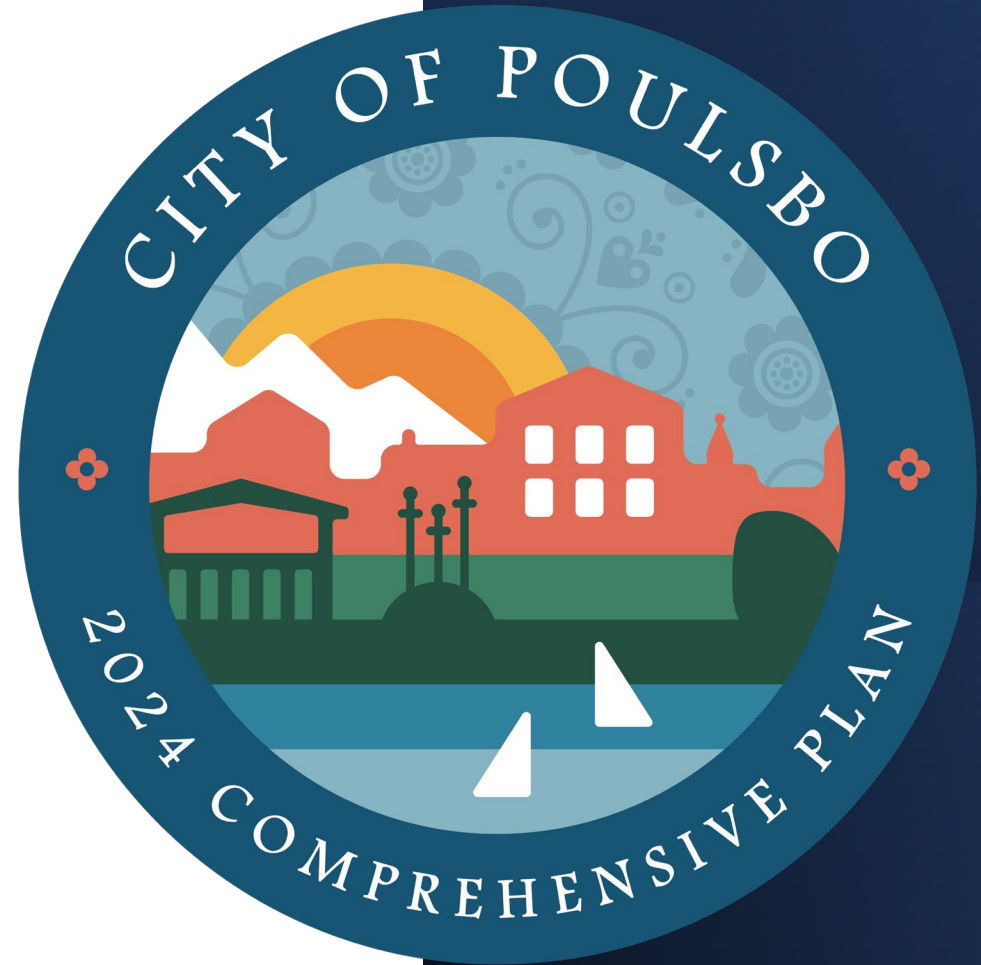


# Transportation Chapter and Maps

City Council  
August 7, 2024



# Transportation Element

## ➤ Planning Commission Review:

- Overview of transportation planning – October 24, 2023
- Goals and policies – November 14, 2023
- 2<sup>nd</sup> review Goals & Policies, Maps – May 28, 2024

## ➤ City Council Tonight:

- Short Overview
- Review Goals, Policies and Map
- Transportation Element Packet
  - Memo
  - ‘Clean’ Transportation Element (narrative, goals and policies) and draft Transportation Figures
  - Links to: PC ~~striketrough~~/underline version; PC packets, minutes, video, and memo on Figure TR-3; public comment received; Poulsbo Complete Streets process and draft plan.

