

Chapter 4: Transportation				
Existing No.	Notes	Policy Language	Relevant Plans	Development Regulation Updated Required (Y/N)
GOAL TR-1		Streets shall be constructed to improve the function, safety and appearance of the citywide street system.		N
Policy TR-1.1		All streets constructed or reconstructed within the City shall meet the <u>City's Construction</u> 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 <u>Figures TR-3 and TR-4, Complete Streets Plan, City Construction Standards,</u> and the Transportation Plan Update <u>2024-2016 (as amended or updated)</u> prepared for the City of Poulsbo and included as Appendix B-4 to this Comprehensive Plan document.		N
Policy TR-1.2		The City shall require that all streets – new construction, retrofit or reconstruction – be complete streets, built to accommodate as appropriate all travel modes in compliance with the City's design standards and plans for streets, <u>bikes bicycles</u> and pedestrian facilities and safety elements. <u>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.</u>		N
Policy TR-1.3		The City shall identify mode priorities and mode balance for specific arterial and collector streets consistent with the <u>City's adopted</u> complete streets policy <u>and foster equitable access, connections, and mobility for all people in Poulsbo.</u> Street construction standards will be updated to reflect complete street and mode balance goals.	PSRC Vision 2050	N
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. <del>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).</del> 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, <u>transit services</u> , or any other method that is acceptable to the City and that will result in actual mitigation for the impacts of the development. 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.		N
Policy TR-1.5	Deleted, combined with TR-6.2	<del>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.</del>		N
GOAL TR-2		Maintain adopted level of service <del>on City streets that for the City's transportation system that</del> mitigates the impacts of new growth and is adequate to serve adjoining land uses.		N
Policy TR-2.1		<del>Develop a transportation system that will maintain a LOS E or better for arterials, LOS D or better for collectors and LOS C or better for local roads. The level of service shall be calculated with the delay method described in the most recent edition of the Transportation Research Board's Highway Capacity Manual. 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.</del>		N
Policy TR-2.2		<del>A concurrency level of service standard of LOS F is established for the following roadway segments:</del> <ul style="list-style-type: none"> <li><del>• Front Street from Bond to Jensen</del></li> <li><del>• Torval Canyon from Front Street to 4<sup>th</sup> Avenue</del></li> <li><del>• Viking Way from the southern City Limits to Bovela</del></li> <li><del>• Lindvig from Viking Avenue to Bond Road</del></li> </ul> A concurrency level of service standard of LOS F is established for the following intersections: <ul style="list-style-type: none"> <li>• all legs of 7<sup>th</sup> and Liberty intersection;</li> <li>• all legs of 10<sup>th</sup> Avenue and Forest Rock Lane intersection;</li> <li>• all legs of 8<sup>th</sup> Avenue and Lincoln Road intersection;</li> <li>• Front Street and Torval Canyon intersection;</li> <li>• Front and Jensen intersections;</li> <li>• all legs of Front, Fjord and Hostmark intersection(s);</li> <li>• Lindvig Way at Bond Road,</li> <li>• Lindvig Way/Finn Hill Road at Viking Avenue; and</li> <li>• LOS failures where corrective action is not physically or technically feasible or fails to satisfy warrants or design requirements.</li> </ul>		N
Policy TR-2.3	Deleted	<del>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.</del>		N
Policy TR-2.4	Deleted	<del>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.</del>		N
Policy TR-2.3	TR-2.3 was TR-2.5	For those roadway <del>segments and</del> intersections with an adopted LOS F designation <u>identified in Policy TR-2.2</u> , the City may implement mitigation measures that address impacts associated with adoption of the LOS F standard, but that do not necessarily add capacity. These mitigation measures may include transportation demand management (TDM) or transportation system		N

		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.		
