

					FIRST DRAFT Proposed Policy Revision	
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8A		243	Safety Movement	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.	Plan and maintain a safe and efficient regional transportation system for the movement of people and goods in partnership, where appropriate, with cities, tribes, transit agencies, and the Skagit Council of Governments.	Inclusive regional focus
8A	8A-1	243	Safety Movement	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, including the transportation needs of the agriculture and forest products industries.	No Change	
8A	8A-1.1	243	System Management	Monitoring for Congestion Relief - Monitor the capacity of the transportation system to meet level of service standards and manage congestion.	Monitor the capacity and completeness of the multimodal transportation system to meet adopted LOS level of service standards and in an effort to manage traffic congestion and provide safe and complete active transportation connections .	Inclusive MMLOS focus
8A	8A-1.2	243	System Management	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.	No change	
8A	8A-1.3	243	System Management	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.	Multi-modal transportation – Participate in the planning and implementation of multi-modal transportation systems to increase the safety, security and mobility of all users and provide alternatives to the passenger car, emphasizing the selection of projects that incorporate safety and security .	More safety focus
8A	8A-1.4	243	System Management	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 change	
8A	8A-1.5	243	System Management	Skagit River - The County supports improving the flow of traffic over the Skagit River, including new bridge construction.	No change	
8A	8A-1.6	244	System Management	Arterial access - Primary arterial access points should be designed to ensure maximum safety while minimizing traffic flow disruptions.	No change	
8A	8A-1.7	244	System Management	Natural Resource Industries – consider the transportation needs of the agriculture and forest products industries when making decisions about the management and maintenance of the roadway system.	No change	

Comprehensive Plan Element: Transportation

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8A	8A-1.8	244	System Management	To ensure integration of transportation and land use planning, make decisions regarding the location and improvement of transportation facilities and public transit in a manner consistent with the Comprehensive Plan’s goals, policies, and land use map.	No change	
			County Road Standards		Develop and adopt a Skagit County Complete Streets ordinance to ensure that context-sensitive multimodal transportation improvements can be made and, where possible, funded by grants.	TIB Complete Streets grant requires ordinance; Many others award points for CS ordinance
8A	8A-2	244	Levels 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.	Establish multimodal level of service standards recognizing the uniqueness of each mode for the County’s road system to gauge the performance of the County transportation system and determine areas where transportation improvements are required needed .	Inclusive MMLOS focus
8A	8A-2.1	244	Levels of Service	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 a 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.	Level of Service Standards --The vehicular Level of Service (LOS) standard for County roads is LOS 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 a Local Access Road; and (c) Are designated as a County Freight and Goods Transportation Systems Route (FGTS). The vehicular LOS standard for County road intersections is LOS D.	
8A	8A-2.2	244	Levels of Service	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.	Vehicular LOS Standards shall not be the overriding factor when the County is considering road improvements. Other factors such as safety, active transportation needs , the Priority Array, and the Comprehensive Plan policies shall be given equal consideration with the vehicular LOS.	Specific to vehicles
			MMLOS	Currently none	LOS standards for pedestrian and bicycle facilities are based on the completeness of a defined and planned active transportation network. GREEN LOS indicates a complete segment. ORANGE LOS indicates an incomplete or substandard segment. RED LOS indicates a gap or missing segment.	HB 1181/GMA MMLOS for active transportation
			MMLOS	Currently none	LOS standards for transit in the public right-of-way are based on the ADA accessibility and upgrades for connectivity to the Skagit Transit network.	HB 1181/GMA MMLOS for transit

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8A	8A-2.3	244-245	Levels of Service	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.	No change	
8A	8A-3	245	Public Transportation Coordination	Work with other agencies and jurisdictions to coordinate a safe, accessible, and integrated system of public transportation.	1.4 Work with other agencies and jurisdictions to plan, coordinate, and secure grant funding for a safe, accessible, and integrated system of public transportation.	Implementation-oriented
8A	8A-3.1	245	Public Transportation Coordination	Transit Support- Encourage citizens and businesses to use transit as an alternative to the single-occupant vehicle.	No change	
8A	8A-3.2	245	Public Transportation Coordination	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.	No change	
8A	8A-3.3	245	Public Transportation Coordination	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.	No change	
8A	8A-3.4	245	Public Transportation Coordination	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.	No change	
8A	8A-3.5	245	Public Transportation Coordination	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.	No change	
8A	8A-3.6	245	Public Transportation Coordination	Encourage coordination among public transit service providers, and between the public transit network and the non-motorized transportation system, to promote a more integrated transportation system for those traveling by means other than a private automobile.	No change	
			Skagit Transit	Currently none	Coordinate road construction projects with Skagit Transit to ensure current and future public transit infrastructure is considered in design and construction.	County ADA improvements benefit Skagit Transit riders

