Planning Commission Review:
Goals and Policies 10/24/23 and 11/14/23
Full Chapter 5/28/24

City Council Review
8/7/24

Chapter 4. Transportation

4.1 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
- 2024 Poulsbo Transportation Functional Plan
- Poulsbo 6-year Transportation Improvement Plan

An overview of Poulsbo's transportation system inventory is included in the 2024 Poulsbo Transportation Plan, 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 2044. The transportation improvements needed by 2044 are included in Section 13.9 of the Comprehensive Plan Capital Facilities Plan.

Financing of the transportation capacity improvements will be funded through development related construction street improvements, state and federal grants, City general obligation bonds, City revenues and Traffic Impact Fees, and Transportation Benefit District fees. In summary, the Poulsbo 2024 Transportation Plan Update in combination with Section 13.9 of the Comprehensive Plan's Capital Facilities Plan, provides the required analyses, 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 transportation related 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 pedestrian and bicycle routes within and outside of the City, through implementation of the Poulsbo Complete Streets Plan.
- 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.

4.2 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
- Active Transportation - Pedestrian and Bicycle Facilities
- Public Transportation
- Accessibility and Equity
- Transportation and Air Quality

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 and subsequent housing and employment development. 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 City's Street Construction 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 City Street Construction Standards, Transportation Comprehensive Plan Update 2024 included as Appendix B-4 to this Comprehensive Plan, and Figures TR-3 and TR-4 as applicable.

Policy TR-1.2

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 Street Construction Design Standards and plans for streets, bikes bicycles and pedestrian facilities and safety elements. Improvements to state facilities, including SR 3, SR 305 and SR 307 shall be made in accordance with Washington State Department of Transportation's (WSDOT) Complete Streets requirements.

Policy TR-1.3

The City shall identify mode priorities and mode balance for specific arterial and collector streets consistent with the City's adopted complete streets policy (PMC 14.06.020) and foster equitable access, connections, and mobility for all people in Poulsbo. Street construction standards will be updated to reflect complete street and mode balance goals.

Policy TR-1.4

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.

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, transit services, 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.

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.

Level of Service (LOS) is the quantitative measure of traffic operational conditions. Intersection LOS is based upon the amount of time each vehicle must wait to go through the intersection during a particular hour. LOS thresholds vary by type of intersection control (signal, stop sign or roundabout). For transportation facilities planning, the LOS measure for each facility type provides direction as to what, how much, where and when transportation improvements may be needed.

Vehicle Level of Service	
Level of Service	**General Description**
A	Highly stable, free-flow conditions
B	Stale, free flow with little congestion
C	Free flow with moderate congestion
D	Approaching unstable flow with increasing congestion
E	Unstable, congested conditions
F	Highly congested

Concurrency is one of the goals of the GMA and refers to the timely provision of transportation facilities relative to the demand for them.The GMA requires transportation improvements or strategies to accommodate development impacts need to be made "concurrent with development" and is further defined by the GMA to mean any needed "improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years" (RCW 36.70A.070(6)(b)). Local governments have flexibility regarding how to apply concurrency; the City of Poulsbo has adopted a concurrency ordinance as codified in PMC 14.04.

GOAL TR-2
Maintain adopted level of service for the City's transportation system that mitigates the impacts of new growth and is adequate to serve adjoining land uses.

Policy TR-2.1
A concurrency level of service standard for intersections is established as: LOS E or better for arterials, LOS D or better for collectors and LOS C or better for locally classified streets. The level of service shall be calculated with the delay method described in the most recent edition of the Transportation Research Board's Highway Capacity Manual.

Policy TR-2.2
A concurrency level of service standard of LOS F is established for the following intersections:

- *7th and Liberty intersection;*
- *10th Avenue, Forest Rock Lane and Little Valley Road intersection;*
- *8th Avenue and Lincoln Road intersection;*
- *Front Street and Torval Canyon intersection;*
- *Front and Jensen intersections;*
- *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.*

Policy TR-2.3
For those roadway intersections with an adopted LOS F designation identified in Policy TR-2.2, the City may implement or require by others mitigation measures that address impacts associated with adoption of the LOS F standard, but that do not necessarily add capacity. These mitigation measures may include transportation demand management (TDM) or transportation system management (TSM) actions or projects that encourage and support other transportation modes including transit and non-motorized facilities, as well as safety improvements such as pedestrian enhancements, signal timing optimization, pavement striping, signage and lighting, geometric modifications, or other measures.