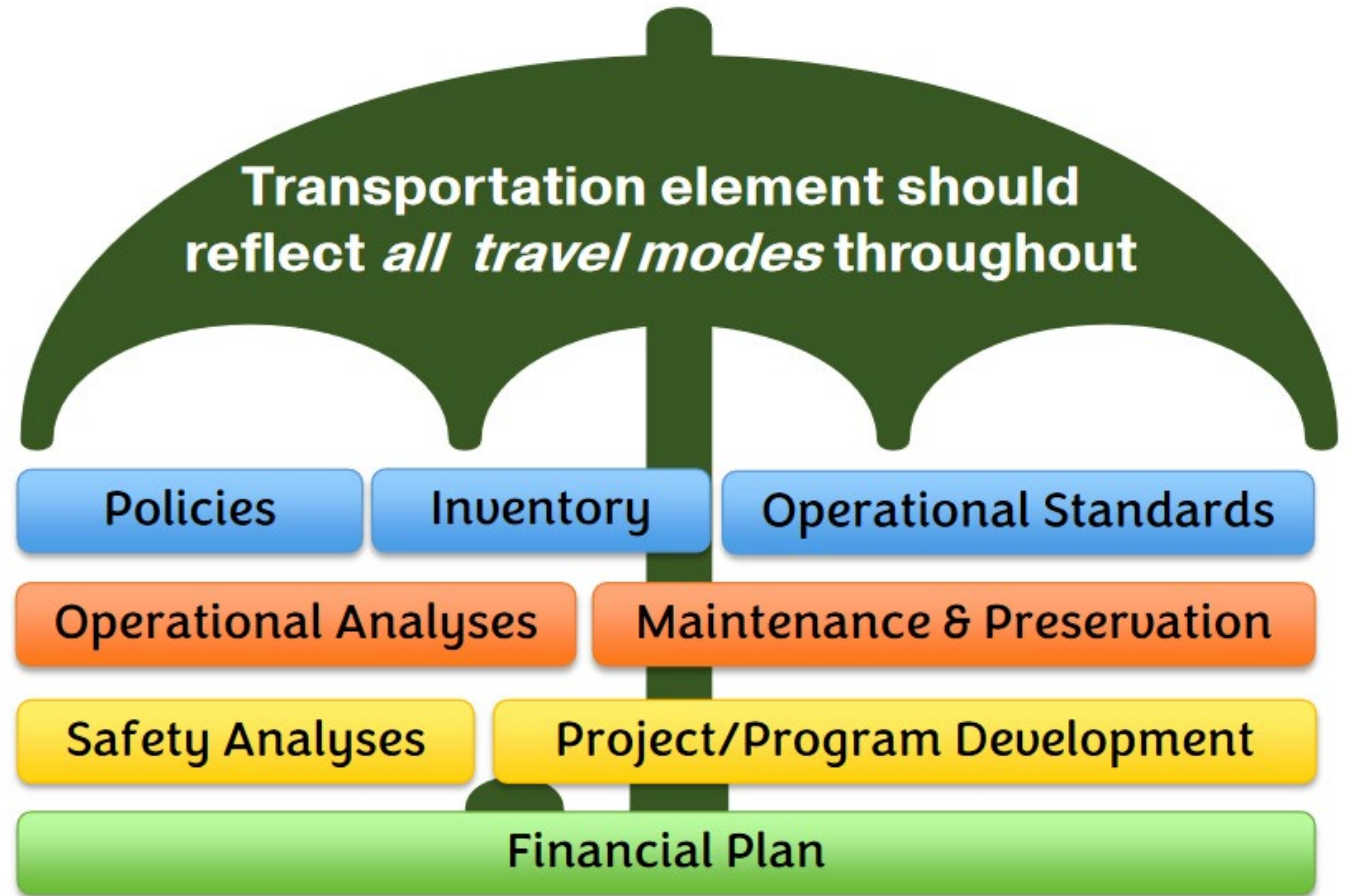
# Transportation Planning Framework

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

# Transportation Element

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

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



# GMA Transportation Requirements

RCW 36.70A.070(6)

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

# Transportation Element

Transportation Element includes:

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

# Transportation Element – LOS Analysis

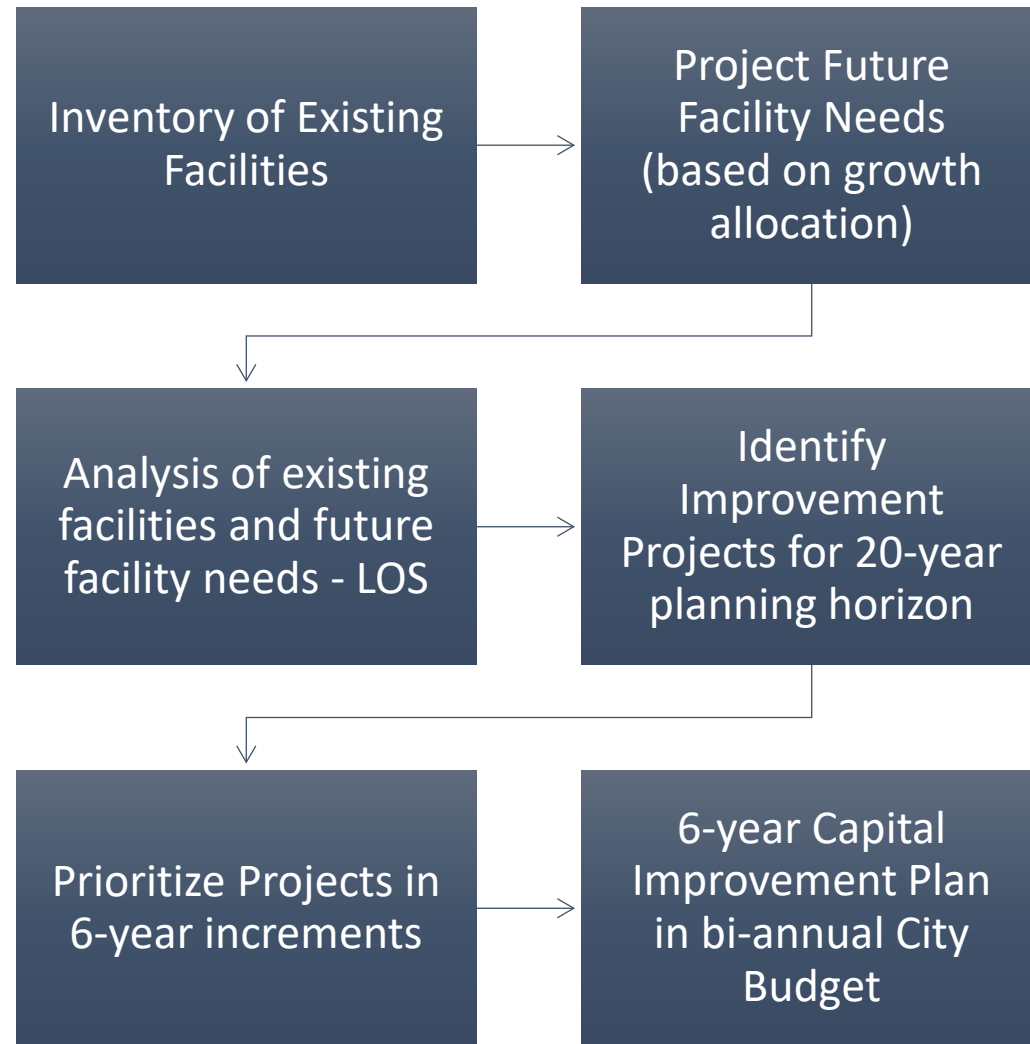
**Level of Service (LOS)** is quantitative measure of traffic operational conditions.

