

Chapter 8. TRANSPORTATION

8.1. Transportation Plan Context

The Transportation element identifies future system improvements derived from the analysis completed in both City Capital Facilities documents, the EIS for the Kitsap County 2006 Comprehensive Plan 10-Year Update and the Sidney/Pottery Multi-Modal Corridor Plan. In addition to roadway improvements, this element also identifies ways to provide more opportunities for pedestrians, bicyclists and transit riders.

The policy direction within this element provides new non-motorized transportation system links between residential areas and nearby employment and shopping areas. The objective of these policies is to reduce automobile dependence within the City, and to minimize the need to widen roads to accommodate increasing traffic volumes.

The purpose and vision of the transportation policy element is to provide a safe, dependable, properly maintained, fiscally and environmentally responsible multi-modal transportation system that is consistent with and supports the other elements of the Comprehensive Plan. The transportation system should respect community character, environment, and neighborhoods; improve mobility and safety; minimize impacts from regional facilities; and promote increased use of transit and non-motorized travel. The transportation system needs to be both locally and regionally coordinated, adequately financed, and community supported.

The goals and policies identified in this element are based upon existing conditions information and transportation systems analysis contained in the Kitsap County produced joint jurisdiction, Port Orchard/South Kitsap Sub-Area Plan and the 2006 Kitsap County Comprehensive Plan 10 Year Update and Environmental Impact Analysis. The data collected, analysis conducted, and capital facilities and transportation planning provided in those environmental document (Kitsap County 2006 Comprehensive Plan: Volume II, Environmental Impact Analysis, the Kitsap County and Appendix E: Transportation with additional supporting appendices) included supporting analysis and mitigation related to transportation facilities within the city, transportation impact analysis, proposed projects, performance standards, financial and implementation plan, and mitigation for the various alternatives considered. The document also incorporates the data, analysis, and updates provided in the Port Orchard Capital Facilities Plan 2006 update (Ordinance 026-06).

8.2. Transportation Vision

The transportation network of the City of Port Orchard is meant to serve the land use of the community and seek to achieve the most efficient means of transporting people

and goods. The City's transportation network shall support the land use of the community. However, the transportation network should not be the sole justification to increase land use densities. Therefore, in order to make consistent and sound land use decisions, the City will evaluate traffic modifications attributed to each land use change.

Transportation improvements are extremely expensive and time consuming. Unlike other public works improvements, there is normally not an identifiable revenue gain that can be attributed to the road's completion. Road construction planning must accommodate the future needs of the community without the cost of excessively over-building the project.

Constructing a road to accommodate the ultimate build-out of a neighborhood is normally not economically feasible. When a project is proposed, the City needs to evaluate the immediate traffic needs, the needs after project completion and the ultimate anticipated volume. Financial constraints may call for phasing the project to allow immediate relief and allowing for future improvements as land use requirements increase.

Our vision for Port Orchard is a community which: offers an inviting, attractive and pedestrian friendly waterfront atmosphere that provides a full range of retail and recreational activities while ensuring coordinated City and County regional Land Use Plans which promote a more efficient multi-modal transportation system.

8.3. Transportation Existing Facilities

The City of Port Orchard is a historical city with its origins along the water, namely Sinclair Inlet. As such, it is in the vicinity of numerous transportation assets, such as road, rail, air and marine.

8.3.1. Transit Services

The City of Port Orchard is serviced by Kitsap Transit, which also services most of Kitsap County including the Cities of Bremerton, Poulsbo, and Bainbridge Island. Kitsap Transit has developed a long range plan which contains historic data regarding its operation, future and financial plans. As a part of its plan, Port Orchard has joined with the other cities in an inter-local agreement with Kitsap Transit to implement Transportation Demand Management programs as required by the Washington Trip Reduction Law of 1991 (SSHB 1671). Under the agreement, Kitsap Transit is to ensure certification of consistency with the Metropolitan Transportation Plan requirements for Transportation Demand Management programs.

8.3.2. Roadway and Automobile System

State System

Port Orchard lies along Sinclair Inlet across from Bremerton in the heart of the Kitsap Peninsula. The major north-south route within the County is SR 3 which passes through the community of Gorst, about a mile north of the City of Port Orchard. SR 16

connects with SR 3 at Gorst and passes through Port Orchard ending ultimately in Tacoma by way of the Narrows Bridge.

