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Transportation Chapter Relationship to Vision

Vision	Transportation Chapter Concepts
<p>County Government. County government that is accountable and accessible; encourages citizen participation; seeks to operate as efficiently as possible; and works with citizens, governmental entities and tribal governments to meet collective needs fairly while respecting individual and property rights.</p>	<ul style="list-style-type: none"> ▪ Provide direction for citizen participation to guide future transportation planning and design decisions. ▪ Include direction to help shape intergovernmental coordination and processes, to establish a seamless multi-modal regional transportation system. ▪ Avoid concentrating people and commercial/industrial areas in sensitive areas, to minimize need for development of transportation systems in such areas.
<p>Natural Environment. Natural ecosystems – including interconnected wetlands, streams, wildlife habitat, and water quality – that are rehabilitated, protected and enhanced and that allow for flexible and innovative development to meet environmental and growth goals. In developed areas, the growth pattern supports conservation of non-renewable energy and minimizes impacts on air quality and climate.</p>	<ul style="list-style-type: none"> ▪ Emphasize moving people rather than vehicles through support of high capacity transit and travel options other than the single occupancy vehicle (SOV). ▪ Provide direction to minimize the negative impact of the transportation system on the natural environment.
<p>Housing. Residential communities that are attractive, affordable, diverse, and livable supported by appropriate urban or rural services. A variety of housing choices are available, meeting a full range of resident income levels and preferences. Residents are able to walk between neighborhoods and to community destinations.</p>	<ul style="list-style-type: none"> ▪ Provide policy direction for completing linkages in the pedestrian and bicycle system, and establish a “safe routes to schools” program. ▪ Encourage mixed uses, high density, and transit-oriented development where appropriate.
<p>Open Space. An open space network – including greenbelts, wildlife habitat, forested areas, and active and passive parks – that is accessible, interconnected, provides opportunities for recreation and defines and distinguishes urban and rural areas.</p>	<ul style="list-style-type: none"> ▪ Promote maximizing the efficiency of existing transportation corridors before creating new ones.
<p>Urban Areas. Healthy urban areas that are the region’s centers for diverse employment and housing opportunities, all levels of education, and civic and cultural activities.</p>	<ul style="list-style-type: none"> ▪ Encourage multi-modal transportation connections between major activity areas.
<p>Rural Areas. Rural areas and communities where unique historical characters, appearances, functions, and pioneering spirits are retained and enhanced. Natural resource activities, such as forestry, agriculture, and mining continue to contribute to the rural character and economy. Rural recreation opportunities are enhanced, including equestrian facilities, trails, and others.</p>	<ul style="list-style-type: none"> ▪ Preserve rural character through establishment of rural transportation design standards. ▪ Provide policy guidance for establishment of trails systems and maintenance of trails that serve historic corridors such as the Mosquito Fleet Trail.
<p>Cultural Resources. Historical and archaeological resources that are recognized and preserved for future generations.</p>	
<p>Economic Development. A stable, prosperous and diversified economy that provides living wage jobs for residents, supported by adequate land for a range of employment uses and that encourages accomplishment of local economic development goals.</p>	<ul style="list-style-type: none"> ▪ Provide policy direction for efficient, feasible, and equitable mobility of people and goods. ▪ Encourage travel patterns and mode choices that efficiently use available physical, financial, environmental, and energy resources.
<p>Public Services and Facilities. Public services and facilities – including, but not limited to, parks and recreation, law enforcement, fire protection, emergency preparedness, water/sewer, roads, transit, non-motorized facilities, ferries, stormwater management, education, library services, health and human services, energy, telecommunications, etc. – are provided in an efficient, high-quality and timely manner by the County and its partner agencies. Public services and facilities are monitored, maintained and enhanced to meet quality service standards.</p>	<ul style="list-style-type: none"> ▪ Provide level of service (LOS) standards by which operations of the transportation system are measured. ▪ Provide policy guidance for establishing transportation funding strategies and a financing plan to meet multi-modal project and program needs. ▪ Provide guidance for the transportation element of the County’s Capital Facilities Plan.
<p>Transportation. An efficient, flexible, and coordinated multi-modal transportation system – including roads, bridges and highways, ferries, transit, and non-motorized travel – that provides interconnectivity and mobility for county residents and supports our urban and rural land use pattern.</p>	<ul style="list-style-type: none"> ▪ Establish transportation policies that support land use; and are efficient, balanced, coordinated, and environmentally sensitive. ▪ Define measures and procedures to help implement the transportation vision.



