CITY OF POULSBO

COMPLETE STREETS PLAN

WORKING DRAFT
STAKEHOLDER COMMITTEE REVIEW

June 2024

Parametrix

City of Poulsbo
Complete Streets Plan – DRAFT

Prepared for

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Acronyms and Abbreviations

ACS	American Communities Survey
ADA	Americans with Disabilities Act
BLTS	bicycle level of traffic stress
City	City of Poulsbo
FHWA	Federal Highway Administration
HOV	high-occupancy vehicle
LTS	level of traffic stress
PHB	pedestrian hybrid beacon
Plan	Poulsbo Complete Streets Plan
PLTS	pedestrian level of traffic stress
ROW	right-of-way
RRFB	rectangular rapid flashing beacon
SAC	Stakeholder Advisory Committee
TWLTL	two-way left-turn lane
WSDOT	Washington State Department of Transportation

1. Introduction

1.1 What Are Complete Streets?

Complete Streets are streets designed to accommodate people of all ages and abilities regardless of how they chose to travel, including people driving, walking, biking, rolling, and using public transportation. Complete Streets aim to improve the safety, connectivity, equity, and overall quality of life in the City of Poulsbo (City) by creating walkable and livable neighborhoods that offer safe and equitable transportation choices for people to travel within the City. This approach aligns with Poulsbo's Comprehensive Plan Update (2024), which emphasizes the importance of accommodating all travel modes, prioritizing certain streets for specific modes, and creating a well-connected transportation network.

In practice, designs for Complete Streets are adaptable and vary according to the local development context and the diverse transportation uses and needs of different neighborhoods. Complete Streets are also about creating attractive new places and incorporating streetscape design and placemaking features, like on-street refuge, pedestrian-scale lighting, landscaping, signage, and buffers enhancing the overall experience.

1.2 Complete Streets Plan Overview

The Poulsbo Complete Streets Plan (Plan) is a City effort to assess Complete Streets needs within Poulsbo, identify opportunities for improvement, and ultimately recommend projects, policies, and practices to support the phase implementation of Complete Streets over time.

The planning process and timeline for the Plan is summarized in Figure 1 below. Extensive community engagement, outreach, and hands-on involvement from the project Stakeholder Advisory Committee played an important role in shaping each of the work phases summarized below.

Figure 1. Planning Timeline

1.3 Vision Statement and Goals

"The vision for Complete Streets is to create a safe, accessible, and interconnected transportation system in Poulsbo that serves people of all ages, abilities, and travel modes, whether people choose to walk, bike, roll, use transit, or drive. The City aims to prioritize safety, equity, and community vitality by developing Complete Streets that enhance connectivity, support local businesses, and promote health and a sustainable quality of life."

– Poulsbo Complete Streets Plan (2024)

Goal 1. Safety

Provide a safe and reliable transportation system for all people and all travel modes.

Objective 1.1 Identify deficiencies and improve safety of crossings for people walking, bicycling, and rolling.

Objective 1.2 Develop a connected system of on- and off-street paths that serve as the walking and biking "spine" for the City.

Objective 1.3 Create a connected system of low-stress walking, rolling, and cycling routes that link neighborhoods and key destinations.

Goal 2. Serve All Ages and Abilities

Ensure that improvements to the pedestrian and bicycle network serve people of all ages and abilities.

Objective 2.1 Develop design standards and guidelines that incorporate accessibility and the needs of vulnerable users.

Objective 2.2 Prioritize key intersections, crossings, and other locations for improvement that present barriers to people walking, rolling, cycling, or using transit.

Objective 2.3 Develop complete, accessible paths that encourage short trips on foot, by mobility device, or by bike to help reduce traffic.

Goal 3. Connectivity

Develop and maintain an interconnected, multimodal transportation network that connects all people within Poulsbo.

Objective 3.1 Establish a decision-making framework for prioritizing certain modes on different streets and land use contexts.

Objective 3.2 Improve gaps in the existing multimodal system and identify needed new multimodal connections and facilities in undeveloped areas of the City.

Objective 3.3 Improve multimodal connections to existing and planned transit service.

Objective 3.4 Partner with the Washington State Department of Transportation (WSDOT) to develop a continuous, safe, and comfortable walking and cycling route in the SR 305 corridor that improves connections along and across the highway.

Goal 4. Community Vitality

Improve access for Poulsbo's residents, workers, and visitors to jobs, services, and destinations within and around Poulsbo.

Objective 4.1 Create Complete Streets that support community identity, attract new business, enhance street life, and stimulate the local economy.

Objective 4.2 Improve access to local jobs, services, and destinations and increase opportunities for healthy activities and alternatives to driving.

Objective 4.3 Identify multimodal improvements that reduce the need for parking in downtown.

Objective 4.4 Ensure that new development provides planned Complete Streets improvements and connections to the broader network.

Goal 5. Equity

Implement Complete Streets that work for everyone in Poulsbo, serve people who have fewer travel options, and address the needs of people who use mobility devices.

Objective 5.1 Identify the specific issues and needs of vulnerable communities—kids, older adults, people of color, those with lower incomes, and those without a personal vehicle in their household—to develop tailored Complete Streets solutions.

Objective 5.2 Ensure that the multimodal needs of vulnerable communities are prioritized in the selection of projects, programs, and policies.

1.4 Public and Stakeholder Engagement

Public and stakeholder engagement played a critical role in the development of the Complete Streets vision, goals and objectives, identification of needs, and recommended improvements. The approach to public and stakeholder engagement is summarized in the subsections below.

1.4.1 Stakeholder Advisory Committee

The Stakeholder Advisory Committee (SAC) was a group of 10 community members identified by City staff representing a range of stakeholders and key transportation interests within the City and region. The SAC included representatives from the Poulsbo City Council, Poulsbo City Planning Commission, Chamber of Commerce, Kitsap Transit, and Kitsap Public Health, as well as local pedestrians and cyclists. This group volunteered their time to meet with the study team for a total of five in-person meetings to provide input on the planning process. Throughout this process, the five meetings covered the following topics:

Project Introduction and Existing Conditions.

Goals and Objectives, Transportation Needs and Challenges, and Street Typologies.

Updated Street Typologies Review and Evaluation Criteria.

Draft Recommended Projects and Draft Plan Feedback.

Present Draft Plan, Input on Final Recommended Projects, and Next Steps.

Images from the Stakeholder Advisory Committee meetings are included in Figure 2 through Figure 6.

Figure 2. Stakeholder Advisory Committee Meeting 1 – September 21, 2023

Figure 3. Stakeholder Advisory Committee Meeting 2 – November 30, 2023

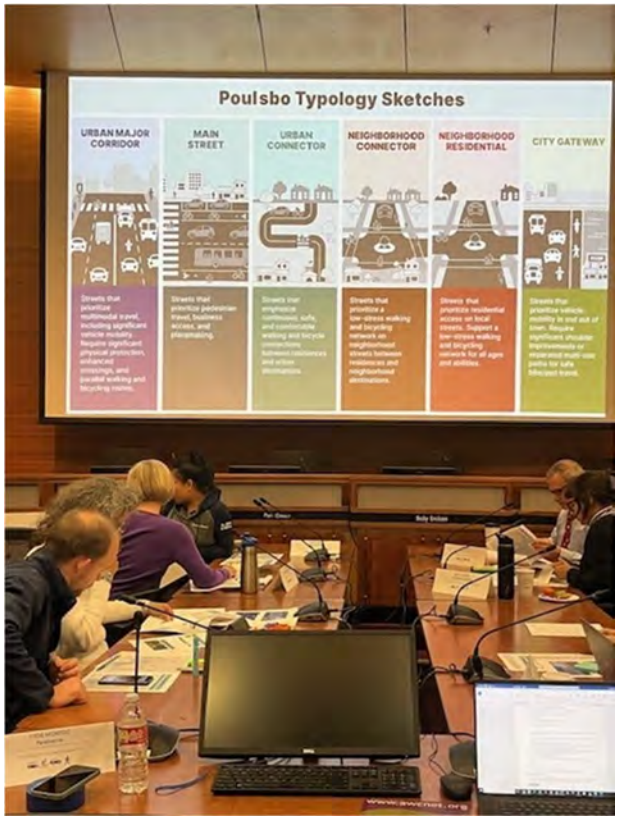


Figure 4. Stakeholder Advisory Committee Meeting 3 - February 6, 2024

Figure 5. Stakeholder Advisory Committee Meeting 4 – April 16, 2024

Figure 6. Stakeholder Advisory Committee Meeting 5 – July 11, 2024

Throughout the course of these meetings, the SAC helped guide the study team to develop a plan that would appropriately reflect the needs of local community members. Gathering feedback from the smaller group aided the study team in developing a plan that would be well received by the community and set up the content to be successful when reviewed by the public.

1.4.2 Online Open House

The City of Poulsbo hosted an online open house using an online engagement platform titled "Social Pinpoint." Social Pinpoint is a web-based, customizable tool used to collect online feedback using a suite of interactive features, such as maps and surveys. The City collected online public feedback using this tool from February 20 to April 2, 2024. The website generated **over 48 hours** of engagement time (the aggregated time site visitors spent engaging with the engagement hub materials). During these 6 weeks, the website captured feedback from community members that informed the identification of critical safety and access needs throughout Poulsbo as well as information on potential opportunities for improvements and desired network elements. Figure 7 displays the header on the website's landing page.

Figure 7. Online Open House Landing Page

The Poulsbo Complete Streets online open house included information about the Complete Streets planning context, a "hotspot" map indicating opportunity locations or locations of concern, an opened-ended feedback question, and digital forum (message board) allowing participants to share whatever they like. Each of these sections generated comments or feedback related to Complete Streets concepts.

1.4.2.1 Interactive "Hotspot" Map

This map asked users to place digital "pins" on a map indicating specific locations where they'd identified opportunities or problems related to the local walking, bicycling, and transit network. The map also allowed users to view and "like" prior comments using an upvote feature indicating whether they agreed with another comment on the map. The map prompted website visitors to organize their comments by selecting one of five categories: (1) walking and rolling, (2) biking, (3) accessibility, (4) other safety concern, or (5) positive feedback.

The map generated 163 pins from 60 contributors during the engagement period. **Error! Reference source not found.** and Figure 9 show the instructions for using the social map and the five comment categories. Figure 9 displays the mapping results after all comments had been collected.

Hotspots and Areas of Concern

Please use the interactive map below to identify locations of concern for walking, rolling, biking, accessibility, or safety. This tool allows you to place pins on the map in places where you would like to see safety and connectivity improved. The City will use your feedback on transportation to identify and prioritize potential Complete Streets improvements as part of the planning process.

To use the tool, simply click the red "Add Marker" button on the screen and select a type of marker:

- Walking and rolling
- Biking
- Accessibility
- Other safety concern
- Positive feedback

Then, simply place your selected pin anywhere on the map. You can also "Like" any existing comment you see on the map.

For instructions on how to use the interactive map, select the question mark icon below (?).

To view the marker options, select the "i" icon below (ⓘ).

Figure 8. Social Map Overview

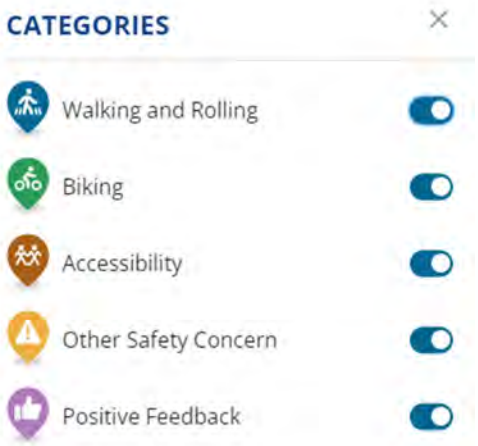


Figure 9. Social Map Categories

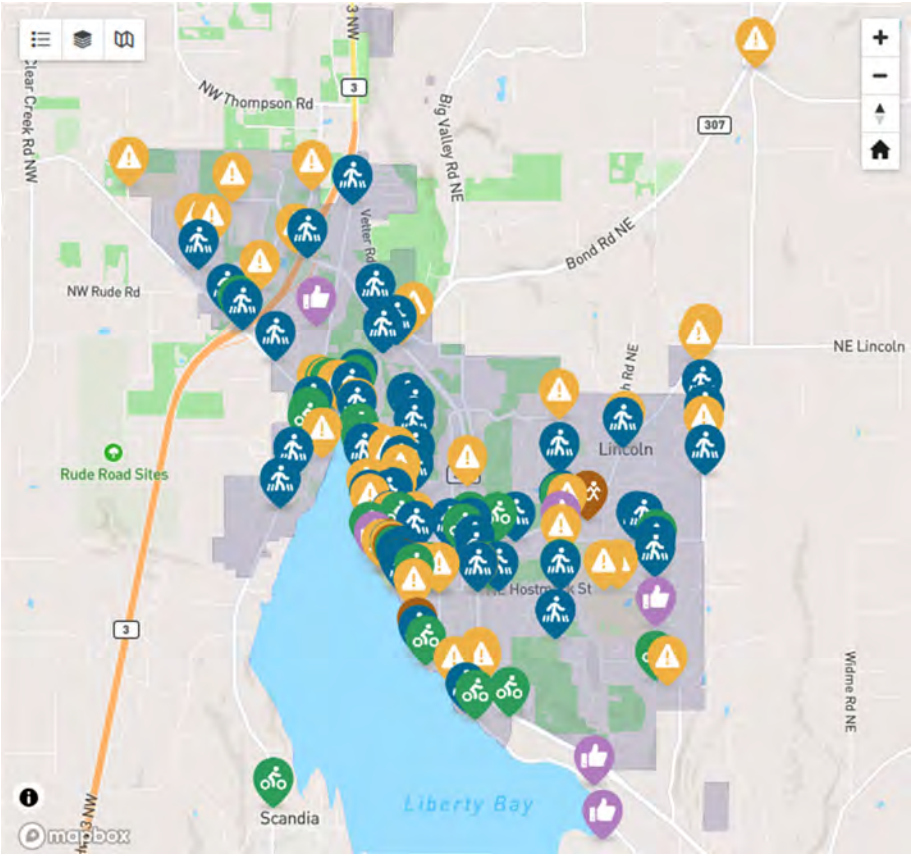


Figure 10. Social Map Results

1.4.2.2 Feedback Question

The online open house featured an open-ended feedback question related to establishing priorities for the Plan content. Website visitors were prompted with the following question:

When you think about Poulsbo, what are your top priorities as the City moves forward in building this Complete Streets network? Why?

SAMPLE RESPONSE #1
"Pedestrian safety is my top priority. From walking and running to biking, we should prioritize non-motorized modes of transportation and increasing its safety."

SAMPLE RESPONSE #2
"The top priority is to make street crossings areas where people walk and ride bikes the most or make them logical locations for people to walk and ride—safe and accessible to all individuals, including those with disabilities."

Thirty-three people responded to this question during the open house period. Pedestrian safety was the most prominent theme that came out of community responses to this question, followed by bike safety and accessibility.

1.4.2.3 Forum

The online open house also included an interactive forum where website visitors could converse with each other and share their thoughts on the Complete Streets Plan. The forum asked website visitors: "Please describe any additional thoughts and/or comments on the information you've reviewed today. All transportation-related feedback will be considered." The online forum did not gain as much traction as the other tools on the site; 23 contributions were made to the forum by 16 contributors.

1.4.2.4 Online Open House Summary

The Complete Streets project team compiled all online open house comments to uncover major themes and community priorities across the engagement period. Seven key themes were identified and are listed in order of most to fewest number of comments:

Pedestrian Safety

Bike Safety

Auto Safety

Accessibility and Transit Access

Parking

Safe Access to Schools

Lighting

Subsequently, the study team analyzed and mapped these comments to uncover patterns and potential areas of focus for the Plan to address. For example, hotspots or clusters of comments related to pedestrian safety, accessibility, transit access, and parking were identified along NE Front Street through downtown Poulsbo. Given NE Front Street's importance as an economic backbone and local main street, respondents expressed the most concerns regarding access to downtown from other parts of the City, reliable travel through the area, and safe and walking and bicycling opportunities within the commercial and retail district.

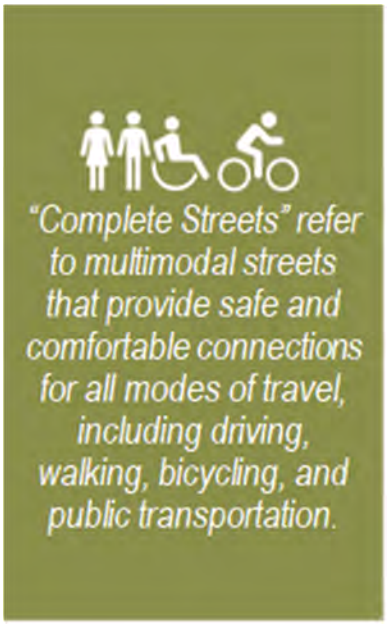
Clusters of comments also identified Lindvig Way NW, where the east and west sides of the City connect, as a hotspot for bike safety opportunities. The bridge along Lindvig Way NW has two lanes of vehicle travel in each direction as well as a left-turn zone. Respondents identified that bicyclists do not have a comfortable way to cross the bridge without using the on-street sidewalks, which are too narrow for shared use between pedestrians and bicyclists and do not have any kind of buffer or landscaping zones to separate active travelers from fast-moving traffic. There is an existing pedestrian bridge just north of Lindvig Way NW, but the links are largely unimproved and not appropriate for bike and pedestrian users of all ages and abilities. This link is a particular concern, as it is a major link between two other important City corridors: Viking Avenue NW and Bond Road NE.

The cluster analysis also revealed opportunities on lower-traffic, less urbanized streets. For example, a hotspot was identified on NE Sunset Street at Jensen Way. The comments had to do with speeding and a need for traffic calming. Despite a posted speed limit of 25 mph, respondents noted that vehicles were traveling at much higher speeds, making it feel unsafe to walk for nearby residents.

Some comments involved opportunities to create Safe Routes to Schools. For example, a cluster of comments was identified along NE Hostmark Street as an important connector to North Kitsap High School and Poulsbo Elementary and Middle Schools. Considering pedestrian safety along NE Hostmark Street would benefit connections to NE Front Street as well as school access.

Lighting comments were not clustered in any particular area. Rather, the need for improvements in pedestrian-scale lighting was a theme dispersed throughout the entire City.

2. Existing/Future Conditions



Chapter 2 provides an overview of the existing transportation conditions in the City of Poulsbo. Importantly, this section identifies gaps and opportunities within the City's existing network of walking and bicycling facilities that could be addressed by future investments in Complete Streets.

As described in Chapter 1, "Complete Streets" refer to multimodal streets that provide safe and comfortable connections for all modes of travel, including driving, walking, bicycling, and public transportation.

2.1 Community Profile

Poulsbo is located in northern Kitsap County at the north end of Liberty Bay, an arm of the Puget Sound. Known as "Little Norway," Poulsbo is a popular regional tourist destination with visitors arriving by car, transit, and even boat. Poulsbo is also rapidly growing, in terms of both population and job opportunities. Between 2015 and 2021, Poulsbo's population increased 28%, growing to 11,652 people. For comparison, Kitsap County grew by only 8.7% during this same time period. Employment also increased significantly during this period, growing by 33.7%, compared with 7.3% in Kitsap County.

2.1.1 Population and Employment Growth

The ongoing growth and development of Poulsbo will place increased demand on the City's transportation system overall and the need for Complete Streets. Population and employment growth along with tourism growth will guide much of this need; however, regional projects completed by other agencies, such as Kitsap Transit or WSDOT, will also influence future needs.

The Poulsbo Comprehensive Plan Update (2024) is planning for growth using the following growth targets and assumptions using a planning horizon of 2044:

- 5,646 new residents.
- 4,000 new jobs.
- 1,977 new housing units.

While planned developments will concentrate significant portions of growth along corridors like SR 305 and near the intersection of SR 305 and SR 3, areas near the edge of the City may also see

growth. Transportation improvements need to consider how to improve both transportation choice and transportation efficiency in areas of higher density while also accommodating travel from farther distances.

A Complete Streets approach to improving existing corridors and constructing new routes will expand choice for how people travel around the City. For example, improving the comfort and safety of direct routes to transit can better support multimodal trips, while a complete and connected walking and biking network can better support travel within communities. As more people live and work in and around Poulsbo—and more people visit the City—the demand on the City's transportation system is also expected to increase. A Complete Streets framework for improving Poulsbo's transportation system will help increase safety; manage traffic; and create a cohesive, connected transportation system that works for all.

2.2 Existing Roadway System

Poulsbo has 66.6 miles of streets and roadways, including local, county, and state-owned corridors. SR-305 is the primary corridor providing north-south access in the city, while SR-3 and SR-307 provide important to nearby communities in Kitsap County. In combination with local roadways, this network supports travel for all modes, including motor vehicle, pedestrian, bicycle, public transportation, and freight movement.

However, the City's roadways currently primarily serve drivers. Traffic safety is an issue in some parts of the City and there is a general lack of traffic calming to address speeding issues. Pedestrian crossings are generally limited to marked crossings with little to no physical protection between pedestrians and drivers. Furthermore, pedestrian scale lighting is deficient in many parts of the City.

2.2.1 Functional Classification

The City of Poulsbo classifies its roadways by the character of service they provide and include WSDOT freeways and principal arterials, as well as City minor arterials, urban collectors, and local access streets (Figure 11). It is important to note that this classification system varies from the Washington State of Department of Transportation's (WSDOT) system. Figure 11 below shows the WSDOT functional classification system, with an emphasis on state-owned facilities, major arterials, and major collectors within the city. Figure 12 displays the City's functional classification system, which provides more detail about the character and local function of the City's roadways. Roadways within the City's functional classification system that are not symbolized are default to a local street functional classification.