SR 16 is primarily a four-lane divided highway providing major regional access between Kitsap County and the transportation network of the Central Puget Sound area. SR 16 is a full control access highway with two lanes with Class 3 managed access within Kitsap County and links South Kitsap with Pierce County, eventually connecting to Interstate 5 in Tacoma. Near Gorst, after SR 166 joins SR 16, SR 16 becomes six lanes. Where SR 16 joins SR 3 at Gorst, the number of lanes on SR 3 drops to four.

Port Orchard is also connected to the Seattle metropolitan area by the Washington State Ferry system. The Southworth ferry terminal is connected to Port Orchard by SR 160 and County roads. The Bremerton Ferry terminal is connected to Port Orchard by SR 304, SR 3, SR 16, and SR 166. However, the Kitsap Transit ferry provides direct pedestrian access timed to meet the Seattle/Bremerton Ferry.

SR 160 (Sedgwick Road) is the east/west ferry commuter route. It connects the Southworth ferry terminal with Port Orchard, SR 16, and eventually with SR 3. This highway has two lanes with minimum access spacing of 330 feet.

Kitsap County Roads

Minor county arterial roads serve as key elements in the county transportation system. These minor arterial roads link together state routes or connect the state route system to Port Orchard, to other major centers, and to the ferry system. For example, Bethel Road is a two lane north/south road located in eastern Port Orchard. As a north/south road, Bethel Road connects and intersects with Sedgwick Road, Lund Avenue, and SR 166. Bethel Road terminates in Port Orchard at Bay Street. Kitsap County roads and Port Orchard roads have been identified and analyzed within the joint Port Orchard/South Kitsap Sub-Area Plan and the 2006 Kitsap County Comprehensive Plan 10-Year Update and Environmental Impact Analysis.

City Roadway Network

The City of Port Orchard has defined its arterial, collector and local access streets to conform to federal standards. These streets qualify for financial assistance under federal or state programs as part of the transportation network. The City has added an additional definition for road management based upon daily traffic count in combination with Kitsap County Road Design Standards Manual and the Federal Functional Class Manual are all used as an indicator for determination of roadway classification and may be referenced in Appendix A, Functional Classifications of Public Roads Map:

ARTERIAL	Street with an average daily count of 10,000 vehicles or more.
COLLECTOR	Street with 2,000 or more, but less than 10,000, average daily traffic counts.
ACCESS	Streets with less than 2,000 average daily traffic counts. Streets that are not identified as arterial or collector are considered access streets.

Table 8-1: Port Orchard Roadway Networks Classification

Street Name	Portion
<u>Principal Arterial</u>	
SR 166	All
SR 160	All
SR 16	All

Street Name	Portion
<u>Minor Arterial</u>	
Bay Street	Westbay to Beach
Tremont Street	SR 16 to Lund
Sidney Avenue	SR 160 to SR 16
Sedgwick	Within City limits
PO Blvd	Bay to Tremont
Pottery	Tremont to SR 16

Street Name	Portion
<u>Arterial</u>	
Tremont Street	SR 16 to E. City limits
Bay Street (SR 166)	East City limits to Westbay
Bethel Avenue	Westbay to Bethel Roundabout
Sedgwick Road	SR 16 to E. City limits
Mile Hill Dr (SR 166)	Bethel Roundabout to E. City limits

Street Name	Portion
<u>Collector</u>	
Bethel	Wye to Lincoln
Olney	Bay to SR 166
Retsil	SR 166 to 4th
Sidney Avenue	Bay Street to SR 16
Pottery Avenue	Tremont to SR 16
Old Clifton Road	SR 16 to W. City limits
Port Orchard Boulevard	Bay to Tremont
Bethel Avenue	Bethel Wye to Lincoln
Mitchell Avenue	Bay to Melcher
Bay Street	Westbay to Tracy
Cline Avenue	Bay to Kendall

8.3.3. Marine Transportation Services

The Port Of Bremerton commissioned a 1994 study entitled Recreational Boating Demand. According to the study, there are 11,200 vessels in Kitsap County registered with the State of Washington. There are 6,363 boats shorter than 18 feet. There are 3,344 vessels between 18 and 25 feet long, and there are 1,525 over 25 feet long. The study analyzes demand from the four county regions and is based upon the residence of registered boaters and boaters using the Port's marina facilities. It estimates future demand based upon Office of Financial Management (OFM) population projections. The resulting forecasts are for 14,991 vessels by the year 2010, 16,887 by the year 2020, and 17836 by the year 2025.

