

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Environment New		Climate		The following are policies to address siting and resilience of infrastructure: (a) Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain. (b) Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.	Broke these policies out into individual policies for better understanding and removed redundancies covered in other elements.	Growth Management Act Consistency
Environment New		Climate - Floodplains		Work cooperatively to meet regulatory standards for floodplain development as these standards are updated for consistency with relevant federal requirements including those related to the Endangered Species Act, and to accommodate long-term climate change projections.	Include endangered species act compliance in floodplain policy.	Growth Management Act Consistency
Environment New		Climate		Support achievement of regional greenhouse gas emissions reduction goals through countywide planning policies and local comprehensive plans.		Growth Management Act Consistency
Environment	5A-5, 5A-5.8, 181	Protection and Conservation Measures	All activities that are exempt under the Critical Areas Ordinance (CAO), shall be carried out in ways that cause the least impact on critical areas and their buffers. (a) If any damage is caused to a critical area or buffer, in connection with an exempt activity, the critical area and its buffer shall be restored to the extent feasible.	No recommended change.		
Transportation	8A, New, 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, wildlife , and goods in partnership, where appropriate, with cities, tribes, transit agencies, and the Skagit Council of Governments.	Integrate equity to align with requirement 3 of Commerce's Climate Planning Guidance. include regional focus.	Growth Management Act Consistency, Address Planning Commission

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportation	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.	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 <u>and the importance of preserving wildlife movement corridors.</u>	Address public comment	
Transportation	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 <u>and completeness</u> of the <u>multimodal</u> transportation system to meet <u>adopted MMLOS level of service</u> standards <u>and in an effort to</u> manage <u>traffic</u> congestion <u>and provide safe and complete active transportation connections.</u>	Inclusive MMLOS focus	Growth Management Act Consistency, Address Planning Commission
Transportation	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 recommended change.		
Transportation	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 <u>reduce risk of injury while</u> increasing the <u>safety, security, comfort, and</u> mobility of all users and provide alternatives to the passenger car, <u>emphasizing the selection of projects that incorporate safety and security.</u>	Incorporates equity considerations and vehicle miles traveled considerations aligned to Commerce Menu of Measures Requirement 3 and specifies alternatives to the passenger car. More safety focus.	Growth Management Act Consistency, Address Planning Commission

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportatic 243	8A, 8A-1.4,	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 recommended change.		
Transportatic 243	8A, 8A-1.5,	System Management	Skagit River - The County supports improving the flow of traffic over the Skagit River, including new bridge construction.	Skagit River - The County supports improving the flow of traffic over the Skagit River, including new bridge construction with a commitment to minimizing environmental impacts by incorporating wildlife connectivity, preserving water quality, and enhancing flood resilience.		Address Public Comment
Transportatic 244	8A, 8A-1.6,	System Management	Arterial access - Primary arterial access points should be designed to ensure maximum safety while minimizing traffic flow disruptions.	No recommended change.		
Transportatic 244	8A, 8A-1.7,	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 recommended change.		

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportatic 244	8A, 8A-1.8,	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.	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. Emphasize climate resiliency, equity, and reduction of greenhouse gas emissions in the planning and design of these projects, ensuring they support sustainable development and provide fair access to all communities.	Specific mention to climate resiliency, equity, and reduction of greenhouse gas emissions when ensuring integration transportation and land use plans. Alignment to the requirements of resiliency and GHG reduction outlined in Commerce's Climate Planning Guidance, specifically Commerce Menu of Measures 53. Development permits and public works transportation plans should be directly coordinated beyond impact fees. New developments and transit expansion must be considered simultaneously. Examples: bus rapid transit, transit fleet electrification, first- and last-mile connectivity to be considered with	Growth Management Act Consistency
Transportatic New				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 and constructed.	TIB Complete Streets grant requires ordinance; Many others award points for CS ordinance	Growth Management Act Consistency, Address Planning Commission
				Economic and Eco-Tourism Opportunites - consider		Address Public Comment

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant Summarized	Reason for Change
Transportation	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 .		
Transportation	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.		
Transportation	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 .	Re-word this policy to be specific to vehicles, new policies have now been introduced multi-modal LOS.	Growth Management Act Consistency
Transportation	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 recommended change.	HB 1181/GMA MMLOS for active transportation	Growth Management Act Consistency
Transportation	New	MMLOS		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	HB 1181/GMA MMLOS for transit	Growth Management Act Consistency

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportation New		MMLOS		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.		Growth Management Act Consistency
Transportation	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	Administrative Cleanup, Address Public Comment
Transportation	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.	Transit Support- Encourage citizens and businesses to use choose transit as an over alternative to the single-occupant vehicles to reduce greenhouse gas emissions and vehicle miles traveled. Enhance the quality of transit systems viability by increasing speed, frequency, coverage, and reliability.	Specified to reduce GHG emissions and ways to encourage transit use in alignment with Commerce's Climate Planning Guidance Measure 429 (a high priority action). Skagit could implement "last-mile" strategies (shuttles, ride-sharing, bike-sharing), beginning with frontline communities, people with physical impairments, children and elderly transit riders.	Growth Management Act Consistency
Transportation	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 recommended change.		
Transportation	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 recommended change.		