Policy TR-2.4
Development projects that contribute traffic to LOS F designated intersections may be required to partially or fully participate in funding or constructing the mitigation measures identified pursuant to Policy TR-2.3. These mitigation measures would be identified and developed through a Traffic Impact Assessment prepared pursuant to applicable sections of Poulsbo Municipal Code (PMC).

Policy TR-2.5
The City will seek funding for TDM and TSM actions and projects that help to mitigate and alleviate adoption of the LOS F standard. These actions and projects will be designed to encourage shifts from single occupancy vehicles, increase the availability and quality of non-motorized facilities, and support development of complete street projects that address multiple transportation modes as well as economic development and safety.

Policy TR-2.6
The transportation facility improvements identified in the Capital Facilities Plan of this Comprehensive Plan shall be based on achieving the multimodal level of service standards 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-2.7
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 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".

However, 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-2.8
Maintain a system for monitoring the LOS of all city owned transportation facilities 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.

Policy TR-2.9
Poulsbo's level of service standards should have the effect of expanding travel choices and achieve a multimodal travel environment. Programs, projects, and services in response to existing and growth-related travel include those that improve access and connections, including motor vehicle operations, public transit, walking and bicycling and transportation demand management. The minimum active transportation Level of Service standards for pedestrian, bicycle, and transit, are identified in the Transportation Comprehensive Plan, included as Appendix B-4 of the Comprehensive Plan.

Policy TR-2.10
Developments will provide for active transportation safety, including adequate connections to existing active transportation facilities, as defined by the City's Development Standards and Complete Streets Plan. Proximity to active transportation-oriented establishments, such as, but not limited to, school, parks, transit stops, and commercial establishments shall be considered when evaluating pedestrian safety.

Development proposals shall be evaluated for compliance with the Urban Paths of Poulsbo and Complete Street Plan. Development proposals shall be evaluated for continuity with the system and may be required to make off-site improvements to provide for a connected active transportation system as is within the City's legal authority.

GOAL TR-3
Administer a concurrency ordinance to ensure consistent level of service on City-owned streets, and as mandated by the Growth Management Act (GMA).

Policy TR-3.1
The City shall administer a concurrency ordinance which prohibits development approval if the development causes the level of service on a City-owned transportation facility to decline below the adopted Level of Service standards, 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 or the LOS standard is otherwise designated in Policies TR-2.1, TR-2.2 and TR-2.9.

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 ensure a safe transportation network.

The safety of the system for all people is an increasingly critical concern as the region continues to grow and transportation infrastructure and services are more heavily used. Safety impacts every aspect of the transportation system, covering all modes and encompassing a variety of areas from facility design to security to personal behavior.

GOAL TR-4

Provide a safe, efficient, equitable and reliable transportation system that works towards eliminating traffic injuries and deaths.

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.

Policy TR-4.2

Develop a "Vision Zero" strategy that focuses on transportation improvements, education, and enforcement measures to eliminate traffic deaths and injuries for all users of Poulsbo's streets.

Policy TR-4.3

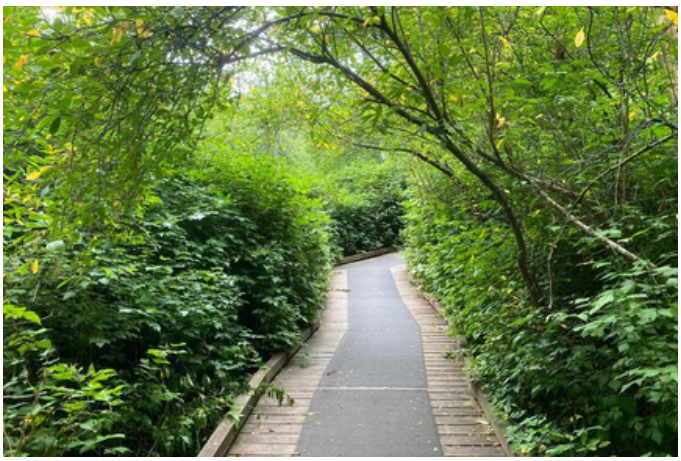
Establish and maintain a citywide traffic calming program that identifies desirable calming techniques, criteria that would trigger a need for traffic calming measures, and an identified process for how citizens may submit a request to the City for traffic calming technique consideration. Establish and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

Policy TR-4.4

Review and evaluate the City's Street Construction Standards and Complete Streets Plan 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.