These vessels when sorted by size identify Kitsap's contribution to the regional recreational demand. Boats over 25 feet long are usually moored while boats between 18 and 25 feet long may be moored depending on the owner's use and capabilities. Boats less than 18 feet long are generally stored on dry land.

Recreational Boating Services

The present supply of recreational boating services is provided by a mixture of private and public providers. The following table lists these by type.

Table 8-2: Port Orchard Marina Providers and Moorage

Type	Number of Providers	Number of Wet Moorage Slips
Public Ports	6	1,377
Other Government	2	0
Private for Profit	11	676
Condominium	4	453
Yacht Clubs	3	462
Total	26	2,968

Source: Recreational Boating Study Demand Assessment for Moorage, preliminary report for the Port Of Bremerton and Peratrovich, Nottingham & Drage Inc. by BST and Associates, Seattle, WA, February 28, 1994

Future Boating Services Needs

Although the Port's study is preliminary, it did analyze the supply of moorage by type and facility. It compared the existing supply with the expected demand. The report recommends additional surveys to determine facility needs for boat ramps and storage. Available records indicate that there are 21 salt water access boat ramps in Kitsap County and 9 fresh water access ramps. Only one is located in the City of Port Orchard. Since no record is kept or fee charged for use of most boat ramps, the study is unable to determine the existing or projected demand.

The study did analyze the supply of moorage and compares the existing supply with the expected demand. By the year 2010, this unmet demand is forecasted to grow to about 936, by the year 2020, unmet forecasted demand is approximately 1,352, and by 2025 unmet demand is approximately 1,560.

8.3.4. Airport and Aviation Services

Port Orchard is serviced by two airports. One is a general aviation facility about 5 miles southwest of the City called the Port Orchard Airport although it is privately owned. The second is the Bremerton National Airport (BNA), owned and operated by the Port Of Bremerton. BNA is a general aviation facility servicing the communities on the Kitsap and Olympic Peninsulas. BNA is a Part 139 Certified Airport authorized to serve U.S. Department of Transportation certified air carriers with more than 30 passengers. In 1992, there were 101 airplanes based at the airport. Three fixed base operators provide various but limited training, fuel and convenience services. In the last seven years, total

annualized operations range from 91,000 to 130,000 flights per year. BNA serves beginning amateurs as well as professional pilots and flights. BNA based planes range from 100-120 in numbers with the largest in size being C-130 and C-9 transports.

The Bremerton National Airport Master Plan projects a 74 percent increase in the number of planes based at the airport up to 202 airplanes by the year 2012. Along with the increase in the numbers of based aircraft, operations are forecasted to increase by the year 2025.

It has been estimated that the Navy could bring in as many as five weekly flights for a total 520 annual operations, if it chooses to utilize the airport for its C-9 transport aircraft activities to service area bases. For planning purposes, the future operations are forecasted to continue to be dominated by business oriented flights, private planes, flight training or other forms of noncommercial activity using single- and multi-engine piston aircraft.

The Master Plan for the airport does identify land use impacts on areas surrounding the runways due to the expanded operations. These impacts are related to the expected increase in noise levels. The Plan suggests that there is a need for an Airport Overlay Zone or Impact and Development Zones to protect the airport from encroachment of incompatible uses. The Plan's recommendations would affect only county planning areas and would not impact any lands within the current or projected City of Port Orchard.

The airfield consists of two converging runways, 1-19 and 16-34. Runway 1-19 is 6,200 feet long and 150 feet wide. Runway 16-34 is currently closed to aircraft. The Port of Bremerton provides the following data on the airports active runway, RW 1/19:

The City of Port Orchard may also benefit from the waterfront location on Sinclair Inlet as a landing site for private float planes and corporations such as Kenmore Air. Additional effort may be placed in accommodating float plane service and facilities within the City of Port Orchard as this mode of travel provides an additional means for transit within the Puget Sound area.

