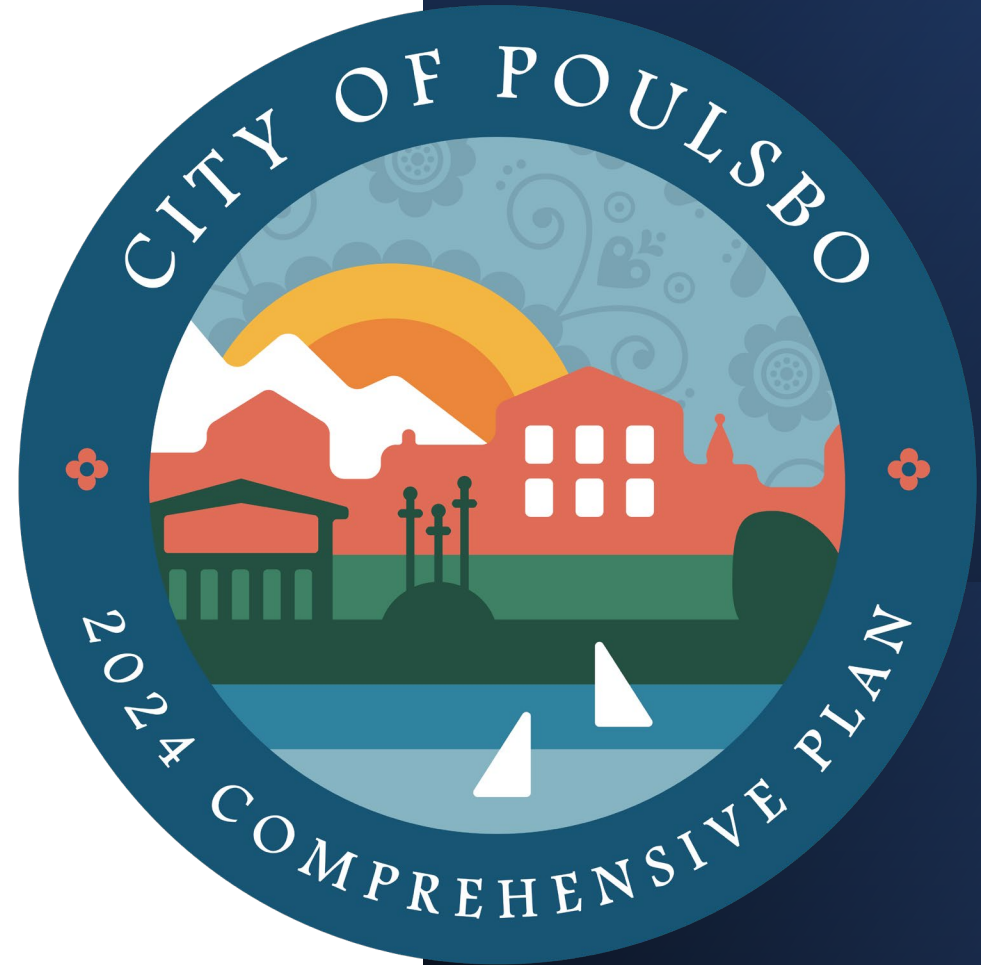


Transportation Planning Overview

Planning Commission
October 24, 2023



GMA Transportation Requirements

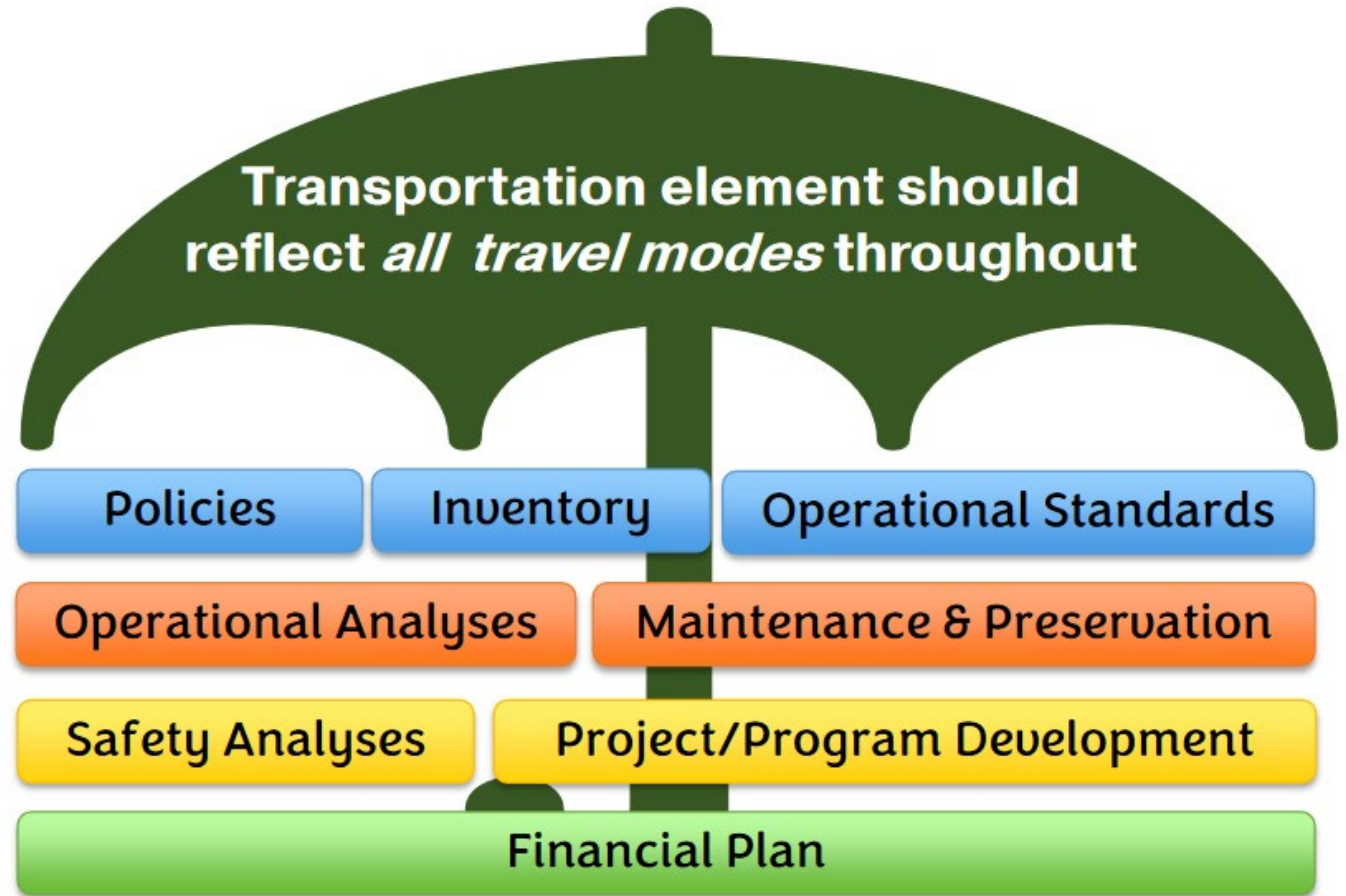
RCW 36.70A.070(6)

