

Chapter 4. Transportation

4.1 — Community Key Goals — Transportation

- ~~Emphasize development of complete streets that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders regardless of age, ability or mode of transportation.~~
- ~~Develop standards to improve the function, safety, and appearance of the City street system.~~
- ~~Maintain a consistent level of service on the City's street system that is appropriate for existing and future growth to improve traffic flow.~~
- ~~Participate in efforts to enhance the City's connectivity to the region, including telecommuting.~~

4.1.2 Plan Context

The Transportation Chapter provides the policy framework to guide short-range and long-term development and maintenance of the multi-modal transportation system that includes roadways, bikeways, pedestrian facilities, and public transit within the city limits of Poulsbo. It addresses the mandates of the Growth Management Act under the Revised Code of Washington (RCW) 36.70A.070 and supports the vision of Poulsbo.

The Transportation Chapter of the Comprehensive Plan provides the overall policy vision for Poulsbo's transportation system. Additional policy and programmatic guidance is found in a series of more detailed documents, including:

- Section 2 – Capital Facilities Plan
- ~~2024 2016~~ Poulsbo Transportation Functional Plan Update
- Poulsbo 6-year Transportation Improvement Plan

An overview of Poulsbo's transportation system inventory is included in the ~~2024 2016~~ Poulsbo Transportation Plan Update, included in full as Appendix B-4 of this comprehensive plan. It describes the existing transportation system including: highways, streets and roads, public transportation, bicycle and pedestrian. The transportation facility improvement plan is presented in the Capital Facility Plan and identifies the transportation infrastructure improvements predicted to be needed to support the projected land use through ~~2044 2036~~. The transportation improvements needed by ~~2044 2036~~ are detailed in Section 6.1.1 of the 2016 Transportation Plan Update and are included in Section ~~13.9 12.9~~ of the Comprehensive Plan Capital Facilities Plan. ~~The capacity improvements identified include:~~

- ~~Nineteen projects will add sidewalks, turn lanes, bicycle lanes, and otherwise upgrade existing roads. These projects will assure that all arterials and collectors and sub-collector roads provide adequately for pedestrians and bicycles as well as motor vehicles, when all proposed growth has occurred.~~
- ~~Twenty-to projects will add new roadway segments of various lengths. These projects add new connections in growing areas, to efficiently route traffic from neighborhoods to the arterial network.~~
- ~~Ten projects will improve the capacity of intersections with signalization, channelization, roundabouts, and two-way or all-way stop controls.~~

Financing of the transportation capacity improvements will be funded through development related construction street improvements, state and federal grants, City general obligation bonds, City revenues and Traffic Impact Fees, and Transportation Benefit District fees. In summary, the Poulsbo ~~2024 2016~~ Transportation Plan Update in combination with Section ~~13.9 12.9~~ of the Comprehensive Plan's Capital Facilities Plan, provides the required analyses, has been developed to fit within the City of Poulsbo's Comprehensive Plan Update process, and is intended to meet the planning requirements of the Growth Management Act.

Poulsbo faces a number of transportation related challenges in achieving the community's desired land use vision, while accommodating the population and economic growth that is expected over the next twenty years. These include:

- Providing many alternate routes options for Poulsbo residents to move around town safely and efficiently.
- Accommodating Poulsbo's share of housing growth, which will primarily be located in large areas of undeveloped and/or vacant land where streets constructed to City standards do not currently exist. The timing and who pays for the street improvements will most likely be developer and market driven.

- Improvement of the City's existing local access streets, while also ensuring new streets are constructed to maintain appropriate level of service.
- Continuation of Poulsbo's policy of neighborhood connectivity – providing neighborhood secondary roadway access and improved emergency access, while improving pedestrian mobility.
- Pass-through traffic during peak hours that diverts from arterial routes to neighborhood residential streets or commercial collector streets.
- Designing and implementing a traffic-calming program for the city to address the increasing cut-through traffic on local access streets from arterial routes.
- Connecting pedestrian and bicycle routes within and outside of the City, through implementation of the Poulsbo Complete Streets Plan, as well as adding bicycle lanes to existing streets where feasible.
- Identifying funding sources for local access street improvements, which are primarily not eligible for state or regional grant funding, and therefore must be locally funded.

4.2.3 Goals and Policies

The goals and policies contained in this chapter provide a framework for short-range and long-term transportation planning and implementation decisions required of the City of Poulsbo.

The goals and policies included cover the following categories:

- Streets
- Level of Service and Concurrency
- Transportation Safety
- Citywide Transportation System
- Land Use and Transportation Planning
- Transportation Finance
- Regional Coordination
- Active Transportation - Pedestrian Sidewalks and Bicycle Facilities Bicycle Lanes
- Public Transportation
- Accessibility and Equity
- Transportation and Air Quality

Streets

The primary purpose of the transportation system is to support development of the land uses, densities, and intensities, envisioned by the Land Use chapter, and to shape the form of urban development within Poulsbo's residential, commercial, business park and light industrial uses. City streets must be available to accommodate the transportation demand generated by the land use policies and subsequent housing and employment development. Maintaining a street system and mitigation program is essential in ensuring the city's transportation system adequately meets the needs of city residents and expected population growth.

GOAL TR-1

Streets shall be constructed to improve the function, safety and appearance of the citywide street system.

Policy TR-1.1

All streets constructed or reconstructed within the City shall meet the City's Street Construction Design Standards adopted by the City. Roads providing access to and within each development from the City's arterial and collector system must be designed and constructed to maintain the required level of service. Each development's site access and circulation plan shall include frontage improvements and other relevant features identified in Complete Streets Plan City Street Construction Standards, and the Transportation Comprehensive Plan Update 2024-2016 (as amended or updated) prepared for the City of Poulsbo and included as Appendix B-4 to this Comprehensive Plan document, and Figures TR-3 and TR-4 as applicable.

