

PSRC's 2023 Rural Town Centers & Corridors Program Application

The following application is intended for sponsors that have been recommended by their countywide forum to compete in PSRC's regional competition for its 2023 Rural Town Centers and Corridors program. If selected to compete in the regional competition, an application must be submitted to PSRC using this online form by **6:00pm on July 28, 2023**.

A [resource document](#) has been developed to direct sponsors to resources available to complete the application, and assist in verifying eligibility for these funds.

For information related to the 2023 Rural Town Centers and Corridors program, contact:

Doug Cox, AICP

Puget Sound Regional Council
1011 Western Avenue
Seattle, WA 98104
(206) 971-3050 or DCox@psrc.org

Project Identification and Description

Project Title

8th Avenue Realignment, Safety and Transit Study

Indicate below whether this project is for a standalone planning project (such as a corridor study or master plan) or a capital project.

Standalone Planning Project

Regional Transportation Plan ID#

N/A

The current list of investments that are required to be on the Regional Transportation Plan Regional Capacity Project List and have a designated ID # can be accessed at Appendix G of the Regional Transportation Plan, [here](#). If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature, or are on local facilities and therefore not required to be on the Project List, is provided [here](#).

For assistance or questions regarding these issues, contact Mitch Koch at (206) 464-7537 or mkoch@psrc.org.

Lead Agency	List Applicable Partnership Agencies Involved
City of Poulsbo	Kitsap Transit

Does the sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?
More information on certification acceptance and a listing of current CA agencies can be found [here](#).

Yes

If not, which agency will serve as your CA sponsor?

Contact Information

Primary Contact Name	Alternate Contact Name
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Project Description

Project scope: Please describe clearly and concisely the individual components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

The project will consist of a study of alternatives and development of a preferred design concept and implementation plan for re-alignment of 8th Avenue NE and siting of a transit oriented multi-modal hub on City of Poulsbo property near State Route 305 (SR305). The transit hub will support high capacity transit (bus rapid transport) for the SR305 corridor between Poulsbo and the Bainbridge Island Washington State Ferry (WSF) terminal. The 8th Avenue realignment will eliminate an existing LOS F intersection, improve pedestrian and bike safety, improve local traffic circulation and improve salmonid habitat by eliminating a fish passage barrier and restoring a stream and riparian buffer.

The project will be a partnership effort of the City of Poulsbo and Kitsap Transit and will examine long term opportunities for optimal use of the City-owned 2.5-acre project site. Goals of the plan are to reduce congestion on SR305 and local roads, improve motorized and non-motorized circulation and safety in the City's center, and improve connectivity between employment,

commercial and residential areas at both the local and regional scale. Project elements will consist of stakeholder steering committee coordination, community/public outreach, evaluation of alternatives, development of a preferred design concept, cost estimate and implementation plan. The primary project outcome will be a community-supported plan that identifies transportation system gaps, prioritized improvements, estimated costs, funding sources and proposed implementation schedule.

Project Location

County Location:

Please identify the county(s) in which the project is located. Check all that apply.

Kitsap County

Project Location:

For example, please include street, route or trail name, or other identifiable location.

City of Poulsbo property located at the intersection of NE Iverson Street and 8th Avenue NE

Crossroad/landmark nearest to the beginning of the project:

NE Iverson Street and 8th Avenue NE

Crossroad/landmark nearest to the end of the project:

NE Iverson Street and NE Lincoln Road

Plan Consistency

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2050 and the Regional Transportation Plan. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to PSRC's Plan Review page or contact Liz Underwood-Bultmann at LUnderwood-Bultmann@psrc.org.

Is the project specifically identified in a local comprehensive plan?

Yes

If yes, indicate 1) plan name 2) relevant section 3) page number.

City of Poulsbo Transportation Improvement Plan 2024-2029, page 10

If no, describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

Type of Project

Please select your agency's project type.

Standalone Planning Study

NOTE: Once a selection is made, you will be taken to a new page to enter additional information

based on the category selected.

Planning Project

Local and Regional Policy Support

Please address the following:

Describe how the planning study either 1) supports adopted policies for the rural town center(s) in the comprehensive plans of the respective local jurisdiction(s), or 2) advances the current vision for the rural town center(s). If the study supports adopted policies, please provide citations and a copy of the appropriate page(s) from the plan or policies with your application.

The planning study will support the following adopted City of Poulsbo Comprehensive Plan (2106) policies for the Poulsbo town center and SR305 corridor:

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-5.5 Identify and improve walking and biking routes to 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 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-1.3 The City shall identify mode priorities and mode balance for specific arterial and collector streets consistent with the complete streets policy. Street construction standards will be updated to reflect complete street and mode balance goals.

Policy TR-2.2 A concurrency level of service standard of LOS F is established for all legs of 8th Avenue and Lincoln Road intersection.

Policy TR-2.5 For those roadway segments and intersections with an adopted LOS F designation, the City may implement mitigation measures that address impacts associated with adoption of the LOS F standard, but that do not necessarily add capacity. These mitigation measures may include transportation demand management (TDM) or transportation system management (TSM) actions or projects that encourage and support other transportation modes including transit and nonmotorized facilities, as well as safety improvements such as pedestrian enhancements, signal timing optimization, pavement striping, signage and lighting, geometric modifications or other measures.

Policy TR-2.7 The City will seek funding for TDM and TSM actions and projects that help to mitigate and alleviate adoption of the LOS F standard. These actions and projects will be designed to encourage shifts from single occupancy vehicles, increase the availability and quality of nonmotorized facilities, and support development of complete street projects that address multiple transportation modes as well as economic development and safety.

