2/26/2016

TRANSPORTATION ELEMENT

TABLE OF CONTENTS

INTRODUCTION 1

GOALS AND POLICIES 8
Multimodal 8
Non-Motorized System 8
Ferry Service 12
Bus Service 12
Transportation Demand Management 13
Operation and Mobility 14
State Route (SR) 305 15
Neighborhoods 17
Safety and Maintenance 17
Parking 18
Community Character 19
Environment 20
Community Involvement 20
Regional Coordination 21
Transportation Financing 22

TRANSPORTATION ELEMENT

INTRODUCTION

NOTE: NEW LANGUAGE SHOWN IN BLUE IS FROM THE DRAFT IWTP (CHAPTER 3) BLACK STRIKETHROUGH/UNDERLINE SHOWS ADDITIONS/DELETIONS TO IWTP TEXT

Purpose and Structure of the Transportation Element

The Growth Management Act requires that a Transportation Element be consistent with and implement the Land Use Element and that it contain a number of specific sub-elements.[i] The primary focus of this Element is to set forth a Transportation Vision, Goals and Policies consistent with the rest of the Comprehensive Plan and to provide direction to implementing actions. Other GMA requirements, including a detailed inventory of transportation facilities, identification of needs, projects to meet those needs, and financing for those projects, are contained in the Island Wide Transportation Plan (IWTP). The IWTP is a functional plan, technical rather than policy in nature, and provides the primary means for carrying out the policy direction of the Transportation Element. The IWTP is hereby adopted by reference.

~~One of the most important issues to the Bainbridge Island community is the~~ The Comprehensive Plan's Guiding Principles and Policies emphasize the important relationship between the Island's transportation system ~~elements~~ and ~~the character of the~~ community character, livability, public ~~health,~~ safety, economic vitality and ~~the~~ environmental quality. Implementation of the Transportation Element ~~chapter important discusses each of these elements to the transportation system, identifies how this Plan responds to these issues, and provides examples of transportation system features that illustrate these concepts.Transportation~~ plays a large role in the sustainability of Bainbridge Island's economy and environment and the quality of life of its ~~Bainbridge Island~~ residents.

Existing Conditions and Challenges

The ferry ~~terminal~~ to Seattle and the Agate Pass Bridge are the only two public options for travel to or from ~~off~~ the Island. Bainbridge is largely a bedroom community of Seattle and Kitsap County so ~~and~~ many Islanders commute off-island by ferry or bridge. Likewise, many on-Island workers commute from off-island. Lengthy commute times by ferry or being stuck in traffic on SR305 mean spending hours away from family, friends, and activities. Speeding and cut-through traffic makes neighborhood streets feel unsafe. During commute hours, SR 305 creates a wall across the Island. Reliable and efficient transportation on and off island is important to balance jobs and housing and maintaining the quality of life for Island residents.

Poor quality or non-existent bicycle and pedestrian facilities can be a deterrent to residents walking or bicycling for transportation, connecting to transit, traveling to schools and parks, as well as for recreational purposes. Non-motorized facility networks provide options for active

modes of transportation allowing residents to make healthy lifestyle choices. Walkability and bikeablity are desirable characteristics of neighborhoods. An increasing number of Island residents are choosing to walk and bike to goods and services in the urban developed area of the Island and to work.

How people choose to travel is a key element of both environmental sustainability and quality of life. Transportation is a significant contributor to climate change, as it accounts for a high percentage of greenhouse gas emissions. ~~The City's~~ This Comprehensive Plan focuses growth in designated centers ~~urban areas such as~~ such as Winslow, Lynwood, Rolling Bay, and Island Center. ~~and the Neighborhood Service Centers~~. The High School Road shopping area is designed to be automobile-oriented while the Winslow Master Plan for downtown stresses designing for pedestrian and bicycle modes of transportation. With good planning and implementation of mixed use and higher densities within these centers ~~urban areas~~, development can lead to a more sustainable growth pattern and preserve community character. Investments in infrastructure for active transportation modes and access to transit ~~allow for~~ enable reduced dependence on the automobile, ~~and present an opportunity for the Island to develop more sustainably,~~ which in turn reduces the Island's ~~its~~ greenhouse gas emissions and improves the quality of life for Island residents.

Transportation infrastructure and associated drainage have direct impacts on the environment. Storm water run-off can contribute to water pollution, flooding, and water temperature elevation. The road network right-of-way presents many opportunities to incorporate sustainable stormwater practices to provide positive contributions to environmental sustainability

Balancing Community ~~Needs~~ Interests

One of the challenges ~~more difficult aspects~~ of improving a transportation system is finding the right balance between sometimes competing community interests ~~needs and desires~~. For example it may be best to construct a sidewalk/separated pathway on one side of the roadway rather than on both sides to reduce impacts to vegetation.
Evaluating the trade-offs and weighing the importance among ~~between~~ competing community goals ~~and design guidelines~~ is an important function of the City of Bainbridge Island. ~~Table TR-1 illustrates the issues that can arise for a variety of transportation~~ ~~improvements.~~

~~Public Works~~ The City uses the community values in the Comprehensive Plan when developing project objectives. The City of Bainbridge is committed to the principles of *context sensitive* solutions. Public Works staff strive to facilitate public engagement when developing capital projects to evolve and refine the community's values as they relate to each project.

Transportation Vision for Bainbridge Island

~~A vision is a statement that provides an overall direction to the Plan. to It encompasses a variety of transportation topics, but summarizes them into an overall thought or statement. Goals and policies are statements that reflect the vision of the community. The goals and policies address issues and concerns, define community priorities, develop framework for transportation solutions, and guide their implementation.~~

~~Promote Provide~~ Bainbridge Island has a safe, dependable, properly maintained, and fiscally responsible, multimodal transportation system. ~~promote~~ The system has active transportation modes and transit~~,~~ consistent with and supporting the other Elements of the Comprehensive Plan. The transportation system ~~should~~ improves mobility and safety for all users while respecting the ~~community~~ character of neighborhoods and ~~the~~ maintaining a climate resilient environment. The system ~~needs to be~~ is regionally coordinated, adequately financed, and community supported. ~~The system should be designed to provide these attributes over the design lifetime, including considerations regarding climate change.~~

MOVED TO APPENDIX
~~GMA requirements for Transportation Element~~

Transportation Issues (NOTE: This section is from Ch 2 IWTP)

As population grows on the Island and in Kitsap County more demand is placed on the Island's roadway network and the regional SR305 Corridor. As traffic volumes and vehicular-related congestion increases, so do conflicts with bikes/pedestrians and the need for transportation improvements to accommodate all modes of transportation and a wider range of users. We need to consider how future growth will affect the community, and how to preserve the character and livability of Bainbridge Island. The following list identifies and briefly describes the community's transportation issues.

