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TECHNICAL MEMORANDUM

DATE:	April 3, 2022
TO:	Diane Lenius, City of Poulsbo
FROM:	Alex Atchison, PE, PTOE
SUBJECT:	Oslo Bay Apartments – Frontage Improvements
PROJECT NUMBER:	554-2237-120
PROJECT NAME:	Oslo Bay Apartments

This memo summarizes Parametrix's review of the "WSDOT Non-Motorized Mitigation Request" memo from TSI, dated January 31, 2022. The memo challenges WSDOT's recent request for non-motorized improvements along the SR 305 frontage.

This memo discusses the need for active transportation frontage improvements, discusses how City policy supports the requirement for frontage improvements, and how recent changes to WSDOT standards and practices support frontage improvements.

EXISTING CONDITIONS

Roadway Conditions

SR 305 and SR307 are both designated by the Washington State Department of Transportation (WSDOT) as Highways of Statewide Significance. HSS include interstate highways and other principal arterials that are needed to connect major communities in the state.

SR 305 is also defined by WSDOT as an "urban other freeway/expressway." Between Viking Avenue and Vetter Avenue, SR 305 is four lanes. South of Vetter Avenue, SR 305 widens to six lanes to accommodate two turn lanes from southbound SR 305 to eastbound SR 307. The posted speed limit in the vicinity of the project site is 40 mph. SR 305 has no sidewalks between SR 307 and Viking Avenue.

SR 307 is also defined by WSDOT as "urban other principal arterial" east of SR 305 and "urban minor arterial" west of SR 305. SR 307 west of SR 305 is also classified by the city as a "minor arterial." Near the project SR 307 is two lanes east of SR 305, widening to five lanes at the intersection with SR 305. SR 307 is three lanes west of SR 305, also widening to five lanes at the intersection with SR 305. The posted spend is 35 mph. Sidewalks are present on the Bond Road, on the south side of the roadway, west of SR 305.

Figure 1: Northwest corner of SR 305/SR 307 intersection

The signalized intersection of SR 305/SR 307 includes marked crosswalks on all approaches. There are sidewalks around on the southeast and southwest corners of the intersection. No sidewalks exist on northwest and northeast corners.

Additionally, the intersection of SR 305/SR 307 does not meet current WSDOT design standards for ADA compliance or for Pedestrian Access Routes (PAR) as defined by the WSDOT Design Manual. The minimum clear width of a PAR is 4 feet, exclusive of the width of the curb. On the northwest corner of the SR 305/SR 307 interesction there is only approximately 2-3 feet between the fog line and the guard rail on SR 307, as shown in **Figure 1**.

Crashes

SR 305, north of SR 307, has the highest traffic volumes and the highest number of collisions on all of SR 305[1]. **Figures 2** illustrates the number of crashes along SR 305 between January 2012 and December 2016, as analyzed as part of the SR 305 Needs and Opportunities Study (Parametrix, 2017).

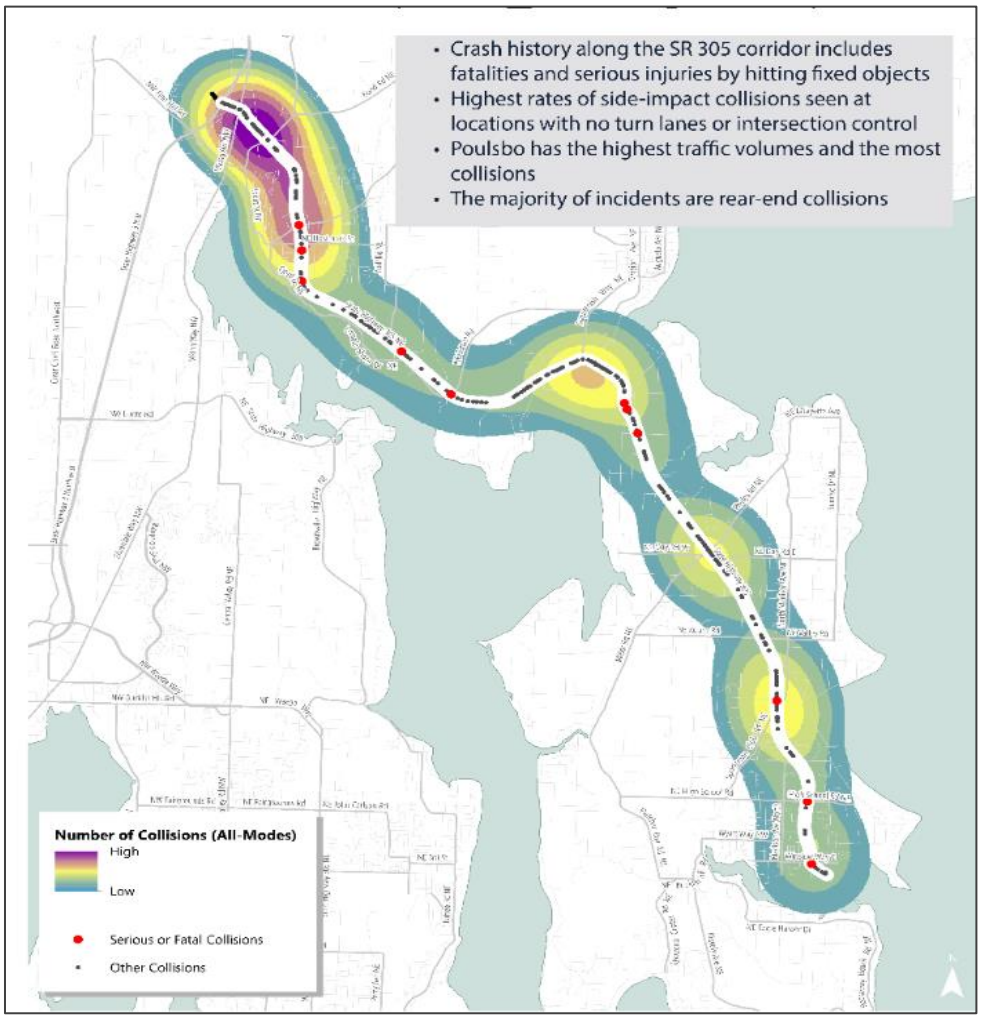
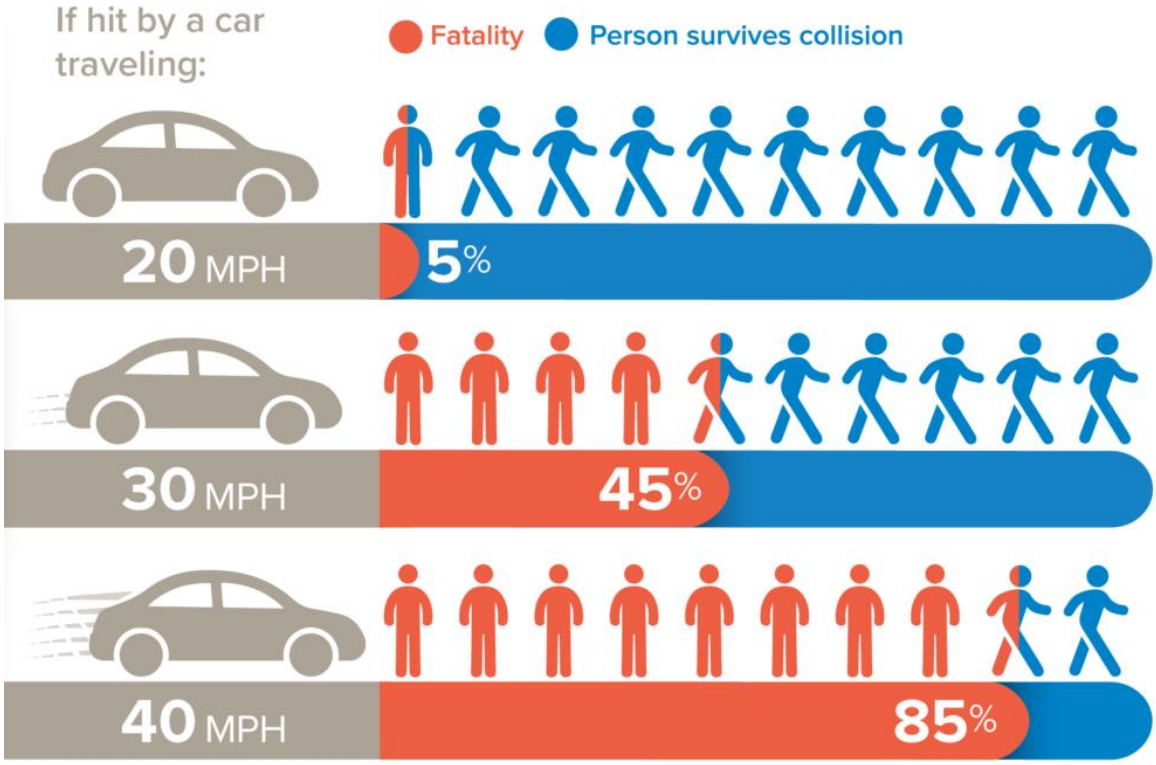


