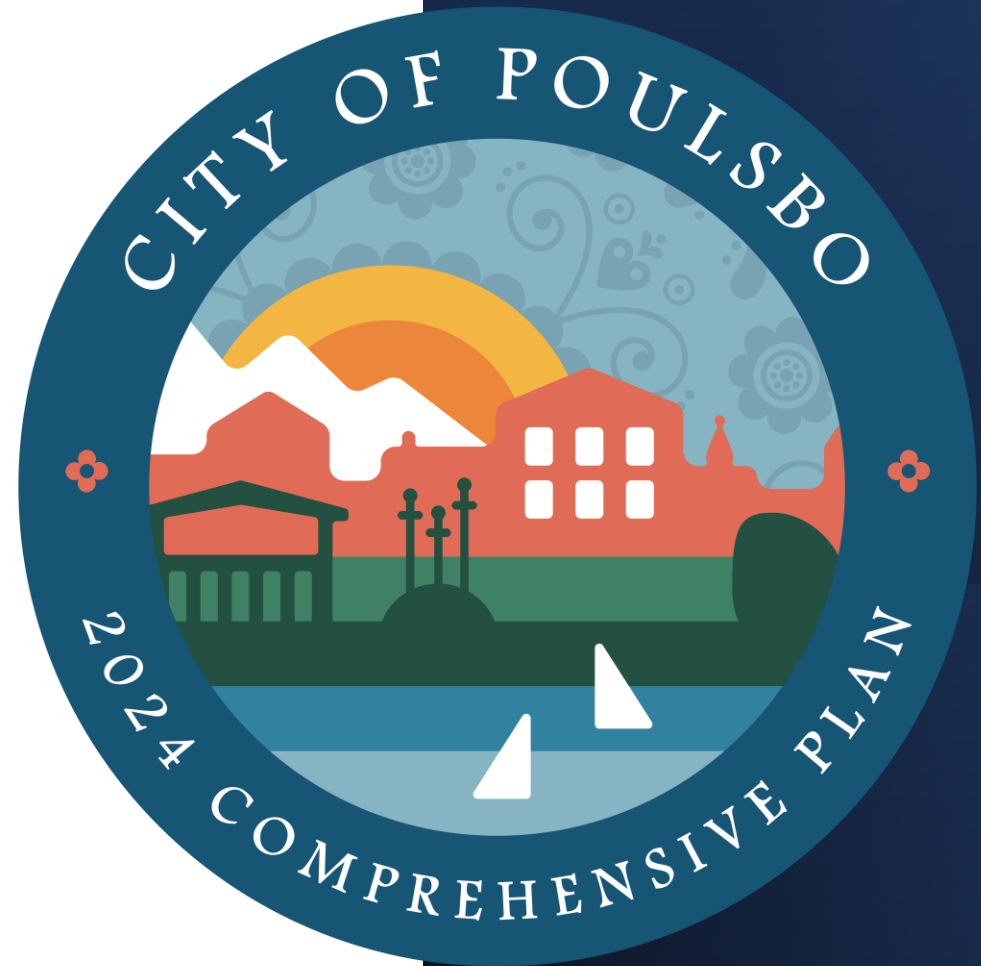


Transportation Chapter and Maps

Planning Commission
May 28, 2024



Transportation Element

- Past meetings:
 - Overview of transportation planning – October 24, 2023
 - Goals and policies – November 14, 2023
- Tonight:
 - Transportation Element Packet – two memos and attachments
 - Memo, Full Transportation Element (narrative, goals and policies) and draft Transportation Figures
 - Memo regarding public comment received on Figure TR-3

GMA Transportation Requirements

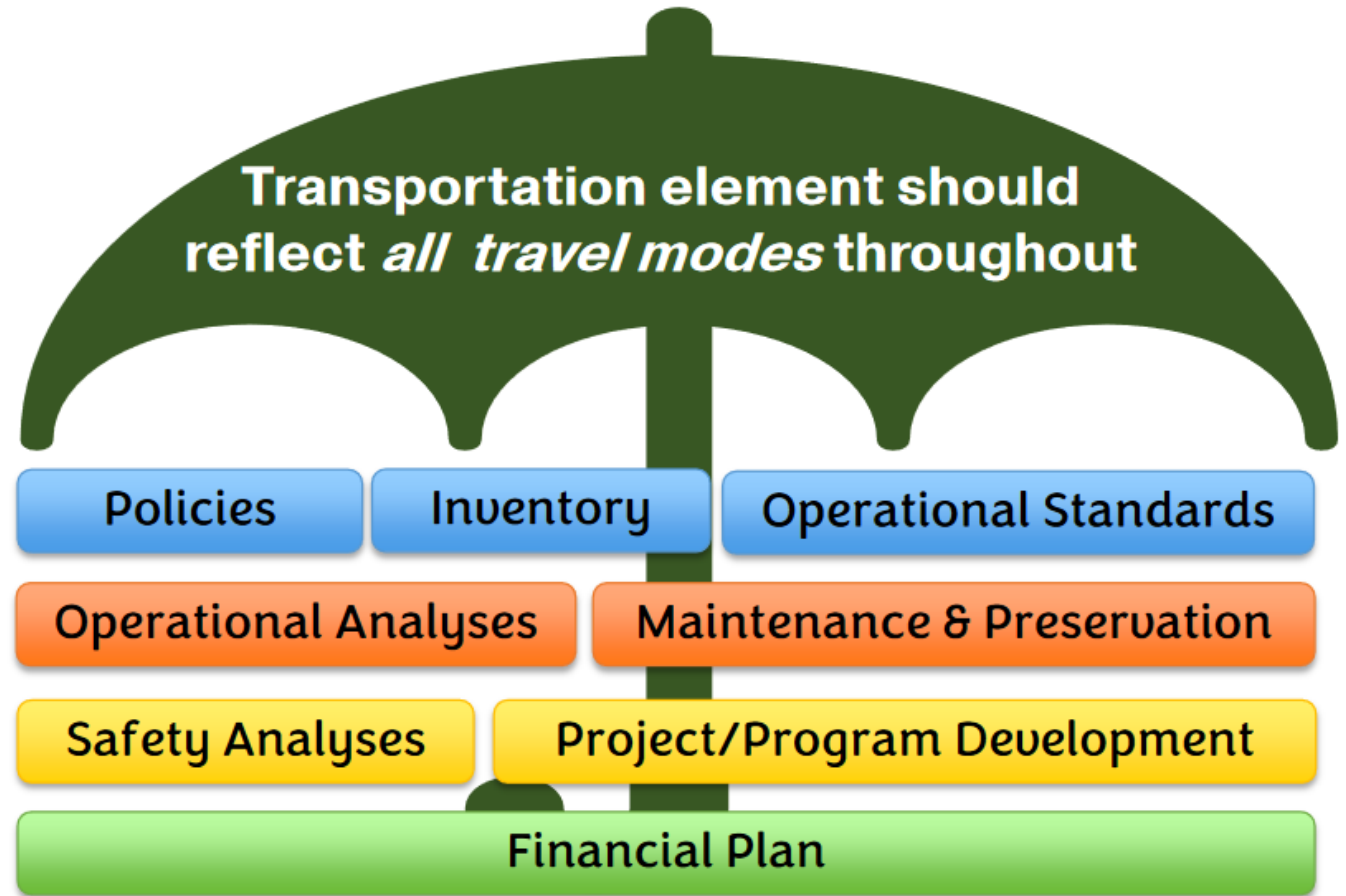
RCW 36.70A.070(6)