A. ***Limited Transportation Choices*** – Given the relative lack of non-motorized infrastructure in many parts of the Island, and limited transportation services, many Islanders are dependent on individual automobile travel as their only practical and safe transportation option. In order to meet the needs of a growing population and maintain or improve quality of life on the Island, we need to provide better transportation options to improve mobility for all ages and abilities.

B. ***Roadway Congestion*** – Traffic on Island roadways, particularly on SR 305 and within Winslow, can result in a variety of issues such as making it difficult to "get around" by automobile, traffic "spilling over" into adjacent neighborhoods, and making it more difficult for transit and non-motorized users to get to their destinations in a timely manner. Congestion related to ferry loading and unloading creates surges on Island roadways every 45 to 50 minutes. In the afternoon hours, impacts from ferry activities can snarl area traffic and cause traffic delays. In addition to ferry traffic, the SR 305 Corridor has experienced increasing congestion due to commuters traveling on and off island across the Agate Pass Bridge. Congestion and increased travel times are experienced during commute hours along the SR 305 Corridor.

C. ***SR 305 Traffic Congestion*** – Concern surrounds the future of the SR 305 Corridor. While the existing configuration of two lanes is adequate during off-peak hours, peak hour traffic coupled with surges from exiting ferry activities have resulted in high levels of congestion at multiple locations. This affects Island residents using the corridor, off-Island commuters, and increases the difficulty of cross-Island travel, resulting in higher

volumes of traffic on local streets when drivers try to avoid SR 305 congestion. Access to SR 305 is becoming increasingly difficult at the north end of the Island.

D. ***School Related Congestion*** Congestion related to schools ~~in the north end of~~ ~~the urban center of~~ ~~Winslow~~ has become more problematic, such as intersections on New Brooklyn and Sportsman Club Roads. ~~With Woodward and Sakai Schools now on the same schedule, there is significant traffic congestion at intersections along New Brooklyn Road. Increasingly,~~ Youth are routinely being driven to and from ~~after~~ school and not taking the school bus, walking, or bicycling to home or to after-school activities, causing additional demands on the transportation system ~~in the Winslow Area~~.

E. ***Greater Winslow Area Traffic Congestion*** – Residential and economic ~~The~~ growth ~~of vehicular traffic~~ on Bainbridge Island, particularly in the Winslow subarea, has resulted in more vehicles on the street system. Intersections are increasingly congested, in particular during commute and school drop off and pick up times, but also in general. ~~Increasingly,~~ These impacts are felt on streets adjacent to major corridors. Residents of these streets feel that the impacts of high traffic volumes and travel speeds need to be controlled to maintain the quality of the neighborhoods.

F. ***Motor Vehicle Speeds and Speed Limits*** – Excessive vehicular speeds puts the traveling public at greater risk especially for walkers, wheel chair users, and bicyclists. Many Island roads lack shoulder facilities or separate bicycle and pedestrian infrastructure. Speeding vehicles discourage ~~Speeds are a barrier to~~ many people who want to walk, use a wheelchair, or ride a bicycle for transportation or recreation in many areas on the Island.

G. ***Non-Motorized Travel*** – Non-motorized modes of transportation are important to many Islanders and the need for improved non-motorized infrastructure has consistently ranked high in community surveys. ~~The City has, and continues to, invest significant resources in planning and implementing non-motorized improvements.~~ While significant improvements have been made, many parts of the Island infrastructure are not adequate to serve the needs of users of all ages and abilities. As a result, many people remain dependent on cars as the only practical and safe means of travel. Many people do not feel safe walking and biking outside of the urban center of Winslow.

H. ***Transit Service*** – ~~Bainbridge Island is a bedroom community of Seattle and ferry service is essential for many Islanders.~~ Ferry Service is vital to many residents who work in Seattle and to the local and regional economy. As automobile capacity and parking space at the ferry terminal is limited, non- motorized facilities with connectivity to the ferry and transit service are important to many Islanders for sustainably accommodating population growth. ~~In recent years ferry auto use has declined and walk on passenger growth has moderated.~~ WSF forecasts significant growth of non-motorized trips ~~and automotive trips to remain flat~~ in the coming decade.

Kitsap Transit provides bus service connecting many areas of the Island to the ferry and ~~the urban center of~~ Winslow. Kitsap Transit is working to expand service during non-peak hours and to inter-Island locations, and many in the community would like to see this service maintained and expanded. This service has provided valuable mobility to the community, especially for older people, those with disabilities and younger populations.

I. ***Transportation Network Connectivity*** – Bainbridge Island's roadway system has few roadways that contribute to the development of a "network". Many parts of the Island have only a single way to access the area, such as the ~~Point White/Crystal Springs~~ Beans Bight, West Port Madison or Agatewood areas. Mobility, emergency access, emissions, and circulation can all be improved with better roadway connections. Alternative modes of travel are a high priority for many Islanders. Expanding the Island's network of both on-street and off-street non-motorized facilities is needed to provide neighborhood, inter-island, and regional connectivity.

J. ***Climate Change*** – Transportation is both ~~vulnerable to climate change and~~ a ~~potential~~ cause of climate change, and provides opportunity to mitigate climate change. Creating a transit plan that reduces ~~transportation~~ emission of greenhouse gases, and increases our community's *resilience* to the effects of climate change~~, and can itself withstand the effects of climate change~~ is a priority. These criteria should be used to evaluate all transportation solutions and proposed projects.

K. ***Roadway Intersection Congestion*** – At locations other than SR 305, intersections may limit capacity as the Island population grows. Islanders are increasingly concerned about relieving intersection capacity at school locations and during commute times in the urban center of Winslow. Intersection congestion can also lead to delay for non-motorized users, in particular bicyclists where riders share the road with vehicles.