Figure 2: Crashes on SR 305 (January 2012 – December 2016)

[1] SR 305 Needs and Opportunities Study, Parametrix 2017

While no fatalties were reported along SR 305 during for the time shown in Figure 2, the high speeds along SR 305 increase the risk for potential pedestri an and bicyclists fatalities. In Washington State, 86% of pedestrian and bicyclist fatalities occurred on roads with posted speeds over 25 mph from 2010-2019.[2] High vehicle speed greatly increase the risk of injury, as shown in below.



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf

Providing dedicated, separated space for people bicycling and walking significantly reduces the likelihood of fatal or serious injury crashes and as shown above is especially important where driver speeds are high. The higher the speed the greater the separation needed for sidewalks, bicycle lanes, and crossing facilities.

PEDESTRIAN AND BICYCLE DEMAND

Pedestrian counts at the intersections of SR 305/SR 307 and SR 305/Viking Way are low, but pedestrians do use these intersections and walk along SR 305. Pedestrian and bicycle counts do not provide a complete understanding of demand for active transportation facilities[3].

Counts of pedestrians and bicycles do not account for barriers or places where this is a lack of active transportation infrastructure. Or as TSI notes in their January 2022 memo, low volume of pedestrians can be attributed to the fact the "*current design does not support significant pedestrian volumes*." Existing

[2] WSDOT. 2020. Active Transportation Plan, 2020 and Beyond. Available at https://wsdot.wa.gov/sites/default/files/2021-12/ATP-2020-and-Beyond.pdf . Accessed March 2022.
[3] WSDOT. 2020. Active Transportation Plan, 2020 and Beyond

pedestrian and bicycle counts on SR 305 do not account for the level of traffic stress in a place that discourages people who would otherwise use active transportation. Focusing on the data of people already moving through a place does not account for "latent demand". Latent demand refers to active transportation use that would occur if safe, adequate facilities were provided. Latent demand can be estimated by determining how many places are sited relatively near each other that people could walk or bike to within a short time.

One method to estimate person trips is to use the Institute of Transportation Engineers (ITE) Trip Generation rates. Using ITE's trip generation data, the project is forecasted to generate 292 PM Peak hour person trips, with approximately 5 percent (~15 trips) of these trips being walking trips. This would equate to approximately 150 daily walking trips, assuming peak hour volumes account for approximately 10% of daily volumes similar to the ratio used when estimating daily vehicle volumes from peak hour volumes.

For the most part, ITE's trip-generation rates are based on data obtained at suburban locations that lack good transit or bicycle and pedestrian facilities. The data does not capture latent demand. Not surprisingly, studies indicate that these rates often significantly over-estimate the number of trips from cars and trucks for land use projects located in areas near transit and within easy walking distance of other land uses.

Improving conditions for active transportation provides a positive feedback loop, as shown below in **Figure 3**. A positive feedback loop results from improving conditions for walking and rolling. Facility design and operational improvements reduce crash exposure, leading to fewer collisions. People feel comfortable and confident, mode shift redistributes demand, and more active trips result. Benefits include cleaner air and water, improved health, and reduced VMT (vehicle miles travelled), GHG (greenhouse gases), crashes, congestion, and cost. These benefits in turn improve conditions for walking and rolling.