Chapter 8. Transportation

8.1. Plan Context

The Transportation Chapter provides the policy framework to guide short-range and long-range development and maintenance of the multi-modal transportation system that includes roadways, bikeways, pedestrian facilities, ferries, buses, rail, air travel, freight movement, and demand strategies. It fully addresses all of the mandates of the Growth Management Act (GMA) under Revised Code of Washington (RCW) 36.70A.070 and supports the vision of Kitsap County.

The transportation system inventory is included in Volume II. It describes the existing transportation system in Kitsap County including: highways, streets and roads; public transportation; Washington State ferries; bicycle and pedestrian; and other modes such as rail, air transportation and freight movement. The traffic forecasts for 2025, based on the Kitsap County Future Land Use Map, are presented in Volume II.

Kitsap County's level of service (LOS) standards were coordinated with other jurisdictions and the two regional planning agencies, the Puget Sound Regional Council (PSRC) and the Peninsula Regional Transportation Planning Organization (PRTPO). LOS standards on state facilities are consistent with those set by the Washington State Department of Transportation (WSDOT) as required in House Bill (HB) 1487.

In addition to coordinating its levels of services with the PSRC, Kitsap County coordinates with the PSRC in the identification of “centers” where additional transportation investments should be targeted. In 2004 the PSRC certified the designation of Silverdale as a “Regional Center,” and South Kitsap Industrial Area (SKIA) as a Regional Manufacturing/Industrial Center Suburban City.” These centers are areas targeted for housing and/or employment growth – Silverdale for both housing and employment and SKIA for employment growth predominantly. The County's designation of centers puts both Silverdale and SKIA in a better place to compete for federal transportation funds available through the PSRC.

A financially balanced transportation improvement plan, included in Volume II, identifies transportation infrastructure and services needed to support projected land use through 2025. It identifies multi-modal transportation improvements to be implemented by Kitsap County and

calls for the inter-jurisdictional coordination needed to address the full range of transportation issues.

8.2. Transportation Goals and Policies

The goals and policies contained in this chapter provide a framework for short-range and long-range transportation planning and implementation decisions required of Kitsap County.

8.2.1. Intergovernmental Coordination

Goal 1. Encourage efficient multi-modal transportation systems based on regional priorities, and in coordination with state, county, tribal, and city comprehensive plans.

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| Policy T-1 | Implement Destination 2030 as adopted by the PSRC. |
| Policy T-2 | Actively participate with the PSRC and the PRTPO. |
| Policy T-3 | Coordinate appropriate transportation issues with the Kitsap Regional Coordinating Council (KRCC). |
| Policy T-4 | Coordinate with the PSRC to include the Transportation Improvement Program (TIP) for Kitsap County as part of the regional TIP adopted by the PSRC. Local review, comment, and recommendations shall be coordinated through the Board of County Commissioners. |
| Policy T-5 | Coordinate with the PSRC and the PRTPO to identify all regionally significant transportation issues. |
| Policy T-6 | Cooperate with all jurisdictions to mitigate inter-jurisdictional traffic impacts. |
| Policy T-7 | Encourage all jurisdictions in Kitsap County to use the Kitsap Transportation Analysis Zone (TAZ) structure. |

8.2.2. Public Awareness and Participation

Goal 2. Ensure that the public understands the implications of transportation planning decisions.

