



COMPREHENSIVE PLAN UPDATE

Transportation Element

Welcome!

The Comprehensive Plan Update

A comprehensive plan helps the public and elected officials define objectives, set priorities, and seek solutions to long-term issues. The Skagit County Comprehensive Plan provides a sense of direction, as well as a broad overview of where a community is and how it will grow over a 20-year horizon.

Skagit County last completed a major Comprehensive Plan update in 2007. This current update process responds to Growth Management Act (GMA) requirements to update the County's plan for 2016.

Why We Are Here

The public workshop you're attending today is intended for public input on county-wide transportation policies and needs. Today, we are asking you to:

- Help us ensure that the transportation element describes your vision for Skagit County's transportation needs
- Tell us any concerns, comments, or priorities you may have

Today's Forum

Around the room you will find a variety of posters providing information for you to gain further understanding of the Transportation Element and the update process.

Feel free to browse the stations in any order. If you have questions or comments, please find a staff member and they will be happy to speak with you.



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Transportation Element Requirements

The Growth Management Act (GMA) goal for transportation:

Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

(RCW 36.70a.020(3))

The GMA requires transportation elements to:

- Include land use assumptions used in estimating travel
- Estimate traffic impacts to state-owned transportation facilities resulting from land use assumptions
- Identify facility and service needs including air, water, and ground transportation
- Include a financing plan to address facility and service needs
- Include travel demand management strategies
- Include a pedestrian and bicycle component



Source: efreshdesigns.com



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Existing Element Goals

GOAL A: Plan and maintain a safe and efficient system for the movement of people and goods in partnership with the Skagit Council of Governments.

- **GOAL A1 – SYSTEM MANAGEMENT:** Maintain and improve the County roadway system consistent with the growth management strategies of the Land Use Element, and respect the unique environmental and economic character of the area.
- **GOAL A2 – LEVEL OF SERVICE:** Establish level of service standards for the County's road system to gauge the performance of the system and determine areas where transportation improvements are required.
- **GOAL A3 – PUBLIC TRANSPORTATION:** Work with other agencies and jurisdictions to coordinate a safe, accessible, and integrated system of public transportation.
- **GOAL A4 – PASSENGER RAIL:** Support passenger rail service to and through Skagit County as an important element of a balanced transportation system.
- **GOAL A5 – FERRY SERVICE:** Work to maintain county and state ferry services as an important element of the transportation network.
- **GOAL A6 – NON-MOTORIZED TRANSPORTATION:** Provide a safe and efficient network of trails and bikeways, including both on- and off-road facilities that link populated areas of the County with important travel destinations.
- **GOAL A7 – FREIGHT AND ECONOMIC DEVELOPMENT:** Support economic development goals by providing adequate air, rail and surface freight handling routes and facilities throughout the County transportation system.
- **GOAL A8 – TOURISM AND RECREATION:** Support the promotion of tourism, recreation, and special events through the County transportation system.
- **GOAL A9 – SCENIC HIGHWAYS:** Support the preservation and enhancement of scenic highways and historic, archaeological and cultural resources within Skagit County.
- **GOAL A10 – TRAFFIC SAFETY:** Provide a safe travel environment for county residents and visitors in all modes of transportation.
- **GOAL A11 – ROAD MAINTENANCE AND MONITORING:** Develop a systematic approach for monitoring and maintaining the transportation system in a cost-effective manner.
- **GOAL A12 – SYSTEM MANAGEMENT:** Increase the efficiency of the existing transportation system before major capital expenditures are made.
- **GOAL A13 – LAND USE AND DEVELOPMENT:** Incorporate transportation goals, policies, and strategies into all County land use decisions.
- **GOAL A14 – CONCURRENCY:** Ensure that suitable mitigation measures for addressing the impacts of growth are fair and equitable, and that transportation impacts at the project and system levels are mitigated concurrently with the project.
- **GOAL A15 – IMPLEMENTATION AND INTERGOVERNMENTAL COORDINATION:** To jointly plan, prioritize, and finance transportation improvements with federal, state, regional, and municipal partners for the greatest public benefit.
- **GOAL A16 – CAPITAL IMPROVEMENT PROGRAMS:** Integrate the Six-Year Transportation Improvement Program (TIP) and the 20-year long range transportation needs assessment with the Capital Facilities Plan consistent with the goals and policies of this Comprehensive Plan.



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Recent Transportation Trends and Existing Conditions

Level of Service (LOS)

The LOS for county roads is C. LOS D is acceptable if all of the following criteria are met:

- Annualized ADT is greater than 7,000 vehicles
- The road is not classified as a local access road
- The Road is designated as a county Freight and Goods Transportation Systems Route (FGTS)

The LOS for county road intersections is D.