- Land Use assumptions used for estimating travel demand
- Inventory of air, water and ground transportation facilities
- Level of Service standards for all local and state transportation facilities
- Forecasts of traffic based on land use and growth projections
- Requirements for bringing transportation facilities that fall below LOS based upon forecast
- Financing analysis – 20 year and 6 year
- Demand Management Strategies
- Pedestrian and Bicycle component

Transportation Element

The Transportation Element requirements include all three of the elements of a GMA compliant comprehensive plan:

- Goals and Policies
- Capital Facilities and Financing
- Maps/Figures



Transportation Element

Transportation Element includes:

- Goals and Policies
- Inventory/Existing Conditions
- Level of Service Analysis
- Forecasts of Traffic based on land use and growth projections
- Project Identification + Financing analysis – 20 year and 6 year
- Pedestrian and Bicycle component
- Figures – in element and functional plan

Transportation Element – LOS Analysis

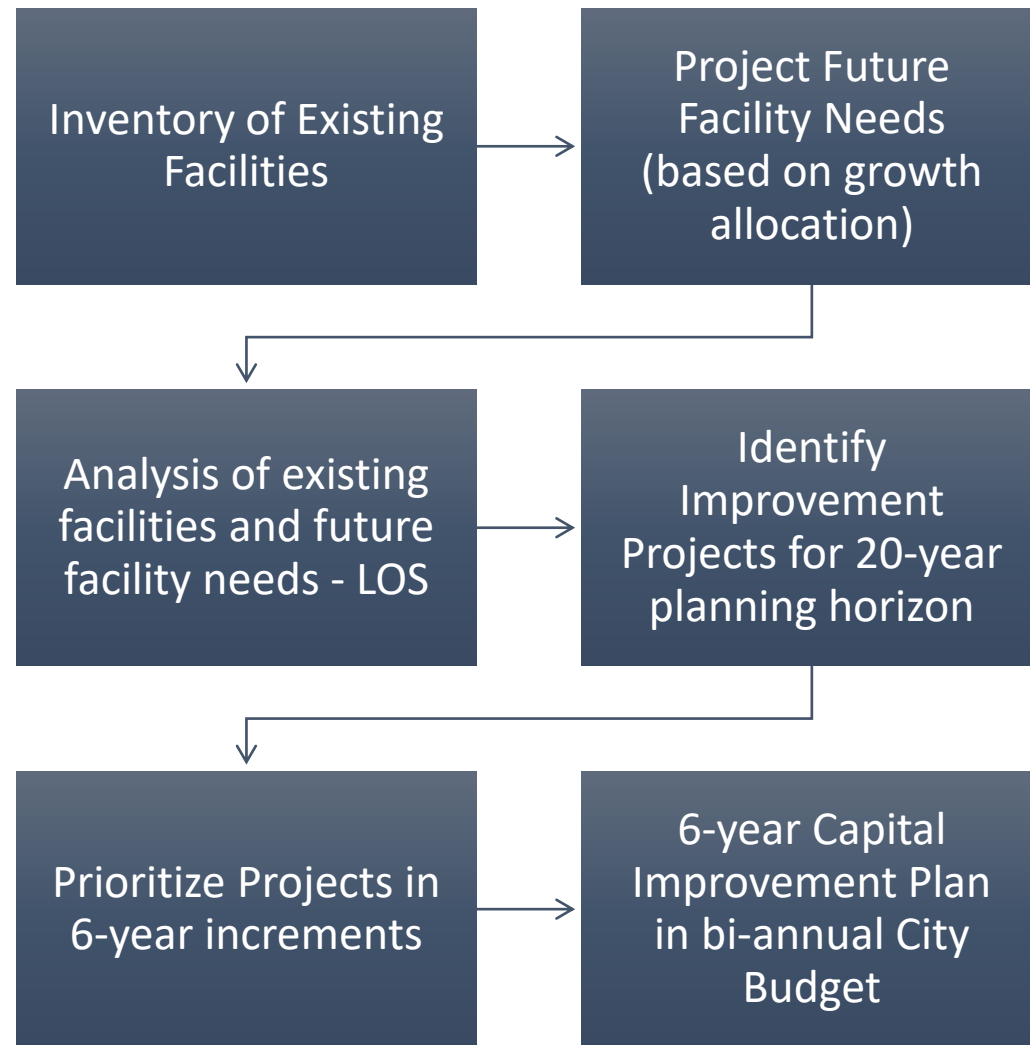
Level of Service (LOS) is quantitative measure of traffic operational conditions.

Intersection LOS is based on the amount of time each vehicle has to wait to go through the intersection during a particular hour.

LOS thresholds vary by type of intersection control: (signal, stop sign or roundabout)

Level of Service	General Description	Signalized Intersection Control Delay per entering vehicle
A	Highly stable, free flow conditions	< 10 seconds
B	Stale, free-flow with little congestion	10-20 seconds
C	Free-flow with moderate congestion	20-35 seconds
D	Approaching unstable flow with increasing congestion	35-55 seconds
E	Unstable, congested conditions	55-80 seconds
F	Highly congested	> 80 seconds

City of Poulsbo Transportation Framework- Future Transportation System Needs



Transportation Element –Goals and Policies

Approach similar to other elements:

- Remove duplicative policies
- Consolidate policies where possible to improve clarity
- Revise policies to update with new information/relevancy
- Identify new policy language consistent with VISION 2050 and/or changes to GMA
 - Use PSRC and Commerce provided Consistency Checklists
- Parametrix evaluated and provided recommended amendments
- Solicited input from Kitsap Transit and WSDOT

Transportation Element – Goals and Policies

Highlights of some revisions to policies from 11/14/23 meeting review:

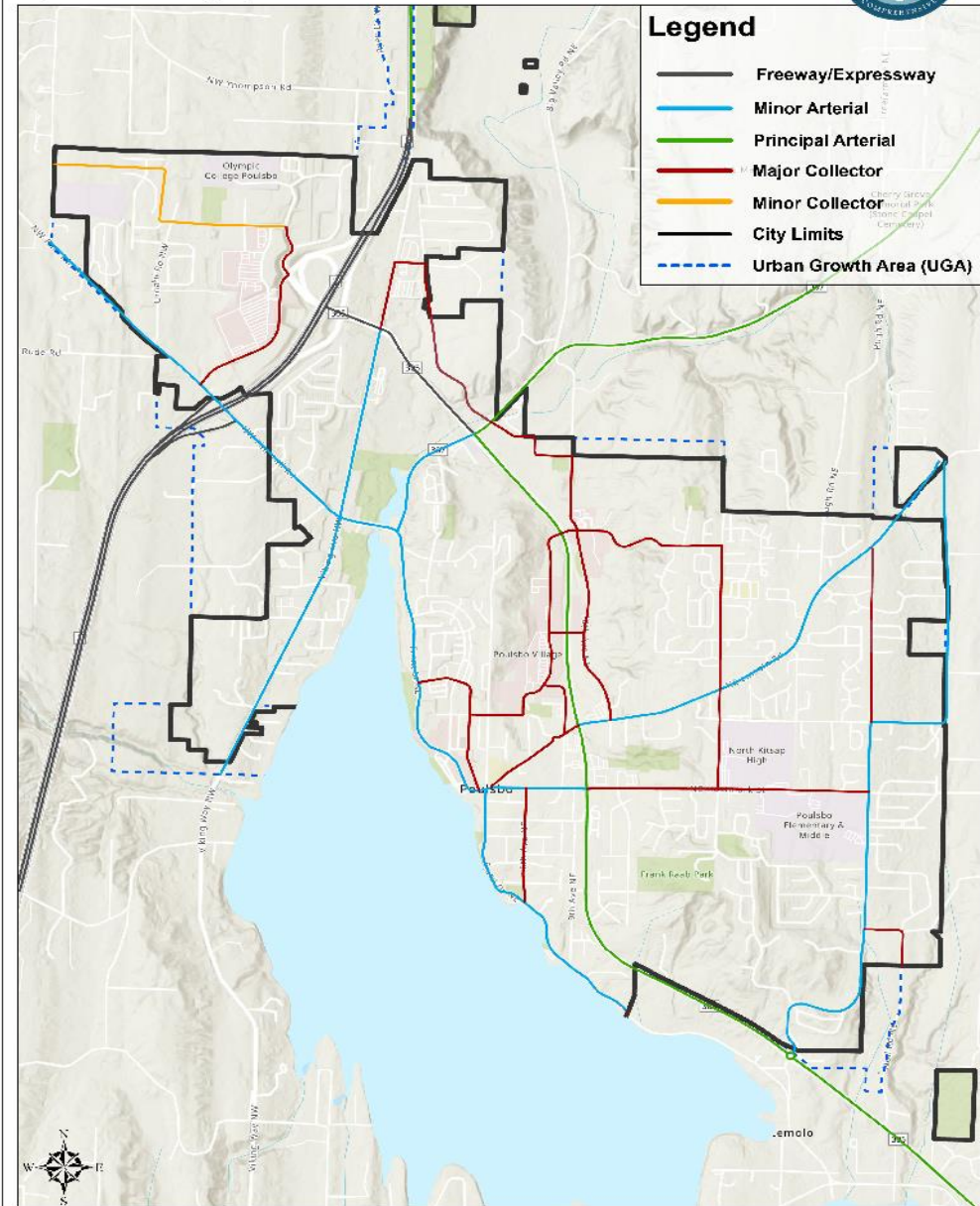
- Narrative before each section
- Policy TR-2.1 – recommend deleted proposed LOS standards and retaining LOS as currently defined in policy.
- Incorporated minor revision requests by WSDOT
- Included PC recommended additions
- Considered how Complete Streets plan is incorporated and references in policies
- Policy TR-6.2 additions in response to public comment

Transportation Element – Maps

Figure TR-1 - WSDOT Functional Street Classifications

- Washington State Department of Transportation (WSDOT) in coordination with the City, has classified city streets according to their function and established standards for these classifications.

Comprehensive Plan Map:
Figure TR -1: WSDOT Functional Street Classifications
City of Poulsbo Planning Department