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| Policy T-8 | Develop and implement public involvement programs through Citizens Advisory Committees and neighborhood group interaction. |
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Goal 3. Ensure that the public has the opportunity to participate in transportation planning decisions. (Goal 3 with revision)

- Policy T-9 Develop and enhance public communication programs when changes to the TIP are being considered.
- Policy T-10 Notify affected residents when a transportation project is being designed or constructed, in a timely manner.

8.2.3. Mobility

Goal 4. Provide the public with the opportunity to make choices among alternative modes of travel.

- Policy T-11 Provide a transportation system that allows people to get to and from their destination in an acceptable time period via alternative mode options.
- Policy T-12 Support and encourage high occupancy vehicle (HOV) and transit use.

Goal 5. Emphasize moving people rather than vehicles.

- Policy T-13 Establish a Corridor Monitoring Program to manage and improve transportation corridors.
- Policy T-14 Establish and monitor signal timing, phasing, and progression to give transit and HOV travel an advantage in designated locations.
- Policy T-15 Develop a prioritization process for evaluating warranted intersections for placement in the TIP.

8.2.4. Environmental

Goal 6. Avoid first, minimize second, and then mitigate negative environmental impacts due to improvements to the transportation system.

- Policy T-16 Conform to the same environmental standards and mitigation requirements that are placed on the private sector per local, state and federal ordinances, regulations and codes.
- Policy T-17 Consider adjacent land use, scenic values, neighborhood impacts, and natural features in the review of road improvement projects.



- Policy T-18 Promote pedestrian paths, greenbelt links, and compatible street orientation to link residential and employment centers.
- Policy T-19 Coordinate with businesses to minimize through-truck traffic on the local road network.
- Policy T-20 Locate transportation projects away from fish and wildlife habitat, recharge areas, stream corridors, aquifer recharge areas, and sensitive areas wherever possible.
- Policy T-21 Give preference to utilization of established mitigation banks over creation of smaller off-site mitigation sites when mitigation is required.

8.2.5. Transportation Safety

Goal 7. Maximize transportation system safety for people of all abilities.

- Policy T-22 Design pedestrian, bicycle, and equestrian facilities with the following safety considerations:
- Minimize adjacent opaque areas, such as vegetation and overhangs.
 - Pathway surfacing should be compatible with use.
- Policy T-23 Establish and implement sight distance and visibility standards for pedestrian facilities.
- Policy T-24 Locate traffic signs in the most visible location. Sign illumination will be considered where there are visibility concerns per Manual on Uniform Traffic Control (MUTCD) standards.
- Policy T-25 Maintain roadway /intersection site distance standards. Eliminate site obstructions such as utility poles, signs, parked vehicles and vegetation where site distance standards are not met.
- Policy T-26 Provide safe access for disabled individuals in accordance with the Americans with Disabilities Act.

Goal 8. Provide a safe, comfortable, and reliable transportation system.

- Policy T-27 Develop a traffic management strategy that minimizes through traffic in residential neighborhoods.
- Policy T-28 Analyze accident data to determine where safety-related improvements are necessary. Prioritize and implement safety-related improvements.

Policy T-29 Provide adequate lighting for roadway and intersection visibility in accordance with adopted standards.

Policy T-30 Provide adequate lighting for pedestrians and cyclists where needed.

Policy T-31 Maintain Kitsap County Local Traffic Safety Program (LSTP) to address neighborhood traffic safety concerns while enabling citizens and community groups to become involved with the improvement process.

Policy T-32 Maintain safety and lighting standards that protect transportation facility users and maintain rural, neighborhood, and community identities.



8.2.6. Economic and Cost Efficiency

Goal 9. Encourage travel patterns and mode choices that efficiently use available physical, financial, environmental, and energy resources.

Policy T-33 Locate new facilities to minimize right-of-way acquisitions and construction costs.

