RTCC Funding Application

Competition: Standalone Planning Project
Status: submitted
Submitted: May 30th, 2019 4:20 PM
Prepopulated with screening form? Yes

Introduction

1. Project title
   Poulsbo Complete Streets Plan

2. T2040 ids string
   N/A

3. Sponsoring agency
   Poulsbo

4. Cosponsors
   N/A

5. Sponsoring agency certification acceptance status
   Yes

6. Ca sponsoring agency
   N/A

Contact Information

1. Contact name
   Andrzej Kasiniak

2. Contact phone
Project Description

1. Project scope

The project will develop a Complete Streets Plan for the City of Poulsbo that includes streetscape planning and preliminary design within the public right-of-way with a focus on potential redevelopment or new development of streets and sidewalks; evaluation of parking demand and available facilities; and conceptual design of pedestrian, parking, transit and streetscape improvements. The project goal is a plan that provides safe, convenient travel and access for users of all ages and abilities, regardless of their mode of transportation. The final plan will include a report identifying specific projects, costs and prioritization for development and implementation.

Project Location

1. Project location

City of Poulsbo

2. Project counties

Kitsap

3. Crossroad or milepost beginning

N/A

4. Crossroad or milepost end

N/A

Plan Consistency

1. Identified in local comprehensive plan

Yes

2. In comprehensive plan explanation

City of Poulsbo Comprehensive Plan (2016), Chapter 4 - Transportation. The need for a Complete Streets plan is identified in multiple sections of the Comprehensive Plan including the first page and first sentence of the Transportation Chapter (pg 69) that states:
Emphasize development of complete streets that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders regardless of age, ability or mode of transportation.

3. Not in comprehensive plan explanation

N/A

Federal Functional Classification

1. Functional class name

00 Not applicable (transit, enhancements, Etc.)

Local and Regional Policy Support

1. Improvements or strategies

The planning study will use the following strategies to provide better access, community mobility, multi-modal access and improve circulation:

- The City’s primary streets and intersections were historically designed primarily to reduce traffic delay and promote automobile throughput. This emphasis on automobile traffic LOS resulted in streets that are less safe or impractical for walking, bicycling, and transit use. The Complete Streets Plan will provide treatments for City arterials and collectors that offer a way to keep traffic moving while also providing for other modes, preserving character and meeting community values.

- Poulsbo’s "Little Norway" cultural heritage has resulted in a strong and growing tourism based historic downtown area with heavy pedestrian use. Existing pedestrian facilities are not adequate to support this use. The City’s streets are its largest landholding and one of its greatest assets. The Complete Streets Plan will identify ways to maximize the value of this asset in a way that reflects the community’s vision of itself, and not simply as an opportunity to move vehicles. The study will explore the potential to designate a district, corridor, and/or intersections where walking, bicycling, and transit are prioritized, and further road expansion is prohibited.

- The City has designated LOS F as acceptable at several intersections and roadway segments due to the limited ability to add roadway capacity. The planning study will review innovative traffic concepts such as compact roundabouts as potential measures to reduce congestion while also calming traffic and improving non-motorized accessibility and safety.

- Parking demand, particularly on weekends, results in significant congestion in the City’s Historic Downtown District. The planning study will examine Transportation Demand Management (TDM) strategies including transit, shuttle and parking optimization as cost effective alternatives to parking capacity improvements. The study will assess potential opportunities, constraints and trade-off of continuing, eliminating or modifying (parklets, angled versus parallel, etc.) parking on one or both sides of the street.

- Stakeholder and public involvement will be a central element of the study. The City will
form a Complete Street Advisory Committee early in the planning process consisting of user groups, partners in other departments and partner agencies to engage in a process to identify alternative strategies and prioritize projects to meet those needs. Stakeholders would include Kitsap County, Kitsap Transit, Port of Poulsbo, WSDOT, the Historic Downtown Poulsbo Association and bicycle advocacy groups. The project will provide opportunity for public involvement through project open house(s) and City Council workshops and will respond to the specific needs and desires of the local and regional community for safe and integrated non-motorized facilities.

- The study will develop a street typology system and design guidelines. This would include developing a consistent multi-modal classification system of streets throughout the City that will be the basis for identifying vehicle commuter routes, transit routes, bike lanes, as well as corridors for other modes of transportation. Street typologies will be developed to ensure the function of streets in the overall network, taking into account contextual factors such as land use and modal priority. The street typology process will overlay component modal networks (e.g. a bicycle network, truck access, transit network, etc.) to identify synergies and conflicts as well as overlaying land uses to help determine street functions that will help identify modal priority on key streets and resolve difficult trade-offs in constrained rights-of-way.

- The Complete Street Plan will provide a blueprint for enhancing mobility and connectivity within the City. It will identify specific projects, priorities and methods of funding for capital development and maintenance; facilitate volunteer maintenance and stewardship activities; and tie together transportation elements of multiple City, County and State plans, including the City's Comprehensive Plan, Transportation Improvement Plan and Capital Improvement Plan; Kitsap County Non-Motorized Plan; Kitsap Transit's SR305 Bus Rapid Transit Plan; and WSDOTs' SR305 Corridor Vision.

- The study will specifically address what are typically the most significant potential barriers to Complete Streets implementation including; public support, City council direction, inter-jurisdictional coordination, funding and updating design standards.

2. Multimodal improvements

- The study will evaluate ways to improve access to transit and identify improvements to tie-in the existing and future non-motorized network, and existing and future transit park and ride facilities on SR305. This will include evaluation of existing and future transit routes and needs including services for disadvantaged and vulnerable user groups. The study will work with Kitsap Transit to evaluate transit stop amenities such as pedestrian pathways approaching stops, benches, traveler information systems, shelters, and bike racks to facilitate transit stops as place-making destinations and further the perception of transit as an attractive alternative to driving.

- High volume SR305 bisects the City and creates difficult crossings and/or higher stress conditions for bicyclists and pedestrians. This discourages non-motorized use and disconnects neighborhoods, schools and commercial areas. The study will identify locations and mitigation measures to improve non-motorized crossings of SR305 and enable vehicles, pedestrians and bicyclists to access all parts of the City. This may include grade separated crossing of SR305 that will provide safe crossing of the busy highway for both pedestrians and bicycles.
- Poulsbo has been identified as the top location for additional transit park and ride capacity in the SR305 corridor due to the proximity of the City to SR305 and the state ferry system. The study will identify improvements that will encourage greater use of transit and non-motorized facilities as an alternative to SOV use on heavily congested SR305. This will encourage and support the potential shift from SOV to transit, bike and pedestrian use in this important regional corridor.