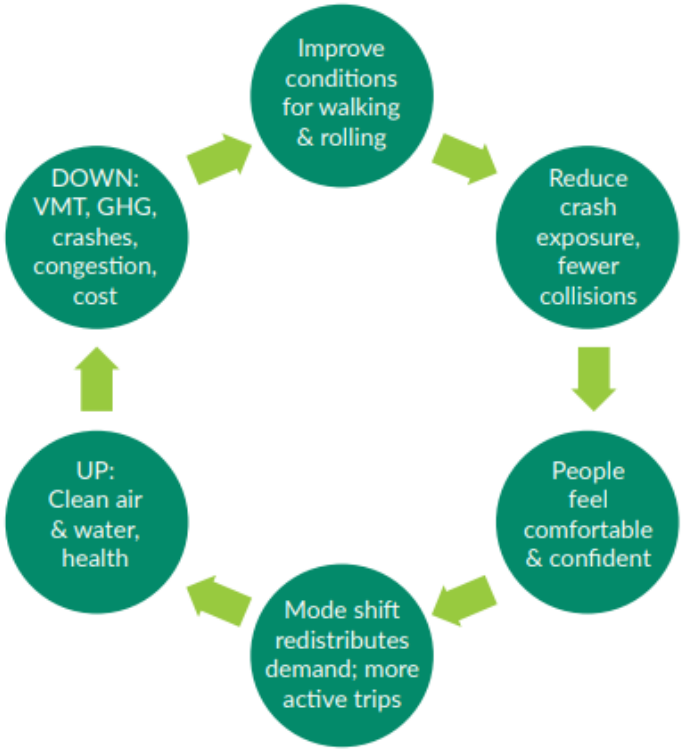


Figure 3: Positive Feedback Loop from Improving Conditions for Walking and Rolling
(Source: WSDOT. 2020. Active Transportation Plan, 2020 and Beyond

Providing frontage improvements along SR 305 and SR 307 would provide safe active transportation connections to key existing and bicycle networks and commercial/medical areas within a 10-minute walkshed of the proposed development. A 10-minute walkshed generally includes the comfortable walking range of the average person. The intersections of SR 305/Viking and SR 305/SR 307 are within a 10-minute walkshed the project site. Walkshed maps and key commercial/medical areas within the walkshed are included in **Attachment A**.

Key destinations such as the Bond Road Medical Center, Valley Nursery, Poulsbo Fish Park and its trails, and the Dogfish Creek Trail entrance are all within a 10–15-minute walkshed of the project site and likely to generate latent demand. Providing active transportation facilities between the project site and these key destinations will improve safety and mobility for active transportation travel and is consistent with the City's plans for Complete Streets.

Given the number of businesses and recreational opportunities within a 10–15-minute walkshed of the development, it is not unreasonable to assume there could be a latent demand of 10% or more (> 300 daily trips) that could be generated by the development occur if safe, adequate facilities were provided.

PROPOSED FRONTAGE IMPROVEMENTS

The frontage improvements required for the Oslo Bay Apartments include the following:

- An ADA compliant sidewalk and shoulder with adequate room for bicycles, or a shared use path for both pedestrians and bicyclists, along the entire SR305 frontage to the SR307 intersection through the radius and both pedestrian crossings – or approximately 1,850 linear feet of the full 2,250 linear feet of frontage. It is anticipated that SR305 lanes may be shifted and/or narrowed to accommodate construction within the existing road prism.
- Other frontage improvements include standard curb and gutter, illumination, and stormwater infrastructure
- Frontage improvements are not required north of the SR307 curb return due to limited/no pedestrian destinations north of the intersection.
- Safety and frontage improvements at the SR305/SR307 intersection through the radius (curb return) by continuation of the ADA compliant sidewalk or shared use path to and transitions to a minimum 5' wide shoulder beyond the curb return. Improvements are assumed to be within the existing roadway prism and anticipate shifting SR307 driving lanes eastward and/or narrowing lanes to safely accommodate the pedestrian/bike facility (either as sidewalk or shared use path), as well as curb ramps and relocated pedestrian crossing button pole.

CONSISTENCY WITH CITY AND STATE PLANS, POLICIES AND STANDARDS

The sections below describe in detail how the frontage improvements required for the Oslo Bay Apartment development are consistent with both City and State plans and standards.

City of Poulsbo Plans, Policies and Standards

Requiring active transportation frontage improvements for the Oslo Bay Apartment development along SR 305 and SR 307 is not only consistent with City standards, but also consistent with City adopted plans.

Urban Paths of Poulsbo

The Urban Paths of Poulsbo (UPP), approved by City Council in May 2019 identifies proposed priority projects throughout the city, including a proposed shared use path through the proposed Oslo Bay development site, connecting to the intersection of SR 305/SR 307 (see **Attachment B**.) In addition, the UPP identifies the need for safe pedestrian routes "*on both sides of the SR 305 highway, noting in part, that the medical offices at SR 305/Bond Road are a destination with poor pedestrian access.*" Having the applicant provide frontage improvements along SR 305 and SR 307 would be consistent with current adopted City priorities for urban paths.

Adopted Comprehensive Plan

Multiple policies in the City's Comprehensive Plan support the requirement for frontage improvements along SR 305 and SR 307, including the following goals and policies laid out in Chapter 4: Transportation.