Policy TR-2.4	TR-2.4 was TR-2.6	Development projects that contribute traffic to LOS F designated <del>roadway segments and</del> intersections may be required to partially or fully participate in funding or constructing the mitigation measures identified pursuant to Policy TR-2.5 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)		N
Policy TR-2.5	TR-2.5 was TR-2.7	The City will seek funding for TDM and TSM actions and projects that help to mitigate and alleviate adoption of the LOS F standard. These actions and projects will be designed to encourage shifts from single occupancy vehicles, increase the availability and quality of non-motorized facilities, and support development of complete street projects that address multiple transportation modes as well as economic development and safety.		N
Policy TR-2.6	TR-2.6 was TR-2.8	The transportation facility improvements identified in the Capital Facilities Plan of this Comprehensive Plan shall be based on achieving <del>these the</del> level of service standards <del>identified in Policies TR-2.1 through TR-2.7</del> for the twenty-year planning horizon required by the Growth Management Act and the expanding travel choices identified in Policy TR-2.9. 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.		N
Policy TR-2.7	TR-2.7 was TR-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, <del>2022-2023 2007-2026</del> and the applicable level of service standard set forth in Appendix G thereof is LOS "D" <del>and are not subject to the City's concurrency standards.</del>  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."		N
Policy TR-2.8	TR-2.8 was TR-2.10	Develop <del>Maintain</del> 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.		N
Policy TR-2.9	TR-2.8 was TR-2.10	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.		N
Policy TR-2.10	New	<del>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. The minimum active transportation LOS shall include active transportation facilities as defined in the City's Complete Streets Plan. 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.</del>		Y
GOAL TR-3		<del>Implement Administer</del> a concurrency ordinance to ensure consistent level of service on City-owned streets, and as mandated by the Growth Management Act (GMA).		N
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 <del>adopted Level of Service standards LOS E</del> , 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, <del>and TR-2.2 and TR-2.10.</del>		N
Policy TR-3.2	No change	In order to ensure concurrency for transportation facilities, final development permit approval must contain a finding of one of the following: <ul style="list-style-type: none"> <li>• The necessary transportation facilities and services are in place at the time a development permit is issued; or</li> <li>• 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</li> <li>• 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</li> <li>• The City has in place binding financial commitments to complete the necessary transportation facility within six years; or</li> <li>• The City has identified and has or plans to implement identified Transportation Demand Management (TDM) strategies.</li> </ul>		N
GOAL TR-4		Provide a safe, efficient, <del>equitable</del> and reliable transportation system <del>that works towards eliminating traffic injuries and deaths.</del>		N
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.		N
Policy TR-4.2		<del>Develop a "Vision Zero" strategy that focuses on transportation improvements, education and enforcement measures to eliminate traffic deaths and injuries for all users of Poulsbo's streets. Protect and enhance neighborhoods with an active program that focuses on safety, safe routes to school, traffic calming, education, and enforcement.</del>		N
Policy TR-4.3	Deleted	<del>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.</del>		N
Policy TR-4.4	Deleted	<del>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.</del>		N
Policy TR-4.5	Deleted	<del>Provide adequate lighting for roadway and intersection visibility in accordance with adopted standards.</del>		N

Policy TR-4.6	TR-4.3 was TR-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.		N
Policy TR-4.7	TR-4.4 was TR-4.7	<del>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:</del> <ul style="list-style-type: none"> <li><del>• Establishment of a Citywide traffic calming methodology;</del></li> <li><del>• Alternatives to standard intersection controls, such as roundabouts;</del></li> <li><del>• Inclusion of a bicycle lane within local street standards;</del></li> <li><del>• Inclusion of vegetative strips with street trees along edges of streets and within median planting strips, to be included within local street standards;</del></li> <li><del>• Sight distance standards appropriate for local residential and commercial streets; and</del></li> <li><del>• Inclusion of an alley standard for both residential and commercial uses;</del></li> <li><del>• Low impact development techniques for street storm water runoff.</del></li> </ul>		N
Policy TR-4.8	TR-4.5 was TR-4.8	Protect Poulsbo'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.		N
GOAL TR-5		Provide safe and reliable transportation facilities and services to promote and accommodate the growth that is anticipated under this plan.		N
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.		N
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.		N
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.		N
Policy TR-5.4		Utilize transportation demand management (TDM) strategies to reduce the need for new roads and capacity improvements.		N