- 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

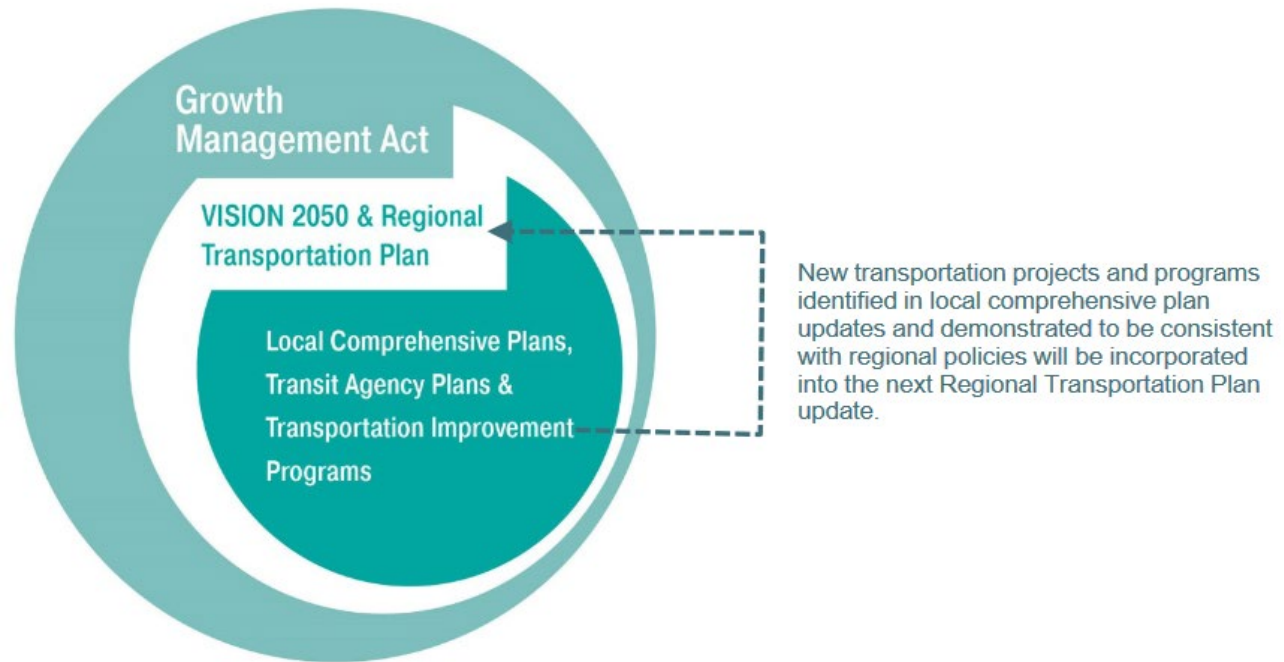


Transportation Planning Framework

GMA transportation-related requirements	Consistency with Regional Transportation Plans	Consistency with VISION 2050 MPPs - Certification
Consistent land use assumptions and travel demand forecasts	PSRC Transportation project lists and financing	Regional Growth Strategy
Service and facility needs	PSRC Transportation modeling based on shared regional growth assumptions	Climate change, air quality and VMT provisions
Plan for transportation financing and projects		Equitable transit-oriented development (TOD)
Demand management		Housing supply and choices near transit
Pedestrian and bicycle planning		

Transportation Planning Framework

- The Regional Transportation Plan helps implement the land use plan and policies established under VISION 2050 at the regional level.
- The GMA required transportation element helps implement the land use plan and policies established at the local level.
- Coordination between planning and public works staff in development of the transportation element ensures work together to achieve long-range goals.



PSRC Transportation Policy Framework



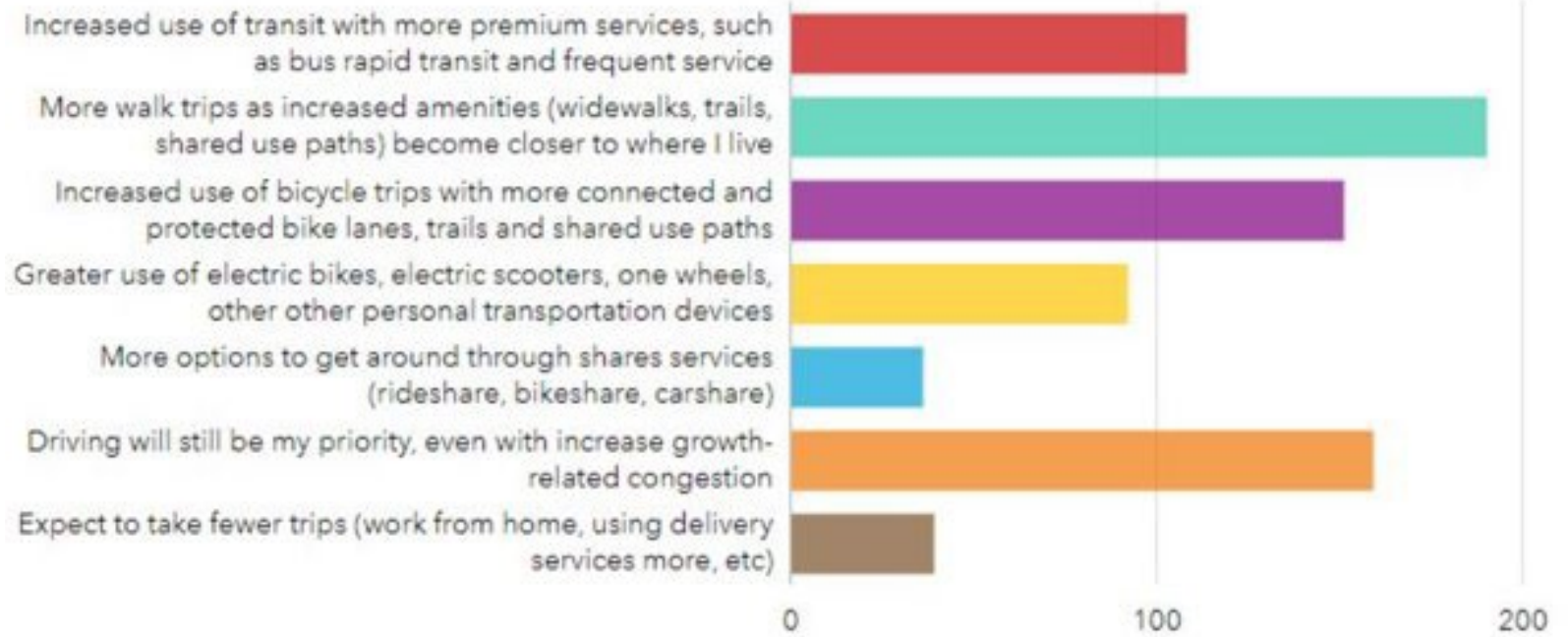
VISION 2050 and the RTP emphasize development of a **multimodal transportation system** that encourages walking, biking, and transit, accommodates the movement of good throughout the region and to people's doors, and reduces dependence on driving alone.

Transportation Public Input Received – Online Survey

Key Takeaways

- More than half of all respondents indicated they would be willing to take **more walk, bike, and transit trips** if improvements were made
- A large share of respondents were interested in **personal transportation devices**, such as electric bikes, scooters, etc.
- **Driving** will remain the primary mode for most respondents

Poulsbo is considering changes to the transportation system. How might your transportation trips change in the future based on different types of investments?



- **81%** of respondents use their personal vehicle to get around Poulsbo
- **43%** of respondents who commute to work use a personal vehicle
 - **30%** of respondents are retired, **20%** work from home
- **13%** of respondents walk around Poulsbo

Transportation Public Input Received – Written Comments

Written Comments on Transportation:

- New Roadway Segments Map – 12th Avenue extension (N) w/suggested changes
- New Roadway Segments Map – New Road “Z”
- New Roadway Segment Map – New Road “R”
- WSDOT (with EIS Scoping)
- Farmer’s Market – September 30, 2023

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

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
- Present at PC 11/14/23 Meeting

Transportation Element – Existing Conditions

Functional Classifications

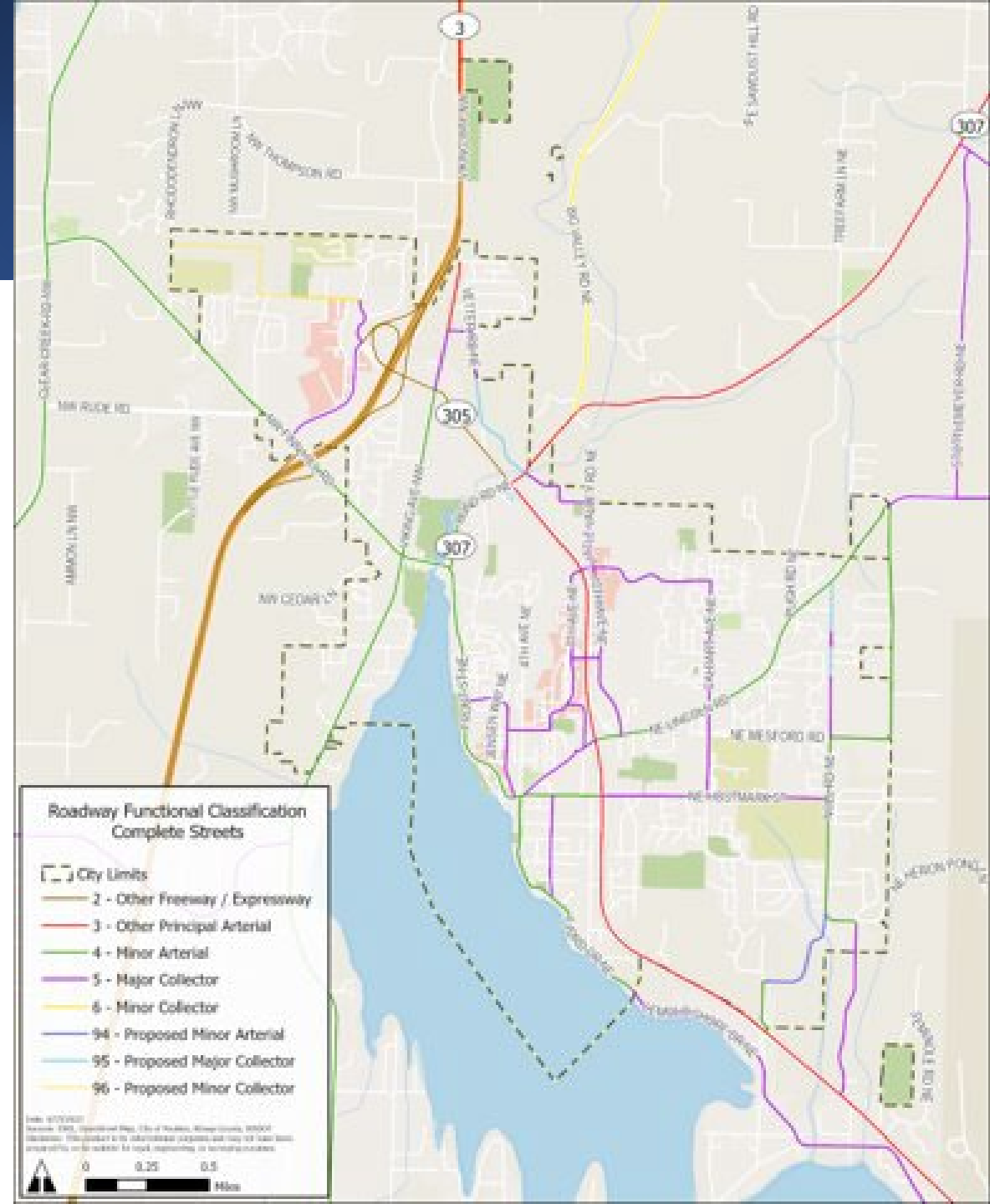
Poulsbo has **66.6 miles** of streets and roadways.