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8A	8A-4	246	Passenger Rail Transportation	Support passenger rail service to and through Skagit County as an important element of a balanced transportation system.	No Change	
8A	8A-4.1	246	Passenger Rail Transportation	Encourage rail agencies to implement a public education program on railroad safety.	No change	
8A	8A-4.2	246	Passenger Rail Transportation	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.	No change	
8A	8A-4.3	246	Passenger Rail Transportation	Work with the Washington State Department of Transportation, local jurisdictions, other agencies and the public to determine the location of potential rail crossing closures and, where possible, to consider alternatives to such closures.	No change	
8A	8A-4.4	246	Passenger Rail Transportation	Road improvement decisions shall be consistent with any plans for rail crossings closures and with other aspects of rail service.	No change	
8A	8A-4.5	246	Passenger Rail Transportation	Plan for commuter rail service to Skagit County at such time it is determined to be economically and socially acceptable.	No change	
8A	8A-5	246	Ferry Service	Work to maintain county and state ferry services as an important element of the transportation network.	No Change	
8A	8A-5.1	246	Ferry Service	Encourage the provision of adequate street, highway, and road facilities to accommodate traffic to the ferry terminals in Anacortes.	Encourage the provision of adequate street, highway, and road pedestrian, bicycle, transit, vehicle, and freight facilities to accommodate traffic multimodal travel to the County and State ferry terminals in Anacortes.	Inclusive multimodal focus
8A	8A-5.2	246	Ferry Service	Work with the City of Anacortes, property owners, and residents on Guemes Island to develop and maintain adequate parking areas.	No change	

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8A	8A-5.3	247	Ferry Service	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 change	
8A	8A-5.4	247	Ferry Service	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 change	
8A	8A-5.5	247	Ferry Service	Continue to provide safe and adequate ferry service between Anacortes and Guemes Island, and a fare structure designed to recover operating costs similar to the Washington State Ferries model.	No change	
8A	8A-5.6	247	Ferry Service	Support the State’s continued provision of ferry service to and from Anacortes- San Juan Islands-Vancouver Island, B.C.	Support the State’s continued restored provision of ferry service to and from Anacortes- San Juan Islands-Vancouver Island, B.C.	Restore international ferry service; support tourism
8A	8A-6	247	Non-Motorized Transportation 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.	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 active transportation users, through appropriate planning, design, construction and maintenance of user-friendly facilities. Increase education, information and traffic enforcement efforts associated with non-motorized active transportation as a means of lowering collision and injury rates associated with these modes.	The term "Non-motorized" has been replaced with "Active Transportation" to refer to human-powered walking, biking, and rolling (wheelchair/mobility device) modes
8A	8A-6.1	247-248	Non-Motorized Transportation Network	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.	The Skagit County non-motorized active 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 Active Transportation Plan, and any system or design accommodations meant to serve non-motorized active transportation users.	Same as above

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8A	8A-6.2	248	Non-Motorized Transportation Network	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.	The County’s Non-Motorized Active Transportation Plan should identify non-motorized identifies County needs in the County. Based on those needs, the plan should then identify and prioritize priorities, and potential non-motorized projects.	
8A	8A-6.3	248	Non-Motorized Transportation Network	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.	The Non-Motorized Active 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 active transportation projects must be added to the Six-Year Transportation Improvement Program (6-Year TIP) in order to be funded.	Same as above
8A	8A-6.4	248	Non-Motorized Transportation Network	Provide for the diverse needs of bicycle, pedestrian and equestrian modes through appropriate routing and the utilization of single-use and shared-use facilities. Encourage public education for motorists and non-motorized users alike on the importance of “sharing the road,” consistent with Traffic Safety policy 8A-10.3.	Provide for the diverse needs of bicycle, pedestrian and equestrian modes through appropriate routing and the utilization of single-use and shared-use facilities. Encourage public education for motorists and non-motorized active transportation users alike on the importance of “sharing the road,” consistent with State and County traffic safety policies. Traffic Safety policy 8A10.3.	Same as above
8A	8A-6.5	248	Non-Motorized Transportation Network	Connect neighborhoods and communities with each other and with other important 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.	Connect neighborhoods and communities with each other and with other important 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 active transportation facilities and systems of cities and towns within Skagit County and of adjoining areas.	Same as above
8A	8A-6.6	248	Non-Motorized Transportation Network	Coordinate system planning, funding, and development with other local, regional, state, federal and tribal jurisdictions; and with public transit providers, as most public transit trips begin and end with walking or biking.	Coordinate system planning, funding, and development with other local, regional, state, federal and tribal jurisdictions; and with public transit providers, as most public transit trips begin and end with walking or biking, or rolling.	
8A	8A-6.7	248	Non-Motorized Transportation Network	Design all non-motorized facilities in compliance with federal, state and local accessibility standards.	Design all non-motorized multimodal transportation facilities in compliance with federal, state and local accessibility standards.	Same as above
8A	8A-6.8	248	Non-Motorized Transportation Network	Access and trailhead facilities should include adequate parking and sanitation.	Access and trailhead facilities should include adequate parking and sanitation.	