Policy TR-2.11 Poulsbo's level of service standards should have the effect of expanding travel choices and achieve a multimodal travel environment. Programs, projects and services in response to existing and growth-related travel include those that improve access and connections, including motor vehicle operations, public transit, walking and bicycling and transportation demand management.

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. Develop mode-share goals that reduce dependence on personal automobiles and support implementation of complete street design features. Support 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.

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-8.1 Coordinate Poulsbo's transportation plans, policies, and programs with those of other jurisdictions serving Kitsap County to ensure a seamless transportation system. Focus particularly on cooperation with the Kitsap Regional Coordinating Council, Puget Sound Regional Council, Peninsula Regional Transportation Planning Organization, Washington State Department of Transportation highway and ferry divisions, Kitsap County, Kitsap Transit or other appropriate regional entities.

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 Actively participate with other regional stakeholders in planning and implementation of improvements to SR305 that will enhance public transportation accessibility, capacity and connection to the City motorized and non-motorized network.

Policy TR-10.3 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-10.4 Increase Park and Ride access and capacity within the City by identifying potential Park-and-Ride locations that are connected by multiple transportation modes, serve the SR305 corridor and connect Poulsbo to regional centers and surrounding communities throughout the region.

Policy TR-10.6 Support transit-oriented development by promoting residential land uses and development which are within walking distances of transit facilities. Provide high quality pedestrian and bike facilities that link residential and commercial areas with transit facilities.

Policy TR-10.7 Identify Transit Oriented Development (TOD) locations in the east Poulsbo area that could support regional park and ride facilities, transit operations and multi-modal systems that serve the SR305 corridor. Establish a TOD zone designation within the Poulsbo Municipal Code that supports implementation of regional, multi-modal transportation systems.

The project also directly supports the goals and policies of both the Kitsap Transit Long Range Plan (2022), and the PSRC VISION 2050 Plan. Under both of these plans, Poulsbo and the SR305 corridor are designated as a High Capacity Transit (HCT) community that is connected to existing or planned ferry and bus rapid transit (BRT) facilities. As the region's transit system grows, this HCT community will play an increasingly important role as a hub to accommodate regional employment and population growth. Modal hub facilities such as those targeted in this study will be essential to support mobility and reduce the number and length of vehicle trips. VISION 2050 calls for HCT communities to accommodate 24% of the region's population growth and 13% of its employment growth by the year 2050.

Refer to attached excerpts from the City of Poulsbo Comprehensive Plan (2016) and the Kitsap Transit Long Range Plan (2022) for additional documentation of applicable local plan goals and policies.

Describe what steps will be taken in the planning process to ensure consistency with the intended character of the rural town center or area in which the corridor is located to help better define or provide a clear distinction between rural corridor and rural centers. For instance, will a context sensitive design approach be used that considers preserving the aesthetic, cultural and environmental resources of the subject area?

The intended character of Poulsbo is generally described in the City's Comprehensive Plan Community Key Goals as a well-designed, pedestrian friendly and community-oriented center that respects the existing character and quality of life of the community, while allowing for new and redevelopment (Comp Plan section 3.1). The planning process will ensure consistency with this goal by using the following approach:

- Formation of an advisory committee that represents a range of viewpoints inclusive of the broader community, including historic preservation, economic development, environmental stewardship, non-motorized user groups, adjacent land owners and commuter transit users.
- Development of Guiding Principles as an early step in the study that describe key goals, planning processes, consistency with existing goals and policies and measures to ensure equity and

inclusion in the planning process.

- Use of a wide range of public outreach tools including surveys, social media, news releases and web site updates to ensure broad and equitable opportunity for public input and feedback.

These measures will help ensure that the study reflects the site context, existing goals and policies, community needs and desires, as well as the feedback from corridor users that do not live in the City but have and/or want to utilize transit facilities located in Poulsbo.

If the planning study is interjurisdictional in nature, describe the appropriate partners that have been identified and the actions developed to work together and coordinate on project components.

The study will be a partnership effort of the City of Poulsbo and Kitsap Transit. Joint actions will include consultant selection, steering committee formation and facilitation, alternatives review and recommendations, draft and final study development and presentations to elected officials. The City of Poulsbo will be lead agency for administration of the project agreement.

Circulation, Mobility, and Accessibility

Please address the following:

Describe the issue(s) being addressed by the planning study and the impact it is intended to have on the center(s). Describe the improvements or strategies proposed to be included in the planning study that will address better access to the center(s) from adjacent communities or significantly improved circulation within a center by filling a missing link and/or removing barriers to community mobility.

The planning study will address the following issues:

- Population growth in the Poulsbo UGA is projected to increase from approximately 12,000 to 18,000 in the next 20 years. Approximately 4,000 new jobs and 2,000 new housing units are expected. As of 2020, only about 750 residents both lived and worked in the city (SR305 Market Study 2023). Multi-modal transit hub facilities that help get people to and from employment, commercial and residential areas has been and will continue to be a major mobility factor in Poulsbo and the SR305 corridor.

- The SR305 corridor has congestion that routinely affects over 60% of the corridor with common delays of over 1 hour. The corridor will continue to grow significantly in the coming years, and local and regional plans specifically call for a HCT mobility hub in Poulsbo to help alleviate corridor congestion and delays.

- The study will evaluate how best to improve circulation by eliminating an existing intersection that operates at LOS F due to geometric constraints and long pedestrian crossing. Options for adding capacity to this intersection are limited due to queueing distance to adjacent SR305, and the location of multiple local road and driveway intersections. The planning study will evaluate innovative traffic concepts such as compact roundabouts as potential measures to reduce congestion while also calming traffic and improving non-motorized accessibility and safety (see

attached Schematic Site Plan). The study will identify a solution to the existing circulation and congestion problem, which must be addressed in order for the HCT modal hub to be feasible.