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportatic 245	8A, 8A-3.4,	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 recommended change.		
Transportatic 245	8A, 8A-3.5,	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 recommended change.		
Transportatic 245	8A, 8A-3.6,	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 recommended change.		
Transportatic New				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	Growth Management Act Consistency
Transportatic , ,				Work with large business and industrial employers to ensure that emerging workforce public transportation needs can be addressed by Skagit Transit and other providers.		Address Public Comment
Transportatic 246	8A, 8A-4,	Passenger Rail Transportation	Support passenger rail service to and through Skagit County as an important element of a balanced transportation system.	No recommended change.		
Transportatic 246	8A, 8A-4.1,	Passenger Rail Transportation	Encourage rail agencies to implement a public education program on railroad safety.	No recommended change.		
Transportatic 246	8A, 8A-4.2,	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 recommended change.		

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportatic 246	8A, 8A-4.3,	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 recommended change.		
Transportatic 246	8A, 8A-4.4,	Passenger Rail Transportation	Road improvement decisions shall be consistent with any plans for rail crossings closures and with other aspects of rail service.	No recommended change.		
Transportatic 246	8A, 8A-4.5,	Passenger Rail Transportation	Plan for commuter rail service to Skagit County at such time it is determined to be economically and socially acceptable.	No recommended change.		
Transportatic 246	8A, 8A-5,	Ferry Service	Work to maintain county and state ferry services as an important element of the transportation network.	No recommended change.		
Transportatic 246	8A, 8A-5.1,	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	Growth Management Act Consistency
Transportatic 246	8A, 8A-5.2,	Ferry Service	Work with the City of Anacortes, property owners, and residents on Guemes Island to develop and maintain adequate parking areas.	No recommended change.		
Transportatic 247	8A, 8A-5.3,	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 recommended change.		
Transportatic 247	8A, 8A-5.4,	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 opportunity for public review and comment.	No recommended change.		

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportatic 247	8A, 8A-5.5,	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 recommended change.		
Transportatic 247	8A, 8A-5.6,	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 <u>restored</u> provision of ferry service to and from Anacortes- San Juan Islands-Vancouver Island, B.C.	Restore international ferry service; support tourism	Address Public Comment
Transportatic 247	8A, 8A-6,	Non-Motorized <u>Active</u> 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 an <u>equitable</u> , safe, and efficient network of trails and bikeways, including both on- and off- road facilities that link populated and <u>historically underserved</u> areas of the County with important travel destinations <u>such as jobs, schools, and essential services</u> . Achieve high standards in meeting the needs on-motorized users, through appropriate <u>Implement inclusive</u> planning, design, construction, and maintenance of user-friendly facilities <u>practices to meet the highest standards of accessibility and usability needs for all active transportation users, with a focus on addressing mobility barriers where needed</u> . 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	Incorporated equity considerations, aligning with Commerce Climate Planning Guidance Requirement 3. The term "Non-motorized" has been replaced with "Active Transportation" to refer to human-powered walking, biking, and rolling (wheelchair/mobility device) modes	Growth Management Act Consistency
Transportatic 247-248	8A, 8A-6.1,	Non-Motorized <u>Active</u> 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 design accommodations meant to serve non-motorized users.	The Skagit County non-motorized <u>active</u> 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	The term "Non-motorized" has been replaced with "Active Transportation" to refer to human-powered	Growth Management Act Consistency

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportatic 248	8A, 8A-6.2,	Non-Motorized Active 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.	The term "Non-motorized" has been replaced with "Active Transportation" to refer to human-powered walking, biking, and rolling (wheelchair/mobility device) modes	Growth Management Act Consistency, Address Public Comment
Transportatic 248	8A, 8A-6.3,	Non-Motorized Active 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.	The term "Non-motorized" has been replaced with "Active Transportation" to refer to human-powered walking, biking, and rolling (wheelchair/mobility device) modes	Growth Management Act Consistency
Transportatic 248	8A, 8A-6.4,	Non-Motorized Active 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.	The term "Non-motorized" has been replaced with "Active Transportation" to refer to human-powered walking, biking, and rolling (wheelchair/mobility device) modes	Growth Management Act Consistency
Transportatic 248	8A, 8A-6.5,	Non-Motorized Active 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.	The term "Non-motorized" has been replaced with "Active Transportation" to refer to human-powered walking, biking, and rolling (wheelchair/mobility device) modes	Growth Management Act Consistency

