



2024 Comprehensive Plan Update

Chapter Summary – Transportation

STAFF NOTES:

- Required Chapter per RCW 36.70A (Growth Management Act).
- Included in this packet is a “clean copy” of the chapter allowing for ease of reading. The Transportation Chapter maps are at the end of the chapter.
- You can find a ~~strikethrough~~ and underline (with notes explaining rationale for revisions) version online [here](#). Key changes include:
 - Updated and streamlined narratives.
 - Community “Key Goals” integrated into the goals and policies.
 - Eliminated redundant policies, edited existing policies for clarity. Expanded on street connectivity policy in response to public comment.
 - Additional policies to ensure consistency with PSRC VISION 2050 and Kitsap Countywide Planning Policies; specific policy topics include – emphasis on active transportation (pedestrian and bicycle), transit access and opportunities, accessibility and equity, and air quality and greenhouse gases.
 - See Notable Amendments below as well.

NOTABLE AMENDMENTS:

Level of Service Narrative and Measurement (page 5, clean copy)

Additional narrative and a new table explain level of service measurement. LOS standards for intersections were evaluated and discussed by staff and Parametrix, as well as with Planning Commission to determine if any changes were desired; the conclusion is the existing LOS standard for intersections remained a valid and acceptable standard.

Street Connectivity Policy (page 11, clean copy and below)

Policy TR-6.2 is a new policy drafted in response to the numerous public input received regarding the City’s street connectivity policy, Figure TR-3 and how it is implemented during the development permit process. The policy’s language mirrors similar policy found in the Capital Facilities Chapter Policy CF-6.3 regarding conceptual alignments, as well as the street connectivity language adopted by the City in [PMC 17.80.060](#). Finally, the new policy incorporates language suggested in submitted public comment letters.

Policy TR-6.2

Connectivity throughout the City is achieved through the Transportation Figure TR-3 2044 New Roadway Segments Map and PMC 17.80.060 and purpose is to 1) achieve redundant and efficient routes and connections within and throughout the city and 2) to provide superior emergency vehicle response time by providing multiple access to City’s neighborhoods and commercial areas.

The 20-year conceptual alignments identified in Figure TR-3 are based upon best available planning and technical analysis at the time of transportation functional plan development. Future roadways depicted on Figure TR-3 should avoid pre-existing occupied structures, public parks, designated and protected open space areas and tracts. Actual alignments and construction of new roadways may vary based upon topography, natural and built environment, technical final engineering design and property owner willingness. Reasonable alternative alignments may be considered by the City Engineer consistent with the intent of the conceptual alignment, including pedestrian and bicycle connections.

Active Transportation

You’ll notice several references to the term ‘active transportation’ throughout the chapter. Active Transportation is the new term for human-powered mobility, such as walking or biking. This term replaces non-motorized of the past and is a

significant focus of PSRC's VISION 2050. The Poulsbo Complete Streets Plan (see below), is an approach to planning, designing and building streets that enables safe access for all users, with active transportation considerations for street designs. You'll note that in conjunction with active transportation policies, is often the reference to the Poulsbo Complete Streets Plan.

Transportation Figures 1-4

Following the full Transportation Chapter are three updated transportation related maps and a new map to be included in the Transportation Chapter. The draft maps are available [here](#), and are summarized below:

Figure TR-1 WSDOT Functional Street Classifications: Washington State Department of Transportation (WSDOT) in coordination with the City, has classified city streets according to their function and established standards for these classifications. Figure TR-1 updates the WSDOT functional street classifications for Poulsbo.

Figure TR-2 Poulsbo Complete Streets Typology: This map revises the current Figure TR-2 Local Access Street Classifications and updates it to "Complete Streets Typology." This is due to the Poulsbo Complete Streets Plan which is nearing completion and will be included with the Transportation Functional Plan as Appendix B-4. Complete Streets Typology blends the WSDOT functional classifications with a refined street typology and is transportation planning's new approach to classifying local access streets. The City's Street Construction standards will subsequently be updated to include standards for the Complete Streets typologies as well as the residential access streets that are not mapped on the new Figure TR-2.

Figure TR-3 2044 New Roadway Segments: This map updates the current Figure TR-3 2044 New Roadway Segments Map. Primarily as developer-required improvements, Figure TR-3 has been implemented significantly since introduced in the 2009 Comprehensive Plan. The new roadways on the Draft Figure TR-3 are reduced from 22 to 13 as those removed from the map have been built or will be completed by the year's end. Therefore, the numbering from the current Figure TR-3 is changed to reflect the removal of nine roadways, and naming of the streets was updated as appropriate.

Please review public comment section below and [memo](#) for May 28, 2024 Planning Commission meeting regarding public comment received on Figure TR-3 as part of the comprehensive plan update process, including analysis and changes to Figure TR-3 in direct response to public comment.

Figure TR-4 Poulsbo Active Transportation: Figure TR-4 is a new map that depicts the City's active transportation (pedestrian and bicycle - formerly referred to as non-motorized) facilities. This is a new requirement of GMA, and active transportation discussion and facilities will be included in both the Transportation Functional Plan and Complete Streets Plan.