~~***Roadway and Intersection Safety*** – There are some Island locations where there has been a history of or a potential for accidents. The perception of these locations as unsafe may reduce the population willing to walk, bicycle, or ride (on a horse or in a wheelchair) because they want to avoid a roadway or intersection that is uncomfortable for walking or bicycling.~~

L. ***Livability*** – Providing convenient active transportation choices provides for better public health and improved lifestyles both in the urban center of Winslow and outlying areas of the Island. Bikeable and walkable communities are ~~becoming~~ increasingly desirable and important to many Island residents. These aspects of the community are attractive to visitors as well and are an ~~increasingly~~ important element to creating a vibrant downtown business community.

M. ***Community Character*** - There is a desire to retain the feel of the Island's existing ~~transportation~~ road system. Outside of Winslow and other designated neighborhood centers ~~more urban areas,~~ the ~~tree-lined narrow~~ scenic roadways, open drainage ditches, and winding roads provide a more rural flavor that many consider important elements of the Island's character. However, these elements need to be balanced with the community's desire for safe roads that provide mobility options for all ages and abilities of Island residents without requiring a vehicle.

~~***Environmental impacts*** – The City contains many environmental qualities that should be maintained. As the City's population grows, developing alternative modes of transportation is desirable to reduce congestion and carbon emissions from motor vehicles.~~

N. ***Stormwater*** –Stormwater management ~~drainage of roadways~~ is an important environmental concern ~~aspect~~. As storm water regulations evolve, the cost of roadway construction has increased ~~exponentially~~.

O. ***Regional coordination*** – The 2016 update of the Island Wide Transportation Plan (IWTP) and the Comprehensive Plan Transportation Element ~~update is~~ creates an opportunity to coordinate with WSDOT (WSF, Olympic Region), Kitsap Transit, and neighboring jurisdictions to ensure a more integrated transportation system.

P. ***Financing*** – Solutions to many of the Island's transportation issues will cost money, a lot of money. Considering how best to pay for these improvements and who should pay (City, State, Federal) are key issues to this Plan. The scale of investment must be commensurate with the scale of the problems we are trying to solve.

Relationship of the Transportation Element to the Island Wide Transportation Plan

The primary purpose of the Transportation Element is to support and implement the Island's Vision and Guiding Principles as well as the Goals, and Policies set forth in the other Plan Elements. The "Island Wide Land Use Concept," described in Figure 1 of the Land Use Element ~~and depicted in Figure 1~~, calls for compact, walkable, mixed use centers within a much larger conservation landscape of open spaces, wildlife habitat, forested areas, agricultural, residential and recreational lands. The transportation improvements and programs called for in the Plan are essential to meeting the objectives for both the centers and the surrounding conservation landscape.

The GMA's transportation requirements are met either in this Transportation Element or in the Island Wide Transportation Plan, which is hereby adopted by reference [Insert Hyperlink]. The Transportation Element provides consistency with other Plan Elements and over-arching policy direction, whereas the IWTP provides the technical support for those policy choices and a detailed guide for implementing and funding all transportation programs, projects and services.

Transportation Element Utilization

The Transportation Element is a tool for the City to aid in decision-making in all aspects of transportation planning, scheduling, and budgeting. The Transportation Element will guide the City in making decisions regarding public expenditures, improvements, and developments. City staff will use the Transportation Element to establish budgets and plan improvement projects. The Transportation Element will also be used to ensure consistency between land use actions and the City's transportation plans and policies.

Other agencies, such as the State Department of Transportation, Kitsap Transit, and Kitsap County, will use the Transportation Element to coordinate their actions with Bainbridge Island to address regional transportation issues and projects. Developers and businesses may also use the Transportation Element to assess project feasibility, make investment decisions and develop individual projects. Transportation providers should consult the Transportation Element to coordinate their services with transportation facility design and operation, and the general public can use the Transportation Element to become better informed about the City's

transportation plans.

Transportation issues are among the top concerns for Bainbridge Island residents since Island roadways serve two equally important purposes. Not only do the roadways provide mobility, they also enhance the character of the Island. Much of the concern over transportation is related to the future of State Route 305, which serves not only Bainbridge Island, but also functions as a regional facility connecting Seattle and the Island ferry terminal with the Kitsap and Olympic Peninsulas.

~~An integrated part of this Transportation Element is the Non-Motorized Transportation Plan (NMTP), adopted by the City Council in 2002. The NMTP provides a comprehensive long-range plan for developing and promoting the use of non-motorized transportation systems.~~

GOALS AND POLICIES

NOTE: GOALS & POLICIES IN BLUE REORGANIZED FROM CHAPTERS 2 & 7 IWTP BLACK STRIKETHROUGH/UNDERLINE SHOWS ADDITIONS/DELETIONS TO IWTP TEXT

GOAL TR-1: MULTIMODAL

Encourage the development of an integrated multimodal transportation system that provides a range of safe transportation alternatives and increases the through movement of people, maximizing use of non-motorized and public transit.

Policy TR 1.1

In accordance with *complete streets* practices and guidelines, new or rebuilt streets shall, as much as is practical, address the use of the right-of-way by all users.

Policy TR 1.2

The City will coordinate with the City police department, the Kitsap County Health District, the school, parks, and fire districts, and other civic groups to develop and sponsor outreach programs. The programs are intended to inform specific segments of the community, including but not limited to, motor-vehicle drivers, school-age children, non-motorized commuters, cyclists, recreational users, private property owners with or adjoining non-motorized facilities, and the general public.

The following public education programs should be provided to Island citizens:

- pedestrians and non-motorized vehicle safety
- rights and responsibilities of non-motorized facility users
- rights and responsibilities of property owners

~~Discussion: Squeaky Wheels, Cascade Bicycle Club, the Bicycle Alliance of Washington, and The League of American Bicyclists or other~~ Bicycle and pedestrian advocacy organizations are good resources of information on skill development and safety education for bicyclists and pedestrians.

GOAL TR-2: NON-MOTORIZED SYSTEM

Provide the citizens of Bainbridge Island with a non-motorized transportation system that is a planned and coordinated network of shoulders, sidewalks, trails, footpaths, bikeways, and multi- purpose trails that connect neighborhoods with parks, schools, the shoreline, the ferry terminal, and

commercial areas. The non-motorized system should ~~in a way that~~ maximize~~s~~ mobility, provide~~s~~ ~~a sense of~~ safety, efficiency and comfort for pedestrians, bicyclists, and equestrians, ~~while~~ respect~~ing~~ property owners' rights, protect the natural environment and complement the character of existing neighborhoods.

