
 20. New Road "W"
 21. Sunrise Ridge Avenue Extension
 22. New Road "X"
 23. New Road "Z"



New Road Segment #13: Connection between 23rd Avenue and Langaunet/Maranatha Lanes is emergency and pedestrian access only.



Infrastructure Map Series Primary Map Sources and Original Scales:
Kitsap County Assessor's Tax Maps 1:12,000 (Kitsap County IT, GIS Division)
* Note: Detailed transportation system mapping is in functional plans included as Appendix B.
2025 New Roadway Segments are identified in the Comprehensive Plan Section 2 Table CFP-6.

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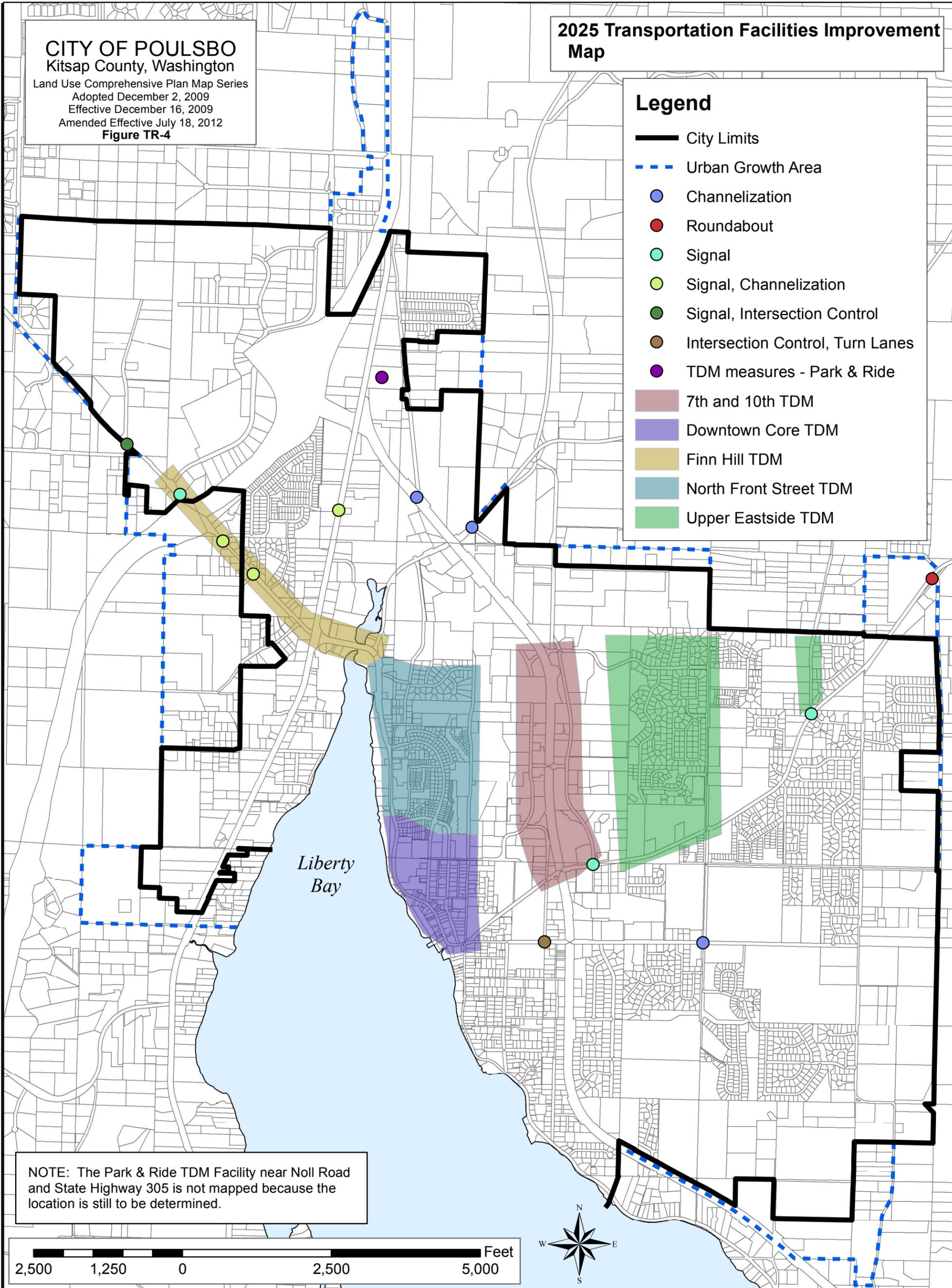
CITY OF POULSBO
Kitsap County, Washington

Land Use Comprehensive Plan Map Series
Adopted December 2, 2009
Effective December 16, 2009
Amended Effective July 18, 2012
Figure TR-4

2025 Transportation Facilities Improvement Map

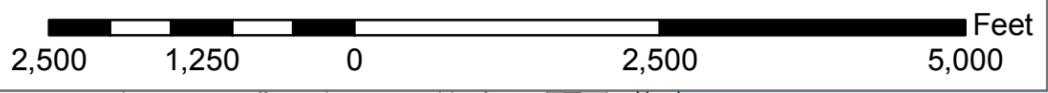
Legend

-  City Limits
-  Urban Growth Area
-  Channelization
-  Roundabout
-  Signal
-  Signal, Channelization
-  Signal, Intersection Control
-  Intersection Control, Turn Lanes
-  TDM measures - Park & Ride
-  7th and 10th TDM
-  Downtown Core TDM
-  Finn Hill TDM
-  North Front Street TDM
-  Upper Eastside TDM



Liberty Bay

NOTE: The Park & Ride TDM Facility near Noll Road and State Highway 305 is not mapped because the location is still to be determined.



Infrastructure Map Series Primary Map Sources and Original Scales:
Kitsap County Assessor's Tax Maps 1:12,000 (Kitsap County IT, GIS Division)
* Note: Detailed transportation system mapping is in functional plans included as Appendix B.
2025 Transportation Facilities Improvements are identified in the Comprehensive Plan Section 2 TableS CFP-7 & CFP-8.

This infrastructure map series is intended for general infrastructure planning. These maps are schematic representations of physical features, infrastructure and land ownership boundaries. The map information was derived from available public records and existing sources, not from surveys. Studies may be necessary with project review to verify information.