

# TRANSPORTATION ELEMENT

## GOALS, OBJECTIVES & POLICIES

The City has created Goals, Objectives & Policies specific to the Transportation Element. These Goals, Objectives & Policies guide the City's decision making process related to transportation issues. These goals, objectives and policies are as follows.

**TRANSPORTATION GOAL 1:** CONTRIBUTE TO A WELL-DESIGNED TRANSPORTATION SYSTEM THROUGH REASONABLE, PLANNED, ECONOMICALLY FEASIBLE TRANSPORTATION IMPROVEMENTS THAT SUPPORT ADOPTED LAND USE PLANS, PROTECT OR IMPROVE BUSINESS ACCESS, AND PROTECT THE CITY'S NEIGHBORHOODS.

**OBJECTIVE 1.1:** Create a comprehensive street system that provides reasonable vehicular circulation throughout the City while enhancing the safety and function of the local transportation system.

Policy 1.1.1: Access management, such as restricting left turns and excessive use of driveways, should be coordinated with design standards and land use plans to enhance public safety and preserve traffic carrying capacity.

Policy 1.1.2: Each street in the City should be assigned a functional classification based on factors including traffic volumes, type of service provided, land use, and preservation of neighborhoods.

Policy 1.1.3: Streets and pedestrian paths in residential neighborhoods should be arranged as an interconnecting network that serves local traffic and facilitates pedestrian circulation.

Policy 1.1.4: Provide a balance between protecting neighborhoods from increased through traffic while maintaining access to neighborhoods.

Policy 1.1.5 : Phase implementation of transportation plans concurrently with growth to allow adequate transportation facilities and services to be in place concurrent with development; or, if the transportation network cannot be feasibly expanded to accommodate the adopted land use plan and the adopted level-of-service, for financial, geographic, or other reasons, re-examine land use, level-of-service, and economic inputs to establish a balance.

**OBJECTIVE 1.2:** Coordinate land use and transportation planning to meet the needs of the City.

Policy 1.2.1: Land use and transportation plans should be consistent so that land use and adjacent transportation facilities are compatible with each other.

Policy 1.2.2: Manage access along all principal and minor arterial corridors, and access points to residential, commercial, and industrial development. Utilize adopted Access Management techniques to preserve the flow of traffic on the road system while providing adequate access to adjacent land uses. These could include: limit the number of driveways (usually one per parcel); locate driveways away from intersections; and connect parking lots and consolidate driveways to create more pedestrian-oriented street design and encourage efficiency of both land uses and the adjacent transportation system.

**OBJECTIVE 1.3:** Strive to reduce traffic congestion that degrades the safety and reasonable functioning of the local transportation system.

Policy 1.3.1: Develop a system of level-of-service standards which promote growth where appropriate while preserving and maintaining the existing transportation system.

**OBJECTIVE 1.4:** Design transportation facilities to preserve and to be consistent with the natural and built environments.

Policy 1.4.1: Landscape transportation facilities to complement neighborhood character and amenities. Where appropriate, incorporate street trees in planting strips to improve air quality and visual aesthetics, and implement traffic calming effects.

Policy 1.4.2: Arrange streets and pedestrian paths in residential neighborhoods to form a grid or flexible grid network where feasible.

Policy 1.4.3: Foster connectivity of new development with the surrounding neighborhood, allowing cul-de-sacs only where it can be clearly demonstrated that a future connection will not be necessary.

**OBJECTIVE 1.5:** Implement demand management techniques.

Policy 1.5.1: Promote employer strategies and educational efforts that help shift travel demand to off-peak travel periods.

Policy 1.5.2: Coordinate with public agencies, utilities and developers to minimize activities that impact principal roads during peak traffic hours.

Policy 1.5.3: Continue to apply mitigation strategies to reduce the traffic impact of new development.

**TRANSPORTATION GOAL 2: COORDINATE EFFORTS WITH SKAGIT TRANSIT TO PROMOTE TRANSIT IMPROVEMENTS AND SERVICES TO THE CITY’S RESIDENTS AND BUSINESSES.**

**OBJECTIVE 2.1:** Work with Skagit Transit and other jurisdictions to increase the efficiency and convenience of inter-modal transportation connections within the regional transportation network.

Policy 2.1.1: Land use patterns should support transit and non-motorized modes of travel by encouraging higher density in selected residential and employment areas.

- Policy 2.1.2: Consultation with Skagit Transit is encouraged in order to evaluate the need for and location of new transit stops in large scale developments.
- Policy 2.1.3: The City should take an active role in working with the regional transit agencies in planning and locating public transit facilities.

**TRANSPORTATION GOAL 3: MAINTAIN, ENHANCE, AND INCREASE PEDESTRIAN AND BICYCLE TRAVEL BY PROVIDING SAFE AND CONVENIENT ROUTES FOR THE COMMUTING AND RECREATING PUBLIC.**

**OBJECTIVE 3.1:** Provide a non-motorized transportation system that effectively serves the needs of pedestrian and bicycle users and encourages non-motorized travel and provides a continuous network of attractive sidewalks, footpaths, bike routes, pathways, and trails throughout the City.