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

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

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

# City of Poulsbo Transportation Framework- Future Transportation System Needs





# Transportation Element – Goals and Policies

Approach similar to other elements:

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

# Transportation Element – Goals and Policies

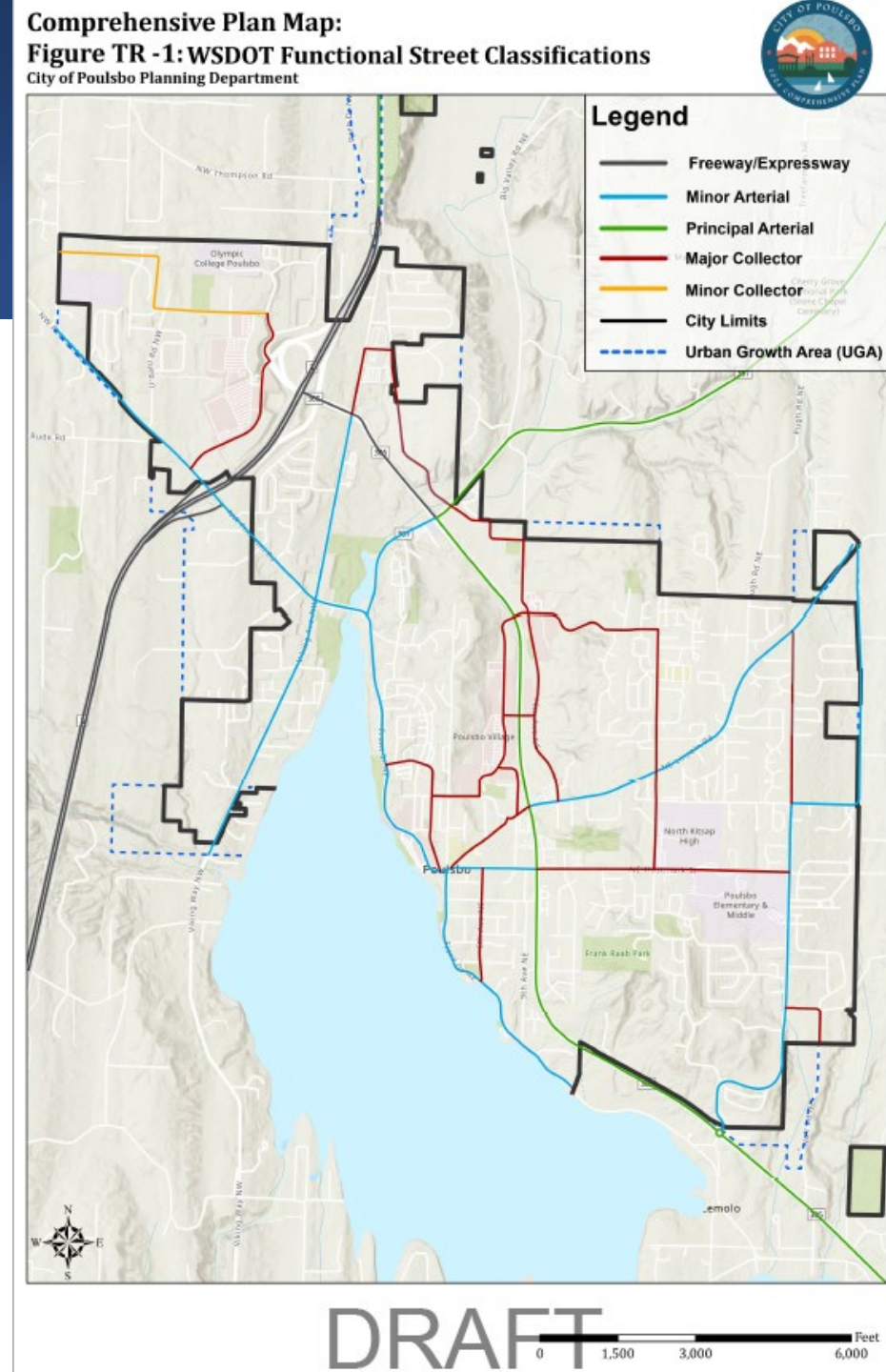
## Highlights of some revisions:

- Narrative before each section
- Most revisions are based on PSRC VISION 2050 policy priorities and Regional Transportation Plan
- Incorporated revision requests by WSDOT and Kitsap Transit
- Included PC recommended additions
- Considered how Complete Streets plan is incorporated and references in policies
- Policy TR-6.2 in response to public comment
- Maps

# Transportation Element – Maps

## Figure TR-1 - WSDOT Functional Street Classifications

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

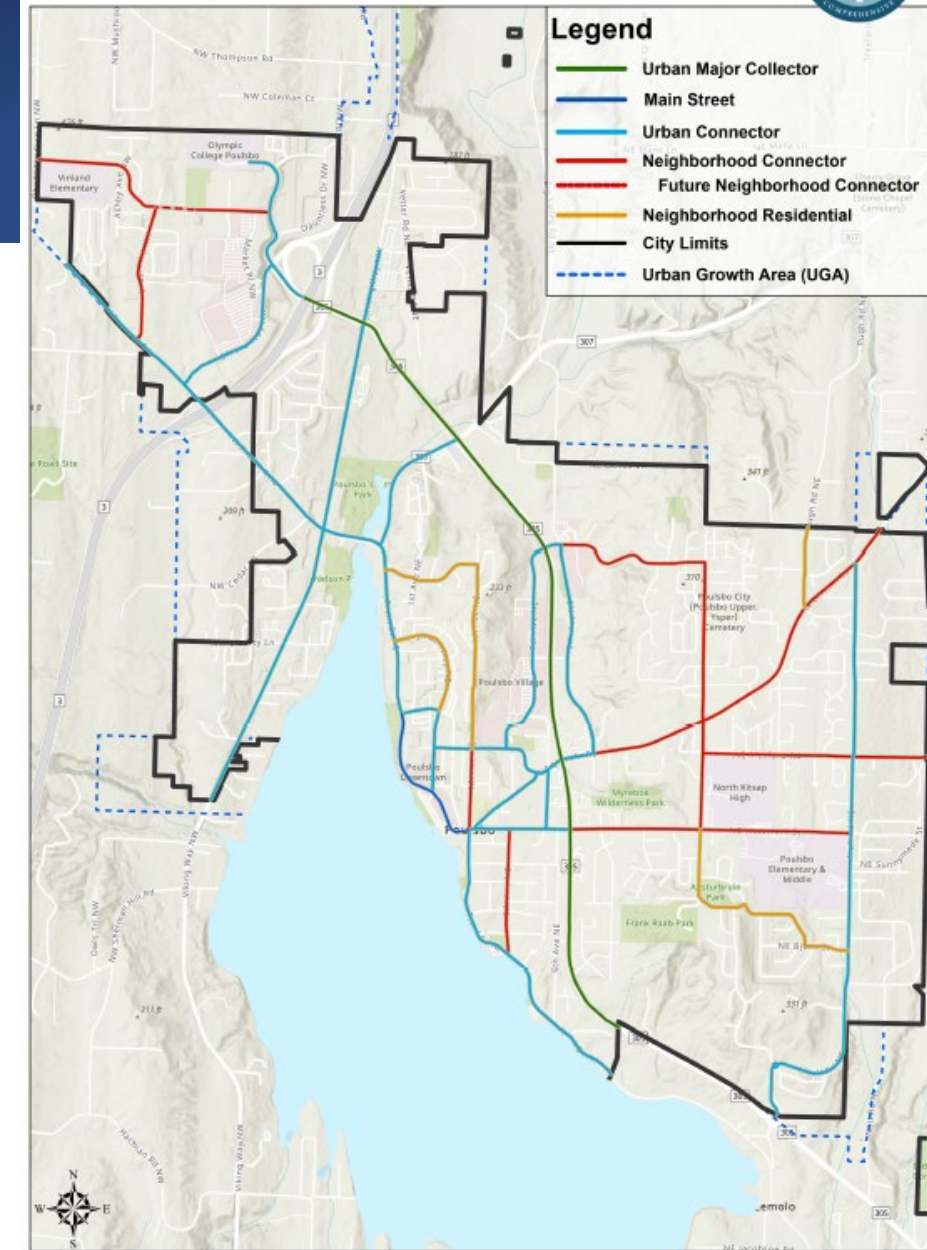


# Transportation Element – Maps

## Figure TR-2 – Poulsbo Complete Street Typology

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