- The study will address a key missing link in the HCT system plan, as well as a mobility barrier in the City's pedestrian and bike network. The HCT system must have a safe access to and from SR305 that minimizes delays, and the study site is one of few available properties that provides a potential location that meets these criterion. The existing long pedestrian crossings, lack of ADA compliant crossings and bike facilities, and limited vehicle visibility due to road curves and approach angles discourages non-motorized travelers from using/accessing the study area. Safe and comfortable non-motorized circulation in the vicinity of 8th Avenue and SR305 is critical for success of the future transit hub.

The above barriers and gaps will be addressed by the study.

Describe how the planning study will address the provision of improvements that benefit a range of travel modes and user groups either accessing the center(s) or using the corridor.

The study will benefit all modes: personal vehicle users, non-motorized users and transit user groups. Personal vehicles will benefit by elimination of an LOS F intersection, as well as improved local circulation. Non-motorized users will benefit from shorter/safer road crossings, ADA compliant ramps and crosswalks, dedicated bike lanes and amenity rich options in the vicinity of the transit hub that include parks, transit oriented development (TOD), library and social services. Transit users will benefit from a HCT hub that links other modes, has safe, fast and reliable access to SR305 and connects commuters and residents to both the local City center regional employment centers.

Describe how the planning study will address enhanced opportunities for active transportation, such as an improved or enhanced pedestrian-oriented environment in the center or along the corridor to the center(s).

The planning study will address enhanced opportunities for active transportation by identifying active transportation improvements at the project site that improve non-motorized safety, accessibility and connectivity. The current study site has multiple long road crossings, no bike lanes, limited sidewalks, and a general lack of ADA compliant facilities.

The study will evaluate local and regional non-motorized networks and how the modal hub can enhance accessibility and connectivity. Poulsbo provides a variety of active transportation facilities including the Liberty Bay Trail, the Poulsbo Loop Trail and the Johnson Parkway/Noll Road shared use path (part of 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). The study will assess land use and development trends (such as TOD), opportunities and constraints to connection of BRT to these multi-use shared use paths. The study will identify locations and facilities for safe pedestrian crossing of high volume SR305 and the congested 8th Avenue-Lincoln Road intersection. Without these connections, 8th Avenue and Lincoln Road are a significant barrier to active transportation system development and functionality.

Describe how the planning study will address improvements or strategies that contribute to transportation demand management and commute trip reduction opportunities.

The study will emphasize TDM strategies that will provide transportation system users with choices that improve travel options and reliability. TDM will be integrated into the planning processes using an objectives-driven, performance-based approach that includes a process for setting specific objectives for TDM. These will include goals for:

- Decreases in average congestion and delay in the SR305 corridor.
- Reduction in commuter trips traveled in SR305 corridor.
- Increases in transit ridership in the SR305 corridor.

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

System Performance and Innovative Solutions

Please address the following:

Describe how the planning study will address improvements that work to increase system reliability and efficiency of travel flows in the center, along a corridor, or both and any time savings for moving freight and goods that will be addressed.

The study will identify improvements that increase system reliability and efficiency by increasing travel mode options and reducing congestion on SR305. The study will identify the specific system elements that will encourage greater use of transit and nonmotorized facilities as an alternative to SOV use on congested SR305. This will encourage and support the potential shift from SOV to transit, bike and pedestrian use in this important regional 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 the Downtown Poulsbo/SR305 Corridor candidate Countywide center, 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. As of 2020, more people were commuting into Poulsbo than commuting out, particularly in health care and retail jobs, and only about 750 residents (out of 12,000 total) both lived and worked in the city (SR305 Market Study 2023).

Transit and land use work hand-in-hand to support strong, sustainable communities. Transit

demand is strongly related to how densely developed an urban area is, and Poulsbo is the most densely populated city in Kitsap County – nearly twice the average density of Bremerton or Port Orchard. Places with higher concentrations of jobs and residents typically also have higher transit ridership. The study will assess how the project could catalyze mixed-use development near the transit hub, which could support redevelopment of nearby vacant commercial land and serve as both a multi-modal transfer point and hubs of activity, with residents and shops close by.

Time savings for moving freight and goods will be achieved by identifying measures and facilities that help reduce congestion in the SR305 corridor. Local road delivery vehicles and other goods movers will be an important consideration of the study to ensure that improvements provide adequate freight access and do not conflict with pedestrian, bicycle, or transit access and circulation.

Overall, 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 travel options for commuters.

Describe the timeframe associated with the planning study. Specifically, will the study provide a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor?

A primary study goal is to develop the specific facility plans that are needed to implement the long term transportation system solutions identified in regional (VISION 2050), County-wide (Kitsap Transit Long Range Plan) and City (Comprehensive Plan) plans. These plans are specifically focused on long term solutions. The study will evaluate the 20 year timeframe 2025 – 2045. This timeframe will consider traffic volumes in the City and within the SR305 corridor, as well as HCT needs for the SR305 corridor between SR3 in Poulsbo and the WSF terminal at Bainbridge Island.

Describe any particularly innovative facilities or traffic operational concepts that will be evaluated in the study.

The study will evaluate bus rapid transit facility options, replacement of stop controlled intersections with a roundabout, and development of dedicated multi-use paths to replace narrow streets with no limited sidewalks. Non-structural options to be considered as part of the study will include parking shuttle and optimization as cost effective alternatives to parking capacity improvements, transit oriented development options, and intelligent transportation systems that allow users to make safer, coordinated and “smarter” use of the transportation network.

