

SKAGIT COUNTY COMPREHENSIVE PLAN UPDATE

Draft Transportation Element Amendments & Relationship to Public and Planning Commission Comments

INTRODUCTION

On March 17, 2015, Skagit County's Planning Commission hosted a public meeting to consider transportation opportunities and challenges in Skagit County. The purpose of this document is to summarize the findings of the meeting and to relate the early input to draft amendments to the Transportation Element.

Meeting Overview

The March 17, 2015 Planning Commission Meeting included an open house, followed by presentations from County planners and Regional Transportation and Public Health Agencies.

The meeting materials, [summary meeting notes](#) and [Planning Commissioner comments](#) are available for review on the 2016 Update website.

A summary of key Transportation trends included:

- Skagit County has grown, but more recently at a slower rate.
- County Public Road Inventory remains steady
- Roadway Capacity is generally sufficient to accommodate anticipated demand
- Transit ridership increased by 3.2% between 2011 and 2013.
- Approximately 80% of Skagit County residents work in Skagit County.
- Approximately 90% of Skagit County residents commute to work by a car, truck or van including carpooling and rideshare.
- Guemes Island Ferry ridership is expected to increase by 21.1% for vehicles and 7.3% for passengers by the year 2030.
- According to the 2010 *Metropolitan & Regional Transportation Plan* walking accounts for approximately 5.8% of all trips.

About 30 participants broke up into small groups to discuss the following key questions around transportation facilities and priorities:

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

The small groups presented their responses to each other and the Planning Commission. The Planning Commission then reflected on the small group discussions and their own perspectives.

Key themes in the small group discussions and resulting Planning Commission reflections included, but are not limited to:

- A. Preservation and maintenance of the existing system should be a top priority for limited funding.
- B. Promote high quality public transportation to support increased ridership.
- C. The transportation system should provide opportunities for both motorized and non-motorized transportation. For non-motorized transportation the highest priority for the County should be on regional connections.
- D. Improve access for people with disabilities (ADA).
- E. Public safety, particularly at railroad crossings, should be a top priority for limited funding.
- F. The transportation system should support a healthy economy and access to jobs.

The workshop results including these themes have been considered in the review of current Transportation Element policies. Targeted amendments have been suggested to address the themes, and in some cases to improve internal consistency of the Comprehensive Plan policies.

DRAFT ELEMENT AND LINK TO KEY DISCUSSION POINTS

Attachment B provides the draft element, including an updated introduction and profile, as well as limited amendments to policies. The introduction and profile update information and the transportation planning context. The goals and policies are proposed for targeted changes to address the themes described above, as well as any new requirements under GMA.

Matrix of Goals and Policies, Draft Amendments and Themes

Row #	Current Goals and Policies with Selected Amendments	Discussion
1.	<p>Goal A</p> <p>Plan and maintain a safe and efficient system for the movement of people and goods in partnership, where appropriate, with the Skagit Council of Governments.</p>	No changes proposed. Goal still applies.
2.	<p>Goal A 1</p> <p><i>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.</i></p>	No changes proposed. Goal still applies.
3.	<p>8A-1.1 Monitoring for Congestion Relief - Monitor the capacity of the transportation system to meet level of service standards and manage congestion.</p>	No changes proposed. Policy still applies.
4.	<p>8A-1.2 Right-of-Way Preservation – Anticipate and address future transportation needs through strategies for acquiring rights-of-way and limiting of encroachments or ancillary uses that could endanger future roadway improvements.</p>	No changes proposed. Policy still applies.