- The study will integrate and extend previous and on-going projects to improve access and connect users to residential areas, commercial goods and services and transit. These include the already completed SR305 HOV improvements between Bond Road and Hostmark Street in Poulsbo, and the SR305-Johnson Parkway roundabout intersection improvements.

- Poulsbo has several segments of multi-use paths including the Liberty Bay Trail, Finn Hill shared use path and the Noll Road shared use path. The study will coordinate development of this path system by identifying and prioritizing new connections and segments, develop design typologies for width, pedestrian-scale lighting, landscaping, and other appropriate amenities. The study will assess land use and development trends (such as TOD), opportunities and constraints to development of transit park and ride lot and bus transfer points at the nexus of these multi-use shared use paths.

3. Pedestrian improvements

- The study will provide a blueprint for pedestrian connectivity within and through the city; destinations to be connected include parks, schools, transit, neighborhoods, shopping services, and other trails outside of the city limits.

- Connectivity of local and regional trails and paths will be identified and prioritized. This will include the regional Sound to Olympic (STO) trail system, which is identified by PSRC as a regional non-motorized facility that will connect the greater Kitsap Peninsula with Seattle and the Olympic Peninsula as well as the City’s Liberty Bay Trail and Poulsbo Loop trails and through routes identified in the Kitsap County Non-motorized Plan (2018). The project Advisory Committee will include coordination with representatives of trail systems near the city including the North Kitsap Trails Association and the Mountains to Sound program.

- The study will identify locations and facilities for safe pedestrian crossing of high volume SR305 and the congested SR305-SR104 intersection. Without these connections, SR305 is a major barrier to pedestrian system development and functionality.

- The study will explore the implementation of uniform way-finding signs to guide bicycles and pedestrians to recommended travel routes and destinations throughout the community such as parks, schools, shopping districts and recreational facilities. Way-finding will be coordinated with the Kitsap County Non-Motorized Plan to ensure consistency with Countywide regional routes and signage.

- The study will develop design guidelines for streetlights, landscaping, street furniture, and other roadway features that enhance the identity of the City’s historic district and neighborhoods.
- The project will identify roadways and establish criteria for implementing pedestrian enhanced design that provide multi-modal amenities within the public right-of-way by reducing the number and/or width of travel lanes on streets that have excess width and/or vehicle capacity (i.e., road diets) and use the available public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities, or landscaping.

- The study will identify specific pedestrian improvements at signalized intersections with high pedestrian volumes and/or large numbers of special needs and/or elderly residents. This may include “countdown crosswalks” or diagonal crosswalks at appropriate locations which require motorists in all directions to periodically stop for pedestrian crossings from all four corners of an intersection.

- The study will identify specific pedestrian safety projects at intersections and mid-block locations by providing safe, well-marked pedestrian crossings, bulb-outs, or median refuges that reduce crossing widths, and/or audio sound warnings.

4. Transportation management improvements

The study will evaluate the following TDM strategies to promote more efficient travel modes that encourage a shift from single occupant vehicle (SOV) trips to non-SOV modes:

- Reduce auto trips and vehicle miles traveled by increasing transit options, park and ride access and enhanced non-motorized connections to transit.

- The study will assess parking availability and utilization and opportunities to balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that discourages non-automobile travel modes usage. This will include assessing options for reducing parking demand in the historic downtown area including transit, shuttles and on-street parking utilization.

- Evaluate parking modifications constraints such as eliminating or modifying (parklets, angled versus parallel, etc.) parking on one or both sides of the street as cost effective alternatives to new parking capacity improvements.

- Assess how the Poulsbo Complete Streets program can support and encourage as a companion strategy the SR305 Corridor Vision that includes high capacity transit as a central method to reduce congestion.

System Performance and Innovative Solutions

1. Improvements increase reliability

The following improvements and strategies will be used to improve system reliability and efficient travel flow:

- The study will help increase system reliability by identifying the infrastructure improvements that will increase travel mode options and accessibility. This includes connections to transit, non-motorized and parking facilities with the outcome of less
congestion on local roads and SR305, fewer delays, improved mode connection and healthier options for commuters.

- The planning study will provide a comprehensive pedestrian and bicycle network plan for the City, improving safety and mobility for non-motorized travelers, improving transit accessibility, and supporting local, regional and statewide transportation policies to encourage alternatives to automobile travel and to increase walk-on ferry ridership.

- The study will improve efficiency of travel flow by identifying improvements that connect to other local and regional multimodal projects including the Liberty Bay Trail, the Poulsbo Loop Trail and the future Sound to Olympics Trail. It will also connect to the existing and future transit system that is associated with implementing the SR305 Corridor Vision. Together, these facilities provide a range of modal travel options for users of all ages and abilities.

- Time savings for moving freight and goods will be achieved by identifying measures and facilities that help reduce congestion in the SR305 corridor. SR305 functions as the primary freight route, the principal commuter collector and is the most heavily congested state route in Kitsap County. It connects via ferry the Seattle metropolitan area to Kitsap County local centers in the City of Poulsbo, Bainbridge Island, Suquamish and the greater Kitsap Peninsula; the regional centers of Bremerton, Silverdale and Seattle, as well as the greater Olympic Peninsula. Travel demand is resulting in more and more congestion that increases travel time for people and freight, discourages people from accessing more affordable housing, and affects the mobility of people traveling between jobs and housing in and between regional centers. These transportation barriers result in less economic development, fewer job opportunities and reduced access to affordable housing.

- Local road delivery vehicles and other goods movers will be an important consideration of the study to ensure that streets provide adequate off-street loading areas and that they do not conflict with pedestrian, bicycle, or transit access and circulation.

2. Planning study timeframe

The study will have a 20-year planning horizon with a 10 year implementation schedule. This planning horizon provides a long term solution that coincides with the City’s Comprehensive Plan planning horizon.