Equity

Section 1. Addressing population groups, benefits and disparities – see [PSRC’s resources](#) to help answer the questions below.

Please identify the population groups in the planning study area.

(i.e people of color, people with low incomes, older adults, youth, people with disabilities, people with Limited English Proficiency, populations located in highly impacted communities, areas

experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations)

The planning study area consists of the central and east portions of the Poulsbo urban growth area that are located generally east of Liberty Bay. This area includes the Poulsbo commercial business district, the SR305 corridor and much of the city's residential growth areas. Population percentages in this area and relative rank in the north Kitsap County region (per the PSRC Resource Map tool) are as follows:

31% Low Income: highest in north Kitsap County

4% people with limited English proficiency: highest in north Kitsap County

24% people of color: tied for highest in north Kitsap County

15% persons with disabilities: second highest in north Kitsap County

28% older adults (age 65+): second highest in north Kitsap County, and highest overall Kitsap County average

Please identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

The primary transportation gaps for potentially vulnerable users are non-motorized access to ADA compliant facilities, access to local and regional transit, non-motorized access between neighborhoods, businesses, and employment zones, and safe non-motorized facilities for night use.

As of 2020, only about 750 residents (out of 12,000 total) both lived and worked in the city. This is coupled with regular congestion within the SR305 corridor that routinely affects 60% of the corridor with delays of over 1 hour due to excessive queuing. This combination of factors clearly indicates that improved access to transit is a gap and needs to be addressed for disadvantaged population segments that are typically more reliant on public transportation.

Please describe how the planning study will address those disparities or gaps and provide a benefit to the population groups identified under question 1 above.

The project supports potentially disadvantaged populations in several ways: 1) it will improve access to local and regional transit operations which increases mobility for transit dependent populations, predominantly low income and older 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, commercial areas and recreation facilities.

Many disadvantaged citizens have historically chosen to live close to Poulsbo because of smaller, less expensive and more accessible housing that is also close to commercial and recreation amenities. The study will identify how to provide improved connectivity for subsidized housing located in the immediate project area. It will also assess how to improve mobility options by providing safe, all weather, illuminated bike and pedestrian facilities that connects to bus rapid

transit and multiple other local and regional centers.

Section 2. Addressing outreach

Please describe the public outreach process that led to the development of the planning study. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific planning study. Include specific outreach or communication with the population groups identified in the previous section.

Preliminary public outreach has been conducted by both the City of Poulsbo and Kitsap Transit. The Poulsbo City Council has held multiple public meetings regarding land use and redevelopment options for the City-owned study property, a portion of which is vacant (75%) and a portion leased to a non-profit social service entity (25%). Public comments to date have focused on the need for site master planning that accommodates multiple community needs and desires. City outreach has also been initiated as part of the City's SR305 corridor land use planning process, which was initiated in 2023. Public comments to date have centered on the need for reduced congestion, and improved local connectivity. Stakeholders and the public have identified a desire to expand transit nodes and reduce parking requirements near those nodes (SR305 Corridor Market Study, City of Poulsbo 2023).

Kitsap Transit has also conducted outreach for their Long Range Plan (2022), which includes the proposed Poulsbo HCT modal hub. This outreach included two on-line surveys, rider alters, social media, and direct mailers. The proposed planning study reflects public and stakeholder comments/feedback from Kitsap Transit outreach efforts.

Please describe how the public outreach process will influence the development of the planning study.

Stakeholder and public involvement will be a central element of the study. The City and Kitsap Transit will implement a robust public outreach process as part of the study and will convene an 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 WSDOT, the Historic Downtown Poulsbo Association, the Port of Poulsbo, and non-motorized advocacy groups.

The project will provide opportunity for public involvement through City Council workshops, regular updates to the City Council and Transit Board, open house events to present and discuss alternatives, and web site/news releases to advertise public forums and availability of project information. Feedback from these public outreach efforts will be used to help guide and refine the planning study and will be documented as part of the final project report.

Section 3. Addressing displacement – see [PSRC's displacement risk map](#)

Is the planning study area in an area of low, medium, or high displacement risk?

Low

If the planning study area is in an area of medium or high displacement risk, identify the

broader mitigation strategies in place by the jurisdiction to address those risks.

Not applicable.

Safety

Please address the following:

Please describe the safety and/or security issue(s) that the planning study will address.

The study will address existing pedestrian and bike conflicts with motorized vehicles at the intersections of 8th Avenue NE, Lincoln Road NE and Iverson Street NE. These intersections are not adequately spaced for current vehicle volumes, have skewed approach angles that reduce visibility, do not have bike lanes, and have long pedestrian crossing distances. Additionally, sidewalk crossings do not meet current ADA standards, and street lighting could be improved. These factors create safety concerns for all travel modes, particularly non-motorized. The study will identify safe, secure and dedicated non-motorized facilities for users of all ages and abilities. The study also will evaluate improved lighting at intersections, as well as use of flashers at high use crossings to improve safety for more vulnerable and night time users.

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 near the project site, 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.

Please explain how the planning study will address protection of vulnerable users of the transportation system.

The project will identify improvements that provide more vulnerable users with connections to recreation and employment, social opportunities, community gathering places, exercise opportunities, recreation, and safe places to travel. The project will identify wayfinding at intersections that supports greater network functionality for these users. It will also develop plans to connect to other networks or network approaches, such as the City's Safe Routes to School and STO projects. These project elements will support and protect more vulnerable users of the system and will encourage greater use of multi modal facilities by more vulnerable users who feel safe and secure using transportation facilities that are connected, not congested and centrally located.