8.3.5. Rail Services

Burlington Northern Rail Road (BNRR) provides rail service to Kitsap County. Freight use is restricted to the U.S. Military by agreement. The U.S. Navy owns the rails from Shelton to Puget Sound Naval Shipyard and on to Bangor. The railroad is maintained as Federal Railway Administration Class 3 on a scale of 1 (low) to 6 (high). Burlington Northern Railroad provides one train per day service. At its closest point, the railroad right of way passes through the community of Gorst, about five miles north of the City of Port Orchard.

8.4. Level of Service

Port Orchard's road network needs to be consistent with Kitsap County's in South Kitsap. In order to establish and maintain this consistency, the level of service standard in the City of Port Orchard needs to be the same as that in the urban area of the

adjacent unincorporated area. The City's standard for estimating the traffic impact of specific land uses is the Institute of Transportation Engineers, Trip Generation manual. This manual is updated by transportation engineers and lists the traffic characteristics of specific business types.

Kitsap Regional Coordinating Council (PRCC) has coordinated efforts to develop transportation information. Major arterial routes throughout Kitsap County were studied and suggested service standards have been recommended by KJS and Associates. KJS has identified roadway functional classifications, known levels of service, and recommended roadway and transit standards. As used in the KJS analysis, level of service is based upon a determination of what is an acceptable amount of congestion. Congestion is measured by the delay that increases in traffic flow may cause while moving through a selected portion of a street. This change in flow is measurable and has become a standard throughout the industry. The following describes the full range of Level of Service (LOS) arterial standards.

Table 8-3: Level of Service (LOS) Designations and Descriptions

Level of Service	Description
A	Describes primarily free flow operations at average travel speeds usually about 90 percent of the free flow speed. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signals is minimal.
B	Represents reasonably unimpeded operation at average travel speeds usually about 70 percent of the free flow speed. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome.
C	Represents stable operations. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the average free flow speed.
D	Borders on a range in which small increases in flow may cause substantial increases in approach delay and decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free flow speed.
E	Characterized by significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
F	Characterizes arterial flow at extremely low speeds below one third to one quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse progression is frequently a contributor to this condition.

8.4.1. Setting Level of Service Standards

The Growth Management Act (GMA) requires cities to adopt local Level of Service (LOS) standards and ordinances that prohibit development if the adopted standard would be violated by development approval. Developments must be required to provide for necessary improvements within a six-year period with an additional extension of six years permitted on a case-by-case basis.

The Kitsap County Draft County-Wide Transportation Plan analysis suggests that cities, and other areas having urban characteristics, set a standard at 85% attainment of a Volume to Capacity (V/C) ratio of 0.89 that equates to a Level of Service "D" for cities and areas having urban characteristics. It also suggests a V/C ratio of 0.79 for rural areas or about Level of Service "C". This sort of standard acknowledges that about 15% of the area may be below level "D" from time to time. The suggested percentage of attainment (85%) of the Level of Service standard recognizes limitations including construction time lines, planning, and changing conditions.

Washington State's GMA requires that a standard for level of service be set but acknowledges the need for flexibility by providing for six years and extensions for the development of required improvements. Therefore, during that period, some portion of the facilities may be under development, design and construction. During that period, facilities may be experiencing congestion that is over the standard. As facilities are completed, improvements may initially provide transportation service that performs better than the adopted standard.

The level of service of roads within the City of Port Orchard
is an LOS of "D" or 85% of 0.89 V/C.

Level of Service D represents a tradeoff between the ideal of Level "A", and the realities of construction and financial capabilities. In the ideal, people could go anywhere anytime without delay or causing delays for other people. Level "D" represents the ability to travel most of the area's arterial and collector routes with only moderate delays (40% of peak) due to congestion levels. Congestion would be significant in the most well-traveled areas where there will be substantial decreases in both approach and arterial speeds. Most delays would be at lights, stop signs, and business areas (downtown, Mile Hill Drive, etc.) where most people would anticipate some delays, especially during peak periods. It should be noted that this established Level of Service does not apply to State facilities within the City of Port Orchard.