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportatic 248	8A, 8A-6.6,	Non-Motorized Active 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, <u>or rolling</u> .	The term "Non-motorized" has been replaced with "Active Transportation" to refer to human-powered walking, biking, and rolling (wheelchair/mobility device) modes	Growth Management Act Consistency
Transportatic 248	8A, 8A-6.7,	Non-Motorized Active Transportation Network	Design all non-motorized facilities in compliance with federal, state and local accessibility standards.	Design all non-motorized <u>multimodal transportation</u> facilities in compliance with federal, state and local accessibility standards.	The term "Non-motorized" has been replaced with "Active Transportation" to refer to human-powered walking, biking, and rolling (wheelchair/mobility device) modes	Growth Management Act Consistency
Transportatic 248	8A, 8A-6.8,	Non-Motorized Active Transportation Network	Access and trailhead facilities should include adequate parking and sanitation.	Access and trailhead facilities should include adequate parking and sanitation.	The term "Non-motorized" has been replaced with "Active Transportation" to refer to human-powered walking, biking, and rolling (wheelchair/mobility device) modes	Growth Management Act Consistency
Transportatic 249	8A, 8A-6.9,	Non-Motorized Active Transportation Network	Promote non-motorized transportation as a viable, healthy, non-polluting alternative to the single occupancy vehicle.	Promote non-motorized <u>active</u> transportation as a viable, healthy, non-polluting alternative to the single occupancy vehicle.	The term "Non-motorized" has been replaced with "Active Transportation" to refer to human-powered walking, biking, and rolling (wheelchair/mobility device) modes	Growth Management Act Consistency
Transportatic 6.10, 249	8A, 8A-	Non-Motorized Active 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 recommended change.		

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportatic 8A, 8A-6.11, 249	8A, 8A-6.11, 249	Non-Motorized Active 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 <u>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, support wildlife movement, and ensure as well as</u> 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.	The term "Non-motorized" has been replaced with "Active Transportation" to refer to human-powered walking, biking, and rolling (wheelchair/mobility device) modes	Growth Management Act Consistency, Address Public Comment
Transportatic 8A, 8A-6.12, 249	8A, 8A-6.12, 249	Non-Motorized Active 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 <u>active transportation</u> 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.	The term "Non-motorized" has been replaced with "Active Transportation" to refer to human-powered walking, biking, and rolling (wheelchair/mobility device) modes	Growth Management Act Consistency
Transportatic 8A, 8A-6.13,	8A, 8A-6.13,	Open Space		<u>Encourage updates to both the 2004 Non-Motorized Plan and the 2009 Open Space Concept Plan to support expansion of the multiuse trail network for transportation, recreation, eco-tourism, and resilience to flooding and adverse climate impacts.</u>		Address Public Comment
Transportatic 8A, 8A-6.14,	8A, 8A-6.14,	Air Quality		<u>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.</u>	HB 1181/GMA - Reduce GHG and VMT VMTHB 1181/GMA - Reduce GHG and VMT	Growth Management Act Consistency
Transportatic 8A, 8A-6.15,	8A, 8A-6.15,	Air Quality		<u>Encourage Skagit County to consider implementing the US EPA Idle-Free Schools Toolkit for a Healthy School Environment to reduce local impacts to regional air quality.</u>		Address Public Comment
Transportatic 8A, 8A-7, 249	8A, 8A-7, 249	Freight and Economic Development	Support economic development goals by providing air, rail and surface freight handling routes and facilities throughout the County transportation system.			

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant Summarized	Reason for Change
Transportatic 249	8A, 8A-7.1,	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 recommended change.		
Transportatic 249	8A, 8A-7.2,	Freight and Economic Development	Provide roads structurally adequate to handle anticipated commercial traffic demand, particularly on the FGTS.	No recommended change.		
Transportatic 249	8A, 8A-7.3,	Freight and Economic Development	Encourage the enhancement and expansion of freight rail service to and from economic activity centers.	No recommended change.		
Transportatic 250	8A, 8A-7.4,	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 recommended change.		
Transportatic 250	8A, 8A-8,	Tourism and Recreation	Support the promotion of tourism, recreation, and special events through the County transportation system.	No recommended change.		
Transportatic 250	8A, 8A-8.1,	Tourism and Recreation	Involve affected jurisdictions in the planning and design of transportation projects that affect major tourism, park, and recreation facilities.	No recommended change.		
Transportatic 250	8A, 8A-8.2,	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 recommended change.		
Transportatic 250	8A, 8A-8.3,	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 recommended change.		
Transportatic 250	8A, 8A-9,	Scenic Highways	Support the preservation and enhancement of scenic highways and historic, archeological and cultural resources within Skagit County.	No recommended change.		
Transportatic 250	8A, 8A-9.1,	Scenic Highways	Scenic Roads Program – Encourage the state and federal agencies to support Scenic Highways and Scenic Byways programs to encourage preservation of scenic resources along designated highways.			Comment

