# APPENDIX E

TRANSPORTATION
Existing Conditions & Planned Improvements

## TRANSPORTATION[1]

The purpose of the Transportation Chapter is to identify existing roadway conditions within the UGA, and identify improvements necessary to handle the population growth allocated by the County to the Poulsbo UGA. Existing and projected level of service standards (LOS) are discussed in Appendix F. While the area's population is expected to continue to increase, Poulsbo's strong commitment to alternative modes of transportation, car pooling and transit, will help to mitigate the impacts on the area's transportation network due to growth and development.

In general, it can be said that certain segments of the area's road network are approaching capacity, at least during certain times of the day and especially during the summer months when a great many travelers come to, or pass through the area. The City's Transportation Element[2] in the Comprehensive Plan is intended to outline the City's strategy to develop an efficient, cost effective and comprehensive transportation management strategy consistent with regional plans and local needs. Although the City's transportation system within the current City limits is, for the most part, developed, future growth will require the construction of additional facilities and expansion of existing ones. The City's Six-Year Transportation Improvement Program (TIP) lists the priority projects that, when built, will aid in easing traffic movement throughout the area. As projects are built the six-year TIP is revised to include new transportation projects.

The technical analysis supporting the discussion contained in this chapter is found in Appendix F.

## FACTORS INFLUENCING POULSBO'S TRANSPORTATION NETWORK

The primary factors influencing Poulsbo's transportation network are: the topography of the region; the location of communities within the area and their function; the historical development pattern of Poulsbo and the resultant pattern of streets. In sum, because of the community's location and geography, there are a limited number of routes through or around the community that, thereby, contribute to traffic friction throughout the general area.

Highway 305 leading from Bainbridge Island and a direct ferry link to Seattle, carries a large daily volume of traffic through the City. Because Highway 305 bisects eastern Poulsbo in half, the impact of this large traffic volume cannot be overstated. There are no other north/south links in place to relieve traffic pressure on the east side of the City along Highway 305.

On the western side of the City, Viking Avenue carries most, if not all of the traffic in north/south direction either to Lindvig Road, Finn Hill Road or to the Highway 305 and Highway 3 interchange.

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[1] This Appendix and the following technical Appendix F was originally drafted by Susan Graham with SCA Consultant Group under contract with the County.

[2] See the City's 1994 Comprehensive Plan, Transportation Element, page III-1.

Few east/west routes exist that can carry traffic a significant distance before the traveler has to change streets. The major east/west traffic corridors in Poulsbo include Lincoln Road, Forest Rock Lane and Hostmark Street. The lack of east/west transportation links is largely due to the topography of the City and its general area.

The local street network that will provide the primary connections between the City and the unincorporated UGA includes Finn Hill, Highway 305, Lincoln Road N. E., Pugh Road N.E. and Urdahl Road. These rights-of-way will need to be augmented by additional streets throughout the unincorporated UGA to ensure traffic conditions within the UGA are not dramatically diminished.

**Local Roadway Network and Operation**

The following discussion identifies the current roadway network and operation and any improvements necessary in 2006 and 2012 due to the increase in the total population allocation in the expanded Urban Growth Area (UGA).

For this study, only major roadways were included in the inventory and analysis. Appendix G only includes level of service (LOS) analyses for roadway segments, or links. Intersection LOS and delay are not included.

To ensure consistency among jurisdictions, the transportation analysis of the Poulsbo UGA is conducted in coordination with other previous and ongoing transportation and land use planning efforts at the state, County, and local City levels. In completing this chapter, the following plans were utilized:

- Kitsap County Comprehensive Plan, Part I: Land Use, May 7, 1998, as amended.
- Kitsap County Comprehensive Plan, Part II: Capital Facilities Plan, May 7, 1998, Revised July 21, 1999.
- City of Poulsbo Comprehensive Plan Transportation Element, June 13, 1994.
- City of Poulsbo Bell-Walker Traffic Study, 1992.
- Olhava Master Plan Final Environmental Impact Statement, December 1994.
- Poulsbo Place Development Expanded SEPA Checklist, Transportation Element, Traffic Impact Analysis, July 1995.
- SR 305 Corridor Draft MIS, April 1997.
- Washington's Transportation Plan, 1997-2016.
- WSDOT State Highway System Plan, 1999-2018.

## EXISTING CONDITIONS

### Transportation Network

The existing transportation network for major City and County roadways and state facilities is shown on Map E-1. Lane configurations, posted speed limits, and other roadway characteristics are presented as follows:

### State Facilities

SR 3 is a four-lane highway, running north to south through the Planning Area. Finn Hill Road provides limited access from SR 3 to Poulsbo; the only full-access intersection of SR 3 in the Planning Area is with SR 305.

SR 305 is an urban principal arterial that connects the ferry terminal at Winslow to SR 3 in Poulsbo. SR 305 is a two-lane facility, with left turn lanes at the signalized intersections at Hostmark Road, Liberty Road, and Lincoln Road. SR 305 is four lanes from 307 to SR 3, with signalized intersections at Bond Road and Viking Way.