Roadways are classified by function and include highways, arterials, collectors and local roads.

SR-305 is the primary corridor providing north-south access in the city, while SR-3 and SR-307 provide important connections to nearby communities in Kitsap County.

Today, the City's roadways generally serve drivers.

There is a lack of traffic calming to address speeding issues that exist in some parts of the City



Transportation Element – Existing Conditions

Crash History

Reported crashes from 2018-2022 (WSDOT):

19 crashes that involved people walking or bicycling out of 911 total crashes

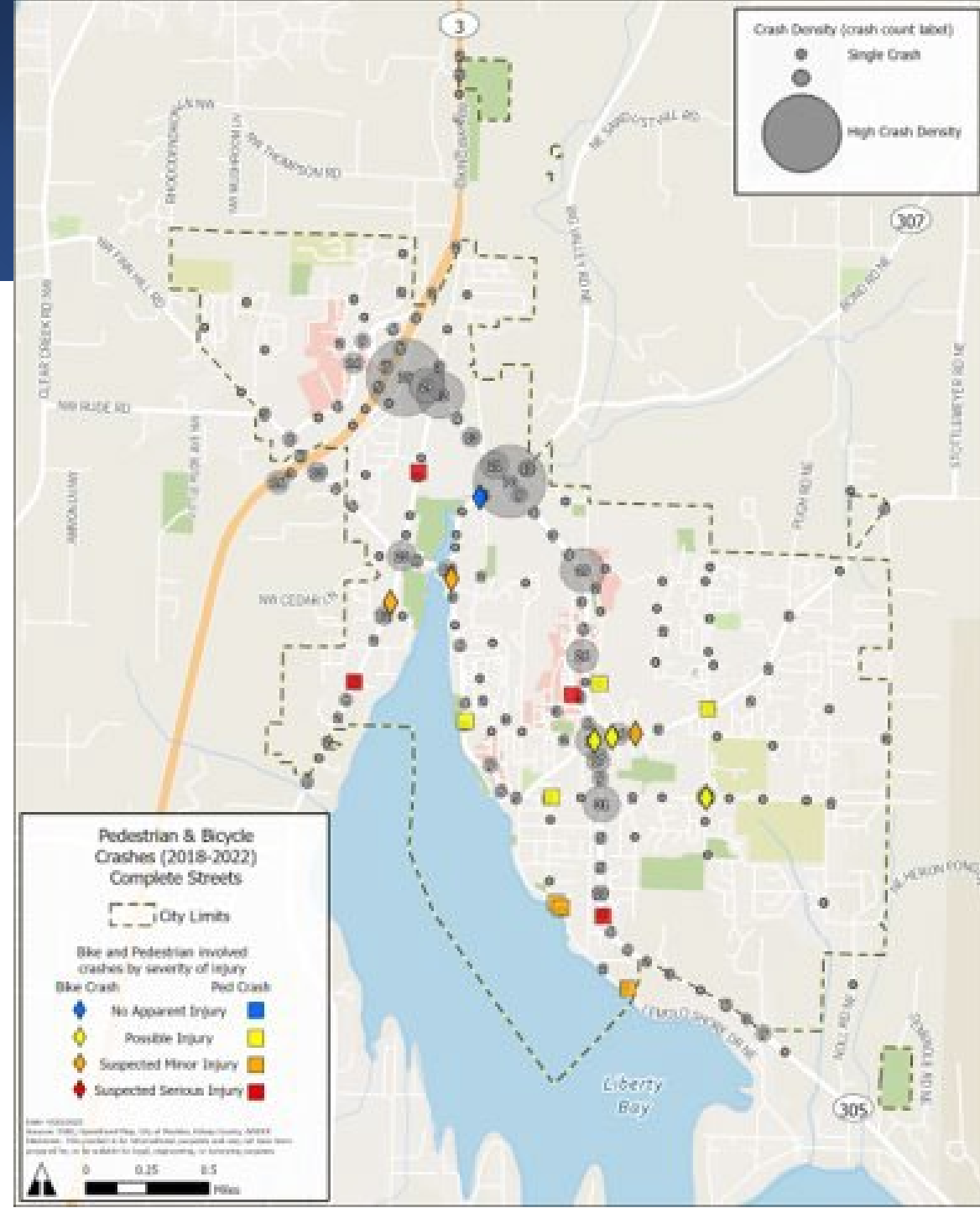
4 bike/ped crashes resulted in serious injuries

Vehicle-only crashes most frequently occurred along:

SR-305, SR-3, Viking Ave NW, Finn Hill Rd, NE Lincoln Rd, and NE Hostmark St

Opportunities to improve safety include:

Traffic calming, improved lighting, enhanced crossings, and reduced speed limits



Transportation Element – Existing Conditions

Intersection LOS Analysis

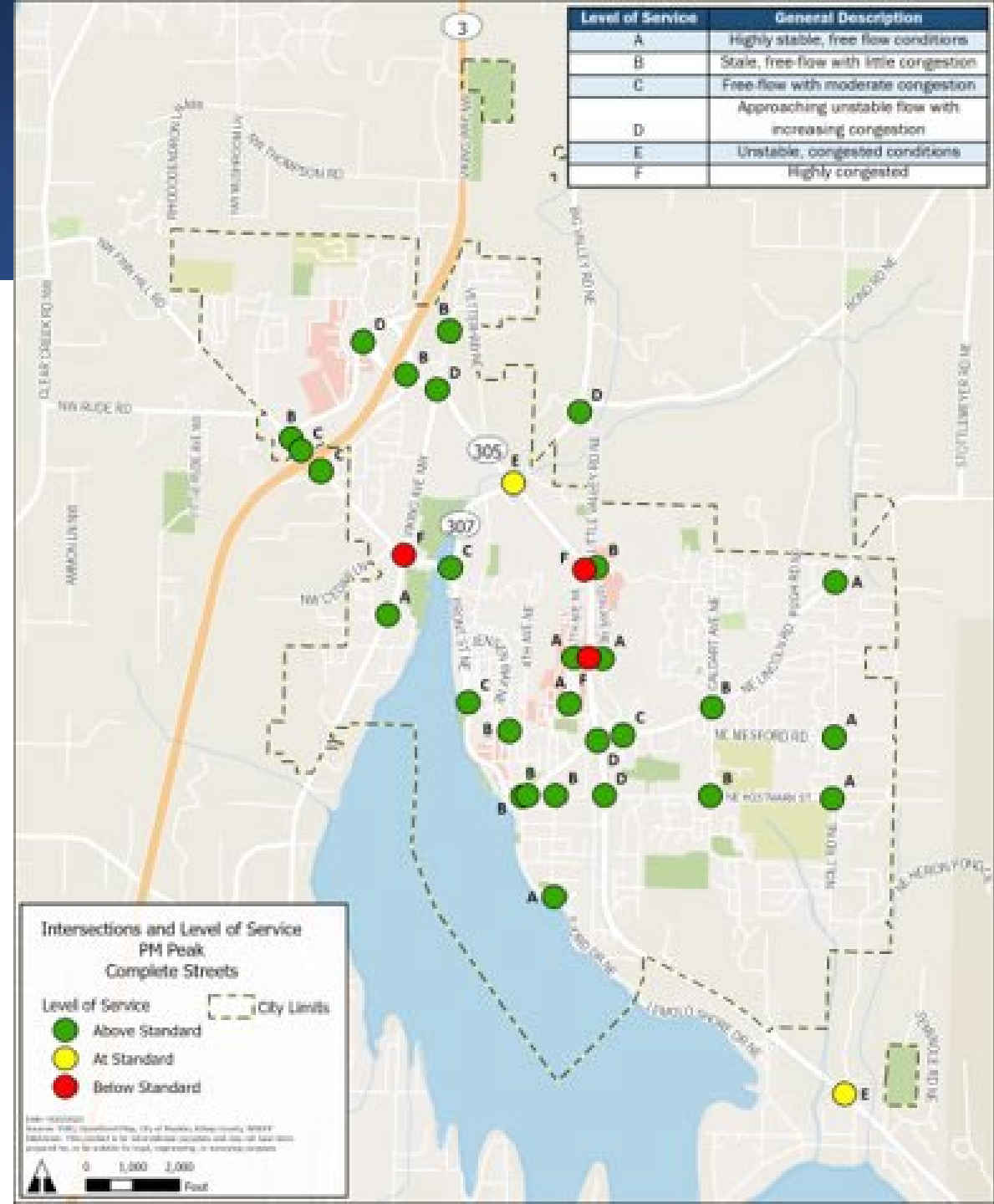
33 intersections throughout the City were studied for PM peak hour LOS. Intersections evaluated included those with roadways classified as minor collector or higher.