> **Policy TR-1.2** The City shall require that all streets – new construction, retrofit or reconstruction – be complete streets, built to accommodate as appropriate all travel modes in compliance with the City's design standards and plans for streets, bicycles and pedestrian facilities and safety elements.
>
> **Policy TR-1.4** Each new development in the City shall mitigate its traffic impacts by providing safety and capacity improvements to the City's transportation system in order to maintain the adopted level of service on transportation facilities and to provide for the safe and efficient movement of people and goods using multiple modes of travel.
>
> **Policy TR-4.1** Ensure high safety standards for motorists, pedestrians, and bicyclists through the development and capital improvement processes. The City will evaluate safety conditions on City roadways, including pedestrian and bicycle conditions, every six years, in conjunction with the six-year transportation improvement plan, to determine whether improvements should be made. If safety-related improvements are identified, the improvements should be included in the Transportation Improvement Program for timely construction.
>
> **Policy TR-5.1** Develop and maintain an interconnected and overlapping transportation system grid of pedestrian walkways, bicycle facilities, shared use paths, roadways for automobiles and freight, and transit service. The system should increase safety and mobility, facilitate mode integration and intermodal connections, improve access to local centers and provide increased opportunities for healthy activities and alternatives to driving.
>
> **Policy TR-6.1** Design transportation infrastructure in urban areas to support compact, accessible and walkable neighborhoods that support transit and integrate multi modal transportation options.
>
> **Policy TR-6.2** Improve connectivity of neighborhoods and commercial areas by planning an integrated grid of public paths, bikeways and complete streets that connects to existing and future parks, shopping, healthcare, residential and commercial development.
>
> **Policy TR-8.4** Coordinate City transportation planning and capital project development and implementation with Kitsap County, Kitsap Transit, WSDOT and non-motorized advocacy groups to ensure that City plans, and projects connect and reflect regional transportation system networks, goals and needs.
>
> **Policy TR-9.1** Coordinate City transportation planning and capital project development and implementation with Kitsap County, Kitsap Transit, WSDOT and non-motorized advocacy groups to ensure that City plans, and projects connect and reflect regional transportation system networks, goals and needs.
>
> **Policy TR-9.2** Require pedestrian facilities on all public streets that provide safe transportation for users of all ages and abilities, including most vulnerable users such as children, elderly and the disabled.
>
> **Policy TR-9.2** 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 are subject to approval by the City Engineer

The Transportation Plan Update (2016), Section 6.1.1: Planned Improvements, identifies the requirements for sidewalks on City streets.

Most of the road segment improvements consist of adding turn lanes, median lanes, sidewalks, and bicycle lanes. Some roads will also require reconstruction of obsolete pavement. A significant emphasis is placed on completion of sidewalks to satisfy the proposed segment-based LOS policy. Without sidewalk improvements on many streets, the additional traffic impacts caused by new developments would create unsafe conditions for pedestrians. The City's design standards require sidewalks on all roads. The segment-based LOS policy enforces the requirement to add sidewalks on older rural roads as a condition for carrying the increased volumes due to urban growth.

Additionally, the City's Comprehensive Plan supports the Urban Paths of Poulsbo through its goals and policies laid out in Chapter 8: Park, Recreation and Open Space:

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.

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.

Complete Streets Ordinance 14.06

The City's Complete Street Ordinance (14.06.030 Project Planning) states that "*Particular attention should be given to projects which have the* ***opportunity to enhance the overall transportation system and its connectivity for access*** *to parks or recreation areas, schools, shopping/commercial areas, government facilities, public transportation, employment centers, existing pedestrian or bicycle networks, or regional bicycle pedestrian plans prepared by other associated groups*" (emphasis added).

City of Poulsbo Construction Standards and Specifications

Appendix B – Terms and Conditions for Development of the City's Construction Standards and Specifications sets forth that the City Engineer can require frontage improvements.

WSDOT Plans, Policies and Standards

Active Transportation, 2020 and Beyond

Requiring active transportation improvements on SR 305 and SR 307 is consistent with WSDOT's goals to "build and maintain a transportation system that serves every person."[4], as detailed in their *Active Transportation Plan, 2020 and Beyond*. The plan notes that "active transportation must be a core element of an integrated, sustainable, resilient, healthy, and just multimodal transportation system."

The plan acknowledges that given the rapid growth along and around highways, hundreds of miles of state routes now function as the as primary community streets with associated needs for design suitable to local short trips. This holds true for SR 305 and SR 307 and supports the need for frontage improvements that provide safe, adequate active transportation facilities.

To evaluate the quality of active transportations on state roadways, WSDOT uses a metric called level of traffic stress (LTS). LTS uses available roadway characteristics data, such as posted speed and number of travel lanes, to give the roadway segment a LTS score. **Figure 4**[5] below, illustrates the characteristics associated with level of stress. Based on the posted speeds, high volumes and number of lanes, SR 305 and SR 307 would be categorized as LTS 4. Roadways with LTS 4 are not likely to appeal to very many people who want to bike or walk. WSDOT identifies highway locations with high LTS (LTS 3 or 4) as gaps in the active transportation system. Frontage improvements on SR 305 and SR 307 will address these gaps.

Figure 4: Characteristics associated with level of traffic stress (LTS)

Characteristics	LTS 1	LTS 2	LTS 3	LTS 4
Stress	minimal/none	low	moderate	high
Required attentiveness (to traffic)	minimal/none	low	moderate	high
Unsupervised Suitability	all ages and abilities	8 years and up	adult	adult
Accessibility	all ages and abilities	possible limitations for wheeled mobility device	likely limitations for wheeled mobility device	presents barrier to wheeled mobility device use
Traffic conditions	low speeds and volumes if facilities are near traffic	moderate speeds and volumes	higher speeds and volumes	highest speeds and volumes, typically multilane roadways

Target Zero

Frontage improvements along SR 305 and SR 307 also support WSDOT's "Target Zero" plan. "Target Zero" is WSDOT's strategic highway safety plan with the goal to reduce the number of traffic deaths and serious injuries on Washington's roadways to zero by the year 2030.

[4] WSDOT. 2020. Active Transportation Plan, 2020 and Beyond. Available at https://wsdot.wa.gov/sites/default/files/2021-12/ATP-2020-and-Beyond.pdf . Accessed March 2022.

[5] Figure 3-10 from WSDOT ATP 2020 and Beyond

The posted speed limit on SR 305 is 40 mph and the posted speed limit on SR 307 is 35 mph. Studies show that when a motorist hits a pedestrian at 20 mph, the pedestrian has 95 percent chance of survival versus only a 15 percent change at 40 mph[6]. The proposed development is likely to be a pedestrian generator (see section below) fronting the section of SR 305 with the highest traffic volumes and highest number or crashes, and therefore to improve safety, the frontage improvements required by the city are necessary.

