

Chapter 5 - Transportation



Discussion

Similar to the other elements in the Comprehensive Plan, the transportation element impacts the quality of life, economic development and public safety of the residents of Kitsap County. Because of this the County continues to provide direction for citizen participation to guide future transportation planning and design decisions.

The Transportation goals and policies guide future transportation planning and design decisions for unincorporated Kitsap County. In keeping with state law and regional organizations, this chapter is responsible for guiding transportation primarily through level of service standards coordinated with Kitsap County jurisdictions, and the Puget Sound Regional Council (PSRC) and the Peninsula Regional Transportation Planning Organization (PRTPO).

Transportation Guiding Directives

Transportation goals and policies in this Comprehensive Plan are an integral part of the other elements including: *Land Use, Economic Development, Environment, Housing and Human Services, Parks and Recreation, and Capital Facilities.*

Important directives for this element include a focus on these issues:

- establish a seamless multi-modal regional transportation system through intergovernmental coordination,
- avoid concentrating people and commercial/industrial areas in sensitive areas, to minimize need for development of transportation systems in such areas,
- emphasize moving people rather than vehicles through support of high capacity transit,
- continue to pursue Growth Management Act requirements of concurrency, and,
- maximize the efficiency of existing transportation corridors before creating new ones.

The goals and policies recognize the County residents' desire for an efficient, flexible, and coordinated multi-modal transportation system—including roads, bridges and highways, ferries, transit and non-motorized travel, that provides interconnectivity and mobility and; preserves our urban and rural land use character through design standards.



Technical documents used in development of Chapter 5 (Transportation) include the Capital Facilities Plan, transportation system inventory, reasonable measures included in the Supplemental Environmental Impact Statement, and review of all amendments to the Washington State Growth Management Act.

Transportation Goals and Policies

Transportation Goal 1. Provide a safe and reliable multi-modal transportation system for people of all ages and abilities.

Transportation Policy 1. Coordinate a “safe routes to schools” program with local school districts and prioritize non-motorized improvements and connectivity around schools.

Transportation Policy 2. Approve site design that is supportive of transit services and its patrons.

Transportation Policy 3. Continue to require sidewalks on roads when development occurs within Urban Growth Areas.

Transportation Policy 4. Identify specific transportation corridors and alignments for public roads, transit and future light rail (fixed guideway) service, pedestrian and bicycle facilities, and water routes and establish a Corridor Monitoring Program to manage and improve transportation corridors and strive to achieve a Washington State Department of Transportation “target zero goal” of zero traffic deaths or serious injuries by 2030.



Transportation Policy 5. The Kitsap County Comprehensive Plan will be consistent with state plans; inventory, needs identification and funding, assumptions, state policies, essential public facilities and freight.

Transportation Policy 6. Prioritize maintenance, preservation and operation of existing transportation infrastructure in a safe and usable state.

Transportation Goal 2. Encourage efficient multi-modal transportation systems based on regional priorities, and in coordination with state, county, tribal, and city comprehensive plans.

Transportation Policy 7. Review and consider signal timing, phasing, and progression to give transit travel an advantage in designated locations.

Transportation Policy 8. Preserve the county’s existing aviation facilities such that they are able to

retain and augment their role in the regional, national and international transportation system. Cooperate with entities within the county to establish an air transportation system appropriate to serve the residents, businesses and military activity within the community.

Transportation Policy 9. Cooperate with federal, state, local and tribal jurisdictions to mitigate inter-jurisdictional traffic impacts.

Transportation Policy 10. Encourage all jurisdictions in Kitsap County to use the Kitsap Transportation Analysis Zone (TAZ) structure for modeling purposes and population and employment allocations.

Transportation Policy 11. Encourage the consolidation of access on the Kitsap County arterial system.

Transportation Policy 12. Measure impacts on the network at the site-specific level (area of influence), and also periodically monitors the cumulative effect at the countywide level.

Transportation Policy 13. Monitor baseline capacities on arterials network.

Transportation Policy 14. Develop and adopt intersection Level of Service (LOS) standards.

Transportation Goal 3. Provide a transportation system that will expand and improve multi-modal transportation service for economic development and effective and appropriate routes for commerce and national defense.

Transportation Policy 15. Coordinate with businesses to minimize through-truck traffic on the local road network.

Transportation Policy 16. Ensure that necessary rights-of-way for transportation improvements will be obtained prior to or at the time of up-zoning property.

Transportation Policy 17. Explore partnership with United States Navy regarding use of existing rail line.