- Policy 3.1.1: Encourage pedestrian and bicycle connections between residential developments, neighborhood commercial centers, recreation areas. Use incentives or regulations to encourage new construction to promote pedestrian and bicycle connections to schools, parks, community centers, public transit services and facilities, neighborhoods and other services.
- Policy 3.1.2: Establish a network of bicycle routes within the City to connect those land uses likely to produce significant concentrations of bicycle usage. Work with interested parties in the planning of such a network.
- Policy 3.1.3: Improve the safety of crossings for pedestrians and bicycles where streets intersect with rail facilities, trails, paths and all areas where pedestrians and/or bicycle movements are encouraged.
- Policy 3.1.4: Whenever practical, provide safe access for pedestrians and bicyclists to transit stops.
- Policy 3.1.5: Seek to develop a comprehensive pedestrian and bicycle signage program that provides directional information, identification of on/off street routes, and a printed non-motorized facilities map.
- Policy 3.1.6: Implement policies and procedures regarding design standards for bike routes, pathways, and trails. ADA standards will be considered, where appropriate.

**TRANSPORTATION GOAL 4: MAINTAIN AND IMPROVE TRUCK AND FREIGHT RAIL ACCESS TO INDUSTRIAL AREAS.**

**OBJECTIVE 4.1:** Provide adequate infrastructure to facilitate the movement of freight to and from designated commercial and industrial areas.

- Policy 4.1.1: Promote freight mobility projects in and around the Mount Vernon UGA that facilitate the development of economically viable and environmentally sustainable commercial and industrial areas.

**TRANSPORTATION GOAL 5: DEVELOP A FUNDING AND IMPLEMENTATION PROGRAM FOR NEEDED TRANSPORTATION IMPROVEMENTS THAT SUPPORTS ADOPTED LAND USE POLICIES AND APPROPRIATELY DISTRIBUTES TRANSPORTATION COSTS BETWEEN PUBLIC AGENCIES AND PRIVATE DEVELOPMENT.**

**OBJECTIVE 5.1:** Effectively pursue adequate funding for transportation improvements from all potential sources.

**OBJECTIVE 5.2:** Prepare a transportation financing plan that optimizes the use of City funds and leverages other funding sources.

Policy 5.2.1: Aggressively seek available Federal, State and local government funding opportunities for projects that meet the City’s transportation objectives.

Policy 5.2.2: When appropriate, require new and expanded developments to construct, or participate in the funding to upgrade, roadways to City standards.

Policy 5.2.3: Allow for funding of growth-related traffic improvements proportionately by impact fees or other mechanisms that apportion costs in relation to impact charged to new development.

**TRANSPORTATION GOAL 6: DEVELOP AND MAINTAIN RELATIONSHIPS BETWEEN THE CITY AND OTHER AGENCIES AND LOCAL JURISDICTIONS FOR COOPERATIVE PLANNING OF COMMON TRANSPORTATION IMPROVEMENTS AND DISCUSSION OF TRANSPORTATION-RELATED INTERESTS.**

**OBJECTIVE 6.1:** Proactively work with the state and neighboring jurisdictions to provide capacity on regional transportation systems and to reduce regional traffic on local streets.

Policy 6.1.1: Establish a mechanism to provide multi-jurisdictional cooperation to fund transportation improvements, participate in joint ventures and promote improvement of inter-jurisdictional transportation systems to mitigate transportation impacts that occur beyond the permitting jurisdiction.

Policy 6.1.2: Continue active participation and leadership in the Regional Transportation Planning Organization (RTPO) and the Metropolitan Planning Organization (MPO).

**TRANSPORTATION GOAL 7: INTEGRATE THE PRINCIPLES AND PRACTICES OF COMPLETE STREETS INTO THE CITY’S PLANNING AND EXECUTION OF PROJECTS SO THAT ALL RESIDENTS AND VISITORS, REGARDLESS OF THEIR AGE, ABILITY, OR FINANCIAL RESOURCES, CAN SAFELY AND EFFICIENTLY USE THE PUBLIC RIGHT-OF-WAY TO MEET THEIR TRANSPORTATION NEEDS REGARDLESS OF THEIR PREFERRED MODE OF TRAVEL.**

**OBJECTIVE 7.1:** To plan for, design, construct, operate, and maintain an appropriate and cohesive transportation system that will meet the needs of motorists, pedestrians, bicyclists, wheelchair users, transit vehicles and riders, freight haulers, agricultural vehicles, emergency responders, and residents of all ages and abilities.

Policy 7.1.1: Consideration will be given to all users and modes of travel from the start of planning and design work. Transportation improvements will be viewed as opportunities to create safer, more accessible streets for all users.

- Policy 7.1.2: The City will cooperate with other transportation agencies including the Washington State Department of Transportation and Skagit County to request that the principles and practices of complete streets are embedded within their planning, design, construction, and maintenance activities.
- Policy 7.1.3: Implementation of complete streets policies shall take into account the goal of enhancing the context and character of the surrounding built and natural environments.
- Policy 7.1.4: Appropriate attention will be given to projects that enhance the overall transportation system and its connectivity for access to parks or recreation areas, schools, shopping/commercial areas, public transportation, employment centers, existing pedestrian or bicycle networks, or regional bicycle pedestrian plans prepared by other associated groups such as Skagit County and Skagit Council of Governments.
- Policy 7.1.5: The Public Works Director and/or designees should report to the City Council to discuss the transportation projects undertaken (or planned) to discuss the extent to which each of these projects have met, or are expected to meet, non-motorized needs and plans.
- Policy 7.1.6: Collaborate with Skagit County to make sure that the City's non-motorized plans are integrated with County plans.