The City is flexible on the start date of the project and can commence work in either 2020 or 2021.

3. Innovative concepts studied

- The study will assess potential to create a Shared Street environment including design standards where pedestrians, bicycles and low speed motor vehicles safely share the streets, especially in the historic downtown area where right-of-way is constrained and where autos travel slowly enough to mix with people.

- The project will evaluate potential to implement context-sensitive design solutions along SR305 that calm traffic, enhance aesthetics, and improve pedestrian safety and
convenience.

- The City will study the potential to establish Pedestrian Priority Zones in the Historic Downtown District where wider sidewalks, street lighting, elevated or diagonal crosswalks, and other pedestrian amenities are prioritized.

- “Green street” techniques and priorities identified in the City's Liberty Bay TMDL Implementation Plan and Comprehensive Stormwater Management Plan will be integrated into the study to improve street aesthetic opportunities and reduce the costs of constructing new and re-developed impervious surfaces.

- Compact roundabouts will be studied as a potential method for low speed, right of way limited intersections where congestion is a problem and traffic calming and preservation of the adjacent land use character is required.

Social Equity, Environmental Justice, and Public Health

1. Social groups being served

The planning study will support the full range of motorized and non-motorized users in Poulsbo of all ages and confidence levels. The project will better serve commuters, low income, minority, senior and disabled residents by providing a plan to increase the type and extent of transportation options.

Many of these impacted residents choose to live close to Poulsbo because of smaller, less expensive and more accessible housing that is also close to commercial and recreation amenities. The project will provide improved connectivity and better access to community services including transit, mental health, education and housing.

The project supports vulnerable populations in several ways: 1) it improves access to transit operations which increases mobility for transit dependent populations, predominantly low income persons, 2) it will be designed to be fully compliant with ADA criteria which will ensure non-motorized facilities are accessible to disabled persons, and 3) it will connect neighborhoods to the North Kitsap School District campus, which will ensure safe routes to school for children K through 12.

2. Study adopts or accepts

The project meets many goals of the City’s plans related to transportation, land use, economic development, recreation and community character including the following:

GOAL Community Character (CC) -4: Provide connectivity and attractive streets that enhance the City’s aesthetics and sense of place.
Policy CC-4.1 - Design and create sidewalks, bikeways and paths to increase connectivity for people by providing safe and direct, or convenient links throughout the city.
Policy CC-4.2 - Identify streets in the city that could be considered for special treatment due to their importance, location, activity, and connection to public spaces. Such treatments
could include elements such as specially designed landscaped island(s); unique crosswalk treatments; character defining materials and accessories; unique and interesting street lighting; sidewalk furniture; and street landscaping and sidewalk planters.

Comment: The project is a specific implementation action to meet this goal and policies.

GOAL CC-5: Preserve and enhance the existing character and scale, pedestrian friendly and community oriented Downtown Poulsbo.
Policy CC-5.3 - Encourage interspersed landscaping, public plazas with seating and tables, pleasing street frontage design and colors, and inclusion of public art throughout Downtown Poulsbo. Identify and improve walking and biking routes to Downtown Poulsbo as a pedestrian and biking-friendly destination. Provide safe methods such as textured crosswalk paths and pedestrian islands where people can cross major streets at regular and convenient intervals.

Comment: The project is a specific implementation action to meet this goal and policy.

GOAL CC-6: Protect, conserve and enhance historical, archaeological and cultural resources throughout the City of Poulsbo.
Policy CC-6.5: Incorporate interpretative signage, historic street names, and features reflecting original historic designs into park projects, transportation projects, and buildings when feasible, as a means of commemorating past events, persons of note, and City history.

Comment: The project is a specific implementation action to meet this goal and policy.

Community Key Goals – Transportation (TR): Emphasize development of complete streets that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders regardless of age, ability or mode of transportation.

Comment: The project is a specific implementation action to meet this goal and policy.

Policy TR-1.4: The City shall require that all streets – new construction, retrofit or reconstruction – be complete streets, built to accommodate all travel modes in compliance with the City's design standards and plans for streets, bicycles and pedestrian facilities and safety elements.

Comment: The project is a specific implementation action to meet this policy.

GOAL TR-5: Encourage improvements in vehicular and pedestrian traffic circulation within the city.
Policy TR-5.1: Develop and maintain an interconnected and overlapping transportation system grid of pedestrian walkways, bicycle facilities, shared use paths, roadways for automobiles and freight, transit and high-capacity transit service. Develop and implement programs such as traffic operations, transportation demand management including telecommuting, and neighborhood traffic management, which support the efficient circulation of the City's traffic system.
Policy TR-5.2: Develop a transportation grid that provides good connections between residential and commercial activity centers and allows for multiple circulation routes to/from each location. Close gaps and complete system connections through the development and capital improvement processes.

Comment: The project is a specific implementation action to meet this goal and polices.

GOAL TR-9: Support a functional and friendly non-motorized transportation system that effectively serves the needs of pedestrian and bicycle users and encourages non-motorized travel.
Comment: The project is a specific implementation action to support this goal.

GOAL TR-10: Actively promote the use of public transportation to accommodate a larger share of the traveling public.
Policy TR-10.2: Encourage the use of public transportation within Poulsbo to accommodate those who work, visit and shop in Poulsbo. Coordinate with Kitsap Transit to identify opportunities to increase capacity, provide trolley or shuttle service throughout the City, reduce service deficiencies and increase ridership on under-utilized routes.
Policy TR-10.3: Work with Kitsap Transit to increase Park and Ride capacity within the City by identifying potential Park-and-Ride locations and explore a Bus Rapid Transit (BRT) system that will serve Park-and-Rides and connect Poulsbo to surrounding communities throughout the region.
Comment: The project encourages the use of public transit by ensuring safe, reliable and effective non-motorized connection between housing areas, transit and local and regional transportation corridors.

GOAL TR-11: Transportation improvements within the City shall comply with requirements of the Americans with Disabilities Act (ADA).
Comment: All projects identified in the study will comply with ADA requirements. The project is a specific implementation action for this goal.

GOAL TR-12: Strive to protect air quality, reduce pollution and support reduction of vehicle miles traveled.
Comment: The project expands and enhances the non-motorized system which will provide an alternative to vehicle travel thereby improving air quality, reducing pollution and vehicle use.