Please describe how the planning study will address reduced reliance on enforcement and/or design for decreased speeds.

The study will identify how to make transit transportation options more attractive and thereby reduce congestion and help slow and relax vehicle speeds. This will include elimination of the LOS F leg of the 8th Avenue-Iverson Street intersection, improving bike lanes and sidewalks, creating safer and more accessible crosswalks, and providing incentives to use more public transit. These strategies will provide traffic calming and reduce the need to rely on enforcement to reduce vehicle

speeds.

Does your agency have an adopted safety policy (e.g. Target Zero, Vision Zero, etc.)? If so, how did the policy inform the development of the project.

The City has an adopted Street and Pedestrian Safety Plan (2018) that identifies safety issues, priorities and proposed improvements. This plan identified vehicle conflicts with non-motorized users (bikes and pedestrians) as the number one type of serious injury accident in the City. The Safety Plan therefore recommended projects and improvements to reduce vehicle/pedestrian/bike risks as the top safety priority. The project reflects Safety Plan findings and is consistent with plan recommendations.

Project Readiness & Financial Plan

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. \$3.045 million is available for each of the 2025 and 2026 federal fiscal years. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request up the total annual award for one program year (up to \$3,045,000). Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary, i.e, a sponsor may request funding for both preliminary engineering and right-of-way phases, or preliminary engineering and construction phases, but not both right-of-way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for the FHWA funding being distributed through the RTCC competition. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Sponsors must select 2025 or 2026 as the expected year of obligation. In order to align with annual delivery expectations, all project phases awarded PSRC's FHWA funds must obligate the funds by June 1 of the program year selected. Funds may be obligated beginning October 1 prior to the program year. The earliest the RTCC funds will be available is the 2025 federal fiscal year (beginning October 1, 2024). If a sponsor plans to begin work for the phase awarded prior to this date, they will need to utilize Advanced Construction (AC). For more information on this topic, contact Jennifer Barnes at (206) 389-2876 or jbarnes@psrc.org.

Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies.

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Phase	Year	Amount Requested (i.e - for \$1,000.00, enter "1000")
Planning Study	2025	\$311400
		\$

Total PSRC Funding Request:

\$311400

Has the project received PSRC funds previously?

No

Please provide the project's PSRC TIP ID.

Financial Plan

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. PSRC's definitions and guidance for determining secure and reasonably expected funds is provided here.

Planning Phase

Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

Funding Source	Funding Status	Funding Amount
City	Reasonably Expected	\$48600
PSRC	Unsecured	\$311400

		\$
		\$
		\$

Total Planning Phase Cost:

\$360000

Actual or estimated date of completion (month and year):

December 2027

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost:

\$360000

Estimated Project Completion Date (month and year):

December 2027

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

f-131-475-18614011_Ne3QhpRr_8th_Avenue_Realign_Transit_Fac_TIP_page_06-08-23.pdf

f-131-480-18614011_DrEXJjXO_Poulsbo_Traffic_Impact_Fees_Estimate_2023_RTC_grant_app.pdf

f-131-481-18614011_mWOu0MVh_Resolution_2023-08_Poulsbo_8th_Ave_Realignment_Transit_and_Safety_Improvements_Feasibility_Study_Grant.pdf

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program must also be included.

For more information, refer to PSRC's financial constraint guidance.

The City of Poulsbo is providing the match funding. Attached is the City TIP sheet adopted by the City Council that secures local funds for the project. The City's match will be provided from traffic impact fees. The city currently has approximately \$2M in the traffic impact fee fund and anticipates approximately \$500k/yr in traffic impact fee revenue over the 2023-2026 period. This estimate is based on both historical revenue in the impact fee fund and anticipated development approved and/or in the approval process. The attached Traffic Impact Fee Revenue table summarizes actual and projected fees for the 2021-2026 period. This revenue level will fully fund the City's anticipated match funding. The attached resolution from the City Council documents the City's matching funds commitment.

Project Readiness

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to be obligated. The questions in this section are designed to assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.*
- Identify which of these have already been satisfied at time of application.*
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.*

In the following section, sponsors will be asked a series of questions about the project. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated by June 1 of the funding year, or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

Project Readiness

Are you requesting funds for ONLY a planning study or preliminary engineering?

Yes

Other Considerations

Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. Note, no points will be given to this section.

File Submission

Please provide any additional supporting documents, including maps, through the upload

functions below.

f-131-107-18614011_kQjOnkB8_Kitsap_Transit_partner_letter_07-15-23.pdf

f-131-477-

18614011_gLwWjmNF_Poulsbo_8th_Avenue_Transit_Study_Vicinity_and_Site_Maps.pdf

f-131-478-

18614011_aaCHDsp9_Poulsbo_Comp_Plan_and_KitTran_LR_Plan_pages_cited_PSRC_RTC_grant_app.
25-22.pdf

Final Review

Please review all application form questions to ensure you have completed all fields. An email copy of the project application will be sent to the project contact upon submission.

NOTE: Please contact Doug Cox (DCox@psrc.org) if you need to make updates to a submitted application prior to the July 28, 2023 deadline. After the deadline has passed, the form site will close.