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



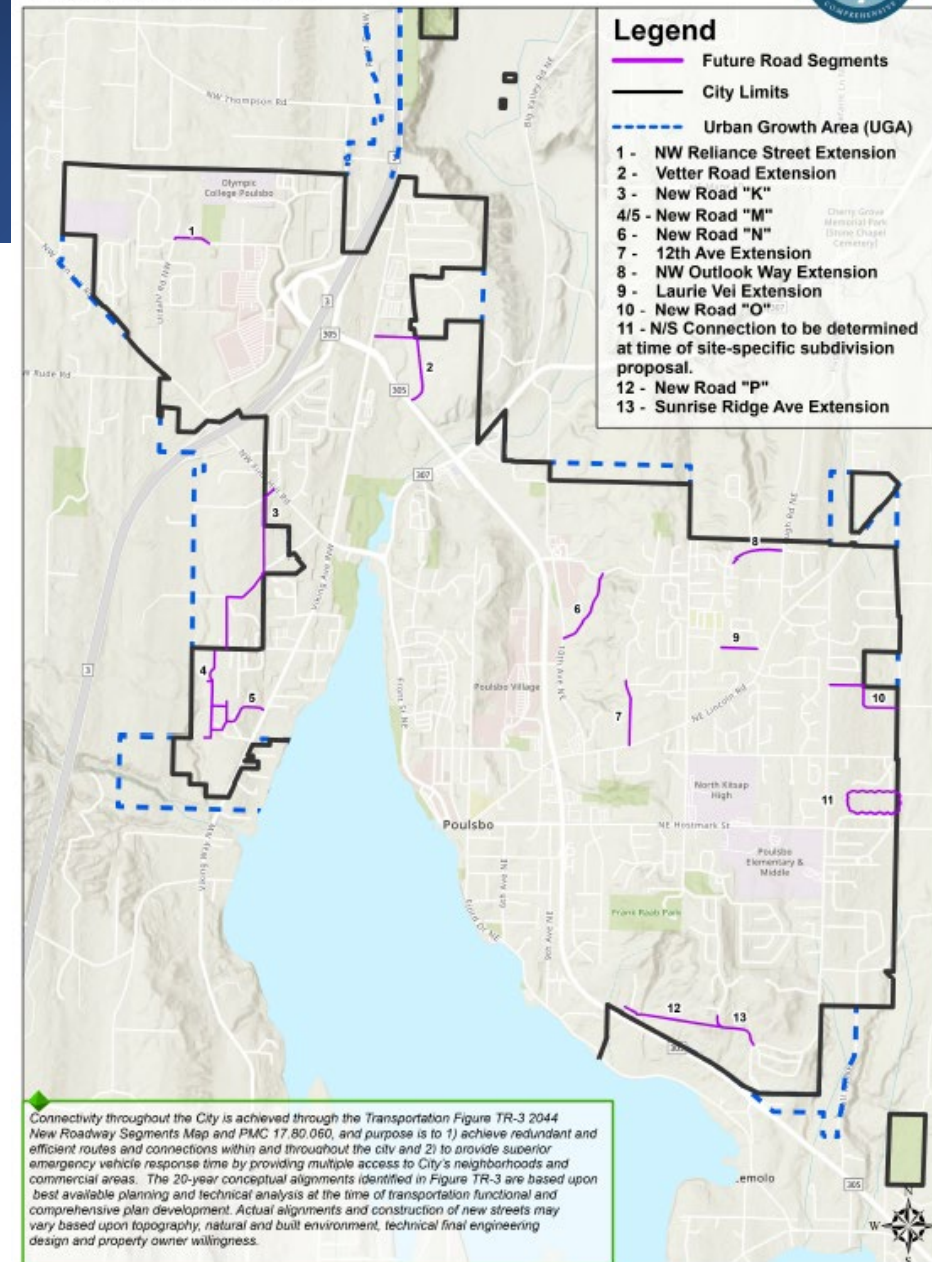
DRAFT

0 1,500 3,000 6,000 Feet

# Transportation Element – Maps

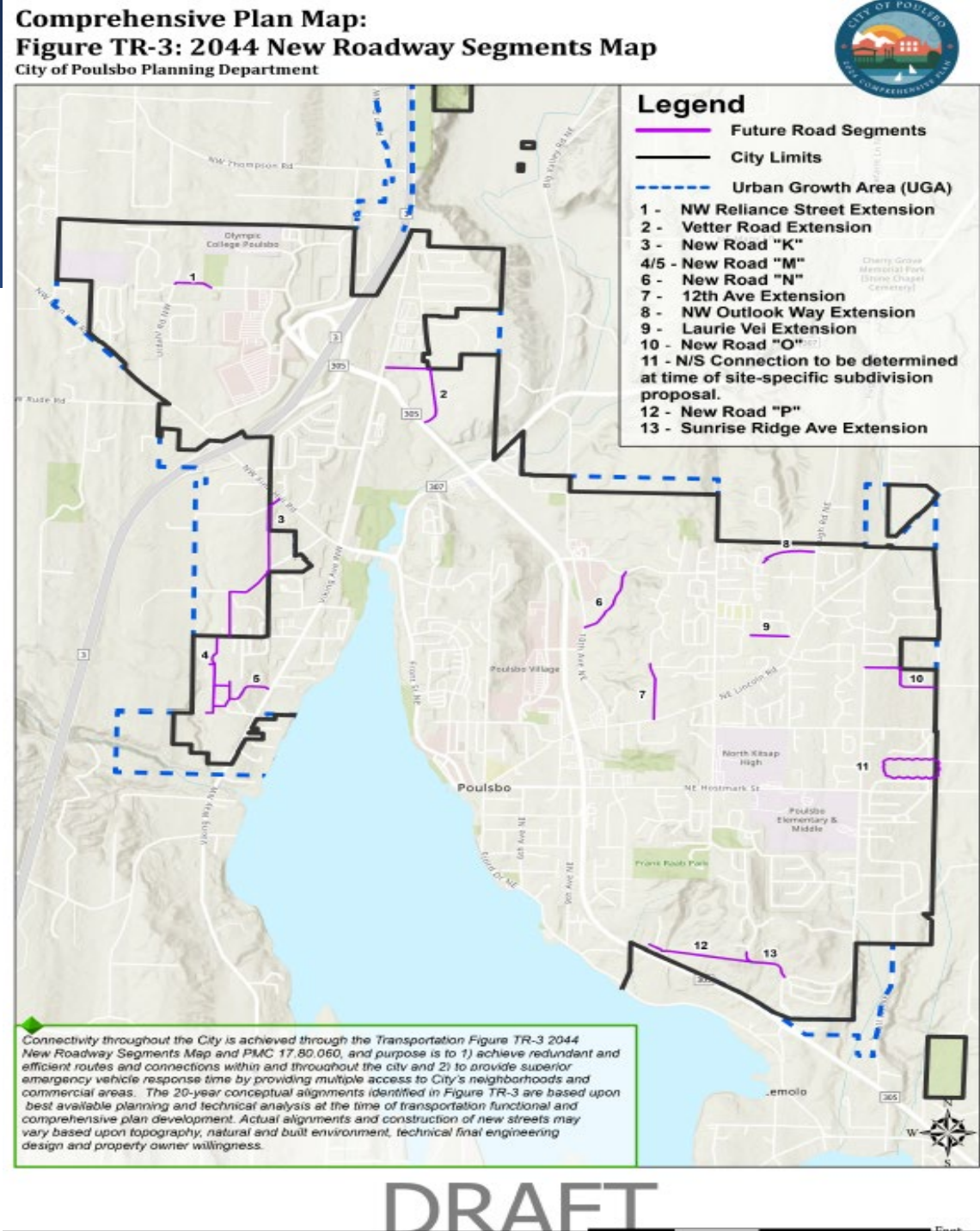
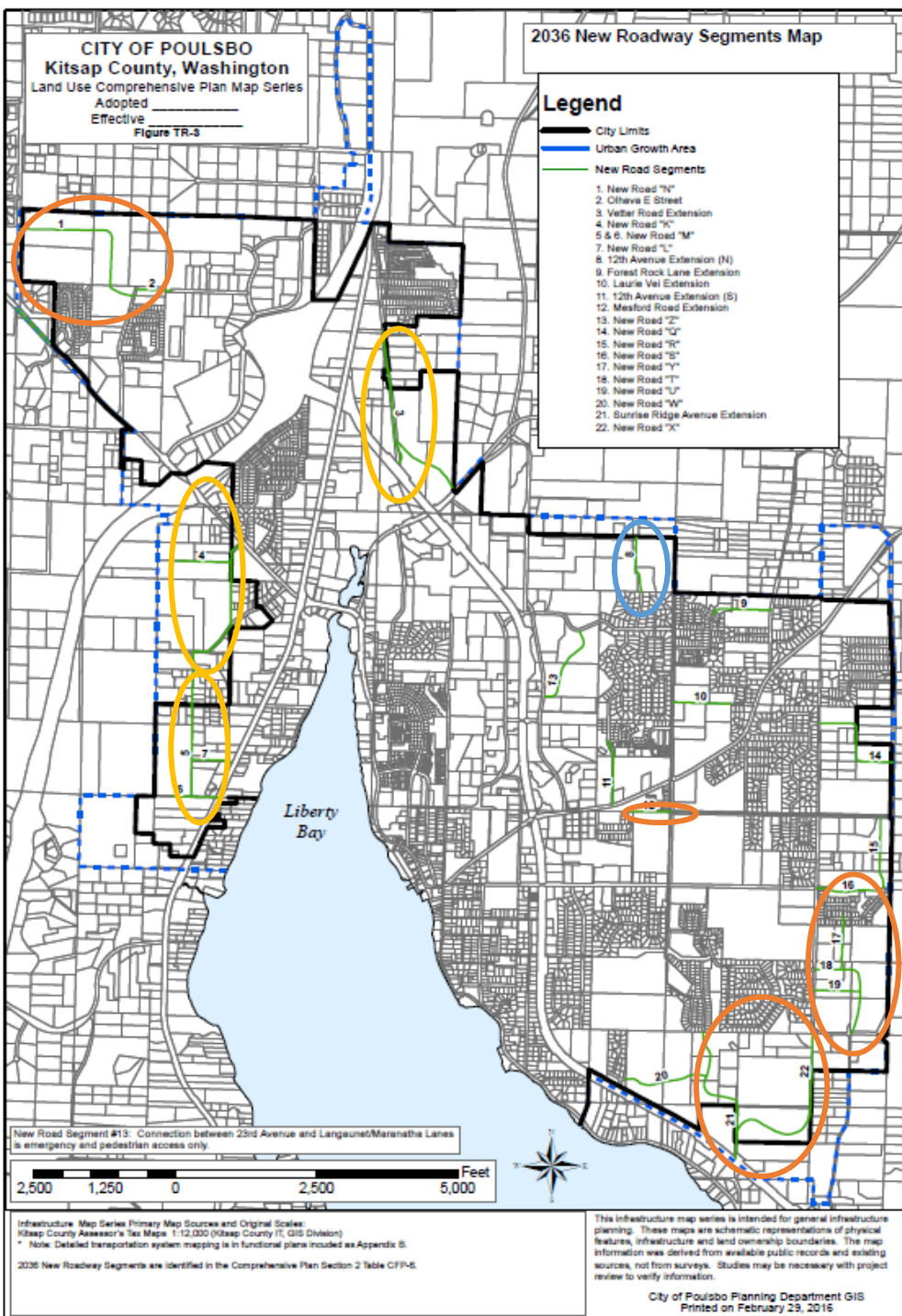
## Figure TR-3 – 2044 New Roadway Segments