Policy TR 2.1 Non-Motorized connectivity

Provide a non-motorized transportation system that effectively serves the needs of people of all ages and abilities who walk, bike, or ride horses, or use wheel chairs; encourages non-motorized travel; and provides continuous networks of safe, efficient and attractive shoulders, sidewalks, pathways (footpaths), and multi-purpose trails throughout the Island that are also connecting to regional systems. Provide safe and appropriately scaled non-motorized access that connects Neighborhood Service Centers, Winslow, the ferry terminal, services such as a doctors office, schools, parks, recreation areas, shorelines (including road-ends), and transit connections including to ferry and bus services.

~~**Policy TR 2.2** Non-Motorized design and construction~~

~~Develop non-motorized design standards that provide safe and efficient access, encourage use and mobility, and are appropriate to the location and needs of the immediate area. See, consistent with the policies of Goal 2 and associated policies in Chapter 7 of the IWTP. this plan.~~

~~**Policy TR 2.3** Non-Motorized safety and maintenance~~

~~Promote the safety of non-motorized users through effective transportation improvements, maintenance operations and enforcement. See following the policy direction of Goal 3 in Chapter 7 of the IWTP. this plan.~~

~~**Policy TR 2.4** Non-Motorized community education~~

~~Improve the safe use of non-motorized and roadway facilities by non-motorized and motorized users through continuous community education of NMTP g Goal 4 in Chapter 7 of the IWTP. this plan.~~

~~**Policy TR 2.5** Non-Motorized implementation~~

~~Provide mechanisms for funding, prioritizing and implementing the non-motorized transportation system plan as described in Goal 5 in Chapter 7 of the IWTP. this plan.~~

Policy TR 2.2 Access to Schools

Provide networks of pedestrian facilities within one ~~half~~ mile and bicycle facilities within ~~one~~ two miles of ~~public~~ schools. The City and the School District should coordinate efforts to develop non-motorized facilities. ~~Private~~ Each school~~s~~ ~~will provide access from~~ should coordinate with neighboring property~~ies~~ owners to provide access to the school. Separated facilities are preferred near schools and especially for elementary schools. ~~Retain school bus service where necessary to discourage students from crossing SR305.~~

Policy TR 2.3 Sidewalk Facilities

Provide a network of sidewalk facilities adjacent to roadways in designated centers ~~urban areas~~ with the Winslow area given priority ~~and other areas with significant pedestrian traffic~~. ~~Facilities to~~ Sidewalks shall be of sufficient width to accommodate expected pedestrian use, including safe ~~roadway~~ crossings with adequate lighting, overhead or embedded. ~~Designs should accommodate users of all abilities and in addition to meeting ADA requirements provide effective and efficient facilities for the widest range of mobility to the extent feasible.~~ Where possible, separate sidewalks from the roadway with a street tree planting strip and buffer. Designs should accommodate users of all abilities, meeting ADA requirements. ~~Emphasis should be placed on improving sidewalk facilities in the Winslow Area, as there are currently deficiencies in the sidewalk network in Winslow, including areas with higher use and demand by users with limited mobility.~~

Policy TR 2.4 Shoulder Facilities

Provide a network of shoulder facilities along the Island's ~~roadway~~ arterial roadways ~~streets~~ and ~~higher volume~~ collector streets, ~~that provides for~~ creating an integrated network that serves cyclists ~~island-wide~~ as well as ~~and~~ pedestrians in locations without sidewalks.

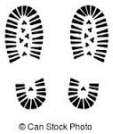
Policy TR 2.5 Pathways and Multiuse Trail Facilities

Develop a system trails to serve non-motorized users across the Island. As envisioned, the network ~~is envisioned to be comprised of~~ will include the Waterfront Trail in Winslow, the Sound to Olympics Trail (a regional trail connecting the Ferry Terminal to the Agate Pass Bridge) ~~(Sound to Olympics Trail)~~, intra-island multi-use trails, shoreline trails (Waterfront ~~Park~~ Trail), and connecting pathways within neighborhoods. The ~~system is envisioned~~ goal is to provide walkability within neighborhoods and Island-wide connectivity for both pedestrians and cyclists ~~island-wide~~. Multi-use trails are envisioned to provide an alternative for cyclists to the shoulder network along arterial streets to accommodate users of all ages and abilities. Multi-use trails are envisioned to connect with pathways, sidewalks, and shoulder facilities to form an integrated non-motorized system.

Policy TR 2.6 Non-Motorized Design and Construction

Develop and regularly update design standards, for non-motorized facilities that provide safe and efficient access, encourage use and mobility, ~~and~~ that are appropriate to the location and needs in the immediate area.

Standards for shoulders, sidewalks, pathways, and multiuse trails are to provide low levels of stress/ high levels of service for non-motorized users. ~~Facilities to be appropriate for factors such as roadway classification, traffic volumes, vehicular speeds, topography, and expected level of non-motorized use.~~ Include appropriate amenities such as benches and short term and long term bicycle parking in the construction of non-motorized facilities. Parking lots and garages serving public, commercial, and multifamily residential buildings ~~to~~ are required to provide convenient bicycle parking and storage facilities.



Policy TR 2.7 Non-Motorized Safety and Maintenance

Promote the safe use of non-motorized facilities through effective transportation improvements, maintenance operations, and enforcement.

Provide safety enhancement in annual capital improvement programs and individual transportation improvement projects where applicable and needed to meet safety standards. Strongly encourage the Washington State Department of Transportation to accommodate non-motorized permeability and safety enhancements on SR 305.

Routinely evaluate facilities and roadway maintenance operation programs and resource levels to ensure adequate maintenance and preservation of the City's growing inventory of non-motorized facilities. Provide a high level of service to meet safety standards, maintain low user stresses and encourage active transportation.

Coordinate with the Police Department and the Washington State Patrol to provide officer training and consistent enforcement of traffic laws, including speed limits, for both motorized and non-motorized users.