Row #	Current Goals and Policies with Selected Amendments	Discussion
5.	8A-1.3 Multi-modal transportation – Participate in the planning and implementation of multi-modal transportation systems to increase mobility of all users and provide alternatives to the passenger car.	No changes proposed. Addresses Theme C.
6.	8A-1.4 Functional Classification – Designate all county roads according to the functional classification system mandated by federal and state law based on the character of service those road are intended to provide in urban and rural areas. Arterials should serve as the main routes to move traffic through the county. Collectors should serve as the supplemental routes for traffic within the county.	No changes proposed.
7.	8A-1.5 Skagit River - The County supports improving the flow of traffic over the Skagit River, including new bridge construction.	No changes proposed.
8.	8A-1.6 Arterial access - Primary arterial access points should be designed to ensure maximum safety while minimizing traffic flow disruptions.	No changes proposed.
9.	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.	No changes proposed.
10.	8A-2.1 Level of Service Standards - The Level of Service (LOS) standard for County roads is C. LOS D is acceptable for all road segments that: a. Have Annualized Average Daily Traffic (AADT) greater than 7,000 vehicles; and b. Are NOT federally functionally classified as an an ^{an-09} Local Access Road; and c. Are designated as a County Freight and Goods Transportation Systems Route (FGTS). The LOS standard for County road intersections is LOS D.	No substantive changes proposed. LOS standards are still valid. Since functional class systems can change, removed number.
11.	8A-2.2 The Level of Service Standards shall not be the overriding factor when the County is considering road improvements. Other factors such as the Priority Array and the Comprehensive Plan policies shall be given equal consideration with the LOS.	No changes proposed.
12.	8A-2.3 Design Standards – Maintain urban and rural design standards for structures, roads, and utility systems	No changes proposed.

Row #	Current Goals and Policies with Selected Amendments	Discussion
	constructed either by the county or other public or private sponsors. These standards shall reflect the character of the communities as defined in the Land Use, Rural, and Community Planning Elements.	
13.	<p>Goal A3 – Public Transportation</p> <p><i>Work with other agencies and jurisdictions to coordinate a safe, accessible, and integrated system of public transportation.</i></p>	No changes proposed. Addresses Theme B.
14.	<p>8A-3.1 Transit Support- Encourage citizens and businesses to use transit as an alternative to the single-occupant vehicle.</p>	No changes proposed. Addresses Theme B.
15.	<p>8A-3.2 Transit Schedules – Allow County employees to adopt flexible work schedules that can be coordinated with transit schedules. Encourage similar actions by private and other public employers and employees.</p>	No changes proposed.
16.	<p>8A-3.3 Support adequate funds for senior citizen and handicapped transportation systems to provide for those who, through age and/or disability, are unable to transport themselves.</p>	No changes proposed. Addresses Theme D.
17.	<p>8A-3.4 - Encourage public transportation services to serve cities, towns, and Rural Villages, and to link with systems in adjoining counties, when financially feasible and supported by the public.</p>	No changes proposed. Addresses Theme B.
18.	<p>8A-3.5 Encourage private transit providers to continue to provide services that public transit cannot, including services to the County and State ferry system, and local and regional airports.</p>	No changes proposed.
19.	<p>Goal A4 Passenger Rail Transportation</p> <p><i>Support passenger rail service to and through Skagit County as an important element of a balanced transportation system.</i></p>	No changes proposed.
20.	<p>8A-4.1 Encourage rail agencies to implement a public education program on railroad safety.</p>	No changes proposed. Addresses Theme E.
21.	<p>8A-4.2 Work with the Washington State Department of Transportation, local jurisdictions, other agencies, and the public to make safety and other improvements to the rail corridors to allow for increased speeds <u>for passenger trains</u>.</p>	Clarifies that increased speeds are sought for passenger trains, as this may not be appropriate for certain types of freight. Addresses Theme E.

Row #	Current Goals and Policies with Selected Amendments	Discussion
22.	8A-4.3 Work with the Washington State Department of Transportation, local jurisdictions, other agencies and the public to determine the location of potential rail crossing closures.	No changes proposed.
23.	8A-4.4 Road improvement decisions shall be consistent with any plans for rail crossings closures and with other aspects of rail service.	No changes proposed.
24.	8A-4.5 Plan for commuter rail service to Skagit County at such time it is determined to be economically and socially acceptable	No changes proposed.
25.	Goal A5 – Ferry Service <i>Work to maintain county and state ferry services as an important element of the transportation network.</i>	
26.	8A-5.1 Encourage the provision of adequate street, highway, and road facilities to accommodate traffic to the ferry terminals in Anacortes.	No changes proposed.
27.	8A-5.2 Work with the City of Anacortes, property owners, and residents on Guemes Island to develop and maintain adequate parking areas.	No changes proposed.
28.	8A-5.3 To meet future increases in demand, increase service capacity of the Guemes Island Ferry by: (a) encouraging car-pooling and walk-on passengers; (b) increasing the frequency of ferry runs based on demand; (c) considering additional ferry capacity if the aforementioned procedures fail to accommodate demand; and (d) adding additional runs outside the current schedule.	No changes proposed.
29.	8A-5.4 In making all decisions related to the Guemes Island Ferry, balance the needs of the Island residents, the non-resident property owners, and the County citizenry as a whole. Decisions that would have significant service or financial impacts should be made after providing ample opportunities for public review and comment.	No changes proposed.
30.	8A-5.5 Continue to provide safe and adequate ferry service between Anacortes and Guemes Island, and a fare structure designed to recover as much operating costs <u>similar to the as</u> Washington State Ferries <u>model does from the users</u> .	Minor change proposed.