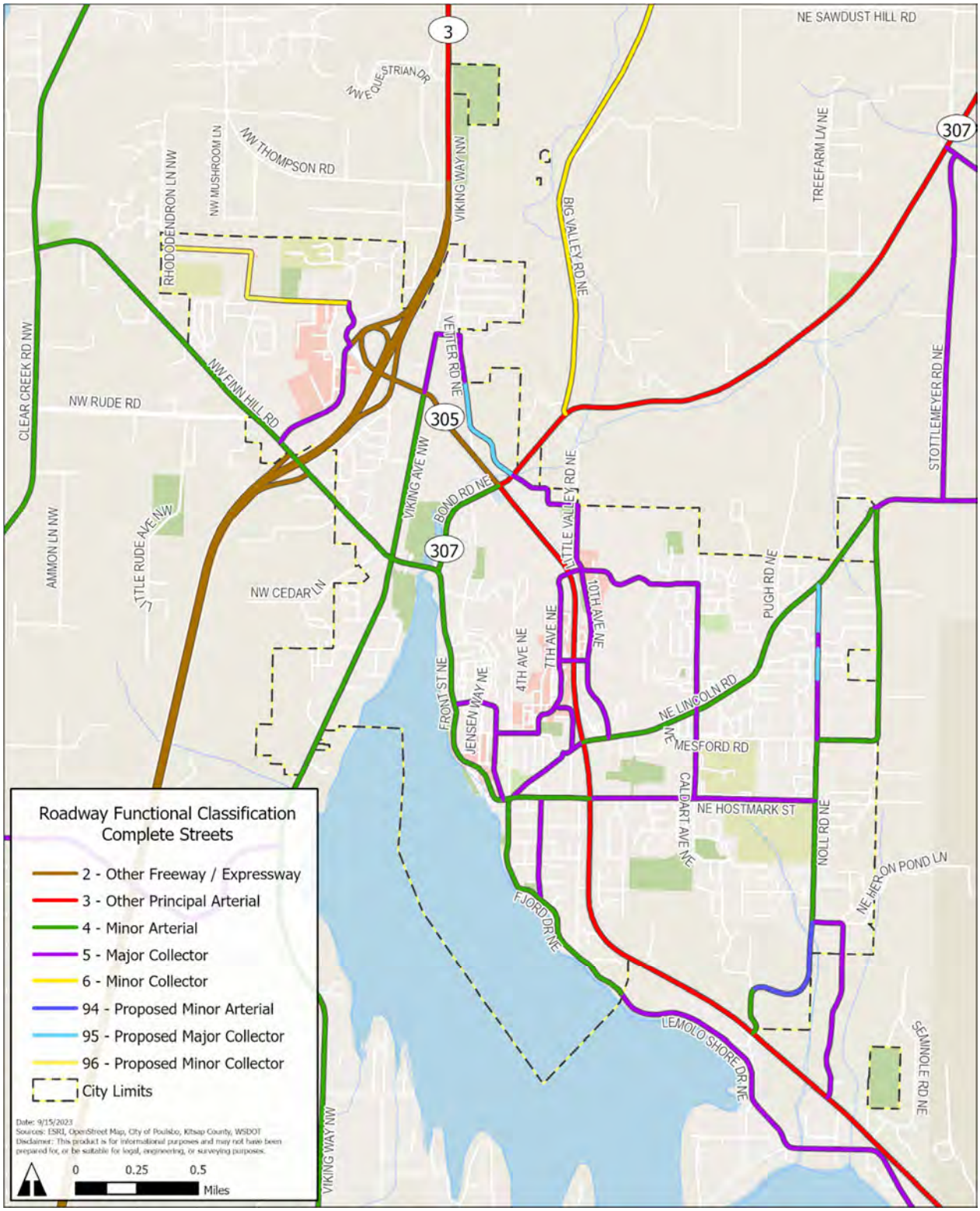


Figure 11. WSDOT Existing Functional Classification

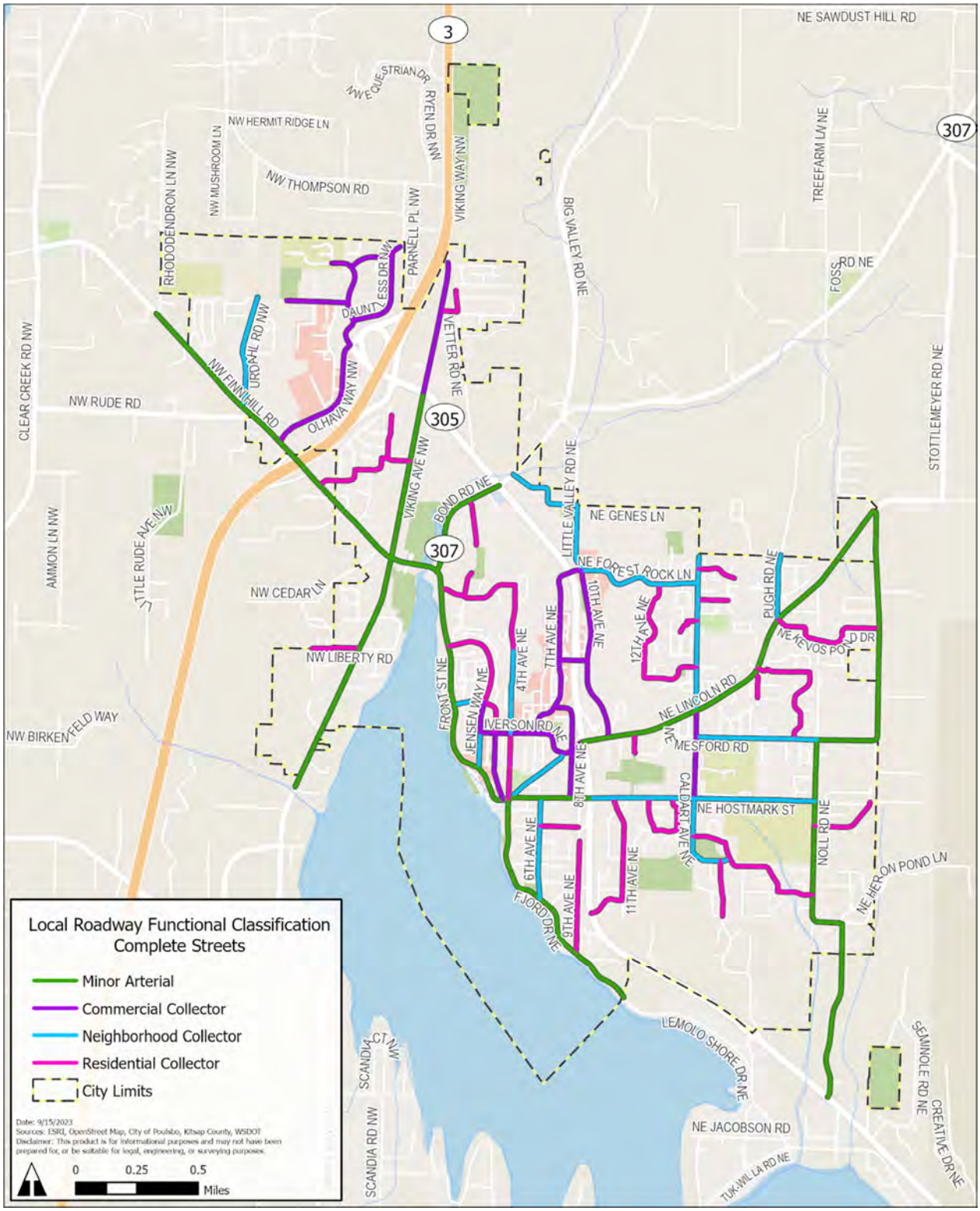


Figure 12. Poulsbo Existing Functional Classification

2.2.2 Traffic

Traffic volume information was collected at 33 intersections throughout Poulsbo in the Summer of 2023 during the PM peak period (4-6 PM). Table 1 below summarizes the recording traffic volumes at each of these intersections.

Table 1. Traffic Volume Counts – PM Peak (Summer 2023)

#	Intersection	Traffic Volume
1	Olhava Way NW/SR 3 SB off-ramp & SR 305	2,235
2	SR 3 NB on-ramp & SR 305	3,295
3	Viking Way NW & SR 305	3,730
4	SR 305 & Bond Road NE/SR 307	4,570
5	SR 305 & Forest Rock Lane NE	3,110
6	SR 305 & NE Liberty Road	2,455
7	SR 305 & NE Lincoln Road	2,920
8	SR 305 & NE Hostmark Street	2,540
9	Big Valley Road & SR 307	2,055
10	Viking Way NW & Vetter Road NW	295
11	NW Finn Hill Road & Olhava Way NW	1,255
12	NW Finn Hill Road & SR 3 NB Off-Ramp	1,425
13	NW Finn Hill Road & SR 3 SB On-Ramp	1,450
14	Viking Avenue NW & NW Finn Hill Road	2,895
15	Bond Road NE & NW Lindvig Way	2,445
16	Viking Avenue NW & NW Edvard Street	1,790
17	Little Valley Road NE/10th Ave NE & Forest Rock Lane NE	860
18	7th Avenue NE & NE Liberty Road	595
19	10th Avenue NE & NE Liberty Road	535
20	7th Avenue NE & 8th Avenue NE	535
21	Front Street NE & NE Sunset Street	1,185
22	3rd Avenue NE & NE Iverson Street	755
23	4th Avenue NE/Fjord Drive NE & NE Hostmark Street	690
24	NE Lincoln Road & NE Hostmark Street	585
25	6th Avenue NE & NE Hostmark Street	630
26	6th Avenue NE & Fjord Drive NE	210
27	10th Avenue NE & NE Lincoln Road	1,105
28	Caldart Avenue NE & NE Lincoln Road	1,065
29	Maranatha Lane NE & NE Lincoln Road	455
30	Langaunet Ln NE & Noll Road NE/NE Mesford Street	255
31	Noll Road NE & NE Hostmark Street/NE Redford Street	330
32	Caldart Avenue NE & NE Hostmark Street	725
33	Noll Road NE & SR 305	1,825

Average Daily Traffic (ADT) refers to a measure of total volume of vehicle traffic of a highway or road for a year divided by 365 days. ADT was developed by applying traffic engineering factors to the recorded traffic counts.

Table 2. Average Daily Traffic (ADT) for Select Intersections

Street	Max Peak-Hour Volume (Summer 2023)	Average Daily Traffic
SR-305	2,447	30,613
Olhava Way NW	795	9,900
NW Finn Hill Rd	1,168	14,567
NW Lindvig Way	2,270	28,400
Viking Ave NW	972	12,167
Front St NE	1,063	13,300
Bond Rd NE/SR 307	1,613	20,150
Forest Rock Rd	690	8,600
Liberty Way	350	4,400
NE Lincoln Rd	920	11,500
NE Hostmark St	550	6,867

A K factor of 0.08 was used to calculate ADT. The K factor is a ratio of the design hour to the ADT. The ratio will increase if either the design hour is higher and/or the ADT is lower.

Traffic is highest in Poulsbo along state highway corridors: SR 305 and Bond Road NE/SR 307. Front Street NE is the highest-volume local street, moving more than 13,000 vehicles per day. Viking Avenue NW, NE Lincoln Road, and Olhava Way NW also move anywhere between 10,000 and 12,000 vehicles per day.

Major roadways, including high-speed arterial roadways and freeways like SR 305, are significant transportation corridors in the City. While they carry significant numbers of vehicles and freight each day, these corridors also create barriers for people walking and bicycling to travel across the City and limit network connectivity for all modes of travel.

2.2.3 Safety and Crash History

Fostering a safe transportation system is an important component of complete streets. Reported crashes from 2018 to 2022 were analyzed using WSDOT-provided data to provide insight into existing safety conditions of Poulsbo's transportation network and opportunities to improve safety across the system. Data includes information on crash location, what modes of travel were involved in the crash, and the crash severity. Figure 13 and Figure 14 below show all crashes within the city during this period.

During this time period, 1,563 crashes were reported on Poulsbo's streets, including 21 crashes that involved people walking or bicycling. Of these crashes, there were 23 fatal or serious injury crashes (20% of all crashes). No bicyclist or pedestrian fatalities occurred during this time.

Motor vehicle-only crashes most frequently occurred along high-speed arterial or collector corridors such as SR-305, SR-3, Viking Avenue NW, Finn Hill Road, NE Lincoln Road, and NE Hostmark Street. Front Street NE also experienced a higher frequency of crashes, although it has a slower posted speed limit and fewer lanes as compared to other high crash corridors.

The greatest concentration of crashes occurred along SR-305, most often at or near a major intersection. In fact, over half of all crashes occurred at or near an intersection. Intersections with the highest frequency of crashes include:

- SR 305 and Bond Road (SR 307)
- SR 305 and SR 3 (on-ramps and off-ramps)

- SR 305 and Viking Avenue NW
- SR 305 and 7th Avenue/Forest Rock Lane
- SR 305 and NE Lincoln Road
- SR 305 and NE Hostmark Street
- SR 305 and Liberty Road

While needed improvements will vary based on context of each location, implementation of complete streets in Poulsbo provides an opportunity to improve safety for all roadway users through the inclusion of countermeasures in corridor and intersection designs. Elements such as traffic calming, improved lighting, enhanced crossings, reduced speed limits, and more can support safer travel along the transportation network.

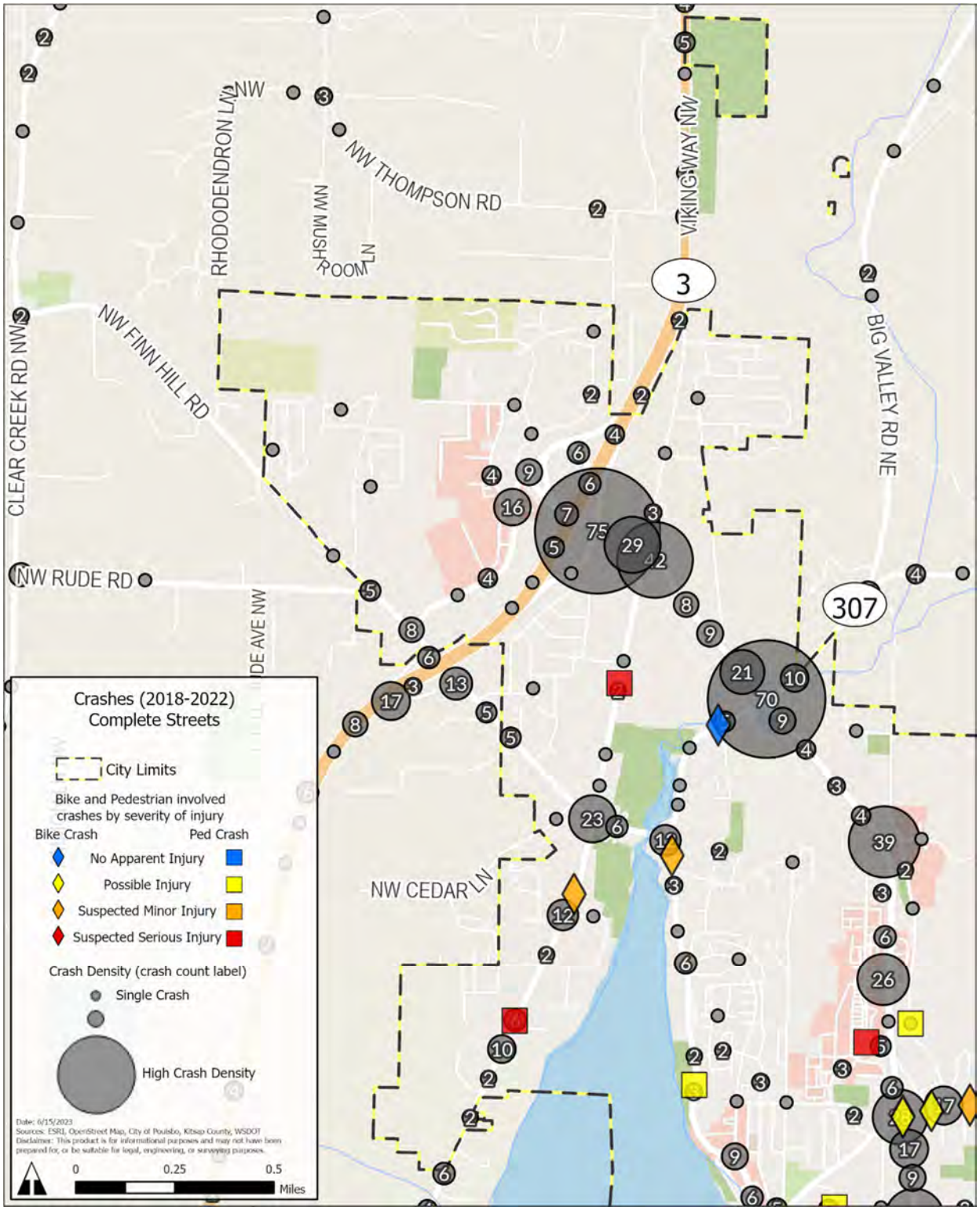


Figure 13. North Poulsbo Crashes (2018 – 2022)

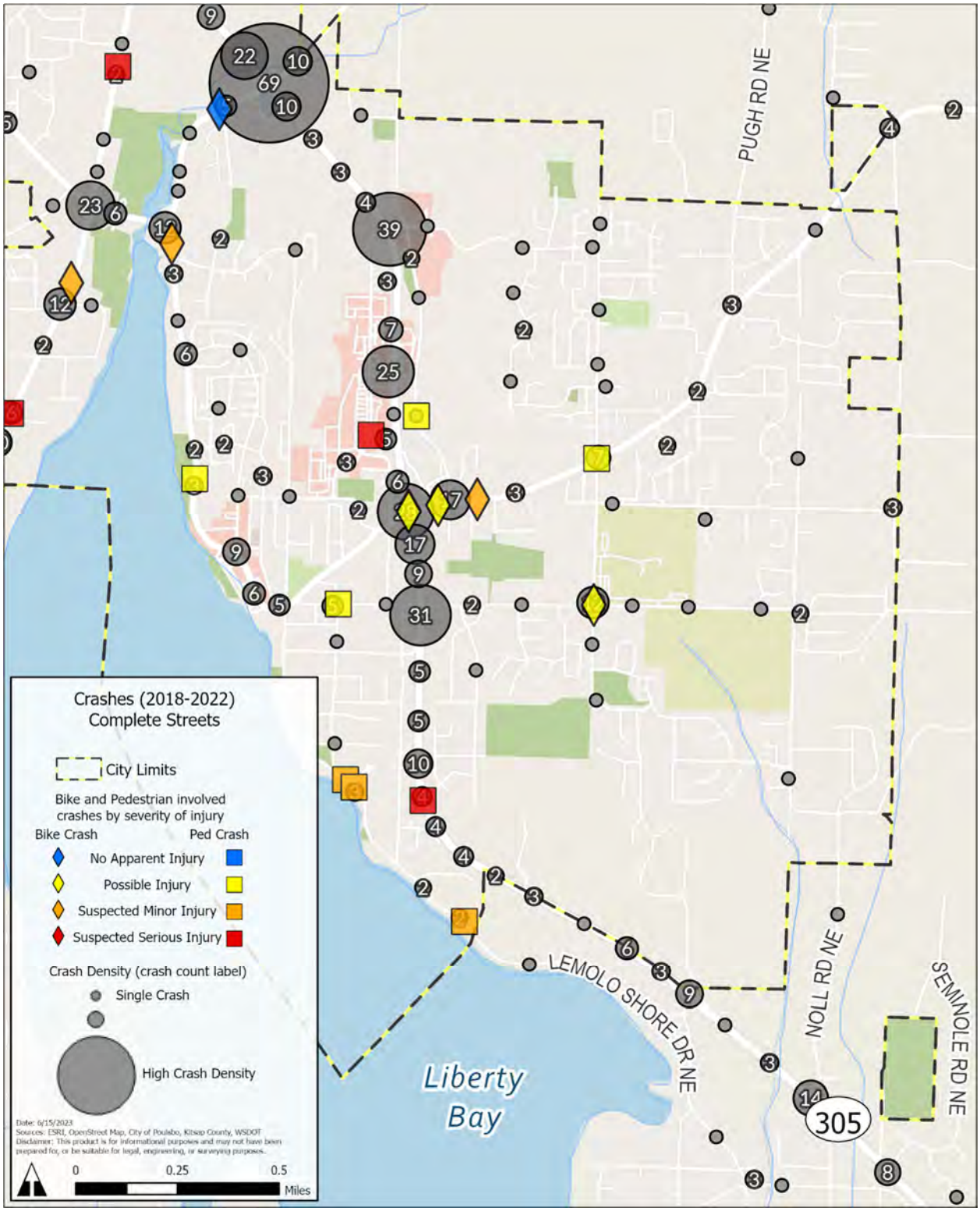


Figure 14. South Poulsbo Crashes (2018 – 2022)

2.3 Existing Pedestrian and Bicycle System

2.3.1 Pedestrian System

The existing pedestrian network in Poulsbo includes sidewalks, multiuse paths, and trails. 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. When present, sidewalks are typically located on both sides of the road, supporting travel between neighborhoods, to local destinations, and to major activity centers. Figure 15 depicts the existing sidewalk and trail network in Poulsbo.