Policy TR 2.8 Non-Motorized Community Education

Improve the safe use of non-motorized roadway facilities by non-motorized and motorized users and encourage active modes of transportation through continuous community education. Coordinate with the City Departments, Schools, the Park District, the Fire District, and other civic groups to develop and sponsor outreach programs. Programs should inform specific segments of the community including but not limited to motor-vehicle drivers, school age children, non-motorized commuters, recreational users, private property owners fronting non-motorized facilities, and the general public.

Maintain and update guide maps that effectively identify the location of non-motorized routes and facilities and provide signage for public non-motorized facilities, such as trails, in order to clearly designate routes and access points.

TR2.9 Non-Motorized Implementation

The City supports the Federal, State, and Regional goals of doubling walking and cycling by 2036, ~~within~~ the 20 year planning period of the City's comprehensive plan. The City will maintain an advisory committee to advocate for transportation planning, public non- motorized projects, private development projects, and education and outreach. The committee should represent a broad range of interests including pedestrians, cyclists, and equestrians.

Secure easements and other land dedication for non-motorized facilities through development mitigation, donation, tax incentives, and direct acquisition.

Incorporate non-motorized improvements during the planning and design phase of transportation improvement projects. All commercial and residential development projects that reach design thresholds set in the municipal code, shall be reviewed for compliance with the transportation element non-motorized goals and policies, adopted plans, and standards.

GOAL TR-3: Ferry Service

Coordinate with Washington State Ferries (WSF) and other possible providers to operate ferries ~~service to Bainbridge Island~~ that meet local service and commuter needs, ~~coordinates~~ are integrated with all travel modes, and provides equitable regional service.

Policy TR 3.1 Parity of ferry services
~~Support efforts~~ Strongly advocate to equalize ferry services from Bremerton, Bainbridge, Kingston, and Southworth in order to optimize the use of each ferry service~~,. Support actions that~~ balance peak hour travel times and provide ferry capacity ~~closer~~ in proximity to users' origin and destination.

Policy TR 3.2 Ferry priority
Support the ferry system efforts to maximize the convenience of pedestrian, bicycle, transit, and HOV use on ferry runs through providing priority status and improvements to discourage ~~encourage non-~~ single occupancy vehicle (SOV) use.

Policy TR 3.3 Passenger ferry options
~~Encourage innovative~~ Advocate for increased service options for foot ferry passengers such as water taxi and passenger ferry service to and from various areas of the Puget Sound region.

Policy TR 3.4 Create Green Ferry Transit
Support WSF and other providers to create and incorporate best practices into ferry services that reduce greenhouse gas emissions and vulnerability of ferry transit from climate change.

Policy TR 3.5 Bicycle and Pedestrian Safety
Promote bicycle and pedestrian safety improvements in the vicinity of the ferry terminal.

GOAL TR-4: Bus Service

Encourage the use of public transit and encourage transit agencies to operate and maintain local and regional transit service and facilities that reduce the need for single-occupant vehicles and support the needs of transit-dependent users.

Policy TR 4.1 Transit Improvements ~~Level of Service (LOS)~~
Encourage a transit LOS standard that identifies deficiencies and the program improvement needs ~~as~~ defined in the Kitsap Transit Plan.

Policy TR 4.2 Public transit ferry access
Support actions from Metro, Sound Transit, Kitsap Transit, or other appropriate agencies that:

- Improve~~s~~ public transit from the Seattle ferry terminal directly to popular destinations in Seattle metropolitan area, as well as Sea-Tac Airport.
- Promote~~s~~ the availability of public transit service to ferry commuters and for special events.

- ~~Adjusts~~ Maintain bus schedules to meet ferry arrival and departure times and improve service throughout the day and during evening hours.
- Provide~~s~~ information on the ferries~~y boats~~ and at the ferry terminals regarding transit options.

Policy TR 4.3 Multiple-use P&R lots
Encourage park-and-ride use of multiple-use lots such as those located at churches or other locations, and promote the use of those lots to Island residents. Encourage park-and-ride lots to include areas, preferably covered, for bicycle parking ~~users~~.

Policy TR 4.4 Expansion of Island transit
Support the expansion of Island transit services that target:

- Ferry commuters
- Non-ferry commuters, including Island employees
- Connection of High School Road and Winslow Way
- Non-commuter travel to other Kitsap County service and employment areas
- Intra-Island connection to Neighborhood Service Centers and residential areas
- Transit dependent access, including addressing the access needs of all ages and abilities ~~youth, the elderly and disabled transit users~~.

Policy TR 4.5 Integration with Non-motorized Transit
Public transit should be optimized for access ~~via non-motorized option~~, including accommodation for bikes and assistive devices. ~~pedestrian and bicycles.~~

Policy TR 4.6 Green Island Transit
Improve local air quality by improving the local transit fleet to meet the highest possible emission standards ~~possible~~.

GOAL 5: Transportation Demand Management

Encourage greater efficiency of the integrated multimodal transportation system that provides a range of transportation alternatives and increases the through movement of people.

Policy TR 5.1 SOV Parking restrictions
Use fee structure and space allocation programs to discourage Single Occupancy Vehicle (SOV) parking at City-controlled parking.

Policy TR 5.2 HOV parking
Develop parking and other programs that encourage High Occupancy Vehicle (HOV) use, including carpool and vanpool parking.

Policy TR 5.3 SOV reduction programs
Encourage schools, the private sector and the public sector to adopt programs that reduce SOV use including telecommuting, and promotion of ridesharing, walking, biking and reliance on buses.

Policy TR 5.4 SOV reduction projects
The development of ~~transportation improvement program~~ projects to improve the transportation system and reduce SOV traffic shall include enhancements for cyclists and pedestrians ~~and the prioritization of those projects shall consider the inclusion of multimodal enhancements as a criterion~~.

Policy TR 5.5
Support the Washington Department of Transportation and Kitsap Transit with the development and implementation of demand management strategies for SR 305 to encourage alternate modes of transportation ~~other than SOV~~.

GOAL TR-6: OPERATION AND MOBILITY

Improve the operation and mobility of the Island's transportation system through the identification and implementation of system improvements that maintain Level of Service (LOS) standards and meet the transportation vision.

