

Chapter 8

TRANSPORTATION ELEMENT

INTRODUCTION

The Growth Management Act (GMA) has very specific requirements for comprehensive plan transportation elements. To meet these ~~Transportation Element~~ requirements, Skagit County has adopted the ~~Transportation Element Systems Plan (TSP) Technical Appendix~~ which includes a transportation inventory, land use assumptions, travel forecasts, Level of Service (LOS) standards, current and future transportation needs, and a transportation financial plan in addition to other GMA requirements. In this chapter, the transportation goals and policies are presented. Together with the ~~Transportation Element Systems Plan Technical Appendix~~, the goals and policies provide the basis for transportation infrastructure decisions pursuant to the GMA. Since transportation infrastructure and services are also provided by the state, ~~regional government~~, and the cities and towns, the Skagit County Transportation Element is intended to complement those other systems and networks. The Transportation Profile elaborates further on this.

The Transportation Element is based on the following documents:

- ~~Skagit County Transportation Systems Plan, Adopted February, 2003 Element Technical Appendix 2016, amended May, 2004 to include including the County's Non-Motorized Transportation Plan.~~
- ~~Skagit County Comprehensive Plan Supplemental Map Portfolio (includes road inventories and transit service areas).~~
- ~~Skagit County Capital Facilities Plan (CFP) 2015-2020 (adopted by O20140007 on December 8, 2014) 2000-2005, Goals and Policies, Capital Improvements and Implementation Programs, July 24, 2000. The CFP contains information and policies regarding financing, level of service and implementation of capital improvement projects.~~
- ~~Revenue Sources for Capital Facilities 2000-2005, July 24, 2000. This report identifies and briefly describes revenue sources that are available to Skagit County for capital facilities.~~

Three aspects of the Transportation Element have a direct bearing on transportation project programming and funding through the Six-Year Transportation Improvement Program (Six-Year TIP). These are: (1) transportation policies; (2) existing and future transportation needs (based on Level of Service); and (3) the transportation financial plan. The transportation policies are used to give general direction for transportation improvement investments. Along with the County's Priority Array, which prioritizes road projects primarily based on physical deficiencies, the Level of Service based transportation needs are used to select potential projects. The transportation financial plan is used to produce a financially feasible six-year plan. Thus, the Transportation Element provides a framework for use in making transportation investment decisions.

Pursuant to RCW 36.81.121, the Six-Year ~~TIP Transportation Improvement Plan (TIP)~~ is updated annually. The Public Works Department produces a draft TIP that includes projects retained from the previous year, plus any additions or deletions, and a short description of each project. ~~The department~~

Comment [A1]: RCW 36.70A.070(6): The Transportation Element must be consistent with relevant CWPPS and RCW 36.70A.070 (6), which requires the transportation element to be consistent with the land use element, and requires that it includes land use assumptions, estimated traffic impacts, facility and service needs, finance, intergovernmental coordination, demand management strategies, and a bike/ped component.

1. Inventory of facilities and services (Public Works evaluating for updates)
2. Adopted LOS Standards
3. 10-year traffic forecast (SCOG)
4. Projection of local system needs to meet current/future demand
5. Pedestrian and bicycle (TSP non-motorized)
6. TDM Strategies
7. Future funding analysis & Multi-year financing plan (and how additional funds will be raised if funding falls short)
8. Intergovernmental coordination on transportation

Comment [A2]: The Transportation Systems Plan is being shortened into the Transportation Technical Appendix and moved from a stand-alone document to an integral part of the Comprehensive Plan.

Comment [A3]: The Non-Motorized Transportation Plan is an existing part of the Transportation Systems Plan.

Comment [A4]: Addressed in Capital Facilities Element

Public Works holds an informational meeting for the public to comment on the draft plan, and sends the draft documents to the Planning Commission for review and recommendation information and comment.

~~Then the Board of County Commissioners holds a public hearing on the proposed TIP. Members of the public may comment in writing or in person. The Six Year TIP is usually adopted by the Board of County Commissioners after the public hearing. The Board of County Commissioners holds its own public hearing on the proposed TIP, and adopts the TIP prior to adoption of the County budget. The TIP is then sent to the Skagit Council of Governments (SCOG) where regionally significant or federally funded projects are it is compiled from with the TIPs of the County and other the municipalities into the Regional TIP (RTIP) in the County. SCOG sends the RTIP to the Washington State Department of Transportation where it is combined into the State TIP.~~

Comment [A5]: Revised to more accurately describe the process.

GMA MANDATE

Development of this chapter was guided in particular by the following GMA Planning Goal:

- *Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with County and city Comprehensive Plans.*

This ~~G~~goal, taken in the context of the totality of the thirteen GMA Planning Goals, led to the following Countywide Planning Policies (CPPs) that provide specific guidance to the analysis and policies developed in this chapter:

- *Multi-purpose transportation routes and facilities shall be designed to accommodate present and future traffic volumes. (CPP 3.1)*
- *Primary arterial access points shall be designed to ensure maximum safety while minimizing traffic flow disruptions. (CPP 3.2)*
- *The development of new transportation routes and improvements to existing routes shall minimize adverse social, economic and environment impacts and costs. (CPP 3.3)*
- *The Transportation Element of the Comprehensive Plan shall be designed to do the following: facilitate the flow of people, goods and services so as to strengthen the local and regional economy; conform with the Land Use Element of the Comprehensive Plan; be based upon an inventory of the existing Skagit County transportation network and needs; and encourage the conservation of energy. (CPP 3.4)*
- *Comprehensive Plan provisions for the location and improvement of existing and future transportation networks and public transportation shall be made in a manner consistent with the goals, policies, and land use map of the Comprehensive Plan. (CPP 3.5)*
- *The development of a recreational transportation network shall be encouraged and coordinated between state and local governments and private enterprises. (CPP 3.6)*
- *The Senior Citizen and Handicapped transportation system shall be provided with an adequate budget to provide for those who, through age and/or disability, are unable to transport themselves. (CPP 3.7)*