Frontage improvements specifically support two of the key Target Zero strategies:

- Lack of separated infrastructure and incomplete networks "*Providing appropriately designed, functional, and complete pedestrian networks may reduce the potential for active transportation crashes. Comparison of places with and without complete networks provides evidence that having continuous connections and separated facilities reduces crashes; providing separated bicycle facilities in cities reduces potential for crashes of every mode*."
- Speed control and separation "*Where lower speeds are not possible, this principle encourages greater separation between vulnerable users and vehicular traffic. Where permitted speed limits are higher, more separation is called for so vulnerable road users are not in spaces right next to high-speed traffic."*

Practical Solutions

As noted earlier, WSDOT identifies highway locations with high LTS (LTS 3 or 4) as gaps in the active transportation system. WSDOT intends to address these gaps using the Practical Solutions approach to arrive at the best treatments for the partners, budget, and other constraints in a location. The Practical Solutions model represents WSDOT's approach to selecting the right project or solution, for the right location, at the right time.

WSDOT notes that specific changes on state roadways that provide a safer and more complete multimodal facility depends on local plans and conditions, available right of way, availability of parallel lower-stress facilities, and other variables. As there are no parallel lower-stress facilities near the proposed development site, safe and accessible active transportation facilities should be provided along the development's frontage. Providing sidewalks or a shared use path along SR 305 and SR 307 would improve safety and lower level of stress. Also, since these improvements could be constructed within the roadway prism, they align with the Practical Solutions approach.

WSDOT Design Manual

The general purpose of any roadway design standards it to provide standardized road design and construction elements for consistency and to ensure, so far as practical, that minimum requirements of the motoring public are met. These requirements include safety, convenience and economical maintenance.

WSDOT's *Design Manual* guidance is provided to encourage the statewide uniform application of design details under normal conditions. It also guides designers through the project development process used by WSDOT. The Design Manual (DM) is used by the department to:

- Interpret current design principles, including American Association of State Highway and Transportation Officials (AASHTO) and other appropriate policy sources, findings, and federal and state laws.

[6] WSDOT Target Zero 2019

- Develop projects that address modal and community performance needs.
- Balance the competing performance needs of highway construction projects.
- Design for low-cost solutions.

1510 Pedestrian Facilities

Since the frontage improvements for the Oslo Bay Apartments, required by the Poulsbo City Engineer, are along state highways, they must meet WSDOT Design Standards for both pedestrians and ADA requirements. The frontage improvements would be considered an alteration project and will need to meet the requirements as set forth in the DM Chapter 1510.

1130 Development Services

WSDOT recently retired the Development Services Manual and added it as a chapter to the Design Manual. Much of the DSM's content informed the new chapter of the DM and forthcoming guidance documents. WSDOT states on their website "*The DSM was outdated. As we began to look at resourcing that, we decided to instead create a new DM chapter containing the policy and main direction. By including this as a Design Manual chapter, it stands with other DM policy chapters such as TIAs, Access Control, Driveways, Intersections, commonly used for design and facilitation of development mitigation.*

Changes to the guidelines for Development Service reflects WSDOT's changes in policy toward active transportation facilities along state highways. WSDOT, in recent years, has been more open and willing to accept adjustments to lane widths as a trade-off for the ability to provide safe and comfortable infrastructure for walking and rolling, to balance the competing needs of the highway system.

"*WSDOT's goal is to provide a safe, sustainable, and integrated multimodal transportation system for all Washington travelers, regardless of age, ability, income, ethnicity, or mode of transportation. Added automobile trips to and from new development often result in impacts to the transportation system which can be costly to mitigate while also inducing more auto-based travel. WSDOT encourages partners to promote solutions that better support multimodal options. Development that supports access by walking, bicycling, and transit is essential towards reaching this goal.*"

1130.09(2) WSDOT's Role in Development Review

WSDOT's authority to review land use proposals and request or require mitigation is founded in state law, specifically the State Environmental Policy Act, the Growth Management Act, and through our state managed and limited highway access connections laws, policies and procedures.

- WAC 197-11-920 regards WSDOT as possessing special environmental expertise relating to transportation; and as an agency with expertise in the local development review process similar to local and state water, sewer, or fire protection agencies.
- As an agency that possesses special expertise in the state transportation system, WSDOT has established standards, policies, and mitigation thresholds for system function, safety, and performance, particularly for driving trips.
- These standards, policies, thresholds, and local approval criteria are applied to the applicant's development proposal to form WSDOT's mitigation recommendations to the local government. When developers request connections to the state system, WSDOT may require improvements to the transportation system as a condition of issuance of a highway access permit. Any such requirement must be appropriate and reasonable to mitigate the impact to the transportation system resulting from the development.

- In other cases, WSDOT works with the lead agency and developer to request recommended development mitigation that is appropriate and reasonable.
- The responsibility for a land use decision is with the local governing body. Like other interested parties, when there is legal standing, WSDOT can appeal the local land-use decision.

1130.09(2)(f) Active and Public Transportation

Both active transportation and transit provide essential travel options for those who do not choose to or who cannot drive themselves. Work with the developer, tribe, or lead agency to evaluate active and public transportation system impacts and needs to determine mitigation that provides safety, mobility, and accessibility for all users of the multimodal transportation system.

- *Review the TIA, SEPA document, Lead Agency and WSDOT planning documents, including the state Active Transportation Plan.*

At that time of WSDOT's previous review, in early March 2021, WSDOT had not analyzed a proposal to adjust lane widths on SR 305. Requiring frontage improvements without reducing lane widths would have extended sidewalks outside of the existing roadway prism.

Since that time, the City of Poulsbo engineering team has provided a proposal that provided for pedestrian improvements within the roadway prism. The proposal includes narrowing lanes on SR 305. WSDOT has agreed to narrower lanes on SR 305, allowing for the frontage improvements to be constructed within the roadway prism. Narrowing the lane widths on SR 305 also increases the likelihood of lower speeds[7], increasing safety for active transportation users even more.