Transportation Goal 4. Ensure that the public has the opportunity to participate in transportation planning decisions and has the understanding of their choices and

Did You Know?



Kitsap Transit's Long Range Transit Plan identifies transit service corridors where more frequent transit service will be placed. Visit <http://www.kitsaptransit.org> for more information.

the implications of their decisions.

Transportation Policy 18. Engage citizen advisory committees and citizens, and encourage public participation followed by providing feedback to participants.

Transportation Policy 19. Continue to solicit public input into the Transportation Improvement Plan Process followed by providing feedback to participants.

Transportation Goal 5. Provide opportunities for people to make choices among alternative modes of travel with an emphasis on moving people rather than vehicles, and maximize opportunities for non-motorized travel.

Transportation Policy 20. Design roadways that can accommodate and enhance use by public transportation.

Transportation Policy 21. Support Transportation Demand Management/ Transportation Systems Management strategies to incentivize walking, bicycling and transit use.



Transportation Policy 22. Educate residents on the impacts of Single Occupancy Vehicle and ways to reduce trips.

Transportation Policy 23. Promote frequent High Capacity Transit as an alternative to the Single Occupancy Vehicle to the greatest extent feasible.

Transportation Goal 6. Design a multi-modal transportation system that supports and enhances neighborhood identities.

Transportation Policy 24. Develop and apply context sensitive roadway design standards that enhance neighborhood identities but do not infringe on the safety of motorized and non-motorized traffic.

Transportation Policy 25. Incorporate and follow the Kitsap County Complete Streets guidance into future transportation planning and private development requirements.

Transportation Goal 7. Avoid first, minimize second, and then mitigate negative environmental or use impacts due to additions to or improvements to the transportation system whether upland or on shoreline. Plan, locate and design

transportation systems and essential utility facilities along shoreline areas where they will have the least possible adverse effect on shoreline ecological functions and/or processes and existing or planned water-dependent uses.

Transportation Policy 26. Develop requirements for traffic impact studies that identify ways to mitigate development-related transportation impacts in accordance with the State Environmental Policy Act (SEPA).

Transportation Policy 27. Encourage use of innovative fuel systems.

Transportation Policy 28. Encourage travel patterns and mode choices through commute trip reduction.

Transportation Policy 29. Plan for and mitigate the impacts of climate change, and extreme weather events, and natural/human-made disasters on the transportation system.

Transportation Policy 30. Retain or replace native vegetation as possible when developing transportation projects.

Transportation Policy 31. Identify habitat connectivity in priority areas.

Transportation Policy 32. When evaluating zone changes consider noise compatible development along state highways.

Did You Know?



Kitsap Transit is working closely with local planners to incorporate design elements in projects that make using transit easier.

Transportation Goal 8. Coordinate with Washington State Department of Transportation and Kitsap Transit to ensure that the marine transportation system meets commuter, commercial, industrial and recreational demands in the most efficient and reliable manner possible.

Transportation Policy 33. Coordinate with Washington State Department of Transportation and Kitsap Transit to integrate ferry service access with County roads.

Transportation Policy 34. Explore and evaluate costs and benefits of foot ferries as a complement to existing public transportation system in partnership with Kitsap Transit and Washington State Ferries.

Transportation Goal 9. Develop a system of non-motorized transportation facilities that are constructed primarily within the right-of-way of existing and proposed public streets or roads.

Transportation Policy 35. Explicitly link land use and transportation planning decisions to non-motorized planning documents.

Transportation Policy 36. Maximize the opportunity for non-motorized travel, including development of corridors that are safe for all ages.

Transportation Policy 37. Establish standards for connectivity of bicycling and walking networks.

Transportation Policy 38. Assign priorities to the implementation of bicycle facilities and/or pedestrian facilities designated in the non-motorized plan.

Transportation Policy 39. Develop a pedestrian and Americans with Disability Act transition plan.

Transportation Goal 10. Develop funding strategies and financing plan to meet transportation needs identified in this comprehensive plan.

Transportation Policy 40. Develop and maintain an equitable system of transportation impact fees.

Transportation Policy 41. Allocate a proportion of the transportation budget for pedestrian and bicycling facilities.

Transportation Strategies

Strategy 1 – Focus on Safety

Supports policies 1-13, 38-39

- Finance and Budget: Kitsap County receives state gas tax and property tax revenues as well as discrete sources of state funding such as the Transportation Improvement Board, Bridge, Safety, Safe Route to Schools and Safety Grants. Public Works recognizes and pursues these essential funding sources and is constantly seeking to actively write applications for these funds.
- Finance and Budget: Secure financial capacity to improve services and facilities.