Row #	Current Goals and Policies with Selected Amendments	Discussion
31.	8A-5.6 Support the State’s continued provision of ferry service to and from Anacortes--San Juan Islands-Vancouver Island, B.C.	No changes proposed.
32.	<p>Goal A6 – Non-Motorized Transportation</p> <p><i>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.</i></p> <p><i>Achieve high standards in meeting the needs of non-motorized users, through appropriate planning, design, construction and maintenance of user-friendly facilities.</i></p> <p><i>Increase education, information and traffic enforcement efforts associated with non-motorized transportation as a means of lowering collision and injury rates associated with these modes</i></p>	No changes proposed. Addresses Theme C.
33.	8A-6.1 The Skagit County non-motorized transportation system is comprised of all streets and highways to which access by bicyclists and pedestrians is permitted, separated trails and pathways which have a transportation function as defined in the Non-Motorized Transportation Plan, and any system or design accommodations meant to serve non-motorized users.	No changes proposed.
34.	8A-6.2 The County’s Non-Motorized Transportation Plan should identify non-motorized needs in the County. Based on those needs, the plan should then identify and prioritize potential non-motorized projects. However, the inclusion of a project in the plan does not constitute a commitment that the County will fund or construct a project.	Last sentence is moved to policy 8A-6.3 for better continuity.
35.	8A-6.3 <u>The Non-Motorized Transportation Plan is a long-term plan to meet County multimodal goals and needs over 20 years. The inclusion of a project in the plan does not constitute a commitment that the County will fund or construct that project.</u> Like all transportation projects, non-motorized transportation projects must be added to the Six-Year Transportation Improvement Program (6-Year TIP) in order to be funded.	The added language explains the distinction between placing a project in the 20-year Non-Motorized Plan and placing a project on the 6-Year TIP. The latter reflects a commitment by the County to fund the project.
36.	8A-6.4 Provide for the diverse needs of bicycle, pedestrian and equestrian modes through appropriate routing and the utilization of single-use and shared-use facilities.	No changes proposed. Addresses Theme C.

Row #	Current Goals and Policies with Selected Amendments	Discussion
37.	8A-6.5 Connect all significant traffic generators (such as neighborhoods and communities) with each other and as well as with <u>other important a wide variety of</u> destinations including schools, employment and commercial centers, medical and social service centers, other transportation facilities and modes, scenic and recreational areas, and the non-motorized facilities and systems of <u>cities and towns within Skagit County and of</u> adjoining areas.	Simplifies the language for clarity, while emphasizing connectivity within and beyond the County. .
38.	8A-6.6 Coordinate system planning, funding, and development with other local, regional, state, federal and tribal jurisdictions.	No changes proposed.
39.	8A-6.7 Design all non-motorized facilities in compliance with federal, state and local accessibility standards	No changes proposed.
40.	8A-6.8 Access and trailhead facilities should include adequate parking and sanitation.	No changes proposed.
41.	8A-6.9 Promote non-motorized transportation as a viable, healthy, non-polluting alternative to the single occupancy vehicle.	No changes proposed.
42.	8A-6.10 Rail Corridors - Rail corridors should be preserved through the use of rail banking programs after affected property owners and their property rights are first adequately and legally addressed.	No changes proposed.
43.	8A-6.11 <u>Community and subarea plans should identify and address the implementation of pedestrian, bicycle and (where appropriate) equestrian facilities that provide safe, efficient and convenient access to residential neighborhoods, schools, parks and recreation facilities, commercial districts, activity centers, tourist areas and established or planned multi-use trails.</u>	This need was identified at the 2016 Comp Plan Update community meeting in Edison. Motorized and non-motorized transportation needs were addressed in the Alger and Bayview Ridge Subarea Plans. Big Lake is in need of better non-motorized planning, particularly around the school.