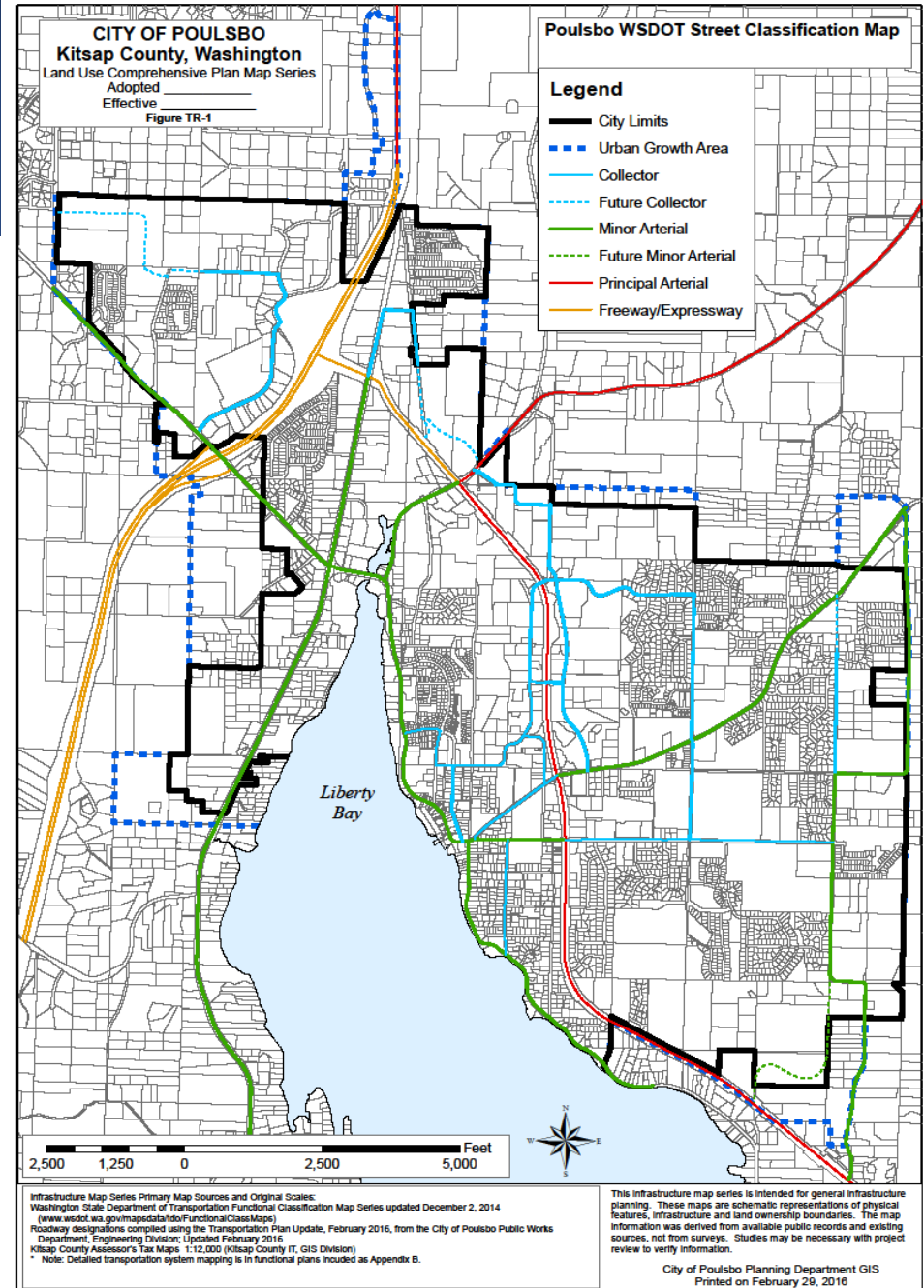


DRAFT

0 1,500 3,000 6,000 Feet

Transportation Element – Maps

Figure TR-1 -
WSDOT Functional Street Classifications

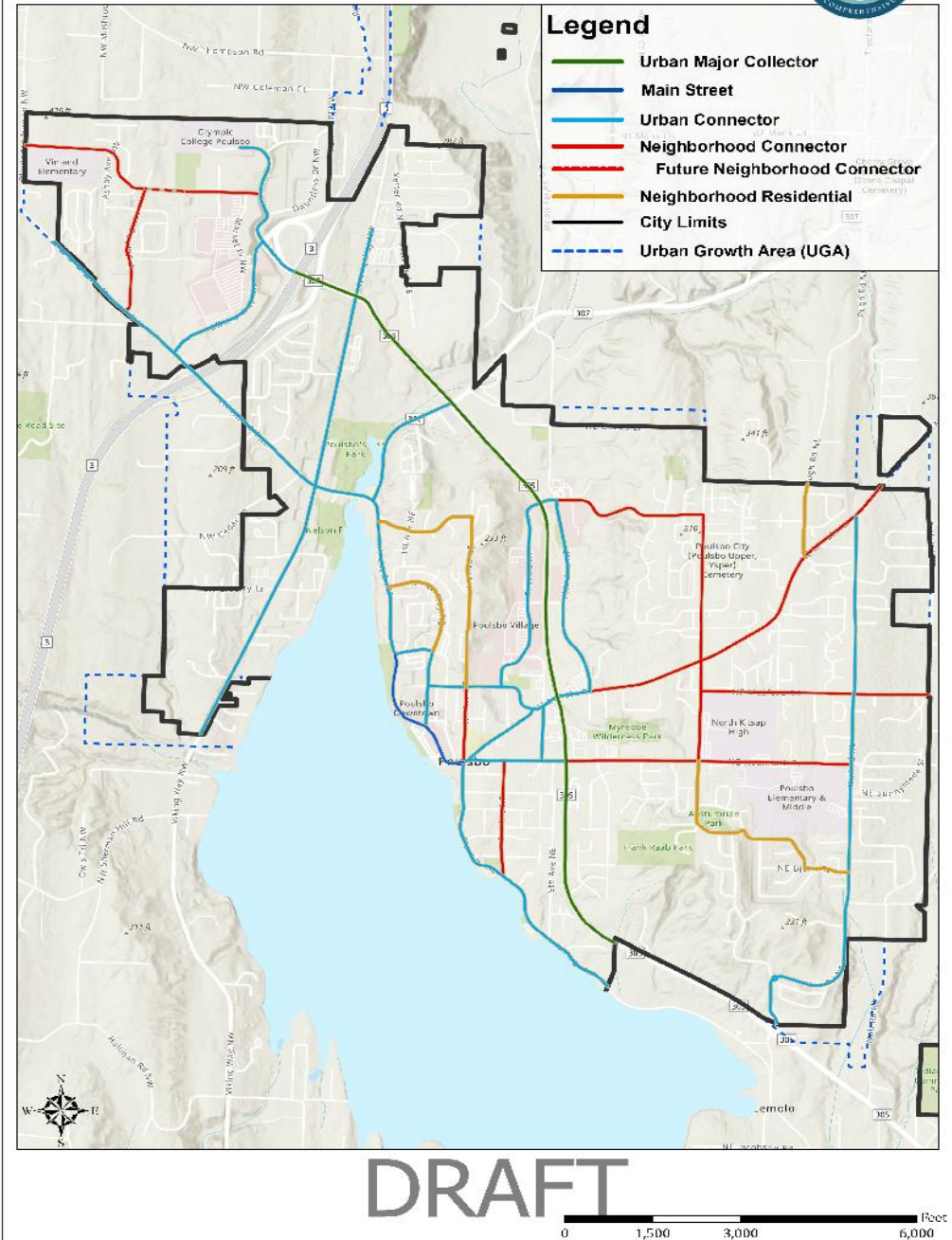


Transportation Element – Maps

Figure TR-2 – Poulsbo Complete Street Typology

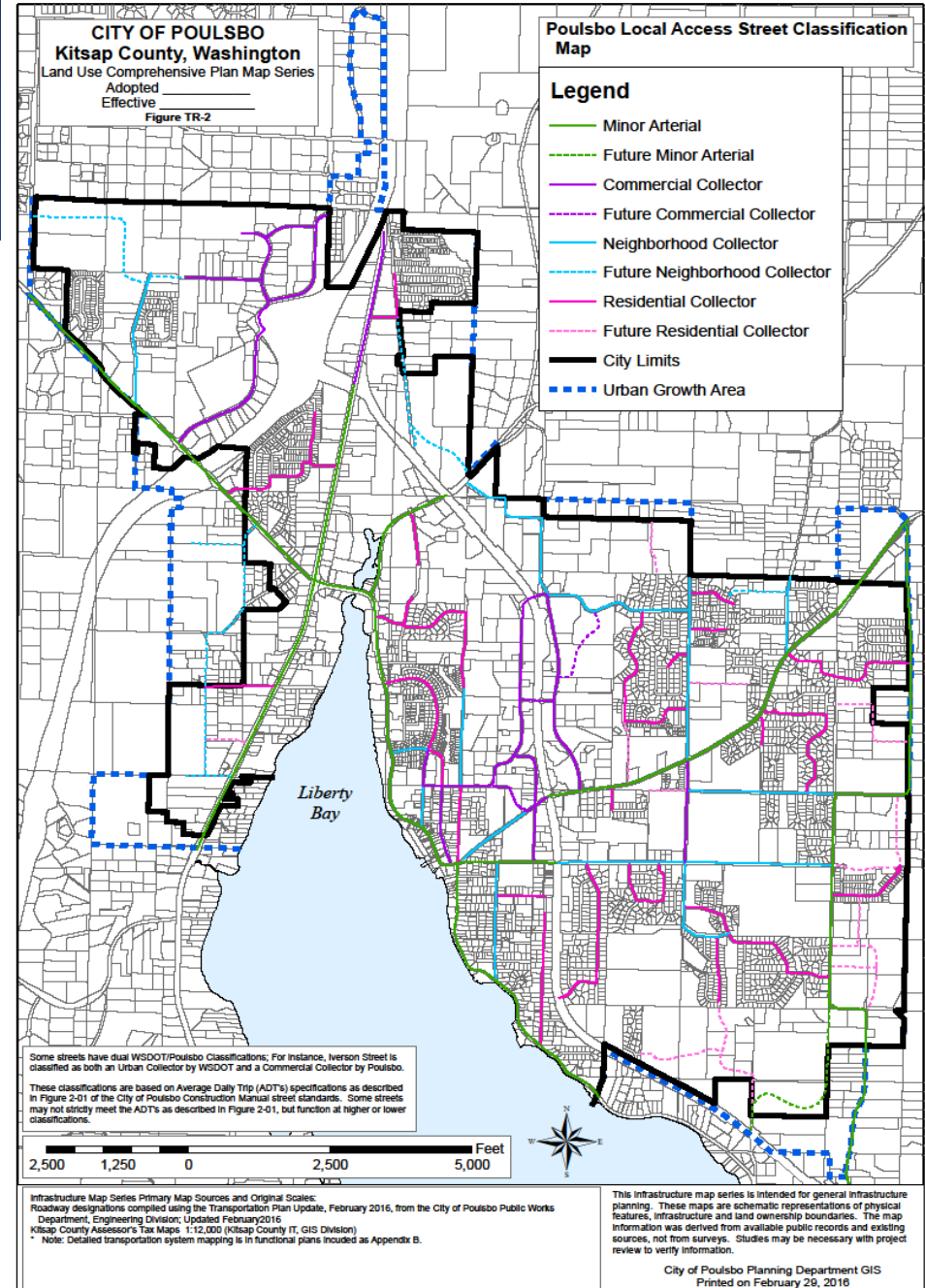
- Define Complete Streets
- Complete Streets plan still under development
- May have additions; include some residential collectors
- Will not show future alignments