CONSISTENT WITH PROJECT NARRATIVE

The Oslo Bay Apartments Site Plan Review Narrative (October 2021) make several mentions of providing a connected pedestrian and bicycle network on site.

- Page 1: one of the key elements of the 49.1-acre development is to "maximize pedestrian accessibility and circulation through the apartment site."
- Page 2: the site will have "*extensive network of sidewalks and pedestrian paths*."
- Page 33. "*Walkways and trails have been designed to provide pedestrian connectivity throughout the entire site, linking site amenities areas, residences, shared community resources, and providing residents with a walking/running/hiking circuit as well as physical and visual connections to the adjacent forested and scenic areas*."
- Page 34: "*Bike parking (in addition to that provided in building breezeways) and benches are also provided throughout the site, along the pedestrian pathway network."*
- *Page 36: "PMC 18.140.060 - Design Standards for Bicycle Parking Areas requires two bicycle spaces plus one additional space for every twenty automobile parking spaces, with no more than 20 bicycle spaces required. This project proposes 850 automobile parking stalls (Section V.A.21) which equates to 43 bicycle spaces. However, given the scale of this project, the applicant proposes to exceed this standard by providing 100 outdoor bike spaces as follows: 3 spaces per*

[7] FWHA " USE OF NARROW LANES AND NARROW SHOULDERS ON FREEWAYS: A PRIMER ON EXPERIENCES, CURRENT PRACTICE, AND IMPLEMENTATION CONSIDERATIONS https://ops.fhwa.dot.gov/publications/fhwahop16060/ch4.htm

buildings (39), 47 spaces for recreational amenities, and 14 spaces for the community building/pool)."

Additionally, the TIA states on page 34 that the project "will increase demand for nonmotorized trips associated with commuting to work, accessing services." The applicant is clearly expecting active transportation use to increase as result of the proposed development. Frontage improvements that provide safe, adequate active transportation facilities are necessary.

CONCLUSION AND RECOMMENDATIONS

- The existing conditions along SR 305 and at the SR 305/SR 307 intersection do not provide for safe, comfortable, accessible active transportation uses.
- The project is expected to generate increased vehicle and active transportation trips. Regardless of the existing pedestrian counts along SR 305, there is a latent demand for active transportation facilities, as noted in the Oslo Bay Apartment TIA and the Site Plan Review Narrative.
- Any increase in active transportation trips along SR 305 increases the potential for pedestrian fatalities, especially given the high posted speed on the highway.
- Frontage improvements that improve conditions for active transportation will create a positive feedback loop and increase demand for the facilities. Facility design and operational improvements reduce crash exposure, leading to fewer collisions. People feel comfortable and confident, mode shift redistributes demand, and more active trips result.
- Frontage improvements that include safe, accessible active transportation facilities within the existing roadway prism will increase safety by providing separated facilities, reducing the likelihood of fatal or serious injury crashes.
- Active transportation facilities along SR 305 have been identified in the City's adopted Comprehensive Plan. Providing frontage improvements, as laid out by the City Engineer is consistent with City plans.
- Frontage improvements that include active transportation facilities are consistent with the City's goal of creating Complete Streets, the City's Comprehensive Plan, WSDOT's Active Transportation Plan, 2020 and Beyond, WSDOT's Target Zero plan, WSDOT's Practical Solutions Approach and the WSDOT Design Manual.
- SR 305, north of SR 307, has the highest traffic volumes and the highest number of collisions on all of SR 305. Narrowing the travel lanes on SR 305 to accommodate the frontage improvements will have an additional benefit of lowering speeds, further improving safety for active transportation users and those driving vehicles.