Policy T-34 Maintain an equitable system of transportation impact fees.

8.2.7. Land Use and Transportation Planning

Goal 10. Coordinate land use and transportation planning to help manage growth.

Policy T-35 Establish transportation needs of a development proposal early in the permit review process.

Policy T-36 Encourage Transit Oriented Development (TOD) that supports compact growth by designating higher density zones near ferry terminals and near transit stations that generate pedestrian activity.

Policy T-37 Encourage property owners to plan for shared parking and access.

Policy T-38 Encourage multi-modal connections between major buildings/activity areas both within and outside a development.

Policy T-39 Increase the percentage of Kitsap County residents located within reasonable walking distance of designated transit stops.



Policy T-40 Encourage the location of development to minimize vehicle miles of travel.

Goal 11. Where appropriate, designate and encourage mixed use, high density uses, and TOD to reduce reliance on the single occupancy vehicle (SOV).

Policy T-41 Acquire needed rights-of-way based on Kitsap County's roadway design standards before rezoning occurs, when possible.

Policy T-42 Develop and implement transit-supportive design standards and facilities for all residential, commercial and institutional developments.

Policy T-43 Encourage pedestrian linkages between parking lots and adjacent land uses.

8.2.8. High Capacity Transit Service and Commute Trip Reduction

Goal 12. Promote High Capacity Transit to the greatest extent feasible as an alternative to the SOV.

Policy T-44 Design roadways classified as minor arterial or higher to accommodate transit vehicles.

Policy T-45 Coordinate with Kitsap Transit to develop a transit supportive transportation system, including the following actions:

- Designate regional travel corridors for bus, rail, and/or HOV use.
- Identify and acquire future park-and-ride lots that support transit corridors.
- Provide direct transit service, shuttle service, or other paratransit services to connect areas in larger developments with the bus and ferry transit systems.
- Locate transfer centers in higher density activity centers, including shopping centers.
- Plan for and provide exclusive transit access to high density centers and ferry terminals.
- Develop transit advantage systems, queue bypass lanes, signal preemption systems, and unrestricted bus pullouts.



Policy T-46 Educate citizens on the impacts of SOV use and ways to reduce trips.

Policy T-47 Coordinate with Kitsap Transit to design transfer centers that:

- Minimize traffic and parking conflicts.
 - Provide safe, convenient access for pedestrians and cyclists.
 - Minimize negative environmental impacts on surrounding area.
- Policy T-48 Support the development of a regional park-and-ride lot system.
- Policy T-49 Consider the following criteria when planning and constructing regional park-and-ride lots:
- Convenient access to the roadway system and to pedestrian and bicycle trails.
 - Bicycle storage.
 - Retail services, which can provide conveniences, reduce trips, and serve as a crime deterrent. Any retail services provided should be consistent with existing zoning.
 - Provide incentives to retailers to provide park-and-ride spaces.
 - Seamless inter-modal connections to all modes of travel including transit, auto, rail, and non-motorized travel.
- Policy T-50 Encourage Kitsap Transit to develop ongoing marketing for its transit and inter-modal connections.
- Policy T-51 Encourage park-and-ride facilities on the outskirts of towns, cities and major commercial areas.
- Policy T-52 Maintain the Kitsap County Commute Trip Reduction (CTR) program and make every effort to reduce County employee SOV trips.
- Policy T-53 Coordinate with Kitsap Transit and WSDOT to provide increased security measures at park-and-ride lots. Security measures may include, but are not limited to surveillance cameras, lighting and private security personnel.
- Policy T-54 Increase the percentage of residents who can reach neighborhood retail centers using transit, and who can reach major retail shopping centers without excessive transit/transfer delay.
- Policy T-55 Improve the time advantage and convenience of transit as compared to SOV travel.

8.2.9. Marine Transportation Service

Goal 13. Ensure that the marine transportation system meets commuter, commercial and recreational demands in the most efficient and reliable manner possible.