SR 307 is a two-lane collector also known as Bond Road. Bond Road/SR 307 provides a connection from Poulsbo to SR 104 in the Kingston area northeast of the City.

### County Facilities

Viking Way NW is classified as a principal arterial, and serves as a major north-south route from the central County through the City of Poulsbo. North of the Poulsbo city limits, Viking Way dead-ends at County-owned Snyder Park. The County-owned portion of Viking Way, south of the Urban Growth Area (UGA) is 24 feet, with two lanes and unimproved shoulders.

NW Sherman Hill Road is south of the UGA and runs west to east under SR 3 to Viking Way. The 21-foot, two-lane roadway is classified as a collector.

NW Finn Hill Road is a 20-foot-wide, two-lane collector, which traverses from the northwest to SR 3 and continues into Poulsbo, where it intersects with Viking Way.

Big Valley Road NE is a minor collector that begins as Little Valley Road at SR 305 in Poulsbo and becomes Big Valley Road at SR 307 (Bond Road) just outside the city limits. Big Valley continues northwest to an intersection with SR 3 near Lofall on the Hood Canal. In the UGA, Little Valley Road is a 19-foot, two-lane roadway.

Lemolo Shore Drive NW is an extension of Fjord Drive in the city limits. Lemolo Shore Drive runs along the eastern shore of Liberty Bay, from the Poulsbo city limits south and east toward Agate Passage. It intersects with SR 305 in the Suquamish Indian Reservation. The 19-foot wide facility is two lanes. Noll Road NE is a 20-foot, two-lane collector that connects SR 305 north to Lincoln Drive. Noll Road forms the eastern

boundary of the Sub Area. Map E-2 illustrates the City's existing roadway network and the City's existing land use pattern.

**City Facilities**

Viking Way NW was recently widened from a two to three-lane facility to a 100-foot right-of-way, five-lane facility through the City's commercial area at the city limits to Lindvig Way. The roadway includes such new urban amenities as lighting, sidewalks, curb and gutter. Driveway access from commercial properties was consolidated where possible to improve safety and efficiency of the corridor.

NW Finn Hill Road is a two-lane, 30-foot-wide collector with curb and gutter along both sides of the roadway. Only that portion of the road from SR 3 to Viking Way is in the current city limits.

Lindvig Way is a short, 56-foot-wide, four-lane roadway that connects Viking Avenue to Bond Road and Front Street. The Lindvig Way Bridge is scheduled to be replaced to facilitate enlarging the bridge culvert to facilitate fish passage.

Bond Road NE (SR 307) is classified as a two-lane collector within the city limits. Bond Road is 24-feet wide, with two lanes; there are no sidewalks, and only minimal shoulders. This road winds through a canyon supporting the main tributary of Dog Fish Creek.

Front Street NE has a 60-foot right-of-way, and a 40-foot pavement area. The two-lane facility has a paved shoulder and rolled curb on the west side of the roadway, and concrete sidewalks with curb and gutter on the east side. Front Street is classified as a collector, and serves as the primary route through the City's central business district.

NE Lincoln Road is a two-lane collector street, which provides a connection from downtown Poulsbo to the Indianola area of the County. No sidewalks, curb, or gutter exist.

Fjord Drive NE runs along the eastern shore of Liberty Bay, south of Front Street. The roadway is 30-feet wide, with two lanes and gravel shoulders. Sidewalk, curb, and gutter are provided on the east side of the road.

NE Hostmark Street is a two-lane connector with curb, gutter, and sidewalk located intermittently on the north and south sides of the road through the downtown core.

**INSERT MAP E-1**

**INSERT MAP E-2**

## EXISTING TRAFFIC OPERATIONS

### Base Year Traffic Volumes

Traffic Operations

Based on Table F-2 in Appendix F, and reflective of findings in other recent transportation planning efforts, some roadways in the Poulsbo UGA are currently experiencing congested conditions. Based on existing 2000 ADT volumes, SR 305 north of Lincoln Drive, SR 307, and Front Street through the central business district operate at or above capacity. Roadway improvement projects have been proposed by various agencies and are listed in the following section. Further improvements are discussed in the Needs Assessment for 2006 and 2012 in Appendix F.

## IMPROVEMENTS INCLUDED IN CURRENT TRANSPORTATION PLANS

Several transportation improvement projects are planned within the Poulsbo Sub Area by 2012. Specific projects are listed below by jurisdiction. The Kitsap County traffic model assumes all of these improvements will be completed within the study time frame, and the corresponding 2012 volume to capacity (V/C) ratios reflect the resulting improved capacities. The capacity analysis for 2006 is based on the existing roadway network and does not include any of these improvement projects, even though it is anticipated that some of them may be constructed within the next six years.

### WSDOT Financially Constrained 20-Year Mobility Strategies List

The mobility strategies listed below are identified in the current edition of the State Highway System Plan as those projects intended to "improve mobility within congested corridors." Strategies listed in the constrained portion of the Plan are anticipated to be constructed within the next 20 years, but they are dependent on legislative funding.