Most intersections currently operate within LOS standards.

Three (3) intersections on SR 305 currently operate at LOS E/F (below WSDOT standards)

Viking Ave NE/ NW Finn Hill Rd operates at LOS F.

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



Transportation Element – Existing Conditions

Pedestrian System

Poulsbo has **38.3 miles** of completed sidewalk on the City's arterial and collector road network. Additional sidewalks are present on some residential streets.

Current Issues:

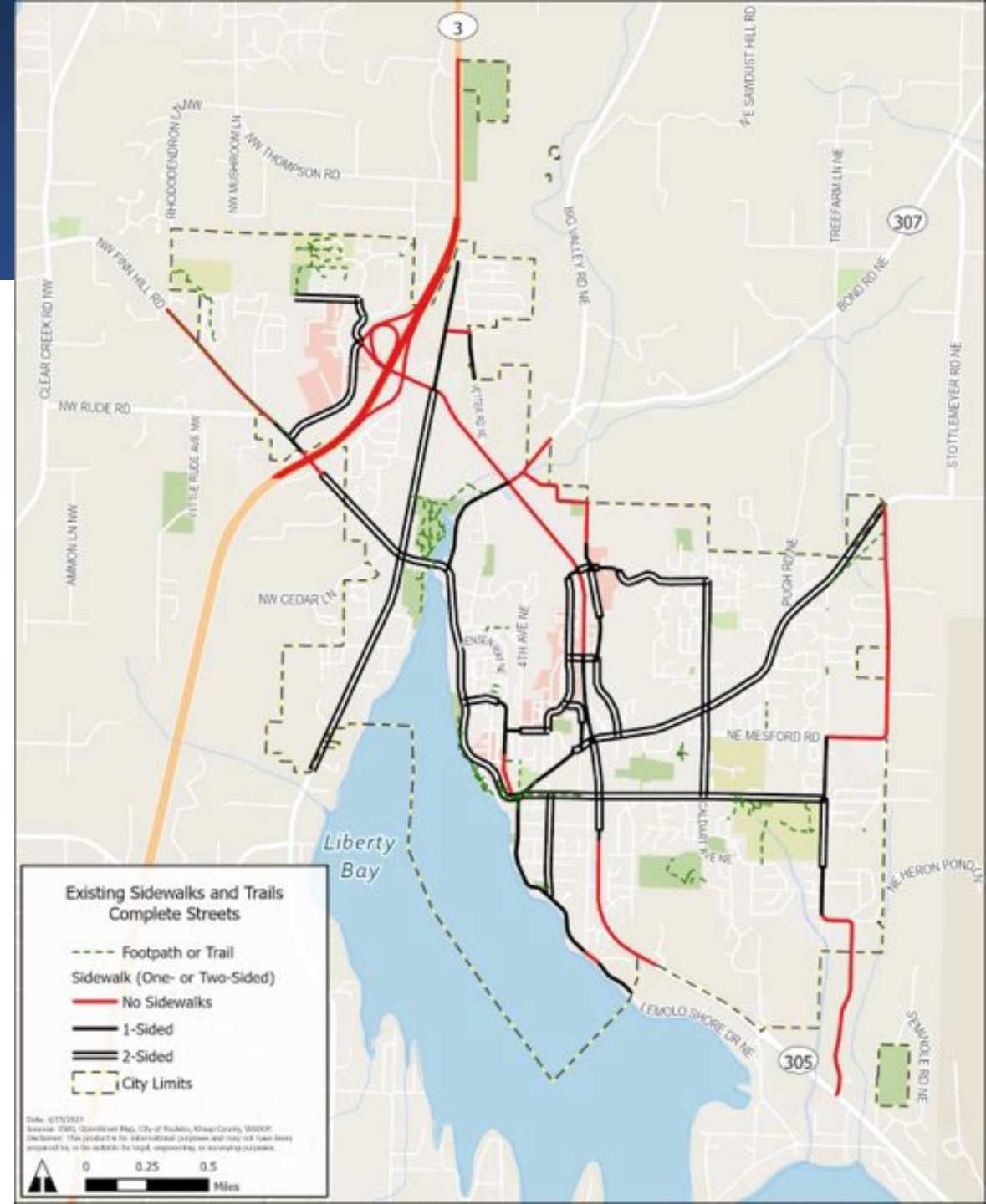
Sidewalks missing along SR-305 north of NE Liberty Rd

No pedestrian crossings of SR-305 and SR-307 in some areas

Pedestrian markings are generally limited to marked crossings, which are often faded or not visible

Narrow sidewalks and crosswalks with little/no physical protection from traffic

Pedestrian-scale light is deficient in many parts of city



Transportation Element – Existing Conditions

Pedestrian System

Pedestrian Level of Traffic Stress (LTS)

Approach that quantifies the amount of stress people feel when walking on City streets, accounting for factors like traffic speed, volume, sidewalk presence, condition, etc.