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 Street Construction Design Standards and plans for streets, bikes bicycles and pedestrian facilities and safety elements. Improvements to state facilities, including SR 3, SR 305 and SR 307 shall be made in accordance with Washington State Department of Transportation’s (WSDOT) Complete Streets requirements. *{Recommended by Parametrix and City Staff due to WSDOT’s recent adoption of complete streets requirements to state facilities.}*

Policy TR-1.3

The City shall identify mode priorities and mode balance for specific arterial and collector streets consistent with the City’s adopted complete streets policy (PMC 14.06.020) and foster equitable access, connections, and mobility for all people in Poulsbo. Street construction standards will be updated to reflect complete street and mode balance goals. *{Addresses PSRC Vision 2050 checklist}*

Policy TR-1.4

Each new development in the City shall mitigate its traffic impacts by providing safety and capacity improvements to the City’s transportation system in order to maintain the adopted level of service on transportation facilities and to provide for the safe and efficient movement of people and goods using multiple modes of travel. Concurrency shall be the minimum required. Mitigation required of any individual development shall be related and roughly proportional to the impacts of that development where so required by law.

~~Traffic impacts and capacity shall be measured in terms of net new trips added to the City’s roadway system. All trips generated by a development shall be counted as impacting the system. Commercial trips with multiple stops may be eligible for “bypass” reduction (i.e. vehicular trips that stop at commercial uses on the way to its final destination or trip end).~~ *{More appropriate to be included in Traffic Impact Analysis (TIA) guidelines and not as a policy}*

Mitigation of traffic impacts may be achieved in any number of ways, including but not limited to, actual construction of improvements, financial contribution in lieu of such construction, payment of impact fees imposed under RCW 82.02, implementation of transportation demand strategies, transit services, or any other method that is acceptable to the City and that will result in actual mitigation for the impacts of the development. *{Recommended by Kitsap Transit}*

The City may use any and all authority granted to it under state law to require mitigation of the traffic impacts of development, including but not limited to, the State Environmental Policy Act, the State Subdivision Act, and the Growth Management Act.

Policy TR-1.5

~~All new roadway improvements segments shall be consistent with Figure TR-3 City’s 2044-2036 New Roadway Segments map, either as depicted on the map, or if determined by the City Engineer to be not feasible due to topography, property ownership or other challenges, shall provide an alternative alignment and/or connection that meets the intent of the 2036 New Roadway Segments map.~~ *{Consolidated with New Policy TR-6.2}*

Level of Service and Concurrency

Transportation level-of-service standards and concurrency are key requirements of the Washington Growth Management Act. By policy and regulation, the City of Poulsbo is required to ensure that transportation facilities needed to serve growth are in place when development occurs, or within six years of the completion of the development.

Level of Service (LOS) is the quantitative measure of traffic operational conditions. Intersection LOS is based upon the amount of time each vehicle must wait to go through the intersection during a particular hour. LOS thresholds vary by type of intersection control (signal, stop sign or roundabout). For transportation facilities planning, the LOS measure for each facility type provides direction as to what, how much, where and when transportation improvements may be needed.

Level of Service Intersection Thresholds		
Level of Service	General Description	Signalized Intersection Control Delay per Entering Vehicle
A	<u>Highly stable, free-flow conditions</u>	<u><10 seconds</u>
B	<u>Stale, free flow with little congestion</u>	<u>10-20 seconds</u>
C	<u>Free flow with moderate congestion</u>	<u>20-35 seconds</u>
D	<u>Approaching unstable flow with increasing congestion</u>	<u>35-55 seconds</u>
E	<u>Unstable, congested conditions</u>	<u>55-80 seconds</u>
F	<u>Highly congested</u>	<u>>80 seconds</u>

Concurrency is one of the goals of the GMA and refers to the timely provision of transportation facilities relative to the demand for them. The GMA requires transportation improvements or strategies to accommodate development impacts need to be made “concurrent with development” and is further defined by the GMA to mean any needed “improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years” (RCW 36.70A.070(6)(b)). Local governments have flexibility regarding how to apply concurrency; the City of Poulsbo has adopted a concurrency ordinance codified in PMC 14.04.

GOAL TR-2

Maintain adopted level of service ~~on City streets that for the City’s transportation system that~~ mitigates the impacts of new growth and is adequate to serve adjoining land uses.

Policy TR-2.1

A concurrency level of service (LOS) standard of LOS E is hereby established for all transportation facilities (except as otherwise designated) in the City of Poulsbo in order to serve as a gauge to judge performance of the City’s transportation system. A concurrency standard of LOS F is established for all local roadway sections designated Residential Collector and Residential Access.

Policy TR-2.2

~~A concurrency level of service standard of LOS F is established for the following roadway segments:~~

- ~~● Front Street from Bond to Jensen~~
- ~~● Torval Canyon from Front Street to 4th Avenue~~
- ~~● Viking Way from the southern City Limits to Boveia~~
- ~~● Lindvig from Viking Avenue to Bond Road~~

{Recommended deletion by Parametrix to focus on LOS standards on intersections only, as the intersection is often what is controlling overall system operations and performance.}

A concurrency level of service standard of LOS F is established for the following intersections:

- ~~all legs of~~ 7th and Liberty intersection;
- ~~all legs of~~ 10th Avenue, ~~and~~ Forest Rock Lane and Little Valley Road intersection;
- ~~all legs of~~ 8th Avenue and Lincoln Road intersection;
- Front Street and Torval Canyon intersection;
- Front and Jensen intersections;
- ~~all legs of~~ Front, Fjord and Hostmark intersection(s);
- Lindvig Way at Bond Road,
- Lindvig Way/Finn Hill Road at Viking Avenue; and
- LOS failures where corrective action is not physically or technically feasible or fails to satisfy warrants or design requirements.

Policy TR-2.3

~~Transportation facilities to which the level of service standard applies include both intersections and roadway sections, and different methods of calculating level of service apply to each type of facility. For intersections, the definitions of level of service and capacity shall be based on the most recent edition of the Highway Capacity Manual published by the Transportation Research Board of the National Research Council.~~

~~For roadway sections between intersections, level of service and capacity shall be as defined in “Allowable Capacity of Roadways based on Design Features,” identified as Appendix A to the City’s Transportation Plan Update 2016, prepared for the City of Poulsbo by Parametrix and David Evans and Associates; and is included in Appendix B to this Comprehensive Plan and incorporated herein by this reference as if fully set forth. (With the proposed deletion of the roadway section’s LOS standard, most of this policy is no longer applicable; intersection definition included in Policy TR-2.1).~~

Policy TR-2.4

~~The City shall strive to achieve level of service standard of LOS C on all City transportation facilities, but shall, for concurrency purposes, maintain the level of service on such transportation facilities as fully identified in Policies TR-2.1 and TR-2.2. {LOS C for local access streets added into Policy TR-2.1}~~