ATTACHMENT A

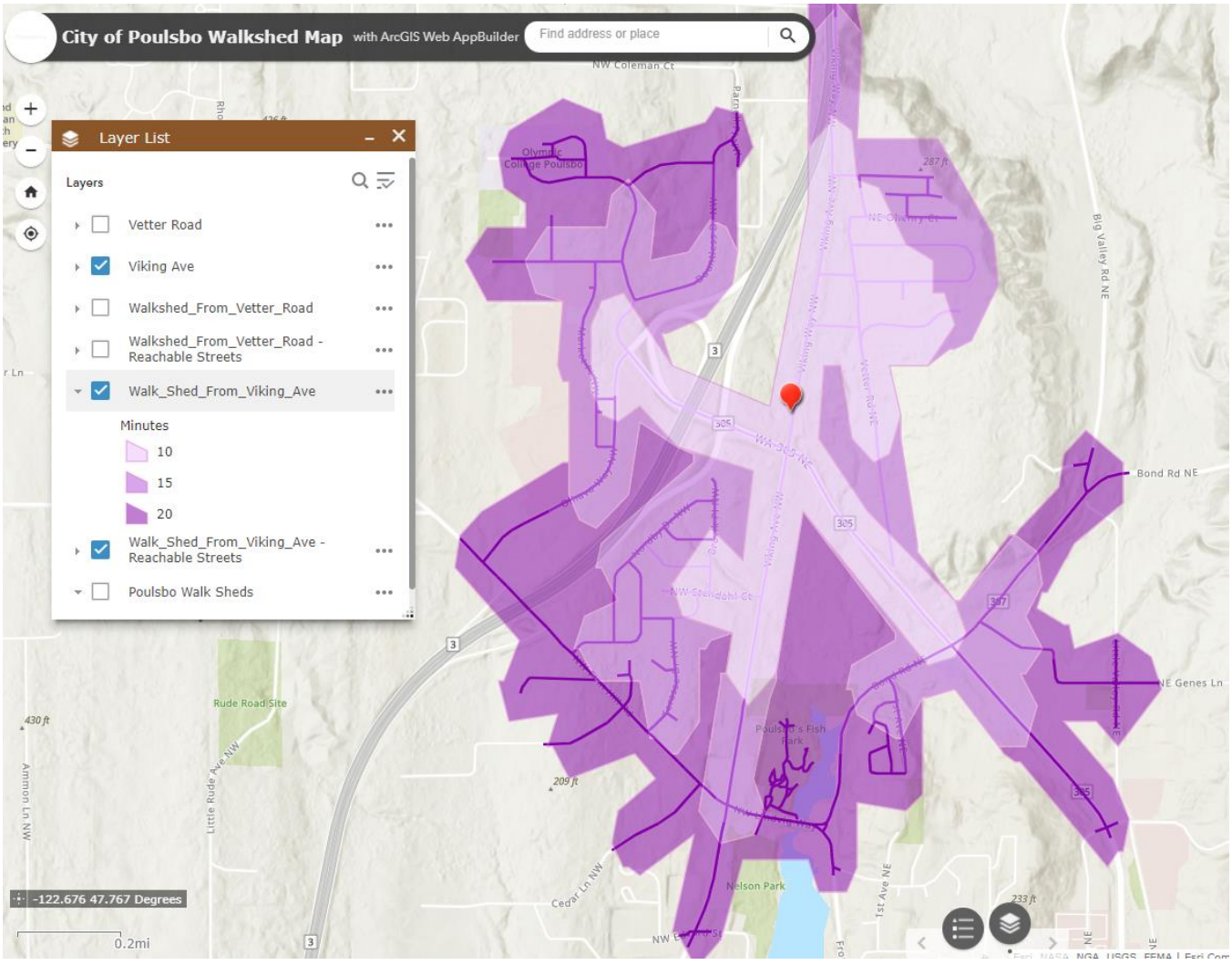
Walk-Time Maps

Walk-time maps – the walking version of drive-time area maps – were created using ArcGIS Online to show where and how far pedestrians can travel in a certain amount of time. Walk-time maps are based on a predefined walking speed of 3 miles per hour (mph) and existing paths and roads that allow pedestrian traffic.

Two separate walk-time maps were created and are described in more detail below.

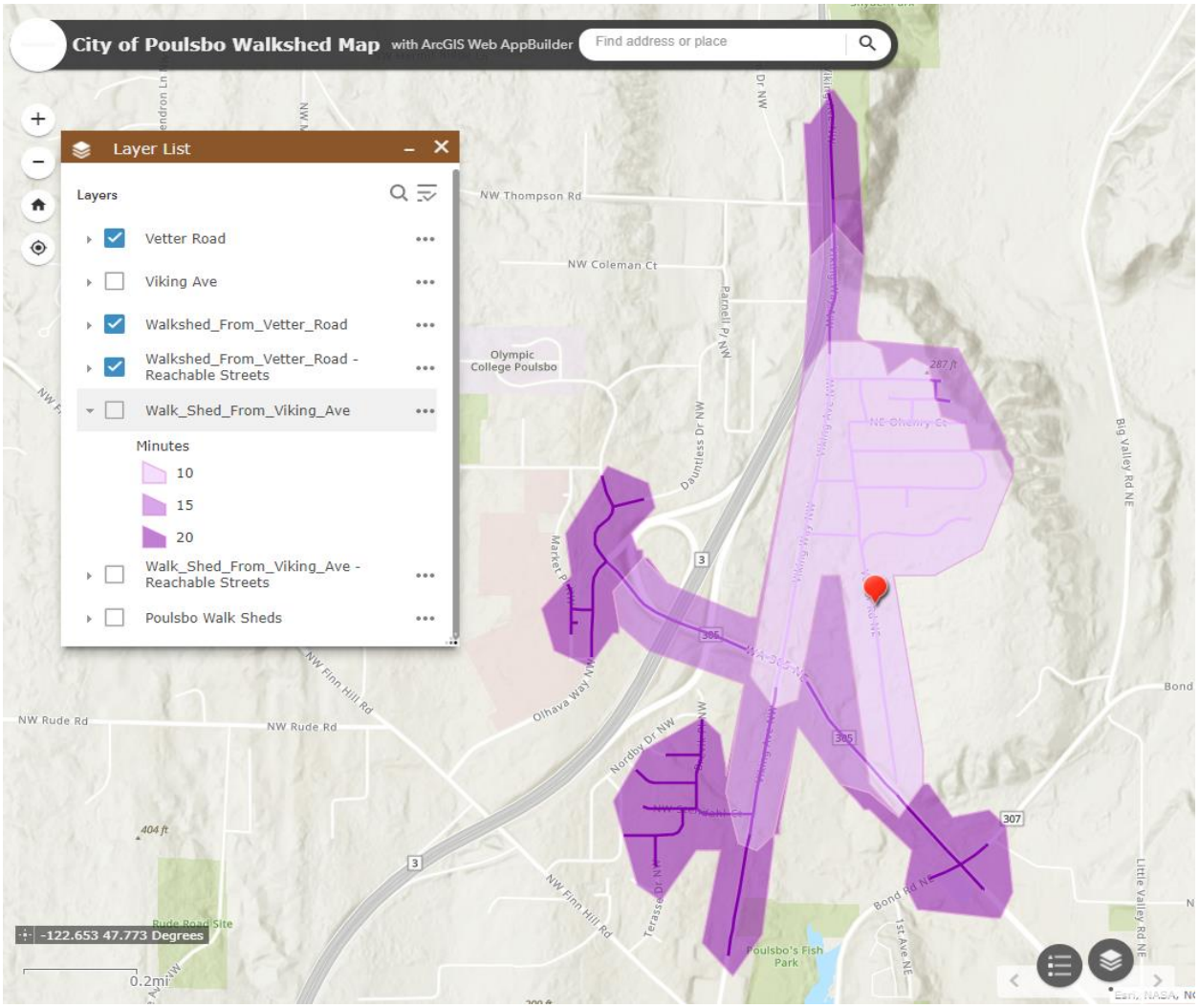
Walk-time distance from Sonic Drive-In on Viking Way

- Conservative assumption of how far the walksheds would extend to the west and south from the project site. The Sonic Drive-in is located near the west end of the project site
- Walkshed assumes existing street system; Vetter does not connect with SR 305.
- With the connection of Vetter Road to SR 305, the 10-minute walk shed from the project site will extend beyond SR 305/SR 307 (Bond Road) intersection, and the 15-minute walkshed will likely extend to the intersection of SR 305/Forest Rock



Walkshed distances from 21466 Vetter Rd NW

- Existing house located on Vetter Road, north of proposed Road L
- Conservative assumption of how far the walksheds would extend to the west and north from the project site.
- Walkshed assumes existing street system; Vetter does not connect with SR 305. All walking trips from this point must use Viking Ave to access SR 305.
- With the connection of Vetter Road to SR 305, the 10-minute walk shed from the project site will extend beyond SR 305/SR 307 (Bond Road) intersection (see walk-sheds from Sonic Drive-in).