- SR 3 - Provide SR 3/SR 305 access improvements, from the Finn Hill Road under-crossing to NW Thompson Road.
- SR 305 – Widen from 2/3 lanes to 4/5 lanes, creating HOV lanes, from the Poulsbo south city limits to Bond Road (SR 307).
- SR 307 – Widen from 2 lanes to 4 lanes with access control improvements, from SR 305 to SR 104.

**Kitsap County Transportation Improvement Program (TIP) 2000 – 2006**[3]

Kitsap County has identified the following projects in the vicinity of the proposed UGA for 2000-2006:

- Stottlemeyer Road/Gunderson Road – Realign intersection, a high priority project.
- SR 305 – Participate in WSDOT mobility improvements from Port Madison Reservation to Poulsbo city limits, a low-priority project with design scheduled to begin in 2002.

**City of Poulsbo Six-Year Transportation Improvement Program (2000 – 2005)**

The following projects are listed as high-priority projects in the City's current transportation program. They are anticipated to at least begin design within the next 6 years.

- SR 305 – Widen from City limits to SR 3. Improvements include turning lanes, HOV and pedestrian improvements, and bicycle lanes.
- NW Finn Hill Road – Widen, improve drainage; add sidewalks, from Viking Avenue to SR 3.
- Front Street – Safety improvements, pedestrian/bicycle improvements, from Torval Canyon Road to Jensen Way.
- NE Lincoln Road – Widen, extend eastbound turn lane, intersection improvements, from SR 305 to 8th Avenue.

**Proposed Development Projects**

The following projects will be constructed as mitigation for new construction in the area. Construction of the transportation system improvement is dependent on completion of phases of the developer's projects.

- SR 3/305 Interchange – Add north and southbound on-ramps, widen existing off-ramps and improve channelization.
- SR 305 – Construct western extension. Provide channelization and signal improvements at ramp terminals.
- Finn Hill Road – Provide channelization and install signal at "A" Street and widen from SR 3 to Clear Creek.

[3] For additional information regarding the County's Transportation Strategy see the Kitsap County Comprehensive Plan, Transportation Element, Chapter 8, page 123, May 7, 1998.

- Lincoln, from SR 305 to city limits – Widen to 3 lanes, add shoulders and sidewalks (half completed).
- Viking, from Finn Hill to SR 305 – Widen to 3 lanes, add shoulders and sidewalks
- Hostmark, from Fjord to SR 305 – Widen to 3 lanes, add sidewalks.
- Sunset, from Jensen to Iverson – Widen to 3 lanes, add sidewalks, possible new alignment.
- Iverson Extension, from 7th to Lincoln – Widen and add sidewalks.
- Caldart, from Hostmark to Lincoln – Widen and add sidewalks.

## TRAFFIC VOLUME FORECAST

Future-year traffic volume forecasts for this study were calculated using the Kitsap County Transportation Model. KJS Associates originally created the model in 1991. The process for developing the transportation model is described in the Kitsap County Travel Demand Forecasting Documentation and Travel Demand Model Enhancements for Multi-Modal Analysis.

A majority of traffic growth expected in the Poulsbo UGA is derived from the Olhava Master Plan Development (MPD) located near the SR3 and SR 305 interchange. When the original Olhava Master Plan was prepared in 1994, full project build-out was anticipated by 2004. The 1994 Kitsap County Transportation Model assumes completion of the project as scheduled. However, as of March 2001 the City has approved only the College.

### Needs Assessment

As previously mentioned there are many roadway and intersection improvements planned for construction in and near the Poulsbo UGA. The projects range from significant capacity improvements on State facilities to pedestrian and bicycle improvements on City streets. Most of the improvements are identified in current 6-year planning documents and are scheduled for completion by the 2006 horizon. Analysis indicates that with these planned roadway improvements; all of the area roadway network can accommodate the traffic growth expected in the Poulsbo Sub Area.

### Summary

As with many urban areas, traffic poses a never-ending challenge. The efficient movement of people, goods and services is an essential component of economic, cultural, and technological development in any area. Private vehicle ownership and travel demand continue to increase with increasing personal income. People are also commuting farther

between home and work. While locally there is evidence that these larger trends remain true in Poulsbo, the City's commitment to alternative modes of transportation, ride sharing and transit indicates that efforts to alleviate pressure on the local transportation network by means other than building more roads can have a positive affect on the local transportation network.

While efforts to alleviate congestion on local transportation networks should rely on a multi-pronged approach, the concept of concurrency is key in ensuring that development mitigates the impacts it brings to a community. Generally, in Poulsbo development pays its way through impact fees and concurrency measures. At this time the City plans to continue relying upon SEPA to require developers mitigate traffic impacts attributable to their projects.

Even with a comprehensive approach to resolving local traffic issues, the impact of regional roadways cannot be discounted. Until issues related to traffic moving along SR 305, SR 307 and SR 3 are resolved the local traffic issues will continue to be formidable. The City of Poulsbo must continue to plan for road expansion to ensure the anticipated growth and development can occur without diminishing the City's level of service standards established for the City's roadways.