Figure TR-5 TBD 2044 Transportation Improvements: Figure TR-5 is not included with the Transportation Chapter but is noted here as a placeholder. This map will be generated at the completion of the Transportation Functional Plan, and will depict intersection and other transportation facilities improvements, including active transportation.

PLANNING COMMISSION REVIEW:

- Planning Commission Review of Transportation Chapter:
 - **October 24, 2023:** Transportation GMA Requirements Overview
 - [Transportation Overview Presentation](#)
 - [Minutes](#)
 - [Video](#)
 - **November 14, 2023:** First Review of Goals and Policies
 - [Packet](#)
 - [Minutes](#)

- [Video](#)
- **May 28, 2024:** Second Review of Goals and Policies; First Review of Transportation Maps
 - [Cover Memo, Draft Transportation Chapter and Transportation Maps](#)
 - [Memo on Public Comment Received on Transportation Map Figure TR-3](#)
 - [Minutes](#)
 - [Video](#)
 - Planning Commission Recommendation: PC concurred with the Draft Transportation Chapter as presented with two minor narrative/policy revisions. Planning Commission concurred with Transportation Figures 1,2 and 4 as presented. Minor revision to Figure TR-3 #11 is recommended by the Planning Commission. (See additional discussion under Public Comments below).

PUBLIC COMMENTS:

The City has received a number of public comment regarding Figure TR-3 “2036 New Roadway Segments Map,” requesting the Planning Commission and City Council make changes to three roadway alignments depicted on the map. Staff met with many of the public commenters on multiple occasions and prepared a technical memo responding to the requests, which is available [here](#).

The memo describes the three roadway alignments that were the subject of the public commenters’ requests, evaluated the policy and code framework, critical area constraints and future development potential. Staff diligently reviewed the future roadway map in an effort to address public feedback and concerns, and the recommendations of the memo were embodied in a new Figure TR-3 “2044 New Roadway Segments Map.” As described above, in addition to revisions based on public comment, the map was updated due to the significant implementation of it since its introduction in the 2009 Comprehensive Plan.

Figure TR-3 is an important map that is directly implemented during the development permit application process. A new note at bottom left of the map is included that describes how the map is administered and implemented:

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

The Planning Commission considered Figure TR-3 at their May 28, 2024 meeting. The Planning Commission packet is available [here](#); scroll to pdf pages 25-26 to see staff proposed and current Figure TR-3.

The Planning Commission recommends a change to Figure TR-3 from what was proposed by staff in the PC packet for Alignment #11. In the PC Packet Figure TR-3 identified Alignment # 11 in the Legend “N/S Connection to be determined at time of site-specific subdivision proposal”, and on the map there was no line and the number inferred a generalized area. Based on public comments received at the meeting, the Planning Commission recommended changing the map to identify a generalized area and moving the number 11 to the side. Figure TR-3 has been revised per PC comments (find it [here](#), scroll down to Figure TR-3) for City Council consideration.

In summary, pursuant to Policy TR-6.2, Figure TR-3 Legend for #11, note on Figure TR-3, and PMC 17.80.060, a new roadway is not triggered until development permit application submittal, and actual alignment is based upon topography, natural and built environment, technical final engineering design, and property owner willingness. Figure TR-3 has been

modified and Policy TR-6.2 has been revised based upon public comment received. You can review all the written public comments received to date of this packet regarding Figure TR-3 [here](#).

TRANSPORTATION FUNCTIONAL PLAN AND COMPLETE STREETS PLANS:

Parametrix is the consultant assisting the City in the development of the Transportation Functional Plan and the Poulsbo Complete Streets Plan.

Transportation Functional Plan: This plan will replace the current 2016 Transportation Comprehensive Plan and will become new Appendix B-4 to the comprehensive plan. The Functional Plan will contain all the technical requirements required by [GMA](#), (see RCW 36.70.070(6)), include evaluation of population and job growth on the City's roadways, LOS analysis of the growth, and list of needed transportation improvement projects. This also serves as the basis for transportation impact fee update. The functional plan will also be summarized and included in the Comprehensive Plan's Section 2 – Capital Facilities Plan. Staff expects an internal draft of the Transportation Functional Plan in early September.

Poulsbo Complete Streets Plan: This is a new plan for Poulsbo funded from a federal grant the City received, and as discussed above, it is an approach to planning, designing and building streets that enables safe access for all users, with active transportation considerations for street designs. This plan has been underway for the past year and a Stakeholder Committee has met five times to work with Parametrix and City staff in the development of the plan. Please visit the Poulsbo Complete Streets website [here](#) which provides project information and Stakeholder Committee meeting summaries. The [Draft Poulsbo Complete Streets Plan](#) was recently released and was reviewed by the Stakeholder Committee at a July 11, 2024 meeting. Revisions will be made based upon the feedback received by the Committee, and a final draft plan will be available soon. The Poulsbo Complete Streets will also be included as an Appendix to the Comprehensive Plan, as a companion with the Transportation Functional Plan.