Comprehensive Plan Map:
Figure TR-2: Poulsbo Complete Streets Typology
City of Poulsbo Planning Department



Transportation Element – Maps

Figure TR-2 – Local Access Street Classifications

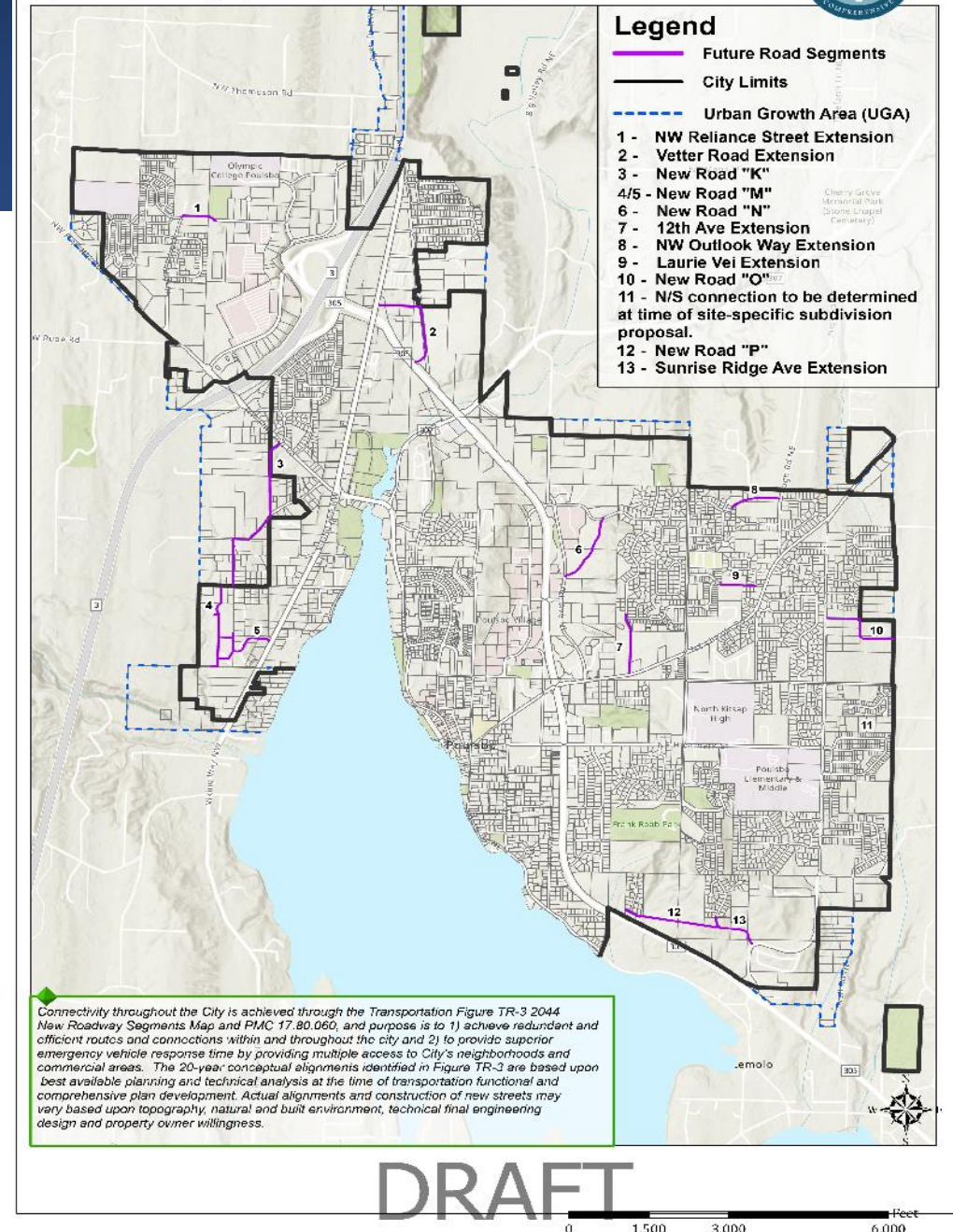


Transportation Element – Maps

Figure TR-3 – 2044 New Roadway Segments

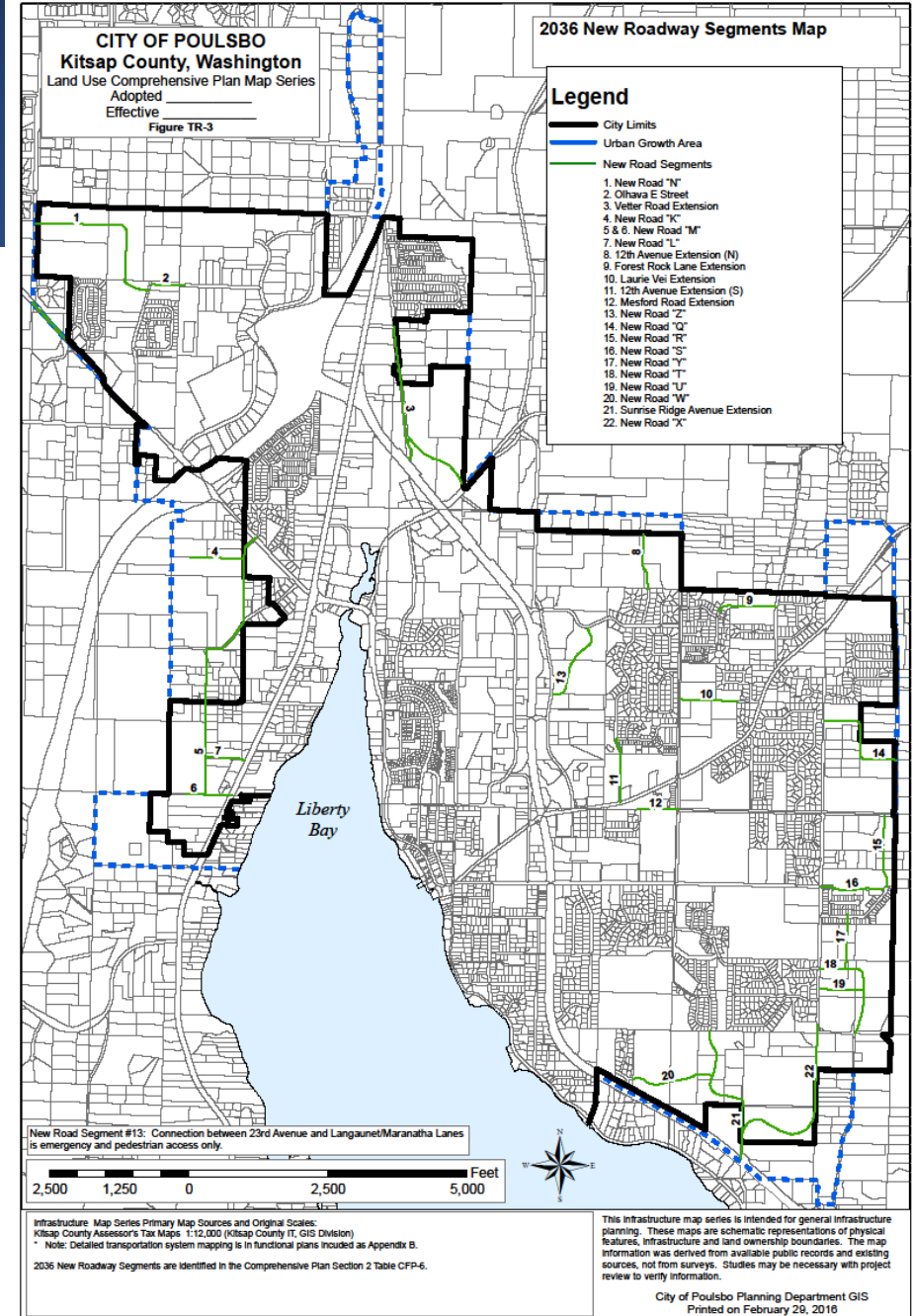
- Removed nine future road segments that are built or will be fully constructed by end of year
- Renumbered/renamed as appropriate
- No new segments
- Removed New Road X, 12th Avenue Extension (N)
- Removed line for #11; moved number to illustrate area-wide consideration
- Added note left-corner on connectivity implementation

Comprehensive Plan Map:
Figure TR-3: 2044 New Roadway Segments Map