Policy TR-2.3 2.5

For those roadway ~~segments and~~ intersections with an adopted LOS F designation identified in Policy TR-2.2, the City may implement or require by others 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 non-motorized facilities, as well as safety improvements such as pedestrian enhancements, signal timing optimization, pavement striping, signage and lighting, geometric modifications, or other measures. {Due to proposed deletion of an identified roadway segment LOS standard in Policy TR-2.1}

Policy TR-2.4 2.6

Development projects that contribute traffic to LOS F designated ~~roadway segments and~~ intersections may be required to partially or fully participate in funding or constructing the mitigation measures identified pursuant to Policy TR-2.35. ~~if the mitigation project is not already part of the City’s adopted TIP.~~ These mitigation measures would be identified and developed through a Traffic Impact Assessment prepared pursuant to applicable sections of Poulsbo Municipal Code (PMC). {Due to proposed deletion of an identified roadway segment LOS standard in Policy TR-2.1}

Policy TR-2.5 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 non-motorized facilities, and support development of complete street projects that address multiple transportation modes as well as economic development and safety.

Policy TR-2.6 2.8

The transportation facility improvements identified in the Capital Facilities Plan of this Comprehensive Plan shall be based on achieving ~~these~~ the multimodal level of service standards ~~identified in Policies TR-2.1 through TR-2.7~~ for the twenty-year planning horizon required by the Growth Management Act ~~and the expanding travel choices identified in Policy TR-2.11.~~ The City’s Six-Year Transportation Improvement Program shall be updated annually in order to ensure the ongoing preservation of the level of service standard for the ensuing six-year period in light of approved and anticipated developments.

Policy TR-2.7 2.9

The level of service standards adopted by the Washington State Department of Transportation (WSDOT) are hereby included in this Transportation Element in order to gauge the performance of the state-owned transportation facilities located in the City of Poulsbo. SR 3, SR 305, and SR 307 are each designated by WSDOT as a Highway of Statewide Significance in the Washington State Highway System Plan, ~~2022-2023 2007-2026 and the applicable level of service standard set forth in Appendix G thereof is LOS “D” and are not subject to the City’s concurrency standards.~~ {As recommended by WSDOT: retention of original language and deletion of concurrency exemption as already stated in third paragraph of this policy}

However, future revisions that may be adopted by WSDOT, shall take precedence over this policy. The purposes of reflecting level of service standards for state highways in the City's Comprehensive Plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the City's Six-Year Transportation Improvement Program and the Washington State Department of Transportation's Six-Year Investment Program.

The concurrency provisions of this Transportation Element and any City ordinance relating to concurrency shall not apply to state-owned transportation facilities and services of statewide significance.

Appendix G of the Washington State Highway System Plan provides that "when a development affects a segment or intersection where the LOS is already below the applicable threshold, the predevelopment LOS will be used instead of the otherwise applicable deficiency level."

Policy TR-2.8 ~~2-10~~

~~Develop~~ Maintain a system for monitoring the LOS of all city owned transportation facilities to ensure the appropriate and adequate performance of the City's transportation system. The monitoring program may be completed by the City or through a contract with an acceptable transportation system consultant.

Policy TR-2.9 ~~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. The minimum active transportation Level of Service standards for pedestrian, bicycle, and transit, are identified in the Transportation Comprehensive Plan, included as Appendix B-4 of the Comprehensive Plan.

Policy TR-2.10

Developments will provide for active transportation safety, including adequate connections to existing active transportation facilities, as defined by the City's Development Standards and Complete Streets Plan. Proximity to active transportation-oriented establishments, such as, but not limited to, school, parks, transit stops, and commercial establishments shall be considered when evaluating pedestrian safety. {Recommended by Parametrix; moved to Policy TR-9.}

Development proposals shall be evaluated for compliance with the Urban Paths of Poulsbo and Complete Street Plan. Development proposals shall be evaluated for continuity with the system and may be required to make off-site improvements to provide for a connected active transportation system as is within the City's legal authority. {Recommended by Parametrix; blue color recommended by Planning Commission}

GOAL TR-3

Implement Administer a concurrency ordinance to ensure consistent level of service on City-owned streets, and as mandated by the Growth Management Act (GMA). {City has an adopted concurrency ordinance now}.

Policy TR-3.1

The City shall administer a concurrency ordinance which prohibits development approval if the development causes the level of service on a City-owned transportation facility to decline below the adopted Level of Service standards LOS-E, unless transportation improvements or strategies to accommodate the impacts of the development are made concurrent with the development, as set forth in Policy TR-3.2 or the LOS standard is otherwise designated in Policies TR-2.1, ~~and~~ TR-2.2 ~~and~~ TR-2.9.

Policy TR-3.2

In order to ensure concurrency for transportation facilities, final development permit approval must contain a finding of one of the following:

- *The necessary transportation facilities and services are in place at the time a development permit is issued; or*
- *The necessary transportation facilities are under construction at the time a development permit is issued, and the necessary facilities will be in place when the impacts of the development occur; or*
- *Development permits are issued subject to the condition that the necessary transportation facilities and services will be in place when the impacts of the development occur; or*

- *The City has in place binding financial commitments to complete the necessary transportation_facility within six years; or*
- *The City has identified and has or plans to implement identified Transportation Demand Management (TDM) strategies.*

Transportation Safety

A safe, comfortable, and reliable transportation system is a major determinant of a community's quality of life. To ensure such a system, street and intersection safety must be continuously evaluated; street standards must be designed and implemented to ensure and increase roadway safety; sight distance standards and maintenance must be consistently applied; adequate lighting must be provided; and traffic calming measures must be identified and available for use if necessary. The City must be diligent in its assessment and application of these various programs that ensures a safe transportation network.

The safety of the system for all people is an increasingly critical concern as the region continues to grow and transportation infrastructure and services are more heavily used. Safety impacts every aspect of the transportation system, covering all modes and encompassing a variety of areas from facility design to security to personal behavior.

GOAL TR-4

Provide a safe, efficient, equitable and reliable transportation system that works towards eliminating traffic injuries and deaths.

Policy TR-4.1

Ensure high safety standards for motorists, pedestrians, and bicyclists through the development and capital improvement processes. The City will evaluate safety conditions on City roadways, including pedestrian and bicycle conditions, every six years, in conjunction with the six-year transportation improvement plan, in order to determine whether improvements should be made. If safety-related improvements are identified, the improvements should be included in the Transportation Improvement Program for timely construction.