- *Level of service (LOS) standards and safety standards shall be established that coordinate and link with the urban growth and urban areas to optimize land use and traffic compatibility over the long term. New development shall mitigate transportation impacts concurrently with the development and occupancy of the project. (CWPP 3.8)*
- *An all-weather arterial road system shall be coordinated with industrial and commercial areas. (CPP 3.9)*
- *Cost effectiveness shall be a consideration in transportation expenditure decisions and balanced for both safety and service improvements. (CPP 3.10)*
- *An integrated regional transportation system shall be designed to minimize air pollution by promoting the use of alternative transportation modes, reducing vehicular traffic, maintaining acceptable traffic flow, and siting of facilities. (CPP 3.11)*
- *All new and expanded transportation facilities shall be sited, constructed and maintained to minimize noise levels. (CPP 3.12)*

REGIONAL TRANSPORTATION POLICIES

The Skagit Council of Governments has adopted policies ~~and goals~~ for regional transportation planning and infrastructure coordination ~~in its capacity as both the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO) for Skagit County. These policies, contained in SCOG's The Metropolitan-Regional Transportation Planning Organization (RMTPO) (RTP), policies are required by federal law and~~ direct more detailed goals ~~and strategies. The RMTPO policies are:~~

Comment [A6]: The below policies are drawn from SCOG's draft Skagit 2040 Regional Transportation Plan.

1. *Identify, encourage, and implement strategies and projects that will maximize the efficiency and effectiveness of the ~~metropolitan-regional~~ transportation system through a cooperative effort with ~~its~~ SCOG member agencies, the Sub-Regional Transportation Planning Organization, the public and private sectors, and State and Federal agencies.*
2. *Provide a ~~Metropolitan Transportation~~ Plan that identifies significant transportation facilities and services that support local comprehensive plans and ensures ongoing evaluation necessary to keep current with local, regional, inter-regional, ~~State, Federal,~~ and public needs and requirements while recognizing the inter-relationships within the contiguous urban area and areas immediately adjacent to it.*
3. *Protect the integrity of the investment in the existing regional transportation system by encouraging and prioritizing timely maintenance of the system.*
4. *Facilitate cooperation, coordination and information exchange among ~~its~~ SCOG's member agencies/stakeholders in the Skagit MPO.*
5. *Maintain and ~~execute an ongoing implement a~~ public ~~involvement participation program and~~ plan to ensure the early, meaningful, and continuous participation of the region's interested parties/citizens of the Skagit Metropolitan Planning Area in the planning process.*
6. *Consistent with Skagit County Countywide Planning Policies, encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*

~~The Skagit County portion of the Regional Transportation Planning Organization (RTPO) has another set of policies that are required to comply with state law. They are:~~

- ~~1. Identify, encourage, and implement strategies and projects that will maximize the efficiency and effectiveness of the regional transportation system through a cooperative effort with its member agencies, the Metropolitan Planning Organization, the public sector, and state and federal agencies.~~
- ~~2. Provide a Sub-Regional Transportation Plan that identifies regionally significant transportation facilities and services that support local comprehensive plans and ensures ongoing evaluation necessary to keep current with local, metropolitan, inter-regional, state, federal, and public needs and requirements.~~
- ~~3. Protect the integrity of the investment in the existing transportation system by encouraging timely maintenance of the system.~~
- ~~4. Facilitate cooperation and information exchange amongst stakeholders in the Skagit Sub-RTPO.~~
- ~~5. Maintain and execute an ongoing public involvement program and plan to ensure the early, meaningful, and continuous participation of the citizens of Skagit County in the planning process.~~

Comment [A7]: The following policies are being removed because of the dissolution of the Skagit-Island Regional Transportation Planning Organization in 2015.

For ~~each many~~ of these policies, the ~~MTPOR/RTPOR/TP Plans have-has~~ goals and strategies that are intended to direct ~~the coordination of~~ the agencies in coordinating their individual plans, ~~and~~ improvement programs and financing strategies.

Within this framework, the following transportation goals and policies have been adopted by Skagit County.

GOAL A

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.

SYSTEM MANAGEMENT

GOAL A1

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.

Policies

- 8A-1.1 Monitoring for Congestion Relief** - Monitor the capacity of the transportation system to meet level of service standards and manage congestion.
- 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.
- 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.
- 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.
- 8A-1.5 Skagit River** - The County supports improving the flow of traffic over the Skagit River, including new bridge construction.
- 8A-1.6 Arterial access** - Primary arterial access points should be designed to ensure maximum safety while minimizing traffic flow disruptions.

LEVEL OF SERVICE

GOAL A2

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.

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-09a~~-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.

Comment [A8]: No substantive changes proposed. LOS standards are still valid. Since functional class systems can change, removed number.

- 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.
- 8A-2.3 **Design Standards** – Maintain urban and rural design standards for structures, roads, and utility systems 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.

PUBLIC TRANSPORTATION

GOAL A3 COORDINATION

Work with other agencies and jurisdictions to coordinate a safe, accessible, and integrated system of public transportation.

Policies

- 8A-3.1 **Transit Support**- Encourage citizens and businesses to use transit as an alternative to the single-occupant vehicle.
- 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.
- 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.
- 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.
- 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.

PASSENGER RAIL

GOAL A4 PASSENGER RAIL TRANSPORTATION

Support passenger rail service to and through Skagit County as an important element of a balanced transportation system.

Policies

- 8A-4.1 Encourage rail agencies to implement a public education program on railroad safety.
- 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 for passenger trains.

Comment [A9]: Clarifies this policy is specific to passenger trains, as increased speeds may not be appropriate for certain types of freight.