City of Poulsbo Planning Department



Transportation Element – Maps

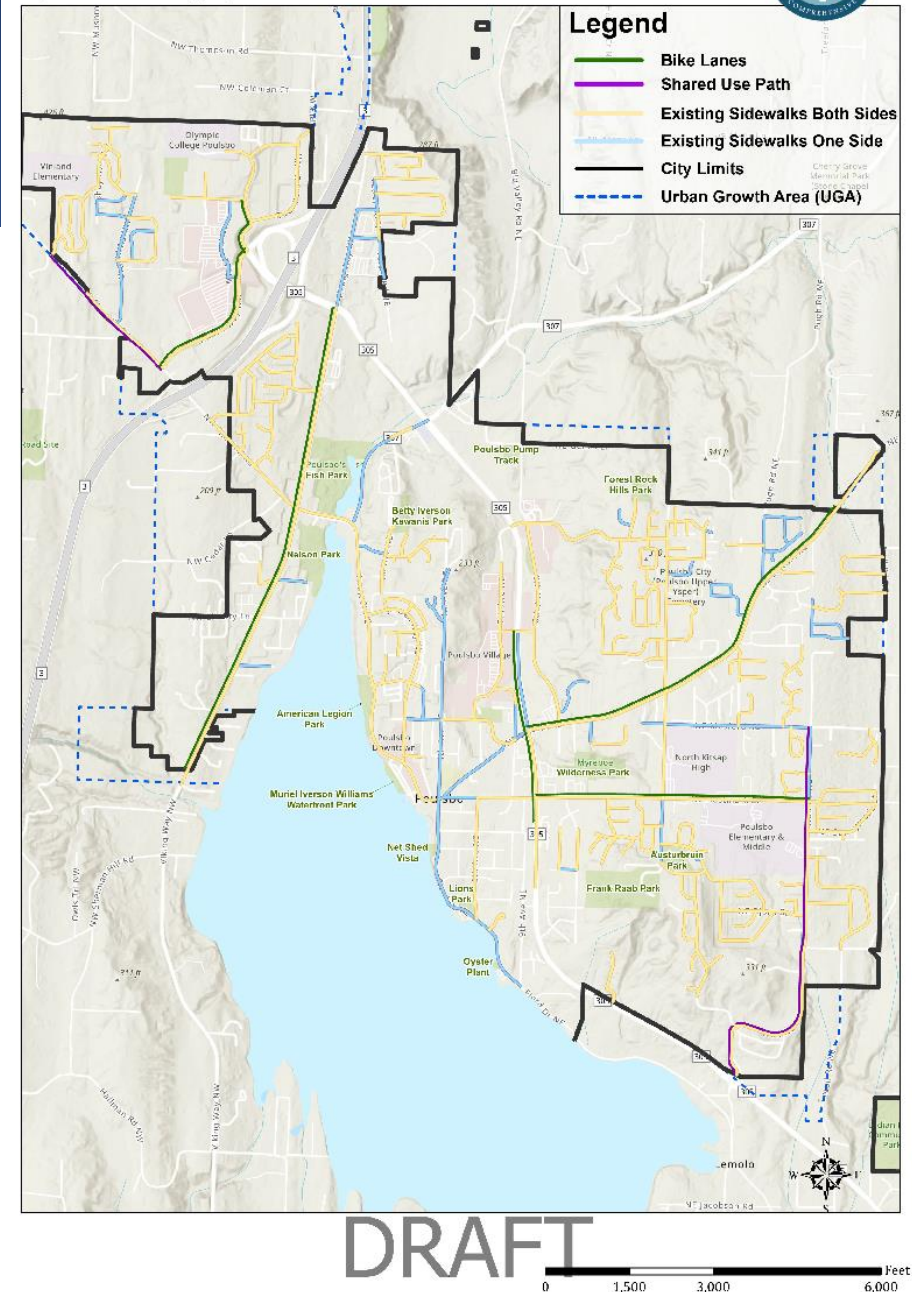
Figure TR-3 – 2036 New Roadway Segments



Transportation Element – Maps

Figure TR-4 – Active Transportation

- New map illustrating City's active transportation – pedestrian and bicycle, formerly referred to as non-motorized
- New requirement of GMA
- Active transportation facilities and discussion in both the Transportational Functional Plan and Complete Streets Plan



Transportation Public Input Received – Written Comments

Written Comments on Transportation Element and Maps:

- New Roadway Segments Map – 12th Avenue extension (N)
- New Roadway Segments Map – New Road “Z”
- New Roadway Segment Map – New Road “R”
- Suggested policy language