Policy TR-4.2

Develop a "Vision Zero" strategy that focuses on transportation improvements, education and enforcement measures to eliminate traffic deaths and injuries for all users of Poulso's streets. ~~Protect and enhance neighborhoods with an active program that focuses on safety, safe routes to school, traffic calming, education, and enforcement.~~ {Recommended by Parametrix acknowledging Vision Zero at the regional and federal level as a safety goal/policy}

Policy TR-4.3

Develop and implement access management regulations in the City's Street Construction Standards that provides standards for driveway spacing and delineation and encourages the joint use of access points where practical.

Policy TR-4.4

~~Maintain roadway/intersection sight distance standards. Identify and implement sight distance standards for City intersections. Eliminate sight obstructions such as utility poles, signs, parked vehicles and vegetation where site distance standards are not met.~~

Policy TR-4.5

Provide adequate lighting for roadway and intersection visibility in accordance with adopted standards.

{Deletions Recommended by Parametrix as related to specific Construction Standards}

Policy TR-4.3 4.6

Establish and maintain a citywide traffic calming program that identifies desirable calming techniques, criteria that would trigger a need for traffic calming measures, and an identified process for how citizens may submit a request to the City for traffic calming technique consideration. Establish and maintain ongoing allocation of funds necessary to maintain such a program.

Policy TR-4.4 ~~4.7~~

Review and evaluate the City's Street Construction Standards and Complete Streets Plan at a minimum of every five years to ensure that the City is being responsive to potential changes and needs of the City's street system. ~~Currently, the City should evaluate the need to provide for:~~

- ~~• Establishment of a Citywide traffic calming methodology;~~
- ~~• Alternatives to standard intersection controls, such as roundabouts;~~
- ~~• Inclusion of a bicycle lane within local street standards;~~
- ~~• Inclusion of vegetative strips with street trees along edges of streets and within median planting strips, to be included within local street standards;~~
- ~~• Sight distance standards appropriate for local residential and commercial streets; and~~
- ~~• Inclusion of an alley standard for both residential and commercial uses;~~
- ~~• Low impact development techniques for street storm water runoff.~~

{Recommended by Parametrix to delete as specific and can get dated; rely on reference to construction standards and Complete Streets plan}

Policy TR-4.5 ~~4.8~~

Protect Poulso's transportation system against disasters by maintaining prevention and recovery strategies that are coordinated locally and regionally. Continue to participate with Kitsap County Emergency Management, with development of emergency management plans and emergency response activities.

Citywide Transportation System

The private automobile remains the most common mode of vehicular travel in this country. For the foreseeable future, the private automobile will continue to carry the majority of trips within Poulso, and the city will need to accommodate reasonable capacity to serve travel demand and prevent pass-through trips from impacting residential neighborhoods.

Washington State Department of Transportation and the City of Poulso have classified city streets according to their function and have established construction standards upon which street improvements are based.

Principal arterial streets provide efficient direct routes for long-distance auto travel within a region. Streets connecting freeway interchanges to major concentrations of commercial activities are classified as major arterials. Traffic on major arterials is given preference at intersections, and some access control may be exercised in order to maintain the capacity to carry high volumes of traffic. Poulso's principal arterials are SR 305 and SR 307.

Minor arterial streets provide connections between major arterials and concentrations of residential and commercial activities. The amount of through traffic is less, and there is more service to abutting land uses. Traffic flow is given preference over lesser streets. Poulso's minor arterials are Viking Avenue, Finn Hill Road, Lindvig Way, Bond Road (to SR 305), Front Street, Fjord Drive, Hostmark Street (to SR 305), Lincoln Road (SR 305 to city limits), and Noll Road.

Urban Collector streets include major and minor neighborhood and commercial collectors and are two or three lane streets that collect (or distribute) traffic within a neighborhood providing the connections to minor or principale arterials. Collectors serve commercial and neighborhood traffic, and also provide access to abutting land uses.

Local access streets provide access to abutting land uses and carry local traffic to the urban collectors and are described in the Poulso Complete Streets Plan and City's Street Construction Standards. ~~This classification includes residential collectors, residential access, neighborhood lanes and commercial access as described in the City's Street Construction Standards.~~

These streets, when combined, ideally provide Poulso with a citywide interconnected street system, where many options are provided for moving traffic around town. Figures TR-1 and TR-2 map the WSDOT and City of Poulso street classifications.

GOAL TR-5

Provide safe and reliable transportation facilities and services to promote and accommodate the growth that is anticipated under this plan.

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-5.3

All new residential developments shall be required to provide multiple vehicular, bicycle and pedestrian through connections with adjacent existing or future residential developments, when such requirement is consistent with legal nexus parameters. When requiring a connection to undeveloped property which is zoned for residential development, the City shall require a sign be posted at the connection point indicating future road connection.

Policy TR-5.4

Update the City's Traffic Demand Management (TDM) study to identify locations in Poulsbo where transportation demand programs are needed and appropriate strategies for each location. Utilize ~~Implement the updated transportation demand management (TDM)~~ strategies to reduce the need for new roads and capacity improvements. {Recommended by Parametrix and City staff}

Policy TR-5.5

Utilize Transportation System Management (TSM) strategies, such as parking restrictions, reduced parking ratios of up to 15% for multi-family/mixed use developments when transit is available and within a ¼ mile of a transit center, traffic signal coordination, transit queue jumps (as appropriate), striping non-motorized transportation facilities, and real time sensor adjustments for traffic signals, to make the City's existing roadways more efficient. {Recommended by Kitsap Transit}

Policy TR-5.6

Manage a street preservation program to keep the City's streets in conditions that are cost-effective to maintain and functional to travel.

