

TECHNICAL MEMORANDUM

DATE: January 2, 2024
TO: City of Poulsbo
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SUBJECT: Street Design Guidelines and Concepts
PROJECT NUMBER: 554-2237-134
PROJECT NAME: Poulsbo Complete Streets Plan

1 INTRODUCTION

This memorandum documents draft design guidelines to support the development of a complete streets network in the City of Poulsbo. The memo evaluates [current design guidelines](#) as they apply to the City’s existing street functional classification system and identifies opportunities to update these guidelines to support the implementation of streets that balance the needs for all road users – including those who drive, walk, bicycle, or use a mobility assistance device to meet their daily travel needs. Proposed street guidelines are based on a “typology” system that frames the design, function, and character of streets in different land use and local transportation contexts, with a focus on prioritizing transportation safety for all users – regardless of age, ability, or access to a personal vehicle. The design guidelines are presented as a Complete Streets “Toolkit” that detail physical and operational criteria and guidelines for implementing complete streets.

As part of this analysis, the complete streets typologies are overlaid on the City’s existing streets to provide a draft complete streets network. This memo then applies evaluation criteria based on the project goals to identify priority project opportunities within the network as well as design concepts and planning-level cost estimates for the City to consider. The focus is to identify improvements and strategies that improve the function of the existing system without adding capacity. In early 2024, the projects identified in this analysis will be reviewed and further refined based on input from City staff and the project Stakeholder Committee and will ultimately form an important part of the final recommendations for the Poulsbo Complete Streets Plan.

2 EXISTING DESIGN GUIDELINES

This section describes Poulsbo’s existing street design standards, organized by functional classification and SR-305. Existing design guidelines are presented in table format and cross-sections can be found in the City’s existing [design guidelines](#). Standards include a column for Complete Streets considerations.

2.1 Principal and Major Arterials (WSDOT Facilities)

Principal and Major Arterials generally describe SR-305 and SR-307 – the two major highways that travel through Poulsbo. Roadway standards for SR-305 and SR-307 are established by the WSDOT [Highway Design Manual](#). SR-305 is a unique facility in Poulsbo in that it functions as both a major north-south corridor through the City, while also providing local access to a broad range of local destinations and commercial areas, especially between NE Hostmark St and Forest Rock Ln NE. East of NE Bernt Rd, SR-307 transitions to a freeway facility not conducive to multimodal transportation. West of the intersection with SR-305, SR-307 becomes Bond Rd NE where potential

complete streets improvements are more relevant. Therefore, regarding SR-307 this planning effort mostly focuses on Bond Rd NE between SR-305 and NW Lindvig Way.

Per the WSDOT Highway Design Manual “highways” refer to all WSDOT roadways. However, note that freeways have their own geometric cross section guidance per Chapter 1232. Highway guidelines are generally organized by three speed designations: High Speed (≥ 50 mph), Intermediate Speed (40 and 45 mph), and Low Speed (≤ 35 mph). High-speed highways are generally considered auto-oriented highways, whereas intermediate and low speed facilities can be auto- or multimodal-oriented depending on the local context. General design guidelines are summarized in Table 3 below.

Table 1. Design Guidelines for Principal and Major Arterials (WSDOT Highway Design Manual - Highways)

Design Element	Standard or Recommended
Number of Lanes	Varies ¹
Lane Width	11' – 12' ²
Outside Shoulder	4' – 10'
Side Slopes	Same as adjacent lanes (~2%); provide widening and slope rounding outside the usable shoulder when foreslope is steeper than 4H:1V
Speed	≥ 50 mph
Pedestrian and Bicycle Elements	Intermediate and Low-Speed Facilities Only (≤ 35 mph to 45 mph)

Source: WSDOT Highway Design Manual Chapter 1231: Geometric Cross Section - Highways

Per the WSDOT Highway Design Manual, the intention of the highway design guidelines above is to describe combinations of elements that may be included in a cross section depending on modal priority and Level of Traffic Stress needs.³ These examples are not standards, but instead are intended to be a starting point in the design process, demonstrating noteworthy practices in how to accommodate a given modal priority.

2.2 Minor Arterials

Street standards currently do not exist for the City’s minor arterial network.

2.3 Local Access Streets

Street standards for local access streets are summarized in Table 1 below.