Policy TR-4.5

Protect Poulsbo's transportation system against disasters by maintaining prevention and recovery strategies that are coordinated locally and regionally. Continue to participate with Kitsap County Emergency Management, with development of emergency management plans and emergency response activities.



Citywide Transportation System

The private automobile remains the most common mode of vehicular travel in this country. For the foreseeable future, the private automobile 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.

Collector streets include major and minor collectors and are two or three lane streets that collect (or distribute) traffic within a neighborhood providing the connections to minor or principal arterials. Collectors serve commercial and 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 and are described in the Poulsbo Complete Streets Plan and 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

Provide safe and reliable transportation facilities and services to promote and accommodate the growth that is anticipated under this plan.

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, and 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.

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
Update the City's Traffic Demand Management (TDM) study to identify locations in Poulsbo where transportation demand programs are needed and appropriate strategies for each location. Implement the updated 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, reduced parking ratios of up to 15% for multi-family/mixed use developments when transit is available and within a ¼ mile of a transit center, 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.

Policy TR-5.6
Manage a street preservation program to keep the City's streets in conditions that are cost-effective to maintain and functional to travel.

Policy TR-5.7
Support safe and convenient movement of freight by establishing and identifying clear signage, truck, hazardous material transport and oversized load routes.

Policy TR-5.8
Monitor and prepare for changes in transportation technologies and mobility patterns.

Policy TR-5.9
Participate with PSRC and other regional entities to understand and contribute to implementation of regional plans for Electric Vehicle (EV) charging and accommodation of other alternative fuel sources. Support installation of EV charging stations on private and public owned property.

Policy TR-5.10
Increase the resilience of the City's transportation system and support strategies for security and emergency management responses.

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.

The City's Transportation Plan is a functional plan that implements the Transportation Chapter policies and is included as Appendix B-4 to the Comprehensive Plan. The Transportation Plan addresses the City's transportation network, evaluates current transportation characteristics and forecasts how these characteristics are expected to change in the future based on Poulsbo's allocated growth. Based upon the City's 2044 population, housing, and employment growth targets as well as the City's land use plan, the Transportation Plan includes a traffic forecasting model, which identifies the future travel demand. Using this model, an increase in travel demand was assigned to the City's road network to identify future conditions and evaluate future capacity needs. Based upon the model, the Transportation Plan identified projects needed by 2044, which serve as the basis of the transportation section of the Comprehensive Plan's Capital Facilities Plan.

GOAL TR-6
Coordinate land use and transportation planning to manage growth.

Policy TR-6.1
Improve connectivity of the City's neighborhoods and commercial areas by planning an integrated grid of public paths, bikeways and complete streets that supports a compact, urban, and accessible transportation facilities to centers, parks, shopping, services, healthcare, residential and commercial development.

Policy TR-6.2
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 plan development. Future roadways depicted on Figure TR-3 should avoid pre-existing occupied structures, public parks, designated and protected open space areas and tracts. Actual alignments and construction of new roadways may vary based upon topography, natural and built environment, technical final engineering design and property owner willingness. Reasonable alternative alignments may be considered by the City Engineer consistent with the intent of the conceptual alignment, including pedestrian and bicycle connections.

Policy TR-6.3
Review and evaluate the City's Comprehensive Plan Transportation Maps at a minimum every five years to ensure that the City is being responsive to potential changes and needs of the City's street system. The Maps 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.

Policy TR-6.4
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 ensure adequate level of service is maintained and needed improvements are completed during the required time frame.

Policy TR-6.5
Establish transportation needs and requirements of proposed development projects early in the permit review process.