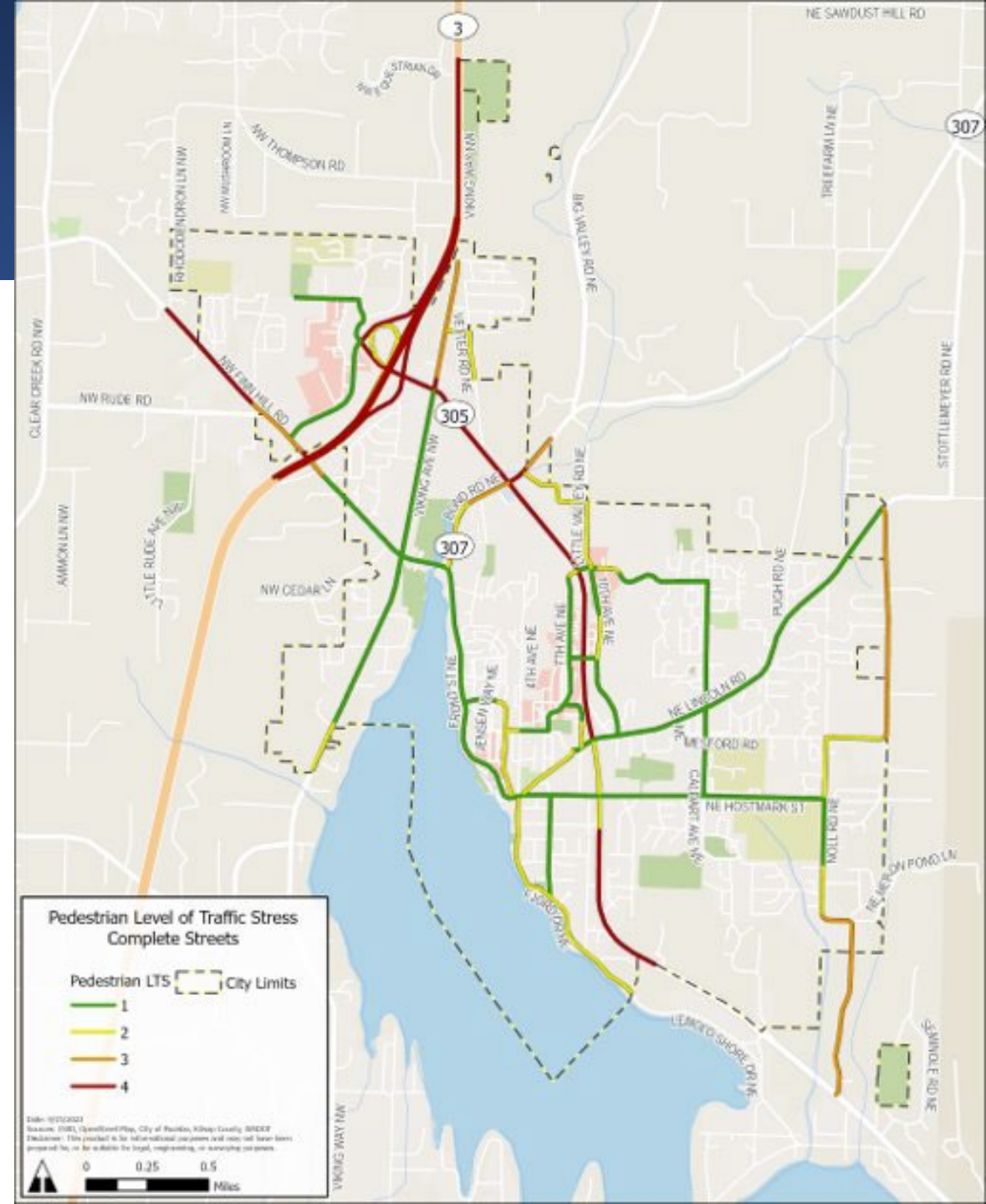
Opportunities for Improvement:

Establish safe and continuous north-south pedestrian connection along SR-305 corridor

Increase separation from motor vehicles where possible

Identify Safe Routes to Schools opportunities

Complete sidewalk and pedestrian-scale lighting gaps



Transportation Element – Existing Conditions

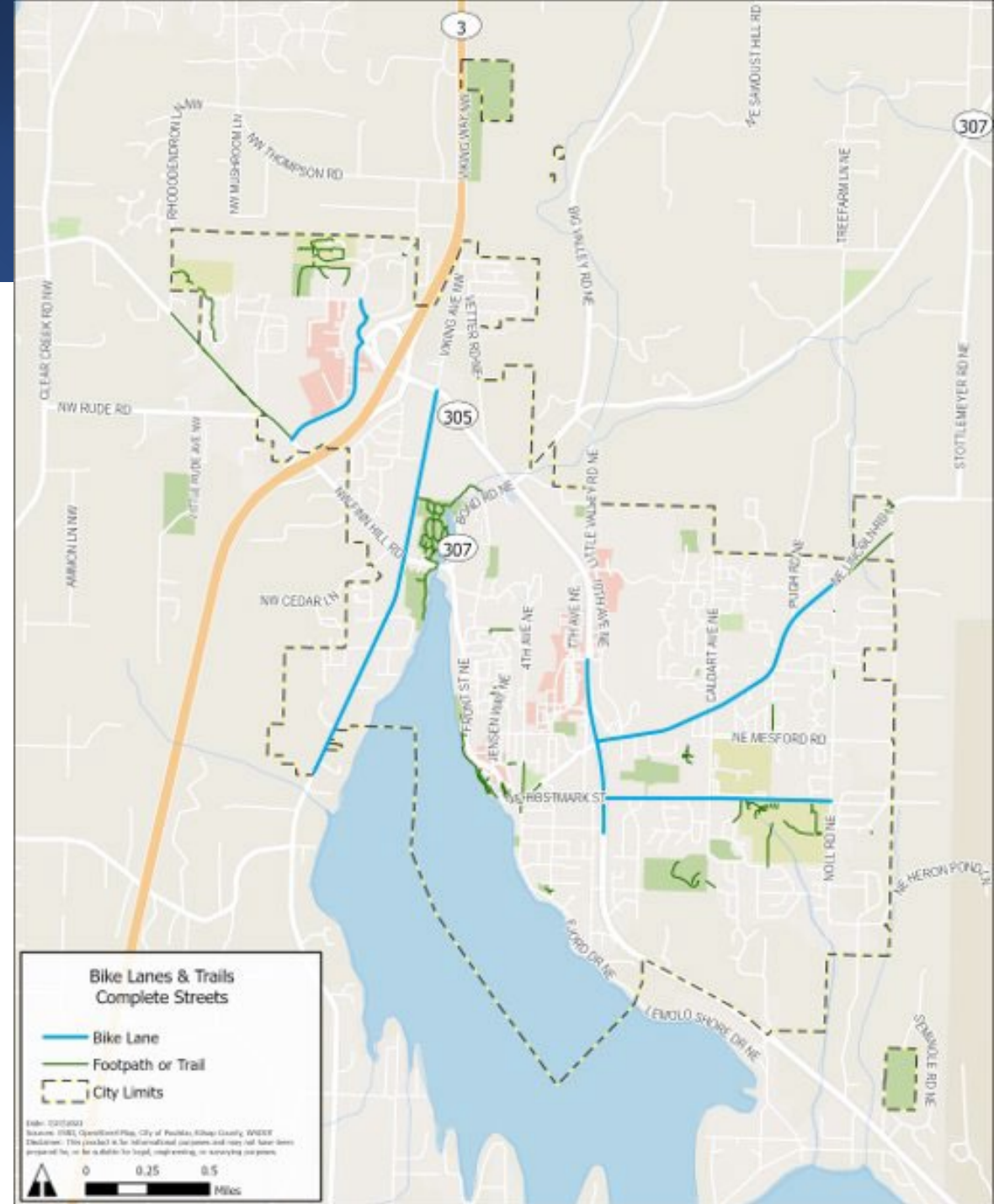
Bicycle System

Poulsbo has **5.2 miles** of completed bicycle lanes on City arterials and collector street, limited to segments along Viking Ave NW, NE Lincoln Rd, portions of SR-305, and NE Hostmark St.

Current Issues:

Few dedicated bicycle facilities throughout the City; existing routes not continuous and/or lack connections to key destinations

SR-305 and SR-3 are significant barriers to bicycle and pedestrian travel with few opportunities to safely cross