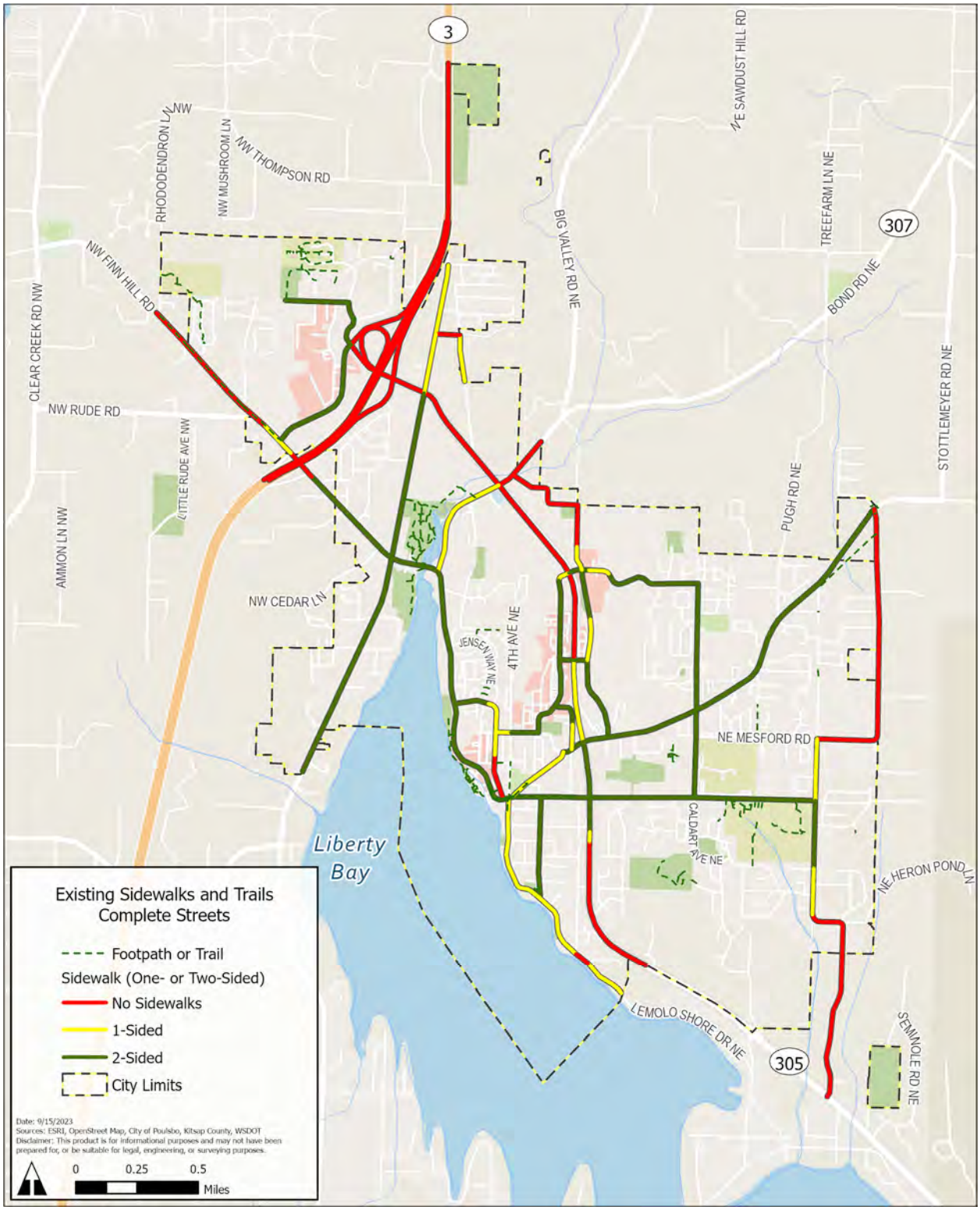


Figure 15. Poulsbo Existing Sidewalks and Trails

There are significant gaps in the sidewalk network that limit travel to major activity centers, limit multimodal trip access, and impede travel for people who use assistive mobility devices:

- Sidewalks missing along SR 305 north of NE Liberty Road.
- 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.

Opportunities to improve pedestrian travel and enhance Complete Streets would include completing sidewalk gaps to support a complete and connected network across the City; further increasing separation from motor vehicles where possible could improve overall comfort for people traveling by foot.

2.3.2 Bicycle Facilities

The bicycle network in Poulsbo today includes striped bicycle lanes, shared-use paths, and paved shoulders. Poulsbo has 5.2 miles of completed bicycle lanes on City arterials and collector streets, limited to segments along Viking Avenue NW, NE Lincoln Road, portions of SR 305, and NE Hostmark Street. However, this network is not comprehensive or connected across the City.

- Few dedicated bicycle facilities throughout the City; existing routes are not continuous and/or lack connections to key destinations.
- Major roadways, including SR 305 and SR 3, are significant barriers to travel. With limited opportunities to cross these roads and no designated facilities to support crossing, the reach of the bicycle network is limited to select areas in the City.

Shared-use paths are located primarily within parks and along the waterfront without connections to other areas or bicycle facilities. Figure 16 shows existing bicycle facilities.

Implementing Complete Streets in Poulsbo will require expansion of the bicycle network. A complete and connected system of bikeways should support access to community destinations, provide connections across major barriers, and increase transportation choice for people of all ages and abilities. This may include identification of low-stress neighborhood streets and corridors parallel to major roads; however, it may also require increased separation along major roadways where alternate corridors are not available.

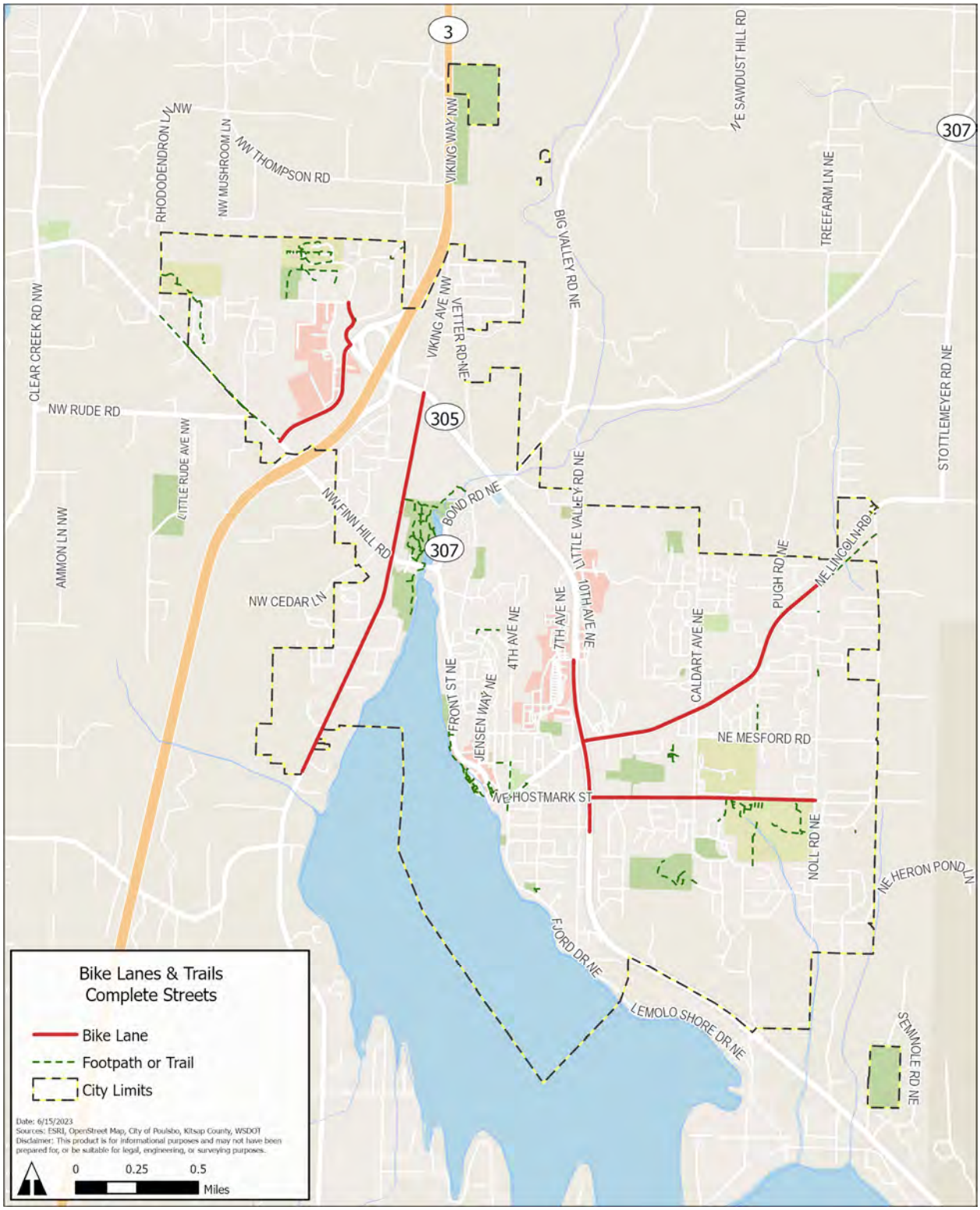


Figure 16. Poulsbo Existing Bike Lanes and Trails

2.3.3 Crossings and ADA Facilities

Crosswalks are a vital aspect of a complete pedestrian network. Crosswalks not only designate crossing locations to anchor and guide pedestrian travel, but they also alert other road users of expected crossing locations and support safer travel for people using bicycles, wheelchairs, and other assistive and personal mobility devices.

Across Poulsbo, crosswalks are commonly found along major roadways and urban collectors and near major community destinations. However, crosswalks are present in residential areas and along streets that provide important links between residences and destinations. Another challenge is that along major roadways, such as SR 305, crosswalks are co-located with traffic signals, which intermingles vulnerable road users with cars. The level of crossing protection at these locations is generally minimal; crosswalks are striped in a continental style, providing greater visibility as compared with standard striping patterns. However, many locations are showing paint wear from age and should be refreshed, and few enhanced pedestrian crossing features—such as rectangular rapid flashing beacons (RRFBs)—exist in the City today.

Aerial review suggests that many locations, including those in downtown Poulsbo, have curb ramps to support pedestrian travel. Curb ramps are a necessary component of supporting an accessible pedestrian network, and network improvements should seek to expand curb ramps throughout the rest of the City to complement the creation of a Complete Streets network. More information on the City's ADA facilities and accessible curb ramps was documented as part of the Poulsbo ADA Transition Plan.

2.3.4 Walking and Bicycling Generators

Walking and biking generators are any location in the City that has the potential to encourage walking and bicycling activity and are an important consideration in the development of a Complete Streets network. These generators can include recreation destinations, such as parks and trails, as well as places where people live, work, shop, access transit, and otherwise need to travel to meet their daily needs. However, current conditions may limit the ability to walk or bike to many of these key places in Poulsbo. Table 3 below provides a summary of walking and bicycling generators in the City:

Table 3. Poulsbo Walking and Bicycling Generators

Major Generators	Description
Schools and Libraries	Poulsbo Elementary School Poulsbo Middle School North Kitsap High School Poulsbo Adventist School Gateway Christian Schools Poulsbo – Kitsap Regional Library

Major Generators	Description
Parks and Trails	Frank Raab Park Austurbruin Park Wilderness Park Centennial Park Hattaland Park Forest Rock Hills Park Poulsbo Pump Track Betty Iverson Kiwanis Park Poulsbo's Fish Park Nelson Park Parks that will be part of the Liberty Bay Waterfront Trail: ▪ American Legions Park ▪ Muriel Iverson Williams Waterfront Park ▪ Liberty Bay Park ▪ Net Shed Park ▪ Lions Park ▪ Oyster Plant Park
Grocery Stores and Shopping Centers	Safeway Town & Country Red Apple Market Marina Market Walmart Supercenter D&J Market & Deli Poulsbo Village Plaza 305 Association

2.3.5 Pedestrian and Bicycle Safety

Safety is arguably the most important element of a successful Complete Streets network and a leading predictor of how people—especially those choosing to travel using a non-auto mode—make travel choices. Recent crash history provides insight into where bicycle- and pedestrian-involved crashes occur most frequently and where Complete Streets improvements may be most needed to improve roadway safety and expand transportation options for Poulsbo's residents and visitors. Figure 17 shows reported bicycle- or pedestrian-involved crashes in Poulsbo between 2018 and 2022.

Gaps in the City's sidewalk network limit safe pedestrian travel to local destinations and impede travel for people who use assistive mobility devices. Significant gaps include sidewalks missing along SR 305 north of NE Liberty Road and south of NE Hostmark Road and sidewalks on only one side of the street along key segments of Fjord Drive NE and NE Lincoln Road.

There are limited pedestrian crossings of SR 305 and SR 307, which creates a major barrier to Citywide pedestrian travel. Where pedestrian crossings do exist in the City, they are generally limited to marked crossings that are often faded; not visible; and lack modern features, like pedestrian-activated push buttons and pedestrian signals. There is also a lack of pedestrian-scale lighting in many parts of the City.

Where sidewalks do exist, they are typically narrow with little/no physical protection from traffic, which also limits Americans with Disabilities Act (ADA) travel.

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

High posted speed limits and a lack of dedicated bicycle infrastructure resulted in a bicycle level of traffic stress (BLTS) score of 3 along most arterial and collector roadways in Poulsbo, representing a relatively high-stress and uncomfortable environment for people bicycling.

High speeds, lack of continuous pedestrian facilities, and the lack of crossings across SR 305 create a significant pedestrian barrier, effectively reducing the overall reach and usability of the Citywide pedestrian network. Even where sidewalks do exist, they are narrow and offer little physical separation from high-speed vehicle traffic.

Bond Road NE, Noll Road NE, and connections around College Market Place exhibit pedestrian level of traffic stress (PLTS) scores of 3 and 4, indicating a high-stress and uncomfortable pedestrian environment.

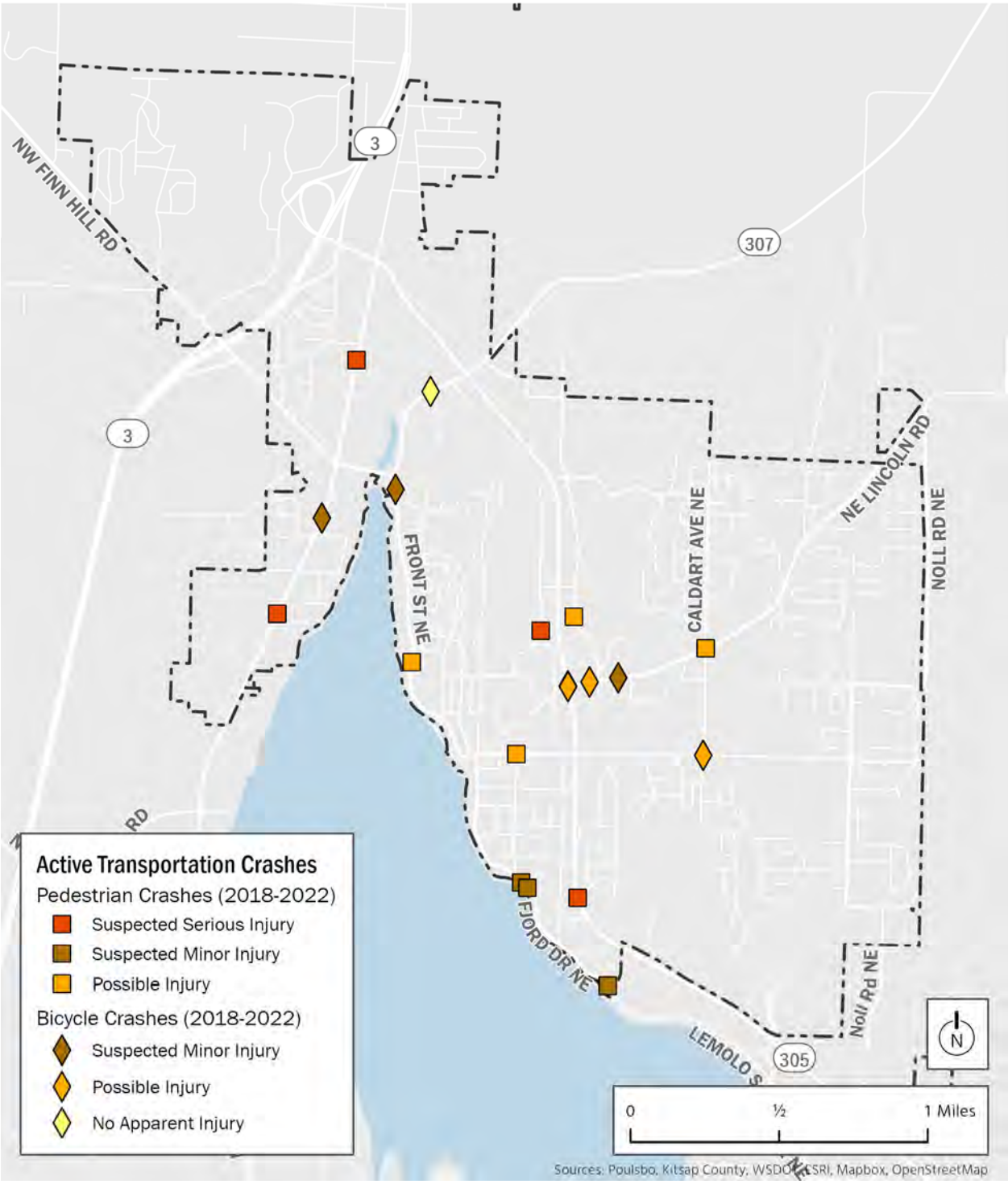


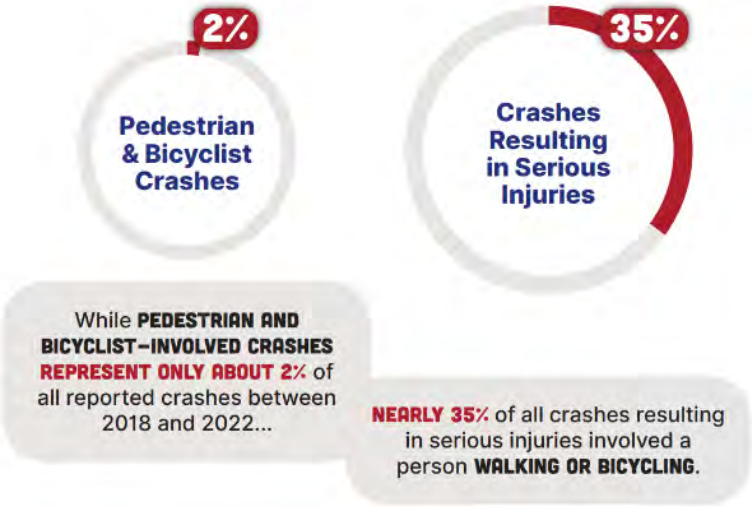
Figure 17. Bicycle and Pedestrian Crashes (2018–2022)

During this period, there were 21 pedestrian or bicyclist-involved crashes resulting in minor to serious injuries. No pedestrian or bicyclist fatalities occurred within this period, although they have occurred within the last decade of the City's history. Most of these crashes involved people walking in Poulsbo.

Bicycle- and pedestrian-involved crashes typically occurred along major roadways, including NE Lincoln Road, Viking Avenue NW, Front Street NE, and NE Hostmark Street. These locations are often at or near an intersection or midblock crossing location. Most crashes involving bicycles occurred along roads with existing bicycle lanes. This means that even in places where pedestrian and bicycling facilities are present, they can fail to provide an adequate level of protection for people walking, riding a bicycle, or using a wheelchair to safely travel through Poulsbo.

Locations with the highest-severity pedestrian crashes include:

- Viking Avenue NW (NW Bovela Lane and near NW Stendahl Court): Two crashes with suspected serious injuries.
- 7th Avenue NE: One crash with suspected serious injury.
- SR 305 and Sol Vei Street: One crash with a suspected serious injury.



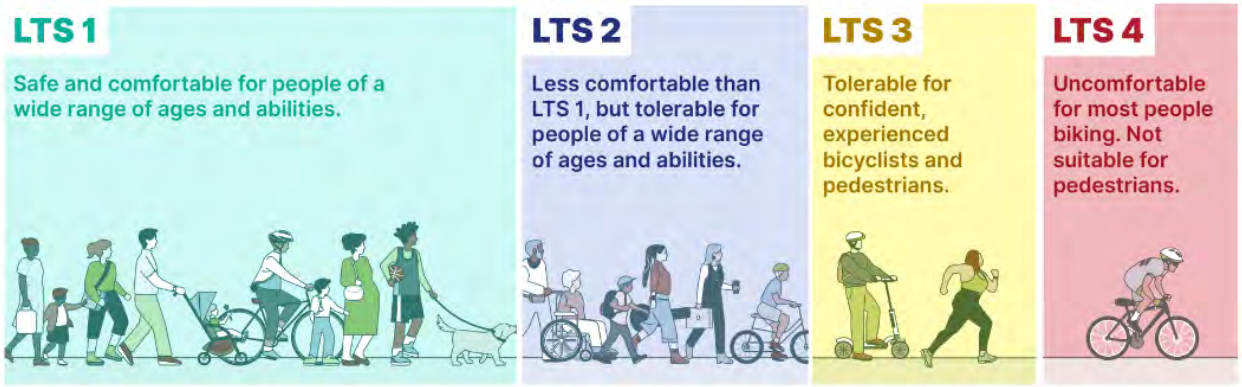
Locations with the highest-severity bicycle crashes include:

- Viking Avenue NW and near NW Edvard Street: One crash with a suspected minor injury.
- Front Street NE and near NE Torval Canyon Road: One crash with a suspected minor injury.
- NE Lincoln Road and near 11th Avenue NE: One crash with a suspected minor injury.