Summary of
memo in
response to
written
comments on
Figure TR-3

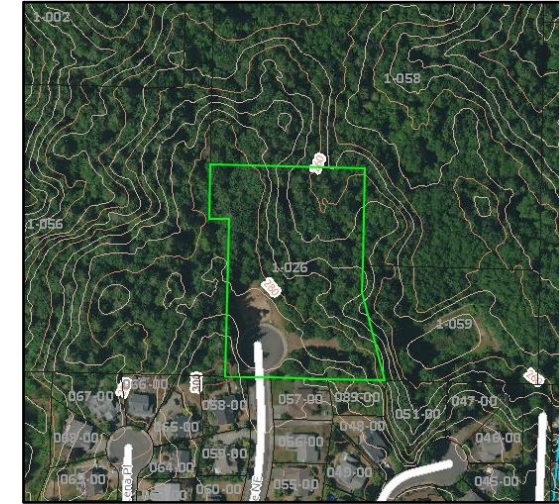
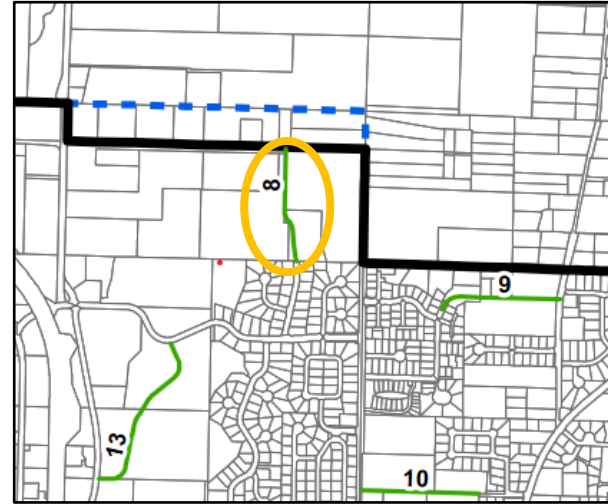
Future Streets Policy and Code Framework – p.2-3

- Comprehensive Policies regarding conceptual alignments or locations:
 - Capital Facilities CF-6.3
 - Transportation New Policy TR-6.2
- Poulsbo Municipal Code Section Subdivisions 17.80.060

Summary of
memo in
response to
written
comments on
Figure TR-3

Current New Road #8 - 12th Avenue Extension (N)– p.4-6

- 12th Avenue extension from current end at Forest Rock Park northward connecting to Gene's Lane.

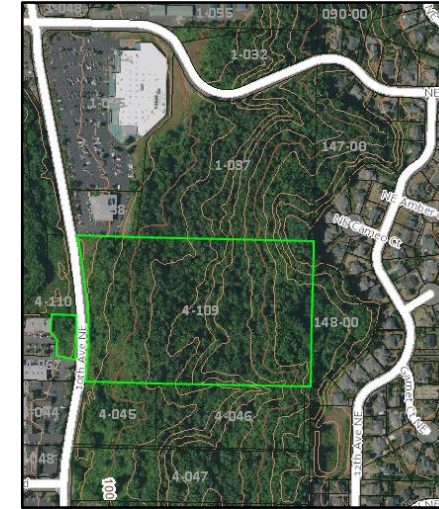


- Purpose: Scaled back version from 1994 N/S connection to Bond Road from Caldart Avenue; 12th Avenue extension purpose is intended to provide neighborhood connectivity
- Analysis:
 - Gene's Lane is private street approximately 20' wide and primarily under one ownership with multiple easement rights
 - Significant critical areas – geological hazardous areas, wetlands and streams
 - Would need to go through Forest Rock Park
 - Limited development potential

Summary of
memo in
response to
written
comments on
Figure TR-3

Current New Road #12 - New Road "Z" p.7-8

- N/S road from 10th Avenue behind Town and Country, connecting to Forest Rock Lane.

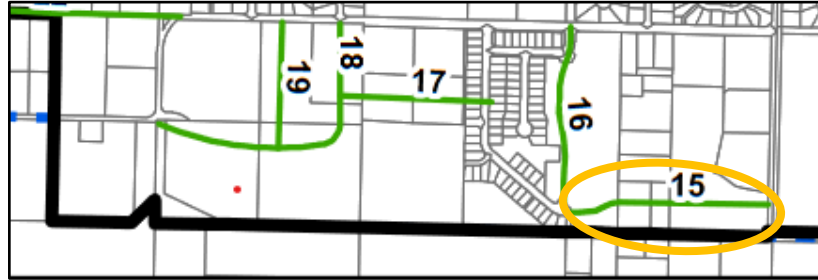


- Purpose: Add in 2010 at request of Engineering Department to ease congestion at 10th Avenue/Forest Rock Lane intersection and as additional commercial access.
- Analysis:
 - Some critical areas – geological hazardous area, wetlands and small stream. Slopes estimated at 12-15%.
 - Future development potential could be commercial or mixed use with multi-story residential. Roadway connection would require sight distance study at time of proposed project submittal.

Summary of
memo in
response to
written
comments on
Figure TR-3

Current New Road #15 - New Road "R" p.8-9

- N/S road connecting Mountain Aire and Poulsbo Meadows.



- Purpose: Identified in 2009 Comprehensive Plan, streets 15-19 represented interconnected network connecting to Noll Road and each other.
- Analysis:
 - Resulting subdivision development since 2009 has resulted in a number of new streets, while not exactly as was depicted on the map, intent of neighborhood connectivity was met.
 - No mapped critical areas
 - Two intervening lots between Poulsbo Meadows and Mountain Air developed with single-family residences and outbuildings
 - Future development potential could be short subdivision.

Summary of
memo in
response to
written
comments on
Figure TR-3

Evaluation of Figure TR-3 and Roads #8, #13 and #15
p. 9-11

- Figure TR-3 was updated and removed nine roadways that have been built or will be completed by year's end.
- The three streets subject of public comment were evaluated using the comprehensive plan policy direction and subdivision code criteria:
 - Topography and natural environment (critical areas)
 - Existing or available connections to collector or arterial streets
 - Property owner willingness
 - Existing development and ownership pattern
 - Alternative alignment that meet intent
 - Technical and physical feasibility

Summary of
memo in
response to
written
comments on
Figure TR-3

Evaluation of Figure TR-3 and recommendations Roads #8, #13 and #15 p. 9-11

- New Road #8: Recommendation to delete New Road #8 from Figure TR-3. Critical areas and ownership patterns are challenges to either a 12th Avenue or Caldart Avenue extension to Genes Lane. Not shown on updated Figure TR-3.

