

## 4.3 Goals and Policies

### 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 2016 (as amended or updated) prepared for the City of Poulsbo, and included as Appendix B-4 to this Comprehensive Plan document.*

#### *Policy TR-1.24*

*The City shall require that all streets – new construction, retrofit or reconstruction – be complete streets, built to accommodate as appropriate all travel modes in compliance with the City's design standards and plans for streets, bicycles and pedestrian facilities and safety elements.*

#### *Policy TR-1.3*

*The City shall identify mode priorities and mode balance for specific arterial and collector streets consistent with the complete streets policy. Street construction standards will be updated to reflect complete street and mode balance goals.*

#### *Policy TR-1.24*

*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. All trips generated by a development shall be counted as impacting the system. Commercial trips with multiple stops may be eligible for "bypass" reduction (i.e. vehicular trips that stop at commercial uses on the way to its final destination or trip end).*

*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.*

#### *Policy TR-1.35*

*All new roadway improvements segments shall be consistent with Figure TR-3 City's 2036 New Roadway Segments map, either as depicted on the map, or if determined by the City Engineer to be not ~~un~~feasible due to topography, property ownership or other challenges, shall provide an alternative alignment and/or connection that meets the intent of the 2036 New Roadway Segments map.*

### GOAL TR-2

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

*Staff Notes: Policy 2.1 and 2.3-2.11 remain unchanged.*

## Chapter 4. Transportation – Proposed Comprehensive Plan Amendments

### **Policy TR-2.2**

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

- Front Street from Bond to ~~Sunset~~-Jensen
- Torval Canyon from Front Street to 4th Avenue
- Viking Way from the southern City Limits to Bovela
- Lindvig from Viking Avenue to Bond Road

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

- 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 at Bond Road,
- Lindvig Way/Finn Hill Road at Viking Avenue; and
- LOS failures where corrective action is not physically or technically feasible, or fails to satisfy warrants or design requirements.

**Staff Notes: TR-3 and TR-4 remain unchanged.**

### **GOAL TR-5**

**Provide safe and reliable transportation facilities and services to promote and accommodate the growth that is anticipated under this plan. 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. The system should increase safety and mobility, facilitate mode integration and intermodal connections, improve access to local centers and provide increased opportunities for healthy activities and alternatives to driving.

Develop mode-share goals that reduce dependence on personal automobiles and support implementation of complete street design features. Support 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.

**Staff Notes: Policy 5.2 - 5.6 remain unchanged.**

### **GOAL TR-6**

**Coordinate land use and transportation planning to manage growth.**

#### **Policy TR-6.1**

Design transportation infrastructure in urban areas to support compact, accessible and walkable neighborhoods that support transit and integrate multi modal transportation options.

#### **Policy TR-6.2**

Improve connectivity of neighborhoods and commercial areas by planning an integrated grid of public paths, bikeways and complete streets that connects to existing and future parks, shopping, healthcare, residential and commercial development.

#### **Policy TR-6.13**

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.

## Chapter 4. Transportation – Proposed Comprehensive Plan Amendments

### **Policy TR-6.24**

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-6.35**

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

### **Policy TR-6.46**

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 runoff.
- Avoiding construction during rainy season.
- Regular and routine maintenance of the City system.

### **Policy TR-6.57**

Maintain and regularly update the City's Transportation Plan. The transportation functional plan is the guide for implementing and funding strategy for the City's transportation programs, projects and services.

### **Policy TR-6.8**

Establish the Noll Road corridor between Lemolo Shore Drive and Lincoln Road as a priority multi-modal corridor that strives to provide mode balance including non-motorized, vehicle and transit with safe, efficient and attractive connections to the City and regional multi-modal transportation network.

## **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.**

*Staff Notes: Policy 7.1 – 7.3 remain unchanged.*

### **Policy TR-7.4**

The City will strive to leverage City funds and grant funding to achieve the greatest potential benefit to the public. This leveraging will be accomplished through coordinated planning at the City, county and regional level, and by developing partnerships with local and state agencies that enable projects to span jurisdictional boundaries, complete regional networks and connect local and regional centers.