Opportunities to advance Complete Streets will include increase separation between bicycle and motor vehicle travel lanes, improving crosswalk visibility and identifying new crossing opportunities and improving safe access to destinations for all modes of travel. In many locations, parallel routes can offer a lower-stress route for bicycle and pedestrian travel. One example of this includes 10th Avenue, which is parallel to SR 305. This corridor has lower travel speeds and less traffic volume but still links grocery stores and other services. Although it does not currently have bicycle lanes, improvements to this corridor would improve low-stress route opportunities for people walking and bicycling.

2.3.6 Level of Traffic Stress

Level of traffic stress (LTS) is a framework used to describe actual and perceived safety of pedestrian and bicycle travel along a roadway. Using factors such as number of lanes, traffic volume, presence and width of dedicated walking and biking facilities, and posted speed limit, LTS methodology “scores” roadways using a four-point scale. Generally, an LTS score of 1 represents low-stress roadways that will meet the needs of the widest ranges of users, often referred to as “all ages and abilities” facilities. Conversely, an LTS score of 4 refers to a high-stress, low-comfort roadway not suitable for most users. These kinds of facilities are often reserved for the “strongest and most fearless” of pedestrians and bicyclists.



Separate LTS assessments of both the pedestrian and the bicycling system in Poulsbo were conducted for arterial and collector roadways in Poulsbo. PLTS and BLTS findings are summarized in the subsections below.

2.3.6.1 Pedestrian Level of Traffic Stress

The PLTS assessment (Figure 18) for Poulsbo includes only arterial and collector roadways. With a PLTS of 4, given high posted speed limits, narrow sidewalks, and lack of continuous pedestrian facilities along the north end of the corridor, SR 305 emerges as a major barrier to safe walking in Poulsbo. Although several of the surrounding streets scored a PLTS of 1 or 2, the lack of crossings across SR 305 creates a significant pedestrian barrier, effectively reducing the overall reach and usability of the Citywide pedestrian network. Streets farther away from the core, such as outer Bond Road NE, Noll Road NE, and connections around College Market Place, exhibit PLTS scores of 3 and 4, indicating a high-stress and uncomfortable pedestrian environment.

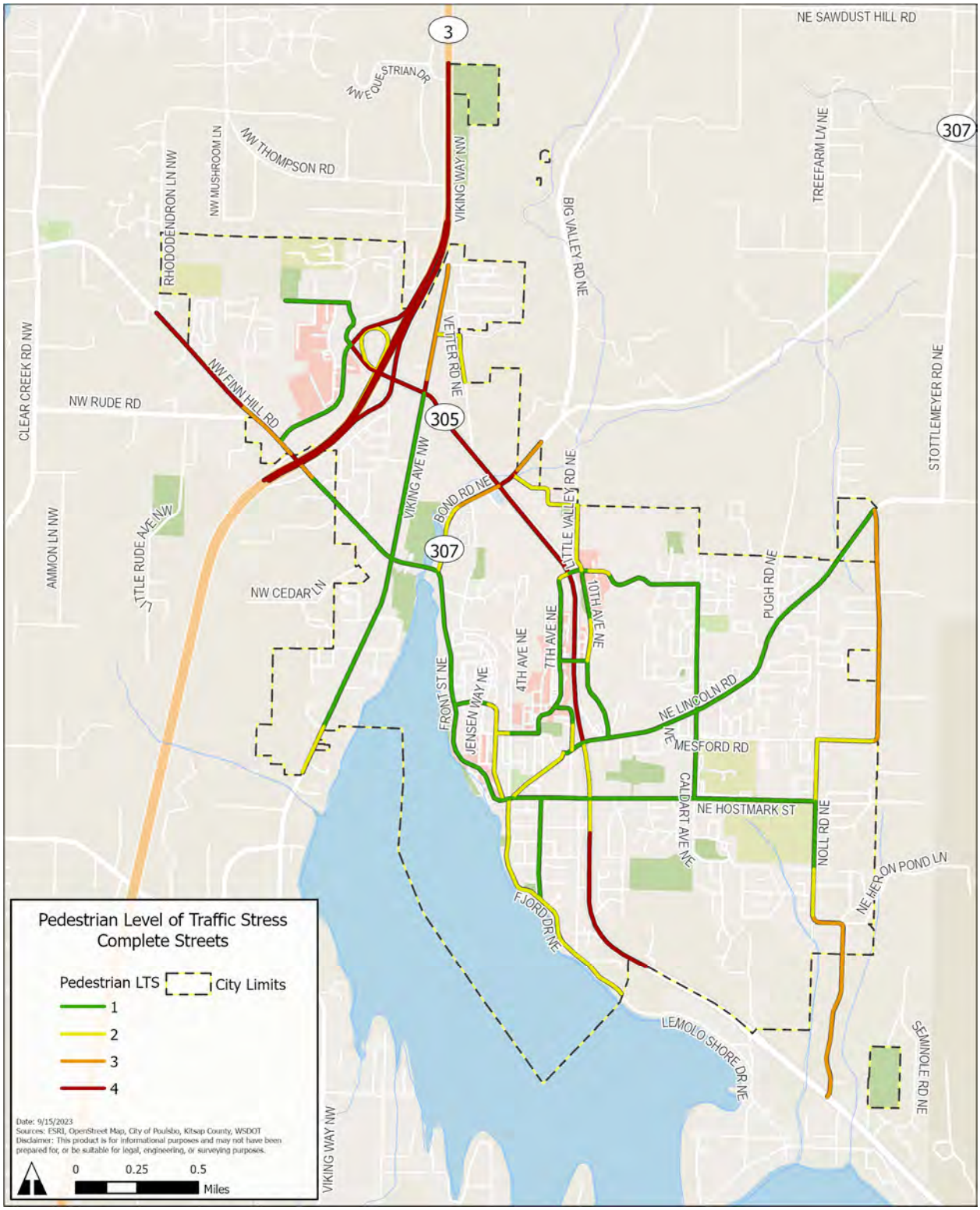


Figure 18. Pedestrian Level of Traffic Stress

2.3.6.2 Bicycle Level of Traffic Stress

The BLTS assessment is summarized in Figure 19 below. Most arterial and collector roadways in Poulsbo score as a BLTS 3. This represents a relatively high-stress corridor, with high posted speed limits and lack of bicycle infrastructure most frequently contributing to this score. Roadways with existing bike lanes, like NE Lincoln Road, typically score as lower stress (BLTS 2) due to the provision of dedicated space for bicycle travel.

While not included in the analysis, local roadways in neighborhoods often provide low-stress (BLTS 1) routes due to lower posted speeds and fewer travel lanes; however, with limited roadway network connectivity among neighborhoods, higher-stress roadways currently create a barrier for continuous low-stress connections across the City.

The results of this assessment can help advance a complete and connected bicycle network. It shows opportunities to connect existing low-stress corridors while readily identifying high-stress corridors that either should be avoided or require improvement to support bicycle travel.

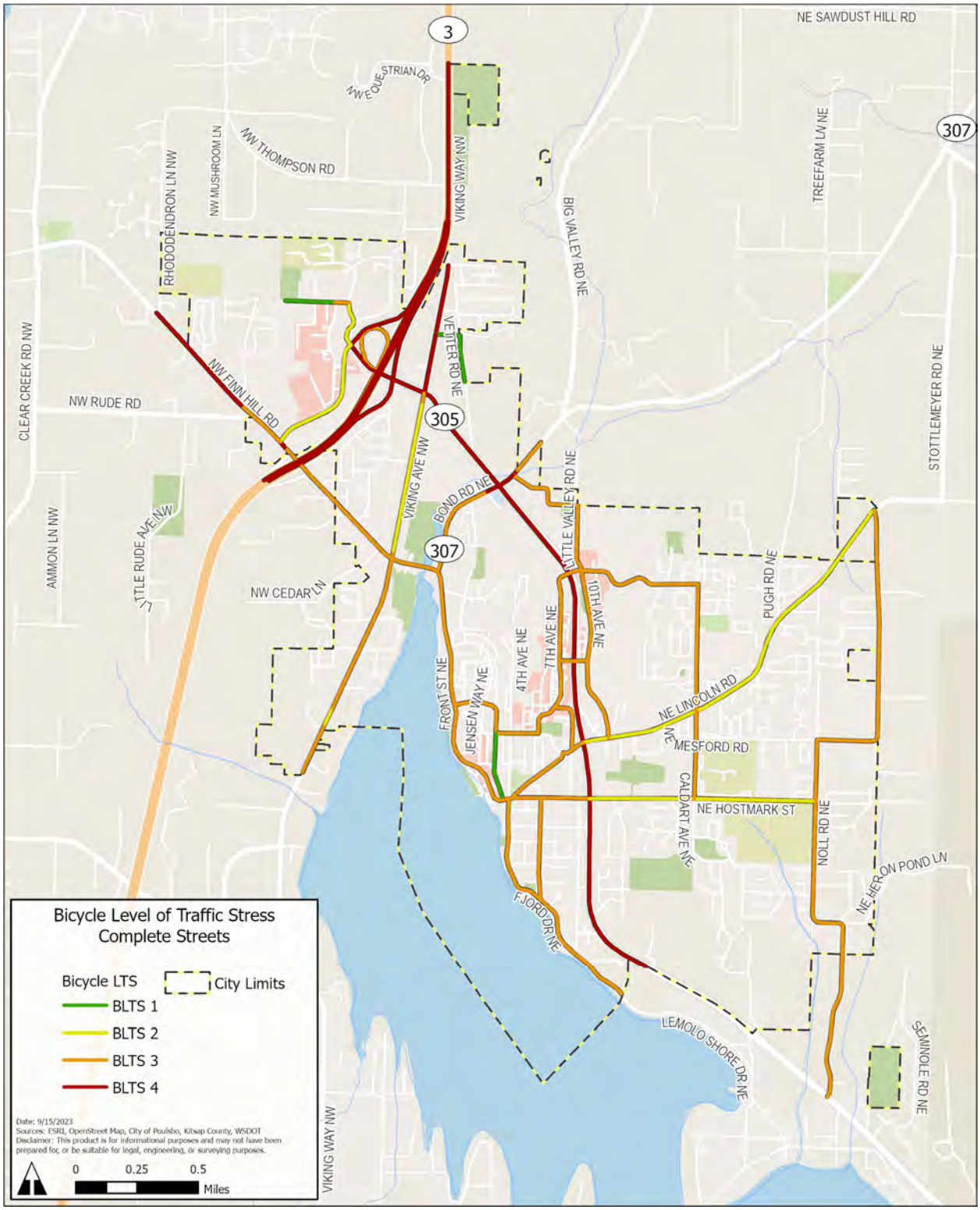


Figure 19. Bicycle Level of Traffic Stress

2.4 Existing Public Transportation System

Kitsap Transit is the primary transit service provider in Poulsbo and operates seven bus lines within the City. An eighth route, Line 338, was suspended in August 2022 until further notice due to a driver shortage.

The current Kitsap Transit Routes 301, 307, 332, 333, 344, and 390 connect to three park & rides (Figure 20) in the City. These routes provide service along SR 305, NW Finn Hill Road, Viking Way NW, Front Street, and portions of both NE Lincoln Road and NE Hostmark Street.

Other transit service providers include Jefferson Transit Authority and Clallam Transit, which operate one line each within the City. Jefferson Transit Authority Route 7 and Clallam Transit Route 123 both connect to North Viking Transit Center. Areas in the eastern area of the City, especially east of Caldart Avenue NE as well as northwest of SR 3, generally lack transit access.

In addition to existing park & rides, opportunities to improve walking and biking connections to transit lines can help expand access for residents and are a key component of Complete Streets. Figure 20 below summarizes the existing transit network in Poulsbo.

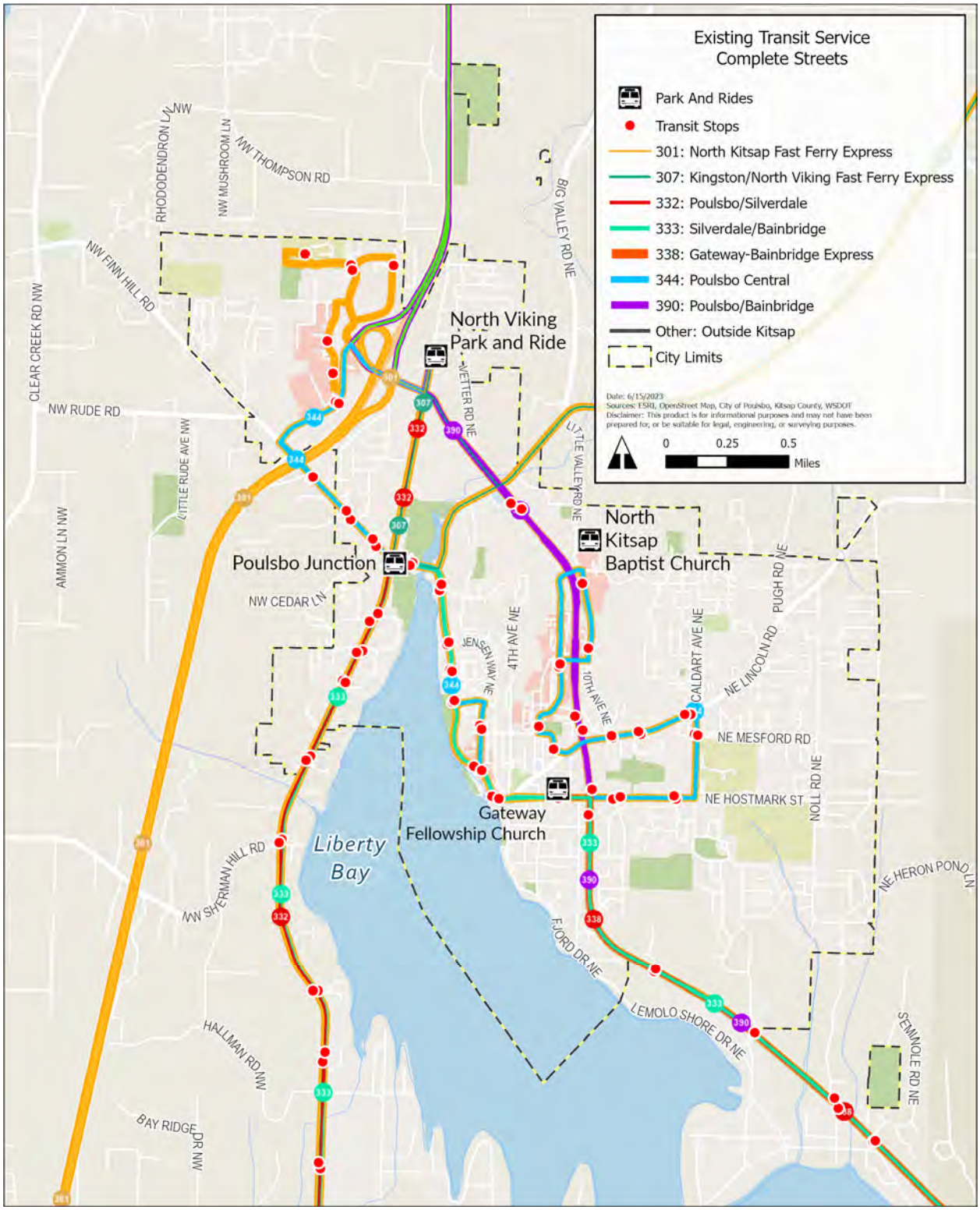


Figure 20. Poulsbo Existing Transit Service

3. Complete Streets Design Toolkit

The Complete Streets Design Toolkit is intended as a guide to help the City make future design decisions when planning for, developing, and implementing Complete Streets. It builds on the City's existing Street Development Standards and WSDOT Street Classification System while incorporating the vision, goals, and objectives for a future Complete Streets network in Poulsbo.

Elements of the Design Toolkit could be recommended for formal adoption in the City's Street Design Standards and Municipal Code.

3.1 Poulsbo's Street Classification System

Functional classifications are a historical way to classify streets based on the form and function of the roadway. Most importantly, functional classifications rely on traffic volumes and level of access to categorize the appropriate use on urban roadways.

Federal Highway Administration (FHWA) guidelines provide standardized methodology for determining classifications of streets.[1] Building from these federal guidelines, WSDOT has assigned functional classifications on all major streets in Washington state.[2] Cities collaborate with the state to determine whether the classifications accurately reflect the needs of the City and the functions of the roadway. Functional classification categories and descriptions are summarized below:

Principal Arterials have the highest volume of vehicles compared with the other classifications. Accordingly, these streets serve major centers and have the longest trips. In Poulsbo, examples include SR 305 and SR 307. Principal arterials are typically fully within state or county jurisdiction, so cities are limited in how much they can influence Complete Streets designs on such facilities.

Minor Arterials connect principal arterials to each other and serve trips of more moderate length. Examples in Poulsbo include NW Finn Hill Road and Viking Avenue NW.

Collectors gather traffic from local roads and funnel the vehicles onto the arterial network. Examples in Poulsbo include NE Hostmark (east of SR 305) and NE Caldart Avenue. Collectors are organized into two subtypes: major collectors and minor collectors. **Major Collectors** tend to have higher volumes, faster speeds, and more travel lanes as compared with **Minor Collectors**.

Local Access roads provide vehicular access to neighborhoods and residential areas. In Poulsbo, local access roads refer to most low-volume, low-speed roads in residential neighborhood developments.

Figure 21 shows the functional classifications assigned by WSDOT within the City of Poulsbo.

[1] https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

[2] https://wsdot.wa.gov/data/tools/geoportal/?config=FunctionalClass

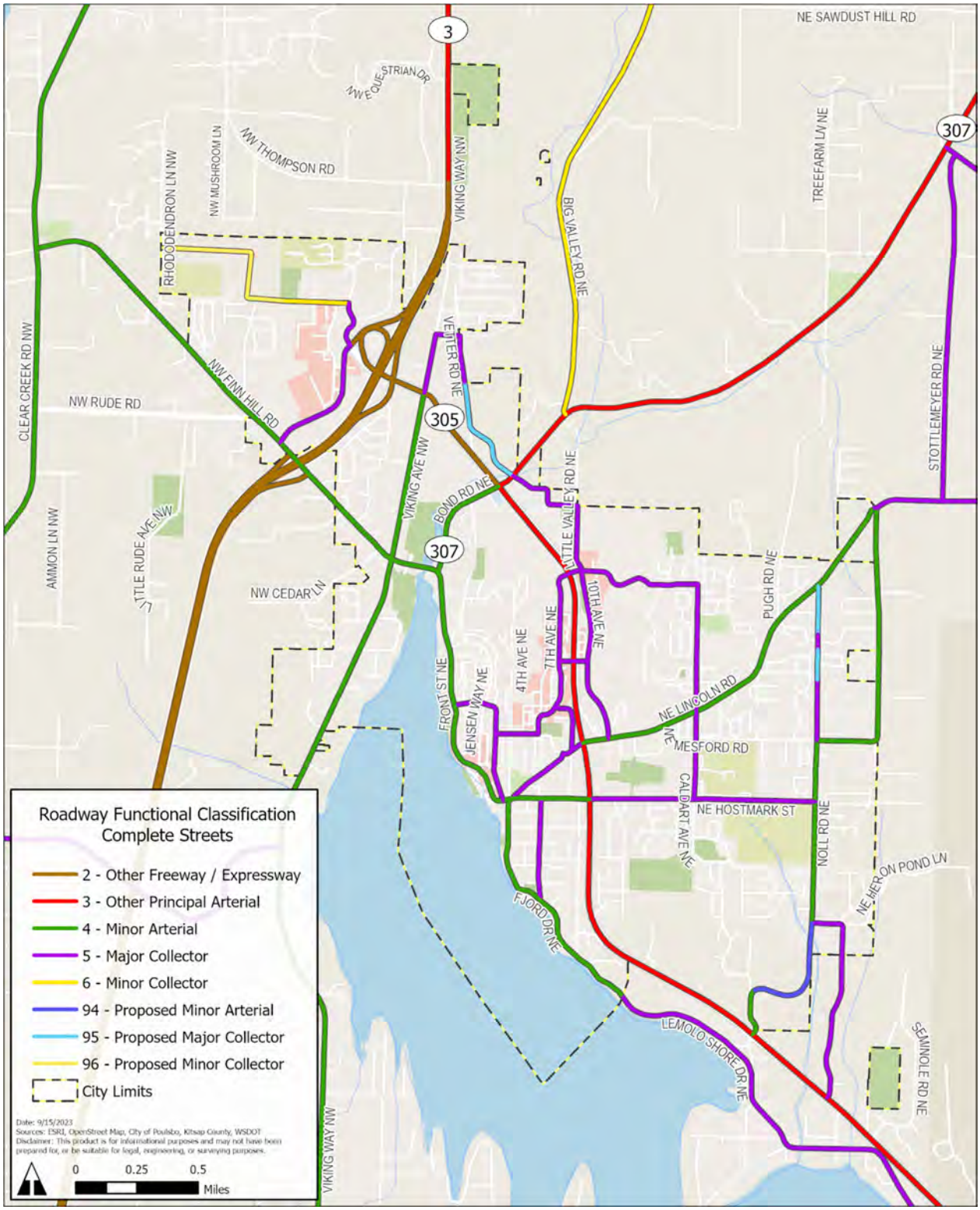


Figure 21. Map of Functional Classifications in Poulsbo

3.2 Street Typologies

As a first step to developing a Complete Streets concept for Poulsbo, the project team worked with City staff and the SAC to develop a suite of "street typologies." Street typologies refer to "types" of streets that respond to different land use and transportation contexts throughout the City. In addition to local context, these typologies are intended to respond to desired street character; desired level of stress for those walking, rolling, and biking; and priorities gathered through community input.