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8A	8A-6.9	249	Non-Motorized Transportation Network	Promote non-motorized transportation as a viable, healthy, non-polluting alternative to the single occupancy vehicle.	Promote non-motorized active transportation as a viable, healthy, non-polluting alternative to the single occupancy vehicle.	Same as above
8A	8A-6.10	249	Non-Motorized Transportation Network	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 change	
8A	8A-6.11	249	Non-Motorized Transportation Network	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.	Community and subarea plans should be coordinated between state and local governments and private enterprises to identify and address the implementation of multimodal pedestrian, bicycle and (where appropriate) equestrian facilities that provide recreational transportation opportunities as well as 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.	Multimodal is all-inclusive
8A	8A-6.12	249	Non-Motorized Transportation Network	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.	Emphasize maintenance of existing non-motorized active transportation 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.	Same as above
			Air Quality	Currently none	The County will strive to reduce air pollution and greenhouse gas emissions by promoting the use of alternative transportation modes, reducing vehicular traffic, maintaining acceptable traffic flow, and siting of facilities.	HB 1181/GMA - Reduce GHG and VMT
8A	8A-7	249	Freight and Economic Development	Support economic development goals by providing adequate air, rail and surface freight handling routes and facilities throughout the County transportation system.	No Change	
8A	8A-7.1	249	Freight and Economic Development	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 change	
8A	8A-7.2	249	Freight and Economic Development	Provide roads structurally adequate to handle anticipated commercial traffic demand, particularly on the FGTS.	No change	

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8A	8A-7.3	249	Freight and Economic Development	Encourage the enhancement and expansion of freight rail service to and from economic activity centers.		No change
8A	8A-7.4	250	Freight and Economic Development	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 change
8A	8A-8	250	Tourism and Recreation	Support the promotion of tourism, recreation, and special events through the County transportation system.		No Change
8A	8A-8.1	250	Tourism and Recreation	Involve affected jurisdictions in the planning and design of transportation projects that affect major tourism, park, and recreation facilities.		No change
8A	8A-8.2	250	Tourism and Recreation	Coordinate management of the transportation system during special events with the responsible program organizations, while minimizing the disruption of normal economic operations including agriculture, forestry, and other natural resource industries.		No change
8A	8A-8.3	250	Tourism and Recreation	Encourage the state to consider high-season traffic demand on SR 20 in East Skagit County whenever the state studies the need for improvements.		No change
8A	8A-9	250	Scenic Highways	Support the preservation and enhancement of scenic highways and historic, archeological and cultural resources within Skagit County.		No Change
8A	8A-9.1	250	Scenic Highways	Scenic Roads Program – Encourage the state and federal Scenic Highways and Scenic Byways programs to ensure the preservation of scenic resources along designated highways.		No change
8A	8A-9.2	250	Scenic Highways	Interpretive sites - Develop cultural, historic and natural interpretive sites situated on public lands in a way that non-motorized travelers can enjoy them.		No change
8A	8A-9.3	250	Scenic Highways	Coordination - Work with the state to implement 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.		No change
8A	8A-10	251	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.		No Change