8.5. Transportation Funding

Funding for road improvements are comprised of numerous sources of revenue. A discussion of these sources is as follows:

Street Fund	The Street Fund for the City is comprised of revenue from the motor vehicle excise fuel tax and a portion of property tax revenue. It is allocated to the City based on the number of residents within the corporate limits. These funds can be used only for road projects
Current Expense	The City has supplemented the Street Fund with Current Expense money in previous years. Current Expense funds are have many sources including business taxes, local retail sales and use tax, property taxes, and motor vehicle excise tax.
Transportation Improvement Account (TIA)	The Transportation Improvement Board (TIB) is a Washington State Department of Transportation (WSDOT) organization used to distribute funds for road projects. The TIA funds are from the 1-1/2 cent motor vehicle fuel tax and are used for achieving a balanced transportation system. Multi-agency projects are a requirement.
Urban Arterial Trust Account (UATA)	The TIB administers this program which is funded by the 1-1/2 cent motor vehicle fuel tax. The program funds projects which reduce congestion and improve safety, geometrics and structural concerns
ISTEA & ISTEA II	The Inter-Modal System Transportation Efficiency Act (ISTEA) funds are federal funds to allow road improvements. These are programmed through the Metropolitan Planning Organization and the Puget Sound Regional Council. These funds are managed by the WSDOT.
Grants	Numerous Infrastructure and Transportation Grants from Local, State, Federal, and Private sources may be identified to assist with the funding of the Port Orchard Transportation improvements.

8.6. Transportation Goals and Policies

The goals and policies for transportation provide the primary foundation for this

Transportation Chapter and support the overall vision of the Comprehensive plan. These goals and policies are organized under the following categories: general transportation goals; transit goals, non-motorized goals; vehicular travel and roadways; performance standards; linkages with other elements; and community character.

State Objectives: Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans. (RCW 36.70A.020 (3))

8.6.1. General Transportation Goals

Goal 1. Encourage development of an efficient multi-modal transportation system based on local, municipal, tribes, countywide, and regional priorities in coordination with existing comprehensive and corridor development plans.

Policy T-1 Implement the roadway design standards, including acquisition of right-of-way as needed, as defined in the City's transportation Capital Facilities plans and Port Orchard Road Standards.

Policy T-2 Implement necessary transportation improvements as development in the City occurs, consistent with the City's Concurrency policies and SEPA requirements.

Policy T-3 Require new development and redevelopment to incorporate transit, pedestrian and other non-motorized transportation improvements, including bus shelters and/or pullouts, sidewalks, pathways, crosswalks, and bicycle lanes.

Goal 2. Provide a safe, comfortable and reliable transportation system.

Policy T-4 Control the location and spacing of commercial driveways and the design of parking lots to avoid traffic and pedestrian accidents, confusing circulation patterns, and line-of-sight obstructions.

Policy T-5 Designate and clearly demarcate appropriate routes for through truck traffic, hazardous materials transport, and oversized traffic.

Policy T-6 Require new development and redevelopment to incorporate appropriate street lighting as defined in the Port Orchard City Road Standards.

Policy T-7 Include sidewalks as required in the Port Orchard City Road Standards.

Goal 3. Develop a funding strategy and financing plan to meet the multi-modal and programmatic needs identified in the transportation element.

Policy T-8 Provide sufficient flexibility in the funding process to maximize the ability of local government to develop partnerships with federal and regional governments, other jurisdictions and the private sector to optimize funding sources for transportation projects.

- Policy T-9 Establish public/private partnership programs for funding the needed transportation improvements. Private sector funding generated within the City should primarily be allocated to improvements in or in adjacent Urban Growth Areas near the City.
- Policy T-10 Require developers to provide on-site and off-site road, safety, and other transportation improvements where necessary to serve the needs of the proposed developments and mitigate the impacts of their development on the surrounding neighborhoods.
- Policy T-11 Consider potential funding mechanisms such as, creation of a Port Orchard Traffic Impact Fee (TIF Program), establishment of a Transportation Benefit District (TBD), Proportional Share Mitigation via SEPA, grant funding, and Road Improvement Districts.
- Policy T-12 Work with Washington State Department of Transportation, Kitsap Transit, and the private sector to seek additional state and federal grant revenues for infrastructure improvements.
- Policy T-13 Allow phased development of transportation improvements.