Transportation Element – Existing Conditions

Bicycle System

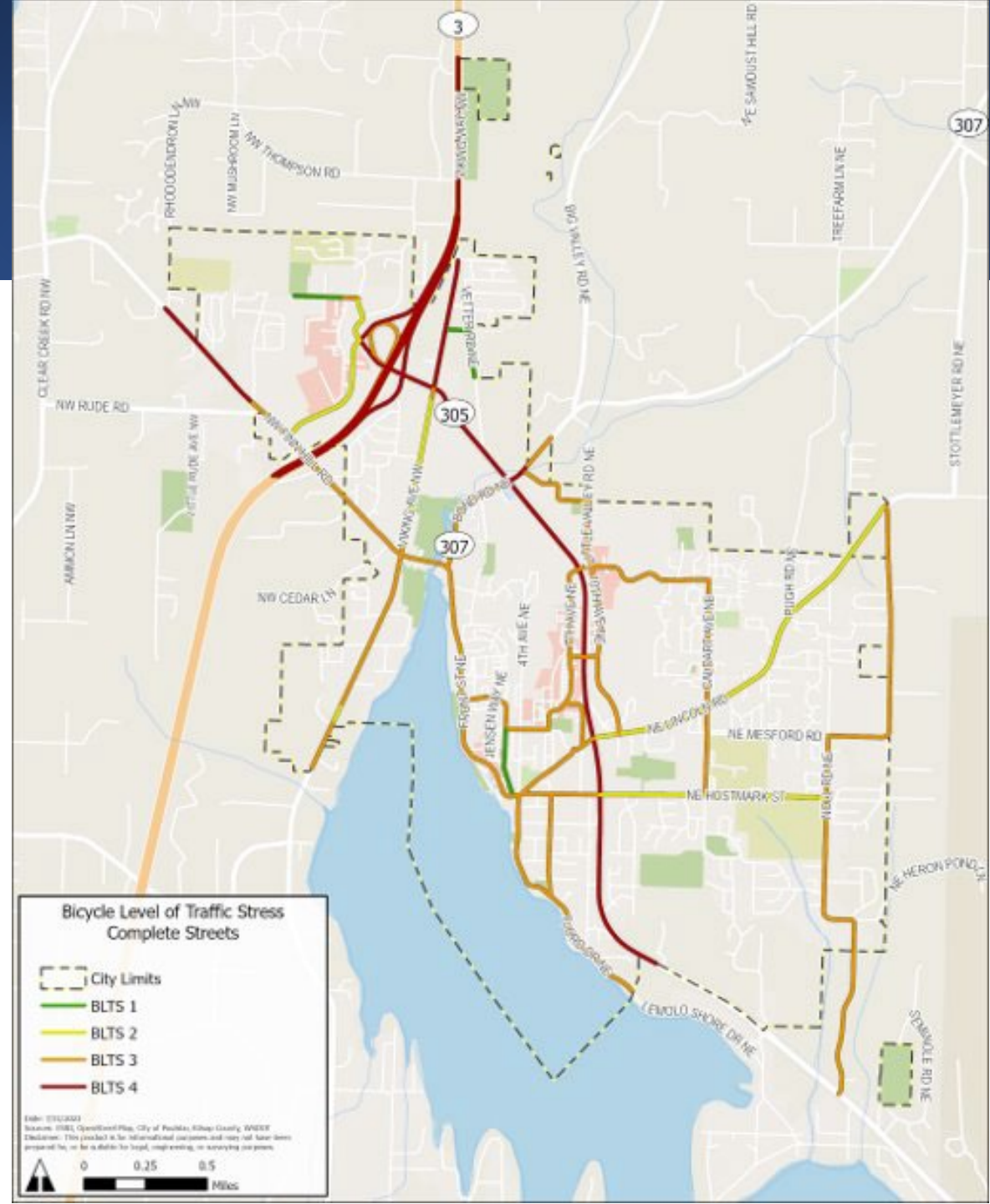
Bicycle Level of Traffic Stress

Approach that quantifies how comfortable a roadway feels for a person biking based on interactions with other modes (people walking or driving)

Opportunities to improve bicycle travel include:

Identify **low-stress** neighborhood streets and corridors parallel to major roads

Increase separation along major roadways where alternate corridors are not available



Transportation Element – Existing Conditions

Public Transportation

Kitsap Transit is the primary transit service provider in Poulsbo, operating seven bus lines within the City.

Issues include:

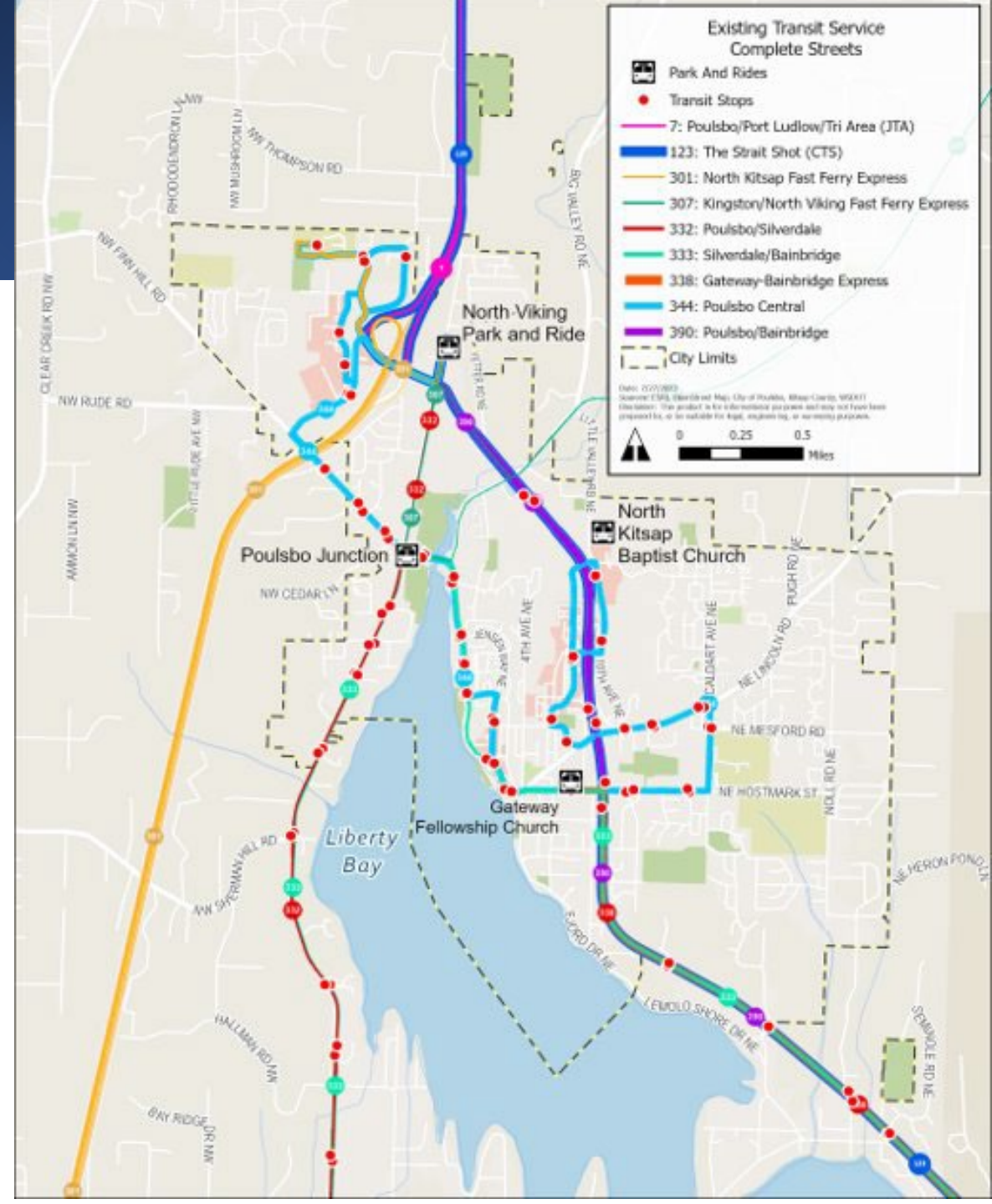
Lack of transit access include areas in the eastern area of the City, especially east of Caldart Ave NE, and northwest of SR-3

Opportunities to improve transit travel include:

Improve walking and biking connections to transit stops

Work with Kitsap Transit on potential transit investments on SR 305. Kitsap Transit has identified the SR 305 corridor as future high-capacity transit (HCT) corridor

Improve travel times in the corridor, improve enforcement and support HCT development



Transportation Element – Existing Conditions

Freight

SR-305 and SR-3 are the main freight corridors through Poulsville, carrying between **4 to 10 million tons** of freight annually. Other freight routes include:

- Portions of NE Lincoln Rd
- Viking Way NW
- NW Finn Hill Rd

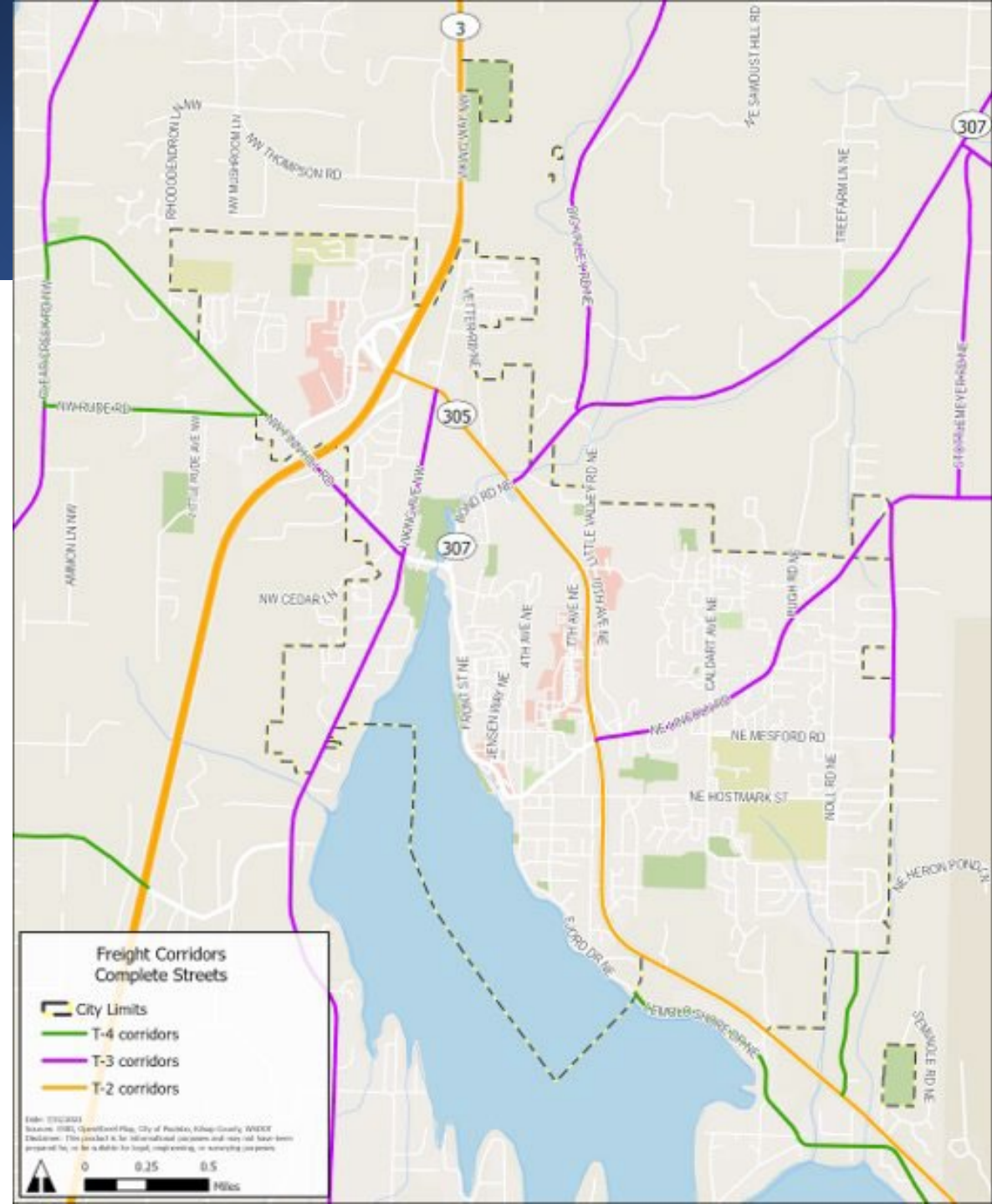
Issues include:

Large trucks on roadways where pedestrians are frequently present can create safety problems

However, freight is necessary and often overlooked in designing Complete Streets

Opportunities include:

Identify types of freight most likely to use certain roadways when looking at design standards.



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
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

Transportation Element – LOS Analysis

City Adopted Level of Service (LOS):

A concurrency level of service (LOS) standard of LOS E is hereby established for all transportation facilities (except as otherwise designated) in the City of Poulsbo in order to serve as a gauge to judge performance of the City's transportation system. A concurrency standard of LOS F is established for all local roadway sections designated Residential Collector and Residential Access.

Parametrix Recommended New LOS Standard:

Develop a transportation system that will maintain a LOS E or better for arterials, LOS D or better for collectors and LOS C or better for local roads. 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.

WSDOT level of service standard is LOS D

Transportation Element

Forecast of traffic based on land use and growth projections

- The Growth Management Act (GMA) requires that the City review how future land use growth could impact the City's transportation network using population and employment growth targets and zoning (existing and/or any zoning/density changes)
- It compares existing conditions to the growth projections through a traffic demand 'model'.
- Parametrix has coordinated with Planning Department to assign population and employment based upon the land capacity analysis.
- The future demand forecast model will utilize the LOS standard to determine which intersections may experience decreased LOS from current.
- It is this analysis where failing LOS will be identified.

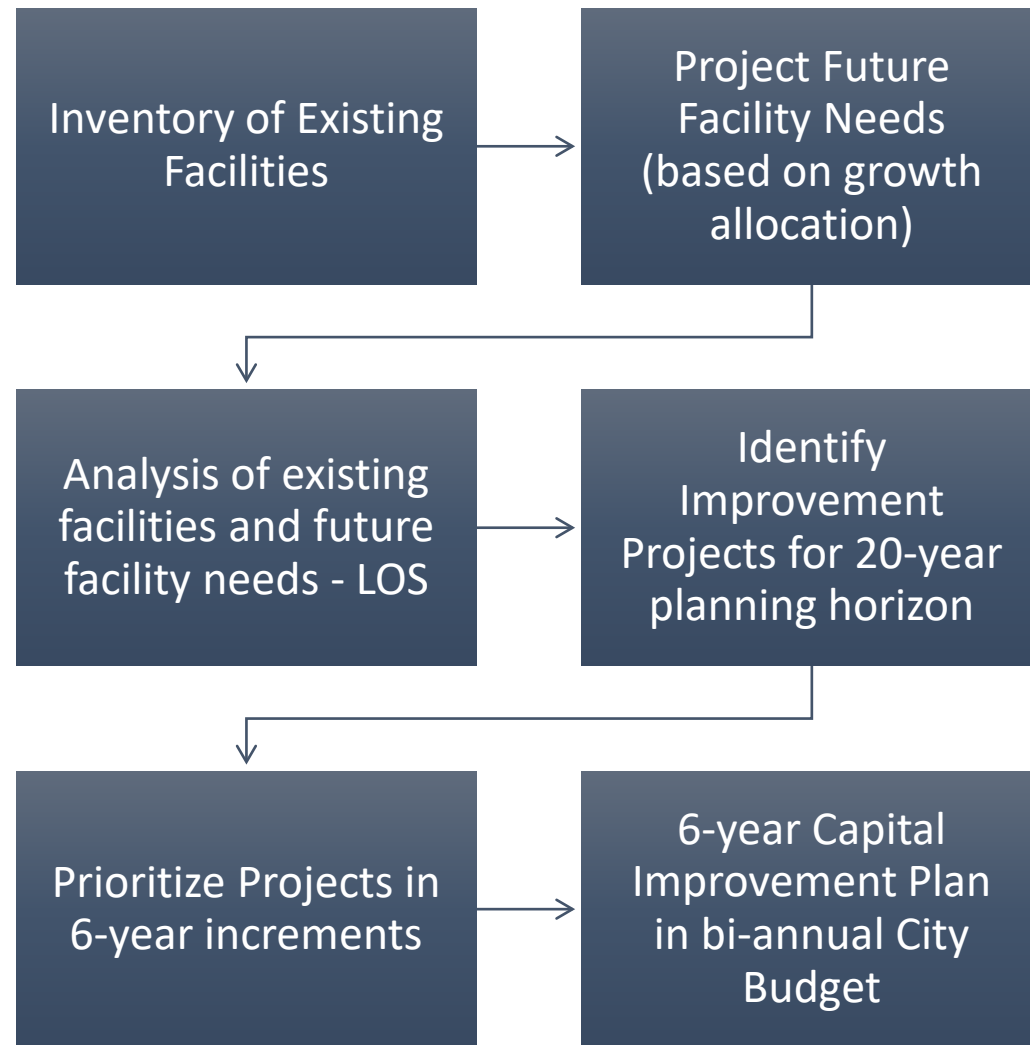
Transportation Element Future Transportation System Needs

- GMA requires actions be taken to address any facilities that do not meet adopted LOS standards, the Future Transportation System Needs (in Section 2 – Capital Facilities Plan) will identify transportation projects needed to accommodate the future growth’s impact on the City’s transportation system.
- The Transportation Facilities Improvement Map and New Roadways Map, and a list of needed projects for all modes will be identified based on LOS, safety, capacity needs or other criteria.
 - Pedestrian and Bicycle facilities are now required to be evaluated.
- The Transportation System Needs List will be based upon the 20-years of needed projects to accommodate future growth.

Transportation Element Financing – 6 and 20 year

- GMA requires that Transportation Elements contain a multiyear financing plan, showing the City's ability to fund existing and future transportation system improvements.
- The Financing section should identify anticipated project costs and relate them to existing and future funding sources, such as new local taxes, impact fees, state or federal gas tax monies or grants.
- The Element will include the transportation improvements anticipated in the next 20 years; projects will be prioritized in the 6-year CIP and probable funding sources are identified.