Community Key Goals: Parks, Recreation and Open Space (PRO); Establish and maintain a network of trails, safe walkways, and open spaces throughout the Poulsbo community.
Comment: The project is a specific implementation action to support this goal.

GOAL PRO-4: Create a hybrid system of on-street facilities, off-street links, and shared-use paths to create a continuous and complete network for pedestrians.
Policy PRO-4.1: Use the Urban Paths of Poulsbo Plan and maps to identify and prioritize implementation strategies and key acquisition and development opportunities for connections supporting nonmotorized travel. Prioritize these connections in the City’s 6-Year Capital Improvement Program, which is reviewed annually.
Comment: The project is a specific implementation action to support this goal and policy.

Policy PRO-4.4: Coordinate with neighboring jurisdictions to connect the city’s trail system with theirs and participate in county, regional and statewide efforts to plan and implement a statewide trail, where connection through Poulsbo provides a vital link to the Olympic Peninsula.
Comment: The project is a specific element of this policy and will help develop and link the regional trail system.

GOAL ED-6: Continue to support and invest in the quality of life attributes that provides Poulsbo with a competitive advantage in attracting business interests.
Comment: Efficient and effective non-motorized facilities have been consistently identified by citizens or Poulsbo as a top rated quality of life attribute.
Element 1) Coordinate trail plans throughout the region (cities, ports, agencies, Tribes, and Military) to facilitate the development of trail linkages between parks and other trails systems (road and park) and between other jurisdictions.
Comment: The project supports and encourages development of regional trails and linkages.

Element 3) Support trail corridor plans and local initiatives which would connect new residential and business centers, schools, community centers and park trail systems.
Comment: The project is a specific implementation element of this goal.

3. **How project fits character**

The City Comprehensive Plan provides specific goals and policies to ensure transportation facility development fits community character (see response above). Additionally, a stakeholder advisory committee will be formed to help review and guide the planning process. This committee will include representatives of the Historic Downtown Poulsbo Association, City Council, local businesses, bicycle advocacy groups and other community residents. The planning study will conduct an initial inventory and assessment of project context attributes (see attached Scope of Work and Budget outline) including cultural, environmental, aesthetic and economic development components to ensure context sensitive design is incorporated and considered at project inception and throughout development of alternatives and design concepts.

4. **Interjurisdictional partners**

The planning project will not have a formal interjurisdictional component; however, Kitsap County, Kitsap Transit, WSDOT and the Port of Poulsbo will be invited to participate in the project stakeholder advisory committee.

**Mobility, Accessibility, and Safety**

1. **Issues being addressed**

The project will address the following issues:

- The Complete Streets Plan will provide treatments for City arterials and collectors that offer a way to keep traffic moving while also providing for other modes, improve safety, preserve character and meet community values.

- The Plan will identify how to support and encourage pedestrian use associated with Poulsbo's "Little Norway" tourism economy including potential to designate a district, corridor and/or intersections where walking, bicycling, and transit are prioritized.

- Provide a long term plan and prioritized project list to connect neighborhoods, activity centers and recreational facilities

- Identify locations and facilities that will provide safe non-motorized crossings of high volume arterials and intersections.
- Provide a mechanism to engage stakeholders and residents in developing street, non-
motorized and intersection aesthetic, operational and safety objectives.

- The study will develop a street typology system and design guidelines to support
consistent implementation of the Complete Streets Plan and provide street design
guidelines that address the needs of all users.

- The Complete Street Plan will provide a blueprint for enhancing mobility and connectivity
within the city. It will provide a long term plan and prioritized plan to connect
neighborhoods, activity centers, transit and recreational facilities.

- The study will identify specific projects, priorities and methods of funding for capital
development and will include a stakeholder and public outreach plan to ensure public and
City Council support.

- The study will specifically address what are typically the most significant potential barriers
to Complete Streets implementation, including public support, City council direction,
interjurisdictional coordination, funding and updating design standards.

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Total Request: $250,000.00

**PSRC Funding Request**

**Planning**

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$250,000.00

Expected year of completion for this phase: 2023

**Summary**

1. Estimated project completion date

   December 2023

2. Total project cost

   $250,000.00

**PSRC Funding Request (cont’d)**
1. **Documents**

   Poulsbo_TIP_page_complete_streets.pdf

2. **Funds description**

   The Complete Streets Plan project is specifically identified in the City's approved 6-year TIP. Specific funding for the planning project would be allocated from the City Streets account by the City Council in late 2020 or 2021 after grant award. The City’s match will be provided from traffic impact fees. The city currently has $1M in the traffic impact fee fund, and anticipates in excess of $0.5M/yr in traffic impact fee revenue. This estimate is based on both historical revenue in the impact fee fund and anticipated development approved and/or in the approval process. This revenue level will fully fund the City's anticipated match funding.

**Project Readiness**

1. **Requesting funds for planning or pe**

   Yes

2. **Preliminary engineering complete**

   N/A

3. **Preliminary engineering completion date**

   N/A

4. **Preliminary plans submitted to wsdot**

   N/A

5. **Preliminary engineering plans other**

   N/A

6. **Preliminary engineering plans estimated completion date**

   N/A

**Other Considerations**

1. **Additional aspects description**

   N/A

2. **Included innovative components**
3. **Determining benefits process**

   N/A

4. **Final documents**

   Poulsbo_Complete_Streets_Figures__Budget__Comp_Plan_sections.pdf
FIGURE 1. REGIONAL LOCATION
City of Poulsbo
Figure 2. Poulsbo City Limits and Urban Growth Area
Figure 3. Arterial Network and Functional Classification
## SCOPE OF WORK OUTLINE AND ESTIMATED BUDGET

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<tr>
<th>Task</th>
<th>Activities</th>
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<td>1) Assessment and Inventory</td>
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<td></td>
<td>Vehicle and non-motorized circulation analysis</td>
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<td>Traffic congestion and LOS summary</td>
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<td>Comprehensive planning solutions</td>
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<td>Specific location needs and opportunities</td>
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**TOTAL ESTIMATED PROJECT COST** $250,000

## FUNDING SUMMARY

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<td>Grant Funding Request</td>
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<td>Total Project Cost</td>
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CITY OF POULSBO

COMPREHENSIVE PLAN

Adopted: December 21, 2016
Ordinance 2016-23
Effective: January 4, 2017
**GOAL CC-3**

 Require high-quality, attractive design that promotes variety and architectural interest in the City’s commercial areas.