¹ South of NE Hostmark St, SR-305 primarily follows a 2-lane cross section with an intermittent two-way center turn lane. North of NE Hostmark St, SR-305 primarily follows a 5-lane cross section with two lanes in each direction and a two-way center turn lane. Bond Rd NE primarily follows a 3-lane cross section with one lanes in each direction and a center two-way turn-lane.

² Lane width is exclusive of the gutter if the gutter is a color that contrasts with the roadway

³ See the *Poulsbo Complete Streets Existing Conditions Technical Memorandum* for an analysis of Level of Traffic Stress.

Table 2. Design Standards for Local Access Streets

Functional Classification	ROW Width	Curb-to-Curb Pavement Width	Recommended ADT	Sidewalk	Lane Width	Paved Shoulder	Connectivity	Max. Grade	Curb Radii	On-street Parking	Complete Streets Considerations
Urban Collector (Neighborhood & Commercial)	50' two lanes 60' three lanes	30' two lanes 42' three lanes	> 4000	Both sides	12'	3'	Yes	12%	35'	None unless 8' bulb-outs provided	<ul style="list-style-type: none"> • Include dedicated bicycling facilities • Include accessible pedestrian signals, marked crosswalks, median islands • Consider accessible transit stops and park-and-ride locations
Residential Collector	50'	30'	400 - 4000	Both sides	11'	none	Yes	12%	35'	8' one side	<ul style="list-style-type: none"> • Include dedicated bicycling facilities • Consider accessible pedestrian signals, marked crosswalks, median islands • Consider accessible transit stops and park-and-ride locations • Consider reducing curb radii
Residential Local Access	40'; or 45' if sidewalks required on both sides	28'	< 400	One side; both sides if required by City Engineer	10'	none	No	12%	25'	8' one side	<ul style="list-style-type: none"> • Consider requiring SW on both sides • Consider alternative bike/ped design options for this functional class • Consider reducing curb radii
Commercial Local Access	As required	24'	< 1000	As required by City Engineer	12'	none	No	12%	35'	None unless 8' bulb-outs provided	<ul style="list-style-type: none"> • Consider requiring SW on one side • Consider alternative bike/ped design options for this functional class

3 EVALUATION CRITERIA

Goal	Evaluation Criteria	Description
#1: Safety: Provide a safe and reliable transportation system for all people and all travel modes.	<ul style="list-style-type: none"> High-crash locations or known safety hotspots 	<ul style="list-style-type: none"> Prioritize projects in places where safety issues are known. Consider historical crash data and local knowledge from community members. Consider projects that meaningfully address known safety issues.
#2: Serve All Ages and Abilities: Ensure improvements to the pedestrian and bicycle network serve people of all ages and abilities.	<ul style="list-style-type: none"> Pedestrian and Bicycle Level of Traffic Stress (LTS) Potential to serve children, less confident riders, and people with mobility challenges 	<ul style="list-style-type: none"> Prioritize projects in places with the highest current levels of traffic stress for pedestrians and bicyclists. Consider projects that have the <i>highest potential to meaningfully improve LTS scores</i> along given roadways.
#3: Connectivity: Develop and maintain an interconnected, multimodal transportation network that connects all people within Pouslbo.	<ul style="list-style-type: none"> Multimodal network gaps Network gaps 	<ul style="list-style-type: none"> Prioritize projects that reduce or eliminate network and modal gaps in the City's transportation system Identify crossing improvements that link together proposed complete street improvements
#4: Community Vitality: Improve access for Pouslbo's residents, workers, and visitors to jobs, services, and destinations within and around Pouslbo.	<ul style="list-style-type: none"> Proximity and/or access to key destinations 	<ul style="list-style-type: none"> Prioritize projects that increase safe access and connectivity to key destinations such as schools, employment centers, community centers, and social services
#5: Equity: Implement complete streets that work for everyone in Pouslbo, serve people who have fewer travel options, and address the needs of people who use mobility devices.	<ul style="list-style-type: none"> Demographic data and impact to vulnerable communities Impact to key destinations that serve vulnerable communities 	<ul style="list-style-type: none"> Prioritize projects that address the needs of vulnerable communities such as children, older adults, people of color, low-income populations, people with mobility challenges, and those without access to a personal vehicle