Policy TR-5.7

Support safe and convenient movement of freight by establishing and identifying clear signage, truck, hazardous material transport and oversized load routes. {Addresses PSRC Vision 2050 consistency checklist.}

Policy TR-5.8

Monitor and prepare for changes in transportation technologies and mobility patterns. {Addresses PSRC Vision 2050 consistency checklist.}

Policy TR-5.9

Participate with PSRC and other regional entities to understand and contribute to implementation of regional plans for Electric Vehicle (EV) charging and accommodation of other alternative fuel sources. Encourage ~~Support~~ installation of EV charging stations on private and public owned property. {Addresses PSRC and State EV regional coordination planning/Vision 2050 consistency checklist}

Policy TR-5.10

Increase the resilience of the City's transportation system and support strategies for security and emergency management responses. {Addresses PSRC Vision 2050 consistency checklist.}

Land Use and Transportation Planning

The Comprehensive Plan strengthens the integration of land use and transportation planning, by emphasizing the connection between the city's transportation system and the city's land use vision. Neighborhood connectivity, improvement of existing streets to city standards, and protection of surface water quality are priorities in the land use planning process.

The City's Transportation Plan is a functional plan that implements the Transportation Chapter policies and is included as Appendix B-4 to the Comprehensive Plan. The Transportation Plan addresses the City's transportation network, evaluates current transportation characteristics and forecasts how these characteristics are expected to change in the future based on Poulso's allocated growth. Based upon the City's ~~2044 2036~~ population, housing, and employment growth targets forecasts as well as the City's land use plan, the Transportation Plan includes a traffic forecasting model, which identifies the future travel demand. Using this model, an increase in travel demand was assigned to the City's road network to identify future conditions and evaluate future capacity needs. Based upon the model, the Transportation Plan identified projects needed by ~~2044 the 2036~~, which serve as the basis of the transportation section of the Comprehensive Plan's Capital Facilities Plan.

GOAL TR-6

Coordinate land use and transportation planning to manage growth.

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. ~~{Consolidated with Policy TR-6.2 (now TR-6.1)}~~

Policy TR-6.1-6.2

Improve connectivity of the City's neighborhoods and commercial areas by planning an integrated grid of public paths, bikeways and complete streets that supports a compact, urban, and accessible transportation facilities ~~connects~~ to centers, existing and future parks, shopping, services, healthcare, residential and commercial development.

Policy TR-6.2

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

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

{Includes Policy TR-1.5 intent, mirrors Policy CF-6.3 regarding conceptual alignments, and mirrors connectivity code language found in PMC 17.80.060 (<https://www.codepublishing.com/WA/Poulsbo/#!/Poulsbo17/Poulsbo1780.html#17.80.060>)}

Policy TR-6.3

Review and evaluate the City's Comprehensive Plan Transportation Maps ~~(Figures TR-1 through TR-4)~~ at a minimum every three five years to ensure that the City is being responsive to potential changes and needs of the City's street system. The Maps shall also be kept up to date and amended when identified street creation or connections are completed. The amendment of the Map shall be through the City's annual comprehensive plan amendment process. ~~{To align with new GMA requirement to review comprehensive plans every five years}~~

Policy TR-6.4

Acquire needed rights-of-ways based on Poulso's roadway design standards and the City's Comprehensive Plan Transportation Maps generally during development proposal review and approval. However, right-of-way acquisition by the City through a public project (or public/private combination) may be necessary to ensure adequate level of service is maintained and needed improvements are completed during the required time frame.

Policy TR-6.5

Establish transportation needs and requirements of proposed development projects early in the permit review process.

Policy TR-6.6

Ensure environmental protection, water quality, and other applicable environmental standards, through best management practices during the design, construction, and operation of the City's transportation system, including:

- *Design transportation improvements consistent with City's stormwater regulations, striving for enhanced water quality standards, and minimizing impacts to fish and wildlife habitat areas. {Addresses PSRC Vision 2050 consistency checklist.}*
- *Consider improved fish passage when making transportation facilities improvements. {Addresses PSRC Vision 2050 consistency checklist.}*
- *Facility designs, in particular, collection and treatment of storm water and surface run-off.*
- *Avoiding construction during rainy season when possible or with use of appropriate and robust best management practices.*
- *Regular and routine maintenance of the City system.*

Policy TR-6.7

Maintain and regularly update the City's Transportation Plan. This The transportation functional plan is the guide for implementing and funding strategy for the City's transportation programs, projects and services.

Policy TR-6.8

Establish Complete the Noll Road corridor between Lemolo Shore Drive and Lincoln Road as a priority multi-modal corridor that strives to provide mode balance including non-motorized, vehicle and transit with safe, efficient, and attractive connections to the City and regional multi-modal transportation network.

Transportation Finance

As additional demands are placed on the transportation system, funding should be allocated to finance needed improvements. Transportation improvements should be paid by those who benefit from them - in proportion to the level of use or benefit derived. Thus, since the system serves multiple uses, it has multiple funding sources: existing businesses and residents (the city's general fund and local business taxes); pass-through users (gas and motor vehicle taxes); and new development (impact fees).

To ensure that funding and improvement keep pace with needs and meet system requirements, the city has a 6-year Transportation Improvement Program (TIP), identifying system needs and cost estimates. The TIP is updated every year, with new transportation cost estimates and available revenues reassessed. In addition, new transportation needs are prioritized based on the City's Capital Facility Plan, identifying any high priority system needs.

GOAL TR-7

Develop a funding strategy and financing plan to meet the City's programmatic needs identified in the City's Capital Facilities Plan.

Policy TR-7.1

The City shall develop a multi-year financing plan based on the city's transportation needs identified in the City's Comprehensive Plan 2044 2036 Transportation Facility Improvements, of which the appropriate projects will be prioritized in the City's annual Six-Year Capital Improvement Program.

Policy TR-7.2

Develop recurring and dedicated funding for a complete transportation program, including system operation and maintenance. Leverage local funding with innovative and aggressive finance strategies including partnerships, grant development, efficient debt, and fee-based funding sources.

Policy TR-7.3

If a funding shortfall occurs as a result of change in revenue assumptions used to identify funding for programmed capital improvements, the City will:

- Identify alternative sources of funding for needed improvements;
- Revise its LOS standards to match available revenues;
- Reassess the Comprehensive Plan and revise it as appropriate to achieve a balance between land use, revenues, and level of service.

~~The City Council's Capital Improvement Planning Committee shall review and provide recommendations to the City Council on alternatives if a funding shortfall occurs.~~ {No longer a separate City Council Capital Improvement Planning Committee; full council reviews all budget matters.}

Policy TR-7.4

The City will strive to leverage City funds and grant funding to achieve the greatest potential benefit to the public. This leveraging will be accomplished through coordinated planning at the City, county and regional level, and by developing partnerships with local and state agencies that enable projects to span jurisdictional boundaries, complete regional networks and connect local and regional centers.