City of Poulsbo Transportation Framework- Future Transportation System Needs



City of Poulsbo Transportation Framework- Financing – 6 and 20 year

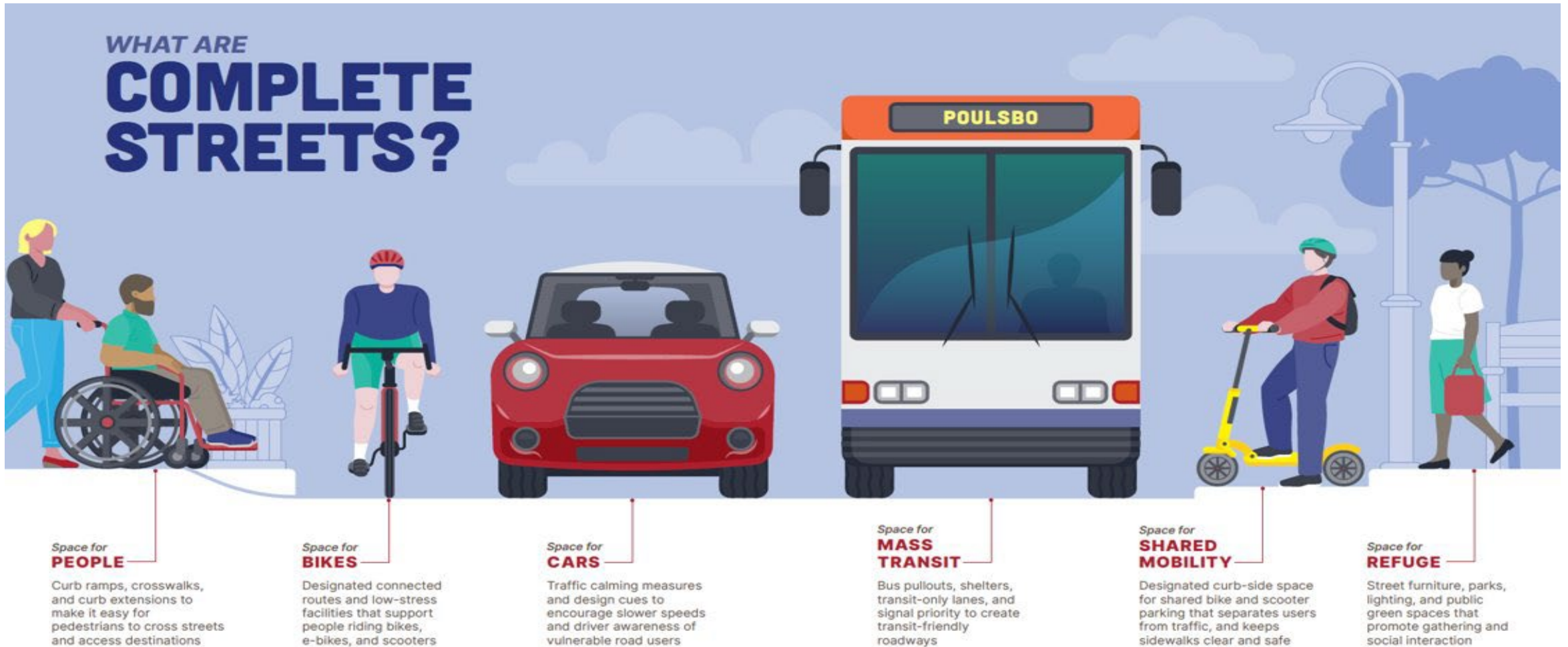
The City currently funds transportation improvements, operations and maintenance from a variety of funding sources:

- City General Fund
- Distribution from gas tax
- Developer contributions
- Federal and State grants
- Bond Financing
- Impact Fees
- Transportation Benefit District financing

City of Poulsbo Transportation Planning Pedestrian + Bike

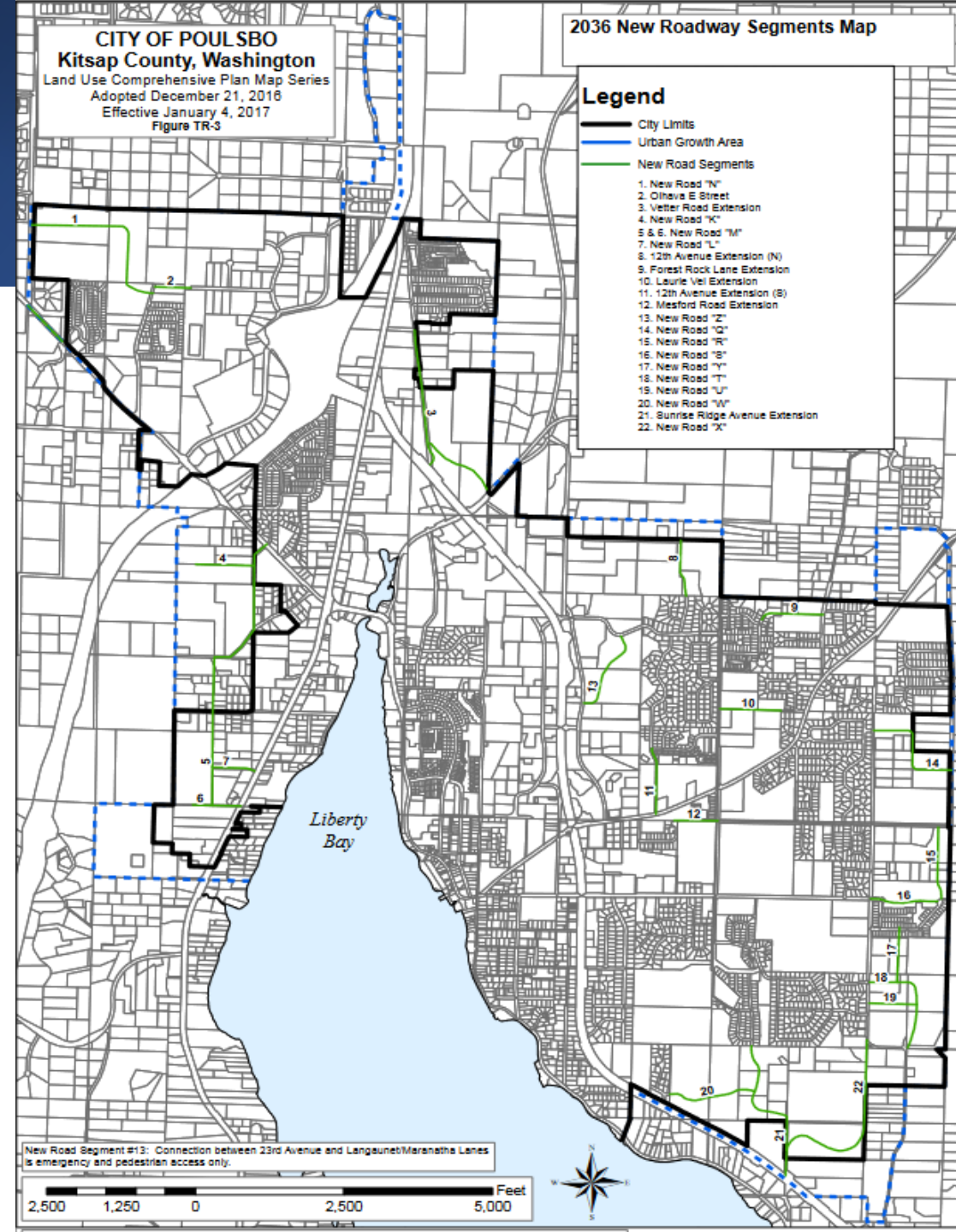
- Legislative changes to the Transportation Element now includes a Pedestrian and Bicycle component, where before it was encouraged.
- Poulsbo is underway with a Complete Streets Plan, where components of this plan will be incorporated into the Comprehensive Plan to meet this requirement.
- The Complete Streets Plan will address safe, accessible and convenient travel, and will address all modes – cars, trucks, pedestrian and bicycle needs, ADA, and transit.

Transportation Element – Pedestrian and Bicycle



New Roadway Segments Map

- Review and remove roadways that are constructed or under construction
- Review comment letters received and evaluate current conditions, suggestions provided, and intent of roadway
- Consider new roadway or different alignments based upon forecast model



Up Next-
Goals and Policies
November 14th

QUESTIONS?
THANK YOU!



Additional Thoughts- Impact Fees

- Will be updated after the adoption of the Comprehensive Plan.
- Uses the 20-year list of projects.
- Uses estimate cost and anticipated revenues.
- Calculates the fee on a shared percentage between new development and City anticipated revenues. Currently this percentage is 42.6% City share and 57.4% new development.
- Fee is based upon a trip. Currently, the fee is \$564 per new average daily trips. The average daily trips is determined using the latest version of the ITE Trip Generation Manual.
- Technical memo that supports impact fee will be updated and PMC 3.86 will be amended with new fee amount.

Additional Thoughts - Concurrency

- Concurrency is where all the GMA Transportation planning culminates at the time of development.
- Concurrency requires that transportation improvements or strategies that are needed to accommodate development impacts are made concurrently with land development.
 - This means that any needed improvements are in place at the time of development, or a financial commitment is in place to complete the improvements within six years.
- If the City's transportation planning is working, Capital Facilities Plan and the 20- and 6-year project list, the improvements are underway or will be within six years.
 - Noll Road Improvements are an excellent example of how the City has successfully planned and implemented transportation improvements within the concurrency timeframe.