Policy TR 6.1 Road development standards ~~guidelines~~
Construct, modify, and maintain roads to: 1) meet safety needs of all users, motorized and non-motorized, 2) provide for transit and non- motorized users (including bicyclists, pedestrians, wheelchair users, and equestrians as appropriate), 3) correct LOS deficiencies, 4) improve connectivity and emergency response times, and 5) meet Comprehensive Plan goals~~.~~

Set street design guidelines which establish street widths, reflecting the desired vehicle speeds, accommodating bicycle, pedestrian, wheelchair, equestrian, and transit uses, and providing for emergency vehicle access and also considering community character.

~~**Policy TR 6.2** Street design guidelines~~ **NOTE: Combined with TR 6.1**
~~Set street design guidelines which establish street widths, reflecting the desired vehicle speeds, accommodating bicycle, pedestrian, wheelchair, equestrian, and transit uses, and providing for emergency vehicle access and also considering community character.~~

Policy TR 6.2 Roadway classifications
Set appropriate roadway classifications that reflect existing and projected vehicle usage, traffic operations, including non-motorized and transit uses, and considers adjacent land uses and community character.

Policy TR 6.3 Roadway LOS
Establish Level of Service standards for Bainbridge Island that measure the performance of

the existing transportation system for motorized vehicles, bicycles, and pedestrians. Providing a level of service for all modes is important for a viable transportation system. Transportation networks should provide for all modes of transportation as a system. ~~that measure the performance of the existing transportation system, quantify the traffic impacts of future development, and prioritize improvements to the transportation system.~~

Policy TR 6.4 Concurrency management

~~Follow~~Enforce the City's *concurrency* ordinance and monitor the expected transportation impact of proposed development on the available capacity of the roadway system. ~~Before~~ Early in the ~~issuing~~ development review process ~~approval~~, ensure that there are adequate transportation facilities or that improvements are planned, scheduled and funded for completion within six (6) years.

Policy TR 6.5 Access management

Develop access management programs to control the location and number of curb cuts. Control the location and spacing of commercial driveway entrances and the design of parking lots to avoid congestion near intersections, line of sight obstructions, and confusing circulation patterns. ~~Take steps~~ Design to prevent ~~avoid traffic and~~ pedestrian and vehicular accidents.

Policy TR 6.6 Truck corridors

Designate truck corridors to allow the efficient movement of goods and freight within the transportation system.

Policy TR 6.7 Island mobility

Identify and support ~~improvements~~ measures that will improve vehicular and non-motorized connectivity across SR 305.

Policy 6.8 Acquisition of transportation facilities

Secure easements or other land dedication for transportation facilities through development mitigation, donation, tax incentives/exemption programs, or direct acquisition.

Policy TR 6.9 Level of Service (LOS) reassessment

If the adopted LOS standard cannot be maintained due to funding shortfalls or other events, the City shall evaluate and revise the adopted LOS standard, restrict land use development as required, or institute other actions consistent with LOS reassessment strategy.

GOAL TR-7: State Route (SR) 305~~/Through Traffic~~

Coordinate with WSDOT to ensure that state facility improvements meet the goals of the Bainbridge Island transportation vision and Comprehensive Plan, and minimize impacts to the local transportation system.

Policy TR 7.1 State Route 305 LOS standard

Adopt the Level of Service standard for SR 305, as established by WSDOT in the State Highway Plan. Under the current plan, the LOS standard is "D-mitigate", where actions are taken to mitigate congestion when operations drop below LOS D.

Policy TR 7.2
Develop a master plan for the SR 305 corridor as a green and scenic highway balancing the objectives of maintaining the treed character, and providing safe visibility. Incorporate best practices into highway improvements that reduce greenhouse gas emissions, and vulnerabilities of transit from climate change.

Policy TR 7.3 SR 305 Impacts to Neighborhoods
All proposed improvements to SR 305 shall include provisions to improve permeability for island residents, reduce neighborhood cut through traffic and improve access to and from North-end neighborhoods.

Policy TR 7.4 Bridges to the Island
Oppose ~~any~~ proposals to construct any new bridges to Bainbridge Island. Support planning efforts for the eventual replacement/ refurbishment of the Agate Pass Bridge including potential capacity improvements for transit and non-motorized modes.

Policy TR 7.5 SR 305 improvements
Support the construction of spot improvements for SR 305 to reduce congestion, increase permeability across the corridor and improve safety for through traffic, local traffic, and non-motorized and transit users.

Policy TR 7.6 Sound to Olympics (STO) Trail
Support the construction of the STO and its branch trails.

Policy TR 7.7 Park & Ride facilities
Encourage the development of park-and-ride lots near commuters' points of origin throughout Kitsap County in order to minimize traffic impacts along SR 305.

~~**Policy TR 7.8** Impact to State facilities~~
~~Evaluate the Comprehensive Plan's land use designations to assess their impact on all roadways, including State-owned facilities, and include as part of the Island-wide Transportation Plan Element.~~

Policy TR 7.8 Improvements to off-island State facilities
Promote ~~Encourage~~ off-Island projects that will mitigate on-Island congestion ~~to~~ of SR 305.

GOAL TR-8 Neighborhoods

Consider the special needs of neighborhood safety, pedestrian and bicycle facilities, transit use and facilities, and traffic flow in the development of transportation improvements that affect neighborhoods.

Policy TR 8.1 Neighborhood cut-through traffic
Protect residential neighborhoods from the impacts of cut-through motor vehicle traffic by providing appropriate connecting routes ~~and impact- design features for new developments~~ and applying appropriate traffic-calming measures to control vehicle volumes while maintaining emergency vehicle response times.

Policy TR 8.2 Neighborhood street development
~~Establish roadway standards to enhance~~ Support the character of neighborhoods by providing neighborhood programs and projects for placemaking, traffic calming, greenways, appropriate street width, lighting for safety, curb cuts, and pedestrian and bicycle facilities as consistent with the Comprehensive Plan.

Policy TR 8.3 Neighborhood circulation
Develop a circulation and access management plan for neighborhoods and neighborhood service centers so that as properties develop, vehicular and non-motorized connectivity and circulation are maintained~~, cut-through vehicle traffic is discouraged, and appropriate speeds are encouraged, while maintaining access and response times for emergency vehicles~~.