**Policy CC-3.1**  
Design standards for commercially zoned areas shall be developed to continue the northwestern architectural style of the existing commercial areas, and the Scandinavian small fishing village scale architectural style of downtown Poulsbo. The City should review its building design standards every five years to ensure it remains relevant and reflects the desires of the community.

**Policy CC-3.2**  
Utilize design standards and design review to accomplish the following for new commercial and mixed use development:

- Ensure new development includes architectural features that create visual interest;
- The height and bulk of buildings are proportional and appropriate to the site;
- Roof forms include visual focal points and variation in detail including pitch, terraced and cornice roof forms;
- Rooftop equipment is creatively concealed; and
- Landscaping which unifies site design and creates character.

**Policy CC-3.3**  
For large buildings or development with multiple buildings, similar design features and characteristics shall be included in all buildings to create continuity, while also allowing individual architectural designs.

**STREETS AND PATHWAYS**  
Attracting people into the public realm also means supporting them with safe street crossings, sidewalks, walkways, and bicycle routes as important connections between different places in the city. Street corridors tie different parts of Poulsbo together, and should instill public pride through their design.
**GOAL CC-4**

Provide connectivity and attractive streets that enhance the City’s aesthetics and sense of place.

**Policy CC-4.1**

Design and create sidewalks, bikeways and paths to increase connectivity for people by providing safe and direct, or convenient links throughout the city.

**Policy CC-4.2**

Identify streets in the city that could be considered for special treatment due to their importance, location, activity, and connection to public spaces. Such treatments could include elements such as:

- Specially designed landscaped island(s);
- Unique crosswalk treatments;
- Character defining materials and accessories;
- Unique and interesting street lighting;
- Sidewalk furniture; and
- Street landscaping and sidewalk planters.

**DOWNTOWN POULSBO**

Downtown Poulsbo is a center for recreation, shopping, dining and a boating destination. One of the main reasons people are drawn to Poulsbo is its charming small-scale downtown. Residents can stop by and buy a coffee with their neighbor, have dinner with friends, or take an evening walk along the boardwalk. Tourists love to stroll along Front Street and enjoy Poulsbo’s Norwegian heritage and unique shops and restaurants.

Downtown Poulsbo is a special hub that draw local residents, tourists, boaters and employers/employees all together. It is an important component of the city’s identity. The City is committed to preserving and enhancing the distinctiveness and vitality of Downtown Poulsbo.

**GOAL CC-5**

Preserve and enhance the existing character and scale, pedestrian friendly and community oriented Downtown Poulsbo.
Policy CC-5.1
Encourage preservation of character and enhancement of distinctive focal points within Downtown Poulsbo, including the Muriel Iverson Williams Waterfront Park, boardwalk and piers, Sons of Norway building, storefront designs and pedestrian scale of Front Street.

Policy CC-5.2
Maintain the Downtown as a primary identifying feature of Poulsbo, setting it apart from the rest of the City through control of such characteristics as height, scale, and intensity. The existing character of Front Street, with its two-story buildings, awnings, and store fronts located at the sidewalk, provide an appealing pedestrian scale that should be preserved.

Policy CC-5.3
Encourage interspersed landscaping, public plazas with seating and tables, pleasing street frontage design and colors, and inclusion of public art throughout Downtown Poulsbo.

Policy CC-5.4
Continue to support and assist the Historic Downtown Poulsbo Association in its efforts for the promotion, preservation and enhancement of Downtown Poulsbo.

Policy CC-5.5
Identify and improve walking and biking routes to Downtown Poulsbo as a pedestrian and biking-friendly destination. Provide safe methods such as textured crosswalk paths and pedestrian islands where people can cross major streets at regular and convenient intervals.

Policy CC-5.6
Implement the Downtown Parking Management Strategy, which identifies short and long-term strategies and alternatives for providing additional Downtown public parking.

Policy CC-5.7
New development and redevelopment in Downtown Poulsbo shall retain its pedestrian-friendly scale and be limited in height to an average of 35’.

**Policy CC-5.8**

The City’s design standards for Downtown Poulsbo should be evaluated to ensure that redevelopment in the Downtown will retain its intimate, pleasant and pedestrian-scale character. Height, street frontage design and colors, building design, placement of buildings, and view of rooflines (from below and above), at a minimum should be assessed.

**Policy CC-5.9**

Encourage mixed use by allowing residential units to be located in association with commercial frontage in Downtown Poulsbo. New mixed use buildings shall be designed to complement the existing character and pedestrian-scale of Downtown Poulsbo, shall be limited in height to an average of 35’, and have a mix of both commercial and residential uses incorporated within the building.

**Historic Resources and Landmarks**

History is a major aspect of Poulsbo that gives it depth, diversity and uniqueness. Different parts of the city have their own individual mixture of past events, people, buildings and celebrations.

Most people are familiar with many visible historic landmarks in Poulsbo, such as First Lutheran Church. There are other places throughout the city that are reminders of the past as well. For example, in 1930 a brick North Kitsap High school was constructed along Front Street. It is now the Poulsbo Parks and Recreation building. Moe, Bjermeland, Eliason, Hostmark, and Iverson Streets were all named after the first Mayor (Andrew Moe) and some of his council members. And church services were first held in 1888 at Fordefjord Lutheran Church, known today as First Lutheran Church.

The City can enrich the lives of its citizens and its appeal to visitors by commemorating its past. In some cases, this may mean active involvement in the preservation of landmarks, or continued support of the efforts of the Poulsbo Historical Society’s important task of retaining the link with previous generations.

**Goal CC-6**

Protect, conserve and enhance historical, archaeological and cultural resources throughout the City of Poulsbo.
**Policy CC-6.1**  
Cooperate with the Poulsbo Historical Society, Suquamish Tribe, other organizations and interested citizens in identifying historical, archaeological and cultural resources that provide unique insights into the history and the development of the city.