- 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.
- 8A-4.4 Road improvement decisions shall be consistent with any plans for rail crossings closures and with other aspects of rail service.
- 8A-4.5 Plan for commuter rail service to Skagit County at such time it is determined to be economically and socially acceptable.

FERRY SERVICE

GOAL A5 FERRY SERVICE

Work to maintain county and state ferry services as an important element of the transportation network.

Policies

- 8A-5.1 Encourage the provision of adequate street, highway, and road facilities to accommodate traffic to the ferry terminals in Anacortes.
- 8A-5.2 Work with the City of Anacortes, property owners, and residents on Guemes Island to develop and maintain adequate parking areas.
- 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.
- 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.
- 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 similar to the as Washington State Ferries ~~model~~does from the users.
- 8A-5.6 Support the State’s continued provision of ferry service to and from Anacortes- San Juan Islands-Vancouver Island, B.C.

NON-MOTORIZED TRANSPORTATION

GOAL A6 NETWORK

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.

Achieve high standards in meeting the needs of non-motorized users, through appropriate planning, design, construction and maintenance of user-friendly facilities.

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.

Policies

- 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.
- 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.~~
- 8A-6.3** 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. 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.
- 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.
- 8A-6.5** Connect ~~all significant traffic generators (such as neighborhoods and communities)~~ with each other ~~and as well as with other important a wide variety of~~ 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 cities and towns within Skagit County and of adjoining areas.
- 8A-6.6** Coordinate system planning, funding, and development with other local, regional, state, federal and tribal jurisdictions.
- 8A-6.7** Design all non-motorized facilities in compliance with federal, state and local accessibility standards.
- 8A-6.8** Access and trailhead facilities should include adequate parking and sanitation.
- 8A-6.9** Promote non-motorized transportation as a viable, healthy, non-polluting alternative to the single occupancy vehicle.
- 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.

Comment [A10]: This sentence is moved to next policy for better continuity.

Comment [A11]: Explains the distinction between placing a project in the 20-year Non-Motorized Plan and placing a project on the 6-Year TIP.

8A-6.11 Community and subarea plan 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.

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.

Comment [A12]: This need was identified at the 2016 Comp Plan Update community meeting in Edison and is a logical topic for community plans. 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.

Comment [A13]: 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.”

FREIGHT AND ECONOMIC DEVELOPMENT

GOAL A7

Support economic development goals by providing adequate air, rail and surface freight handling routes and facilities throughout the County transportation system.

Policies

- 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.
- 8A-7.2** Provide roads structurally adequate to handle anticipated commercial traffic demand, particularly on the FGTS.
- 8A-7.3** Encourage the enhancement and expansion of freight rail service to and from economic activity centers.
- 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.

TOURISM, RECREATION, SPECIAL EVENTS, AND SCENIC HIGHWAYS

GOAL A8 TOURISM AND RECREATION

Support the promotion of tourism, recreation, and special events through the County transportation system.

Policies

- 8A-8.1 Involve affected jurisdictions in the planning and design of transportation projects that affect major tourism, park, and recreation facilities.
- 8A-8.2 Coordinate management of the transportation system during special events with the responsible program organizations, while minimizing the disruption of normal economic operations.
- 8A-8.3 Encourage the state to consider high-season traffic demand on SR 20 in East Skagit County whenever the state studies the need for improvements.

GOAL A9 SCENIC HIGHWAYS

Support the preservation and enhancement of scenic highways and historic, archeological and cultural resources within Skagit County.

Policies

- 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.
- 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.
- 8A-9.3 **Coordination** - Work with the state ~~in to implementing~~ **and maintain** 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.

Comment [A14]: Modified language because program has already been implemented.

TRAFFIC SAFETY

GOAL A10 TRAFFIC SAFETY

Provide a safe travel environment for county residents and visitors in all modes of transportation.

Recognize public safety, education, and law enforcement as integral to the development of non-motorized transportation opportunities in Skagit County.

Policies

- 8A-10.1 **Safety Improvements** - Include safety improvements as a priority in all capital projects and maintenance decisions relating to the County road system.
- 8A-10.2 **Rules of the Road** - Promote the safe use of transportation facilities and conformance with “rules of the road.”

- 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.”
- 8A-10.4 Minimize conflicts** - Encourage planning, design and educational programs that help minimize conflicts among users.

ROAD MAINTENANCE AND MONITORING

GOAL 11 MAINTENANCE AND MONITORING

Develop a systematic approach for monitoring and maintaining the transportation system in a cost-effective manner.

Provide a high level of maintenance to the County transportation system.

Policies

- 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.
- 8A-11.2** Coordinate monitoring efforts with other County departments as appropriate, and with other state and local jurisdictions and agencies.
- 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.
- 8A-11.4** Maintain a program for addressing traffic safety problems through monitoring of high incident conditions.

DEMAND AND SYSTEM MANAGEMENT

GOAL A12 SYSTEM MANAGEMENT

Increase the efficiency of the existing transportation system before major capital expenditures are made.

Policies

- 8A-12.1** Implement transportation system management techniques, such as the synchronization of traffic signals and provision of left-turn lanes, as a way to increase the efficiency and safety of the existing transportation system with a minimum of cost.
- 8A-12.2** Encourage the Skagit Council of Governments and the [Skagit](#) 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.

LAND USE AND DEVELOPMENT

GOAL A 13 LAND USE AND DEVELOPMENT

Incorporate transportation goals, policies, and strategies into all County land use decisions.

Policies

- 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.
- 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.
- 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.
- 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.
- 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.
- 8A-13.6 Support for Existing Development** – Coordinate efforts to develop infrastructure that improves the efficiency of existing major industrial and commercial areas.
- 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.
- 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.
- 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.

- 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.

CONCURRENCY

GOAL A 14

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.