Goal 4. Ensure the citizens and businesses in South Kitsap have the opportunity to participate in the development of transportation planning policy.

- Policy T-14 Establish and maintain a program for accessing and responding to local, community, and residential neighborhood traffic control concerns.
- Policy T-15 Maintain a transparent prioritization process for the development of the Port Orchard Six-Year Transportation Improvement Program.

Goal 5. Develop and implement Transportation programs within the City to assist in the application, monitoring, and review of transportation goals and policies.

- Policy T-16 Monitor the success of Transportation Demand Management (TDM) and Commute Trip Reduction Program (CTR) for the City of Port Orchard and the entire South Kitsap Area.
- Policy T-17 Develop one or more Transportation Management Programs (TMP) for the major development components of the City or communities within Port Orchard.
- Policy T-18 Encourage TMPs to be developed for commercial, business park, and industrial uses within the City.

8.6.2. Transit and Non-Motorized Goals

Goal 6. Provide a range of infrastructure incentives to encourage the use of non single occupancy vehicle modes of travel.

Policy T-19 Provide preferential treatments for transit, such as queue bypass lanes, traffic signal modifications, and safe, convenient, transit stops.

Goal 7. Work with Kitsap Transit to provide increased transit service to the City as development occurs.

Policy T-20 Identify possible corridors for future mass transit development such as light rail, bus rapid transit, etc.

Policy T-21 Encourage new development and redevelopment to include provision for bus pullout lanes, bicycle storage facilities, and safe, attractive transit shelters where appropriate.

Policy T-22 Support efforts to expand usage and infrastructure for mass transportation. Promote public/private partnerships, joint-use facilities, and Transit Oriented Developments within the City and adjacent Urban Growth Areas.

Policy T-23 Encourage installation of bicycle racks on buses and other transit vehicles.

Policy T-24 Work closely with Kitsap Transit in development of Park and Ride locations within and adjacent to the City. Ensure that land use and the site development are compatible with the goals and policies of the community.

Policy T-25 Park-and-Ride locations should be close to areas of housing, preferably within the City or adjacent Urban Growth Area boundary.

Policy T-26 Work closely with Kitsap Transit in the development of Transfer Centers and Multi-Modal Terminal locations within and adjacent to the City. Encourage and ensure that land use and site development are compatible with the goals and policies of the community.

Goal 8. Create a Transit Oriented Development (TOD) program in coordination with Kitsap Transit, Port Orchard Public Works Department, the Kitsap County Public Works Department, Port Orchard Planning Department and the Kitsap County Department of Community Development.

Policy T-27 Work with Kitsap Transit to develop a model Transit Oriented Development ordinance, policy, and development regulations to ensure that the program is compatible with the goals and policies of the community.

Policy T-28 Promote pedestrian and transit oriented development that includes access to alternative transportation and, in the interest of safety and convenience, includes features, such as lighting, pedestrian buffers, and sidewalks.

Goal 9. Work with Kitsap Transit to establish and designate convenient park and ride locations.

Policy T-29 Give priority to establishing park and ride lots in existing parking lots.

Policy T-30 Form partnerships with community organizations along easily accessible arterials that have underutilized or dormant parking during traditional commuting hours (i.e. churches, movie theaters, etc.).

Policy T-31 Support development of park-and-ride lots to serve the transportation needs of the City and adjacent Urban Growth Areas.

Policy T-32 Encourage park and ride lots within the City and adjacent Urban Growth Areas that are near residential areas.

Goal 10. Promote pedestrian, bicycle and other non-motorized travel.

Policy T-33 Require that internal streets make provision for non-motorized transportation opportunities, consistent with Port Orchard City Road design standards or approved variances.

Policy T-34 Require new development within the city to provide internal trails or paths that connect residential, neighborhood commercial, business parks, and other land uses within the city.

Policy T-35 Ensure that trails and paths provide convenient connections within City.