4 PROPOSED STREET TYPOLOGIES AND GUIDELINES

Street typologies are a framework for understanding and designing streets that reflect the diverse land use and transportation needs across Pouslbo. Rather than applying a one-size-fits-all approach, street typologies recognize that different parts of the city serve different roles—whether as commercial corridors, neighborhood connectors, or key commuter routes—and tailor street designs accordingly. Key functions and characteristics of the typologies include:

- Primarily based on street context and function**
 Street typologies consider both the surrounding land uses (such as residential, commercial, or mixed-use areas) and the intended role of the street within the broader transportation network (local access, mobility, freight movement, etc.).
- Build upon existing street classifications to establish acceptable design ranges**
 While current classifications (such as arterial, collector, or local street) define general roadway function, typologies refine these categories by introducing context-sensitive design guidance—such as typical lane widths, sidewalk treatments, planting zones, and bicycle infrastructure—that align with community goals and urban form.

- Planning tool for creating a Citywide Complete Streets Network**
 By applying consistent and adaptable street typologies, Pouslbo can build a more inclusive and balanced street network that supports walking, biking, transit, and driving. This approach helps prioritize investments, address multimodal gaps, and ensure that streets are safe and accessible for users of all ages and abilities.
- Could be adopted in the future as part of the City’s development standards for new streets**
 Over time, these typologies can be formally integrated into Pouslbo’s development code and engineering standards, guiding new construction and redevelopment to align with community values. This ensures predictable outcomes for developers, staff, and residents while supporting long-term transportation and livability goals.

4.1 Typology Factors

To ensure that street typologies reflect the unique conditions and aspirations of Pouslbo, several key factors must be considered when determining the most appropriate design approach for each street. These typology factors help align the physical design of a street with its intended function, surrounding context, and the City's broader transportation and land use goals.



Land Use Context



Desired Street Character



Transportation Context



Unique Features or Constraints

4.1.1 Land Use Context

Street typologies must reflect the character and intensity of both current and planned land uses. For example, a street serving a vibrant commercial district may warrant wider sidewalks, enhanced transit amenities, and pedestrian-scale lighting, while a residential neighborhood street might prioritize calm traffic conditions and family-friendly design. Matching street design to land use supports the creation of Complete Streets environments that feel cohesive, intuitive, and functional for all users.

4.1.2 Desired Street Character

Not all streets serve the same travel patterns or user groups. Some prioritize walkability and local access, while others are key connectors for commuters or freight. Typologies should reflect this diversity by responding to desired future conditions—such as improved safety, lower vehicle speeds, or stronger pedestrian connections—while also addressing current realities, including traffic volumes, network gaps, and existing infrastructure. This helps ensure street improvements are both visionary and pragmatic.

4.1.3 Transportation Context

The role of a street within the broader transportation network is essential to defining its typology. For instance, a street located along SR 305 will have very different requirements than a low-volume neighborhood lane or a city collector that links multiple neighborhoods. The typology framework must acknowledge these differences and provide design guidance that supports multimodal functionality, network continuity, and safe, efficient movement for all users.

4.1.4 Unique Features or Constraints

Poulsbo's distinctive geography, built environment, and community priorities require a flexible approach to street design. Typologies must be nimble enough to accommodate special conditions—such as the historic character and compact scale of downtown, environmental features like critical areas and topography, and key destinations like schools, parks, and civic buildings. Designing with these nuances in mind ensures streets are context-sensitive and reinforce Poulsbo's identity and values.

4.2 Typology Guidelines

The Typology Guidelines provide a framework for aligning Poulsbo's existing functional street classifications with a more context-sensitive, design-oriented approach to street planning. While the City's functional classifications—such as arterials, collectors, and local streets—define the general role of streets within the transportation network, they do not always reflect the character of adjacent land uses, the needs of different users, or the evolving vision for a Complete Streets network. The typology framework addresses this by introducing a set of street types that respond more directly to the physical, social, and mobility context of each corridor.

These guidelines are organized in a crosswalk matrix (Table 3) that links each proposed typology designation with its corresponding functional classification. For each typology, the matrix outlines the typical land use context where it might apply, such as mixed-use town centers, residential neighborhoods, or commercial corridors. It also includes recommended travel lane configurations and speed ranges that support the intended function of the street while prioritizing safety and multimodal access. For example, a "Main Street" typology may recommend narrow travel lanes and lower speeds to enhance pedestrian comfort and support vibrant street activity, while a "Major Urban Corridor" may accommodate higher speeds and wider lanes to support regional travel and transit movement.