Policy TR-7.5

The City will ~~manage its evaluate formation of a~~ Transportation Benefit District (TBD) ~~as a mechanism~~ to fund local road improvement, ~~and preservation,~~ and Complete Streets projects. ~~The TBD evaluation will consider funding needs, TBD options and implementation plans.~~

Policy TR-7.6

~~Assure cost-effective maintenance of transportation facilities under the City's jurisdiction, including active nonmotorized facilities. Reduce need for new capital improvements through investments in operations, demand management strategies and system management activities that improve the efficiency of the City's current transportation system and facilities.~~ {Addresses PSRC Vision 2050 consistency checklist.}

Regional Coordination

~~Puget Sound Regional Council (PSRC) coordinates transportation and other planning efforts between King, Kitsap, Pierce, and Snohomish counties to ensure, "The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health."~~

~~The framework for this shared multimodal transportation system is published in Vision 2050. Multimodal transportation includes walking, biking, transit, rail, cars, and trucks. Vision 2050 calls for growth near current and future high- capacity transit facilities, with a goal for 65% of the region's population growth and 75% of the region's employment growth to be located in regional growth centers and areas within walking distance of high-capacity transit. Vision 2050 also supports the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options.~~

~~In addition, PSRC has adopted the Regional Transportation Plan 2022-2050, which Vision 2050 identifies several key goals for transportation in the region that jurisdictions' transportation planning shall be aligned:~~

- ~~**Reducing Greenhouse Gas Emissions** - The Regional Transportation Plan's Four-Part Greenhouse Gas Strategy supports the VISION 2050 goal to reduce greenhouse gases that contribute to climate change. It identifies how the plan performs to reduce emissions and action steps to achieve the greenhouse gas reduction goals adopted by the Puget Sound Clean Air Agency. Along with focused growth, extensive transportation choices and pricing mechanisms, the decarbonization of the transportation system will be critical. Because of the urgency of reducing greenhouse gas levels as much and as soon as possible, PSRC will track progress toward both the 2030 and 2050 greenhouse gas reduction goals.~~
- ~~**Improving Safety for All Users** - The safety of the system for all people is an increasingly critical concern as the region continues to grow and transportation infrastructure and services are more heavily used. Safety impacts every aspect of the transportation system, covering all modes and encompassing a variety of areas from facility design to security to personal behavior.~~

- **Investing in Growing Communities** - The Regional Transportation Plan is closely integrated with the VISION 2050 Regional Growth Strategy and its goals of 65% of population and 75% of employment growth near high-capacity transit. It lays out a vision for a multimodal transportation system that serves both existing communities and areas where we expect significant population and employment growth.
- **Maintaining and Promoting Economic Vitality** - Developing a transportation system to accommodate growth and support future economic success is a key objective of the Regional Transportation Plan. Transportation investments must address the diverse needs of the region's economy, and support key employment sectors, including established and emerging industry clusters, tourism, industries involved in trade-related activities, startups, and new businesses.
- **Expanding Travel and Transit Choices** - With implementation of the Regional Transportation Plan, by 2050 59% of households will be within 1/2 mile of an integrated high-capacity transit system, and transit ridership is expected to more than triple. The region's light rail, commuter rail, fast ferry, and bus rapid transit lines will expand into one of the country's largest high-capacity transit networks, with an emphasis on connecting centers and high-capacity transit station areas.

Additionally, all jurisdictions within Kitsap County coordinate on shared transportation systems and agree to abide by shared policies called Countywide Planning Policies (CPPs). KRCC also supports multimodal transportation options for member jurisdictions while reducing the rate of growth in auto traffic, including the number of vehicle trips, the number of miles traveled, and the length of vehicle trips taken, for both commute and non-commute trips. The CPPs call for a transportation system that promotes human health and reduced green-house gas emissions, by investing in high-occupancy vehicle lanes, public transit, vanpool/ carpool facilities, electric and other low emission vehicles including buses, charging stations for all types of electric vehicles, bicycle and shared mobility options, and partnerships with the private sector.

The Growth Management Act requires that transportation planning be coordinated among local and state jurisdictions. The Kitsap Countywide Planning Policies have identified coordination between Kitsap County and its incorporated cities to meet three inter-related transportation goals:

- Serve Designated Centers to reduce sprawl, conserve land and make more efficient use of infrastructure;
- Preserve the natural environment, including water and air quality; and
- Provide a balanced system for the efficient, safe movement of people, goods and services among Designated Centers within Kitsap County and the larger Puget Sound Region.

GOAL TR-8

Participate in regional transportation coordination plans and programs to ensure and promote Poulsbo's role in the regional transportation network.

Policy TR-8.1

Coordinate Poulsbo's transportation plans, policies, and programs, and capital projects with those of other jurisdictions serving Kitsap County to ensure a seamless multimodal transportation system that supports the PSRC Regional Growth Strategy and Regional Transportation Plan. Focus particularly on participation and coordination 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. {Addresses PSRC Vision 2050 Checklist}

Policy TR-8.2

The City shall actively seek opportunities to coordinate and share facilities, expertise, and transportation resources, such as multiple use park and ride/parking lots or shared traffic maintenance responsibility with Kitsap County and other cities.

Policy TR-8.3

The City, in the interest of Continue to encourage and seek opportunities to enhance encouraging telework and telecommuting to better provide regional connectivity to job opportunities and investing in a family-wage community-based work force. shall promote those findings and aspects of the Kitsap Telework pilot project.

GOAL TR-9

Develop and maintain high quality, affordable and connected pedestrian, bicycle and transit facilities.