Policy TR-6.6
Ensure environmental protection, water quality, and other applicable environmental standards, through best management practices during the design, construction, and operation of the City's transportation system, including:

- *Design transportation improvements consistent with City's stormwater regulations, striving for enhanced water quality standards, and minimizing impacts to fish and wildlife habitat areas.*
- *Consider improved fish passage when making transportation facilities improvements.*
- *Avoiding construction during rainy season when possible or with use of appropriate and robust best management practices.*
- *Regular and routine maintenance of the City system.*

Policy TR-6.7
Maintain and regularly update the City's Transportation Plan. This functional plan is the guide for implementing and funding strategy for the City's transportation programs, projects and services.

Policy TR-6.8
Complete 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.

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).

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.

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 2044 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.*

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 manage its Transportation Benefit District (TBD) to fund local road improvement and preservation projects.

Policy TR-7.6
Assure cost-effective maintenance of transportation facilities under the City's jurisdiction, including active nonmotorized facilities. Reduce need for new capital improvements through investments in operations, demand management strategies and system management activities that improve the efficiency of the City's current transportation system and facilities.

Regional Coordination

Puget Sound Regional Council (PSRC) coordinates transportation and other planning efforts between King, Kitsap, Pierce, and Snohomish counties to ensure, "The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health."

The framework for this shared multimodal transportation system is published in Vision 2050. Multimodal transportation includes walking, biking, transit, rail, cars, and trucks. Vision 2050 calls for growth near current and future high- capacity transit facilities, with a goal for 65% of the region's population growth and 75% of the region's employment growth to be located in regional growth centers and areas within walking distance of high-capacity transit. Vision 2050 also supports the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options.

In addition, PSRC has adopted the Regional Transportation Plan 2022-2050, which Vision 2050 identifies several key goals for transportation in the region that jurisdictions' transportation planning shall be aligned:

- **Reducing Greenhouse Gas Emissions** - The Regional Transportation Plan's Four-Part Greenhouse Gas Strategy supports the VISION 2050 goal to reduce greenhouse gases that contribute to climate change. It identifies how the plan performs to reduce emissions and action steps to achieve the greenhouse gas reduction goals adopted by the Puget Sound Clean Air Agency. Along with focused growth, extensive transportation choices and pricing mechanisms, the decarbonization of the transportation system will be critical. Because of the urgency of reducing greenhouse gas levels as much and as soon as possible, PSRC will track progress toward both the 2030 and 2050 greenhouse gas reduction goals.
- **Improving Safety for All Users** - The safety of the system for all people is an increasingly critical concern as the region continues to grow and transportation infrastructure and services are more heavily used. Safety impacts every aspect of the transportation system, covering all modes and encompassing a variety of areas from facility design to security to personal behavior.
- **Investing in Growing Communities** - The Regional Transportation Plan is closely integrated with the VISION 2050 Regional Growth Strategy and its goals of 65%of population and 75% of employment growth near high-capacity transit. It lays out a vision for a multimodal transportation system that serves both existing communities and areas where we expect significant population and employment growth.

- **Maintaining and Promoting Economic Vitality** - Developing a transportation system to accommodate growth and support future economic success is a key objective of the Regional Transportation Plan. Transportation investments must address the diverse needs of the region's economy, and support key employment sectors, including established and emerging industry clusters, tourism, industries involved in trade-related activities, startups, and new businesses.
- **Expanding Travel and Transit Choices** - With implementation of the Regional Transportation Plan, by 2050 59% of households will be within ½ mile of an integrated high-capacity transit system, and transit ridership is expected to more than triple. The region's light rail, commuter rail, fast ferry, and bus rapid transit lines will expand into one of the country's largest high-capacity transit networks, with an emphasis on connecting centers and high-capacity transit station areas.

Additionally, all jurisdictions within Kitsap County coordinate on shared transportation systems and agree to abide by shared policies called Countywide Planning Policies (CPPs). KRCC also supports multimodal transportation options for member jurisdictions while reducing the rate of growth in auto traffic, including the number of vehicle trips, the number of miles traveled, and the length of vehicle trips taken, for both commute and non-commute trips. The CPPs call for a transportation system that promotes human health and reduced green-house gas emissions, by investing in high-occupancy vehicle lanes, public transit, vanpool/ carpool facilities, electric and other low emission vehicles including buses, charging stations for all types of electric vehicles, bicycle and shared mobility options, and partnerships with the private sector.