- The purpose of Figure TR-3 is to identify new roadway segments that will be implemented during site specific development project proposals. Direct implementation of City's street network policies.
- Used by Engineering staff during development review
- Figure TR-3 significantly implement since introduction in 2009 with nine new roads constructed



DRAFT

Feet

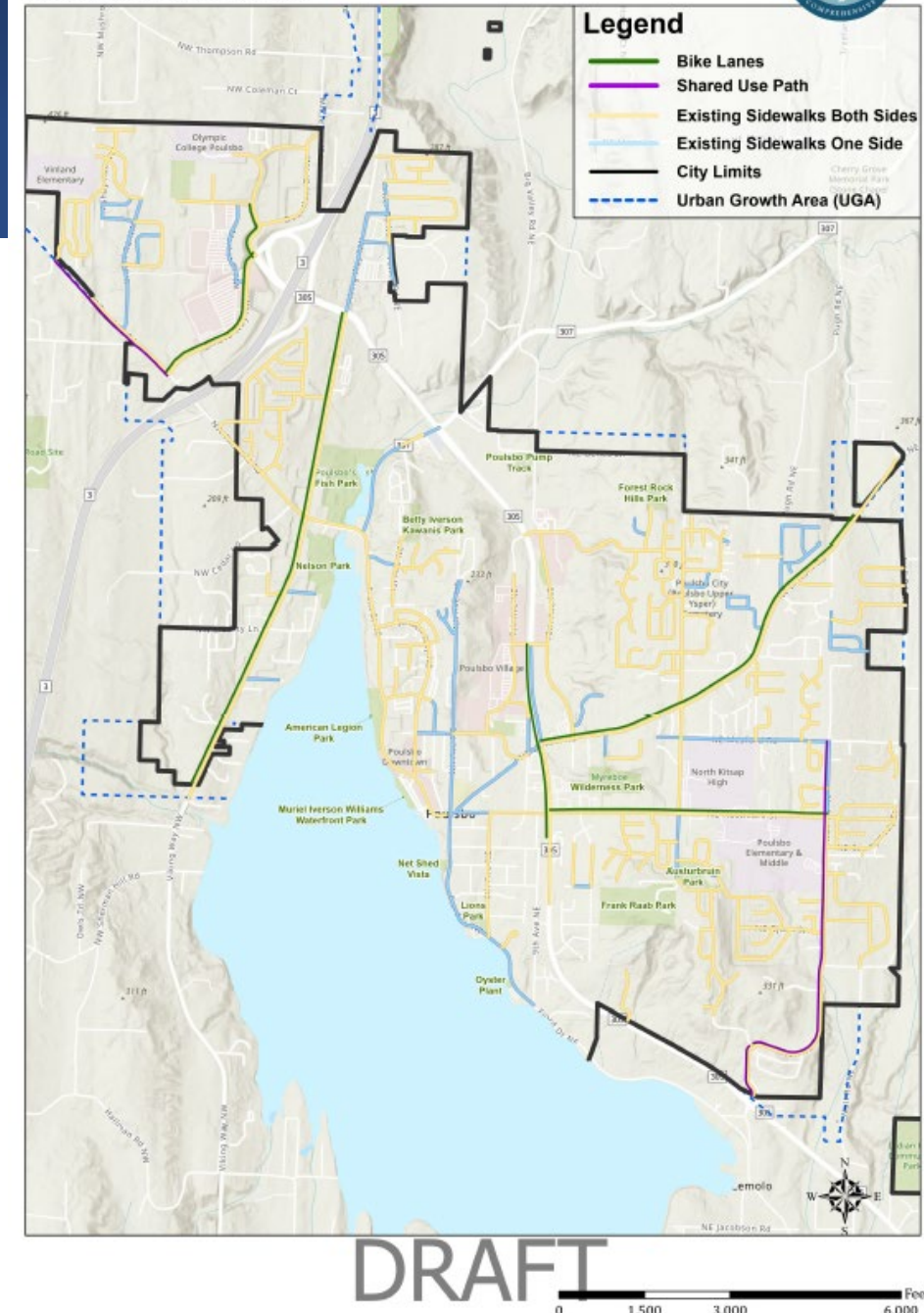


# Transportation Element – Maps

## Figure TR-4 – Active Transportation

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

Comprehensive Plan Map:  
Figure TR-4: Active Transportation  
City of Poulsbo Planning Department



# Transportation Public Input Received – Public Comments

## Written Comments on Transportation Element and Maps:

- Traffic congestion
- New Roadway Segments Map – 12<sup>th</sup> Avenue extension (N)
- New Roadway Segments Map – New Road “Z”
- New Roadway Segment Map – New Road “R” #11
- Suggested policy language

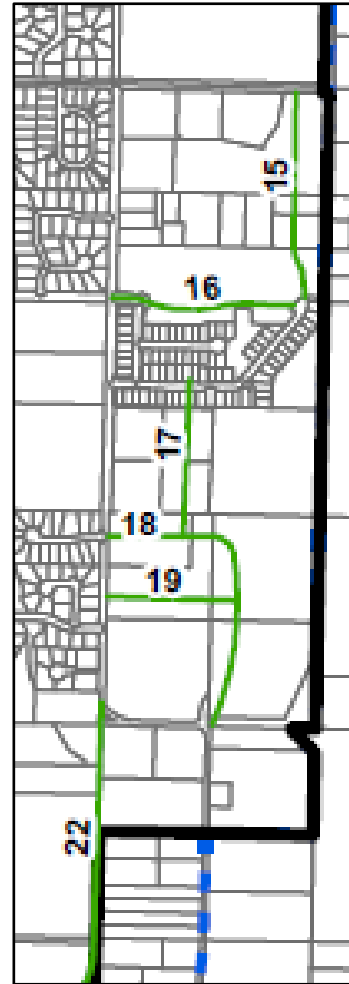


## Summary of memo in response to public comments on Figure TR-3

- Memo for Planning Commission 5/28/24 meeting outlined responses to public comments on Transportation Figure TR-3:
  - New Policy TR-6.2 w/revisions
  - Figure TR-3
    - No parcel lines
    - No line for #11
    - Legend for #11
    - New note at bottom
    - New roadway is not triggered until development permit application submittal. Actual alignment is based upon topography, natural and built environment, technical final engineering design, and property owner willingness.
  - PC revision includes 'bubble' to indicate area-wide and not parcel specific

# Figure TR-3 Revisions

2036 New  
Roadway  
Segments



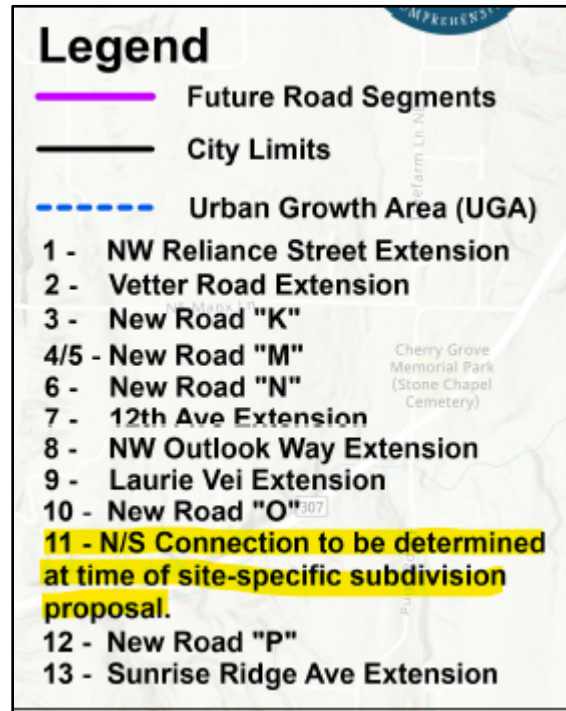
2044 New Roadway  
Segments –  
PC packet



2044 New Roadway  
Segments –  
CC packet



# Figure TR-3 Revisions



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

# Upcoming Work

## ➤ **Parametrix – Transportation Consultant:**

- Complete Streets: Final Draft inputting comments from 7/11/24 Stakeholder Committee comments
- Functional Plan: Internal first draft will be delivered to staff in two weeks.



# Transportation Element Review

## Discussion and Questions