Policy T-56 Coordinate with Washington State Ferries (WSF) and Kitsap Transit to provide Kitsap County with more direct, more frequent, and more reliable passenger/auto and passenger-only ferry service.



Policy T-57 Coordinate with the necessary agencies to develop feasibility studies and a potential implementation plan for intra-county ferry service.

Policy T-58 Support passenger-only ferry service between downtown Seattle and Southworth, Kingston and Bremerton.

Policy T-59 Coordinate with Kitsap Transit, WSF, and WSDOT to achieve the following:

- Increased passenger-only ferry service coordinated with express transit service.
- Strategically located satellite park-and-ride facilities in lieu of new parking facilities.
- Priority access systems at ferry terminals for all registered carpools, vanpools and other mass transportation vehicles.
- Appropriate operations standards for those ferry routes serving Kitsap County.

Policy T-60 Continue to coordinate with Kitsap Transit to improve transit connections to ferry terminals.

Policy T-61 Continue regular contact with WSF to improve customer service and public relations with ferry users.

8.2.10. Non-motorized Travel

Goal 14. Maximize the opportunity for non-motorized travel, including development of greenways that are safe for all ages.

Policy T-62 Coordinate with the state, Tribes, cities and Pierce, Mason and Jefferson counties to provide a continuous bicycle system throughout and beyond Kitsap County.

Policy T-63 Require the provision of accessible bicycle/pedestrian facilities within the roadway system of new developments.

Policy T-64 Promote, establish and coordinate a “safe routes to schools” program with local school districts.

Policy T-65 Incorporate bicycle parking requirements for employment, institutional and retail uses in Kitsap County’s zoning regulations. Include in development regulations requirements for developments to provide secure bicycle facilities, which may include bicycle racks and secure rooms within buildings.



Goal 15. Build a greenways network of non-motorized on-road commuter trails and off-road recreational trails, within and outside of road rights-of-way, that interconnect open spaces, urban areas, communities, and recreational areas.

Policy T-66 Develop a system of non-motorized transportation facilities that:

- Are constructed primarily within the rights-of- way of existing and proposed public streets or roads.
- Provide safe transportation among a variety of regional, inter-community and local Kitsap County destinations for bicyclists and pedestrians.

Goal 16. Encourage development of rights-of-way to safely accommodate motorized and non-motorized travel.

Policy T-67 Evaluate publicly owned, undeveloped road ends, tax title lands, and rights-of-way for use in implementing the bicycle/pedestrian system.

Policy T-68 Construct bicycle facilities in accordance with recommended design standards and allowed deviations consistent with guidelines set by the American Association of State Highway and Transportation Officials (AASHTO).



Goal 17. Create a continuous non-motorized transportation system that connects neighborhoods and integrates on- and off-road facilities.

- Policy T-69 Where future bicycle and/or pedestrian facilities are planned in corridors in which future Kitsap County roadway improvement projects (both new construction and rehabilitation projects) are planned, include the bicycle/pedestrian facilities as part of the roadway project.
- Policy T-70 Coordinate with WSDOT, Kitsap Transit and WSF to encourage adequate bicycle parking at all ferry terminals, park-and-ride lots, and public facilities.
- Policy T-71 Preserve public access to public shoreline areas that are under jurisdiction of government entities.

Goal 18. Develop a system of non-motorized transportation facilities that are constructed primarily within the right-of-way of existing and proposed public streets or roads and that provide safe transportation between a variety of regional, inter-community and local county destinations for bicyclists and pedestrians.