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, programs, and capital projects with those of other jurisdictions serving Kitsap County to ensure a seamless multimodal transportation system that supports the PSRC Regional Growth Strategy and Regional Transportation Plan. Focus particularly on participation and coordination 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

Continue to encourage and seek opportunities to enhance telework and telecommuting to better provide regional connectivity to job opportunities and investing in a family-wage community-based work force.

Active Transportation - 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, promote healthy lifestyle, and provide enhanced and 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.

The Poulsbo Complete Streets Plan and Urban Paths of Poulsbo Plan (UPP Plan) are the City's primary planning documents for pedestrian and bicycle facilities. To realize the goals of the Plans, Poulsbo's active transportation network system in will need to be a hybrid network, where a pedestrian may walk along sidewalks, trails, or a shared-use path and a bicycle route may include streets with bicycle lanes, sharrows, or shared paths. The goal is to create continuous and complete routes.

GOAL TR-9

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

Policy TR-9.1

Strive to develop and maintain active transportation (pedestrian and cycle/rolling) facilities that provide an alternative to motorized travel. Using the City's Complete Streets Plan as a guide, include appropriate multi-modal development standards in the City's Street Construction Standards.

Policy TR-9.2

Require pedestrian facilities on all public streets as defined in the City's Construction Standards and Complete Streets Plan that provide safe transportation for users of all ages and abilities, including most vulnerable users such as children, elderly and the disabled. Alternative pedestrian facilities that meet or exceed the minimum street standards may be considered by the City subject to the approval of the City Engineer.

Policy TR-9.3

The City shall identify and prioritize sidewalk and nonmotorized projects on its 6-year Transportation Improvement Plan (TIP), in the Capital Facilities Plan of the Comprehensive Plan, and in the City's 6-year Capital Improvement Plan (CIP) which is reviewed annually during the City's budget process. Prioritize improvements that address safety concerns, connect to destinations and transit, create safe routes to schools, and improve independent mobility for those who rely on the pedestrian and bicycle network

Policy TR-9.4

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

Policy TR-9.5

Using the Complete Streets Plan as a guide, the City shall identify arterial and collector streets where bicycle facilities can be added to the existing roadway.

Policy TR-9.6

The City shall seek opportunities to provide separated shared use paths outside of street right-of-ways.

Policy TR-9.7
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-9.8
Develop a non-motorized transportation facility and/or recreational path from Legion Park to the West Poulsbo/Viking Avenue corridor (commonly known as the Liberty Bay waterfront trail) that provides water access and connects neighborhoods, business areas, and parks consistent with the goals of the City's Shoreline Master Program (PMC 16.08.030) and as described in the Urban Paths of Poulsbo (2018) plan and Proposed Priorities map.

Policy TR-9.9
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.

Policy TR-9.10
Promote sustainable transportation options by encouraging the use of e-bike and e-scooters as a low-emission mode of travel while mitigating any negative impacts on pedestrian environments.

Policy TR-9.11
Identify safe and desirable walking and bicycling routes that connect schools to residential, recreational, and commercial areas throughout the City.

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, and is a key component of PSRC's Vision 2050 Growth Strategy and Transportation Plan. 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 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 and Kingston's Washington State Ferry terminals. Kitsap Transit also has a transfer center in Poulsbo, providing connections to Jefferson County and other Kitsap Transit bus routes.

Kitsap Transit Long-range Transit Plan 2022-2040 relays how transit service in Kitsap will evolve in the future. This includes a planned high-capacity transit service bus route from Poulsbo to Bainbridge Island's Winslow Village, new multi-modal hub, transit signal priority upgrades along SR 305 Corridor, an additional Park and Ride facility, new maintenance facility, new on-demand rides for eastern Poulsbo, increased frequency, and new route to Kingston Fast Ferry.

The Washington State Ferries routes with the largest numbers of walk-on passengers, Seattle/Bainbridge Island and Seattle/Bremerton, both anticipate large ridership increases. Both passenger and vehicle ridership on the Edmonds/Kingston route is projected to grow significantly. Washington State Ferries 2040 Long-Range Plan foresees increasing passenger capacity for both the Seattle/Bainbridge Island and Seattle/Bremerton routes and adding service hours for the Edmonds/Kingston route. Terminal enhancements include improving access and queue management at the Kingston terminal is planned as well.