Strategy 2 – Improve Level of Service

Supports policies 14, 18-23

- Partnerships: Form partnerships with the community, local governments, and local developers to foster transit orientated design in new projects to improve access to transit.
- Measuring, Monitoring and Evaluation: Utilize collective data from county departments and community organizations to evaluate access to, and impact of, multi-modal transportation options for all residents.
- Measuring, Monitoring and Evaluation: Kitsap County Public Works regularly monitors its Level of Service (LOS) on road segments as part of its concurrency program. The department is committed to pursuing methods to measure LOS at intersections, for non-motorized facilities and for the overall county road network.
- Measuring, Monitoring and Evaluation: Develop service improvements based upon measured performance and measured demand.

Would you like to be more involved?



Citizens can comment on transportation ideas by visiting http://www.kitsapgov.com/pw/sixyear_tip.htm

Strategy 3 – Grow Non-Motorized Access and Reduce Dependence on Single Occupancy Vehicles

Supports policies 35-3, 419

- Measuring, Monitoring and Evaluation: Kitsap County is committed to improving roads, non-motorized connections and safety funding that support the redevelopment of regional and local centers, thus encouraging growth in these centers and limiting the effect of urban sprawl in it more rural and sub-urban areas.
- Measuring, Monitoring and Evaluation: The County is committed to protecting the environment and limiting the effects that increased automobile usage has on air quality, climate change, wildlife, shorelines and water quality. Through proactive Stormwater programs such as storm water parks, rain gardens and filtration systems the county has committed to improving the water quality in Puget Sound.

- **Measuring, Monitoring and Evaluation:** Kitsap County is within an Air Quality Attainment area and is not eligible for Congestion Management, Air Quality funds, which are managed by the PSRC. However, the county recognizes the importance of maintaining favorable air quality emissions and as road improvement projects are proposed, air quality modeling is a part of the analysis of the project. This also pertains to storm water quantity and quality. The county will continue to pursue opportunities to monitor water quality via its participation in the Puget Sound Partnership.

Strategy 4 – Coordinate with Neighboring Jurisdictions

Supports policies 8, 9, 11, 17, 33

- **Partnerships:** Kitsap County is home to two Tribal governments, the Suquamish Tribe located in the community of Suquamish, and the Port Gamble/S'Klallam Tribe. The County is responsible for the roads within the Tribal borders and works with Tribal staff on issues of maintenance, improvements, non-motorized connections and safety. The county welcomes this strategic partnership and will continue to engage Tribal staff in matters pertaining to the reservations.
- **Partnerships:** Kitsap County is a major contributor to the success of the KRCC work program and supports efforts to identify and fund regional and local projects for the county, participating jurisdictions and ports within the county borders. The county will continue to participate in efforts to engage and support inter-jurisdictional cooperation to provide all of the county's residents a safe and reliable transportation network for all modes of travel.
- **Programs and Projects:** Implement service improvements to facilitate travel within the County and outside the County where demand is projected.
- **Finance and Budget:** The County will continue to pursue funding opportunities through PSRC for regional projects that support Regional Centers (Silverdale and Bremerton) and Manufacturing Centers (Bremerton National Airport area).

Strategy 5 – Recognize Changing Land Use and Demographic Trends

Supports policies 7-13, 16, 17, 33, 36

- **Public Participation:** Kitsap County has long recognized the need for residents to be able to express their desires with regard to the development of the transportation network. Public Works regularly engages the citizens through several Citizen Advisory Committees as well as engaging their input into the Transportation Improvement Program process. Public Works is committed to continuing this effort through these forums and individually through its Outreach Coordinator, whose mission is to inform the public well in advance of project design to minimize impacts of construction projects to the extent possible.
- **Partnerships:** The County will continue to participate in efforts to engage and support inter-jurisdictional cooperation to provide all of the county's residents a safe and reliable transportation network for all modes of travel.
- **Increase department collaboration** between Departments of Community Development and Public Works for prioritization and integration of Level of Service into Transportation

Improvement Program process.

- For public works project prioritization County staff will seek guidance from the Capital Facilities Plan if there is a short fall in project funding including such things as reevaluating the land use element or reviewing the concurrency ordinance.

References

- Kitsap County Non-Motorized Facility Plan
<http://www.kitsapgov.com/pw/bikeplan.htm>