Beyond physical design and operational characteristics, the matrix identifies key Complete Streets features that should be considered for each typology. These may include sidewalks, bicycle facilities, street trees, enhanced crossings, transit amenities, or other elements that contribute to safe, accessible, and comfortable streets for people of all ages and abilities. Importantly, the guidelines also provide real-world examples of where these typologies might be applied in Poulsbo. Front Street NE, for instance, is identified as a "Main Street" typology that supports local business access, placemaking, and walkability, while SR-305 is designated as a "Major Urban Corridor" that must accommodate higher volumes of regional traffic, transit, and future multimodal improvements.

Together, these guidelines establish a clear, adaptable structure for future investments and policy decisions related to street design. By grounding transportation planning in both function and context, the typology framework helps ensure that future street improvements are aligned with Poulsbo's values, land use vision, and commitment to building a safe and inclusive multimodal network.

Table 3. Typology Street Design Guidelines

Typology	Land Use	Functional Class	Travel Lanes	Speed (MPH)	On-Street Parking	Key Complete Street Features	Potential Examples
Main Street	Busy commercial, high-density areas in and around Downtown	Minor Arterial / Collector	2	15–25	Yes, 1 or 2 sides	<ul style="list-style-type: none"> ▪ Sidewalks ▪ Enhanced crossings ▪ Sharrows* ▪ Placemaking 	<ul style="list-style-type: none"> ▪ Front Street NE
Urban Major Corridor	Commercial, high to medium density major facilities through the core	Major Arterial	3-5	35–45	No	<ul style="list-style-type: none"> ▪ Buffered sidewalks ▪ Protected bike lanes ▪ Enhanced crossings 	<ul style="list-style-type: none"> ▪ SR-305, Hostmark to NE Liberty
Urban Residential	Residential, medium to high-density areas in the core	Minor arterials and major collectors	1-3	25–35	Yes, 1 or 2 sides	<ul style="list-style-type: none"> ▪ Sidewalks ▪ Marked crossings ▪ Buffered or protected bike lanes 	<ul style="list-style-type: none"> ▪ 4th Street NE, Jensen Way NE
Neighborhood Connector	Residential, medium-density areas outside the core	Major and minor collectors	2-3	15–35	No	<ul style="list-style-type: none"> ▪ Sidewalks, marked crossings, bike lanes or sharrows 	<ul style="list-style-type: none"> ▪ Hostmark east of SR-305, Noll Rd NE
Neighborhood Residential	Residential, lower-density areas outside the core	Primarily Local, some minor collectors	1-2	10–25	Yes	<ul style="list-style-type: none"> ▪ Sidewalks ▪ Marked crossings ▪ Sharrows 	<ul style="list-style-type: none"> ▪ 23rd Ave NE, Sunrise Ridge Ave NE
Scenic Gateway	Rural, low-density areas near City limits	Arterial	2-3	35+	No	<ul style="list-style-type: none"> ▪ Separated shared-use path 	<ul style="list-style-type: none"> ▪ SR-305 at City limits

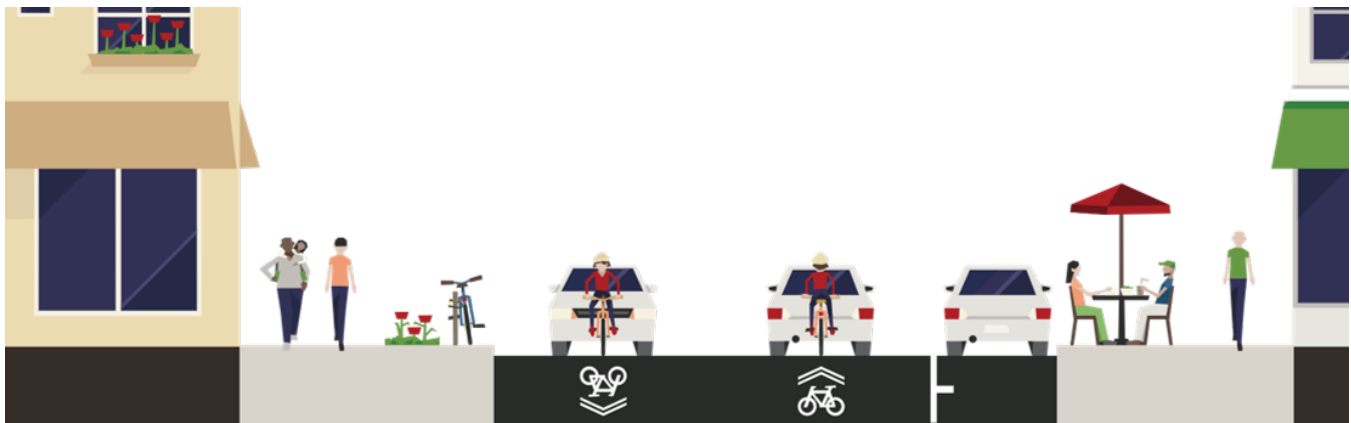
Freight/ Industry Corridor	Manufacturing / Industrial / low- density	Major/minor arterials, major collectors	3-5	35-45	No	<ul style="list-style-type: none">▪ Sidewalks▪ Marked crossings	<ul style="list-style-type: none">▪ Viking Ave NW
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4.3 Draft Cross Sections