Typologies build on the existing street classification system to establish acceptable design ranges based on context. Incorporating typologies in the Complete Streets Plan provides a tool for developing a Citywide network of Complete Streets. These typologies can also serve as part of the City's Street Development Standards for new streets to ensure that future development opportunities advance the City's Complete Streets vision and goals.

Five street typologies were identified and refined through the planning process in close coordination with the SAC and City staff: (1) Urban Major Corridor, (2) Main Street, (3) Urban Connector, (4) Neighborhood Connector, and (5) Neighborhood Residential. A description and sketch of each typology is summarized in Figure 22.

Figure 22. Poulsbo Typology Sketches

It's important to reiterate that Poulsbo will maintain the WSDOT-identified functional classification system. The intent of the street typologies is to serve as an overlay to the existing functional classification system. This approach ensures that priority streets in Poulsbo's walking and bicycling network can be more intentionally designed for people (as opposed to solely for cars), regardless of functional classification. Table 4 displays how the typologies overlay and interact with the City's existing functional classification system.

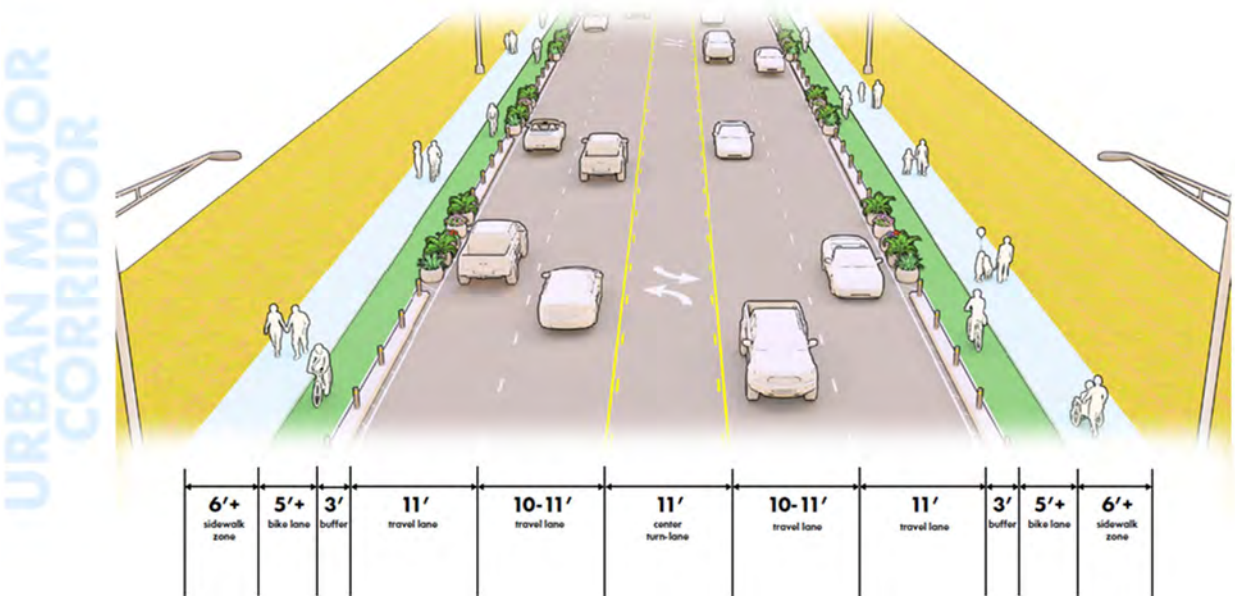
Table 4. Typologies and Functional Class Overlay

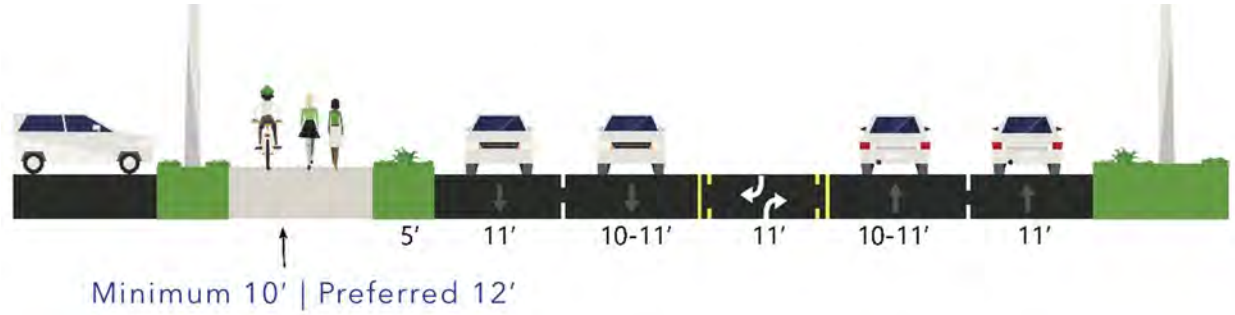
WSDOT Functional Classifications	Urban Major Corridor	Main Street	Urban Connector	Neighborhood Connector	Neighborhood Residential
Principal Arterial	*				
Minor Arterial	*	*	*	*	
Major Collector			*	*	
Minor Collector			*	*	
Local Access			*	*	*

The following subsections summarize each of the five identified street typologies to support the City's future Complete Streets network. Each typology includes a planning-level, conceptual cross section to communicate idealized street configurations and features. It's important to reiterate that these are cross sections are idealized and that actual improvements will need to consider on-the-ground opportunities and constraints related to right-of-way (ROW) and property impacts, operational conditions, drainage, environmental impacts, cost, and several other factors that would be addressed during the project development, design, and engineering phases. Similarly, the exact Complete Streets features to be implemented will depend on a variety of factors to be addressed by the City during project development.

3.2.1 Urban Major Corridor

Land Use Context	Functional Class	Travel Lanes	Speed (mph)	On-Street Parking?	Complete Streets Features	Example Street
Commercial, high to medium density major facilities through core	Major Arterial	3-5	25	No	Buffered sidewalks, protected bike lanes, enhanced crossings	SR 305

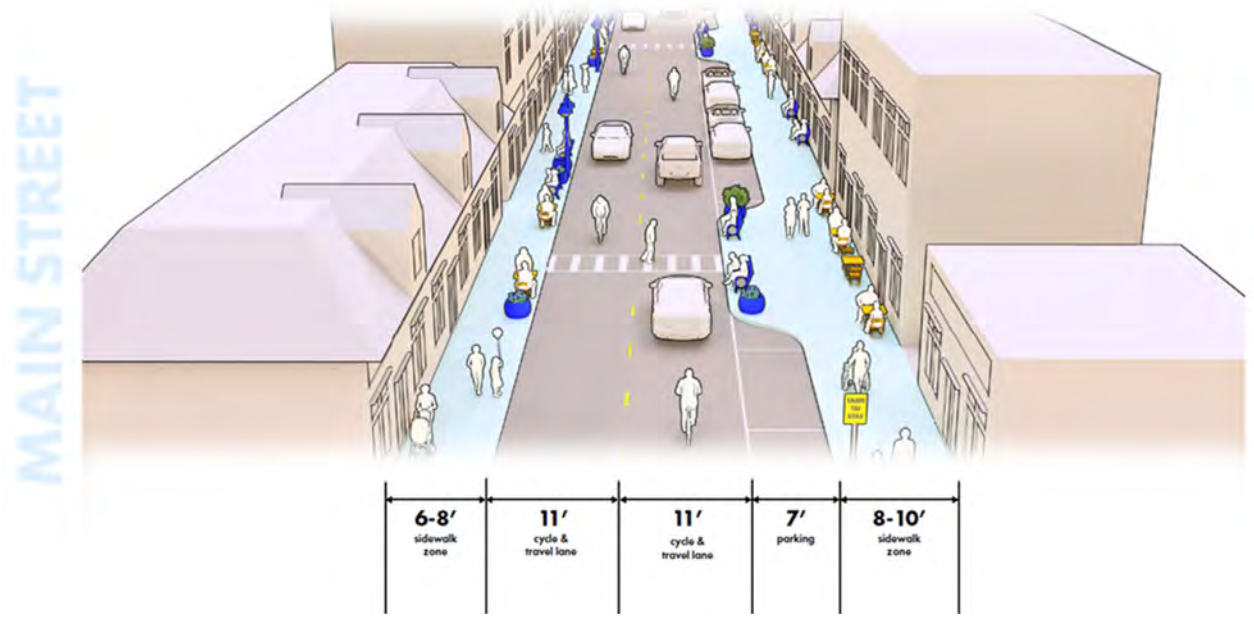




Example: SR 305

3.2.2 Main Street

Land Use Context	Functional Class	Travel Lanes	Speed (mph)	On-Street Parking?	Complete Streets Features	Example Street
Busy commercial, high-density areas in/around downtown	Minor Arterial/ Collector	1-2	15-25	Optional, 1 side	Sidewalks, enhanced crossings, sharrows, placemaking	Front Street NE



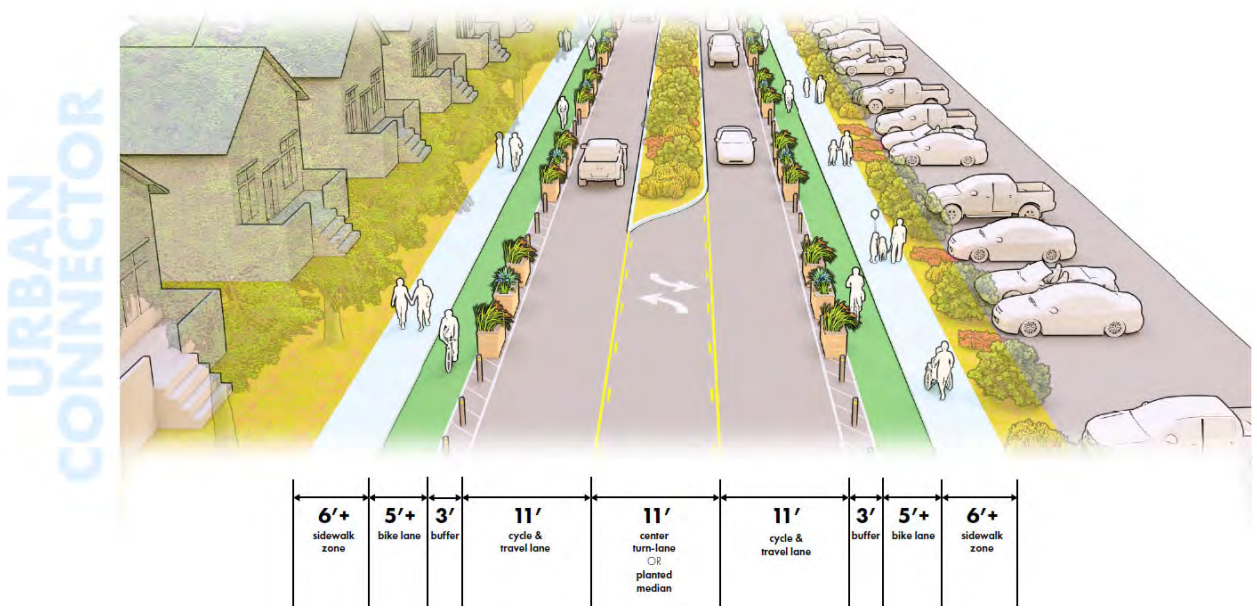
Note: Presence of placemaking elements, planters, outdoor dining, bicycle parking, and sidewalk widths will vary.

It should be noted that the Main Street typology includes considerations for 1-2 travel lanes. A one-lane configuration would imply roadway reconfiguration to create a one-way couplet through Downtown. In practice, such a configuration could be considered for Front Street NE and 3rd Avenue NE. To provide greater flexibility, parking is not preferred but maintained as “optional” on one side of the street.

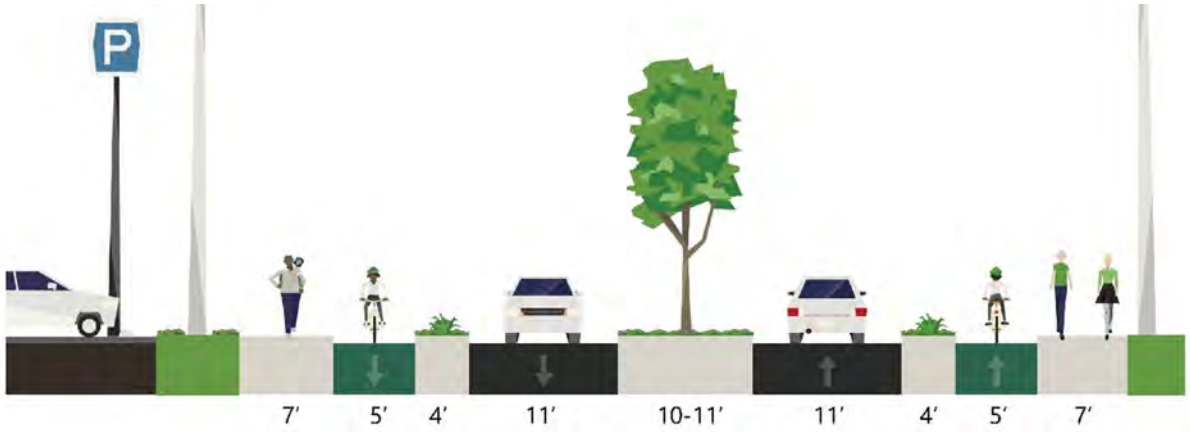
Example: Front Street NE

3.2.3 Urban Connector

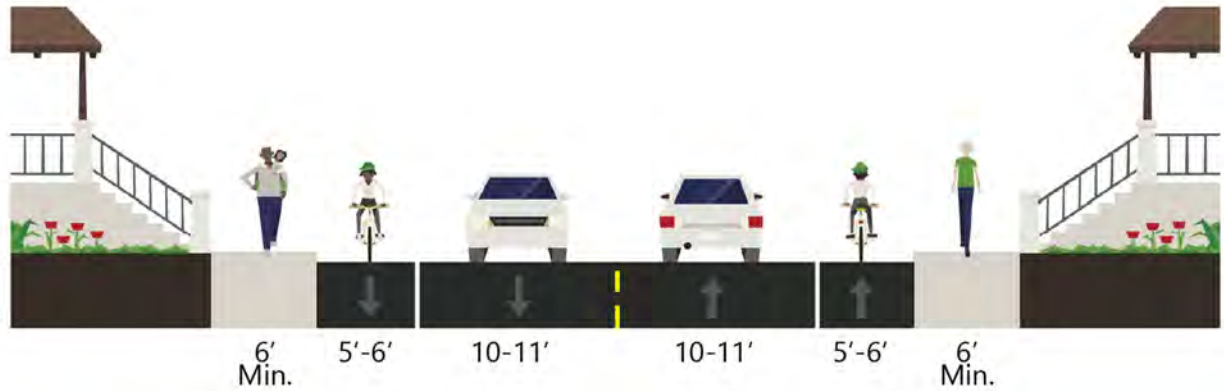
Land Use Context	Functional Class	Travel Lanes	Speed (mph)	On-Street Parking?	Complete Streets Features	Example Streets
Residential or commercial, medium to high-density areas in core	Minor Arterial/Major Collector	2-3	25-35	Allowed but not recommended	Sidewalks, marked crossings, buffered or protected bike lanes	Hostmark Street (west of SR 305)
Commercial, high to medium density major facilities through core	Major Arterial	3-5	25	No	Buffered sidewalks, protected bike lanes, enhanced crossings	NW Finn Hill Road (south of Highway 3)
Residential, medium-density areas outside the core	Major/Minor Collector	2-3	15-25	No	Sidewalks, marked crossings, bike lanes or sharrows	6th Avenue NE
Rural, low-density areas near City limits	Arterial	2-3	25	No	Separated shared-use path	Finn Hill Road (northwest of Highway 3)

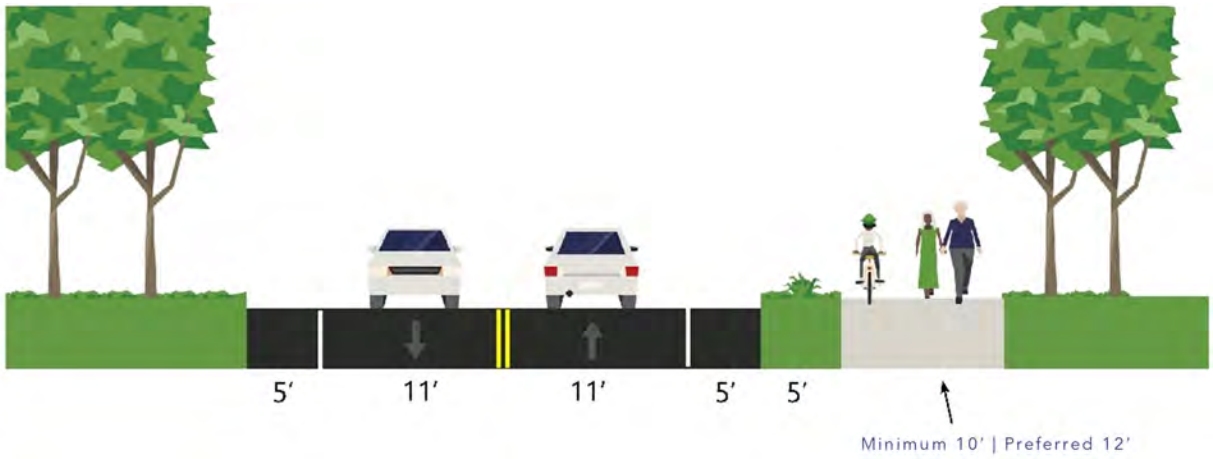


Note: Pedestrian and bicycle elements are aspirational; actual widths subject to technical, cost, and environmental constraints.



Note: Potential boulevard improvements for corridors with existing 3-lane configuration.

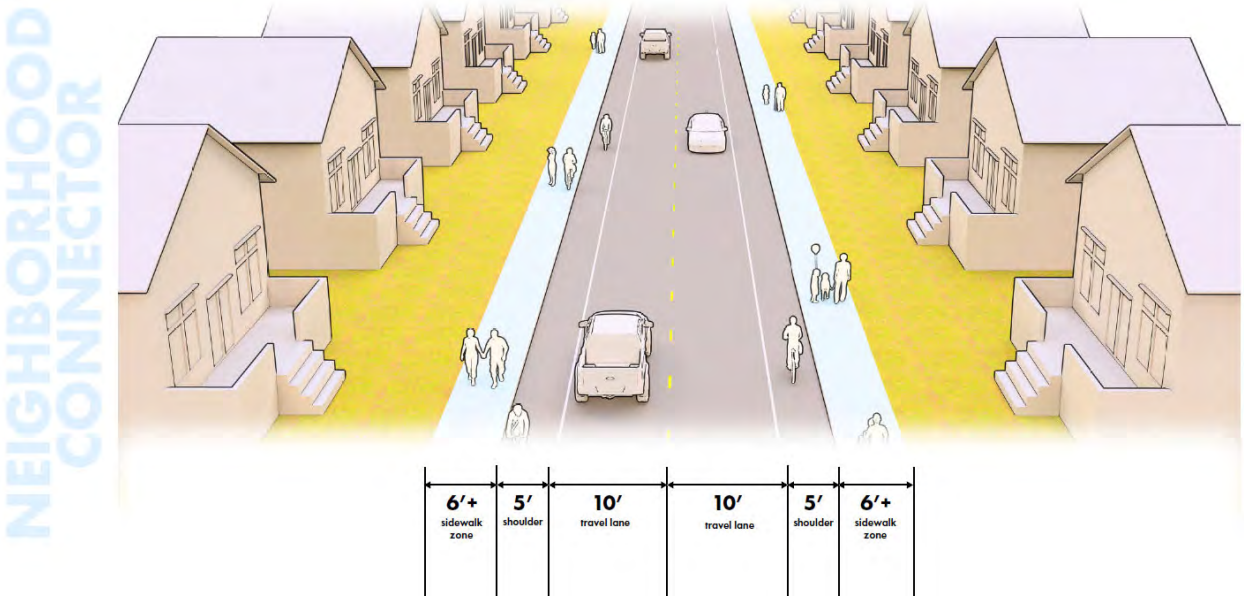




Example: Hostmark Street (west of SR 305)

3.2.4 Neighborhood Connector

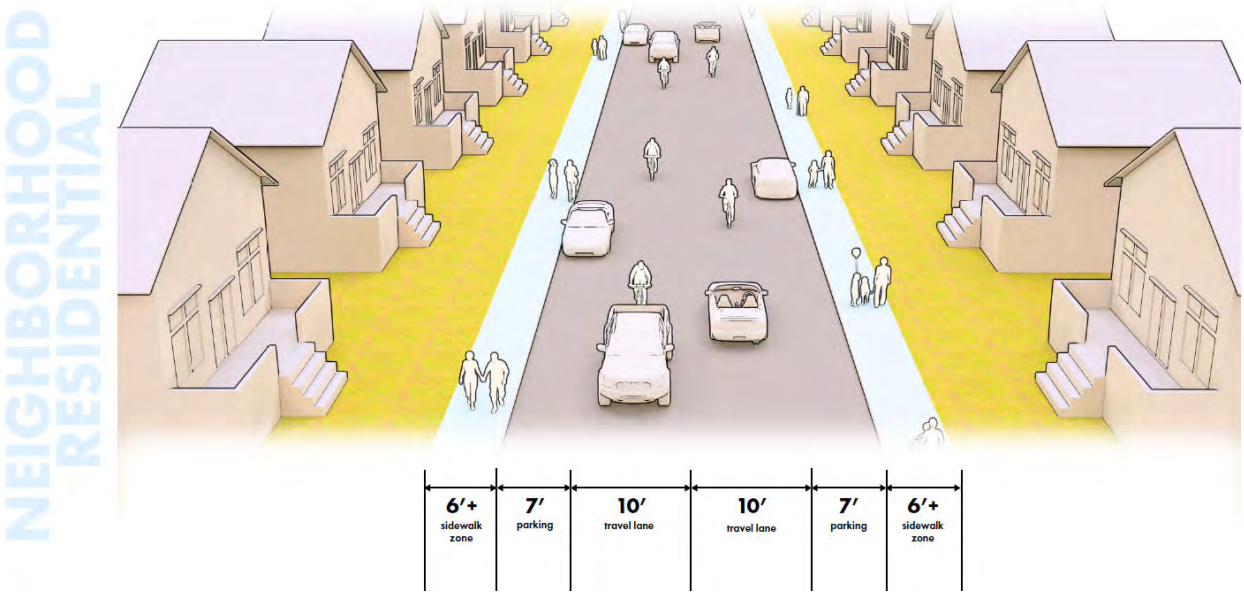
Land Use Context	Functional Class	Travel Lanes	Speed (mph)	On-Street Parking?	Complete Streets Features	Example Street
Residential, medium-density areas outside the core	Major/ Minor Collector	2-3	15-25	No	Sidewalks, marked crossings, bike lanes or sharrows	Caldart Avenue NE



Example: Caldart Avenue NE

3.2.5 Neighborhood Residential

Land Use Context	Functional Class	Travel Lanes	Speed (mph)	On-Street Parking?	Complete Streets Features	Example Street
Residential, lower-density areas outside the core	Local, some Minor Collector	1-2	20-25	Yes	Sidewalks, marked crossings, and sharrows	Sunrise Ridge Avenue



Note: Actual posted speeds will vary by street. The use of signage and street markings is recommended, but actual treatments will vary based on technical and cost considerations as well as public reception.