Row #	Current Goals and Policies with Selected Amendments	Discussion
44.	<u>8A-6.12 Emphasize maintenance of existing non-motorized facilities, including road sweeping, striping, signing, and debris removal, and the ongoing development of smooth and continuous road shoulders, including asphalt overlays or enhanced chip sealing where appropriate and feasible.</u>	Maintenance is a high priority issue identified in the NMTP yet is missing from the Comprehensive Plan policies. The NMTP states that regular sweeping of routes can “potentially bring the greatest benefit to non-motorized travel at the lowest cost.”
45.	Goal A7 – Freight and Economic Development <i>Support economic development goals by providing adequate air, rail and surface freight handling routes and facilities throughout the County transportation system.</i>	No changes proposed.
46.	8A-7.1 Freight and Goods Transport System – Invest in road improvements to create an All-Weather Road System as part of the Freight and Goods Transportation System (FGTS). In conjunction with the state, designate portions of the road system as truck routes.	No changes proposed.
47.	8A-7.2 Provide roads structurally adequate to handle anticipated commercial traffic demand, particularly on the FGTS.	No changes proposed.
48.	8A-7.3 Encourage the enhancement and expansion of freight rail service to and from economic activity centers.	No changes proposed. Addresses Theme F.
49.	8A-7.4 Encourage improvements to air transportation facilities consistent with the ports of Skagit County and the state Aviation System Plan. Improve road and transit linkages to airport facilities.	No changes proposed.
50.	Goal A8 Tourism and Recreation <i>Support the promotion of tourism, recreation, and special events through the County transportation system.</i>	No changes proposed.
51.	8A-8.1 Involve affected jurisdictions in the planning and design of transportation projects that affect major tourism, park, and recreation facilities.	No changes proposed.

Row #	Current Goals and Policies with Selected Amendments	Discussion
52.	<p>8A-8.2</p> <p>Coordinate management of the transportation system during special events with the responsible program organizations, while minimizing the disruption of normal economic operations.</p>	No changes proposed.
53.	<p>8A-8.3</p> <p>Encourage the state to consider high-season traffic demand on SR 20 in East Skagit County whenever the state studies the need for improvements.</p>	No changes proposed.
54.	<p>Goal A9 – Scenic Highways</p> <p><i>Support the preservation and enhancement of scenic highways and historic, archeological and cultural resources within Skagit County.</i></p>	No changes proposed.
55.	<p>8A-9.1 Scenic Roads Program – Encourage the state and federal Scenic Highways and Scenic Byways programs to ensure the preservation of scenic resources along designated highways.</p>	No changes proposed.
56.	<p>8A-9.2 Interpretive sites - Develop cultural, historic and natural interpretive sites situated on public lands in a way that non-motorized travelers can enjoy them.</p>	No changes proposed.
57.	<p>8A-9.3 Coordination - Work with the state in<u>to</u> implementing <u>and maintain</u> highway heritage programs in Skagit County, which integrate scenic resource preservation with the enhancement of access to historic, archeological and cultural resources along the County's highways.</p>	Modified language because program has already been implemented.
58.	<p>Goal A10 – Traffic Safety</p> <p><i>Provide a safe travel environment for county residents and visitors in all modes of transportation.</i></p> <p><i>Recognize public safety, education, and law enforcement as integral to the development of non-motorized transportation opportunities in Skagit County.</i></p>	No changes proposed. Addresses Theme E.
59.	<p>8A-10.1 Safety Improvements - Include safety improvements as a priority in all capital projects and maintenance decisions relating to the County road system.</p>	No changes proposed. Addresses Theme E.
60.	<p>8A-10.2 Rules of the Road - Promote the safe use of transportation facilities and conformance with “rules of the road.”</p>	No changes proposed. Addresses Theme E.