Six Year Transportation Improvement Program From 2024 to 2029

Agency: Poulsbo

County: Kitsap

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	9	8th Avenue Safety & Mobility Improvements 8th Avenue Iverson Rd NE to .40 miles from Iverson Rd NE Relocation of intersection, realignment of 8th Avenue and a new connection to SR305 (vicinity of Lincoln)	PB-30					01	CG OPS TW	0.400	DCE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PL	2026		0		0	100,000	100,000
P	PE	2027	STP(US)	400,000	TIB	400,000	200,000	1,000,000
P	RW	2028	STP(US)	500,000		0	200,000	700,000
P	CN	2029	STP(US)	3,000,000	TIB	1,500,000	500,000	5,000,000
Totals				3,900,000		1,900,000	1,000,000	6,800,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PL	0	0	100,000	0	0
PE	0	0	0	600,000	400,000
RW	0	0	0	0	700,000
CN	0	0	0	0	5,000,000
Totals	0	0	100,000	600,000	6,100,000

July 14, 2023

60 Washington Ave. Ste. 200
Bremerton, WA 98337
Phone: 360.479.6962
Fax: 360.377.7086

www.kitsaptransit.com



Rebecca Erickson, Mayor
City of Poulsbo
200 NE Moe Street
Poulsbo, WA 09370

**Re: Letter of Support and Partnership
2023 Rural Town Center and Corridors Grant Application
Poulsbo 8th Avenue Re-Alignment, Transit, and Safety Study**

Dear Mayor Erickson:

Kitsap Transit is pleased to provide this letter of support and partnership for the Poulsbo 8th Avenue Realignment and Study project. As you know, Kitsap Transit has identified a Poulsbo multi-modal facility as a critical transit need for north Kitsap County and the SR305 corridor. Traffic volumes in the SR305 corridor have and will continue to grow significantly in the coming years, and our long-range transit plan specifically calls for a high-capacity transit mobility hub facility in Poulsbo. The existing transit stop near 8th Avenue is challenging to exit and enter SR305 safely and creates transit delays. Safe motorized and non-motorized circulation in the vicinity of 8th Avenue/SR305 and Lincoln is critical for the success of this future transit hub.

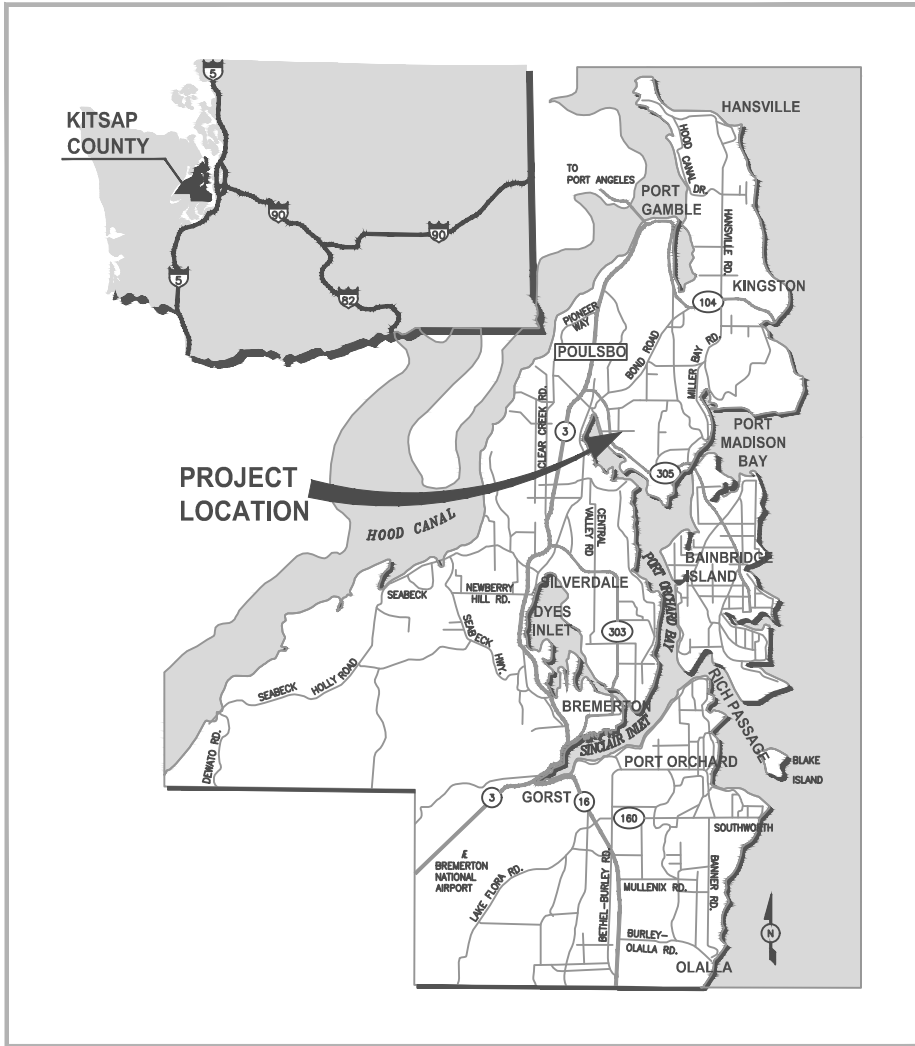
We are excited about the potential to begin work on this important regional transit project and appreciate the City initiating the study to identify how, where and when to site and fund the facility. Kitsap Transit looks forward to working with you.