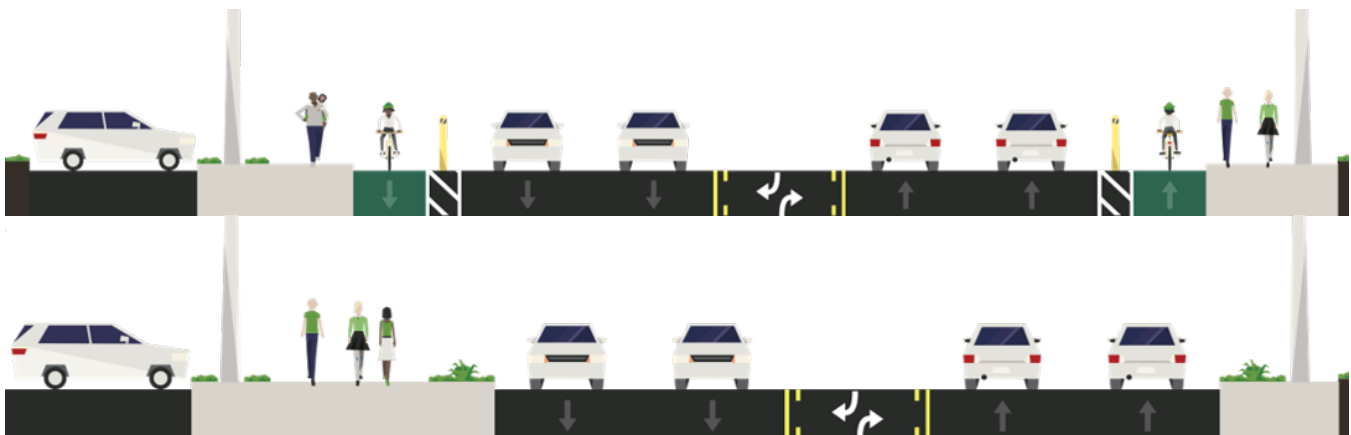
The following illustrations present conceptual cross sections for Poulsbo's future Complete Streets. At this stage, these cross sections are considered draft and are intended to illustrate potential street configurations without establishing final design standards. Widths are intentionally omitted at this time to allow for flexibility during the refinement process. Final dimensions and design details will be developed based on feedback from the project advisory committee, public engagement, and coordination with City staff.

As the project moves forward, this input will help shape updated street design standards that reflect Poulsbo's Complete Streets goals. These refined standards will be incorporated into the cross sections and may also inform future updates to the City's Functional Classification Plan. The current cross sections are intended to support dialogue and visualization of possible outcomes, while not committing to specific dimensions or regulatory standards at this stage.