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8A	8A-10.1	251	Traffic Safety	Safety Improvements - Include safety improvements as a priority in all capital projects and maintenance decisions relating to the County road system.		No change
8A	8A-10.2	251	Traffic Safety	Rules of the Road - Promote the safe use of transportation facilities and conformance with “rules of the road.”		No change
8A	8A-10.3	251	Traffic Safety	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 change
8A	8A-10.4	251	Traffic Safety	Minimize conflicts - Encourage planning, design and educational programs that help minimize conflicts among users.		No change
			Traffic Safety	Currently none	Balance transportation user convenience with safety, preservation of capacity, and access management.	Balance multiple needs
8A	8A-11	251	Road 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.		No Change
8A	8A-11.1	252	Road Maintenance and Monitoring	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 change
8A	8A-11.2	252	Road Maintenance and Monitoring	Coordinate monitoring efforts with other County departments as appropriate, and with other state and local jurisdictions and agencies.		No change
8A	8A-11.3	252	Road Maintenance and Monitoring	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 change
8A	8A-11.4	252	Road Maintenance and Monitoring	Maintain a program for addressing traffic safety problems through monitoring of high incident conditions.		No change

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			ITS Technology	Currently none	Work with the SCOG to enhance transportation accessibility with a regional Intelligent Transportation Systems architecture that includes traveler information as a major component.	RTP requirement and state of art in trnsportation industry
8A	8A-12	252	Demand and System Management	Increase the efficiency of the existing transportation system before major capital expenditures are made.	Increase Select and build the most efficiency mix of the existing transportation modes facilities based on the need to balance accessibility and demand system before major capital expenditures are made.	"Increasing efficiency" can be code for "maintian speed" - this balances many needs
8A	8A-12.1	252	Demand and System Management	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.	No change	
8A	8A-12.2	252	Demand and System Management	Encourage the Skagit Council of Governments 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.	No change	
8A	8A-13	252	Land Use and Development	Incorporate transportation goals, policies, and strategies into all County land use decisions.	Incorporate multimodal transportation goals, policies, and strategies into all County land use decisions.	Inclusive of all modes
8A	8A-13.1	253	Land Use and Development	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 change	
8A	8A-13.2	253	Land Use and Development	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 change	
8A	8A-13.3	253	Land Use and Development	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.	Public Transportation Accessibility —Require new development and redevelopment to provide ADA upgrades and adequate motorized and non-motorized multimodal transportation facilities within and adjacent to the development, and to provide access and connectivity to public transit, where available.	Require growth to help pay for the impacts of gropwth, such as ADA and multimodal projects
8A	8A-13.4	253	Land Use and Development	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 change	

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8A	8A-13.5	253	Land Use and Development	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.	No change	
8A	8A-13.6	253	Land Use and Development	Support for Existing Development – Coordinate efforts to develop infrastructure that improves the efficiency of existing major industrial and commercial areas.	No change	
8A	8A-13.7	253	Land Use and Development	Right-of-Way Dedication – The County shall require dedication of right-of-way for needed roads in conjunction with the approval of development projects.	Right-of-Way Dedication – The County shall require dedication of right-of-way for multimodal transportation improvements needed roads in conjunction with the approval of development projects.	Public ROW is not exclusively for vehicle-oriented roads
8A	8A-13.8	253-254	Land Use and Development	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 change	
8A	8A-13.9	254	Land Use and Development	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.	Arterials and collectors - When arterials and collectors traverse residential areas, appropriate traffic controls shall be employed to balance the multimodal transportation needs of both the local residents and the traveling public.	Accommodate many needs
8A	8A-13.10	254	Land Use and Development	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.	Transportation facility standards- Incorporate Complete Street standards within the land development regulations to ensure that new development and redevelopment provide adequate motorized and non-motorized multimodal transportation facilities within and adjacent to the development.	Accommodate many needs
8A	8A-13.11	254	Land Use and Development	Implement development regulations that allow electric vehicle infrastructure, including battery charging stations, as a use in all areas except those zoned for residential or resource use or critical areas.	No change	
			Land Use		Promote transportation improvement strategies that support future densification of urban growth areas while transitioning and connecting seamlessly to rural areas.	Focus on density

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8A	8A-14	254	Concurrency	Ensure that suitable mitigation measures for addressing the impacts of growth are fair and equitable, and that transportation impacts at the project and system levels are mitigated concurrently with the project.	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, <u>consistent with the Growth Management Act</u> .	Many recent changes to GMA
8A	8A-14.1	254	Concurrency	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.	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, <u>which may include pedestrian and bikeway projects</u> .	RCWs/GMA now allow ped-bike facilities on Transportation Impact Fee (TIF) project lists
8A	8A-14.2	254	Concurrency	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 change
8A	8A-14.3	254-255	Concurrency	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 change
8A	8A-14.4	255	Concurrency	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.		No change
8A	8A-14.5	255	Concurrency	If an impact fee ordinance is not in place, the County may require large developments to make improvements or pay a fee in lieu 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.		No change
8A	8A-14.6	255	Concurrency	The County, in cooperation with the development community, may address transportation impacts of growth, through the GMA and the State Environmental Policy Act as a practical solution to meet the intent of Goal 8A-14 above.		No change
						Be aware: SB 5412 allows SEPA categorical exemption for housing projects if County completes process steps