Sincerely,

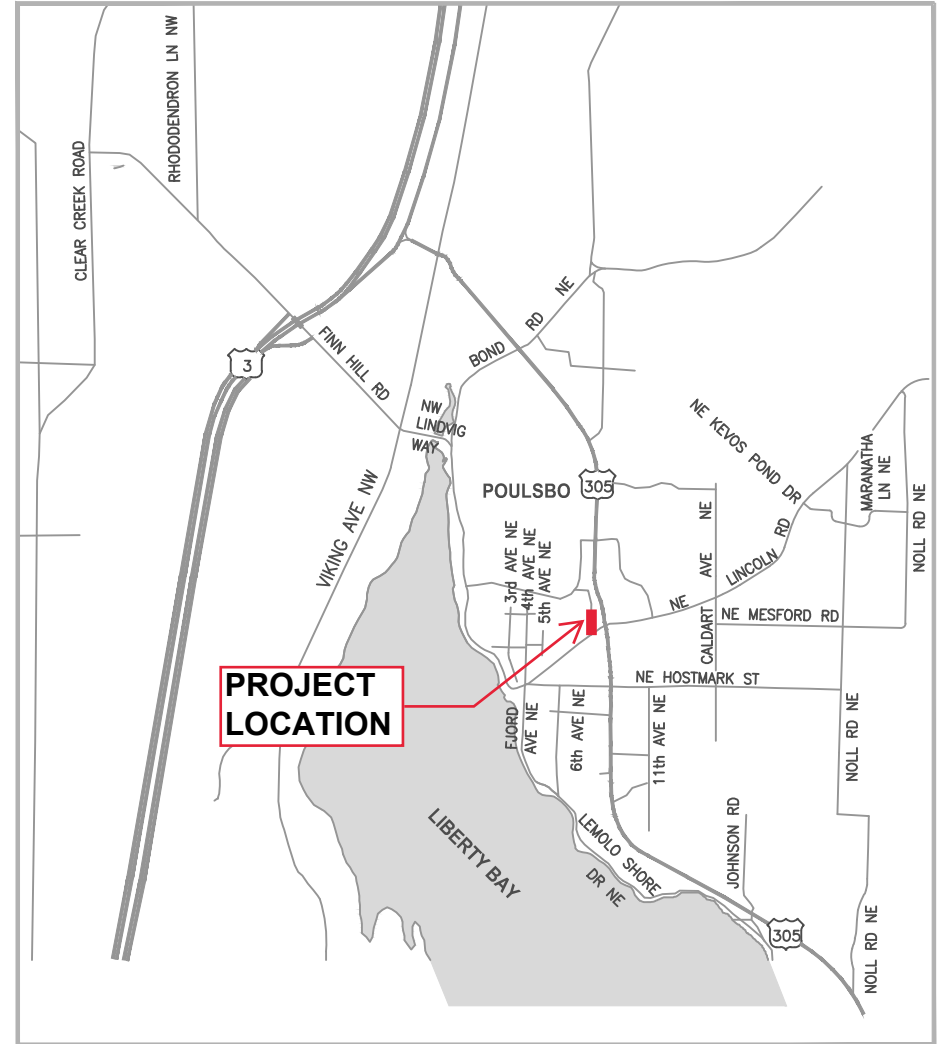
A handwritten signature in blue ink, appearing to read "John W. Clauson".