Policy TR-5.5		Utilize transportation system management (TSM) strategies, such as parking restrictions, 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.		N
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.		N
GOAL TR-6		Coordinate land use and transportation planning to manage growth.		N
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.		N
Policy TR-6.2		Improve connectivity of neighborhoods and commercial areas by planning an integrated grid of public paths, bikeways and complete streets that connects to existing and future parks, shopping, healthcare, residential and commercial development.		N
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 years to ensure that the City is being responsive to potential changes and needs of the City's street system. The Map 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.		N
Policy TR-6.4		Acquire needed rights-of-ways based on Poulsbo'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.		N
Policy TR-6.5		Establish transportation needs and requirements of proposed development projects early in the permit review process.		N
Policy TR-6.6		Ensure environmental protection, water quality, and other applicable environmental standards, through best management practices during the construction and operation of the City's transportation system, including: <ul style="list-style-type: none"> <li>• Facility designs, in particular, collection and treatment of storm water and surface run-off.</li> <li>• Avoiding construction during rainy season.</li> <li>• Regular and routine maintenance of the City system.</li> </ul>		N
Policy TR-6.7		Maintain and regularly update the City's Transportation Plan. The transportation functional plan is the guide for implementing and funding strategy for the City's transportation programs, projects and services.		N
Policy TR-6.8		Establish 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.		N
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.		N
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 2036 Transportation Facility Improvements, of which the appropriate projects will be prioritized in the City's annual Six-Year Capital Improvement Program.		N

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.		N
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: <ul style="list-style-type: none"> <li>Identify alternative sources of funding for needed improvements;</li> <li>Revise its LOS standards to match available revenues;</li> <li>Reassess the Comprehensive Plan and revise it as appropriate to achieve a balance between land use, revenues and level of service.</li> </ul> The City Council's Capital Improvement Planning Committee shall review and provide recommendations to the City Council on alternatives if a funding shortfall occurs.		N
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.		N
Policy TR-7.5		The City will evaluate formation of a Transportation Benefit District (TBD) as a mechanism to fund local road improvement and preservation projects. The TBD evaluation will consider funding needs, TBD options and implementation plans.		N
GOAL TR-8		Participate in regional transportation coordination plans and programs to ensure and promote Poulsbo's role in the regional transportation network.		N
Policy TR-8.1		Coordinate Poulsbo's transportation plans, policies, and programs with those of other jurisdictions serving Kitsap County to ensure a seamless transportation system. Focus particularly on cooperation with the Kitsap Regional Coordinating Council, Puget Sound Regional Council, Peninsula Regional Transportation Planning Organization, Washington State Department of Transportation highway and ferry divisions, Kitsap County, Kitsap Transit or other appropriate regional entities.		N
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		N
Policy TR-8.3		The City, in the interest of 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.		N
Policy TR-8.4		Coordinate City transportation planning and capital project development and implementation with Kitsap County, Kitsap Transit, WSDOT and non-motorized advocacy groups to ensure that City plans, and projects connect and reflect regional transportation system networks, goals and needs.		N
GOAL TR-9		Develop and maintain high quality, affordable and connected pedestrian, bicycle and transit facilities.		N
Policy TR-9.1		Strive to develop and maintain non-motorized facilities that provide <del>convenient commuter and recreation use as</del> an alternative to motorized travel.		N
Policy TR-9.2		Require pedestrian facilities on all public <del>streets as defined in the City's Construction Standards and Complete Streets Plan</del> that provide safe transportation for users of all ages and abilities, including most vulnerable users such as children, elderly and the disabled. <del>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.</del>		N
Policy TR-9.3		<del>Develop a non-motorized network plan that</del> <del>The Poulsbo Complete Streets Plan shall identify shows</del> 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.		N
Policy TR-9.4	Deleted, combined with Policy TR-9.2	<del>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.</del>		N
Policy TR-9.4	Policy TR-9.4 was TR-9.5	The City shall <del>identify and prioritize sidewalk and nonmotorized projects on its 6-year Transportation Improvement Plan (TIP) and identified in the Capital Facilities Plan of the Comprehensive Plan, maintain a Sidewalk Improvement Program, which is reviewed annually, and funded through the City's budget.</del>		N
Policy TR-9.5	Policy TR-9.5 was TR-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 <del>are</del> close to commercial areas, transit stops, schools, parks or other facilities. Use of stairs may be necessary due to topography.		N