Example: Sunrise Ridge Avenue

3.3 Complete Streets Typology Network

In addition to organizing the basic configuration and features of various street types in Poulsbo, the typologies were used to develop the concept for a Citywide network of Complete Streets. To do this, the project team evaluated key streets in Poulsbo to assess how they fit within the Complete Streets typology framework. The key considerations in this assessment were:

- Land use context.
- Transportation context.
- Community input and desired street character.
- Level of traffic stress.

The typologies serve as a current and/or an aspirational designation for what a Citywide Complete Streets network could look like and as the basis for the process to identify recommended projects. Figure 23 displays the Complete Streets typology network. Lists of streets under each designation are included below the map.

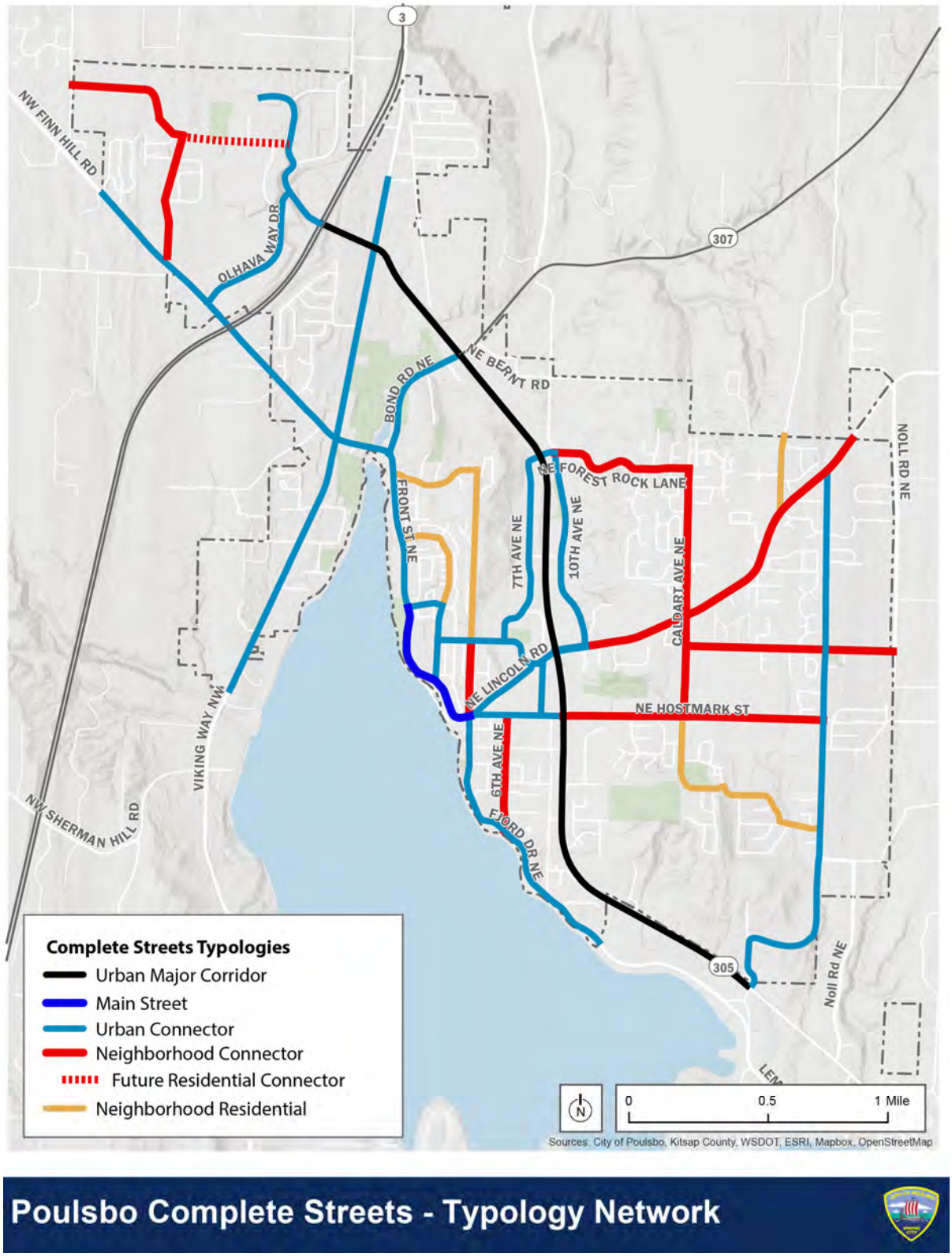


Figure 23. Complete Streets Typology Network

4. Recommended Projects

This chapter summarizes the recommended projects for the Poulsbo Complete Streets Plan. The intent of these projects is to address the highest-priority needs within the City's transportation network related to safe walking, bicycling, rolling, and access to and from transit. While the typology network in Chapter 3.3 identifies the aspirational Citywide network of potential Complete Streets, the identified projects in this chapter represent the highest-priority segments that should be improved in pursuit of the longer-term aspirational network.

It's important to note that the recommended projects are focused on potential improvements to City-owned streets. The SR 305 Transportation Study was completed separately in 2023 to address Complete Streets improvements along SR 305, which is a WSDOT-owned and maintained facility. The recommendations from the SR 305 Transportation Study are adopted by reference into this plan and are expanded upon where relevant to the City's local street network.

A summary of the recommended projects on City-owned streets is provided in Table 5 (in no particular order) and Figure 24 below. The subsequent subsections of this chapter describe these projects in more detail and provide more information about project identification, prioritization, and considerations for future implementation.

Table 5. Recommended Projects Summary – City-Owned Streets

Project ID	Segment	Extent	Summary of Improvements
1	7th Avenue NE	SR 305 to NE Iverson Street	Fill sidewalk gaps and remove two-way left-turn lane (TWLTL) to provide standard (5'-6') bike lanes on both sides of the street.
2	8th Avenue NE	NE Iverson Street to NE Hostmark Street	Fill sidewalk gaps and implement advisory bike lanes (~5') using low-cost striping and signage.
3	10th Avenue NE	NE Forest Rock Lane to NE Lincoln Road	Fill sidewalk gaps, reduce travel lane widths, and consider repurposing some on-street parking to create new space for standard (5'-6') on-street bike lanes.
4	NE Lincoln Road	NE Iverson Street to NE Hostmark Street	Fill sidewalk gaps along NE Lincoln Road.
5A	NE Hostmark Street	Fjord Drive NE to 6th Avenue NE	Construct shared space for pedestrians and eastbound uphill bicyclists.
5B	NE Hostmark Street	6th Avenue NE to SR 305	Install buffered bike lanes on both sides of street.
6	Fjord Drive NE	6th Avenue NE to 9th Avenue NE	Create a scenic pedestrian and bicycling gateway to Poulsbo by continuing the existing improvements along Fjord Drive NE from 6th Avenue NE south to 9th Avenue NE.
7	NW Finn Hill Road	Olhava Way NW to Viking Avenue NW	Extend existing Finn Hill shared-use path to Viking Avenue.
8	NW Lindvig Way	Viking Avenue NW to Bond Road NE	Improve existing trail bridge across Dogfish Creek.
9	Bond Road NE	NW Lindvig Way to SR 305	Install buffered bike lanes from NW Lindvig Way to SR 305 –
10	Viking Avenue NW	NW Lindvig Way to	Implement bicycle and pedestrian "boulevard" concept on Viking Avenue NW.

Project ID	Segment	Extent	Summary of Improvements
11	Front Street NE	NE Sunset Street to 8th Avenue NE	Implement bicycle "sharrow" pavement markings, signage, and wayfinding through downtown Poulsbo.

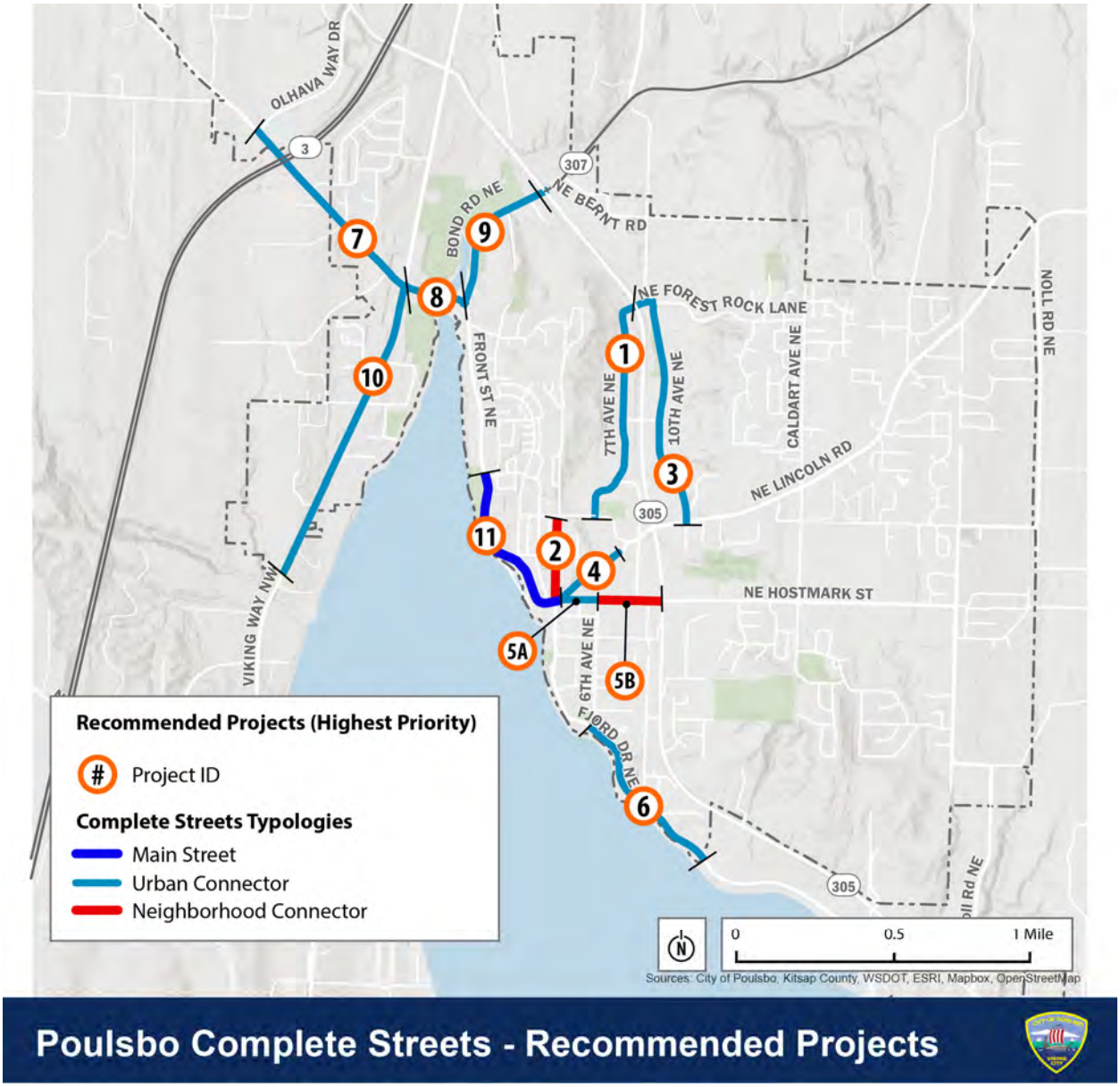


Figure 24. Recommended Projects

The recommended projects represent the highest-priority gaps in the City's existing walking, bicycling, and rolling network and would be the most important first steps toward the establishment of the City's Complete Streets network. It's important to note that improvements along SR 305, as identified in the SR 305 Transportation Study, are also critical to addressing pervasive transportation barriers and safety obstacles through Poulsbo.

4.1 Evaluation Criteria

The recommended projects were identified through the application of evaluation criteria based on the project goals and objectives. In order to ensure that the project recommendations appropriately reflect both the technical considerations and the community needs heard throughout the planning process, the evaluation criteria were organized into two screens: (1) technical criteria, and (2) community input. The following subsections describe each of these screens in more detail.

4.1.1 Evaluation Criteria – Screen 1 Technical Criteria

The technical Screen 1 criteria is summarized in Table 6 below. The Screen 1 criteria was developed by identifying technical measures that could be gauged against the project goals. These criteria were also refined based on review and feedback from the project SAC and City staff.

Table 6. Evaluation Criteria – Screen 1 Technical Criteria

Goal	Evaluation Criteria	Description
#1: Safety Provide a safe and reliable transportation system for all people and all travel modes.	▪ High-crash locations or known safety hotspots .	▪ Prioritize projects in places where safety issues are known. Consider historical crash data and local knowledge from community members. ▪ Consider projects that meaningfully address known safety issues.
#2: Serve All Ages and Abilities Ensure that improvements to the pedestrian and bicycle network serve people of all ages and abilities.	▪ Pedestrian and bicycle level of traffic stress (LTS). ▪ Potential to serve children, less-confident riders, and people with mobility challenges.	▪ Prioritize projects in places with the highest current levels of traffic stress for pedestrians and bicyclists. ▪ Consider projects that have the highest potential to meaningfully improve LTS scores along given roadways.
#3: Connectivity Develop and maintain an interconnected, multimodal transportation network that connects all people within Poulsbo.	▪ Multimodal network gaps. ▪ Network gaps.	▪ Prioritize projects that reduce or eliminate network and modal gaps in the City's transportation system ▪ Identify crossing improvements that link together proposed Complete Streets improvements.
#4: Community Vitality Improve access for Poulsbo's residents, workers, and visitors to jobs, services, and destinations within and around Poulsbo.	▪ Proximity and/or access to key destinations.	▪ Prioritize projects that increase safe access and connectivity to key destinations, such as schools, employment centers, community centers, and social services.
#5: Equity Implement Complete Streets that work for everyone in Poulsbo, serve people who have fewer travel options, and address the needs of people who use mobility devices.	▪ Demographic data and impact to vulnerable communities. ▪ Impact to key destinations that serve vulnerable communities.	▪ Prioritize projects that address 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.

4.1.2 Evaluation Criteria – Screen 2

As described above, Screen 2 refers to qualitative criteria based on the collective feedback heard to date from City staff, the SAC, and the general public regarding Complete Streets needs and priorities. This feedback includes that which was gathered via the project online open house in the spring of

2024. The online open house collected over 161 map responses indicating areas of key priority, as shown in Figure 25.

As of this writing, Screen 2 input will continue to be collected at the fifth and final SAC meeting in July 2024 and by further input by City staff, City Council, and members of the public. The project will continue to seek the best balance between technical considerations, cost, and community desires for the City's future Complete Streets network.

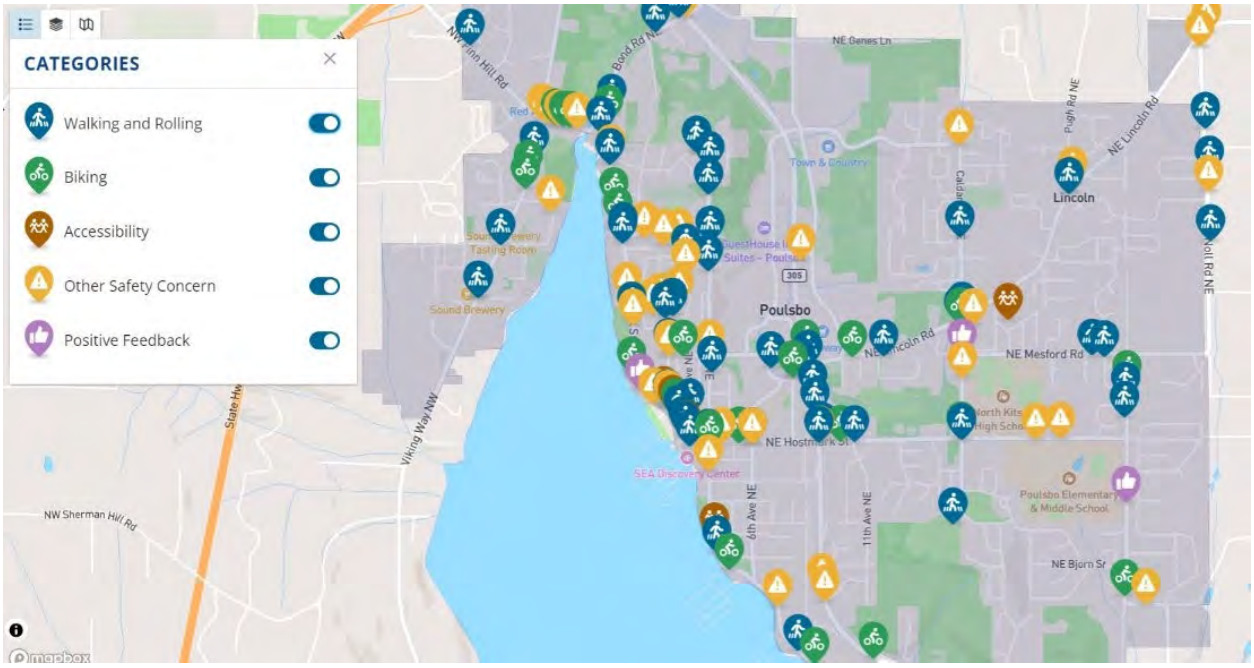


Figure 25. Public Feedback Results – Interactive Mapping Tool (Spring 2024)

4.2 Project Selection Methodology

Selecting potential projects first involved applying the evaluation criteria to the Citywide Complete Streets typology network (Figure 23) described in Chapter 3.3. As described in that chapter, the typology network is intended to communicate the future aspirational network and street types that would result in a safe, accessible, and well-connected Complete Streets system in Poulsbo. However, real-world constraints and conditions related to the availability of right-of-way, cost, environmental considerations, and traffic require projects to be identified and further developed in order to be implemented.

To apply the evaluation criteria, the project team first established distance-based buffers from each of the segments within the typology network. The exact distances used differed based on individual data layer. For example, a quarter-mile buffer distance was used when assessing pedestrian connections as the baseline for what is considered "walkable." This is based on widely used best practices that consider the approximate distance one can travel in a 15-minute walk, assuming the average, able-bodied person. This is an imperfect proxy and should be treated as such. Criteria involving demographic analysis was based on 5-Year American Communities Survey (ACS) data (2022).

Once criteria scores were calculated for each segment, the data ranges were normalized using 20th percentiles (the five statistical breaks in the data distribution) to create a "score" of 1 through 5. These scores were then summed to create a total "index" score to highlight the high-priority street segments most ripe for Complete Streets investments. Higher-priority street segments (roads with higher scores) generally sustain more crashes, are more stressful to walk and bicycle on, provide access to the greatest number of key destinations, and serve the highest equity areas of the community.

The highest-priority roads based on this analysis include:

NE Hostmark between Front Street NE and SR 305.

SR 305, especially at Bond Road NE and between Lincoln and NE Hostmark.

NE Lincoln Road between downtown and SR 305.

Front Street NE through downtown.

Viking Avenue NE, especially south of Lindvig Way.

NW Finn Hill, especially across Liberty Bay via Lindvig Way/Bond Road NE.

Figure 26 below provides a snapshot of the evaluation results, with red segments indicating the highest-priority road segments and blue segments indicating the lowest-priority road segments.