### **Policy TR-7.5**

The City will evaluate formation of a Transportation Benefit District (TBD) as a mechanism to fund local road improvement and preservation projects. The TBD evaluation will consider funding needs, TBD options and implementation plans.

## **GOAL TR-8**

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

*Staff Notes: Policy 8.1 – 8.3 remain unchanged.*

### **Policy TR-8.4**

Coordinate City transportation planning and capital project development and implementation with Kitsap County, Kitsap Transit, WSDOT and non-motorized advocacy groups to ensure that City plans, and projects connect and reflect regional transportation system networks, goals and needs.

## Chapter 4. Transportation – Proposed Comprehensive Plan Amendments

### GOAL TR-9

~~Develop and maintain high quality, affordable and connected pedestrian, bicycle and transit facilities. Support 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

~~Strive to develop and maintain non-motorize facilities that provide convenient commuter and recreation use as an alternative to motorized travel.~~

#### Policy TR-9.2

~~Require pedestrian facilities on all public streets that provide safe transportation for users of all ages and abilities, including most vulnerable users such as children, elderly and the disabled.~~

#### Policy TR-9.3

~~Develop a non-motorized network plan that shows non-motorized routes and linkages for bicycles and pedestrians, including modal mix and priorities. Develop construction standards for motorized and non-motorized facilities on designated networks and update City Construction Standards to match modal designations.~~

#### Policy TR-9.14

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~~ are subject to approval by the City Engineer.

#### Policy TR-9.25

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

#### Policy TR-9.36

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.

#### Policy TR-9.47

Using the ~~Urban Paths of Poulsbo Plan~~ non-motorized modal map 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-9.58

The City shall seek opportunities to provide separated shared use paths 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-9.79

~~Identified as a key connection in the Urban Paths of Poulsbo Plan, the City should d~~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 New development adjacent to the trail should provide;~~ secondary non-motorized connections to the facility ~~should be provided and Front Street~~ to link commuters from neighborhoods with business and employment areas in downtown and along Viking Avenue.

## Chapter 4. Transportation – Proposed Comprehensive Plan Amendments

### Policy TR-9.10

Integrate plans for the regional Sound to Olympic (STO) trail into City transportation plans and ensure that the STO regional plan provides safe and effective connection to the City non-motorized network including connection to the Liberty Bay waterfront trail and crossing of SR305 at Noll Road and Bond Road.

### **GOAL TR-10**

~~Actively promote the~~ **Improve access and capacity use of public transportation to help alleviate congestion and improve transportation options that connect the City to other local and regional centers.** ~~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**

Actively participate with other regional stakeholders in planning and implementation of improvements to SR305 that will enhance public transportation accessibility, capacity and connection to the City motorized and non-motorized network.

#### **Policy TR-10.23**

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-10.34**

~~Work with Kitsap Transit to i~~ nc rease Park and Ride access and capacity within the City by identifying potential Park-and-Ride locations that are connected by multiple transportation modes, serve the SR305 corridor ~~and explore a Bus Rapid Transit (BRT) system that will serve Park and Rides and connect Poulsbo to~~ regional centers and surrounding communities throughout the region.

#### **Policy TR-10.45**

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.

#### **Policy TR-10.56**

Support transit-oriented development by promoting residential land uses and development which are within walking distances of transit facilities. Provide high quality pedestrian and bike facilities that link residential and commercial areas with transit facilities.

#### **Policy TR-10.7**

Identify Transit Oriented Development (TOD) locations in the east Poulsbo area that could support regional park and ride facilities, transit operations and multi-modal systems that serve the SR305 corridor. Establish a TOD zone designation within the Poulsbo Municipal Code that supports implementation of regional, multi-modal transportation systems.