Row #	Current Goals and Policies with Selected Amendments	Discussion
61.	8A-10.3 Education - Encourage educational programs that teach or encourage transportation safety for all non-motorized users. Encourage awareness among motorists of the rights and responsibilities of motorists and cyclists and the importance of “sharing the road.”	No changes proposed. Addresses Theme E. Should reference any existing educational programs if they have been implemented.
62.	8A-10.4 Minimize conflicts - Encourage planning, design and educational programs that help minimize conflicts among users.	No changes proposed. Addresses Theme E.
63.	Goal A11 – Road Maintenance and Monitoring <i>Develop a systematic approach for monitoring and maintaining the transportation system in a cost-effective manner.</i> <i>Provide a high level of maintenance to the County transportation system.</i>	No changes proposed. Addresses Theme A.
64.	8A-11.1 Monitor (count and assess) traffic volumes on all arterial and major collector roads, and other selected roads as needed, to assist in planning and capital facility programs.	No changes proposed.
65.	8A-11.2 Coordinate monitoring efforts with other County departments as appropriate, and with other state and local jurisdictions and agencies.	No changes proposed.
66.	8A-11.3 Operate a road and bridge maintenance management program to ensure that roads and bridges are adequately protected from overloading, meet County and state standards, and are programmed for maintenance and repair on a regular basis.	No changes proposed. Addresses Theme A.
67.	8A-11.4 Maintain a program for addressing traffic safety problems through monitoring of high incident conditions.	No changes proposed. Addresses Theme E.
68.	Goal A12 <i>Increase the efficiency of the existing transportation system before major capital expenditures are made.</i>	No changes proposed. Addresses Theme A.
69.	8A-12.1 Implement transportation system management techniques, such as left & right turn lanes, roundabouts, and other non-signalized intersection improvements, as a way to increase the efficiency and safety of the existing transportation system with a minimum of cost.	The County only has two County owned signals and this may not be a priority.

Row #	Current Goals and Policies with Selected Amendments	Discussion
70.	8A-12.2 Encourage the Skagit Council of Governments and the <u>Skagit</u> Metropolitan Planning Organization to implement transportation demand management strategies, such as increased transit service and flexible work schedules, to reduce the demand for travel in single-occupancy vehicles, especially at peak traffic periods.	Minor clarification.
71.	Goal A13 – Land Use and Development <i>Incorporate transportation goals, policies, and strategies into all County land use decisions.</i>	No changes proposed.
72.	8A-13.1 Impacts of Growth – Growth and development decisions shall ensure that the short- and long-term public costs and benefits of needed transportation facilities are addressed concurrently with associated development impacts.	No changes proposed.
73.	8A-13.2 Directing Growth - Mitigate transportation impacts, wherever possible, by directing new development into areas where long term capacity exists on the arterial and collector system.	No changes proposed.
74.	8A-13.3 Public Transportation Accessibility – Require new development and redevelopment to provide adequate motorized and non-motorized transportation facilities within and adjacent to the development, and to provide access to public transit, where available.	No changes proposed. Addresses Theme C.
75.	8A-13.4 Airport Expansion - In the vicinity of the Skagit Regional Airport, review development proposals to avoid future conflicts and the foreclosure of opportunities for future airport expansion.	No changes proposed.
76.	8A-13.5 Coordination with County Engineer - Following major amendments to the Comprehensive Plan, the County Road Engineer shall review the Functional Classification, the Priority Array, and the road standards for consistency and compliance with the Comprehensive Plan. Recommended changes shall be forwarded to the Planning Department and the Planning Commission for comments prior to their submittal to the Board of County Commissioners for action. The review shall take place within the first year after major Comprehensive Plan updates.	
77.	8A-13.6 Support for Existing Development – Coordinate efforts to develop infrastructure that improves the efficiency of existing major industrial and commercial areas.	No changes proposed.