- Policy T-72 Designate a system of pedestrian/bicycle facilities and include at a minimum a network composed of:
- Regional facilities that provide principal bicycle connections to regionally significant destinations such as large existing communities, major transportation facilities or significant commercial/employment districts.
 - Sub-regional facilities that provide supplementary pedestrian/bicycle connections to regionally significant destinations identified above or to significant sub-regional destinations such as smaller existing communities, secondary commercial/employment districts or state parks.
 - Local facilities that provide connections between locally significant destinations such as residential neighborhoods, community facilities, schools, parks and the overall “trunk” network of bicycle facilities.
- Policy T-73 Assign top priority to the implementation of bicycle facilities and/or pedestrian facilities designated in the Kitsap County Bicycle Facilities Plan.
- Policy T-74 Develop criteria, standards and procedures that allow the designated Bicycle Facilities Plan to expand to include future facilities that link to facilities designated on the Kitsap County Bicycle Facilities Plan.

- Policy T-75 Implement the Mosquito Fleet Trail Master Plan. All improvements in the Bicycle Facilities Plan that overlap with the Mosquito Fleet Trail Plan are considered high priority projects.
- Policy T-76 Support continued development of non-motorized connections to establish commuter routes from residential areas to major employment and business centers, and interconnect urban areas and communities such as Silverdale with Bremerton, Kingston with Indianola; and Port Orchard with Belfair.

8.2.11. Transportation System Planning and Implementation

Goal 19. Develop and maintain a comprehensive and coordinated multi-modal transportation system.

- Policy T-77 Use the transportation planning process to identify current and future transportation system needs throughout Kitsap County.
- Policy T-78 Use the transportation planning process to support network connectivity.
- Policy T-79 Identify specific transportation corridors and alignments for public roads, transit and rail service, pedestrian and bicycle facilities, and water routes.
- Policy T-80 Strive to create capacity using the existing road network before considering new corridors.
- Policy T-81 Develop an alignment plan for the new transportation corridors and facilities identified in the transportation plan.
- Policy T-82 Secure necessary rights-of-way for transportation improvements prior to up-zoning.
- Policy T-83 Protect public rights-of-way.
- Policy T-84 Encourage the creation and preservation of rights-of-way for alternative transportation purposes such as pedestrian or bicycle facilities.
- Policy T-85 Develop and apply innovative roadway design standards that enhance neighborhood identities but do not infringe on the safety of motorized and non-motorized traffic.
- Policy T-86 Refer to the Kitsap County Road Design Standards during development review and transportation project development.



8.2.12. Level of Service

Goal 20. Achieve minimum LOS standards for transportation facilities in accordance with the requirements of the GMA.



- Policy T-87 Take into account the tolerance of communities to accept higher levels of congestion in urban areas.
- Policy T-88 Maintain a transportation concurrency management system that tests new development for its impacts on the network at the site-specific level (area of influence), and also periodically monitors the cumulative effect at the countywide level.
- Policy T-89 Develop requirements for traffic impact studies that:
- Set threshold requirements.
 - Carry out a multi-modal LOS analysis (i.e., assessing a development's impacts on the transit, ferry and non-motorized systems).
 - Identify ways to mitigate development-related transportation impacts in accordance with the State Environmental Policy Act (SEPA).
 - Allow evaluation of the cumulative effects of numerous small developments.
- Policy T-90 Transportation improvements shall be available to support planned growth at adopted LOS levels concurrent with development. “Concurrent” shall mean 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. Proposed development shall not be approved if it causes the adopted LOS to decline below the minimum standards adopted in the Comprehensive Plan.
- Policy T-91 Maintain roadway segment LOS standards that have been adopted for county roadways, as defined in the Capital Facilities Plan (CFP).
- Policy T-92 Develop and adopt intersection LOS standards.
- Policy T-93 Develop a system for selecting critical intersections for which LOS will be monitored.

Goal 21. Ensure consistency with state law regarding LOS for transportation facilities and services of statewide significance.

- Policy T-94 Coordinate LOS standards with regional and state agencies.
- Policy T-95 Monitor baseline capacities on regional facilities.
- Policy T-96 Coordinate with WSDOT to maintain operations on state highways that are as efficient as possible, particularly on highways of statewide significance.