**Policy CC-6.2**  
Cooperate with the Poulsbo Historical Society to identify Poulsbo’s heritage residences and buildings. Develop a walking tour brochure and map of these heritage buildings for residents and visitors to learn about Poulsbo’s history. Where feasible, install historic signs/markers for Poulsbo’s heritage residences and buildings.

**Policy CC-6.3**  
Protect and conserve designated historical, archaeological and cultural sites and resources using the City’s regulatory power as appropriate and necessary.

**Policy CC-6.4**  
Acquire historical or cultural resources when feasible. Consider cost sharing for acquisition, lease, or maintenance with other public or private agencies or governments.

**Policy CC-6.5**  
Incorporate interpretative signage, historic street names, and features reflecting original historic designs into park projects, transportation projects, and buildings when feasible, as a means of commemorating past events, persons of note, and City history.

**Policy CC-6.6**  
Provide assistance to developers, landowners, and interested citizens in obtaining grants and tax incentives for the reuse and rehabilitation of designated historic sites and buildings.
Chapter 4. Transportation

4.1 Community Key Goals – Transportation

- Emphasize development of complete streets that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders regardless of age, ability or mode of transportation.

- Develop standards to improve the function, safety, and appearance of the City street system.

- Maintain a consistent level of service on the City’s street system that is appropriate for existing and future growth to improve traffic flow.

- Participate in efforts to enhance the City’s connectivity to the region, including telecommuting.

4.2 Plan Context

The Transportation Chapter provides the policy framework to guide short-range and long-term development and maintenance of the multi-modal transportation system that includes roadways, bikeways, pedestrian facilities, and public transit within the city limits of Poulsbo. It addresses the mandates of the Growth Management Act under the Revised Code of Washington (RCW) 36.70A.070, and supports the vision of Poulsbo.

The Transportation Chapter of the Comprehensive Plan provides the overall policy vision for Poulsbo’s transportation system. Additional policy and programmatic guidance is found in a series of more detailed documents, including:

- Section 2 – Capital Facilities Plan
- 2016 Poulsbo Transportation Plan Update
- Poulsbo 6-year Transportation Improvement Plan
Continuation of Poulsbo’s policy of neighborhood connectivity – providing neighborhood secondary roadway access and improved emergency access, while improving pedestrian mobility.

Pass-through traffic during peak hours that diverts from arterial routes to neighborhood residential streets or commercial collector streets.

Designing and implementing a traffic-calming program for the city to address the increasing cut-through traffic on local access streets from arterial routes.

Connecting bicycle routes within and outside of the City, as well as adding bicycle lanes to existing streets where feasible.

Identifying funding sources for local access street improvements, which are primarily not eligible for state or regional grant funding, and therefore must be locally funded.

4.3 Goals and Policies

The goals and policies contained in this chapter provide a framework for short-range and long-term transportation planning and implementation decisions required of the City of Poulsbo. The goals and policies included cover the following categories:

- Streets
- Level of Service and Concurrency
- Transportation Safety
- Citywide transportation system
- Land use and transportation planning
- Transportation finance
- Regional coordination
- Pedestrian sidewalks and bicycle lanes
- Public transportation
- Accessibility
Mitigation of traffic impacts may be achieved in any number of ways, including but not limited to, actual construction of improvements, financial contribution in lieu of such construction, payment of impact fees imposed under RCW 82.02, implementation of transportation demand strategies, or any other method that is acceptable to the City and that will result in actual mitigation for the impacts of the development.

The City may use any and all authority granted to it under state law to require mitigation of the traffic impacts of development, including but not limited to, the State Environmental Policy Act, the State Subdivision Act, and the Growth Management Act.

Policy TR-1.3
All new roadway improvements segments shall be consistent with Figure TR-3 City’s 2036 New Roadway Segments map, either as depicted on the map, or if unfeasible due to topography, property ownership or other challenges, shall provide an alternative alignment and/or connection that meets the intent of the 2036 New Roadway Segments map.

Policy TR-1.4
The City shall require that all streets – new construction, retrofit or reconstruction – be complete streets, built to accommodate all travel modes in compliance with the City’s design standards and plans for streets, bicycles and pedestrian facilities and safety elements.

LEVEL OF SERVICE AND CONCURRENCY
Transportation level-of-service standards and concurrency are key requirements of the Washington Growth Management Act. By policy and regulation, the City of Poulsbo is required to ensure that transportation facilities needed to serve growth are in place when development occurs, or within six years of the completion of the development.

GOAL TR-2
Maintain a consistent level of service on City streets that mitigates the impacts of new growth and is adequate to serve adjoining land uses.

Policy TR-2.1
A concurrency level of service (LOS) standard of LOS E is hereby established for all transportation facilities (except as otherwise designated) in the City of Poulsbo in order to serve
**Minor arterial** streets provide connections between major arterials and concentrations of residential and commercial activities. The amount of through traffic is less, and there is more service to abutting land uses. Traffic flow is given preference over lesser streets. Poulsbo’s minor arterials are Viking Avenue, Finn Hill Road, Lindvig Way, Bond Road (to SR 305), Front Street, Fjord Drive, Hostmark Street (to SR 305), Lincoln Road (SR 305 to city limits), and Noll Road.

**Urban collector** streets include neighborhood and commercial collectors and are two or three lane streets that collect (or distribute) traffic within a neighborhood providing the connections to minor or principle arterials. Collectors serve neighborhood traffic, and also provide access to abutting land uses.

**Local access** streets provide access to abutting land uses, and carry local traffic to the urban collectors. This classification includes residential collectors, residential access, neighborhood lanes and commercial access as described in the City’s Street Construction Standards.

These streets, when combined, ideally provide Poulsbo with a citywide interconnected street system, where many options are provided for moving traffic around town. Figures TR-1 and TR-2 map the WSDOT and City of Poulsbo street classifications.

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**GOAL TR-5**

**Encourage improvements in vehicular and pedestrian traffic circulation within the city.**

**Policy TR-5.1**

Develop and maintain an interconnected and overlapping transportation system grid of pedestrian walkways, bicycle facilities, shared use paths, roadways for automobiles and freight, transit and high-capacity transit service. Develop and implement programs such as traffic operations, transportation demand management including telecommuting, and neighborhood traffic management, which support the efficient circulation of the City’s traffic system.