Row #	Current Goals and Policies with Selected Amendments	Discussion
78.	8A-13.7 Right-of-Way Dedication – The County shall require dedication of right-of-way for needed roads in conjunction with the approval of development projects.	No changes proposed.
79.	8A-13.8 Land Use Compatibility - The planning, design, location and construction of new transportation projects and facilities shall consider and be compatible with adjacent land uses, as indicated in the Comprehensive Plan and development regulations, including natural resource activities and rural residential areas.	No changes proposed.
80.	8A-13.9 Arterials and collectors - When arterials and collectors traverse residential areas, appropriate traffic controls shall be employed to balance the needs of both the local residents and the traveling public.	No changes proposed.
81.	8A-13.10 Transportation facility standards - Incorporate standards within the land development regulations to ensure that new development and redevelopment provide adequate motorized and non-motorized transportation facilities within and adjacent to the development.	No changes proposed.
82.	Goal A14 – Concurrency <i>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.</i>	No changes proposed.
83.	8A-14.1 When a development project has a particular impact on the safety, structure or capacity of the County's road system, suitable mitigation shall be required in the form of improvements or through the use of adopted impact fees.	Impact fees have not been adopted and this policy may need to be revised.
84.	8A-14.2 The County may, in cooperation with a city, collect impact fees on behalf of that city or town for development within its Urban Growth Area, and may enter into cost sharing arrangements where each shares impact fees collected by the other for impacts to their respective roads.	No changes proposed.
85.	8A-14.3 As an alternative, the County may agree to participate in joint planning, funding, and construction of mutually beneficial transportation improvement projects for the unincorporated portion of a city UGA and the adjacent area in the county with city willing to enter into a Joint Transportation Planning, Funding, and Construction Agreement with the County.	No changes proposed.

Row #	Current Goals and Policies with Selected Amendments	Discussion
86.	8A-14.4 The County may consider the use of impact fees <u>and SEPA mitigation fees</u> as a means to ensure that adequate facilities (including but not limited to transit, pedestrian, bikeways, or roadways) are available to accommodate the direct impacts of new growth and development.	Updated to add the use of SEPA mitigation fees.
87.	8A-14.5 If an impact fee ordinance is not in place, the County may require large developments to make <u>improvements or pay a fee in lieu traffic impact contributions</u> —if the development significantly adds to a road’s need for capacity improvement, to a roadway safety problem, or to the deterioration of a physically inadequate roadway. Such traffic impact contributions are in addition to transportation facility improvements required in the immediate area for access to and from the development.	Clarified language based on legal requirements for requiring improvements.
88.	8A-14.6 The County, in cooperation with the development community, may consider alternative means to address transportation impacts of growth, so long as such alternatives comply with <u>through</u> the GMA and the State Environmental Policy Act as, and provide a practical solution to that <u>meets</u> the intent of Goal A14 above.	Updated to clarify that SEPA and the GMA are the primary means to address impacts without impact fees in place.
89.	Goal A15 – Implementation and Inter-governmental Coordination <i>To jointly plan, prioritize, and finance transportation improvements with federal, state, regional, and municipal partners for the greatest public benefit.</i>	No changes proposed.
90.	8A-15.1 Future Plans – Coordinate transportation plans with local, state, and tribal jurisdictions through the Regional Transportation Planning Organization and the <u>Skagit</u> Metropolitan Planning Organization, to identify and provide solutions for anticipated transportation challenges identified over the 20-year life of the Comprehensive Plan.	Minor edit.
91.	8A-15.2 SR 20 – Encourage the state to provide facilities for non-motorized transportation as part of improvements to SR 20.	No changes proposed.
92.	8A-15.3 Joint Development – Cooperate with the cities and towns in planning for joint development of road improvements that support mutual objectives.	No changes proposed.

Row #	Current Goals and Policies with Selected Amendments	Discussion
93.	8A-15.4 State Highway Improvements - In order to ensure that local efforts to meet GMA concurrency requirements are not undermined by inadequate state highways, support efforts at the state level to adequately fund legitimate highway improvement needs.	No changes proposed.
94.	8A-15.5 Public Involvement - Encourage the Washington State Department of Transportation to continue to develop closer—maintain close coordination with the local jurisdictions and with the Metropolitan Planning Organization and Regional Transportation Planning Organization in transportation planning and in the transportation project decision-making process. In support of this, the County encourages the State to continue enhancing its public involvement programs for state transportation decisions.	Minor change proposed.
95.	8A-15.6 Americans with Disabilities Act - The County shall comply with the “Americans with Disabilities Act of 1990.”	No changes proposed. Addresses Theme D.
96.	8A-15.7 Traffic Impacts - In determining traffic impacts of development projects, the County should consider the impacts to all jurisdictions (county, city/town, and state) and condition such projects as necessary to mitigate the impacts.	No changes proposed.
97.	Goal A16 – Capital Improvement Programs <i>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.</i>	No changes proposed.
98.	8A-16.1 Evaluation Criteria – Evaluate proposed projects according to the Comprehensive Plan goals and policies as well as engineering feasibility, costs and benefits to the public, safety, impacts to the built and natural environment, community support, opportunities for staged implementation, system benefits and maintainability.	No changes proposed.
99.	8A-16.2 Funding – Make transportation capital investment decisions in consideration of capacity, safety, <u>economic development, public health</u> and growth management needs.	Added language in support of themes for a healthy economy.