Highest Average Daily Traffic (ADT)

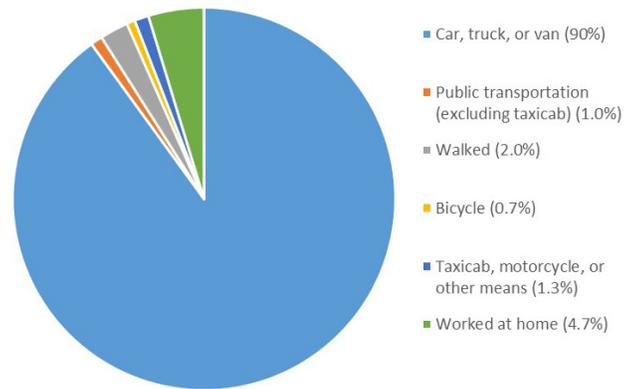
Road	2014 ADT (Highest Segment)	2029 ADT (Projected)	Percentage Increase
Cook Road	14,233	19,156	34.6%
Fir Island Road	9,228	12,420	34.6%
Pioneer Highway	8,935	12,025	34.6%
Bow Hill Road	7,738	10,414	34.6%
McLean Road	6,228	8,328	33.7%
LaConner Whitney Road	5,525	7,436	34.6%

County Road Inventory

Miles by Federal Functional Class	
Rural Minor Arterial	9.4
Rural Major Collector	156.6
Rural Minor Collector	153.1
Rural Local Access	373.6
Urban other Principal Arterial	0.5
Urban Minor Arterial	17.6
Urban Collector	13.9
Urban Minor Collector	5.0
Urban Local Access	71.4
Total:	801.0

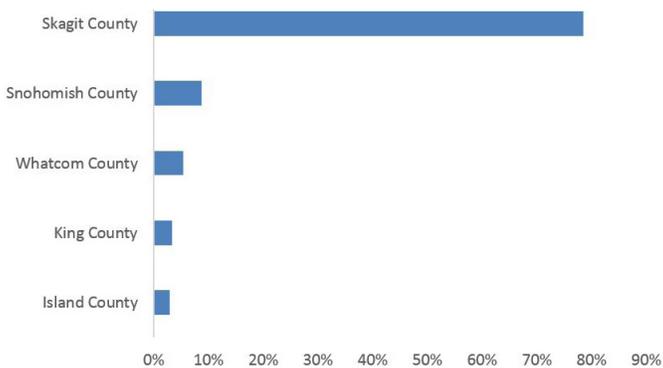
Skagit County's Public Road Inventory has remained steady with approximately 800 miles of roads, the majority of which are rural local access roads.

Means of Transportation to Work



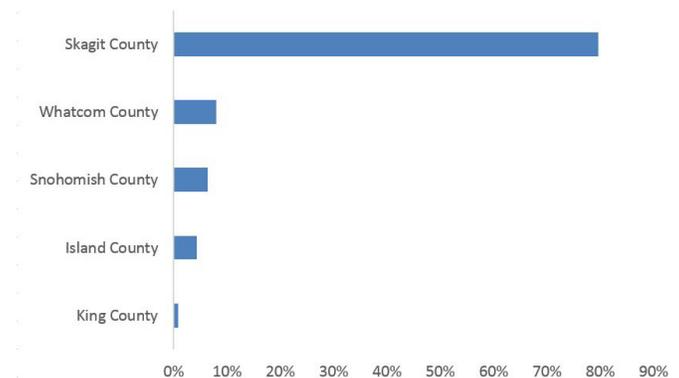
90% of Skagit County's residents travel to work by car, truck, or van. Very few residents use other modes of transit, while almost 5% work at home.

Skagit County Residents' Place of Work



The majority of Skagit County's residents work in Skagit County, although some commuters travel to work in the surrounding area.

Skagit County Workers' Place of Residence



The majority of Skagit County's workers live in Skagit County, although some workers live in the surrounding area and commute to Skagit County.



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Key Questions going forward:

1. What do you think the top priorities should be for Skagit County's transportation system?
2. What are the most important transportation needs and priorities for maintaining a healthy economy in Skagit County?
3. What should Skagit County's role be in promoting non-motorized transportation and physical activity, relative to the role of the cities and towns?
4. With roadway maintenance and capacity expansion needs greater than the amount of available funding, how should Skagit County address the shortfall?

Comment cards are available for feedback.