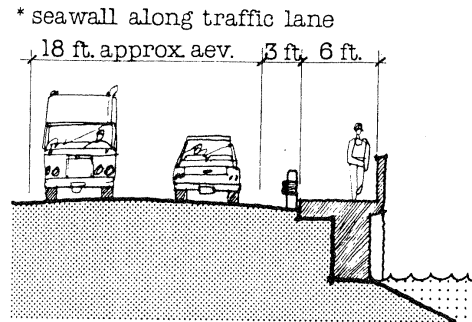
Policy T-36 Require new development and redevelopment to provide safe neighborhood walking and biking routes to schools.

Policy T-37 Adopt and require Kitsap County Bicycle Facilities Plan or similar recommended design standards for development of bicycle improvements including surfacing materials, signage, striping, drainage, barriers, bridges, lighting, parking facilities, width, grade separation, design speed, sight distances and horizontal and vertical clearances.

Policy T-38 Maintain existing and create new, engineered bike lanes.

Policy T-39 Require new development and redevelopment to comply with adopted street standards that require bike lanes on identified bike routes.

Policy T-40 Promote completion of "Mosquito Fleet" trail and pedestrian path components along Beach Drive. Require new development or redevelopment to provide paved shoulders along Beach Drive within Port Orchard City Limits extending to E. Ahlstrom Road.



Policy T-41 Require all new development and redevelopment projects to install frontage improvements, including new sidewalks, and bike lanes along Bay Street and Bethel Avenue.

Policy T-42 All new developments and redevelopment projects along the waterfront shall be required to install a minimum 10-foot wide boardwalk adjacent to the shoreline, to be dedicated to the City, along the entire width of the property.

Goal 11. Work to decrease the number of single-occupant vehicle (SOV) trips generated within the City, and support a mix of land uses to help internalize traffic within the City and to provide a relatively balanced use of transportation capacity during peak travel periods.

Policy T-43 Emphasize moving people rather than vehicles by providing a variety of ways to commute to work.

8.6.3. Vehicular Travel and Roadways

Goal 12. To provide an adequate system of arterials and collector streets which connect the City and adjacent development areas to the State highway system and adjacent arterials.

Policy T-44 Plan, design, and implement roadway widening and intersection improvements needed to provide additional capacity, and resolve potential operations and safety issues. Ensure that designs address non-motorized travel within and to/from the City.

- Policy T-45 Develop a collector road system to provide for access and circulation between the various developments in and adjacent to the City. Design the collector road system to reduce the potential need for local traffic to use the arterials.
- Policy T-46 Phase street and arterial improvements to meet the anticipated traffic generation of each development within the City.
- Policy T-47 Wherever possible, require that industrial, commercial or multi-family uses site access be to collectors. Minimize through-traffic on local residential streets.
- Policy T-48 When allowed, encourage access consolidation onto all streets to better utilize the roadway system.
- Policy T-49 Encourage whenever possible, reciprocal access agreements between adjacent compatible developments.
- Policy T-50 Reduce speed while maintaining connectivity on neighborhood streets using street design devices such as curb bulbs, "median obstacles", chicanes, traffic circles, or other measures proven safe and effective at reducing travel speeds.
- Policy T-51 Minimize local street widths and crossing distances.

Goal 13. Provide aesthetically pleasing streets.

- Policy T-52 Develop design guidelines and standards for landscaping, sidewalks, and maintenance within new developments.
- Policy T-53 Street Design Guidelines: Reflect the more urban nature of roadways within the City and within residential developments by encouraging, where appropriate, crosswalks and sidewalks, street trees and landscaping, traffic-calming strategies.
- Policy T-54 Minimize impacts of road construction on environmentally sensitive areas by properly managing damaging stormwater runoff and minimize and pollution from road use and maintenance.
- Policy T-55 Where possible for new development and redevelopment, require underground relocation or the under-grounding of overhead utilities to reduce the need for removal and maintenance of roadside vegetation.

Goal 14. Recognize the importance of easily accessible, attractive, and well dispersed parking as a valuable community asset.

- Policy T-56 Implement safety standards for interior parking and circulation for development in the City.

- Policy T-57 Consider reduction of parking requirements if a development provides alternatives for multi-modal uses such as Transportation Demand Management measures.
- Policy T-58 Consider reciprocal parking agreements and joint development of off street parking facilities between adjacent and compatible developments.
- Policy T-59 Discourage parking on arterials within the City unless absolutely necessary.
- Policy T-60 Encourage the development of a public / private joint use parking garage to facilitate downtown parking requirements.
- Policy T-61 Coordinate parking and transportation planning and projects with the Port of Bremerton in order to make the best use of the waterfront.