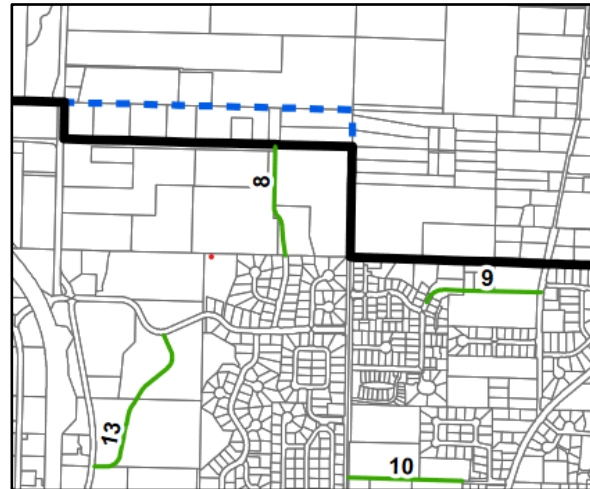
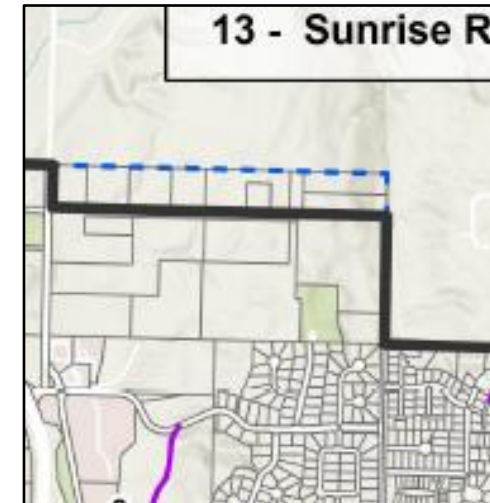


Figure TR-3 2036 New Roadway Segments Map

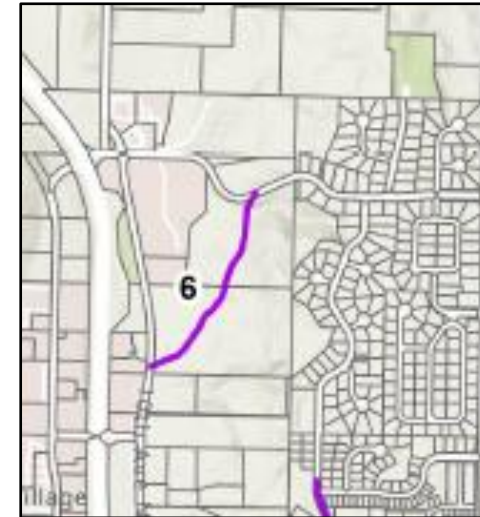


Updated Figure TR-3 2044 New Roadway Segments Map

Summary of
memo in
response to
written
comments on
Figure TR-3

Evaluation of Figure TR-3 and recommendations Roads #8, #13 and #15 p. 9-11

- New Road #13: Purpose of new road remains valid and may be feasible, although sight distance study and other studies will be necessary at time of project proposal. Note has been added to Figure TR-3 acknowledging the conceptual nature of the alignments and actual alignment is contingent on several considerations.

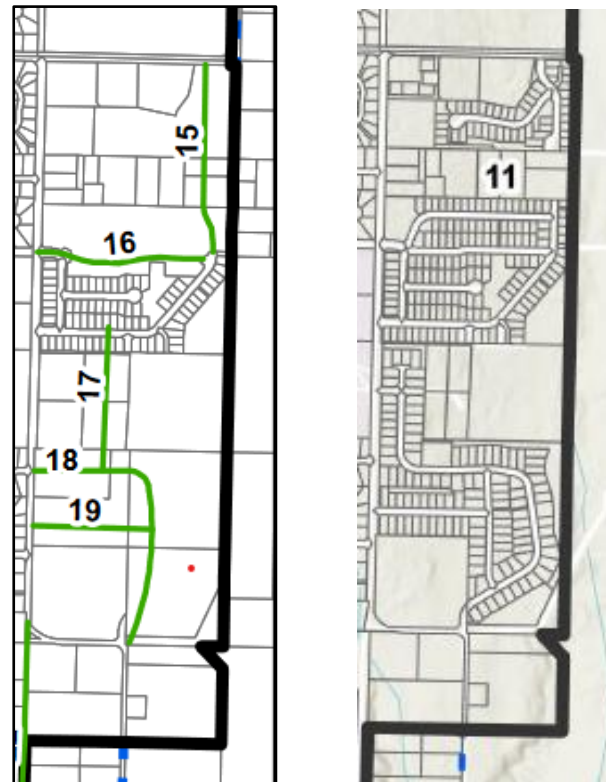


Connectivity throughout the City is achieved through the Transportation Figure TR-3 2044 New Roadway Segments Map and PMC 17.80.060, and purpose is to 1) achieve redundant and efficient routes and connections within and throughout the city and 2) to provide superior emergency vehicle response time by providing multiple access to City's neighborhoods and commercial areas. The 20-year conceptual alignments identified in Figure TR-3 are based upon best available planning and technical analysis at the time of transportation functional and comprehensive plan development. Actual alignments and construction of new streets may vary based upon topography, natural and built environment, technical final engineering design and property owner willingness.

Summary of
memo in
response to
written
comments on
Figure TR-3

Evaluation of Figure TR-3 and recommendations Roads #8, #13 and #15 p. 9-11

- New Road #15: Recommendation to eliminate line but retain number and description to acknowledge an alternate alignment that meets the intent may be feasible but is dependent on market-drive factor of property owner interest in subdivisions. Note has been added to Figure TR-3 acknowledging the conceptual nature of the alignments and actual alignment is contingent on several considerations.



Connectivity throughout the City is achieved through the Transportation Figure TR-3 2044 New Roadway Segments Map and PMC 17.80.060, and purpose is to 1) achieve redundant and efficient routes and connections within and throughout the city and 2) to provide superior emergency vehicle response time by providing multiple access to City's neighborhoods and commercial areas. The 20-year conceptual alignments identified in Figure TR-3 are based upon best available planning and technical analysis at the time of transportation functional and comprehensive plan development. Actual alignments and construction of new streets may vary based upon topography, natural and built environment, technical final engineering design and property owner willingness.

Summary of memo in response to written comments on Figure TR-3

Response to Public Comment:

- City Engineer and Planning and Economic Development Director met upon request to discuss concerns (several times since 2021)
- New Road #8 – 12th Avenue Extension (N) is removed from updated Figure TR-3
- New Road #13 – Road “Z” remains and is now identified as #6 - New Road “N”. Future feasibility will be at the time of site specific development proposal.
- New Road #15 – Road “R” line has been removed from updated Figure TR-3. New Number #11 is included in vicinity but not on Lot -014, and in Legend is noted as “N/S connection to be determined at the time of site-specific subdivision proposal.”
- A new note is included on Figure TR-3 in left-hand corner identifying purpose of connectivity and acknowledging that the roadways depicted are conceptual and actual alignments and construction may vary due several considerations.
- Policy TR-6.2 has been expanded in response to recent public comment 1) addressing new roadways avoiding pre-existing occupied structures, public parks, designated and protected open space areas and tracts; and 2) reasonable alternatives may be considered by City Engineer meeting the intent, and may include pedestrian and bicycle connections.



Transportation Element Review

Proposed approach for tonight's Transportation Review:

- Pull up Transportation Element and go page by page consistent with other element review
 - **Red** ~~strikethrough~~ and underline represent initial staff amendments as presented on 11/14/23.
 - **Blue** underline represent Planning Commission revisions identified at the 11/14/23 meeting.
 - **Purple** ~~strikethrough~~ and underline represent staff amendments proposed to Planning Commission in the full chapter review 5/28/24.
- Review maps which are end of the chapter
 - Updated Figure TR-1 WSDOT Functional Street Classification
 - New Figure TR-2 Poulsbo Complete Streets Typology
 - Updated Figure TR-3 2044 New Roadway Segments
 - New Figure TR-4 Active Transportation