Policy TR-9.6	Policy TR-9.6 was TR-9.7	Using the <del>Complete Streets Plan non-motorized modal map</del> as a guide, the City shall identify arterial and collector streets where <del>bicycle facilities can be added to</del> the existing roadway <del>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.</del>		N
Policy TR-9.7	Policy TR-9.7 was TR-9.8	The City shall seek opportunities to provide separated shared use paths outside of street right-of-ways.		N
Policy TR-9.8	Policy TR-9.8 was TR-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.		N
Policy TR-9.9	Policy TR-9.9 was TR-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. <del>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.</del> <del>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.</del> <del>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.</del>		N

Policy TR-9.10	Policy TR-9.10 was TR-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 <del>and Bond Road</del> .		N
GOAL TR-10		Improve access and capacity of public transportation to help alleviate congestion and <del>improve</del> <u>expand</u> transportation options that <u>provide connections within Poulsbo and</u> connect the City to other local and regional centers.		N
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. <del>Work with Support and coordinate with</del> <u>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.</u>		N
Policy TR-10.2		Actively participate with other regional stakeholders in planning and implementation of improvements to SR305 that will enhance public transportation accessibility, capacity and connection to the City motorized and non-motorized network.		N
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 <u>and implement services that</u> to increase <u>transit</u> capacity, provide <del>trolley or</del> shuttle service <u>or allow for on-demand transit options</u> throughout the City, <u>with an aim to</u> reduce service deficiencies and increase ridership on under-utilized routes.		N
Policy TR-10.4		<u>Prioritize investments in multi-modal transportation facilities to improve access to the Kitsap Transit designated SR 305 high-capacity transit corridor.</u> Increase <u>transit</u> Park and Ride access and capacity within the City by identifying potential <del>Park-and-Ride</del> locations that are <u>or can be</u> connected by multiple transportation modes, serve the SR305 corridor <u>center</u> and connect Poulsbo to regional centers and surrounding communities throughout the region.	PSRC Vision 2050	N
Policy TR-10.5		Continue coordinating with Kitsap Transit <del>during development permit application</del> , 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.		N
Policy TR-10.6		Support transit-oriented development by promoting residential land uses and development which are within walking distances of transit <u>service and</u> facilities. Provide high quality pedestrian and bike facilities that link residential and commercial areas with transit <u>service and</u> facilities.		N
Policy TR-10.7		<del>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.</del>		N
GOAL TR-11		Transportation improvements within the City shall <u>promote transportation equity through services and infrastructure improvements.</u> <del>comply with requirements of the Americans with Disabilities Act (ADA).</del>		N
Policy TR-11.1		Build an accessible transportation system focused on intermodal connectivity and removal of barriers to personal physical mobility.		N
Policy TR-11.2		<del>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.</del>		N
Policy TR-11.3		<u>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.</u>	PSRC Vision 2050	N
Policy TR-11.4		<u>Ensure transportation improvements do not impose external impacts (such as increased air pollution, infrastructure costs, or crash risk), on historically marginalized or underserved communities.</u>	PSRC Vision 2050	N
Policy TR-11.5		<u>Promote programs and projects that expand bicycle and pedestrian facilities and access to transit for historically marginalized or underserved communities.</u>	PSRC Vision 2050	N
Policy TR-11.6		<u>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.</u>	PSRC Vision 2050	N
GOAL TR-12		Strive to protect air quality, reduce pollution and support reduction of vehicle miles traveled.		N
Policy TR-12.1		Observe and support federal and state clean air acts <del>by maintaining conformity with Vision 2040</del> and <del>by following</del> <u>follow</u> the requirements of Chapter 173-420 Washington Administrative Code (WAC) "Conformity of Transportation Activities to Air Quality Implementation Plan."		N
Policy TR-12.2		<u>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. Support and coordinate with federal, state, and regional actions to facilitate the transition towards alternative energy sources and reduce greenhouse gasses from transportation sources.</u>	PSRC Vision 2050	N
Policy TR-12.3		Reduce pollution and greenhouse gases by encouraging <u>alternatives to the single-occupancy vehicle, including telecommuting/teleworking, car sharing, transit, and non-motorized travel.</u> <del>alternative transportation modes, as an alternative to driving alone, which results in reduction of vehicle miles traveled.</del>	PSRC Vision 2050	N
Policy TR-12.4	New	<u>Support installation of EV charging stations on private owned property and explore options for the development of charging facilities on publicly owned property.</u>		N
Policy TR-12.5	New	<u>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.</u>		N