Policies

- 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.
- 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.
- 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.
- 8A-14.4** The County may consider the use of impact fees and SEPA mitigation fees 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.
- 8A-14.5** If an impact fee ordinance is not in place, the County may require large developments to make improvements or pay a fee in lieu of traffic impact contributions 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.
- 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 the GMA and the State Environmental Policy Act, and provide a practical solution that meets the intent of Goal A14 above.
- 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 through the GMA and the State Environmental Policy Act as, and provide a practical solution to that meets the intent of Goal A14 above.

Comment [A15]: Clarified language based on legal requirements for requiring improvements.

Comment [A16]: Updated to clarify that SEPA and the GMA are the primary means to address impacts without impact fees in place.

IMPLEMENTATION AND INTER-GOVERNMENTAL COORDINATION

GOAL 15 IMPLEMENTATION AND INTERGOVERNMENTAL COORDINATION

To jointly plan, prioritize, and finance transportation improvements with federal, state, regional, and municipal partners for the greatest public benefit.

Policies

- 8A-15.1 Future Plans** – Coordinate transportation plans with local, state, and tribal jurisdictions through the Regional Transportation Planning Organization and the [Skagit](#) Metropolitan Planning Organization, to identify and provide solutions for anticipated transportation challenges identified over the 20-year life of the Comprehensive Plan.
- 8A-15.2 SR 20** – Encourage the state to provide facilities for non-motorized transportation as part of improvements to SR 20.
- 8A-15.3 Joint Development** – Cooperate with the cities and towns in planning for joint development of road improvements that support mutual objectives.
- 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.
- 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.
- 8A-15.6 Americans with Disabilities Act** - The County shall comply with the “Americans with Disabilities Act of 1990.”
- 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.

CAPITAL IMPROVEMENT PROGRAMS

GOAL 16 CAPITAL IMPROVEMENTS

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.

Policies

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.

8A16.2 Funding – Make transportation capital investment decisions in consideration of capacity, safety, economic development, public health and growth management needs.

Comment [A17]: Added language in support of other themes for a healthy economy.

CS 8

TRANSPORTATION PROFILE

INTRODUCTION

This section is the companion to the Transportation Element goals and policies. It summarizes the key aspects of current and projected transportation conditions and needs that Skagit County is obliged to plan for. The Growth Management Act ([GMA](#)) requires that transportation plan elements include the following:

- Land use assumptions used in estimating travel;
- Estimated traffic impacts to state-owned transportation facilities;
- Facilities and service needs;
- Financing;
- Intergovernmental coordination; ~~and~~
- Demand management;- and
- Pedestrian and bicycle component.

Each of these major requirements is described below. The method used by the County to comply with the GMA requirements involves managing a complex and inter-related group of complementary studies, plans, inventories, and standards. In addition to the analyses and documentation prepared by the County, the State of Washington, the cities and towns and the Skagit Council of Governments also maintain similar plans that need to be acknowledged. While the rural road network is the primary transportation mode that the County is responsible for managing, the County through its Comprehensive Plan also acknowledges and addresses the needs for non-motorized transportation, public transportation, aviation, and marine transportation. A recent survey of County rural residents indicated Outreach for the Comprehensive Plan Update in 2007 and 2016 indicated a concern for increased traffic congestion within the urban areas of the County. The County should consider increasing investment in transportation projects within or connected to the urban areas, in partnership with the cities and towns, state, and federal governments.

Comment [A18]: Required sub-element of a County's Comprehensive Plan Transportation Element (RCW 36.70A.070(6)(a)(vii), added to GMA in 2005.

LAND USE ASSUMPTIONS

The operation of the roadway network must be adequate to meet the travel demands created by residents, businesses, and visitors. The comprehensive plan land use designations for all jurisdictions provide the basis for estimating. While each jurisdiction and transportation provider is responsible for developing its own transportation plan, there is also a need for consistency among them, to the extent that the need for facilities in one jurisdiction frequently is affected by the demand created from growth in neighboring jurisdictions. In this regard, regional coordination is the key. In the regional transportation model maintained by the Skagit Council of Governments, the entire County is divided into transportation analysis zones (TAZs). These are geographic areas based on census tracts, city limits, physical features, and other boundaries. TAZs are

smaller in urbanized areas than in rural areas due to the relative concentration of population. Land use, housing, and employment data for the TAZs are the building blocks for assessing the future transportation system demands that result from growth.

The analysis that creates the 20-year picture requires assumptions to be made about future travel behaviors as well as the realities for maintaining level of service standards within anticipated funding and the feasibility of implementing construction programs within the context of other public policies.

The Countywide Planning Policies allocate the adopted population and commercial/industrial **growth employment** targets among the various Skagit County jurisdictions. Comprehensive plan policies distribute that growth to urban and rural areas using residential densities and non-residential land use intensities of each jurisdiction's adopted zoning. This provides the starting point for estimating how future residents and employees will use the roadway system.

TRAFFIC IMPACTS TO STATE-OWNED TRANSPORTATION FACILITIES

The Skagit 2040 Regional Transportation Plan (RTP) identifies the effects of growth on the regional transportation system including state routes and county and city roads. As described in the RTP, the plan is a link between the local agency transportation plans and the Washington State Transportation Plan (WTP).

Both the State and Skagit County have traffic count programs to monitor traffic on their respective roads. Skagit County is currently performing counts for the cities of Anacortes, Burlington, Mount Vernon, and Sedro-Woolley. Once the data is compiled it is sent to the Skagit Council of Governments to be maintained and entered into the Skagit County regional traffic model.

Both the Washington DOT and Skagit County are required by law to meet the requirements of the Manual on Uniform Traffic Control Devices as adopted by the State of Washington. This commonality usually results in agreement to solutions on intersecting roadways. Normally, the Washington State Department of Transportation takes the lead for projects on State Routes but may require financial participation by other jurisdictions through agreements. This participation is often a percentage based on traffic volumes from the respective agencies.