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportatic 250	8A, 8A-9.2,	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 recommended change.		
Transportatic 250	8A, 8A-9.3,	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 recommended change.		
Transportatic 251	8A, 8A-10,	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 recommended change.		
Transportatic 251	8A, 8A-10.1,	Traffic Safety	Safety Improvements - Include safety improvements as a priority in all capital projects and maintenance decisions relating to the County road system.	No recommended change.		
Transportatic 251	8A, 8A-10.2,	Traffic Safety	Rules of the Road - Promote the safe use of transportation facilities and conformance with "rules of the road."	No recommended change.		
Transportatic 251	8A, 8A-10.3,	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 recommended change.		
Transportatic 251	8A, 8A-10.4,	Traffic Safety	Minimize conflicts - Encourage planning, design and educational programs that help minimize conflicts among users.	No recommended change.		
Transportatic New		Traffic Safety		Balance transportation user convenience with safety, preservation of capacity, and access management.	balance multiple needs.	Growth Management Act Consistency
Transportatic 251	8A, 8A-11,	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 recommended change.		

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportation 11.1, 252	8A, 8A-	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 recommended change.		
Transportation 11.2, 252	8A, 8A-	Road Maintenance and Monitoring	Coordinate monitoring efforts with other County departments as appropriate, and with other state and local jurisdictions and agencies.	No recommended change.		
Transportation 11.3, 252	8A, 8A-	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 recommended change.		
Transportation 11.4, 252	8A, 8A-	Road Maintenance and Monitoring	Maintain a program for addressing traffic safety problems through monitoring of high incident conditions.	No recommended change.		
Transportation , ,		Safety Data, Reporting, Monitoring		Encourage WSDOT and WDFW to fund improvements to the collision database to include incidents of wildlife collisions on County roads, using this data to inform and improve traffic safety measures, prioritize mitigation efforts, and reduce risks to both wildlife and motorists.		Address Public Comment
Transportation New		ITS Technology		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 transportation industry.	
Transportation , ,		Technology and Innovation		Encourage and support the expansion of electric vehicle charging stations, including communities east of Interstate 5.		Address Public Comment
Transportation 252	8A, 8A-12,	Demand and System Management	Increase the efficiency of the existing transportation system before major capital expenditures are made.	Increase Select and build the most efficient 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 "maintain speed" - this balances many needs	Growth Management Act Consistency

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportatic 8A, 8A-12.1, 252	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 recommended change.		
Transportatic 8A, 8A-12.2, 252	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 recommended change.		
Transportatic 8A, 8A-13, 252	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 models	Growth Management Act Consistency
Transportatic 8A, 8A-13.1, 253	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 recommended change.		
Transportatic 8A, 8A-13.2, 253	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 recommended change.		
Transportatic 8A, 8A-13.3, 253	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 growth, such as ADA and multimodal projects.	Growth Management Act Consistency
Transportatic 8A, 8A-13.4, 253	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 recommended change.		

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportatic 8A, 8A-13.5, 253	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 recommended change.		
Transportatic 8A, 8A-13.6, 253	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 recommended change.		
Transportatic 8A, 8A-13.7, 253	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	Growth Management Act Consistency
Transportatic 8A, 8A-13.8, 253-254	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 recommended change.		
Transportatic 8A, 8A-13.9, 254	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	Growth Management Act Consistency
Transportatic 8A, 8A-13.10, 254	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 and non-motorized transportation facilities within an adjacent to the development.	Transportation facility standards - Incorporate Complete Street standards within the land development regulations to	Accommodate many needs	Growth Management Act Consistency