4.3.1 Main Street

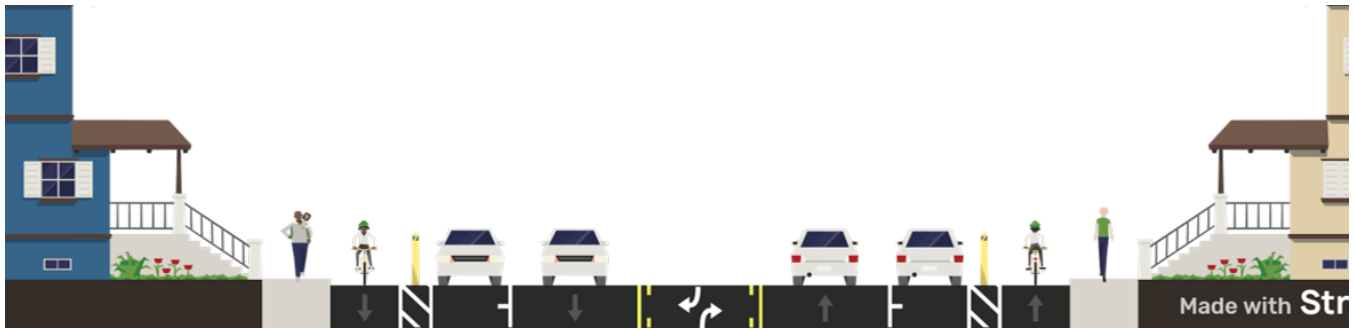


4.3.2 Urban Major Corridor

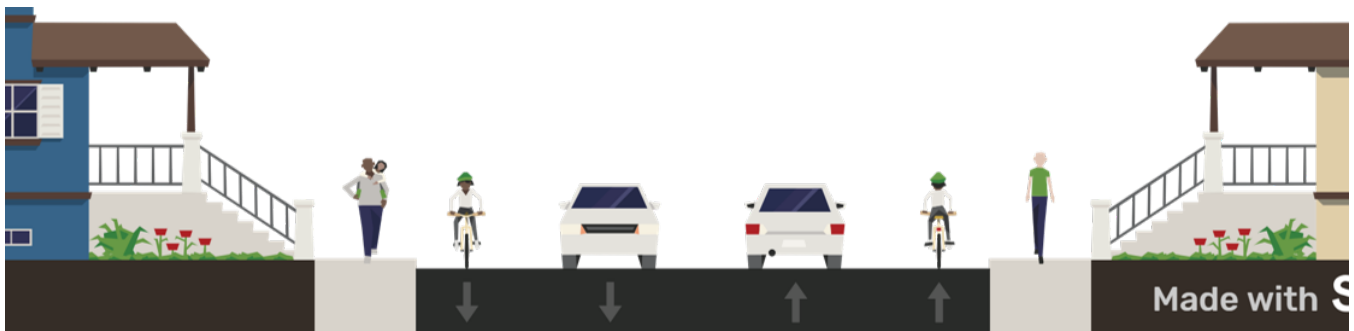




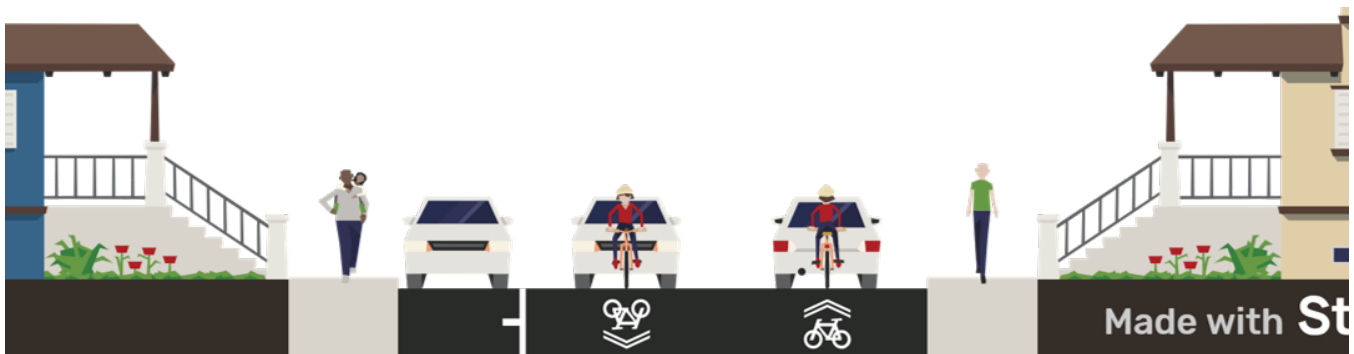