The coordination required by the Growth Management Act and the traffic growth projections on State Routes will assure the State has the data to evaluate existing and future signalization for their LOS requirements. Signalization or other improvements on county roads can be designed to provide acceptable levels of service far into the future.

Comment [A19]: This section added to address a GMA requirement for the Transportation Element.

Comment [A20]: Some additional discussion of impacts will be added to this section before formal release for public review and comment.

FACILITIES AND SERVICES NEEDS

Along with the land use assumptions, the other building block of estimating the need for improvements to the transportation facilities and services is a cascading series of five steps.

Inventory of Existing Facilities and Services

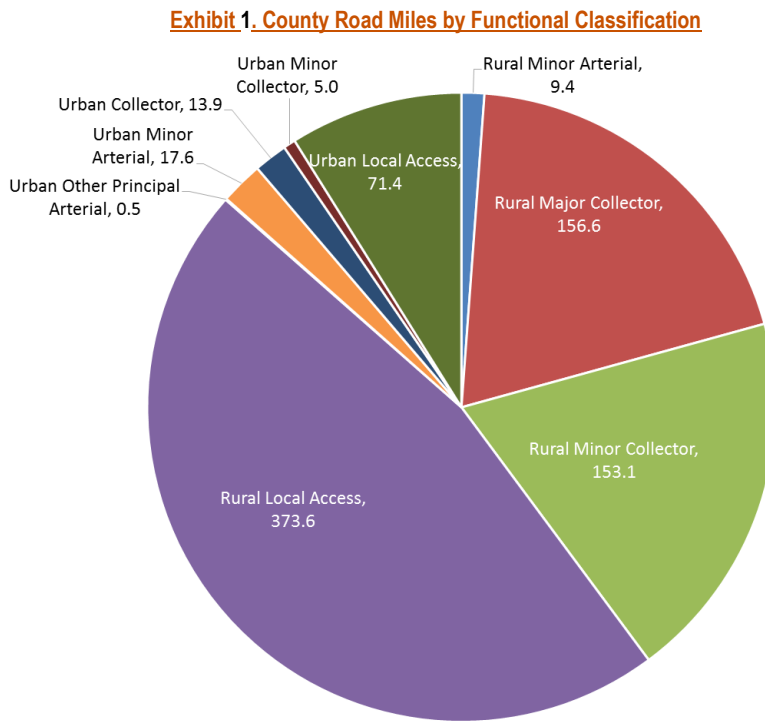
The County maintains an on-going database of current conditions of the County roadway network and the Guemes Ferry, the two county-owned and operated modes. For the roadway network, the inventory includes extensive information on the condition, utilization, and shortfalls that exist. Similar information for the ferry

vessels and terminals is included. In addition to supporting planning, this information is used to program on-going maintenance of the system.

Roadway Network

The County roadway network in unincorporated Skagit County includes ~~contains about 800 miles of roads, not including city streets, state and federal highways, and private roads.~~ approximately 800 miles of publicly owned and maintained County roads and 275 miles of private roads. Additional road miles are located in incorporated cities that are not maintained by the County.

In the County 800-mile public road system – excluding private roads and those managed by WSDOT and the cities – there are about 157 miles of rural major collectors, about 153 miles of rural minor collectors, about 374 miles of rural local roads, and about 108 miles of several urban classifications. This information is depicted in Exhibit 1.



Source: Skagit County, 2015

The network is categorized into a “functional classification system.” This is based on federal and state guidelines for identifying roads first as to whether they are urban or rural in terms of the areas they serve and their design. Skagit County defers to the cities and towns in classifying their roads. Rural roads are classified as “Principal Arterials,” “Minor Arterials,” “Major Collectors,” “Minor Collectors,” and “Locals.” This is a descending scale of function. Interstate 5 and SR 20 west of I-5 are the only Principal Arterials. Other state highways and segments are Minor Arterials. The County has 24.8 miles (3%) of urban Minor Arterial roads. Major and Minor Collectors are the heart of the County system. These are the roads that connect the cities and towns and serve as farm to market roads in the rural area. The Locals are the other rural roads. Major

~~Collectors constitute 19% or 152 miles of the system. Minor Collectors constitute another 20% (161 miles), and there are 384 miles of Locals (48%) as of 2006. The final 9% or 73 miles of roads are urban. While these amounts and proportions vary as road functions change or new roads are built, the general distribution does not change significantly.~~

Comment [A21]: This narrative replaced by Exhibit 1.

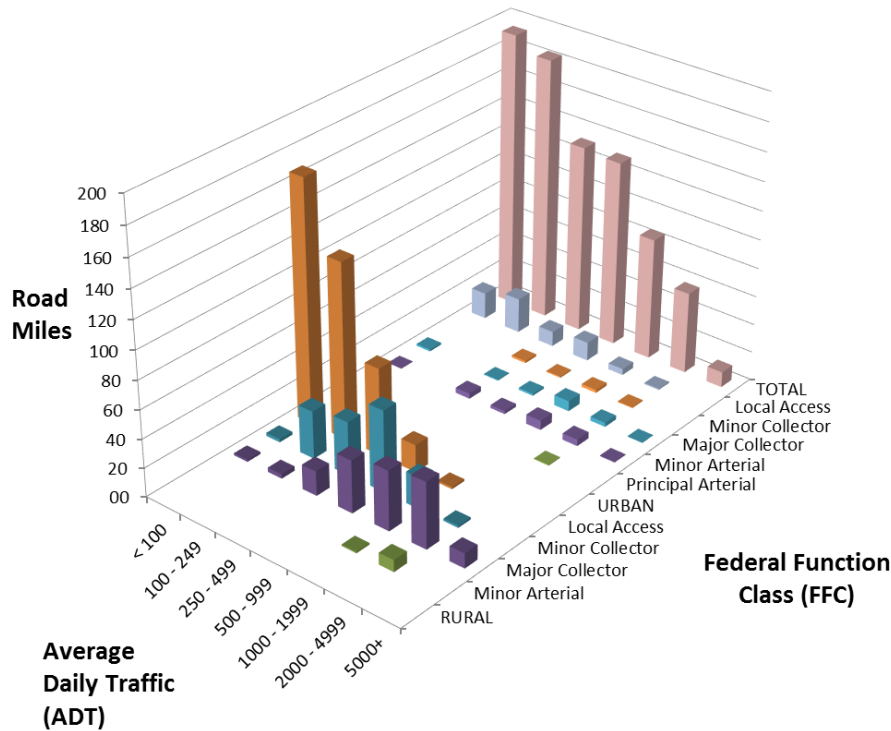
Another aspect of the functional road classification system involves facilities that have been identified in the state Freight and Goods Transportation System (FGTS) as trucking routes. This classification system is based on ~~the~~ estimates of gross freight tonnage that is carried on the roads. ~~Most County Major and Minor Collectors carry between 100,000 and 5,000,000 tons per year.~~