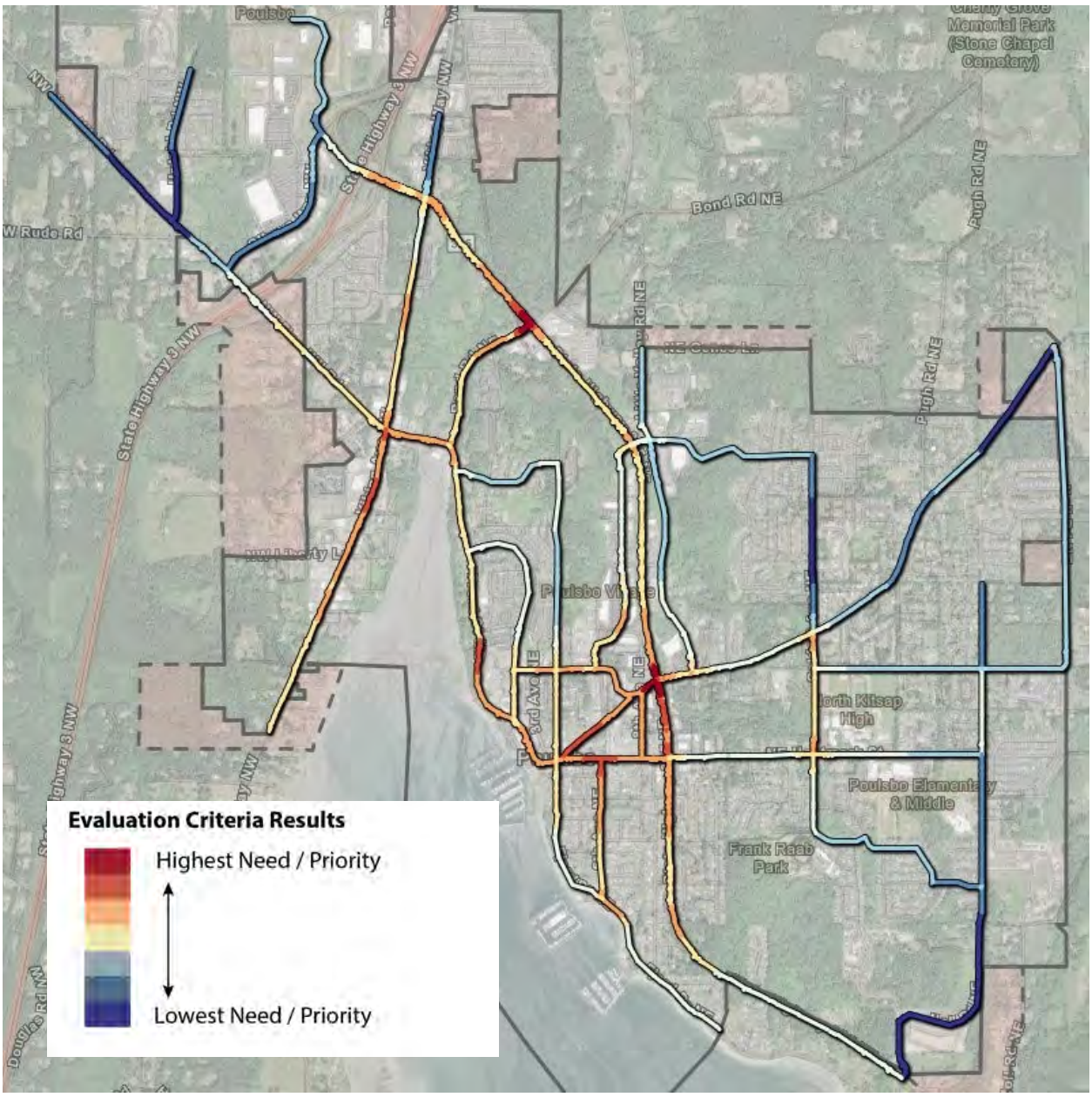


Figure 26. Project Selection Analysis – Evaluation Criteria Results

4.3 Cost Estimates

Planning-level cost estimates were developed for the recommended projects to provide the City with a starting point for funding and advancing projects towards implementation. The estimates are based on unit-costs in the US dollars for the year 2022 including both capital and owner costs, including materials, labor rates, equipment, and escalation to the future construction year. Unit costs and labor rates were adjusted for the region, Washington, and Kitsap County.

Generally, recommended complete streets project construction items include new lane striping, symbols, traffic separators, and sidewalks. Some projects have been identified that would require additional right-of-way.

The cost estimates include a 40% contingency of to capture potential risks and uncertainties associated with planning-level concepts. The estimates also include a 3% annual cost escalation, based on the City's guidance, assuming a design year of 2024 and a construction year of 2027. Construction beyond the 2027 planning horizon is assumed to continue to apply the 3% escalation for each year of future construction.

As part of the cost estimating exercise, the project team also evaluated the relative complexity of each of the projects. This qualitative assessment was intended to capture the relative complexity of constructing each of the recommended projects, using a simple "low, medium, and high" scale. This scale is based purely on professional judgement but may be useful to the City when considering potential project phasing and funding priorities in the future.

It's important to note that the cost estimates did not assume design engineering or construction engineering contingencies, which typically account for 15% of the project cost. The project team quantified right-of-way (ROW) areas for four projects where applicable, but not include the cost of ROW acquisition.

4.4 Recommended Projects – Complete Streets Improvements

Table 7 below summarizes Complete Streets improvements on City-owned facilities in Poulsbo. Recommended improvements for SR 305 are treated as a separate package of improvements, described in Chapter 4.4. Table 7 includes a designation for "priority" based on the evaluation analysis to indicate the relative importance of implementation and potential timing implications for each project.

Low Priority

Moderate Priority

High Priority

Planning-level implementation timelines are also proposed for each project to reflect relative complexity, feasibility, potential cost, and other factors that relate to the speed of implementation:

Near Term – 3 to 5 years

Mid Term – 5 to 10 years

Long Term – 10+ years

Cost estimates are expressed in Table 7 using dollar signs corresponding with the value ranges below:

- $ – $200,000 and under
- $$ – $200,001 to $500,000
- $$$ – $500,001 to $999,999
- $$$$ – over $1,000,000

Table 7. Recommended Projects – Complete Streets Priorities

Project ID	Segment	Extent	Typology	Improvement and Considerations	Priority	Timing	Cost
1	7th Avenue NE	SR 305 to NE Iverson Street	Urban Connector	**Fill sidewalk gaps and remove two-way left-turn lane (TWLTL) to provide standard (5'-6') bike lanes on both sides of the street.** ▪ High priority due to potential north-south parallel connection to SR-305 ▪ Consider the impacts of removing dedicated turn lanes at intersections and changed turning movements into driveways. ▪ A more costly option would be to consider expanding the roadway to retain the TWLTL and also adding on-street bike lanes in both directions. ▪ Consider driveway consolidation.	High	Near Term	$$
2	8th Avenue NE	NE Iverson Street to NE Hostmark Street	Neighborhood Connector	**Fill sidewalk gaps and implement advisory bike lanes (~5') using low-cost striping and signage.** ▪ High priority due to potential north-south parallel connection to SR-305 ▪ Advisory bike lanes are hash-marked bike lanes that allow vehicles to encroach in the bike lane when safe to do so. These treatments are appropriate only in low-volume environments. ▪ Given right-of-way (ROW) constraints, dedicated on-street bike lanes are not possible without costly roadway expansion. ▪ Install wayfinding signage directing bicycle users to NE Hostmark Street instead of NE Lincoln Road. ▪ Implement safety treatments for bicycle users at north end near shopping center. ▪ Consider unfamiliarity of residents with advisory bike lanes.	High	Near Term	$$$$

Project ID	Segment	Extent	Typology	Improvement and Considerations	Priority	Timing	Cost
3	10th Avenue NE	NE Forest Rock Lane to NE Lincoln Road	Urban Connector	**Fill sidewalk gaps and reduce travel lane widths and consider reducing on-street parking to create new space for standard (5'-6') on-street bike lanes.** ▪ High priority due to potential north-south parallel connection to SR-305 ▪ Creation of bike lanes would likely require reduction or removal of existing TWLTL to create adequate on-street space for bicycle riders. ▪ ROW acquisition and roadway expansion would likely be required if there was a desire to retain TWLTL and bike lanes. ▪ Consider driveway consolidation and access management to address operational impacts.	High	Near Term	$
4	NE Lincoln Road	NE Iverson Street to NE Hostmark Street	Urban Connector	**Fill sidewalk gaps along NE Lincoln Road.** ▪ Moderate priority due to ROW being constrained along NE Lincoln, so parallel bicycle and pedestrian connections are prioritized along 8th Avenue NE and NE Hostmark Street. ▪ Sidewalk gaps along NE Lincoln vary; some improvements will be relatively simple and cost-effective, while others may trigger drainage improvements and could incur additional costs. ▪ Consider improving the sidewalk as a wider, grade-separated path for shared use by pedestrians and bicyclists. ▪ Consider adding signage and "sharrow" pavement markings to indicate that bicyclists are allowed on the roadway in lieu of adequate space for dedicated bicycling facilities. ▪ Consider speed reduction or speed tables along this roadway segment to address the existing level of traffic stress for people walking and bicycling.	Moderate	Mid Term	$ – $$$$
5A	NE Hostmark Street	Fjord Drive NE to 6th Avenue NE	Urban Connector	**Construct shared space for pedestrians and eastbound uphill bicyclists.** ▪ Consider bollards, new striping, and signage. ▪ Widen south side of roadway to create room for shared space. ▪ Consider signage directing active transportation infrastructure to 8th Avenue NE. ▪ Safety improvements are recommended at the SR-305 intersection.	High	Near Term	$$

Project ID	Segment	Extent	Typology	Improvement and Considerations	Priority	Timing	Cost
5B	NE Hostmark Street	6th Avenue NE to SR 305	Neighborhood Connector	**Install buffered bike lanes on both sides of street.** ▪ Remove TWLTL. ▪ Consider bollards, new striping, and signage. ▪ Install pedestrian hybrid beacon (PHB) at existing crosswalk next to bus stop. ▪ Add street trees for boulevard improvements. ▪ Consider signage directing active transportation users to 8th Avenue NE. ▪ Explore adding left-turn lane at appropriate intersections. ▪ Safety improvements are recommended at the SR-305 intersection.	High	Mid Term	$ – $$$$
6	Fjord Drive NE	6th Avenue NE to 9th Avenue NE	Urban Connector	**Create a scenic pedestrian and bicycling gateway to Poulsbo by continuing the existing improvements along Fjord Drive NE from 6th Avenue NE south to 9th Avenue NE.** ▪ Improve the southbound shoulder with cost-effective materials, such as asphalt or compacted gravel, to create new dedicated space for walking and bicycling. ▪ Consider removal of the double-yellow line. ▪ Install a northbound, at-grade, buffered walking and cycling path. Pedestrians would be encouraged to use the existing sidewalk, and cyclists would be encouraged to travel along the at-grade improvements. ▪ Southbound bicyclists would be encouraged to travel along the existing asphalted shoulder; southbound pedestrians would be encouraged to travel along the newly improved shoulder. ▪ Pavement markings and signage will delineate the shared walk/bike spaces from general travel lanes. ▪ Consider “sharrow” pavement markings on the travel lanes to communicate that bicycles are permitted on the roadway. ▪ Consider speed feedback signs and/or speed tables to calm traffic. ▪ Install enhanced crossings at 6th Avenue NE and 9th Avenue NE; use of rectangular rapid-flashing beacons (RRFBs) and PHBs pending further analysis, community input, and City discretion.	High	Mid Term	$$$

Project ID	Segment	Extent	Typology	Improvement and Considerations	Priority	Timing	Cost
7	NW Finn Hill Road	Olhava Way NW to Viking Avenue NW	Urban Connector	**Extend existing Finn Hill shared-use path to Viking Avenue.** ▪ Explore roadway reconfiguration to accommodate shared-used path on north side of road. Given ROW constraints, acquisition, drainage, and structural impacts (at the northwest corner of NW Finn Hill Road and Viking Avenue NW) will need to be accounted for on a cost basis. ▪ Curb and drainage revisions may be required to mitigate impacts beyond the existing curb line. ▪ NW Finn Hill is steep through this area. Per Americans with Disabilities Act (ADA) rules, sidewalks and paths may match the grade of the adjacent roadway if they stay in alignment with the adjacent roadway. If on their own path, ADA may require universal design accommodations, such as flat rest areas and other amenities. Consider as part of cost basis and potential ROW impacts. ▪ Further study is required to determine design of crossing at Highway 3.	Low	Long Term	$$$
8	NW Lindvig Way	Viking Avenue NW to Bond Road NE	Urban Connector	**Improve existing trail bridge across Dogfish Creek** ▪ Assumes no on-street improvements to NW Lindvig Way. This segment would be preserved primarily as an automobile corridor. ▪ Improve the existing bridge across Dogfish Creek to accommodate safe and comfortable bicycle and pedestrian travel. Improvements could include widening the bridge and improving the existing links to the bridge with materials such as asphalt and/or compacted gravel. ▪ Improvements to existing bridge may require ROW acquisition. ▪ Wetland and environmental impacts are likely and will require environmental documentation, permitting, and mitigation. ▪ Consider realignment of existing path to accommodate ADA-compliant gradient to and from existing pedestrian bridge. ▪ Cost is likely to be high and require multiagency coordination.	Moderate	Mid Term	$$$
9	Bond Road NE	NW Lindvig Way to SR 305	Urban Connector	**Install buffered bike lanes from SR 305 – NW Lindvig Way.** ▪ Treatments could include bollards, new striping, and signage. ▪ Remove TWLTL. ▪ Consider traffic impacts from TWLTL removal.	High	Mid Term	$$$$

Project ID	Segment	Extent	Typology	Improvement and Considerations	Priority	Timing	Cost
10	Viking Avenue NW	NW Lindvig Way to south City limits	Urban Connector	**Implement bicycle and pedestrian "boulevard" concept on Viking Avenue NW.** ▪ Narrow outside travel lanes to ~11' and inside travel lanes to ~10' to create new on-street space for ~6' protected bike lanes. Buffers could include bollards, crash resistance concrete barriers, or landscaping. Signage would also be required. ▪ Construct vertically separated median landscape buffers in the existing TWLTL. Treatments could include bollards, new striping, and signage. ▪ An access management study would be required to understand access and driveway impacts; median buffers will need to be intermittent to preserve access to adjacent land uses. ▪ Consider freight accommodations in relation to travel lane widths. ▪ Consider protected bike lanes at minimum facility widths.	High	Mid Term	$$
11	Front Street NE	NE Sunset Street to 8th Avenue NE	Main Street	**Implement bicycle "sharrow" pavement markings, signage, and wayfinding through downtown Poulsbo.** ▪ Implement "sharrow" pavement markings in both directions. ▪ Construct signage to allow on-street use by bicyclists in lieu of sufficient space for dedicated bike lanes. ▪ Implement wayfinding signage for residential and touristic use. ▪ No changes to current travel lane striping, parking, or right-of-way impacts. ▪ Consider future enhanced crossings at high-volume locations.	High	Near Term	$

4.5 Recommended SR 305 Improvements

As described above, SR 305 was addressed separately from City-owned facilities given WSDOT jurisdiction and the unique issues associated with the highway. The recommendations for SR 305 are largely incorporated from the SR 305 Transportation Study completed in 2023.

Draft improvements can be summarized into four general types of treatments:

Shared-use paths, mainly along the east side of the highway. Between Olhava Way NW and Viking Avenue NW, the shared-use path is proposed on the west side of the highway to provide better access to College Market Place and to avoid unsafe interactions through the east side of the SR 3 interchange. Shared-use paths are proposed from Olhava Way NW to NE Liberty Road and from NE Hostmark Street to south City limits. Shared-use paths are feasible through the entire corridor, including very constrained segments where conventional facilities, such as sidewalks and protected bike lanes on both sides of the street, are not feasible due to a combination of ROW limitations, environmental constraints, and/or very high costs to reconstruct segments of the highway.

Sidewalks and protected bike lanes are proposed between NE Liberty Road and NE Hostmark Street to serve the commercial core of the corridor. These segments also have fewer physical and environmental constraints than other parts of the corridor and provide more opportunities for dedicated on- and off-street facilities for individual walking and bicycling modes. These treatments were not proposed between NE Forest Rock Lane and NE Liberty Road primarily due to wetland and environmental constraints and a lack of destinations.

Intersection improvements are proposed at each of the existing signalized intersections along the corridor, consisting of a mix of crosswalk restriping; crossing safety enhancements, such as pedestrian islands and signal upgrades, potential curb radii reductions, and other countermeasures to address wide turning angles or sight distance issues; and roadway configuration improvements to facilitate smooth transitions between proposed shared-use paths and walk/bike improvements. Some intersections may need to be reconstructed to relocate utility poles, and corner improvements may need to be made to accommodate proposed improvements and/or bike lanes.

Off-corridor improvements are proposed along 7th/8th Avenue NE to the west of the corridor between NE Forest Rock Lane and NE Hostmark Street. Improvements east of the corridor are also proposed along 10th Avenue NE between NE Genes Lane and NE Lincoln Road. Off-corridor improvements would consist of strategic lane narrowing to accommodate buffered on-street bike lanes.

Figure 27 below provides an overview of the recommended improvements for SR 305.

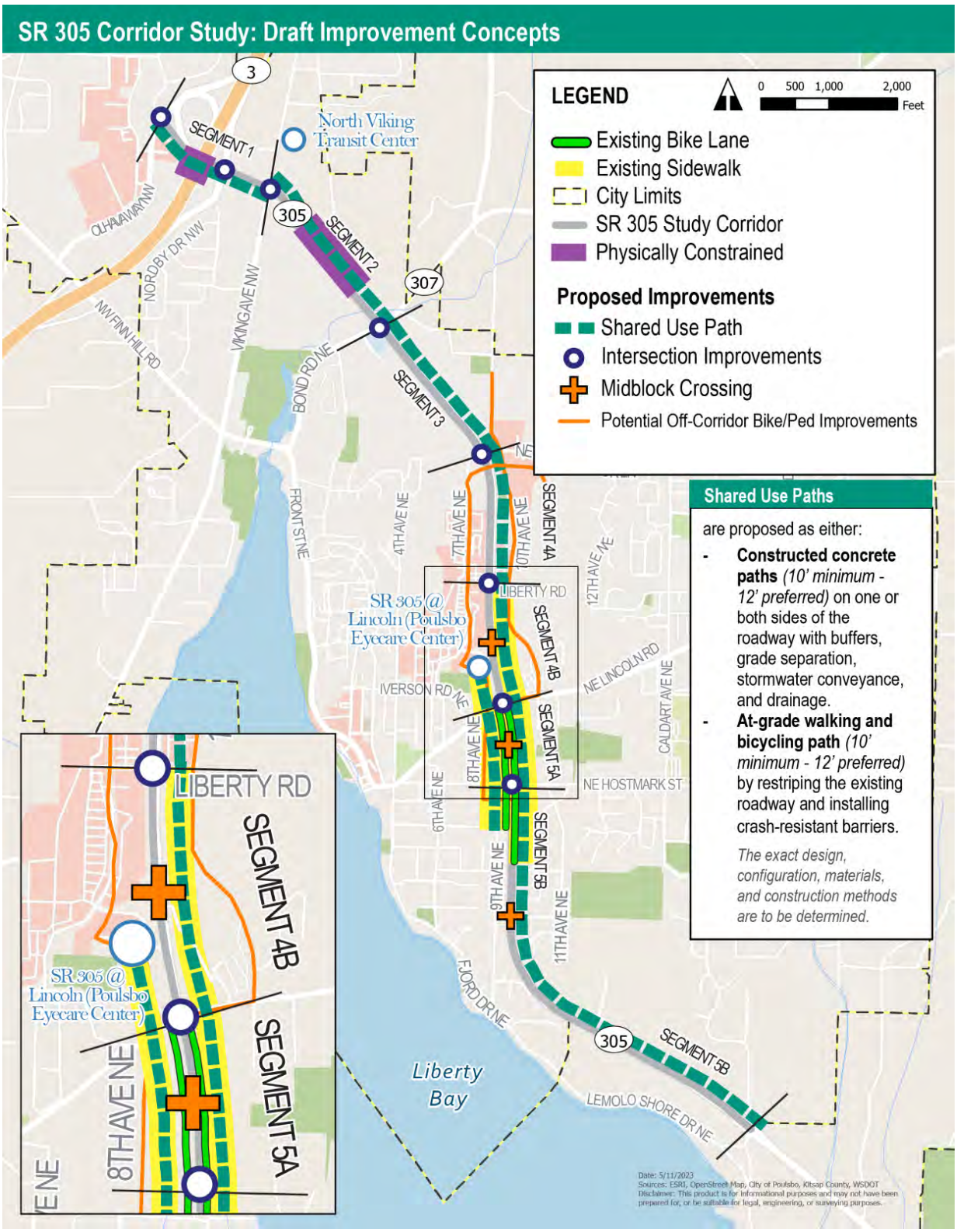


Figure 27. Recommended Projects – SR 305

As shown in Figure 27, three midblock crossings are also proposed:

A midblock crossing is proposed at the SR 305 @ Lincoln (Poulsbo Eyecare Center) bus stop, located about midway between NE Liberty Road and NE Lincoln Road. There has been some discussion to eventually turn this stop into a Kitsap Transit mobility hub. This location also coincides with an existing north-south crosswalk on the east side of the highway across the Safeway garage ramp. There is currently no safe way to cross SR 305 at this location.

A second midblock crossing is proposed about midway between NE Lincoln Road and NE Hostmark Street. There is currently no safe pedestrian crossing across SR 305 in this location that coincides with several community destination with a high potential for pedestrian and bicycle demand, including the Plaza 305 shopping mall and several other businesses on the east and west sides of the corridor.