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportatic 8A, 8A-13.11, 254	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 recommended change.		
Transportatic 8A, 8A-13.12,	8A, 8A-13.12,			Where on-going maintenance costs can be justified, promote the use of Low Impact Development (LID) techniques, such as permeable pavement, in transportation projects to mitigate the harmful impacts of roadway runoff on critical salmon habitats.		Address Public Comment
Transportatic 8A, 8A-13.13, New	8A, 8A-13.13, New	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.	Growth Management Act Consistency
Transportatic 8A, 8A-14, 254	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, consistent with the Growth Management Act.	Many recent changes to GMA.	Growth Management Act Consistency
Transportatic 8A, 8A-14.1, 254	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, which may include pedestrian and bikeway projects.	RCWs/GMA now allow ped-bike facilities on Transportation Impact Fee (TIF) project lists	Growth Management Act Consistency
Transportatic 8A, 8A-14.2, 254	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 recommended change.		
Transportatic 8A, 8A-14.3, 254-255	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 city willing to enter into a Joint Transportation Planning, Funding, and Construction Agreement with the County.	No recommended change.		

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportatic 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 recommended change.		
Transportatic 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 recommended change.		
Transportatic 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 recommended change.		
Transportatic New		Concurrency		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.	Growth Management Act Consistency
Transportatic 8B, New, 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 recommended change.		
Transportatic 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 recommended change.		
Transportatic 8B, 8B-1.2, 255		Implementation and Intergovernmental Coordination	SR 20 – Encourage the state to provide facilities for motorized transportation as part of improvements to			ment Act

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportatic 8B, 8B-1.3, 255	Implementation and Intergovernmental Coordination	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 <u>road transportation</u> improvements that support mutual objectives.	This policy should not apply to only road projects.	Growth Management Act Consistency
Transportatic 8B, 8B-1.4, 256	Implementation and Intergovernmental Coordination	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 recommended change.		
Transportatic 8B, 8B-1.5, 256	Implementation and Intergovernmental Coordination	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.	<u>Ensure the early, meaningful, inclusive, equitable, and continuous participation of the region's interested parties in the planning process, and</u> 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.	Public engagement / equity.	Growth Management Act Consistency
Transportatic 8B, 8B-1.6, 256	Implementation and Intergovernmental Coordination	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" <u>and will implement the Skagit County ADA Transition Plan for facility upgrades.</u>	GMA now requires ADA Plans and Transit LOS	Growth Management Act Consistency
Transportatic 8B, 8B-1.7, 256	Implementation and Intergovernmental Coordination	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 recommended change.		
Transportatic New	Intermodal/Inter-Connectivity	Intermodal/Inter-Connectivity		<u>Promote modal interconnectivity that best serves the users by identifying missing links and connections, and working with partner agencies to provide missing links.</u>		Growth Management Act Consistency
Transportatic New	Interjurisdictional	Interjurisdictional				ment Act

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.

To learn how to provide public comment visit: <https://skagitcounty.net/2025cpa>
 Or email pdscomments@co.skagit.wa.us with the proposal name "Skagit County's Comprehensive Plan Draft Policies" in the subject line. Include your comments in the body of your email.

Element	OLD Goal, Policy, Page Reference (THIS HAS CHANGED IN THE NEW DOCUMENT)	Theme	Comprehensive Plan - Policy (Full Text Copied from 2016 Plan)	Proposed Policy Change or Proposed New Policy	Reasoning from Consultant	Reason for Change Summarized
Transportatic New		Equioty/Inclusion		Ensure equitable, inclusive, and accessible public engagement opportunities to all Skagit County citizens in the development of transportation plans.		Growth Management Act Consistency
Transportatic New		Public outreach		Collect, consider, and where feasible, incorporate public comments prior to making public funding decisions on transportation decisions.		Growth Management Act Consistency
Transportatic New		Interjurisdictional		Encourage efficient, multimodal transportation systems that are based upon regional priorities and coordinated with county and city comprehensive plans.		Growth Management Act Consistency
Transportatic	8C, New, 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 recommended change.		
Transportatic	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 recommended change.		
Transportatic New		Capital Improvements		All transportation capital improvements shall incorporate removal of barriers to fish passage, where applicable. These projects will also consider wildlife habitat connection opportunities, pedestrian recreational connection opportunities, and climate-related adaptation potential.	WSDOT fish passage	Growth Management Act Consistency, Address Public Comment
Transportatic New		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	Address Public Comment
Transportatic	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.	To the extent feasible, all new and expanded County transportation facilities shall be designed, sited, and		

Date Exported: February 14, 2025
Disclaimer: This document is meant to help readers understand how policies have been recommended to change and provides a general understanding how the policy has changed, and serves no other purpose. Some policies may appear different in the Comprehensive Document on the Website due to error in exporting to the document from this matrix or otherwise. If you see a difference in policies from this matrix compared to the Comprehensive plan use the above email to let staff know. The Comprehensive Plan document is the final and official version of policies that will be adopted.