- ~~T-1 more than 10 million tons per year~~
- ~~T-2 4 million to 10 million tons per year~~
- ~~T-3 300,000 to 4 million tons per year~~
- ~~T-4 100,000 to 300,000 tons per year~~
- ~~T-5 at least 20,000 tons in 60 days and less than 100,000 tons per year.~~

~~For rural Skagit County, the facilities with the highest FGTS designations include the entire length of I-5 (Tier 1), and SR-20 from I-5 to Anacortes (Tier 2 to Anacortes, Tier 3 for the SR20 Spur). SR-20 from Burlington to Anacortes carries an estimated 10,000,000 annual tonnage and is considered Tier 2. Cook Road from I-5 to Sedro-Woolley is designated as Tier 2. The majority of Skagit County's FGTS designations are within the range of 3,000,000 to 34,000,000 tons per year. The remaining state highways in the County along with a number of County roads are not included in the FGTS system. In the cities, the streets receiving FGTS designation tend to be those with the highest functional classifications. ~~Most County Major and Minor Collectors carry between 100,000 and 5,000,000 tons per year.~~~~

Traffic on County roads outside of the highways and arterials is fairly moderate. Nearly half of the roads carry fewer than 250 vehicle-trips per 24-hour day on average (ADT). About 10% of the roads carry more than 2,000 ADT, and fewer than 2% carry more than 5,000 ADT. See Exhibit 2.

Exhibit 2. County Public Road Miles by ADT Range by Functional Class



Source: Skagit County, 2015

Other Motorized Transportation Facilities–

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. Segments of Bayview Edison Road, La Conner-Whitney Road, McLean Road, and West Big Lake Road are the only locations of signed bikeways. There are other off-road trails throughout the County. Skagit County owns and operates a ferry system including a vessel and terminals in Anacortes and Guemes Island. Skagit Transit is a public agency funded by the County and several of the cities that provides transit service in some portions of the County. Rail and marine transportation facilities within Skagit County are owned and operated by the ports or private companies.

Comment [A22]: This discussion of non-motorized is moved below.

Level of Service

Capacity analysis results for roadways and intersections are described in terms of Level of Service (LOS). Roadway LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). Level of service calculations for intersections determine the amount of ‘control delay’ (in seconds) that drivers will experience while proceeding through an intersection. The LOS/delay criteria for stop-sign controlled intersections are different than for signalized intersections because drivers expect that a signalized intersection is designed to carry higher traffic

volumes and experience greater delay. For signalized intersections the LOS ranges from “A” with a delay of less than 10 seconds to “F” with a delay of more than 80 seconds. For stop-sign controlled intersections, LOS A also has a delay less than 10 seconds, while LOS F has a delay of more than 50 seconds.

The Comprehensive Plan includes LOS standards that have been adopted as County policy. These standards are used to measure the performance of the system and identify the need for improvements. The County also works with the state and cities and towns to monitor the related LOS of their facilities.

The inventory of facilities includes an evaluation of current LOS for the roadway system, and Guemes ferry based on traffic counts for roads, and the capacity utilization of the ferry.

According to the 2014 Concurrency report by Skagit County Public Works, the established LOS for County roads is C. The LOS for County Road intersections is D. An LOS of D is acceptable on roads with the following characteristics:

- Have Annualized Average Daily Traffic (AADT) greater than 7,000 vehicles; and
- Are NOT federal functionally classified as a Local Access Road; and
- Are designated as a County Freight and Goods Transportation Systems Route (FGTS).

Roadway capacity is not expected to be a major issue for the Transportation Element. Exhibit 3 below shows the estimated AADT at High Traffic County Road Segments (as defined in the *Skagit County Road Segment and Intersection Concurrency*, Skagit County, 2014). As shown, the County segments along Cook Road and Pioneer Highway are anticipated to remain at volumes levels consistent with LOS D.

Comment [A23]: The following is new information from transportation modeling done for the 2016 Update.

However, this LOS does not take into account intersection operations or railroad crossing impacts. It is anticipated that existing traffic congestion along Cook Road between I-5 and Green Road will worsen with additional intersection volumes and with increased railroad crossing delays (See *SCOG Rail Crossing Study*, 2016). The Transportation Appendix shows the County has already identified a planned capacity improvement project for this roadway segment that includes possible grade-separation from the railroad or other mitigation measures.