TRANSPORTATION ELEMENT TECHNICAL APPENDIX

Overview

The Draft 2016 Transportation Element Technical Appendix is proposed to replace the existing [Transportation Systems Plan \(TSP\)](#) prepared in 2003. The Transportation Element Technical Appendix consists of the following: transportation system inventory, land use assumptions, travel forecasts, Level of Service (LOS) Standards, current and future transportation needs, non-motorized transportation plan, and a transportation financial plan (this latter part is still in progress). Many details not required by GMA and not being used by Skagit County are proposed for removal as the Transportation Systems Plan becomes the Transportation Technical Appendix. This has resulted in a document of less than 100 pages rather than a document of about 170 pages.

The following text describes updates by Transportation Technical Appendix Section.

1.0 Introduction

The 2003 TSP Chapter I included a longer introduction to GMA requirements and other transportation plans and studies. The 2016 Appendix has an abbreviated introduction since the Transportation Element and Profile address the GMA requirements. The description of plans and studies is removed from the 2003 TSP Chapter I Introduction; instead in Technical Appendix Section 10, other plans are incorporated by reference as appropriate (and many are described throughout relevant sections of the Technical Appendix such as the 6-year Transportation Improvement Program).

2.0 Transportation System Inventory

The Transportation Technical Appendix inventory addresses a similar range of facilities as the TSP Chapter II – streets, roads, bridges, non-motorized transportation, transit, ferries, air transportation, freight, and rail. Data is updated to the most recent available data as of 2015.

3.0 Adopted Level of Service

The County's level of service is retained in the Transportation Element Technical Appendix. A more current description of volumes and LOS results is provided in the Appendix compared to the TSP Chapter V.

4.0 Travel Forecast

The Skagit Council of Government's (SCOG's) travel demand model was used and the results reported in this section of the Appendix. The model tests the proposed growth allocations developed through County and city collaboration at SCOG. Section 4 of the Appendix is more current than the 2003 TSP Chapters III and IV on forecasting and land use; the 2003 TSP used an older version of the model and prior growth targets and assumptions.

5.0 State and Local System Needs

This section provides updated information about system needs across multiple transportation modes – streets, roads, bridges, non-motorized transportation, ferries and transit. This section is similar to TSP Chapter VI.

6.0 Non-Motorized Transportation

The Transportation Technical Appendix Section 6 covers similar topics and policies as the 2003 TSP Chapter X. To avoid confusion with the Element goals, the items identified as goals in the 2003 Transportation Systems Plan are called objectives in the Technical Appendix. As the Transportation Element does not include all policies in the Technical Appendix, the non-motorized policies are largely in the Appendix and called such. The policy concepts are retained; policy language is updated for editorial purposes. One new item is a map showing potential non-motorized routes and corridors for the 20-year planning period (Exhibit 24), which indicates the County's long-term plans and addresses a GMA requirement.

7.0 Transportation Demand Management (TDM) Strategies

This section of the Technical Appendix is similar to Chapter VII of the 2003 TSP. Information about the ferry, transit, and other services is updated to present conditions based on other County and agency studies.

8.0 Financing Plan

This section of the Technical Appendix is under update, and more information on County costs and revenues is pending for the 20-year planning period; some 6-year information is presented as of February 2016. This section of the Technical Appendix is similar to Chapter IX of the TSP.

9.0 Intergovernmental Coordination

This section updates the descriptions of transportation agencies that plan in partnership with the County. The Technical Appendix section is similar in topics to the TSP Chapter VIII.

10.0 Plans to Reference / Incorporate by Reference

Many County, SCOG, and State Plans provide technical information and studies that support the Technical Appendix and are listed in this Section. This allowed the streamlining of the Technical Appendix compared to the 2003 TSP.