8.2.13. Roadway Access

Goal 22. Manage access to the transportation system.

- Policy T-97 Promote the consolidation of access along state highways and the Kitsap County arterial system.
- Policy T-98 Develop design criteria for comprehensive access plans that emphasize efficient internal circulation between adjacent plats.
- Policy T-99 Apply driveway spacing standards based upon roadway functional classification.
- Policy T-100 Provide incentives to adjacent property owners to establish mutually shared driveways. Incentives should not include density bonuses.
- Policy T-101 Implement access standards for all roadway types.



8.2.14. Roadway Aesthetics

Goal 23. Design a multi-modal transportation system that supports and enhances neighborhood identities.

- Policy T-102 Provide streetscape designs in urbanized areas.
- Policy T-103 Maintain rural design standards that enhance strong rural characteristics while providing adequate safety.
- Policy T-104 Retain native vegetation as a priority.
- Policy T-105 Support planning for non-motorized transportation.



- Policy T-106 Encourage placing utilities underground rather than aboveground.
- Policy T-107 Designate scenic or waterfront roadways and develop appropriate design standards for them.

8.2.15. Funding Strategy

Goal 24. Develop a funding strategy and financing plan to meet the multi-modal project and programmatic needs identified in the transportation plan.

- Policy T-108 Distribute transportation funds using an equitable priority process.
- Policy T-109 Secure adequate long-term funding sources for transportation system improvements.
- Policy T-110 Identify multi-modal, multi-jurisdictional projects that support economic development.
- Policy T-111 Coordinate efforts among the County and other jurisdictions, WSDOT, the state legislature and the private sector to increase state and federal funding for transportation.
- Policy T-112 Provide sufficient flexibility in the funding process to maximize the use of county and other funding sources.
- Policy T-113 Prioritize transportation expenditures for Kitsap County in the TIP.
- Policy T-114 Conduct a regular comprehensive evaluation and assessment of Kitsap County's transportation priorities. Incorporate annual updates into the TIP and county budget.
- Policy T-115 If a funding shortfall occurs as a result of change in revenue assumptions used to identify funding for programmed capital improvements, the County will:
- Identify alternative sources of funding for needed improvements.
 - Revise its LOS standards to match available revenues.
 - Reassess the Comprehensive Plan and revise it as appropriate to achieve a balance between land use, revenues and levels of service.
- Policy T-116 Identify sources and apply for regional funding of projects that support the PSRC designated Regional Growth Centers of Silverdale and Bremerton, and the Regional Industrial Center located in the South Kitsap UGA located near Bremerton International Airport.

8.2.16. Aviation Transportation

Goal 25. Cooperate with entities within the county to establish an air transportation system appropriate to serve the residents, businesses and military activity within the community.

Policy T-117 Incorporate aviation transportation planning considerations in all land use decisions reviewed within airport environs. Projects will be assessed through SEPA review for their appropriateness in airport environs and to determine if airport vicinity height limits established by the Federal Aviation Administration are exceeded.

Goal 26. Preserve the county's existing aviation facilities such that they are able to retain and augment their role in the regional, national and international transportation system, recognizing the importance of this system to the viability of Kitsap County in the global community.

Policy T-118 Acknowledge the value of aviation facilities to the maintenance and evolution of the economic well being of the Kitsap community.

Policy T-119 Actively assert the role of the county's air transport system and its needs in local and regional aviation planning activities.

Goal 27. Ensure that the safety of the community and the users of the county's air transportation system are maintained as its aviation facilities evolve.

Policy T-120 Consider the compatibility of new uses with the aircraft activity when new development is being considered for location near aviation facilities.

Policy T-121 Notify the Port of Bremerton of projects planned and proposed construction within a two-mile radius of Bremerton National Airport.

Policy T-122 Adopt development regulations that will discourage the siting of incompatible uses adjacent to public use general aviation airports, in accordance with RCW 36.70.547.