Exhibit 3. Roads with ADT greater than 7,000 2014 and 2036 Forecasted Traffic Volumes (2014-203629)

Roadway Segments¹	Extents	2014 ADT²	2014 LOS³	2036 ADT⁴	2036 LOS
Cook Rd	I-5 SB Ramps to NB Ramps	12,000	WSDOT ⁵	14,300	WSDOT
Cook Rd	I-5 NB Ramps to Old Hwy 99	15,600	WSDOT ⁵	16,800	WSDOT
Cook Rd	Old Hwy 99 to Green Road	12,300	D	13,200	D
Cook Rd	Green Road to Collins Rd	11,100	D	12,000	D
Cook Rd	Collins Rd to Klinger St	10,900	D	11,600	D
Pioneer Highway	County Line to Milltown Rd	8,000	C	10,500	D
Pioneer Highway	Milltown Rd to Fir Island Rd	7,600	C	10,000	D

1. Segments as identified in *Skagit County Road Segment and Intersection Concurrency*, Skagit County, 2014
2. Average Daily Traffic volumes as reported in the *Concurrency report*.
3. Level of Services as reported in the *Concurrency report*, based on the *Highway Capacity Manual* (TRB, 2010).

4. [Average Daily Traffic volumes forecasts based on model growth rates from the SCOG Travel Demand Models for 2013 and 2036.](#)
5. [These Cook Road segments are within WSDOT right-of-way.](#)

Source: Transpo, 2015

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%

[See the Transportation Element Technical Appendix for an analysis of the ferry capacity and system needs.](#)

Actions to Address LOS Shortfalls

When the Priority Array evaluation identifies road segments, intersections, and other facilities that are performing below their assigned LOS, it must prepare improvement plans and funding strategies for addressing these needs. The Six-Year Transportation Improvement Program (TIP) is a financially-feasible project listing that must be updated every year to look out to the next six years. It includes cost estimates and funding for each project. The TIPs for all county jurisdictions are compiled into the regional TIP and coordinated with the State of Washington.

For facilities that may be threatened by projected growth beyond the six year TIP horizon, the County and other jurisdictions can update their plans [and the regional plans](#) to identify solutions that may include system improvements, different funding strategies, or changes to land use densities and intensities that are the basis for the demand forecasts.

Demand Forecasts

The land use assumptions, LOS policies, and facility inventories and planned improvements are used by the Skagit Council of Governments to model future County-wide conditions. The model is a computer program that is calibrated to existing baseline conditions using traffic counts, and other information provided by the inventories. Each Transportation Analysis Zone (TAZ) is assigned trip generation forecasts for future years based on the land use assumptions, travel behaviors, and assumptions regarding system improvements and funding levels that are anticipated. The Regional Transportation Plan is based on this approach and has been prepared using a [range of growth scenarios ranging from low to high growth moderate growth scenario. After evaluating these scenarios,](#) ¶ The elected officials comprising the board of directors chose a [low mid range](#) preferred alternative that produced the “financially constrained” plan for [adoption](#). This is consistent with the adopted County-wide population forecast and with the level of local and state and federal transportation funding that is probable. For Skagit County, the regional plan includes the projects for implementation over the next 25 years listed below. It should be noted that this project list is dynamic – that is, it will change as conditions change, growth occurs, and the levels of funding change.

Comment [A24]: Updated to reflect process used for 2016 Update.

System Expansion Needs

Current Needs

The County determines current needs in several categories: resurfacing, restoration, rehabilitation, and reconstruction. This is a graduated scale of need ranging from “routine” maintenance to major work that is

necessary to support significant changes in capacity or safety. Roadway segments that exceed 7,000 ADT measured on an annual basis may exceed the adopted LOS and therefore require improvements beyond normal maintenance and repair. This may include intersection improvements, widening, traffic controls, and other actions. Some of these projects fall into the six-year TIP and others are expected to be needed beyond the six-year horizon. The County generally looks ahead 15-20 years.

Future Needs

The needs for future improvements show up in the County's analysis and, also in the Regional Transportation Planning Organization (RTPO) and Metropolitan Planning Organization (MPO) modeling. Projects of regional significance, including Washington State Department of Transportation projects are coordinated for possible joint implementation and funding.

Comment [A25]: Reference to RTPO and MPO not accurate here, therefore removed.

FINANCE

Transportation system funding comes from a wide range of sources from local property, timber, and fuel taxes, federal grants, and ferry tolls. Local tax revenues are allocated from the general fund. Fuel taxes are proportionate shares of the state's collections. The state Legislature may identify specific projects funded by the fuel tax. The 2005 "nickel tax" will fund improvements to state highways that will also support County goals. These include state/County roadway intersections, transit facilities, seismic upgrades to bridges, and water quality improvements. Forest and timber taxes come from federal, state and private timber sources. In recent years (1998-2002/2012-2016), the total revenues for all County transportation funding have averaged about \$16-29 million. Of this, about half is property tax revenue. Other sources fluctuate depending upon economic activity and outside influences such as grants. The volatile state of fuel costs and state tax rates appears to be a significant unknown in the next few years. The County has taken a conservative, financially-constrained approach to forecasting funding for the next 10 years, to 2017/20-year planning period. Annual expenditures are expected to be in the range of \$21-29/31 million. These expenditures will be divided generally in equal thirds for maintenance, construction and "general expenses" that include drainage, Guemes Ferry, and administration.

Comment [A26]: This section will be expanded to reflect additional work on Finance in the Transportation Technical Appendix.

INTERGOVERNMENTAL COORDINATION

Regional transportation planning was significantly affected by the adoption of the Growth Management Act in 1990. One of GMA's provisions authorized establishment of Regional Transportation Planning Organizations (RTPOs). In 1991, Skagit County jurisdictions joined with Island County jurisdictions to form the Skagit-Island Regional Transportation Planning Organization (SIRTPO). The SIRTPO existed from 1991 – 2015, until it was dissolved because it no longer met the member requirements for an RTPO. Upon its dissolution, SCOG became the RTPO for Skagit County and Island County is not currently part of an RTPO.

Comment [A27]: This section updated to reflect recent events.