**Policy TR-5.2**

Develop a transportation grid that provides good connections between residential and commercial activity centers, and allows for multiple circulation routes to/from each location. Close gaps and complete system connections through the development and capital improvement processes.
**GOAL TR-9**

Support a functional and friendly non-motorized transportation system that effectively serves the needs of pedestrian and bicycle users and encourages non-motorized travel.

**Policy TR-9.1**

Require pedestrian facilities on all public streets as set forth in the City’s Construction Manual Street Standards. Alternative pedestrian facilities that meet or exceed the minimum street standards may be considered by the City, and is subject to approval by the City Engineer.

**Policy TR-9.2**

The City shall maintain a Sidewalk Improvement Program, which is reviewed annually, and funded through the City’s budget.

**Policy TR-9.3**

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

**Policy TR-9.4**

Using the Urban Paths of Poulsbo Plan as a guide, the City shall identify appropriate arterial and collector streets where the existing roadway shoulders can be designated as a new bicycle lane. New striping, such as fog line markings, may be required on streets to delineate the vehicle travel lanes where shoulder areas are designated for bicycle and/or pedestrian facilities.

**Policy TR-9.5**

The City shall seek opportunities to provide separated shared use paths outside of street right-of-ways.
Policy TR-9.6
The Engineering Department will, when possible, coordinate with the Parks and Recreation Department to implement the Urban Paths of Poulsbo Plan. The UPP Plan includes proposed non-motorized linkages for bicycles and pedestrians. The City should review the UPP Plan, maps, and implementation list when planning, designing, and maintaining roadway projects.

Policy TR-9.7
Identified as a key connection in the Urban Paths of Poulsbo Plan, the City should develop a non-motorized transportation facility between the downtown core and West Poulsbo/Viking Avenue corridor (commonly known as the Liberty Bay waterfront trail) that connects neighborhoods, business areas, and parks. The facility should provide connectivity for bicyclists and pedestrians. Also, secondary non-motorized connections to the facility should be provided to link commuters from neighborhoods with business and employment areas in downtown and along Viking Avenue.

PUBLIC TRANSPORTATION
Public transportation provides an increasingly important alternative to single-occupancy vehicles. A strong transit system will focus on serving the needs of local and regional residents, employees and businesses. In order to provide a transit system that is responsive to the needs of Poulsbo, the City must participate in a close working partnership with regional transit providers, including Kitsap Transit, Jefferson Transit and the Washington State Department of Transportation.

Kitsap Transit is the primary provider of bus transit services and facilities in Poulsbo. Kitsap Transit has six park-and-ride facilities in or near Poulsbo, primarily connecting to Bainbridge Island’s Washington State Ferry terminal. Kitsap Transit also has a transfer center in Poulsbo, providing connections to Jefferson County and other Kitsap Transit bus routes.

GOAL TR-10
Actively promote the use of public transportation to accommodate a larger share of the traveling public.

Policy TR-10.1
Promote Poulsbo as a regional transportation center, connecting the greater Kitsap Peninsula with the Seattle metropolitan area and the Olympic Peninsula. Work with Kitsap Transit, Jefferson Transit, the Washington State Department of Transportation, and surrounding communities to create a Transit Plan for the City.

Policy TR-10.2
Encourage the use of public transportation within Poulsbo to accommodate those who work, visit and shop in Poulsbo. Coordinate with Kitsap Transit to identify opportunities to increase capacity, provide trolley or shuttle service throughout the City, reduce service deficiencies and increase ridership on under-utilized routes.

Policy TR-10.3
Work with Kitsap Transit to increase Park and Ride capacity within the City by identifying potential Park-and-Ride locations and explore a Bus Rapid Transit (BRT) system that will serve Park-and-Rides and connect Poulsbo to surrounding communities throughout the region.

Policy TR-10.4
Continue coordinating with Kitsap Transit during development permit application, for their review and comment on development proposals to facilitate convenient use and operation of appropriate transit services. Assist Kitsap Transit, as appropriate, in the implementation of their capital improvement projects within the city limits.

Policy TR-10.5
Support transit-oriented development by promoting residential land uses and development which are within walking distances of transit facilities.

ACCESSIBILITY
The federal Americans with Disabilities Act promotes access to the transportation system by removing barriers, creating access ramps at intersections and other key locations, facilitating the use of transit, and providing appropriate pavement marking and signalization.

GOAL TR-11
Transportation improvements within the City shall comply with requirements of the Americans with Disabilities Act (ADA).

Policy TR-11.1
Build an accessible transportation system focused on intermodal connectivity and removal of barriers to personal physical mobility.

Policy TR-11.2
Develop programs and procedures to ensure compliance with the ADA requirements.
TRANSPORTATION AND AIR QUALITY
The City’s transportation system needs to be designed to contribute to a sustainable community that supports Poulsbo’s land use and environmental policies.

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

Policy TR-12.1
Observe and support federal and state clean air acts by maintaining conformity with Vision 2040 and by following the requirements of Chapter 173-420 Washington Administrative Code (WAC) “Conformity of Transportation Activities to Air Quality Implementation Plan.”

Policy TR-12.2
Support and coordinate with federal, state and regional actions to facilitate the transition towards alternative energy sources and reduce greenhouse gasses from transportation sources.

Policy TR-12.3
Reduce pollution and greenhouse gases by encouraging alternative transportation modes as an alternative to driving alone, which results in reduction of vehicle miles traveled.
Chapter 8. Parks, Recreation and Open Space

8.1 Community Key Goals – Parks, Recreation and Open Space

• Develop active and passive parks, recreation programs and facilities, and an open space system that benefits citizens of all ages, incomes, and physical abilities.

• Establish and maintain a network of trails, safe walkways, and open spaces throughout the Poulsbo community.

• Provide opportunities for indoor and outdoor recreational activities and team sports in City parks.

8.2 Plan Context

The Parks, Recreation and Open Space element addresses the present and future park, recreation and open space issues for Poulsbo. The 2015 Parks, Recreation and Open Space Plan (PROS Plan) supplements this chapter and is included in as Appendix B-5 to the Comprehensive Plan. The Urban Paths of Poulsbo Plan (Trails Plan) adopted by the City also supplements this chapter and is included as Appendix B-6.