Policy TR 8.4 Waterfront Trail
Complete and protect the ~~The~~ Winslow Waterfront Trail ~~should be completed and protected~~.

GOAL TR- 9 Safety and Maintenance

Support the safe use of the transportation system by maintaining the roadway system and including necessary safety enhancements in transportation improvement projects.

Policy TR 9.1 Maintenance is a priority
Include transportation projects and adequate operation and maintenance funding to ensure that the vehicular and non-motorized transportation system infrastructure is maintained in a safe and usable condition.

Policy TR 9.2 Roadway Network Traffic Control Evaluation
Conduct periodic traffic studies in areas of the Island's roadway network that have experienced significant traffic changes due to development ~~periodically at the discretion of the City Engineer~~ to ensure that appropriate traffic control devices are employed for ~~to ensure~~ the safety of the traveling public. Consider opportunities to improve the non-motorized infrastructure as a means to ~~facilitate additional~~ increase mobility options for cyclists and walkers ~~to the roadway network~~.

Policy TR 9.3 Roadside Safety Program
Periodically evaluate roadside conditions of the City's secondary arterial network and higher volume collectors~~, at the discretion of the City Engineer,~~ to evaluate the condition of existing roadways ~~elements, the need for new elements,~~ and prioritize repairs and improvements to ensure the safety of the traveling public.

Policy TR 9.4 Street lighting guidelines
Provide street lighting, including safety features designed into sidewalks, to address safety issues. Light design and placement should minimize glare and light spillage, and maximize visibility of pedestrians and bicyclists.

GOAL TR- 10 Parking

The availability of public parking is an asset to commercial districts and a benefit to island residents and visitors. On-street parking is a vital element of the core commercial district that includes the City's "Main Street" community on Winslow Way. On-street parking may be a benefit environmentally in urban areas as it may require less developed impervious surface than off-street parking.

Policy TR 10.1
Encourage on-street parking in designated centers ~~urban zoned areas~~. Development of street frontages in urban commercial areas should maximize on-street parking to the extent practical. Development projects in urban residential areas should consider on-street parking ~~in favor of~~ rather than off-street parking.

Policy TR 10.2
Preserve on-street parking in the ~~Core~~ mixed-use commercial districts of Winslow and *designated centers*. City projects in commercial districts should maximize parking to the extent practical within the existing rights of way. Note that *"Complete Streets"* projects must also balance other functions such as non-motorized uses. Seek opportunities to expand public parking.

Policy TR 10.3
The City should look to maximize public parking on City-owned properties in addition to maintaining convenient parking for visitors and staff at City facilities.

Policy TR 10.4
Prioritize parking in the ~~urban center~~ mixed-use districts of Winslow for short-term use. Continue to manage City public parking in ~~the urban center of~~ Winslow so that commuter parking for ferry commuters is not practical and short-term parking is prioritized for the Waterfront Park, Senior Center, and patrons of downtown businesses.

Policy TR 10.5
Support parking programs for customers in retail/ service areas and employees of local businesses in the ~~Main Street area~~ mixed-use districts of ~~the urban center of~~ Winslow.

Work with business owners to ~~toward the goal of~~ limit~~ing~~ employee parking to off-street facilities to optimize available, convenient parking for patrons. Continue to manage City public parking to maximize close-in parking for patrons of local businesses and assist in providing some daily off-site parking for employees at walkable outlying locations.

Policy TR 10.6
Encourage bicycle parking in the ~~urban town~~ designated neighborhood centers and at public facilities. ~~Seek opportunities to accommodate bicycle parking.~~ Provide bicycle parking at locations convenient to businesses providing goods and services and for employees who commute to work by bicycle. Provide bicycle storage at transit facilities.

GOAL TR-11 Community Character

Develop transportation improvements that respect the Island's natural and historic character and are consistent with both the short and long-term vision of the Comprehensive Plan.

Policy TR 11.1 Scenic resource protection
Protect the Island's unique scenic resources along corridors including SR 305 and secondary arterials ~~non-urban transportation~~ corridors outside designated centers; require broad greenbelts and trees to screen parking and unwanted views and buffer noises between the roadway and development ~~as identified in the Land Use element~~. Consider developing a program for local designation of scenic roads.

Policy TR 11.2
~~Encourage~~ Manage the appearance and safety of winding~~, narrow~~ roadways in ~~non-urban~~ areas outside designated centers through the provision for and retention of appropriate roadside vegetation and trees, and following of the natural topography whenever possible. Retain the scenic character of SR 305 by minimizing the placement of signs, discouraging new access points, and planting and maintaining vegetation.

Policy TR 11.3 Street design guidelines
~~Reflect the more urban nature of roadways~~
Create safe, attractive, and functional pedestrian and bicycle circulation within Winslow ~~Planning Area~~ and designated ~~within~~ neighborhood centers through the design and implementation of Complete Streets to enhance community character. ~~including: encouraging, where appropriate:~~

- ~~speed limits of 20 to 25 mph, with effective signage and enforcement~~
- ~~crosswalks and sidewalks~~
- ~~street trees and landscaping~~
- ~~traffic calming strategies and devices~~
- ~~on-street public parking~~
- ~~accommodations for transit stops and facilities~~
- ~~bike facilities~~
- ~~street lighting, with an emphasis on maximizing pedestrian and bicycle visibility~~

- ~~facilities that meet ADA requirements~~

Policy TR 11.4 Street lighting guidelines
Minimize the use of street lighting outside of Winslow, except to address safety issues ~~design lighting to minimize glare and light spillage~~.

~~**Policy TR 11.5** SR 305 scenic character~~ **MOVED UP TO TR11.2**
~~Retain the scenic character of SR 305 by minimizing the placement of signs, discouraging new access points, and maintaining vegetation pursuant to a corridor Master Plan buffers. See Policy TR 7.8.~~

GOAL TR-12 Environment

Develop, operate, and maintain a transportation system that respects and protects the natural environment including the quality of the Island's air, water, and natural habitats.

Policy TR 12.1 Environmental sensitivity
~~Minimize~~ Avoid impacts of road construction on environmentally sensitive areas; minimize damaging runoff and pollution from road use and maintenance; implement programs that encourage the planting of low-maintenance, vegetated groundcover and trees along roadways.

Policy TR 12.2 Utilities
Where possible, the City shall require the undergrounding of overhead utilities to reduce the need for removal and maintenance of roadside vegetation.