4.3.3 Urban Residential



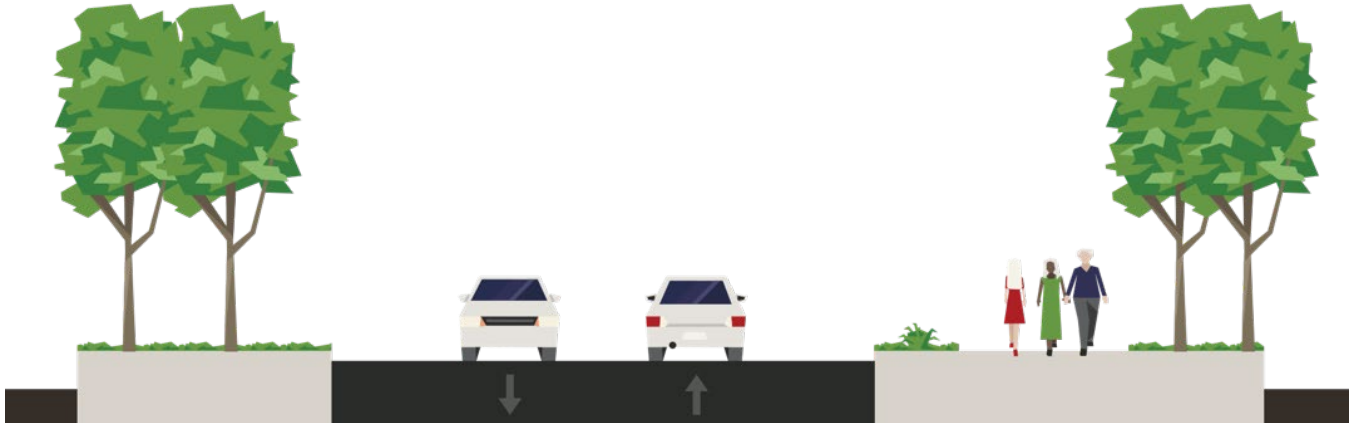
4.3.4 Neighborhood Connector



4.3.5 Neighborhood Residential

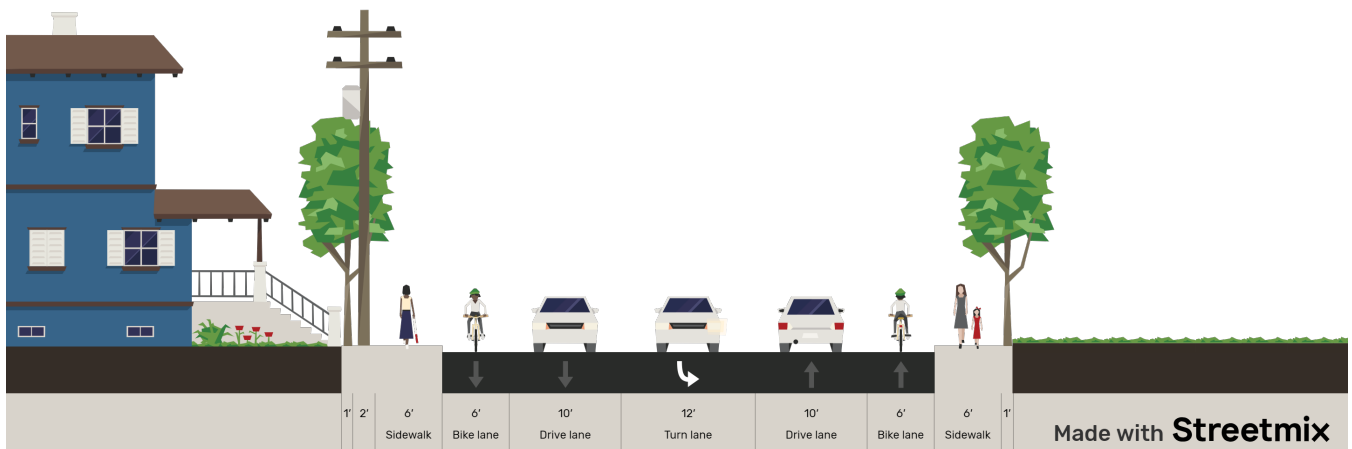