This element includes policies related to:
• Parkland Acquisition
• Parkland Development
• Park Stewardship
• Urban Paths of Poulsbo
• Community Recreation and Programs
• Implementation and Funding
8.3 Goals and Policies

The richness of Poulsbo’s natural setting and environment has long been central to the city’s quality of life. Surrounding Liberty Bay, the city enjoys a fjord setting and spectacular views of the Olympic Mountains. Within the city’s boundaries are saltwater shorelines, urban forests, wetlands and streams that support a variety of wildlife. The City park system goals recognize the uniqueness of the natural setting and correspond to Poulsbo’s active lifestyle.

The vision that guides the goals and policies is to enrich the lives of citizens in the greater Poulsbo area with quality recreation opportunities, facilities, special events, parks, trails and passive open space park areas; and to provide wise stewardship of the natural and cultural resources within Poulsbo’s parks and open space.

A strong park system is vital to the Poulsbo community. As the city’s population grows, demand and need for park facilities will continue to increase. It is important that the City anticipate and respond to the growing demand on the City’s park facilities, recreation programs, and open space resources in order to maintain the quality and services for which it is known.

The key overarching goals reflected in this Chapter include:

- Continue to develop and enhance active and passive parks, recreation programs and facilities, that benefit residents of all ages, incomes and physical abilities.

- Create a hybrid system of on-street facilities, off-street links, and shared-use paths to create a continuous and complete network for pedestrians and bicyclists that connects neighborhoods, commercial areas, schools, transit facilities, parks and open spaces, and the waterfront.

- Provide enhanced opportunities for indoor and outdoor recreation activities and team sports in Poulsbo parks and recreational facilities.

PARK LAND ACQUISITION

Poulsbo is committed to building and improving its park system and to utilizing various acquisition strategies to assure that land is available to meet the City’s current and future park and open space needs. The City directs its acquisition efforts toward achieving a coordinated...
ourselves, and lead people of all ages and abilities to greater health and self-sufficiency. Our trails, like branches, support Poulsbo and reach out to connect neighbor to neighbor; land to water; people to nature; homes to businesses; city to countryside; and Poulsbo’s history to our future.

To realize the vision and goals of the UPP Plan, the trail system in Poulsbo will be a hybrid system including existing trails and infrastructure and making on- and off-street improvements to link the network. A pedestrian may walk along sidewalks, trails, or a shared-use path along the way. A bicycle route may include streets with bicycle lanes, sharrows, or shared paths. The goal is to create continuous and complete routes.

For more detailed information, the Urban Paths of Poulsbo Plan is adopted as a functional plan and incorporated as Appendix B-6. It is the primary resource for trail goals, policies, implementation, and strategies for financing improvements. The plan includes implementation strategies and maps. This section is meant to provide a framework for building a safe non-motorized transportation system to connect the city. Additional direction can be found in Section 2 of the Comprehensive Plan and as projects are prioritized through the six-year Capital Improvement Program.

The City is committed to expanding the trail system through a variety of mechanisms by acquiring land and easements, partnering with private developers or with other organizations like the North Kitsap School District on properties it owns within the city.

The UPP Plan includes a Pedestrian Map and a Bicycle Route Map. Figure PRO-3 identifies the proposed network of pedestrian facilities, corresponding to the Pedestrian Map in the UPP Plan. A policy in the Transportation Element requires the Engineering Department to review the UPP Plan and maps to incorporate pedestrian and bicycle facilities into their Transportation Improvement Program and development standards, as appropriate.

**GOAL PRO-4**

Create a hybrid system of on-street facilities, off-street links, and shared-use paths to create a continuous and complete network for pedestrians and
bicyclists that connects neighborhoods, commercial areas, schools, transit facilities, parks and open spaces, and the waterfront.

**Policy PRO- 4.1**

Use the Urban Paths of Poulsbo Plan and maps to identify and prioritize implementation strategies and key acquisition and development opportunities for connections supporting non-motorized travel. Prioritize these connections in the City’s 6-Year Capital Improvement Program, which is reviewed annually.

**Policy PRO 4.2**

Use a multi-faceted approach to implement the Urban Paths of Poulsbo Plan. As set forth in the UPP plan, the implementation strategies should include:

- Reviewing the city’s municipal code to incorporate standards for pedestrian and bicycle facilities, bicycle parking, and incentives for developers who provide connections for walking, cycling and other forms of non-motorized travel.
- Coordinating with the Planning Department to look for opportunities for non-motorized linkages during the development review process.
- Working with Homeowners’ Associations to identify prospective paths in their subdivisions to connect the neighborhood to outside routes.
- Seeking partnerships with other jurisdictions, private businesses, non-profit organizations, the development community, and citizens to realize the UPP vision.
- Working with the City Engineering Department to consider and evaluate the UPP plan, maps, and implementation list in the planning, design, construction and maintenance of roadway projects.
- Establishing maintenance and preservation standards and ensuring adequate funding is available for maintenance and preservation of trails in parks and on-street facilities.
- Reviewing existing policies for non-motorized users and coordinating with the Police Department to ensure adequate enforcement for public safety.

**Policy PRO-4.3**

A key priority for trails planning in Poulsbo is to link citizens with the shoreline. Therefore, the City should emphasize acquisition of land and/or conservation easements along the shoreline of Liberty Bay to connect, enhance, and lengthen the existing, but limited, shoreline pedestrian trail. All shoreline development is subject to the requirements of the City’s Shoreline Master Program.

**Policy PRO-4.4**

Coordinate with neighboring jurisdictions to connect the city’s trail system with theirs and participate in county, regional and statewide efforts to plan and implement a statewide trail, where connection through Poulsbo provides a vital link to the Olympic Peninsula.
### Six Year Transportation Improvement Program
From 2019 to 2024

**Agency:** Poulsbo  
**County:** Kitsap  
**MPO/RTPO:** PSRC  
**Y Inside**  
**N Outside**

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### Six Year Transportation Improvement Program

**From 2019 to 2024**

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<td>Projects include various improvements to existing streets to accommodate all users consistent with city priorities</td>
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**Report Date:** April 27, 2012

**Page 3**

Supersedes previous editions