SCOG also began serving as a Metropolitan Planning Organization (MPO) in 2003 following designation of a portion of Skagit County as a federal Urbanized Area based on the 2000 Census. The Skagit-Island County Regional Transportation Planning Organization function was reorganized when Skagit County was also designated a Metropolitan Planning Organization due to the population count in the 2000 Census. As a result, the Skagit Council of Governments has become the lead agency for coordinating the transportation planning efforts of local jurisdictions within the county. In this new role, the organization is responsible for maintaining a County-wide/regional transportation plan that frames the policy basis for coordinating transportation planning and improvements within Skagit County, including County, city and town, ports, Indian tribes and other public transportation service providers. The Skagit-Island Counties Metropolitan and Regional Transportation Plan (M/RTP), Skagit Metropolitan Plan and Sub-Regional Transportation Plan (MTP/S-RTP) is the product of this effort. The SCOG maintains the regional transportation forecasting model and facilitates discussion and decision-making among all of the stakeholders. The M/RTP/regional

~~transportation plan is based on public and agency outreach and MTP/S RTP includes performance measures that are being used to evaluate the following activities of the local jurisdictions addresses the following priorities:~~

- ~~• Economic vitality,~~
- ~~• Preservation,~~
- ~~• Safety,~~
- ~~• Mobility,~~
- ~~• Environment, and~~
- ~~• Stewardship/Inter-modal connectivity;~~
- ~~• Relationships between the local and regional plans;~~
- ~~• Maintenance of the existing system;~~
- ~~• Technical support, private sector involvement, and financial support; and~~
- ~~Public involvement;~~

In addition to the coordination provided by SCOG described above, the County and the cities and towns coordinate transportation planning and improvements that affect common interfaces of roads, non-motorized facilities and transit. In particular, the ~~1992-2002~~ Framework Agreement between the County and the cities and towns ~~establishes agreed upon procedures by which countywide planning policies will be developed and adopted, directs the jurisdictions to address LOS, concurrency, and related transportation system development in the UGA, countywide planning policies including those related to transportation.~~

Comment [A28]: Priorities revised to be consistent with draft Skagit 2040 Regional Transportation Plan.

Comment [A29]: Updates outdated reference to the Framework Agreement.

DEMAND MANAGEMENT

Beyond the requirements related to anticipating how physical transportation facilities are capable of accommodating the demands of growth, the County and other jurisdictions are responsible for identifying possible optional means such as management of services in creative ways that leverage the capacities of the facilities. This includes increased use of non-motorized travel, transit and car-pooling, coordination of land use and transportation decisions, and encouraging major trip generators to plan their activities in such a way that peak hour travel demands are minimized.

PEDESTRIAN AND BICYCLE COMPONENT

~~GMA requires that the Comprehensive Plan's Transportation Element include a 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."~~

Inventory. ~~As described in greater detail in the Transportation Technical Appendix, 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. Segments of Bayview-Edison Road, La Conner-Whitney Road, McLean

Comment [A30]: This requirement was added to GMA in 2005.

Road, and West Big Lake ~~Boulevard Road~~ are capable of supporting bicyclists with dedicated shoulder are the only locations of signed bikeways. There are other off-road trails throughout the County as well.

Comment [A31]: This existing section of the profile is moved from p. 20 above, with minor changes as shown.

The Skagit County Bike Map identifies on and off-street bike routes in the County, including regional bike routes. The map classifies routes based on shoulder width and traffic volumes. Major bike routes include the Coast to Salish Route, the Coast to Cascades Route, the Coast Millennium Route, and the Cascade Trail. The bicycle system provides major connections east to west and north to south with links to adjacent counties (Skagit County, 2015).

Comment [A32]: This is an existing, broadly distributed map.

The Skagit County Walking Trails Map identifies walking and trail opportunities in Skagit County and provides basic information for users to locate and use them. The map also highlights trail systems in Anacortes, Burlington, Mount Vernon and at the Port of Skagit (Skagit Council of Governments, 2008).

Comment [A33]: This is an existing, broadly distributed map.

Policies and Programs. Goal A6 and policies 8A-6.1 through 8A-6.12 of this Transportation Element set out Skagit County's broad non-motorized transportation policies.

Comment [A34]: Goal A6 and policies 8A-6.1 through 8A-6.10 are existing Comp Plan policies (with minor edits as shown above). Policies 8A-6.11 and 6.12 are new proposed policies drawn from the County's existing Non-Motorized Transportation Plan.

Section 6 of the Transportation Technical Appendix contains the County's adopted Non-Motorized Transportation Plan. The plan includes additional goals, objectives and policies addressing bicycle, pedestrian, and equestrian facility design, funding, standards, priorities, and other factors. The plan provides a framework and more detailed guidance for the development of non-motorized facilities and strategies to satisfy current and future needs of the people of Skagit County and meet the expectations and requirements of both the Skagit County Comprehensive Plan and state statutes.

Comment [A35]: The Non-Motorized Transportation Plan was adopted as part of the Transportation Systems Plan in 2005.

The County's non-motorized plan is based around the following three major objectives:

Objective #1 The Non-motorized Transportation System

To provide a safe, efficient and interconnected system of on-and off-street facilities, including trails and bikeways that link populated areas of the county with important travel destinations, including activity centers, educational centers (high schools and colleges) and residential areas.

Objective #2 Facilities & Standards

To achieve a high standard in meeting the needs of bicyclists, pedestrians and equestrians through appropriate planning, design, construction and maintenance of user-friendly facilities, including single-user and multi-user trails, roads and road shoulders, bikeways, bike lanes and related improvements.

Objective #3 Safety, Education & Enforcement

The County should 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. Such efforts should extend to all highway users, including motorists. New programs and initiatives that further these aims should be integrated into existing safety, education and enforcement efforts within the County. Programs which specifically address non-motorized travel should be developed in conjunction with user groups, school districts and law enforcement agencies as demand for these programs grows.

Consistent with these policies, the Skagit County Health Department promotes healthy communities, including efforts to improve non-motorized networks to increase health and activity.

Regionally, SCOG has been coordinating with member agencies on the Regional Transportation Plan which identifies regionally significant non-motorized transportation projects.