GOAL TR-10
Improve access and capacity of public transportation to help alleviate congestion and expand transportation options that provide connections within Poulsbo and connect the City to other local and regional centers.

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. Support and coordinate with Kitsap Transit, Jefferson Transit, the Washington State Department of Transportation, and other partners to implement Kitsap Transit's 2022-2042 Long Range Transit Plan and the improvements identified for Poulsbo.

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's transportation network.

Policy TR-10.3
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 and implement services that to increase transit capacity, provide shuttle service or allow for on-demand transit options throughout the City, with an aim to reduce service deficiencies and increase ridership on under-utilized routes.

Policy TR-10.4
Prioritize investments in multi-modal transportation facilities to improve access to the Kitsap Transit designated SR 305 high-capacity transit corridor. Increase transit access and capacity within the City by identifying potential locations that are or can be connected by multiple transportation modes, serve the SR305 corridor center and connect Poulsbo to regional centers and surrounding communities throughout the region.

Policy TR-10.5
Continue coordinating with Kitsap Transit 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-10.6
Support transit-oriented development by promoting residential land uses and development which are within walking distances of transit service and facilities. Provide high quality pedestrian and bike facilities that link residential and commercial areas with transit service and facilities.

Accessibility and Equity

The Poulsbo transportation network also addresses 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. 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. The Poulsbo Complete Streets Plan also focuses on implementing a network that serves people who have fewer travel options and addresses the needs of people who use mobility devices.

GOAL TR-11
Transportation improvements within the City shall promote transportation equity through services and infrastructure improvements.

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
The City shall maintain an ADA Transition plan, which will identify non-compliant facilities and barriers in the public right of way such as curb ramps, sloped curbs, crosswalks, pedestrian push buttons, driveways. The plan will prioritize locations and develop an implementation strategy. The ADA Transition Plan shall be updated every five years.

Policy TR-11.3
Perform periodic review and monitoring of socio-demographic, economic, and geographic population trends to identify transportation facilities and services needed for all Poulsbo residents, including those that have historically been underserved.

Policy TR-11.4
Ensure transportation improvements do not impose external impacts (such as increased air pollution, infrastructure costs, or crash risk), on historically marginalized or underserved communities.

Policy TR-11.5
Promote programs and projects that expand bicycle and pedestrian facilities and access to transit for historically marginalized or underserved communities.

Policy TR-11.6
Recognize and support individuals or groups who have historically been underrepresented in transportation planning and/or infrastructure development, such as people of color, indigenous and immigrant populations, to identify and correct structural or system inequities in the transportation network to promote social justice.

Transportation and Air Quality

The City's transportation system needs to be designed to contribute to a sustainable community that supports Poulsbo's land use and environmental policies. Additionally, the Regional Transportation Plan's Four-Part Greenhouse Gas Strategy supports the VISION 2050 goal to reduce greenhouse gases that contribute to climate change. It identifies how the plan performs to reduce emissions and action steps to achieve the greenhouse gas reduction goals adopted by the Puget Sound Clean Air Agency.

GOAL TR-12
Strive to protect air quality, reduce pollution and support reduction of vehicle miles traveled.

Policy TR-12.1
Observe and support federal and state clean air acts and follow the requirements of Chapter 173-420 Washington Administrative Code (WAC) "Conformity of Transportation Activities to Air Quality Implementation Plan."

Policy TR-12.2
Collaborate with other government agencies (such as Puget Sound Regional Council, Puget Sound Clean Air Agency, Washington State Department of Ecology, Kitsap County, other cities) and the private sector to develop and implement strategies for addressing climate change and greenhouse gas reductions.

Policy TR-12.3
Reduce pollution and greenhouse gases by encouraging alternatives to the single-occupancy vehicle, including telecommuting/teleworking, car sharing, transit, and non-motorized travel.

Policy TR-12.4
Encourage installation of Electric Vehicle (EV) charging stations on private owned property and explore options for the development of charging facilities on publicly owned property.

Policy TR-12.5
Explore micromobility transportation options as an alternate transportation mode to Single Occupancy Vehicles. Implement policies and pilot programs in coordination with other jurisdictions to test their efficacy in Poulsbo.