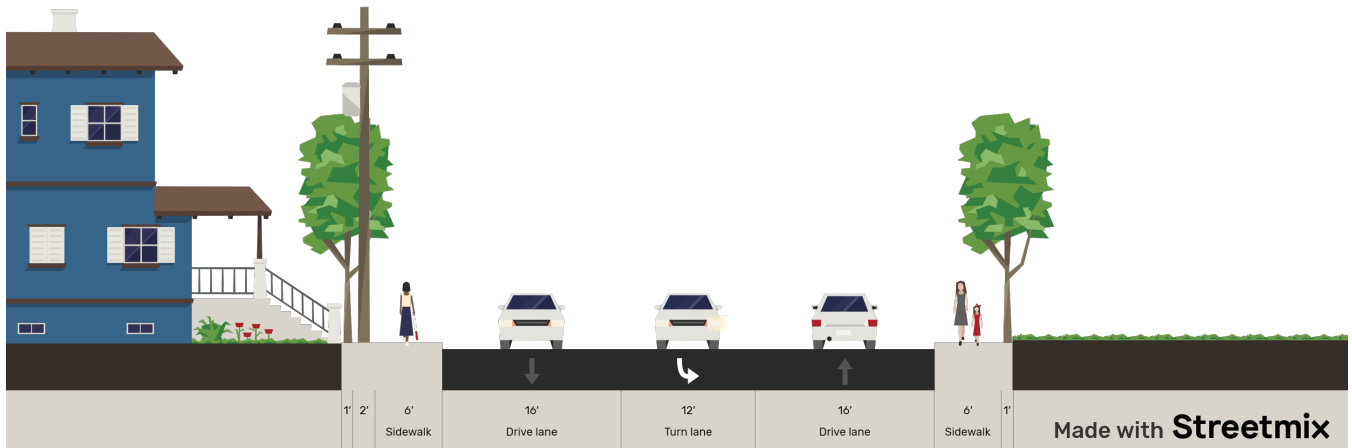
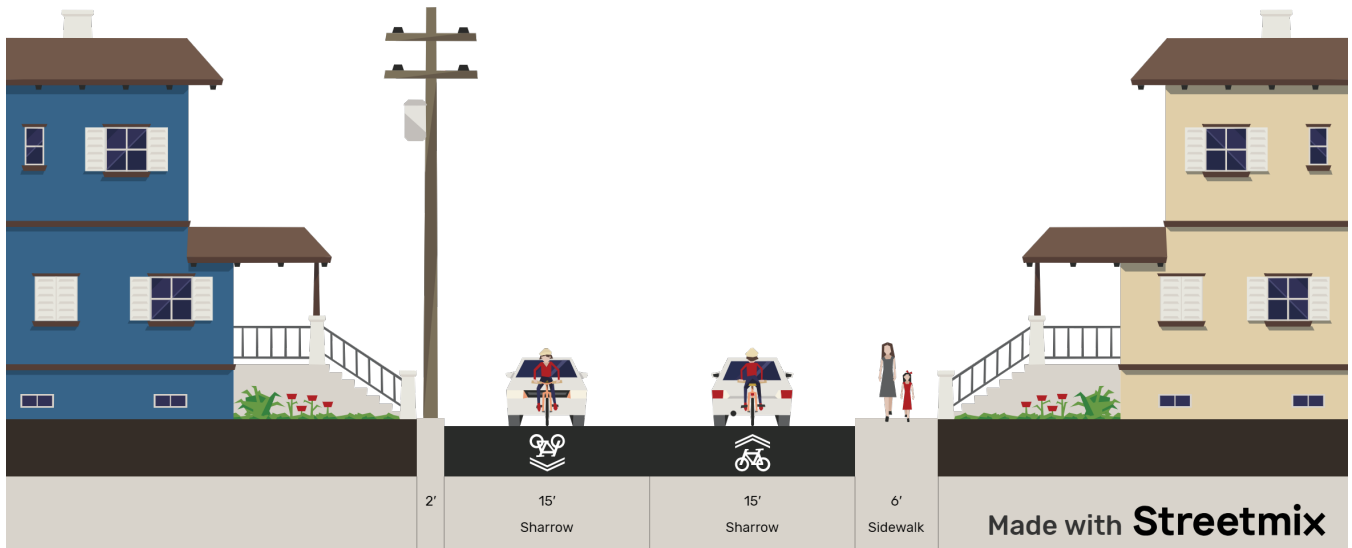


4.3.6 Scenic Gateway



4.4 Draft Street Cross Sections (Examples)

4.4.1 Lincoln Street



4.4.2 Neighborhood Lincoln