A third midblock crossing is proposed at NE Haugen Street/Swanson Way NE to connect neighborhoods on either side of SR 305. This crossing would require related improvements to create a pedestrian path between NE Haugen Street and Swanson Way NE, taking advantage of underused City right-of-way that abuts SR 305 and improving the connection to the existing Raab Park path.

Table 8 below summarizes the recommended improvements for SR 305. Table 9 summarizes the recommended crossing improvements for SR 305.

Cross sections can be referenced in the SR 305 Transportation Study.

Table 8. SR 305 Recommended Improvements

Segment	Extent	Typology	Improvement	Priority
SR 305	Olhava Way NW to Viking Avenue NW (excluding SR 3 underpass)	Urban Major Corridor	**Construct a 10'-12' shared-use path on the west side of SR 305.** ▪ While a grade-separated improvement is preferred, an at-grade, "low-build" option is possible using vertically separated crash barriers and striping. Both "high-" and "low-build" options would require narrowing travel lanes to approximately 11' to accommodate new walking and bicycling areas. ▪ Shared-use path on both sides of SR 305 would require expansion beyond existing pavement and sidewalks. ▪ Consider high cost of upgrading intersection corners.	High
SR 305	Olhava Way NW to Viking (SR 3 underpass portion)	Urban Major Corridor	**Narrow outside travel lane to ~11' and inside travel lane to ~10' to construct new 10' shared-use path on west side of underpass.** ▪ Would require full development of existing shoulders. Assumes 2' of shy distance on each side of path and 2' vertical crash barrier from traffic. ▪ A "low-build" option would be an at-grade walking/biking path on the west side of the road using temporary crash barriers (such as concrete movable K-barriers) and 2' buffer striping on each side of the path.	Moderate
SR 305	Viking Avenue NW to Bond Road NE/SR 307	Urban Major Corridor	**Construct a 10'-12' shared-use path on the east side of SR 305.** ▪ While a grade-separated improvement is preferred, an at-grade, "low-build" option is possible using vertically separated crash barriers and striping. Both "high-" and "low-build" options would require narrowing travel lanes to approximately 11' to accommodate new walking and bicycling areas. ▪ Southbound high-occupancy vehicle (HOV) lane starts approximately 600 feet south of Viking Avenue NW intersection. ▪ The viaduct portion of SR 305 would be highly constrained, as turn lanes are not present. Requires further feasibility analysis. ▪ A "low-build" option would be an at-grade walking/biking path on the east side of the road using temporary crash barriers (such as concrete movable K-barriers) and 2' buffer striping on each side of the path.	Moderate
SR 305	Bond Road NE/SR 307 to Forest Rock Lane NE	Urban Major Corridor	**Construct a 10'-12' shared-use path on the east side of SR 305.** ▪ Would require repurposing of the southbound HOV lane to create a new five-lane cross section. ▪ A "low-build" option would be an at-grade walking/biking path on the east side of the road using temporary crash barriers (such as concrete movable K-barriers) and 2' buffer striping on each side of the path. This assumes maintaining the existing road configuration with north- and southbound HOV lanes.	Moderate

Segment	Extent	Typology	Improvement	Priority
SR 305	Forest Rock Lane NE to NE Liberty	Urban Major Corridor	**Construct a 10'-12' shared-use path on the east side of SR 305** ▪ Both high and low-build concepts assume full lane restriping to create new space on the east side for shared-use path. ▪ High-build concept assumes grade-separated shared-use path and vertical buffers; low-build concept assumes at-grade path with temporary barriers.	Moderate
SR 305	NE Liberty to NE Lincoln	Urban Major Corridor	▪ Same as above.	High
SR 305	NE Lincoln to NE Hostmark	Urban Major Corridor	▪ Same as above.	High
SR 305	NE Hostmark Street to south City limits	Urban Major Corridor	**Construct shared-use path on west side of SR 305 from Hostmark to south City limits.** Assumes development of the existing area along the west shoulder.	Low

Table 9. SR 305 Crossing Improvements

Segment	Extent	Typology	Improvement	Priority
SR 305	SR 305 @ Plaza 305	Urban Major Corridor	**Install midblock crossing approximately midway between Lincoln and Hostmark to connect Plaza 305 shopping mall with businesses on other side of SR 305.** ▪ Perform technical feasibility analysis with Washington State Department of Transportation (WSDOT). ▪ Conduct community vetting,	High
SR 305	SR 305 @ Haugen and Swanson	Urban Major Corridor	**Install midblock crossing at Haugen/Swanson to connect residential neighborhoods.** ▪ Create sloping, paved pedestrian path connecting crossing to Haugen and Swanson on underused City right-of-way (ROW). ▪ Comply with Americans with Disability Act (ADA) standards. ▪ Perform technical feasibility analysis with WSDOT. ▪ Conduct community vetting.	Low
SR 305	@ Olhava Way NW @ SR 3 ramps @Viking Avenue NW @ Bond Road NE @ Forest Rock Lane NE @ NE Liberty Road @ NE Lincoln Road @ NE Hostmark Street	Urban Connector/ Urban Major Corridor	**Construct intersection improvements, which could include:** ▪ Crosswalk restriping. ▪ Crossing safety enhancements. ▪ Curb radii reductions. ▪ Roadway configuration improvements. ▪ Reconstruction to relocate utilities to accommodate other improvements. ▪ Perform technical feasibility analysis with WSDOT. ▪ Conduct community vetting.	Moderate

5. Funding and Implementation Strategy

This chapter provides an overview of the planning-level costs associated with the improvements outlined in Chapter 4: Recommended Projects. This chapter also identifies potential funding sources for the City to consider as well different options for financing the implementation of these recommended projects. The focus is on those sources that the City is most likely to obtain.

The Complete Streets Plan is a long-term plan that includes a wide range of projects, categorized by their implementation timelines: near-term, mid-term, and long-term. Projects are prioritized based on need, funding availability, and the ability to implement them in a shorter timeframe. This approach ensures that the most critical projects are implemented promptly while also providing a clear roadmap for future project implementation.

5.1 Cost of Improvements

The estimated total cost of improvements for all recommended projects is **$11,514,000**, excluding roundabouts and enhanced crossings. Two of the projects, Projects 4–Lincoln Rd (4-1 and 4-2) and 5B–Hostmark St east end (5B-1 and 5B-2), have “high-build” and “low-build” estimates to reflect a broader range of possible improvement scenarios. High-build improvements (4-2 and 5B-2) assume improvements to bring street segments up to the typologies described in Chapter 3: Complete Streets Design Toolkit. Low-build estimates assume more cost-effective improvements that can achieve similar goals within the existing pavement space, primarily through restriping, signage, and the use of modular barriers and/or landscaping.

A summary of the cost estimates is provided in Table 10 below. As described in Chapter 4.3, these are planning-level, order-of-magnitude estimates based on unit-cost calculations, available data, and assumed project scopes. These estimates are approximate and should be used for planning purposes only. Factors such as detailed engineering studies, inflation, changes in material and labor costs, regulatory requirements, and unforeseen site conditions could significantly alter these initial estimates in future years.

Table 10 below summarizes the cost estimates for each of the recommended projected, rounded to the nearest thousand dollar, as well as the linear length of the proposed improvement used to calculate the estimate and square feet of right-of-way impacts (if applicable).

Table 10. Cost Estimates Summary

ID	Segment	Extent	Typology	Length (FT)	Improvement Assumptions	ID	ROW (SF)	Cost
1	7th Ave NE	SR 305 to NE Iverson St	Urban Connector	3750	Removal of TWLTL.[3] New lane striping, symbols, and traffic separators. New sidewalk for gap (existing curb already in place). Clearing and grubbing, soil stabilization, embankment compaction. **New layout: 6' bike lane + 2' buffer + 10' drive lane + 10' drive lane + 2' buffer + 6' bike lane = 36'**	1	N/A	$207,000.00
2	8th Ave NE	NE Iverson St to NE Hostmark St	Residential Connector	1000	ROW acquistion; private parking impacts. New sidewalk and curb for one side. Full depth asphalt pavement repair needed (new base & top course). New lane striping, symbols, and traffic separators. Significant excavation, soil stabilization, embankment compaction. Clearing and grubbing. **New layout: 5' bike lane + 2' buffer + 10' drive lane + 10' drive lane + 2' buffer + 5' bike lane = 34'**	2	10,000	$3,462,000.00
3	10th Ave NE	NE Forest Rock Ln to NE Lincoln Rd	Urban Connector	3700	New sidewalk for gap (existing curb already in place). New lane striping, symbols, and traffic separators. Clearing and grubbing, excavation, soil stabilization, embankment compaction. **New layout: 5' bike lane + 10' drive lane + 10' drive lane + 5' bike lane = 30'**	3	N/A	$183,000.00
4-1	NE Lincoln Rd	NE Iverson St to NE Hostmark St	Urban Connector	1440	ROW acquistion. New sidewalk and curb for gap. New lane striping, symbols, and traffic separators. Clearing and grubbing, excavation, soil stabilization, embankment compaction. **New layout: 5' bike lane + 10' drive lane + 10' drive lane + 5' bike lane = 30'**	4-1	11,520	$173,000.00
4-2	NE Lincoln Rd	NE Iverson St to NE Hostmark St	Urban Connector	1440	Same as Project 4-1 plus lowering of sidewalk at Hostmark to roadway grade. Includes removal of existing retaining wall, new curb and gutter, new sidewalk, and new retaining wall. **New layout: 5' bike lane + 10' drive lane + 10' drive lane + 5' bike lane = 30'**	4-2	15,120	$1,367,000.00

[3] Refers to "two-way left turn lane."

5A	NE Hostmark St	Fjord Dr NE to 6th Ave NE	Urban Connector	700	ROW acquistion. New wider sidewalk on south side. New lane striping, symbols, and traffic separators. Clearing and grubbing, excavation, soil stabilization, embankment compaction. **New layout: 8'-10' SUP + 10' drive lane + 10' drive lane = 28'-30'**	5A	4,200	$367,000.00
5B-1	NE Hostmark St	6th Ave NE to SR 305	Urban Connector	1000	Removal of TWLTL. New enhanced crossing w/ pedestrian flashers. New lane striping, symbols, and traffic separators. **New layout: 6' bike lane + 2' buffer + 10' drive lane + 10' drive lane + 2' buffer + 6' bike lane = 36' (within existing curb-to-curb width)**	5B-1	N/A	$177,000.00
5B-2	NE Hostmark St	6th Ave NE to SR 305	Urban Connector	1000	Significant ROW acquisition for widened section. Install buffered bike lanes on both sides of street. Remove TWLTL and add landscaped boulevard. New lane striping, symbols, and traffic separators. **New layout: 6' sidewalk + 6' bike lane + 2' buffer + 11' drive lane + 11' median + 11' drive lane + 2' buffer + 6' bike lane + 6' sidewalk = 61' (new curb-to-curb width)**	5B-2	20,000	$2,207,000.00
6	Fjord Dr NE	6th Ave NE to 9th Ave NE	Neighborhood Connector	1515	New 10' SUP on west side of roadway. Existing sidewalk on east side to remain. New enhanced crossing w/ pedestrian flashers at 6th and 9th intersection. New lane striping, symbols, and traffic separators. Clearing and grubbing, excavation, soil stabilization, embankment compaction. **New layout: 10' drive lane + 10' drive lane + 3' buffer + 8'-10' SUP = 30'-33'**	6	N/A	$645,000.00
7	NW Finn Hill Rd	Olhava Way NW to Viking Ave NW	Urban Connector	3450	New SUP along north side of roadway. Existing sidewalk on south side to remain. New lane striping, symbols, and traffic separators. Clearing and grubbing, excavation, soil stabilization, embankment compaction. **New layout: 10' drive lane + 10' drive lane + 11' TWLTL + 3' buffer + 10' SUP = 44'**	7	N/A	$666,000.00
8	NW Lindvig Way	Viking Ave NW to Bond Rd NE	Urban Connector	1000	ROW acquisition. Significant environmental and permitting impacts. Clearing and grubbing, excavation, soil stabilization, embankment compaction. **New 10' wide SUP and pedestrian bridge through Fish Park.**	8	6,000	$700,000.00

9	Bond Rd NE	NW Lindvig Way to SR 305	Urban Connector	2450	Removal of TWLTL. New sidewalk and curb for gap. New retaining wall behind sidewalk in steep sloped areas. New lane striping, symbols, and traffic separators. Clearing and grubbing, soil stabilization, embankment compaction. **New layout: 6' bike lane + 2' buffer + 10' drive lane + 10' drive lane + 2' buffer + 6' bike lane = 36'**	9	N/A	$1,130,000.00
10	Viking Ave NE	NW Lindvig Way to south city limits	Urban Connector	5100	New lane striping, symbols, and traffic separators. Excavation, soil stabilization. **New layout: 7' sidewalk (or grassy buffer) + 6' directional bike path + 3' buffer + 12' travel lane + 12' TWLTL + 12' travel lane + 3' buffer + 6' directional bike path + 7' sidewalk = 68' ...**AND... **7' bike lane + 3' buffer + 12' travel lane +12' travel lane + 3' buffer + 7' bike lane = 44'**	10	N/A	$203,000.00
11	Front St NE	Bond Rd NE to 4TH Ave NE	Main Street	5600	Add symbols and signage.	11	N/A	$27,000.00
12	Single-lane Roundabout	Varies	N/A	N/A	Separate project unit cost for roundabouts.	12	VARIES	$1,302,000.00
13	Enhanced Crossing - RRFB	Varies	N/A	N/A	Separate project unit cost for enhanced crossings with Rectangular Rapid Flashing Beacons (RRFB).	13	N/A	$154,000.00
14	Enhanced Crossing - HAWK	Varies	N/A	N/A	Separate project unit cost for enhanced crossings with High Intensity Activated Crosswalk (HAWK).	14	N/A	$184,000.00

5.2 Funding Strategies and Sources

There are opportunities and options for the City to consider in funding the Complete Streets Projects. It explores various funding sources, from traditional government grants to innovative financing options, to ensure the successful implementation of the projects. By identifying these funding options, the City can strategically plan for the financial support needed to bring the Complete Streets Plan to fruition.

5.2.1 Funding Strategies

Transportation Impact Fee. The Poulsbo City Council approved an ordinance establishing transportation impact fee (TIF) that imposed on new developments. The fee is intended to ensure that future growth contributes its share of the cost of new transportation facilities. The City could consider amendments to the TIF language to better-support Complete Streets implementation. For example, the City could

consider a policy that any new development within 1,000 feet of an identified Complete Streets project (as identified as part of this plan) must provide some proportion of funding to pay for Complete Streets implementation. The details of such a policy would be subject to further research and discussion by the City Planning Commission, City Council, public, and other interested parties.

Local Improvement District (LID). This tool is typically used to pay for infrastructure improvements in a specific geographic area which collectively benefit people or property owners in that area. LIDs are particularly well-suited for projects that have a more localized special benefit and where property owners have sufficient resources, anticipated benefits and motivation to agree to participate in the LID. Projects along SR-305, Front Street NE (downtown), and Fjord Drive could be good candidates to receive this kind of funding. The timing of use of LIDs will depend on the overlap of property owner willingness and gaps in other funding sources.

Bonding. Bonding is a method of financing construction projects by borrowing money and paying the borrowed sum with interest back over time. Funds could be obtained by general obligation bonds approved by voters, revenue bonds, or other debt financing. This method requires smaller regular payments than the full cost of the project,but increases the total cost of the project due to interest.

Coordination with other projects. There are other public projects planned along or adjacent to the SR 305 corridor and other corridors withing the City. Coordination with these projects may provide opportunities to share costs and deliver co-benefits to local stakeholders.

Grant Programs. Several grant programs from federal, state, and regional agencies can be used for Complete Streets improvements within Poulsbo.

5.2.2 Funding Sources

Grants programs provide significant sources of funding to implement Complete Street projects throughout the entire country. Table 11 below summarizes several federal, state, and regional funding sources that Poulsbo could be eligible for.

Table 11. Potential Funding Sources Summary

Federal

Agency/Office	Program Name	Description	URL
USDOT / Federal Highway Administration (FHWA)	Active Transportation Infrastructure Investment Program (ATIIP)	The Active Transportation Infrastructure Investment Program (ATIIP) is a new competitive grant program created by Section 11529 of the Bipartisan Infrastructure Law (enacted as the Infrastructure Investment and Jobs Act (Pub. L. 117-58) to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines.	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/

USDOT / Federal Highway Administration (FHWA)	Advanced Transportation Technologies and Innovative Mobility Deployment	The Advanced Transportation Technologies and Innovative Mobility Deployment program, also known as ATTAIN, supports the implementation and operation of mobility-focused transportation technologies.	https://www.transportation.gov/rural/grant-toolkit/advanced-transportation-technologies-and-innovative-mobility-deployment
USDOT / Federal Highway Administration (FHWA)	Federal Lands Access Program (FLAP)	The Federal Lands Access Program (Access Program) was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.	https://highways.dot.gov/federal-lands/programs-access
USDOT / Office of the Secretary of Transportation (OST)	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	The Rebuilding American Infrastructure with Sustainability and Equity (or RAISE) program funds capital investments in surface transportation that will have a significant local or regional impact, especially in areas of persistent poverty or historically disadvantaged, overburdened, or underserved communities.	https://www.transportation.gov/rural/grant-toolkit/rebuilding-american-infrastructure-sustainability-and-equity-raise
USDOT / Office of the Secretary of Transportation (OST)	Reconnecting Communities Pilot (RCP) Program	The Reconnecting Communities Pilot Program (RCP) funds planning and construction to remove, retrofit, or mitigate transportation facilities such as highways and rail lines that create mobility, access, or economic barriers to community connectivity.	https://www.transportation.gov/rural/grant-toolkit/reconnecting-communities-pilot-rcp-program
USDOT / Office of the Secretary of Transportation (OST)	Rural and Tribal Assistance Pilot Program	The Rural and Tribal Assistance Pilot Program aims to advance transportation infrastructure projects in rural and Tribal communities by providing early planning financial, technical, and legal advisory services and direct grants to eligible project sponsors.	https://www.transportation.gov/rural/grant-toolkit/rural-and-tribal-assistance-pilot-program
USDOT / Office of the Secretary of Transportation (OST)	Safe Streets and Roads for All (SS4A) Grant Program	The Safe Streets and Roads for All (SS4A) program funds a range of initiatives to prevent death and serious injury on multimodal roads and streets involving all roadway users.	https://www.transportation.gov/rural/grant-toolkit/safe-streets-and-roads-all-ss4a-grant-program
USDOT / Office of the Secretary of Transportation (OST)	Thriving Communities Program (TCP)	TCP funds organizations ("Capacity Builders") to provide technical assistance, planning, and capacity building support to disadvantaged and under-resourced communities, enabling them to advance transportation projects that support community-driven economic	https://www.transportation.gov/grants/thriving-communities

		development, health, environment, mobility, and access goals.	
USDOT / Federal Transit Administration (FTA	Pilot Program for Transit-Oriented Development (TOD) Planning	The Pilot Program for Transit-Oriented Development (TOD) Planning funds the integration of land use and transportation planning, economic development, accessibility, and multimodal connectivity, and mixed-use development in new capital projects.	https://www.transportation.gov/rural/grant-toolkit/pilot-program-transit-oriented-development-tod-planning

State

Agency/Office	Program Name	Description	URL
Transportation Improvement Board (TIB)	Active Transportation Program (ATP)	The Active Transportation Program provides funding to improve pedestrian and cyclist safety, enhanced pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities.	http://www.tib.wa.gov/grants/grants.cfm
WSDOT	First Mile/Last Mile Connections grants	This program supports projects that help people connect with fixed-route public transportation services, including buses, ferries, rail, water taxis, tribal transit and rideshares.	https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/first-mile-last-mile-connections-grants
WSDOT	Pedestrian and Bicycle Program	The Pedestrian and Bicycle program objective is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike.	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/pedestrian-bicycle-program
WSDOT	Safe Routes to School Program	The purpose of the Safe Routes to Schools Program (SRTS) is to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. Funding from this program is for projects within two-miles of primary, middle and high schools (K-12).	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/safe-routes-school-program
Washington State Department of Commerce	Traditional Financing	The Public Works Board (Board) is authorized by state statute (RCW 43.155). Its purpose is to loan and grant money to counties, cities, and special purpose districts to repair, replace, or create infrastructure.	https://www.commerce.wa.gov/building-infrastructure/pwb/pwb-financing/
WSDOT	Transportation Alternatives	Transportation Alternatives (TA) projects and activities encompass smaller-scale transportation projects such as pedestrians and bicycle facilities, historic preservation, safe routes to school and other transportation-related activities.	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/transportation-alternatives
Transportation Improvement Board (TIB)	Urban Arterial Program (UAP)	The Urban Arterial Program funds projects in one of the following bands: Safety, Commercial Growth and Development, Mobility, and Physical Condition.	http://www.tib.wa.gov/grants/grants.cfm

Regional

Agency/Office	Program Name	Description	URL
Puget Sound Regional Council (PSRC)	Transportation Improvement Program (TIP)	PSRC helps communities secure federal funding for transportation projects. PSRC conducts project selection processes for almost $300 million each year in federal transportation dollars, and tracks awarded projects via a robust Project Tracking Program. Projects funded from a variety of sources are included in a rolling 4-year document called the Regional Transportation Improvement Program (TIP)	https://www.psrc.org/our-work/funding

Appendix A

Plan and Policy Review

Appendix B

Public Engagement Summary

Appendix C

Street Typology Memo

Appendix D

Cost Estimates