Policy TR-9.1

Strive to develop and maintain ~~active transportation (pedestrian and cycle/rolling) non-motorized~~ facilities that provide ~~convenient commuter and recreation use as~~ an alternative to motorized travel. Using the City's Complete Streets Plan as a guide, include appropriate multi-modal development standards in the City's Street Construction Standards. {Recommended by Parametrix; all modes should have all-day access and use}

Policy TR-9.2

Require pedestrian facilities on all public streets as defined in the City's Construction Standards and Complete Streets Plan that provide safe transportation for users of all ages and abilities, including most vulnerable users such as children, elderly and the disabled. Alternative pedestrian facilities that meet or exceed the minimum street standards may be considered by the City subject to the approval of the City Engineer. {Consolidated with Policy TR-9.4}

Policy TR-9.3

~~Develop a non-motorized network plan that shows non-motorized routes and linkages for bicycles and pedestrians, including modal mix and priorities. Develop construction standards for motorized and non-motorized facilities on designated networks and update City Construction Standards to match modal designations.~~ {Identify that Complete Streets Plan will include nonmotorized plans and priorities; Poulsbo Complete Streets plans underway and will include modal mix and priorities. Do not need policy as plan is almost complete and will be included as part of the Transportation Comprehensive Plan.}

Policy TR-9.4

~~Require pedestrian facilities on all public streets as set forth in the City's Construction Manual Street Standards. Alternative pedestrian facilities that meet or exceed the minimum street standards may be considered by the City and are subject to approval by the City Engineer.~~ {Consolidated with Policy TR-9.2}

Policy TR-9.3 9.5

The City shall identify and prioritize sidewalk and nonmotorized projects on its 6-year Transportation Improvement Plan (TIP), in the Capital Facilities Plan of the Comprehensive Plan, and in the City's 6-year Capital Improvement Plan (CIP) which is reviewed annually during the City's budget process. maintain a Sidewalk Improvement Program, which is reviewed annually, and funded through the City's budget. Prioritize improvements that address safety concerns, connect to destinations and transit, create safe routes to schools, and improve independent mobility for those who rely on the pedestrian and bicycle network. {Identify that Complete Streets Plan will include nonmotorized plans and priorities}

Policy TR-9.4 9.6

Work with property owners to create pedestrian and bicycle connections in established areas that have poor or no connections with adjacent neighborhoods, and are close to commercial areas, transit stops, schools, parks, or other facilities. The use of stairs may be necessary due to topography.

Policy TR-9.5 9.7

Using the Complete Streets Plan non-motorized-modal map as a guide, the City shall identify arterial and collector streets where bicycle facilities can be added to the existing roadway shoulders can be designated as a new bicycle lane. ~~New striping, such as fog line markings, may be required on streets to delineate the vehicle travel lanes where shoulder areas are designated for bicycle and/or pedestrian facilities.~~

Policy TR-9.6 9.8

The City shall seek opportunities to provide separated shared use paths outside of street right-of-ways.

Policy TR-9.7 9.9

The Engineering Department will, when possible, coordinate with the Parks and Recreation Department to implement the Urban Paths of Poulsbo Plan. The UPP Plan includes proposed non-motorized linkages for bicycles and pedestrians. The City should review the UPP Plan, maps, and implementation list when planning, designing, and maintaining roadway projects.

Policy TR-9.8 ~~9-10~~

Develop a non-motorized transportation facility and/or recreational path from Legion Park to the West Poulsbo/Viking Avenue corridor (commonly known as the Liberty Bay waterfront trail) that provides water access and connects neighborhoods, business areas, and parks consistent with the goals of the City's Shoreline Master Program (PMC 16.08.030) and as described in the Urban Paths of Poulsbo (2018) plan and Proposed Priorities map.

~~*New or re-development on property that includes the path alignment and that requires Shoreline Substantial Development Permit, Shoreline Conditional Use Permit and/or a Shoreline Variance approval shall construct a minimum 6-ft wide ADA compliant hard surface (gravel, asphalt or concrete) path. The path location shall be on an alignment as generally depicted in Exhibit A or as approved by the City.*~~

~~*The path will meet Public Access requirements for applicable development as required under PMC 16.08.250 and 16.08.260. The path may be located in the shoreline setback zone in accordance with PMC 16.08.200.A.4 subject to compliance with all applicable federal, state and local codes and regulations.*~~

~~*The path shall be dedicated to the City when complete along with an associated perpetual easement that is of sufficient dimensions to include the path and associated appurtenances, and in no case shall the easement be less than 6-ft as required under PMC 16.08.370. New development adjacent to the trail shall provide secondary non-motorized connections to the facility and Front Street to link commuters from neighborhoods with business and employment areas in along Front Street NE, NW Lindvig Way and along Viking Avenue. {Delete specifics included in this policy to allow for increased flexibility of how a waterfront trail may be located and implemented}.*~~

Policy TR-9.9 ~~9-11~~

Integrate plans for the regional Sound to Olympic (STO) trail into City transportation plans and ensure that the STO regional plan provides safe and effective connection to the City non-motorized network including connection to the Liberty Bay waterfront trail and crossing of SR305 at Noll Road. ~~and Bond Road.~~

Policy TR-9.10

Promote sustainable transportation options by encouraging the use of e-bike and e-scooters as a low-emission mode of travel while mitigating any negative impacts on pedestrian environments.

Policy TR-9.11

Identify safe and desirable walking and bicycling routes that connect schools to residential, recreational, and commercial areas throughout the City.

Public Transportation

Public transportation provides an increasingly important alternative to single-occupancy vehicles. A strong transit system will focus on serving the needs of local and regional residents, employees, and businesses, and is a key component of PSRC's Vision 2050 Growth Strategy and Transportation Plan. In order to provide a transit system that is responsive to the needs of Poulsbo, the City must participate in a close working partnership with regional transit providers, including Kitsap Transit, Jefferson Transit and the Washington State Department of Transportation.

Kitsap Transit is the primary provider of bus transit services and facilities in Poulsbo. Kitsap Transit has six park-and-ride facilities in or near Poulsbo, primarily connecting to Bainbridge Island's and Kingston's Washington State Ferry terminals. Kitsap Transit also has a transfer center in Poulsbo, providing connections to Jefferson County and other Kitsap Transit bus routes.

Kitsap Transit Long-range Transit Plan 2022-2040 relays how transit service in Kitsap will evolve in the future. This includes a planned high-capacity transit service bus route from Poulsbo to Bainbridge Island's Winslow Village, new multi-modal hub, transit signal priority upgrades along SR 305 Corridor, an additional Park and Ride facility, new maintenance facility, new on-demand rides for eastern Poulsbo, increased frequency, and new route to Kingston Fast Ferry.

The Washington State Ferries routes with the largest numbers of walk-on passengers, Seattle/Bainbridge Island and Seattle/Bremerton, both anticipate large ridership increases. Both passenger and vehicle ridership on the Edmonds/Kingston route is projected to grow significantly. Washington State Ferries 2040 Long-Range Plan foresees

increasing passenger capacity for both the Seattle/Bainbridge Island and Seattle/Bremerton routes and adding service hours for the Edmonds/Kingston route. Terminal enhancements include improving access and queue management at the Kingston terminal is planned as well.