8.6.4. Performance Standards

Goal 15. Improve connectivity and mobility within the City through the identification and implementation of improvements that maintain Level of Service standards.

- Policy T-62 Review large land development applications and mitigation requirements as they occur over time based on traffic analyses using up-to-date traffic data.
- Policy T-63 Establish standards for local roads and monitor cut-through, non-local traffic. Establish a process for increasing control responses based on the severity of the disturbance to the neighborhood.

Goal 16. Promote environmentally sensitive and "Green" transportation solutions.

- Policy T-64 Encourage transit providers and organizations with large fleets of vehicles to utilize "green" fuel and reduce emissions / air pollution.

8.6.5. Linkages with Other Plan Elements

Goal 17. Support and Reinforce Coordination between Land Use and Transportation

- Policy T-65 Promote creation of coordinated corridor development plans for Tremont Street, Bay Street/Beach Drive (SR-166), Sedgwick Road (SR-160) and Mile Hill Drive/SR-166.

Policy T-66 Promote application and development of a Bethel Road Corridor Development Plan for Bethel Road SE extending from Beach Drive (SR 166) to the State Route 16 overpass.

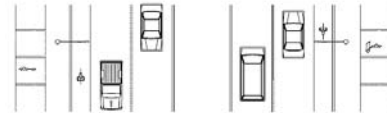
Policy T-67 Make transportation improvements available to support planned growth and adopted levels of service concurrent with development. "Concurrent" shall mean that improvement or strategies are in place at the time of development, or that a financial commitment has been made.

Policy T-68 Implement the Road Design Standards shown on the City's transportation plan and acquire needed right-of-way.

Policy T-69 Require dedication of anticipated right-of-way for any land use approvals of developments for all roadways.

Goal 18. Require implementation of the Bethel Road Corridor Development Plan

Policy T-70 Work with Kitsap Transit to focus transit funding of proposed transit improvements on Bethel Road Corridor.



Policy T-71 Promote separated bicycle lanes, separated sidewalks, and Access Management Plans as proposed in the Bethel Road Corridor Plan.



Typical roadway section for Bethel Road.
Source: Kitsap County: Bethel Road Corridor Development Plan, 2000.

Policy T-72 Seek funding for widening and improvements along Bethel Avenue.

Goal 19. Provide a transportation system that will support economic development.

Policy T-73 Establish and identify through clear signage, a truck and oversized load route.

Policy T-74 Apply appropriate street design standards for industrial and commercial districts, which allow for the easy movement of goods and services.

8.6.6. Community Character

Goal 20. Develop transportation improvements that respect the natural and community character and are consistent with both the short- and long-term vision of the Comprehensive Plan

- Policy T-75 Restore / create unique neighborhood aesthetics via formation of distinctive streetscapes and traffic controlling devices.
- Policy T-76 Minimize the impacts of traffic on residential neighborhoods by discouraging the use of local access streets by non-local traffic.
- Policy T-77 Prohibit commercial development from utilizing local residential roads as access points.
- Policy T-78 Analyze accident data to determine where safety-related improvements are necessary. Prioritize and implement safety-related improvements during the transportation planning process.
- Policy T-79 Install sidewalks along Bay Street, Bethel Avenue, and side streets where none currently exist. Sidewalks should be on both sides of the street in the Downtown Gateways.
- Policy T-80 Enhance current crosswalks on Bay Street to increase pedestrian safety.
- Policy T-81 Encourage easements and interconnectivity between properties for vehicles and pedestrians.
- Policy T-82 Encourage bicycle commuting with a waterfront boardwalk that minimizes contact with vehicles.
- Policy T-83 Provide street landscaping on City streets.

8.7. Recommended Actions

- Budget annually for at least one improvement to street landscaping including parkways, traffic islands and pedestrian ways.
- Develop design guidelines and standards for landscaping, sidewalks, and maintenance within new developments.
- Develop a bikeway and pedestrian plan consistent with the Kitsap County Greenways Plan.

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