John W. Clauson
Executive Director





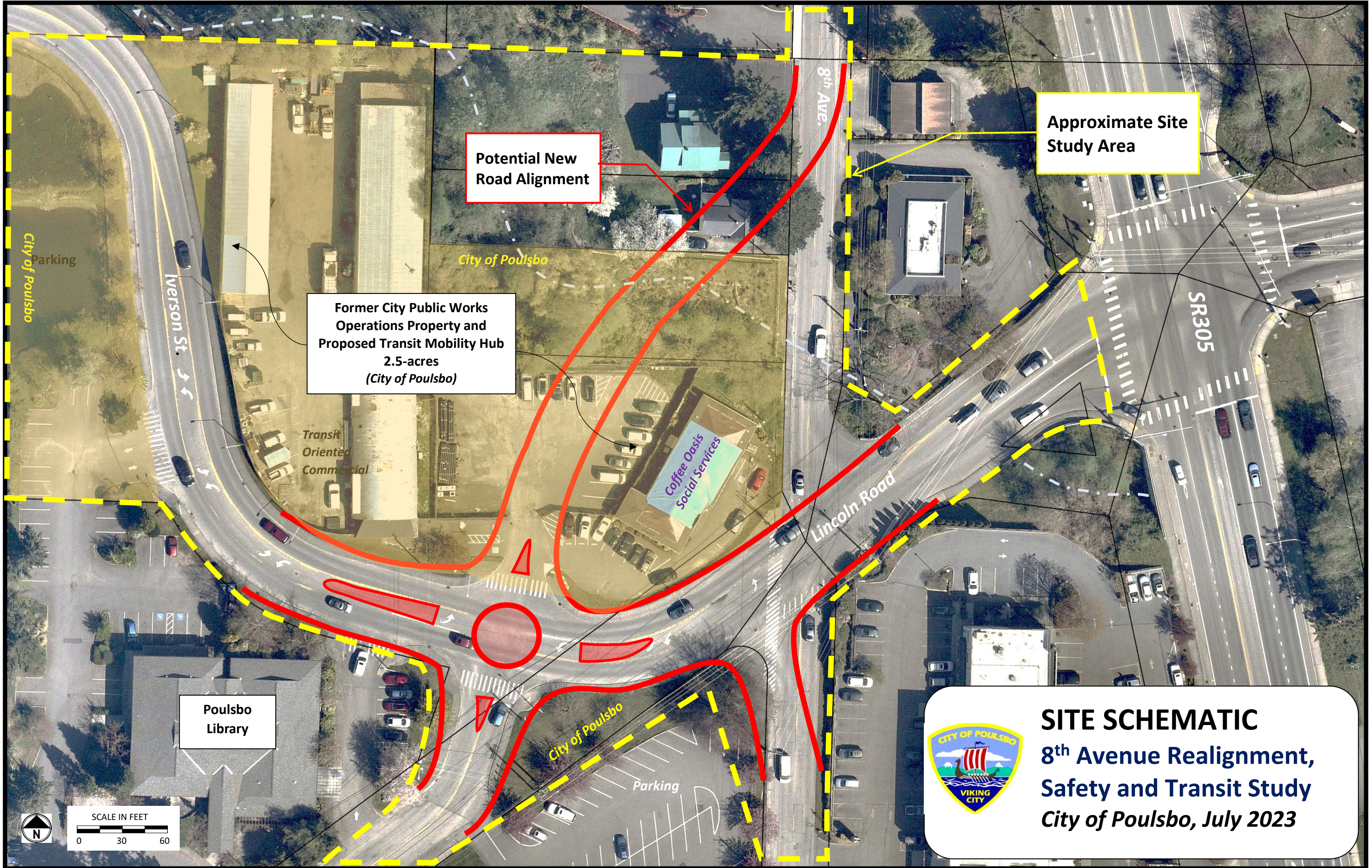
VICINITY MAP



LOCATION MAP



**FIGURE 1. VICINITY AND LOCATION
8th Avenue Realignment, Safety and
Transit Study
City of Poulsbo**




Potential New Road Alignment

Approximate Site Study Area

Former City Public Works Operations Property and Proposed Transit Mobility Hub 2.5-acres (City of Poulsbo)

Poulsbo Library

**SITE SCHEMATIC**
8th Avenue Realignment,
Safety and Transit Study
City of Poulsbo, July 2023

SCALE IN FEET
0 30 60

City of Poulsbo
8th Avenue Realignment, Safety and Transit Study
PSRC RTC Funding Application
26-Jul-23

CITY OF POULSBO - TRAFFIC IMPACT FEE PROJECTIONS

Year	No. New Development Trips	Actual Traffic Impact Fees Collected	Estimated New Development Trips	Estimated Annual Traffic Impact Fees	Comments
2021	800	\$451,450	NA	-	
2022	1,300	\$758,268	NA	-	
2023	NA		1,100	\$600,000	\$558 K collected as of 6/30/23
2024	NA		900	\$500,000	
2025	NA	-	900	\$500,000	
2026	NA	-	900	\$500,000	

Current Balance, 2023 **\$2,000,000**
Projection 2023 - 2026 **\$2,100,000**

POULSBO DISTRIBUTION SCHEDULE

RESOLUTION NO. 2023-08

SUBJECT: Poulsbo 8th Ave Realignment Transit & Safety Improvements Feasibility Study Grant

CONFORM AS TO DATES & SIGNATURES

- Filed with the City Clerk: 07/06/2023
- Passed by the City Council: 07/19/2023
- Signature of Mayor
- Signature of City Clerk
- Publication: _____
- Effective: _____

DISTRIBUTED COPIES AS FOLLOWS:

- Seattle Times: _____
- Code Publishing
- City Attorney
- Clerk's Department: Original
- City Council
- Finance:
- Posted to Library Drive and Website
- Posted to Laserfiche
- Scanned and Tossed: _____
- Electronically Created Document (No Hard Copy Exists)
- _____

Kati Diehl
Deputy City Clerk

07/20/2023
Date

RESOLUTION NO. 2023-08

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF POULSBO, WASHINGTON, AUTHORIZING APPLICATION FOR FEDERAL FUNDING ASSISTANCE FOR THE POULSBO 8th AVE REALIGNMENT TRANSIT AND SAFETY IMPROVEMENT FEASIBILITY STUDY.

WHEREAS, the City of Poulsbo considers it within the best public interest to compete in the regional Rural Town Centers and Corridors (RTCC) program for federal Surface Transportation Block Grant funding assistance through the Puget Sound Regional Council (PSRC) for the 8th Ave Realignment – Transit & Safety Improvements Feasibility Study Project; and

WHEREAS, it is necessary that certain conditions be met as part of the application requirements; and

WHEREAS, the City of Poulsbo certifies that it is an eligible applicant as defined in the application guidelines; and

WHEREAS, the City of Poulsbo certifies that it holds Certification Acceptance status from WSDOT and the City is familiar with the requirements of managing a federally funded project;

NOW THEREFORE, BE IT RESOLVED THAT:

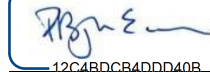
1. Staff be authorized to make formal application to PSRC for RTCC funding assistance;
2. Any grant assistance received will be used for planning the 8th Ave Realignment – Transit & Safety Improvement project;

3. The City of Poulsbo certifies that it will fulfill the matching requirements as stipulated in the proposed project budget as required by the enabling statute;
4. The City of Poulsbo acknowledges that grant assistance, if approved, will be paid on a reimbursement basis, meaning that we will only request payment after eligible and allowable costs have been incurred and payment remitted to our vendors;
5. This resolution becomes part of the formal application for federal funding.

RESOLVED this 19th day of July, 2023.

APPROVED:

DocuSigned by:

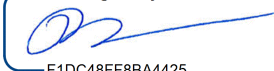


12C4BDCB4DDD40B

REBECCA ERICKSON, MAYOR

ATTEST/AUTHENTICATED:

DocuSigned by:



F1DC48EE8BA4425

RHIANNON FERNANDEZ, CMC, CITY CLERK

FILED WITH THE CITY CLERK: 07/06/2023
PASSED BY THE CITY COUNCIL: 07/19/2023
RESOLUTION NO. 2023-08