GOAL TR-10

Improve access and capacity of public transportation to help alleviate congestion and improve expand transportation options that provide connections within Poulsbo and connect the City to other local and regional centers.

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 Support and coordinate with Kitsap Transit, Jefferson Transit, the Washington State Department of Transportation, and surrounding communities to create a Transit Plan for the City and other partners to implement Kitsap Transit's 2022-2042 Long Range Transit Plan and the improvements identified for Poulsbo. {Recommended by Parametrix}

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's transportation 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 and implement services that to increase transit capacity, provide ~~trolley or~~ shuttle service or allow for on-demand transit options throughout the City, with an aim to reduce service deficiencies and increase ridership on under-utilized routes. {Recommended by Parametrix and Planning Staff}

Policy TR-10.4

Prioritize investments in multi-modal transportation facilities to improve access to the Kitsap Transit designated SR 305 high-capacity transit corridor. Increase transit Park and Ride access and capacity within the City by identifying potential Park and Ride locations that are or can be connected by multiple transportation modes, serve the SR305 corridor center and connect Poulsbo to regional centers and surrounding communities throughout the region. {Addresses PSRC Vision 2050 Checklist}

Policy TR-10.5

Continue coordinating with Kitsap Transit ~~during development permit application~~, for their review and comment on development proposals to facilitate convenient use and operation of appropriate transit services. Assist Kitsap Transit, as appropriate, in the implementation of their capital improvement projects within the city limits.

Policy TR-10.6

Support transit-oriented development by promoting residential land uses and development which are within walking distances of transit service and facilities. Provide high quality pedestrian and bike facilities that link residential and commercial areas with transit service and 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.~~ {SR 305 Corridor Center designation and Land Use Policies LU-2.1 through LU-2.9 support a center of growth focused on and supporting transit oriented development. Park and ride facilities, transit operations and non-motorized facilities on the east Poulsbo area can still occur but does not to be within a special TOD zone designation per Policy TR-10.6}

Accessibility and Equity

The Poulsbo transportation network also addresses 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.

The federal Americans with Disabilities Act promotes access to the transportation system by removing barriers, creating access ramps at intersections and other key locations, facilitating the use of transit, and providing appropriate pavement marking and signalization. The Poulsbo Complete Streets Plan also focuses on implementing a network that serves people who have fewer travel options and addresses the needs of people who use mobility devices.

GOAL TR-11

Transportation improvements within the City shall promote transportation equity through services and infrastructure improvements. comply with requirements of the Americans with Disabilities Act (ADA).

Policy TR-11.1

Build an accessible transportation system focused on intermodal connectivity and removal of barriers to personal physical mobility.

Policy TR-11.2

Develop programs and procedures to ensure compliance with the ADA requirements. The City shall maintain an ADA Transition plan, which will identify non-compliant facilities and barriers in the public right of way such as curb ramps, sloped curbs, crosswalks, pedestrian push buttons, driveways. The plan will prioritize locations and develop an implementation strategy. The ADA Transition Plan shall be updated every five years. {Suggested by Engineering Staff in recognition of requirement and efforts to date on an ADA Transition Plan}

Policy TR-11.3

Perform periodic review and monitoring of socio-demographic, economic, and geographic population trends to identify transportation facilities and services needed for all Poulsbo residents, including those that have historically been underserved. {Recommended by Parametrix and addresses PSRC Vision 2050 Checklist}

Policy TR-11.4

Ensure transportation improvements do not impose external impacts (such as increased air pollution, infrastructure costs, or crash risk), on historically marginalized or underserved communities. {Recommended by Parametrix and addresses PSRC Vision 2050 Checklist}

Policy TR-11.5

Promote programs and projects that expand bicycle and pedestrian facilities and access to transit for historically marginalized or underserved communities. {Recommended by Parametrix and addresses PSRC Vision 2050 Checklist}

Policy TR-11.6

Recognize and support individuals or groups who have historically been underrepresented in transportation planning and/or infrastructure development, such as people of color, indigenous and immigrant populations, to identify and correct structural or system inequities in the transportation network to promote social justice. {Recommended by Parametrix and addresses PSRC Vision 2050 Checklist}

Transportation and Air Quality

The City's transportation system needs to be designed to contribute to a sustainable community that supports Poulsbo's land use and environmental policies. Additionally, the Regional Transportation Plan's Four-Part Greenhouse Gas Strategy supports the VISION 2050 goal to reduce greenhouse gases that contribute to climate change. It identifies how the plan performs to reduce emissions and action steps to achieve the greenhouse gas reduction goals adopted by the Puget Sound Clean Air Agency.

GOAL TR-12

Strive to protect air quality, reduce pollution and support reduction of vehicle miles traveled.

Policy TR-12.1

Observe and support federal and state clean air acts ~~by maintaining conformity with Vision 2040~~ and ~~by following~~ follow the requirements of Chapter 173-420 Washington Administrative Code (WAC) "Conformity of Transportation Activities to Air Quality Implementation Plan."

Policy TR-12.2

Collaborate with other government agencies (such as Puget Sound Regional Council, Puget Sound Clean Air Agency, Washington State Department of Ecology, Kitsap County, other cities) and the private sector to develop and implement strategies for addressing climate change and greenhouse gas reductions. {Addresses PSRC Vision 2050 Checklist}

~~Support and coordinate with federal, state and regional actions to facilitate the transition towards alternative energy sources and reduce greenhouse gasses from transportation sources.~~

Policy TR-12.3

Reduce pollution and greenhouse gases by encouraging alternatives to the single-occupancy vehicle, including telecommuting/teleworking, car sharing, transit, and non-motorized travel. ~~alternative transportation modes, as an alternative to driving alone, which results in reduction of vehicle miles traveled.~~ {Addresses PSRC Vision 2050 Checklist}

Policy TR-12.4

Encourage installation of Electric Vehicle (EV) charging stations on private owned property and explore options for the development of charging facilities on publicly owned property. {Addresses PSRC Vision 2050 Checklist}

Policy TR-12.5

Explore micromobility transportation options as an alternate transportation mode to Single Occupancy Vehicles. Implement policies and pilot programs in coordination with other jurisdictions to test their efficacy in Poulsbo. {Recommended by Parametrix}