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			Concurrency/ TIP		Publish an Annual Concurrency Report for County road segments, intersections, and active transportation network completeness to inform the six-year Transportation Improvement Program (TIP) process.	Annual tracking and monitoring for MMLOS and 6-Year TIP investments
8B		255	Implementation and Intergovernmental Coordination	Jointly plan, prioritize, and finance transportation improvements with federal, state, regional, and municipal partners for the greatest public benefit.	No change	
8B	8B-1.1	255	Implementation and Intergovernmental Coordination	Future Plans – Coordinate transportation plans with local, state, and tribal jurisdictions through the Skagit Council of Governments, to identify and provide solutions for anticipated transportation challenges identified over the 20-year life of the Comprehensive Plan.	No change	
8B	8B-1.2	255	Implementation and Intergovernmental Coordination	SR 20 – Encourage the state to provide facilities for non-motorized transportation as part of improvements to SR 20.	SR-20 Encourage the state to provide facilities for non-motorized active transportation as part of improvements to SR20 all state highways, consistent with RCW 47.04.035 Complete Street Principals.	RCW 47.04.035 requires WSDOT to incorporate locally identified active transportation needs
8B	8B-1.3	255	Implementation and Intergovernmental Coordination	Joint Development – Cooperate with the cities and towns in planning for joint development of road improvements that support mutual objectives.	Joint Development – Cooperate with the cities and towns in planning for joint development of road transportation improvements that support mutual objectives.	No just road projects
8B	8B-1.4	256	Implementation and Intergovernmental Coordination	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 change	
8B	8B-1.5	256	Implementation and Intergovernmental Coordination	Public Involvement Encourage the Washington State Department of Transportation to maintain close coordination with the local jurisdictions and the Skagit Council of Governments 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.	Ensure the early, meaningful, inclusive, equitable, and continuous participation of the region's interested parties in the planning process, and encourage the Washington State Department of Transportation to maintain close coordination with the local jurisdictions and the Skagit Council of Governments in transportation planning and in the transportation project decision-making process. In support of this, the County encourages the State	Public engagement / equity

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					to continue enhancing its public involvement programs for state transportation decisions.	
8B	8B-1.6	256	Implementation and Intergovernmental Coordination	Americans with Disabilities Act - The County shall comply with the "Americans with Disabilities Act of 1990."	Americans with Disabilities Act - The County fully supports the "Americans with Disabilities Act (ADA) of 1990" and will implement the Skagit County ADA Transition Plan for facility upgrades.	GMA now requires ADA Plans and Transit LOS
8B	8B-1.7	256	Implementation and Intergovernmental Coordination	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 change	
			Intermodal/Inter-Connectivity		Promote modal interconnectivity that best serves the users by identifying missing links and connections, and working with partner agencies to provide missing links.	Intergovernmental
			Interjurisdictional		Provide a County Transportation Element that supports local Town and City comprehensive plans, including unincorporated UGAs.	Intergovernmental
			Equity/Inclusion		Ensure equitable, inclusive, and accessible public engagement opportunities to all Skagit County citizens in the development of transportation plans.	Public engagement / equity
			Public outreach		Collect, consider, and where feasible, incorporate public comments prior to making public funding decisions on transportation decisions.	Public engagement
			Interjurisdictional		Encourage efficient, multimodal transportation systems that are based upon regional priorities and coordinated with county and city comprehensive plans.	Intergovernmental
8C		256	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.	No change	

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8C	8C-1.1	256	Capital Improvements	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 change	
8C	8C-1.2	256	Capital Improvements	Funding – Make transportation capital investment decisions in consideration of capacity, safety, economic development, public health, and growth management needs.	No change	
			Capital Improvements			All transportation capital improvements shall incorporate removal of barriers to fish passage, where applicable. WSDOT fish passage
			Capital Improvements			To the extent feasible, all new and expanded County transportation facilities shall be sited, constructed, and maintained to minimize noise levels. Noise reduction

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