REVIEW WITH AND AFTER UTILTIES ELEMENTS

Policy TR 12.3 Air quality
Develop transportation plans and programs that reduce travel demand, improve traffic flow, and consider the impact to air quality including reducing greenhouse gas emissions, and support County, regional, and state air quality goals and requirements.

Policy TR 12.4 Wildlife corridors
~~Minimize~~ Avoid transportation impacts to identified wildlife corridor crossings so that adequate linkages for animal movement between habitat areas are maintained.

GOAL TR-13 Community Involvement

Ensure involvement and input from the citizens at all stages of significant transportation projects and decision-making that affect Bainbridge Island. ~~Using the theory and practices of Context Sensitive Solutions seek to refine the goals of the Comprehensive Plan for the context of the site in the development of the design of transportation projects.~~

Policy TR 13.1 Citizen involvement
Provide citizen opportunities for reviewing transportation plans and documents to give an opportunity for public comment and ensure consistency with the community vision.

Policy TR 13.2 Context Sensitive Design

In the design process for transportation projects, use the principles and practices of context sensitive solutions to refine the goals of the Comprehensive Plan and the Island-wide Transportation Plan in keeping with the context of the site.

Policy TR 13.3 Participation in regional decision-making

Insist on early and full City participation in regional transportation decisions affecting the Island. Such participation should include City and community representation in the decision making process and public meetings on the Island.

~~**Policy TR 13.4** Public education~~

~~Educate and inform the public on the proposed methods and potential alternatives that address identified transportation issues.~~

GOAL TR-14 Regional Coordination

Coordinate with ~~the~~ local, regional, and state, public and private organizations ~~that~~ to promote regional transportation improvements and services that are compatible with the community's vision as expressed in the Comprehensive Plan.

Policy TR 14.1 Agency cooperation

Work to ensure that the transportation system is planned and operated in coordination with adjoining jurisdictions by participating ~~Participate~~ in regional coordinating functions with the Kitsap County, Kitsap Transit, Washington State Ferries (WSF), Kitsap Regional Coordinating Council, Puget Sound Regional Council, the Suquamish Tribe, and the Washington State Department of Transportation and other appropriate public transportation agencies and user groups.

Policy TR 14.2 Regional planning

~~Support regional studies that describe and identify the impacts of regional traffic on the Island's transportation system.~~ Support the Puget Sound Regional Coordinating Council's (PSRC) long term planning efforts and studies that describe and identify the impacts of regional traffic on the Island's transportation system. The City should submit plans to PSRC for certification of consistency with regional long term planning.

~~**Policy TR 14.3 Jurisdictional coordination**~~

~~Work to ensure that the transportation system is planned and operated in coordination with adjoining jurisdictions, Kitsap County, and the Washington State Department of Transportation.~~

Policy 14.3 West Sound Trail Planning

Coordinate planning and implementation with Kitsap County, Kitsap Transit, Washington Department of Transportation, Kitsap Coordinating Council, the Suquamish Tribe, the Puget Sound Regional Council, and other planning / advocacy groups to further non-motorized goals.

This includes trails and access to transit in Kitsap County, the Olympic Peninsula, and the greater Puget Sound region.

~~Policy 14.4~~ MOVED TO GOAL 15

~~Pursue joint funding opportunities with the School District, Park and Recreation District, Washington State Department of Transportation and other agencies to meet high priority needs.~~

~~Discussion: Joint projects with multiple agency participation is an efficient way to leverage limited funds of each participant and enhance grant applications.~~

GOAL TR-15 Transportation Financing

Prepare and periodically update a fiscally responsible, cost-effective transportation financing plan that optimizes the use of City funds and leverages other funding sources.

Policy TR 15.1 Interagency Financing Coordination **MOVED FROM POLICY 14.4**

Pursue joint funding opportunities with the School District, Park and Recreation District, Washington State Department of Transportation and other agencies to meet high priority needs. Joint projects with multiple agency participation is an efficient way to leverage limited funds of each participant and enhance grant applications.

Policy TR 15.2 Developer LOS requirements

Require all new and expanded development to maintain the adopted Transportation LOS standard. The pro-rated cost of any improvements needed to maintain the adopted LOS shall be the responsibility of developers.

Policy TR 15.3 Developer participation

Require new and expanded developments to construct, or ~~participate in the funding, to~~ upgrade unimproved and/or underimproved roadways, or participate in the funding of roadways that conform to City standards.

Policy TR 15.4 Funding from others

Aggressively seek available County, State, and Federal money to fund projects that help meet the Island's ~~overall Island's~~ transportation objectives.

Policy TR 15.5 Advance system planning

Ensure that the Island's transportation improvement plan accounts for forecasted population and employment growth and has revenue sources sufficient to build and maintain it.

Policy TR 15.6 Preservation of existing system

Mandate the maintenance and repair of the existing transportation system ~~is~~ as a high priority when making funding allocation decisions.

Policy TR 15.7 Traffic Impact Fee

~~Adopt and~~ Periodically update ~~a~~ traffic impact fee**s** ~~for mitigating~~ to mitigate the impacts of future development.

1.

RCW 36.70A.070 (6) A transportation element that implements, and is consistent with, the land use element.
(a) The transportation element shall include the following subelements:
(i) Land use assumptions used in estimating travel;
(ii) Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;
(iii) Facilities and services needs, including:
(A) An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;
(B) Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;
(C) For state-owned transportation facilities, level of service standards for highways, as prescribed in chapters **47.06** and **47.80** RCW, to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the office of financial management's ten-year investment program. The concurrency requirements of (b) of this subsection do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection;
(D) Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;
(E) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;
(F) Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter **47.06** RCW;
(iv) Finance, including:
(A) An analysis of funding capability to judge needs against probable funding resources;
(B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW **35.77.010** for cities, RCW **36.81.121** for counties, and RCW **35.58.2795** for public transportation systems. The multiyear financing plan should be coordinated with the ten-year investment program developed by the office of financial management as required by RCW **47.05.030**;
(C) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;
(v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;
(vi) Demand-management strategies;
(vii) Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.
(b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW **36.70A.040**, local jurisdictions must adopt and enforce ordinances which prohibit development

approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6), "concurrent with the development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.