Key commercial/retail businesses within the walksheds

Distances from Road A intersection with Vetter, using Vetter extension to SR305, then along SR 305 to SR 307/Bond Road – includes approximately 700' distance from Road A intersection (near clubhouse) to SR305:

2,200' (0.42 mi) to Bond Road Medical Center

- Urgent Care
- Birthing Center
- Eye care/surgery
- NK Medical Center
- Attention Deficit Disorder treatment
- Dentist office (across Bond)

2,400' (0.45 mi) to Valley Nursery

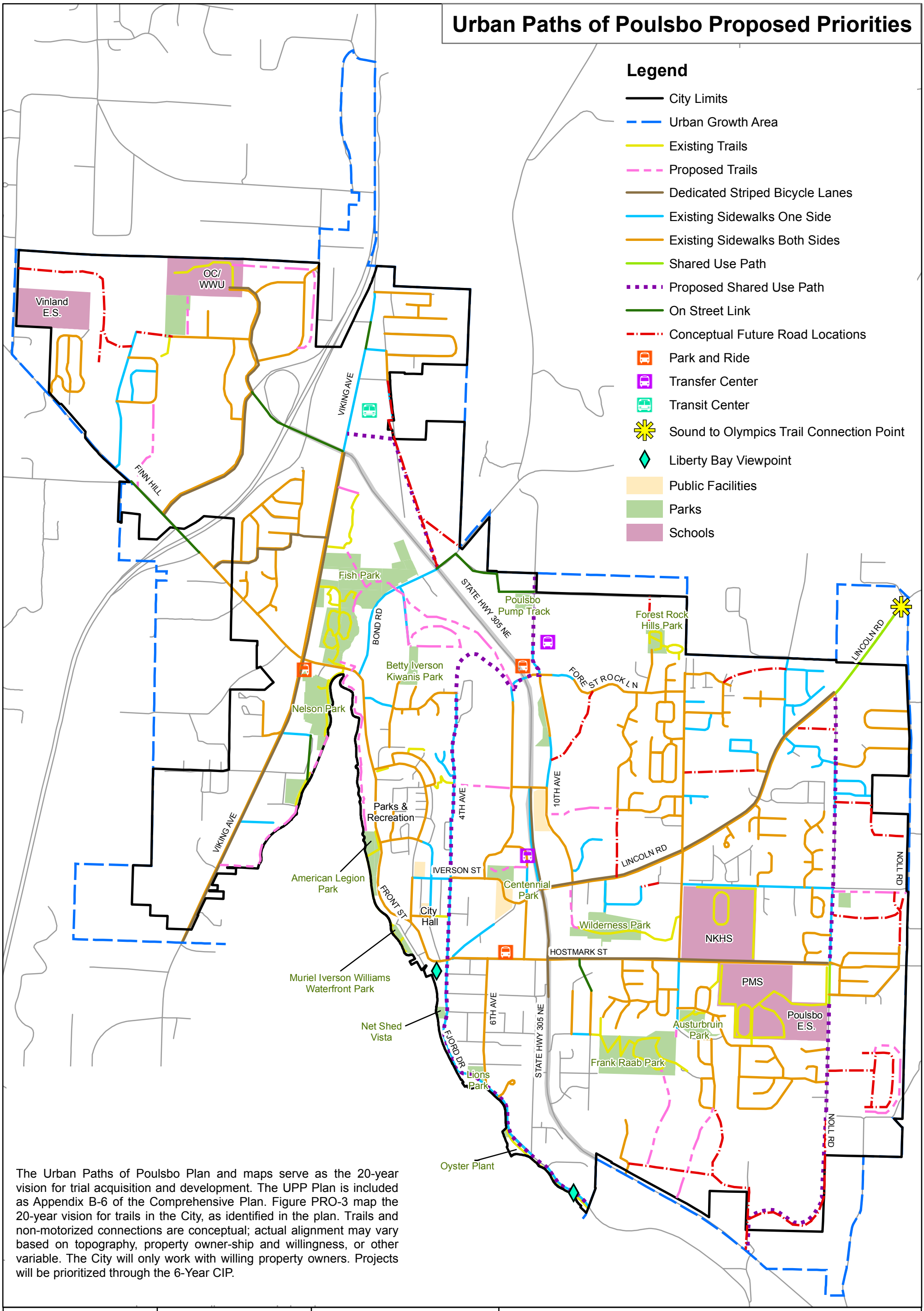
2,500' (0.47 mi) to Dogfish Creek Trail entrance on Bond

2,700' (0.51 mi) to Business park on SR305 adjacent U-Haul/NK Self-Storage

- Crossfit
- Twisted Chiropractic
- Storehouse Church
- DME Auto
- Kitsap Hot Yoga
- Next Day Dry Cleaners
- Tattoo shop (couldn't read actual name)

ATTACHMENT B

Urban Paths of Poulsbo Proposed Priorities



The Urban Paths of Poulsbo Plan and maps serve as the 20-year vision for trial acquisition and development. The UPP Plan is included as Appendix B-6 of the Comprehensive Plan. Figure PRO-3 map the 20-year vision for trails in the City, as identified in the plan. Trails and non-motorized connections are conceptual; actual alignment may vary based on topography, property owner-ship and willingness, or other variable. The City will only work with willing property owners. Projects will be prioritized through the 6-Year CIP.

CITY OF POULSBO
VIKING CITY

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Created by
City of Poulsbo GIS
August 2018

This map is intended for general purposes. Maps are schematic representations of physical features, infrastructure, and land ownership boundaries. The information was derived from available public records and existing sources, not from surveys.